MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Powder Mill Village** Inventory Number: **PG:61-85**

Address: North of I-95, South of Powder Mill Road, West of Evans Trail Historic District: No

City: Beltsville Zip Code: 20705 County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Powder Mill Apartments LLC Tax Account ID: 01-0035873

Tax Map Parcel(s): 00C4 Tax Map: 0012

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

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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:

Powder Mill Village is a garden apartment complex in Beltsville. It is bounded by Interstate 95 (I-95) to the south and east, Evans Trail to the northeast, Powder Mill Road to the northwest, and Highpoint High School to the west. The 34.2-acre Powder Mill Village consists of 23 irregularly shaped apartment buildings, asphalt parking lots, a pool with changing area and bathrooms, and recreation areas with playgrounds. One curvilinear street, Evans Trail, loops through the complex and provides access to the parking lots. Buildings form landscaped courtyards with meandering concrete sidewalks. Moderate tree coverage surrounds the buildings and bushes are scattered throughout 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:**

Powder Mill Village is a garden apartment complex, consisting of one, two, and three-bedroom units, built from 1963 to 1965 during the Suburban Diversification Period (1961-1980). The complex was constructed in two phases. The first phase, built between 1963 and 1964, consists of 35 multi-family buildings, attached in groups of two, three, or four buildings. The second section of garden apartments, constructed in 1964 and 1965, looks similar to the earlier phase, and the buildings vary in stylistic application of siding on the exterior. All apartment buildings are two and three stories tall and between six and eight bays wide. The continuous foundation supports a structural system clad in stretcher-bond brick veneer, vinyl siding, and concrete block. Flat roofs cover all the residential buildings.

The primary entrance to each building is typically centered on the façade that faces the parking lot, and contains a single-leaf, glazed, metal and glass door. These entryways are recessed, lined with concrete-block walls, and sheltered by an awning between the first and second stories. Entrances to individual apartment units are located on the interior of the building. Windows include fixed aluminum units divided into four or six lights. Apartments with projecting balconies lined with metal railing also have metal and glass, single-leaf doors that provide access to the balcony

A circa-1963 changing facility is located at the entrance to the pool. The continuous foundation supports a concrete block structure. It has a flat roof with exposed rafter ends. An Olympic-sized swimming pool, built circa-1963, is centrally located in the apartment complex. It is surrounded by a poured-concrete pool deck.

Historic Context:

The apartment complex was platted in 1962 by Metro Investment and Development Corporation, run by local developers Louis Meltzer and Louis A. Zuckerman. (Prince George's County Plats [PGCP] A-4656). Two different construction phases occurred on the property. The northern section of apartments was constructed between 1963 and 1964, and the southern section was complete by 1965 (Nationwide Environmental Title Research (NETR)1963, 1964, 1970). The first section consisted of 369 units and the second phase included 388 units, creating a total of 757 housing units. Research did not reveal the architect or builder of the earliest section of Powder Mill Village. Advertisements in 1963 highlighted the apartment's modernity, with monthly rental prices for a one-bedroom unit from $119, two-bedroom units from $137.50, and three-bedroom units from $169.50 (The Evening Star 1963, C-12). Features of the community included a recreational clubhouse, playground, swimming pool, basketball and tennis courts, and a cooperative nursery (The Evening Star 1963, C-12).

Shortly after the completion of the first section, plans were made for expanding the complex. Buildings in the second phase were designed by Cohen and Haft, and share features of scale, material, and form of the earlier portion of the community (The Washington Post, Times Herald 1964, E7). It is probable that Cohen and Haft were also the architects for the first phase. Cohen and Haft were prolific designers of mid-century residential developments during the Suburban Diversification period. Their other developments in Prince George's County include Marlborough House in Hillcrest Heights (PG:75A-068), Springhill Lake Apartment Complex in Greenbelt (PG:67-040), and non-residential projects include the Executive Building, College Park (PG:66-074), and the Paint Branch Unitarian Church in Adelphi.

In 1966, the entire complex was sold by Louis A. Zuckerman to the Life Insurance Company of Virginia for about $8,000,000, one of the largest real estate transactions in Prince George's County at the time (The Washington Post, Times Herald 1966, C3). After the property transfer, the apartment complex had a series of problems, including several fires in the early 1970s that required apartment renovations, mass air conditioner failure, and contaminated water, all of which were widely reported in newspapers (The Sun 1973, B 13; The Washington Post, Times Herald 1974, B2).

In 1978, the YMCA was contracted to manage the recreational facilities in Powder Mill Village (The Washington Star 1978, E-7). It is unclear how long this relationship was maintained. By 1988, Powder Mill Village was operated by Southern Management Corporation, who manages the property today (The Washington Post, Times Herald 1988, D20).

Evaluation:

Powder Mill Village was evaluated as a garden apartment complex constructed during 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.

Powder Mill Village is a modest and basic example of a garden apartment complex from the 1960s. The complex did not introduce design innovations influential to later developments and does not demonstrate 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, Powder Mill Village is not eligible under Criterion A.

Developers Louis Meltzer and Louis A. Zuckerman were longtime developers in the D.C. area, but their contributions have not been shown to have a significant influence on suburbanization in Maryland. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. In addition, research has not shown that the complex is associated with the lives of people significant in the past. Therefore, the resource is not eligible under Criterion B.

Powder Mill Village represents a common apartment type in Prince George's County. It contains standard features typical of the period and demonstrates common stylistic details. Cohen and Haft, architects of Powder Mill Village, were responsible for many mid-century residential developments in Maryland during the Suburban Diversification period. However, there are better examples of their work elsewhere in Prince George's County, such as Springhill Lake Apartment Complex (PG:67-40) in Greenbelt. Powder Mill Village is not the work of master architects and exhibits common materials and forms. In addition, it does not convey any distinctive characteristics or artistic value; therefore, the resource is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The complex encompasses 34.2 acres and is confined to parcels 00C4 and Lots A and B. The apartment is north of I-95, west of Evans Trail, and south of Powder Mill Road. It can also be found on Prince George's County Tax Maps 0012 and seen in Prince George's County plat record A-4656.

References:

The Evening Star. 1963. “Powder Mill Village.” October 18, 1963, C-12.

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, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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

Prince George’s County Plats (PGCP). Misc. years. Prince George’s County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 13, 2019. http://www.msa.md.gov/.

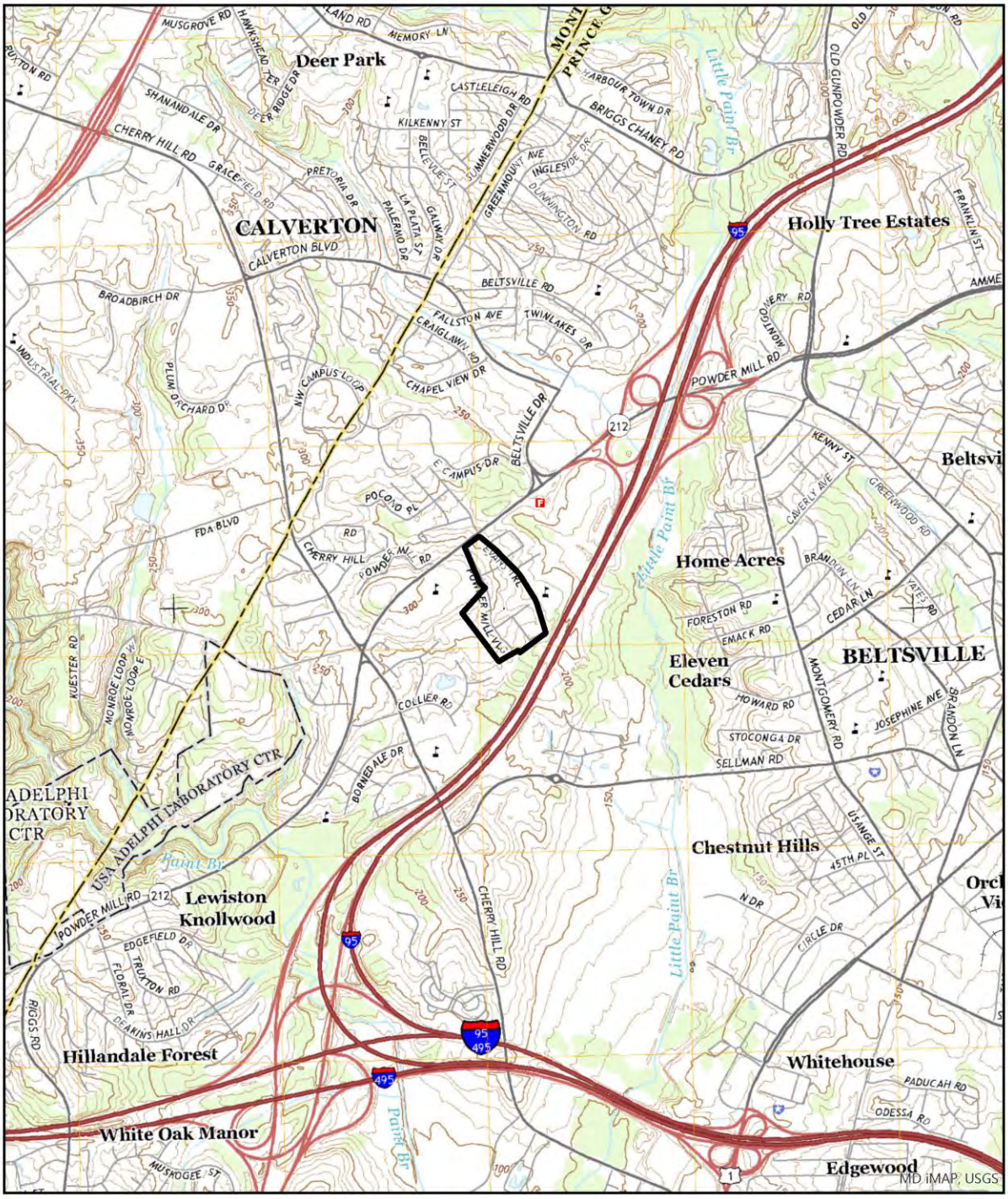
The Sun. 1973. Happiness is a New Transformer to a Powder Mill Village Couple. June 23, 1973, B 13.

The Washington Post, Times Herald. 1964. Powder Mill Village to Grow. August 1, 1964, E7.
--- 1966. Powder Mill Village Sold for $8 Million. December 24, 1966, C3.
--- 1974. Apartment’s Water Found to be Unsafe. March 30, 1974, B2.
--- 1988.Classified Ad 149. July 20, 1988, D20.

The Washington Star. 1978. ‘Y’ Operates Apartment Rec Facilities. October 20, 1978, E-4.

Powder Mill Village Prince George's County

Location: North of I-95, South of Powder Mill Road, West of Evans Trail City: Beltsville



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

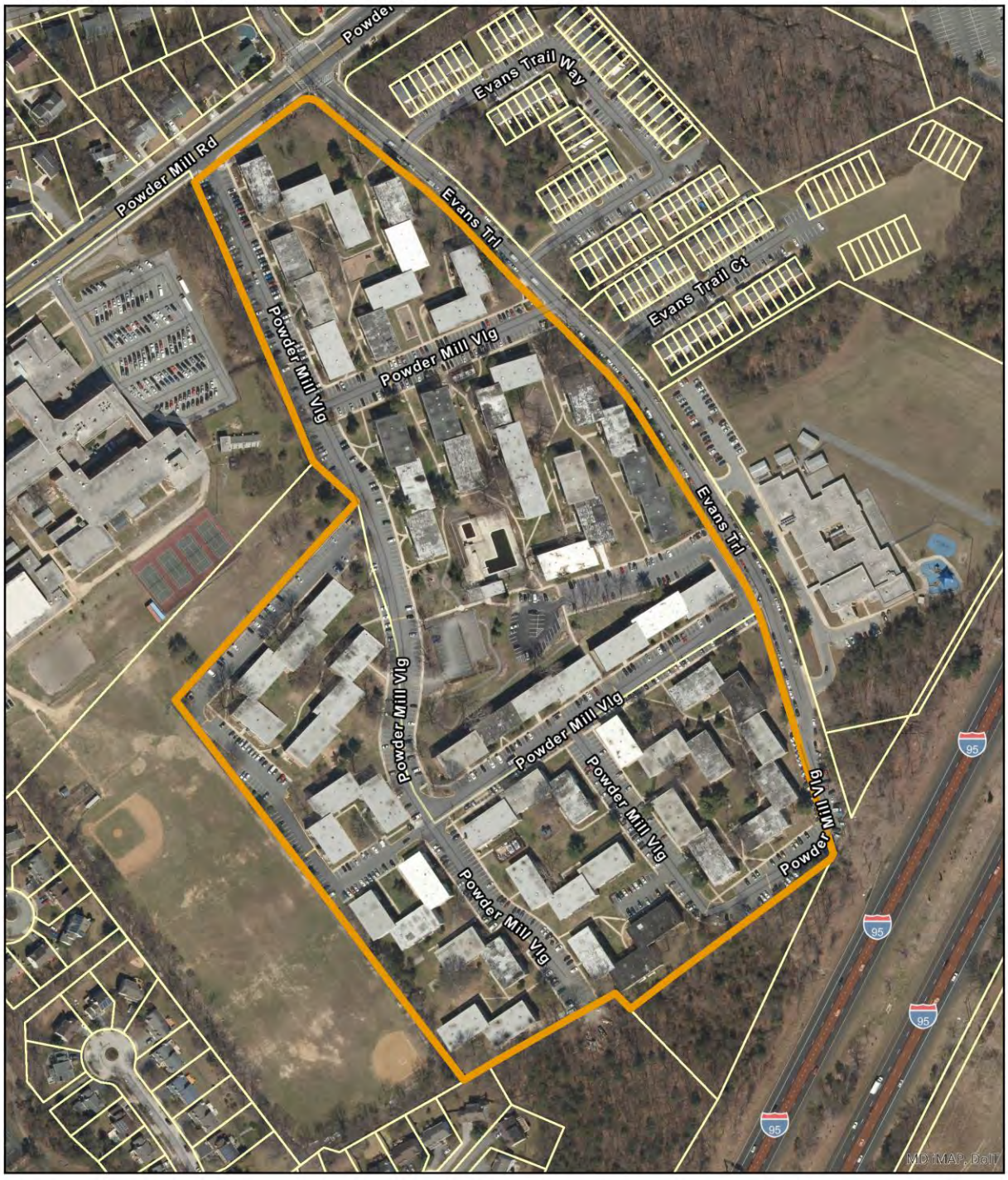
Scale: 1:24,000

N

MAPS

Powder Mill Village Prince George's County

Location: North of I-95, South of Powder Mill Road, West of Evans Trail City: Beltsville



PHOTOGRAPHS

View of Powder Mill Village entrance sign, looking southwest.

View of 11234 Evans Trail, looking west.

PHOTOGRAPHS

View of play area, looking east.

View of apartment unit in north section of Powder Mill Village, facing north.

PHOTOGRAPHS

View of 11348, 11358, and11350 Evans Trail facing southeast.

View of pool changing facility, facing northeast.

PHOTOGRAPHS

View of second phase units and parking area, facing northeast.

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-01-21**
Location of Original Digital File: **MD SHPO**
File Format: **PG:61-85_2019-01-21_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of Powder Mill Village entrance sign, looking southwest.

02.tif
View of 11234 Evans Trail, looking west.

03.tif
View of play area, looking east.

04.tif
View of apartment unit in north section of Powder Mill Village, facing north.

05.tif
View of 11348, 11358, and11350 Evans Trail facing southeast.

06.tif
View of pool changing facility, facing northeast.

07.tif
View of second phase units and parking area, facing northeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Prelude

Inventory Number: M: 35-195

Address: 7000-7036 Buxton TER 8209-8221 Tomlinson Avenue; 0 Buxton Terrace

Historic district: X yes ___ no

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: Multiple; M-NCPPC

Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple

Tax Map Number: GN12, GN22

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 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:

The planned residential development known as Prelude is located south of I-495 in Bethesda, and is bounded by Tomlinson Avenue and Osage Lane on the north, the Carderock Springs Neighborhood Conservation Area (CSNCA) on the south, and other residential development on the east and west. The resource consists of 17.01 acres, including the 7.2 acres located within the CSNCA that is currently owned and managed by the Maryland-National Capital Planning and Park Commission (M-NCPPC) (Montgomery County Plat [MCP] 9396, 9780). The development is filled with single-family dwellings primarily located along Buxton Court and accessed from Tomlinson Avenue. The streets were laid in an intersection, with Tomlinson Avenue running perpendicular to Buxton Terrace, which culminates in a cul-de-sac. Lots in the neighborhood are landscaped with small and mature trees, bushes, and other ornamental foliage and feature paved driveways that extend to a two-car garage at each house. Several street lights line the road. 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:

Prelude is a planned residential development platted in 1969 with houses built between 1969 and 1971 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The development contains 23 single-family dwellings on 0.2- to 0.5-acre lots (Montgomery County Plat [MCP] 9396, 9780).

Dwellings in Prelude exhibit many features of the Shed style, including "multi-directional shed roofs" with asymmetrical forms (Manning et al. 2018, D-6). These houses range between two and two-and-one-half stories and three to four bays. They have continuous foundations clad in brick veneer laid in a stretcher bond, with frame structural systems commonly clad in a brick veneer with a mix of wood and vinyl siding. Multi-directional shed rooflines exclusively sheathed in asphalt shingles crown each house, some of which include clerestory windows (7028 Buxton Terrace). Primary entrances are typically centered in the façade, recessed between a projecting garage and projecting shed-roof bay and filled with a double-leaf wood or metal doors. Occasionally, entrances are flanked by sidelights (7004 Buxton Terrace). Fenestration includes double-hung-sash, vinyl-framed windows, and fixed and casement, aluminum-framed windows 7032 Buxton Terrace). Several houses also feature tripartite casement windows or bay windows (7012 Buxton Terrace). All of the dwellings feature a garage facing the roadway from which they are accessed. Some of the garages are covered by a steeply-pitched shed roof that connects to the main massing of the house. Garages covered by flat roofs are largely detached from the main massing, but connected by a covered breezeway, and positioned to one side of the façade (7020 Buxton Terrace). While additions are not common, when present, they typically are one story tall and extend from the side elevation (7013 Buxton Terrace). Associated outbuildings are uncommon; however, when present, they are often one-story sheds.

Historic Context:

Prelude was platted by the William Corporation, under president Richard Robins, in 1969 and is located off Tomlinson Avenue, an extension of the adjacent Carderock Springs South residential development (1967) by Edmund J. Bennett. Prelude's houses were designed by Cohen & Haft, architects of numerous suburban subdivisions in the Washington, D.C., area. In addition to their single- and multi-family residential projects, Cohen & Haft's work included the Israeli Embassy in Washington, D.C., and the Crystal City Marriott Hotel. The firm was founded in 1953 by Jack C. Cohen and expanded in the following decades with commissions for dwellings which appealed to suburban homebuyers (The Washington Post 1972, A1). Proponents of Contemporary design, Cohen & Haft viewed the style as the antithesis of the ubiquitous suburban "colonial" (The Washington Post 1972, A1). Models in Prelude were advertised as having electric heat and air conditioning, and prices started around $55,000 (The Washington Post 1970b, D15).

Prelude's advertising copy, "in the woods of Carderock," played off the success of the adjacent Carderock Springs community (M: 29-59) (The Washington Post 1970a, D20). Carderock Springs, designed by architects Keyes, Lethbridge, & Condon (KLC), contained 275 single-family houses on wooded, sloping lots with curvilinear streets in a style identified as "Situated Modernism" (Kurtze et al. 2007, 8-1). The 17.01 acres of Prelude was not part of Bennett's original subdivision, but invoked its leading design strategies. Developers at the William Corporation created larger lots that retained some of the natural topography and mature trees, a central landscaped island in the cul-de-sac, and set land aside for a common wooded park for the benefit of its residents. Historic aerials indicate that construction in Prelude largely occurred between 1969 and 1971 (Nationwide Environmental Title Research, LLC [NETR] 1970). The firm of Alquist Brothers Construction Co., Inc., from College Park, Maryland, provided water and sewer connections. (The Evening Sun 1970, 60). "Contemporary" houses were advertised on wooded lots, for around $55,0000 in 1970 (The Evening Sun 1973, 77; The Washington Post 1970b, D15) The neighborhood's proximity to Bennett and KLC's work in Carderock Springs likely prompted Richard Robins and the William Corporation to hire Cohen & Haft to design houses that would appeal to similar types of homebuyers.

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**

Apart from the park land set aside, the developers did not provide additional community amenities. This is likely due to the fact that an elementary school and community center had already been built within the larger community of Carderock Springs (M: 29-59) (Kurtze et al. 2007, 8-1).

Evaluation:

A planned residential development, Prelude is an example of the most common type of residential construction during the Suburban Diversification Period (Manning et al. 2018, B-1). This property has no significant association with local or regional residential development and planning or demographic changes; therefore, it is not eligible under Criterion A.

Developer Richard Robins was active in the D.C. area, but his work has not been shown to be influential. No other notable individuals were identified in association with this subdivision. Therefore, Prelude is not eligible under Criterion B.

Prelude is an example of a planned residential development, created by a developer with a limited selection of house models designed by an architecture firm. Although the developers reserved space for a wooded park, the subdivision is an addition to an existing development and demonstrates none of the other innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development. Prelude (Manning et al. 2018, E-7). The Shed-style architecture of the 23 single-family dwellings within the neighborhood is not rare in Montgomery County, as architects Cohen and Haft employed variations of popular elements in their designs. Prelude is one of many Cohen & Haft-designed developments within the Washington, D.C., area, where the firm designed about 200,000 dwellings between 1953 and 1972 (The Washington Post 1972, A1), and the development is not known to be a principal work of the agency. Modifications to the dwellings over time, such as window and door replacement, have diminished the historic integrity of design, materials, and workmanship throughout a majority of the development. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the development was not evaluated under Criterion D.

The resource boundary for Prelude development includes 17.01 acres of land as it was originally platted and which remains unchanged to date (MCP 9396, 9780).

References:

Google. 2018. “Cabin John, MD.” Map. Google Earth [Computer Program]. Accessed July 30, 2018. http://www.google.com/earth/download/ge/agree.html.

Gournay, Isabelle, and Mary Corbin Sies. 2004. National Register of Historic Places Nomination Form: Subdivisions built by Edmund Bennett and designed by Keyes, Lethbridge & Condon in Montgomery County, Maryland (1956-1973). Copy on file at Montgomery Modern, Maryland-National Capital Park and Planning Commission. Http://montgomeryplanning.org/historic/montgomery_modern/keyes_lethbridge_condon.shtm.

Kurtze, Peter E., Sandra Dembski, Mary Lou Shannon, and Brenda Bell. 2007. Maryland Historical Trust Determination of Eligibility Form: Carderock Springs Historic District (M: 29-59). Copy on file with 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**

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

Nationwide Environmental Title Research, LLC [NETR]. 1970. Historic Aerial Mosaic Montgomery County, Maryland. Accessed October 22, 2018. https://www.historicaerials.com/viewer.

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--- 1973. "Open For Inspection" July 28 1973. Accessed October 22, 2018. https://infoweb-newsbank-com.dclibrary.idm.oclc.org/

The Washington Post. 1970a. "Display Ad 113." April 25, 1970. Accessed December 4, 2018.

--- 1970b. "Photo Standalone 11." May 23, 1970. Accessed December 4, 2018. ---1972. "The Architect of Suburbia." December 1, 1972. Accessed December 4, 2018.

--- 2000. "Humanizing Suburbia." January 29, 2000. Accessed December 4, 2018. https://www.washingtonpost.com/archive/lifestyle/2000/01/29/humanizing-suburbia/9d869020-7e3f-4f27-be3e-060d835f4201/?utm_term=.155ec3dedf22.

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**

Prelude

Location: 7000-7036 Buxton Terrace; 8209-8221 Tomlinson Avenue; 0 Buxton Terrace
City: Bethesda

MIHP#: M: 35-195
Montgomery County

USGS 7.5' Quadrangle - Falls Church

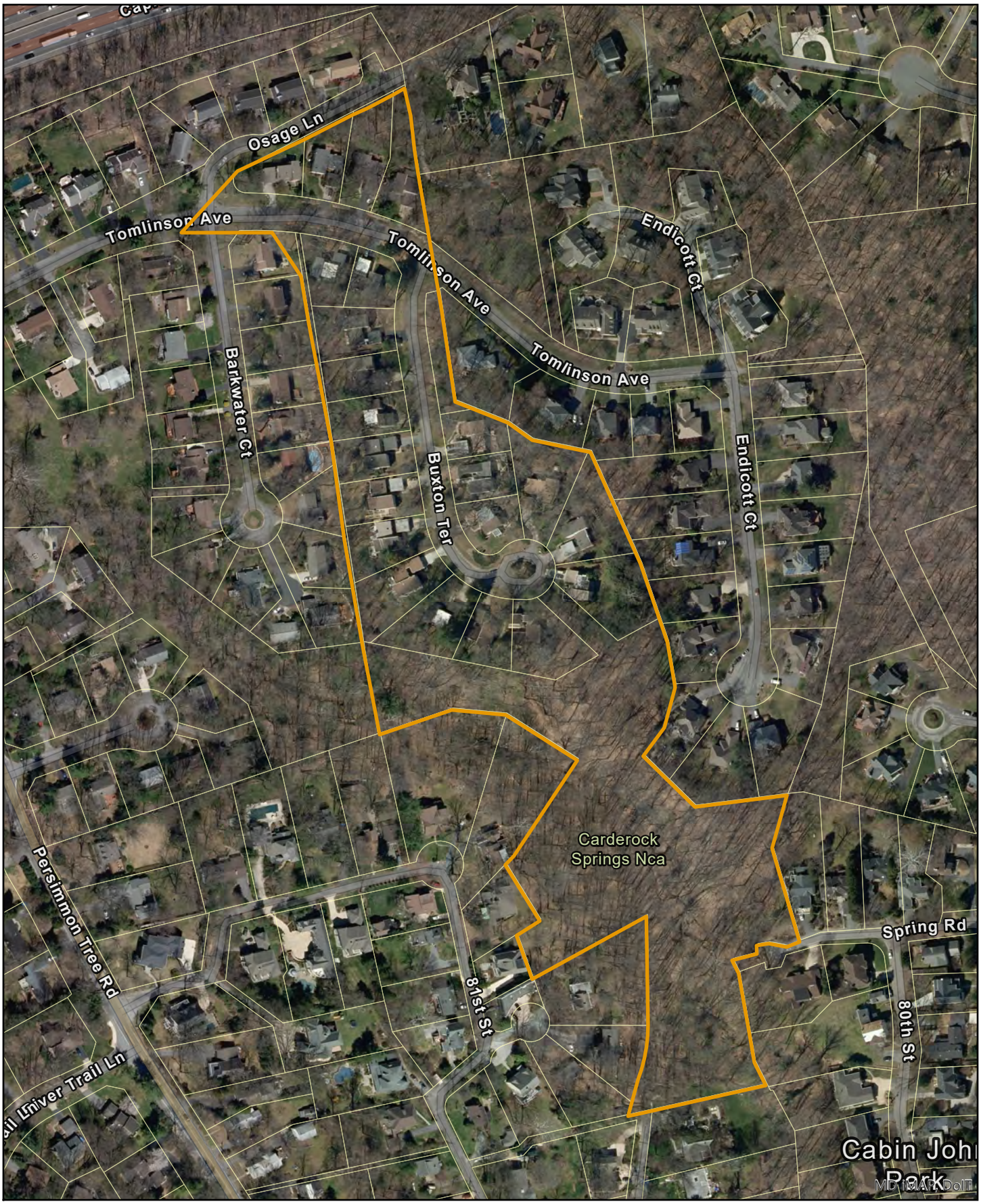
0 0.3 0.6 Miles
Scale: 1:24,000

N

Prelude

Location: 7000-7036 Buxton Terrace, 8209-8221 Tomlinson Avenue; 0 Buxton Terrace
City: Bethesda

MIHP#: M: 35-195
Montgomery County



Parcel Boundaries

0 0.04 0.08 Miles

Scale: 1:3,000

N

Photo 1 of 9: View of Buxton Terrace, facing north.

Photo 2 of 9: East elevation of 7024 Buxton Terrace.

Photo 3 of 9: Primary elevation of 7028 Buxton Terrace facing west.

Photo 4 of 9: Original mailbox at 7028 Buxton Terrace.

Photo 5 of 9: Termination of Buxton Terrace cul-de-sac, facing south.

Photo 6 of 9: Northeast oblique of 7028 Buxton Terrace.

Photo 7 of 9: Example of lamppost in Prelude.

Photo 8 of 9: West Elevation of 7001 Buxton Terrace.

Photo 9 of 9: View of Buxton Terrace facing north from 7021 Buxton Terrace.

PHOTO LOG

Name of Property: Prelude
Name of Photographer: Melissa Butler, Katherine McCarthy Watts
Date of Photographs: 10/01/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:
View of Buxton Terrace, facing north.
M; 35-195_2018-09-10_01.tif

Photo 2 of 9:
East elevation of 7024 Buxton Terrace.
M; 35-195_2018-09-10_02.tif

Photo 3 of 9:
Primary elevation of 7028 Buxton Terrace facing west.
M; 35-195_2018-09-10_03.tif

Photo 4 of 9:
Original mailbox at 7028 Buxton Terrace.
M; 35-195_2018-09-10_04.tif

Photo 5 of 9:
Termination of Buxton Terrace cul-de-sac, facing south.
M; 35-195_2018-09-10_05.tif

Photo 6 of 9:
Northeast oblique of 7028 Buxton Terrace.
M; 35-195_2018-09-10_06.tif

Photo 7 of 9:
Example of lamppost in Prelude.
M; 35-195_2018-09-10_07.tif

Photo 8 of 9:
West Elevation of 7001 Buxton Terrace.
M; 35-195_2018-09-10_08.tif

Photo 9 of 9:
View of Buxton Terrace facing north from 7021 Buxton Terrace.
M; 35-195_2018-09-10_09.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Princess Springs** Inventory Number: **PG:69-71**

Address: South and west of I-495, east and north of New Carrollton (PG:69-000) Historic District: Yes

City: Hyattsville Zip Code: 20784 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: Mical Tawney Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

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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:

Princess Springs, a planned residential development in Hyattsville, is bounded by I-495 to the north and east and New Carrollton (PG: 69-000) to the west and south. The 10.1-acre development includes 31 single-family dwellings on lots between 0.15 acre and 0.89 acre. Within the subdivision there are three streets, all of which end with a cul-de-sac. All streets have sidewalks, and streetlamps throughout are attached to utility poles. Many lots have paved driveways and walkways that connect the street to the front of the houses. Individual lots have grass lawns, minimal tree coverage, and some bushes. Some houses have wooden or chain link fences. Secondary resources include sheds and carports.

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:**

Princess Springs is a planned residential development comprising 31 single-family dwellings constructed in 1966 during the Suburban Diversification Period (1961–1980). The houses were designed in the Colonial-Revival style in variations of the Split-Level and Ranch forms.

Both Ranch houses and Split-Levels are similar, comprising a two-bay main block with two-bay telescoping wing. Foundations are made of parged concrete, and primary cladding includes brick veneer, vinyl siding, stone veneer, and aluminum siding. Roofs are side-gabled and sheathed in asphalt shingles. Most houses feature an exterior-end brick chimney; a few houses have metal flues.

Primary entrances are located in end bays on the main block, opposite the wing. They include both single-leaf wood or fiberglass paneled or half glazed doors with metal storm doors. Broken triangular or circular pediments surrounding the doors are common. Although uncommon, some houses have full-length, full-height porches or concrete stoops (8511 Carrollton Parkway and 6408 86th Avenue). A majority of the houses have vinyl, one-over-one double-hung-sash replacement windows or one-over-one, sliding vinyl windows. Rounded bay windows are common. A majority of houses feature fixed shutters. Attached carports are common throughout the development.

Historic Context:

In March 1963, Angelo and Minnie Aragona purchased land from Bond L. Holford and Milton Gordon (Prince George's County Deed Book [PGCDB] 2806, 611). In January of 1965, the Aragonas platted 10.3 acres and called the development Princess Springs (Prince George's County Plat Book [PGCPB] 5570). Construction began on the 31 houses soon after and was mostly completed by the end of 1966 (The Evening Star 1966, D3). Aragon Construction Corporation was in charge of construction and Golob Realty Co. was in charge of sales (The Evening Star 1966, D3).

Advertisements for Princess Springs noted that all houses had four bedrooms and two baths with model designs similar to those found in other Aragon Construction Corporation developments, such as Allentown Estates (The Evening Star 1966, D3). Prices ranged from $22,000 to $27,000; air-conditioning was optional which affected the price point (The Evening Star 1966, D3).

Aragon Construction Corporation was founded by Angelo Aragona in 1925 and was eventually taken over by his sons, Xavier and Martin (The Evening Star 1965, D16). The small-scale family company was involved in many projects throughout Maryland, primarily in Prince George's County, including, Brook Manor Estates, Bonnie Mae Estates, Pleasant Valley, Allentown Estates, Fortune Homes, Sandy Spring Estates, and Princess Springs (The Evening Star 1965, D16; The Washington Post 1965, E7).

Evaluation:

Princess Springs 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, Princess Springs is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by

the Aragon Construction Corporation with a limited selection of traditionally styled house models, it did not introduce design innovations influential to later developments. Taken as a whole, this development has no significant association with suburban 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.

Although the individuals associated with Aragon Construction Corporation, including Angelo, Xavier, and, Martin Aragona, worked throughout the Prince George's County area, they had no significant influence on suburbanization in Maryland. 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.

Princess Springs is a basic 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 Split-Level and Ranch 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. Due to the fact that Princess Springs 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 10.1 acres and is located south and west of I-495 and east and north of New Carrollton, as defined in Prince George's County plat record A-5570. It includes multiple parcels found on Prince George's County Tax Map 0044.

References:

The Evening Star. 1965. "Sandy Spring Estates is Launched." September 10, 1965, D16.
---1966. "Aragonas Build in Prince Georges." September 30, 1966, 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.

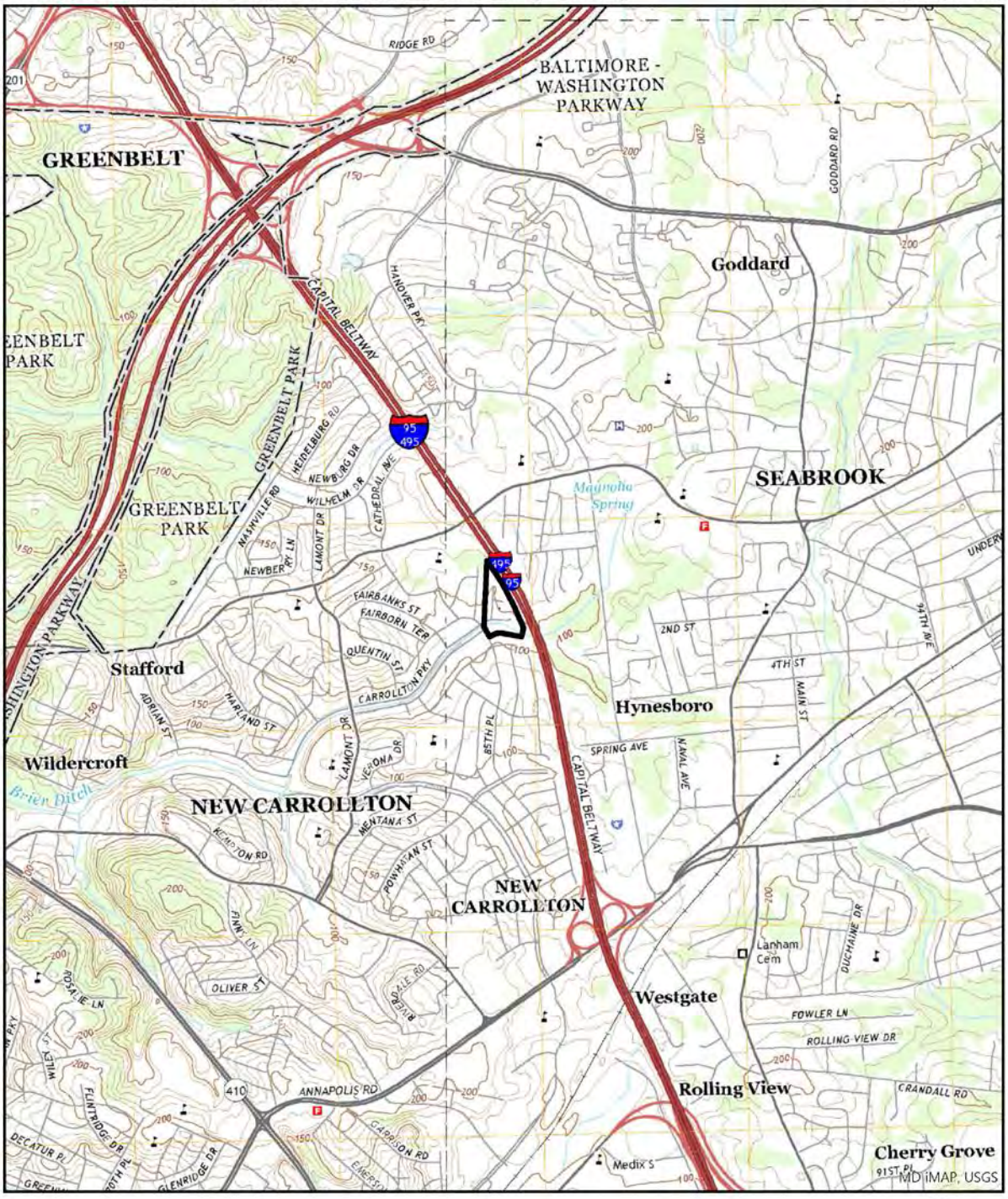
Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed August 20, 2018. http://www.mdlandrec.net/

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed August 20, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post. 1965. "Aragona Brothers Follow Tradition." October 30, 1965, E7.

Princess Springs Prince George's County

Location: South and west of I-495, east and north of New Carrolton (PG:69-000) City: Hyattsville



USGS 7.5' Quadrangle - Lanham

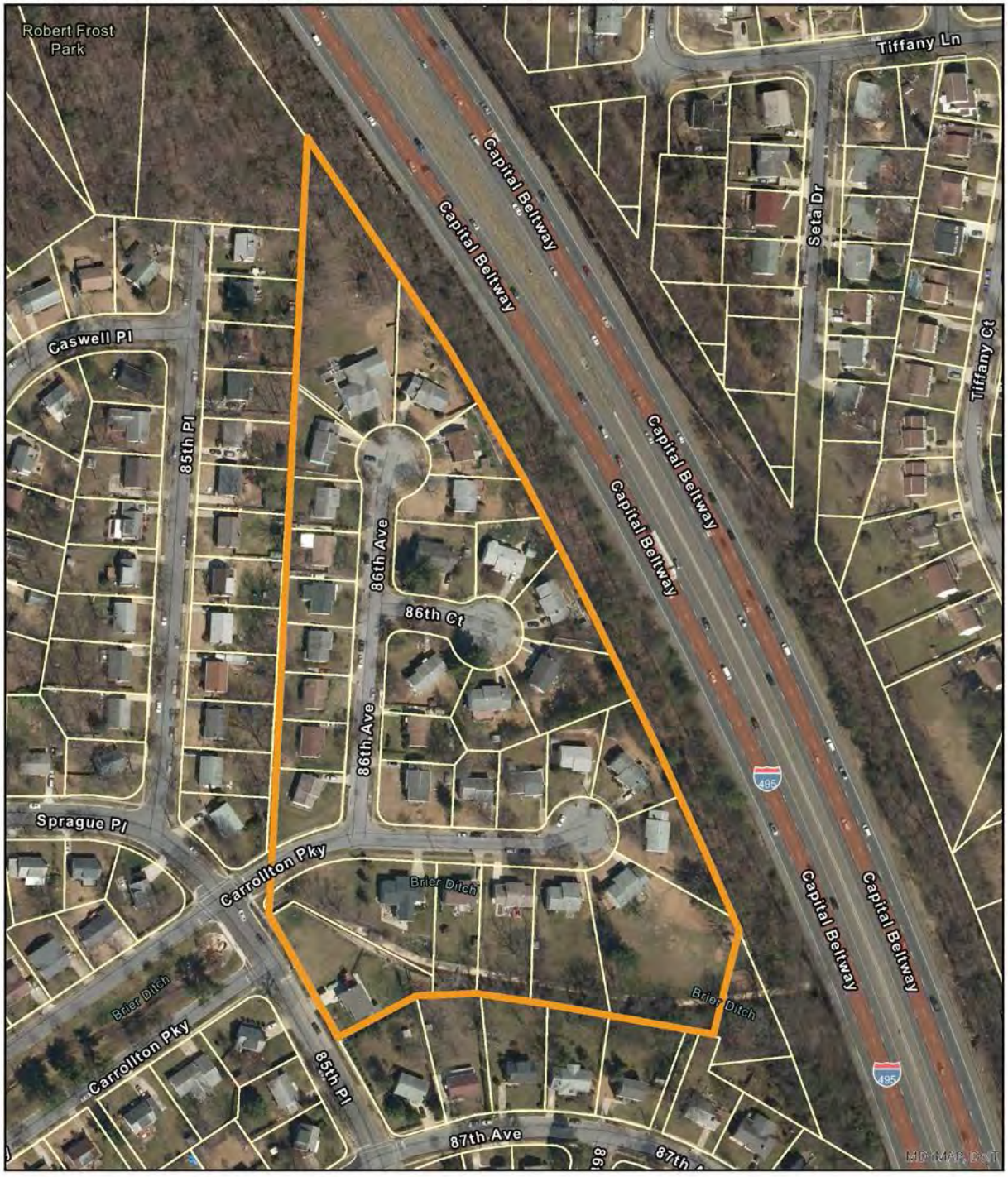
0 0.5 1 Miles

Scale: 1:24,000

MAPS

Princess Springs Prince George's County

Location: South and west of I-495, east and north of New Carrolton (PG:69-000) City: Hyattsville



PHOTOGRAPHS

View of 6408 86th Avenue, looking west.

View of 6413 86th Avenue, looking northeast.

PHOTOGRAPHS

View of 8511 Carrollton Parkway, looking southeast.

View of 6414 86th Avenue, looking northwest.

PHOTOGRAPHS

View of 6400 86th Avenue, looking west.

View of 6402-6406 86th Avenue, looking northwest.

PHOTOGRAPHS

Streetscape of 86th Court, looking east.

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-01-09**
Location of Original Digital File: **MD SHPO**
File Format: **PG:69-71_2019-01-09_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 6408 86th Avenue, looking west.

02.tif
View of 6413 86th Avenue, looking northeast.

03.tif
View of 8511 Carrollton Parkway, looking southeast.

04.tif
View of 6414 86th Avenue, looking northwest.

05.tif
View of 6400 86th Avenue, looking west.

06.tif
View of 6402-6406 86th Avenue, looking northwest.

07.tif
Streetscape of 86th Court, looking east.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Princeton** Inventory Number: **PG:76B-81**

Address: South of the intersection of Medford Avenue and Auth Road Historic District: Yes

City: Suitland 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: May 22, 2019

Documentation is presented in: Project review and compliance files

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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:

Princeton is a planned residential neighborhood located south of the intersection of Medford Avenue and Auth Road in Suitland. The neighborhood is bounded on the northwest by Medford Avenue, on the northeast by Auth Road, by Brown Avenue to the southeast, and by Auth Village Park and a residential neighborhood to the southwest. The 51.28-acre Princeton neighborhood comprises nine streets laid out in a grid pattern (Auth Road, Davis Boulevard, Griffith Drive, Baxter Drive, Brown Avenue, Morris Avenue, Wyville Avenue, Magruder Avenue, and Medford Avenue) with curbs and drainage. Only some portions of Auth Road have sidewalks. The neighborhood includes the Princeton Elementary School and about 125 single-family dwellings on lots ranging between about 0.17 and 0.47 acre; many houses are located on double lots. 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 small-scale sheds and garages.

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:**

Princeton is a planned residential neighborhood with single-family dwellings primarily constructed between 1945 and 1965 (National Environmental Title Research [NETR] 1949, 1957, 1965). The streets are laid out in a grid pattern, with Baxter Drive, Griffith Drive, Davis Boulevard, and Auth Road forming the main thoroughfares that run northwest to southeast while the remainder of the streets, Madford Avenue, Magruder Avenue, Morris Avenue, Wyville Avenue, and Brown Avenue intersect and run perpendicular to those. Most of the single-family dwellings were constructed in variations of the Minimal Traditional, Two-Story Massed, Ranch, Transitional Ranch, Split Level, and Split-Foyer forms. At least two examples of the Contemporary Style are also present (6101 Davis Boulevard and 6014 Griffith Drive)

Dwellings are primarily three to five bays wide and one to 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, vinyl siding, or a combination of the two. A few examples of stone veneer are also present. Roofs are side gabled, cross gabled, gambrel, or hipped, all of which are sheathed in asphalt shingles; some feature an overhanging eave, occasionally with a boxed cornice. Gabled dormers or front-gabled peaks are also common. Most dwellings have a single brick chimney set along a side elevation or piercing the roof's ridge.

Primary entrances include both centered and off-center examples and comprise single-leaf wood or fiberglass doors and storm doors. The entrances are typically accessed by concrete or brick stoops or entry porches or are recessed beneath the eave. Some entry or partial-width porches are covered by a shed, gabled, or hipped roof. Original windows are six-over-six or eight-over-eight wood-frame double-hung-sash, tripartite, or bay units. Replacement windows include single and paired vinyl-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Though rare, some of the houses have an attached carport. Additions are typically found at the rear or side elevation and are in scale with the original building.

Princeton Elementary School, built in 1959, is located in the western section of Princeton on an 8-acre parcel. The L-shaped, one-story, multi-bay school has a foundation and structural system clad in a running-bond brick veneer covered by a flat roof with metal flues. Windows include ribbons of multi-light, metal-framed fixed units. The primary entrance has a triple-leaf, flush metal door located beneath a metal awning and is surrounded by multi-light, metal-framed, fixed windows. Secondary entrances are located along the building and include single-leaf, flush metal doors. A large parking lot is located to the east of the school, while a large open field containing various sporting courts and fields are located to the west.

Historic Context:

Princeton was originally part a large tract known as "Forrest" (Prince George's County Deed Book [PGCDB] 338, 186). The Auth family had owned the land since at least the 1880s, but in 1922 sold a one-half interest to Alphonse C. Hammer, director of the National Permanent Building Association (PGCDB 190, 81). In 1940, the Princeton subdivision was platted under the combined ownership of Emily Auth and Alphonse Hammer. Capital View Realty Company was the primary developer; they were a small company that mainly worked in Washington, D.C., and were known for their development of Capitol View, a 1930s African American neighborhood (D.C. Office of Planning n.d.). In 1956, O.D Hutton and Sons, Inc., purchased and resold the remaining undeveloped lots (PGCDB 2037, 97). Houses within Princeton were built up slowly and somewhat piecemeal by individual homeowners and possibly some small-scale builders between 1945 and 1965, which contributes to the diverse housing in the neighborhood. The Princeton Elementary School was platted in 1958 and built in 1959.

Although this is a sizable neighborhood, advertisements could not be found. It was likely not difficult to draw potential homebuyers to the neighborhood due to the construction of Princeton Elementary School and its proximity to Joint Andrews Airforce Base.

Evaluation:

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

Princeton is typical of the ubiquitous planned residential neighborhoods in the 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 and Suburban Diversification periods. The neighborhood is not an early example, nor did it introduce design innovations influential to later subdivisions. 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 developers, such Capital View Realty Company and O.D. Hutton and Sons, Inc., 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.

Princeton is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. Minimal Traditional-, Two-Story Massed-, 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 Princeton 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. Princeton was not evaluated under Criterion D.

This property encompasses approximately 51.28 acres and is confined to the current property tax parcels, which are found on Prince Georges County Tax Map 0098 and also as seen in Prince George's County plat records BB 9, 11; BB 8, 38; WWW 28, 81; WWW 31, 84. The neighborhood is bounded on the northwest by Medford Avenue, on the northeast by Auth Road, by Brown Avenue to the southeast, and by Auth Village Park and a residential neighborhood to the southwest.

References:

D.C. Office of Planning. n.d. D.C. Architects Directory. Accessed April 30, 2019. https://planning.dc.gov/publication/dc-architects-directory.

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.

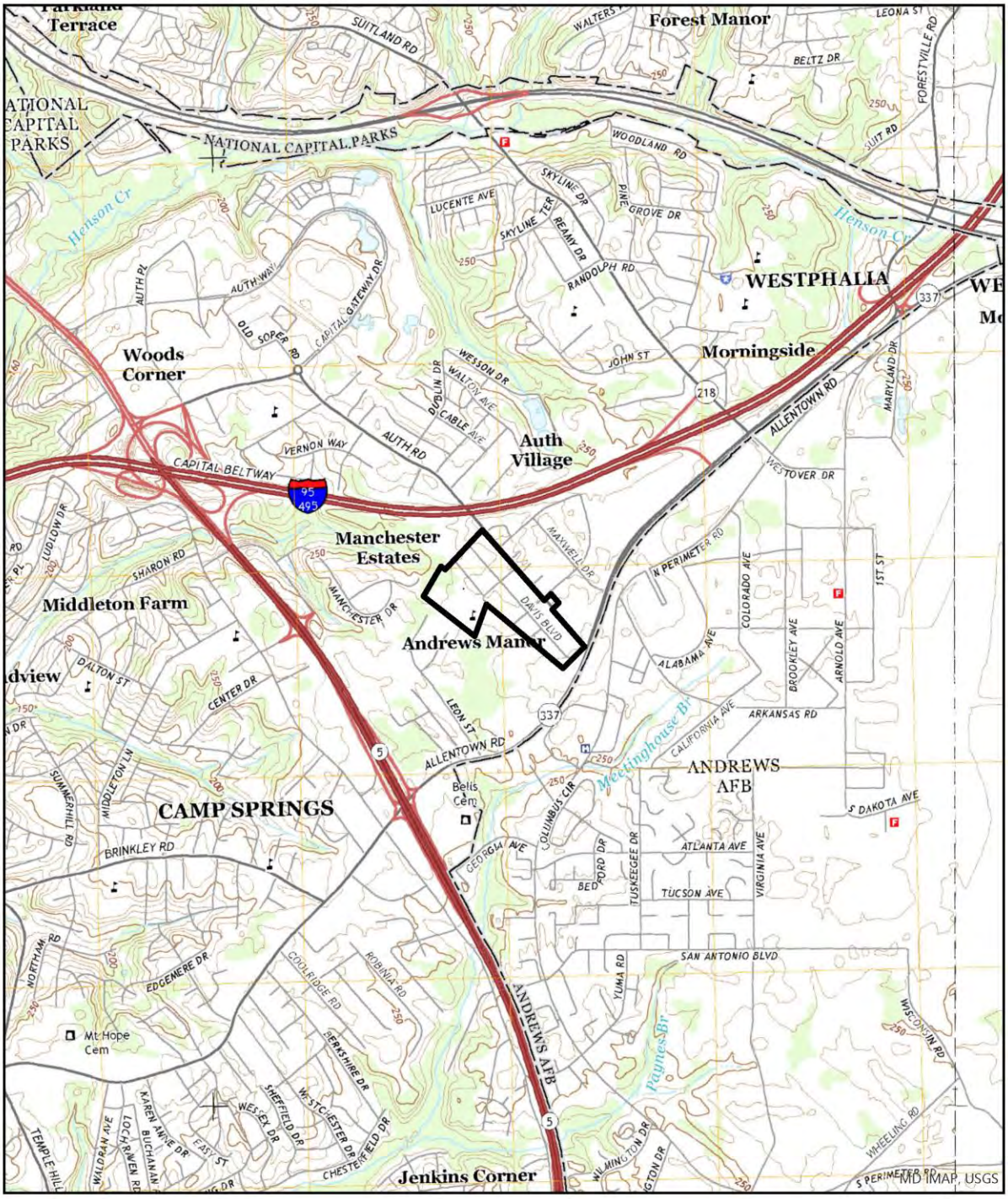
Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed April 30, 2019. http://www.mdlandrec.net/.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, 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 Prince George's County, Maryland. Accessed April 19, 2019. http://www.historicaerials.com/viewer.

Princeton Prince George's County

Location: South of the intersection of Medford Avenue and Auth Road City: Suitland



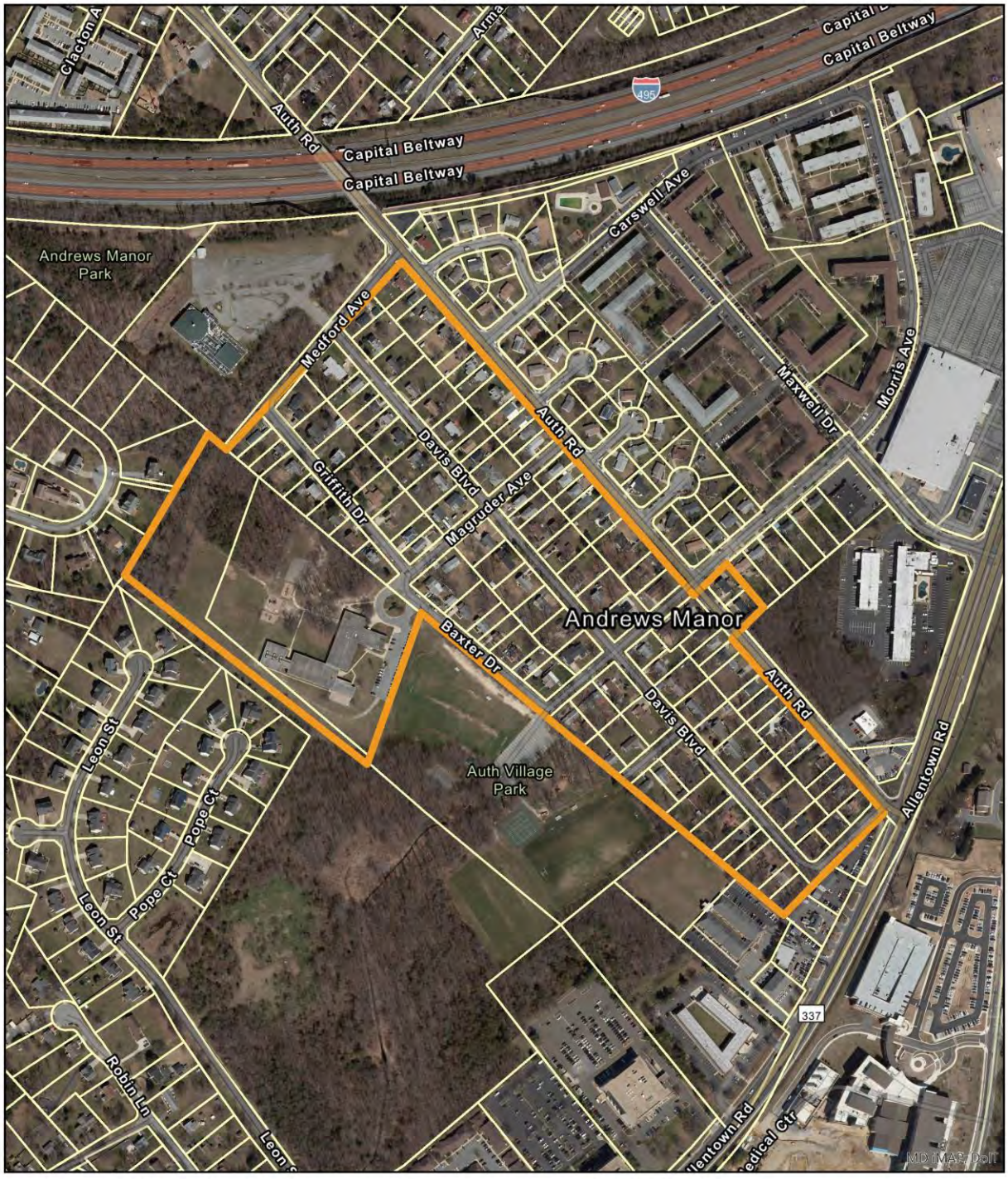
USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles N

Scale: 1:24,000

Princeton Prince George's County

Location: South of the intersection of Medford Avenue and Auth Road City: Suitland



PHOTOGRAPHS

6209 Davis Boulevard, northeast elevation.

6107 Davis Boulevard, northeast elevation.

PHOTOGRAPHS

6101 Davis Boulevard, northeast elevation.

6312 Davis Boulevard, south oblique.

PHOTOGRAPHS

Baxter Drive from Morris Avenue, looking north.

6011 Griffith Drive, north oblique.

PHOTOGRAPHS

6123-6127 Auth Road, looking northwest.

6211 and 6215 Auth Road, looking west.

PHOTOGRAPHS

Auth Road, looking southeast from Morris Avenue.

Princeton Elementary School, looking southwest.

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Mical Tawney**
Date of Photographs: **2019-03-04**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-81_2019-03-04_01.tif… etc.**

Photographs inserted on continuation sheets:

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6209 Davis Boulevard, northeast elevation.

02.tif
6107 Davis Boulevard, northeast elevation.

03.tif
6101 Davis Boulevard, northeast elevation.

04.tif
6312 Davis Boulevard, south oblique.

05.tif
Baxter Drive from Morris Avenue, looking north.

06.tif
6011 Griffith Drive, north oblique.

07.tif
6123-6127 Auth Road, looking northwest.

08.tif
6211 and 6215 Auth Road, looking west.

09.tif
Auth Road, looking southeast from Morris Avenue.

10.tif
Princeton Elementary School, looking southwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Rambling Hills** Inventory Number: **PG:73-38**

Address: East of I-495, north of White House Road, west of Largo Road Historic District: Yes

City: Upper Marlboro Zip Code: 20774 County: Prince George's

USGS Quadrangle(s): Lanham, Upper Marlboro

Property Owner: Multiple Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: 0074

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: May 22, 2019

Documentation is presented in: Project review and compliance files

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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:

Rambling Hills is a planned residential neighborhood located east of I-495 in Upper Marlboro. The subdivision is bounded on the west by I-495, on the north by the Southwest Branch Stream Park, on the east by Largo Road and another subdivision called Northampton, and on the south by White House Road and another residential community called Presidential Heights. Rambling Hills is approximately 270.9 acres and contains 591 single-family dwellings on lots ranging between 0.27 and 1.34 acres. The neighborhood's 21 curvilinear streets and 14 cul-de-sacs are lined with curbs; portions of Woodlawn Boulevard, New Salem Avenue, and White House Road are lined with sidewalks and Woodlawn Boulevard also has speed humps. Harry S. Truman Drive divides the subdivision. The individual lots are slightly sloped or level with moderate tree coverage, plant beds, and bushes and occasionally have fenced rear yards. All lots feature a concrete or asphalt driveway and walkways connect driveways to the primary entrance to each dwelling. A concrete culvert crosses beneath Woodlawn Boulevard between Duxbury Drive and Winsford Avenue and a stream crosses north-south between Trebing Lane and Cedarhollow Lane. Secondary buildings include sheds. Street lighting is not consistent throughout the subdivision, but when present, they are metal posts topped by lantern

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:**

lights.

Description:

Rambling Hills is a planned residential neighborhood of single-family dwellings constructed between 1970 and 1980 during the Suburban Diversification (1961-1980) period. Most of the single-family dwellings were constructed in variations of the Ranch and Two-Story Massed forms and Garrison Colonial and Modern Colonial subforms.

Dwellings in Rambling Hills are primarily three 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 siding such as vinyl, aluminum, or T1-11, or a combination thereof. A few houses have cedar shake combined with another type of siding. Roofs are side or front gabled, hipped, or gambrel sheathed in asphalt shingles. Some houses have front-gabled dormers. Single chimneys are exterior- or interior-end or interior-slope and clad in brick or vinyl siding.

Primary entrances are off-center on the façade with a single- or double-leaf wood or fiberglass door and storm door often accessed by a concrete 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. Original windows are single one-over-one or six-over-six, double-hung-sash units; sliding units; or bay or bow units, all of which are wood or metal framed. Most windows are vinyl replacements and at times feature faux muntins. Many windows and some doors are flanked by fixed aluminum or vinyl shutters. Most dwellings have either an attached single or double bay garage. Additions are typically found at the rear elevation in scale with the building's core.

Historic Context:

In the early 1960s, Northampton Corporation, a development firm and wholly owned subsidiary of Disc, Inc., purchased approximately 2,000 acres in the immediate vicinity of the Central Avenue (Route 214) Capital Beltway exit (Willmann 1971, E1). Their goal was to develop a self-sufficient city called Northampton in the Largo area of Prince George's County (The Washington Post and Times Herald 1962, A20). The land acquisition included a 391-acre tract composed of portions of "Greenwood Farm" and "Henry Place" that was sold by Robert W. Ammann and Sherman H. Hollingsworth to Northampton Corporation, operated by president, Howard Michnick, and secretary, Walter D. Newrath (Prince George's County Deed Book [PCGDB] 3028, 4557).

In May 1967, the firm submitted nine plats of subdivision for Rambling Hills composed of 263.21 acres they purchased from Ammann and Hollingsworth. The nine sections of Rambling Hills contained 591 individual lots ranging in size from 0.27 and 1.34 acres. Section Five of the subdivision flanked either side of what is now Harry S. Truman Drive (Maryland Route 91). Following these original subdivisions, additional plats were submitted for proposed community services, such as an empty parcel next to Northampton Park and the Rambling Hills Elementary School; however, they never came to fruition (Prince George's County Plat Book [PGCPB] WWW 64, 24; WWW 68, 63).

Development of Northampton, the suburban city, stalled due to lack of funding and in 1967, Northampton Corporation sold the entirety of the Rambling Hills subdivision to Levitt and Sons of Maryland, Inc., a Levitt and Sons, Inc. subsidiary based out of Delaware (PGCDB 3569, 527; The Washington Post and Times Herald 1962, A20). By 1970, the lots were transferred to Levitt Residential Corporation, another subsidiary of Levitt and Sons, Inc. (Willmann 1971, E1). They developed lots within Sections One through Nine beginning in 1970 but sold 42 empty lots within Section Seven to Windson Development Corporation (PGCDB 4542, 427).

Despite being platted as Rambling Hills, some advertisements by Levitt Residential Corporation referred to this neighborhood as Pickering Circle, Ltd. (The Evening Star and Washington Daily News 1972, F-11). These limited-edition Levitt homes boasted two complete baths, major appliances, central air conditioning, rich carpeting, and landscaping on an oversized lot. Model homes were available for viewing at Levitt's Lake Village community located in Bowie and unfurnished homes in Pickering Circle, Ltd., were available for viewing for a limited time during 1972. Pricing for the houses began at $37,500 and their proximity to the Capital Beltway and Landover Mall was emphasized (The Evening Star and Washington Daily News 1972, F-11; The Washington Post and Times Herald 1972, D15).

Later advertisements by Windson Development Corporation offered all-inclusive three- and four-bedroom ramblers and two-story colonials or 0.25 acre or larger lots priced between $44,990 and $48,990 (The Washington Post 1975, K14; 1976, D6; The Washington Star 1976, C-13). Windson Development Corporation touted energy-saving General Electric products such as kitchen appliances and heat pumps, air conditioning, carpeting, oak kitchen cabinets, and exterior features including a garage, maintenance-free aluminum siding and electrostatic finished windows, insulated glass sliding doors, and metal front doors.

The real estate development firm of Levitt and Son, Inc., and its various subsidiaries involved in the Rambling Hills subdivision were operated by William J. Levitt, Jr., and the ITT development umbrella company. Levitt, Jr. broke out on his own in real estate development through his father's company and in 1964, it was sold to ITT (Willmann 1971, E1). For the overall Northampton and Rambling Hills project, Levitt, Jr., worked with Howard Michnick of Disc, Inc., a New York-native who operated in large-scale residential building and development between the 1940s and 1960s (Willmann 1971, E1). The same year Levitt formed his own firm, Michnick combined his family-style building firm with Disc, Inc. By the time of the construction of dwellings in Rambling Hills, Levitt, Jr., was acting as chairman for Disc, Inc., while Michnick was president (Willmann 1971, E1). In Maryland, Levitt and Son, Inc. was responsible for other subdivisions such as Belair at Bowie, Fairways at Crofton Green, and Montpelier in Prince George's County.

Windson Development Corporation, a New Jersey-based development and building firm, was owned by Charlie Berman and Bill Kremins. They built both single- and multi-family residential developments such as Woodstone Townhouses of Loudoun, Virginia and Newpoint Landing in Tantallon, Maryland (The Washington Post 1980, E21; 1989, F13).

Evaluation:

Rambling Hills was evaluated as a planned residential neighborhood constructed during the Suburbanization Diversification Period (1961-1980) in accordance with Maryland's Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Rambling Hills is typical of planned residential neighborhood in Maryland and the Washington, D.C., suburbs from the Suburbanization Diversification Period (1961-1980). 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, Rambling Hills is not eligible under Criterion A.

Disc, Inc., Levitt and Son, Inc., and Windson Development Corporation all worked as developers and builders throughout the Washington, D.C. metropolitan area; however, they 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, Rambling Hills is not eligible under Criterion B.

With multiple builders responsible for the layout and appearance of Rambling Hills over time, the subdivision lacks cohesion in streetscape design and building forms; consequently, it is not a good example of a planned residential neighborhood. Rambling Hills demonstrates none of the innovations in residential subdivisions that appeared in the Suburban Diversification Period, and the community is not a good example of a planned residential neighborhood of the era. While the buildings within the community retain most of their character-defining features for their property types, they represent common styles and forms. Furthermore, 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. It was not evaluated under Criterion D.

This resource encompasses 270.9 acres and is bounded on the west by I-495, on the north by the Southwest Branch Stream Park, on the east by Largo Road and another subdivision called Northampton, and on the south by White House Road and another residential community called Presidential Heights. It can be found on Prince George's County Tax Map 0074 and Prince George's plat book WWW 64 page 21-30 and WWW 68 page 63.

References:

The Evening Star and Washington Daily News. 1972. Advertisement. August 11, 1972, F-11.

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 March 27, 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 March 27, 2019. http://www.mdlandrec.net/.

The Washington Post. 1975. Advertisement. November 27, 1975, K14.
--- 1976. Advertisement. January 31, 1976, D6.
--- 1980. "Grand Opening Newpoint Landing." April 19, 1980, E21.
--- 1989. Advertisement. April 29, 1989, F13.

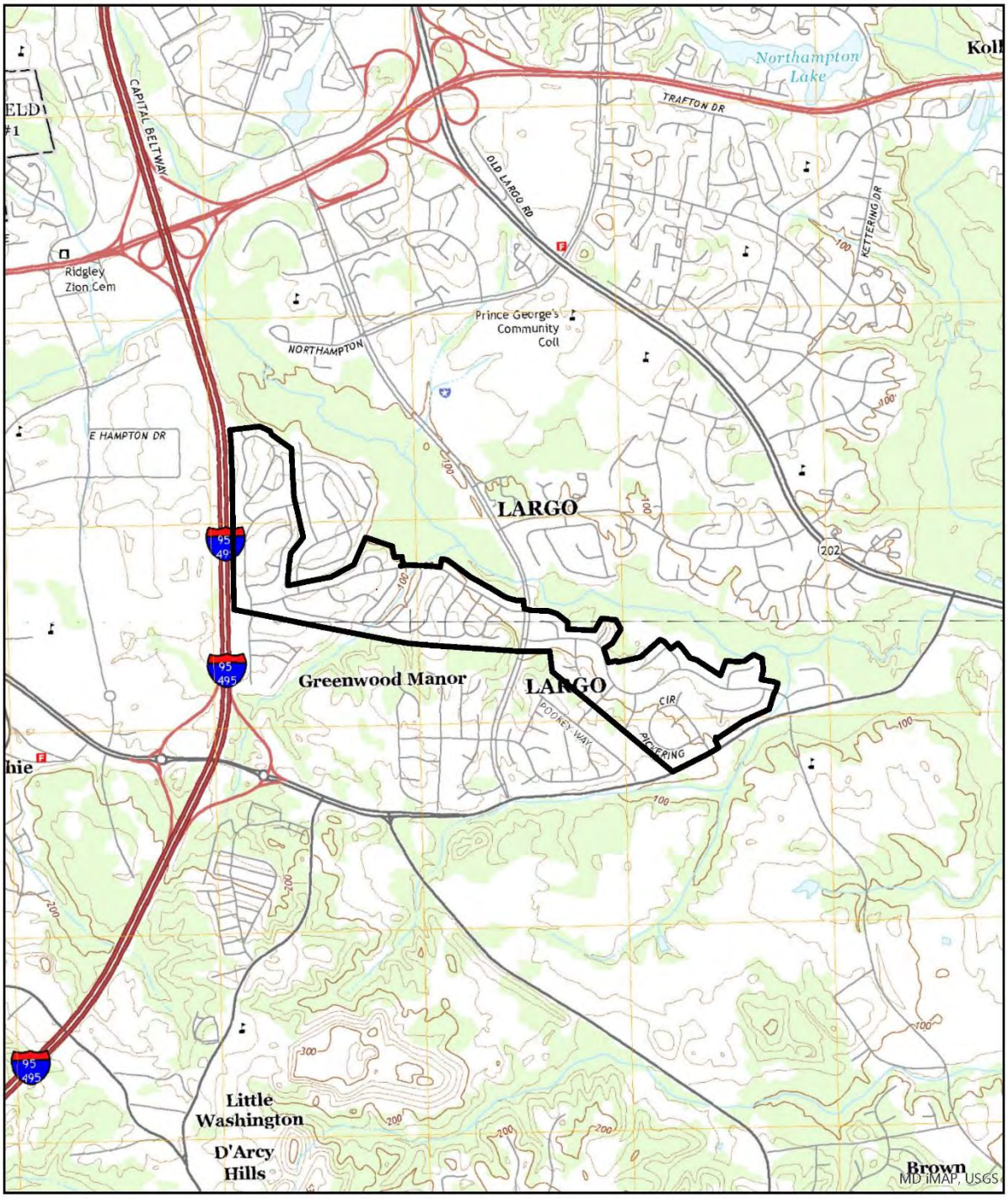
The Washington Post and Times Herald. 1962. "Prince Georges 'City' Plans Are Announced." May 28, 1962, A20.
--- 1972. Advertisement. July 8, 1972, D15.

The Washington Star. 1976. "Grand Opening Rambling Hills." April 23, 1976, C-13.

Willmann, John B. "Northampton Surge Expected to Spur Action Near Exit 33." The Washington Post and Times Herald, Washington, D.C. April 10, 1971, E1.

Rambling Hills Prince George's County

Location: East of I-495, north of White House Road, west of Largo Road City: Upper Marlboro



USGS 7.5' Quadrangle - Lanham and Upper Marlboro

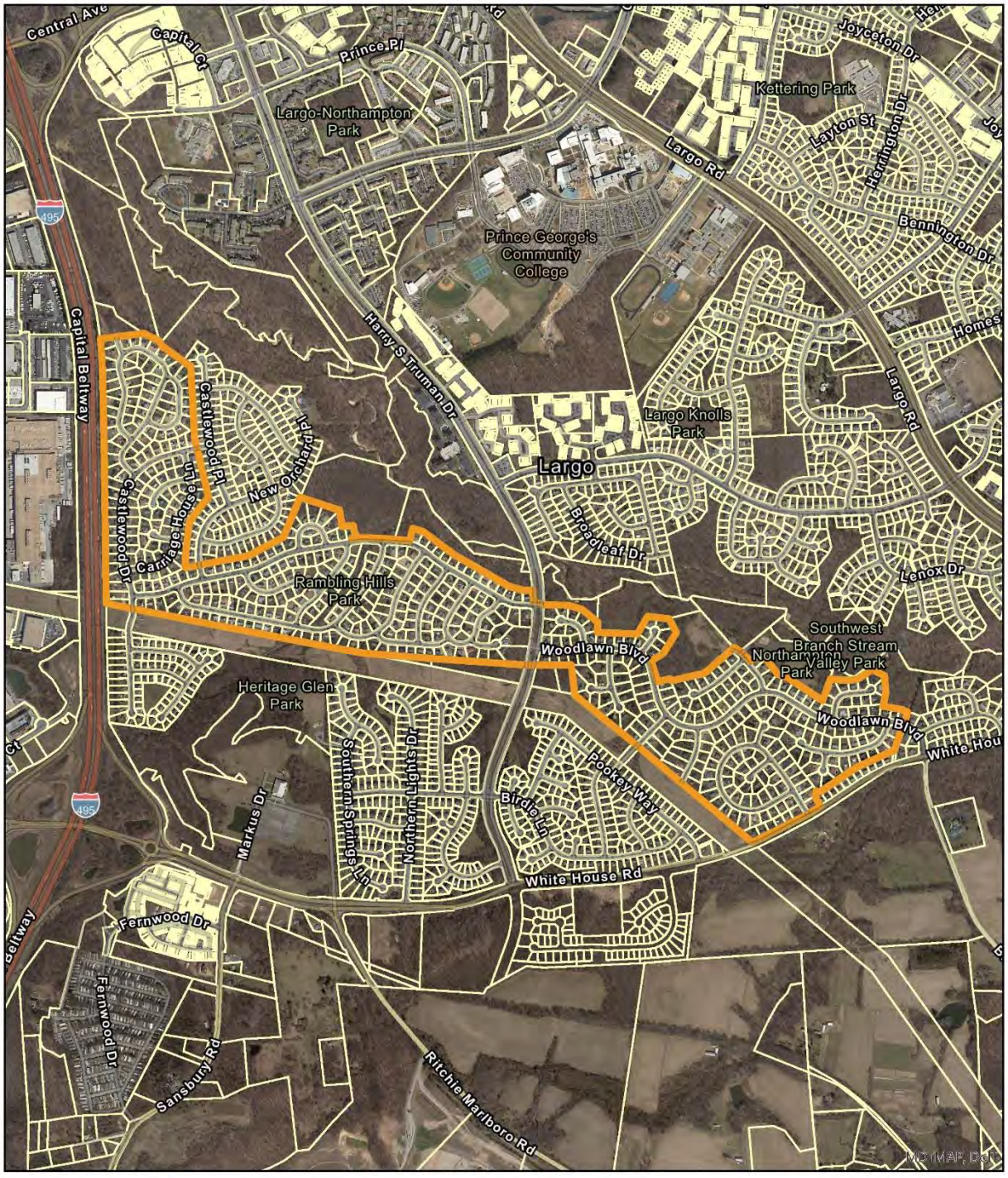
0 0.5 1 Miles

N

Scale: 1:24,000

Rambling Hills Prince George's County

Location: East of I-495, north of White House Road, west of Largo Road City: Upper Marlboro

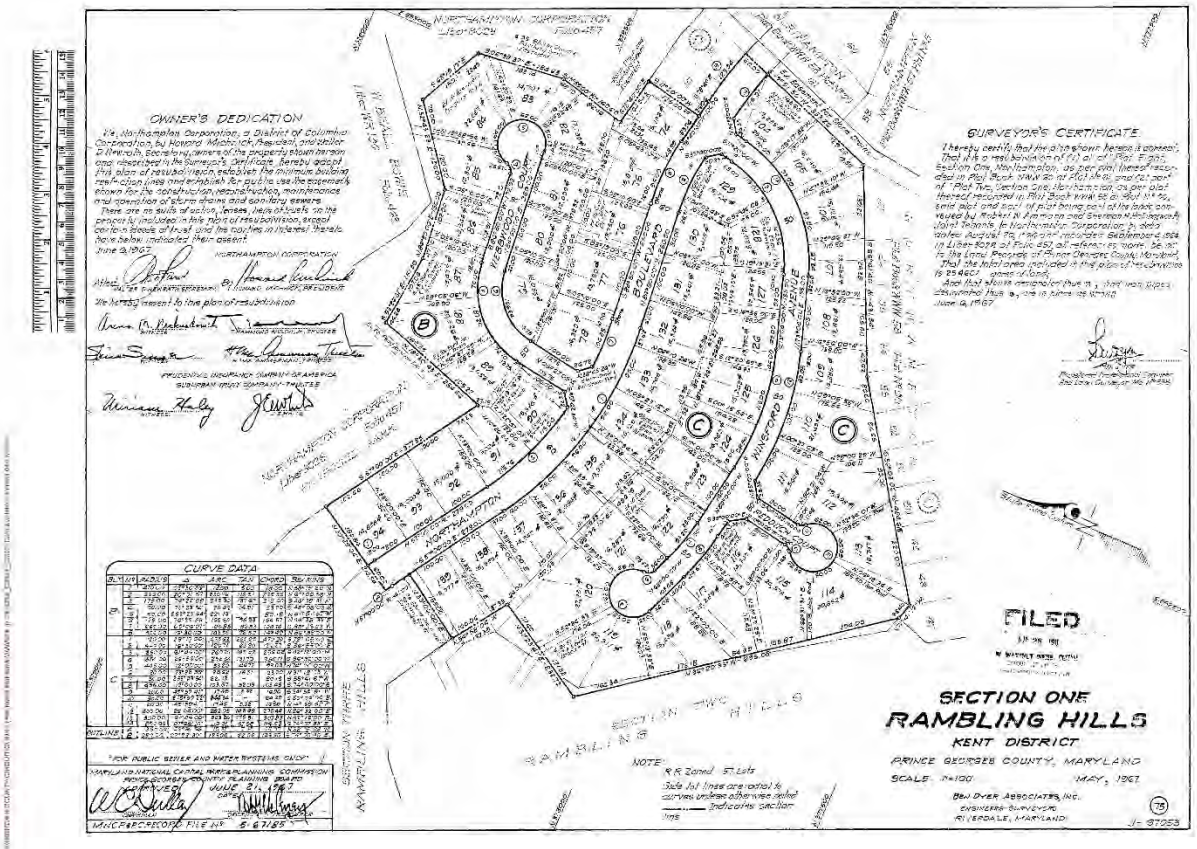


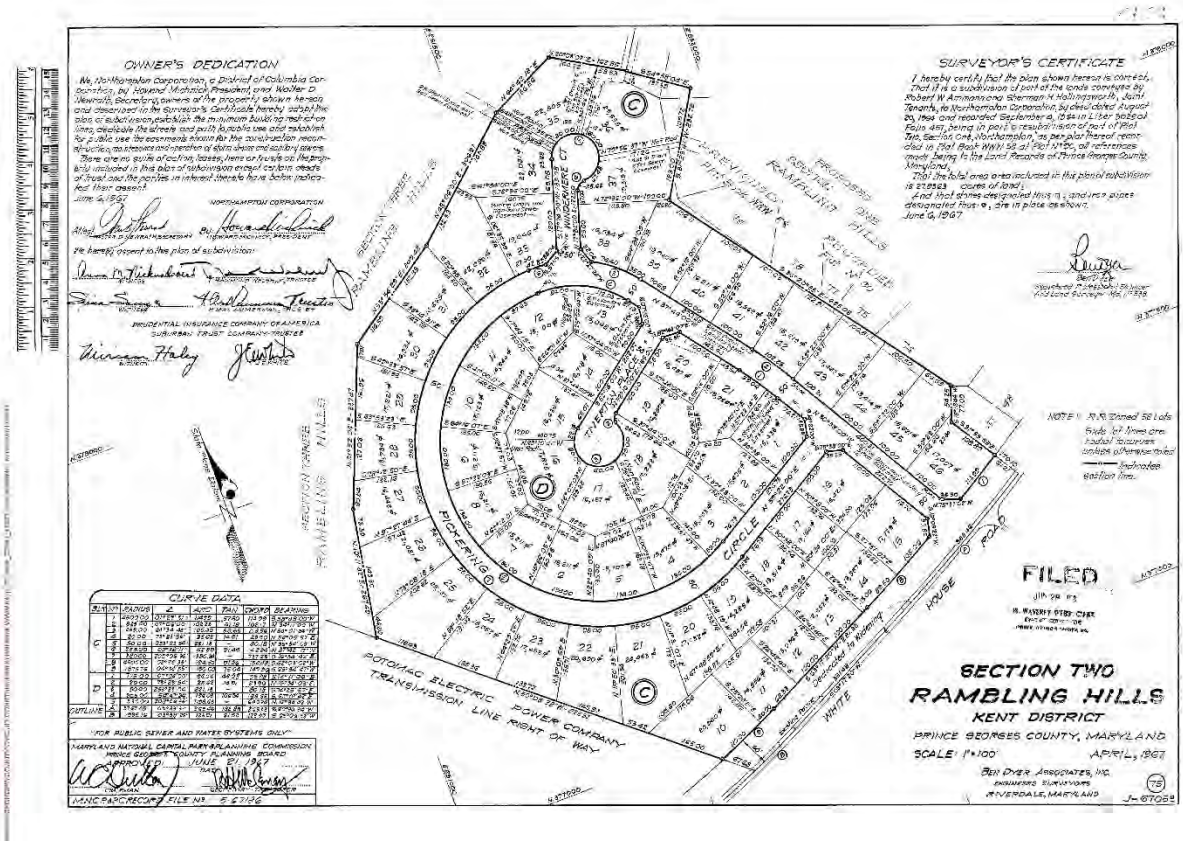
Parcel Boundaries

0 0.3 0.6 Miles

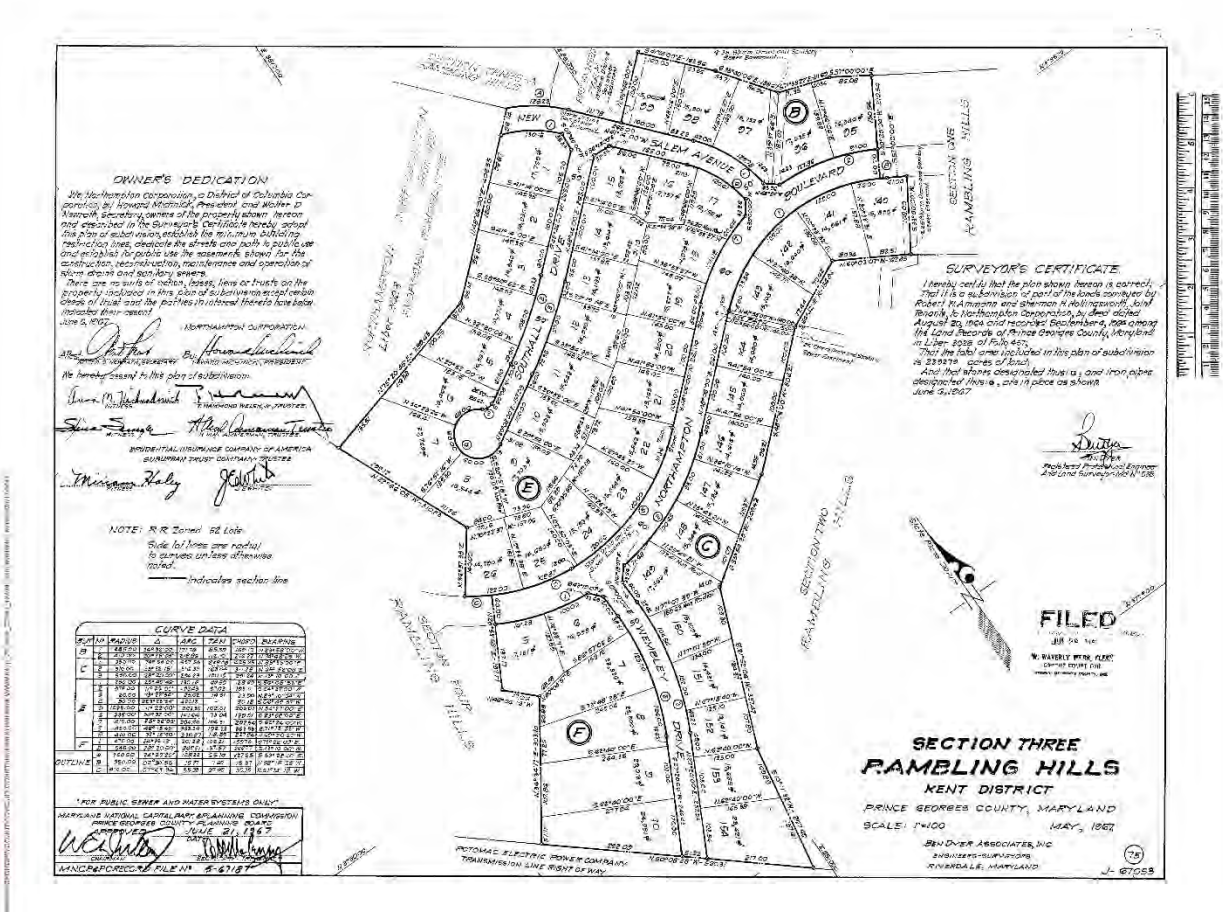
Scale: 1:16,000

N


OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
CURVE DATA
FILED
SECTION ONE
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1"=100'
MAY, 1967
BEN DYER ASSOCIATES, INC.
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
NORTHAMPTON
BOULEVARD
AVENUE
WEBBWOOD
NORTHAMPTON CORPORATION
SECTION TWO
RAMBLING HILLS
SECTION THREE
RAMBLING HILLS
MNCP&PC RECORD FILE No 5-67185

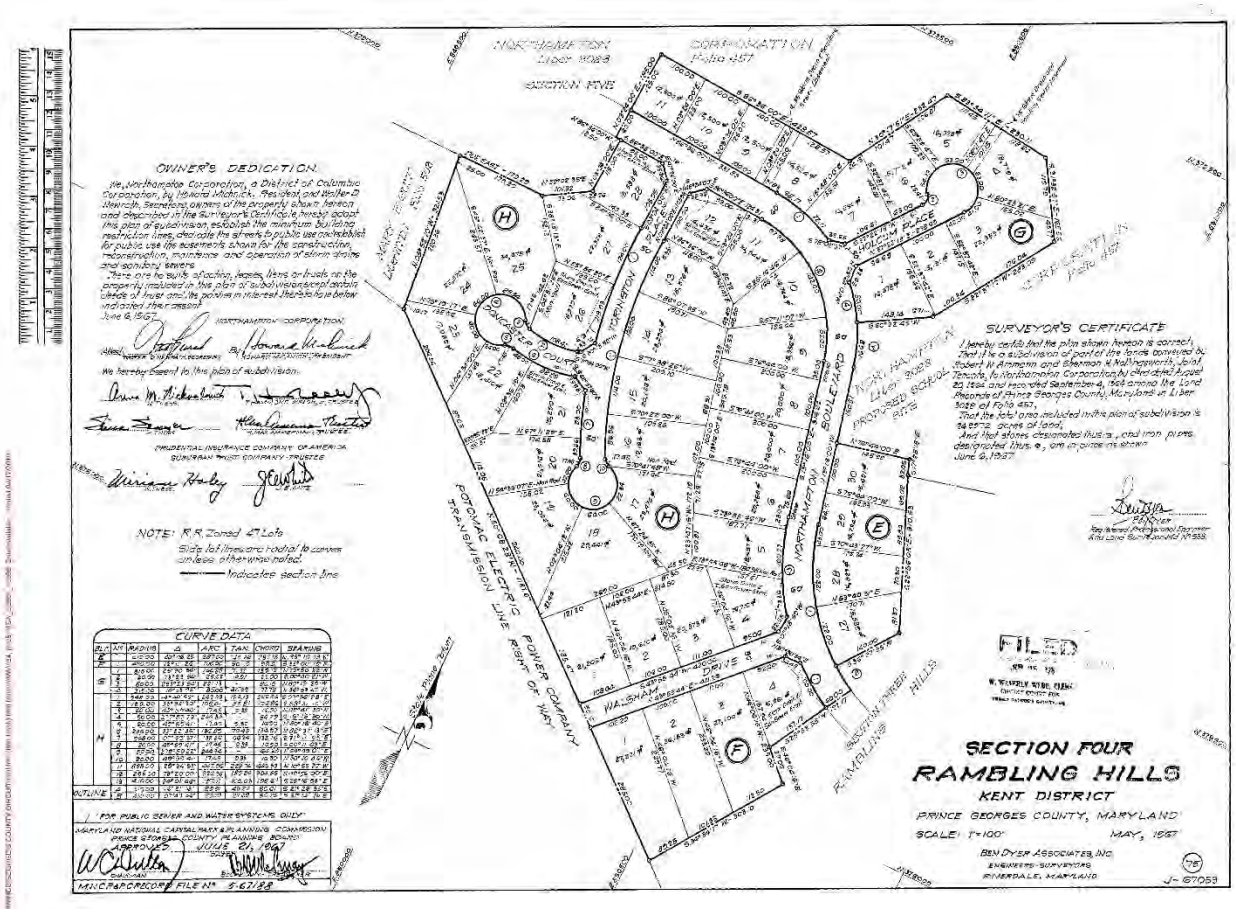

OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
SECTION TWO
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE: 1"=100'
APRIL, 1967
FILED
FICKERING CIRCLE
POTOMAC ELECTRIC POWER COMPANY
TRANSMISSION LINE RIGHT OF WAY
CURVE DATA

MAPS

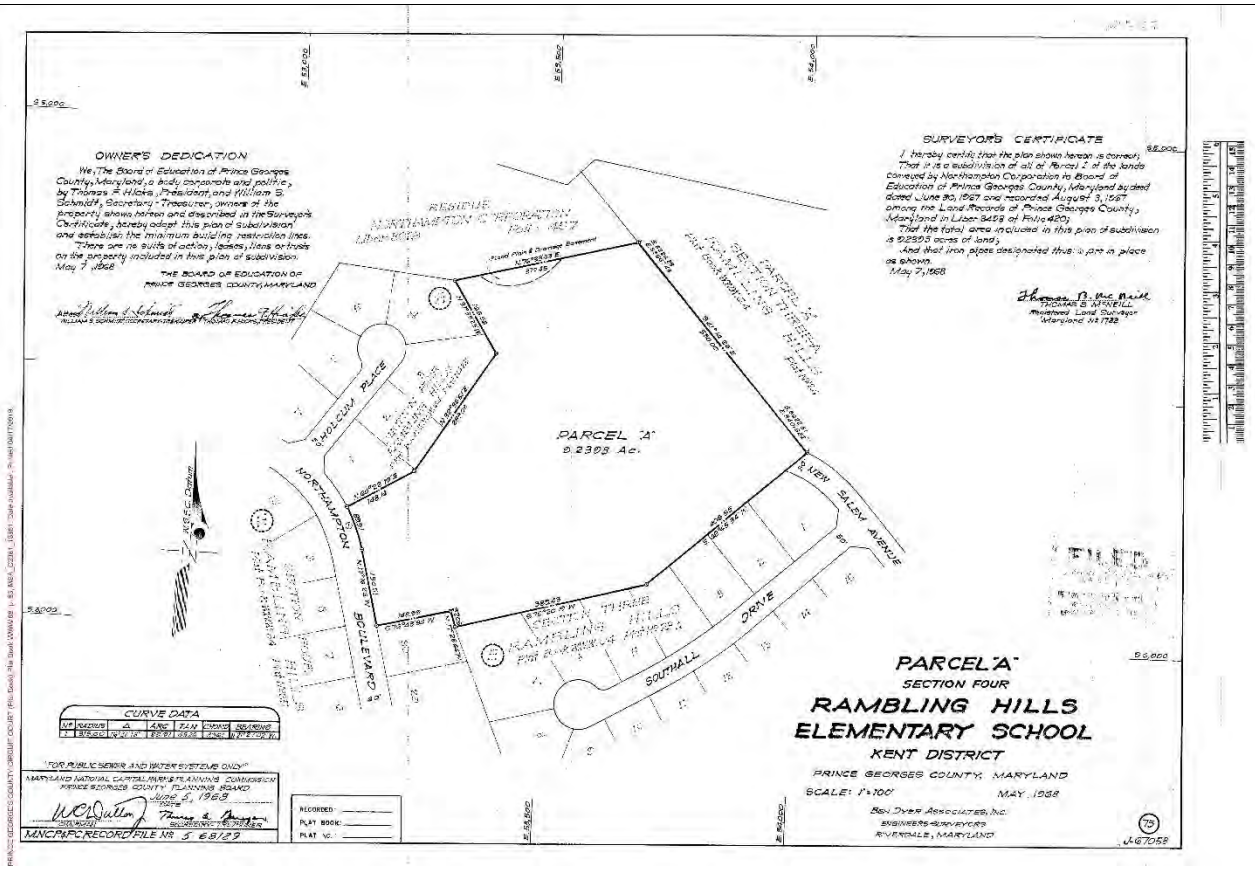

OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
NOTE: R-R Zoned 58 Lots
Side lot lines are radial to curves unless otherwise noted.
Indicates section line
CURVE DATA
FILED
SECTION THREE
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE: 1"=100 MAY, 1967
BEN DYER ASSOCIATES, INC
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
J-67055
SALEM AVENUE
BOULEVARD
DRIVE
NORTHAMPTON
POTOMAC ELECTRIC POWER COMPANY
TRANSMISSION LINE RIGHT OF WAY

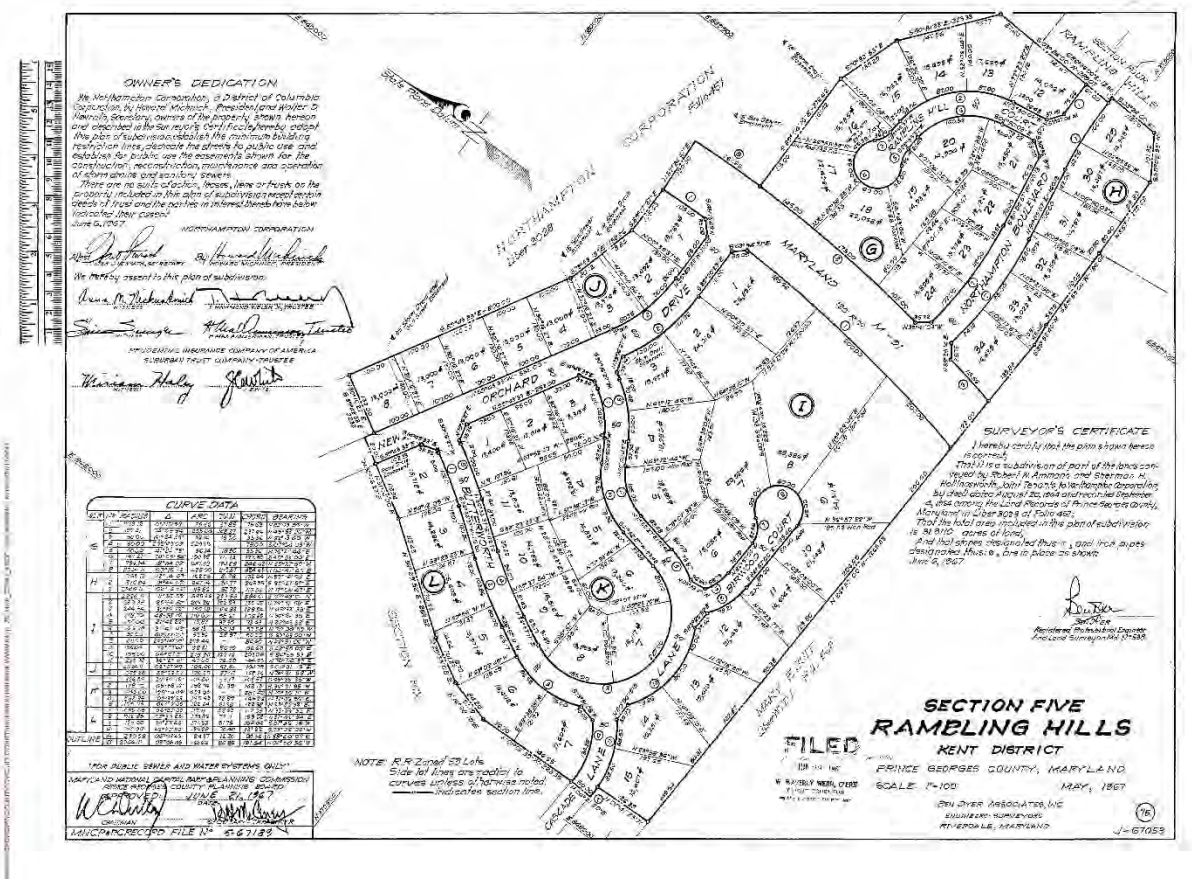
OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
PARCEL A
NEW SALEM AVENUE
SOUTHALL DRIVE
CURVE DATA
FILED
PARCEL A
SECTION THREE-A
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1"=100' MAY, 1967
BEN DYER ASSOCIATES, INC
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
"FOR PUBLIC SEWER AND WATER SYSTEMS ONLY"

MAPS


OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
NOTE: R.R. Zoned 'E' Lots
Side lot lines are radial to corner unless otherwise noted
Indicates section line
CURVE DATA
FOR PUBLIC SEWER AND WATER SYSTEMS ONLY
MNCP&PC RECORD FILE No. 5-67188
FILED
SECTION FOUR
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE: 1"=100' MAY, 1967
BEN DYER ASSOCIATES, INC.
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
J-67053
NORTHAMPTON DRIVE
WALSHAM DRIVE
HOLLOW PLACE
SOUTH THREE HILLS
POTOMAC ELECTRIC POWER COMPANY TRANSMISSION LINE RIGHT OF WAY

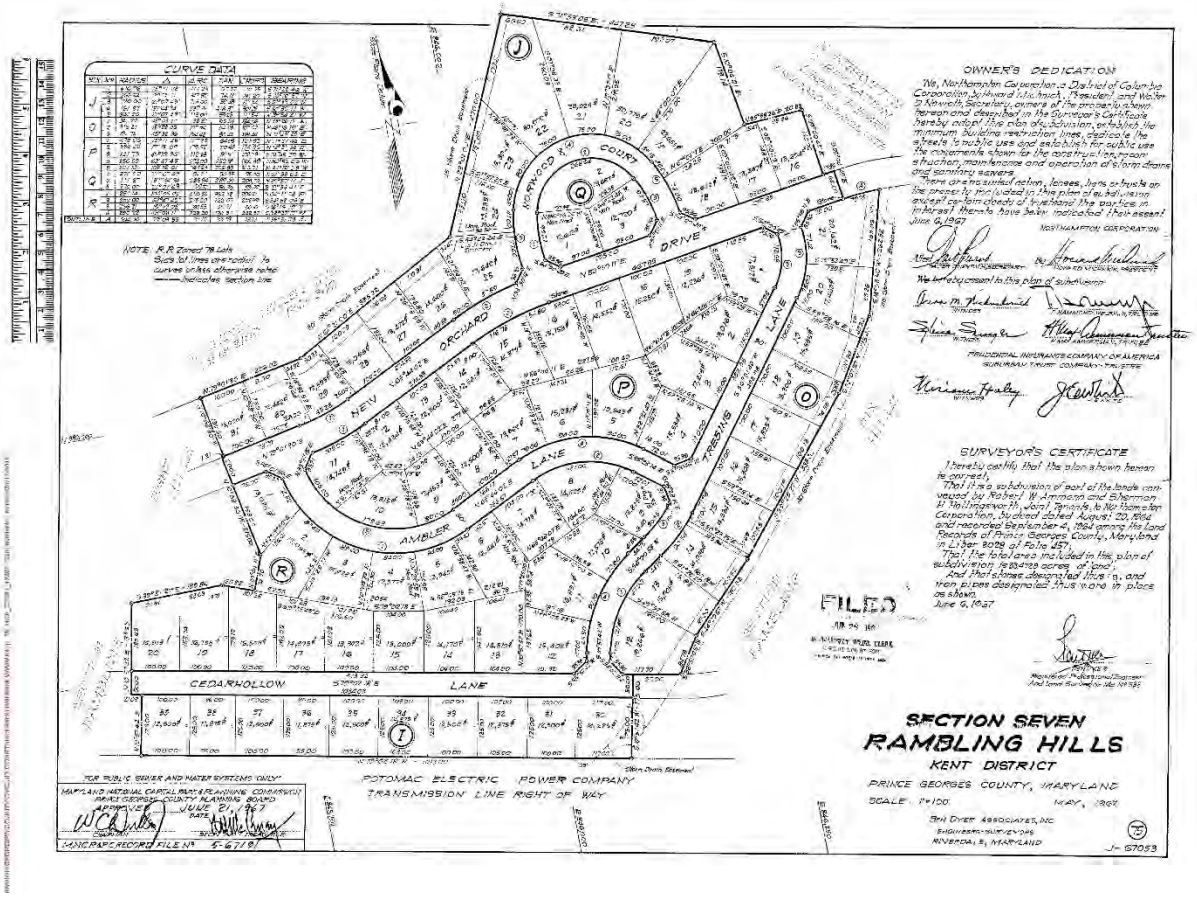
MAPS


OWNER'S DEDICATION
We, The Board of Education of Prince Georges County, Maryland, a body corporate and politic, by Thomas F. Hicks, President, and William S. Schmidt, Secretary-Treasurer, owners of the property shown hereon and described in the Surveyor's Certificate, 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.
May 7, 1968
THE BOARD OF EDUCATION OF PRINCE GEORGES COUNTY, MARYLAND
SURVEYOR'S CERTIFICATE
I hereby certify that the plan shown hereon is correct;
That it is a subdivision of all of Parcel I of the lands conveyed by Northampton Corporation to Board of Education of Prince Georges County, Maryland by deed dated June 30, 1967 and recorded August 3, 1967 among the Land Records of Prince Georges County, Maryland in Liber 3498 of Folio 420;
That the total area included in this plan of subdivision is 9.2393 acres of land;
And that iron pipes designated thus is are in place as shown.
May 7, 1968
THOMAS B. McNEILL
Registered Land Surveyor
Maryland No 1782
PARCEL "A"
9.2393 Ac.
HOLCUM PLACE
NORTHAMPTON BOULEVARD
NEW SALEM AVENUE
SOUTHALL DRIVE
CURVE DATA
"FOR PUBLIC SEWER AND WATER SYSTEMS ONLY"
MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
PRINCE GEORGES COUNTY PLANNING BOARD
June 5, 1968
MNCP&PC RECORD FILE No 5 68129
RECORDED
PLAT BOOK
PLAT NO.
PARCEL "A"
SECTION FOUR
RAMBLING HILLS
ELEMENTARY SCHOOL
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE: 1"=100'
MAY, 1968
BEN DYER ASSOCIATES, INC.
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
J-67058

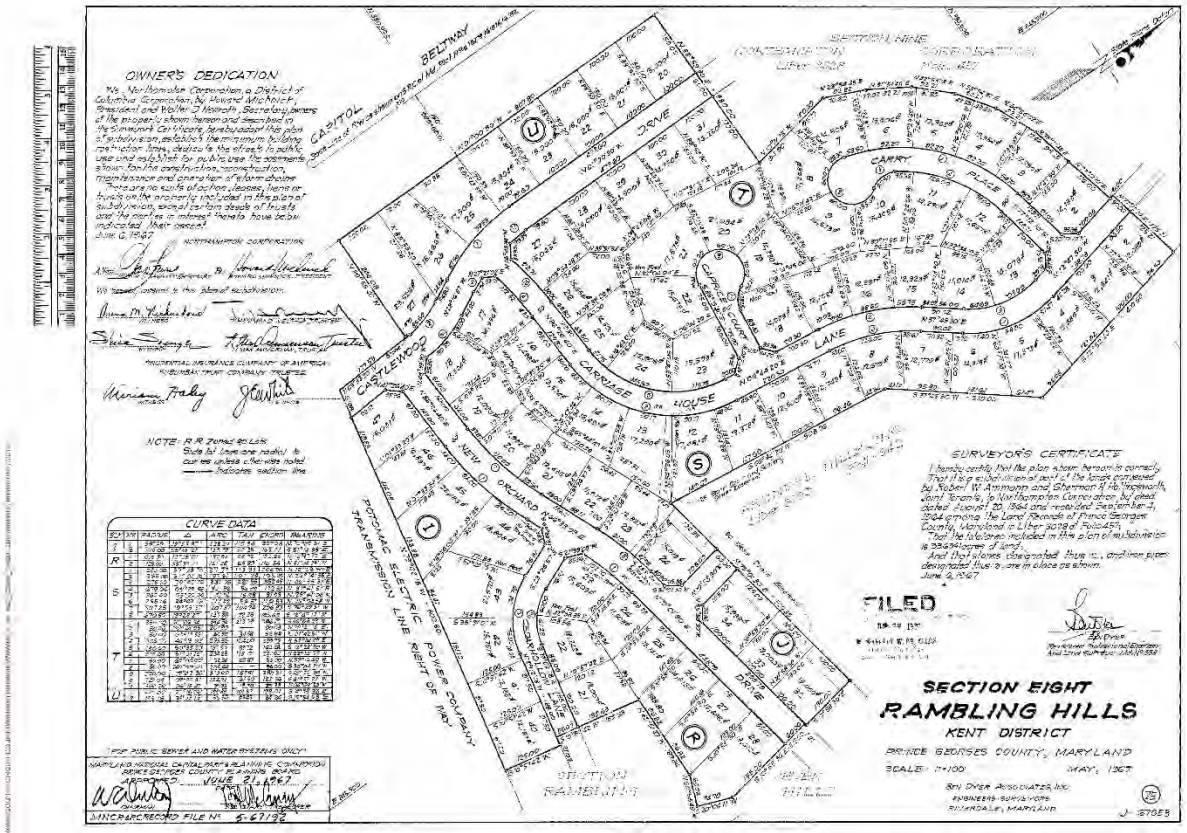

OWNER'S DEDICATION
NORTHAMPTON CORPORATION
SURVEYOR'S CERTIFICATE
CURVE DATA
SECTION FIVE
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1"=100'
MAY, 1967
FILED
NOTE: R.R. Zoned 53 Lots
Side lot lines are radial to curves unless otherwise noted.
Indicates section line.
MNCP&PC RECORD FILE No 5-67183

OWNER'S DEDICATION
SURVEYOR'S CERTIFICATE
FILED
CURVE DATA
SECTION SIX
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1"=100'
MAY, 1967
POTOMAC ELECTRIC POWER COMPANY
TRANSMISSION LINE RIGHT OF WAY
NOTE: R.R. Zoned 75 Lots
Side lot lines are radial to curves unless otherwise noted
Indicates section line
"FOR PUBLIC SEWER AND WATER SYSTEMS ONLY"
MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
PRINCE GEORGES COUNTY PLANNING BOARD
APPROVED JUNE 21, 1967
MNCP&PC RECORD FILE No 5-67190

MAPS

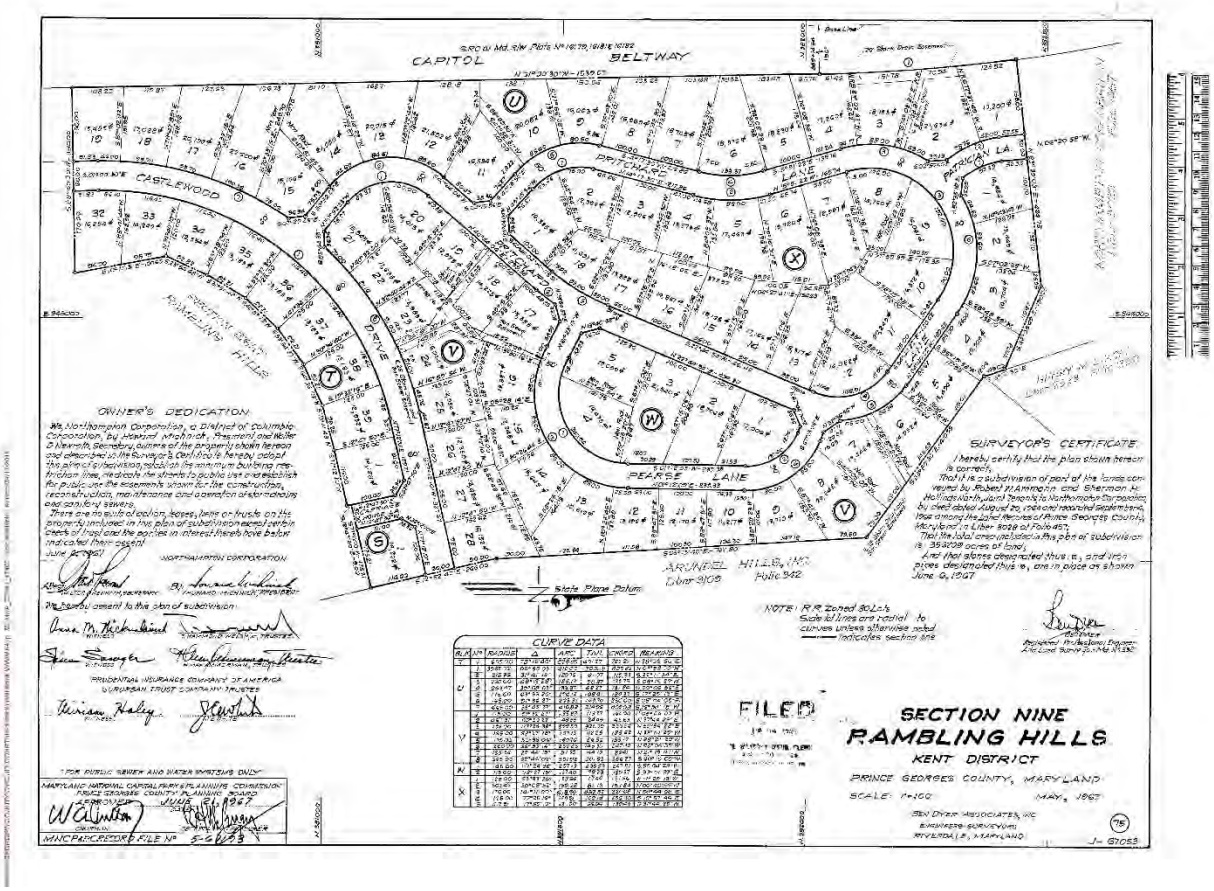

CURVE DATA
NOTE: R.R. Zoned 78 Lots
Sizes of lines are radial to curves unless otherwise noted
Indicates section line
OWNER'S DEDICATION
We, Northampton Corporation, a District of Columbia Corporation, by Howard Litchnick, President and Walter D. Nowroth, Secretary, owners of the property shown hereon and described in the Surveyor's Certificate hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the streets to public use and establish for public use the easements shown for the construction, recon struction, maintenance and operation of storm drains and sanitary sewers.
There are no suit of action, leases, liens or trusts on the property included in this plan of subdivision except certain deeds of trust and the parties in interest thereto have been indicated their assent.
June 6, 1967
NORTHAMPTON CORPORATION
We hereby consent to this plan of subdivision
PRUDENTIAL INSURANCE COMPANY OF AMERICA
SURUBBAN TRUST COMPANY, TRUSTEE
SURVEYOR'S CERTIFICATE
I hereby certify that the plan shown hereon is correct,
That it is a subdivision of part of the lands conveyed by Robert W. Ammann and Sherman H. Hollingsworth, Joint Tenants, to Northampton Corporation, by deed dated August 20, 1964 and recorded September 4, 1964 among the Land Records of Prince Georges County, Maryland in Liber 3028 at Folio 457;
That the total area included in this plan of subdivision is 84.429 acres of land;
And that stones designated thus "n", and iron pipes designated thus "o" are in place as shown.
June 6, 1967
FILED
SECTION SEVEN
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
SCALE: 1"=100'
MAY, 1967
BEN DYER ASSOCIATES, INC
ENGINEERS-SURVEYORS
RIVERDALE, MARYLAND
J-67053
NORWOOD COURT
NEW ORCHARD DRIVE
AMBLER LANE
FRESTING LANE
CEDARHOLLOW LANE
POTOMAC ELECTRIC POWER COMPANY
TRANSMISSION LINE RIGHT OF WAY
FOR PUBLIC SEWER AND WATER SYSTEMS ONLY
MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
PRINCE GEORGES COUNTY PLANNING BOARD
APPROVED JUNE 21, 1967
MNCPPC RECORD FILE No 5-6719

MAPS


OWNER'S DEDICATION
CURVE DATA
SURVEYOR'S CERTIFICATE
FILED
SECTION EIGHT
RAMBLING HILLS
KENT DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
MAY, 1967
CAPITOL BELTWAY
CASTLEWOOD
CARRIAGE HOUSE
NEW ORCHARD
DRIVE
LANE
CARRY
POTOMAC ELECTRIC POWER COMPANY
TRANSMISSION LINE RIGHT OF WAY
MNCPARCRECORD FILE No. 5-67192

PG:73-38 Rambling Hills

MAPS



PHOTOGRAPHS

612-614 Pearse Lane, looking south.

11113-11117 Winsford Avenue, looking southwest.

PHOTOGRAPHS

11115 Winsford Avenue, west oblique.

10702 Woodlawn Boulevard, southwest elevation.

PHOTOGRAPHS

9908-9910 Norwood Court, looking north.

602 Pearce Lane, southwest elevation.

PHOTOGRAPHS

411-415 Pritchard Lane, looking north.

807-809 Carry Place, looking north.

PHOTOGRAPHS

Channelized stream on Woodlawn Boulevard, looking north.

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Mical Tawney**
Date of Photographs: **2019-04-24**
Location of Original Digital File: **MD SHPO**
File Format: **PG:73-38_2019-04-24_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
612-614 Pearse Lane, looking south.

02.tif
11113-11117 Winsford Avenue, looking southwest.

03.tif
11115 Winsford Avenue, west oblique.

04.tif
10702 Woodlawn Boulevard, southwest elevation.

05.tif
9908-9910 Norwood Court, looking north.

06.tif
602 Pearce Lane, southwest elevation.

07.tif
411-415 Pritchard Lane, looking north.

08.tif
807-809 Carry Place, looking north.

09.tif
Channelized stream on Woodlawn Boulevard, looking north.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Red Lobster (Gaithersburg)

Address: 15700 Shady Grove Road

City: Gaithersburg **Zip Code:** 20877 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N598 **Tax Map Number:** FS962

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: RK&K, LLP

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

Red Lobster (Gaithersburg) is a chain restaurant that has occupied this one-story building with a faux mansard roof since it was constructed in 1977 (The Washington Post, 1977 display ads). The property is bordered by Shady Grove Road, other commercial development, and a wooded area that buffers an I-270 offramp. The restaurant is accessed by a driveway from the road shared with three other businesses; a Red Lobster sign is mounted on a pole next to the street. The building is roughly located in the center of the two-acre parcel that includes a concrete pedestrian walkway, an asphalt parking lot with landscaped islands, a lawn with a ship mast style white painted flag pole, and a concrete block trash bin enclosure.

The nearly rectangular-plan building was originally constructed in a 1970s Red Lobster corporate style but was recently remodeled to an updated corporate design. The building is clad with synthetic siding with a continuous horizontal wood band below the wood-framed double and triple, five-light windows. The main

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

entrance is at the northeast-facing façade and consists of paired wood and glass doors surrounded by a rubble stone wall with a front-gabled, standing seam metal roof that extends above the main roofline; a faux circular vent is located at the center of the gable end. The entrance is sheltered by a front-gabled roof portico, clad with corrugated metal and featuring wood brackets supported by four wood piers mounted on a rubble stone base. An image of a red lobster is mounted on the shingles at the gable end. Metal and glass nautical light fixtures are mounted along the façade. The northwest elevation has regularly spaced wood posts and a single metal door; the southeast elevation is similar, but with a small shed-roof wing toward the front of the building and no fenestration. The southwest elevation has three single doors, including one leading to a small shed-roof storage wing; this elevation also has a wing housing a dining area. The building's flat roof contains mechanical systems and there is a corrugated metal faux mansard roof that extends around the entire building. Letters spelling out "Red Lobster" are mounted on the mansard roof at the façade.

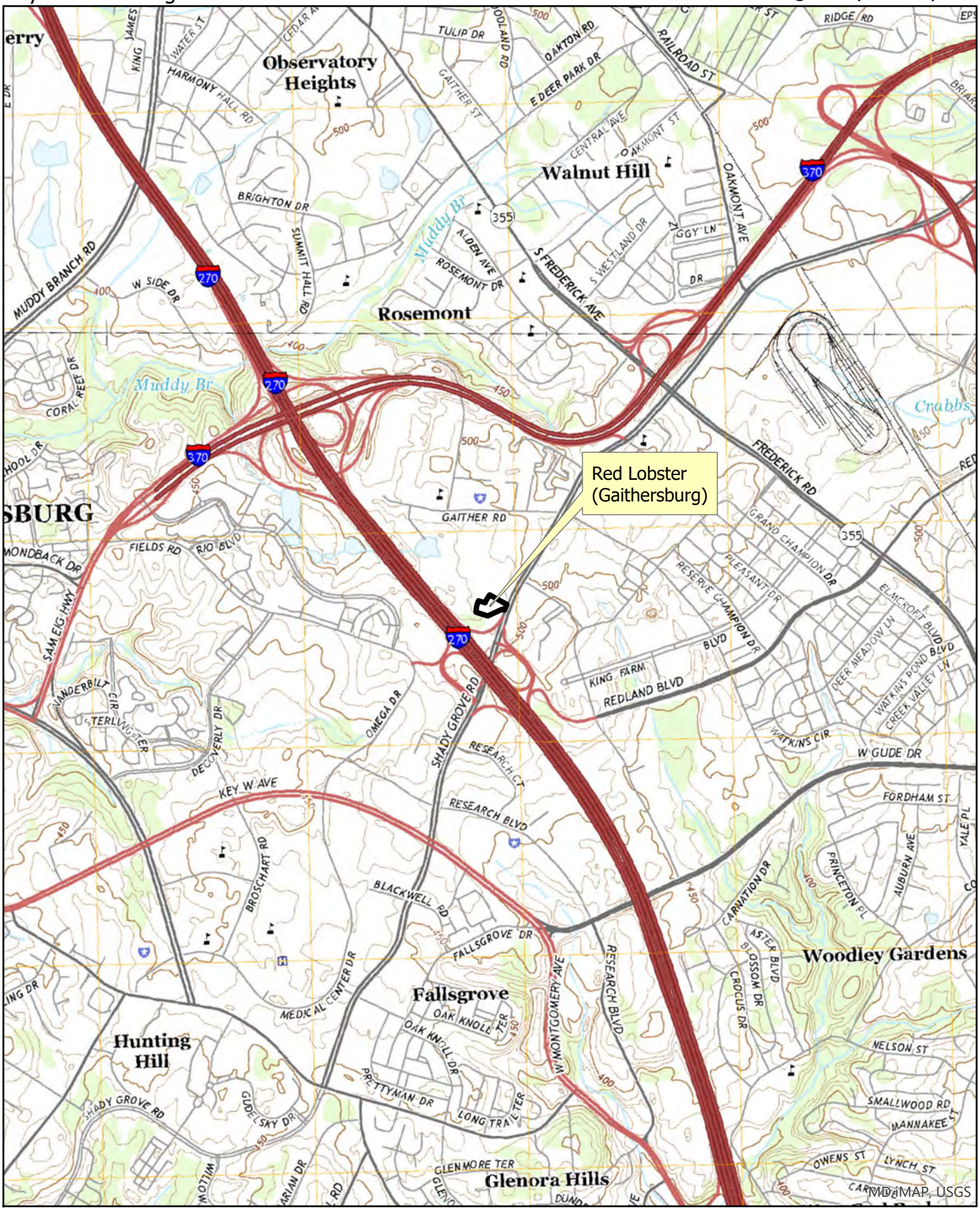
Red Lobster (Gaithersburg) is an altered example of a mid-twentieth-century chain restaurant common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been significantly 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 two acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map FS962, Parcel N598, Account Number 01519300 (2018).

Red Lobster (Gaithersburg)

Location:15700 Shady Grove Road
City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

I-495/I-270 Managed Lanes Study
Short Form DOE Photographs

Red Lobster (Gaithersburg)

Northeast façade

Southwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Reiche Cottage/Stone House Inventory Number: M: 26-10-56

Address: 720 W. Montgomery Avenue (MD 28) Historic district: ___ yes X no

City: Rockville Zip Code: 20850 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Sue Richards Tax Account ID Number: 04-00156420

Tax Map Parcel Number(s): P185 Tax Map Number: GR12

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler Date Prepared: 10/10/2018

Documentation is presented in: Project review and compliance files

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:

The Reiche Cottage/Stone House is located on W. Montgomery Avenue immediately east of I-270 in the City of Rockville. The property, a rectangular-shaped parcel comprising 0.19 acre, is landscaped with trees and manicured lawn (State Department of Assessments and Taxation [SDAT] 2018). The building, which faces north toward W. Montgomery Avenue, is set on the northern portion of the lot. The property consists of a primary dwelling, a paved driveway on the west side of the parcel leading east from Adclare Road, a brick walkway that extends to the dwelling's primary (north) elevation, and concrete steps located where the walkway meets W. Montgomery Avenue.

Description:

The house is a two-story, three-bay, single-family dwelling constructed in 1887 in the Gothic Revival style. The continuous, uncoursed, stone foundation supports a frame structure clad in wavy-bottomed asbestos siding. The original core of the building is covered by a side-gabled roof with central gable peak clad in asphalt shingles. A brick interior-end chimney is located on the 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**

and east elevations. There are two primary entryways situated on the north elevation, and both are filled by a single-leaf door and storm door. A one-story, three-bay, full-width porch spans the north elevation. The porch's wood deck rests on a pier foundation and square wood posts support the shed roof. Additional fenestration includes two-over-two, double-hung-dash wood windows. A circa-1890, two-story, multi-bay, Queen Anne-style addition on the south elevation mimics the massing of the original core. The addition doubles the size of the house and has a complex roofline with side and rear gables, as well as a hipped-tower projection. A brick interior-end chimney is located on the east side of the addition, and an additional brick interior end chimney is located on the south elevation. A one-story, four-bay, shed-roofed addition extends from the circa-1890 addition's south elevation. Fenestration on this projection includes a secondary, single-leaf entry, one-over one, double-hung-sash, aluminum windows, and four-over-four, double-hung-sash, vinyl windows.

Historic Context:

In the mid-eighteenth century, the City of Rockville initially began as a small settlement and stopover point for farmers transporting tobacco from the town of Frederick, Maryland, to Georgetown (then a part of Virginia) (Peerless Rockville, n.d). After Rockville was incorporated in 1860, rail service connected it and the District of Columbia. As a result, Rockville saw large-scale growth, as it became a commuter town and a summer resort for those looking to escape the city (Peerless Rockville, n.d). Growth slowed down in the 1920s, but during that time, the town modernized with electricity, telephones, indoor plumbing, and the introduction of the trolley car (Peerless Rockville, n.d). The City of Rockville saw tremendous growth between 1940 and 1960, when the population its spiked from 2,047 to 26,090 following a large annexation by city officials and the post-World War II housing boom (Peerless Rockville, n.d). Due to this population growth and push for a more modern building stock, town officials in the late 1950s drafted an urban renewal plan to transform the downtown core. The urban renewal project consisted of a 47-acre area of downtown Rockville in which four streets were removed, 111 buildings were demolished, and 165 businesses and 52 families were relocated to make way for new commercial and residential development. A 1,560-space parking garage was added as well as a short-lived mall that has since been replaced by the circa-2004, mixed-use Rockville Town Center development (Malouff 2012). During the 1950s and 1960s, commercial and other services began moving to suburban areas along freeways and other significant roadways (KCI Technologies, Inc. 1999, C-17). As the move for more car-centric development continued in Rockville, commercial growth was likewise occurring just outside the urban renewal area along the main thoroughfares such as Hungerford Drive, Rockville Pike, and Jefferson Street (United States Geological Survey [USGS] 1965).

The history of the Reiche Cottage/Stone House mirrors the general history of the Rockville area. In 1887 Ulysses Ricketts bought 4 acres of land in the west end of Rockville and built a summer cottage (Cissel and Jones 1985). Naval Officer Henry Reiche and wife, Emily Reiche, bought the cottage in early 1890 for $2,400 and by the end of the year, expanded it to contain eleven rooms for use as a permanent residence (Cissel and Jones 1985). It was noted in The Sentinel that the construction of the addition was completed by W. R. Pumphrey (Cissel and Jones 1985). Mrs. Reiche then sold the house to Clara Finley for $3,500 in 1905 (Cissel and Jones 1985). After several transactions during the early twentieth century, the Stone family obtained the property in 1959 and owned it until 1994 (SDAT 2018). Sue Richards is the current owner of the Reiche Cottage/Stone House (SDAT 2018).

Evaluation:

The Reiche Cottage/Stone House at 720 W. Montgomery Avenue is a two-story, single-family dwelling, constructed in 1887 in the Gothic Revival style. It retains integrity of feeling, association, location, setting, but modifications including replacement siding, roofing, and windows reduces integrity of design, materials, and workmanship. 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 Reiche Cottage/Stone 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 Reiche Cottage/Stone House is not recognized to be a particularly unique

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**

or excellent example of the Gothic-Revival Style as many others exist throughout the area such as the multiple examples located within the Rockville Park Historic District (M: 26-13) and West Montgomery Historic District (M: 26-10) (Owens 1973, Rockville Department of Planning and Development Services 2009). In addition, modifications and alterations have impacted the historic integrity. 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.

References:

Cissel, Anne W. and Jones, Dwayne. 1985. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Reiche Cottage (M: 26-10-56). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

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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:

_____ _____

Reviewer, Office of Preservation Services **Date**

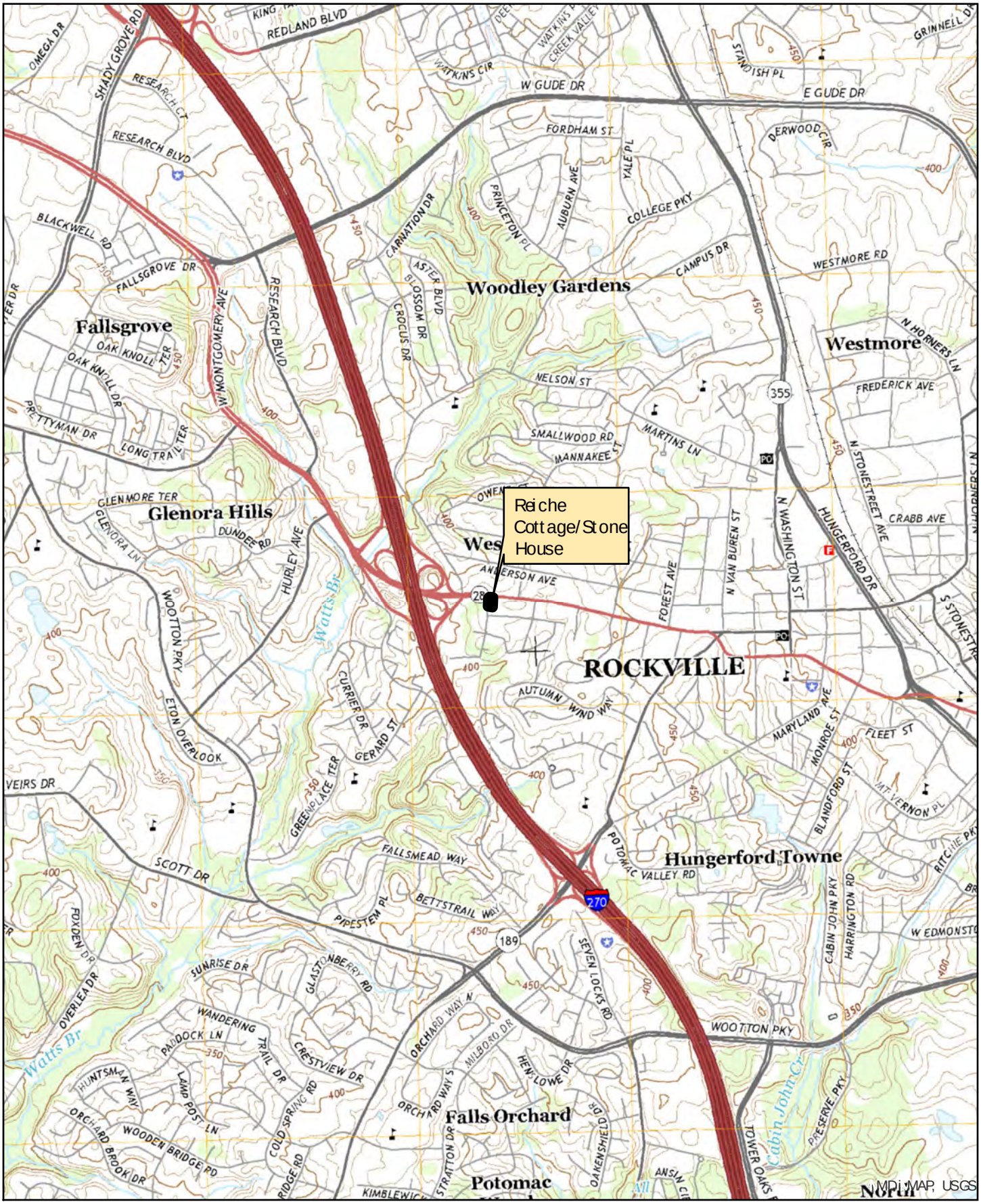
_____ _____

Reviewer, National Register Program **Date**

Reiche Cottage/Stone House

Location: 720 West Montgomery Avenue
City: Rockville

MIHP#: M: 26-10-56
Montgomery County



USGS 7.5' Quadrangle - Rockville

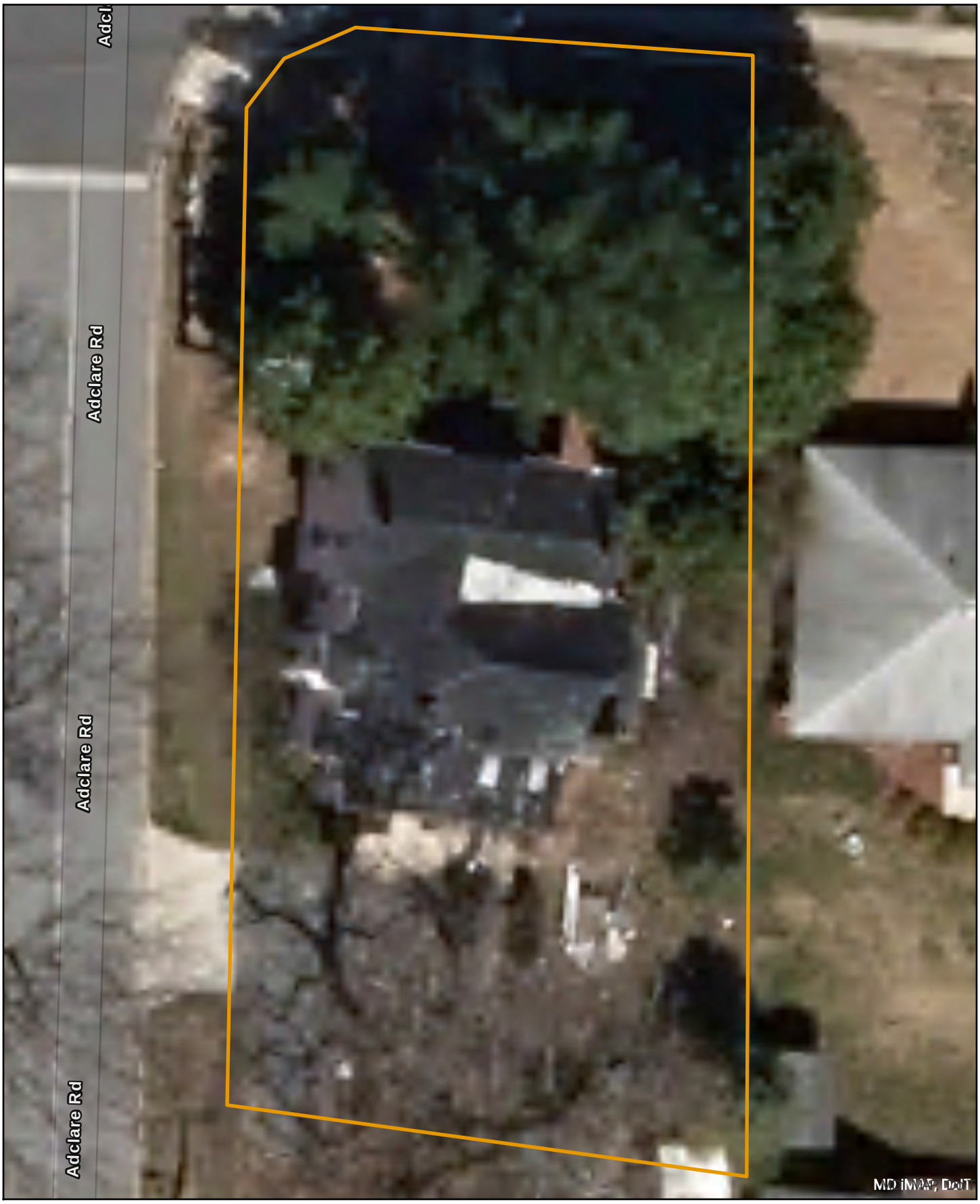
0 0.3 0.6 Miles

Scale: 1:24,000

Reiche Cottage/Stone House

Location: 720 West Montgomery Avenue
City: Rockville

MIHP#: M: 26-10-56
Montgomery County



Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 26-10-56

Name: Reiche Cottage/Stone House
Continuation Sheet

Number Photos Page 1

Photo 1: Southwest Oblique from Adclare Road, Facing Northeast

Photo 2: West Elevation from Adclare Road, Facing East

Photo 3: South Elevation from Brent Road, Facing North

Photo 4: North Elevation from W. Montgomery Avenue, Facing South

PHOTO LOG

Name of Property: Reiche Cottage/Stone 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:
Southwest Oblique, Facing Northeast
M: 26-10-56_2018-05-07_01

Photo 2 of 4:
West Elevation from Adclare Road, Facing East
M: 26-10-56_2018-05-07_02

Photo 3 of 4:
South Elevation from Brent Road, Facing North
M: 26-10-56_2018-05-07_03

Photo 4 of 4:
North Elevation from W. Montgomery Avenue, Facing South
M: 26-10-56_2018-05-07_04

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Rock Creek Hills Section 2** Inventory Number: **M: 31-78**

Address: North of I-495 and west of the Metropolitan Branch, B&O Railroad Historic District: Yes

City: Kensington Zip Code: 20895 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: HP52

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: Apr 1, 2019

Documentation is presented in: Project review and compliance files

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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:

Rock Creek Hills Section 2 is a planned residential development located north of I-495 in Kensington. The development is bounded on the northeast and east by the Metropolitan Branch of the Baltimore and Ohio Railroad, on the west by the Washington DC Temple (Church of Jesus Christ of Latter-day Saints), and on the south by I-495 and Rock Creek Stream Valley Park, Units 2 and 3. Rock Creek Hills Section 2 is approximately 48.2 acres and contains 143 single-family dwellings on lots ranging between 0.21 and 0.74 acre. The development's four curvilinear streets (Stoneybrook Drive, La Duke Drive, Hill Street, and Campbell Drive) and two cul-de-sacs (Campbell Court and Campbell Place) are lined with curbs and sidewalks, all except for Stoneybrook Drive. The 143 residential lots range between 0.21 and 0.74 acre. The individual lots are sloped with moderate tree coverage, plant beds, and bushes and occasionally have

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:**

fenced-in rear yards. All lots feature a concrete or asphalt driveway and walkways connect the street or driveways to the primary entrance to each building. Secondary buildings include sheds. Lighting throughout the neighborhood consists of metal posts with lantern tops. A wood sign that reads “Rock Creek Hills II, Est. 1979” is located on the south side of the southern end of Campbell Drive in the most recent section of the subdivision.

Description:

Rock Creek Hills Section 2 is a planned residential development of single-family dwellings constructed between 1966 and 1980 during the Suburban Diversification (1961-1980) period with several examples of infill that date between 1995 and 2014. Most of the single-family dwellings were constructed in variations of the Two-Story Massed forms and Garrison Colonial and Modern Colonial subforms with influences from the International, Contemporary, and Colonial Revival styles.

Dwellings in Rock Creek Hills Section 2 are primarily four to six bays wide and one to two stories tall. The buildings are set on a sloped terrain and sit atop a basement, primarily clad in a brick veneer or permastone. Most dwellings are clad in a combination of stretcher-bond brick veneer or permastone and vinyl siding; there is one example of stucco with faux quoins (9707 Stoneybrook Drive). Roofs are side or front gabled, hipped, or gambrel sheathed in asphalt shingles; most feature a close eave. Shed roofs can be found on Contemporary-style dwellings (9924 La Duke Drive). Most dwellings feature a single brick or vinyl-clad chimney set along a side elevation; several houses feature an interior-slope, metal flue. Dormer types include eyebrow shed or gable.

Primary entrances are mainly centered on the façade with a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, an entry porch, or a full-height porch. Some dwellings have a double-leaf primary entry door (9711 Stoneybrook Drive). Most entrances feature a wood or vinyl door surround with Colonial Revival-style ornamentation such as pilasters and flat or arched pediments (9803 Stoneybrook Drive). Windows are single one-over-one, vinyl-framed, double-hung-sash units, occasionally with faux muntins. Several houses, mainly those embodying the International style, have casement, fixed, or awning windows or a combination of those types (9830 La Duke Drive). Tripartite, bay, and bow windows are common throughout the development. Many houses in the Colonial Revival-style also feature fixed, vinyl, louvered shutters flanking windows or primary entrances; some windows are also accented by jack arches, arches, or pediments (9855 Campbell Drive). All dwellings have either an attached or inset single or double bay garage or carport. Additions are typically found at the rear elevation in scale with the building’s core; however, an example of a façade addition is at 9814 Hill Street.

Historic Context:

Although platted as Rock Creek Hills Section 2, the development was referred to as Les Chateaux or just Rock Creek Hills in advertisements (The Evening Star 1967a, C-1). Initial construction was concentrated on Hill Street and La Duke Drive (NETR 1970). Houses on Stoneybrook Drive and the north side of La Duke Drive were completed by 1979 and by 1981, houses on Campbell Drive, Court, and Place were built (NETR 1979). Rock Creek Hills Section 2 is located on what was once a heavily wooded tract, part of a larger lot historically known as “Joseph’s Park,” situated between Rock Creek Hills Section 1 and the Metropolitan Branch of the Baltimore and Ohio Railroad. Rock Creek Hills Section 1, located west of the current resource

and the Washington DC Temple (Church of Jesus Christ of Latter-day Saints), was platted between 1937 and 1947 by Continental Life Insurance Company with houses constructed by 1957 (Montgomery County Plat [MCP] 892, 1908; Nationwide Environmental Title Research, LLC [NETR] 1957).

In 1963, Jerry and Ann Wolman purchased the 57.85-acre "Joseph's Park" tract from Morris and Rose Kanfer and David L. and Miriam Bazelon (Montgomery County Deed Book [MCDB] 3064, 47). They submitted three plats of subdivision, totaling 55.6 acres, for a subdivision called "Rock Creek Hills Section 2" between October and November 1963 (MCP 7279, 7280, 7281). Roads were graded for Stoneybrook Drive, Hill Street, and La Duke Drive in 1964, at the same time as the initial construction of I-495; however, none of the 95 residential lots were cleared at this time (NETR 1964).

Wolman sold five parcels in "Block A" of Rock Creek Hills Section 2 as denoted in plat 7279 to Buete and Lawson Construction Co., Inc., for $220,000 in 1965 (MCDB 3411, 493, 495). Initial advertisements state that five semi-custom homes designed by Horowitz-Seigel were to be built on these lots in "contemporary, Colonial, and traditional" styles ranging between $60,000 and $100,000 and forms and eventually the subdivision would contain 90 homes (The Washington Post 1966, E7; The Washington Post and Times Herald 1965, E19). In November 1966, the community was being advertised as Les Chateaux and referred to as a "$9 million customized home community" and four model homes were on display (The Washington Post and Times Herald 1966, E15).

Also in 1966, Jerry Wolman experienced financial difficulties and began selling off his land holdings (Bernstein 2013). It is unclear why Wolman did not sell the remainder of the lots platted as part of Rock Creek Hills Section 2 to Buete and Lawson Construction Co., Inc. but instead they were sold to Rosen, Sturcey and Associates, Inc., a Maryland building firm, for $275,000 (MCDB 3498, 301, 303). They resubdivided a majority of the community in 1966 and 1967, bringing the number of residential lots to 142 (MCP 8314, 8315, 8423, 8424, 8745). Advertisements indicate that Rosen, Sturcey, and Associates initially offered seven all-gas model homes and custom designs priced between $59,000 and $82,000 (The Evening Star 1967a, C-1). In November 1967, these models were referred to as the Williamsburg Colonial, the English Tudor, New Orleans Colonial, Le Enchante, Normandy rambler, a modified Split-Level, and a traditional Colonial model (The Evening Star 1966, C-2; 1967b, C-5). Washington Gas Light Company designated the houses as "Forecast Homes," a program conceived to help home builders emphasize the inclusion of the newest heat, cooling, drying, and cooking equipment (The Evening Star 1967c, D-4). Houses included up to six bedrooms, private libraries, billiard rooms, family rooms, recreation and club rooms, and master suites (The Evening Star 1967d, C-1). A variety of stone and brick fireplaces, different types of wall paneling, patio and terrace options overlooking park land, and double built-in garages were also offered. By April 1968, up to nine models were available with prices starting in the low $60,000s (The Evening Star 1968, D-6; The Washington Post and Times Herald 1968, D28).

In 1978, U.S. Home Corporation, a Delaware building firm, resubdivided lots along Campbell Drive, Campbell Place, and Campbell Court, creating 49 lots (MCP 11920, 12042). These houses were constructed between 1979 and 1981 (The Evening Star 1979, D-20). In the late 1970s, houses in the subdivision were reselling in the $100,000-range (The Washington Post 1979, C26). The houses built by the U.S. Home Corporation were priced between $107,990 and $116,990; they were advertised with three bedrooms, two-and-a-half baths, fireplaces, family rooms, full basements, and inset double garages (The Evening Star 1979, D-20). Although the initial developer was no longer involved during the building phases of the

community, the two building firms who resubdivided portions of the community saw the project through completion.

Jerry Wolman was a former merchant Marine who took advantage of the post-World War II housing boom to become a successful developer (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, he was forced to sell multiple land holdings, including Rock Creek Hills Section 2, following a mortgage market crash and, filed for bankruptcy in 1968.

Buete and Lawson Construction Co., Inc., was operated by building partners John Buete and Teryl Lawson. Research indicates that Buete and Lawson did not team up for any other project in the Washington, DC area. Lawson moved to Florida by the 1970s and worked as a residential and commercial builder (Florida Today 1977, 10C). Research did not provide more information on Buete.

Horowitz-Seigel, a Silver Spring-based architectural firm and also known as Horowitz-Seigel + Associates, Inc., was owned and operated by principal architects Terry Horowitz and Walter Seigel beginning in 1962 (The Washington Post and Times Herald 1962, D1). The firm worked in both home and garden and high-rise apartment design in the Washington, DC metropolitan area (The Evening Star 1964, B-21). In 1973, they changed their name to Horowitz, Seigel, Beardsley + Associates, Inc. to include another principal architect named Charles H. Beardsley (Washington Star-News 1973, C-4). Horowitz, a Catholic University graduate and former Navy officer, worked for the Army Corps of Engineers and Cohen-Haft Associates before creating his own firm with Seigel. In 1996, he retired from the firm and became a full-time novel writer (Leibel 2011, 19). Seigel, also a Catholic University graduate, served in the Army and worked for other architectural firms, Walter and Maddon and Cohen-Haft Associates prior to his partnership with Horowitz.

Rosen, Sturcey and Associates, Inc., was a building firm owned by Irvin G. Rosen and Harold William Sturcey, but research did not indicate that they worked together on many other projects. Irvin G. Rosen was a builder and developer in the Washington, D.C. metropolitan area who focused on multi-family residential projects as well as luxury home communities such as New Dover in Arlington and the 130 Slade Condominiums in Baltimore (The Evening Star 1963, 31; Poole 1964, C-1). Harold William Sturcey worked in the construction industry for over 40 years. He was employed by the Federal Works Administration, the William C. Crow Co., and Community Builders and later in life prior to his death in 1974 he built his own homes as well as several apartment houses and larger residential projects (The Evening Star 1960, B-2; The Washington Post 1974, C4).

U.S. Home Corporation, founded as U.S. Home and Development Co. in 1954, was one of the nation's largest on-site builders in the 1970s. Their primary goal was to become a nationally recognized firm known for trustworthy and quality housing (Sichelman 1972, D-1). Examples of other U.S. Home Corporation projects include Somerset in St. Charles, Wolf Trap Woods in Vienna, and Cinnamon Woods in Germantown.

Evaluation:

Rock Creek Hills Section 2 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.

Rock Creek Hills Section 2 is typical of planned residential developments in Maryland and the Washington, D.C., suburbs from the Suburbanization Diversification Period (1961-1980). The development 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, Rock Creek Hills Section 2 is not eligible under Criterion A.

Jerry Wolman, Irvin G. Rosen, and Harold William Sturcey all worked as developers and builders throughout Prince George's and Montgomery counties; however, they had no significant influence on suburbanization in Maryland. Although the U.S. Home Corporation was one of the first national brand residential building firms, Rock Creek Hills Section 2 is not the most representative example of their work. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, Rock Creek Hills Section 2 is not eligible under Criterion B.

Rock Creek Hills Section 2 demonstrates none of the innovations in residential subdivsions that appeared in the Suburban Diversification Period, and the community is not a good example of a planned residential development of the era. While the buildings within the community retain most of their character-defining features for their property types, they represent common styles and forms. Furthermore, several buildings in the development have been demolished and replaced with infill. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

This property encompasses 48.2 acres and is bounded on the northeast and east by the Metropolitan Branch of the Baltimore and Ohio Railroad, on the west by the Washington D.C. Temple (Church of Jesus Christ of Latter-day Saints), and on the south by I-495 and Rock Creek Stream Valley Park, Units 2 and 3. It can be found on Montgomery County Tax Map HP52 and Montgomery County plat records 7279, 7280, 7281, 8314, 8315, 8323, 8324, 8745, 11920, and 12042.

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--- 1966. "Homes with a French Flair." November 18, 1966, C-2.
--- 1967a. Rock Creek Hills Les Chateaux Advertisement. April 7, 1967, C-1.
--- 1967b. "Rock Creek Hills Opens Models." November 10, 1967, C-5.
--- 1967c. "Forecast Homes Program Growing." September 15, 1967, D-4.
--- 1967d. "Les Chateaux Plans Two New Models." February 17, 1967, C-1.

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--- 1979. Rock Creek Hills Advertisement. November 3, 1979, D-20.

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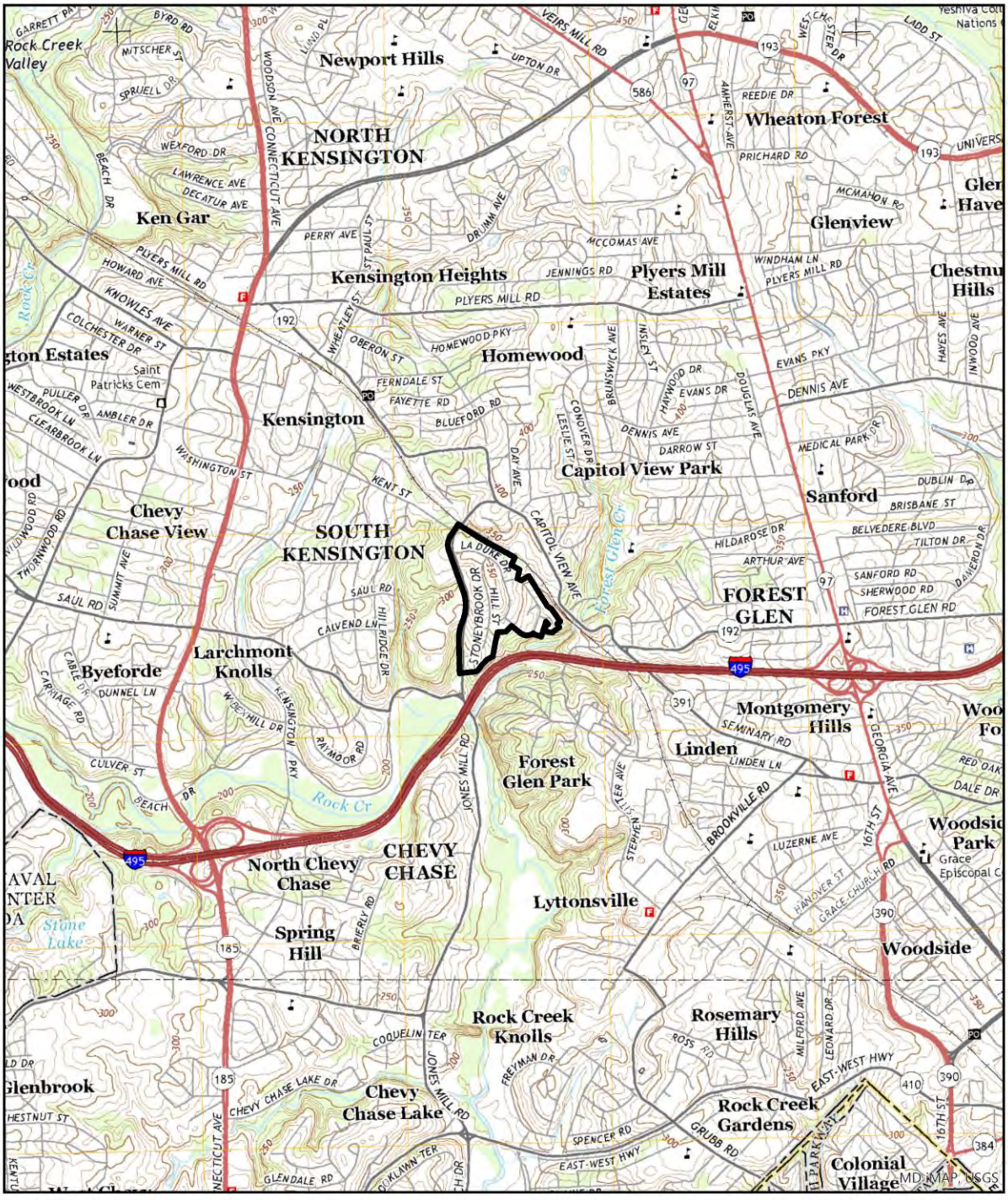
--- 1966. Display Ad: Les Chateaux. November 19, 1966, E15.
--- 1968. Rock Creek Hills Advertisement. August 10, 1968, D28.

Rock Creek Hills Section 2 Montgomery County

Location: North of I-495 and west of the Metropolitan Branch, B&O Railroad City: Kensington



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000

N

Rock Creek Hills Section 2 Montgomery County

Location: North of I-495 and west of the Metropolitan Branch, B&O Railroad City: Kensington

PHOTOGRAPHS

Streetscape of La Duke Drive, looking northeast at 9817 and 9821 La Duke Drive.

Streetscape of Hill Street, looking southwest at 9814 and 9816 Hill Street.

PHOTOGRAPHS

Campbell Place median and cul-de-sac, looking southeast.

9809 Stoneybrook Drive, looking northeast.

PHOTOGRAPHS

Streetscape of Stoneybrook Drive, looking south 9801, 9803, and 9805 Stoneybrook Drive.

9923 La Duke Drive, looking north.

PHOTOGRAPHS

9820 La Duke Drive, looking west.

9801 La Duke Drive, looking south.

M: 31-78 Rock Creek Hills Section 2

PHOTO LOG

Number of Photos: **8**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-03-18**
Location of Original Digital File: **MD SHPO**
File Format: **M: 31-78_2019-03-18_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape of La Duke Drive, looking northeast at 9817 and 9821 La Duke Drive.

02.tif
Streetscape of Hill Street, looking southwest at 9814 and 9816 Hill Street.

03.tif
Campbell Place median and cul-de-sac, looking southeast.

04.tif
9809 Stoneybrook Drive, looking northeast.

05.tif
Streetscape of Stoneybrook Drive, looking south 9801, 9803, and 9805 Stoneybrook Drive.

06.tif
9923 La Duke Drive, looking north.

07.tif
9820 La Duke Drive, looking west.

08.tif
9801 La Duke Drive, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Rock Creek Stream Valley Park, Units 2 and 3** Inventory Number: **M: 36-87**

Address: Rock Creek Stream Valley b/w East-West Highway and B&O RR Stone Arch Viaduct Historic District: No

City: Multiple Zip Code: Multiple County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Maryland-National Capital Park and Planning Commission 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: Mar 18, 2019

Documentation is presented in: Project review and compliance files

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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:

Rock Creek Stream Valley Park Overview

Rock Creek Stream Valley Park (RCSVP), owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and managed by Montgomery County Parks, consists of twelve units totaling approximately 1,832 acres. Land acquisition for the park began in the early 1930s at the southern end of the park and continued into the 1970s for the northernmost parcels. The northernmost section of the system adjoins the Agricultural History Farm Park in Rockville. From there, the park extends south along both sides of Rock Creek to the Montgomery County/Washington, DC, border. At the DC line, the park connects to Rock Creek Park, which is managed by the National Park Service (NPS). RCSVP is mostly undeveloped, but it is set within an intensely developed suburban area. The spine of the park is Rock Creek, which is surrounded on either side by open space and forested areas. Other than the rugged stream

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:**

valley landscape, the primary resources within the park are Beach Drive and the Rock Creek Hiker-Biker Trail, an 18.6-mile asphalt shared-use path that runs from the DC line to Rock Creek Regional Park north of Rockville. Other improvements are limited and generally consist of parking areas, benches, pedestrian bridges, playgrounds, and neighborhood access points (Montgomery Parks). Several road and railroad bridges cross the stream within the park boundaries. The Capital Beltway (I-495) crosses Rock Creek in the northeast portion of Unit 2 and then runs along the southern edge of Unit 2 and the southwest border of Unit 3.

As only Units 2 and 3 of RCSVP are located within the area of potential effects for this Section 106 project, only those two units were evaluated at this time. The two park units follow the course of Rock Creek from East-West Highway on the south to the former Baltimore and Ohio (B and O) Railroad Stone Arch Viaduct (M: 31-5) on the north.

Rock Creek Stream Valley Park Units 2 and 3 Description

RCSVP Units 2 and 3: Shared Resources

The primary resource in Units 2 and 3 of RCSVP is the protected landscape of the Rock Creek valley which follows a serpentine path from north to south, and ultimately leads to the Potomac River. The landscape varies from wooded areas with steep slopes to grassy meadows along the creek. Other key park resources include Beach Drive and the Rock Creek Hiker-Biker Trail. Several bridges, both railroad and automobile, cross Rock Creek within the park. Throughout the park are various culverts, pedestrian bridges, parking areas, trail connectors playgrounds, benches, signboards and other recreational resources.

Beach Drive and Jones Mill Road were included in the original 1929 park design as the primary access road within the park and were maintained in future planning documents. The roads are asphalt and have one lane in each direction, although at some points there is a wide shoulder that accommodates parked vehicles. Beach Drive is the primary access road through Rock Creek Park in Washington, DC, and dates to the founding of the DC section of the park in 1890. When the park was expanded into Montgomery County, Beach Drive was extended through that portion of the park. Beach Drive connects directly to the DC park at Western Avenue and winds along the west side of the creek through Unit 1 of the park. North of East-West Highway, the name changes to Jones Mill Road and the road exits the park land. Jones Mill Road continues north, west of the park, for approximately a half mile before it reenters the park near the intersection with Woodhollow Road. Jones Mill Road continues until just north of the beltway, when it connects with Beach Drive to the west. Beach Drive then winds through the park following the course of the creek. East of Kensington Parkway, Beach Drive goes over a stone-arched culvert. A turn lane and guardrails have been added at the intersection with Connecticut Avenue. The road crosses Cedar Lane and continues northwest, still following the course of the creek. A turn lane and rustic metal guardrails have been installed at the intersection with Knowles Avenue. The road exits Unit 3 at the B and O Railroad Stone Arch Viaduct (M: 31-5) and continues north into park units 4 and 5. Along the way, the road crosses minor culverts carrying tributaries to Rock Creek. At some of the sharper curves, metal guardrails, generally brown in color, line the road.

The Rock Creek Hiker-Biker Trail was constructed in the mid-1970s and winds north through Ray's Meadow Local Park and then crosses into RCVSP Unit 2, south of the B and O Railroad Trestle Bridge (M: 36-29). The

trail leads under the railroad trestle and continues northward on the east side of the creek bank. Just north of Susanna Lane and the Rock Creek-Susanna Lane connector, the trail crosses to the west bank of the creek via a pedestrian bridge. The trail then continues north along the western edge of the park. The trail crosses Jones Mill Road and runs along the west side the road and then crosses under I-495. Northwest of I-495, the trails veers west along the south side of Beach Drive. The trail crosses Beach Drive at Old Spring Road and continues along the west/north side of the road as it winds with the course of Rock Creek. The trail crosses Beach Drive just west of Stanhope Road and continues along the south side of the road. The trail splits at Connecticut Avenue. One segment continues along the south side of Beach Drive, while the other loops south along the north bank of the creek and crosses under a bridge supporting Connecticut Avenue. The segments connect again just west of Connecticut Avenue near the southern end of Unit 3. The trail continues on the south side of Beach Drive, north of Rock Creek, from Connecticut Avenue to Cedar Lane. West of Cedar Lane, the trail curves south around a playground, and continues to follow the meandering course of Rock Creek south of Beach Drive and north of the creek. North of Franklin Street, the trail crosses Beach Drive and splits. One segment runs along the north side of Beach Drive between Franklin Street and Grosvenor Lane. The trail is separated from Beach Drive by a line of concrete parking curbs. The Rock Creek Hiker-Biker Trail continues north from Franklin Street through a wooded section of the park between Beach Drive and Parkwood Terrace. The trail then veers east along the south bank of the creek, south and east of Beach Drive. There are several shorter connector trails leading to the neighborhoods in this area. The Rock Creek Hiker-Biker Trail crosses Knowles Avenue, continuing along the east side of Beach Drive. The trail passes under the B and O Railroad Stone Arch Viaduct (M: 31-5) via a concrete sidewalk and moves into Ken-Gar Palisades Park and RCSVP Unit 4. Wayfinding signage is located along the trail, and in some places, double-rail fencing lines the trail. Wooden benches and exercise equipment have also been placed along the trail.

RCSVP Unit 2: General Description

Unit 2 of RCSVP contains approximately 277 acres that run from East-West Highway on the south to Connecticut Avenue on the north. Development of this section of the park began in the late 1920s and continued through the 1930s. The park follows the meandering course of Rock Creek and is mostly undeveloped. The landscape consists of a stream valley covered primarily in woodland, but there are some areas of meadow. North of East-West Highway the park adjoins Ray's Meadow Local Park, which is an active recreational area with ballfields and a playground. The asphalt Rock Creek Hiker-Biker Trail follows the course of Rock Creek along the east bank until it crosses to the west bank via a metal truss bridge between Susanna and Black Chestnut Lanes. A small playground with modern equipment is located northeast of Woodhollow Drive. A second paved trail enters the park east of the playground on the east bank of the creek and continues north until it crosses Rock Creek northeast of Levelle Drive via an arched metal bridge and connects with the Rock Creek Hiker-Biker Trail. There is a small gravel parking lot with a signboard on the west bank of the creek near the bridge. A small asphalt parking lot and picnic area are located on Beach Drive approximately one-quarter mile northwest of the intersection with I-495. On Beach Drive, just east of Kensington Parkway, is a stone culvert. A gravel parking area, adjacent to a picnic area with tables and grill, is southeast of the intersection of Beach Drive and Kensington Parkway, east of the culvert. A signboard and modern exercise equipment are north of Beach Drive across from the parking area. Approximately one-tenth of a mile west of Kensington Parkway are an asphalt parking lot and adjacent picnic area on the south side of Beach Drive. The Capital Beltway (I-495) lines the southern edge

of the northwestern section of the park unit from Jones Mill Road to Connecticut Avenue. The beltway is an eight-lane, asphalt-surfaced, limited-access highway with shoulders and concrete sound barriers in some locations. The highway is generally raised above the level of park, and is, for the most part, not visible from the recreational areas of the park.

RCSVP Unit 3: General Description

Unit 3 of RCSVP contains approximately 327 acres that follow the course of Rock Creek from Connecticut Avenue to the B and O Railroad Stone Arch Viaduct (M: 31-5) north of Knowles Avenue. This park unit developed over several decades, beginning in the mid-1930s and continuing to 1970. Southeast of the intersection of Beach Drive and Cedar Lane is a gravel parking area. A second gravel parking area is northwest of the intersection. Southwest of the intersection is a lightly developed area with a signboard, water fountain, half-court basketball court, benches, and a playground with modern equipment. There are occasional culverts over tributaries to the creek. Many consist of just a pipe, but there is a stone one east of Cedar Lane that likely dates to the 1950s Olmsted period of the park. The Capital Beltway (I-495) is an eight-lane, asphalt, limited-access highway with shoulders that lines the southwestern edge of the park from Connecticut Avenue to Wisconsin Avenue. The highway generally is raised above the level of the stream valley and not visible from the park's recreational areas.

RCSVP Units 2 and 3: Bridges and Culverts Constructed for the Park

Within Units 2 and 3 are several bridges and culverts over Rock Creek and its tributaries that were constructed as part of RCSVP. They are as follows:

1. In Unit 2, there are two pedestrian bridges that carry the Rock Creek Trail over Rock Creek west of Susanna Lane and northeast of Lavelle Drive. The Susanna Lane bridge is a metal truss bridge with wood plank floor. The Lavelle Drive bridge is an arched metal bridge with a wood-plank floor. A third pedestrian metal truss bridge carries the Rock Creek Trail over a tributary south of the picnic area on Beach Drive northwest of I-495. These pedestrian bridges likely date to the construction of the asphalt Rock Creek Hiker-Biker Trail in the 1970s.

2. There is a stone culvert over a tributary leading to Rock Creek on Beach Drive, just east of Kensington Parkway. The culvert, likely dating to the 1930s construction of Beach Drive, has three arched openings that contain drainage pipes. The center arch is larger than the two on the sides, but all have stone voussoirs and prominent keystones. The culvert has stone parapet walls, but a portion of the south wall was damaged between 2009 and 2012, likely from an automobile, and concrete Jersey barriers have been installed to fill the gap where stone is missing. In addition, some of the stone facing has been removed on the south side of the culvert.

3. A circa 1950s stone culvert carrying the Rock Creek Trail over a tributary of Rock Creek is located west of Cedar Lane and north of the beltway. It consists of a large pipe encased in stone. New concrete embankments, a concrete path and wooden railings have been added to the original culvert.

4. The Beach Drive Bridge over Rock Creek, between the intersections with Grosvenor Lane and Franklin Street, is a concrete span with heavy metal railings and a concrete sidewalk on the north side. It was constructed between 1957 and 1963, during the first phase of construction of Beach Drive through Unit 3.

5. A second Beach Drive Bridge over Rock Creek is northwest of the intersection of Clearbrook Lane and Parkwood Drive. The two-lane concrete bridge, constructed between 1964 and 1970, has heavy metal railings and a concrete sidewalk on the south side.

6. There is one pedestrian bridge over Rock Creek in Unit 3. This arched metal bridge with wood flooring runs parallel to, and south of, the Knowles Avenue Bridge (M: 31-16), and likely dates to the last quarter of the twentieth century.

RCSVP Units 2 and 3: Bridges Crossing the Park

Within Units 2 and 3 of RCSVP are several bridges and culverts over Rock Creek and its tributaries that are part of other transportation systems that run through the park, in some cases predating park construction. They are as follows:

1. The East-West Highway bridge, which has a 1974 date stamp, is a four-lane concrete bridge with sidewalks and a concrete parapet with horizontal metal railings. The 1929 plan for the park indicated an earlier bridge carrying East-West Highway over Rock Creek.

2. The B and O Railroad Trestle Bridge (M:36-29, and within M: 35-142) was constructed in 1892 to carry the B and O Railroad Georgetown Branch across Rock Creek. The trestle was altered in 1904, 1928, and 1972, but the alterations were not significant. In the early 2000s, it went out of railroad use and was converted to trail use as part of the Capital Crescent Trail.

3. The Jones Mill Road bridge over Rock Creek has stamped concrete panels topped by a decorative metal railing. A wide concrete sidewalk is on the west side of the two-lane bridge. A date stamp indicates the bridge was constructed in 2000.

4. The bridge that carries I-495 over both Jones Mill Road and Rock Creek was originally constructed as a four-lane bridge consistent with the 1954 Olmsted parkway plan, but that bridge was demolished in the early 1960s to accommodate a widened, six-lane Beltway. The bridge was further altered in the late 1980s when the Beltway was widened to eight lanes.

5. The Kensington Parkway Bridge (M: 31-19), also known as Bridge M0073, which carries Kensington Parkway over Rock Creek, is a four-arch stone and metal bridge with stone parapets connected by thick metal railings. It is 51 feet long and was likely built in the late 1930s as part of the construction of Kensington Parkway. When surveyed in 1994, the bridge had been damaged; however, the bridge appears to have been restored to its original appearance (Crampton and Abell).

6. The Connecticut Avenue Bridge (DOE-MO-0144) was constructed in 1958. This structure was altered in 1985 according to a date imprinted in the parapet and now carries six lanes. This bridge replaced an earlier two-lane bridge carrying Connecticut Avenue over Rock Creek.

7. The Cedar Lane Bridge (DOE-MO-0083), also known as bridge M-074, was built in 1959, but substantially rehabilitated in 2011. The lane configuration was changed, the sidewalks widened, and new concrete balustrade parapets installed.

8. The bridge that carries I-495 over Cedar Lane just south of Rock Creek was originally constructed as a four-lane bridge in 1955 consistent with the Olmsted parkway plan, but that bridge was demolished in the early 1960s to accommodate a widened, six-lane beltway. It was further altered in the late 1980s when the beltway was widened to eight lanes.

9. The Knowles Avenue Bridge (M: 31-16), also known as bridge number 15062, carries MD 547 (Knowles Avenue) over Rock Creek. It is a single concrete-beam span with balustrade railings that was built in 1931 by the Maryland State Roads Commission (SRC) and measures 48 feet in length with a 27-foot roadway (Dixon).

10. The B and O Stone Arch Viaduct (M: 31-5), constructed in 1893, originally carried the Metropolitan Branch of the B and O Railroad (M: 37-16) over Rock Creek. The viaduct was altered in the 1960s when Rock Creek was channeled into an underground culvert to allow Beach Drive to travel under the viaduct. Today, Beach Drive and the Rock Creek Hiker-Biker Trail "pass under the arch on a raised surface that accommodates the subterranean channel of Rock Creek" (Manning, 2).

Historic Context

RCSVP was developed over decades beginning in the late 1920s and continuing into the 1970s. Initially conceived as an upstream preserve to protect the water quality of Washington DC's Rock Creek Park, the park also became a recreational amenity serving residents of the rapidly developing suburbs in Montgomery County.

Establishment of Rock Creek Park, Washington, DC

Rock Creek Park was established in Washington, DC by Congress in 1890 as a "public park and pleasure ground for the benefit and enjoyment of the people of the United States" (Bushong, 8.25). The park was lightly developed in its early years, mostly with the construction of roads and bridges, including Beach Drive, by the US Army Corps of Engineers. The park was a central feature of the 1901-1902 McMillan plan for Washington DC, which proposed an extensive park system for the city, but it wasn't until 1918 that a comprehensive plan for the park was created. In that year, influential landscape architects Frederick Law Olmsted Jr. and John C. Olmsted established a general park development plan, which has guided park management and development to the current day (Bushong, 8.0-8.3, 8.47). The park included open spaces, bicycle and horseback riding trails, picnic areas, and pleasure driving. According to historian Bill Bushong, "from its inception Rock Creek Park became a landscape that combined the conservation and recreational missions of the wilderness preserve and urban park."

By the early 1920s there were concerns about the environmental degradation of the park caused by the rapid development upstream in northwest Washington and Montgomery County within the Rock Creek watershed. The acquisition of additional parkland "became a major objective of progressives … [who] lobbied aggressively for legislation to create a park commission with regional planning powers" (Bushong,

8.50). This effort resulted in the 1924 legislation that created the National Capital Park Commission (NCPC), which was authorized “to acquire park lands in the District, Virginia, and Maryland with the intention of preserving the flow of water in and preventing the pollution of Rock Creek” (Bushong, 8.50). The legislation also authorized the commission “to provide for the comprehensive, systematic, and continuous development of park, parkway, and playground system” (Bushong, 8.50). Under new legislation in 1926, the commission was given expanded powers.

Establishment of the M-NCPPC

Seeing the need for further regional planning, in 1925, Colonel Clarence O. Sherrill, executive secretary of NCPC, asked Maryland Governor Albert C. Ritchie for his state's cooperation in park planning and acquisition for watershed protection as well as recreation. The governor appointed a committee led by Major E. Brooke Lee, a prominent Montgomery County landowner and politician, to study the issue (Mackintosh, 67-69). Two years later, the Maryland legislature established the Maryland-National Capital Park and Planning Commission (M-NCPPC) to serve as a regional planning entity in the Maryland suburbs of Washington, DC. This commission would have similar powers to its federal counterpart in the District of Columbia (Bushong, 51). M-NCPPC was established as a regional planning entity with the power to adopt a master development plan, as well as manage zoning, subdivisions, and park development within a designated “Metropolitan District” in the two counties bordering the District of Columbia: Montgomery and Prince George’s (Root, 2). This Metropolitan District was approximately 160 square miles and encompassed areas with the most active suburban development. The first master plan adopted by M-NCPPC included a “comprehensive system of existing and proposed main highways, carefully coordinated with a park system planned to penetrate and develop areas of particular park interest” (Root, 4). This Metropolitan District was later expanded to a much larger 900-square-mile area in 1964 with the passage of M-NCPPC’s On Wedges and Corridors general plan, which still called for controlled growth and the preservation of open space (Kelly, 102).

A major M-NCPPC responsibility was to administer the acquisition and development of parkland. Ultimately, M-NCPPC planned to set aside all the main stream valleys, and some lesser ones, as park or parkway areas, including at least two sections of Rock Creek Park (Rogers, 13). According to Roland Rogers, a landscape architect with M-NCPPC: “The main valleys radiate at fairly regular intervals from the vicinity of the city of Washington, and the lesser valleys approach each other so closely in many instances that the whole system may be linked together by using in almost every case only such land as is unfit for building purposes. Because the floors of these valleys are subject to spring floods and the enclosing hillsides are often very rocky and much too steep for houses, it is hoped that much of the land desired for park use will be donated by the owners when needed or as the property is subdivided” (Rogers, 13). The goal was to quickly acquire as much land as possible for park use, by donation or purchase, before anticipated suburban growth increased the land value.

The passage of the federal Capper-Cramton Act in 1930 was critical to the agency’s success. The act provided funding for the “extension of Rock Creek into Maryland, as may be agreed upon between the National Capital Park and Planning Commission and the Maryland-National Capital Park and Planning Commission, for the preservation of the flow of water in Rock Creek,” as well as the extension of the Anacostia Park system and the establishment of parkways along the Potomac River and up Cabin John Creek (Capper-Crampton Act of 1930). Under the terms of the act, M-NCPPC would be responsible for

development and administration of the lands; however, M-NCPPC needed to obtain approval for any work within the parks from NCPC, giving that entity the power to approve development decisions within those park areas (Korr, 165-166). Using these federal funds, M-NCPPC acquired land along the Rock Creek valley, as well as land in stream valleys associated with the Cabin John River, Sligo Creek, Northwest Branch, Anacostia River, and Indian Creek (Rogers, 15). Ultimately the Rock Creek Park's Maryland acreage grew to 1,832 acres and reached approximately 20 miles upstream from the DC line, creating a regional park system to protect the Rock Creek Watershed (Bushong, 8.51).

Creation of Rock Creek Stream Valley Park, Montgomery County

Planning for extending Rock Creek Park into Maryland began before the official creation of M-NCPPC. Under the leadership of E. Brooke Lee, the planning commission established by Governor Ritchie began a survey of the area in 1926. The committee talked with property owners to identify land potentially available for purchase for the park (Washington Post, June 15, 1926). A 1929 plan for Rock Creek Park between the DC line and Connecticut Avenue was designed by Irving C. Root, chief engineer, and Roland W. Rogers, landscape architect, for M-NCPPC. This plan shows ball fields and more active recreational areas south of what is now East-West Highway (Unit 1 of the park). A lake with a boathouse and picnic groves is depicted in the area that is now Unit 2. Tree-lined paths line both sides of the creek (Rogers, 15).

After passage of the Capper-Cramton Act, planning for the Maryland portion of Rock Creek Park accelerated. Conrad L. Wirth, a landscape architect with NCPC, who would eventually become director of NPS, worked with representatives of M-NCPPC to complete a report on the extended Rock Creek Park boundaries in September 1930 (Mackintosh, 67-69). An agreement between M-NCPPC and NCPC for purchasing the first unit of the "Rock Creek Park extension" was approved in October 1931 (Washington Post, October 17, 1931). By 1932, plats outlining the Unit 2 park boundaries were created and signed by Irving C. Root of M-NCPPC, as well as by the Washington Suburban Sanitary Commission "as to suitability for water and sewer" (M-NCPPC files).

The earliest portions of Rock Creek Park in Maryland were located from the DC line to Connecticut Avenue and from Connecticut Avenue to Garrett Park, which encompass what are today Units 1, 2 and 3. An April 1934 Washington Post article announced the opening of Montgomery County parks to the public, including Rock Creek Park and Sligo Creek Park. It notes that "picnic places have been provided in Rock Creek Park … Ovens, tables and benches have been built and spaces cleared. … Other features are being added and probably will be in use within a short time" (Washington Post, April 29, 1934, M3). The article also notes that cabins were available in Rock Creek Park, but it is unclear where these cabins were located. In October 1934, M-NCPPC received a grant from the federal Public Works Administration to the construct approximately 5.2 miles of concrete roads in five Rock Creek Park locations (Washington Post, October 17, 1934, 17). Two years later, in August 1936, a Washington Post article announced that the 141-acre tract, comprising all of park Unit 1, would be open to the public. The area was described as having picnic groves, four tennis courts, a "rustic" park shelter, a natural spring, and grassy fields. Playgrounds would open soon. The article noted that the larger Unit 2 is still under construction: "Construction of the extension of Beach Drive into the park and installation of a sewer trunk line must be completed first" (Washington Post, August 16, 1936, M14).

M-NCPPC approved the boundaries and plans for Unit 3 in October 1937 (Washington Post, October 29, 1937, 13), but Unit 3's development continued over several decades and was not completed until 1970. Construction of a new park road through Unit 3 was planned to be the first development in that section of the park (Washington Post, January 21, 1939, 24), but Beach Drive was not continued into Unit 3 until the late 1950s and early 1960s. The Unit 3 portion of the road was constructed in two phases. The first phase, from Connecticut Avenue to Grovesnor Lane, was completed between 1957 and 1963. The second phase between Grovesnor Lane and the B and O Railroad Stone Arch Viaduct (M:31-5) was completed by 1970 (Historic Aerials 2019). Delays to Unit 3 were likely caused by several factors, including a lack of funding, the onset of World War II, and conflict regarding the construction of the beltway through the park.

Development of I-495 Within Rock Creek Park Stream Valley Park Units 2 and 3

As Washington, DC, and its suburbs rapidly developed in the postwar years, transportation planners envisioned routes to move this substantial population from the suburbs to the city by car. Because the suburbs in Montgomery County were more densely developed with commercial and residential improvements, land acquisition was more difficult, and more costly, than acquisition in other less developed areas along the proposed circumferential road (Korr, 125). That led planners to consider other alternatives, such as existing parkland, for road routes, which was very controversial.

By the 1950s, the SRC had developed plans to build a circumferential highway around Washington, DC, that would utilize a portion of Rock Creek Park. The section through Rock Creek Park was the first to be constructed, but the last to be completed to interstate standards. A nearly ten-year battle, pitting the SRC and M-NCPPC against residents and park advocates, ensued before the Rock Creek segment of what is now known as the Capital Beltway (I-495) was completed. The battle over the beltway was tied to a second roadway proposal for the southeast leg of Route 240, which was also proposed to run through a portion of Rock Creek Park. The path for Route 240, almost completely realized today as I-270, was planned to run from Frederick to the beltway and south to Washington, DC. The contested part of the route was planned through a densely developed area, roughly heading south on Rockville Pike, and through the park to East-West Highway at Beach Drive.

The SRC and M-NCPPC believed Route 240 and the beltway were essential to alleviate traffic congestion. On the other side were NCPC, which believed constructing the southeast Route 240 segment would lead to a push to construct a highway in the Washington DC portion of the park, and residents of the surrounding neighborhoods, who did not want to be impacted by the highway. A 1953 Washington Post article laid out the arguments for and against locating the highways within the park. Proponents of using parkland believed these new roads were necessary to alleviate traffic, and that using other routes would be prohibitively expensive and require taking of personal property. They stated that only a small part of the park would be affected, and that portion was the least used by the public. Opponents claimed the highway would desecrate the park, which was established as "a pleasure ground for the benefit and enjoyment of the people." They claimed road builders "are always looking for the easiest way out and public land is easier to lay hands on than private" (Zagoria, 25). There was also a concern about the precedent of opening stream valleys for highway development (Korr, 163).

Neighboring residents were fierce opponents and led the fight to stop highway construction. In August 1953, members of local neighborhood associations, led by former Senator Gerald P. Nye, requested that

"Rock Creek Park routings be prohibited both for the Beltway and US 240" (Korr, 163). To strengthen their argument, opponents noted the language of the 1930 Capper-Cramton Act, the intent of which was to provide for the "comprehensive park, parkway, and playground system of the area" (Korr, 166). According to historian Jeremy Louis Korr: "The future of the Beltway thus came down to two questions. Was this segment legitimately a parkway—and what defined a parkway to begin with?" (Korr, 167). Because of restrictions in the Capper-Cramton Act, the project could not proceed without the approval of NCPC, and these issues were a key discussion point during the October 30, 1953, meeting when NCPC chair Harland Bartholomew approved the use of land within Maryland's portion of Rock Creek Park for the beltway. According to Korr, "Bartholomew explained that the Beltway segment would be built at 'substantially a parkway standard' and that there would be coincident development of the park's recreational facilities. Defining a parkway as a 'special type of automobile travelway of more than ordinary width and having park-like characteristics,' Bartholomew confirmed that the proposed Beltway leg would meet the stringent legal requirements" (Korr, 167).

Local residents immediately filed a lawsuit challenging the ruling but planning for the highway continued. A federal judge heard arguments in March 1954, but "refused to rule in favor of either side, since neither had provided specific plans showing where and how the road would cut through the park" (Korr, 171). In response, M-NCPPC and the SRC hired the Olmsted Brothers, a notable landscape architecture and park planning firm from Brookline, Massachusetts, to prepare development plans for over 500 acres of the park extending from East-West Highway, past Connecticut Avenue to Wisconsin Avenue/Rockville Pike, which encompassed all of Unit 2 and the southern half of Unit 3. Over thirty years earlier, in 1918, Olmsted Brothers completed a report for the design and development of Rock Creek Park in Washington, DC (Bushong, 8.3). Olmsted Brothers was hired in the hopes that "the employment of these objective and disinterested consultants should allay the fears and misunderstandings which have arisen respecting this park and parkway development" (Washington Post, March 23, 1954, 15.) The firm was tasked with designing the location of highway interchanges and connections with the proposed parkway, designing facilities within the affected sections of the park, and creating a proposal to relocate any portions of Rock Creek as necessary for use of the park. The plan was unveiled in June 1954 and unanimously approved by M-NCPPC, but it still required NCPC approval. NCPC had previously stated that it would not give final approval for the beltway unless the southeast leg of Maryland Route 240 joined and split outside of parkland. Initially the roads were planned to join within the park, but the Olmsted plan showed the road joining west of Wisconsin Avenue and then splitting west of Connecticut Avenue outside of the park boundaries, in hopes of securing NCPC approval (Barthelmes, 9). The residents' suit against the beltway was thrown out on July 27, 1954, leading the way for construction to begin (Korr, 171). The loss did not stop residents from pursuing other options to stop the road, including various legislative actions that were ultimately unsuccessful.

The first portion of the beltway to be approved for construction was a bridge over Cedar Lane at Beach Drive in Unit 3 of the park in October 1954. Bids for the construction of the controversial one-and-a-half-mile stretch between Wisconsin and Connecticut Avenues were opened in April 1956, and the road opened to drivers in October 1957 as a parkway. The curving segment had parkway features such as wooden guardrails, and care was taken to preserve at least one hundred specific trees and the park-like nature of the area. Trucks were banned from using the parkway (Korr, 126, 175, 179).

This parkway segment only lasted six years. While the road was under construction, Congress passed the Federal-Aid Highway Act of 1956, which established the Interstate Highway System. The federal government agreed to pay 90 percent of the cost of the roads using funds from gasoline tax that would be placed in a Highway Trust Fund. Highways had to meet stringent standards to receive the highway funds, and the parkway segment through Rock Creek was not compliant with these standards, including the fact that trucks must be allowed on the highway. To obtain federal funding and complete the final leg of the beltway, the state opted to rebuild the parkway in 1963 to the new interstate standards. This presented an opportunity for opponents of the road to propose changes in the route to avoid certain trees and houses; however, only minimal changes were made to the road alignment (Korr, 179-180).

The SRC still needed to get approval for the proposed interstate road from M-NCPPC and NCPC under the conditions of the Capper-Cramton Act. After several NCPC meetings in the fall of 1962 and spring of 1963, a landmark three-way agreement between the SRC, M-NCPPC, and NCPC was signed on September 12, 1963. The agreement allowed the construction of the Capital Beltway through Units 2 and 3 of Rock Creek Stream Valley Park with several conditions: “1. No Roadways connecting the Capital Beltway with the East-West Highway at Beach Drive shall ever be constructed by the State Roads Commission of Maryland [thus precluding the construction of the controversial southeast portion of Route 240]; 2. The Capital Beltway through the park shall have a maximum of six (6) lanes; 3. Wherever possible, existing roadways in the park shall not be relocated and additional lanes shall be constructed in the median.” (Agreement, M-NCPPC files)

In addition, M-NCPPC would convey a perpetual easement with the Capital Beltway right of way; the SRC would convey to M-NCPPC several parcels of land “as a replacement for the park land used the construction of the Capital Beltway” and the SRC would give M-NCPPC $700,000 to acquire land for stream valley parks in Montgomery County. NCPC approved construction of the road “in recognition of the public need for the completion of the Maryland segment of said Beltway at an early date; that any alternative location of said Beltway through residential neighborhoods would result in the displacement of a large number of families at a great cost to the residents of the State of Maryland and the United States; that the proposed use of such park land in this instance should not be construed as a precedent for or endorsement of the use of other park lands in the National Capital Region for Interstate Highway purposes” (Agreement, M-NCPPC files). Two weeks after the agreement was signed, construction crews dismantled the entire 1.5-mile parkway segment, and a new six-lane road built to interstate standards was completed by August 1964 (Korr, 182). The SRC retained the Olmsted Brothers to “keep an eye on final plans and construction to assure the ‘integrity of the park is protected’” (Lyons, 25).

The ambiguity between items two and three in the agreement opened the door to additional expansion of the road in the park within the SRC’s right of way from six lanes to eight. Widening of portions of the beltway began as early as 1968, less than five years after the highway opened (Feinberg, B1), but the road segment between Georgia Avenue and Wisconsin Avenue that runs through Rock Creek Park was not widened until the late 1980s. Planning started in the mid-1970s, but because of community opposition, environmental concerns, and the need for multi-agency approval, the process lasted over ten years. The project included adding two lanes, a wider shoulder and more than a mile of sound barriers to the existing six-lane highway (Washington Post, March 11, 1982, MD7). The contract for construction of additional lanes was not let until March of 1987, and the project was expected to last two years (Lancaster, A1).

Post-World War II Park Development in Units 2 and 3

Once the parkway plan was approved by M-NCPPC, there was renewed interest in developing RCSVP. By 1955, according to a Washington Post article, construction was underway that would "transform Maryland Units 2 and 3 of Rock Creek Park into the most intensively developed park and recreational center in the Washington area." Clearing work began in the fall of that year, but M-NCPPC delayed the heavy construction work until the SRC began beltway construction the following year. Park plans by the Olmsted Brothers firm called for "four major recreational centers, including two large amphitheaters, two man-made boating lakes, a riding center and a network of bridle trails." One amphitheater would be off Jones Mill Road north of East-West Highway and would house a "band shell with facilities for roller skating, concerts and theatrical productions." Nearby would be a playground, archery range and other athletic facilities. One boating lake would be constructed on marshland near Forest Glen. The second boating lake would be located in the Pooks Hill area. Near that lake would be "a combination amphitheater and community building with nearby playground, picnic and athletic facilities." The plans also called for a 1.5-mile extension/relocation of Beach Drive to accommodate the route of the beltway. The riding center would be located just outside the park boundary near Knowles Avenue (Stern, B2). While Beach Drive was constructed, it appears these plans were never fully executed.

Through the 1970s, Montgomery County continued to acquire land upstream for additional units of the park and extend Beach Drive. In addition, as the popularity of cycling grew in the late twentieth century, planners looked for opportunities to create bike paths. To serve this need, NPS paved over the existing bridle trails in the Washington, DC, portion of Rock Creek Park in the early 1970s. A Washington Post article notes: "Rock Creek Park is another long, pleasant bikeway, with bike paths separate from the roadway for most the way into Montgomery County's section of the park" (Hodge, DC1). The idea for an asphalt surface "hiker-biker" trail in Montgomery County's portion of the park first appears in the late 1960s (Washington Post, June 5, 1969, B3), but the trail was not constructed until the 1970s. Plans for the Rock Creek Hiker-Biker Trail, dated 1974 by M-NCPPC Department of Parks for Units 2 and 3, show asphalt trails, which generally align with the "bridle paths" shown in the Olmsted Brothers 1954 plan for the park (M-NCPPC files, C. Toland, Landscape Architect 4-23-74, Hiker-Biker Trail details, sheet 5). Additional trail plans, completed by Seybolt, Gore, Newquist and Berlinsky, civil engineers and land surveyors in Silver Spring, date to 1975 and cover park Units 2 through 6. These plans include a new bridge at "station 30-75S," just northwest of the railroad trestle in Unit 2 (Hodge, 1978, MD1). In 1986, M-NCPPC planned new trail connections between the park trail and the surrounding communities. The trails in Units 2 and 3 were renovated in 1987, based on plans designed in house by M-NCPPC staff (M-NCPPC, "Hiker/Biker Trail Renovation—Rock Creek Stream Valley Park Unit 2 and 3," Site and Sediment Control Plan, 1987). Plans for signage improvements were made for sections 1 through 7 of the park in 1992 (M-NCPPC files). These late-twentieth-century plans were implemented, and the trail currently extends over 18 miles from the DC line to Rockville. Late twentieth and early twenty-first century work within the park has been minimal, and appears to be maintenance and safety related, such as installing new playground equipment and brown metal guardrails along some curves on Beach Drive.

Eligibility Determination

RCSVP Units 2 and 3 were evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated under Criterion D. The following evaluation also

considered the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

RCSVP 2 and 3 are eligible for the NRHP under Criterion A for their significant association with early twentieth century environmental protection and regional planning efforts in the Washington Metropolitan region. The creation of RCSVP resulted from a coalition of early environmentalists and government officials who realized that unchecked development in suburban Montgomery County could degrade the water quality and beauty of Rock Creek Park in Washington DC. Efforts to preserve the Rock Creek watershed led to the creation of M-NCPPC, a bi-county planning agency, and to passage of the Capper-Crampton Act, which provided funding not only for the preservation of the upper Rock Creek watershed as a park, but also for other major park projects in the Washington Metropolitan region.

Research has found no significant connection to persons important to local, state, or national history. Therefore, RCSVP Units 2 and 3 are not eligible for the NRHP under Criterion B.

RCSVP Units 2 and 3 primarily consist of protected natural landscapes and contain few built resources. Those few man-made resources do not embody the distinctive characteristics of a type, period, or method of construction. While the notable Olmsted Brothers firm was hired to complete a design for the park in 1954, by this time the founding principal partners, who are masters, were no longer actively designing projects, so the park and parkway plans cannot be attributed to them—John Charles Olmsted had died, and Frederick Law Olmsted Jr. had retired from active practice. In addition, the parkway designed by the firm has been demolished and the 1954 plans for the park do not appear to have been fully realized. RCSVP Units 2 and 3 are not the work of a master and do not possess high artistic value. Therefore, RCSVP Units 2 and 3 are not eligible for the NRHP under Criterion C.

Based on the evaluated Criteria, RCSVP Units 2 and 3 are eligible for the NRHP under Criterion A for their association with the preservation of the Rock Creek watershed and the establishment of regional planning efforts in the Washington Metropolitan region.

Integrity

RCSVP Units 2 and 3 retain high integrity of location, setting, design, and feeling as a preserved landscape and recreational area. The park units continue to fulfill their original dual purposes of preserving the natural resources of Rock Creek watershed during a time of intensive suburban development in the region and providing recreational amenities for the residents of the surrounding suburban neighborhoods.

Period of Significance

The period of significance for Units 2 and 3 of Rock Creek Park begins in 1931 with the construction of Beach Drive in Unit 2 and continues through 1970 with the completion of Beach Drive to the northern end of Unit 3 at the B and O Railroad Stone Arch Viaduct. The period of significance includes the construction of the Capital Beltway leading to the final implementation of the Beach Drive alignment designed by the Olmsted Brothers. In addition, the overall form of the park was substantially completed by 1970.

Contributing Resources

Contributing resources to RCSVP Units 2 and 3 are as follows. These include six bridges that cross Rock Creek within the park and constitute important design elements of the park and retain their historic integrity. Two have been previously determined eligible for listing in the NRHP:

The Rock Creek stream valley -The natural landscape is intact and continues to be preserved per the park's original intention. Construction of the beltway did impact some sections of the park, but the road was designed to limit disturbance as much as possible by placing the roadway at the edges of the park boundary. Thus, most of the natural areas of the park were retained and continue to contribute to the significance of the park.

Beach Drive/Jones Mill Road - While there have been some improvements to Beach Drive for safety reasons, such as the installation of brown metal guardrails, and the surface has been changed from concrete to asphalt, the course of the road through Units 2 and 3 is intact as originally conceived by the Olmsted Brothers' 1954 plan and earlier planning documents. For the majority of its length, it is a narrow winding road with no shoulders. Overall, Beach Drive maintains its integrity as a scenic parkway designed to carry visitors through the park.

Rock Creek Hiker-Biker Trail - While now paved, the trail system was an original component of the park plan, and the current circulation pattern is generally consistent with the routes established in both the 1929 and 1954 plans for the park.

Recreational areas within the park - Picnic areas, playgrounds and other recreational resources are an important part of the park's recreational character and were included in both the 1929 and 1954 plans for the park. The presence of playgrounds and picnic areas for general use contribute to the significance of the park.

B and O Railroad Trestle Bridge (M: 36-29) - This resource was evaluated in 2002 and determined not individually eligible for listing in the NRHP. The trestle was constructed in 1892, prior to the establishment of Rock Creek Park, but the earliest park plans indicate the trestle and show trails and landscaped areas running along the creek under the trestle.

Kensington Parkway Bridge (M: 31-19) - This bridge, which carries Kensington Parkway over Rock Creek, was surveyed in 1996 and determined not eligible for individual listing in the NRHP in 2001. However, the bridge was built in the 1930s at the same time RCSVP was originally developed, and its design is consistent with picturesque park features of the period.

Beach Drive Bridge #1 - The Beach Drive Bridge over Rock Creek, between the intersections with Grosvenor Lane and Franklin Street, was constructed between 1957 and 1963, during the first phase of construction of Beach Drive through Unit 3.

Beach Drive Bridge #2 - The Beach Drive Bridge over Rock Creek, northwest of the intersection of Clearbrook Lane and Parkwood Drive, was constructed between 1964 and 1970, during the second phase of construction of Beach Drive through Unit 3.

Knowles Avenue Bridge (M: 31-16) - Carrying Knowles Avenue (MD 547) over Rock Creek, this resource was surveyed in 1995 and recommended eligible for individual listing in the NRHP in 2001. The bridge, built in 1931, was likely constructed prior to land acquisition for Unit 3 of the park, but the bridge was later incorporated into the overall design of the park.

B and O Railroad Stone Arch Viaduct (M: 31-5) - This viaduct, constructed in 1893, was determined individually eligible for the NRHP in 2016. The resource also contributes to the significance of Rock Creek Park as it was adapted to accommodate the construction of Beach Drive through the park.

Two stone culverts - These likely date to the 1954 Olmsted plan for the park. The stone-arch culvert under Beach Drive, just east of Kensington Parkway, has been damaged, but it remains in use and enough historic fabric remains to convey its historic appearance. The stone culvert carrying Rock Creek Trail over a tributary of Rock Creek near Cedar Lane and the beltway has new concrete embankments, a concrete path, and wooden railings, but the culvert still conveys its original appearance.

Non-Contributing Resources

Non-contributing resources within the park include the automobile and pedestrian bridges constructed or radically altered after the period significance of RCSVP. These include: the East-West Highway bridge over Rock Creek (1974); the Jones Mill Road Bridge over Rock Creek (2000); the Connecticut Avenue Bridge over Rock Creek (1958, altered in 1985); the Cedar Lane Bridge over Rock Creek (altered 2011); the bridges that carry I-495 over Cedar Lane and Jones Mill Road (altered late 1980s); and several pedestrian bridges over Rock Creek that were constructed in the late twentieth century.

In addition, the Capital Beltway (I-495) is not a contributing resource to the park. While the beltway route follows the alignment established by the Olmsted Brothers plan of 1954, the original four-lane parkway envisioned in the Olmsted plan was demolished in the mid-1960s and the replacement six-lane road and its associated bridges were expanded to eight lanes plus shoulders in the late 1980s.

There are also several non-contributing late-twentieth-century elements within the park related to the hiker-biker trail, including trail bridges, signposts, wayfinding signage, benches exercise equipment, picnic tables, grills, water fountains, and playground equipment. While these late twentieth-century additions do not contribute to the park's significance, they do not diminish the park's integrity. As planned, the park included recreational features like playgrounds, benches, picnic areas, and walking paths. In many cases, these newer features have merely replaced similar types of structures or objects used historically in the park and are consistent with the recreational use of the park.

Boundary

The survey boundary includes all portions of Rock Creek Stream Valley Park Units 2 and 3 in Montgomery County owned by M-NCPPC through multiple tax parcels. The total acreage is 610 acres.

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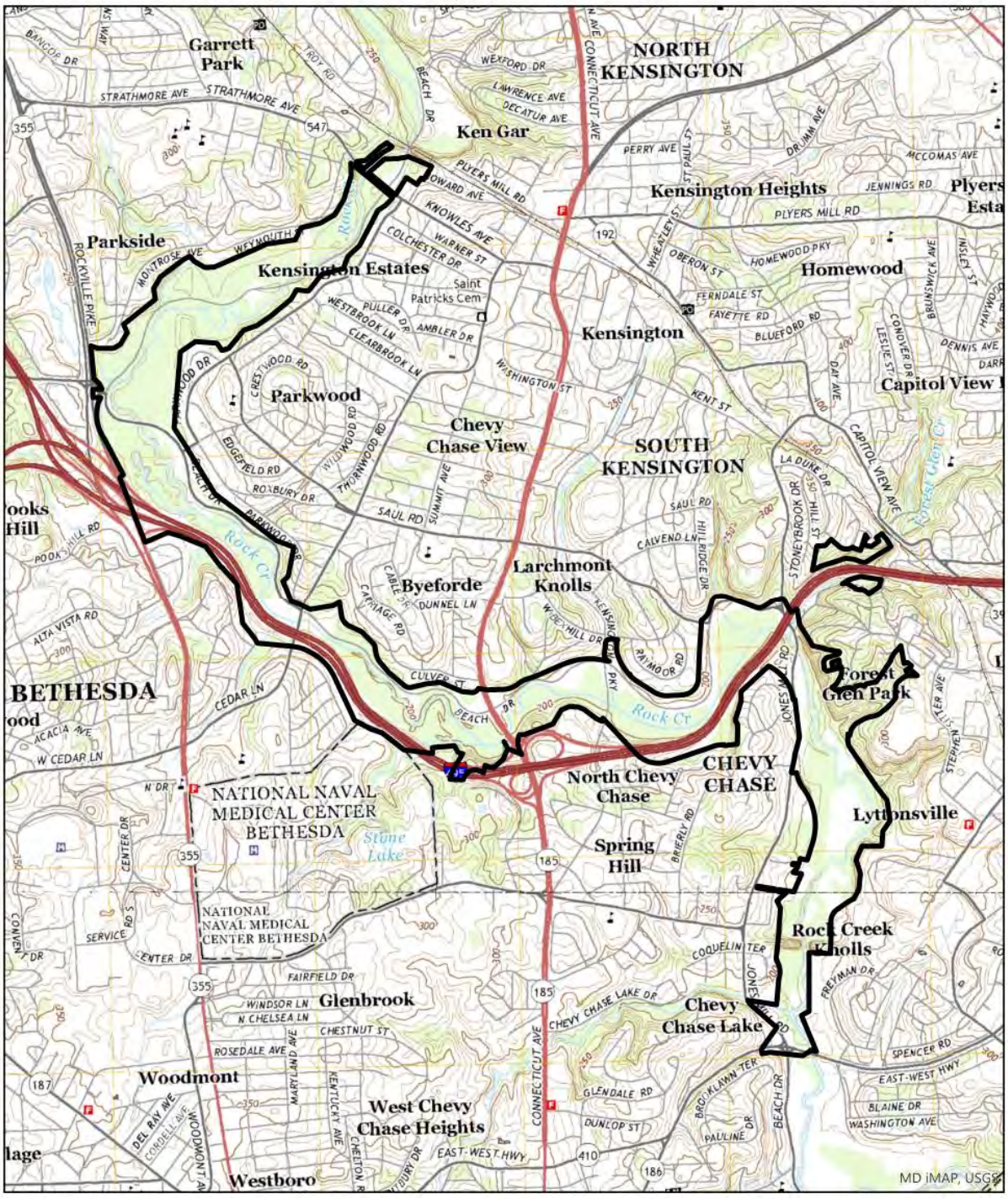
Rock Creek Stream Valley Park, Units 2 and 3 Montgomery County

Location: Rock Creek Stream Valley between East-West Highway and the former B&O Railroad Viaduct City: Multiple



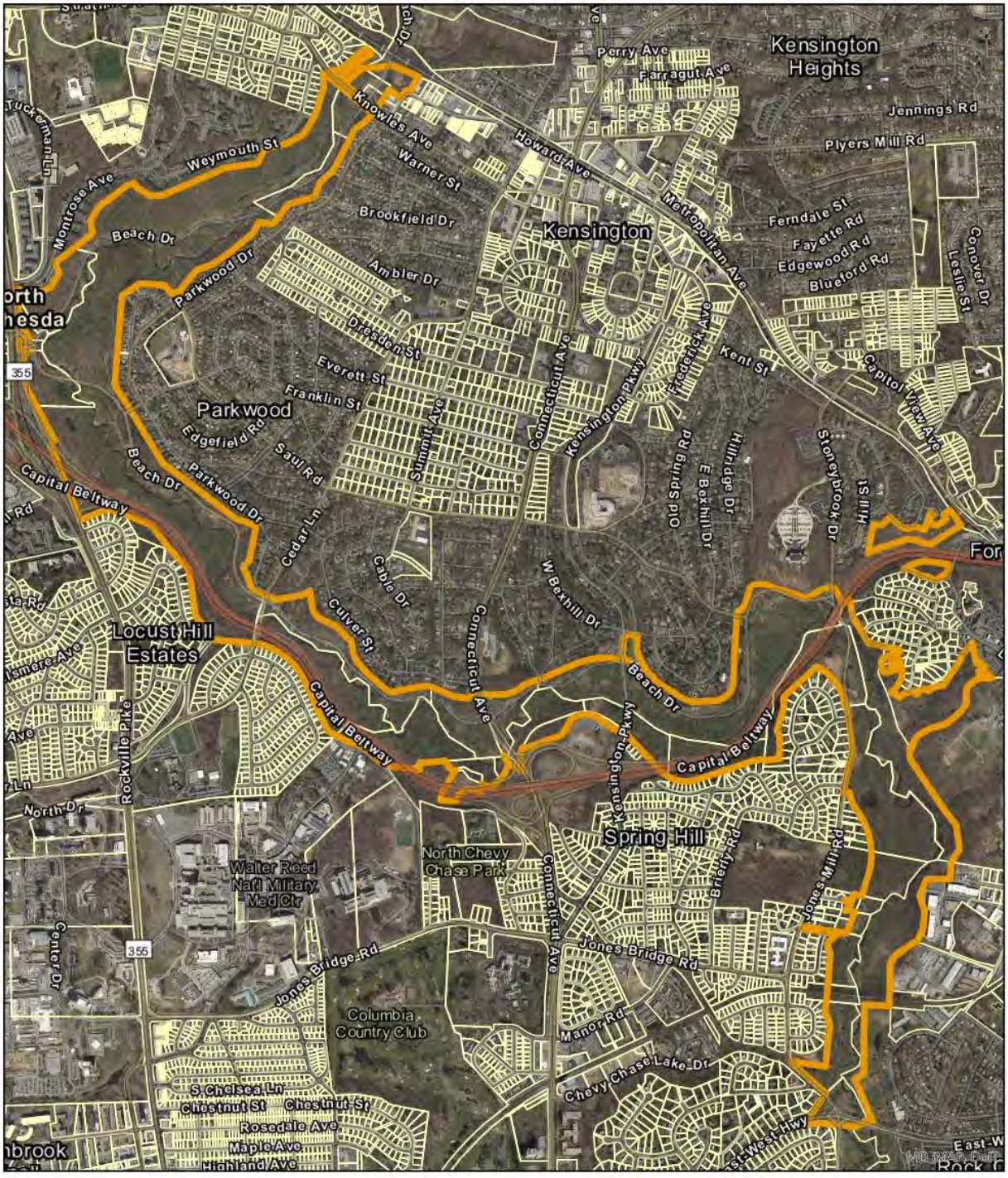
USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000

Rock Creek Stream Valley Park, Units 2 & 3 Montgomery County

Location: Rock Creek Stream Valley between East-West Highway and the former B&O Railroad Viaduct City: Multiple



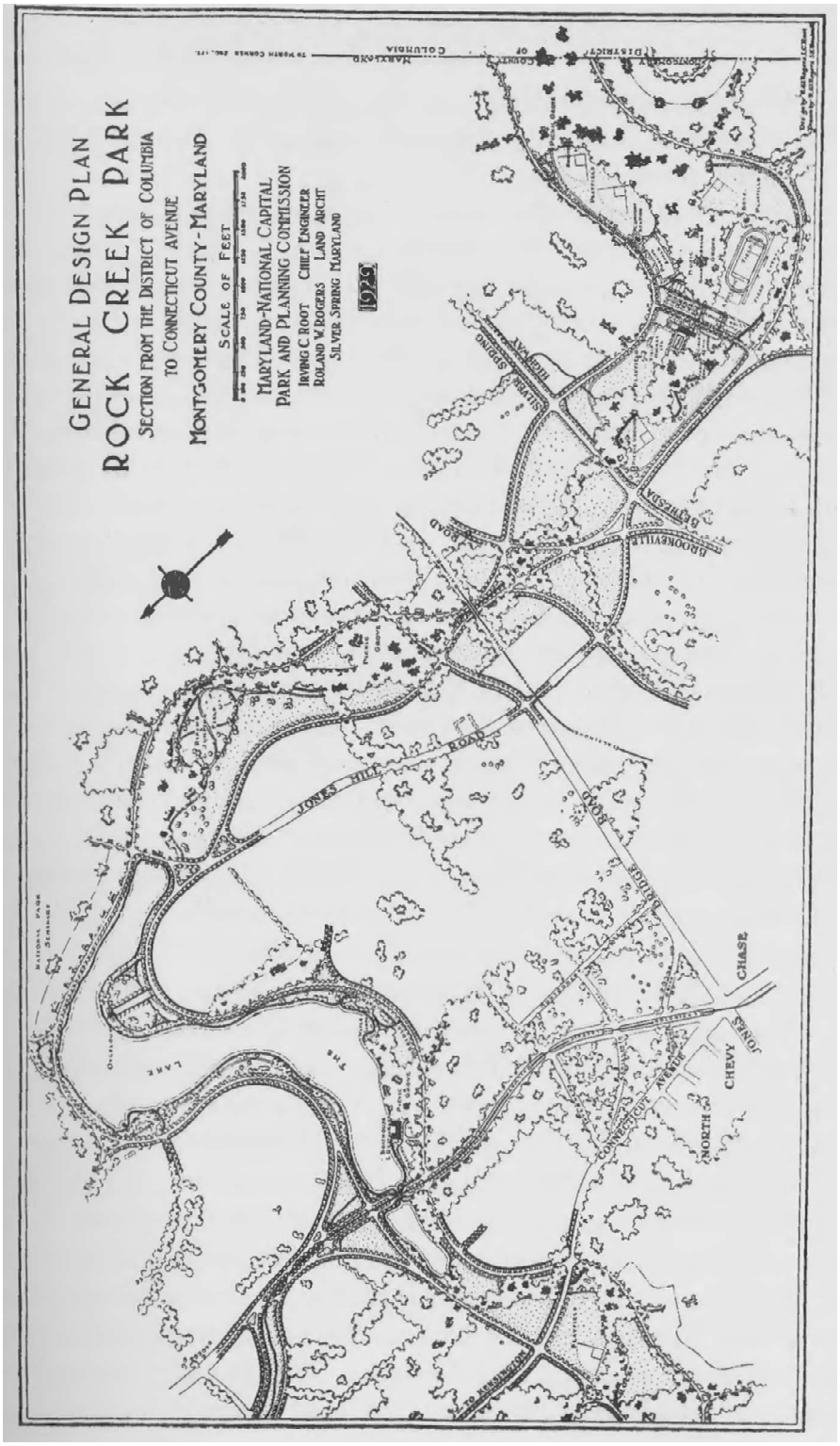
Parcel Boundaries

0 0.38 0.75 Miles

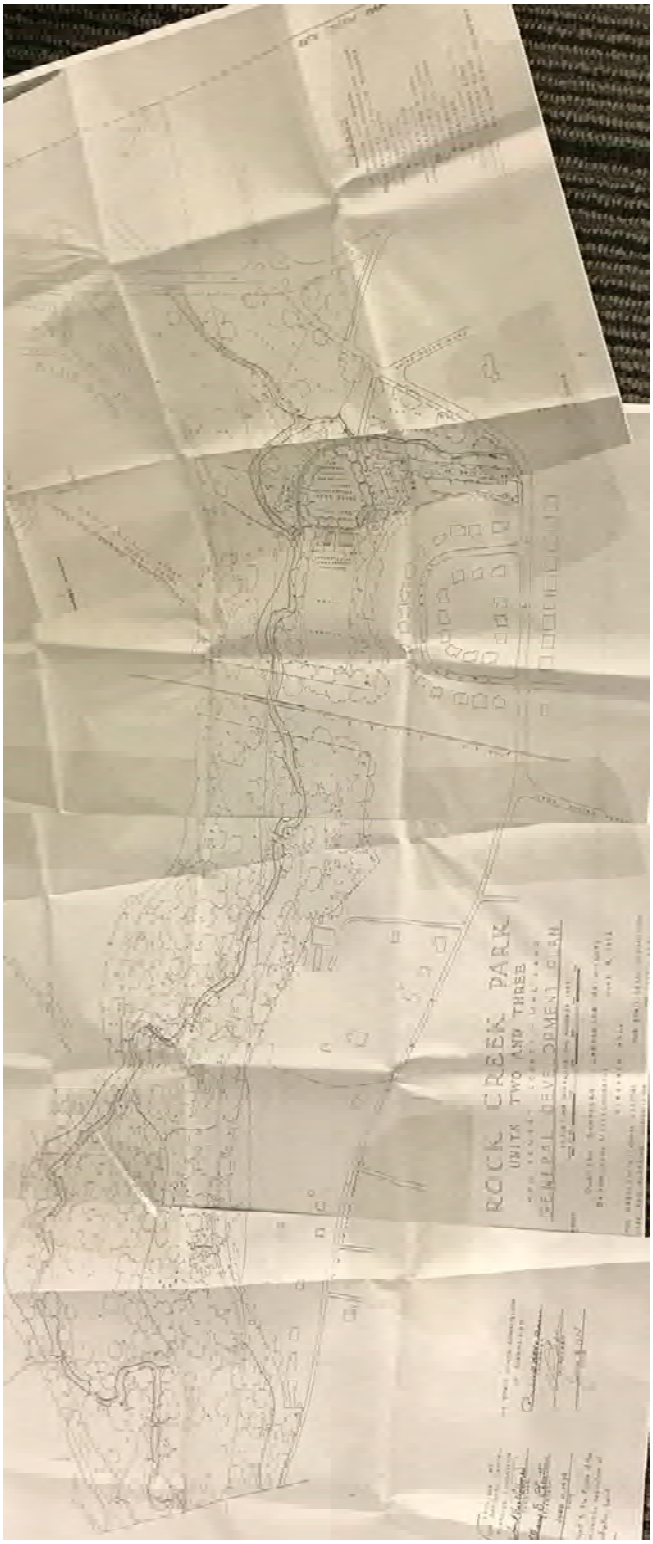
Scale: 1:20,000

N

M: 36-87
Rock Creek Stream Valley Park, Units 2 and 3
Rock Creek Stream Valley between East-West Highway and the B&O Railroad Stone Arch Viaduct
Montgomery County, Maryland



Historic Image 1: General Design Plan, Rock Creek Park, Unit 2, 1929.
Image from "A Park System for the Maryland-Washington Metropolitan District."



Historic Image 2: General Development Plan, Rock Creek Park, Unit 2, 1954.
Image from M-NCPPC Files.

Historic Image 3: B&O Railroad Trestle Bridge over Rock Creek, February 2002.
Image from Maryland Historical Trust (MIHP M: 36-29).

Historic Image 4: Kensington Parkway Bridge over Rock Creek, December 1994.
Image from Maryland Historical Trust (MIHP M: 31-19).

Historic Image 5: Knowles Avenue Bridge over Rock Creek, February 1995.
Image from Maryland Historical Trust (MIHP M: 31-16).

Historic Image 6: B&O Railroad Stone Arch Viaduct over Rock Creek, July 2014.
Image from Maryland Historical Trust (MIHP M: 31-5).

Rock Creek Trail at Jones Mill Road crossing.

Trail bridge over Rock Creek north of Levelle Drive.

Jones Mill Road picnic grove north of Levelle Drive.

Rock Creek Trail at Capital Beltway.

Rock Creek Trail and Beach Drive looking east near Kensington Parkway.

Beach Drive stone culvert east of Kensington Parkway, south elevation.

Beach Drive stone culvert east of Kensington Parkway, north elevation.

Beach Drive picnic area west of Kensington Parkway.

Parking area west of Cedar Lane.

Rock Creek west of Cedar Lane, looking south.

Rock Creek Trail west of Cedar Lane looking east, Capital Beltway at right.

Rock Creek Trail culvert west of Cedar Lane.

Beach Drive Bridge northwest of Franklin Street.

Trail-Path split northwest of Franklin Street.

Parkwood Access Trail at Saul Road.

Beach Drive north of Grosvenor Lane.

M: 36-87 Rock Creek Stream Valley Park, Units 2 and 3

PHOTO LOG

Number of Photos: **16**
Name of Photographer: **Jacob Bensen**
Date of Photographs: **2019-01-25**
Location of Original Digital File: **MD SHPO**
File Format: **M: 36-87_2019-01-25_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Rock Creek Trail at Jones Mill Road crossing.

02.tif
Trail bridge over Rock Creek north of Levelle Drive.

03.tif
Jones Mill Road picnic grove north of Levelle Drive.

04.tif
Rock Creek Trail at Capital Beltway.

05.tif
Rock Creek Trail and Beach Drive looking east near Kensington Parkway.

06.tif
Beach Drive stone culvert east of Kensington Parkway, south elevation.

07.tif
Beach Drive stone culvert east of Kensington Parkway, north elevation.

08.tif
Beach Drive picnic area west of Kensington Parkway.

09.tif
Parking area west of Cedar Lane.

10.tif
Rock Creek west of Cedar Lane, looking south.

11.tif
Rock Creek Trail west of Cedar Lane looking east, Capital Beltway at right.

12.tif
Rock Creek Trail culvert west of Cedar Lane.

13.tif
Beach Drive Bridge northwest of Franklin Street.

14.tif
Trail-Path split northwest of Franklin Street.

15.tif
Parkwood Access Trail at Saul Road.

16.tif
Beach Drive north of Grosvenor Lane.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Rockshire Village**
Inventory Number: **M: 26-76**

Address: West of I-270, southeast of Woottons Mill Park
Historic District:

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: GR12, FR62

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

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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:

Rockshire Village, a planned residential development, is bounded by Woottons Park and Watts Branch to the northwest, I-270 to the east, and Wootton Parkway to the south. The area is composed of 174 single-family dwellings, Rockmead Park, Rockshire Village Townhouses, and Fallsmead Elementary School. The area totals about 92.8 acres including the elementary school and park; individual lots range between 0.032 acre and 0.373 acre. Sidewalks are present throughout the neighborhood. All driveways are paved and feature paved walkways from the driveway to the front of the house. The townhouses and elementary school have asphalt parking lots with paved walkways to the entrances. Individual lots have grassy lawns, moderate tree coverage, and bushes. The townhouses have landscaped courtyards. Some houses feature rear fenced yards with split rail or wooden picket fencing. Street lamps are present throughout the neighborhood. Streets are curvilinear, following the natural setting, and include cul-de-sacs. Secondary

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:**

resources include sheds and pools. The elementary school features a playground, basketball courts, baseball field, and a flagpole.

Description:

Rockshire Village is a mixed-residential type of planned residential development constructed between 1969 to 1974 during the Suburban Diversification Period (1961–1980). The neighborhood contains single-family dwellings, townhouses, an elementary school, and a park. Primarily, the single-family detached houses in Rockshire Village are Split-Level, Split-Foyer, and Two-Story Massed forms with Colonial Revival attributes. The houses range from three to five bays with one to two stories. The houses within Rockshire feature two common roof types: side-gable and side-gable with a projecting front gable, all covered in asphalt shingles. Attached one-car garages and carports are common; two-car garages are uncommon as are residential or storage levels above the garage.

The single-family houses feature continuous concrete foundations, which are often parged. Houses display brick veneers or vinyl siding; Split-Level houses feature both. Examples of stone veneer (12 Camden Court) and cedar shake siding (12 Gerard Court) are also present. Houses have exterior end brick veneer chimneys, with a few examples of exterior-end brick chimneys with corbel detailing (6 Defoe Court). Front doors are centered and single leaf and many feature a storm door and a fanlight. Concrete stoops to the front entrance are common. Most houses have vinyl one-over-one double-hung-sash windows, typically with fixed shutters. Large additions are infrequent; 1405 Gerard Street has an addition on the back of the split-level.

The Rockshire Village Townhouses contain 115 units on four streets with 18 rows of 5 to 8 individual townhouses. The Colonial-Revival style townhouses are two stories tall and two to three bays wide. The buildings are laid out in a linear and slightly staggered arrangement. The townhouses are primarily clad in stretcher-bond brick commonly combined with vinyl siding on the second story. Several units feature a second-story overhang (4 Chantilly Court). The units have side-gabled roofs with close eaves. The location and material of the chimney varies on the townhouses; some are located along the rear elevation or in the roof slope and some are brick or metal-clad. Porches are uncommon, and primary entrances are commonly accessed via a poured-concrete stoop or walkway; end units have access points in the side elevation. Original doors are single-leaf, wood units that are typically paneled and have several lights. Replacement doors are paneled, single-leaf, metal units and occasionally feature a fanlight or are half-glazed. Windows are six-over-six vinyl single or double-hung-sash units; some townhouses have bay windows. Most windows feature fixed shutters. Rear elevations have raised wood decks or concrete patios. Rear elevations feature fiberglass double-leaf, hinged or sliding glass doors.

Fallsmead Elementary School's main point of access is off of Greenplace Terrace Road, facing north. A circular paved asphalt driveway sits at the front and parking is located to the east side of the building. The one story, multiple-bay school is clad in stretcher-bond brick. In plan, the building is composed of four octagonal classroom clusters organized around a central, one- to two-story rectangular core. A rectangular addition occupies the building's east side. The primary roof is flat, but the classroom clusters each have a sloped roof terminating in a raised, central plateau. The main entrance, consisting of two sets of double-leaf, half-glazed, metal doors, is covered by a front-gabled awning with three square columns on each side. Within the clusters, each classroom has a metal, single-leaf exterior door. Metal casement windows are

predominant. On the south side, the school features an asphalt basketball court, a small outdoor courtyard with tables and benches, a batten board shed, a playground, and a baseball field with black chain-link fencing.

Rockmead Park is an approximately 25-acre natural area within Rockshire Village (located southeast of Fallsmead Elementary School). A small portion, closest to the school at the northeastern corner, contains a playground and park benches. The remainder, the largest section of the park, is heavily wooded and unaltered; it serves as forest preserve.

Historic Context:

Rockshire Village is adjacent to a larger community called Rockshire that was developed by Community Associates starting in 1968 (Montgomery County Plats (MCP) 9302). In 1970, Community Associates sold 248 acres, part of which became Rockshire Village, to the Yeonas Company of Rockville (Ruvinsky 1970, D1). Construction began in Rockshire Village in 1969, and most houses were built between 1972 and 1973 (State Department of Assessments and Taxation (SDAT) 2019).

The Yeonas Company was a developer in the Washington, D.C., metropolitan area. It was estimated that the firm had constructed 12,000 houses at the death of company president Constantine Yeonas in 1990 (The Washington Post 1990, B06). In addition to Rockshire, other developments by Yeonas include Markwood (M: 26-75), 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 1976, F14). During a time of high demand for suburban housing and increased prices, Yeonas promoted suburban design with affordable prices (Yeonas 1976, F14).

Originally, Rockshire was slated to consist of detached houses, townhouses, and a high-rise apartment along with a shopping center, a community center with a pool, local schools, and parks. After the Yeonas Company purchased 248 acres in the Rockshire development in 1970, Community Associates planned construction of “60 single-family homes, 117 high-rise apartments, and a neighborhood shopping center,” and the Yeonas Company would “build 345 townhouses, 320 apartments and stores” (Ruvinsky 1970, D1). By July 1970, Yeonas still planned to build 345 single-family houses in Rockshire, 174 of which were in Rockshire Village, along with the townhouses; however, Community Associates constructed additional single-family houses for an estimated total of 750 (The Evening Star 1970, D6; Reinink 2015, T8). Plans for the high-rise apartment building never came to fruition; by 1980, Community Associates dropped their plan to construct a high-rise apartment building on the three lots of land saved for this purpose (Singer 1980, Md.12).

Prices for single-family houses in Rockshire Village ranged from $35,750 to $42,000 (The Evening Star 1970, D6). Residents could choose between Split-Level, Split-Foyer, and Two-Story Massed houses (“Colonial”), but had the choice of decorating: “decorate modern, traditional, Mediterranean . . . the choice is all yours, according to your good taste” (The Evening Star 1970, D6; The Washington Post 1970b, E13). Rockshire Village had three, four, and five-bedroom houses with “central air conditioning, and paneled family or recreation rooms” as well as kitchens with “‘continuous clean’ gas ovens” (The Washington Post 1970a, D17).

The townhouses in Rockshire Village were constructed in 1972 and 1973 and had advertised prices at $29,000 (The Washington Post 1970c, D2). The Yeonas Company also developed the Rockshire Green townhouses, but they were located outside of Rockshire Village. No further information was found on the townhouses located in Rockshire Village.

Residents of Rockshire Village made use of the amenities provided by Community Associates in Rockshire. Advertisements for the Rockshire community noted the neighborhood's proximity to the Montgomery Mall, Lakewood Country Club, the development's own park, and local schools (The Washington Post 1969, C3).

Fallsmead Elementary School was one of three new schools requested in 1969. From 1969 to 1972, county school enrollment increased by 1,000 students which brought the student population up to 126,311 (Bowman 1972, B4). In November 1972, the county superintendent of Montgomery County Schools requested $34.8 million in funding for Fallsmead Elementary School (Bowman 1972, B4). Funding was granted in 1973 and the school was completed in 1974 (Bowman 1972, B4; Walsh 1973, B8; SDAT 2019).

Evaluation:

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

Rockshire Village is a typical example of a planned residential development from the late 1960s and early 1970s. The development did not introduce design innovations influential to later developments and does not demonstrate significant associations with suburban trends such as local or regional residential development and planning or demographic changes. 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, Rockshire is not eligible under Criterion A.

Although the Yeonas Company was well known in the metropolitan Washington, D.C., area for their development and designs, their work at Rockshire Village was not influential to other developments in the area. As a result, Rockshire Village is not eligible under Criterion B.

Rockshire Village is an example of a planned residential development, created by developers with a limited selection of house models. The development includes townhouses and parkland, components that became common in such redevelopments during the Suburban Diversification Period. Rockshire Village is a later example of a development including these features. The houses and townhouses in Rockshire Village include standard features typical of the period and demonstrate common stylistic details, materials and forms. Additionally, Rockshire Village does not convey any distinctive characteristics or artistic value, and the neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 92.8 acres and is confined by Woottons Park and Watts Branch to the northwest, I-270 to the east, and Wootton Parkway to the south, which can be found on Montgomery County Tax Maps GR12 and FR62 and also as seen in Montgomery County plat records 9805, 9806, 9949, 9950, 10186, 10187, and 23971.

References:

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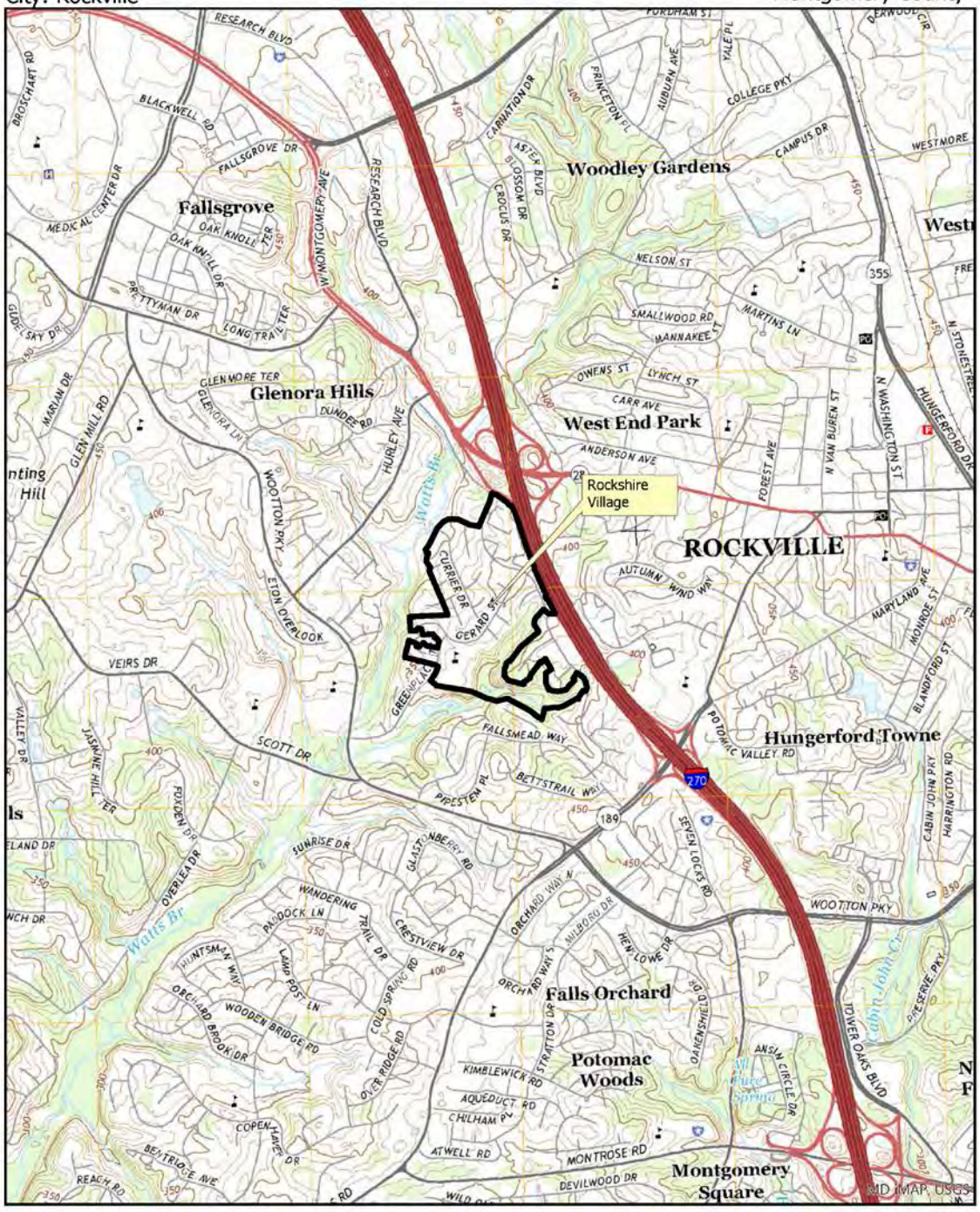
--- 1968b. “Yeonas Increases Firm’s Pace.” May 11, 1968b: D8.
--- 1969. Display Ad 78. August 9, 1969: C3.
--- 1970a. Display Ad 110. July 11, 1970a: D17.
--- 1970b. Display Ad 148. November 21, 1970b: E13.
--- 1970c. Display Ad 91. November 7, 1970c: D2.
--- 1990. “Constantine G. ‘Gus’ Yeonas Va. Developer, Dies at 73.” June 2, 1990b: B06.

Yeonas, C.G. Gus. 1976. “A Trend to ‘More Affordable’: View of the Home Building Industry.” The Washington Post. September 11, 1976: F14.

Rockshire Village

Location: West of I-270, southeast of Woottons Mill Park
City: Rockville
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000
N

Rockshire Village

Location: West of I-270, southeast of Woottons Mill Park
City: Rockville

PHOTOGRAPHS

View of 2 Devon Court, looking west.

View of 5 Lockness Court, looking southwest.

PHOTOGRAPHS

View of 6 Defoe Court, looking northeast.

View of 9 Defoe Court, looking northwest.

PHOTOGRAPHS

View of 12 Camden Court, looking south.

View of 12 Gerard Court, looking southwest.

PHOTOGRAPHS

View of 1414 Gerard Street, looking southeast.

View of 1800 Greenplace Terrace (Fallsmead Elementary School), looking south.

PHOTOGRAPHS

Oblique of left side of Fallsmead School, looking northwest.

View of cul-de-sac and conservation area on Tilden Lane, looking west.

Detail of fenestration at 4 Chantilly Court, looking northeast.

View of Rockmead Park from Watts Branch Parkway, looking southwest.

M: 26-76 Rockshire Village

PHOTO LOG

Number of Photos: **12**
Name of Photographer: **Mical Tawney**
Date of Photographs: **2018-12-06**
Location of Original Digital File: **MD SHPO**
File Format: **M: 26-76_2018-12-06_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 2 Devon Court, looking west.

02.tif
View of 5 Lockness Court, looking southwest.

03.tif
View of 6 Defoe Court, looking northeast.

04.tif
View of 9 Defoe Court, looking northwest.

05.tif
View of 12 Camden Court, looking south.

06.tif
View of 12 Gerard Court, looking southwest.

07.tif
View of 1414 Gerard Street, looking southeast.

08.tif
View of 1800 Greenplace Terrace (Fallsmead Elementary School), looking south.

09.tif
Oblique of left side of Fallsmead School, looking northwest.

10.tif
View of cul-de-sac and conservation area on Tilden Lane, looking west.

11.tif
Detail of fenestration at 4 Chantilly Court, looking northeast.

12.tif
View of Rockmead Park from Watts Branch Parkway, looking southwest.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Rockville Christian Church

Address: 301 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 Cultural Resource Group

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 Rockville Christian Church at 301 Adclare Road is situated just southeast of the interchange of Interstate-270 (I-270) and W. Montgomery Avenue (MD 28) in Rockville. This resource is situated on an irregular 7.1-acre parcel containing a church building, two sheds, street lamps, a parking lot, a playground, a pavilion, and two signs. The parcel is bounded by I-270 on the west, the First Baptist Church of Rockville on the north, Adclare Road and the Roxboro residential neighborhood on the east, and the Rockville Nursing Home on the south. The slightly sloping lot is largely covered by a paved-asphalt parking lot surrounded by a manicured grassy lawn. The church building is set in the southern portion of the lot and is lined with a poured-concrete sidewalk on the north and east sides. The primary elevation of the church sanctuary faces north towards the parking lot, but the complex can be accessed from Adclare Road to the northeast by a driveway that leads to the church as well as the nursing home via a roundabout. The surrounding area is overwhelming residential in character and predominantly filled with single-family dwellings. This resource is currently owned by Rockville Christian Church.

The Rockville Christian Church was constructed in 1964 as a one-story, six-bay, Colonial Revival-style worship building originally constructed in a linear plan; however, it now forms an L-plan due to additions. It sits on a continuous foundation supporting an indiscernible structural system, all of which is clad in a brick veneer laid in an irregular bond of alternating rows of Flemish and stretcher. Faux brick quoins frame the primary entrance and two flanking window bays in the north elevation. The primary entrance is off-centered in the north elevation and filled with a double-leaf, wood paneled door emphasized by a single-light, wood transom and a wood surround with a flat, denticulated pediment and pilasters. Situated above the entry is a large circular, wood-framed, fixed window. The primary entrance is accessed by a poured-concrete walkway that extends from the sidewalks that surround the building on the north and east sides. Other fenestration includes single, one-over-one, vinyl-framed, double-hung-sash windows with faux muntins. A secondary entrance is centered in the east elevation and filled with a single-leaf, wood, paneled door with a transom. The moderately pitched, cross-gabled roof is sheathed in asphalt shingles and features an aluminum boxed eave and cornice with modillions. The gabled ends contain partial eave returns. An exterior-end brick chimney is situated in the west half of the south elevation.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Between 1964 and 1970, a two-story, masonry addition was appended to the east half of the south elevation. It connected a gabled building that was located south of the worship building. Included in this addition is the square wood steeple. The base is clad in diagonal wood boards and is topped by a lantern with a bell-shaped, metal-clad roof. Around 1985, another gabled, masonry addition was added to the west elevation of the building's core. Both additions are clad in the same materials as the core and feature similar fenestration and multiple secondary entrances accessed by concrete stoops or a set of stairs.

The Rockville Christian Church is a modified example of a mid-twentieth-century, suburban church found throughout Maryland and the region. The resource 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 not eligible for the NRHP under Criterion C. This resource was not evaluated under Criterion D as part of this assessment.

This property encompasses 7.1 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR12, Parcel 0000.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

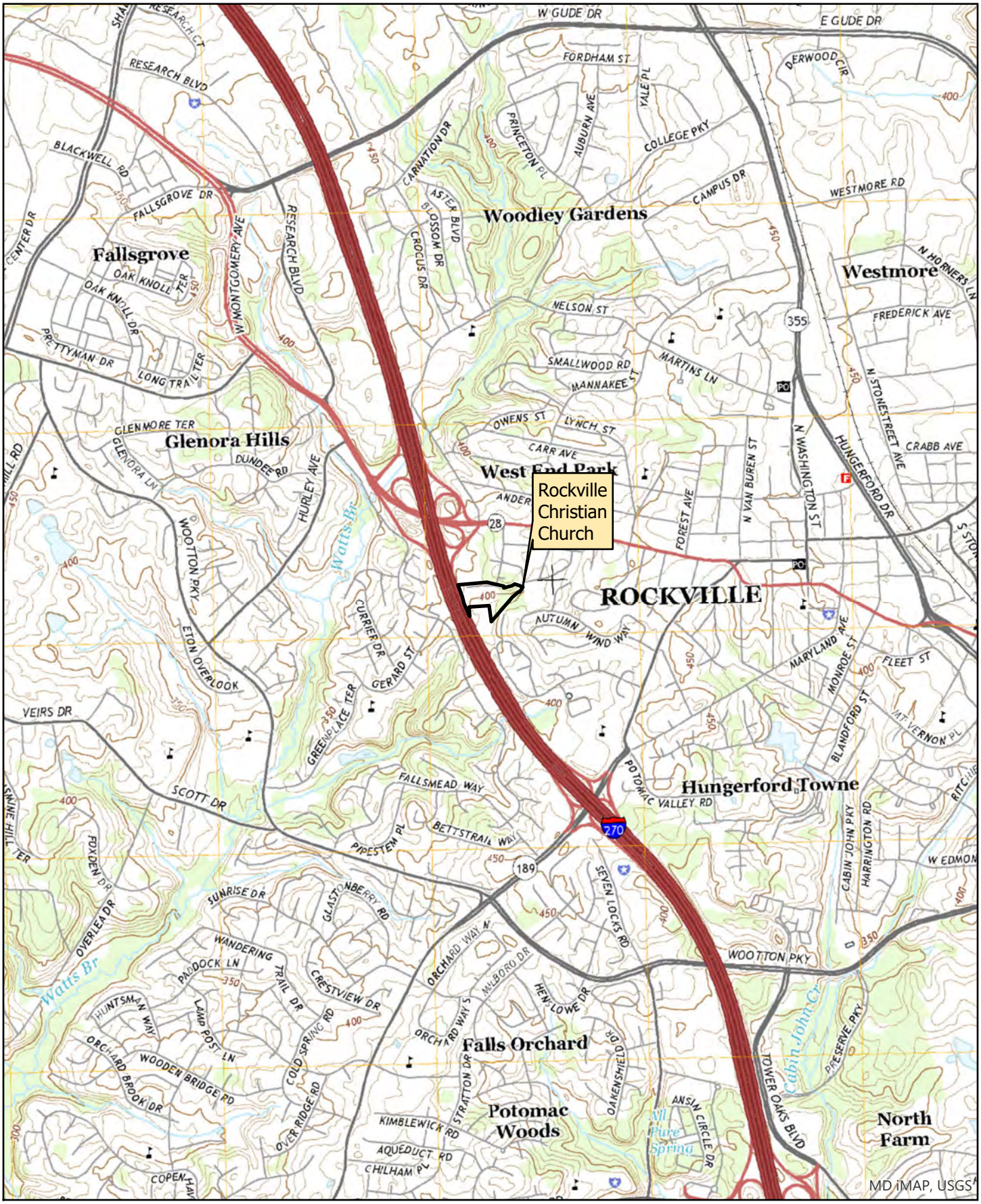
_____ _____

Reviewer, National Register Program **Date**

Rockville Christian Church

Location: 301 Adclare Road
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6 Miles

Scale: 1:24,000

N

Rockville Christian Church

North elevation, looking south from parking lot

View of Church and signage, looking southwest from roundabout

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Rockville Nursing Home

Address: 303 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: RK&K, LLP

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

Designed by Eugene Delmar, FAIA, the Rockville Nursing Home is a three-story, Brutalist-influenced nursing care facility constructed in 1976. Consisting of 2.45 acres, the property is bordered to the west by I-270 and is accessed from the road via a driveway and directional sign shared with the Rockville Christian Church to the north. The lot is level and mostly wooded with lawn areas and concrete pedestrian walkways accessing the building. Immediately to the north of the nursing care facility is a small lawn with ornamental plantings and a circular drive; within the circle are ornamental plantings, benches, and a flag pole. Beyond the drive is an asphalt parking lot.

The building has a T-shaped plan consisting of the main building, forming the top of the T, and a south wing, forming the leg of the T. A small square pavilion is located south of the main building and east of the south wing. The nursing care facility is clad with dark red brick and has a north-facing façade. The main entrance

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

consists of paired, inset, tinted glass sliding doors sheltered by the principal roof; it faces onto a concrete pedestrian walkway. A red brick wall, with metal letters spelling out “Rockville Nursing Home” and “Steppe Memorial Building,” extends north from the first floor and is located just west of the entrance. The wall divides the entrance from the service area at the west end of the building, where the basement is accessed via stairs with metal handrails.

The façade has 12 bays, and fenestration consists of recessed windows with beveled brick surrounds. Windows are vertical fixed or casement units with black metal frames. The first-floor fenestration alternates between paired and ribbon windows. Where ribbon windows are present, the upper floors are blind brick walls. First-floor paired windows are repeated on the second and third floors, giving the windows a column-like appearance.

The main building’s east and west elevations each has a recessed secondary entrance. Due to limited access, the south portion of the building could not be observed during this survey, so limited observations were made using Google 3D view. The south elevation of the main building, and south and east elevations of the south wing have windows identical to those at the façade, except there are also single windows. The small square pavilion, located at the junction of the main building and south wing, is sheltered by a standing seam metal hipped roof with a skylight. The main building and south wing have a continuous flat roof with mechanical equipment.

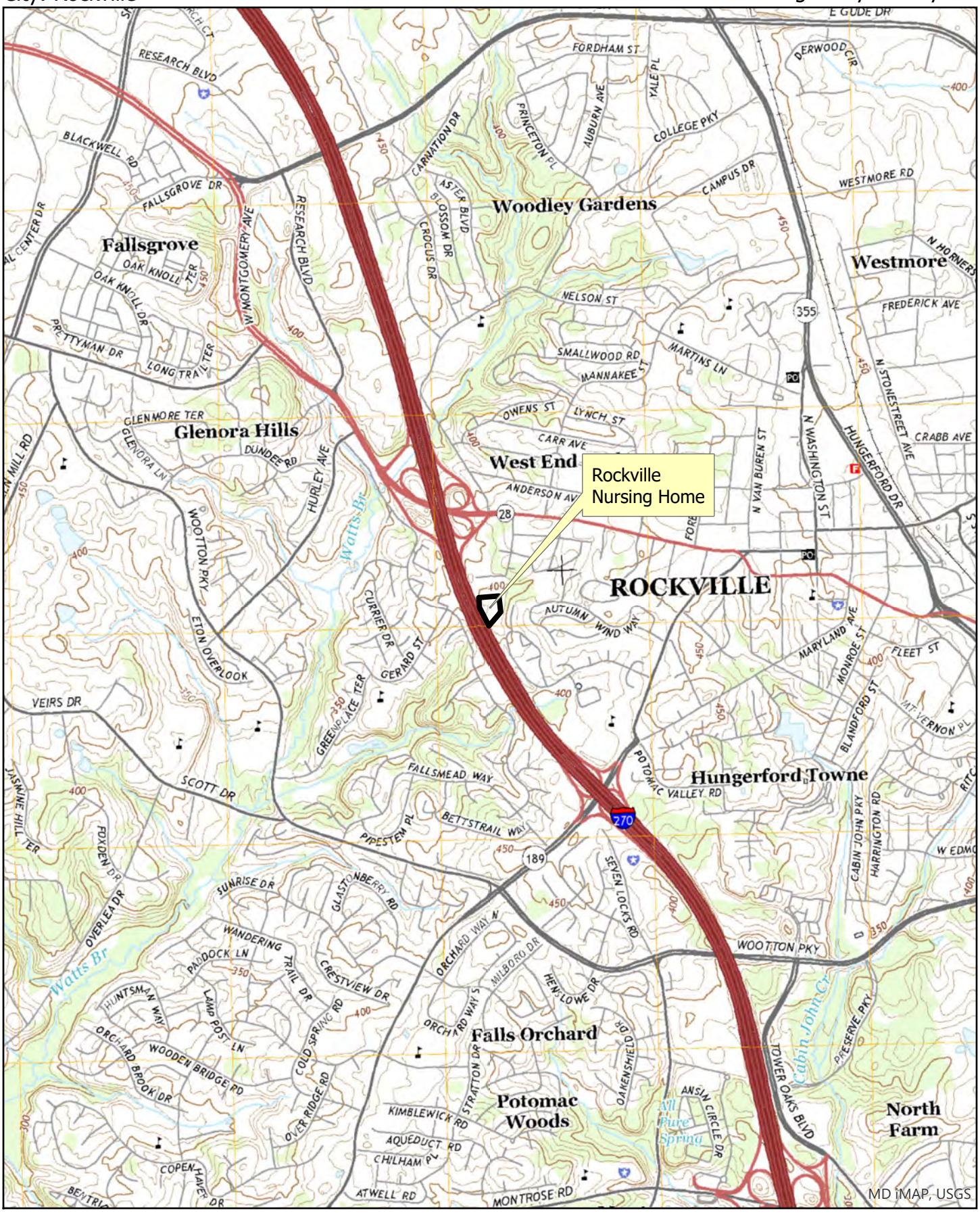
The Rockville Nursing Home is an example of a mid-twentieth-century nursing care facility found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under 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 2.45 acres and is confined to the current property tax parcel found on Montgomery County Tax Map GR12, Parcel 0000 (2018).

Rockville Nursing Home

Location:303 Adclare Road
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

I-495/I-270 Managed Lanes Study
Short Form DOE Photographs

Rockville Nursing Home

North façade and east elevation

East elevation with pavillion to the left

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Rolling Hills** Inventory Number: **M: 35-207**

Address: I-495 on the south and north, Kensington Parkway on the west Historic District: Yes

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: HP41

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

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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:

Rolling Hills is a discontiguous, planned residential development located on the north and south sides of I-495 in Chevy Chase. The north section, which contains approximately 1 acre, is bounded on the north by Rock Creek Park, on the south by I-495, and on the west by Kensington Parkway. It consists of one linear street, Glenmoor Drive Road. The south section contains 2.73 acres bounded on the north by I-495, on the west by Kensington Parkway, and contains two streets: Faircastle Drive and Glenmoor Drive. The development totals 3.73 acres and includes single-family dwellings on 16 individual lots ranging between 0.18 and .28 acre. Individual lots are landscaped with small and mature trees, bushes, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at most dwellings. Roads are lined with concrete curb. 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:

Rolling Hills contains 16 single-family dwellings constructed between 1952 and 1962, predominantly in variations of the Colonial Revival style and Two-Story Massed, Cape Cod, or Ranch forms. Dwellings on both the north and south sides of I-495 share characteristics of style, form, massing, and lot size.

Houses are one to two-and-one-half stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a combination of stretcher-bond brick veneer and/or vinyl or aluminum siding. Roofs are primarily side-gabled and are sheathed in asphalt shingles. Many examples feature brick exterior-end or interior chimneys.

Primary entrances are typically located on the façade, although placement varies, and contain single- or double-leaf leaf wood or metal doors. Windows vary based on building style, but include single- or double-hung-sash, aluminum or vinyl windows with faux muntins, picture windows, and casement windows. Louvered and paneled shutters are common. Many dwellings have full or partial-width, one-story porches. Carports are often incorporated into the first-story porch, and in many cases, these carports were enclosed to create garages. Material modifications are typical, such as window and door replacement, and carport enclosure. Infill is rare within Rolling Hills; however, at least one circa-1960 dwelling was replaced with a circa 1980-2010 dwelling (3601 Glenmoor Drive).

Historic Context:

Rolling Hills was platted in 1951 by Dorie C. Gruver and Charles E. Cooley Jr., and comprised the northern 1-acre section only. The southern portion of the subdivision was added in 1952, and in 1961 the plats were amended to remove the through street at Montgomery Avenue. Gruver and Cooley constructed dwellings between 1951 and 1963. The construction of I-495 in the early 1960s split the subdivision into north and south sections, and resulted in the demolition of at least three dwellings (Nationwide Environmental Title Research [NETR] 1957, 1963, 1964, 1970). Approximately 20 lots in Rolling Hills, including one occupied house and two completed but unoccupied houses, were purchased and cleared by the Maryland State Roads Commission for the interstate (The Washington Post 1953, M18).

Advertised as adjacent to Rock Creek Park, houses were priced between $19,950 and $26,950 (The Evening Star 1953, C-11). Three base models were available; an expandable Cape Cod, a Cape Cod with four bedrooms, and a three-bedroom rambler, though advertisements do not further differentiate the individual models (The Evening Star 1953, C-11). The platting and development of Rolling Hills did not include any amenities like community centers or other facilities because it is located south and west of Rock Creek Park and within driving distance of shopping and recreation in nearby Bethesda and Kensington.

Dorie C. Gruver and Charles E. Cooley Jr. worked together and from the late 1940s to the late 1980s had a joint real estate development company called Gruver Cooley Construction (The Washington Post 1987, D-7). The company built several residential subdivisions, including Rock Creek Highlands in 1956 (The Washington Post 1956, G12).

Evaluation:

Rolling Hills was evaluated as a planned residential development in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Rolling Hills is one of many planned residential developments in the Maryland and the Washington, D.C., suburbs and is typical of those 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.

Dorie Gruver and Charles Cooley, Jr., were developers in the D.C. area, but their contributions have not been shown to have a significant influence on suburbanization in Maryland. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, Rolling Hills is not eligible under Criterion B.

A small-scale development divided by a major highway, Rolling Hills is not a good example of the type of residential development constructed in in Montgomery County during the Modern and Suburban Diversification periods. The development's Cape Cod, Ranch, and Two-Story Massed 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. Rolling Hills is not the work of master architects and does not convey distinctive characteristics or artistic values. Furthermore, many dwellings within the subdivision have been heavily modified over the last several decades, with modifications including replacement windows and doors and large additions. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

The resource encompasses approximately 3.73 discontinuous acres, 1 acre on the north of I-495, bounded on the west by Kensington Parkway, and 2.73 acres to the south, bounded on the north and west by I-495. Rolling Hills is confined to Montgomery County Plats 3013, 3277, and 6570, found on Montgomery County Tax Map HP41.

References:

The Evening Star. 1953. "Rolling Hills, MD." February 20, 1965, C-11.

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.

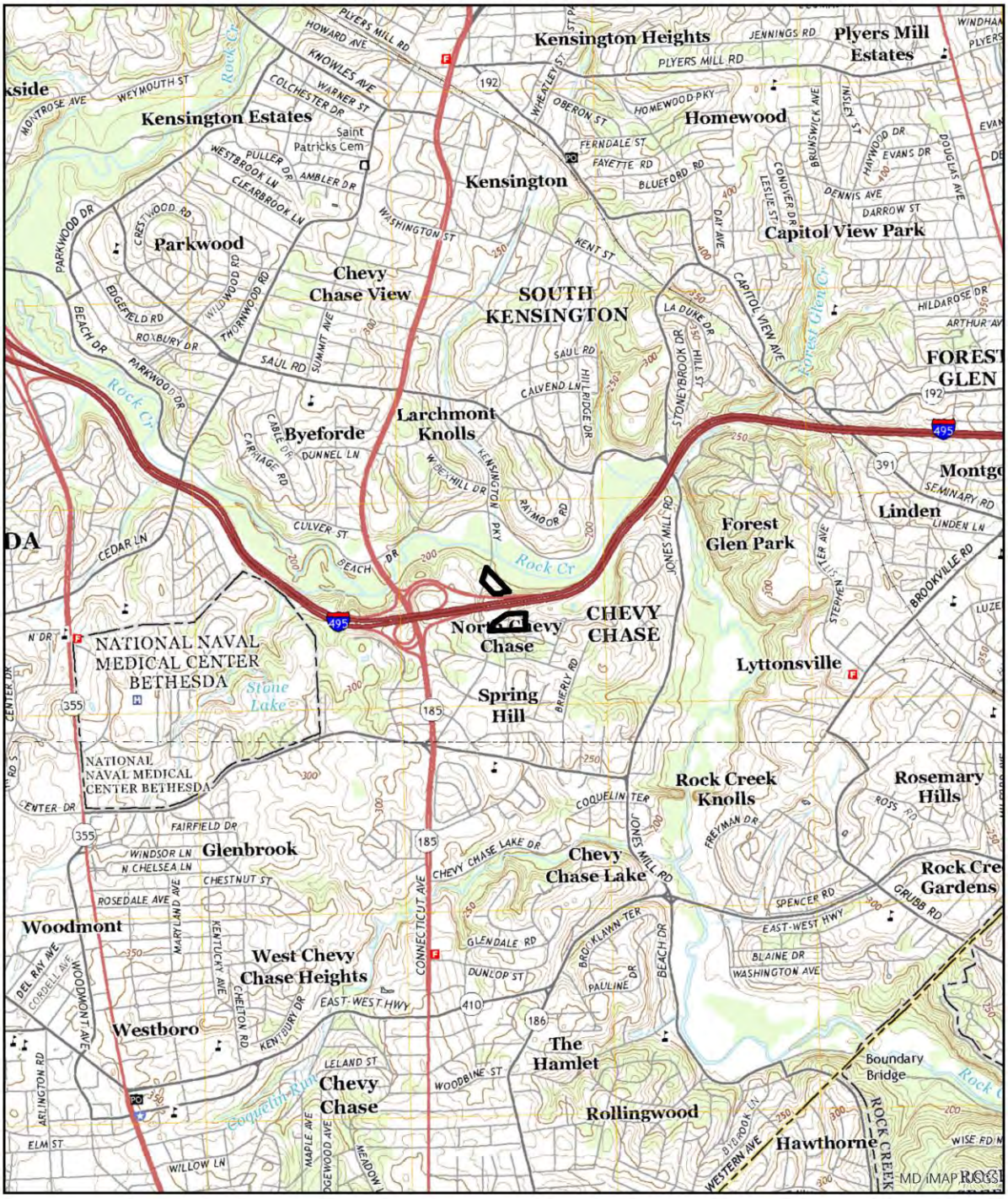
Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 26, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

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

The Washington Post. 1953. "Rolling Hills Land Sought for Belt Road." December 6, 1953, M-18.
---1956. "200 Homes Planned in MD Project." April 15, 1956, G-12.
---1987. "Dorie C. Gruver." May 29, 1987, D-7.

Rolling Hills Montgomery County

Location: I-495 on the south and north, Kensington Parkway on the west, and Clifford Avenue on the east City: Chevy Chase



Rolling Hills Montgomery County

Location: I-495 on the south and north, Kensington Parkway on the west, and Clifford Avenue on the east City: Chevy Chase

PHOTOGRAPHS

Streetscape facing east on Faircastle Drive.

North elevation of 3606 Faircastle Drive.

PHOTOGRAPHS

South elevation of 3601 Glenmoor Drive.

North elevation of 3600 Faircastle Drive.

Northwest oblique of 3603 Faircastle Drive.

Streetscape of Faircastle Drive, facing southeast.

M: 35-207 Rolling Hills

PHOTO LOG

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: 35-207_2018-11-14_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape facing east on Faircastle Drive.

02.tif
North elevation of 3606 Faircastle Drive.

03.tif
South elevation of 3601 Glenmoor Drive.

04.tif
North elevation of 3600 Faircastle Drive.

05.tif
Northwest oblique of 3603 Faircastle Drive.

06.tif
Streetscape of Faircastle Drive, facing southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: Roxboro

Inventory Number: M: 26-78

Address: South of MD 28 at Adclare Road Route 28

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: GR22

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 Roxboro community is a single-family, planned suburban development located immediately west of the W. Montgomery Avenue (Route 28) and I-270 interchange in Rockville, Montgomery County. The neighborhood is bounded by W. Montgomery Avenue on the north, the residential development of Chestnut Lodge to the east, Bullards Park and Rose Hill Stream Valley Park on the south, and the First Baptist Church of Rockville on the west. Roxboro

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:

comprises five slightly curvilinear streets and one cul-de-sac (Adclare, Roxboro, Brent, Calvert, and Aberdeen roads and Adclare Court) and includes 114 single-family dwellings on residential lots between 0.12 and 0.25 acres. The subdivision encompasses an estimated 26.7 acres, and all streets are lined with a concrete curb and intermittent concrete sidewalk. The individual lots are evenly graded in the north section of the neighborhood while in the south they are sloped and landscaped with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds and detached garages. Approximately half of the lots feature a concrete or asphalt driveway. Several lots platted as part of Roxboro on the south side of W. Montgomery Avenue (530-540 [evens] only, 548, and 700-706 [evens only] W. Montgomery Avenue) are also within the West End Park Historic Area (M: 26-7).

Description:

Roxboro includes single-family dwellings constructed between 1878 and 2016, but the majority date between 1942 and 1956 during the Modern Period (1930-1960). Approximately 10 percent of the dwellings in Roxboro are recent infill (540 Brent Road and 712 Roxboro Road), some houses were constructed prior to 1930. (710 and 720 W. Montgomery Road and 102 Aberdeen Road). The streets demonstrate a curvilinear pattern, connecting with W. Montgomery Avenue, a primary Rockville thoroughfare. Most of the single-family dwellings are variations of the Minimal Traditional, Cape Cod, Two-Story Massed, and Ranch forms. A small number of houses within Roxboro have inset or attached garages (539 Brent Road).

Dwellings in Roxboro are primarily between three to five bays wide and between one to two stories tall, although there is the occasional two-and-one-half-story dwelling (710 W. Montgomery Avenue). Depending on the slope of the terrain, dwellings sit atop a crawl space or basement of concrete block. Cladding includes stretcher-bond brick veneer and asbestos shingles; however, vinyl replacement siding is common. Roofs, sheathed in asphalt shingles, are primarily side gabled, with a moderate number featuring a front-gabled peak or projection (105 Adclare Road). Most dwellings feature a single brick chimney set along a side or rear elevation or pierce the roof slope. Dormers are present on a few dwellings as front-gabled dormers and are set typically one the façade (541 Brent Road).

Primary entrances are typically centered on the façade and comprise a single-leaf wood or metal door and storm door often accessed by concrete or brick stoops or entry porches; however, partial- or full-width porches were also noted. Windows are single or paired two-over-two (vertical or horizontal muntins) or six-over-six, wood-framed or one-over-one, vinyl-framed double-hung-sash units or; vinyl casement units. Tripartite and bay windows are common throughout the neighborhood (202 Adclare Road and 707 Roxboro Road), and some houses display a corner window (706 Brent Road) Many dwellings also feature fixed shutters flanking windows on the façade. Additions are typically found at the rear elevation and in scale with the building’s core.

Historic Context:

The Roxboro community is located on the south side of W. Montgomery Avenue, formerly known as Darnestown Road and later Commerce Lane (Montgomery County Deed Book [MCDB] CKW 634, 467). In the early-twentieth century, present-day W. Montgomery Avenue served as the region's main thoroughfare and was sparsely developed with buildings surrounded by forest. Roxboro was platted in three phases: by Porter N. and Emma Butt between 1940 and 1950, LeRoy B. and Esther W. Sherman in 1946, and the Roxboro Construction Corporation from 1951 to 1952.

Little to no information regarding the Porters and the Shermans was discovered during the course of research. However, it appears they initially developed the community as a planned suburban neighborhood, selling lots to individual owners or builders who constructed houses. Roxboro Construction Corporation was responsible for the majority of the dwellings constructed in Roxboro between 1951 and 1956, including new streets, and the resulting neighborhood is more typical of a planned suburban development. Ernest Cook, a local homebuilder, was the president of the Roxboro Construction Corporation and was builder for several housing developments with Veterans Affairs (VA) financing in Montgomery County in the late 1940s and early 1950s, including Holly Park (The Washington Post 1948, B1, 1950, R8; The Washington Post and Times Herald 1955, G3). Cook later won a local award for a Contemporary-style house in another of his subdivisions, Charred Oak Estates (The Washington Post and Times Herald 1963, C1).

Cook's Roxboro houses were sold by Walker and Dunlop, Inc., realtors, and qualified for Federal Housing Administration financing and the VA loan guaranty program (The Washington Post 1950, R8, 1952a, R13). The dwellings, located in a "low cost quality subdivision" with natural landscaping, were constructed with two to four bedrooms, pine paneled fireplace, equipped modern kitchen, expansion attic with heating and plumbing roughed in, and cedar shingles (The Washington Post 1950, R8, 1952, 17). Three-bedroom dwellings in Roxboro were initially advertised as ranging in cost of $11,950 to $12,500 while four-bedroom dwellings were for sale at $13,500 (The Washington Post 1952b, R13).

Evaluation:

Roxboro is representative of the type and style of suburban expansion surrounding Washington, D.C., in the decades following World War II. The neighborhood is typical of the ubiquitous planned suburban developments in Maryland and is a basic example of the type commonly built in Montgomery County during the mid-twentieth century. The community is not an early example, nor did it introduce design innovations influential to later developments. 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, the property is not eligible under Criterion A.

Roxboro was created by a mix of local builders, developers, and realtors, and the people involved in its formation 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.

Roxboro is a modest, basic, and altered development that shows characteristics of both planned suburban neighborhoods and planned suburban developments. The subdivision involved different developers, and some houses were constructed by individual builders or landowners. As such, it is not a good example of either development type. Furthermore, the development's Minimal Traditional, Two-Story Massed, and Ranch 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 have been replaced and new additions have been added to the houses. Teardowns and infill are common throughout the community. Collectively, these alterations obscure the development's original appearance and diminish its integrity of design, materials, workmanship, feeling, and association. Because Roxboro is not a good example of a planned suburban development, does not convey any distinctive characteristics or artistic values, and has been altered, the property is not eligible under Criterion C.

This property encompasses 26.7 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Map GR22, Parcel 0000 and also as seen in Montgomery County plat records 1321, 1764, 1844, 2150, 2759, 2760, 2927, 3027, and 8349.

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. RKK. 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 Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed November 11, 2018.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 11, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post. 1948. “Viers Mill Homes Held Overpriced After Probe.” June 19, 1948, B1.

--- 1950. “Roxboro Homes Present Low Cost Quality Subdivision 3 Bedrooms--$9,990.” April 30, 1950, R8.

--- 1952a. “Hill Unit Hits ‘Unjustified’ GI Housing Price Hikes.” July 15, 1952, 17.

--- 1952b. Roxboro Advertisement. May 11, 1952, R13.

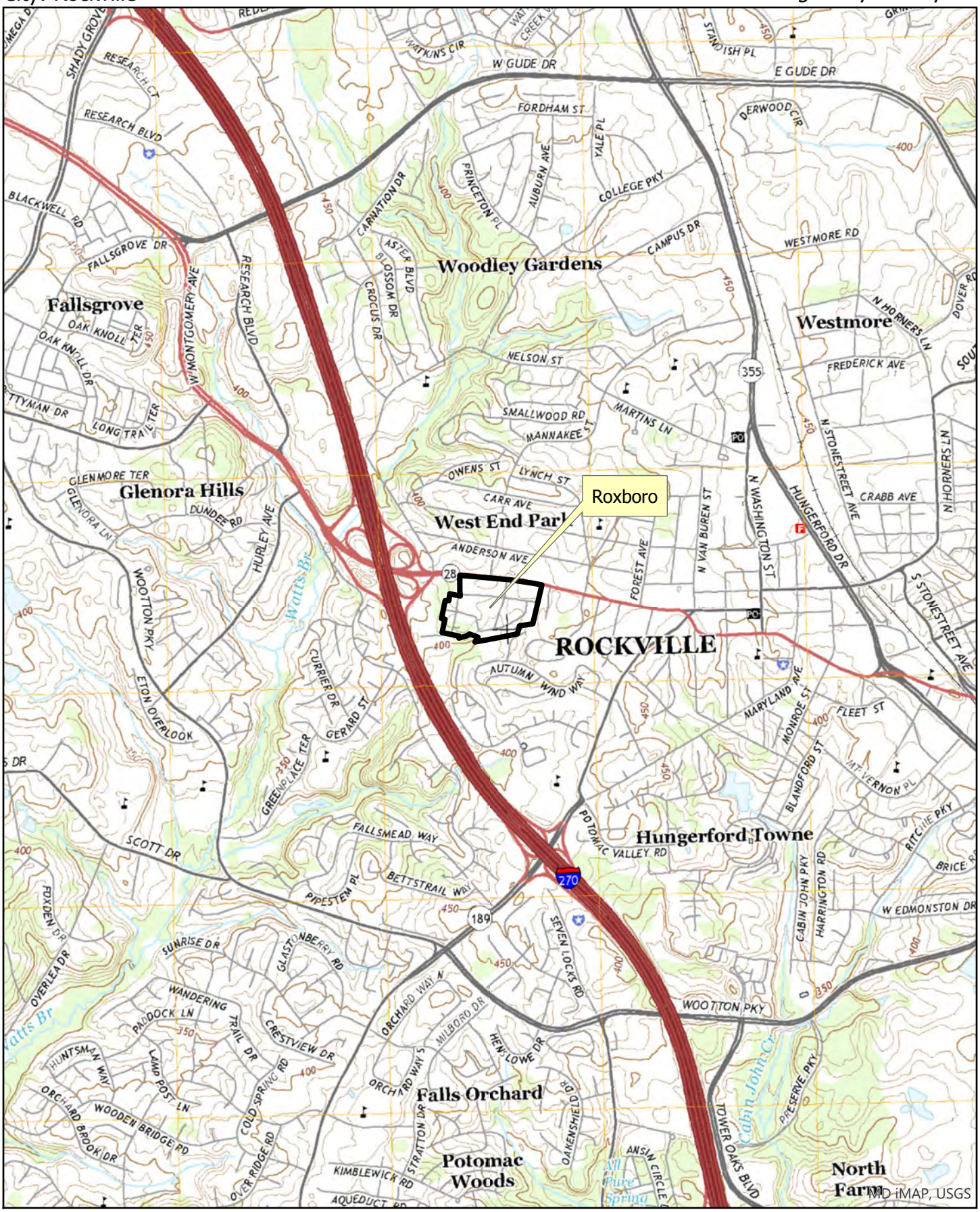
The Washington Post and Times Herald. 1955. “The Holly House in Holly Park.” September 25, 1955, G3.

---1963. “6 Winners Chosen In Builder Contest.” November 23, 1963, C1.

Roxboro

Location:South of MD 28 at Adclare Road
City: Rockville

MIHP#: M: 26-78
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Roxboro

Location: South of MD 28 at Adclare Road
City: Rockville

MIHP#: M: 26-78
Montgomery County

Parcel Boundaries

0 0.05 0.1 Miles

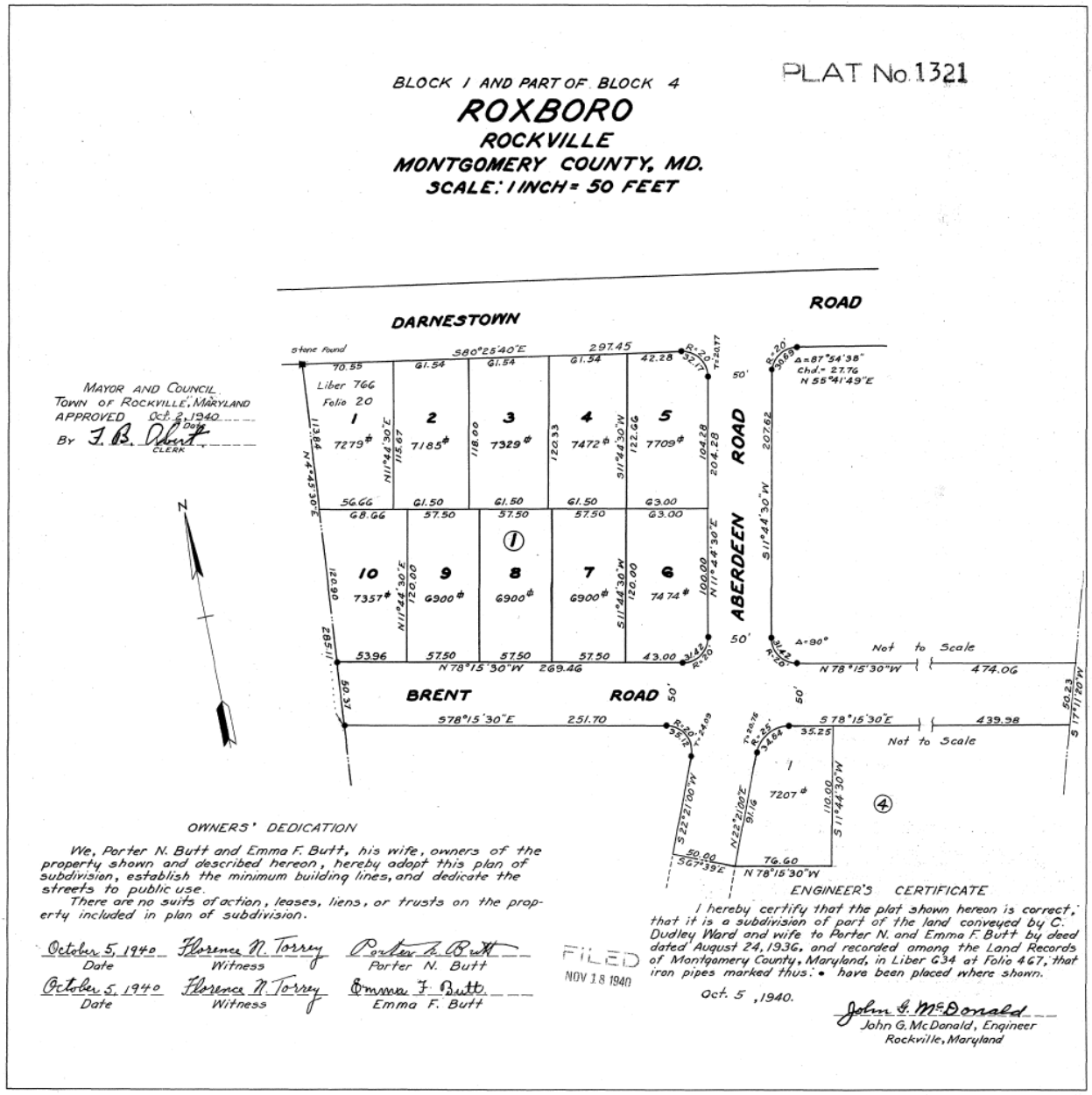
Scale: 1:3,000

N

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road

Rockville, Montgomery County, Maryland

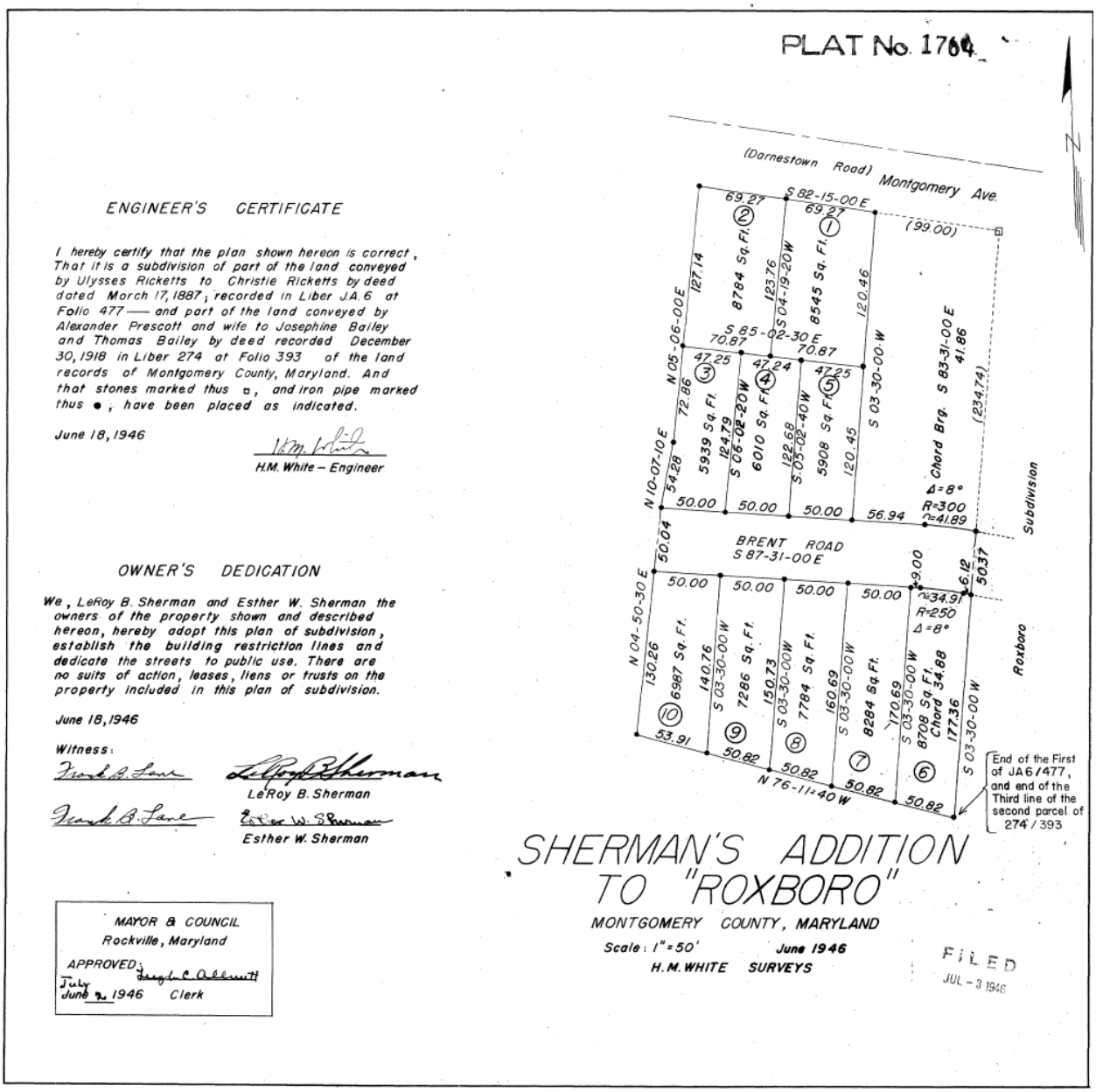


1940 Plat of Block I and Part of Block 4 of Roxboro (MCP 1321).

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road

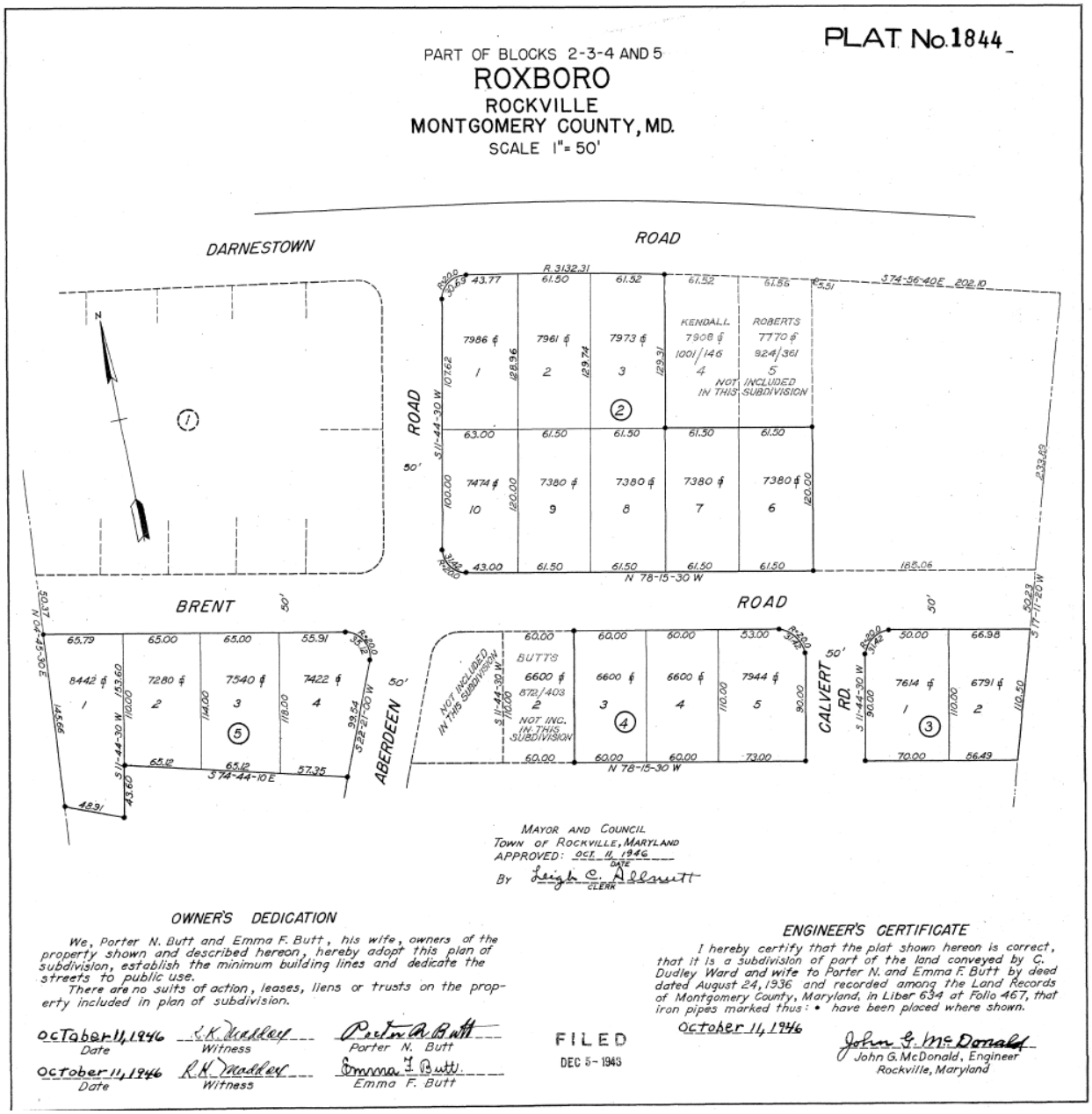
Rockville, Montgomery County, Maryland



1946 Plat of Sherman's Addition to "Roxboro" (MCP 1764).

Roxboro (M: 26-78)

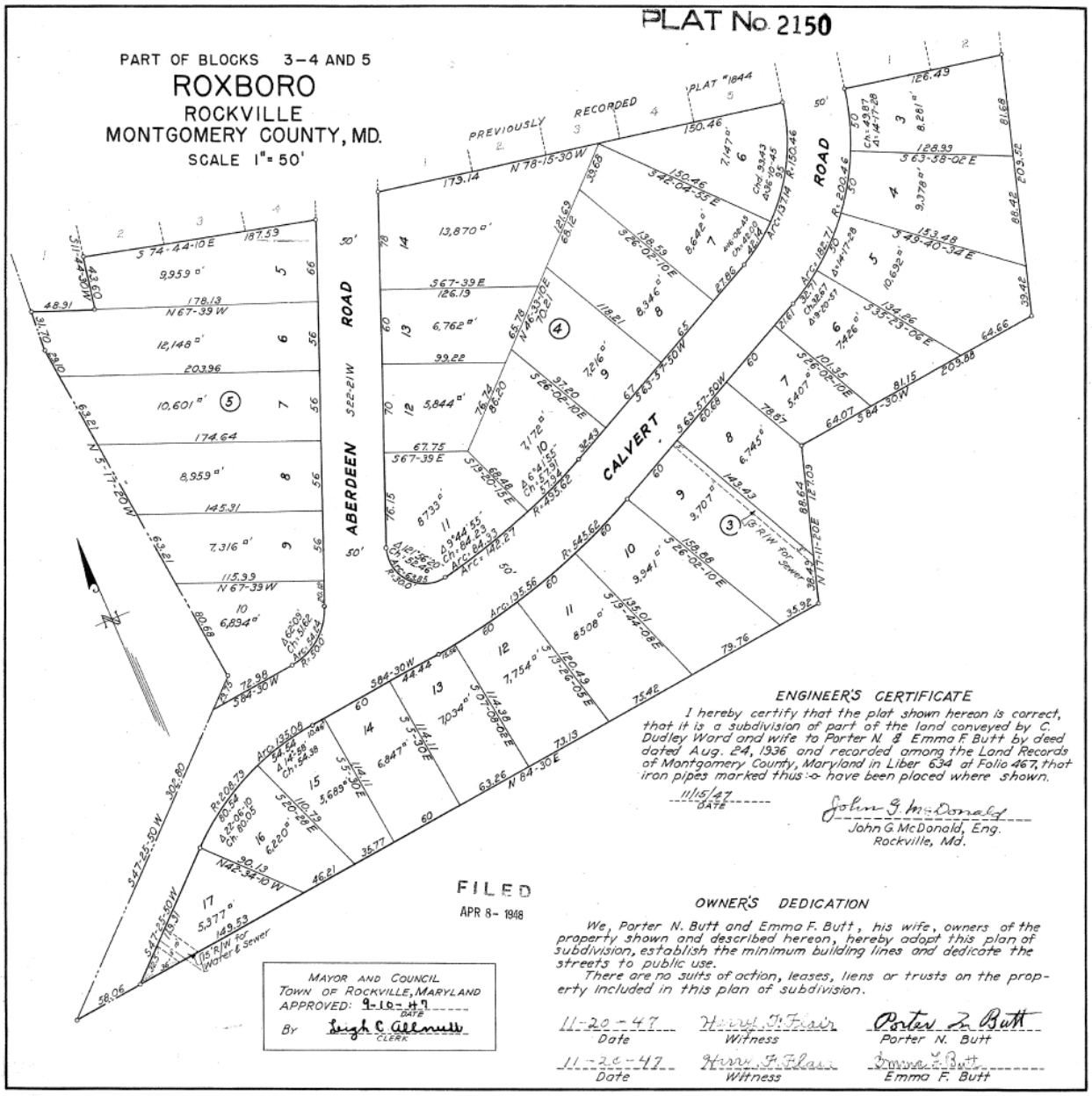
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road
Rockville, Montgomery County, Maryland



1946 Plat of Part of Blocks 2, 3, 4, and 5 of Roxboro (MCP 1844).

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road
Rockville, Montgomery County, Maryland

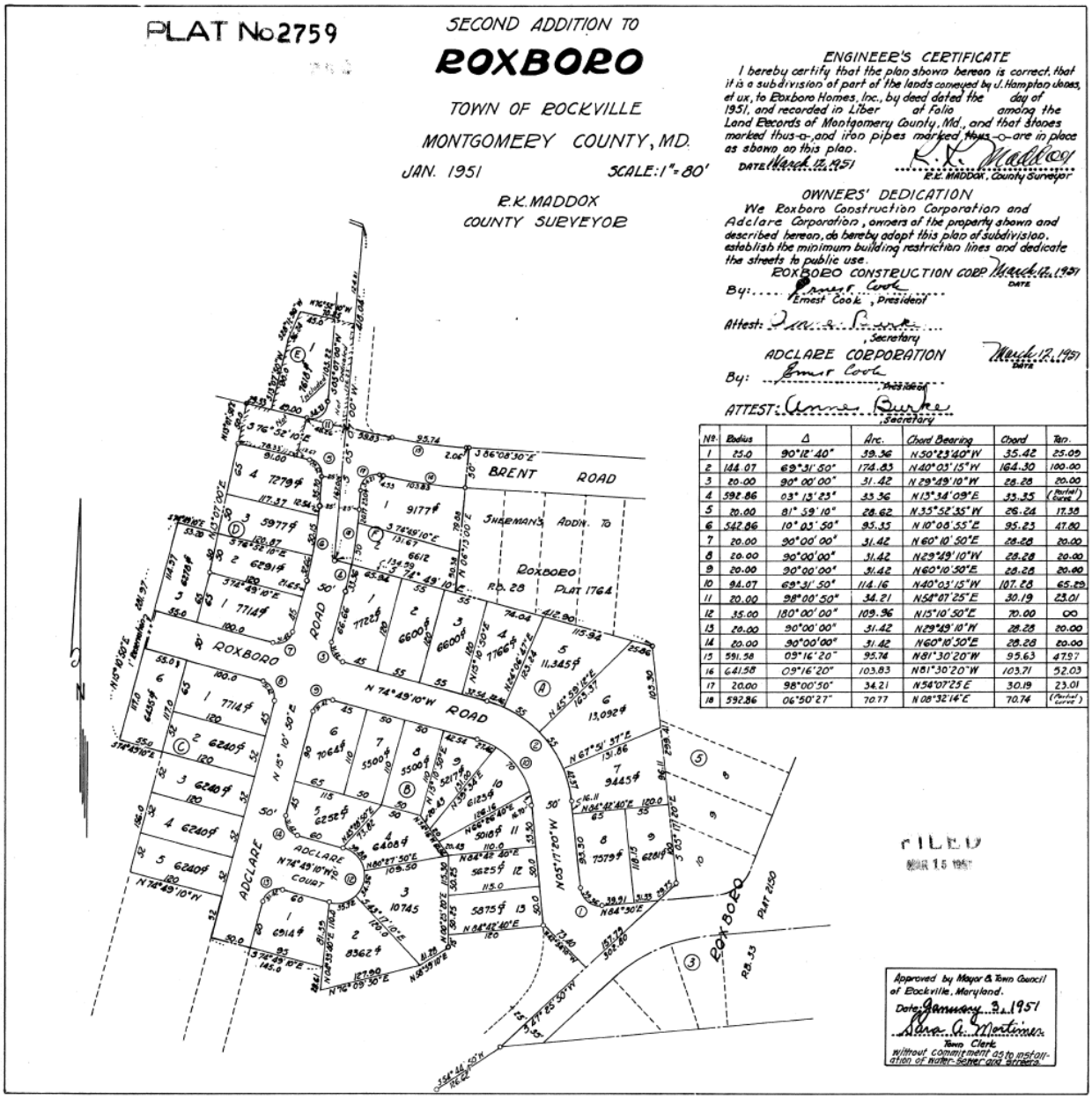


1947 Plat of Part of Blocks 3, 4, and 5 of Roxboro (MCP 2150).

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road

Rockville, Montgomery County, Maryland

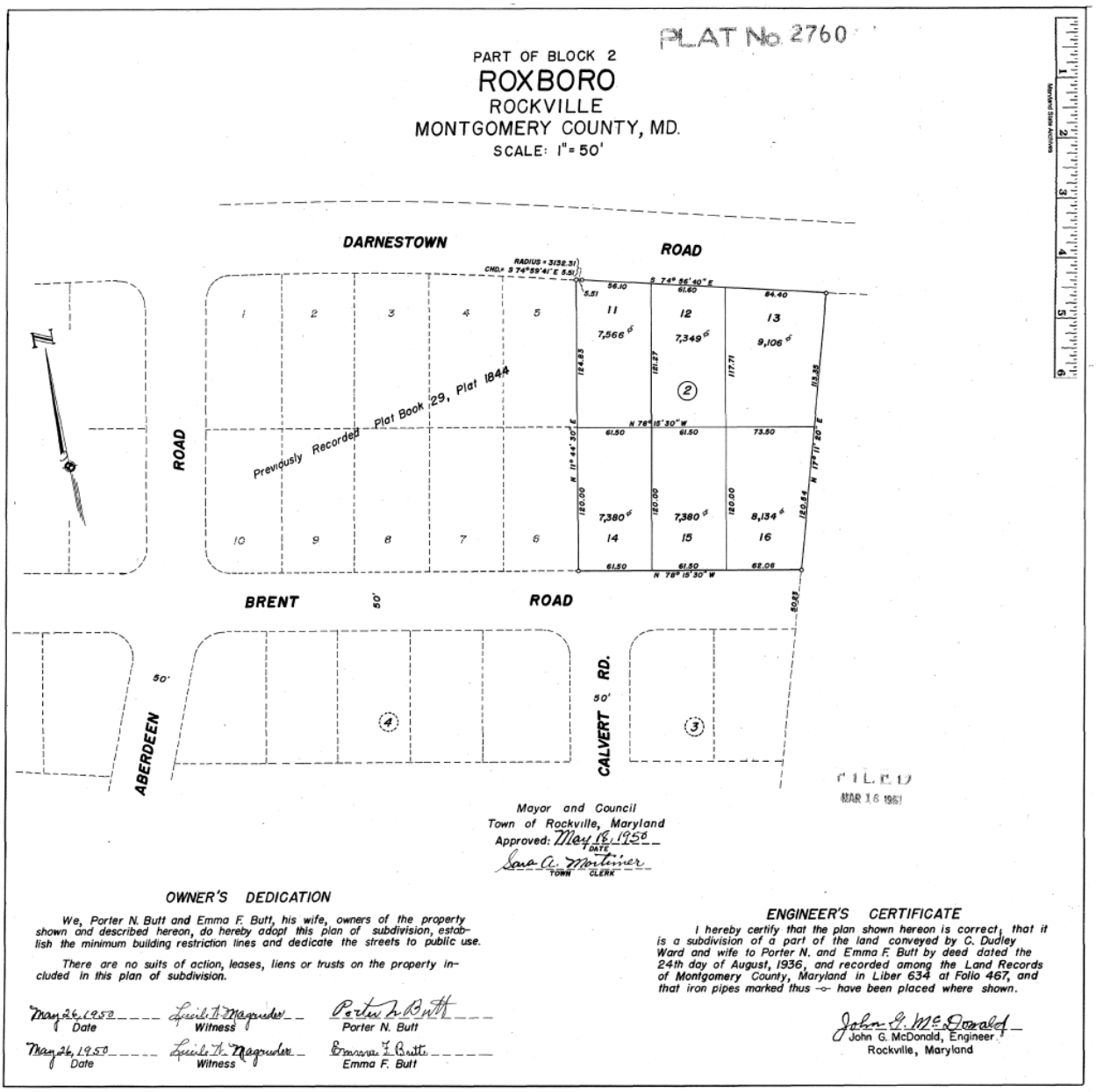


No.	Radius	Δ	Arc.	Chord Bearing	Chord	Tan.
1	25.0	90°12'40"	39.36	N 50°23'40" W	35.42	25.05
2	144.07	69°31'50"	174.83	N 40°05'15" W	164.30	100.00
3	20.00	90°00'00"	31.42	N 29°49'10" W	28.28	20.00
4	592.86	03°13'23"	33.36	N 13°34'09" E	33.35	(Partial Curve)
5	20.00	81°59'10"	28.62	N 35°52'35" W	26.24	17.38
6	542.86	10°05'50"	95.35	N 10°08'55" E	95.23	47.80
7	20.00	90°00'00"	31.42	N 60°10'50" E	28.28	20.00
8	20.00	90°00'00"	31.42	N 29°49'10" W	28.28	20.00
9	20.00	90°00'00"	31.42	N 60°10'50" E	28.28	20.00
10	94.07	69°31'50"	114.16	N 40°03'15" W	107.28	65.23
11	20.00	98°00'50"	34.21	N 54°07'25" E	30.19	23.01
12	35.00	180°00'00"	109.96	N 15°10'50" E	70.00	∞
13	20.00	90°00'00"	31.42	N 29°49'10" W	28.28	20.00
14	20.00	90°00'00"	31.42	N 60°10'50" E	28.28	20.00
15	591.58	09°16'20"	95.74	N 81°30'20" W	95.63	47.97
16	641.58	09°16'20"	103.83	N 81°30'20" W	103.71	52.03
17	20.00	98°00'50"	34.21	N 54°07'25" E	30.19	23.01
18	592.86	06°50'27"	70.77	N 08°32'14" E	70.74	(Partial Curve)

1951 Plat of Second Addition to Roxboro (MCP 2759).

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road
Rockville, Montgomery County, Maryland



1950 Plat of Part of Block 2 of Roxboro (MCP 2760).

Roxboro (M: 26-78)

530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert Road

Rockville, Montgomery County, Maryland

1952 Plat of Second Addition to Roxboro (MCP 3027).

Photo 1 of 7: View of north side of Brent Road, looking northeast from 537 Brent Road.

Photo 2 of 7: View of 705, 707, 709, and 711 Roxboro Road, looking east from 713 Roxboro Road.

Photo 3 of 7: View of grassy median at intersection of Roxboro and Calvert Roads, looking southeast.

Photo 4 of 7: South side of Brent Road, looking southeast from 718 Brent Road.

Photo 5 of 7: 201 Adclare Road, north elevation.

Photo 6 of 7: View of 710 and 714 W. Montgomery Avenue, looking south.

Photo 7 of 7: View of south side of W. Montgomery Avenue, looking southeast from intersection with Manakee Street.

PHOTO LOG

Name of Property: Roxboro
Name of Photographer: Adriana Moss and Katherine Watts
Date of Photographs: 10/2/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
View of North side of Brent Road, looking northeast from 537 Brent Road.
M; 26-78_2018-10-02_01.tif

Photo 2 of 7:
View of 705, 707, 709, and 711 Roxboro Road, looking east from 713 Roxboro Road.
M; 26-78_2018-10-02_02.tif

Photo 3 of 7:
View of grassy median at intersection of Roxboro and Calvert Roads, looking southeast.
M; 26-78_2018-10-02_03.tif

Photo 4 of 7:
South side of Brent Road, looking southeast from 718 Brent Road.
M; 26-78_2018-10-02_04.tif

Photo 5 of 7:
201 Adclare Road, north elevation.
M; 26-78_2018-10-02_05.tif

Photo 6 of 7:
View of 710 and 714 W. Montgomery Avenue, looking south.
M; 26-78_2018-10-02_06.tif

Photo 7 of 7:
View of south side of W. Montgomery Avenue, looking southeast from intersection with Manakee Street.
M; 26-78_2018-10-02_07.tif

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Ryder Truck Rental & Leasing

Address: 3901 Whitetire Road

City: Hyattsville **Zip Code:** 20785 **County:** Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 2 **Tax Map Number:** 52

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)

Ryder Truck Rental & Leasing comprises a 1.77-acre parcel on the east side of Whitetire Road in Landover, Maryland. The roughly rectangular parcel is bordered by US 50 to the north and surrounded by other commercial properties to the east and west. This property is almost entirely paved; its north half contains a parking area and a covered fuel pumping area while the southern half is dominated by a rectangular building built in 1969.

The concrete-block building has a flat roof and is divided between a vehicle service block to the north and an office block to the south. The building is a uniform height; its south section comprises two stories, and the service block comprises a single story rising the full height of the structure. The exterior has exposed concrete block, with each bay delineated by concrete block pilasters. Above the pilasters, the top of each elevation is clad with V-crimp metal siding. Windows are single-light fixed metal sash. On the façade (west elevation), the three-bay office block projects forward from the service block. The single-leaf entrance is located on the south end of the façade, accessed by poured concrete steps with a metal railing. The space between first and second story fenestration is filled with spandrel panels. To the north, the service block contains two single-leaf doors and six roll-up metal vehicle doors.

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

Ryder Truck Rental & Leasing

Ryder Truck Rental & Leasing is common example of a mid-twentieth-century commercial 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 1.77 acres and is defined as Parcel 2 of Plat A-5448 on Prince George's County Tax Map 52.

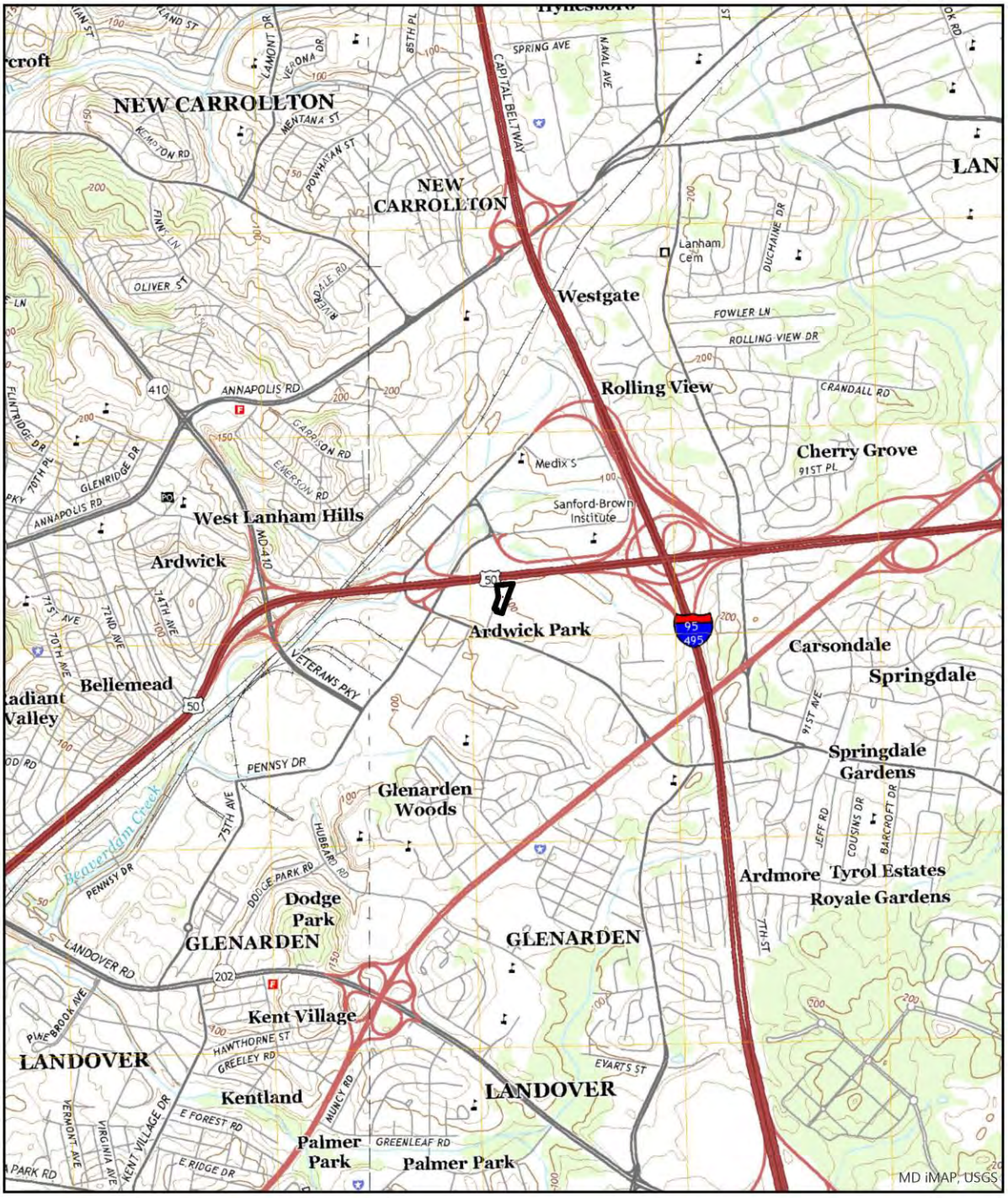
Ryder Truck Rental & Leasing

Ryder Truck Rental & Leasing

Location: 3901 Whitetire Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

N

Scale: 1:24,000

Ryder Truck Rental & Leasing

Building Office Block Looking Northeast

West Elevation Service Bays Looking Southeast

NR-ELIGIBILITY REVIEW FORM

Ryder Truck Rental & Leasing

Covered Pumping Station Looking East

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: Saddlebrook

Inventory Number: M: 26-77

Address: Southwest of I-270 at Watts Branch Parkway

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

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Oct 1, 2018

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 Saddlebrook community is a single-family, planned residential development located on the west side of I-270 and south of the W. Montgomery Avenue (Route 28) and I-270 interchange in Rockville, Montgomery County. The neighborhood is bounded on the west by a residential subdivision called Fallsbend, on the north by Rockmead Park and another residential community called Fallswood, on the east by I-270, and on the south by Falls Road (Route 189).

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:

Saddlebrook comprises five cul-de-sacs (Brookcrest, Grovepoint, Lawngate, and Woodsend Courts and Woodsend Place) branching from the central curved road of Watts Branch Parkway and contains 74 single-family dwellings on residential lots averaging between 0.24 and 0.6 acres. The subdivision encompasses an estimated 26.3 acres and all streets are lined with a concrete curb and sidewalk. The individual lots are either evenly graded or severely sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds and all lots feature an asphalt driveway. Lighting throughout the community appears original and consists of lantern-styled, metal lights atop metal poles.

Description:

The Saddlebrook community began as a planned residential development with single-family dwellings constructed between 1973 and 1974 during the Suburban Diversification Period (1961-1980). Watts Branch Parkway curves through the community with five cul-de-sacs extending from the west and east sides. The development includes Two-Story Massed, Split-Foyer, and Ranch forms in variations of the Colonial Revival style.

Dwellings in Saddlebrook are primarily between four to five bays wide and one-and-one-half to two stories tall, although there are several one-story dwellings. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, parged or clad in a brick veneer. Cladding includes stretcher-bond brick veneer and vinyl replacement siding, commonly in a combination. Rooflines are primarily side gabled or gambrel sheathed in asphalt shingles; most feature a denticulated cornice. Most dwellings feature a single brick chimney set along a side elevation; single story dwellings have a brick chimney that pierces the roof slope. Dormers are present on a few dwellings, typically those covered by a gambrel roof. Dormer types include shed or gabled wall dormers with a single window.

Primary entrances are typically off-center on the façade and comprise a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoop or entry porches. Most entrances feature a wood or vinyl door surround with Colonial Revival characteristics such as a flat or triangular pediment or fluted pilasters. Windows are single one-over-one, vinyl-framed double-hung-sash units with faux muntins. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most dwellings within Saddlebrook have an attached sunroom or attached garage, typically for a single vehicle. There are few examples of an inset garage. Additions are typically found at the rear or side elevation and in scale with the building’s core.

Historic Context:

The Saddlebrook community is located on the west side of I-270 on what was once a single-family residential property. Saddlebrook was formally platted by Aldre Properties, Inc., between 1972 and 1973.

Aldre Properties, Inc., acquired a 37.6-acre tract known as the Nicholson Property in 1971 from James Brawner and Elizabeth Nicholson, William Trail and Amelia Nicholson, and Mary Nicholson and Richard Culp for $281,909 (Montgomery County Deed Book [MCDB] 4156, 323-327). The property already contained a single-family dwelling that faced the current Falls Road (Route 189) (Nationwide Environmental Title Research, LLC [NETR] 1970). It was demolished to make way for the Saddlebrook development. Southwest of this 37.6-acre tract was the previously-established residential community of Fallsmead, a single-family subdivision. Between March 1972 and June 1973, Aldre Properties, Inc., subdivided the 37.6-acre Nicholson Property in five plats, creating the Saddlebrook neighborhood. A portion measuring approximately 8.5 acres was saved for public space that is currently a part of Rockmead Park and not included within the current resource boundaries of Saddlebrook (Montgomery County Plat 10209). Another small amount of land along the northeast boundary of the community was taken for expansion of I-270 in the 1980s, making Saddlebrook approximately 26.3 acres (NETR 1988). The development was not widely marketed, but a 1974 ad for the final six houses in the community described two-story houses with four bedrooms, two-and-a-half baths, basements, and family rooms with fireplaces. Starting at $58,900, the houses were noted to be “a fine buy for the money” in a “perfect location” that was a “great family area” (The Washington Post 1974, F19).

Aldre Properties, Inc., owned and operated by Jack Alfandre, was a residential development firm operating out of Delaware that also worked in the Washington, D.C. metropolitan area of Maryland and Virginia (The Evening Star 1975, 41; The Washington Post 1975, C8). Rodgers Consulting, Inc., a Germantown-based consulting firm, worked with Aldre Properties, Inc., on neighborhood planning and design (Rodgers Consulting, Inc. 2007). Rodgers Consulting, Inc. helped plan a significant amount of residential and industrial developments and campuses throughout Montgomery County throughout the 1960s to today, such as Carderock Springs, Potomac Woods, Goshen Estates, and Research Boulevard. The Aldre and Rodgers partnership began in 1963 when Jack Alfandre needed assistance with a residential development that would become Potomac Woods (Rodgers Consulting, Inc. 2007).

Evaluation:

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

Saddlebrook is a basic example of a planned residential development, the most common type of residential subdivision constructed in Montgomery County during the Suburban Diversification period. Saddlebrook is not an early example, nor did it introduce design innovations influential in later developments. Furthermore, the development 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.

Although both Aldre Properties, Inc., and Rodgers Consulting, Inc., were involved in projects throughout the Washington, D.C., area, their role had no significant influence on suburban 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.

Saddlebrook is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The resource demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period and is not a good example of a planned residential development of that era. Furthermore, the development's Two-Story Massed, Ranch, 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 Saddlebrook 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.As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 26.3 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GR11 and also as seen in Montgomery County plat records 10287, 10288, 10289, 10290, and 10685.

References:

The Evening Star. 1975. "Golf Course Woods." December 12, 1975, 41.

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 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 News. 1980. Jack Foley Realty, Inc. Advertisement. January 12, 1980, C7.

Ross, Nancy L. "6 Real Estate Firms Fined $160,000 in Plot to Raise Fees." The Washington Post. October 29, 1977. Accessed January 17, 2019. https://www.washingtonpost.com/archive/local/1977/10/29/6-real-estate-firms-fined-160000-in-plot-to-raise-fees/fedef239-d5f9-4aeb-83ed-04537859c5c7/?utm_term=.92a0d5010e83.

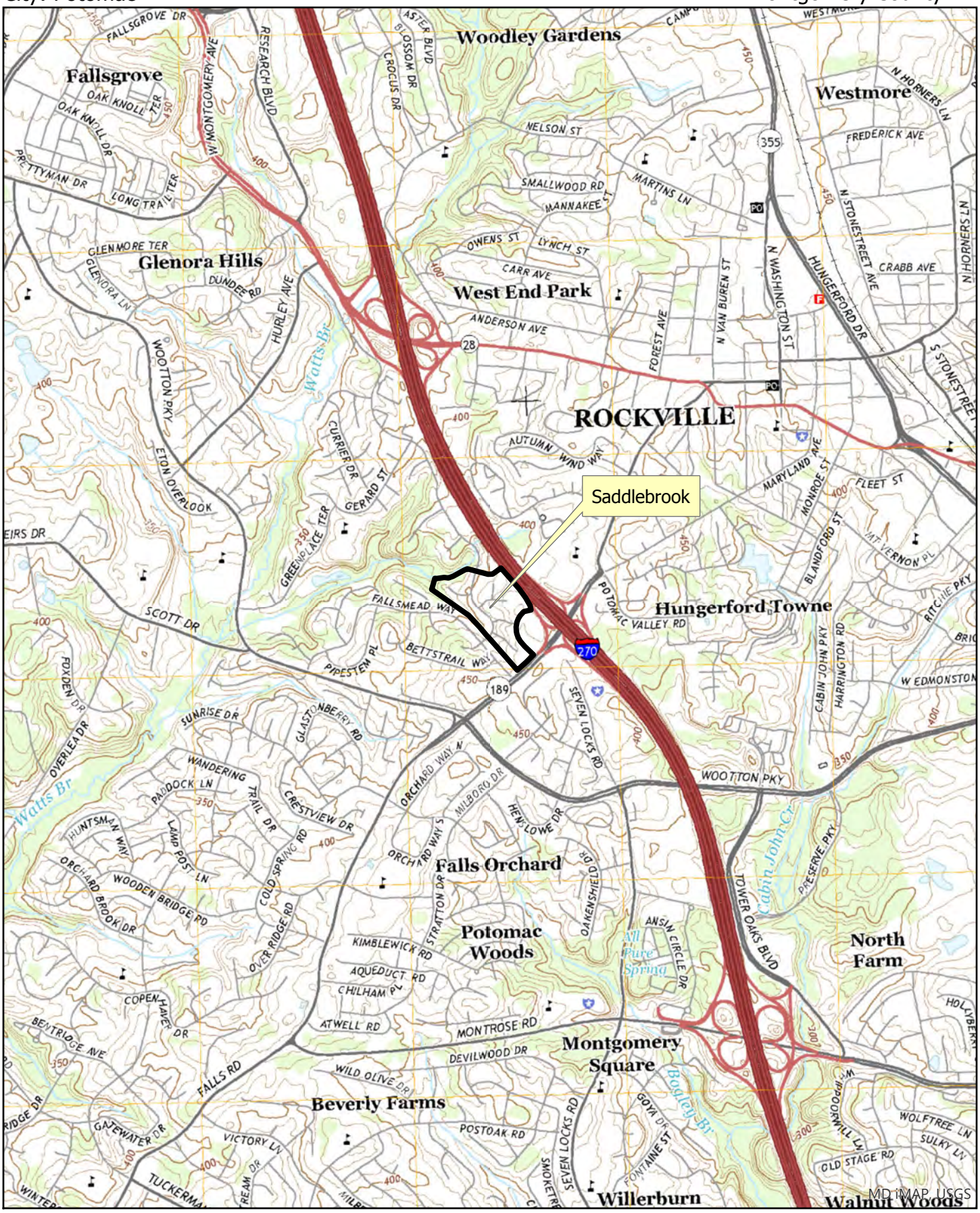
The Washington Post. 1974. "Rockville Falls Road New Homes" June 1, 1974, F19.

--- 1975. "Section II Lauring in Close-in Montgomery County." November 15, 1975, C8.

Saddlebrook

Location:Southwest of I-270 at Watts Branch Parkway
City: Potomac

MIHP#: M: 26-77
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

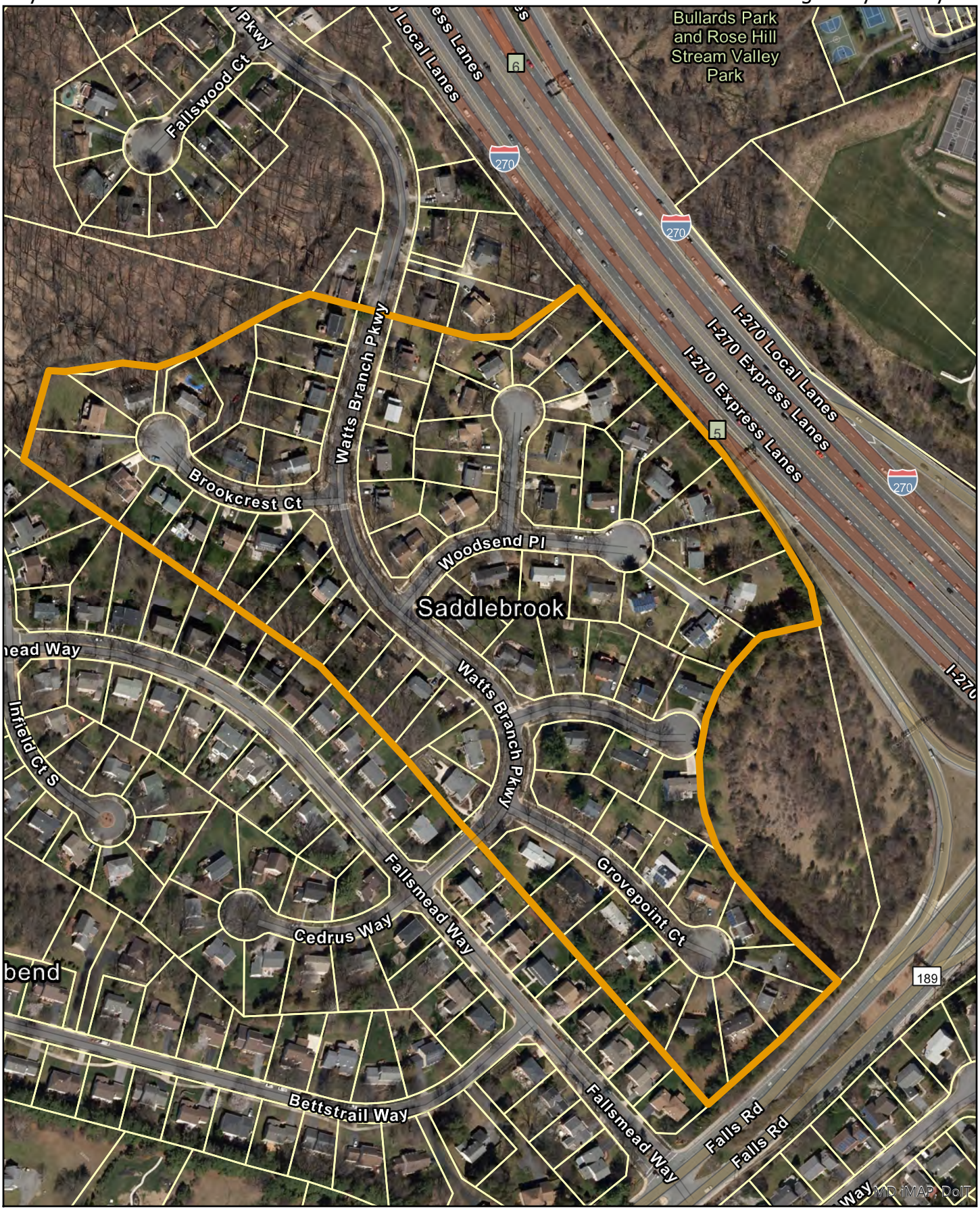
Scale: 1:24,000

N

Saddlebrook

Location: Southwest of I-270 at Watts Branch Parkway
City: Potomac

MIHP#: M: 26-77
Montgomery County



Parcel Boundaries

0 0.05 0.1 Miles

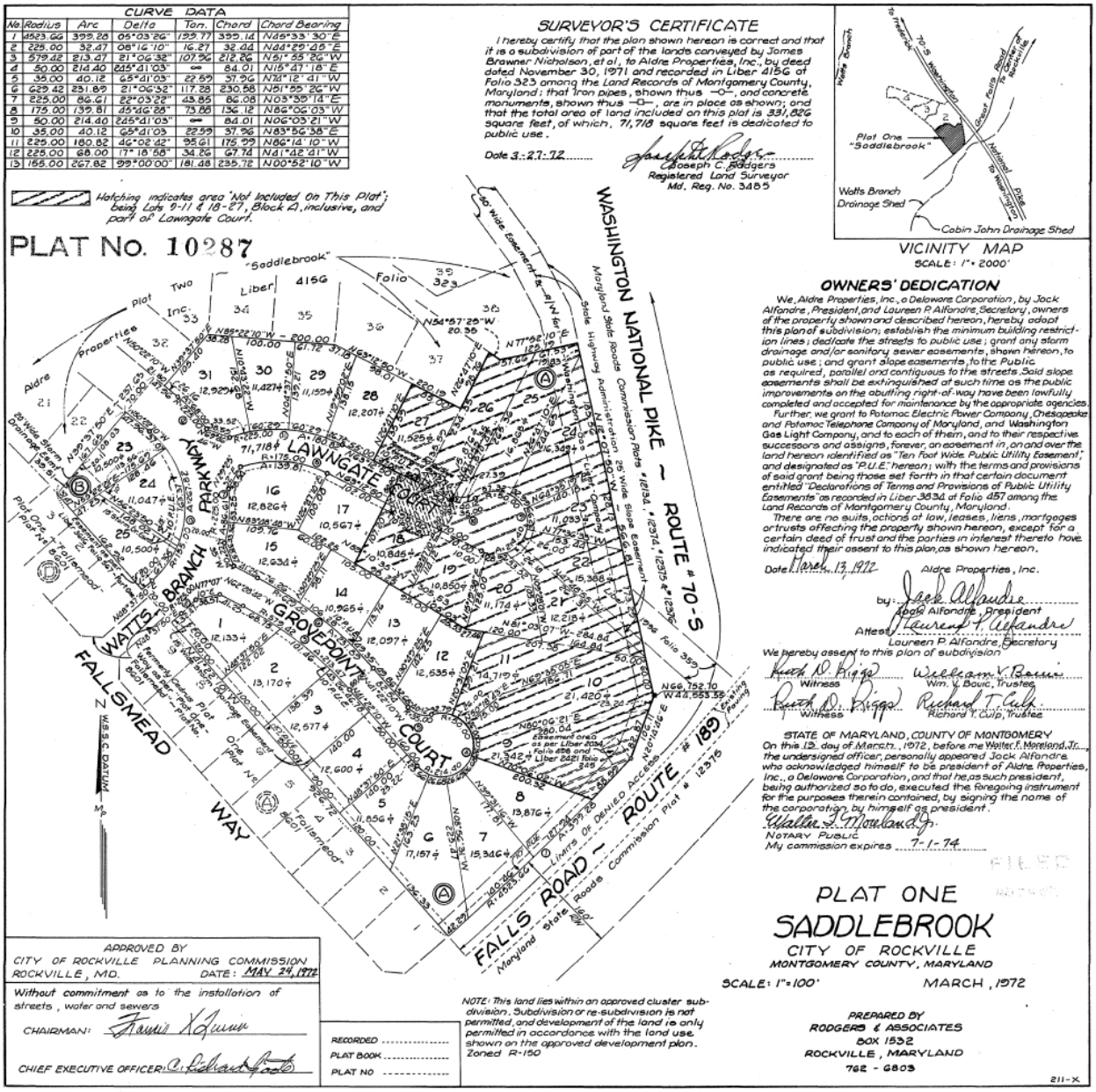
Scale: 1:3,000

N

Saddlebrook (M: 26-77)

1-12 Brookcrest Court; 2-12, 22-23 Woodsend Place; 13-21 Woodsend Court; 1-3, 12-15 Lawngate Court; 1-15 Grovepoint Court; 600-603, 605-607, 610, 611-627 (odds only), 620, 622 Watts Branch Parkway

Rockville, Montgomery County, Maryland

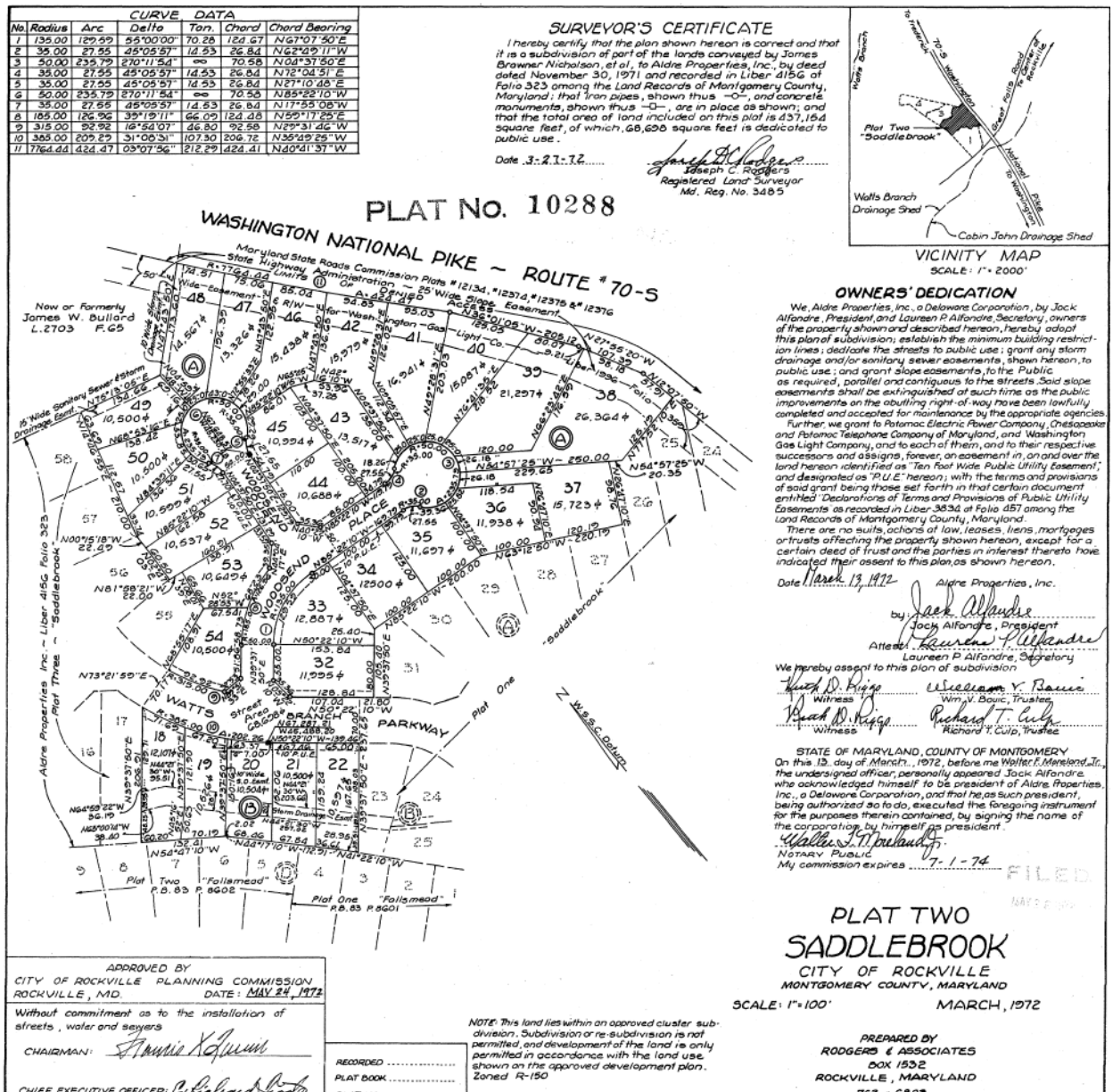


1972 Plat One of Saddlebrook (MCP 10287).

Saddlebrook (M: 26-77)

1-12 Brookcrest Court; 2-12, 22-23 Woodsend Place; 13-21 Woodsend Court; 1-3, 12-15 Lawngate Court; 1-15 Grovepoint Court; 600-603, 605-607, 610, 611-627 (odds only), 620, 622 Watts Branch Parkway

Rockville, Montgomery County, Maryland

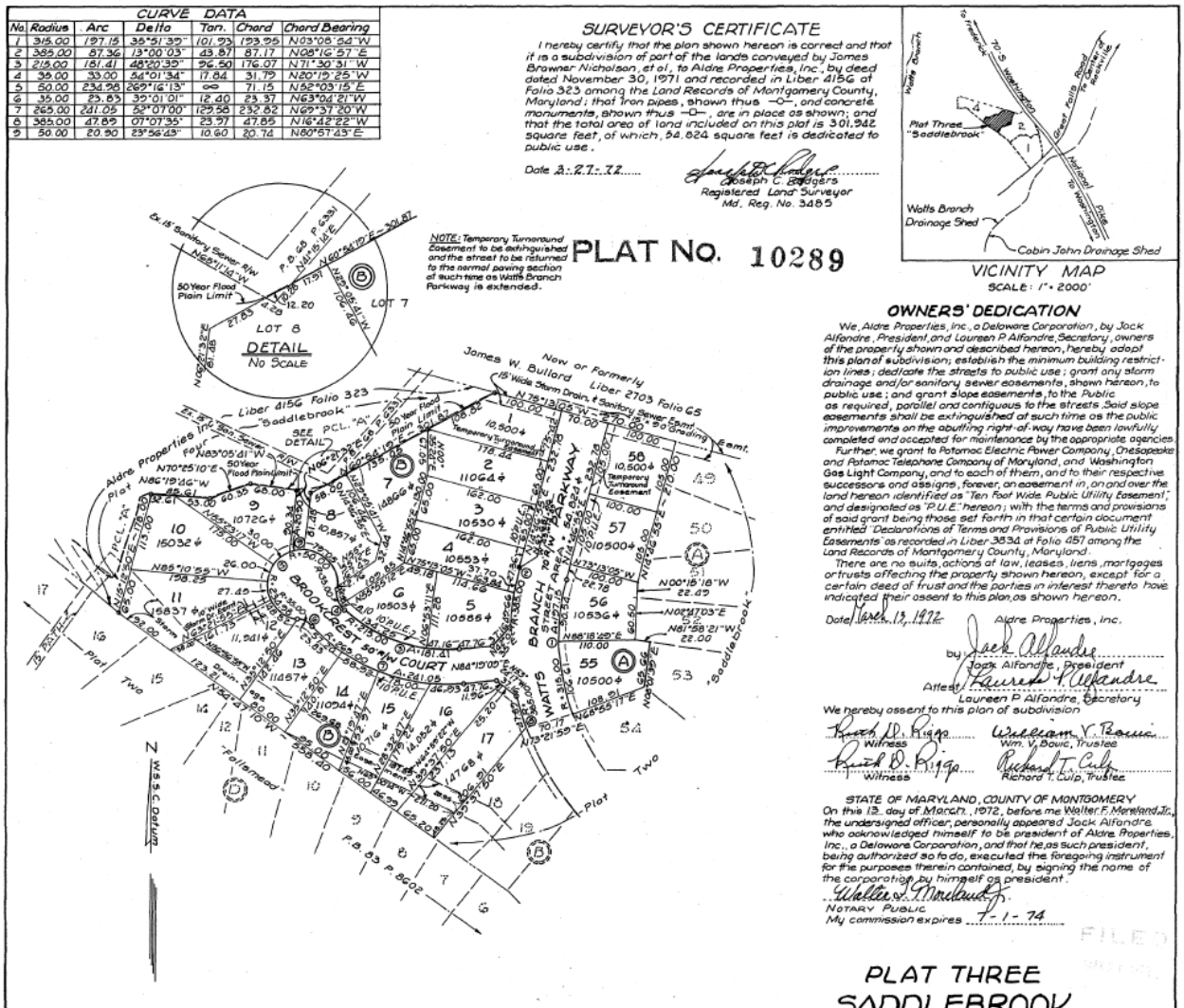


1972 Plat Two of Saddlebrook (MCP 10288).

Saddlebrook (M: 26-77)

1-12 Brookcrest Court; 2-12, 22-23 Woodsend Place; 13-21 Woodsend Court; 1-3, 12-15 Lawngate Court; 1-15 Grovepoint Court; 600-603, 605-607, 610, 611-627 (odds only), 620, 622 Watts Branch Parkway

Rockville, Montgomery County, Maryland

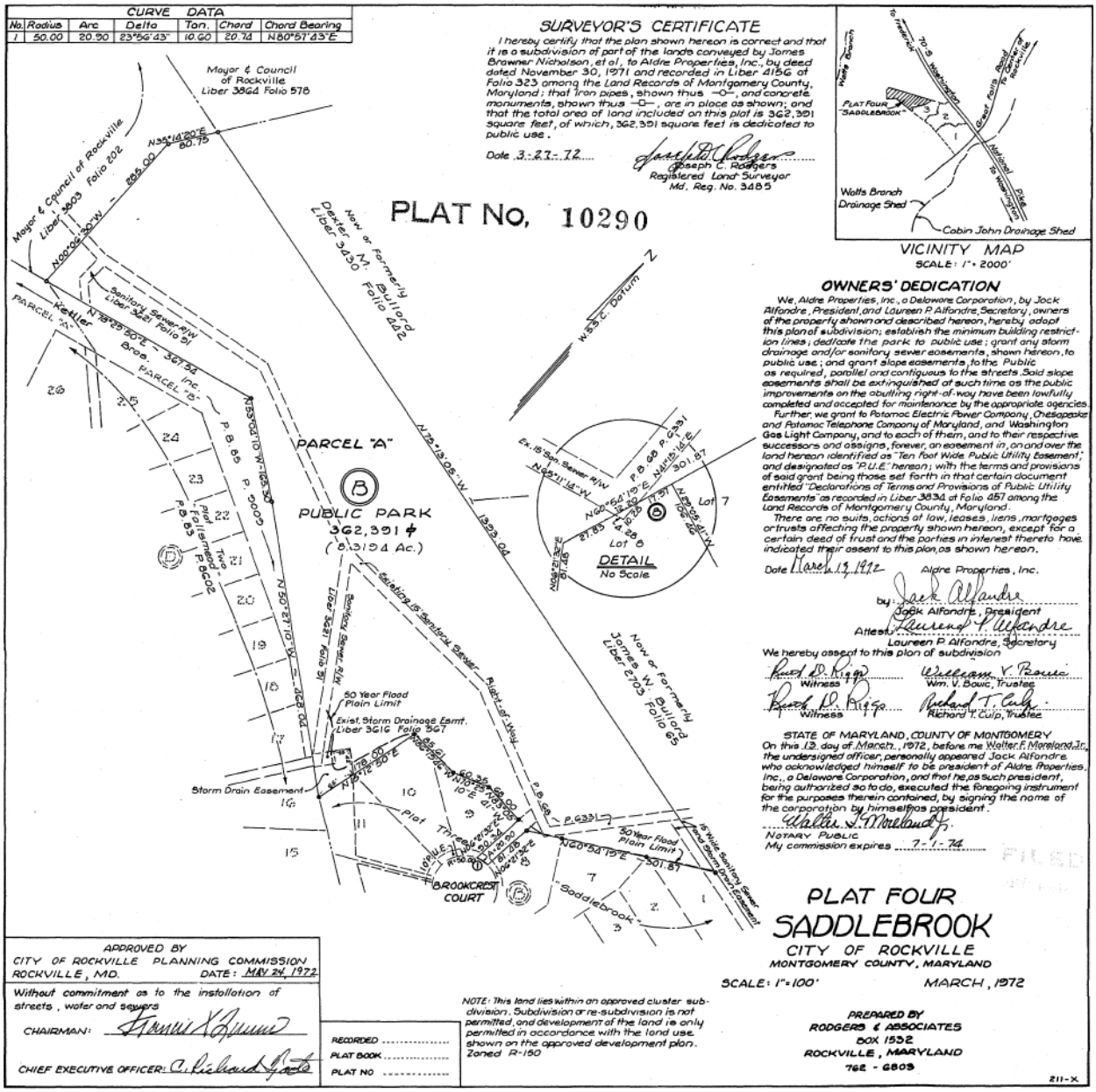


1972 Plat Three of Saddlebrook (MCP 10289).

Saddlebrook (M: 26-77)

1-12 Brookcrest Court; 2-12, 22-23 Woodsend Place; 13-21 Woodsend Court; 1-3, 12-15 Lawngate Court; 1-15 Grovepoint Court; 600-603, 605-607, 610, 611-627 (odds only), 620, 622 Watts Branch Parkway

Rockville, Montgomery County, Maryland

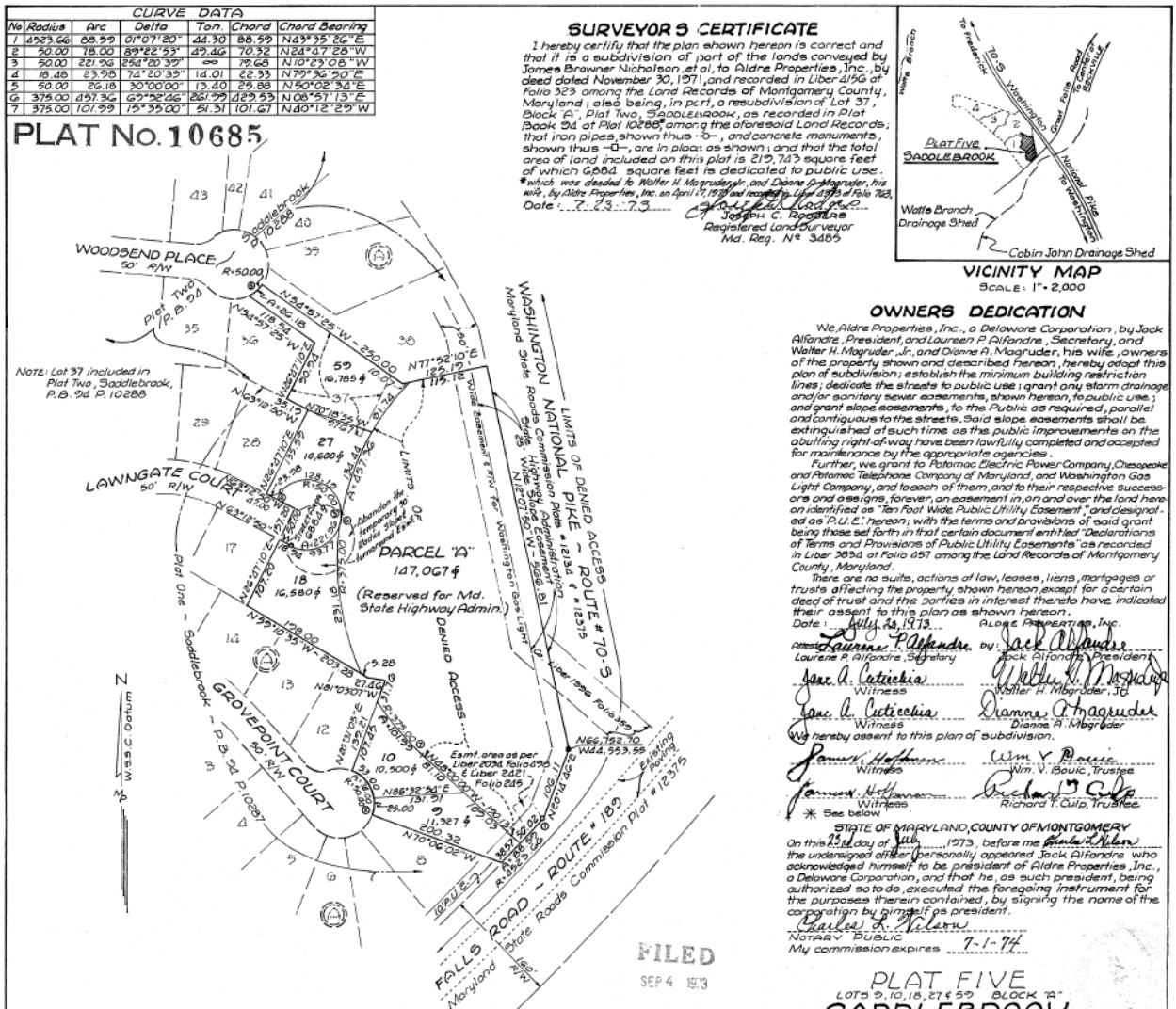


1972 Plat Four of Saddlebrook (MCP 10290).

Saddlebrook (M: 26-77)

1-12 Brookcrest Court; 2-12, 22-23 Woodsend Place; 13-21 Woodsend Court; 1-3, 12-15 Lawngate Court; 1-15 Grovepoint Court; 600-603, 605-607, 610, 611-627 (odds only), 620, 622 Watts Branch Parkway

Rockville, Montgomery County, Maryland



1973 Plat Five of Lots 9, 10, 18, 27, and 29 of Black A of Saddlebrook (MCP 10685).

Photo 1 of 6: View of 15 Grovepoint Court, looking northwest.

Photo 2 of 6: View of Grovepoint Court, looking northeast from 5 Grovepoint Court.

Photo 3 of 6: 2 Grovepoint Court, northeast elevation, looking north.

Photo 4 of 6: 620 Watts Branch Parkway, south oblique, looking north.

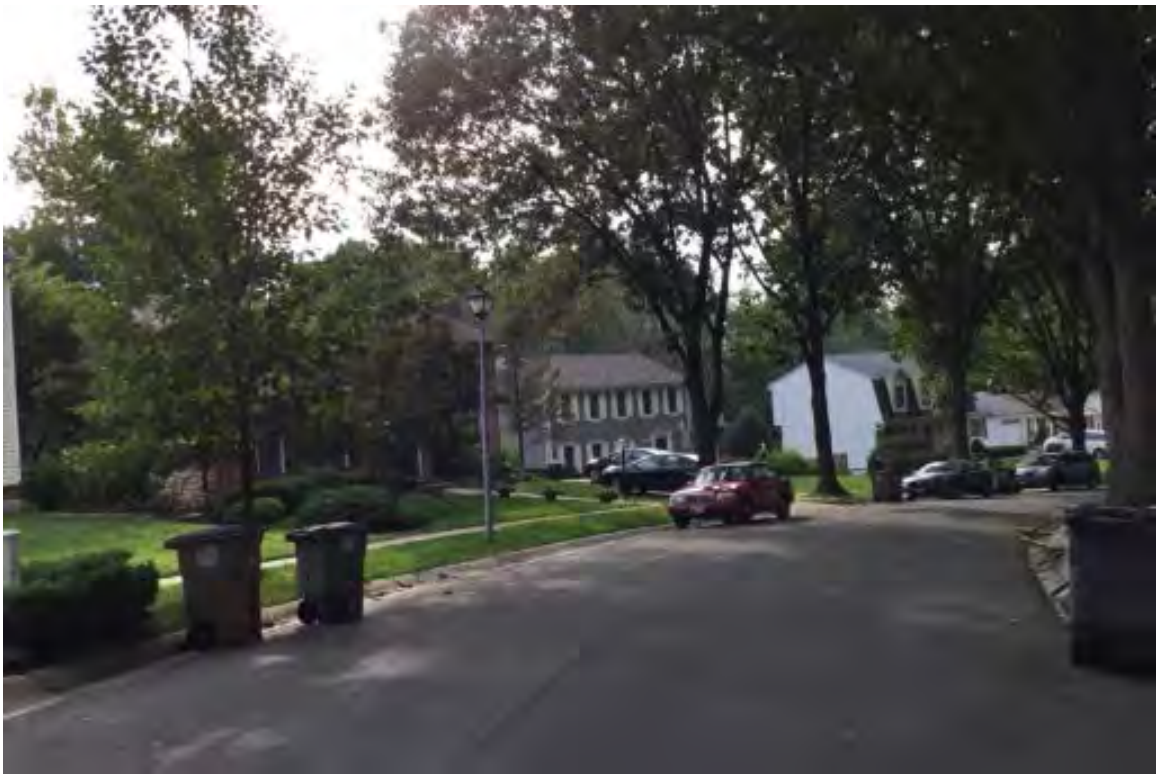


Photo 5 of 6: View of south side of Brookcrest Court, looking west from 12 Brookcrest Court.

Photo 6 of 6: 12 Brookcrest Court, north elevation.

PHOTO LOG

Name of Property: Saddlebrook
Name of Photographer: Adriana Moss and Katherine Watts
Date of Photographs: 10/2/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
View of 15 Grovepoint Court, looking northwest.
M; 26-77_2018-10-02_01.tif

Photo 2 of 7:
View of Grovepoint Court, looking northeast from 5 Grovepoint Court.
M; 26-77_2018-10-02_02.tif

Photo 3 of 6:
2 Grovepoint Court, northeast elevation, looking north.
M; 26-77_2018-10-02_03.tif

Photo 4 of 6:
620 Watts Branch Parkway, south oblique, looking north.
M; 26-77_2018-10-02_04.tif

Photo 5 of 6:
12 Brookcrest Court, north elevation.
M; 26-77_2018-10-02_05.tif

Photo 6 of 6:
View of south side of Brookcrest Court, looking west from 12 Brookcrest Court.
M; 26-77_2018-10-02_06.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Schrom Hills** Inventory Number: **PG:67-74**

Address: I-495 to the north and east, Greenbelt Park to the west, Good Luck Estates 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

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:

Schrom Hills is a planned residential development in Lanham and is bounded on the north and the east by I-495, on the west by Greenbelt Park, and by Good Luck Estates neighborhood to the south. The 102-acre development comprises six curvilinear streets, four cul-de-sacs, and one main road, Good Luck Road. The 357 single-family dwellings sit on individual lots measuring between 0.15 and 0.53 acre, the majority of which are less than 0.25 acre. Paved driveways and pedestrian paths provide access to primary entrances. Poured-concrete sidewalks and streetlamps on utility poles line streets throughout Schrom Hills, except along Newburg Drive, which has separate street lamps. A poured-concrete channelized stream is located in rear yards between Wilhelm and Newburg drives, from Lamont Drive to Greenbelt Park. The individual lots

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:**

are landscaped with grassy lawns, bushes at the façade, and moderate tree coverage in rear yards, some of which are fenced. A few front yards are fenced as well. Secondary resources include sheds and pools.

Description:

Schrom Hills is a planned residential development comprising 357 single-family dwellings built between 1962 and 1972 with the majority of houses built in the early 1960s. There is one modern infill house built in 2006 at 6906 Nashville Road. 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, Ranch, Two-Story Massed, and Split-Foyer forms. A few houses have Colonial Revival-style details. There are several Two-Story Massed houses reflecting the Garrison Colonial (6819-45 Nashville Road) or Modern Colonial (6900 Lamont Drive) subforms.

Dwellings in Schrom Hills are three to five bays wide and one to two stories tall and clad in combinations of brick veneer and aluminum or vinyl siding. The house at 6900 Lamont Drive is clad in brick veneer and shingle siding. Roofs are primarily side gabled, with front-gabled projections on the Split-Level models, and are sheathed in asphalt shingles. Most dwellings have an exterior-end brick chimney, although there are some metal flues (6816 Nashville Road).

Primary entrances are typically centered on the façade and contain a single-leaf, fiberglass door. Double-leaf doors are present on Lamont Drive and at 7514 Newburg Drive. Shutters flanking the door and storm doors are common. Some houses have a Colonial Revival-style pediment surrounding the door. Original windows are six-over-six, double-hung-sash, wood-frame units. Original wood bay and bow windows are also present at 6921 Nashville Road and 6823 Nashville Road, respectively. Replacement windows are very common with one-over-one, double-hung-sash vinyl units predominating, sometimes with faux muntins. There are also vinyl fixed and sliding windows. Vinyl louvered and paneled shutters are present on the façades of most houses. Attached carports or garages and small side or rear additions are common.

Historic Context:

Schrom Hills was first platted in 1960 for Lawrence Levin, Myron Levin, and Simon Wagman of Colonial Investment Company, who purchased much of the land from Schrom Construction, Inc., successor to Schrom Airport, Inc. (Prince George's County Plat Book [PGCPB] WWW 39, 70; Prince George's County Deed Book [PGCDB] WWW 2475, 216). The Schrom family owned a large landholding in this portion of Prince George's County, including a chicken farm and a local airport, Schrom Airport, which was in operation from circa 1928 to circa 1952 (Freeman 2019).

The first three plats of Schrom Hills were made for Colonial Investment Company, until two of the partners, Lawrence Levin and Simon Wagman, formed New Frontier Development Corporation prior to May 1962. Afterward, the majority of Schrom Hills plats were drawn for New Frontier (The Evening Star 1962, B-3; PGCPB WWW 42, 100; 43, 9; 48, 4). New Frontier constructed and sold houses directly to individual buyers.

Lawrence and Myron Levin and Simon and Abraham Wagman, two sets of brothers, were known in the metropolitan Washington, D.C., area as developers and builders of apartment complexes, single-family

developments, office buildings, and shopping centers (Poole 1965, C-1; The Evening Star 1964, D-2). Lawrence Levin was President of Metropolitan Homes, Inc., before becoming Secretary/Treasurer of Wagman Construction Corporation (Lewis 1965, A-24). The Wagmans and Levins also formed Colonial Investment Company, which was the initial investor in Schrom Hills and for a joint venture partner in the Washington Science Center, a $30 million industrial park in Rockville (The Evening Star 1965a, C-1). Single-family residential developments by the Wagmans and Levins included Wakefield Chapel in Annandale, Virginia, and Layhill South in Montgomery County (The Evening Star 1964, D-2).

Archival research did not yield early-1960s newspaper advertisements for the newly-built houses; instead, most are for the resale of Schrom Hills houses from 1968 to 1980. Advertisements emphasize the Colonial Revival style and central air conditioning (The Evening Star 1971, F-5). In 1968, a four-bedroom house was reselling in the mid-$30,000 range, while in 1978 another four-bedroom was reselling for $72,950 (The Evening Star 1968, B-18; 1978, D-13). Amenities such as eat-in kitchens, recreation rooms, and basements were often mentioned in advertisements as well (The Evening Star 1978, D-13).

Evaluation:

Schrom Hills 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.

Schrom Hills 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 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 the Levins and Wagmans were prolific builders and developers in the area, they had no significant influence on suburbanization in Maryland. The Schrom Hills 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.

Schrom Hills is a planned residential development, created by a developer with a limited selection of house models. However, the development demonstrates none of the innovations that appeared during the Suburban Diversification Period and is not a good example of the type. The development's Ranch, Split-Level, Split-Foyer, and Two-Story Massed forms and Colonial Revival-style elements 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 Schrom Hills is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value as a singular development, the resource is not eligible under Criterion C. Schrom Hills was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 102 acres and is roughly defined by I-495 on the north and the east, by Greenbelt Park on the west, and by the Good Luck Estates neighborhood to the south. It includes multiple parcels on Prince George's County Tax Maps 0034 and 0043 (2019).

References:

The Evening Star. 1962. "School Board Accepts High Density Zonings." May 30, 1962, B-3.
---1964. “Wakefield Chapel Rolls Back Years.” September 25, 1964, D-2.
---1968. "Schrom Hills." Advertisement. May 6, 1968, B-18.
---1971. "Extra! Extra! Lanham (Schrom Hills)." Advertisement. September 1, 1971, F-5.
---1978. "Lanham." Advertisement. August 19, 1978, D-13.

Freeman, Paul. 2019. "Abandoned & Little-Known Airfields: Maryland, Northern Prince George's County." http://www.airfields-freeman.com/MD/Airfields_MD_PG_N.htm.
Lewis, Robert J. 1965. “Apartment Due On Knickerbocker Disaster Site.” The Evening Star. January 16, 1965, A-24.

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.

Poole, Daniel. 1965. “This Park is for Industry.” The Evening Star. February 5, 1965, C-1.

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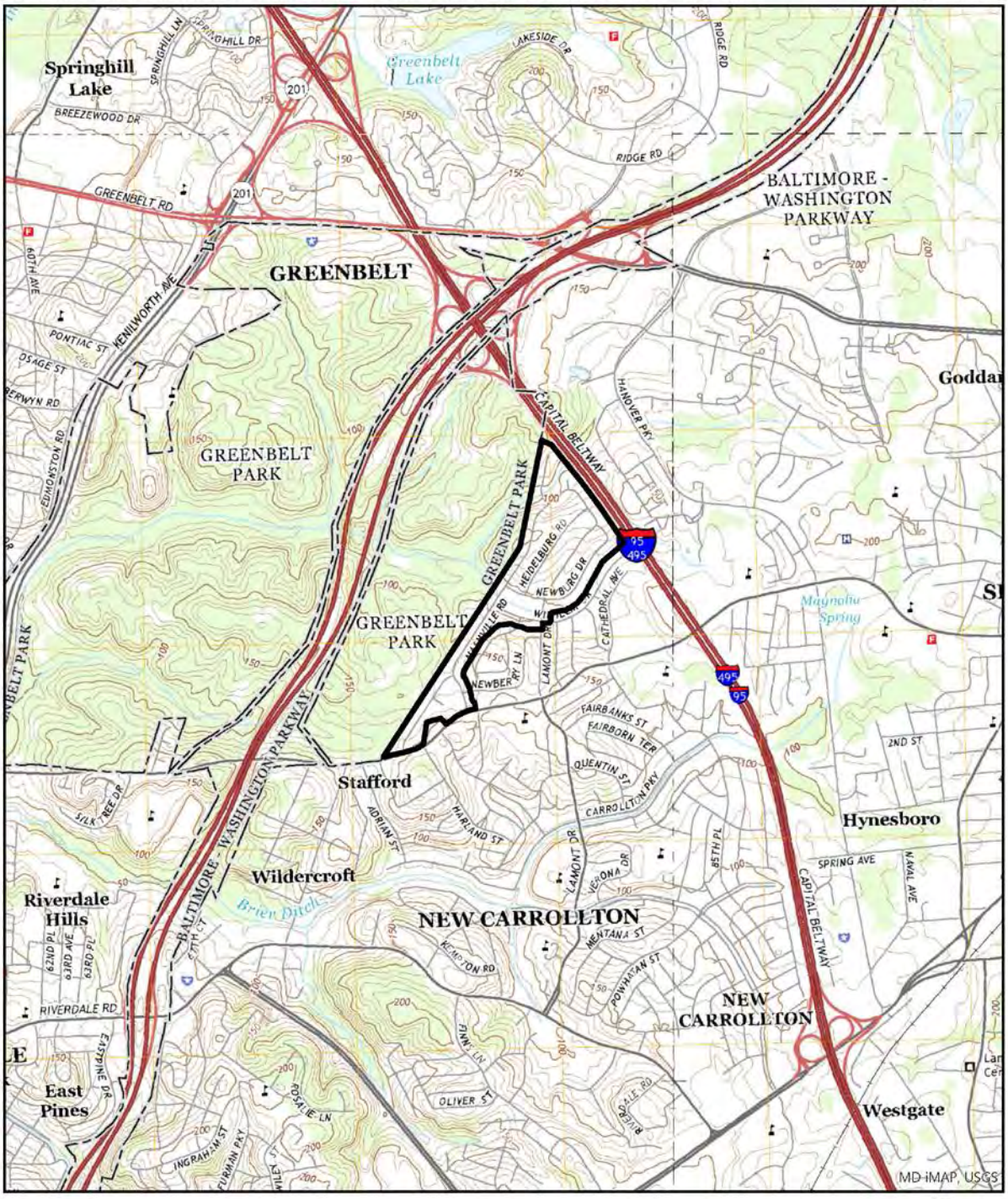
Prince George’s County Plat Book (PGCPB). Misc. years. Prince George’s County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 29, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

Schrom Hills Prince George's County

Location: I-495 to the north and east, Greenbelt Park to the west, Good Luck Estates to the south City: Lanham



USGS 7.5' Quadrangle - Washington East

0 0.5 1 Miles

Scale: 1:24,000

N

MAPS

Schrom Hills Prince George's County

Location: I-495 to the north and east, Greenbelt Park to the west, Good Luck Estates to the south City: Lanham

PHOTOGRAPHS

Streetscape of Newburg Drive, looking southwest toward 7616 Newburg Drive.

View of 6921 Nashville Road, looking east.

PHOTOGRAPHS

View of 7605 Newburg Drive, looking southeast.

Oblique of 7014 Kepner Court, looking west.

PHOTOGRAPHS

Streetscape of Newburg Drive, looking southwest toward 7514 Newburg Drive.

View of 6900 Lamont Drive, looking northwest.

PHOTOGRAPHS

Modern infill at 6906 Nashville Road, looking northwest.

View of 6922 Heidelburg Road, looking northwest.

PHOTOGRAPHS

View of 6823 Nashville looking northeast.

View of 6938 Lamont Drive, looking northwest.

PHOTOGRAPHS

Storm water drain below Nashville Road, looking southeast.

Streetscape on Nashville Road towards 6816, looking southwest.

PG:67-74 Schrom Hills

PHOTO LOG

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:67-74_2019-01-22_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape of Newburg Drive, looking southwest toward 7616 Newburg Drive.

02.tif
View of 6921 Nashville Road, looking east.

03.tif
View of 7605 Newburg Drive, looking southeast.

04.tif
Oblique of 7014 Kepner Court, looking west.

05.tif
Streetscape of Newburg Drive, looking southwest toward 7514 Newburg Drive.

06.tif
View of 6900 Lamont Drive, looking northwest.

07.tif
Modern infill at 6906 Nashville Road, looking northwest.

08.tif
View of 6922 Heidelburg Road, looking northwest.

09.tif
View of 6823 Nashville looking northeast.

10.tif
View of 6938 Lamont Drive, looking northwest.

11.tif
Storm water drain below Nashville Road, looking southeast.

12.tif
Streetscape on Nashville Road towards 6816, looking southwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: Seven Locks Hills

Inventory Number: M: 29-71

Address: West of I-495 and East of Seven Locks Road at Cindy 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: GN23

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

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:

Seven Locks Hills is a planned neighborhood in Bethesda, Montgomery County, bounded on the east by I-495, on the west by Old Seven Locks Road and Seven Locks Road, on the north by Cindy Lane and Seven Locks Manor (a neighborhood), and on the south by Quarry Springs condominiums. Seven Locks Hills includes 22 single-family dwellings on residential lots that range between 0.35 and 1.82 acres. Seven Locks Hills as a whole encompasses approximately

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:

22 acres. The individual lots along Old Seven Locks Road, Cindy Lane, and parts of Seven Locks Road are sloped (steeply at times) with grass lawns, bushes lining the facades, and many have heavy tree coverage. The houses between 8705 and 8713 Seven Locks Road have more level lots surrounding a cul-de-sac. Cindy Lane dead ends at the sound barrier for I-495 and has a culvert alongside the lane. Secondary buildings include garages, and swimming pools and sheds only visible on aerial photographs (Google Earth 2018).

Description:

Seven Locks Hills contains single-family dwellings constructed between 1931 and 2005. Ten of the twenty-two houses were built after 1985. Seven Locks Road is a primary thoroughfare in this area of Bethesda. Old Seven Locks Road, Cindy Lane, and the cul-de-sac containing 8705-8713 Seven Locks Road branch off of this main road to the east. The developer, Park and Country Club District, Inc., did not control the construction of dwellings in Seven Locks Hills, so a variety of styles and forms exist, including Ranch houses, some with Contemporary-style details, and Colonial Revival Two-Story Massed houses. House forms within the neighborhood were influenced by the natural topography: those on Cindy Lane have basement-level garages, while the hilltop houses on Old Seven Locks Road do not have exposed basements.

Dwellings in Seven Locks Hills vary greatly by street in terms of their style, size, and ornamentation. For example, the cul-de-sac that includes 8705-8713 Seven Locks Road are all Colonial Revival-style Two-Story Massed houses primarily with side-gabled roofs built between 2000 and 2002. Houses on Old Seven Locks Road are mostly one-story Ranch houses built between 1948 and 1967, many with Contemporary-style details and sprawling floorplans. On Cindy Lane, houses also vary in style and form. The dwellings at 7700 and 7706 Cindy Lane, constructed ca. 1931, are one-story and were remodeled in the 1950s with Contemporary-style elements; the remainder of Cindy Lane features one- or two-story Colonial-Revival style houses built between 1985 and 1986. Roofs are mostly sheathed in asphalt shingles, although a few houses on Cindy Lane feature wood shingles. Many dwellings have one exterior end brick chimney, although Contemporary-style houses in the neighborhood generally have central chimneys.

Primary entrances are centered on the Colonial-Revival style houses, typically featuring a single-leaf paneled door. The Contemporary-style houses predominately have double-leaf wood doors, some with decorative elements (8501 Old Seven Locks Road). The majority of houses in Seven Locks Hills feature vinyl windows, with one-over-one, double-hung-sash windows on the Colonial Revival houses and fixed or casement windows on the Contemporary-style houses. Louvered or paneled fixed shutters are common on the Colonial Revival houses. Basement-level garages are present depending on the slope of the lot (7710-7718 Cindy Lane). Additions are common on the sprawling one-story Contemporary-style houses.

Historic Context:

Seven Locks Hills overlooks Burning Tree Club and I-495, adjacent to Charred Oak Estates and Seven Locks Manor neighborhoods, and the former Stoneyhurst Quarry site. The planned neighborhood is composed of Colonial Revival homes constructed since 1985 and Contemporary-style and Ranch houses built prior to 1977.

The first eight lots of Seven Locks Hills were platted in 1948, followed by two additional lots (9 and 10) in 1965. In 1984 and 1985, seven more lots (11-17) were added to Seven Locks Hills and in the mid-1990s a re-subdivision of existing lots occurred, creating lots numbered 18-25. The houses at 8601 and 8605 Seven Locks Road were not platted. Today, only twenty-two single-family homes are in Seven Locks Hills. The only developers mentioned during these transfers were Park and Country Club District Inc. and Property Planners, Inc. Archival research did not yield much information on either, except that Walter R. Tuckerman, President of Park and Country Club District Inc. was a prominent banker in Bethesda (The Evening Star 1951, B).

Seven Locks Hills did not include any community amenities; however, it was not far from Burning Tree Club (M: 35-121) and Bethesda Country Club. As a planned suburban neighborhood, Seven Locks Hills attracted several Washington area architects who bought lots in 1948 and built their own homes (Montgomery County Plat [MCP] 2170). This neighborhood type allowed these architects greater freedom to create their own designs, rather than select from a small range of models determined by the developer. One of these architects was Alston Gutterson, known for his designs of psychiatric hospitals (The Washington Post 1957, F6). houses. In a 1957 newspaper article, Gutterson's house at 8401 Old Seven Locks Road, a Contemporary-style Ranch, was described as being made of field stone with a living room featuring a high, beamed ceiling and walls paneled in mahogany (The Washington Post 1957, F6). The home was badly damaged and covered in tarps in 2018 (likely from a fallen tree).

Evaluation:

Seven Locks Hills 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.

Seven Locks Hills is a typical planned neighborhood in Montgomery County adjacent to many planned residential developments. The development is not an early example nor did it introduce design innovations or influence local zoning practices. Therefore, the property is not significant under Criterion A.

The professionals involved in the platting of Seven Locks Hills had no significant influence on suburbanization in Maryland. While there were several local architects living in Seven Locks

Hills, research did not suggest that they were of national prominence. Therefore, the property is not significant under Criterion B.

Seven Locks Hills is a planned neighborhood that is half infill from 1985 or later. It is a basic example of a planned neighborhood that lacks cohesion in style, form, and lot size. It is not the work of a master nor does it possess high artistic value. Therefore, the property is not significant under Criterion C. Seven Locks Hills was not evaluated for eligibility under Criterion D as part of this assessment.

Seven Locks Hills encompasses approximately 22 acres and is bounded on the east by I-495, on the west by Old Seven Locks Road and Seven Locks Road, on the north by Cindy Lane and Seven Locks Manor (a neighborhood), and on the south by Quarry Springs condominiums. It includes multiple parcels found on Montgomery County Tax Map GN23.

References:

The Evening Star. 1951. “Prosperous Bethesda is Run by Women While Men Are at Work in Washington.” February 5, 1951: B.

Google. 2018. “Bethesda, MD.” Map. Google Earth (computer program). Accessed November 2018. http://www.google.com/earth/download/ge/agree.html.

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 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 Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 27, 2018. http://www.msa.md.gov.

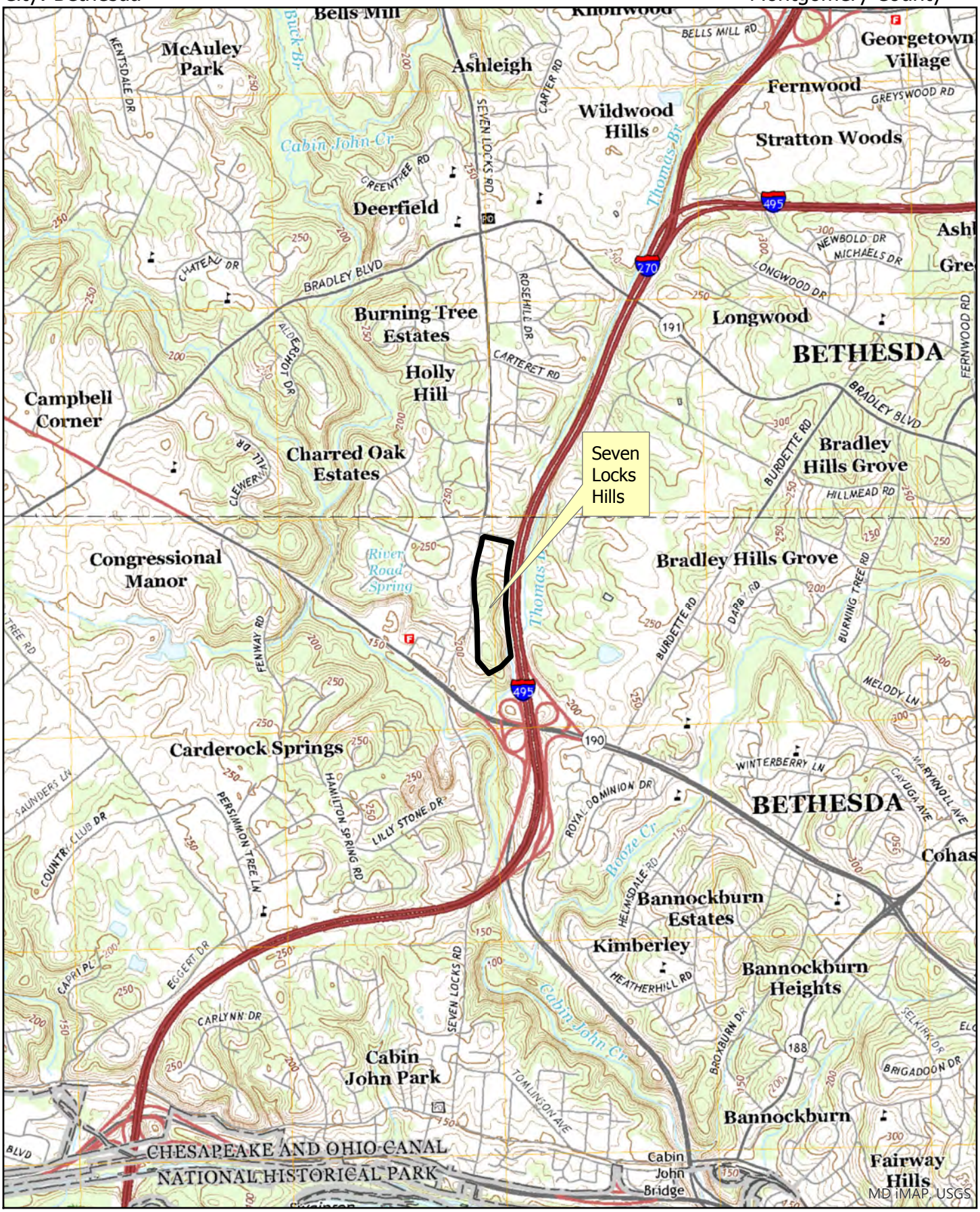
Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 27, 2018. http://www.msa.md.gov.

The Washington Post. 1957. “Be It Ever So Humble, There’s No Place Like Home.” April 7, 1957: F6.

Seven Locks Hills

Location:West of I-495 and East of Seven Locks Road at Cindy Lane
City: Bethesda

MIHP#: M: 29-71
Montgomery County



USGS 7.5' Quadrangle - Falls Church

0 0.5 1 Miles

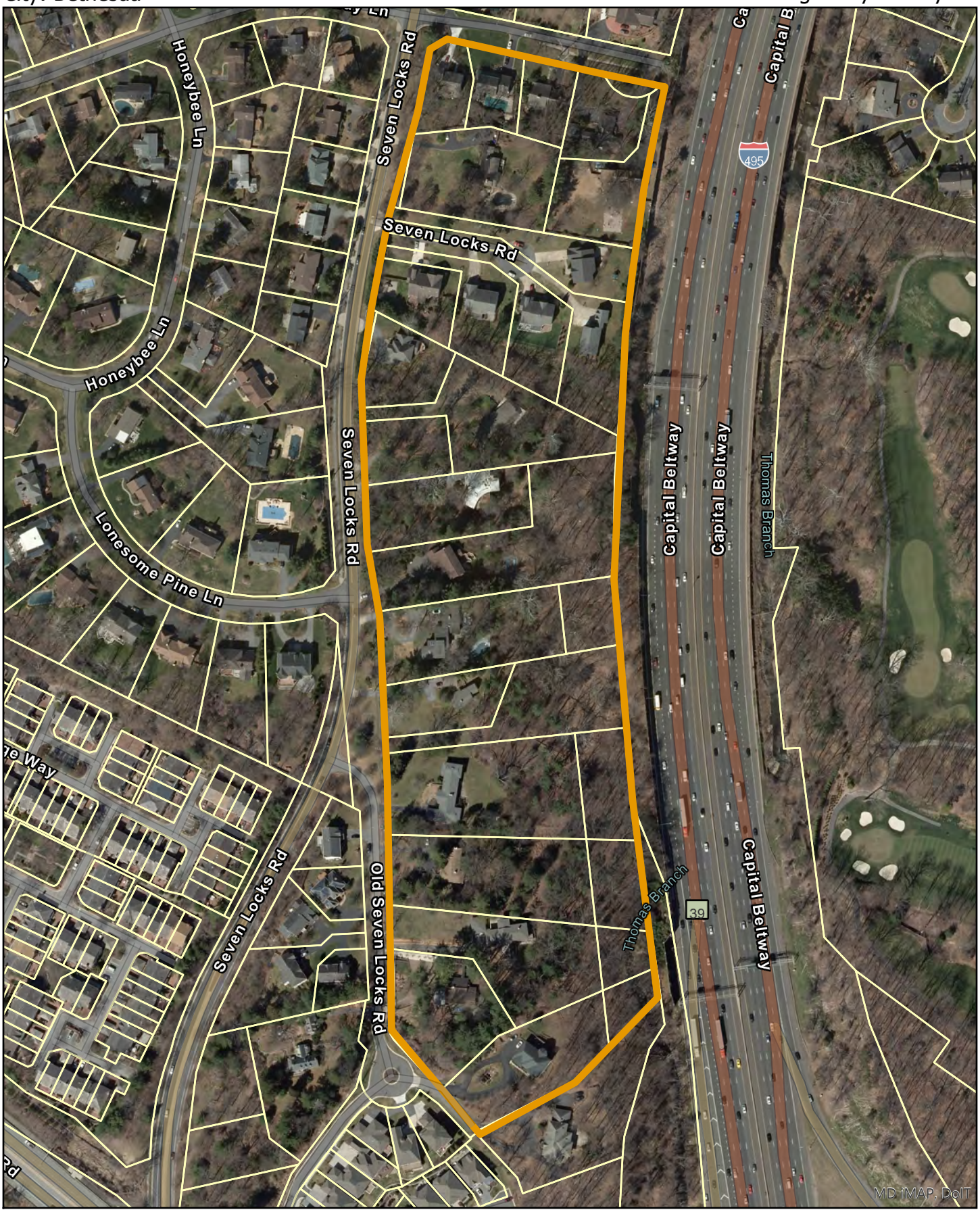
N

Scale: 1:24,000

Seven Locks Hills

Location: West of I-495 and East of Seven Locks Road at Cindy Lane
City: Bethesda

MIHP#: M: 29-71
Montgomery County



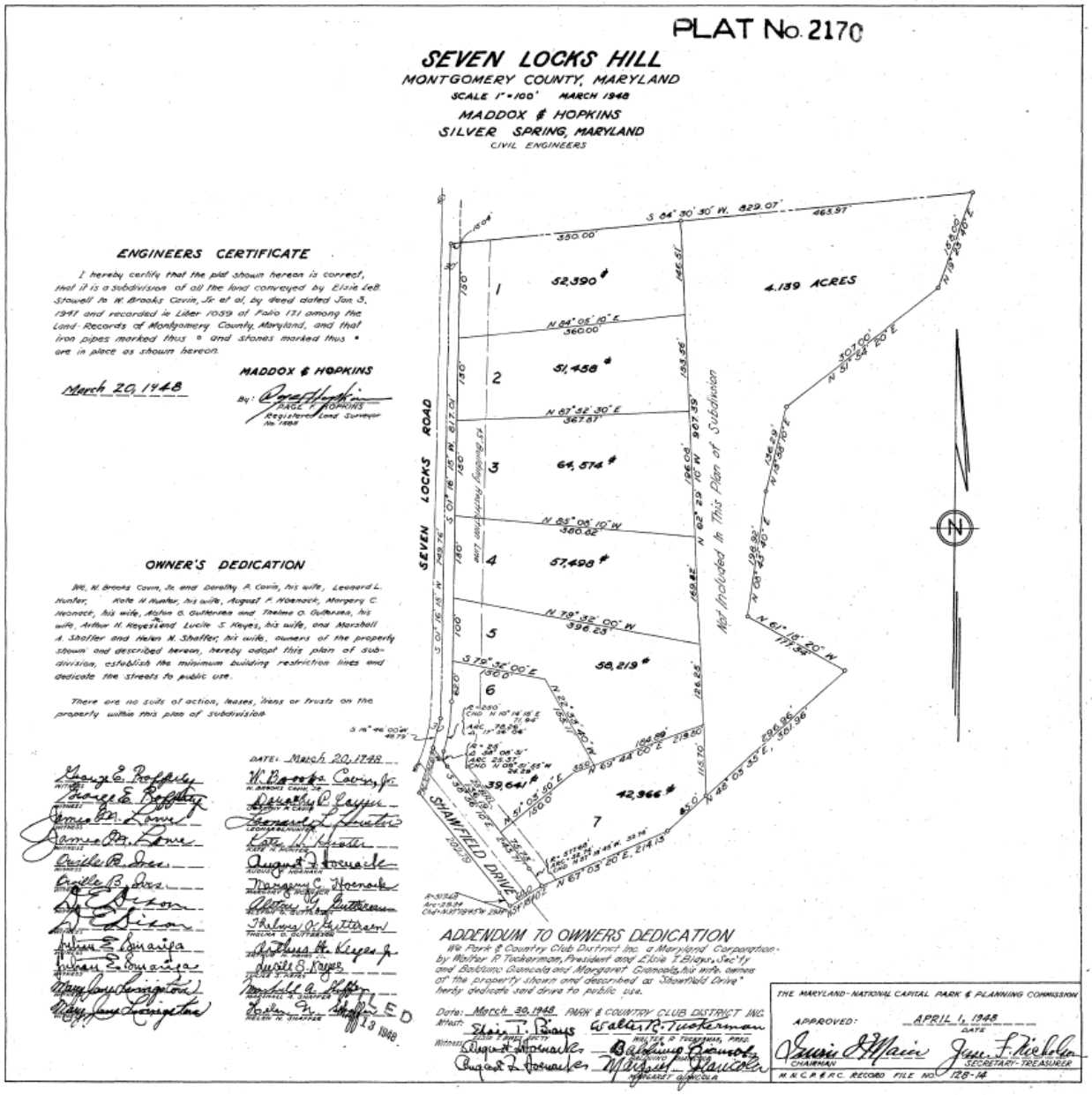
Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

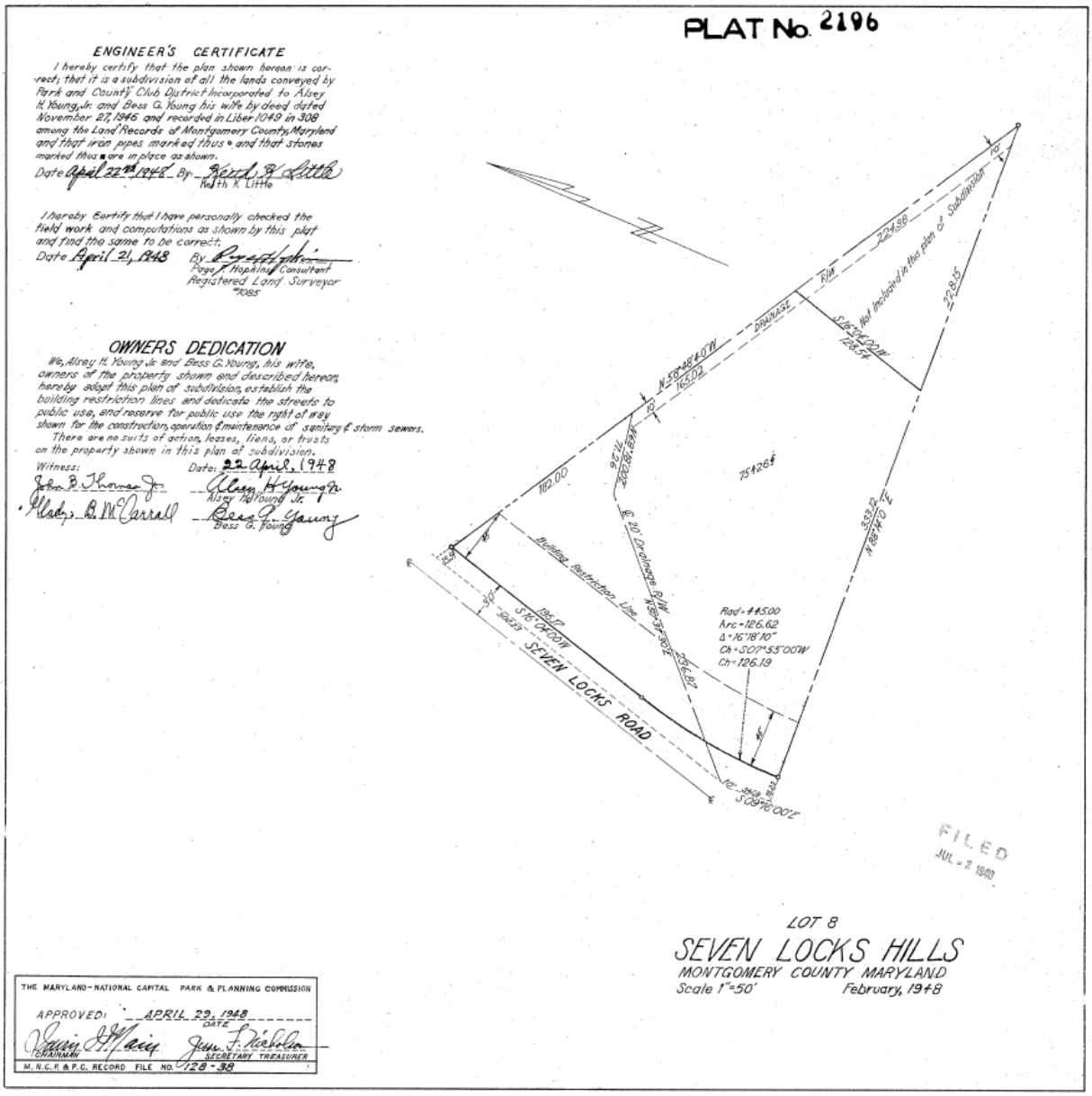
N

Seven Locks Hills (M: 29-71)
7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



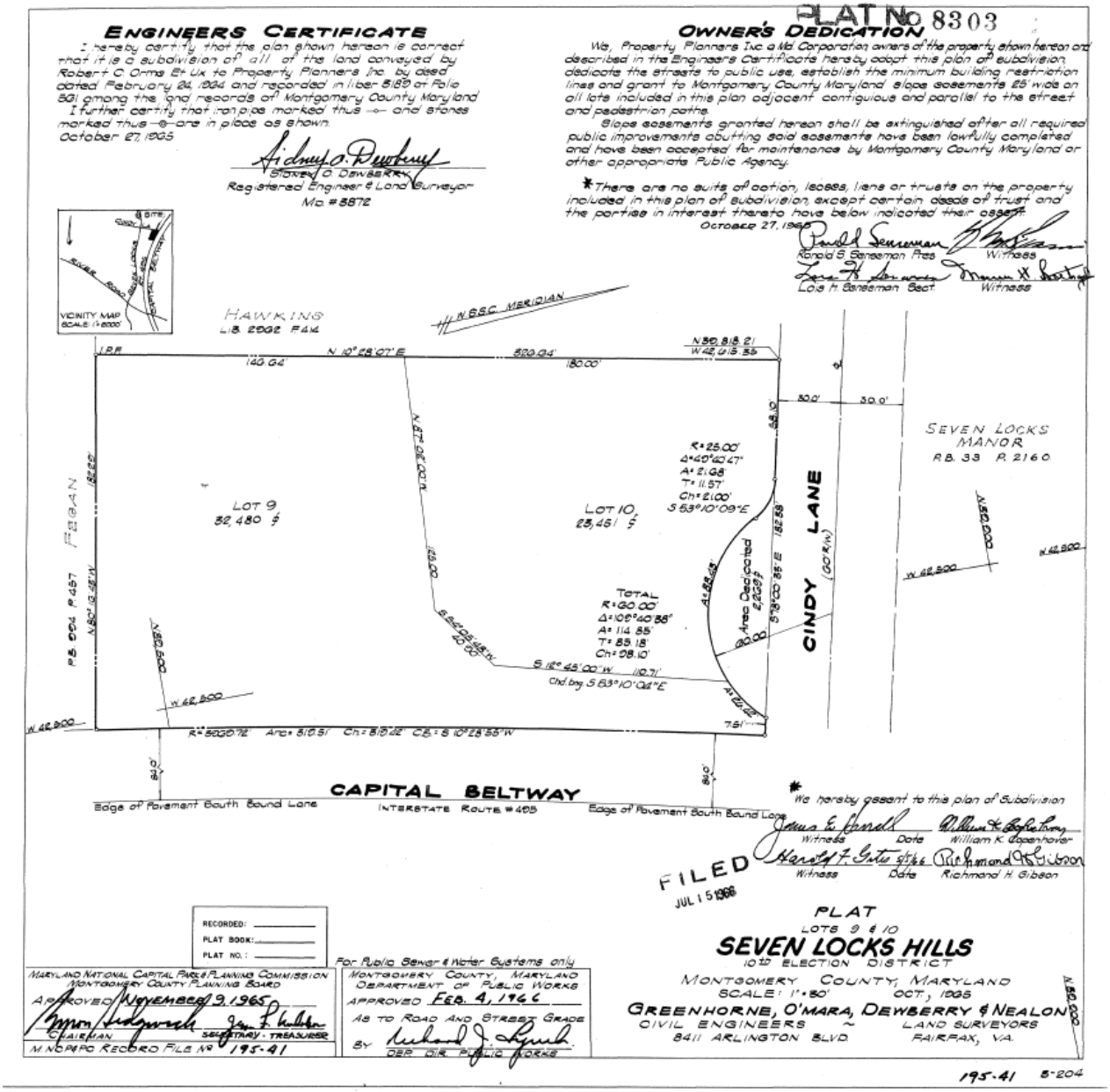
1948 Plat of Seven Locks Hills (Montgomery County Plat [MCP] 2170).

Seven Locks Hills (M: 29-71)
7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



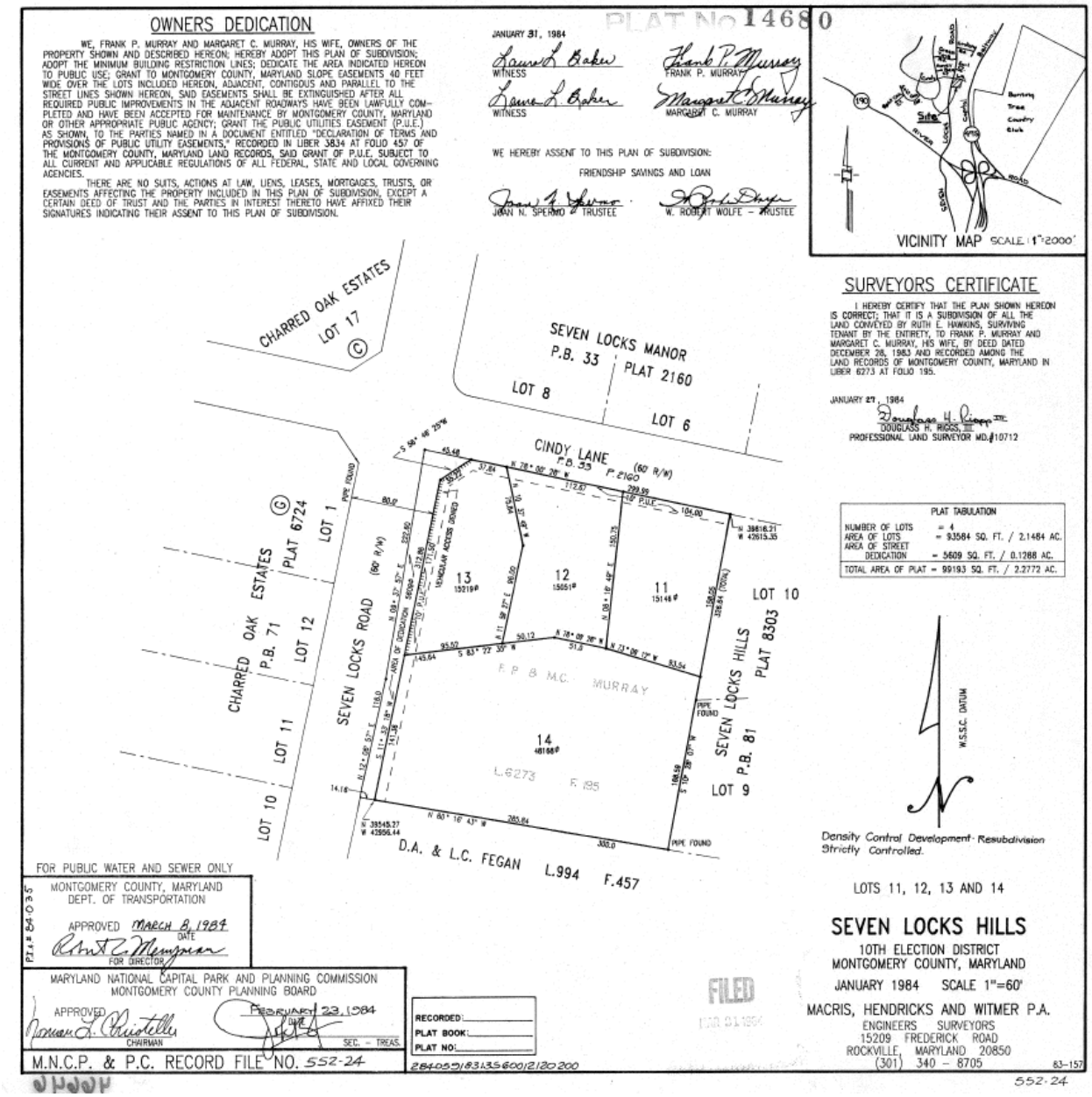
1948 Plat of Seven Locks Hills Lot 8 (MCP 2196).

Seven Locks Hills (M: 29-71)
7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



1965 Plat of Seven Locks Hills Lots 9 & 10 (MCP 8303).

Seven Locks Hills (M: 29-71)
7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



1984 Plat of Seven Locks Hills Lots 11-14 (MCP 14680).

Seven Locks Hills (M: 29-71)
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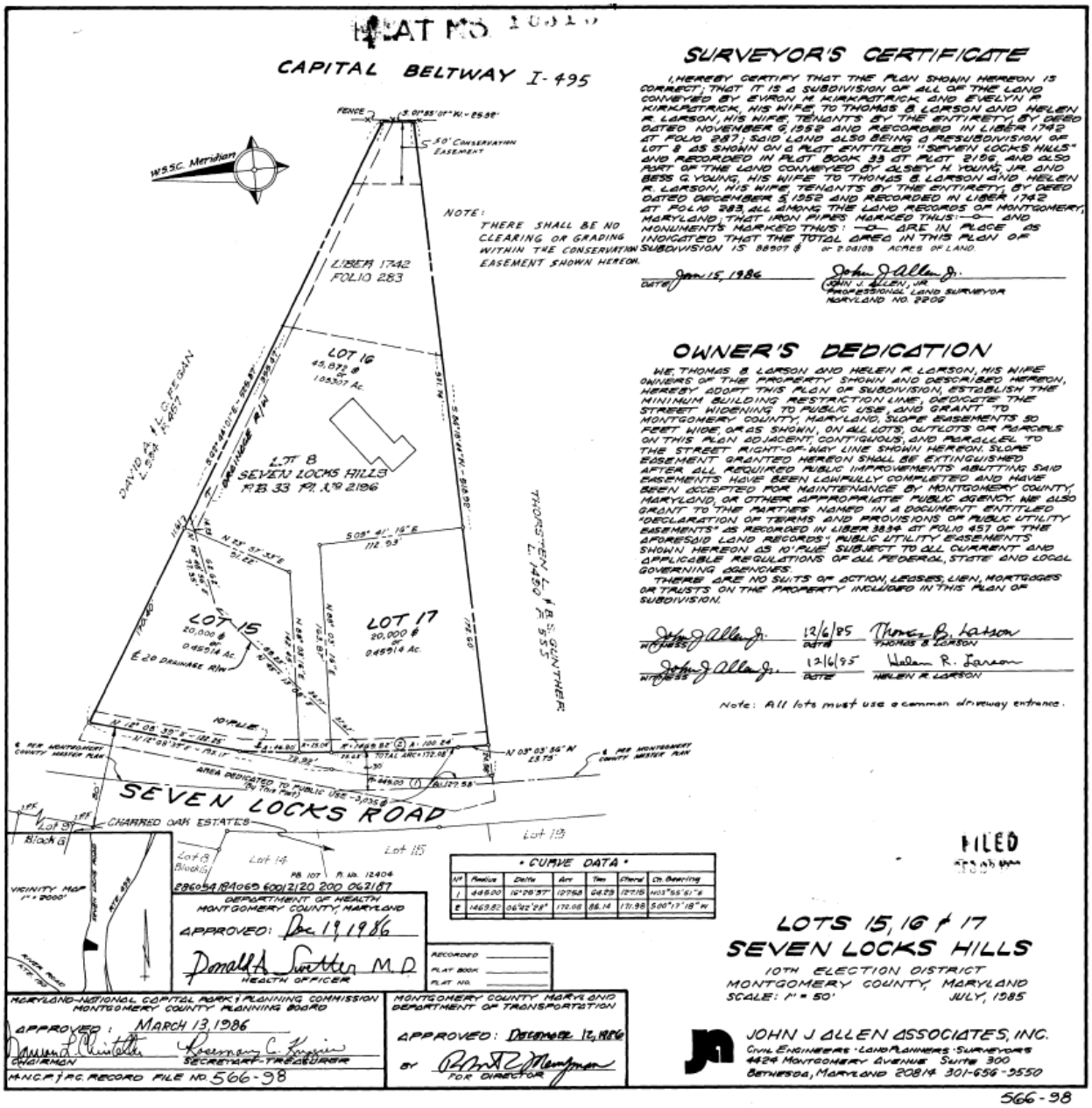
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



1985 Plat of Seven Locks Hills Lots 15-17 (MCP 16313).

Seven Locks Hills (M: 29-71)
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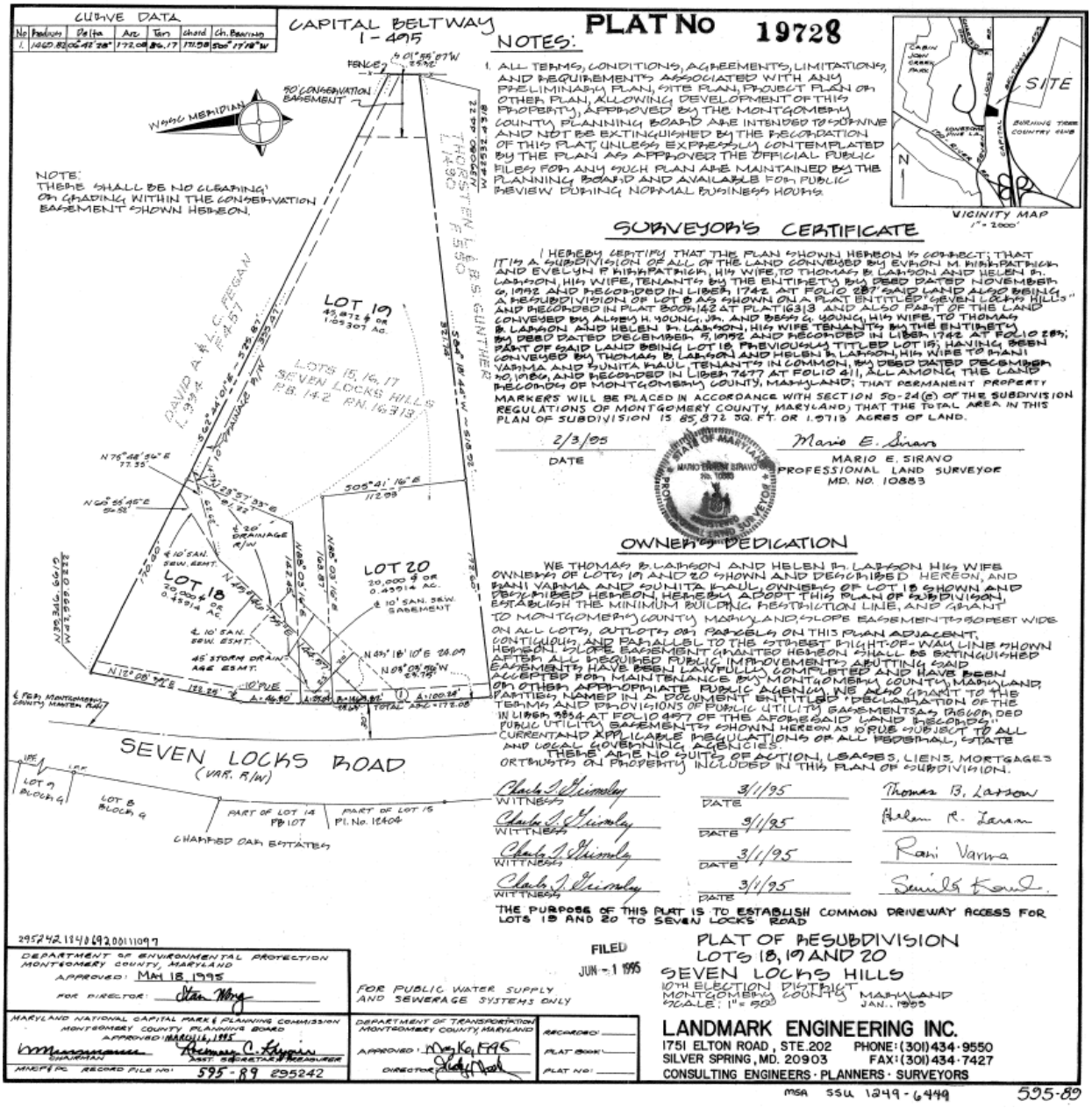
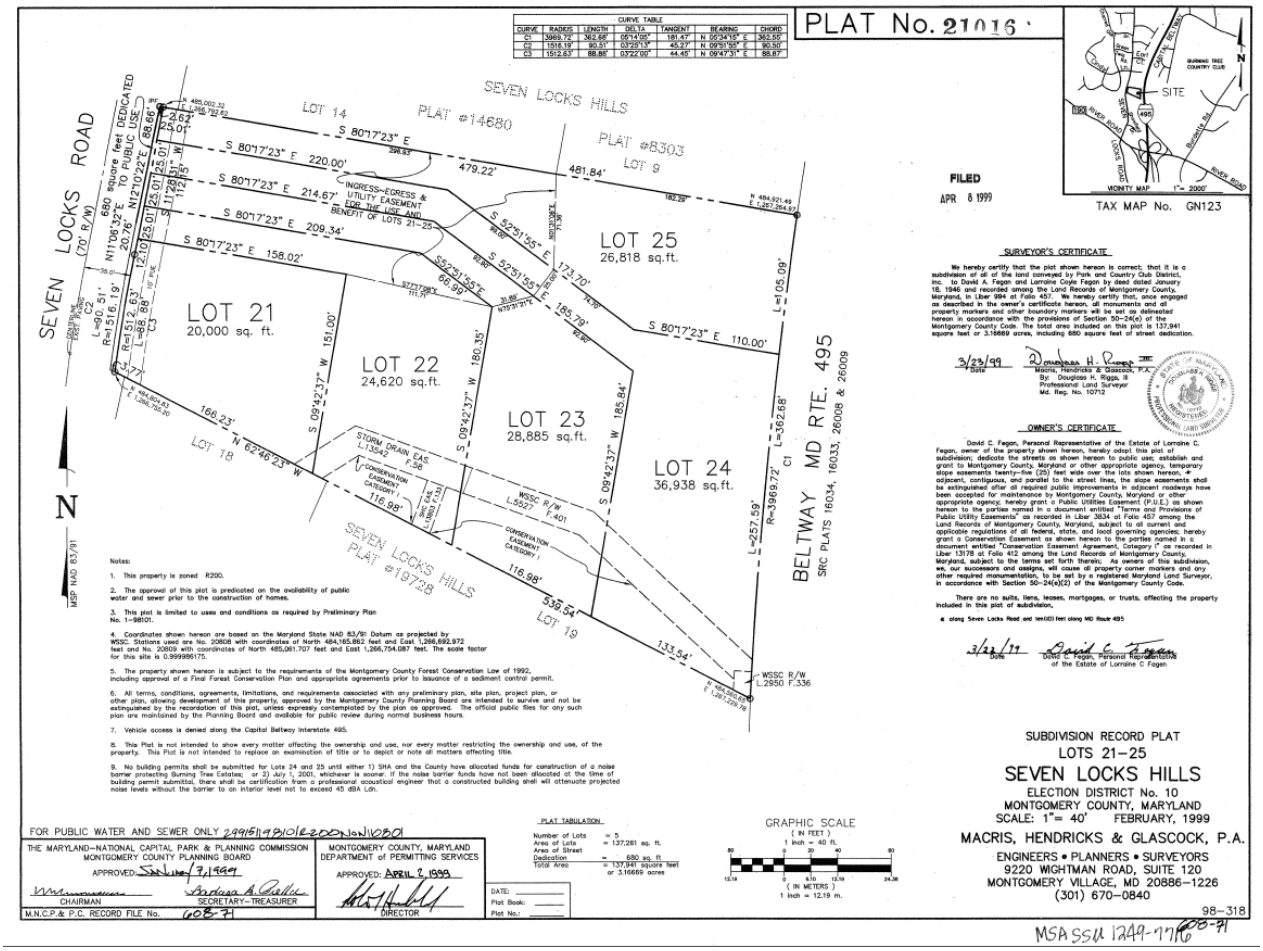
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



1995 Plat of Seven Locks Hills, Resubdivision of Lots 18-20 (MCP 19728).

Seven Locks Hills (M: 29-71)
7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland



1999 Plat of Seven Locks Hills, Resubdivision of Lots 21-25 (MCP 21016).

Photo 1 of 6: View of 8501 Old Seven Locks Road, west elevation.

Photo 2 of 6: View of 8509 Seven Locks Road, west elevation.

Photo 3 of 6: View of 7714 and 7718 Cindy Lane, looking southwest.

Photo 4 of 6: Culvert and sound barrier at 7706 Cindy Lane, looking east.

Photo 5 of 6: View of 8713 Seven Locks Road, looking east.

Photo 6 of 6: Cul-de-sac end at 8705-8713 Seven Locks Road (odds only), looking east.

PHOTO LOG

Name of Property: Seven Locks Hills
Name of Photographer: Melissa Butler and Katherine Watts
Date of Photographs: 10/1/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
View of 8501 Old Seven Locks Road, west elevation.
M; 29-71_2018-10-01_01.tif

Photo 2 of 6:
View of 8509 Seven Locks Road, west elevation.
M; 29-71_2018-10-01_02.tif

Photo 3 of 6:
View of 7714 and 7718 Cindy Lane, looking southwest.
M; 29-71_2018-10-01_03.tif

Photo 4 of 6:
Culvert and sound barrier at 7706 Cindy Lane, looking east.
M; 29-71_2018-10-01_04.tif

Photo 5 of 6:
View of 8713 Seven Locks Road, looking east.
M; 29-71_2018-10-01_05.tif

Photo 6 of 6:
Cul-de-sac end at 8705-8713 Seven Locks Road (odds only), looking east.
M; 29-71_2018-10-01_06.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Seven Locks Manor** Inventory Number: **M: 29-74**

Address: 8800-8815 Earl Court, 7707 Cindy Lane, 8801 Seven Locks 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: GP21

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:

Seven Locks Manor is a planned residential neighborhood in Bethesda, Montgomery County, bounded on the east by I-495, on the south by Seven Locks Hills neighborhood (M: 29-71), on the west by Seven Locks Road, and on the north by Burning Tree Estates neighborhood (M: 29-72). Seven Locks Manor comprises one cul-de-sac street, Earl Court, one dwelling on the northeast side of Cindy Lane, and one dwelling at the corner of Seven Locks Road and Cindy Lane. The nine residential lots range in size from 0.311 to 1.396 acres, with an average lot size of 0.662 for these single-family dwellings. The lots are landscaped with grassy lawns scattered with trees, shrubs at the facades of houses, and mature trees in rear yards. The lots on the south side of Earl Court and on Cindy Lane are sloped, while the north side of Earl Court is mostly flat. Earl Court is lined with concrete sidewalks and streetlamps, while Cindy Lane has a culvert along 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:**

southwest side, streetlamps attached to utility poles, and a large noise wall where it terminates at I-495. Secondary resources include swimming pools.

Description:

Seven Locks Manor contains nine single-family dwellings built between 1951 and 1998. More than half of the neighborhood was constructed in the late 1990s. Cindy Lane and Earl Court both branch off to the east of Seven Locks Road, a primary thoroughfare in this area of Bethesda. The houses constructed in the late 1990s are Two-Story Massed and a few two-and-a-half story, with Colonial Revival elements. The dwellings, built between 1951 and 1977, represent a variety of forms and styles including one-story Ranch, two-story Contemporary, two-story with Tudor Revival elements, and two-story Colonial Revival with minimal ornamentation. Attached two- and three-car garages are common. The one-story, four-bay Ranch house built in 1952 (8815 Earl Court) features a side-gabled roof with shed-roofed entry porch projection, sheathed in asphalt shingles, clad in brick veneer. The two-story, four-bay Contemporary house from 1973 (7707 Cindy Lane) features a cross-gabled roof with prominent asymmetrical front gable clad in vertical siding with minimal brick veneer. The two-story, three-bay house with Tudor Revival elements built in 1977 (8801 Seven Locks Road) has a side-gabled roof with front-gabled peak, sheathed in asphalt shingles. The house is clad in a brick veneer (with siding in the gable ends) except at the front-gabled peak, which has decorative half-timbering. The two-story, five-bay Colonial Revival house built in 1951 (8811 Earl Court) features a hipped roof with symmetrical hipped roof projections sheathed in asphalt shingles, clad in brick veneer. The five dwellings built in the late 1990s are four to five bays wide, clad in brick or stone veneer on the primary elevation with vinyl siding on the remaining three elevations. Roofs, sheathed in asphalt shingles, are side gabled, including some with front-gabled projections and/or front-gabled dormers (8800 and 8801 Earl Court).

Primary entrances are usually centered on the façade with a single-leaf door with sidelights and/or a surrounding pediment. The majority of windows are one-over-one, double-hung-sash vinyl units with false muntins, although original eight-over-eight and eight over-twelve wood windows survive at 8811 Earl Court and 8815 Earl Court, respectively. Fixed vinyl windows are present at 8801 Seven Locks Road and 7707 Cindy Lane. Fixed, paneled shutters predominate on the houses built in the late 1990s. One house has a basement-level garage (8811 Earl Court).

Historic Context:

Seven Locks Manor, adjacent to Burning Tree Estates and Seven Locks Hills, is a planned residential neighborhood with five Colonial Revival-style houses built in the late 1990s and four houses that vary in style and form, built between 1951 and 1977.

In December 1947, the Land Record Holding Company sold the land to John E. Byrne of Seven Locks Inc. and Seven Locks Manor was platted the next year (Montgomery County Deed Book [MCDB] 1005, 255). The plat shows five lots along Earl Court and three lots along the northeast side of Abercrombie (now known as Cindy) Lane (Montgomery County Plat Book [MCPB] 33, 2160). The first house constructed was by Byrne at 8811 Earl Court as his main residence; three additional dwellings were constructed between 1952 and 1977.

In 1996, a new plat of Seven Locks Manor was drawn for Richard and Jean S. Bryant as a resubdivision of lots 1, 2, and 3, creating lots 9-13 (MCPB 183, 20310), which allowed for the new construction of the five houses by Craftmark Homes in 1997 and 1998.

Seven Locks Manor, with its small scale and proximity to Burning Tree Club (M: 35-121) and Bethesda Country Club, did not include any community amenities. No advertisements were found for the neighborhood as a whole, and only a few advertisements exist for individual houses, the majority of which are Craftmark Homes' advertisements for their newly built houses available in the late 1990s.

Evaluation:

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

Seven Locks Manor is a small-scale planned residential neighborhood constructed close to other suburban development in Montgomery County. The development did not introduce design innovations 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, the property is not eligible under Criterion A.

The developers involved in the platting of Seven Locks Hills 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.

Seven Locks Manor is more than half infill from 1997 or later. It lacks cohesion in streetscape design and building construction dates. Its small scale and large amount of infill make it a poor example of a planned residential neighborhood. The houses are not the work of master architects and exhibit common materials and forms. Therefore, the property is not eligible under Criterion C. Seven Locks Hills was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 7.3 acres and is roughly defined by I-495 on the east, by Seven Locks Hills neighborhood to the south, by Seven Locks Road to the west, and by Burning Tree Estates neighborhood to the north. The resource includes multiple parcels found on Montgomery County Tax Map GP21 (2019).

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.

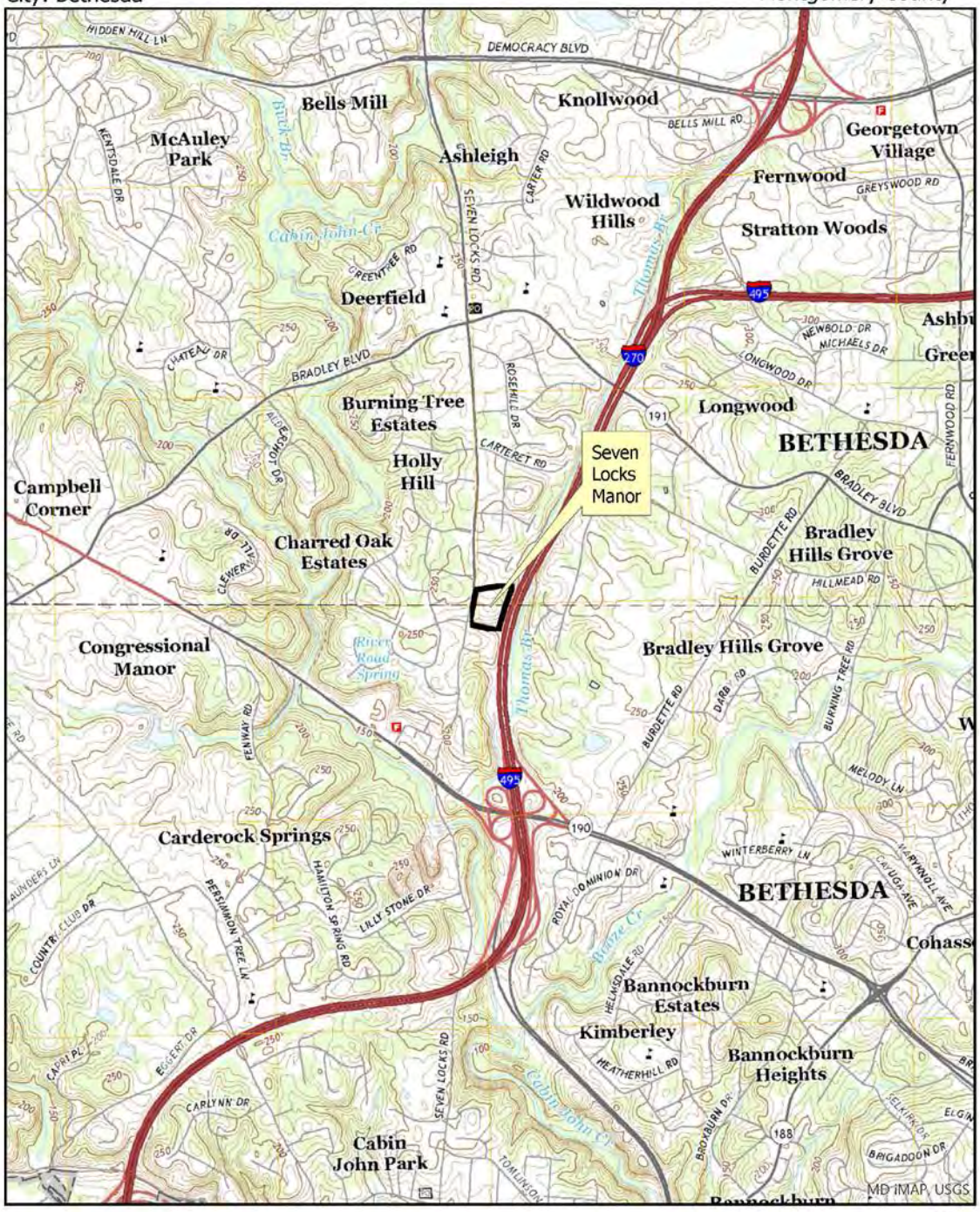
Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. http://www.mdlandrec.net

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.

Seven Locks Manor

Location: 8800-8815 Earl Court, 7707 Cindy Lane, 8801 Seven Locks Road
City: Bethesda Montgomery County

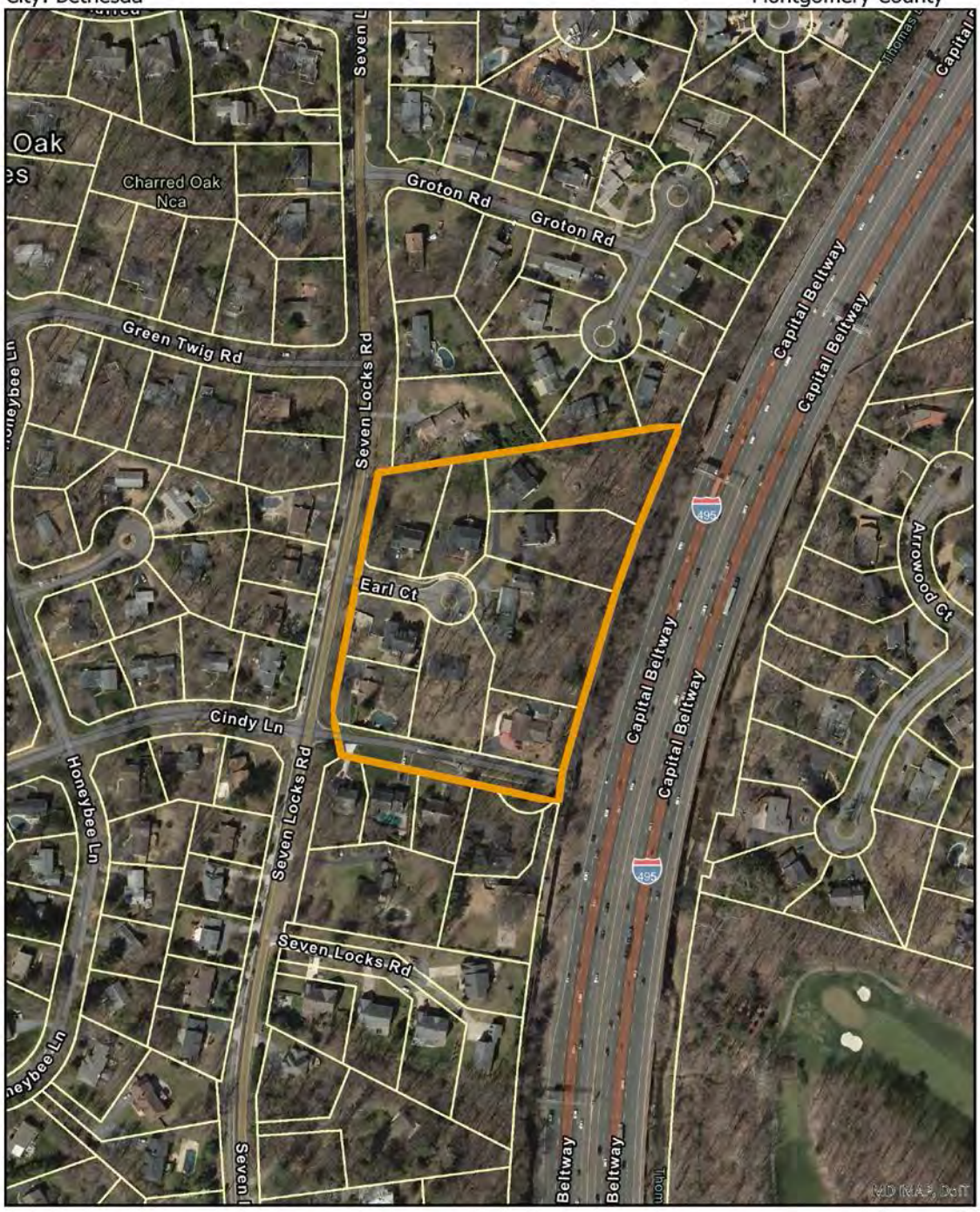


USGS 7.5' Quadrangle - Falls Church

0 0.5 1 Miles
Scale: 1:24,000
N

Seven Locks Manor

Location: 8800-8815 Earl Court, 7707 Cindy Lane, 8801 Seven Locks Road
City: Bethesda Montgomery County



PHOTOGRAPHS

View of 7707 Cindy Lane, looking northeast.

View of 8811 Earl Court, looking south.

PHOTOGRAPHS

View of 8815 Earl Court, looking east.

View of 8801 Earl Court, looking south.

8801 Seven Locks Road, southwest oblique.

View of 8804, 8808, and 8810 Earl Court, looking northeast.

M: 29-74 Seven Locks Manor

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-10-01**
Location of Original Digital File: **MD SHPO**
File Format: **M: 29-74_2018-10-01_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 7707 Cindy Lane, looking northeast.

02.tif
View of 8811 Earl Court, looking south.

03.tif
View of 8815 Earl Court, looking east.

04.tif
View of 8801 Earl Court, looking south.

05.tif
8801 Seven Locks Road, southwest oblique.

06.tif
View of 8804, 8808, and 8810 Earl Court, looking northeast.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Seven Locks Plaza (Potomac Woods Plaza)

Address: 1073-1097 Seven Locks Road and 350 Fortune Terrace

City: Potomac **Zip Code:** 20854 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 0000 **Tax Map Number:** GQ23

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jean M. Cascardi **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 Seven Locks Plaza strip center is today Potomac Woods Plaza. It consists of two buildings on a 5.33-acre parcel surrounded primarily by residential, commercial, and office developments. A former industrial property is located directly north. According to state tax data, the strip center was constructed in 1977. These buildings have been heavily modified by exterior changes during the twenty-first century. Two driveways from Fortune Terrace access the property's asphalt parking lots that have islands with light standards, lawn, and trees. The parcel is bordered by mature trees. A synthetic stucco "Potomac Woods Plaza" sign, surrounded by ornamental plants, is located on a lawn at the northwest corner of the property. The sign has backlit plastic panels advertising the stores.

1073 to 1097 Seven Locks Road

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

Seven Locks Plaza (Potomac Woods Plaza)

1073 to 1097 Seven Locks Road is oriented on an approximately east-west axis and the façade faces north towards Fortune Terrace. Located at the southwest end of the property, the one-story building has an irregular plan. The building is clad with ribbed concrete blocks while the parapets, covered walkways, columns, square posts, and towers are surfaced in scored synthetic stucco. The building is sheltered by a flat roof with mechanical equipment and a flat-roofed access structure.

The west portion has a nearly rectangular plan and a symmetrical façade. Storefronts are set back from the façade, creating a covered walkway supported by square posts and columns along the length of the façade. There are six storefronts, generally consisting of single or paired metal and glass doors with a metal-framed transom and flanked by metal-sash display windows. The central Walgreens storefront has sliding metal and glass doors with metal-framed sidelights and transoms; this storefront also has fixed-vinyl sash ribbon windows. The center of the façade includes a pedimented parapet, flanked by five bays on each side with simulated 10-light window openings. The outer bays of this west portion are covered by two identical standing seam metal shed roofs with three gable dormers each; the dormer has a fixed window with nine lights. Three-dimensional plastic business signs are affixed to the façade stucco walls.

The east portion has a prominent semicircular façade forming a pedestrian brick courtyard with a stone water fountain. Towers, with standing seam metal-clad pyramidal hipped roofs flank the semicircle. Facing onto the courtyard are six storefronts, and a bank at the east end. The storefronts have single metal and glass doors with a metal-framed transom and flanked by metal sash display windows. Their entrances are accessed by a concrete pedestrian walkway extending the entire façade width. A synthetic stucco covered walkway, with columns and round arches, covers the entrances and walkway. A fabric awning on a metal frame extends from the façade. The bank entrance is at the east end, with double metal and glass doors and two single-sash display windows. The bank's south elevation has a flat-roofed canopy projecting from the building to shade the two lanes of the drive-thru banking area with a bank teller window.

The building's east elevation has four single metal doors. There appears to be a small loading dock with a shed roof that faces west onto a concrete pad, located at the west end of the south elevation. This elevation likely has no other fenestration. The west elevation's north end has an opening to the portico; this elevation also has a single door entrance with a concrete landing and steps, and metal handrail.

350 Fortune Terrace

350 Fortune Terrace is oriented on an approximately north-south axis. Its west façade shares similar design elements as the 1073 to 1097 Seven Locks Road façade and was renovated at the same time as the neighboring building. Located at the east end of the property, the building has an L-shaped plan consisting of a two-story north portion and a one-story south portion. The building has synthetic stucco cladding. The roof is flat and houses mechanical equipment. There are towers, with standing seam metal-clad pyramidal hipped roofs, at the three façade corners.

The north portion has a single storefront along the façade, with its entrance at the west end of the south elevation. Additional offices housed in the building have entrances at the south elevation, beneath a covered walkway that links the north and south portions.

The south portion has five storefronts with single or paired metal and glass doors with a metal-framed transom and flanked by metal sash display windows. The entrances are accessed by a covered walkway

supported by columns and square posts extending nearly the entire length of the façade. The north portion façade has round-arched windows, each with three metal sashes. Fabric awnings on metal frames extend from the facade and three-dimensional plastic business signs are mounted on the stucco parapets.

The north elevation's first story has a single metal door. This elevation also has two sets of triple round-arched windows identical to those along the façade. The east elevation has five single metal doors at the south portion and three single fixed-metal sash windows at the north portion's first story. The south elevation's west end has an arched opening to the walkway; this elevation also has two windows, each with two fixed-metal sashes. Most of the north portion's second story has fixed or sliding-sash ribbon windows; the exception is the rear part of the south elevation which has a single metal door accessing the south portion roof.

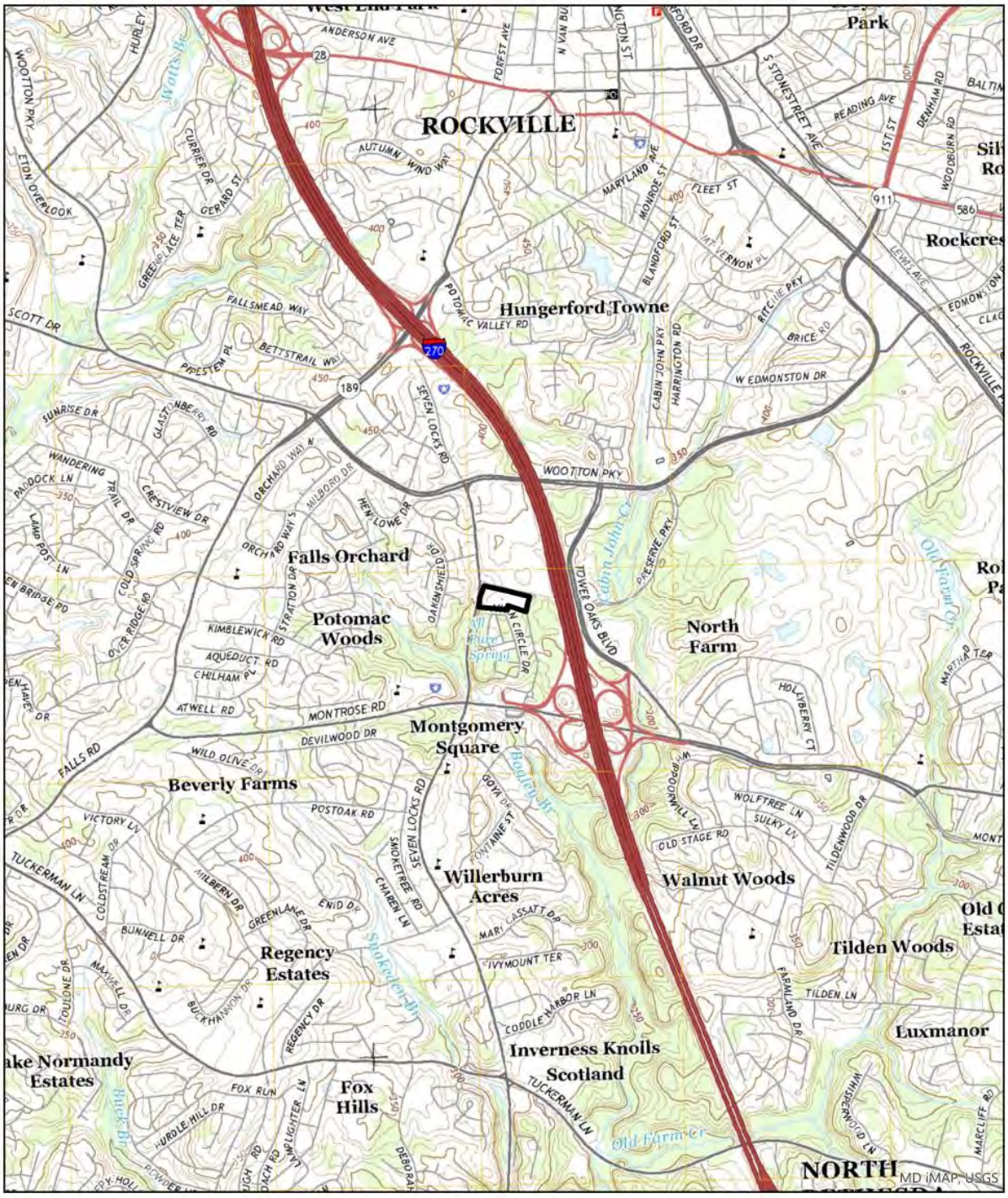
Seven Locks Plaza is an undistinguished and altered example of a mid-twentieth-century strip center commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic 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. In addition, 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 approximately 5.33 acres and is confined to the current tax parcel which is found on the Montgomery County Tax Map GQ23, Parcel 0000 (2018).

Seven Locks Plaza (Potomac Woods Plaza)

Seven Locks Plaza (Potomac Woods Plaza) Montgomery County

Location: 1073-1097 Seven Locks Road and 350 Fortune Terrace City: Potomac



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Seven Locks Plaza (Potomac Woods Plaza)

1073 to 1097 Seven Locks Road west portion facade

1073 to 1097 Seven Locks Road east portion facade

Seven Locks Plaza (Potomac Woods Plaza)

350 Fortune Terrace facade

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Shady Grove Development Park, Parcel 2**
Inventory Number: **M: 20-50**

Address: 15801-15813 Gaither Drive/9200-9232 Gaither Road
Historic District: No

City: Gaithersburg Zip Code: 20877
County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Shady Grove Development Park, LLP
Tax Account ID: 09-01753543

Tax Map Parcel(s): N512
Tax Map: FS52

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

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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).

Shady Grove Development Park, Parcel 2, consists of two warehouse buildings, part of a larger planned industrial neighborhood constructed mostly after 1980. Only the buildings on Parcel 2 were developed during the Suburban Diversification Period. According to state tax data, the buildings were constructed in 1978. The parcel is surrounded by the later office and warehouse buildings of the Shady Grove Development Park and other industrial and office buildings. The Shady Grove Development Park, Parcel 2, buildings are located at the south end of the 9.37-acre parcel. The property is accessed by driveways on Gaither Drive and by a long driveway from Gaither Road. Asphalt parking lots, with landscaped islands, and landscape features, including small lawns, bushes, and trees, surround the buildings. A stormwater

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:**

retention pond is partially within the southern parcel boundary, separating the property from Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270). Rectangular, vertical metal and plastic backlit signs, reading “SHADY GROVE DEVELOPMENT PARK” and listing the addresses and tenants along with a stylized “SG” logo, are located at the Gaither Drive entrance and at the end of the long driveway from Gaither Road. On an adjacent Shady Grove Development Park parcel at the entrance to the driveway from Gaither Road, there is a brick sign and planter with three-dimensional letters spelling the name of the park, the owner, and directional signs for the buildings within the park.

Architectural Description

The buildings share overall scale, shape, and materials. Both are rectangular, one-story, and likely built on concrete slabs. The buildings are clad primarily with painted concrete with projecting pilasters and have flat roofs with mechanical equipment.

The building to the northwest is oriented on a northwest-southeast axis. The southwest façade is distinguished by full height projections clad with tan, pebble dash-textured, exposed aggregate concrete panels that wrap around to the northwest and southeast elevations. The roofline extends between the panels, and the fascia is clad with black standing-seam metal panels. Back-lit plastic signs identifying the tenants are mounted on this cladding. The main pedestrian entrances are paired metal and tinted-glass doors, some with tinted sidelights, connected to the parking lot by concrete pedestrian walkways and ramps with tubular metal railings and planting beds. The southeast entrance is shaded by an awning. There are vertically-oriented rectangular single-pane, tinted windows in black metal frames located on the façade. The projections’ side elevations, set at a 90-degree angle to the façade, include a combination of metal-framed, tinted-glass doors and windows with spandrel panels above. The northeast elevation consists primarily of loading docks with three-dimensional numbers affixed above each loading dock to identify it. Single metal doors provide pedestrian access on this elevation.

The building to the southeast is oriented on an approximately northeast-southwest axis. A false mansard clad in black standing-seam metal tops the elevations on all sides. All elevations have pedestrian entrances consisting of a single metal and tinted-glass door with a tinted transom and flanked by either a tinted sidelight or a tinted window wall with spandrel panels below; some have been modified with a small section of tan brick cladding beneath the window wall. The pedestrian entrances are sheltered by metal hoods with back-lit plastic tenant signs and are connected to the parking lot by concrete pedestrian walkways with planting beds. The northwest and southeast elevations also have loading docks, some recessed and shaded by the main building roof. These recessed loading docks are surrounded by tan brick cladding. Single metal pedestrian doors with metal staircases and a metal ramp are located at the recessed loading docks. The long elevations also have other secondary single metal doors. The windows are similar to those in the northwest building; the northwest and southeast elevations also have several window walls consisting of multiple panes of tinted glass with spandrel panels above and below.

Historic Context

Prior to the late 1960s, the land along I-270 and Shady Grove Road between Rockville and Gaithersburg was mainly corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1). Parcel 2 of the Shady Grove Development Park was platted

in November of 1976 on land sold by the Shell Oil Company to Shady Grove Development Park on March 26, 1976 (Plat 11423). The area surrounding I-270 (then U.S. Route 240) was described at the time as the "Golden Mile" of Rockville due to its numerous opportunities for commercial and industrial development. Land values along I-270 increased significantly during this time period from $15,000 an acre in 1966 to over $100,000 an acre by 1978 (Krucoff 1978, MD1). By the late 1970s numerous industrial and office buildings were either under construction or completed within the industrial and office parks along I-270 (Historic Aerials, 2019).

The two Shady Grove Development Park warehouses in Parcel 2 were built in 1978. Historic aerials and topographic maps show that no other buildings were completed in the development park before 1979. State tax data shows that the next building in Shady Grove Development Park, built on Parcels 1 and 7 to the north, was completed in 1980. By 1989, all parcels of the Shady Grove Development Park were developed (Historic Aerials, 2019).

Eligibility Determination

Shady Grove Development Park, Parcel 2, was evaluated for significance 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.

The buildings of Shady Grove Development Park, Parcel 2, are undistinguished examples of mid-twentieth-century warehouses common throughout Maryland. The resource does not have significant associations with important historical suburban trends such as transportation improvements or government expansion, nor was it one of the first industrial complexes to relocate to the suburbs. Furthermore, the buildings are not known to be associated with any other events that have made a significant contribution to history. Therefore, Shady Grove Development Park, Section 2, is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore Shady Grove Development Park, Parcel 2, is not eligible under Criterion B.

Shady Grove Development Park, Parcel 2, is not associated with engineering achievements nor is it a notable first example or one of the last unaltered examples of its building type. Research has not shown the buildings to be the work of a master, nor do they possess high artistic value. Therefore, Shady Grove Development Park, Parcel 2, is not eligible under Criterion C.

The boundary for the property encompasses 9.37 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS52, Parcel N512 (2018).

References

Krucoff, Carol. "I-270: Land Prices Soar as Office Buildings Sprout Along 'Golden Mile' Where Corn Once Grew." The Washington Post, November 16, 1978, MD1. ProQuest.

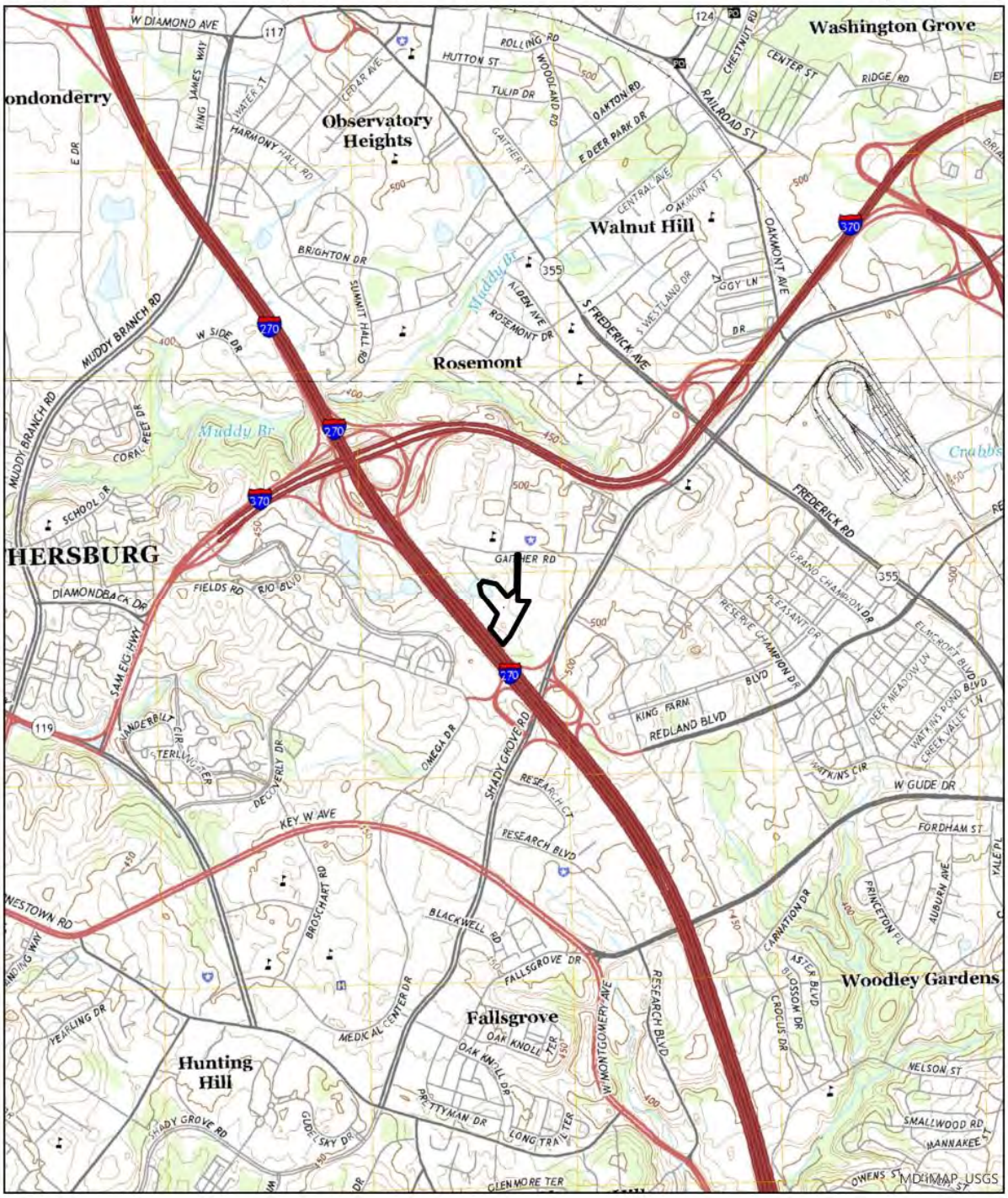
MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2018.

NETROnline. 2019. “Historic Aerials.” Accessed March 8, 2019. https://www.historicaerials.com/viewer.

Plat 11423, November 18, 1976. Plats.net. Accessed March 8, 2019, http://plats.net/pages/index.aspx.

Shady Grove Development Park, Parcel 2 Montgomery County

Location: 15801-15813 Gaither Drive/9200-9232 Gaither Road City: Gaithersburg



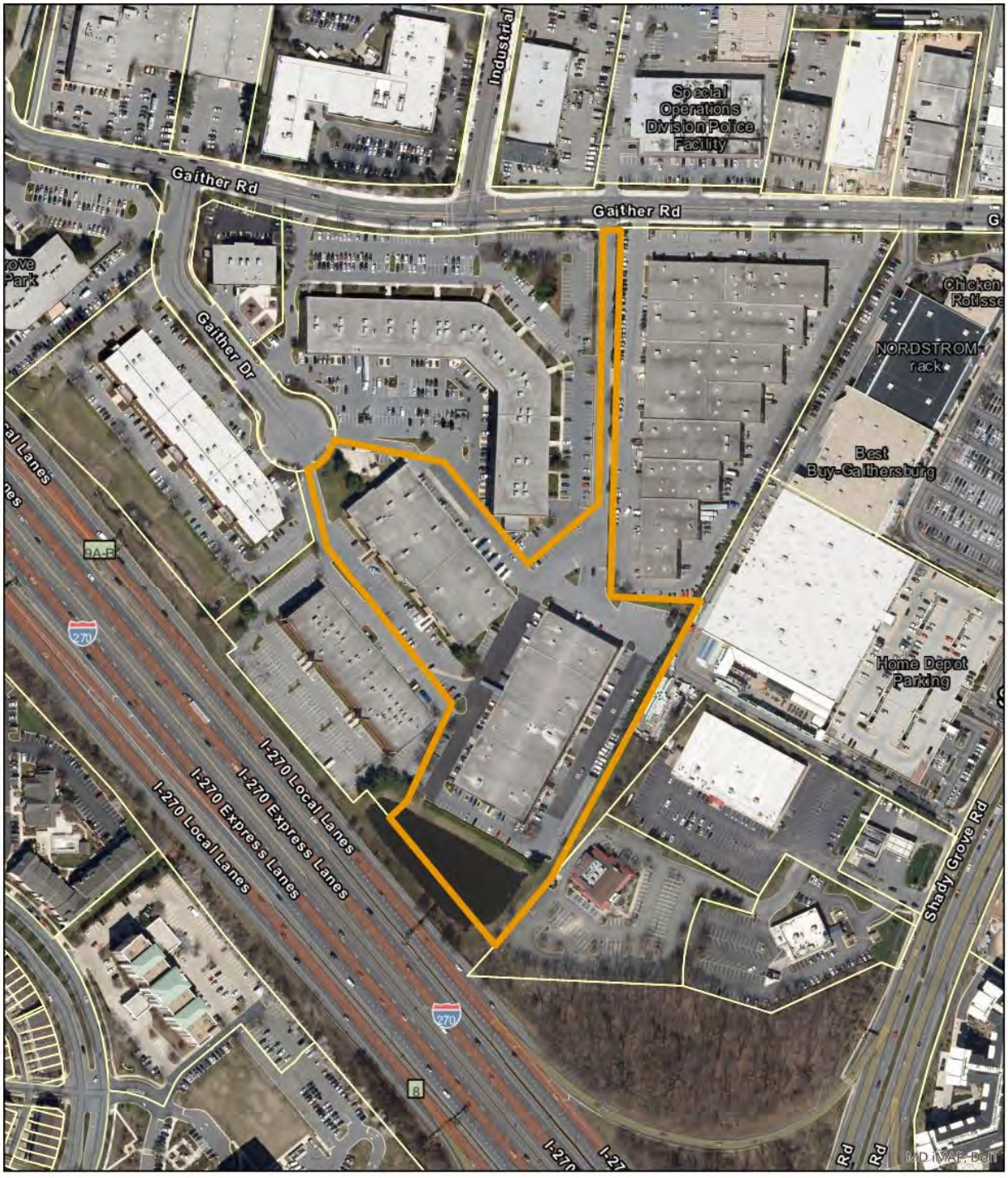
USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles N

Scale: 1:24,000

Shady Grove Development Park, Parcel 2 Montgomery County

Location: 15801-15813 Gaither Drive/9200-9232 Gaither Road City: Gaithersburg



PHOTOGRAPHS

Northwest building, southwest and southeast elevations, looking north.

Northwest building, southeast and northeast elevations, looking west.

PHOTOGRAPHS

Southeast building, northwest and northeast elevations, looking south.

Southeast building, southeast elevation, looking north.

PHOTOGRAPHS

Southeast building, southwest elevation, looking north.

M: 20-50 Shady Grove Development Park, Parcel 2

PHOTO LOG

Number of Photos: **5**
Name of Photographer: **Heather Staton**
Date of Photographs: **2018-09-30**
Location of Original Digital File: **MD SHPO**
File Format: **M: 20-50_2018-09-30_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Northwest building, southwest and southeast elevations, looking north.

02.tif
Northwest building, southeast and northeast elevations, looking west.

03.tif
Southeast building, northwest and northeast elevations, looking south.

04.tif
Southeast building, southeast elevation, looking north.

05.tif
Southeast building, southwest elevation, looking north.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Sheehy Ford of Marlow Heights

Address: 5000 Auth Road

City: Suitland **Zip Code:** 20746 **County:** Prince George's

USGS Quadrangle(s): Anacostia

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: Jacob Bensen **Date Prepared:** Mar 26, 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).

Sheehy Ford of Marlow Heights is an auto dealership with no style occupying a 6.95-acre parcel located in a predominantly commercial neighborhood with auto dealerships and office buildings. According to state tax records, the property's two one-story buildings were constructed in 1967. Two small additions were made to the service center building in the 1980s. An extensive renovation in 2014 replaced many of the exterior materials and features of the showroom building. Minor renovations were made to the service center building at that same time. The auto dealership is oriented on a northeast-southwest axis and faces southwest toward Branch Avenue. The building is surrounded by an asphalt parking lot and is accessed via three driveways—two on Auth Road and one on Auth Place. The building occupies approximately the center of the parcel and is separated from the roads by landscaped islands. Light standards, flag poles, metal bollards, and metal-and-plastic business signs are also located on the lot. A chain link fence borders the property to the northwest and northeast; a small section of the lot near the building's northeast corner is also surrounded by a chain link fence.

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

Sheehy Ford of Marlow Heights

The auto dealership consists of two buildings, the rectangular-plan showroom to the southwest and the L-shaped service center to the northeast. Both buildings have a flat roof with mechanical equipment. A flat-roofed metal canopy supported by nine rectangular metal posts connects the northeast elevation of the showroom to the southwest elevation of the service center. Back-lit, metal-and-plastic business signs and corporate logos are present on the showroom building, service center, and connecting canopy.

The showroom retains no features from prior to the 2014 renovation. The building is clad in rectangular metal panels, except for the northeast elevation, which has horizontally-oriented metal siding. The showroom's main entrance is located at the center of the façade and is marked by a projecting convex-curved, metal-panel-clad tower. The entrance consists of paired metal-and-glass doors flanked by two-light sidelights. Window walls are located on the northwest and southeast elevations of the projecting tower. The projecting tower is flanked on both sides by large window walls with a projecting metal-panel clad cornice that continues onto the northwest and southeast elevations. Secondary pedestrian entrances consisting of paired metal-and-glass doors are located on the northwest and southeast elevations, as are large metal roll-up garage doors. The entrance on the northwest elevation is larger and can be fully opened to allow vehicular access to the showroom. The northeast elevation is shaded by the connecting canopy. Single metal-and-glass doors allow pedestrian access to the building. A large storefront window is located adjacent to one of the entrances on the northeast elevation. Thin, vertically-oriented metal-sash windows are also present on the northwest, southeast, and northeast elevations.

The service center is clad primarily in square concrete block in a stacked bond, the small shed-roof addition is clad in rectangular concrete block in a running bond. A cornice with synthetic stucco and corrugated metal is on the southeast elevation and extends partially onto the northeast elevation. At the northwest elevation, the area surrounding the large garage doors is clad in corrugated metal. The main pedestrian entrance is located at the southwest elevation, sheltered by the canopy. This entrance consists of two sets of paired metal-and-glass doors with transoms surrounded by a window wall topped with spandrel panels. The window wall wraps around to the southeast elevation. Two secondary pedestrian entrances—one a single metal-and-glass door and the other a metal door with small square window—and a metal-and-glass roll-up garage door are also located on the southwest elevation northwest of the main entrance. Between the main entrance and secondary entrances is a three-light fixed metal-sash ribbon window.

At the southeast elevation there are two single metal-and-glass doors, one surrounded by the window wall and one sheltered by a fabric-and-metal awning. In addition, there are two single metal doors with small square windows, paired metal doors with a small square window, and a metal-and-glass roll-up garage door. At the building's southeast corner is the entrance to the former Enterprise car rental office. This entrance is raised above the ground level and fronted by a concrete and concrete-block porch with metal railings, a metal staircase, a concrete pedestrian walkway, a concrete accessibility ramp with metal railings, and planting beds. The entrance consists of paired metal-and-glass doors with transom flanked on both sides by window walls that continue to a single metal-and-glass door with transom on the northeast elevation. The entrance and window walls are sheltered by a projecting canopy with square light fixtures underneath and vertical metal panels on the front face.

At the northeast elevation there are three single metal doors with small square windows, five metal-and-glass roll-up garage doors, and a boarded-up window. A small, rectangular-plan projection on the northeast

elevation houses the “Caliber Collision” office. It is clad in square concrete block in a stacked bond with a slightly projecting synthetic-stucco clad cornice with a three-dimensional, plastic, back-lit sign. The projecting office is accessed by a single metal-and-glass door, flanked by a single-light window on the southeast elevation. The southeast elevation of the projecting office also has a two-light fixed metal-sash window. On the northeast elevation of the projecting office are three two-light fixed metal-sash windows; the northwest elevation has no fenestration.

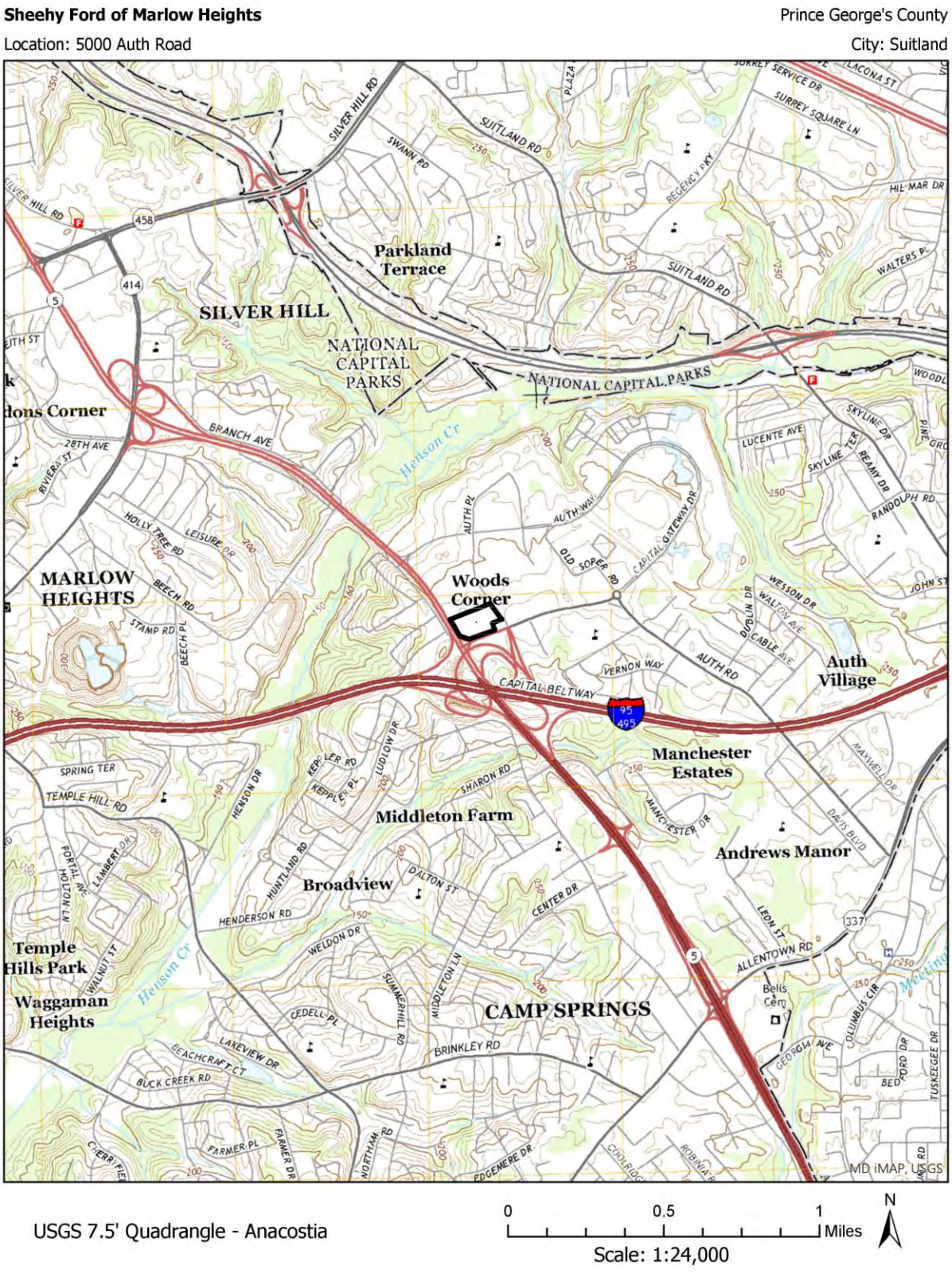
At the northeast corner of the building is a projecting wing, which forms the building’s L-shaped plan. On the projecting wing’s northwest elevation are six metal vents of differing sizes, three with metal hoods. On the projecting wing’s southwest elevation is a single metal-and-glass roll-up garage door; a single metal door with a rectangular window protected by a metal screen; and a small running-bond, concrete-block, shed-roof addition with a metal vent on its southeast elevation.

The building’s northwest elevation consists of seven large metal-and-glass roll-up garage doors. The two northeastern garage doors have square metal vents above.

Sheehy Ford of Marlow Heights is an altered example of a mid-twentieth-century auto dealership common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, Sheehy Ford of Marlow Heights is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The showroom building was fully renovated in 2014 and no longer retains integrity of design or materials. Alterations to the service center building include new doors and windows, likely in 2014, and the construction of the small shed-roofed addition and Caliber Collision office in the 1980s. Sheehy Ford of Marlow Heights does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. Sheehy Ford of Marlow Heights was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 6.95 acres and is confined to the current property tax parcel which is found on Prince George’s County Tax Map 0088, Parcel 0000 (2018).

Sheehy Ford of Marlow Heights



Sheehy Ford of Marlow Heights

Showroom southwest facade and southeast elevation

Service center southeast elevation

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Shell Gas and Service Station (Gaithersburg)

Address: 15730 Shady Grove Road

City: Gaithersburg **Zip Code:** 20877 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N589 **Tax Map Number:** FS562

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 15730 Shady Grove Road is a one-story gas and service station. The resource occupies a 0.73-acre parcel north of I-270 in Gaithersburg. According to state tax data, the property was constructed in 1970. The station includes a flat-roofed service building and convenience store with a flat-roofed pump canopy to the east along Shady Grove Road. The station is surrounded by asphalt paving, with concrete paving at the gas pumps. The property is accessed directly from the east via Shady Grove Road and from the south via a secondary entrance along an access road. A large grass island separates the parking lot from Shady Grove Road.

The flat-roofed service building, facing east along Shady Grove Road, is faced with vertical-grooved aluminum panels. The three-bay façade consists of a central aluminum-framed glazed storefront flanked by narrower aluminum-paneled end bays. The central storefront contains plate-glass windows and an off-center, single-leaf entrance. The aluminum-paneled north bay holds a plate-glass cashier window. The north elevation includes a series of aluminum-framed plate-glass windows on the east end and three flush metal doors, including a bathroom entrance, to the west. Three vehicle bays with overhead doors occupy the south elevation. An aluminum-paneled signage fascia wraps around the building's north, east, and south elevations, partly obscuring a trapezoidal roof over the service bays. The service bay roof rises above the surrounding flat roof and features windows at the north elevation.

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

Shell Gas and Service Station (Gaithersburg)

The pump canopy, featuring a wraparound signage fascia, shelters four two-sided pumps and is supported on four steel columns. A coin-operated vacuum stands at the west end of the parking area, and an air compressor is located to the south, opposite the service bays. A pylon sign with digital gas prices occupies at the southeast corner of the parcel.

The Shell Gas and Service Station (Gaithersburg) 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 a signage fascia and new exterior cladding. Because of these changes, the property has lost its integrity of design and materials. The Shell Gas and Service Station (Gaithersburg) 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 0.73 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS562, Parcel N589 (2019).

Shell Gas and Service Station (Gaithersburg)

Shell Gas and Service Station (Gaithersburg)

Oblique, looking northwest.

Oblique, service station, looking southwest.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Shell Gas and Service Station (Rockville)

Address: 1250 W. Montgomery Avenue

City: Rockville **Zip Code:** 20850 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N865 **Tax Map Number:** GR123

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 1250 W. Montgomery Avenue (MD 28) is a one-story gas and service station. The resource occupies a 0.91-acre parcel at the intersection of W. Montgomery Avenue, Watts Branch Parkway, and Hurley Avenue in Rockville. According to state tax data, the property was constructed in 1973. The Colonial Revival-style station includes a side-gabled service building and convenience store with a gable-roofed pump canopy to the east along W. Montgomery Avenue. The station is surrounded by asphalt paving, with concrete paving at the gas pumps. The property is accessed by two primary entrances on W. Montgomery Avenue and secondary entrances along Hurley Avenue and Watts Branch Parkway. Grass islands separate the parking lot from W. Montgomery Avenue, and mature trees, primarily oak, occupy the northeast corner and continue along Hurley Avenue to the north and Watts Branch Parkway to the west.

The side-gabled service building, facing west along W. Montgomery Avenue, is faced with brick and features horizontal siding at the gables. The façade is six bays, set behind a full-width, six-bay extended roof porch, supported on square wood columns with segmental-arched openings. Fixed windows with wood trim and false shutters occupy the four south bays; the north bays are fully glazed with square lights and aluminum muntins. The entrance, located in the second bay from the north, consists of a single-leaf plate glass door. The glazed north bay wraps around the corner, forming an identical bay on the north elevation, which otherwise consists of a blind brick wall. The south elevation contains three vehicle bays with segmented overhead doors. The roof is clad with asphalt-composition shingles and features a square

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

brick cupola with a pyramidal roof.

The pump canopy, sheltering six two-sided pumps, is supported on four square brick columns. A signage fascia wraps around the base of the gabled roof, which features horizontal siding at the gable ends and is clad in asphalt-composition shingles. Additional pumps are located along the service station's façade and at the southwest corner of the parking lot. Vacuums stand at the south end of the parking area, and an air compressor is located near the Watts Branch Parkway entrance. A pylon sign with digital gas prices stands along W. Montgomery Avenue south of the parking lot, and a wood gazebo occupies a landscaped area at the corner of W. Montgomery Avenue and Hurley Avenue. Miniature lampposts with lantern fixtures, painted white, are located near each entrance.

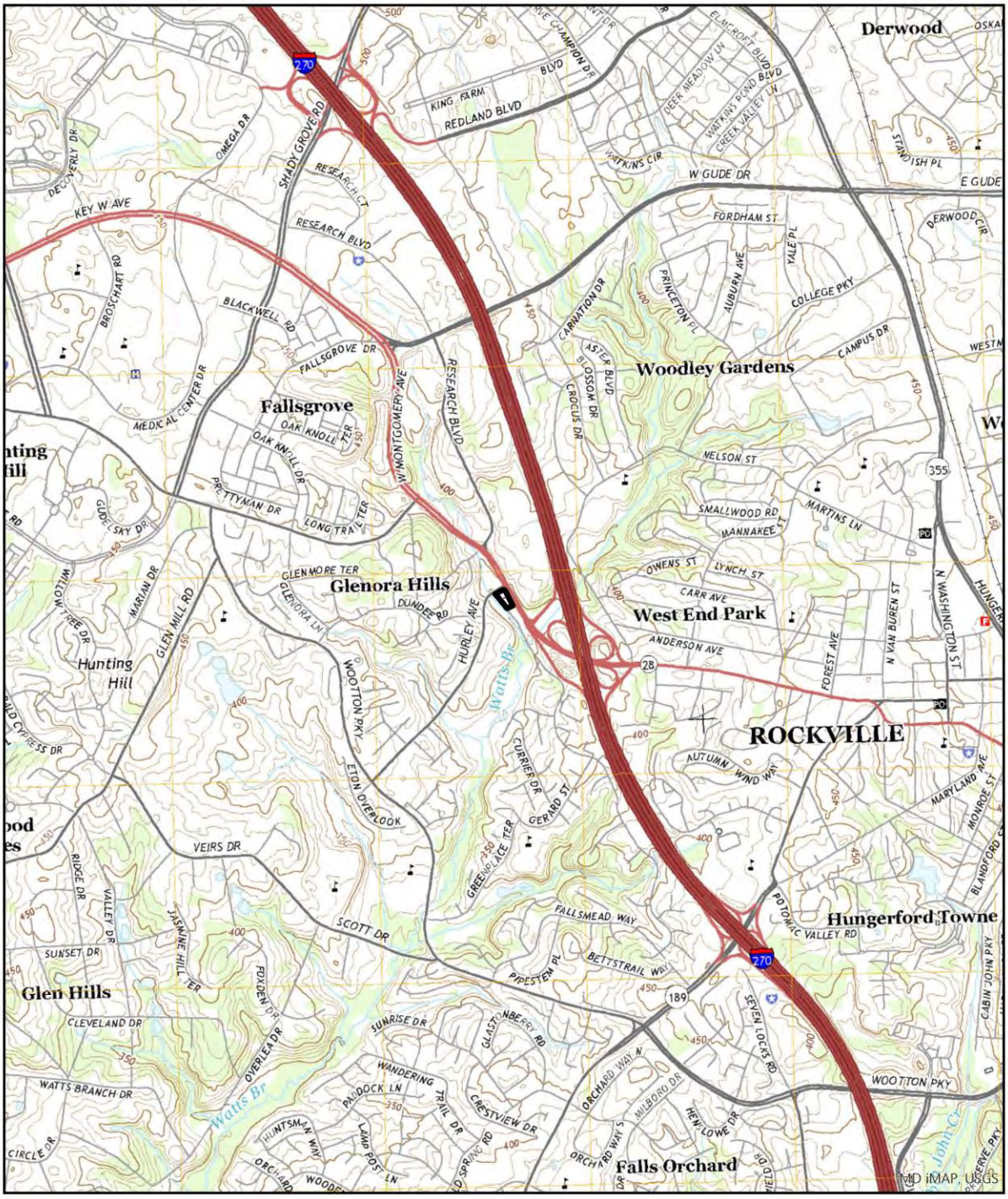
The Shell Gas and Service Station (Rockville) is an altered example of a basic mid-twentieth-century commercial property common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by a signage fascia along the pump canopy and replacement windows and doors. The Shell Gas and Service Station (Rockville) 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 0.91 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR123, Parcel N865 (2019).

Shell Gas and Service Station (Rockville)

Shell Gas and Service Station (Rockville) Montgomery County

Location: 1250 W. Montgomery Avenue City: Rockville



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Shell Gas and Service Station (Rockville)

South elevation, station and canopy, looking north.

Oblique, service station, looking northwest.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Shell Service Station and Strip Center

Address: 10201-03 New Hampshire Avenue (MD 650)

City: Silver Spring **Zip Code:** 20903 **County:** Montgomery

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): Multiple **Tax Map Number:** KP123

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 property at 10201-03 New Hampshire Avenue (MD 650) includes a one-story gas and service station and small one-story strip center. The buildings occupy a 1.3-acre parcel north of Powder Mill Road and I-495 in Montgomery County. According to state tax data, the property was constructed in 1959. The station occupies the southern end of the parcel at the intersection of New Hampshire Avenue, Greenacres Drive, and Powder Mill Road. It consists of a south-facing, side-gabled service building and convenience store with a flat-roofed pump canopy to the south. The station is surrounded by asphalt paving, with concrete paving at the gas pumps. The strip center, facing east along New Hampshire Avenue, is a flat-roofed, L-shaped building fronting an asphalt parking lot, with additional asphalt-paved parking behind the building, to the east. The property is accessed by entrances on New Hampshire Avenue and Greenacres Drive. Sidewalks are present along New Hampshire Avenue and Powder Mill Road, and a landscaped area with grass and trees occupies the southern end of the parcel.

The side-gabled service station, facing south toward the intersection of New Hampshire Avenue and Powder Mill Road, is faced with ribbed concrete panels. The five-bay façade includes an aluminum-framed storefront with a glazed single-leaf entrance and plate-glass windows in the west bay. Four vehicle bays with overhead doors occupy the east bays. The west elevation holds two flush metal doors with transoms; the north transom, above the restroom, has been covered. The south elevation is a blind wall. A signage fascia wraps around the building's roofline at the east, south, and west

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

elevations. The gabled roof is finished with asphalt-composition shingles and features chimney-like projections at the gable ends. The pump canopy, featuring a wraparound signage fascia, shelters four two-sided pumps and is supported on four rectangular, ribbed-concrete-panel-clad columns. A gable-roofed shed with T1-11 siding is located near the service station's east elevation. A pylon sign with digital gas prices stands along New Hampshire Avenue at the southwest end of the parking lot.

The four-bay strip center, facing west, is a flat-roofed, brick building with a corniced sidewalk canopy supported on square wood columns. The three west bays hold similar aluminum framed storefronts with single-leaf glazed doors and plate-glass windows. Signs are placed along the cornice and above the roof. The south bay has been modified with an enlarged aluminum-framed storefront and extended signage fascia, eliminating the sidewalk canopy. The central entrance, comprising glazed, double-leaf doors, is flanked by plate-glass windows. False quoins are affixed to the corners of the storefront. The north elevation features a drive-up window, and service entrances are located along the east (rear) elevation. A single pole sign advertising the primary tenant, a 7-Eleven, stands at the west edge of the parking lot along New Hampshire Avenue.

The landscaped area south of the gas and service station includes two signs for the Hillandale community. The more prominent sign, facing south along New Hampshire Avenue, consists of a pyramidal-capped brick pier with a curved, sloping wall and raised letters spelling "Hillandale." To the north is a smaller post-and-rail sign with "Hillandale" on the top rail in incised letters. A small water pump stands between the two signs near the sidewalk.

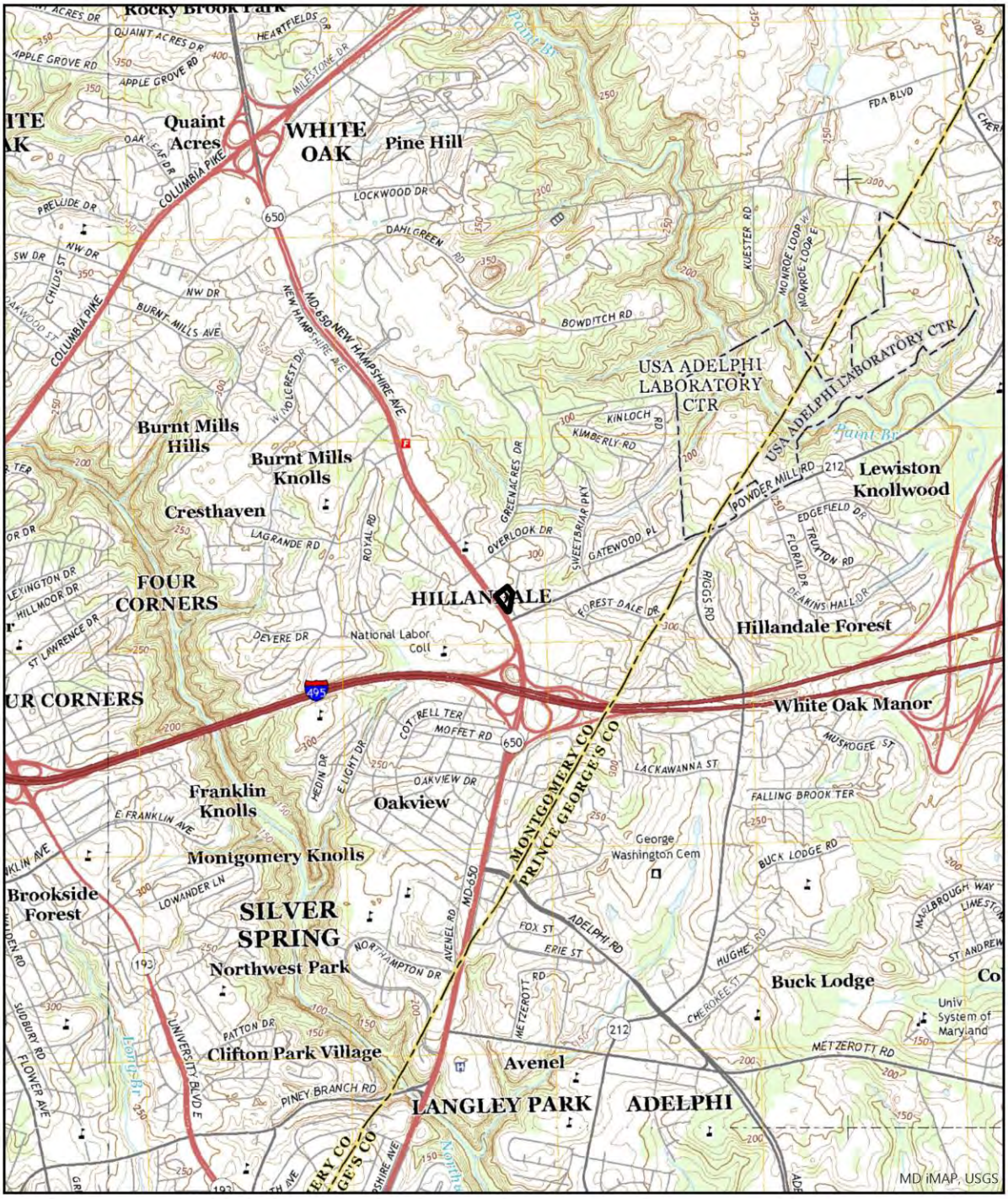
The Shell Station and Strip Center is an altered example of a basic mid-twentieth-century commercial property common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the buildings have been modified by window removal and replacement, additions, and new exterior materials. The Shell Gas and Service Station (Rockville) 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 1.3 acres and is confined to the current property tax parcels which are found on Montgomery County Tax Map KP123 (2019).

Shell Service Station and Strip Center

Shell Service Station and Strip Center Montgomery County

Location: 10201-03 New Hampshire Avenue City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

Scale: 1:24,000

N

Shell Service Station and Strip Center

Overview of Shell Service Station, Looking NW from Greenacres Drive

West oblique, strip center, with service station to the south

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Sheraton Potomac Inn

Address: 3 Research Court

City: Gaithersburg **Zip Code:** 20850 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): **Tax Map Number:** FS61

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck **Date Prepared:** Oct 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)
Originally called the Sheraton Potomac Inn, built ca. 1975, the property remains a hotel and is now a Radisson. It sits on the northeast side of Research Court, surrounded by other commercial development. The front of the 5.325-acre parcel is dominated by the large, square hotel building and surrounding parking. The northeast end of the parcel has mature trees which screen the remainder of the property from I-270 to the northeast. An outdoor pool area sits just southeast of the hotel and is bordered by a hedge. Other utility buildings are located on the opposite side of the building and enclosed by a wood fence.

The hotel building is three stories with a flat roof and exterior walls faced with synthetic stucco. Aerial photographs indicate that the center of the building has an interior, enclosed courtyard lit by a large, multi-light skylight. Windows are predominately four-light ribbon with metal sash. Fenestration is similar on all elevations: rows of ribbon windows on each story, each bay delineated by thin, engaged columns that rise the height of the building. Between the first and second story, vertically ribbed concrete spandrel panels adorn the building; on the south and east elevations, an additional metal panel is located above the concrete panel and between the second and third stories.

The main (south) façade is fourteen bays. The rows of window are interrupted by a hipped-roof tower near the east end of the elevation. The primary entrance, covered by a flat-roof port cochere, is located just west of the tower. A

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

secondary entrance is located on the east elevation, covered by a smaller flat-roof portico.

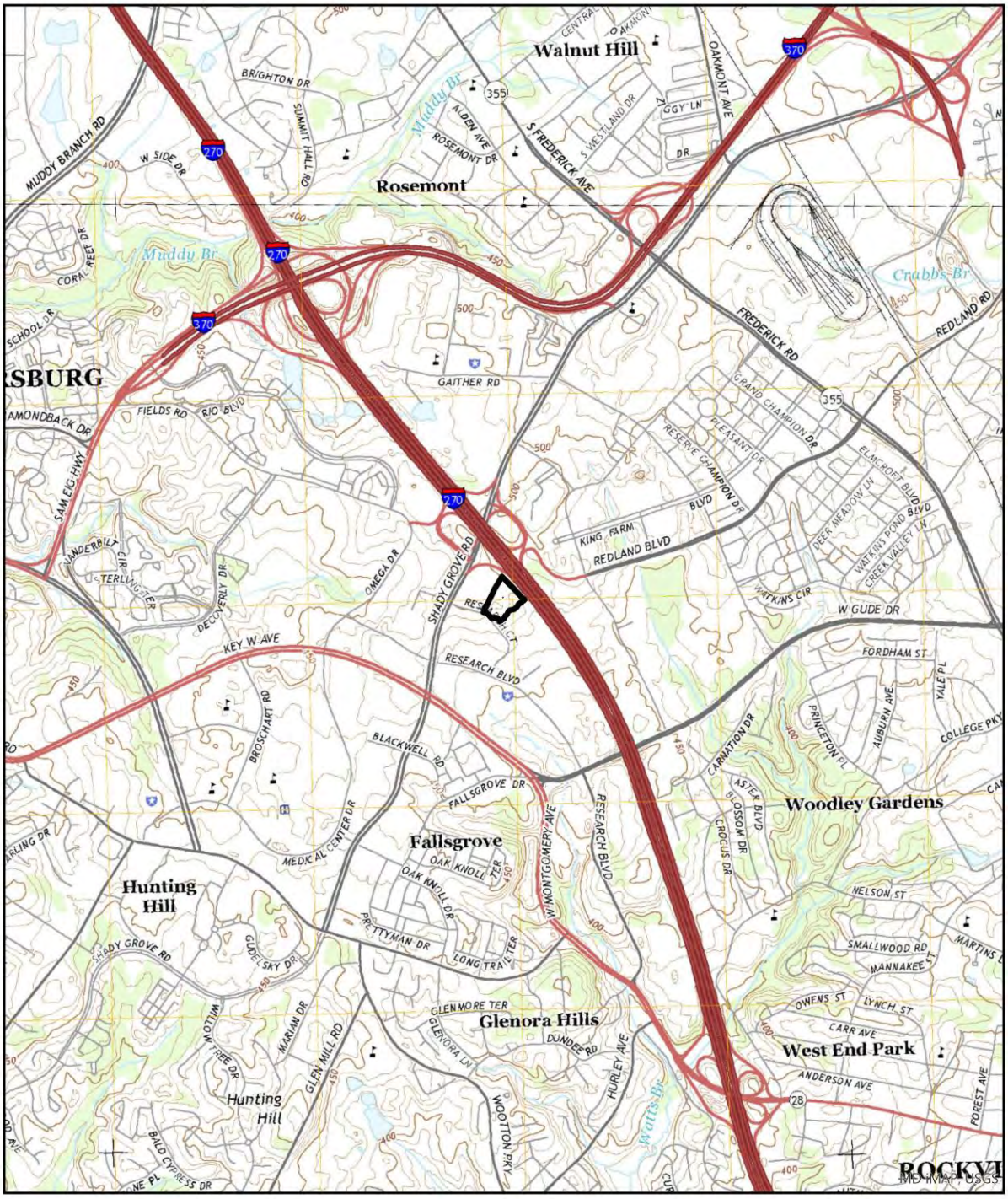
The Sheraton Potomac Inn is a common example of an late twentieth-century hotel and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of 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 5.325 acres and is defined as Block A, Lot 15 on Montgomery County Tax Map FS61.

Sheraton Potomac Inn

Sheraton Potomac Inn
Location: 3 Research Court

Montgomery County
City: Gaithersburg



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Sheraton Potomac Inn

Sheraton Potomac Inn, Southwest Oblique Looking Northeast

Sheraton Potomac Inn, East Elevation Looking North

Sheraton Potomac Inn

Sheraton Potomac Inn, Northeast Oblique Looking Southwest

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Silver Cab of P.G. & Taxi Taxi Dispatch Center

Address: 8316 Ardwick Ardmore Road

City: Hyattsville **Zip Code:** 20785 **County:** Prince Georges

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0005 **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 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: No	Listed: No

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

The property at 8316 Ardwick Ardmore Road in Lanham, Maryland (Prince George's County) is the Silver Cab of P.G. and Taxi Taxi Dispatch Center. The approximately 2.15-acre parcel consists of a brick building along the north side of Ardwick Ardmore Road with two steel canopy structures and a steel pole building to the north. The property is in an industrial area south of US Route 50 and west of I-495.

The brick building, approximately 193 feet long by 44 feet deep, has a flat roof and lacks a clear facade. The building is one-story tall except for a two-story section at the east end, which houses four north-facing garage bays. Most of the south elevation, along Ardwick Ardmore Road, is is devoid of openings or adornment, other than a large sign with the business name. Four evenly spaced windows with brick sills occupy the south elevation's west end. Each window is comprised of two hopper units below two fixed sashes. West of the four windows is a recessed entrance located partially below ground level, accessed via concrete steps. A metal railing lines the top of the steps, which are enclosed by brick walls. A cantilevered awning shelters the entrance, which consists of a solid single door with side panels and paneled transom.

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

Silver Cab of P.G. & Taxi Taxi Dispatch Center

The building's east elevation features a single solid door but is otherwise devoid of openings. At the north elevation, the two-story garage has four vehicle bays and a single pedestrian door. The single door has three horizontal lights. A set of paired metal doors and a single metal door amid a row of seven, evenly spaced windows, each with two hoppers below vertical rectangle lights, occupy the remainder of the north elevation. The windows have brick sills and brick lintels. The brick building's west elevation has a single metal door with single light set between two windows of the same fenestration pattern found on the other windows on the building.

The first canopy north of the main building has a rectangular footprint almost as a long as the brick building. It is constructed of metal beams and set into concrete bases and divided into six bays. An area under the first canopy is enclosed with fencing and barbed wire, and a vacuum on a concrete island is at the east end of the canopy, sheltered by an aluminum awning.

The second canopy north of the main building has a shorter rectangular footprint and has an enclosed east end clad in aluminum siding. The enclosed end has a single vehicle bay on both the south and north elevations, both flanked by sash windows with tape-applied muntin girds. The enclosed end has a single metal door on the east elevation. The canopy section has four bays and a concrete masonry wall at the west end, from which a metal awning extends to the west.

The metal pole building also has a rectangular footprint and side-gabled roof. It has five vehicle bays on its south elevation and two solid metal doors. A shorter, flat-roofed concrete masonry addition is on its west end. The addition has two single doors on its south elevation, a vehicle bay on its west elevation, and a paneled door on the north elevation. The pole building has no openings on its north or east elevations except two louvered vents and a curved exhaust stack on the north elevation.

A contemporary manufactured office trailer is set along the fencing on the west side of the parcel.
Historic aerial and topographic maps indicate the property was constructed between 1966 and 1972, including all four buildings.

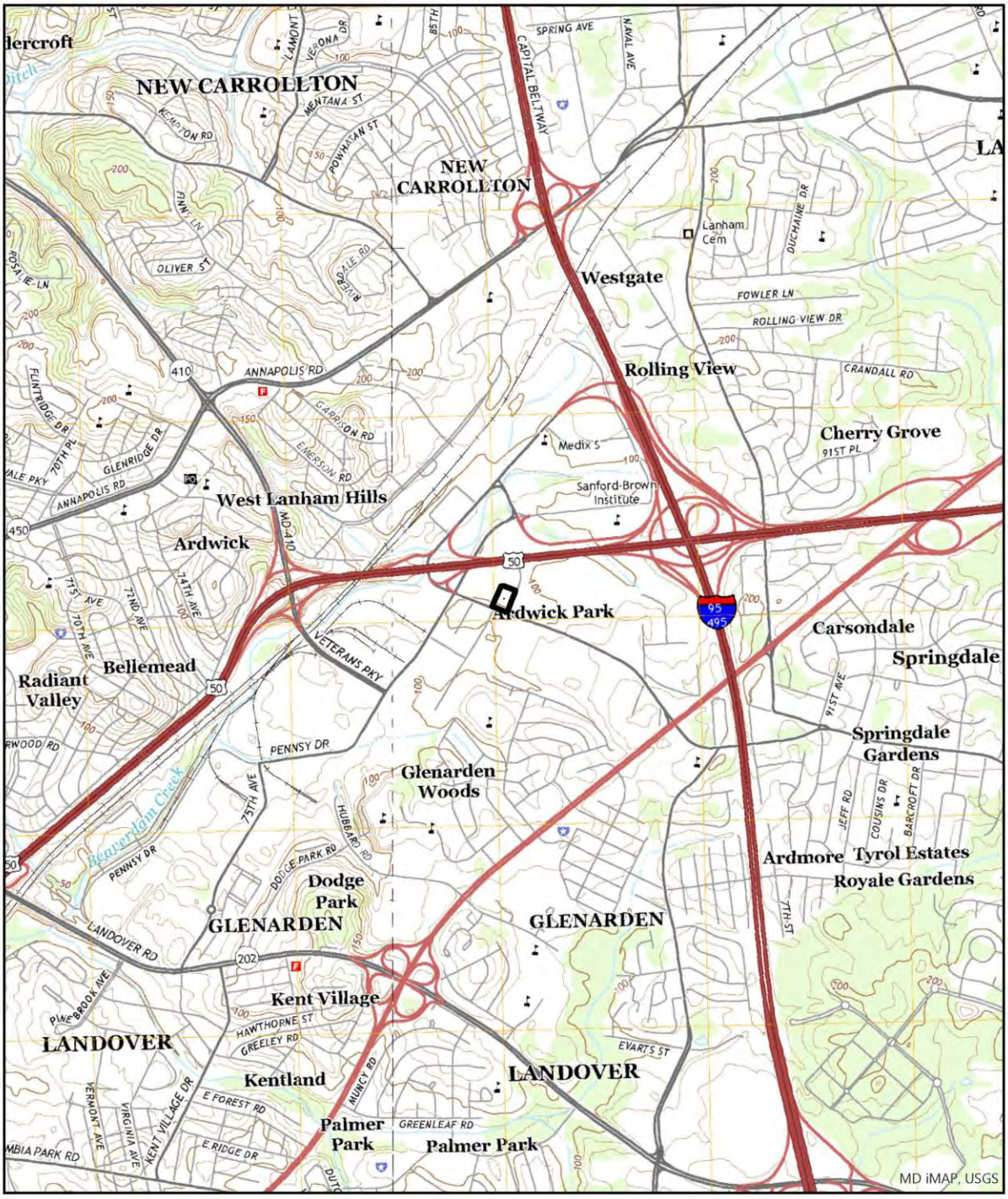
The Silver Cab of P.G. and Taxi Taxi Dispatch Center is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. Automobile-related businesses are a common property type and this example, which blends functional components of more common forms, is primarily utilitarian in design and does not exhibit distinctive characteristics that would elevate it for listing under Criterion C for architecture. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of Prince George's County Tax Map 0052, Parcel 5, excepting 118 square feet conveyed to Prince George's County. The parcel includes 93,788 square feet (approximately 2.15 acres).

Silver Cab of P.G. & Taxi Taxi Dispatch Center

Silver Cab of P.G. & Taxi Taxi Dispatch Center Prince George's County

Location: 8316 Ardwick Ardmore Road City: Hyattsville



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

Scale: 1:24,000

N

Silver Cab of P.G. & Taxi Taxi Dispatch Center

View facing northwest towards taxi dispatch center.

View facing southwest towards norht elevation of main building.

Silver Cab of P.G. & Taxi Taxi Dispatch Center

View facing south showing relationship of main building, canopies, and pole building.

View facing southeast towards north elevation of main building.

Silver Cab of P.G. & Taxi Taxi Dispatch Center

View facing southwest towards first canopy.

View facing northwest towards second canopy, showing enclosed bay at east end.

Silver Cab of P.G. & Taxi Taxi Dispatch Center

View facing northwest towards south elevation of pole building.

View facing northeast towards west wall of second canopy structure in foreground and concrete masonry addition to pole building in background.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Silver Spring Volunteer Fire Station 16

Address: 111 University Boulevard East

City: Silver Spring **Zip Code:** 20901 **County:** Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): N384 **Tax Map Number:** JP562

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).

Silver Spring Volunteer Fire Station 16 is a Contemporary fire station, occupying a 0.64-acre parcel surrounded by schools and single-family dwelling neighborhoods. According to state tax data and the Silver Spring Volunteer Fire Department website, the building was constructed in 1968. It is oriented on an approximately north-south axis. Constructed on a slope, the building is one-story at the north façade and two-stories at the south elevation. The fire station is set back from University Boulevard East and one driveway entrance at the north end of the property accesses the road. Immediately north of the building is a concrete paved area, bordered by a concrete wall with metal railing, and east and south are asphalt parking lots. The parcel includes light standards, fuel pumps, and storage sheds. There is a small fire station sign board, with a gabled roof, located on an adjacent parcel along the road.

The rectangular plan building consists of a one-story office portion at the northeast corner, with taller garage portions to the west and south; the south garage portion includes the fire fighters' living quarters. The building

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

is clad in tan brick, with synthetic stucco surfacing bordering the roofline. The office and south garage portions have flat roofs, while the north garage portion has a very low-pitched gable roof. The roof has two access structures, including one located at the east elevation and incorporated into a projecting portion of the east elevation. This access structure is clad with the same brick as the building, including a vented opening made of brick and three-dimensional letters spelling out “SILVER SPRING VOLUNTEER FIRE DEPARTMENT” at the east elevation; this access structure is sheltered by a very low-pitched gabled roof.

The office entrance is at the façade and consists of a single metal and glass door that faces onto a concrete landing with tubular metal handrail and has a transom; plate glass windows, with spandrel panels below, wrap around to the east elevation. The office portion’s east elevation has single vinyl double-hung sash windows with synthetic stucco panels above and below. A metal flagpole is mounted on this elevation.

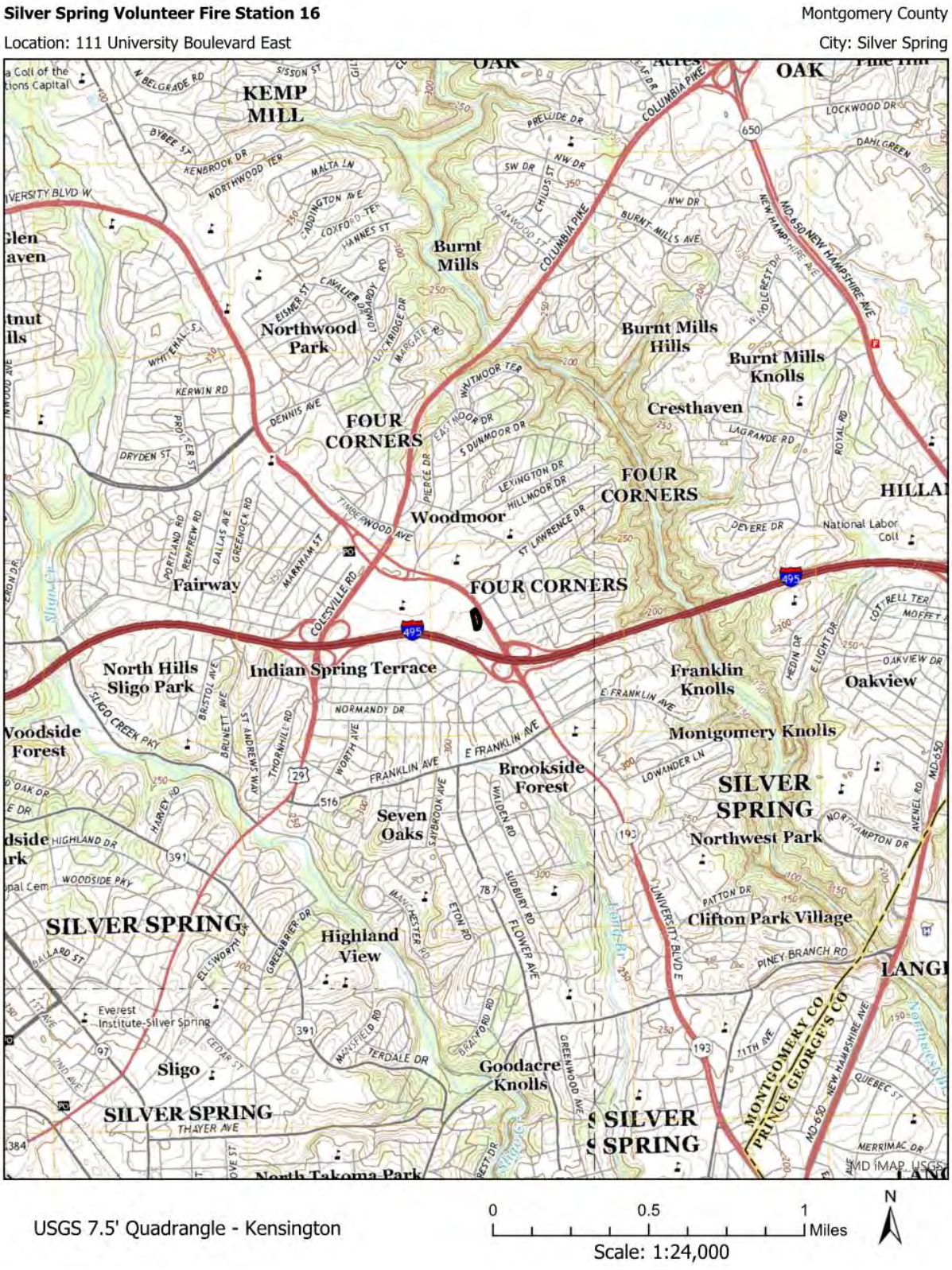
The north elevation has three metal garage doors, sized to accommodate emergency vehicles. The west elevation has single metal doors and two vinyl fixed sash windows.

The south garage portion’s east elevation contains four single vinyl fixed sash windows at the first story and four single vinyl double-hung sash windows, with synthetic stucco panels above each window. The south elevation has two metal garage doors, a single metal door and a single vinyl fixed sash window. A single metal door at the second story is accessed by a metal covered staircase. The second story also has two single vinyl double-hung sash windows, as well as a horizontal fixed single sash window. The west elevation has four blind tall and recessed synthetic stucco panels, with a stucco panel above; this elevation also has a single metal door and a metal staircase accessing the roof.

Silver Spring Volunteer Fire Station 16 is an undistinguished example of a mid-twentieth-century fire station found through Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While windows and doors have been replaced, the resource retains integrity. However, it does not represent the work of a master or possess high artistic values and is not eligible for the NRHP Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.64 acres and is confined to the current county tax parcel which is found on Montgomery County Tax Map JP562, Parcel N384.

Silver Spring Volunteer Fire Station 16



Silver Spring Volunteer Fire Station 16

North facade and east elevation

South elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Silver Valley**
Inventory Number: **PG:76A-64**

Address: North of I-495, east of Branch Avenue, south of Auth Road
Historic District: Yes

City: Suitland 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: Danae Peckler
Date Prepared: May 21, 2019

Documentation is presented in: Project review and compliance files

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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:

Silver Valley is a planned residential neighborhood situated on the north side of I-495, east of Branch Avenue, and south of Auth Road in a part of Suitland known as Camp Springs. It is bounded on the south by I-495, on the west by Silver Valley Way and the Darcey Estates subdivision, on the north by Auth Road, and on the east by an abandoned farm property. The 21.2-acre resource includes 48 single-family dwellings with consistent setbacks on lots ranging between 0.22 and 0.65 acre. Curvilinear streets are 50 feet wide and largely devoid of curbs and sidewalks. Stretches of narrow concrete sidewalks and concrete curbs line Silver Court and select portions of Vernon Way and Silver Valley Way. Streetlights consist of standard lamp arms attached to telephone poles and short metal posts topped by Colonial Revival-style lanterns along existing sidewalks. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, mature trees, and some fenced yards. Secondary buildings such as small storage sheds are associated with more than half of the houses, while detached garages are less common.

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:**

Silver Valley contains 48 single-family dwellings largely built between 1940 and 1982 in Two-Story Massed, Minimal Traditional, Cape Cod, Transitional Ranch, Ranch, and Split-Foyer forms. One outlier is the John Mulloy House (PG:76A-29) at 6515 Auth Road, built circa 1900 in a traditional I-house form with a central gable at the façade. Three Two-Story Massed houses located at 5104, 5105, and 5107 Oakland Way (PG:76A-43), likely constructed in the 1940s, may pre-date the property's formal subdivision but were readily incorporated into its design. These four resources and the Cape Cod dwelling known as the Linda Holmes House (PG:76A-30) at 5114 Oakland Way have been recorded in the Maryland Inventory of Historic Properties and were previously found not eligible for individual listing on the National Register of Historic Places (NRHP).

The models and stylistic features of the houses in Silver Valley vary widely. Ranch houses and Split-Foyer types are the most common, with one Split-Foyer model constructed on 12 neighboring lots in the early 1980s. Most of these dwellings lack a distinct architectural style, but may have Colonial Revival or Neoclassical elements. Houses are one to two stories tall and two to five bays wide. Depending on the slope of the terrain, dwellings may include 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 a combination of these materials. Rooflines are overwhelmingly side gabled, some with projecting front-gabled bays at one end of the façade, all of which are sheathed in asphalt shingles. Some Minimal Traditional and Ranch houses feature an interior brick chimney or exterior-end brick chimney set along a side elevation.

Primary entrances are located near the center of the façade and commonly filled by a single-leaf wood or metal door accessed by a brick or concrete stoop. A few entries are highlighted by a wood or metal surround with Colonial Revival characteristics like pediments, pilasters, or paneled sidelights. A majority of the windows throughout this subdivision are replacement units. Where present, original windows are two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed, double-hung sashes. One original wood-framed, multi-light, bay window remains at 5112 Silver Valley Way. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters. The older I-house, Two-Story Massed, and Minimal Traditional houses have a full or partial-width porch across the façade. Most Ranch and Split-Foyer dwellings have attached carports or built-in garages for one or two vehicles. A small number of detached garages appear to be original.

Additions to houses are not common, but include small-scale additions to a rear elevation. Modifications commonly include the introduction of replacement materials like new vinyl-framed windows and vinyl siding, as well as the conversion of carports or garage bays into additional living space.

Historic Context:

Residential development in the area of Suitland known as Camp Springs was sparked by the expansion of the federal government in the early 1940s, by the construction of Camp Springs Air Base, now Joint Base Andrews, and Suitland Federal Center in 1941, and the completion of the Suitland Parkway a few years later. Land speculation occurred rapidly in the following decade with residential subdivisions emerging along Auth Road in the 1950s, established on farm properties previously owned by the Darcey, Soper, and Auth families (Suffness 1997, 8.3).

Silver Valley was one of the earliest subdivisions to appear along Auth Road; it was platted by Lee R. Hendricks and William D. Thomas following their purchase of roughly 42 acres from Alice Everett in January 1946 (Prince George's County Deed Book [PGCDB] 814, 269; Prince George's County Plat Book [PGCPB] BB 12, 43). The circa-1900 John Mulloy House (PG:76A-29) was likely the main house on Everett's farm property. Three circa-1940s dwellings on Oakland Way (PG:76A-43) may pre-date the farm's subdivision, but were more likely the first dwellings constructed in the neighborhood. The Linda Holmes House (PG:76A-30) is also another early Silver Valley dwelling along Oakland Way. This Cape Cod dwelling, the only one of its type in the neighborhood, was built by Clayton P. and Frances Hendricks in 1948 and later purchased by Linda Holmes in 1993 (Sylvester 2018).

Lee R. Hendricks worked with his father-in-law, William D. Thomas, a carpenter and contractor, and other family members to develop Silver Valley over the course of two decades (United States Federal Population Census 1930, 1940). The neighborhood was originally divided into 0.4 to 0.5-acre lots in nine blocks with a street network designed to connect to the surrounding infrastructure and allow for expansion before plans for the construction of I-495 were public information. Land records indicate that Hendricks and Thomas largely sold undeveloped individual lots, or small groupings, often to family members or other small-

scale contractors like George A. Shupp (PGCDB 978, 165; United States Federal Population Census 1940). In 1950, a neighboring property owner turned real-estate developer, Robert Ammann, bought the southwestern half of Silver Valley, later reorganizing it lots as part of the Darcey Estates Section Two subdivision, also known as Andrews Park (PGCDB 1295, 393). In the 1960s, Hendricks, Thomas, and others began reorganizing lots within the subdivision, creating nine additional plats of land in the neighborhood by 1971 (e.g., PGCPB WWW 41, 54; 50, 97; 66, 90). Aerial images indicate that a majority of lots remained undeveloped in the mid-1960s (Nationwide Environmental Title Research [NETR] 1964). Lee R. Hendricks and other family members continued to sell undeveloped Silver Valley lots into the 1970s, while the last houses were not constructed until the early 1980s (NETR 1980, 1981).

No advertisements were found to detail new houses in Silver Valley and no additional information on Hendricks' family members buying and selling property was discovered in association with the local real estate or construction industry. Land records indicate that mortgages of the individuals who purchased lots in the neighborhood prior to 1950 ranged from $500 to $950, while those who purchased lots with dwellings were around $7,500. Hendricks and Thomas regularly borrowed between $4,500 and $12,000 using property in Silver Valley as collateral and likely financing the construction of new houses therein (e.g., PGCDB 980, 482; 1512, 183).

Silver Valley is typical of planned residential neighborhoods in the postwar period in Prince George's County. It was subdivided by a small-scale homebuilder and emerged slowly over time to include an array of popular house types and styles. Also similar to other subdivisions established in the 1940s and 50s, Hendricks and Thomas placed restrictive covenants on the neighborhood in 1948 to control the race of any people who might own or occupy lots within in it as well as land use, building size, and sewage and drainage facilities (PGCDB 1010, 276).

Evaluation:

This resource was evaluated as a planned residential neighborhood in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum and NRHP Criteria A, B, and C.

Silver Valley is typical of planned residential neighborhoods from the Modern and Suburban Diversification periods 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 the development of Silver Valley are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's 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.

Silver Valley 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, irregular changes to the lot sizes and streetscape features over time, and modifications to a majority of dwellings, including replacement materials, conversion of garages to living space, and some additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because it 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 Silver Valley contains 21.2 acres defined by I-495 on the south, on the west by the Andrews Park subdivision, on the north by Auth Road, and on the east by an abandoned farm property. The development includes multiple parcels found on Prince George's County Tax Map 98 (2019).

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. https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf

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Sylvester, Caitlin. 2018. Maryland Historical Trust Determination of Eligibility Form: Linda Holmes House (PG:76A-30). Copy on file with Maryland Historical Trust, Crownsville, Maryland.

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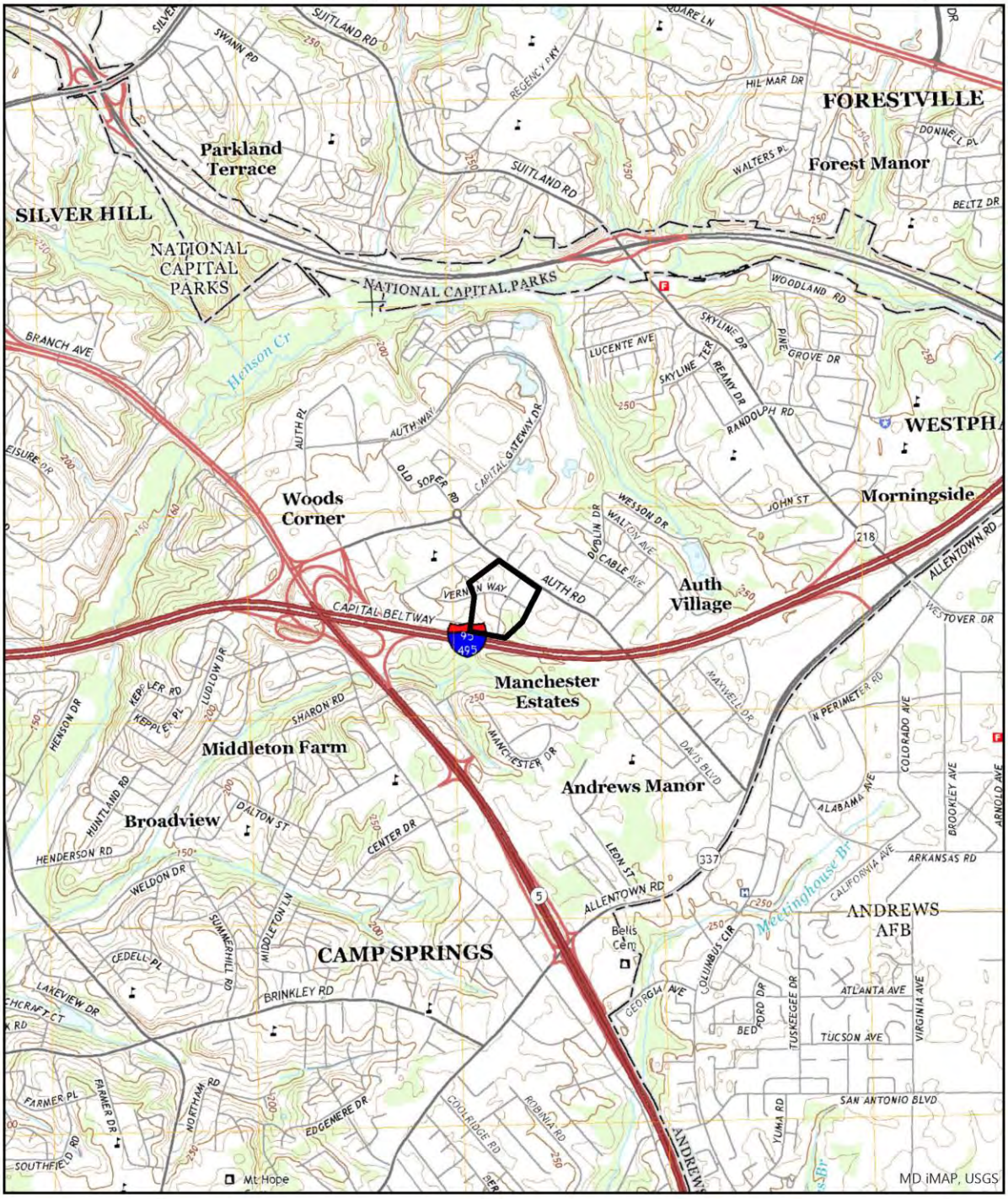
--- 1940. Sixteenth Census of the United States, 1940. National Archives and Records Administration, Washington, D.C. Accessed May 7, 2019. https://www.ancestry.com.

Silver Valley Prince George's County

Location: North of I-495, east of Branch Avenue, south of Auth Road City: Suitland



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles N

Scale: 1:24,000

Silver Valley Prince George's County

Location: North of I-495, east of Branch Avenue, south of Auth Road City: Suitland

Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

PHOTOGRAPHS

Houses at 5701 and 5705 Auth Road, looking southeast.

Southeast oblique of house at 5708 Vernon Way.

PHOTOGRAPHS

View of south elevation of 5600 Vernon Way.

Houses at 5104-5108 Silver Valley Way along east side of road, looking south.

PHOTOGRAPHS

East elevation of house at 5109 Oakland Way (PG:76A-43).

West elevation of Linda Holmes House at 5114 Oakland Way (PG:76A-30).

PHOTOGRAPHS

North elevation of John Mulloy House at 5615 Auth Road (PG:76A-29).

Silver Court streetscape, looking north.

PG:76A-64 Silver Valley

PHOTO LOG

Number of Photos: **8**
Name of Photographer: **Mical Tawney**
Date of Photographs: **2019-03-19**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76A-64_2019-03-19_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Houses at 5701 and 5705 Auth Road, looking southeast.

02.tif
Southeast oblique of house at 5708 Vernon Way.

03.tif
View of south elevation of 5600 Vernon Way.

04.tif
Houses at 5104-5108 Silver Valley Way along east side of road, looking south.

05.tif
East elevation of house at 5109 Oakland Way (PG:76A-43).

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West elevation of Linda Holmes House at 5114 Oakland Way (PG:76A-30).

07.tif
North elevation of John Mulloy House at 5615 Auth Road (PG:76A-29).

08.tif
Silver Court streetscape, looking north.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Snapbox Self-Storage

Address: 5061 Beech Place

City: Temple Hills **Zip Code:** 20748 **County:** Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): Block B, Lot 14 of Plat A-9111 **Tax Map Number:** 97

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)

Snapbox Self-Storage is a 3.97-acre property Snapbox Self-Storage is a 3.97-acre property on the west side of Beech Place. The parcel is accessed via a driveway running west from Beech Place and the majority of the property is paved. The self-storage buildings comprise two rows of parallel concrete block, flat-roof structures; the west row has four buildings, and the east row has five. The office is located on the east end of the northeastern-most building and is differentiated by its faux-mansard standing-seam metal roof. The office section of this building has paired and triple fixed windows and a glazed metal door on the north end of the east elevation. The remainder of the building, as well as the other buildings on the property, have roll-up metal doors or single-leaf doors on all elevations.

Snapbox Self-Storage is an unremarkable example of a mid-twentieth-century commercial 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.

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

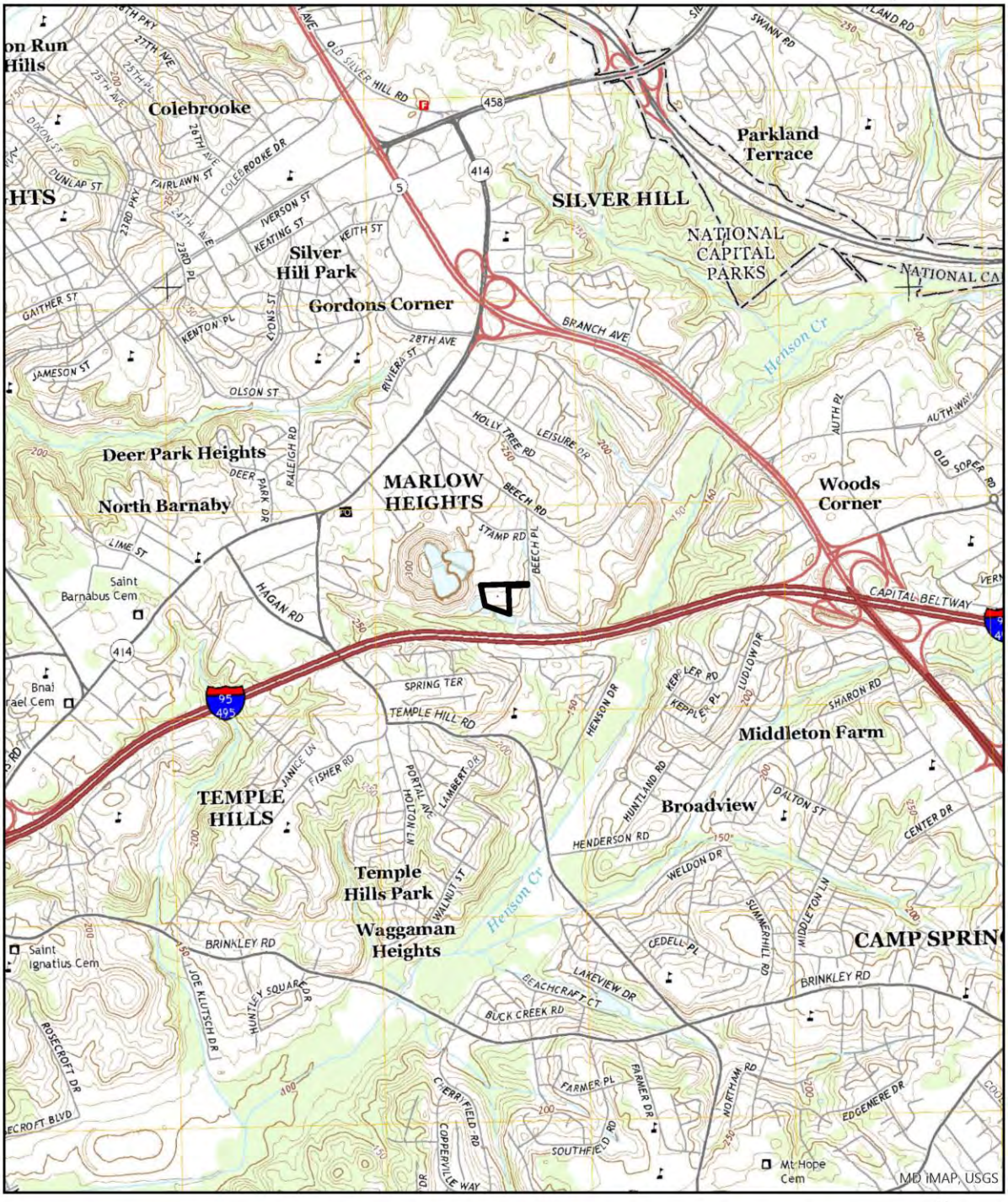
Snapbox Self-Storage

The boundary for the property encompasses 3.97 acres and is defined as Block B, Lot 14 of Plat A-9111 on Prince George's County Tax Map 97.

Snapbox Self-Storage

Snapbox Self-Storage Prince George's County

Location: 5061 Beech Place City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles

Scale: 1:24,000

N

Snapbox Self-Storage

Snapbox Self-Storage, Office Looking Southwest

Snapbox Self-Storage, Storage Building Looking Southwest

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Spring Dale** Inventory Number: **PG:73-39**

Address: East of the intersection of Whitfield Chapel Road and Taylor Street Historic District: Yes

City: Springdale Zip Code: 20744 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: Melissa Butler Date Prepared: Aug 1, 2019

Documentation is presented in: Project review and compliance files

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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:

Spring Dale is a planned residential neighborhood east of the intersection of Whitfield Chapel Road and Taylor Street in Springdale. The neighborhood is bounded on the west by Whitfield Chapel Road, on the north by Taylor Street, by 92nd Avenue to the east, and by Ardmore Road and Ardwick Ardmore Road to the south. The 12.94-acre neighborhood contains six street laid out in a grid pattern (Whitfield Chapel Road, Taylor Street, 92nd Avenue, Ardmore Road, Ardwick Ardmore Road, and 91st Avenue) with sidewalks, curbs, and drainage. The neighborhood includes 43 single-family dwellings on lots ranging between about 0.23 and 0.32 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 uncommon, but if present include small-scale sheds and garages.

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:**

Spring Dale is a planned residential neighborhood with single-family dwellings primarily constructed between 1947 and 1957 (National Environmental Title Research [NETR] 1957). The single-family dwellings were constructed in variations of the Minimal Traditional and Transitional Ranch forms.

Dwellings are primarily three to four bays wide and one story tall. Cladding includes stretcher-bond brick veneer, common-bond brick, vinyl siding, or a combination of the brick and vinyl siding. Roofs are side or front gabled, all of which are sheathed in asphalt shingles, some with overhanging eaves. Several dwellings have a single brick chimney set along a side or the rear elevation.

Primary entrance placement on the façade varies, but they always comprise single-leaf wood or fiberglass doors and storm doors. The entrances are typically accessed by concrete or brick stoops or entry porches or are recessed beneath the eave. Some entry or partial-width porches are covered by a shed or gabled roof. Original windows are wood- or aluminum-frame double-hung-sash, tripartite, or bay units. Replacement windows include single and paired vinyl-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Some of the houses have an attached carport. Additions are typically found at the rear or side elevation and are in scale with the original building.

Historic Context:

Spring Dale was originally part a large tract known as “Landover,” and Francis Scruggs purchased 73.25 acres of Landover in 1939 (Prince George’s County Deed Book [PGCDB] 543, 157). In 1947, the Spring Dale subdivision was platted by the Scruggs Properties Incorporated, under the leadership of company president Francis Scruggs, a small-scale residential developer, on 12.94 acres of that tract. No other developments associated with Francis Scruggs or Scruggs Properties Incorporated were identified during this research. Houses within Spring Dale were constructed between 1947 and 1957 by Springdale Builders, Inc., a small residential building enterprise who sold completed dwellings to individual homeowners (NETR 1957). Although this is a moderately sized neighborhood, advertisements could not be found. It was likely not difficult to draw potential homebuyers to the neighborhood due to its proximity to Lanham and New Carrollton. Likewise, an architect or builder was not identified in association with Spring Dale.

Evaluation:

Spring Dale was evaluated as a planned residential neighborhood in the Modern Period (1930-1961) in accordance with Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Spring Dale is typical of the ubiquitous planned residential neighborhoods in the 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 is not an early example, nor did it introduce design innovations influential to later subdivisions. 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 developer, Francis Scruggs, 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.

Spring Dale is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. Minimal Traditional and Transitional Ranch 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 Spring Dale 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. Spring Dale was not evaluated under Criterion D.

This property encompasses approximately 12.94 acres and is confined to the current property tax parcels, which are found on Prince Georges County Tax Map 0052 and also as seen in Prince George’s County plat record BB 14-10. The neighborhood is bounded on the west by Whitfield Chapel Road, on the north by Taylor Street, by 92nd Avenue to the east, and by Ardmore

Road and Ardwick Ardmore Road to the south.

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.

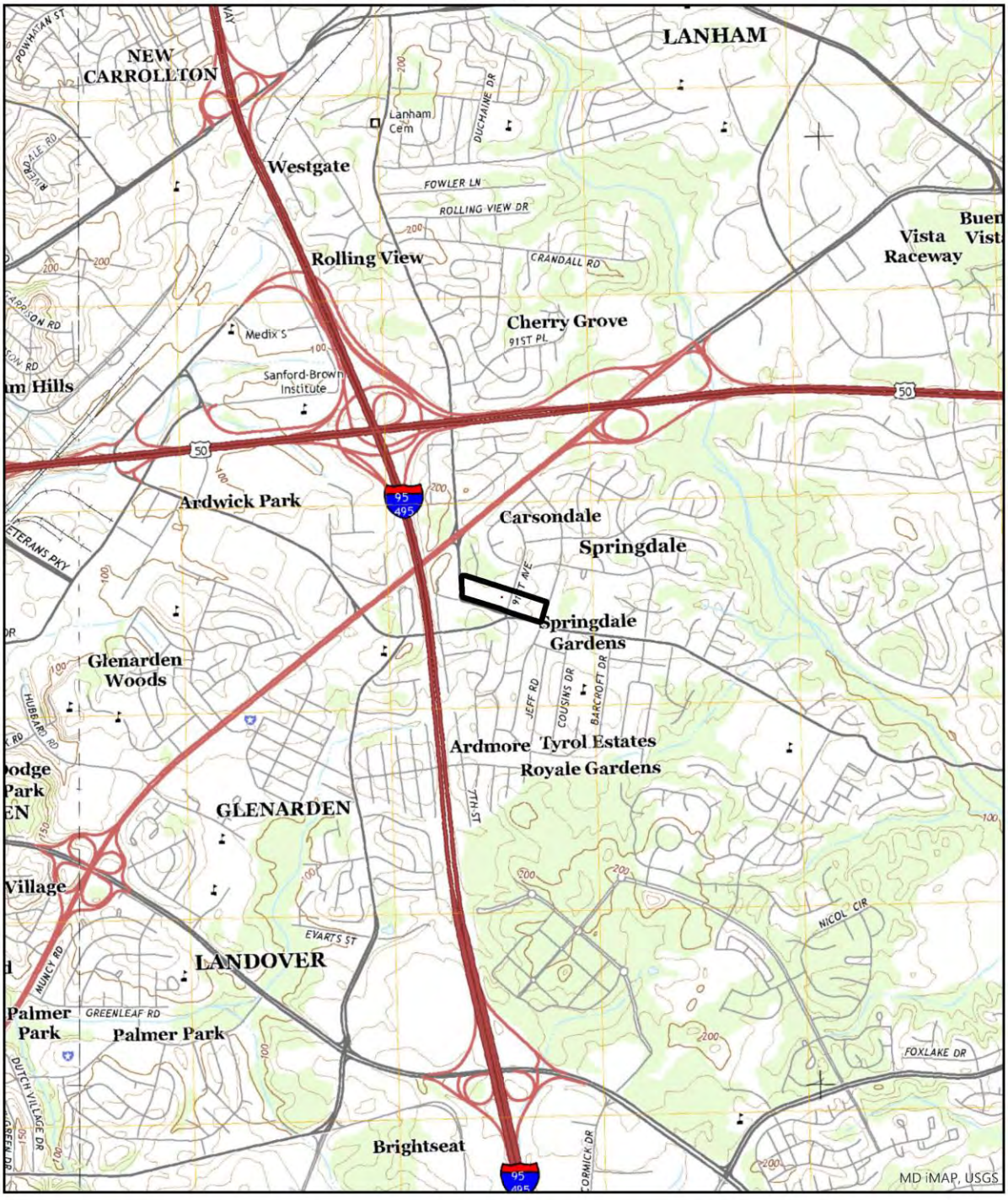
Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed July 22, 2019. http://www.mdlandrec.net/.

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 22, 2019. http://plats.net/pages/index.aspx.

Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic of Prince George's County, Maryland. Accessed July 22, 2019. http://www.historicaerials.com/viewer.

Spring Dale Prince George's County

Location: East of the intersection of Whitfield Chapel Road and Taylor Street City: Springdale



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

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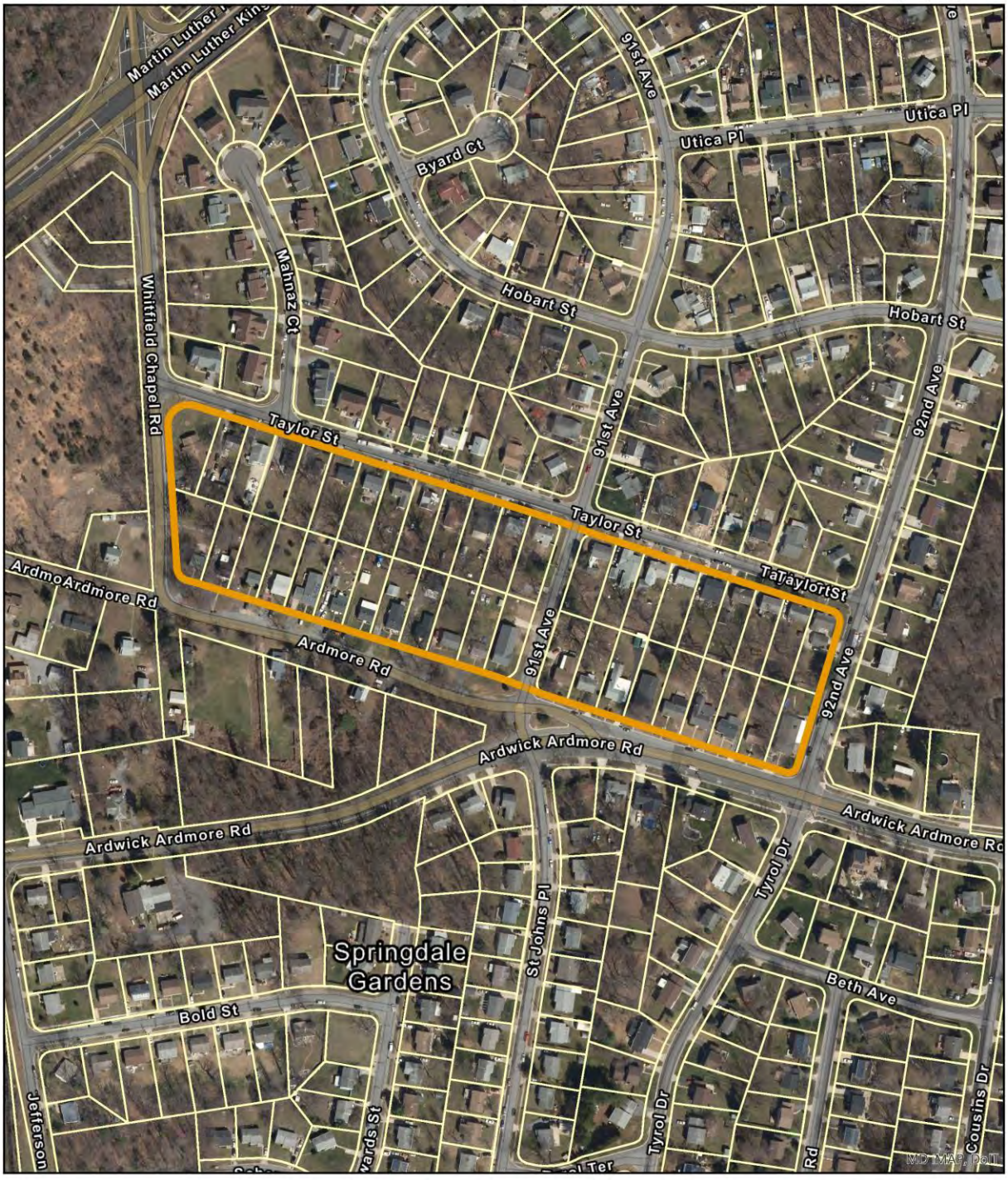
Scale: 1:24,000

Spring Dale Prince George's County

Location: East of the intersection of Whitfield Chapel Road and Taylor Street City: Springdale



PHOTOGRAPHS

Streetscape along Taylor Street, looking southeast.

Oblique of 9013 Taylor Street, looking southwest.

PHOTOGRAPHS

Primary elevation of 9017 Taylor Street, looking south.

Primary elevation of 9022 Ardmore Road, looking north.

PHOTOGRAPHS

Streetscape of Ardmore Road, looking northwest.

Primary elevation of 9014 Ardmore Road, looking north.

PHOTOGRAPHS

Primary elevation of 9008 Ardmore Road, looking north.

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Mical Tawney**
Date of Photographs: **07-09-2019**
Location of Original Digital File: **MDOT SHA**
File Format: **PG:73-39_07-09-2019_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape along Taylor Street, looking southeast.

02.tif
Oblique of 9013 Taylor Street, looking southwest.

03.tif
Primary elevation of 9017 Taylor Street, looking south.

04.tif
Primary elevation of 9022 Ardmore Road, looking north.

05.tif
Streetscape of Ardmore Road, looking northwest.

06.tif
Primary elevation of 9014 Ardmore Road, looking north.

07.tif
Primary elevation of 9008 Ardmore Road, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Spring Hill** Inventory Number: **M: 35-208**

Address: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east Historic District: Yes

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, HP41

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts Date Prepared: Mar 27, 2019

Documentation is presented in: Project review and compliance files

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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:

Spring Hill is a planned residential development in Chevy Chase, bounded on the north by I-495 and Rock Creek Park, by the Audubon Naturalist Society, or Woodend (M: 35-12), to the east, by the Rolling Hills and Kenilworth neighborhoods to the west, and by Clifford Avenue and Jones Bridge Road to the south. The subdivision measures approximately 37.6 acres and contains 121 single-family dwellings on lots ranging between 0.15 and 0.45 acre and laid out on curvilinear streets. A traffic island is located along Glenmoor Drive, near its intersection with Spring Hill Lane. Many of the individual lots are sloped with moderate tree coverage, grassy lawns, and bushes at the façade. Some rear yards are fenced. Secondary resources include pools, garages, 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:**

Special DOE form produced for the I-270 & I-495 Managed Lanes Study

Description:

Spring Hill contains 121 single-family dwellings constructed between 1949 and 1961, with 19 examples of modern infill built between 1982 and 2016, mostly along McGregor and Inverness Drives. One outlier at 9017 Spring Hill Lane was built in 1920, with many later modifications. Most of the single-family dwellings were constructed in the Two-Story Massed, Split-Level, Ranch, and Minimal Traditional forms, with some Colonial Revival-style elements, especially on the Two-Story Massed forms. Due to the topography, basement-level garages are common.

Dwellings in Spring Hill are one to two stories tall and three to five bays wide, clad in brick veneer, siding, stone veneer, or a combination of veneer and siding. Two-Story Massed houses with Colonial Revival details have a denticulated belt course on the façade. Roofs are primarily side-gabled, with some hipped roofs. Many of the Split-Levels forms have a side-gabled roof with a front-gabled or hipped projection. Roofs are primarily sheathed in asphalt shingles, with one roof sheathed in slate at 3503 Inverness Drive. Most dwellings feature an exterior-end brick chimney, although a few interior-slope chimney examples exist (3419 Glenmoor Drive). Front-gabled dormers are present on a few of the modern infill houses as well as at 3505 Inverness Drive and 9003 Clifford Avenue.

Primary entrances are typically centrally located on the façade with a single-leaf, paneled, wood or fiberglass door. A few double-leaf doors are present on Ranch houses. Two-Story Massed houses with Colonial Revival details also include pediments and sidelights surrounding the doors, such as the broken segmental pediment at 3403 Glenmoor Drive. Windows are primarily one-over-one, double-hung-sash vinyl replacements. Original windows are six-over-six, double-hung-sash, wood-frame units and wood tripartite windows. Bay, tripartite, casement, and sliding windows are common, most are vinyl replacements. Many houses have louvered and paneled shutters on the façade, with some original, such as the diamond pattern shutters at 3502 Husted Driveway. Basement-level garages, some with a recessed entry, are common (3406 Glenmoor Drive).

Historic Context:

Spring Hill was originally part of a larger tract called Clean Drinking, and was conveyed by Joseph and Rosalie Nebel and Herbert and Willie Helsing to Joseph J. Daly in 1948 (Montgomery County Deed Book [MCDB] 1140, 23–24). Daly completed the first plat of Spring Hill in March 1948 with blocks A, B, and C between Spring Hill Lane and Clifford Avenue, along Glenmoor Drive, Inverness Drive, and Husted Driveway (Montgomery County Plat [MCP] 2146). Soon afterward, Daly and Herbert W. Thornton formed Spring Hill, Inc., and added three more plats of the subdivision in 1950 (MCP 2481; 2523; 2724).

Houses in this early section were constructed by Spring Hill, Inc., in conjunction with architects Walter Boucher and James J. Daly (The Evening Star 1954a, B-7; 1957a, B-7). The company was also known for building nearby Locust Hill Estates and Rock Creek Hills neighborhoods (The Evening Star 1952, B-10; 1954b, A-23).

Additional plats related to Spring Hill were made in 1952 and 1954 for John and Pauline King for land conveyed to them by Marion Leigh Wells (MCP 3238; 3637). Later houses in Spring Hill were also built by Smoot-Levick Construction Company, Burton Builders, and Chevy Chase Knolls, Inc., and advertisements

sometimes refer to the subdivision as Spring Hill Woods or Spring Hill Manor, in addition to Spring Hill (The Evening Star 1957b, B-23; 1957c, B-8). Because construction was controlled by a small number of builder-developers, Spring Hill is classified as a planned residential development.

Early advertisements and building permits by Spring Hill, Inc., list a starting price of $25,000, while homes by Smoot-Levick in 1957 were selling for $27,450-$27,950 (The Evening Star 1954a, B-7; 1957c, B-8;). Advertisements emphasized the convenient location, especially for families with children, as the subdivision was walking distance to transportation, such as the Express DC bus and an elementary school (The Evening Star 1954c, B-13; The Washington Post 1961, D12).

With its proximity to Columbia Country Club (M: 35-140), Rock Creek Park, North Chevy Chase Local Park, and Chevy Chase Swimming Pool, Spring Hill did not include any community amenities.

Evaluation:

Spring Hill was evaluated in accordance with the Suburbanization Historic Context and Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. Based on when construction started and when the majority of construction took place, Spring Hill is considered a planned residential development of the Modern Period (1930-1960).

Spring Hill is one of many planned residential developments in the Maryland and the Washington, D.C., suburbs and is typical of those commonly built in Montgomery County in the Modern Period. The subdivision did not introduce design innovations and does not 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, the resource is not eligible under Criterion A.

The developers involved in the platting and construction of Spring Hill 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 multiple builder-developers responsible for the layout and appearance of Spring Hill over time, the subdivision lacks cohesion in streetscape design and building construction dates; consequently, it is not a good example of a planned residential development. Spring Hill has a significant amount of infill (20 houses), the majority of which dates from the 1990s. The modifications and replacement materials on original houses and the large amount of infill lead to an overall lack of integrity in Spring Hill. The houses are not the work of master architects and exhibit common materials and forms. Therefore, the resource is not eligible under Criterion C. Spring Hill was not evaluated under Criterion D.

The boundary for the resource encompasses 37.6 acres and is roughly defined by I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east, Rolling Hills and Kenilworth neighborhoods to the west, and Clifford Avenue and Jones Bridge Road to the south. It includes multiple parcels found on Montgomery County Tax Maps HP51 and HP41 (2019).

References:

The Evening Star. 1952. "Bethesda Area: Town and Country Home." Advertisement. June 14, 1952, B-10.
--1954a. "Dwellings, School Approved to Go Ahead in County." April 10, 1954, B-7.
--1954b. "Rock Creek Hills." Advertisement. November 6, 1954, A-23.
--1954c. "North Chevy Chase (Spring Hill Section): 9905 Spring Hill Lane." Advertisement. March 21, 1954, B-13.
--1957a. "Montgomery Approves More Residential Work." February 23, 1957, B-7.
--1957b. "Spring Hill Manor." Advertisement. September 14, 1957, B-23.
--1957c. "Spring Hill Woods." Advertisement. May 4, 1957, B-8.

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 Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed March 11, 2019. http://www.mdlandrec.net/

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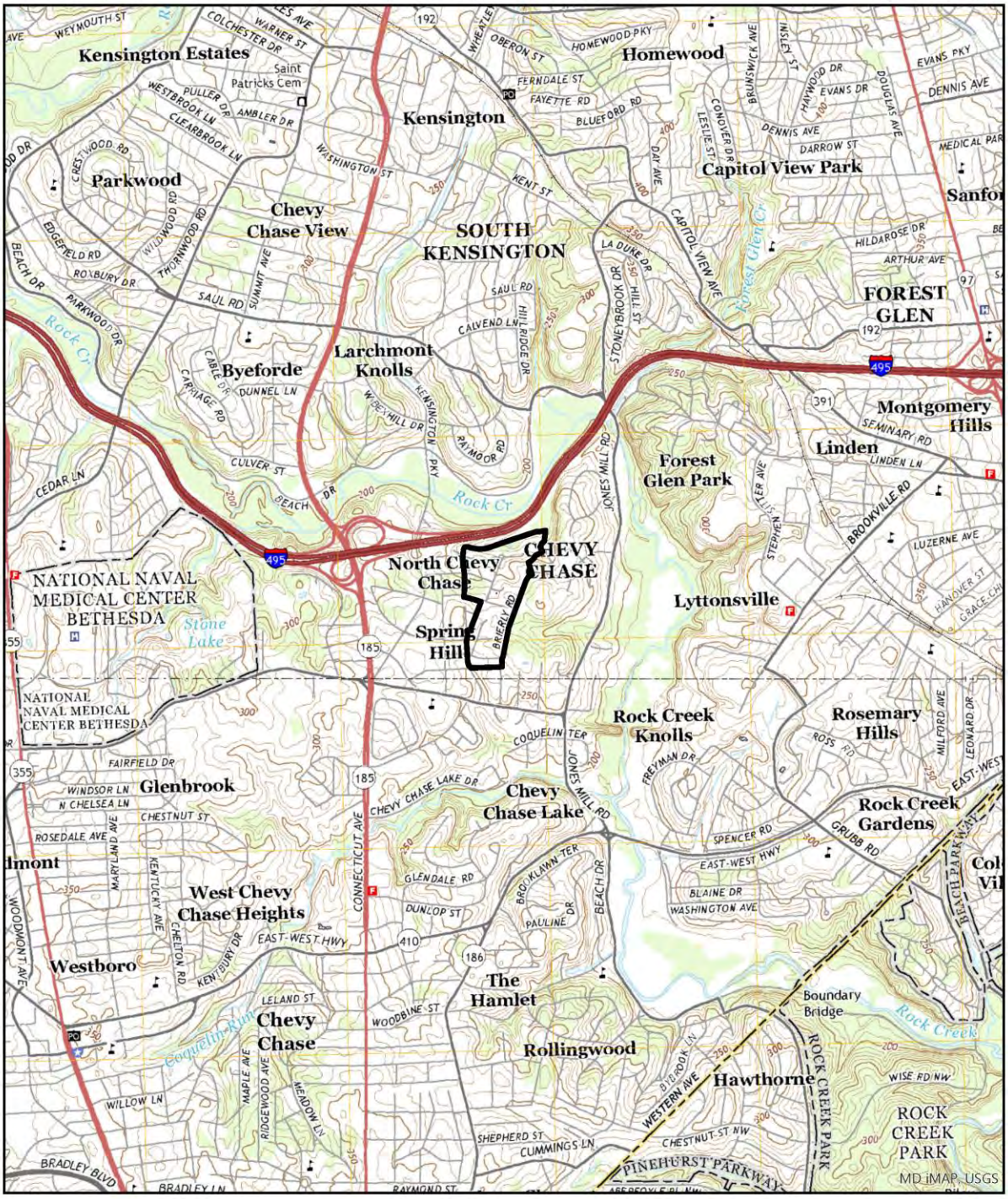
The Washington Post. 1961. "3510 Husted Dr." Advertisement. August 6, 1961, D12.

Spring Hill Montgomery County

Location: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east City: Chevy Chase



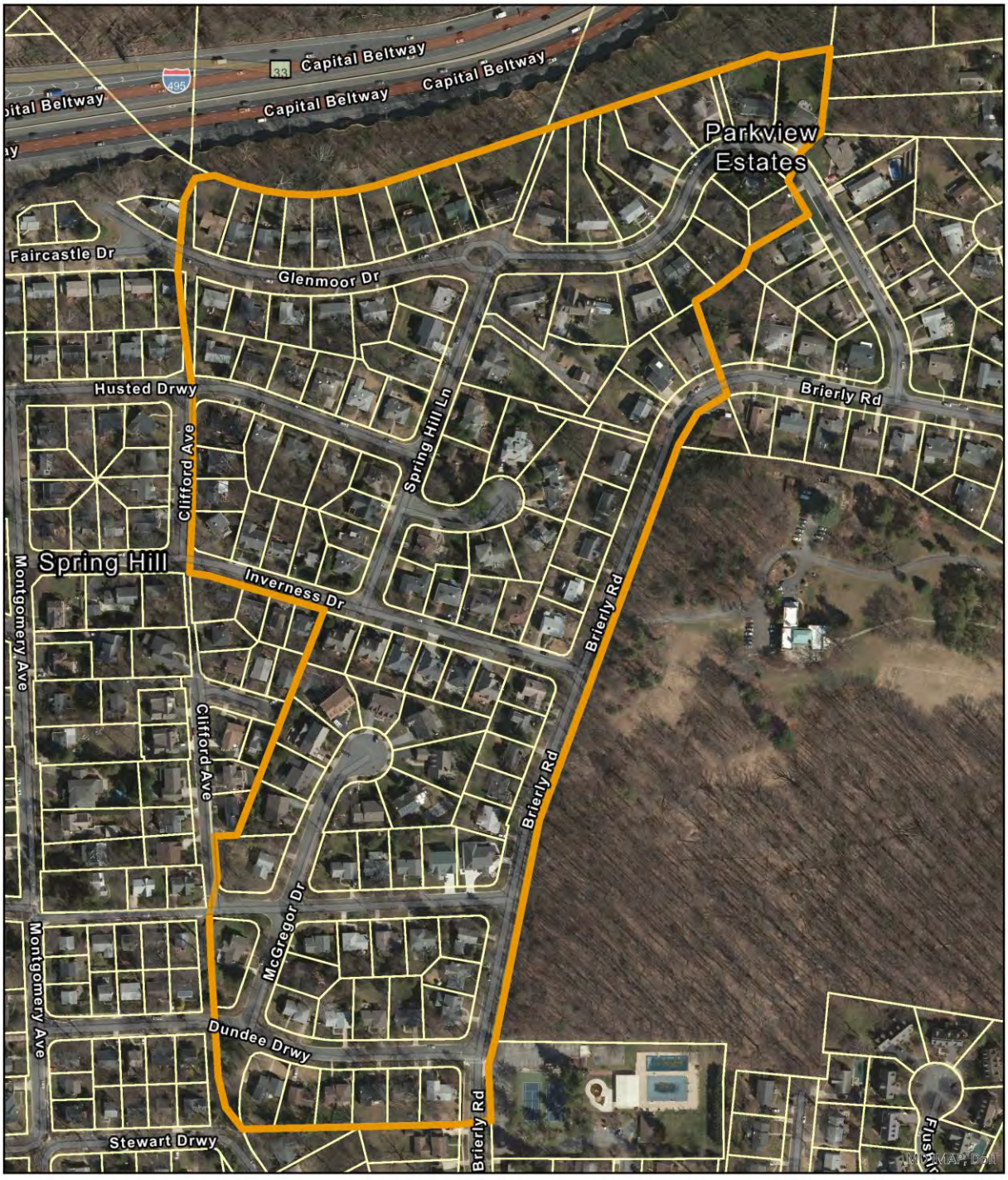
USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000

Spring Hill Montgomery County

Location: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east City: Chevy Chase



PHOTOGRAPHS

View of 3403 Glenmoor Drive, looking north.

View of 3406 Glenmoor Drive, looking east.

PHOTOGRAPHS

View of 3419 Glenmoor Drive, looking northwest.

View of 3502 Husted Driveway, looking southwest.

PHOTOGRAPHS

View of 3503 Inverness Drive, looking north.

Oblique of 3505 Inverness Drive, looking northeast.

PHOTOGRAPHS

View of 9003 Clifford Avenue, looking east.

View of 9017 Spring Hill Lane, looking north.

PHOTOGRAPHS

Streetscape of Kenilworth Driveway, looking northeast.

View of 8918 Brierly Road, looking west.

PHOTOGRAPHS

View of streetlamp and 8904 McGregor Drive, looking southwest.

View of traffic island at intersection of Glenmoor Drive and Spring Hill Lane, viewed from Spring Hill Lane, looking northeast.

M: 35-208 Spring Hill

PHOTO LOG

Number of Photos: **12**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-11-14**
Location of Original Digital File: **MD SHPO**
File Format: **M: 35-208_2019-11-14_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 3403 Glenmoor Drive, looking north.

02.tif
View of 3406 Glenmoor Drive, looking east.

03.tif
View of 3419 Glenmoor Drive, looking northwest.

04.tif
View of 3502 Husted Driveway, looking southwest.

05.tif
View of 3503 Inverness Drive, looking north.

06.tif
Oblique of 3505 Inverness Drive, looking northeast.

07.tif
View of 9003 Clifford Avenue, looking east.

08.tif
View of 9017 Spring Hill Lane, looking north.

09.tif
Streetscape of Kenilworth Driveway, looking northeast.

10.tif
View of 8918 Brierly Road, looking west.

11.tif
View of streetlamp and 8904 McGregor Drive, looking southwest.

12.tif
View of traffic island at intersection of Glenmoor Drive and Spring Hill Lane, viewed from Spring Hill Lane, looking northeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: St. Jane Frances de Chantal Church and St. Jane de Chantal School **Inventory Number:** M: 35-201

Address: 9701 Old Georgetown Road 187 **Historic District:** No

City: Bethesda **Zip Code:** 20814 **County:** Montgomery

USGS Quadrangle(s): Kensington

Property Owner: George J. Carlin and Myrtle W. Carlin **Tax Account ID:** 07-03303867

Tax Map Parcel(s): N780 **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:

St. Jane Frances de Chantal Church and St. Jane de Chantal School, at 9601 Old Georgetown Road (MD 187) is situated about 1,000 feet south of Interstate-495 (I-495) in Bethesda. This resource contains a roughly rectangular 12.7-acre parcel featuring a church, a school complex, a circa-1955 educational building, a circa-1980 Quonset hut, and a circa-1985 rectory. The parcel is bounded by Old Georgetown Road on the west, an apartment building to the north, 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:

Rochambeau French International School and a neighborhood of single-family dwellings on the east and south. The lot is largely covered by a system of roads that circle the resource as well as paved parking lots. The primary elevation of the church sanctuary faces northwest, but the complex can be accessed by pedestrians from Old Georgetown Road and by pedestrians and vehicles from the east. The surrounding area is overwhelming residential in character and predominantly filled with single-family dwellings, though multi-family residential development is clustered to the north of the church property.

Description:

St. Jane Frances de Chantal Church was constructed in 1954. The original core of the building is a one-and-one-half story, five-bay, front-gabled section that faces southwest towards Old Georgetown Road. The foundation and structural system are clad in a five-course brick veneer and the roof is sheathed in asphalt shingles. This section features Tudor-Revival-style detailing such as faux half timbering in the gable ends, faux brick veneer buttresses, and an arched entry way filled with a double-leaf door topped with a large fan light. Windows on the section are filled with geometric stained glass and sit on brick sills with stone jack arches. A small front-gabled secondary entry porch extends from the southeast elevation of the original core and features faux half timbering in the gable end. A corner stone reading “1953” (when construction on the church began) is located on the southwest elevation.

In 2001, a large addition expanded the church and currently engulfs the original core. When added, the church was reoriented and the primary entrance is now located on the northwest elevation. This addition is a one-and-one-half story, five-bay, front-gabled section that features many of the same materials as the original core. The foundation and structural system are clad in brick veneer and the roof is sheathed in asphalt shingles. A front-gabled entry projection contains three rounded openings filled with double-leaf, metal-and-glass doors. Fenestration on this addition consists of multi-light fixed vinyl windows, some of which are curved or rounded. A belltower extension is located off the northeast elevation of the addition while a domed apse with arched vinyl windows extends from the southeast elevation.

The circa-1954 to 1963 one-story, multi-bay, St. Jane de Chantal School with Tudor-Revival detailing is built into a slope and located south of the church. The school is laid out in a square shape, with a large, one-and-a-half-story, front-gabled section at the center. The foundation and structural system are clad in a brick veneer that is covered by a side-gabled roof sheathed in slate shingles. Front-gabled projections with faux half timbering in the gabled ends are located along the building. The primary entrance, centered on the southwest elevation, holds a double-leaf, half-glazed, flush metal door with side lights and transom. The door is located under a front-gabled projection with an arched opening as well as a cloth awning. Other fenestration includes multi-light fixed vinyl windows and one-over-one, double-hung-sash vinyl

windows in single, paired, and ribbon configurations. Secondary entrances hold single- and double-leaf, flush doors, some of which are half-glazed.

Three outbuildings are located on the St. Jane Frances de Chantal Church and St. Jane de Chantal School property, including a circa-1955 education building, a circa-1980 Quonset hut, and a circa-1985 rectory. The circa-1955, two-and-a-half-story, seven-bay, education building features Tudor Revival elements and is located east of the school. The foundation and structural system are clad in brick veneer and covered by a side-gabled roof sheathed in slate. A front-gabled projection extends from the façade (southwest elevation) and features faux half timbering in the gable ends. Hipped dormers pierce the southwest and northeast roof slopes. Fenestration includes single and paired, double-hung-sash, vinyl windows and single-leaf, metal-and-glass doors. The circa-1980 Quonset hut is located northeast of the church and is clad in corrugated metal. The circa-1985 rectory is located north of the church and was not accessible during the survey.

Historic Context:

During the post-World War II population boom, Our Lady of Lourdes Church, Bethesda's only Catholic church at the time, was not large enough to support the region's growing number of Catholic residents, and the Archdiocese of Washington established a new parish in 1950 (Weaver 2010). While the new building was under construction, the parish met in the monastery chapel of the Sisters of the Visitation of Holy Mary, now the site of the National Institutes of Health. As a way to honor their hospitality while the parish met at their chapel, the new church was named St. Jane Frances de Chantal, after the founder of the Visitation Sisters (Weaver 2010).

The 300-seat St. Jane Frances de Chantal Church was completed in 1954, with an addition completed in 1959. This portion of the church consists of the front-gabled projection facing Old Georgetown Road with Tudor-Revival style detailing (National Environmental Title Research [NETR] 1957). The Tudor-Revival-style detailing was somewhat unique and contrasted with Modernist Catholic churches and Jewish temples constructed elsewhere in the county during the period (Gournay and Corbin Sies 2002, 60). The school was built concurrently with the church, with additional classrooms added in 1963 (NETR 1963). The large addition that engulfs the church and reoriented the building from southwest facing to northwest facing was completed in 2001 at the cost of $3.5 million and added an additional 450 seats (Weaver 2010).

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, building construction in "[o]rganized 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 St. Jane de Frances Chantal Church and St. Jane de Chantal School 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 St. Jane Frances de Chantal Church and St. Jane de Chantal School are situated along a major roadway and are prominent landmarks visible from many surrounding locations. The complex is easily accessed by pedestrians and vehicles from the surrounding roadways as well as the large parking lots that fill much of the northern and northwestern end of the property.

Evaluation:

Although St. Jane de Chantal Church and St. Jane de Chantal School 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 several Catholic churches built around Bethesda during the mid-twentieth century, including Holy Redeemer Catholic Church and Holy Cross Catholic Church and School. Therefore, the St. Jane Frances de Chantal Church and St. Jane de Chantal School property is not eligible for the National Register of Historic Places 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.

Although the use of Tudor Revival style architectural features was not common at the time among churches in Montgomery County, there are surviving examples of this style among religious worship facilities in the region. This resource is not a prime example of that trend, and the larger circa 2001 addition removed almost all references to that style. 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 is not particularly distinctive 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 large circa 2001 addition that engulfed the church and reoriented the building from southwest-facing to northwest-facing has resulted in a low to moderate level of integrity of design, materials, and workmanship. Therefore, the St. Jane Frances de Chantal Church and St. Jane de Chantal School is not a particularly unique or excellent example of its architectural

style or property type. For these reasons it is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 12.7 acres confined to the current property tax parcel, which is found on the Montgomery County Tax Map GP562, Parcel N780.

References:

Gournay, Isabelle and Sies, Mary Corbin. 2002. "Modern Movement in Maryland." University of Maryland. http://mahdc.org/ma/wp-content/uploads/2017/02/Historic-Context-Modern-Movement-in-Maryland.pdf.

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.

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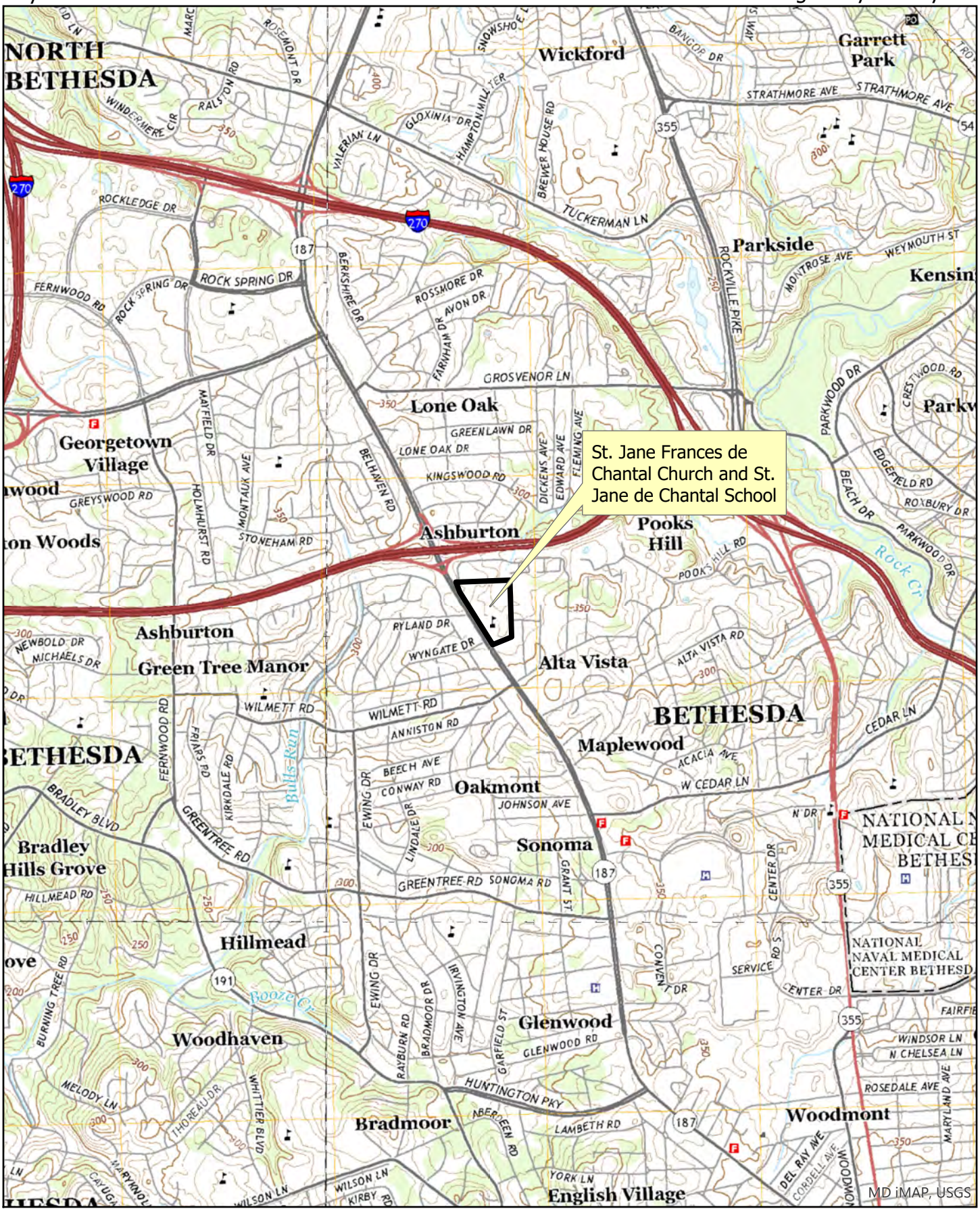
Price, Jay M. 2004. "When Traditional Could be Modern: Religious Buildings in Kansas After World War II," Kansas Preservation, 26:2. Kansas State Historical Society. pp. 5-13.

Weaver, Anna. 2010. "St, Jane de Chantal Parish marks 60 years of "fidelity to the message of Christ." Catholic Standard. http://www.cathstan.org/Content/Social/Social/Article/St-Jane-de-Chantal-Parish-marks-60-years-of-fidelity-to-the-message-of-Christ/-2/-2/4186.

St. Jane Frances de Chantal Church and St. Jane de Chantal School

Location:9701 Old Georgetown Road
City: Bethesda

MIHP#: M: 35-201
Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000

N

St. Jane Frances de Chantal Church and St. Jane de Chantal School

Location: 9701 Old Georgetown Road
City: Bethesda

MIHP#: M: 35-201
Montgomery County

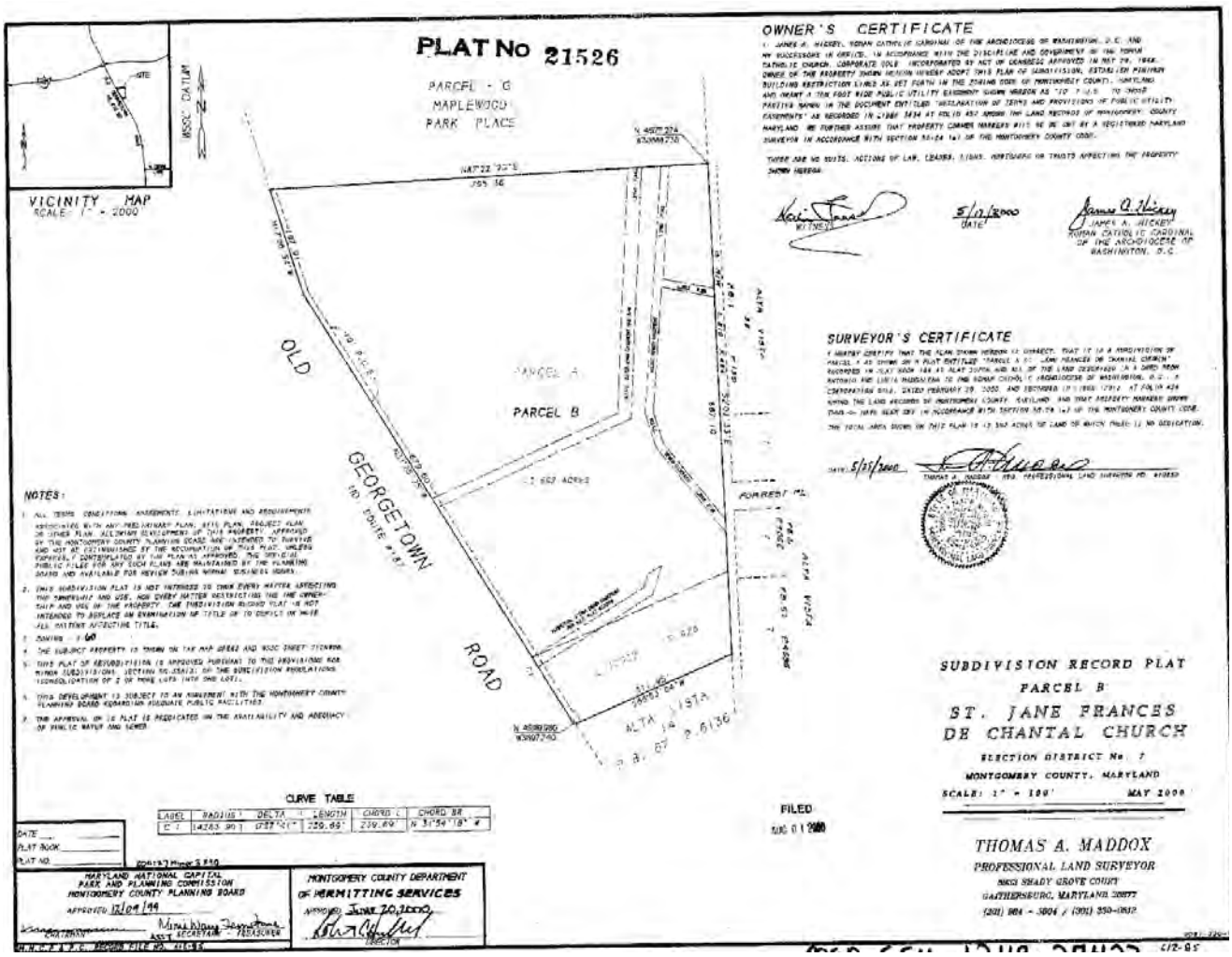
Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

St. Jane Frances de Chantal Church and St. Jane de Chantal School (M: 35-201)
9601 old Georgetown Road
Bethesda, Montgomery County, Maryland



2000 Plat of St. Jane Frances de Chantal Church (MCP 21526).

Photo 1 of 7: St. Jane Frances de Chantal Church, south oblique.

Photo 2 of 7: St. Jane Frances de Chantal Church, southeast elevation.

Photo 3 of 7: St. Jane Frances de Chantal Church, northeast elevation.

Photo 4 of 7: St. Jane de Chantal School, southwest elevation.

Photo 5 of 7: St. Jane de Chantal School, southwest elevation, entry detail.

Photo 6 of 7: St. Jane de Chantal School, north oblique.

Photo 7 of 7: Education building, west elevation.

PHOTO LOG

Name of Property: St. Jane de Francis Chantal Church and School
Name of Photographer: Melissa Butler
Date of Photographs: 08/08/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
St. Jane Frances de Chantal Church, south oblique.
M; 35-201_2018-08-08_01.tif

Photo 2 of 7:
St. Jane Frances de Chantal Church, southeast elevation.
M; 35-201_2018-08-08_02.tif

Photo 3 of 7:
St. Jane Frances de Chantal Church, northeast elevation.
M; 35-201_2018-08-08_03.tif

Photo 4 of 7:
St. Jane de Chantal School, southwest elevation.
M; 35-201_2018-08-08_04.tif

Photo 5 of 7:
St. Jane de Chantal School, southwest elevation, entry detail.
M; 35-201_2018-08-08_05.tif

Photo 6 of 7:
St. Jane de Chantal School, north oblique.
M; 35-201_2018-08-08_06.tif

Photo 7 of 7:
Education building, west elevation.
M; 35-201_2018-08-08_07.tif

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Steuart Ford

Address: 9020 Lanham Severn Road (MD 564)

City: Lanham **Zip Code:** 20706 **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: 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:

Description of Property and Justification: (Please attach map and photo)
Steuart Ford, now known as DARCARS, is a one-story automobile dealership and service facility that sells Ford, KIA, and pre-owned vehicles. Although the polygonal footprint of the building has not changed since it first appeared in the 1980 aerial photo, the 2017 Google Earth Street View indicates that the building was being heavily remodeled at that time, and it is now clad with brushed stainless steel or white enamel panels that characterize early twenty-first century car dealerships. Each car brand has its own area and appears as an individual building designed to differentiate between the vehicles for sale. The pre-owned building has narrow ribbon windows and a double entrance door; the Ford dealership is clad in stainless steel panels and the front door is covered over with an arch panel. The KIA dealership is clad in white enamel panels. The service garage stands to the rear behind the pre-owned section, and a flat roof covers the entire building.

Based on newspaper articles, land records and aerial photographs from 1964 through 2015, Steuart Ford is a former Washington, DC, automobile dealer who moved to Lanham in 1972. The Ford dealership opened in August 1972 and was representative of a number of downtown DC automobile dealers who moved to the suburbs partly in response to changing automobile shopping tastes and growth of the number of residents in suburban Prince George's and Montgomery counties. By 1975, Steuart Ford was attempting to purchase the land surrounding their property and have it rezoned so that the business, particularly the parking area for new cars, could be expanded. Through 1980, the

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

company was called Steuart Ford, but since that time, DARCARS, a car dealership that was started in 1977 in Silver Spring by an Iranian immigrant, acquired the dealership and added KIA, a Korean automobile company, providing a wider selection of new and used cars.

MDOT SHA has determined that Steuart Ford is not eligible for inclusion in the National Register of Historic Places (NRHP) because it lacks integrity of design, workmanship, feeling and association as a result of the 2017 alterations to the exterior of the building. Based on research conducted as part of this study, MDOT SHA did not identify events or persons of local, state or national significance, and the Steuart Ford building is not eligible for inclusion in the NRHP under Criteria A (events) or B (persons). Due to the lack of integrity, Steuart Fort is not eligible for the NRHP under Criterion C (architecture). NRHP Criterion D (information potential) was not included in the study.

The boundary for Steuart Ford is confined to the tax parcel boundary shown on Prince George's County Tax Map 0044 for Parcel 0000 consisting of 2.5 acres.

Sources Consulted:

Prince George's County Land Records, downloaded from Maryland State Archives, https://mdlandrec.net/main/ October 8, 2019

Donin, Robert, "Part of Trend: Another New Car Dealer Heads for Suburbs", The Washington Post, July 5, 1972, P. A13

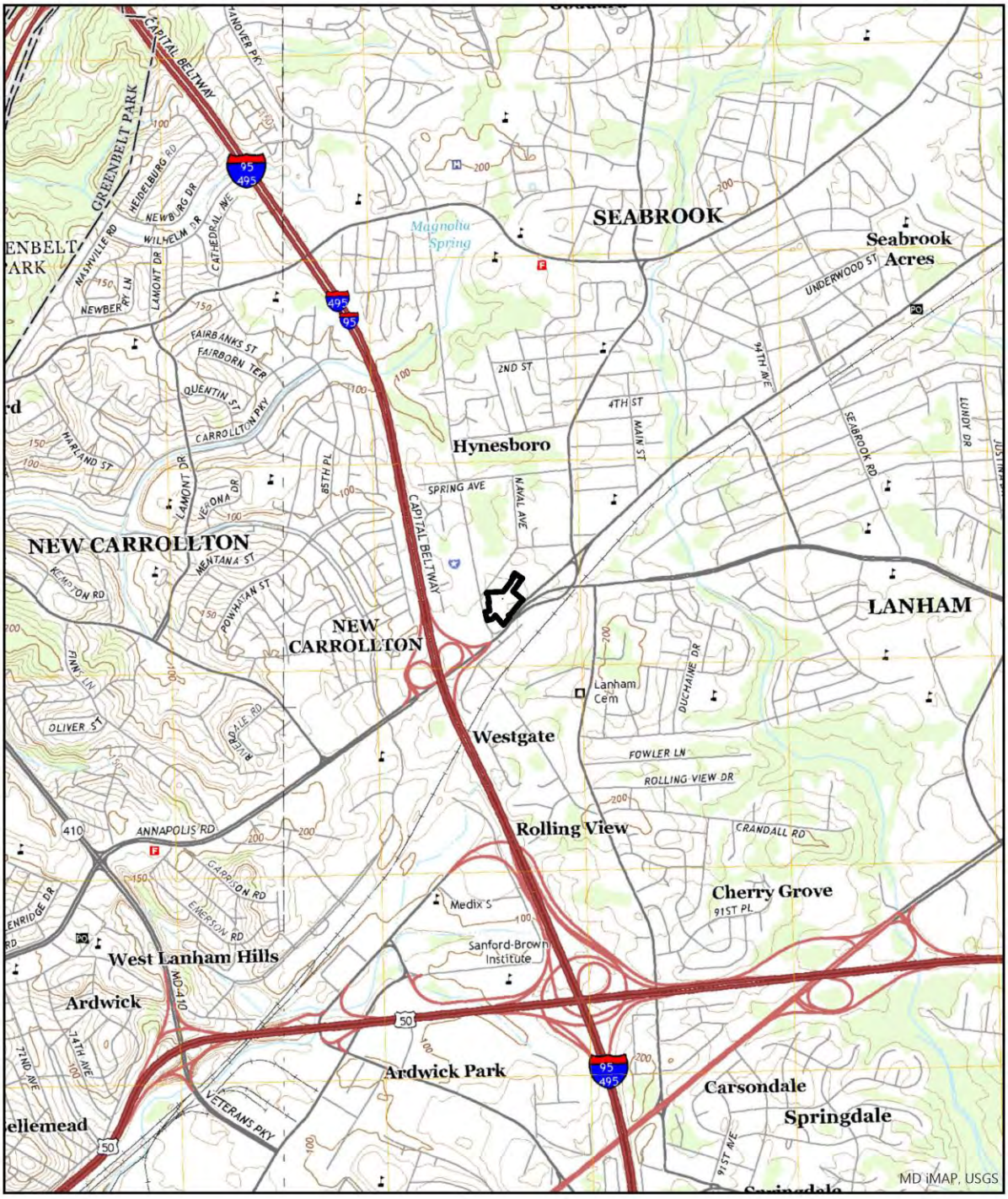
Logan, Harold J. , "Land Rezoning Bid Started in '74", The Washington Post, July 17, 1975, P. B2

The Washington Post, "'FMC 290 R' Luxury Plus", October 24, 1973, P. AS5

Steuart Ford

Steuart Ford Prince George's County

Location: 9020 Lanham Severn Road City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

Scale: 1:24,000

N

Steuart Ford

Southeast facade at Lanham Severn Road

Southwest service area from Lanham Severn Road

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ____
no ____

Property Name: Stoneyhurst Quarries Inventory Number: M: 29-42

Address: 8101 River Road (MD 190) Historic district: X yes ____ no

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: Multiple 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: 10/17/2018

Documentation is presented in: Project review and compliance files

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)*

In 1975, Stoneyhurst Quarries was surveyed but not evaluated for the National Register of Historic Places. A May 1, 2018 site visit found the majority of the resource no longer existed. The largest quarry workings on the north side of River Road have been developed into "Quarry Springs," a luxury condominium complex constructed in 2014. The site has been significantly altered by the redevelopment, including the construction of two five-story residential buildings, a one-story clubhouse building, access driveways, gates and gatehouses, and parking areas. The open cut quarries described in the 1975 survey have been altered by the addition of formal gardens and a swimming pool.

The smaller workings along River Road, located east of "Quarry Springs," have also been replaced by residential developments called "Riverhill" (built circa 1980s) and "River Quarry" (built 2012). The quarry north of River Road and adjacent to Cabin John Creek no longer exists and has been replaced by a wooded area. The quarry south of the road near the creek is also now wooded and is today part of Cabin John Stream Valley Unit 3. The workings at the south end of Stoneyhurst Quarries, along Seven Rocks Road (south of River Road), remain an active quarry site. It is currently operated by Tri-State Stone and Building Supply, Inc. (Tri-State), quarrying Carderock brand decorative stone from the site.

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**

Historic aerials seem to show that the active workings along Seven Rocks Road (south of River Road) were established in the 1950s, starting at the northern end of the current Tri-State property and gradually growing southward over the subsequent decades. While Stoneyhurst Quarries as a whole, particularly the largest quarry area on the north side of River Road, may have had potential significance under Criterion A, the remaining quarry alone is not associated with an event that has made a significant contribution to history. Neither the remaining quarry nor Stoneyhurst Quarries is associated with persons that have made a significant contribution to history or embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic values, and therefore is not eligible for the National Register of Historic Places under Criteria B or C. The property was not evaluated under Criterion D as part of this assessment.

The property encompasses 219.32 acres and follows the boundaries established by the 1975 survey.

References

Google. 2018. “Maps.” Accessed August 20, 2018. https://www.google.com/maps.

NETROnline. 2018. “Historic Aerials.” Accessed August 28, 2018. https://www.historicaerials.com/viewer.

Quarry Springs. Accessed August 20, 2018. 2018. https://quarrysprings.com.

Tri-State Stone and Building Supply. “Carderock.” Accessed August 28, 2018. http://www.carderock.com/.

USGS. “Historical Topographic Map Explorer: Falls Church, 1945, 1951, 1956.” Accessed September 24, 2018. http://historicalmaps.arcgis.com/usgs/.

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**

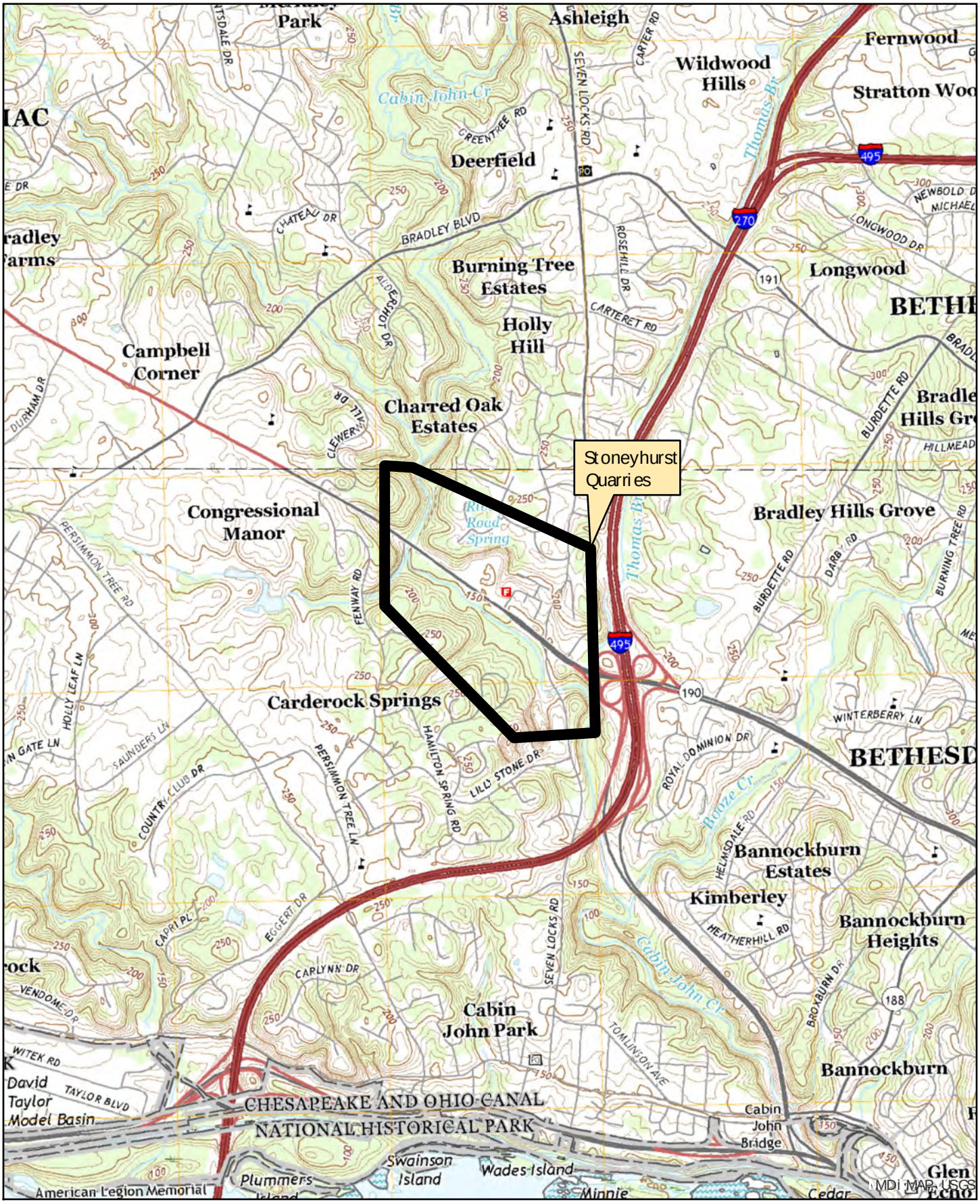
_____ _____

Reviewer, National Register Program **Date**

Stoneyhurst Quarries

Location: 8101 River Road
City: Bethesda

MIHP#: M: 29-42
Montgomery County



USGS 7.5' Quadrangle - Falls Church

0 0.3 0.6 Miles

Scale: 1:24,000

Stoneyhurst Quarries

Location: 8101 River Road
City: Bethesda

MIHP#: M: 29-42
Montgomery County

Parcel Boundaries

0 0.1 0.19 Miles

Scale: 1:6,600

Photo 1 of 7: View from River Road of former quarry site on north side, now Quarry Springs development gardens, looking northeast.

Photo 2 of 7: View from River Road of former quarry site on north side, now Quarry Springs Condominiums looking northeast.

Photo 3 of 7: Residential development on former quarry site, Split Oak Drive north of River Road, looking southwest.

Photo 4 of 7: Tri-State Stone, view from east side of active quarry, looking west.

Photo 5 of 7: Tri-State Stone, view of quarried stone from quarry road, looking west.

Photo 6 of 7: Tri-State Stone quarry, view from east side of active quarry, looking southwest.

Photo 7 of 7: View of Tri-State Stone Company sign on Seven Locks Road from driveway, looking southeast.

PHOTO LOG

Name of Property: Stoneyhurst Quarries
Name of Photographer: Dovetail Cultural Resources Group
Date of Photographs: August 27, 2018 and October 4, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
View from River Road of former quarry site on north side, now Quarry Springs development gardens, looking northeast.
M; 29-42_2018-08-27_01.tif

Photo 2 of 7:
View from River Road of former quarry site on north side, now Quarry Springs Condominiums, looking northeast.
M; 29-42_2018-08-27_02.tif

Photo 3 of 7
Residential development on former quarry site, Split Oak Drive north of River Road, looking southwest.
M; 29-42_2018-10-04_03.tif

Photo 4 of 7
Tri-State Stone, view from east side of active quarry, looking west.
M; 29-42_2018-10-04_04.tif

Photo 5 of 7
Tri-State Stone, view of quarried stone from quarry road, looking west.
M; 29-42_2018-10-04_05.tif

Photo 6 of 7
Tri-State Stone quarry, view from east side of active quarry, looking southwest.
M; 29-42_2018-10-04_06.tif

Photo 7 of 7
View of Tri-State Stone Company sign on Seven Locks Road from driveway, looking southeast.
M; 29-42_2018-10-04_07.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: **Stratton Commons**
Inventory Number: **M: 30-49**
Address: I-270 to the North, Stratton Park to the East
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: GP42
Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler
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:

Stratton Commons is an 18-acre planned residential development in Bethesda, bounded on the east by Stratton Woods Park, on the north and northwest by Interstate 270 (I-270), and on the south by Stratton Woods. Stratton Commons comprises two curvilinear streets, Derbyshire Lane and Surreywood Lane with 25 single-family dwellings on lots averaging between 0.2 and 0.4 acre and 49 townhouses on lots of approximately 0.05 acre each. Concrete sidewalks border the townhouses but are absent in front of single-family dwellings. The individual lots are landscaped with trees, plant beds, and bushes.

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:**

Stratton Commons contains townhouses and single-family dwellings constructed between 1976 and 1978 in variations of the Colonial Revival style.

Single-family dwellings in Stratton Commons are five- to seven-bay Two-Story Massed forms clad in brick veneer. Each house includes an attached projecting two-car garage with individual doors. Roofs are side-gabled with side-gabled garages or cross-gabled with gambrel- or gable-front garages. Asphalt shingles have replaced the roofs' original cedar shingles. Primary entrances are typically off-center and comprise a single-leaf wood or metal door. Fenestration on the detached dwellings includes double-hung-sash vinyl windows with false muntins; many examples have fixed shutters. Several dwellings feature a single brick chimney set along a side or rear elevation. Common secondary buildings include sheds.

Townhouses in Stratton Commons are two-story, multi-bay buildings averaging two bays per individual unit, with continuous foundations and structural systems clad in brick veneer. Roofs vary between individual units and include front-gable, side-gable, and side-gambrel, all clad in asphalt shingles. Some gable ends are filled with vinyl siding or brick veneer. Several units feature an exterior-end brick chimney. Front-gabled dormers are present on only a few dwellings. Primary entrances are typically off-center and comprise a single-leaf wood or metal door. All townhouses have either original wood-framed or replacement vinyl-framed double-hung-sash units and some exhibit bay or a fixed bull's eye window, with fixed shutters common.

Historic Context:

Alvin I. Brown and Donald L. Brown conveyed 18.02 acres to the Democracy Development Corporation, a small-scale residential development company, through two transactions in 1972 (Montgomery County Deed Book [MCDB] 4290, 837, 845). No other known developments were identified during research. Stratton Commons was constructed by Berger and Berman Inc., commercial and residential developers and builders in the Washington, D.C. area (The Washington Post 1985, electronic document). Platted in 1976 as "Stratton Commons," the development was constructed along an extension of Derbyshire Lane, part of the earlier Stratton Woods development. Dwellings were constructed between 1976 and 1978. The single-family dwellings in Stratton Commons were advertised as having "cedar shake roofs, master suites with sitting rooms, bedroom-level laundry rooms and lounges, fireplaces, two-story living rooms, and libraries. Two-car garages are also standard." (The Evening Star 1978a, 63). Another contemporary advertisement highlighted the elegance of the homes, at the starting cost of $160,000, "with a full complement of master sitting suites, bedroom lounges, fireplaces, sunken family rooms… and much more… All built with the quality workmanship that has made Berger/Berman a byword in Montgomery County" (The Evening Star 1978b, 17).

The townhouses, marketed as Bethesda Place Townhouses, were likewise built by Berger and Berman Inc. but were minimally advertised. A newspaper placement from 1977 simply states that "Bethesda Place Townhomes at Democracy Blvd. and Rt. 270 [are] opening soon" and that Lewis and Silverman were the selling agents (The Washington Post 1977, G5). Research suggests that "Stratton Commons" is the combined name for the townhouses and single-family dwellings.

With its small scale and proximity to schools, shops, and local parks, Stratton Commons did not include additional community amenities.

Evaluation:

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

Stratton Commons is one of many 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 Suburban Diversification Period. The inclusion of both single-family houses and townhouses occurred earlier in several other nearby developments from this same period, such as Woodley Gardens. 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 involved in the development of Stratton Commons were involved with other development projects in the Washington, D.C. region, but research has not shown that this particular project is a master work or was influential on the design aesthetic of Berger and Berman Inc. Nor has it 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.

Stratton Commons is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. A small-scale undertaking appended to the existing Stratton Woods development, Stratton Commons is not a good example of a planned residential development of the Suburban Diversification Period. It includes housing in typical styles and forms which include standard features 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 Stratton Commons is not a good example of a planned suburban development and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C. Stratton Commons was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 18.3 acres and is roughly bounded by the I-270 North Spur on the north and west, Stratton Local park to the east, and Stratton Woods on the south. It includes multiple parcels found on Montgomery County Tax Map GP42 (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.

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 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 Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 21, 2018. http://www.msa.md.gov.

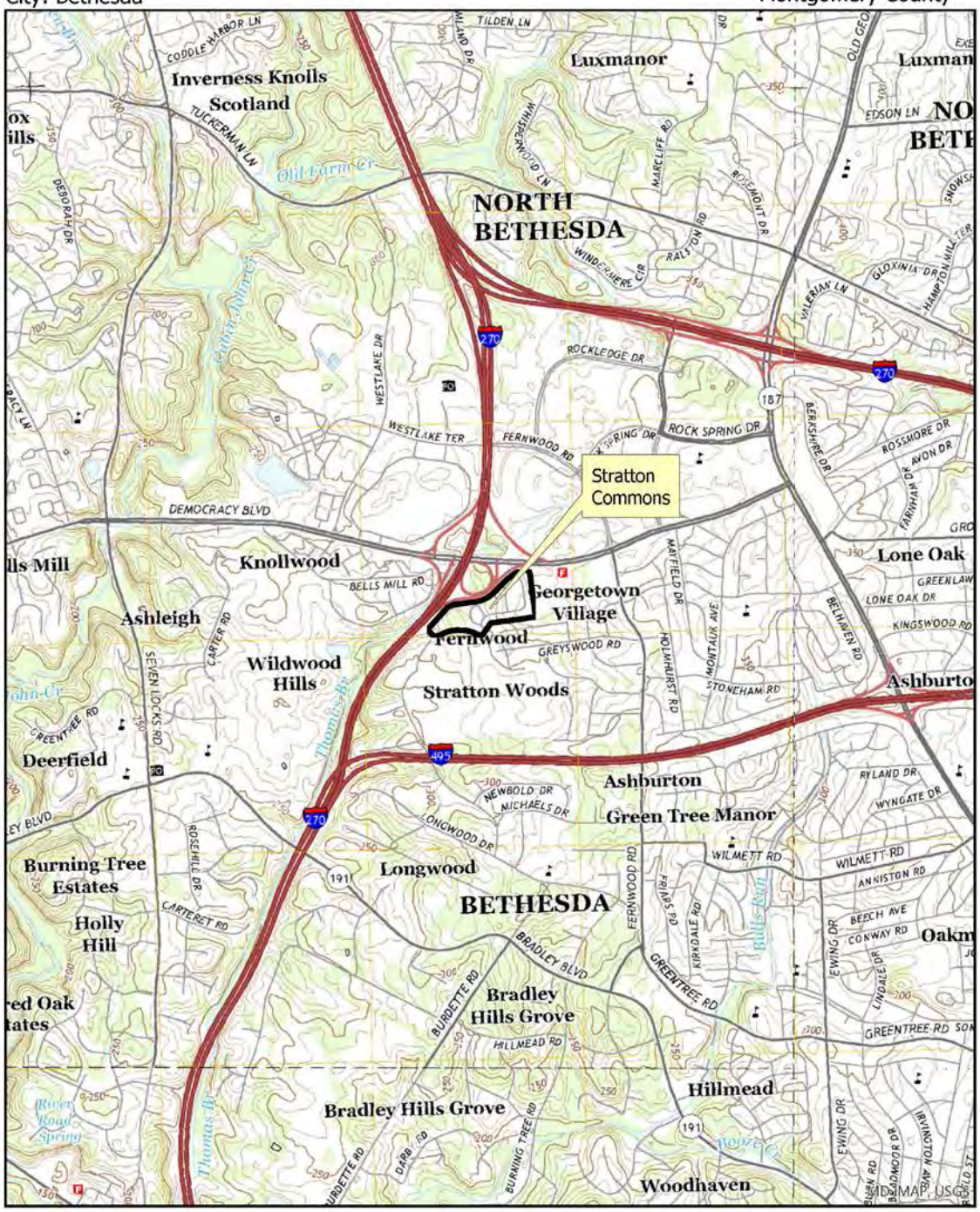
The Evening Star. 1978a. “Surrey Lane.” March 18, 1978. 63.
--- 1978b. “Surrey Lane.” February 24, 1978. 17.

The Washington Post. 1977. "Bethesda Place Townhomes." December 17, 1977. G5.
--- 1985. “Builder’s Woes Leave Families in the Middle.” October 5, 1985. Accessed January 28, 2019. https://www.washingtonpost.com/archive/.

Stratton Commons

Location: I-270 to the North, Stratton Park to the East

City: Bethesda Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Stratton Commons

Location: I-270 to the North, Stratton Park to the East
City: Bethesda Montgomery County

PHOTOGRAPHS

View of Bethesda Place at 6719 Surreywood Lane, facing east.

View of Bethesda Place at 6716 Surreywood Lane, facing west.

PHOTOGRAPHS

View of Bethesda Place at 9940 Derbyshire Lane, facing east.

6750 Surreywood Lane, west elevation.

PHOTOGRAPHS

Streetscape on Surreywood Lane, facing north.

6766 Surreywood Lane, facing east.

M: 30-49 Stratton Commons

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 30-49_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of Bethesda Place at 6719 Surreywood Lane, facing east.

02.tif
View of Bethesda Place at 6716 Surreywood Lane, facing west.

03.tif
View of Bethesda Place at 9940 Derbyshire Lane, facing east.

04.tif
6750 Surreywood Lane, west elevation.

05.tif
Streetscape on Surreywood Lane, facing north.

06.tif
6766 Surreywood Lane, facing east.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Stratton Woods** Inventory Number: **M: 30-50**

Address: North I-495, south of Democracy Boulevard, east of I-270 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: GP42

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton 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 Stratton Woods community is a single-family, planned residential development located on the east side of I-270, on the south side of Democracy Boulevard, and on the north side of I-495 in Rockville, Montgomery County. Immediately southwest of the neighborhood is the WMAL Transmitter Property (M: 30-24) and other residential neighborhoods surround Stratton Woods to the northwest (Stratton Commons), northeast (Fernwood), and southeast (Academy Woods [M: 30-38]). Stratton Woods is made up of nine curvilinear streets, two of which terminate in cul-de-sacs, lined with 155 single-family dwellings on residential lots averaging between 0.20 and 0.45 acre. In addition to the dwellings, associated with this neighborhood is Stratton Park, a local park at 9925 Harrogate Road. In total, the subdivision encompasses an estimated 62.05 acres comprising 10.95 acres of park land and 51.1 acres of residential neighborhood. Within the residential portion of Stratton Woods, all streets are lined with a concrete curb and individual

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:**

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 within Stratton Woods include sheds.

Description:

Stratton Woods is a planned residential development comprising 155 single-family dwellings constructed between 1961 and 1963 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 Stratton Woods 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. Cladding on the house includes stretcher-bond brick veneer, siding, such as vinyl or aluminum, or a combination of the two. Roofs within Stratton Woods include front and side gables, as well as the occasional gambrel and hipped examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior end, interior end, and interior slope.

Primary façade entrances are typically off-center and include a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoop. Recessed entryways and door surrounds with Colonial Revival style elements such as pilasters, dentils, and/or pediments are common. Original windows are six-over-six or eight-over-eight, double-hung-sash, wood-frame units; some original bay 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. Attached, single-car carports are incorporated into the design of many houses.

Also within Stratton Woods, near its northern boundary south of Democracy Boulevard, is a circa-1975 recreational area called Stratton Park. The rectangular-shaped, local park is heavily wooded along its borders and is accessed from the south by Harrogate Road. A paved parking lot and simple wooden sign are located at the entrance, just south of the one-story, front-gabled picnic shelter with bathrooms on the south side. Near the park's northeast corner is a series of tennis courts and just north of the picnic shelter is a playground. The western half of Stratton Park comprises sports fields. Paved walkways connect each of the features to provide easy foot access throughout the park.

Historic Context:

In June 1960, Aldre, Inc., owned by Jack and Annette Alfandre, purchased approximately 50 acres through two separate deeds from J. Walsh Richards, Nancy Richards, and/or Joseph Richards, Jr. (Montgomery County Deed Book [MCDB] 2739, 593, 597). The land was originally part of a much larger tract known as "Grubby Thicket" (Montgomery County Plats [MCP] 5987 and 6339). By June of that same year, Aldre, Inc. platted the first section of Stratton Woods, inclusive of just one road, Brixton Lane, lined with 54 lots (MCP 5987). By September of 1962, they had created three additional multi-lot plats that expanded Stratton Woods to the north, northwest, and south and resulted in a total of 155 lots within the neighborhood

(MCP 6339, 6603, 6811). Construction of dwellings in each platted section began shortly after platting and was completed by 1963 (National Environmental Title Research [NETR] 1962, 1963).

Early newspaper advertisements touted three-, four-, and five-bedroom "all-brick, colonial homes" on large, private lots and "careful community planning that has eliminated the boring sameness of so many larger developments" (The Evening Star 1962, B-7). Aldre, Inc. boasted well-priced housing starting at $26,500 and proximity to Bethesda and all the amenities the growing town had to offer (The Evening Star 1962, B-7). In the early to mid 1960s, their major selling point was that Stratton Woods was "Bethesda's Best Buy," claiming that it is "an understatement to say you may never find this much house value in Bethesda" once they sold all houses within the neighborhood (The Evening Star 1963, B-5).

Aldre, Inc., owned and operated by the Alfandre family, was a residential development firm in the Washington, D.C., area and surrounding region throughout the second and third quarters of the twentieth century (The Evening Star 1967, D-7). Other neighborhoods built by Aldre, Inc. include Hunter Woods in Reston, Virginia, Hillcrest Heights in Prince George's County, and Saddlebrook (M: 26-77) and Potomac Woods near Rockville (The Evening Star 1967, D-7; The Washington Post and Times Herald 1957, D6, 1963, D1).

Stratton Park, not planned as part of the development, originated in the early 1970s, when the Maryland National Capital Park and Planning Commission (M-NCPPC) purchased land for a park north of Stratton Woods and northwest of Fernwood, another residential neighborhood. Although a majority of present-day Stratton Park was originally platted as "Parcel 1" of Fernwood Estates, when M-NCPPC purchased the wooded and undeveloped tract of land for the purposes of a park, they extended Harrogate Road of Stratton Woods to create the only access to the park.

Evaluation:

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

Stratton Woods 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 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 Stratton Woods 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.

Stratton Woods is a modest example of a planned residential development, with lots created by a developer. 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 Stratton Woods 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. Stratton Woods was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 62.05 acres and incorporates the 10.95-acre Stratton Park, as well as the 51.1-acre residential neighborhood that is roughly defined by Stratton Commons to the northeast, Fernwood to the northeast, Academy Woods to the southeast, and the WMAL Transmitter Property (M: 30-24) to the southwest, as defined in Montgomery County Plats 5987, 6339, 6603, and 6811. It includes multiple parcels found on Montgomery County Tax Map GP42.

References:

The Evening Star. 1962. “Advertisement.” August 25, 1962, B-7.
---1963. “Bethesda’s Best Buy will soon be goodbye.” March 9, 1963, B-5.
---1967. “Advertisement.” September 29, 1967, D-7.

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). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed December 3, 2018. http://www.mdlandrec.net/.

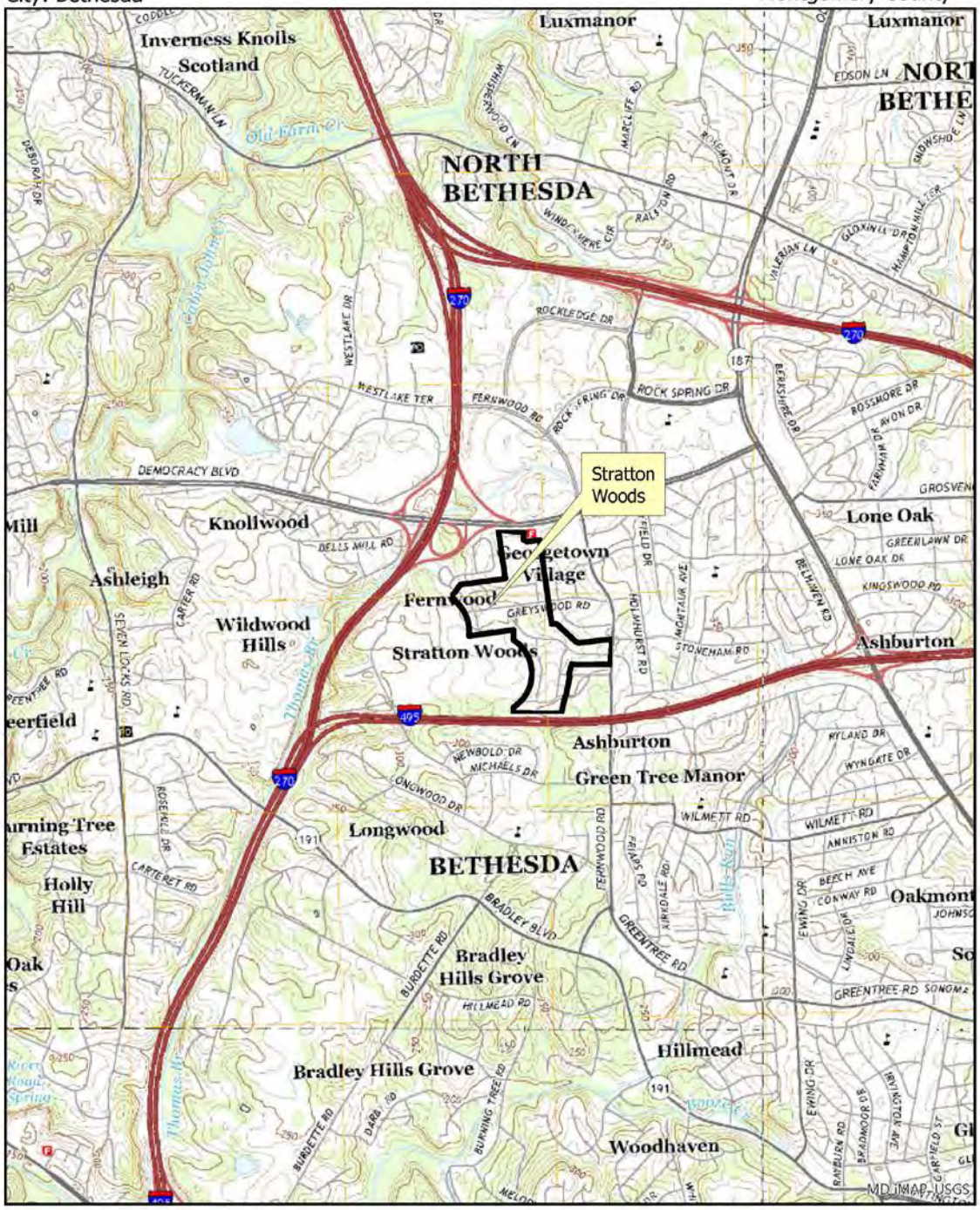
Montgomery County Plat (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

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

The Washington Post and Times Herald. 1957. “Aldre, Inc. Buys More Lots.” June 1, 1957, D6.
---1963. “Aldre Unveils Potomac Woods.” April 13, 1963, D1.

Stratton Woods

Location: North I-495, south of Democracy Boulevard, east of I-270
City: Bethesda Montgomery County

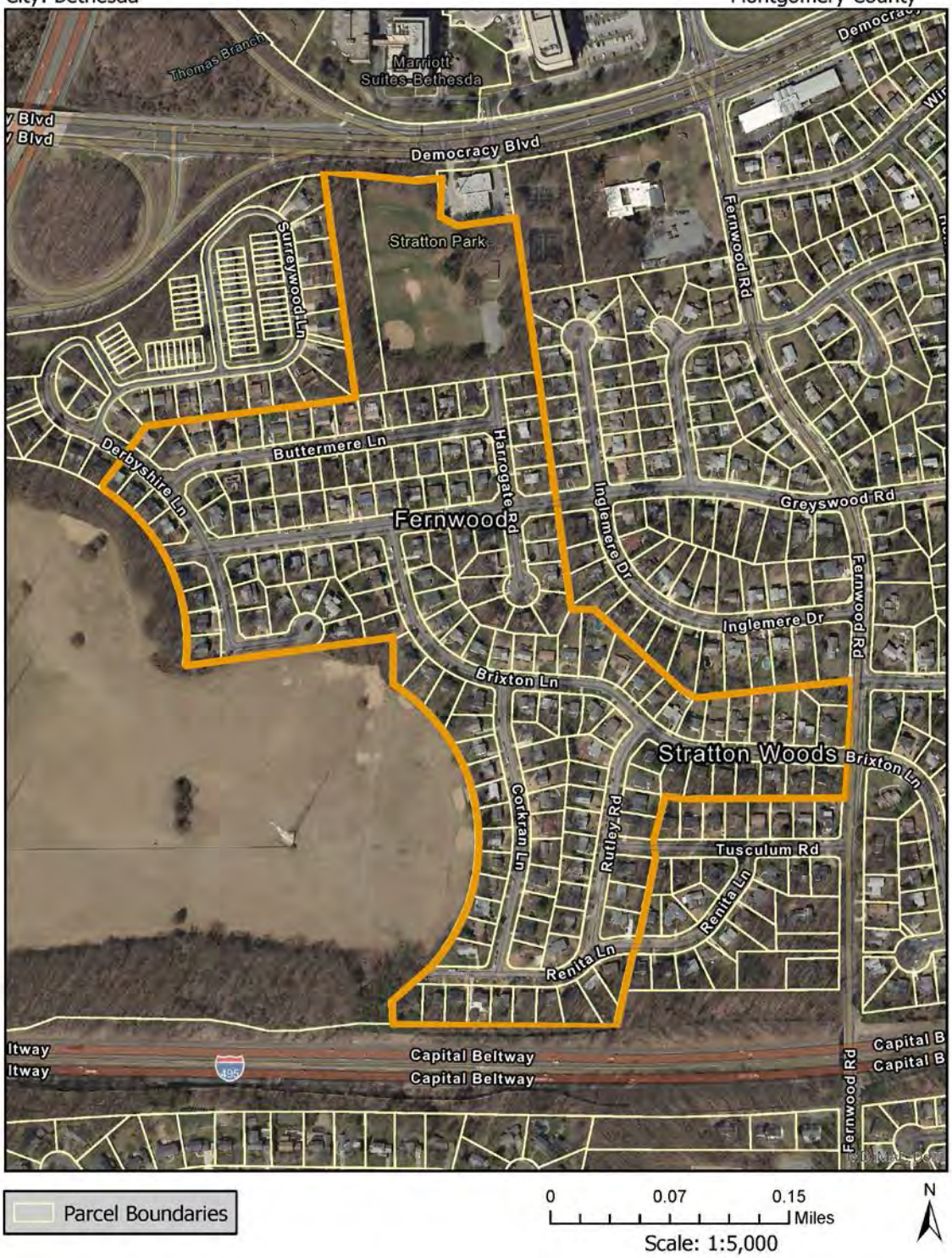


USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000
N

Stratton Woods

Location: North I-495, south of Democracy Boulevard, east of I-270
City: Bethesda Montgomery County



PHOTOGRAPHS

9914 Derbyshire Lane, looking southwest.

6812 Buttermere Lane, looking south.

PHOTOGRAPHS

Streetscape of Buttermere Lane, looking east.

Streetscape of Harrogate Road, looking east.

PHOTOGRAPHS

Harrogate Road cul-de-sac, looking, looking southeast.

9706 Corkran Lane, looking west.

PHOTOGRAPHS

Streetscape of Rutley Road, looking northwest.

Stratton Park playground and picnic shelter, looking southeast.

PHOTOGRAPHS

Stratton Park sports fields, looking south.

M: 30-50 Stratton Woods

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Melissa Butler**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 30-50_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
9914 Derbyshire Lane, looking southwest.

02.tif
6812 Buttermere Lane, looking south.

03.tif
Streetscape of Buttermere Lane, looking east.

04.tif
Streetscape of Harrogate Road, looking east.

05.tif
Harrogate Road cul-de-sac, looking, looking southeast.

06.tif
9706 Corkran Lane, looking west.

07.tif
Streetscape of Rutley Road, looking northwest.

08.tif
Stratton Park playground and picnic shelter, looking southeast.

09.tif
Stratton Park sports fields, looking south.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Strip Center, 4767-4773 Allentown Road

Address: 4767, 4771, 4773 Allentown Road

City: Suitland **Zip Code:** 20746 **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 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 (October 2018).

Strip Center, 4767-4773 Allentown Road is a two-building, one-story strip center occupying a 0.76-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. According to state tax data, the one-story buildings with varying architectural styles were constructed in 1967. The south building at 4773 Allentown Road is Colonial Revival-influenced and the buildings at 4767 (north building) and 4771 (center building) Allentown Road are Modernist-influenced. The north building (4767), currently occupied by Dunkin' Donuts/Baskin-Robbins, was originally a Mister Donut location. The strip center is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. It occupies the southwest corner of the parcel and is separated from the road by a grass island. Trees and shrubs buffer the property from the Capital Beltway to the northwest. The property is accessed by a driveway to the northeast and by the southeast driveway shared with the gas station to the south. An asphalt parking lot covers the remainder of the lot. Light standards, asphalt speed bumps, metal bollards, a chain-link dumpster enclosure, a rectangular metal cage enclosing fuel tanks, concrete

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

parking bumpers, a metal and plastic pay telephone stand, and a metal and plastic business sign are also located on the lot. A wood-board fence continued from the adjacent gas station partially borders the northwest side of the property. The remainder of the northwest border is lined with a chain link fence.

The three buildings of the irregular-plan strip center are architecturally distinct, but all are one-story, rest on continuous foundations, and have a flat roof with mechanical equipment bordered by parapets with metal coping. The south building and the center building share a wall, and the south building (4773) projects toward the road. The south and center buildings' roofs also houses metal and plastic back-lit and electronic signs. A shared concrete staircase with metal handrail, chain link gate, and metal protective railing, located between the center and north buildings, provides basement access to both buildings. The northwest elevations were not accessible during this survey.

The south building's (4773) façade is clad in red brick set in a running bond pattern with wood fascia and projecting pilasters. The main entrance consists of two single metal-and-glass doors with transoms flanking a ten-light fixed metal sash window wall, opening onto a concrete pedestrian walkway that continues around the side to the northeast storefront. The entrance is flanked by two carriage lamp style light fixtures and two plate glass storefront windows. Above the entrance on the fascia is the street number. The entrance is sheltered by a projecting standing-seam metal mansard roof with flared eaves. The southwest elevation is concrete block and has a single metal door.

The center building (4771) is taller than the south building and has four unequal bays. The first and third bays are clad in red brick in a running bond pattern. The second and fourth bays are clad in stacked bond concrete block and have projecting flat-roof canopies clad in metal on the sides and synthetic stucco on the underside. Both concrete-block bays have back-lit metal and plastic signs below the canopies. The first bay has a solid metal door. The second bay contains the main entrance, which consists of two paired metal-and-glass doors covered with metal bars. The fourth bay has a secondary entrance of paired metal doors at the northeast side. The northeast elevation is brick with seven bricked-in window openings, one bricked-in door opening, and three metal grates. There is one metal door in first story and one in the basement level of the northeast elevation.

The north building's (4767) façade is three equal bays separated by synthetic-stucco-clad pilasters, shaded by a canopy clad in painted metal. The main entrance is located at the southwest bay and consists of a single metal-and-glass door with transom and sidelight that opens onto a concrete landing with metal railing. The landing connects by two steps to the concrete pedestrian walkway that runs the length of the façade. A secondary entrance is located in the center bay, consisting of a single metal-and-glass door with transom, opening onto a concrete platform with metal railing raised above the concrete pedestrian walkway. Metal fixed- sash ribbon windows set on painted running-bond brick bases fill the remainder of the bays. A metal panel clad tower with metal and plastic back-lit signs is on the northeast elevation. The remainder of the northeast elevation is painted brick and has a metal door opening onto a wood deck with wood railings that connects to the concrete pedestrian walkway via a concrete ramp. The southwest elevation is unpainted brick and has a metal door at the basement level accessed by the shared staircase.

Strip Center, 4767-4773 Allentown Road is an example of an undistinguished mid-twentieth-century strip center. 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 likely been replaced and the majority of the fenestration on the center building's facade has been filled-in, the strip center 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 therefore 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 0.76 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

Strip Center, 4767-4773 Allentown Road

Strip Center, 4767-4773 Allentown Road

South building, southeast facade and southwest elevation/Center building southeast facade

North building, southeast facade and northeast elevation/Center building, southeast facade and northeast elevation

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Strip Center, 9002 Lanham Severn Road

Address: 9002 Lanham Severn Road

City: Lanham **Zip Code:** 20706 **County:** Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000 **Tax Map Number:** 0044-00B3

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).

The Strip Center at 9002 Lanham Severn Rd, currently containing 7-Eleven, Lenny's Yum, and Fatima's Hair Salon is a one-story building with no architectural style. It appears the northeastern bay of this three-bay/three storefront building is the original 1950 building (Maryland SDAT), with the two southwestern bays constructed by 1957. Stepped late-twentieth-century additions extend the entire northwest elevation width (Historic Aerials 2019). The building is oriented on a northwest-southeast axis. The 0.49-acre property is surrounded by other commercial properties and is located at the north corner of Lanham Severn Road and Princess Garden Parkway. There is a driveway off each of these two streets, leading to asphalt surface parking lots surrounding the building; small parking lot areas, adjacent to the building, are concrete. Islands with lawns and bushes separate the property from the public sidewalk. A metal-framed backlit plastic sign, supported by a metal round post, is located in front of the building at the property's northeast end.

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

Strip Center, 9002 Lanham Severn Road

The building has an irregular plan and concrete block construction. The façade's bottom section is clad with white-painted brick, with the top remodeled with synthetic stucco. The southwest storefront has paired metal and glass doors with a transom. The other two storefronts each has a single metal and glass door; the center storefront has a transom. The entrances face onto a concrete pedestrian walkway extending the entire façade width. The façade has metal-framed vertical display windows. Each storefront has a vinyl awning, with a backlit plastic sign affixed to the synthetic stucco.

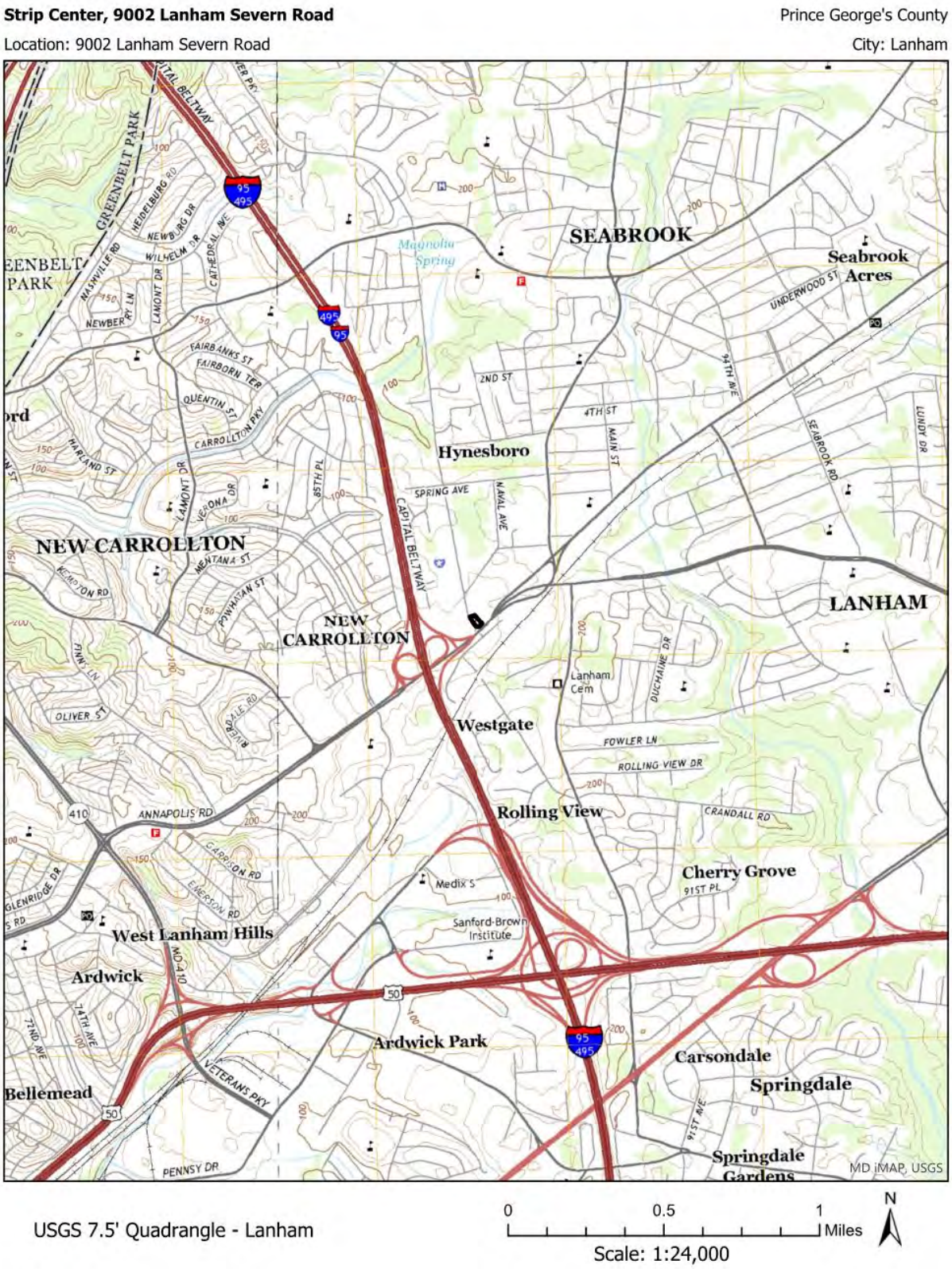
The southwest elevation has one fixed, single metal-sash window, and the northeast elevation has a filled-in door and window. The late-twentieth-century additions at the northwest elevation have concrete foundations and are clad with vinyl siding. There are three single or paired metal doors at this elevation; several small, rectangular vented openings; and a plastic backlit sign.

The building has a flat roof, and stepped parapets with coping; the roof is occupied by mechanical equipment and has an interior end brick chimney at the northwest elevation. The center business has a plastic backlit sign on the northwest roof edge. The additions are covered with shed roofs.

The Strip Center, 9002 Lanham Severn Road is an altered example of a mid-twentieth-century strip center with no architectural style, 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 Criterion A or B. Significant alterations, including a remodeled façade and additions, have diminished the building's integrity. 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 property is located on one tax parcel that encompasses 0.49 acres and is found on Prince George's County Tax Map 0044-00B3, Parcel 0000 (2019).

Strip Center, 9002 Lanham Severn Road



Strip Center, 9002 Lanham Severn Road

Southeast facade

Northwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Sunnyside and Sunnyside Knolls**
Inventory Number: **PG:66-41**

Address: North of I-495 and east 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: 008, 0019, 0025, 0026

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler
Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

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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:

Sunnyside and Sunnyside Knolls was recorded in the Maryland Inventory of Historic Properties by MDOT SHA in 2000. Documentation on file for this resource included roughly 50 acres of land with 170 single-family dwellings. At that time, the subdivision was determined not eligible for listing in the National Register of Historic Places (NRHP) because the houses had not yet reached 50 years of age. The Maryland Historical Trust concurred with this assessment in 2001. The buildings have since passed the age threshold, and the resource's NRHP eligibility is reevaluated in this form.

Setting:

Sunnyside and Sunnyside Knolls subdivision encompasses three planned residential developments situated on the north side of I-495 between Rhode Island Avenue and the George Washington Carver Center 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:**

Beltsville Agricultural Research Center (BARC) in College Park. The subdivision is bounded by I-495 on the south, land owned by BARC on the north and east, and Rhode Island Avenue on the west. This approximately 50-acre resource includes three different residential developments (Sunnyside Section 1 and 2, Sunnyside Section 3, and Sunnyside Knolls) with five blocks and 170 single-family dwellings with consistent setbacks on lots ranging between 0.15 and 0.4 acre. Curvilinear streets are 50 feet wide, flanked by concrete curbs and narrow concrete sidewalks. Streetlights are a mix of standard lamp arms attached to telephone poles and metal posts topped by Colonial Revival-style or conical lanterns. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, few trees, and some fenced yards. Secondary buildings, like small storage sheds, are infrequent.

Description:

The Sunnyside and Sunnyside Knolls subdivision contains single-family dwellings constructed in three phases between 1954 and 1972. Each phase reflects the work of three different sets of developers and builders. The earliest phase of construction included 98 Split-Level houses of the same model built circa 1954 in Sunnyside Section 1 and 2 (Prince George's County Plat Book [PGCPB] WWW 23, 92-93). The dwellings are all three-bay, two-story, frame, houses with Split-Level features and Minimal Traditional forms augmented by a two-story ell projecting from one end of the façade containing a built-in garage. Designed with 1,232 square feet of space, these houses have a concrete foundation, often clad in stucco, brick, or a stone veneer, with walls covered in aluminum, asbestos, fiberboard, or vinyl siding. Roofs sheathed in asphalt shingles are predominantly side-gabled with a front-gabled or hipped ell, and some houses feature a shed-roof dormer at the opposite of end of the façade. Some of these houses also feature a central brick or metal chimney and a bay or picture-window at the façade.

The second period of development includes 47 dwellings built between 1968 and 1970 in Sunnyside Section 3 (PGCPB WWW 67, 15). These dwellings are predominantly four-bay, two-story, frame, Split-Foyer dwellings with a lesser number of side-gabled Split-Level dwellings featuring a two-bay, front-gabled section at one end of the façade. Originally designed with 1,176 square feet, these houses also have a concrete foundation often clad in a brick veneer with walls covered in aluminum or vinyl siding. Roofs are all sheathed in asphalt shingles and commonly feature a large, exterior, brick chimney set along a side elevation. A few houses in this section have a built-in garage or carport at one end of the façade, while the majority have a wide concrete driveway.

The last phase of development occurred between 1970 and 1972, adding 25 houses between 972 and 1,176 square feet, in two blocks at the west end of Odessa Road platted as Sunnyside Knolls (PGCPB WWW 70, 36). These dwellings are largely two variations of the same model of the one-and-a-half-story, four-bay, Split-Foyer house type. Two Transitional Ranch houses, both one-story, four-bay, frame dwellings, are also in this section. Like others in the subdivision, these houses have a concrete foundation and are clad in a mix of brick veneer, aluminum, asbestos, or vinyl siding at the façade. All houses are topped by a side-gabled roof sheathed in asphalt shingles and built without chimneys. Some have a projecting, two-bay, front-gabled section with recessed entry porch at one end of the façade. Depending on topography, a few of these houses have a built-in garage; the majority feature wide concrete pads for off-street parking.

Most houses in the subdivision lack applied ornamentation, but some, particularly those in the later sections, have modest architectural elements of the Colonial Revival style including decorative aluminum

surrounds with fluted pilasters and pediments at the main entrance. Primary entrances to all dwellings are typically at or near the center of the façade and have a single-leaf wood or metal door. A majority of the doors and windows throughout this subdivision are replacement units. Original windows include double-hung, six-over-six or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; and paired, sliding, metal-framed sashes. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters.

Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, vinyl siding, stucco, or new stone veneer. Some houses have been modified through the conversion of a built-in garage to additional living space, the addition of a carport to a side elevation, or the addition of a patio or porch at the façade. Several houses feature small-scale additions at the rear elevation, while the house at 5203 Palco Place has been expanded vertically with a second story and enclosed porch addition across the façade.

Historic Context:

Land within Sunnyside Sections 1, 2, 3, and Sunnyside Knolls was part of a larger property that was divided and sold in parts to various real estate speculators during the first half of the twentieth century. Situated west of the circa-1835 Washington Branch of the Baltimore and Ohio Railroad, the name of the subdivision stems from its proximity to Sunnyside station (Hopkins 1879). Residential development in the area was furthered in the early- to mid-twentieth century by the completion of the Berwyn and Laurel Electric Railroad Company in 1902 (Wallace 1929, 8). This streetcar line, later operated by the Capital Transit Company, ran along Rhode Island Avenue and provided service from D.C. to Beltsville until 1948.

In 1945, William and Lovell Elizabeth Mortfeld purchased two adjacent parcels of farmland totaling 50 acres, subdividing the property over the next several years and selling pieces to different real estate investors. In 1952, 26.5 acres were sold to Stephen G. Self, Inc., in partnership with Martin and Ruby McAnallen, who later created Sunnyside Sections 1 and 2 in two March 1954 plats (Prince George's County Deed Book [PGCDB] WWW 1563, 582). Stephen G. Self, Inc., was a real estate and construction firm established by Prince George's County native, Joseph (J.) Norman Ager in the late 1940s; however, the company was not active in the decade that followed, twice appearing in local newspapers on a list of corporations in danger of forfeiture for delinquency (Cumberland Evening Times 1959, 9). In 1951, J. Norman Ager was appointed to serve as one of Prince George's County's representatives on the Washington Suburban Sanitation Commission--a position he held into the late 1950s (The Washington Post 1951, B2). By 1958, Ager worked primarily from his Silver Spring real estate firm with Roger Scofield, known as Ager and Scofield (R.L. Polk and Company 1958, 7). Martin and Ruby McAnallen, appear to have been silent partners in the development, likely working with Ager to finance the purchase and subdivision of the property. The McAnallens did not make a living in land development and are not known to be associated with any other residential properties in Prince George's County; census records indicate that Martin worked as natural gas developer in 1930 and as an auditor for the Internal Revenue Service in 1940 (United States Federal Population Census 1930, 1940).

Research indicates that all of the houses in Sections 1 and 2 were built and sold by the Sunnyside Development Corporation, a company established by Long Island architect and homebuilder Bernard Katz after he moved to the Washington area in 1952 (The Washington Post 1964, E8). By 1964, Katz had

reportedly constructed more than 3,000 buildings in the area, including single-family dwellings, garden apartment complexes, and office buildings in Montgomery and Prince George's counties. Much of this work was done in conjunction with Nathan Metz, a partner in the Sunnyside Development Corporation and another company founded by the pair, known as the Pryme Construction Corporation. Established in 1956, Pryme Construction began building and selling single-family dwellings in Montgomery and Prince George's counties, but shifted to apartment complexes in the early 1960s before Katz started his own company, Bernard Katz and Associates, in 1964 (The Evening Star 1959, B-18; 1961, 23; The Washington Post 1964, E8).

An advertisement announced the grand opening of Sunnyside Section 1 in February 1954 and provided a sketch of its single model type, identifying it as a Split-Level house that was new, different, low-cost, and ultra modern for $10,500 (The Evening Star 1954a, B-13). In May 1954, a second advertisement indicated that the first section had sold out, while Section 2 houses of the same type priced slightly higher at $11,000 would be available in the fall (The Evening Star 1954b, B-20). Though they were described as being ultra modern, the form of the single house type constructed in Sections 1 and 2 is similar to other Split-Level tract houses appearing in the suburbs of New York and New Jersey after World War II (Cloues 2012, 27). Although the popularity of the Split-Level form grew, the type constructed by the Sunnyside Development Corporation, with common characteristics of Minimal Traditional houses, was not widely adopted.

The next phase of development in Sunnyside contained an estimated 10.5 acres platted as Section 3 in October 1967 by Stewart Homes, Inc., a company formed by homebuilder Sidney Naham and real estate developer Homer Gudelsky. This land was sold by the Mortfelds to John and Anna Stewart in 1948 and by Anna Stewart, following her husband's death, to Naham and Gudelsky in 1966 (PGCDB 1017, 443; 3273, 379). The Naham Construction Company was established in 1953 and specialized in residential construction, primarily single-family dwellings in Prince George's County neighborhoods like Adelphi Heights, Glen Haven, and Laurelton, as well as English Manor, Eastbourne, and Pilgrim Hill in Montgomery County (Byrnes 1962, B1). Sales of properties within many of these developments were handled by the T. N. Lerner Company. Led by Theodore Lerner, the T. N. Lerner Company partnered regularly with Homer Gudelsky, chief executive officer of the Contee Sand and Gravel Company from 1963 to 1974 (The Washington Post 1989, B6). Gudelsky was also a prominent figure in real estate development within the DC region, particularly commercial developments such as the Tysons Corner and Wheaton Plaza shopping centers and the Montgomery Center office building and Montgomery Auto Sales Park in Silver Spring (The Washington Post 1989, B6). Research did not identify advertisements for new houses in Section 3; however, a few house types appear to be more modest versions of the Split-Level and Split-Foyer models marketed in the Eastbourne subdivision located about 5 miles northwest, priced from $26,990 (The Washington Post 1964, C12). Mortgages on new houses purchased from Stewart Homes, Inc., in the subdivision suggest similar pricing, with buyers commonly borrowing between $26,000 and $29,000 (PGCDB 3684, 925; 3844, 781).

Sunnyside Knolls was the third and final phase of development in this subdivision. Containing roughly 5 acres, it was part of a 10.7-acre tract William Mortfeld sold to Jeannine Balog Neilson in 1962 (PGCDB 2762, 461). In 1967, Jeannine and her husband, Donald Ulmer, sold the property to Ronald Edlavitch who subdivided it in November 1968 (PGCDB 3536, 985). Edlavitch sold 25 lots of Sunnyside Knolls to Hayden

Homes, Inc., a company led by homebuilder Barney Hayden, who in 1969 filed restrictive covenants limiting the type, cost, and uses of property within the subdivision and assigning architectural control over the houses built therein to Hayden and two financial partners (PGCDB 3732, 204; 3768, 712). Hayden Homes, Inc., appears to have defaulted on at least one loan, resulting in an equity case that allowed his financial backers to sell six houses completed by Hayden Homes and 12 open lots to F.G. Marker, Inc., in August 1971 (PGCDB 3981, 641). Barney Hayden retained control over the remaining seven lots, building and selling houses thereon under the name of a new company, Perfection Construction, Inc., between 1971 and 1972, such as the dwelling at 5024 Odessa Road (PGCDB 4109, 248). Though houses in this section were built by different companies, the designs are strikingly similar and include three variations of a common Split-Foyer form and one type of Transitional Ranch dwelling. Neither company placed formal advertisements for these houses, but a classified ad priced new ramblers in Sunnyside Knolls between $28,650 and $33,850 (The Evening Star 1970, 87).

Sunnyside and Sunnyside Knolls is typical of many planned residential developments from the mid-1950s into the early 1970s as its design did not include any communally owned amenities like parks or recreational areas. Consistent setbacks and sidewalk design unify the streetscape patterns of the subdivision, indicating a commitment to conforming to the established appearance of the development despite the approximately 20 year period over which it was constructed.

Evaluation:

Sunnyside and Sunnyside Knolls was evaluated as a planned residential development in the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

An example of the most common type of residential subdivision constructed in Prince George's County and created by a group of relatively inexperienced developers using a very limited selection of house models, Sunnyside and Sunnyside Knolls 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 array of individuals involved in the development of Sunnyside and Sunnyside Knolls are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's County. Bernard Katz worked in a number of prolific companies, while Homer Gudelsky made a larger and more lasting impact in the area of commercial development in the region. 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.

Sunnyside and Sunnyside Knolls represent a ubiquitous development type in Prince George's County and is not a good example of a planned residential development, as it demonstrates none of the innovations that appeared during the Modern or Suburban Diversification periods. 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, doors, exterior cladding, enclosure and conversion of original garages, and additions, have diminished the historic integrity of design, materials,

and workmanship of the subdivision. Because Sunnyside and Sunnyside Knolls 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 Sunnyside and Sunnyside Knolls contains 50 acres defined by I-495 on the south, Rhode Island Avenue on the west, and land associated with BARC to the north and east. The resource is detailed in Prince George's County Plat Books WWW 23, 92-93; WWW 67, 15; and WWW 70, 36. The development includes multiple parcels found on Prince George's County Tax Maps 18, 19, 25, and 26 (2019).

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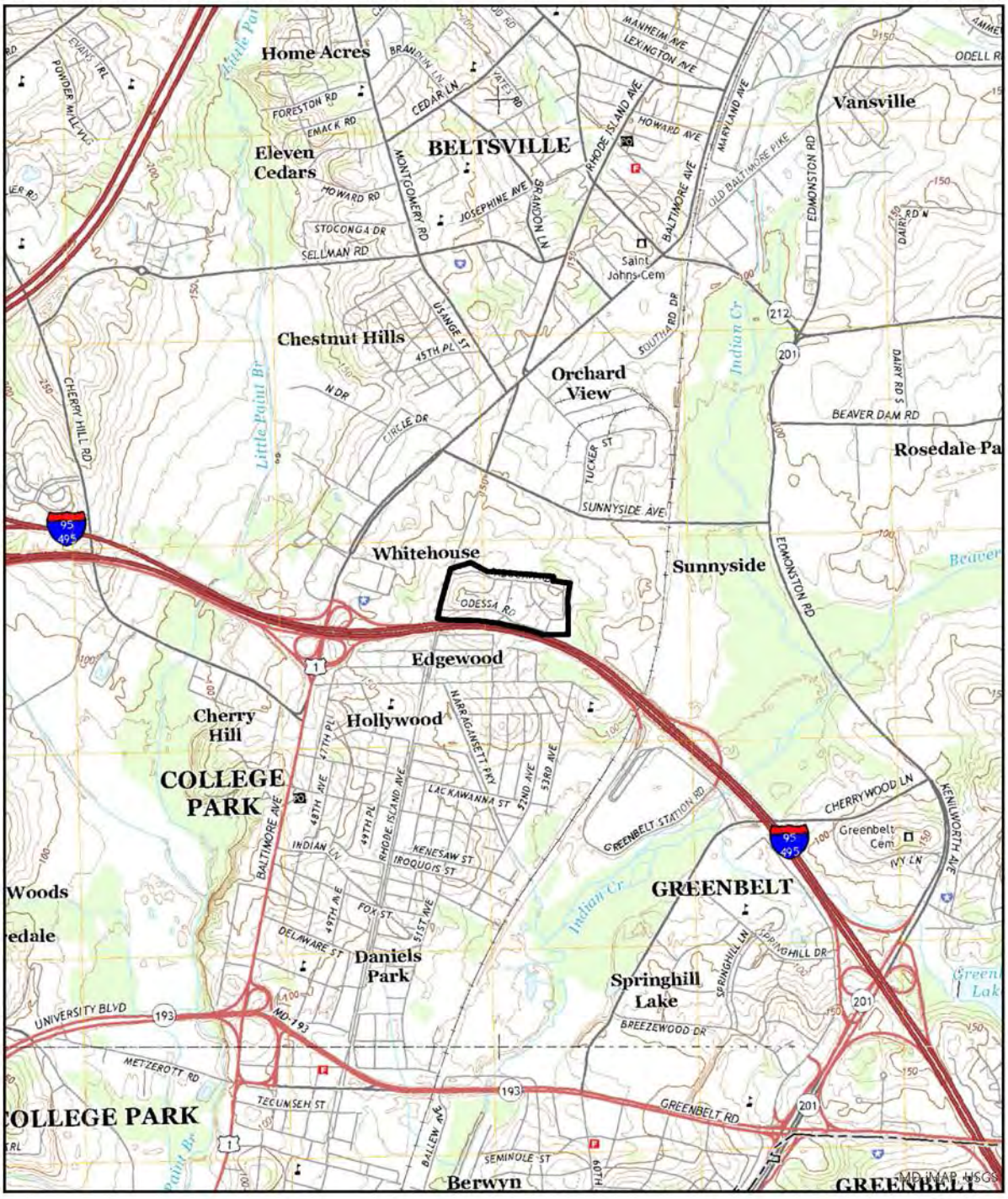
Sunnyside and Sunnyside Knolls Prince George's County

Location: North of I-495 and east of Rhode Island Avenue City: College Park



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

Scale: 1:24,000

N

Sunnyside and Sunnyside Knolls Prince George's County

Location: North of I-495 and east of Rhode Island Avenue City: College Park

PHOTOGRAPHS

East elevation of house at 10130 52nd Avenue.

View of houses on west side of 51st Avenue, looking northwest.

PHOTOGRAPHS

View of houses at 5205 and 5207 Palco Place, looking southeast.

East elevation of house at 10102 51st Avenue.

PHOTOGRAPHS

View of houses at 5008, 5010, and 5012 Paducah Road, looking east.

Southeast oblique of house at 5006 Paducah Road.

PHOTOGRAPHS

North elevation of house at 5011 Stewart Court.

Southeast oblique of house at 5010 Odessa Road.

PHOTOGRAPHS

North elevation of house at 5023 Odessa Road.

North elevation of house at 5013 Odessa Road.

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Adriana Moss**
Date of Photographs: **2018-10-24**
Location of Original Digital File: **MD SHPO**
File Format: **PG:66-41_2018-10-24_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
East elevation of house at 10130 52nd Avenue.

02.tif
View of houses on west side of 51st Avenue, looking northwest.

03.tif
View of houses at 5205 and 5207 Palco Place, looking southeast.

04.tif
East elevation of house at 10102 51st Avenue.

05.tif
View of houses at 5008, 5010, and 5012 Paducah Road, looking east.

06.tif
Southeast oblique of house at 5006 Paducah Road.

07.tif
North elevation of house at 5011 Stewart Court.

08.tif
Southeast oblique of house at 5010 Odessa Road.

09.tif
North elevation of house at 5023 Odessa Road.

10.tif
North elevation of house at 5013 Odessa Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Sunnyside B**
Inventory Number: **PG:66-83**

Address: South of I-495 and east of Rhode Island Avenue
Historic District: Yes

City: College Park Zip Code: 20740
County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Mutliple
Tax Account ID: Multiple

Tax Map Parcel(s): Multiple
Tax Map: 0026

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler
Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

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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:

Sunnyside B is a planned residential development situated on the south side of I-495, east of Rhode Island Avenue in College Park. The subdivision is bounded on the north by I-495, on the south by Edgewood Road, on the west by other single-family residential developments, and on the east by a 5-acre wooded lot. Containing 2.35 acres, this resource includes nine single-family dwellings with consistent setbacks on lots ranging between 0.15 and 0.22 acre. Streets in the development follow the surrounding grid and are flanked by concrete curbs and narrow concrete sidewalks, except the east side of 52nd Place between Edgewood Road and Niagara Place adjoining an undeveloped wooded lot. Streetlights consist of standard lamp arms attached to telephone poles. Individual lots are landscaped with grassy lawns, shrubs,

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:**

ornamental plantings, few trees, and some fenced yards. Secondary buildings such as small storage sheds and detached garages are associated with less than half of the houses.

Description:

Sunnyside B contains nine single-family dwellings built in 1964 in the same Split-Foyer form. Each house is four bays wide and two stories tall. Designed with 1,080 square feet of space, these houses have a concrete foundation with walls predominantly clad in brick veneer featuring aluminum or vinyl siding filling the ends of a side-gabled roof. All roofs are sheathed in asphalt shingles and two houses have an exterior-end, brick-clad chimney.

Primary entrances are located near the center of the façade and have a single-leaf wood or metal door. Some of the entries have Colonial Revival-style features including a decorative aluminum surround with fluted pilasters topped by a pediment, while others are set within a large rectangular opening lined with an aluminum frame featuring a large fixed transom above a door and single, asymmetrically placed sidelight. A majority of the doors and windows throughout this subdivision are replacement units. Where present, original windows are one-over-one, aluminum-framed, double-hung sashes, paired sliding sashes, or large fixed lights within a three-part picture window or above the main entrance. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters. Some houses feature a two-story, Neoclassical-style porch extending across the façade, supported by four simple, square, wood posts. Two houses have detached garages constructed with many of the same materials as the house; however, the majority has a poured-concrete driveway.

Additions to houses in the subdivision are not common. Two houses facing Edgewood Drive have similar one-story, two-bay, lean-to porches at the rear elevation which may be original to the design of the house, but feature replacement posts and roofing materials. A one-story, one-bay, carport addition extends from the west side of the house at 5129 Niagara Place. Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, and vinyl siding.

Historic Context:

In the early- to mid-twentieth century, residential development in the area was sparked by the Berwyn and Laurel Electric Railroad Company's streetcar line that ran along Rhode Island Avenue, later operated by the Capital Transit Company (Wallace 1929, 8). Land within Sunnyside B was part of a larger property on the north side of Edgewood Drive divided between Margaret Wernig and her siblings from Christopher Leypoldt in 1935 (Prince George's County Deed Book [PGCDB] 421, 367). Wernig's brother developed the neighboring subdivision known as Edgewood Knolls in the early 1950s after obtaining 3 acres of his sister's property. In 1955, Wernig and her daughter, Frances Mae Jordan, sold the remaining 3 acres to the Sunnyside Development Corporation (Hopkins 1879; PGCDB 1829, 57).

The Sunnyside Development Corporation, a company established by Long Island architect and homebuilder Bernard Katz in 1952, platted the lots in Sunnyside B seven years after purchasing the property (The Washington Post 1964, E8). By 1964, Katz had constructed more than 3,000 buildings in the area, including single-family dwellings, garden apartment complexes, and office buildings in Montgomery and Prince George's counties. Much of this work was done in conjunction with Nathan Metz, a partner in

the Sunnyside Development Corporation and another company founded by the pair known as the Pryme Construction Corporation. Established in 1956, Pryme Construction began building and selling single-family dwellings in Montgomery and Prince George's counties, but shifted to apartment complexes in the early 1960s before Katz started his own company, Bernard Katz and Associates, in 1964 (The Evening Star 1959, B-18; 1961, 23; The Washington Post 1964, E8).

Despite their experience in various facets of real estate development, seven years passed before Sunnyside Development Corporation sold the nine lots in Sunnyside B to Supreme Builders, Inc., in 1962 (PGCDB WWW 2825, 70; WWW 2895, 492). Its location adjoining the proposed path of I-495 and its relatively small size likely influenced the decision to delay its development and ultimately sell the subdivided tract. A small-scale construction company, Supreme Builders Inc., led by president, Robert C. Ward, constructed single-family dwellings in the area as early as 1960 and continued into the 1970s. Other examples of their work in Prince George's County include Riverdale Gardens, Sherwood Forest, Laurel Ridge, and Rocky Gorge Estates (The Evening Star 1960, 26; 1969, D-10).

Although no advertisements were found to detail the sales price of houses, the single type of model used in this subdivision shares many architectural characteristics with other examples of Supreme Builders, Inc.'s work in Laurel Ridge and Rocky Gorge Estates (The Evening Star 1969, D-10; Google 2019). Houses in these two subdivisions included built-in carports or garages as a standard feature, but retained the same four-bay façade, fenestration patterns, and roofline. In Rocky Gorge Estates' advertisements dating from 1969 and 1970, these houses were priced at $31,750 (The Evening Star 1969, D-10). Mortgages placed by new homebuyers in Sunnyside B ranged between $11,000 and $18,300, suggesting that these dwellings were modestly priced.

Sunnyside B is typical of many planned residential developments from the early 1960s and did not include community amenities like parks or recreational areas. Consistent setbacks, sidewalks, and street layout repeated previously established patterns, tying this small subdivision to the surrounding area.

Evaluation:

Sunnyside B 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.

An example of the most common type of residential subdivision constructed in Prince George's County created by small-scale homebuilder using a single model, Sunnyside B 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 Sunnyside B, Bernard Katz, Nathan Metz, and Robert Ward, are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's 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.

Sunnyside B represents a ubiquitous development type in Prince George's 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. Modifications to many dwellings over time, including replacement windows, doors, and exterior cladding have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because it 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. Sunnyside B was not evaluated under Criterion D.

The boundary for Sunnyside B contains 2.35 acres defined by I-495 on the north, another single-family residential development to the west, Edgewood Road on the south, and a 5-acre wooded lot to the east. The resource is detailed in Prince George's County Plat Book WWW 44, 94. The development includes multiple parcels found on Prince George's County Tax Map 26 (2019).

References:

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--- 1961. "New Apartments for Prince George's." July 8, 1961, 23.
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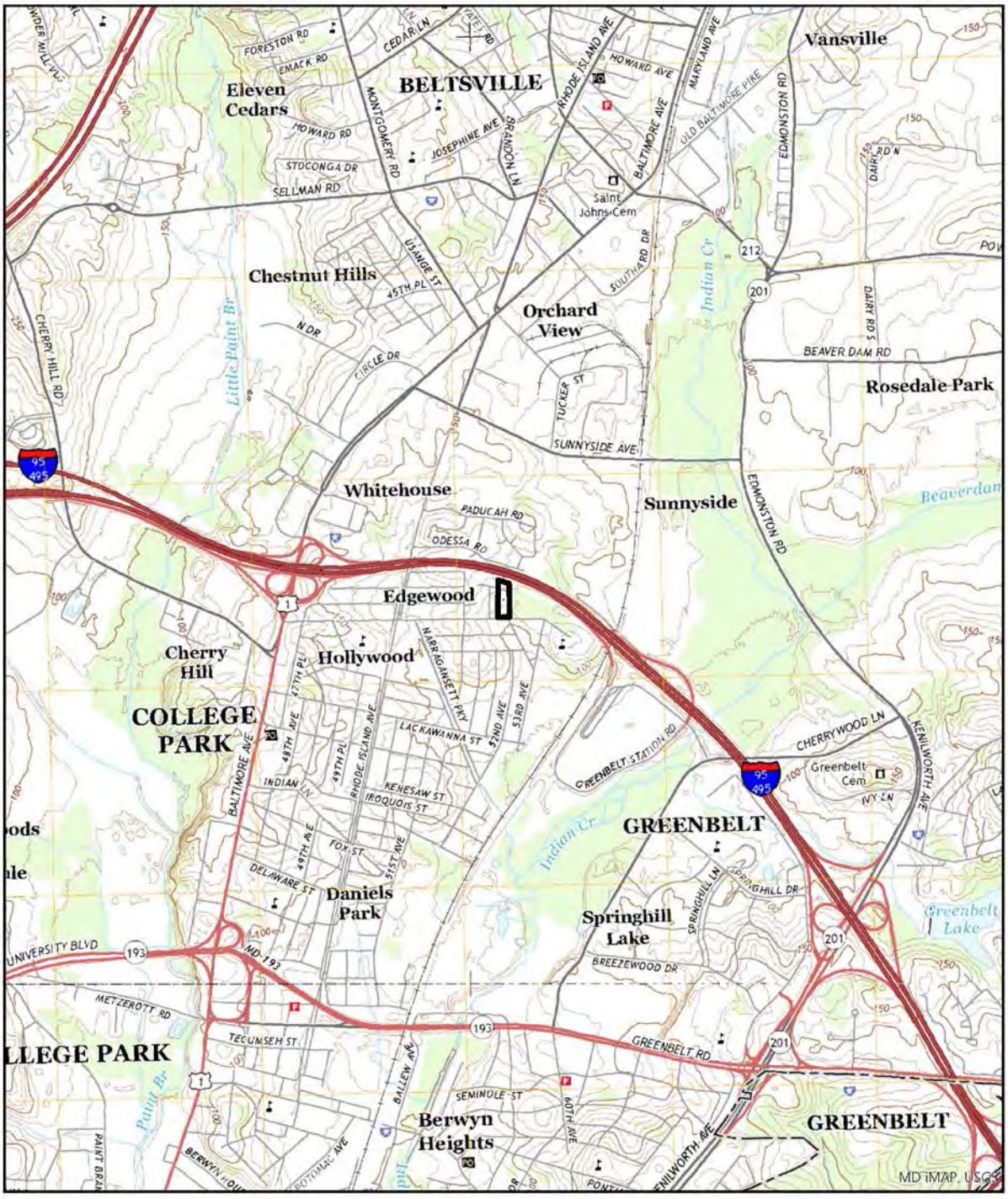
The Washington Post. 1964. “Bernard Katz Organizes Building Firm in Area.” March 21, 1964, E8.

Sunnyside B Prince George's County

Location: South of I-495 and east of Rhode Island Avenue City: College Park



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

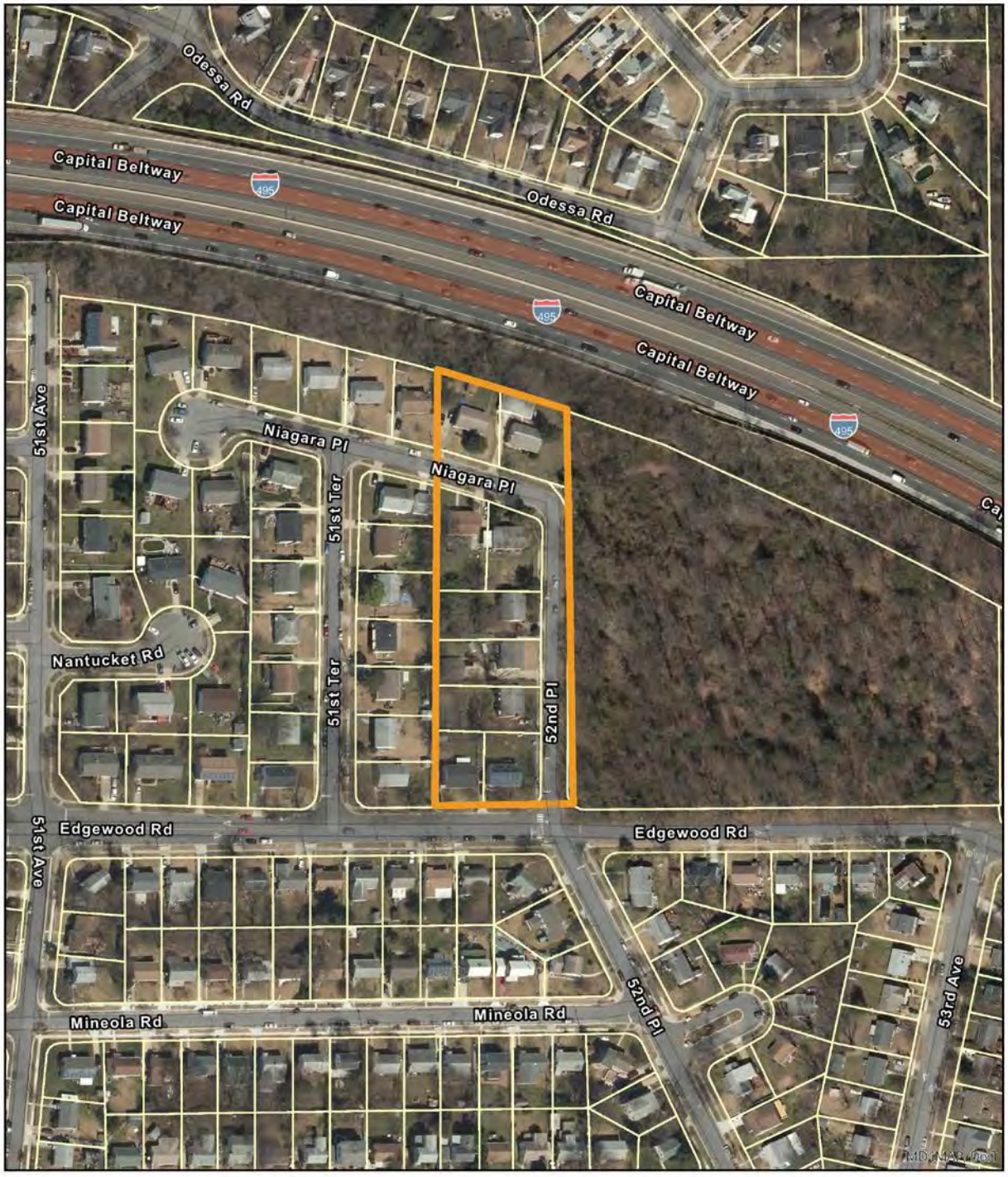
Scale: 1:24,000

N

MAPS

Sunnyside B Prince George's County

Location: South of I-495 and east of Rhode Island Avenue City: College Park



PHOTOGRAPHS

North elevation of house at 5127 Niagara Place.

View of 9904 and 9902 52nd Place, looking southwest.

PHOTOGRAPHS

Southeast oblique of house at 5208 Edgewood Road.

Southwest oblique of house and garage at 5130 Niagara Place.

PHOTOGRAPHS

North elevation of house at 5129 Niagara Place.

Detail of main entrance to 9902 52nd Place, looking west.

PHOTOGRAPHS

View along 52nd Place, looking south towards Edgewood Road.

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Adriana Moss**
Date of Photographs: **2018-10-24**
Location of Original Digital File: **MD SHPO**
File Format: **PG:66-83_2018-10-24_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
North elevation of house at 5127 Niagara Place.

02.tif
View of 9904 and 9902 52nd Place, looking southwest.

03.tif
Southeast oblique of house at 5208 Edgewood Road.

04.tif
Southwest oblique of house and garage at 5130 Niagara Place.

05.tif
North elevation of house at 5129 Niagara Place.

06.tif
Detail of main entrance to 9902 52nd Place, looking west.

07.tif
View along 52nd Place, looking south towards Edgewood Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Technical Service Park**
Inventory Number: **M: 36-99**

Address: 2415 Linden Lane
Historic District: No

City: Silver Spring Zip Code: 20910
County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: TSP Associates
Tax Account ID: 13-00962902

Tax Map Parcel(s): 0000
Tax Map: JP11

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Adminstration

Preparer's Name: Rebecca Crew
Date Prepared: Aug 9, 2019

Documentation is presented in: Project Review and Compliance Files

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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 Technical Service Park at 2415 Linden Lane in Silver Spring is not a traditional business park but a single, Modernist, flat-roofed office and warehouse building . Paved parking and driveways surround all four sides of the building, which faces south towards Linden Lane. The property is directly east of CSX Transportation railroad tracks. The site is sloped so that the south façade is two stories in height, while the east elevation, which has office entrances, has only one story exposed above ground. The west elevation, the location of the warehouse loading bays, is more than one story tall, but the interior space is not divided into separate floors. A two-story addition spans the entire north elevation.

The primary façade, facing towards Linden Lane, is seven bays wide. A balcony with white-painted metal railing spans the entire facade, providing access to second floor offices. The cantilevered roof overhangs the balcony, and concrete steps are located at both ends of the balcony. L-shaped brackets frame the three second-story bays and connect the balcony floor to the roof of the building. Each bay has a metal-framed plate-glass storefront on each floor; the dimensions and placements of the entrance vary, but the storefronts align between the two stories.

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:**

Special DOE form produced for the I-270 & I-495 Managed Lanes Study

The two bays at each end of the façade have decorative concrete breeze blocks screens flush with the wall and windows, while the three center bays exhibit a gridded storefront frame with a mix of solid panels and fixed-sash, single-light, rectangular windows. The breeze block pattern consists of "double-Y" blocks alternating with open blocks. A two-and-a-half-story stone-clad pylon is connected to the southwest corner of the building at the stairs. Perpendicular to the façade, the pylon functions as a sign, with affixed metal letters that spell "Technical Service Park."

The east elevation is six bays, reflecting the interior division of the building. Each successive bay steps upward from south to north, following the sloping terrain. The east elevation's four middle bays are separated by walls of stacked bond concrete block that extend above the roofline as a parapet. Each bay features a standing-seam metal awning shading metal-framed storefront windows. The storefronts are metal framed units filled with double-leaf, plate-glass doors, paneled transoms, full-story fixed-sash windows, and full-story wall panels. The south bay has a brick veneer, with a large ribbon of five square windows sandwiched between square panels above and below. One of the exterior stairs from the façade extends to the south part of the south bay, and concrete steps from the parking lot lead to the south bay's entrance, to the north of the ribbon window. This entrance features an awning similar to the central bays. The east elevation's north bay is an addition to the original building. It is two stories tall, and its east elevation features a two-story, metal-framed entrance consisting of double-leaf, plate-glass doors flanked by side lights of the same width, all set below four, full-story fixed-lights. Stucco panels balance each side of the entrance, and brick walls frame the north and south sides of the north bay.

The north addition's two-story north elevation reveals two distinct halves. The east half is brick, with evenly spaced one-by-one windows on each floor. The section between the two halves has an open bay on the ground level, and a one-bay hyphen between the second story of the two halves. The west half has partial-story concrete block wall on the north elevation, and aluminum panel cladding on the upper levels. The west half has unevenly spaced windows and a single plate-glass entrance. The aluminum panel cladding extends to the entire wall covering on the north addition's west elevation, which has a pull-down garage door and a single-light metal door on the first story and paired one-by-one windows on the second story.

The remaining five bays of the west elevation are stepped, resulting in the north bay extending much farther west than the south bay. The four middle bays each feature at least one loading bay, a full-width concrete loading dock, and a cantilevered flat roof. The west elevation's south bay is brick, and the breeze block pattern of the façade screens its first story; it is covered by a shed roof, suggesting the screen may shield utilities. Above roof, are five evenly spaced, single-light, fixed-sashed windows with brick sills.

The construction of Technical Service Park was described in the March 8, 1963, edition of the Washington Post. Its size was listed as 75,000 square feet. Its owner was Thomas G. Oyster, the architects were Bartley & Davis Associates, the builder was Bowling & Gardner, Inc., and management and leasing was assigned to C.M. Marstellar, Jr. The announcement included a rendering of the building, showing additional vertical screening elements planned for the middle three bays of primary façade's second story. This feature was either not implemented or has been removed. In addition, the original awnings on the east elevation were flat instead of the shed form now present.

Architect John A. Bartley (1920-2010) lived in Wheaton, Maryland and was a member of the Potomac Valley chapter of the American Institute of Architects. Born in New Rochelle, New York, he first studied at Wake Forest University before serving in the Marine Corps in World War II as an air navigator in the Pacific from 1942-1945. He resumed his education by earning a B.S. in Architecture from the University of Virginia in 1948. As well as his private architectural practice, he was also employed as an architect by Montgomery County.

The Technical Service Park is not eligible for listing in the National Register of Historic Places. It is not associated with significant historic events or trends, and it is not eligible under Criterion A. It is also not associated with noted individuals, and it is not eligible under Criterion B.

Technical Service Park is an example of a combination office building and warehouse/distribution center. The building is not the work of a master and includes basic Modernist elements, such as a flat roof, simple geometry, and minimal adornment. Its stylistic features are primarily limited to its primary, south, façade: the use of patterned concrete blocks as screens and a stone masonry pylon utilized for signage. The building's double-Y breeze block is a common pattern, and the inclusion of stone masonry is typical of Maryland's Modernist buildings. The presence of these elements does not elevate the building into

architectural significance, and it does not convey any distinctive characteristics or artistic value. In addition, notable changes to building have occurred since it was originally designed. The façade does not feature the additional screening elements shown in its architectural rendering. The east elevation's replacement of cantilevered awnings with blue, standing seam metal awnings has diminished the integrity of design and materials, as well as feeling and association. The north addition has additionally diminished the overall cohesive design of the building, also leading to a diminished integrity of feeling and association. Thus, Technical Service Park is not eligible for listing under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of approximately 5.0 acres, including Montgomery Hills Parcel A and Linden Forest Lot 7 and Parts of 12-15 .

References

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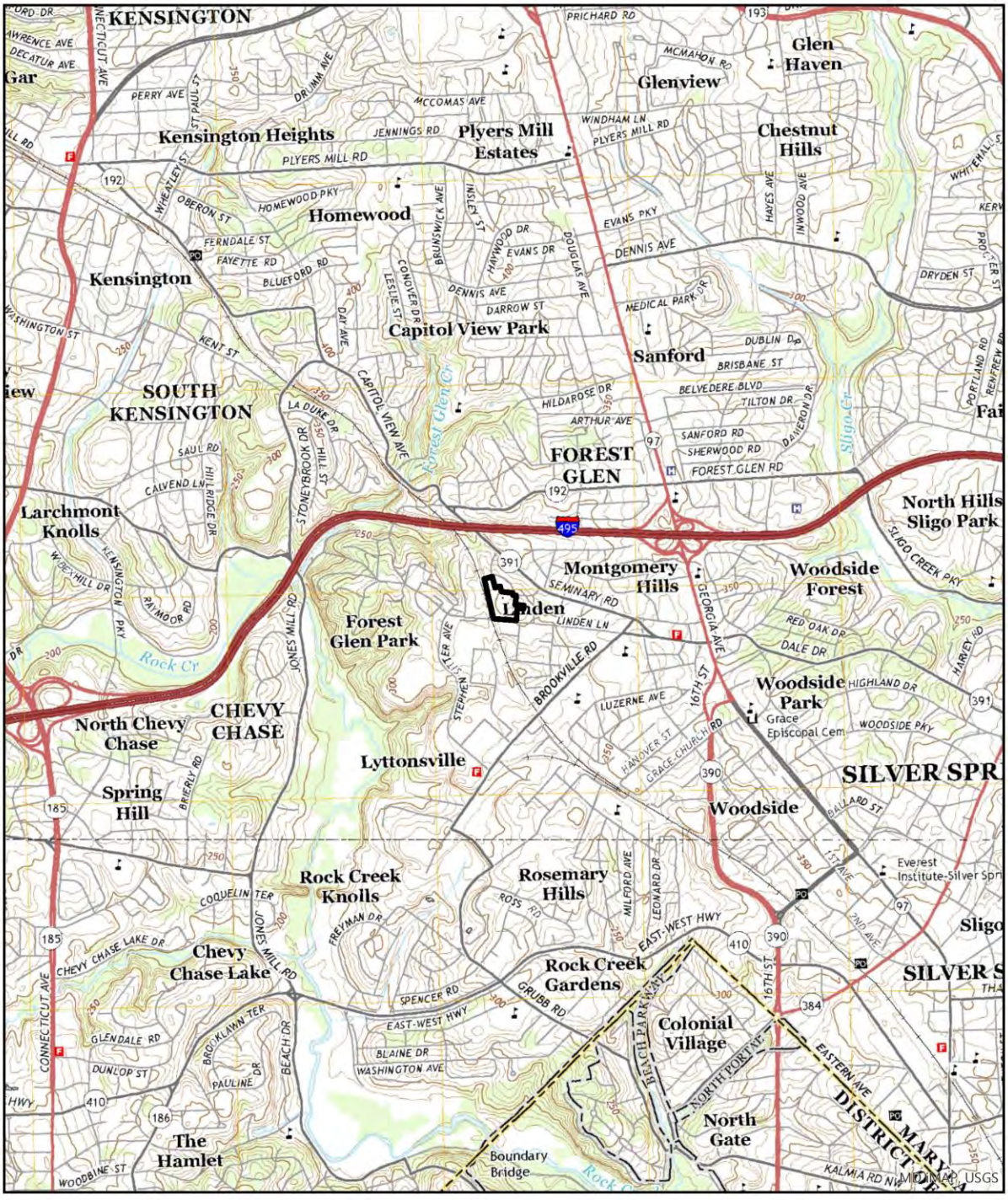
The Washington Post. 2010. Obituary- John A. Bartley. August 22, 2010.

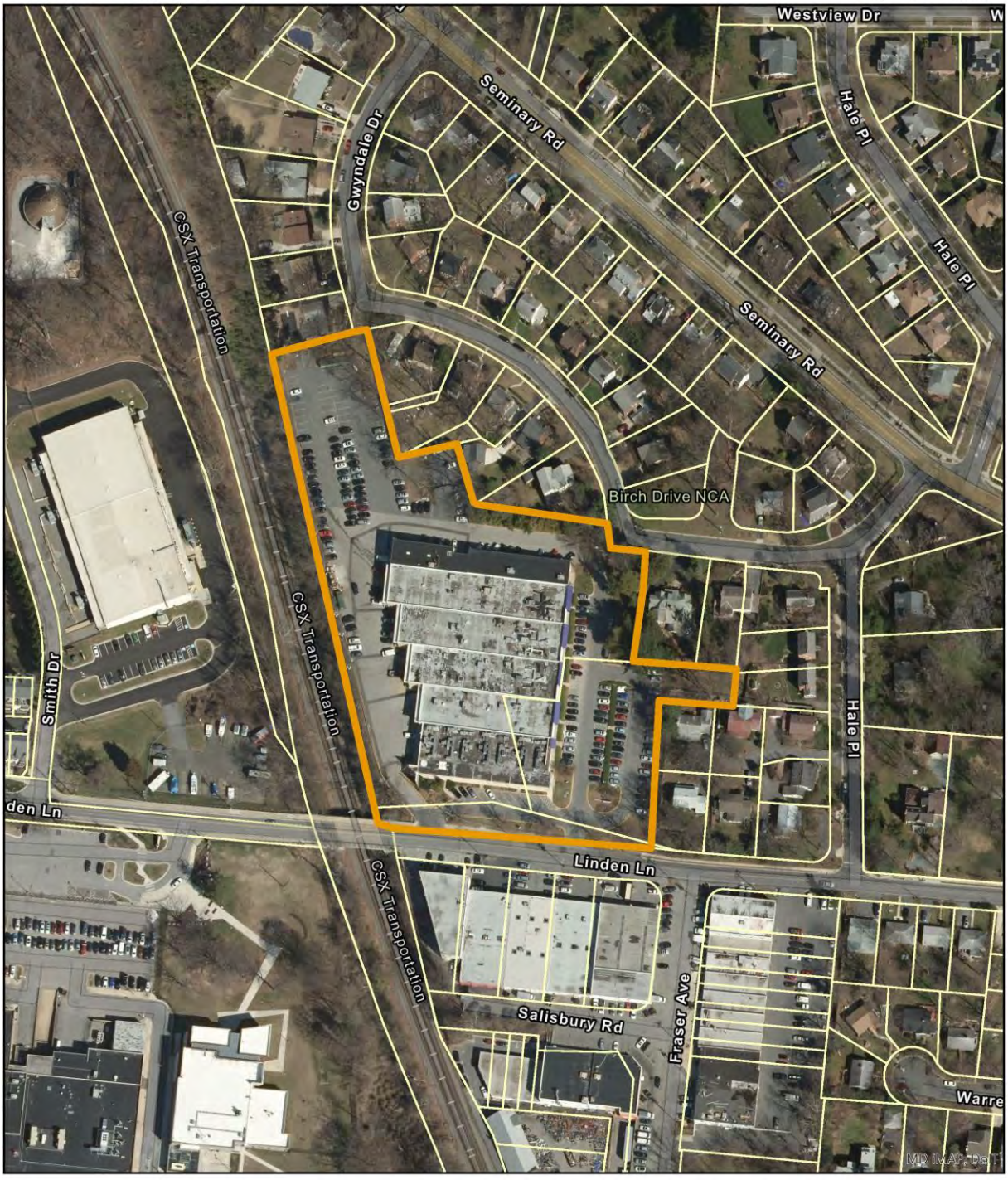
Technical Service Park Montgomery County

Location: 2415 Linden Lane City: Silver Spring



Technical Service Park Montgomery County

Location: 2415 Linden Lane City: Silver Spring

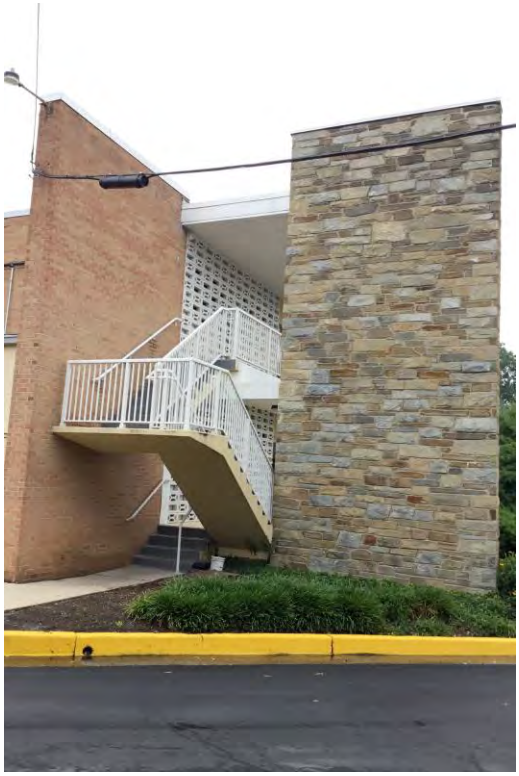


PHOTOGRAPHS

Oblique view, facing northwest

Detail of southeast corner of building, view facing northwest

View facing west towards stone pylon sign along Linden Lane



Detail, facing northeast, of southwest corner of building, showing cantilevered stair landing and stone pylon sign

View facing northeast of west elevation

Detail, facing east, of screen on west elevation

PHOTOGRAPHS

Oblique view, facing southeast, of northwest corner of building

Detail view, facing west, of northeast corner of building

PHOTOGRAPHS

View facing southwest towards east elevation

M: 36-99 Technical Service Park

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Mical Tawney and Katherine Watts**
Date of Photographs: **2019-07-09**
Location of Original Digital File: **MD SHPO**
File Format: **M: 36-99_2019-07-09_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Oblique view, facing northwest

02.tif
Detail of southeast corner of building, view facing northwest

03.tif
View facing west towards stone pylon sign along Linden Lane

04.tif
Detail, facing northeast, of southwest corner of building, showing cantilevered stair landing and stone pylon sign

05.tif
View facing northeast of west elevation

06.tif
Detail, facing east, of screen on west elevation

07.tif
Oblique view, facing southeast, of northwest corner of building

08.tif
Detail view, facing west, of northeast corner of building

09.tif
View facing southwest towards east elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Temple Terrace** Inventory Number: **PG:76B-82**

Address: South of I-495, north of Temple Hill Road, west of Henson Drive 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: Melissa Butler Date Prepared: May 22, 2019

Documentation is presented in: Project review and compliance files

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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:

Temple Terrace, a planned residential development, is bounded by I-495 the north, Henson Drive on the east, Temple Hill Community Center and Park on the south, and Spring Terrace Subdivision (PG:76b-43) to the west. The 33.5-acre development includes 96 single-family dwellings on lots between 0.23 and 0.36 acre. The streets have concrete curbs and gutters. Many lots have asphalt or concrete paved driveways and a paved walkway that connects the driveway to the primary entrance on the façade. Individual lots have grassy lawns, some bushes, and moderate tree coverage. While not common, some houses have chain link fenced rear yards. Street lamps are attached to utility poles. All streets are curvilinear, with Stratford Court and Carriage Drive ending in cul-de-sacs. Secondary resources include pools and sheds.

Description:

Temple Terrace is a planned residential development constructed in 1960. The development contains single-family dwellings,

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:**

primarily in the Colonial Revival and Contemporary styles and Two-Story Massed, Ranch, and Split-Level forms. The one to two-story houses sit on continuous foundations and have four to six bays. Cladding includes brick veneer, wood or vinyl siding, and stone veneer, often in combination. Roofs include side gabled and cross-gabled examples, which are sheathed in asphalt shingles. Many houses feature exterior-end or interior-slope brick chimneys. In the absence of a brick chimney, some dwellings have a single metal flue.

Primary entrances are on the façade and contain single-leaf wood paneled doors, some with metal and glass storm doors. One-story porches are common on Split-Level houses.

A majority of the houses have vinyl, one-over-one double-hung-sash windows; original windows include 16-light picture windows, or eight-over-eight units. Many houses feature fixed shutters. Attached one car garages and carports are common throughout the development. Additions to the side or rear elevations are common, although usually in scale with the original dwelling.

Historic Context:

On April 24, 1959, Aldre, Inc., purchased about 33.5 acres of land from Clarence H. Corkran and Charlotte P. Corkran (Prince George's County Deed Book ([PGCDB] 2321, 62). This land was platted in 1960 in two sections; blocks A, B, and parts of C and D were platted in January of 1960, and blocks E and F and parts of C and D were platted in February 1960 (Prince George's County Plat Book [PGCPB] A-3716; A-3773). Houses were constructed by Aldre, Inc., soon after platting, and construction was complete by the end of 1960.

Advertisements showcased two of the four models, including the Adams, a four-bedroom Cape-Cod form and the Jackson, a Two-Story Massed form (The Evening Star 1960a, B5; The Washington Post, Times Herald 1960a, C9). House sizes ranged from three to five bedrooms and ranged from $20,500 for a three-bedroom model to $22,500 for a five-bedroom model (The Evening Star 1960a, B5; The Evening Star 1960b, B4). Advertisements boasted recreation rooms, colorful kitchens, and garages, and emphasized the convenient location near shops, schools, and Washington, D.C. (The Washington Post, Times Herald 1960b, B1). The development won an award from McCall's women's magazine for convenient design, though the features which earned the development this title are not enumerated in period advertising (The Evening Star 1960a, B5; The Washington Post, Times Herald 1960b, B1; 1960c, B1).

Aldre, Inc., a real estate development corporation run by president Jack Alfandre, was considered a veteran home building group by 1960, having already built over 500 homes in the Washington, D.C., metropolitan area (The Washington Post, Times Herald 1960d, B1). Developments planned and constructed by Aldre, Inc., include Hilcrest Heights in Prince George's County, Twenty-Sixth Avenue and Keating Street in Prince George's County, and Fernwood Road in Montgomery County.

Evaluation:

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

As a planned residential development, Temple Terrace is a common type of residential construction during the Modern Period. It is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments; it was one of many created by a prolific developer with a limited selection of traditionally styled house models. The neighborhood has no significant association with residential development and planning trends 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.

Aldre, Inc., worked throughout Prince George's County and metropolitan Washington, D.C., but Temple Terrace was not one of their earliest or 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.

Despite receiving a magazine award, Temple Terrace is a basic example of a planned residential development, created by a developer with a limited selection of house models. The development's Two-Story Massed, Split-Level, and Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects or exhibit outstanding materials and forms. Because Temple Terrace 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 33.5 acres and is located south of I-495, north of Temple Hill Road, west of Henson Drive, which can be found on Prince George's County Tax Map 0097. The development can also be seen in Prince George's County plat records A-3716, A-3773.

References:

The Evening Star. 1960a. "Temple Terrace." August 20, 1960, B5.
---1960b. "Temple Terrace." December 3, 1960, B4.

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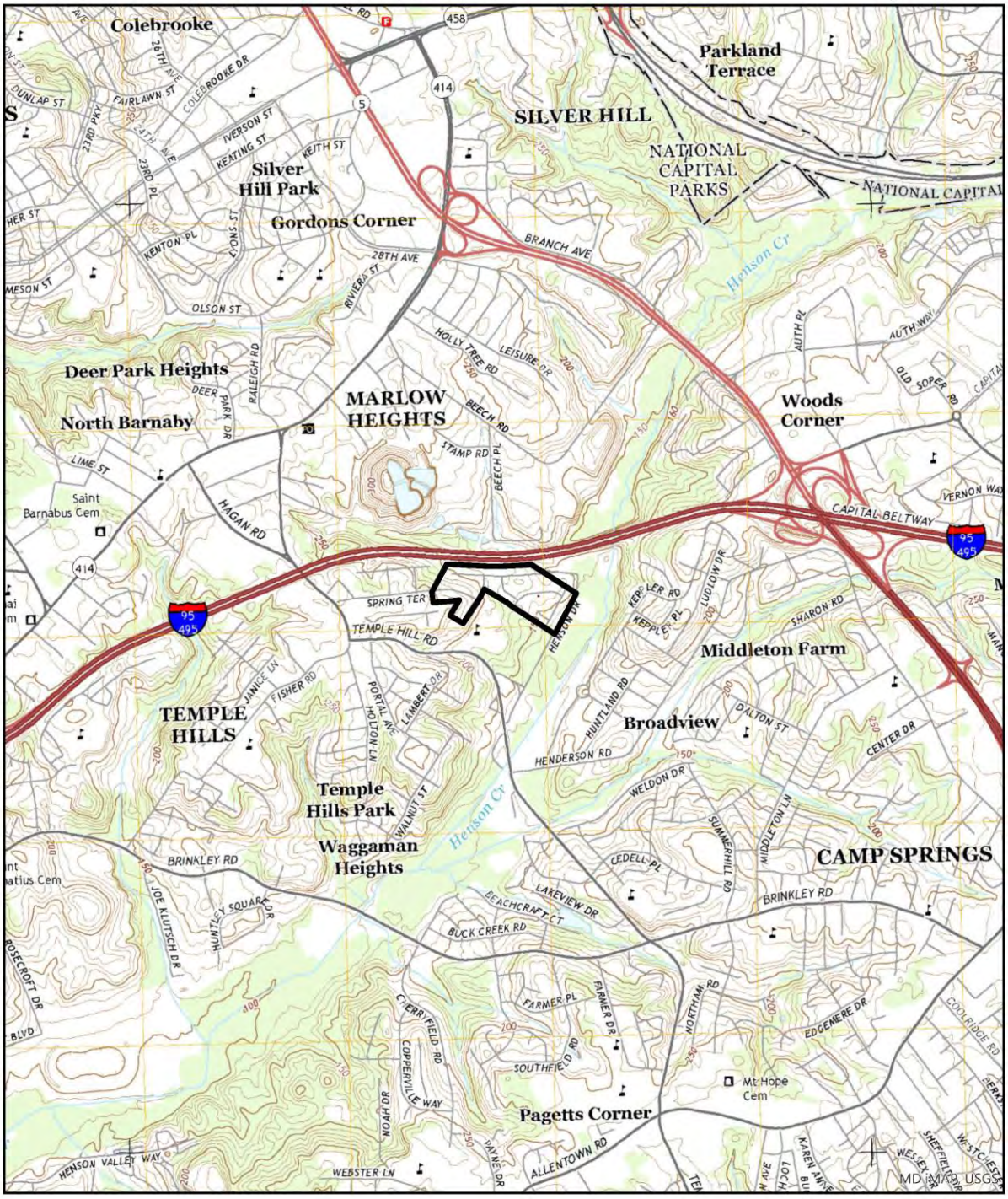
http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed August 20, 2018.
http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post, Times Herald. 1960a. "Luxury Homes at New Temple Terrace." January 9, 1960, C9.
---1960b. "These Homes Delight the Ladies." June 4, 1960, B1.
---1960c. "4000 at Temple Terrace Opening." February 7, 1960, B1.
---1960d. "Aldre Shows New Home Line at Temple Terrace." February 20, 1960, B1.

Temple Terrace Prince George's County

Location: South of I-495, north of Temple Hill Road, west of Henson Drive City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles

Scale: 1:24,000

Temple Terrace Prince George's County

Location: South of I-495, north of Temple Hill Road, west of Henson Drive City: Temple Hills

PHOTOGRAPHS

View of 4108 Canterbury Way, looking north.

View of 3903 Canterbury Way, looking southwest.

PHOTOGRAPHS

View of 4203 Stratford Court, looking southwest.

Streetscape of Canterbury Way from Stratton Road.

PHOTOGRAPHS

Streetscape of Canterbury Way showing rear elevation of dwellings.

Oblique view of 9714 Corkan Lane, facing west.

PG:76B-82 Temple Terrace

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-03-19**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-82_2019-03-19_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 4108 Canterbury Way, looking north.

02.tif
View of 3903 Canterbury Way, looking southwest.

03.tif
View of 4203 Stratford Court, looking southwest.

04.tif
Streetscape of Canterbury Way from Stratton Road.

05.tif
Streetscape of Canterbury Way showing rear elevation of dwellings.

06.tif
Oblique view of 9714 Corkan Lane, facing west.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Texaco/Exxon Gas Station (Suitland)

Address: 4775 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 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 Texaco/Exxon Gas Station (Suitland) occupies a 0.60-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. According to state tax data, the one-story building was constructed in 1973. It has no architectural style. At some point, the property was a Texaco and, by 2012, it became an Exxon station. The building is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. It occupies approximately the northwest end of the parcel. The southeast end of the property is separated from the road by islands planted with grass and shrubs. A concrete curb borders the southwest side of the resource. Two driveways face onto the road. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks and the area beneath the canopy is concrete. The canopy, a replacement built between 2002 and 2005, has a flat roof supported by five rectangular metal posts. Beneath it are five fuel pumps on concrete plinths and protected by metal bollards; there is also a small, rectangular, plastic panel cashier building with two metal and glass doors, a teller window, and metal-framed ribbon windows. The canopy is bordered on four 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 wood fence and wood dumpster enclosure border the rear of the property.

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

Texaco/Exxon Gas Station (Suitland)

The rectangular-plan gas station building rests on a concrete slab foundation and is clad in red brick set in a running bond pattern. At the roofline, the building is clad in metal panels, painted white. The roof is flat. At the center of the façade is a recessed area; Google Street View images show this area previously held vending machines. Another recessed area, supported by square wood posts, is located at the northeast corner of the building, and a small niche is at the southwest elevation. The primary entrance at the façade consists of a single wood-framed metal door flanked by two wall-mounted light fixtures, one broken and one with intact globe, facing onto a concrete pedestrian walkway that wraps around to the side elevations. A secondary entrance, consisting of a single metal door, is located at the southwest elevation. The entrance is sheltered by the principal roof supported by square wood posts. The building has no windows.

The Texaco/Exxon Gas Station (Suitland) is an undistinguished example of a mid-twentieth-century gas 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 Texaco/Exxon Gas Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The property no longer retains integrity due to the construction of the current canopy and fuel pumps between 2002 and 2005. This gas 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 Texaco/Exxon Gas Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.60 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

Texaco/Exxon Gas Station (Suitland)

Texaco/Exxon Gas Station (Suitland)

Overall view facing west

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Texaco-Shell Gas and Former Service Station (Suitland)

Address: 5120 Auth Road

City: Suitland **Zip Code:** 20746 **County:** Prince George's

USGS Quadrangle(s): Anacostia

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: 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).

Texaco-Shell Gas and Former Service Station (Suitland) is a Mansard-influenced gas and service station occupying a 0.51-acre parcel on the northwest corner of the intersection of Auth Road and Auth Place in a predominantly commercial area with auto dealerships and office buildings. According to state tax records, the one-story building was constructed in 1975. At some point it was known as Tony's Texaco, but by 2009 the property became a Shell station. The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Auth Road. Two driveways connect the lot to Auth Road. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks. The gas and service station lies at the center of the northern boundary and a metal canopy, altered between 2002 and 2005, runs north-south, south of the building (Historic Aerials 2019). The lot is separated from the roads by islands planted with grass, small trees, and shrubs; a wood board fence lines the northwest border and a portion of the northeast. A metal shed of unknown date is located north of the building. A metal-and-plastic, double-pole

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

business sign is at the southeast corner; light standards, air pump and vacuum stations, dumpsters, and metal bollards are also on the lot.

The nearly rectangular gas and service station has an asymmetrical façade. The building rests on a concrete slab foundation. The building is clad in a combination of stacked concrete block and vertical metal siding. A flat-roof canopy projects over a concrete walkway on all but the northwest (rear) elevation. The front face of the canopy has colored metal panels imprinted with the words “Food Mart” and “Subway.” The slightly larger west side of the building has a partial faux-mansard roof, covered in horizontal metal siding, with an open trapezoidal area at the facade, while the east side has a flat roof. The southeast façade contains the main entrance, which is centered below the mansard roof. It consists of paired wood-and-glass doors with a wood-framed sidelight, facing onto the concrete pedestrian walkway. The entrance is flanked by two single-light fixed wood sash windows. Below the furthest southwest window is a metal cashier’s box inset into the wall and a projecting metal tray. A four-light wood sash ribbon window is located to the northeast under the flat-roof section of the building. The façade is clad in stacked concrete block below the windows and vertical metal siding above. The trapezoidal portion of the faux-mansard roof has six boarded-up transom windows. The building’s southwest elevation has a two-light fixed wood sash window with stacked concrete block below at the southwest corner; the remainder of the elevation is covered on vertical metal siding. The northeast elevation is covered in vertical metal siding and has a three-light wood sash window that reaches the ground. Originally, garage bays would have been housed on the northeast elevation or the façade. The northwest elevation was not accessible during this survey.

The metal canopy has a flat roof supported by four rectangular metal posts. Beneath it are four fuel pumps on concrete plinths protected by rounded metal bollards; the canopy is bordered on three sides by plastic panels with business logos.

Texaco-Shell Gas and Former 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, Texaco-Shell Gas and Former Service Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was remodeled at some time to convert the service bays into a food mart (Jones 2016, 7-19), and between 2005 and 2006 a new roof overhang was constructed. The property has been altered by the construction of a new canopy and fuel pumps between 2002 and 2005. 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. Texaco-Shell Gas and Former Service Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.51 acres and is confined to the current property tax parcel which is found on Prince George’s County Tax Map 0088, Parcel 0000 (2018).

References

Jones, D. Wayne. “A Field Guide to Gas Stations in Texas.” Austin, Texas: Texas Department of Transportation. Environmental Affairs Division, Historical Studies Branch, 2016. Accessed March 2018. http://www.thc.texas.gov/public/upload/preserve/survey/highway/TxDOT%20Field%20Guide%20to%20Gas%20Stations%20in%20TX%202016.pdf.

NR-ELIGIBILITY REVIEW FORM

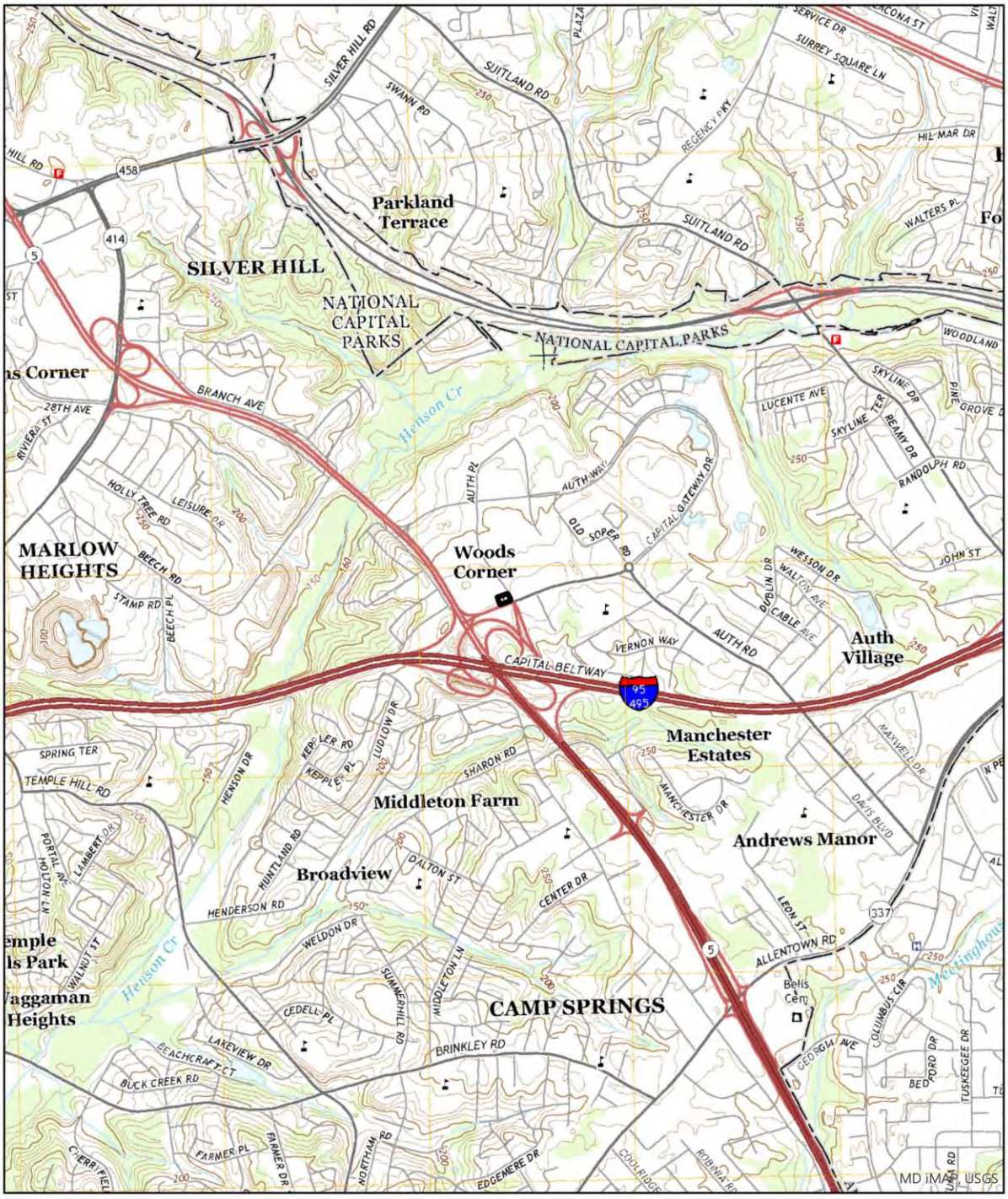
Texaco-Shell Gas and Former Service Station (Suitland)

"Texaco Budget Buys (Advertisement)," The Washington Post, November 23, 1976, D8. ProQuest.

Texaco-Shell Gas and Former Service Station (Suitland)

Texaco-Shell Gas and Former Service Station (Suitland) Prince George's County

Location: 5120 Auth Road City: Suitland



USGS 7.5' Quadrangle - Anacostia

Texaco-Shell Gas and Former Service Station (Suitland)

Southeast facade and southwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **The Chateau**
Inventory Number: **M: 37-37 and PG:65-57**
Address: 9727 and 9737 Mt. Pisgah Road
Historic District: No
City: Silver Spring Zip Code: 20903
County: Montgomery and Prince George's Counties
USGS Quadrangle(s): Beltsville
Property Owner: Hillzo Limited Partnership
Tax Account ID: Multiple
Tax Map Parcel(s): N440, N442, 0000
Tax Map: KP22, 0024
Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Katherine Watts
Date Prepared: Mar 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:

The Chateau is a high-rise apartment complex located south of I-495 in Silver Spring. The resource is within both Montgomery and Prince George's counties. The complex consists of two high-rise apartment buildings built between 1966 and 1970. The 11.4-acre parcel is bounded by I-495 to the north, Holly Hill Terrace neighborhood to the east, Greenwich Woods apartments to the south, and Mt. Pisgah Road to the west. The mostly flat parcel has grassy lawns with trees along its perimeter, bushes at the façades of buildings, and sidewalks around the two buildings and the pool house. There are five asphalt parking lots, a tennis court, a pool and pool house, an underground parking garage, and a playground. At least three different types of street lights are present on the property; only the ones closest to the buildings appear to be original. Located north of the buildings and parallel to I-495, the sign for the apartment complex

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:**

consists of the words “The Chateau” mounted on an iron gate between two square brick posts topped with lamps. This original sign appeared as a drawing in an advertisement for the apartments in 1976 (The Washington Post 1976, A3).

Description:

The Chateau is a high-rise apartment complex constructed between 1966 and 1970 during the Suburban Diversification Period (1961-1980). The two identical high-rise buildings contain 399 total apartment units (Leet 1975, E-2). The building at 9727 Mt. Pisgah Road faces north, and the building at 9737 Mt. Pisgah Road faces south. Mt. Pisgah Road provides access to the two buildings and terminates in the largest of five parking lots. There are underground parking garages associated with both buildings, with access from Mt. Pisgah Road at the west elevation of 9737 and access at the rear of 9727, near the east elevation. Both buildings are 15 stories tall and approximately 25 bays wide. Their continuous foundations and structural systems are clad in brick veneer, and concrete frames the entrances, balconies, and side elevation windows. One-story mechanical enclosures occupy the center of each building’s flat roof; the enclosure at 9737 Mt. Pisgah Road includes signage facing I-495. Both buildings feature a castellated parapet at the roofline above the entrance, on the north side of 9727 Mt. Pisgah Road and on the south side of 9737 Mt. Pisgah Road.

The entrances are identical. Each features a cast concrete, cantilevered awning with many globe lights, and a glass-enclosed entrance with a single-leaf, commercial-style, metal and glass door on each side. The enclosed vestibule leads to a double-leaf commercial style door providing access to the lobby.

In individual apartment units, metal sliding glass doors provide access to the balconies. The balconies are organized in pairs, made of concrete with metal railings, and feature an exposed aggregate concrete panel on the railing side closest to the partition wall. The units directly above the building’s main entrance do not have balcony access, but there are metal railings below the windows that keep the visual balance of the façade. Windows include metal-framed sliding, fixed, and tripartite units.

A pool and pool house are located south of 9727 Mt. Pisgah Road. The one-story, one-bay, concrete-block pool house is a curved building with a decorative concrete screen façade and a flat roof lined with metal coping. The entrance contains a double-leaf, metal door and a metal chain-link gate. The in-ground pool is surrounded by concrete walkways and enclosed with a metal chain-link fence. A single fenced tennis court is located west of 9727 Mt. Pisgah Road, near the entrance to the development and a small parking lot. The playground is located north of 9737 Mt. Pisgah Road in a grassy area with trees and picnic tables near I-495.

Historic Context:

The land for The Chateau apartments spans three parcels, two of which are in Montgomery County, and one of which is in Prince George’s County. Alan I. Kay and Allan E. Rozansky of Alan I. Kay, Inc., purchased the land in 1965 from Jack Kay, Inc. (Montgomery County Deed Book [MCDB] 3457, 345). The land was first platted in 1966 for Alan I. Kay. Inc., later known as Rozansky and Kay Construction Company (Prince George’s County Plat Book [PGCPB] WWW 60, 86). By 1968, construction was underway, with three buildings and 508 units planned at the time; however, for unknown reasons, only two buildings were

constructed (The Evening Star 1968, C-1). Rozansky and Kay were active throughout the metropolitan Washington area, buying land and building apartment complexes and condominiums, such as Marina Towers in Alexandria (The Evening Star 1968, C-1). In 1977, Alan I. Kay, Inc., sold the three parcels of The Chateau to Hillzo Limited Partners, who remains the owner (MCDB 6269, 345).

Few advertisements existed for The Chateau upon its opening. In 1976, two-bedroom, two-bathroom apartments were advertised from $240/month, with efficiency, one- and three-bedroom apartments on a wait list. The location off New Hampshire Avenue near the Beltway was emphasized in advertisements, along with the many amenities, such as a swimming pool, tennis court, health club, sauna rooms, a picnic area, and optional underground parking. The buildings featured laundry facilities on each floor, soundproof concrete floors, club and party rooms, a beauty salon, storage rooms, closed circuit TV security system, valet service, and 24-hour concierge service. Each unit contained eat-in kitchens with dishwashers, double ovens, frost-free refrigerators, walk-in closets, and balconies (The Washington Post 1976, A3). Current photographs on The Chateau's website show substantial renovations to the kitchens. Amenities such as the pool, tennis court, fitness center, and club rooms are still available to tenants.

Evaluation:

The Chateau was evaluated as a high-rise apartment complex 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.

The Chateau is a basic example of the high-rise apartment complexes built in Montgomery 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 The Chateau 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 significant under Criterion B.

The Chateau is representative of a common mid- to late-twentieth century building type that remains present in the Maryland suburbs. The high-rise 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. The resource was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 11.4 acres and is roughly defined by I-495 to the north, Greenwich Woods to the south, Holly Hill Terrace to the east, and Mt. Pisgah Road to the west. It includes two parcels found on Montgomery County Tax Map KP22 (2019) and one parcel found on Prince George's County Tax Map 0024 (2019).

References:

The Evening Star. 1968. “On the Potomac: Apartment Features Marina.” November 1, 1968, C-1.

Leet, Rebecca. 1975. “Tenant Rebates Likely.” The Evening Star. February 6, 1975, E-2.

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). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed March 6, 2019. http://www.mdlandrec.net/

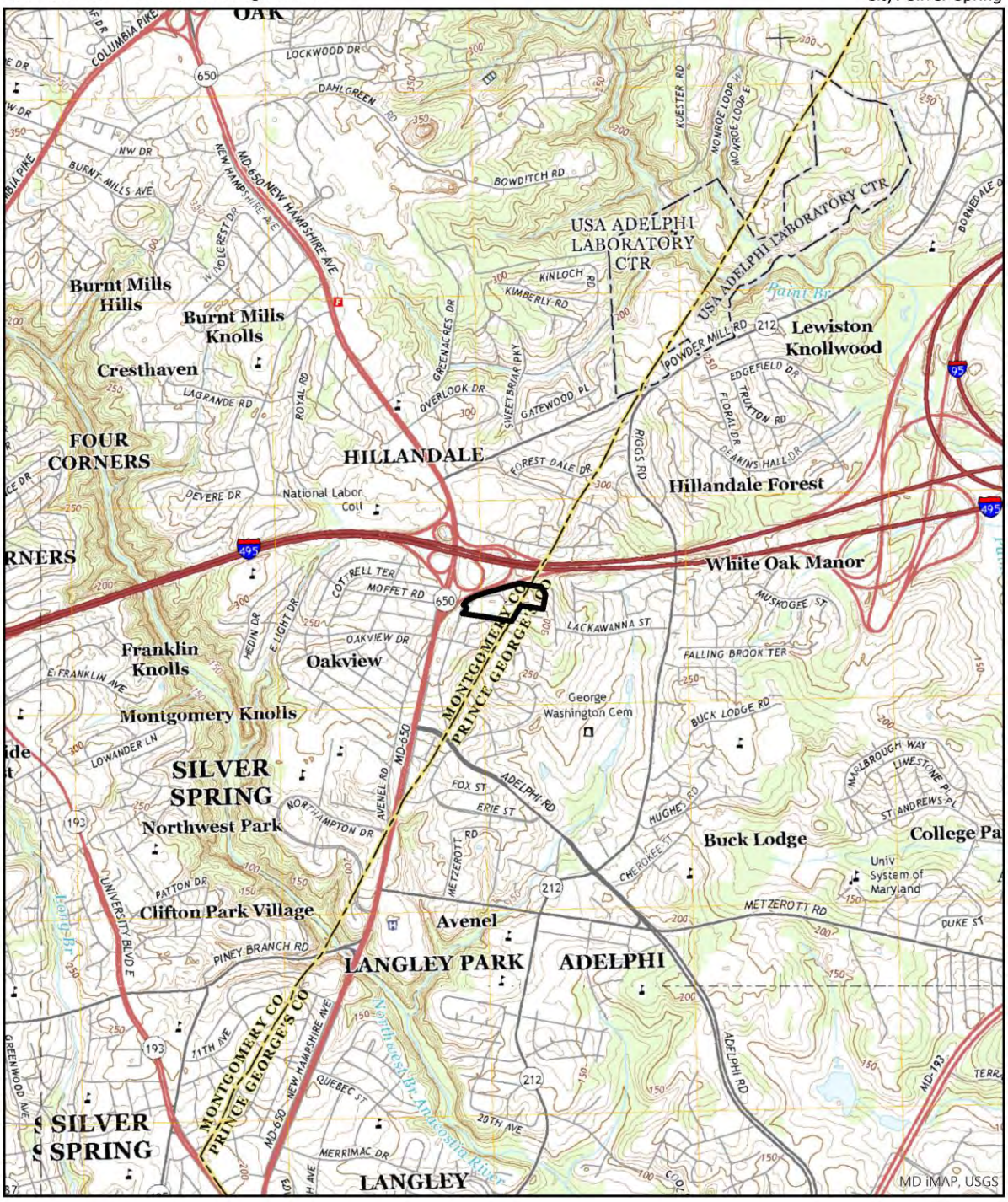
Prince George’s County Plat Book (PGCPB). Misc. years. Prince George’s County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 6, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

Southern Management Company. n.d. "Apartments." Accessed March 25, 2019. https://www.southernmanagement.com/.

The Washington Post. 1976. "The Chateau Apartments." Advertisement. May 8, 1976, A3.

The Chateau Montgomery County and Prince George's County

Location: 9727 and 9737 Mt. Pisgah Road City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

Scale: 1:24,000

N

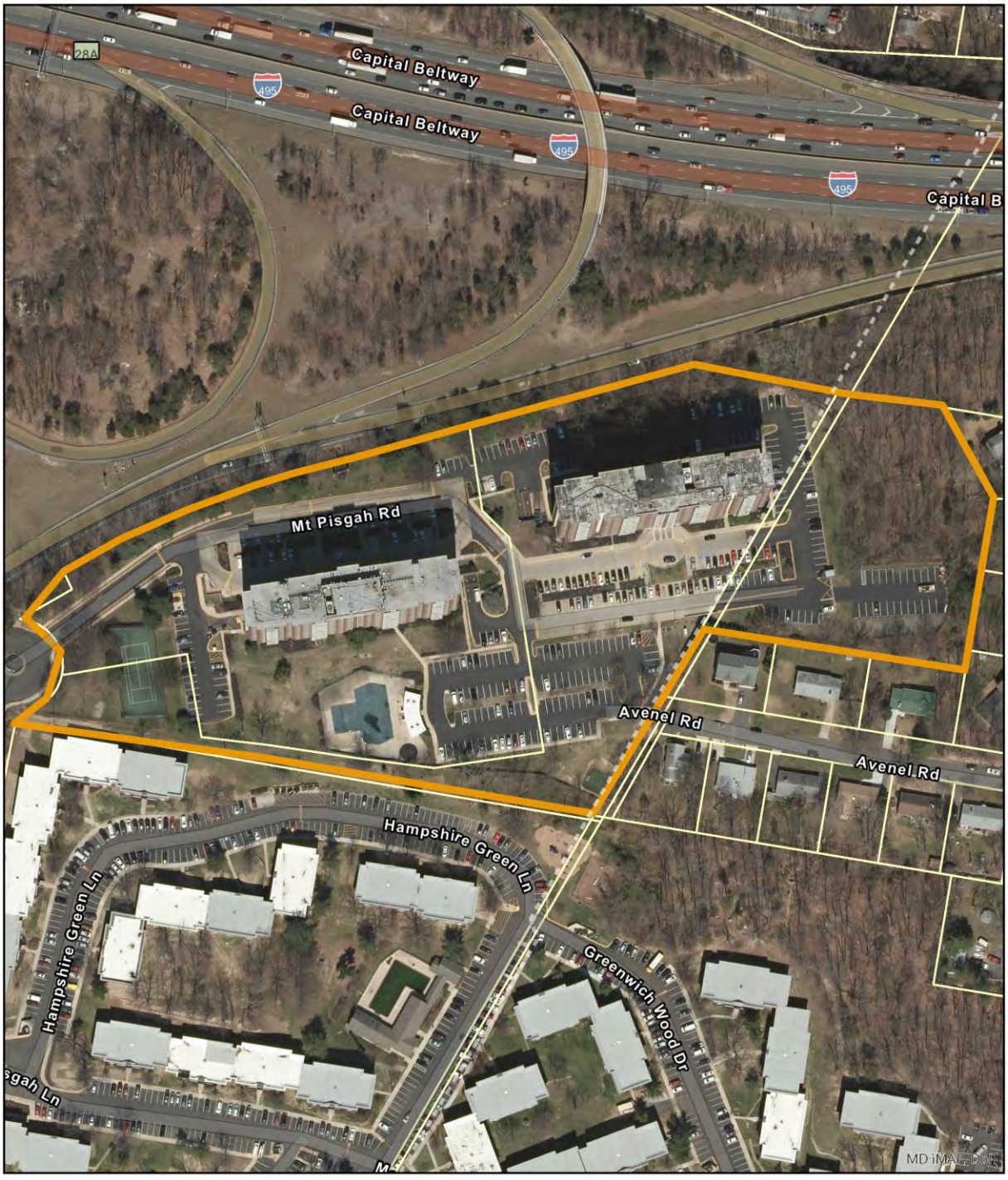
MAPS

The Chateau

Location: 9727 and 9737 Mt. Pisgah Road

Montgomery County and Prince George's County

City: Silver Spring



PHOTOGRAPHS

View of 9727 and 9737 Mt. Pisgah Road from the other side of I-495, looking south.

View of 9737 Mt. Pisgah Road, looking northeast.

PHOTOGRAPHS

Entrance detail, 9727 Mt. Pisgah Road, looking southwest.

Oblique of pool house, looking northwest.

PHOTOGRAPHS

View of playground along Mt. Pisgah Road, looking northwest.

View of entrance to parking garage at 9737 Mt. Pisgah Road, looking south.

PHOTOGRAPHS

View of tennis court near 9727 Mt. Pisgah Road, looking southwest.

Window detail of 9737 Mt. Pisgah Road, looking north.

PHOTOGRAPHS

View of the rear elevation of 9727 Mt. Pisgah Road, looking north.

View of original apartment sign along I-495, looking west.

M: 37-37 and PG:65-57 The Chateau

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Heather Staton**
Date of Photographs: **2019-02-12**
Location of Original Digital File: **MD SHPO**
File Format: **M: 37-37_PG:65-57_2019-02-12_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 9727 and 9737 Mt. Pisgah Road from the other side of I-495, looking south.

02.tif
View of 9737 Mt. Pisgah Road, looking northeast.

03.tif
Entrance detail, 9727 Mt. Pisgah Road, looking southwest.

04.tif
Oblique of pool house, looking northwest.

05.tif
View of playground along Mt. Pisgah Road, looking northwest.

06.tif
View of entrance to parking garage at 9737 Mt. Pisgah Road, looking south.

07.tif
View of tennis court near 9727 Mt. Pisgah Road, looking southwest.

08.tif
Window detail of 9737 Mt. Pisgah Road, looking north.

09.tif
View of the rear elevation of 9727 Mt. Pisgah Road, looking north.

10.tif
View of original apartment sign along I-495, looking west.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: The Classics

Address: 4591 Allentown Road

City: Suitland **Zip Code:** 20746 **County:** Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 230 and Parcel G **Tax Map Number:** 89

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck **Date Prepared:** Jun 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: No	Listed: No

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

The Classics Restaurant, constructed in 1971, sits on a 1.898-acre parcel on the northwest side of Allentown Road and just east of Interstate 495 to the north. Located north of Joint Base Andrews, the property is primarily paved parking and is bordered with trees on its northeast and northwest sides with minimal landscaping along the Allentown Road driveway entrance. The restaurant/night club is at the west end of the property, directly adjacent to the U-Haul building to its west.

The Classics is a one-story rectangular building with a flat roof, set on a continuous foundation. Exterior walls are faced with stretcher bond brick and stucco. The building lacks window openings; a large circular bay projecting from the northeast corner of the building had the only windows, though they were covered with plywood at the time of the survey. The building faces roughly east, its double-leaf main entrance covered by a metal porte cochere with decorative latticework. Only remnants of the porte cochere's cloth covering remain. The only other visible fenestration on the building was two flush metal doors on the south elevation's west end.

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

The Classics

The Classics is an unremarkable example of a mid-twentieth-century restaurant 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 1.898 acres and is defined as Parcel G of Plat A-5659 and Parcel 230 on Prince George's County Tax Map 89.

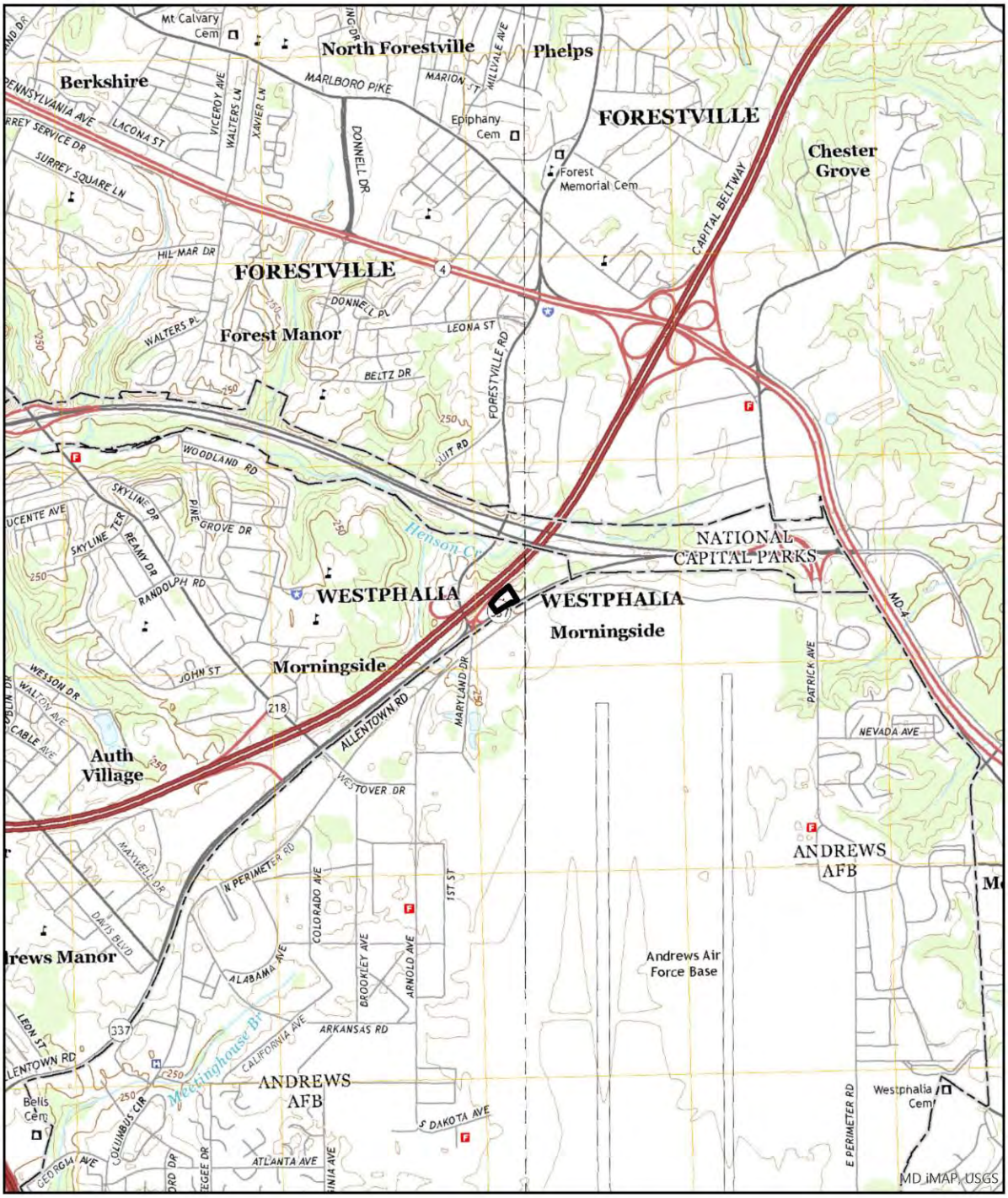
The Classics

The Classics

Location: 4591 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles

N

Scale: 1:24,000

The Classics

The Classics, Southeast Corner Looking West

The Classics, East Elevation Looking Southwest

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: The Promenade Inventory Number: M: 35-193

Address: 5225 Pooks Hill Road Historic district: ___ yes X no

City: Bethesda Zip Code: 20814 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Promenade Towers Mutual Housing Corp, Board of Director Tax Account ID Number: C000732

Tax Map Parcel Number(s): N508 Tax Map Number: HP12

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: ___ 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:

The Promenade is a multi-family development located southeast of the intersection of I-270 and I-495, between I-495 and Pooks Hill Road just west of Rockville Pike in Bethesda. The development consists of two high-rise apartment buildings connected by a low-lying hyphen accompanied by an outdoor swimming pool, tennis courts, tennis clubhouse, gate house, and stone gateway on a 24.77-acre irregular-shaped parcel (Montgomery County Plats [MCP] 10231). Primary access to the property is obtained from Pooks Hill Road by a straight two-lane road with a wide grassy median lined by mature deciduous trees. Internal roadways lead around the west side of the complex to the main entrance and a surface parking lot for visitors and to the east of the complex, where residents access the subterranean parking garage and loading areas built into the hillside below. The landscape maintains the looks of a wooded hillside with rolling topography featuring dense clusters of mature trees with grassy lawns, low-lying shrubs, and ornamental foliage along interior roadways and around the building 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**

The Promenade at 5225 Pooks Hill Road is a high-rise apartment complex constructed between 1972 and 1973, during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). Two V-shaped, high-rise apartment buildings, influenced by the International and New Formalism styles, stand 18 stories tall. Together, the towers contain 1,072 units designed as one- or two-bedroom apartments between 630 and 1,448 square feet (The Official Promenade Towers 2018). A one-story hyphen or arcade connects the two towers with a large lobby at the first floor and other shared facilities, including an indoor pool, various shops, meeting rooms, and recreational spaces at the lower levels below the ground surface. Built into the slope of the hill, a three-level parking garage is located below the hyphen and outdoor swimming pool. It is accessed from an internal roadway that runs along the east side of the complex and is entirely hidden from view of those entering the facility. The parking garage is clad in a stretcher-bond concrete block veneer painted to match the brick veneer used throughout the complex. A chevron motif is visible in the plan of the complex, particularly at its east elevation where the north and south towers, parking garage, and loading areas form a sawtooth pattern.

Each high-rise building rests on a continuous concrete foundation supporting a concrete and steel structural system clad in off-white, stretcher-bond, brick veneer with matching mortar. At the top floor of both buildings, the brick is a few shades darker in color, acting as a cornice. The horizontal massing of the buildings is balanced by regular vertical columns of concrete cantilevered balconies, each featuring three solid, exposed-aggregate concrete panels supported by a brown metal railing. At the corners and ends of the high-rises, the balconies are slightly larger in size. Each tower is topped by a flat roof with wide overhanging eaves lined by a metal coping. At the east and west ends of the buildings, the top floor units feature a central, full-length, bay window with a deck that extends across the entire elevation. Rooftop access is gained by a small, pentagonal massing clad in exposed-aggregate concrete panels situated over the elevator shaft of each tower.

The main entrance to the complex is located at the center of the hyphen's west elevation, below a canopy that extends to cover a semi-circular driveway. The canopy and hyphen are topped by a flat concrete roof that is regularly punctuated by recessed channels that serve a practical function as drain spouts. These channels also provide an aesthetic pattern that serves as a Modernist interpretation of a classical fret and arcade motif, reinforced by the simple, round, metal columns below each recession in the roofline. The columns are smooth and painted dark brown, keeping with the natural hues employed elsewhere in the architecture, including the concrete-aggregate panels that add interest to the solid walls of the hyphen and its eaves. The hyphen's arcade-like appearance is heightened by the repetitive use of paired or triplet metal columns to define each bay and allow for floor-to-ceiling, metal-framed, glass walls between them. Visible from the east elevation, the hyphen's lower level is marked by a semi-circular, glass curtain wall with regularly spaced, paired columns supporting a flat roof that doubles as a patio from the lobby above. Windows in both towers appear to be original, paired or tripartite, single-light, metal-framed units, with one or two sliding sashes atop a pre-cast concrete sill that imitates rough cut stone. Fixed, metal-framed windows throughout the hyphen and window wall below also appear original.

Few if any alterations have been made to the exterior of the buildings, but historic aerials indicate that the terrace around the in-ground pool was significantly altered between 2002 and 2005 (National Environmental Title Research [NETR] 2002, 2005). Originally paved largely with concrete following the chevron pattern of the parking garage below, the terrace is now marked by a circular pattern of walkways with added greenspace and raised beds filled with ornamental plantings. The in-ground pool retains its location and form, but is surrounded by several recently constructed pavilions that provide shaded areas for residents. These pavilions were designed to mimic the original architecture with each corner supported by three round metal columns painted in the same shade of brown. The base of each shelter, however, is clad in natural-colored stucco, and each structure is topped by a low-pitched, hipped roof clad in green, standing-seam metal. Other recently added poolside structures include three small, rectangular pergolas that are also supported by round metal columns and topped by a series of wood beams.

The tennis courts and clubhouse, situated on the southeast side of the main entrance road, appear little altered since initial

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**

construction and are enclosed by a chain-link metal fence. Flanked by four courts to the north and three courts on the south side, the clubhouse is a one-story, nine-bay building on a concrete-slab foundation. Its structural system is clad in the same brick veneer as the high-rise buildings with each bay defined by poured-concrete columns. A set of exterior metal stairs at the west elevation provide access to a rooftop deck with wide overhanging eaves lined by a metal railing. The five western bays of the building are filled with fixed, metal-framed, tripartite, storefront windows in the "pro shop" space, while the four eastern bays are nearly filled with brick, but feature narrow, paired, metal-framed windows, suggesting its use for bathrooms.

Another original feature of the complex is a small, one-story, one-bay gate house located at the north end of the entry road, northwest side of the tennis courts. It rests on a concrete slab foundation and has a low brick-veneered wall with canted, fixed, metal-framed windows on all sides. The building is covered by a pentagonal, asphalt-shingled roof and features a single-leaf, half-glazed, metal door in the center of the southeast elevation.

At the perimeter, the property is surrounded by dense collections of mature trees, buffering the complex from I-495 and I-270 and creating a natural wooded setting. An established landscape surrounds the building complex with mature trees, shrubs, and ornamental plantings layered around both public and private spaces. Immediately north of the main entrance and canopy is a circular seating area with wooden benches arranged around a flagpole. Narrow concrete sidewalks connect the high-rise towers to parking lots, tennis courts, and Pooks Hill Road. Low, irregularly coursed, rough-cut, stone walls line the main entry road and its gateway. Divided into three parts, the stone wall of the gateway is topped by a smooth stone coping and features elaborately carved tiered finials at the east and west ends. The center stone segment features the name of the property with a small fountain between it and the public sidewalk.

Historic Context:

The Promenade sits atop an area known as Pooks Hill and was designed by Washington, D.C. architect Donald H. Drayer (1909-1973) in 1972 as a luxury high-rise complex for developer Nathan Landow, president of Landcon Associates. The landscape was designed by a well-known Montgomery County landscape architect, Thurman D. Donovan. The area got its name from "Nation's Business" publisher, Merle Thorpe, after he purchased 150 acres along Rockville Pike in 1927 and built a large country estate he called "Pook's Hill" after a 1907 Rudyard Kipling novel, "Puck of Pook's Hill" (The Official Promenade Towers 2018).

Nathan Landow entered into Washington, D.C.-area real estate as a young professional working with fellow builder, Lawrence Brandt, for much of the 1960s. The partners specialized in multi-family residential and mixed-use properties, and often employed Donald Drayer to design their buildings. Landow and Brandt dissolved their partnership in 1969 and each started their own companies (The Washington Post 1969a, D2). In the 1970s, Nathan Landow became a significant fundraiser for the Democratic Party and served as the Chair of the Maryland Democratic Party from 1988 to 1992 (Carlson 1998, D1). He continues to be involved in the real estate industry with his three children at Landow & Company (Landow & Company 2016).

In November 1971, Landow purchased the 24.77 acres known as Parcel J of Pooks Hill from Zebulon J. Brodie (Montgomery County Deed Book [MCDB] 4148, 636). By that time much of the surrounding estate had become neighborhoods of single-family dwellings with several multi-family residential developments along Pooks Hill Road. These included townhouses, garden apartment complexes, and elevator apartment buildings like the nine-story 1949 "Pooks Hill Apartments," now Pooks Hill Towers, and the nine-story 1964 "Linden Hill Towers," a luxury apartment hotel (Kelly 2015, 468-147; The Washington Post 1964, C6). Brodie continued to develop surrounding property in the 1970s, including 33 townhouses at the intersection of Pooks Hill Road and Linden Avenue (The Washington Post 1971a, E19). Plans for the high-rise Marriott hotel, immediately east of the Promenade, were also underway by November 1971 (The Washington Post 1971b, C1).

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**

Landow originally planned to construct three high-rise towers on two different parcels of the Pooks Hill estate, but the Promenade was the only high-rise project that materialized (The Washington Post 1971b). In June 1980, it was sold to a Chicago-based firm, American Invsco (Invsco) for roughly $50 million (MCDB HMS 5535, 115; Saperstein 1980a, B1). One of the nation's largest converters of apartments into condominiums, Invsco had turned much of neighboring Grosvenor Park to the north into condos in 1979. However, shortly after its purchase, Invsco announced a plan to convert the Promenade into a cooperative (co-op) residential complex, sparking protests from current tenants and local media coverage as it was just the second co-op in Montgomery County at that time (Walsh 1980, C1). Invsco's efforts were scrutinized by local government officials as a heated debate on the impacts of condo conversions had taken place in the previous year, resulting in an emergency four-month condo moratorium in July 1979, and the passage of several new laws to protect poor, elderly, and handicapped renters, while ensuring protection against major maintenance issues for condo purchasers later that fall (Mansfield 1979, C3; Reisig 1979, A1). In February 1980, the County enacted a transfer tax on the sale of condos to support the Emergency Condominium Conversion Fund, which provided grants to elderly and handicapped renters who could not afford to buy their unit outright (Tofani 1980, MD1). The move to convert the Promenade to a co-op was seen as an attempt to subvert those new laws as no property is exchanged in the purchase of a share and, therefore, no real estate taxes are paid on the transaction.

Concerns arose after the cost of Invsco's shares revealed they would earn more than double the price paid for the Promenade (Saperstein 1980a, B1). While the company's actions were found to be legal after two challenges in court, the incident had soured sales and spawned an investigation by the U.S. House of Representatives' Commerce, Consumer, and Monetary Affairs subcommittee, chaired by Congressman Benjamin Rosenthal of New York (Knight 1980, B1; Saperstein 1980a, B5). By December 1980, the investigation found 48 instances of real-estate investors falsifying federal loan applications for lower interest rates in the Grosvenor Park conversion; identified deals given to Invsco employees and consultants; and found Invsco's president in contempt for refusing to relinquish additional information (Knight 1980, B1; Saperstein 1980b, A1). Within a year, Invsco was in arrears and by August 1982, Chase Manhattan Bank had control of the company's majority share in the co-op, the Promenade Mutual Housing Corporation (MCDB 5535, 115; Teeley 1981, D8; Teeley 1982, E1). Despite grabbing headlines, Rosenthal's efforts to pass national legislation to curb egregious condo and co-op conversions fell flat; however, several laws were passed by localities, most notably in New York City and Washington D.C., to regulate these housing types. Today, the Promenade remains a rare example of a high-end co-op in Montgomery County.

The architecture of the Promenade has been identified as one of the principle works of the prominent mid-twentieth-century Washington, D.C., architect Donald H. Drayer, best known for designing "high-rise luxury apartments, and custom projects for high-profile clients" (Kelly 2015, 388-391). Drayer was a prolific designer, but also successful in that many of his works were actually constructed. Architectural drawings from the Promenade on file at the Library of Congress were produced in 1972 and revised in 1973, the same year that Drayer died from cancer at age 64 (Library of Congress 2018; The Washington Post 1973, C5). Other principle works stemming from his collaborations with Landow include the high-rise apartments at Prospect House (1965), Park Sutton in Silver Spring (1962), Prospect House in Arlington (1964), and the Colonnade in D.C. (1964-1967), and commercial office buildings like the Imperial House (1962), Carlton Towers in D.C. (1963), and the Landow Building (1971) (Kelly 2015, 388-391; The Washington Post 1961, B2; Willmann 1962, B1; Willmann 1964, C1).

Drayer's design for the Promenade illustrates a maturation of his earlier work in high-rise apartments like the Grosvenor Park (1962) and Park Sutton (1963) buildings in style and form. At both Grosvenor Park and Park Sutton, the buildings are linear in form with new materials and crisp angles of the International Style, while the Promenade incorporates more naturally hued materials balanced with an influence of monumentality and classical geometric forms of New Formalism. Similar to Grosvenor Park where the landscape building layout buffers the development from busy roadways and neighboring development, the Promenade goes further in the purposeful siting of buildings, adding to the feeling of seclusion and maximizing visitors' as well as residents' exposure to open space. The architectural elements of the Promenade are more in keeping with those at the Colonnade--

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 **Date**

_____ _____

Reviewer, National Register Program **Date**

another high-rise luxury apartment collaboration with Landow, designed between 1964 and 1969. Both properties feature mirrored V-shaped, high-rise towers clad in off-white brick veneer and concrete-aggregate panels; however, the Promenade's design more seamlessly blends non-traditional forms and materials with a classically inspired arcade and symmetrical geometric patterns. In its overall shape and use of geometric motifs, the Promenade is similar to Cohen, Haft and Associates' 18-story Parkside Plaza apartment tower built in 1965 and set amongst a wooded site with a design theme based in radiating concentric circles (Kelly 2015, 270-272).

The landscape design for the Promenade was produced by T.D. Donovan & Associates in 1972 and is also on file with Drayer's drawings for the complex (Library of Congress 2018). Known as "the landscape architect par excellence in Montgomery County," Thurman Donovan established the firm in 1955 after training with S.E. Sanders, a landscape architect known for preserving the natural landscape (Kelly 2015, 384-388). Donovan worked in residential and corporate settings as well as large-scale planned communities, with some of his most significant projects including custom landscape plans for the model homes of Edmund Bennet's Carderock Springs development in the 1960s and multi-layered courtyards for garden apartment complexes like Cohen, Haft, & Associates' Wheaton House Apartments, recipient of an American Institute of Architects (AIA) Potomac Valley First Award in 1962 (Kelly 2015, 384-388). At the time, Architectural Record described Donovan's courtyard at Wheaton House "as both a 'big garden' and 'wooded grove.' Donovan used existing locust trees as well as evergreens, an assortment of flowering trees, and small shrubs that helped to create soft barriers" between private terraces and central common space (Creveling and Gournay 2005, 7-6, 7-7). Working at a larger scale, Donovan's landscape design for the Rossmoor Leisure World community in Montgomery County earned him an award from the American Association of Nurserymen, presented by President Lyndon B. Johnson and the first lady in 1966 (New York Times 1966, 27). Reflecting on T.D. Donovan's legacy, the firm notes that his work "brought forth elegant, sophisticated landscapes, reflective of the living union between people and place" (Donovan, Feola, Balderson, & Associates 2015). His design for the Promenade is in keeping with his other notable works that use topography to make outdoor spaces seem larger and provide the feel of an intimate oasis amidst a bustling suburban environment (Creveling and Gournay 2005, 7-2, 7-3).

Drayer and Donovan both illustrated success consistently through their work, reputation, and clientele. Drayer's decades-long relationship with high-end developers like Nathan Landow demonstrates his ability to work professionally and efficiently with a great understanding of market demands in DC-area real estate. As part of the Washington Building Congress' Craftsmanship Awards Committee for no less than a decade, Drayer worked to honor local builders and tradespeople for quality work, and was later recognized by the D.C. Metropolitan Subcontractors Association as the outstanding architect of 1970 (The Washington Post 1960, B1; 1969b, D20; 1970, D18).

Evaluation:

The Promenade is a multi-family development with high-rise or elevator-type apartment buildings in the greater Bethesda area of Montgomery County--a property type that emerged in suburban areas during the early Suburban Diversification Period (1961-1980) and continues to present day (Manning et al. 2018).

The Promenade is a late example of a high-rise apartment building in the Washington, D.C., suburbs and is one of many intact examples of high-rise buildings in the area. Despite the national attention brought by the Promenade's conversion to a co-op apartment in the early 1980s, the practice of condo and co-op conversions was not legally altered by this event at the local level. Montgomery County laws to slow the pace of condo conversions were already in place at that time. Although Nathan Landow and subsequent owner, Invsco, were notable developers, their work at the Promenade does not appear to have made lasting or substantial impacts on the history of multi-family construction or community planning 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

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**

history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible for the NRHP under Criteria A or B.

The Promenade has been recognized as one of the principal works of Donald H. Drayer; however, as one of the region's most prolific architects, there are many similar examples of his designs. Furthermore, this is one of many high-rise complexes in the area and is not known to have had an important influence on the design of similar complexes. In addition, the Promenade has not received any design awards. Therefore, it is not eligible for the NRHP under Criterion C as the work of a master architect or as an outstanding example of this property type. The landscape design by T.D. Donovan & Associates is also one of many designs produced by this prolific firm in the region and did not receive any design awards. Therefore, it is also not eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses 24.77 acres confined to the current property tax parcel, which is found on Montgomery County Map HP12, Parcel N508.

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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:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **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:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **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:

_____ _____

Reviewer, Office of Preservation Services **Date**

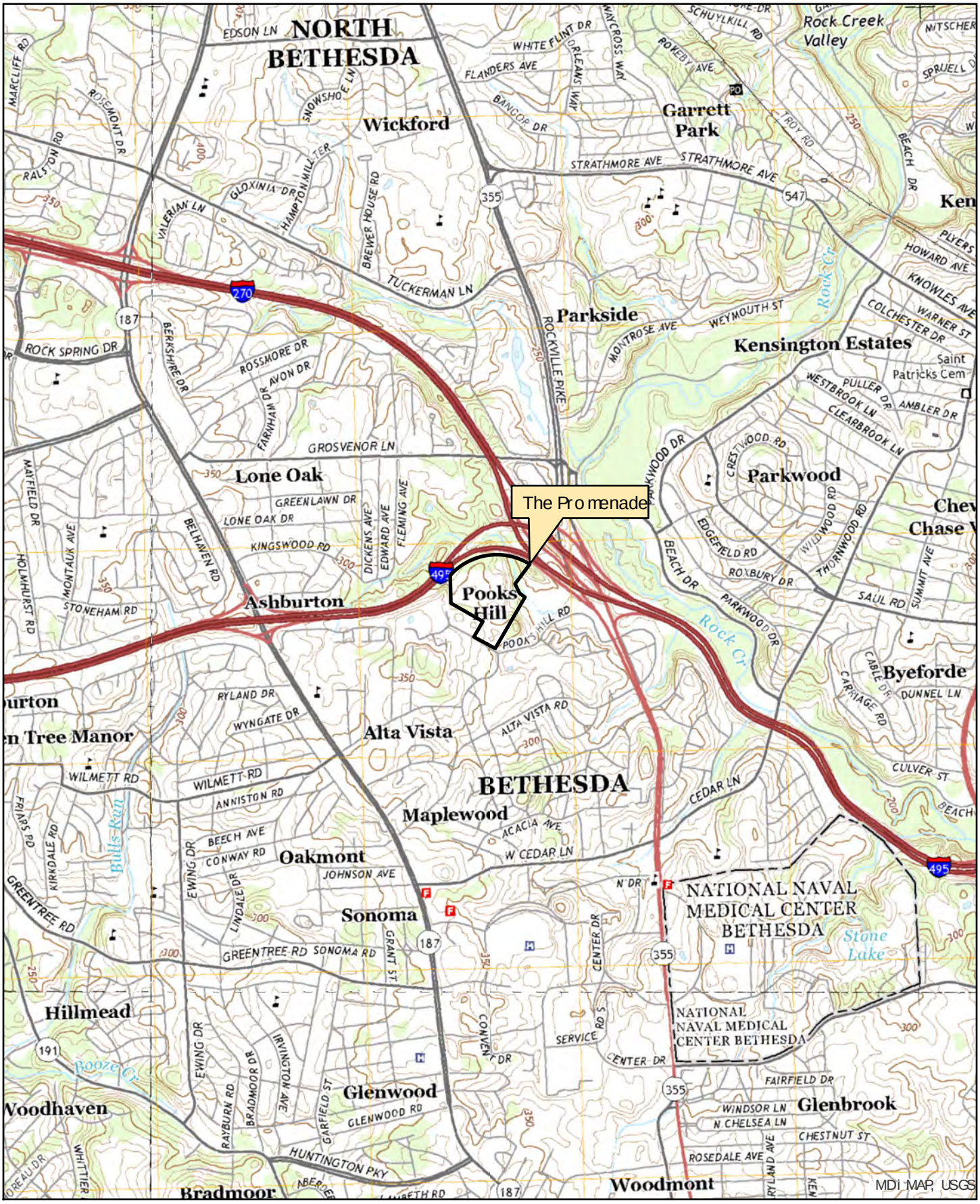
_____ _____

Reviewer, National Register Program **Date**

The Promenade

Location: 5225 Pooks Hill Rd
City: Bethesda

MIHP: M: 35-193
Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.3 0.6 Miles

Scale: 1:24,000

The Promenade

Location: 5225 Pooks Hill Rd
City: Bethesda

MIHP#: M: 35-193
Montgomery County

Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,400

N

Photo 1 of 17: View of south tower, main entry, and landscape at the Promenade, facing southeast.

Photo 2 of 17: Main entry to the Promenade and canopy, facing southeast.

Photo 3 of 17: Detail of typical windows, sills, brickwork, and balconies of Promenade units, north tower.

Photo 4 of 17: View of canopy and main entry, facing north.

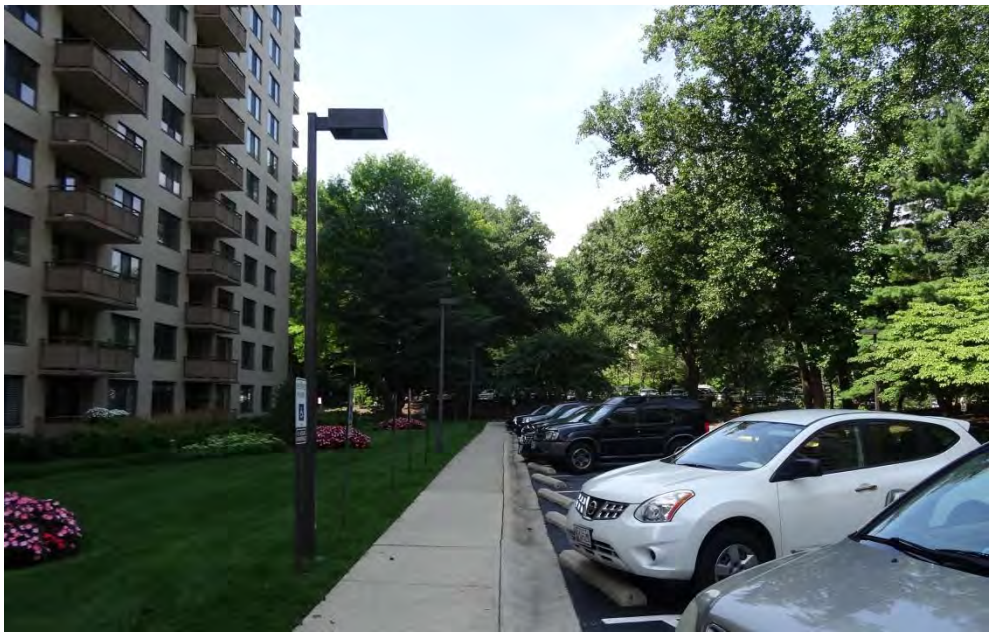


Photo 5 of 17: View of sidewalk, parking area, and surrounding landscape along north elevation of south tower, looking west.

Photo 6 of 17: View of hyphen and south tower, facing east from main entry drive.

Photo 7 of 17: View from central patio overlooking pool and terrace, facing northeast.

Photo 8 of 17: View of hyphen and north tower from southwest corner of terrace, facing northwest.

Photo 9 of 17: South elevation of north Promenade tower from terrace, facing north-northwest.

Photo 10 of 17: View of east elevation of hyphen between high-rise towers, facing northwest.

Photo 11 of 17: Detail of west elevation and southwest corner of south tower from internal road.

Photo 12 of 17: View of pool and recently constructed shelters on terrace, facing northeast.

Photo 13 of 17: View of gate house from north side of entry road, facing northeast.

Photo 14 of 17: View of east elevation of parking garage and south tower from internal road, facing west.

Photo 15 of 17: Tennis courts and southwest elevation of clubhouse, facing north.

Photo 16 of 17: Tennis courts and northeast elevation of clubhouse, facing south.

Photo 17 of 17: Stone gateway south side of Pooks Hill Road, facing northeast.

PHOTO LOG

Name of Property: The Promenade
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 17:
View of south tower, main entry, and landscape at the Promenade, facing southeast.
M; 35-193_2018-08-07_01.tif

Photo 2 of 17:
Main entry to the Promenade and canopy, facing southeast.
M; 35-193_2018-08-07_02.tif

Photo 3 of 17:
Detail of typical windows, sills, brickwork, and balconies of Promenade units, north tower.
M; 35-193_2018-08-07_03.tif

Photo 4 of 17:
View of canopy and main entry, facing north.
M; 35-193_2018-08-07_04.tif

Photo 5 of 17:
View of sidewalk, parking area, and surrounding landscape along north elevation of south tower, looking west.
M; 35-193_2018-08-07_05.tif

Photo 6 of 17:
View of hyphen and south tower, facing east from main entry drive.
M; 35-193_2018-08-07_06.tif

Photo 7 of 17:
View from central patio overlooking pool and terrace, facing northeast.
M; 35-193_2018-08-07_07.tif

Photo 8 of 17:
View of hyphen and north tower from southwest corner of terrace, facing northwest.
M; 35-193_2018-08-07_08.tif

Photo 9 of 17:
South elevation of north Promenade tower from terrace, facing north-northwest.
M; 35-193_2018-08-07_09.tif

Photo 10 of 17:
View of east elevation of hyphen between high-rise towers, facing northwest.
M; 35-193_2018-08-07_10.tif

Photo 11 of 17:
Detail of west elevation and southwest corner of south tower from internal road.
M; 35-193_2018-08-07_11.tif

Photo 12 of 17
View of pool and recently constructed shelters on terrace, facing northeast.
M; 35-193_2018-08-07_12.tif

Photo 13 of 17:
View of gate house from north side of entry road, facing northeast.
M; 35-193_2018-08-07_13.tif

Photo 14 of 17:
View of east elevation of parking garage and south tower from internal road, facing west.
M; 35-193_2018-08-07_14.tif

Photo 15 of 17:
Tennis courts and southwest elevation of clubhouse, facing north.
M; 35-193_2018-08-07_15.tif

Photo 16 of 17:
Tennis courts and northeast elevation of clubhouse, facing south.
M; 35-193_2018-08-07_16.tif

Photo 17 of 17:
Stone gateway south side of Pooks Hill Road, facing northeast.
M; 35-193_2018-08-07_17.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **The Valley**
Inventory Number: **M: 36-97**
Address: South of I-495, east of Georgia 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: JP22
Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler
Date Prepared: Jul 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 Valley is a planned residential development located south of Interstate 495 (I-495) in Silver Spring. The development is bound on the north by residential development Northmont, on the south and east by Woodside Forest, another residential development, and on the west by Woodland Drive. The 2.9-acre development comprises three streets, Flora Lane, Boyer Place, and Woodland Drive, the latter of which has a concrete curb and concrete sidewalks. The subdivision includes 15 single-family dwellings on lots ranging between 0.1 and 0.23 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Vinyl or wood fencing is present at the sides and rear of many individual lots. A concrete sidewalk leads from the primary entry of each dwelling to the street or the dwelling's driveway. Secondary buildings are rare, but if present, include sheds.

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:**

The Valley is a planned residential development with single-family dwellings constructed between 1957 and 1959 (National Environmental Title Research [NETR] 1957). The single-family dwellings appear to be variations of two models: a one-story, hipped-roof model, and a two-story, side-gabled model.

The one-story houses are two-bays clad in stretcher bond brick veneer, or common bond brick, and roofs are clad in asphalt shingles. Entrances are located on the primary elevation and comprise single-leaf wood or fiberglass doors, some with storm doors. Most entrances are accessed via a concrete or brick stoop and some entrances are located within an engaged single-bay entry porch. Tripartite picture windows, including aluminum or wood windows, or vinyl-clad replacements, are located on the primary elevation. Additional fenestration includes single, one-over-one, double-hung-sash vinyl or aluminum units. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. These hipped-roof houses feature an exterior-end brick chimney.

The two-story houses are constructed in the Colonial Revival style and have three bays and a symmetrical facade. Dwellings have a common-bond brick structural system. Entrances are centrally located on the primary elevation and comprise single-leaf wood or fiberglass doors, some with storm doors, and Colonial Revival surrounds. Fenestration includes single, vinyl, double-hung-sash windows with false muntins, fixed vinyl windows, and aluminum double-hung-sash windows. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. The house at 1706 Flora Lane has a bull's eye window on the second story. Roofs are all side gabled and are sheathed in asphalt shingles. These dwellings feature an exterior-end brick chimney. Several dwellings feature attached carports; one house, at 1710 Flora Lane, has enclosed a carport to function as a garage.

Historic Context:

In 1940, Omer G. and Alice Mae Kremkau purchased 6 acres from the executors of the will of Alice O. Stewart (Montgomery County Deed Book [MCDB] 777, 395). The Valley was platted on 2.9 of those 6 acres in 1940 with 22 residential lots and blocks A and D set aside for non-residential use (Montgomery County Plat [MCP] 1350). In 1943, Kremkau applied for a zoning change to allow an apartment building to be constructed on block A, however this application was denied due to the residential character of the surrounding area (The Evening Star 1943, B). By 1946, Kremkau sought rezoning again, this time to allow commercial development on block A of The Valley subdivision. That application was met with approval, and block A was allowed to be developed for commercial use, while the rest of The Valley remained subdivided for single-family residences (The Evening Star 1946, B). The block was sold in 1947 (Waterloo 2013). Dwellings within The Valley were built between 1955 and 1957 (NETR 1957). Frank Calcara, a locally known builder, designer, and developer who began working in the Washington, D.C. area in 1937, was the builder of the single-family dwellings within The Valley (The Washington Post 1949, M11). Omer G. Kremkau was a realtor, builder, and developer in the Washington, D.C., suburban area, and is associated with small-scale real estate development projects such as Woodside Hills in Montgomery County. Calcara constructed the dwellings and completed houses sold to individual buyers.

Due to its proximity to other neighborhoods like Forest Glen and Woodside Park, which have amenities such as parks, churches, and schools, and proximity to downtown Silver Spring, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood could not be found, although The Valley was mentioned as one of 87 housing sites to tour in 1958, with house prices starting at $26,950 (The Evening Star 1958a, D-2; 1958b, B-2).

Evaluation:

The Valley 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.

The Valley 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 Montgomery County in the Modern 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.

The developers, Omer G. and Alice Mae Kremkau, had no significant influence on suburbanization in Maryland. Likewise, builder Frank Calcara was involved with many small-scale residential projects in the Washington, D.C., suburban area, but also 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 replacement materials, The Valley is a modest example of a planned residential development constructed during the Modern Period. The 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 The Valley is a basic example of a planned residential development with several replacement materials and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. The Valley was not evaluated under Criterion D.

This property encompasses approximately 2.9 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP22 and also as seen in Montgomery County plat record 1350. The neighborhood is bounded on the north by residential development Northmont, on the south and east by another development, Woodside Forest, and on the west by Woodland Drive.

References:

The Evening Star. 1943. “Seven Rezoning Pleas Opposed in Montgomery.” May 14, 1943, B.
1946. “Hearing is Set on Silver Spring Master Plan.” December 12, 1946, B.
1958a.”87 Homes Listed for Festive Fall Opening.” September 5, 1958, D-2.
1958b “Big Weekend Seen for Home Tours.” September 6, 1958, B-2.

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/.

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Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed July 18, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

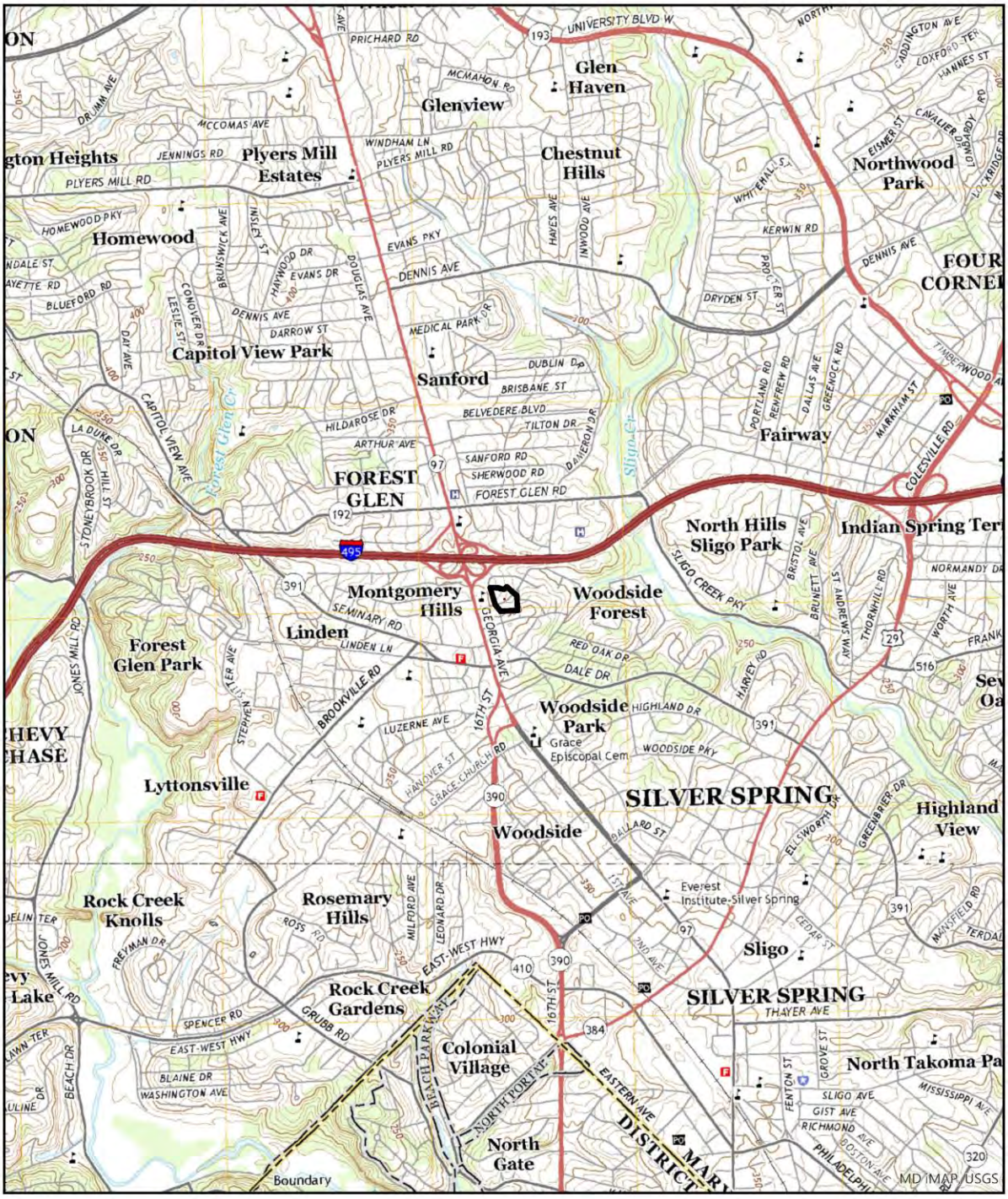
Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed July 17, 2019. http://www.historicaerials.com/viewer.

The Washington Post. 1949. “Builder’s Home Reflects his Personality.” December 25, 1949, M11.

Waterloo, Emma. 2013. National Register of Historic Places Nomination Form: Calvary Evangelical Lutheran Church (M:36-37). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Valley Montgomery County

Location: South of I-495, east of Georgia Avenue City: Silver Spring



USGS 7.5' Quadrangle - Kensington

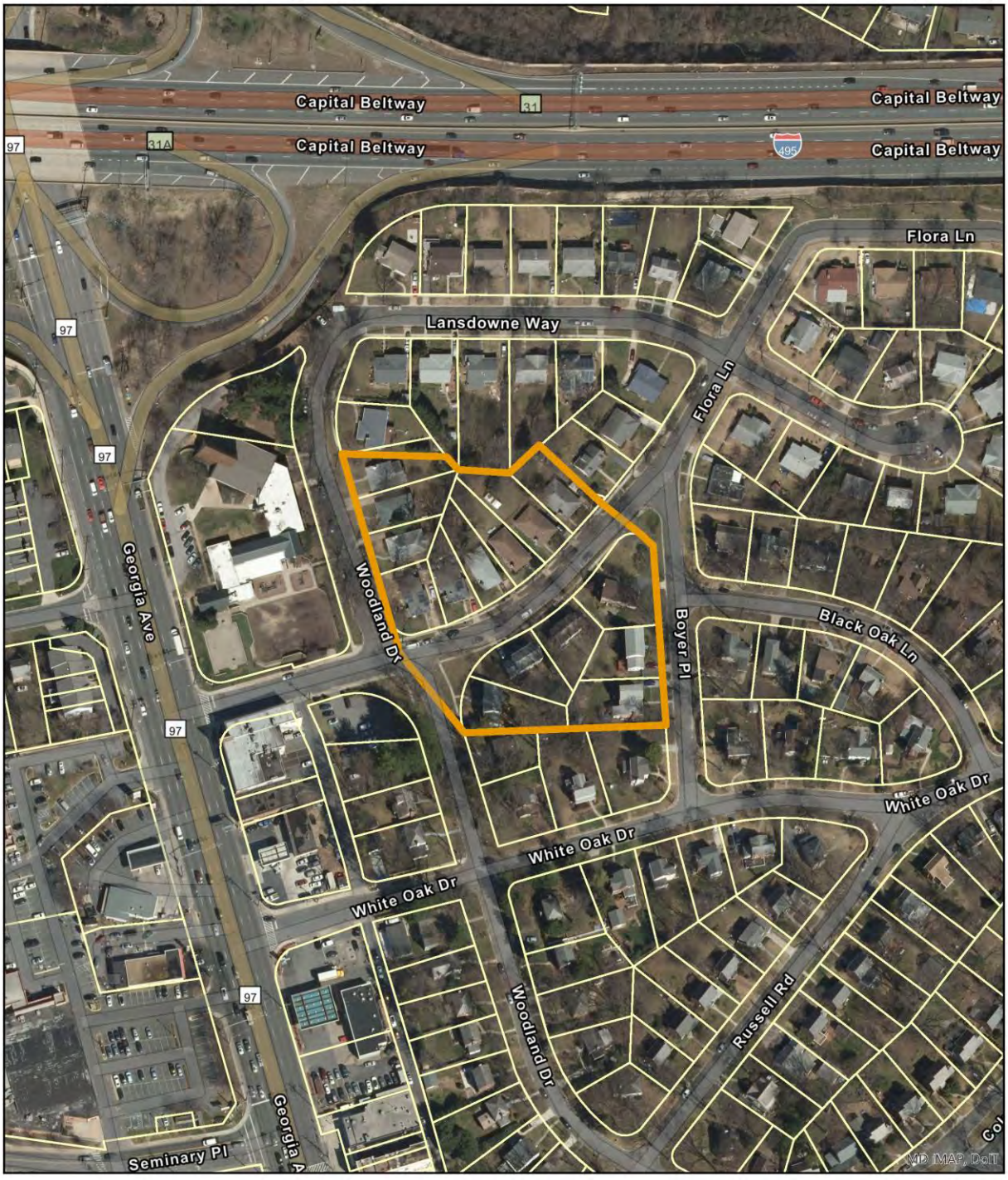
0 0.5 1 Miles

Scale: 1:24,000

N

The Valley Montgomery County

Location: South of I-495, east of Georgia Avenue City: Silver Spring



Oblique of 1706 Flora Lane, looking southeast.

Primary elevation of 1708 Flora Lane, looking south.

PHOTOGRAPHS

Oblique of 1710 Flora Lane, looking south.

View of Flora Lane, looking at 1717 and 1715, looking northeast.

Oblique of 1713 Flora Lane, looking northwest.

Primary elevation of 1711 Flora Lane, looking north.

Oblique of 1709 Flora Lane, looking northeast.

View of 1707 Flora Lane, looking northwest.

PHOTOGRAPHS

Oblique of 9509 Woodland Drive, looking northeast.

M: 36-97 The Valley

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Mical Tawney and Katherine Watts**
Date of Photographs: **2019-07-09**
Location of Original Digital File: **MD SHPO**
File Format: **M: 36-97_2019-07-09_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Oblique of 1706 Flora Lane, looking southeast.

02.tif
Primary elevation of 1708 Flora Lane, looking south.

03.tif
Oblique of 1710 Flora Lane, looking south.

04.tif
View of Flora Lane, looking at 1717 and 1715, looking northeast.

05.tif
Oblique of 1713 Flora Lane, looking northwest.

06.tif
Primary elevation of 1711 Flora Lane, looking north.

07.tif
Oblique of 1709 Flora Lane, looking northeast.

08.tif
View of 1707 Flora Lane, looking northwest.

09.tif
Oblique of 9509 Woodland Drive, looking northeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **The Willows**
Inventory Number: **M: 21-285**
Address: 17200 Davis Avenue
Historic District: No
City: Gaithersburg Zip Code: 20877
County: Montgomery
USGS Quadrangle(s): Gaithersburg
Property Owner: WILLOWS OF G'BURG ASSOC LP
Tax Account ID: 09-00791806
Tax Map Parcel(s): N325
Tax Map: FT41
Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler
Date Prepared: Oct 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 Willows is a 9.08-acre garden apartment complex located along the east side of I-270 in Gaithersburg. The complex consists of buildings constructed between 1975 and 1977 (Nationwide Environmental Title Research, LLC [NETR] 1970, 1981). The complex is bounded by multi-family residential properties on the north, south, and east, and I-270 on the west. Vehicular access is from the north via Perry Parkway extending south from West Diamond Avenue.

The complex includes two primary clusters of garden apartment buildings, a leasing office, a pool and pool house, a maintenance building, and a playground. The property has landscaped grassy courtyards, open space with trees, bushes, and other ornamental foliage, and concrete pedestrian paths that connect buildings and parking areas. Parking areas have speed bumps and concrete sidewalks line each of the internal roads. Wood signage guides traffic through the property. Trash receptacles are located in a fenced area on the west side of the property. A drainage area with chain-link metal fencing is located west of the apartment unit at 401 West Diamond Street. Metal street lamps are located throughout the complex 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:**

are uniform in design.

Description:

The Willows is a garden apartment complex constructed between 1975 and 1977. The complex consists of two primary clusters of 13 buildings. Each cluster contains two groupings of apartment buildings. Two to four buildings are connected to create linear, L-shaped, or U-shaped configurations.

Each apartment building is four stories tall and six bays wide with a mix of International- and Contemporary-style architectural features. They contain one- and two-bedroom units ranging from approximately 600 to 800 square feet in size (Apartments.com 2019). The poured-concrete foundations and structural systems are clad in stucco. Each apartment building is covered by a flat roof with metal coping and ventilation or mechanical systems. A shared central entrance provides access to a slightly protruding open stairwell, which leads to individual unit entrances. A set of concrete steps, sheltered by cloth awnings, lead to the shared stairwell. At the fourth story, the stairwells and some window bays are capped by a protruding concrete awning sheathed in metal roofing.

Entrances to apartment units are filled with original single-leaf, metal-and-glass doors. Ground-floor apartments also have metal-and-glass sliding doors with metal-framed sidelights. Some buildings contain a secondary maintenance room entrance filled with a double-leaf metal door and sidelight. Windows are metal-framed one-over-one, double-hung sash, or sliding units.

At the southern portion of the complex is the community center and leasing office, maintenance building, pool house, pool, and playground, all constructed circa 1977. The community center and leasing office is a one-story, multi-bay, rectangular building. The one-story, four-bay, building is clad in stucco and has a flat roof. In keeping with the design of the garden apartment buildings, a cloth awning lines portions of the east and north elevations. Access to the leasing office is centered in a recessed bay on the east elevation filled with two single-leaf, metal-framed, glass doors. Additional fenestration includes metal-framed casement windows.

The pool house is clad in stucco and covered by a flat roof. The primary entrance to the pool house is in a central recessed bay. The main entry is filled with open metal double-leaf doors that function as open gates to a central corridor within the building. There is no additional fenestration visible from the exterior of the pool area; however, there is likely a secondary entry located on the rear of the building to access the pool area.

The maintenance building, located between the community center and leasing office and the pool house, is covered by a flat roof with metal coping and is clad in stucco to match the other buildings within the complex. The building is accessed by a single metal, sectional garage door located on the east elevation facing a linear paved asphalt parking lot.

An outdoor, in-ground, poured-concrete pool and wading pool are west of the pool house. They are surrounded by a poured-concrete patio and enclosed by metal, chain-link fencing.

Wood signs are located throughout the complex to provide direction. A playground is located in the southwest of the complex and was added between 1981 and 1989 (NETR 1981, 1989).

Historic Context:

The Willows property was originally platted as Parcels A and B of The Willows in June 1975 by Washington, D.C., developers Sheldon T. Katz and Benjamin B. Weitz, in partnership as Willows Associates, on approximately 9 acres they purchased from William H. Klimdist in 1975 (Montgomery County Deed Book [MCDB] 4667, 172; Montgomery County Plat [MCP] 11057). The buildings and amenities were designed by unidentified builders or architects.

The project initially appeared in The Washington Post in January 1977 and was noted as a garden apartment complex with one- and two-bedroom units, with several specialized senior citizen units available (The Washington Post 1977, 133). After construction of the entire complex, the Community Management Corporation of Maryland Equal Opportunity Housing, a professional management company, operated and advertised The Willows. They boasted of the “comfortable,” “convenient”

and "secure" complex's pool, washers and dryers in every building, and easy access to I-270 (The Washington Post 1977, 133). One-bedroom apartments started at $197 per month while two-bedroom units were leased beginning at $226 per month (The Washington Star 1977a, 59; 1977b, 57).

The 1968 Housing Act established the Section 236 program to assist families in procuring private apartments if they earned a high enough income to disqualify them for public housing, but did not earn enough to afford private housing (The Washington Post 1979a, C1). Although the apartments were not specifically advertised as low-income housing, The Willows was advertised as having "rents tailored to your income" and qualified as Section 236 Housing (The Washington Post 1977, 133). By 1978, residents and the public were notified of the failure of the Department of Housing and Urban Development (HUD) to implement a credit program that would reimburse low-income residents in the Washington, D.C., area for rent increases, which occurred illegally and triggered a lawsuit (The Washington Post 1979a, C1). The Willows' residents could apply for reimbursement credits to recoup the money they paid above the Section 236 threshold through 1980 since HUD failed to implement the initial program (The Washington Post 1980, MD2).

Since the late 1970s, The Willows property has continued to provide low-income affordable rental housing for Gaithersburg residents under the management of Edgewood Management (Housing Opportunities Commission of Montgomery County 2016; Edgewood Management n.d.).

Sheldon T. Katz and Benjamin B. Weitz were not particularly well-known Washington, D.C.,-area developers; however, they were independently active in residential construction in Montgomery and Prince George's counties. Weitz was known for creating affordable housing options to rent or buy during the mid-1960s and into the 1970s in the region. In 1972, he joined a group of developers and architects including Joel Klein, Eric Baer, and Herbert Cohen to establish Leesburg Manor, a HUD-insured 198-unit apartment complex (The Washington Post 1972, D8). Katz is mainly known for his involvement with the conversion of a school in Bowie into a residential development for senior citizens in the late 1970s and early 1980s (The Washington Post 1979b, MD8).

Evaluation:

The Willows was evaluated as a garden apartment complex of the Suburban Diversification (1961-1980) period in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

The Willows was not the first garden apartment complex the area, nor did it shape future multi-family residential design at the local or regional level. The garden apartments were constructed in the late 1970s and do 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. Therefore, the property is not eligible under Criterion A.

Although Sheldon T. Katz and Benjamin B. Weitz worked in the construction and development of mid- and low-income rental housing, their 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 eligible under Criterion B.

Although the complex retains most of the character-defining features of its property type, the buildings have no notable design features and are made of common materials and have typical finishes. Ornamental features and other alterations have occurred around the complex, such as the replacement of signage and introduction of landscaping retaining walls. They are also not known to be the work of a master architect, nor do they exhibit high artistic value. For these reasons, this resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

This property encompasses 9.08 acres and is confined to the current property tax parcel found on Montgomery County Tax Map FT41, Parcel N325 and also as seen in Montgomery County plat record 11057.

References:

Apartments.com. 2019. "The Willows." Accessed October 15, 2019. https://www.apartments.com/the-willows-gaithersburg-md/53vxx6p/.

Edgewood Management. n.d. “The Willows.” Accessed October 14, 2019. https://www.edgewoodmgmt.com/apartments/md/gaithersburg/the-willows/.

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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.

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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 October 15, 2019. http://www.msa.md.gov/.

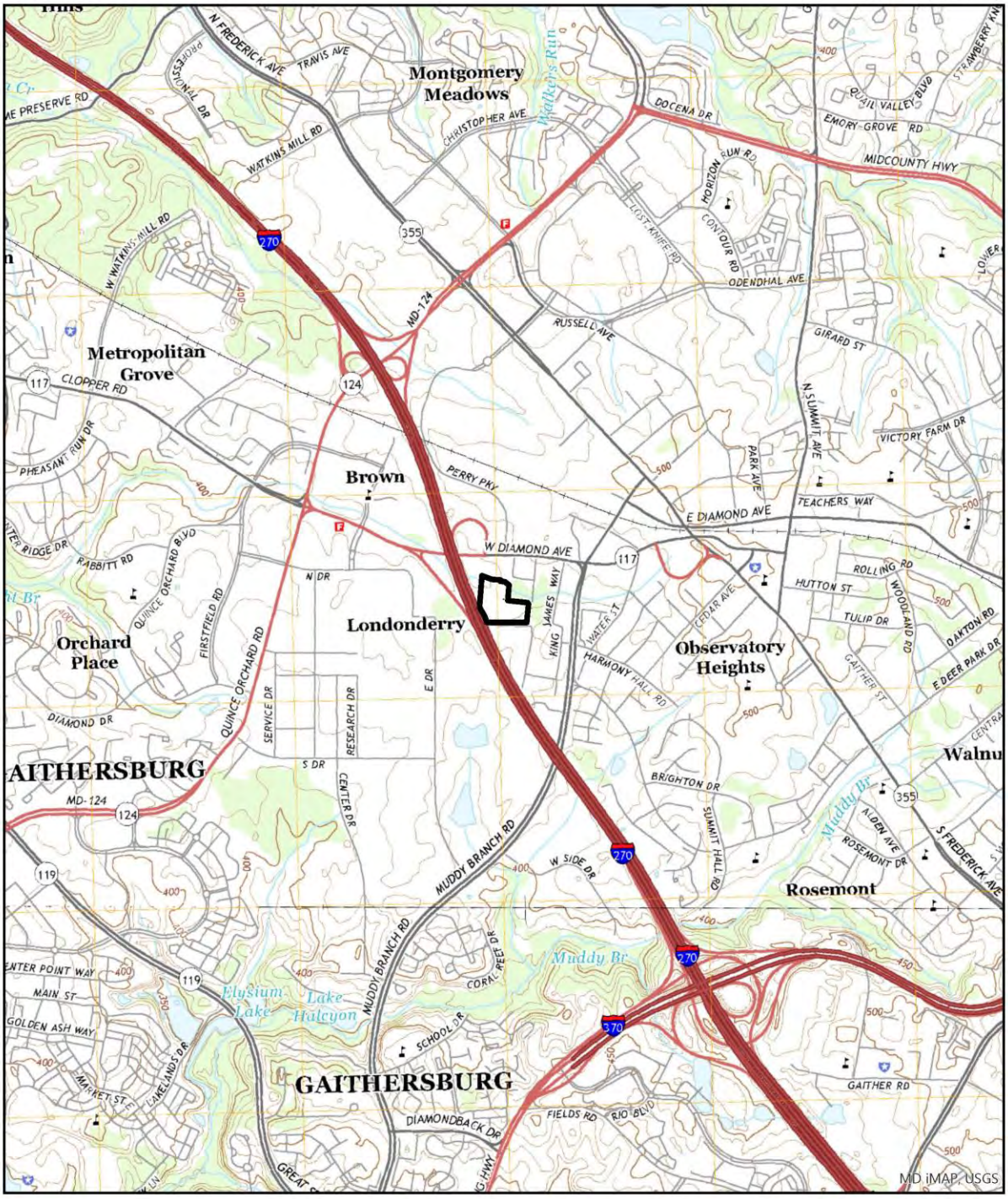
Nationwide Environmental Title Research, LLC. n.d. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed October 14, 2019. https://www.historicaerials.com/viewer.

The Washington Post. 1977. “The Willows.” January 23, 1977, 133.
--- 1979a. “Rent Refunds Owed.” October 24, 1979, C1.
--- 1979b. “Plans Aired for Closed Bowie School.” August 9, 1979, MD8.
--- 1980. “Rent Refund Deadline.” January 17, 1980, MD2.

The Washington Star. 1977a. “The Willows.” May 8, 1977, 59.
--- 1977b. “The Willows.” May 22, 1977, 57.

The Willows Montgomery County

Location: 17200 Davis Avenue City: Gaithersburg



USGS 7.5' Quadrangle - Gaithersburg

0 0.5 1 Miles

Scale: 1:24,000

N

The Willows

Location: 17200 Davis Avenue

Montgomery County

City: Gaithersburg

Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,000

N

PHOTOGRAPHS

401 West Diamond Avenue, front elevation, looking south.

413 and 415 West Diamond Avenue, looking southeast.

PHOTOGRAPHS

Leasing office and community center, looking west.

Leasing office, maintenance building, and pool house (left to right), looking southwest.

PHOTOGRAPHS

Pool, looking northwest.

Sign from West Diamond Avenue, looking southwest.

M: 21-285 The Willows

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Katherine Watts**
Date of Photographs: **10/09/2019**
Location of Original Digital File: **MHT**
File Format: **M: 21-285_10/09/2019_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
401 West Diamond Avenue, front elevation, looking south.

02.tif
413 and 415 West Diamond Avenue, looking southeast.

03.tif
Leasing office and community center, looking west.

04.tif
Leasing office, maintenance building, and pool house (left to right), looking southwest.

05.tif
Pool, looking northwest.

06.tif
Sign from West Diamond Avenue, looking southwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Thomas W. Riley Estate Subdivision**
Inventory Number: **M: 31-79**

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: Apr 1, 2019

Documentation is presented in: Project review and compliance files

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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 Thomas W. Riley Estate Subdivision is a planned residential neighborhood located west of the I-495 and Georgia Avenue interchange in Silver Spring. The neighborhood is bounded by Forest Glen Road to the north, the Forest Glen Metro Station to the east, Ellis Street to the south, and the Forest Glen Knolls neighborhood to the west. The Thomas W. Riley Estate Subdivision includes three roads: Forest Glen Road, Ellis Street, and Elkton Avenue. The neighborhood encompasses approximately 2.5 acres and contains 17 single-family dwellings on lots ranging from about 0.11 and 0.17 acre. The individual lots are evenly graded or slightly sloped with light tree coverage, plant beds, and bushes and have a concrete or asphalt driveway. Secondary buildings include sheds. All of the streets feature concrete curbs and gutters as well as concrete sidewalks.

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 dwellings within the Thomas W. Riley Estate Subdivision were constructed between 1940 and 1960 during the Modern Period (1930-1961). The roads are in a rough grid pattern, with Forest Glen Road and Ellis Street running parallel on the north and south sides of the neighborhood, and Elkton Avenue running north to south in the western portion of the neighborhood. Most of the single-family dwellings were constructed in variations of the Transitional Ranch, Two-Story Massed, and Split-Level forms.

Dwellings are primarily three or four bays wide and one to 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, front-gabled, or gable-on-hip, and sheathed in asphalt shingles; some feature wide overhanging eaves or wall dormers. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of roof.

Primary entrances are typically centered with a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Entry porches are covered by a shed or hipped roof or are recessed beneath the building's roof eave. Windows include two-over-two, six-over-six, or eight-over-eight, wood-frame, double-hung-sash units, and single or paired one-over-one, vinyl-framed, double-hung-sash units. Tripartite windows are common throughout the neighborhood. Some 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.

Historic Context:

In 1940, Louis C. Dismer, a real estate salesman, and his daughter, Helen, purchased Lot One of the estate of Thomas W. Riley, a prominent Washington, D.C., businessman (MCDB 794, 401; United States Federal Population Census 1940) (Montgomery County Deed Book [MCDB] 794, 40; Washington Post 1898, 9). That year the Dismers platted the eastern section of Lot One and three houses were built at the time on the northern half, likely by individual homeowners (Montgomery County Plats [MCP] 1912). In 1946, the Dismers created a new plat for the Thomas W. Riley subdivision, in which they replatted the original section and platted the western section of Lot One. The remainder of the undeveloped lots were built upon between 1952 and 1960 by individual buyers (MCP 1953). The Dismers were not involved in large-scale development, as this was the only subdivision found to be associated with them.

Research did not reveal a common owner, architects, or builders for the Thomas W. Riley Estate Subdivision, and it appears homeowners bought and developed individual lots themselves. Due to its proximity to the Forest Glen neighborhood, which had many amenities such as parks, churches, and a school, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood or the houses within it could not be found.

Evaluation:

The Thomas W. Riley Estate Subdivision was evaluated as a planned residential neighborhood during the Modern Period (1930-1960) in accordance with Suburbanization Historic Context and NRHP Criteria A, B, and C.

The Thomas W. Riley Estate Subdivision 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 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.

The Dismers 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 Thomas W. Riley Estate Subdivision is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. 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. Because the Thomas W. Riley Estate Subdivision 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. The resource was not evaluated under Criterion D.

This neighborhood encompasses approximately 2.5 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP12 and a Montgomery County plat records 1912, 1953, and 13094. The neighborhood is bounded by Forest Glen Road to the north, the Forest Glen Metro Station to the east, Ellis Street to the south, and the Forest Glen Knolls neighborhood to the west.

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.

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/.

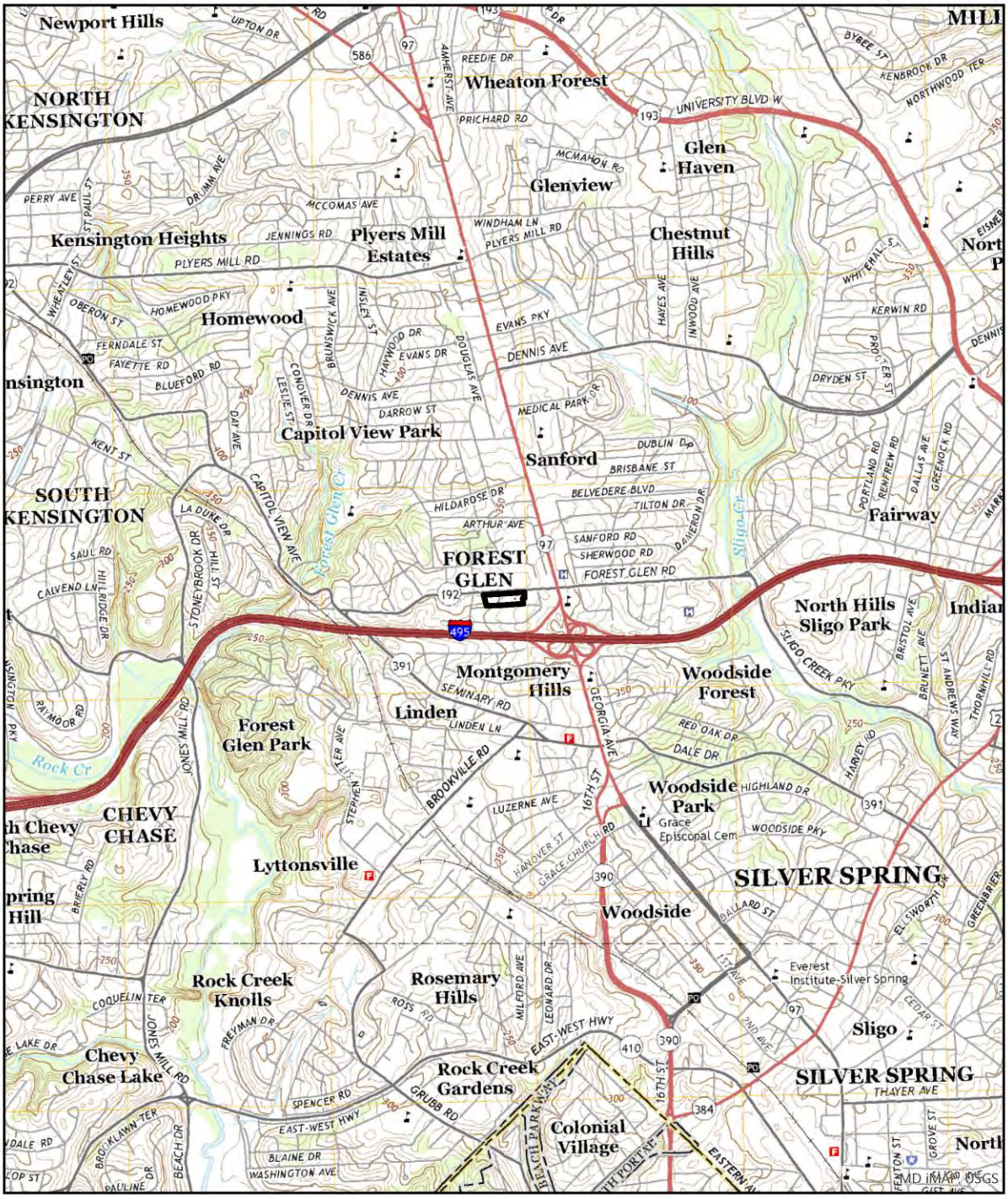
Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 20, 2019. http://plats.net/pages/index.aspx.

United States Federal Population Census. 1940. Sixteenth Census of the United States, 1940. National Archives and Records Administration, Washington, D.C. Accessed March 23, 2019. https://www.ancestry.com.

The Washington Post. 1898. “Riley is Burned Out Again: Fire on the Riverfront Destroys Several Buildings”. May 19, 1898, 9.

Thomas W. Riley Estate Subdivision Montgomery County

Location: West of I-495 and Georgia Avenue interchange City: Silver Spring



USGS 7.5' Quadrangle - Kensington

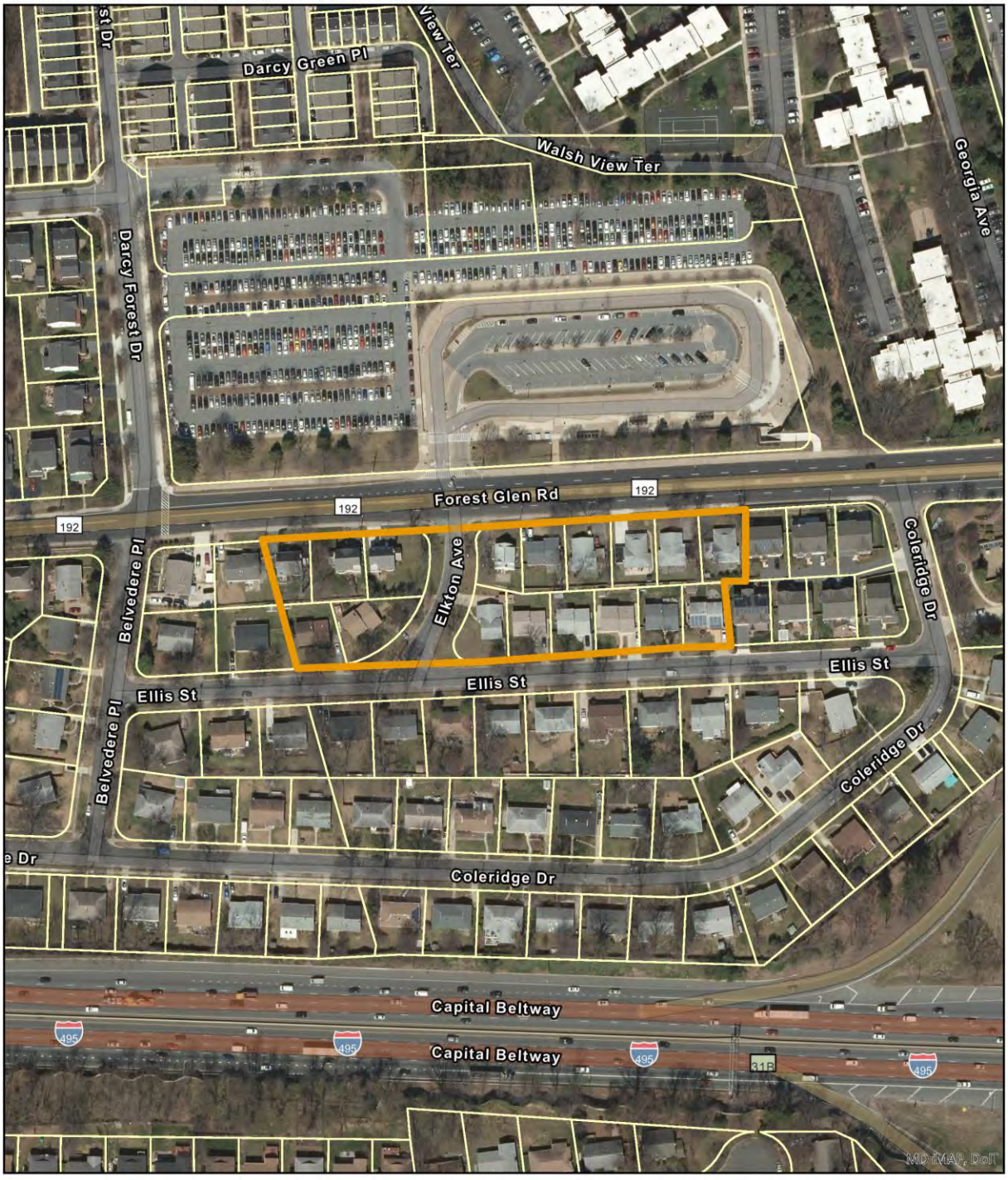
0 0.5 1 Miles

Scale: 1:24,000

N

Thomas W. Riley Estate Subdivision Montgomery County

Location: West of I-495 and Georgia Avenue interchange City: Silver Spring



Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,000

N

PHOTOGRAPHS

2110 and 2112 Forest Glen Road, looking south.

2114 Forest Glen Road, south elevation.

PHOTOGRAPHS

2117 Ellis Street, southeast oblique.

2201 Ellis Street, south elevation.

PHOTOGRAPHS

2200 Forest Glen Road, northeast oblique.

2202 Forest Glen Road, northeast oblique.

PHOTOGRAPHS

2204 Forest Glen Road, north elevation.

View of north side of Ellis Street, looking northwest.

M: 31-79 Thomas W. Riley Estate Subdivision

PHOTO LOG

Number of Photos: **8**
Name of Photographer: **Mical Tawney**
Date of Photographs:
Location of Original Digital File: **MD SHPO**
File Format: **M: 31-79__01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
2110 and 2112 Forest Glen Road, looking south.

02.tif
2114 Forest Glen Road, south elevation.

03.tif
2117 Ellis Street, southeast oblique.

04.tif
2201 Ellis Street, south elevation.

05.tif
2200 Forest Glen Road, northeast oblique.

06.tif
2202 Forest Glen Road, northeast oblique.

07.tif
2204 Forest Glen Road, north elevation.

08.tif
View of north side of Ellis Street, looking northwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Tracor Applied Sciences Inventory Number: M: 26-73

Address: 1601 Research Boulevard Historic district: ___ yes X no

City: Rockville Zip Code: 20850 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: MS 1601 LLC Tax Account ID Number: 04-02254965

Tax Map Parcel Number(s): 0000 Tax Map Number: FR63

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jon Schmidt, Jacob Bensen Date Prepared: 12/20/2018

Documentation is presented in: Project review and compliance files

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)*

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

Location/Setting

Tracor Applied Sciences is located at 1601 Research Boulevard in Rockville, Montgomery County, directly west of Washington National Pike (I-270). The surrounding area is suburban in character, with office parks in its immediate surroundings and residential subdivisions beyond. The property's western boundary along Research Boulevard has a concrete sidewalk with a bus shelter. Tracor Applied Sciences is accessed via two slightly curved entrances separated by a thickly wooded area. The northern entry faces a traffic signal. The southern entry features a metallic, rounded rectangular sign. The sign is adorned on both sides with white, stylized letters "M S D" in colored circles, "www.mesoscale.com" and "1601" in black. The north, east, and south portions of the parcel are heavily wooded. The rest of the property has parking lots interspersed with grass medians. There is a concrete utility shelter in the north section of the 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**

Architectural Description

The office buildings comprising Tracor Applied Sciences were constructed separately but share the same address. The northern building was erected in 1969 and the southern in 1984. They are connected by a two-story sky bridge.

Influenced by New Formalism, the northern building is two-stories tall and is rectangular in plan. The pronounced forebay, at the center of the west-facing façade, is five bays wide and projects four bays forward from the center of the building. Each of the three forebay elevations consist of concrete pilasters with a recessed tinted-glass curtain wall behind it, creating a narrow partially enclosed portico. The pilasters are capped by blank frieze-like concrete panels. The main entrance, consisting of double tinted-glass doors at the center at the recessed curtain wall, is accessed from the parking area by an accessible concrete ramp and by concrete stairs. The ramp features parged concrete block walls, beginning at the north end of the façade and crossing to the south end before returning to the center at the main entrance. The ramp has a business sign at its north end, and planting beds with mature ornamental plantings are located at the forebay along the ramp's north half and within the bend at its south half. The concrete stairway provides direct access to the main entrance, cutting through the ramp from the west. Directly in front of the stairway is a circular concrete planter, and a curved drive, with circular and curved patterns in paver and brick, provides vehicular access to the main entrance; these features, along with the ramp and stairs, date to the early 2000s. Landscaping surrounds much of the building and includes three flagpoles mounted south of the forebay. The north elevation of the forebay features a small parking area used as a loading dock. The sky bridge extends from the south elevation of the forebay.

The forebay is flanked by two bays on either side of the façade, each bay featuring four concrete pilasters alternating with three tall, narrow windows. The central window panel within each bay is the widest. The north and south elevations of the building consist of twelve bays; most are identical to those at the façade. The third bay from the east at the north elevation is the one exception; this bay's central window and adjacent pilasters are replaced by an entrance with double doors, each with a single light, with concrete steps and metal handrails. Above the entrance, the wall is clad with a tall concrete panel. The east elevation has eight bays identical to the other elevations, with a backlit plastic and metal sign at the top of its north corner. Frieze- and plinth-like horizontal concrete panels border all the bays, with narrow metal dividers in between. The building has a flat roof clad with bituminous material and edged with a narrow, metal cornice.

The Postmodern-influenced southern building is two stories tall and features a two-story parking garage below. The building is nearly trapezoidal in shape, with the east and west elevations stepping outward two bays to the south. Mature landscaping surrounds most of the building, with the topography sloping sharply from north to south. This building does not have an apparent façade. It is instead entered via the sky bridge or from within the parking garage. The bridge meets the north elevation approximately one third of the way from the building's west corner. It is a two-story tall connection stretching over the parking lot between the buildings. The sky bridge consists of a concrete substructure, approximately seven feet off the ground, including concrete piers and a concrete base. Above the concrete base, the bridge is clad with tinted-glass curtain walls and topped by a flat roof. The glass curtain walls consist of identical square glass panes set into a likely black metal frame.

The southern building's garage is accessed via an asphalt drive at the north end of the west elevation and at the east and west ends of the north elevation. The parking garage consists of geometric concrete piers, similar in appearance to those found on the sky bridge, concrete walls and floors, and metal horizontal railings. These elements are only above-ground at the west elevation due to the sloping terrain. At the north elevation, the upper level of the garage is visible at the base of the elevation. At its north and west elevations, the office building above has tinted-glass curtain walls flanked at the top and bottom by solid black panels; on the west elevation, each bay also has reflective glass panels, creating a stepped pattern with the tinted ones. The building is sheltered by a flat roof clad with bituminous material and features mechanical equipment and a centrally-located tinted-glass skylight.

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**

Due to heavily wooded areas, the east and south elevations of the 1984 building were not visible for survey. Google 3D map view, however, indicates the east and south elevations are similar in design to the north and west elevations, with reflective and tinted glass patterns creating a stepped pattern.

Historic Context

Tracor Applied Sciences was first platted in 1967 as part of the National Capital Research Park (Plat 8870). This unplanned industrial park was to be at the proposed Research Boulevard on the west side of Washington National Pike (I-270), between West Gude Drive and the West Montgomery Avenue (MD 28) interchange. The National Capital Research Park was one of 29 light industrial parks platted in the suburbs surrounding Washington, D.C., in the early 1960s (The Washington Post 1961, B7).

Prior to the late 1960s, the area surrounding I-270 (then U.S. Route 240) was primarily agricultural, with corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1). During the 1960s and 1970s, however, the area became Rockville's "Golden Mile" with the construction of new office and industrial parks along the highway (Krucoff 1978, MD1). Despite the area's growth, the National Capital Research Park saw little development during the Suburban Diversification Period, with the completion of only four buildings by 1981 (Historic Aerials).

Soon after National Capital Research Park was platted, lots Four and Five of the industrial park were sold to Tracor Applied Sciences, Inc., a research science firm based in Texas. The company had opened its Applied Technology Division offices in Bethesda in the early 1960s but had quickly outgrown its space and moved several times during the decade (Sween 1984, 194). In April of 1968, the company broke ground for a 55,000 square foot laboratory, at the northern portion of the evaluated property, to house its ocean sciences and applied physics laboratories (The Washington Post 1968, E6). The architect of this facility is unknown at this time. At its new facility, the company worked on sonar, scientific, and analytical studies (Sween 1984, 194).

Throughout the 1970s, Tracor continued to grow through the acquisition of other firms. In 1984, Tracor was listed on the Fortune 500 list as one of the nation's largest industrial companies (Kleiner 2010). During the same year, Tracor constructed a 130,000-square-foot addition, designed by a currently unknown architect, to the south of its Rockville laboratory more than doubling the size of the facility. The new building, connected to the original by a sky bridge, included office and laboratory space with "electronically secure rooms" for the company's applied sciences unit (Melton 1984, MD10).

In 1986, Tracor was acquired by defense contractor Westmark Systems and, despite its parent company's financial troubles in the late 1980s, grew to over 7,000 workers worldwide and continued to expand throughout the 1990s (Kleiner 2010). The General Electric Company of Britain acquired Tracor in 1998 and renamed the company Marconi North America Inc. (The Washington Post 1998, C11/ Vogel 1998, G3). Only a year later, Marconi was sold to British Aerospace (BAE Systems), creating the third-largest defense contractor in the world after Boeing Company and Lockheed Martin Corporation (Swardson 1999, F3). The Tracor property was sold by BAE Systems Technology Solutions and Services, Inc. to MS 1601, LLC in 2011 and as of 2018 is occupied by Meso Scale Diagnostics (Deed, 2011).

Eligibility Determination

Tracor Applied Sciences is an example of the suburban corporate office building type. It was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C and 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

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**

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. Research has shown that Tracor Applied Sciences does not have significant associations with such trends. The property was one of many suburban office buildings built along I-270 between the late 1960s and 1980. Therefore, Tracor Applied Sciences is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. Therefore, Tracor Applied Sciences 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, individual office buildings should be one of the first examples or one of the last unaltered examples. Research has shown that Tracor Applied Sciences is not the work of a master nor does it possess high artistic value. The property's original building is not one of the first examples nor is it one of the last unaltered examples. The building's 1984 addition is not in keeping with the style of the original, and the complex is not a good example of the type constructed during the Suburban Diversification Period. Thus, Tracor Applied Sciences is not eligible under Criterion C.

Based on the evaluated Criteria, Tracor Applied Sciences is not eligible for the NRHP.

The property encompasses 13.2 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FR63, Parcel 0000 (2018).

References

"Capital Commerce: New Tracor Laboratory." The Washington Post, April 6, 1968, E6. ProQuest.

"Digest." The Washington Post, April 22, 1998, C11. ProQuest.

"Industrial Parks Spring Up in Suburbia." The Washington Post, March 25, 1961, B7. ProQuest.

Kleiner, Diana J. 2010. "TRACOR." The Handbook of Texas Online. Accessed November 9, 2018. http://www.tshaonline.org/handbook/online/articles/dnt03.

Krucoff, Carol. "I-270: Land Prices Soar as Office Buildings Sprout Along 'Golden Mile' Where Corn Once Grew." The Washington Post, November 16, 1978, F1. 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, 2018.

Melton, R. H. "Montgomery Notes." The Washington Post, March 22, 1984, MD10. ProQuest.

Montgomery County Land Records. Deed Book 42129: 41, August 30, 2011. MDLandRec.

NETROnline. 2018. "Historic Aerials." Accessed November 9, 2018. www.historicaerials.com.

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**

Swardson, Anne. “British Aerospace to Buy Marconi.” The Washington Post, January 20, 1999, F3. ProQuest.

Sween, Jane C. Montgomery County: Two Centuries of Change. Woodland Hills, California: Windsor Publications, Inc., 1984.

Vogel, Steve. “Employees at Tracor Get Pledge.” The Washington Post, July 9, 1998, G3. ProQuest.

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**

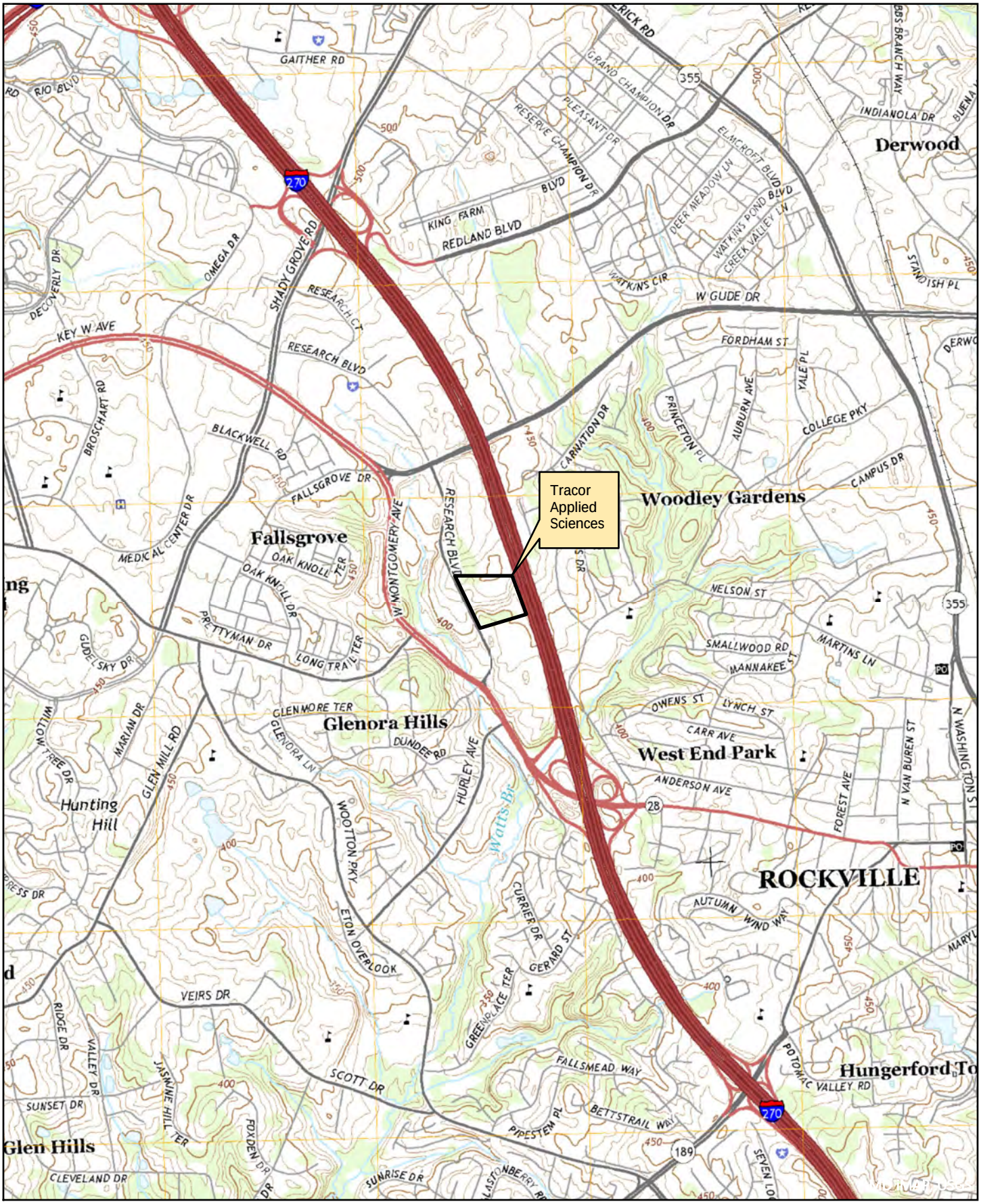
_____ _____

Reviewer, National Register Program **Date**

Tracor Applied Sciences

Location: 1601 Research Boulevard
City: Rockville

MIHP#: M: 26-73
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6 Miles

Scale: 1:24,000

N

Tracor Applied Sciences

Location: 1601 Research Boulevard
City: Rockville

MIHP#: M: 26-73
Montgomery County

Parcel Boundaries

0

Scale: 1:2,200

N

M: 26-73
Tracor Applied Sciences
1601 Research Boulevard
Rockville, Montgomery County, Maryland

Historic Image 1: Tracor Applied Sciences, circa 1984.
Image from *Montgomery County: Two Centuries of Change* by Jane C. Sween, Page 194.

Photo 1 of 9: View of the west façade of the northern building, looking east.

Photo 2 of 9: View of the north elevation of the forebay, looking south.

Photo 3 of 9: View of the north elevation, looking southeast.

Photo 4 of 9: Oblique view of the east and north elevations, looking southwest.

Photo 5 of 9: View of the west and south elevations of the forebay and sky bridge, looking northeast.

Photo 6 of 9: View of the west elevation of the sky bridge, looking east.

Photo 7 of 9: View of the west elevation of the southern building, looking east.

Photo 8 of 9: Oblique view of the west elevation, looking southeast.

Photo 9 of 9: Oblique view of the north elevation of the southern building and east elevation of the sky Bridge, looking southwest.

PHOTO LOG

Name of Property: Tracor Applied Sciences
Name of Photographer: Melissa Butler, Dovetail Cultural Resource Group
Date of Photographs: September 10, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:
View of the west façade of the northern building, looking east.
M; 26-73_2018-09-10_01.tif

Photo 2 of 9:
View of the north elevation of the forebay, looking south.
M; 26-73_2018-09-10_02.tif

Photo 3 of 9:
View of the north elevation, looking south.
M; 26-73_2018-09-10_03.tif

Photo 4 of 9:
Oblique view of the east and north elevations, looking southwest.
M; 26-73_2018-09-10_04.tif

Photo 5 of 9:
View of the west and south elevations of the forebay and sky bridge, looking northeast.
M; 26-73_2018-09-10_05.tif

Photo 6 of 9:
View of the west elevation of the sky bridge, looking east.
M; 26-73_2018-09-10_06.tif

Photo 7 of 9:
View of the west elevation of the southern building, looking east.
M; 26-73_2018-09-10_07.tif

Photo 8 of 9:
Oblique view of the west elevation, looking south.
M; 26-73_2018-09-10_08.tif

Photo 9 of 9:
Oblique view of the north elevation of the southern building and east elevation of the sky bridge, looking west.
M; 26-73_2018-09-10_09.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Tusculum and Grubby Thicket**
Inventory Number: **M: 30-51**
Address: I-495 to the North, Fernwood Road to the East
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: 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 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:

Tusculum and Grubby Thicket is a planned residential development in Bethesda, Montgomery County. It is bounded on the south by Interstate 495 (I-495), on the north and west by Stratton Woods, and on the east by Fernwood. It consists of two streets laid in a curvilinear pattern. According to local tax data, residential lots vary from 0.25-0.5 acre each, totaling approximately 9.55 acres for the subdivision. The residential properties are landscaped with small and mature trees, bushes, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at most dwellings. Concrete curbs are located throughout the neighborhood. Secondary resources include sheds.

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:**

Tusculum and Grubby Thicket contains 25 single-family dwellings constructed between 1960-1963 (Montgomery County Plat [MCP] 5037, 6141; National Environmental Title Research [NETR] 1963). One dwelling within the resource boundaries, known as the Queen Property, at 9622 Fernwood Road (M: 30-27), was built in 1948 and predates the subdivision. Most of the residences were constructed in variations of popular mid-twentieth century residential styles, such as the Colonial Revival, and Ranch, Split-Level, and Split-Foyer forms.

Houses in Tusculum and Grubby Thicket are one to two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, although some feature small sections of wood, or vinyl siding, especially in the gable ends. Roofs include side- and cross-gabled examples and are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end and interior chimneys.

Primary entrances are typically centered on the façade, or located on the side of a projecting bay, and are filled by single-leaf wood or metal doors. Windows vary based on building style, but are predominately hung-sash or fixed units in vinyl or aluminum. Louvered and paneled shutters are common on hung sash and ribbon windows; vinyl units include faux muntins. Porches are occasionally present, and are typically incorporated into an overhanging, front-gabled roof (6603 Tusculum Road).

Infill and additions are rare within Tusculum and Grubby Thicket, but replacement of siding material, windows, and doors are common. When additions are present, they typically extend from the side or rear of dwellings, as seen at 6709 Renita Lane.

Historic Context:

Tusculum and Grubby Thicket was first platted in 1960, as a re-subdivision of F. B. Crosthwaite's subdivision of part of "Tusculum" and "Grubby Thicket," platted in 1907 (MCP 88). E. Fulton Brylawski conveyed the land to the Biowin Company, headed by president Robert H. Blum, and construction began soon after (Montgomery County Deed Book [MCDB] 2793, 451). Blum was an officer of the Suburban Maryland Builder's Association (The Washington Post 1962, B2). Washington Suburban Sanitary Commission proposals for construction in the subdivision were advertised in 1961(The Evening Sun 1961, 49); however, no advertisements for the sale of houses within the subdivision were identified during archival research.

Evaluation:

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

Tusculum and Grubby Thicket is an example of a planned residential development, the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods. The development is not an early example, nor did it introduce design innovations influential to later developments. Tusculum and Grubby Thicket has neither significant associations with local or regional residential development and planning or demographic changes. 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, it is not eligible under Criterion A.

While Robert J. Blum, president of the development corporation who platted the subdivision was associated with the Suburban Maryland Builder's Association, his role in the organization and in the Maryland suburbs in general was not significant. Therefore, Tusculum and Grubby Thicket North is not eligible under Criterion B.

Tusculum and Grubby Thicket 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 development 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 9.55 acres. This is confined to Montgomery County Plats 5037 and 6141, found on Montgomery County Tax Map GP52.

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, Archives of Maryland Online. Accessed January 25, 2019. http://www.mdlandrec.net/

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

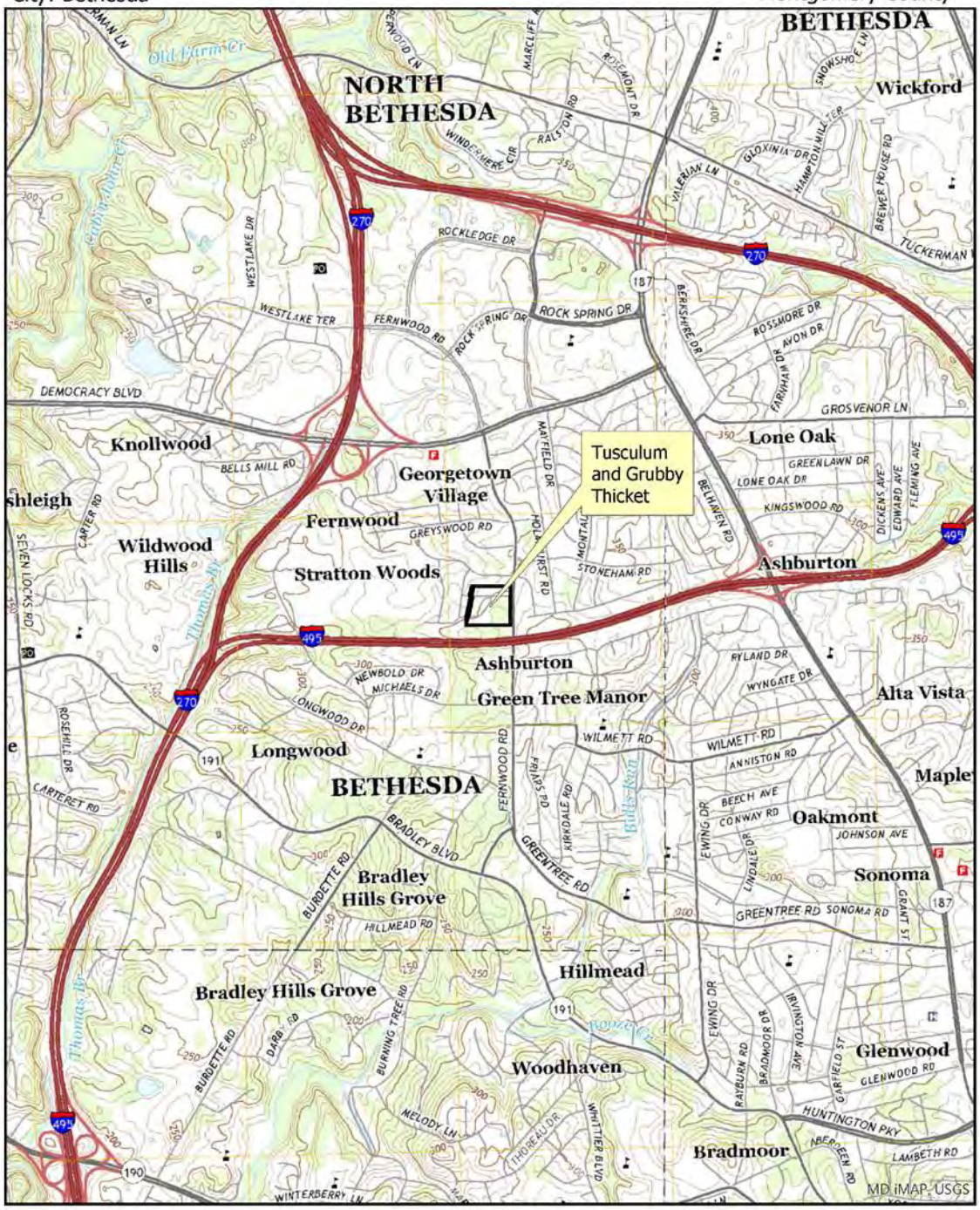
National Environmental Title Research (NETR). 1963. Historic Aerial Mosaic, Montgomery County, Maryland. https://www.historicaerials.com/viewer.

The Evening Sun. 1961. "Washington Suburban Sanitation Commission." June 16, 1961. 49.
The Washington Post. 1962. "The State of Real Estate." November 4, 1962. B2.

Tusculum and Grubby Thicket

Loation: I-495 to the north, Fernwood Road to the east
City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville

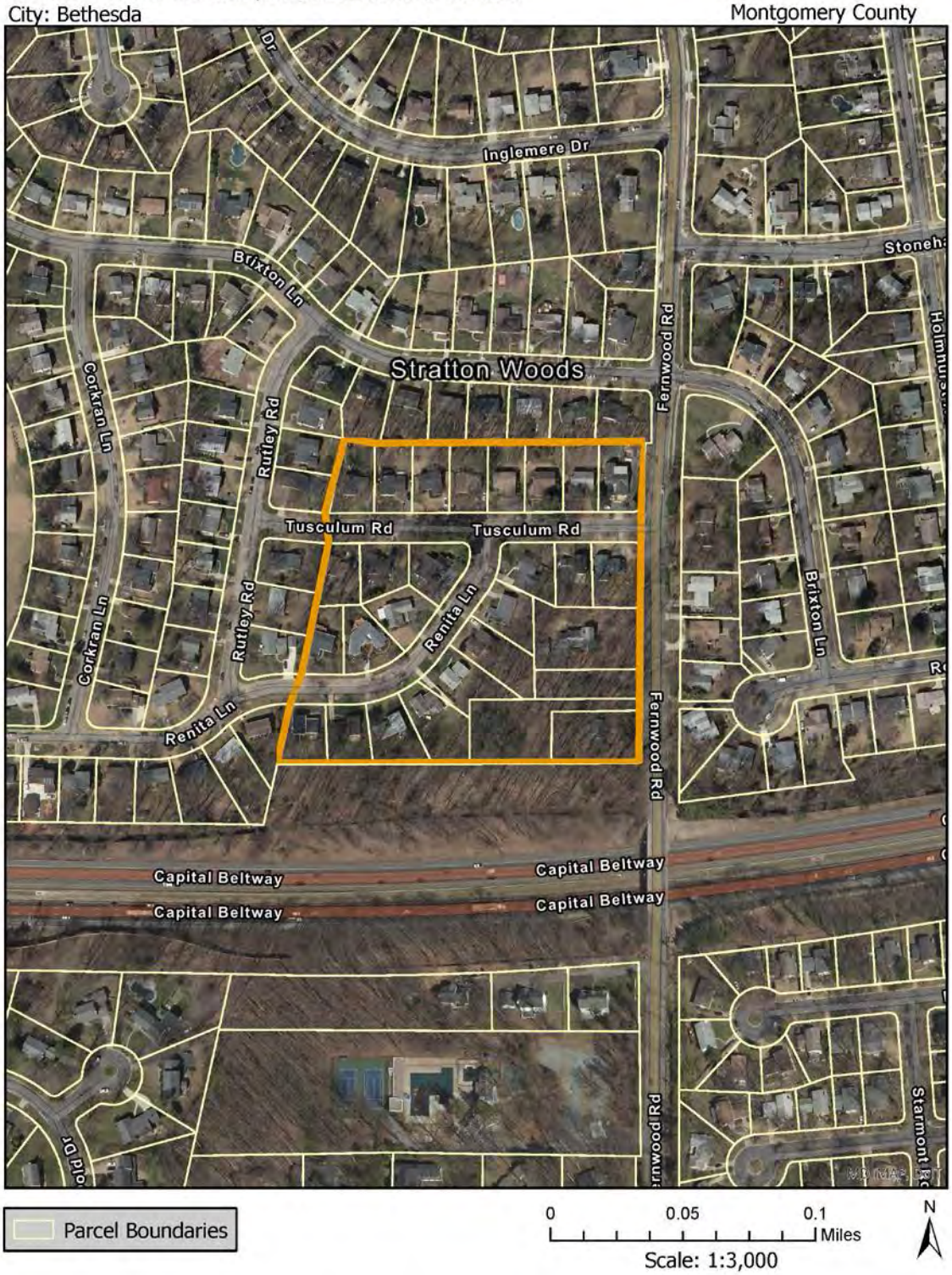
0 0.5 1 Miles

Scale: 1:24,000

N

Tusculum and Grubby Thicket

Loation: I-495 to the north, Fernwood Road to the east
City: Bethesda Montgomery County



PHOTOGRAPHS

Streetscape looking north on Renita Lane.

Southeast elevation of 6713 Renita Lane.

PHOTOGRAPHS

South elevation of 6603 Tusculum Road.

North elevation of 6002 Tusculum Road.

PHOTOGRAPHS

Southwest oblique of 6703 Renita Lane.

Southeast elevation of 6709 Renita Lane.

PHOTOGRAPHS

Southwest oblique of 6607 Tusculum Road.

Southwest view of Tusculum Road facing northeast at 6002 Tusculum Road.

PHOTOGRAPHS

South elevation of 6601 Fernwood Road.

M: 30-51 Tusculum and Grubby Thicket

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Katherine Watts and Melissa Butler**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 30-51_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape looking north on Renita Lane.

02.tif
Southeast elevation of 6713 Renita Lane.

03.tif
South elevation of 6603 Tusculum Road.

04.tif
North elevation of 6002 Tusculum Road.

05.tif
Southwest oblique of 6703 Renita Lane.

06.tif
Southeast elevation of 6709 Renita Lane.

07.tif
Southwest oblique of 6607 Tusculum Road.

08.tif
Southwest view of Tusculum Road facing northeast at 6002 Tusculum Road.

09.tif
South elevation of 6601 Fernwood Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Tusculum Woods**
Inventory Number: **M: 35-202**
Address: South of Old Georgetown Club, west 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 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:

Tusculum Woods is a planned residential development in Bethesda. It is bounded on the north by Old Georgetown Club, on the south by Marywood, and on the east by Fernwood Road. It consists of three streets: Michaels Road, Burning Tree Road, and Michaels Court. Burning Tree Road and Michaels Court terminate at cul-de-sacs. The 14.6-acre subdivision contains 19 single-family dwellings on lots that ranging from 0.4-0.6 acre each. 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 most dwellings. Concrete curbs are located throughout the neighborhood. Secondary resources include sheds.

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:**

Tusculum Woods contains 19 single-family dwellings, including 12 original dwellings constructed between 1959-1961 (Montgomery County Plat [MCP] 5660, National Environmental Title Research [NETR], 1962). Most of these residences were constructed in variations of the Ranch form, with elements of the Contemporary style, with the use of wide, overhanging eaves, low-pitched rooflines, window walls, and minimal ornament. Houses are one to two stories tall and four to seven bays wide with asymmetrical footprints. All have continuous foundations and structural systems predominantly clad in a brick or stone veneer, with some examples of wood or vinyl siding. Roofs, primarily sheathed in asphalt shingles, include side- and cross-gabled examples. Many feature brick exterior-end or interior chimneys.

Primary entrances, typically located on the façade, contain single- or double-leaf wood or metal doors. Windows, predominantly vinyl-clad, include hung-sash, casement, ribbon, and fixed units. Attached carports are typical on original dwellings, and replacement dwellings have attached garages. Common modifications include replacement windows, doors, and siding material, or complete replacement of the original dwelling (6612 Michaels Drive). Large or street-facing additions to dwellings are uncommon.

Historic Context:

Tusculum Woods was platted in 1959 by Melvin J. Berman as “Tusculum and Grubby Thicket,” and was a resurvey of F. B. Crosthwaite’s subdivision of “Tusculum” and “Grubby Thicket” from 1907 (Montgomery County Plats [MCP] 88,5660). Construction of houses, designed by Jack Cohen of Cohen and Haft, started soon thereafter (The Washington Post 1960b, C1). Thurman Donovan was hired as the landscape architect on the project. Although plats refer to the development as Tusculum and Grubby Thicket, it was advertised in newspapers as “Tusculum Woods.” These advertisements emphasized the development’s integration with its natural setting, with “contemporary architecture [that] finds itself strikingly wedded to towering poplars and white oaks” (The Washington Post 1960a, D2). Other articles about the development went into more detail: “ten H-shaped homes—including a furnished model completed for The Washington Post’s Homes of ’60 exhibit—are being sought out by thousands of viewers who have heard that architect, builder, and landscaper accomplished an exciting, new home in the $40,000 class” (The Washington Post 1960b, C1). In 1962, the Bethesda-Chevy Chase Chamber of Commerce awarded its annual home building prize, the Lawrence A. Funt cup, to Melvin Berman for Tusculum Woods. The development was chosen on the basis of its site planning (Cohen and Haft), landscape design (Thurman Donovan), and street and lot layout (Greenhorn and O’Mara). (The Evening Star, 1962, B-1). The platting and development of Tusculum Woods did not include any amenities like community centers or other facilities, as it was centrally located to many other residential developments and amenities, and is immediately south of the Old Georgetown Club, a swim club.

Berman was prominent developer who gained greater success when he later went on to partner with James Rouse. Their company, the Rouse Company, built mostly shopping centers, indoor malls, and other commercial projects. Their largest achievement is the residential and commercial planned development of Columbia, Maryland (The Baltimore Sun 2012, G11).

Evaluation:

Tusculum 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.

Tusculum Woods is a planned residential development, the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods. The development is not an early example and did not introduce design innovations influential to later developments. Tusculum Woods has neither significant associations with local or regional residential development and planning or with demographic changes. 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, it is not eligible under Criterion A.

Developer and builder Melvin J. Berman later gained prominence for his role in the development of Columbia in Howard County; his work in Tusculum Woods is not representative of his achievements. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, Tusculum Woods is not eligible under Criterion B.

Despite receiving an award for its site planning and design, Tusculum Woods 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 development from this era. The architecture of the original single-family dwellings within the development exhibit features of the Contemporary style popular in Montgomery County in the 1960s; however, multiple dwellings in this small development have been replaced and landscaping has been altered over time, reducing integrity of the development overall. 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 14.6 acres. This is confined to Montgomery County Plat 5660, found on Montgomery County Tax Map GP52.

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 December 20, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

National Environmental Title Research (NETR). 1962. Historic Aerial Mosaic, Montgomery County, Maryland. https://www.historicaerials.com/viewer.

The Baltimore Sun. 2012. “Columbia Celebrates Anniversary of 1st Land Buy.” February 19, 2012. G11.

The Evening Star. 1962. “NIH Awarded Oliver Owen Kuhn Cup.” January 6, 1962.B-1.

The Washington Post. 1960a. “Directions to Listed Homes for 1960.” September 10, 1960. D2.
---1960b. “A Contemporary with New Ideas.” September 17, 1960.C1.

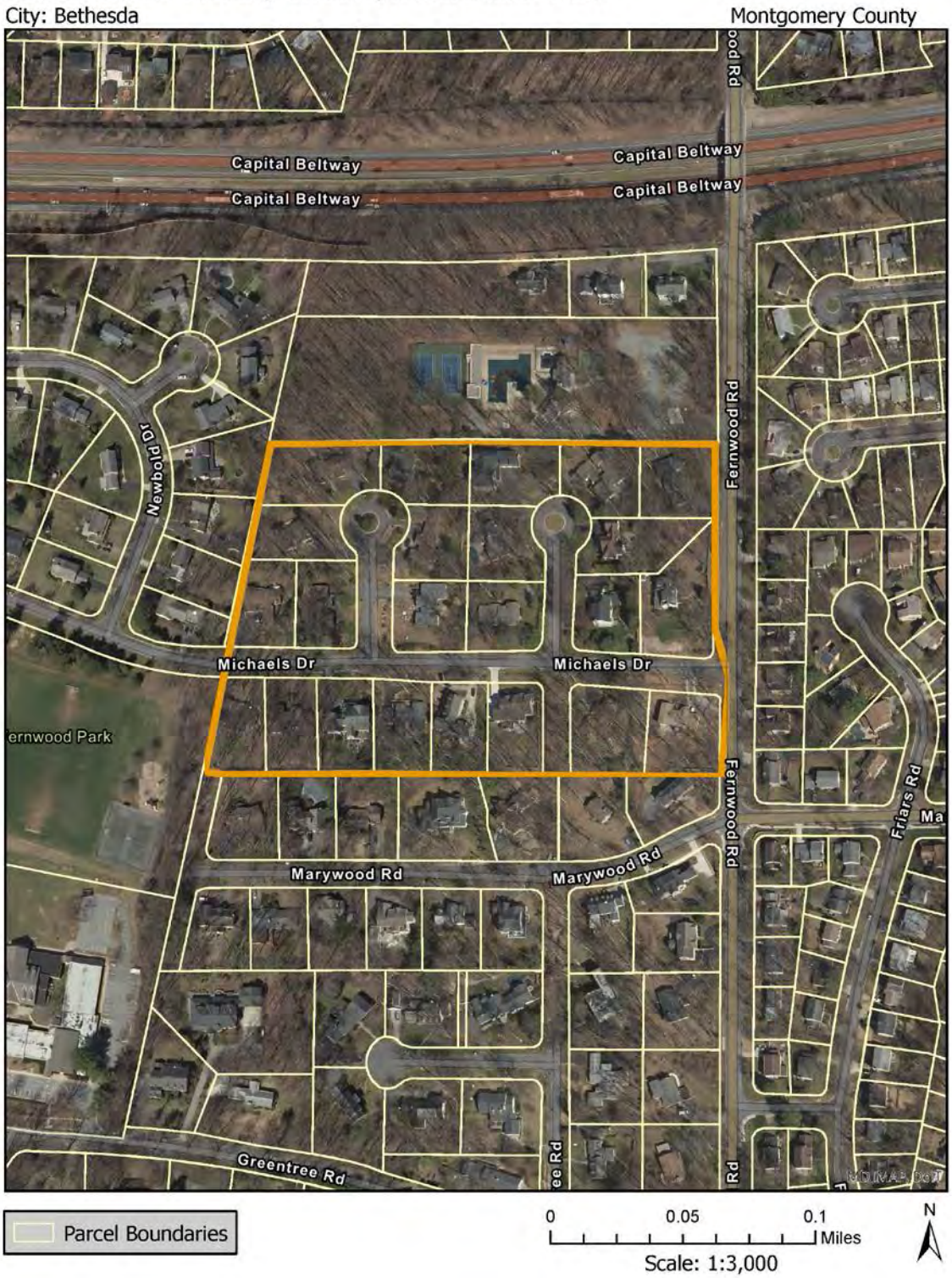
Tusculum Woods

Location: South of Old Georgetown Club, west of Fernwood Road
City: Bethesda Montgomery County

USGS 7.5' Quadrangle - Rockville

Tusculum Woods

Location: South of Old Georgetown Club, west of Fernwood Road
City: Bethesda



PHOTOGRAPHS

South elevation of 6617 Michaels Drive.

North elevation of 6610 Michaels Drive.

PHOTOGRAPHS

West elevation of 6501 Michaels Court.

Southeast elevation of 9505 Michaels Court.

PHOTOGRAPHS

Northwest oblique of 6504 Michaels Drive.

Northwest oblique of 6612 Michaels Drive.

M: 35-202 Tusculum Woods

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Melissa Butler and Katherine Watts**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 35-202_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
South elevation of 6617 Michaels Drive.

02.tif
North elevation of 6610 Michaels Drive.

03.tif
West elevation of 6501 Michaels Court.

04.tif
Southeast elevation of 9505 Michaels Court.

05.tif
Northwest oblique of 6504 Michaels Drive.

06.tif
Northwest oblique of 6612 Michaels Drive.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: U-Haul Moving & Storage of Landover

Address: 3900 Whitetire Road

City: Hyattsville **Zip Code:** 20785 **County:** Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 1 **Tax Map Number:** 52

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)

U-Haul Moving & Storage of Landover comprises a 2.34-acre parcel on the west side of Whitetire Road in Landover, Maryland. The parcel is bordered by US 50 to the north and surrounded by other commercial properties to the east, west, and south. Dominated by the large building at the center of the parcel, the remainder of the lot is paved.

The building is composed of a square main block and wings on the north elevation (north wing) and east side of the south elevation (south wing). The building is one story with a flat roof and an exposed lower level on its south, west, and north elevations. The exteriors of the main block and south wing are clad with standing seam metal siding or are exposed concrete block, while the north wing is faced with stretcher-bond brick. The primary entrance is on the lower level of the south wing's west elevation; this has double-leaf glazed metal doors flanked by ribbons of plate glass windows on both sides. Additional entrances for storage areas are on the west end of main block's south elevation and a covered loading dock on the north end of the main block's east elevation. The north wing's first story on its north, east, and west elevations has window walls.

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

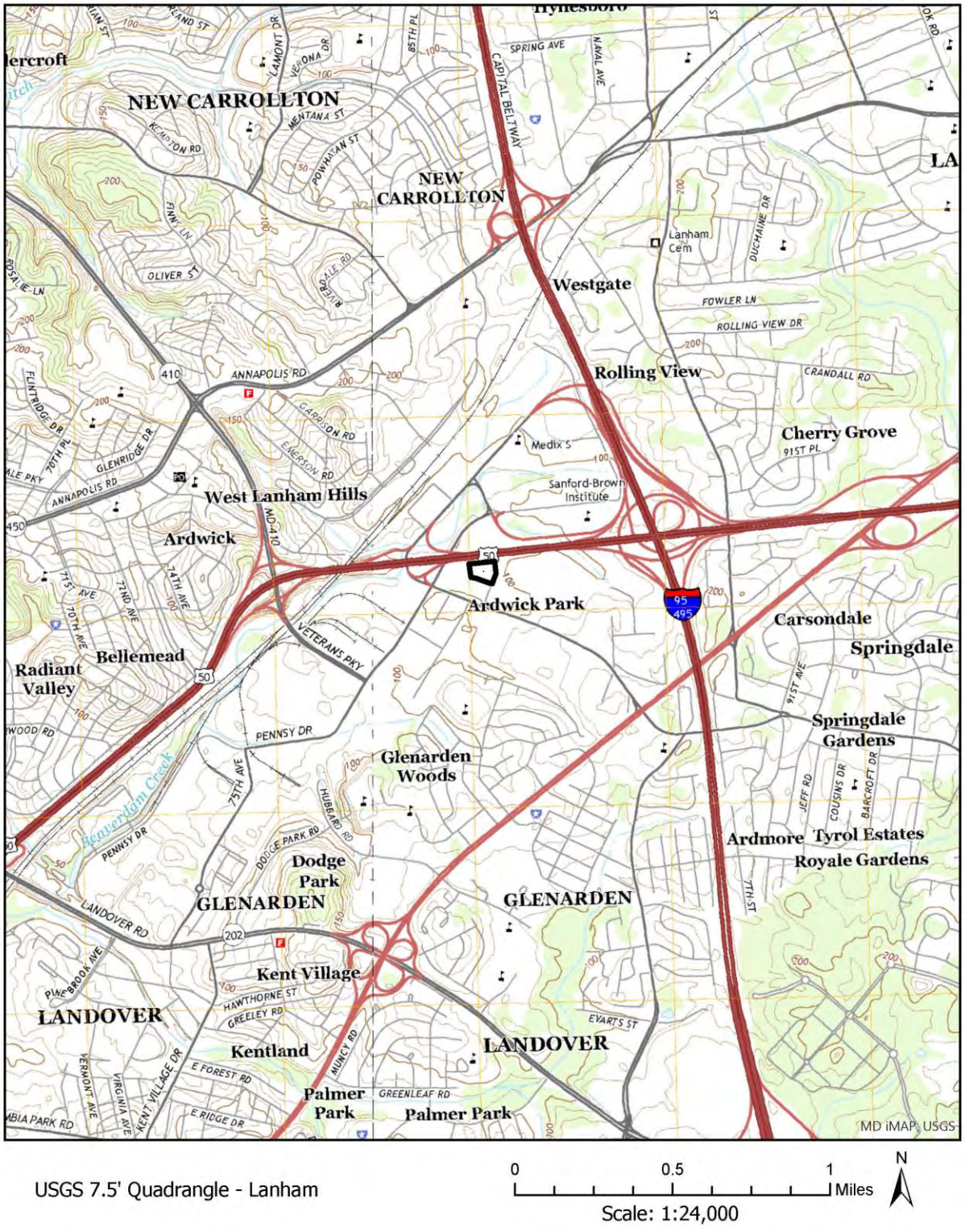
NR-ELIGIBILITY REVIEW FORM

U-Haul Moving & Storage of Landover

U-Haul Moving & Storage of Landover is common example of a mid-twentieth-century commercial 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 2.34 acres and is defined as Parcel 1 of Plat A-5448 on Prince George's County Tax Map 52.

U-Haul Moving & Storage of Landover



U-Haul Moving & Storage of Landover

Southeast Corner of South Wing Looking Northeast

Main Block and North Wing Looking East

U-Haul Moving & Storage of Landover

East Elevation of Main Block, Showing Loading Dock, Looking Northwest

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **USPS Southern MD Processing & Distribution Center** Inventory Number: **PG:75A-78**

Address: 9201 Edgeworth Drive Historic District: Yes

City: Capitol Heights Zip Code: 20790 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: United States of America Tax Account ID: 13-1557248

Tax Map Parcel(s): 0173, 0014 Tax Map: 0074

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 USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971 (September 2012). Construction dates and building names are based on an interview with Charles Karpiak, Maintenance Engineer Specialist for USPS and historic aerial imagery.

Location/Setting

The United States Postal Service (USPS) Southern Maryland Processing and Distribution Center is a USPS processing and distribution center complex and retail post office (Hampton Park Post Office) in Capitol Heights, Prince George's County. The 71.49-acre property is in a densely developed industrial area adjacent to the Capital Beltway (I-495/I-95). The property is bordered to the north by Edgeworth Drive, to

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 south by industrial development and high voltage electric transmission lines, to the west by Hampton Park Boulevard and industrial properties, and to the east by the Capital Beltway.

The resource is accessed via asphalt driveways with two gatehouses (1984) from Hampton Park Boulevard and Edgeworth Drive and via a gated asphalt driveway and ungated driveways from Edgeworth Drive. Both gatehouses are square in plan with flat roofs; the Hampton Park Boulevard gatehouse has canopies to the north and south. Multiple buildings are spread throughout the relatively level lot. Asphalt parking lots and concrete pads with metal light standards, metal utility poles, metal bollards, and landscaped islands are between the buildings and cover much of the parcel. Chain-link fencing surrounds most of the property, and a metal vertical-bar fencing separates the public and employee parking areas. Trees buffer the property on all sides. Metal mail boxes and a metal communications dish are also located on the property. Plastic business signs identifying the property are located at the corner of Edgeworth Drive and Hampton Park Boulevard and at the driveways. Concrete pedestrian walkways and staircases connect the buildings, and a small landscaped plaza with benches is located west of the main building. Salt and equipment sheds were built on the east side of the property circa 2000.

Architectural Description

The buildings on the property are described below. All rest on concrete foundations and have flat roofs with mechanical equipment.

USPS Southern Maryland Processing and Distribution Center (1972, 1984, 1989-1990, and 1996 additions)

This is a large, irregular-plan mail processing and distribution center and retail post office, originally constructed in 1972. A large addition containing an expanded post office, employee offices, and additional mail processing space was built to the north in 1984. Smaller receiving and distribution additions were constructed to the east in 1984 and between 1989 and 1990, and two more small receiving and distribution additions were made to the south and west in 1996.

The large 1984 addition to the north is two stories and contains the complex's retail post office and main entrances. The addition has an Art Moderne influence, with rounded corners, horizontal bands, and ribbon windows. The building is clad in large, rectangular, synthetic stucco panels resembling porcelain enamel. The main public entrance, consisting of sliding electric doors, is located on the west façade and is sheltered by a canopy with cylindrical synthetic stucco-clad columns. Backlit plastic-and-metal signs on the canopy read "United States Post Office" and include the USPS logo. The entrance is flanked by metal-framed window walls. On both stories are metal-frame ribbon, fixed-sash, hopper, and awning windows. The addition incorporated an earlier one-story retail post office building, still visible at the west façade's south end as the only square cornered part of the addition. The bulk of the addition forms an extension of the original processing facility to the south, with additional loading docks lining the east elevation. Secondary entrances consist of paired metal swinging doors, single metal doors, metal roll-up garage doors, and loading docks. Metal signs and two-light traffic signals are located above the loading docks. Direct access to the original 1972 processing facility to the south is provided via a west-facing employee entrance located south of the original retail post office. The entrance consists of a projecting lobby area with paired metal-and-glass doors flanked by metal sash window walls. To the west of the entrance is a circa 2008 security checkpoint sheltered by a flat-roofed metal canopy.

The original, one-story, central processing facility is a tall, windowless building bordered by recessed truck loading bays. The building is clad in concrete block and concrete pebble aggregate at the recessed base and by tall painted corrugated metal panels above. Pedestrian entrances, located with the loading docks on the east and west elevations, consist of single metal doors, with and without square lights, some of which are accessed by concrete staircases with metal railings. On the west elevation, projecting metal signs number each dock. A circa 2015 hydrogen plant, consisting of a series of storage tanks and machinery, stands along the east elevation's south side.

The two small 1984 and 1989-1990 additions are each one-story loading dock additions, similar in design to the 1984 addition. The two small 1996 additions are one story and clad in concrete block at the base and painted metal panels above. Entrances consist of single metal doors accessed by concrete staircases with metal railings and loading docks.

The mail processing and distribution facility interior is a large, warehouse-type space with poured-concrete floors and painted concrete block walls, primarily used for sorting and distributing different types of mail. The machinery present at the center include parcel sorters and singulaters (handwriting readers).

Vehicle Maintenance Facility 1 (VMF1) (1974, canopy replaced 2019)

This is a one-story, rectangular plan building located just south of the Hampton Park Boulevard driveway. The building is clad in vertically-oriented metal siding. Entrances consist of single metal doors, with and without square lights, and metal-and-glass roll-up garage doors. Metal vents are present just below the roofline. A flat-roofed metal canopy sheltering a fuel pump, supported by two square metal posts, is north of the building. This canopy was under construction as of 2019 and replaced a previous one, built between 1981 and 1993, at the same location.

Fire Water Tank (circa 1970s)

This is a large, cylindrical metal water tank with a small, roughly square-plan building projecting to the north, together standing at the south end of the property. The exact build date is unknown, but historic aerials show the tank and building in place by 1980. The tank is accessed by a metal ladder and the building is clad in vertically oriented painted metal siding and has a shed-roof wing made of painted concrete block. Paired solid metal doors and paired metal doors with three-light windows provide access to the building.

Long-Life Vehicle (LLV) Building (1979)

This two-story, rectangular-plan office and garage building is located at the south end of the property, to the east of the fire water tank. It is clad in vertically oriented painted wood siding at the north façade and west elevation, and in painted metal panels at the south and east elevations. The main entrance is recessed at the façade and consists of a single metal-and-glass door surrounded by a two-story metal-sash window wall. East of the entrance, the passenger's side of a USPS Jeep is affixed to the wall, covering an electrical panel. Secondary entrances consisting of single metal doors with three-light windows and metal-and-glass roll-up garage doors.

Vehicle Control Center (ca. 1980, canopy sometime between 1981 and 1993)

This is a one-story, rectangular-plan building located on the large parking lot west of the processing and distribution center. The building is clad in vertically oriented metal siding. The main entrance consists of a single metal-and-glass door on the east façade, sheltered by a metal awning. Sliding metal-sash windows, each with one light replaced by an air conditioning unit, are located on the south and west elevations. A flat-roofed metal canopy, constructed sometime between 1981 and 1993 and supported by three square concrete posts, projects north from the building.

USPS Capital Beltway Facility (Sometime between 1981 and 1993)

This is a tall one-story, near-rectangular plan building clad in vertically oriented metal siding, located south of VMF1. Its main entrance is located on its north façade and is recessed at the northeast corner; the entrance consists of paired metal-and-glass doors surrounded by a metal-sash window wall. The remainder of the façade consists of loading docks with metal signs and two-light traffic signals above. At the west end of the façade, three-dimensional lettering spells out the name of this building.

Machine Storage Garage (ca. 1990)

A small, rectangular plan, metal-clad garage building is located at the east edge of the property. Single metal doors and metal roll-up garage doors provide access.

Historic Context

The post-World War II era brought a significant increase in the volume of mail in the United States and with it changes to the Prince George's County's postal system, which was run by the US Post Office Department, the predecessor to the USPS. The service needs of the newly-developed suburbs and the increase in mail following the war challenged the Post Office Department and forced a change in the way mail was handled. Prior to 1958, all post offices five miles or more from a city's central post office were self-sufficient, processing and distributing mail for their local area (URS 2012, 2-40). This system, however, was not able to handle the explosive growth of mail during and immediately following World War II (URS 2012, 2-50).

In 1959, the Metropolitan Area Service Improvement Plan (Metro System) was adopted by the Post Office Department. This plan called for the construction of new facilities, with mechanized and automatic sorting equipment, on the outskirts of cities near transportation arteries such as highways, airports, and railroad lines. With the introduction of the Zone Improvement Plan (ZIP) Code mail sorting system in 1963, the Post Office Department expanded the Metro System to 552 sectional centers, which improved efficiency by directing mail to central points where it was then loaded onto trucks bound for local post offices. As the railroads cancelled unprofitable passenger train service due to competition from airlines and the expansion of the Interstate Highway System in the 1960s, the Post Office Department's reliance on trucks, buses, and airplanes to carry the mail continued to increase (Auerbach 1966, B1; URS 2012, 2-56). Finding that many existing facilities were overcrowded and not designed for truck transportation, the Post Office Department implemented a five-year building program in 1963 to construct new facilities and upgrade existing ones (URS 2012, 2-56). The modernization of the postal system could not keep up with the

increase in mail volume, however, and in October 1966 one million pieces of mail were "logjammed" at the Chicago Post Office, bringing what was then the largest post office in the world to a virtual halt for an entire week (USPS 2012, 38).

In 1970, construction began on the Capital Beltway Truck Terminal, the first mail processing and distribution center in Prince George's County, at George Palmer Highway (later Martin Luther King Jr. Highway) and Lottsford Vista Road in Lanham. This center was built and operated by Mail Express Inc., a Post Office Department contractor (Watson 1970, C1). That same year, planning began for the USPS Southern Maryland Processing and Distribution Center. Prince George's County planning officials initially opposed the complex and accused the federal government of discriminating against the county by locating only "blue-collar-type" agencies in the county (Neary 1970, D2). Problems with the construction of a sewer line to the Capital Beltway Truck Terminal delayed its opening until 1971 (Denton 1971, E3). As of 2019, the Capital Beltway Truck Terminal building is occupied by Extra Space Storage (Google Maps, 2019).

In 1971, the US Congress passed the Postal Reorganization Act to address the problems facing the system by transforming the US Post Office Department into the USPS, an independent establishment of the executive branch. The USPS continued the improvements started by its predecessor, including the development and implementation of automatic sorting machinery and a continued reliance on trucks, rather than trains, for mail distribution. By the early 1970s, mail was shipped almost entirely by truck and plane, with only one mail train operating out of Union Station in Washington, DC (USPS 2012, 38-40; Claiborne 1972, A36).

By 1972, 556 processing and distribution centers had been constructed across the nation as part of the continued relocation of mail processing facilities from downtown post offices to suburban areas (Claiborne 1972, A36; Causey 1972, B11). Architecturally, these facilities were housed in utilitarian buildings designed around high-speed mechanized mail processing equipment (URS 2012, 3-3). Reflecting the Modern architectural ideas present in the Post Office Department's 1959 and 1964 design manuals, the International Style was preferred (URS 2012, 2-89). The USPS Southern Maryland Processing and Distribution Center was built in 1972 and consisted of a main warehouse building to the south and a separate retail post office building to the north. The distribution center's site was chosen due to its close proximity to the Capital Beltway, which offered easy truck access to Washington, DC, and its suburbs.

VMF1 was constructed on the west end of the property in 1974 and the LLV Building to the south in 1979. The Fire Water Tank was built west of the LLV Building sometime in the 1970s. The Vehicle Control Center adjacent to the west elevation was built circa 1980.

In 1984, a large two-story addition with retail post office and USPS offices was added to the north elevation, incorporating the retail post office building and replacing a parking lot. A loading dock addition was also built on the east elevation at this time. The vehicular circulation of the complex was also altered; the original entrance on Edgeworth Drive became the entrance to the public parking lot and a new truck entrance was built at Hampton Park Boulevard. A new staff parking lot was also built along Edgeworth Drive.

A second loading dock addition was built on the east elevation in 1989, the Machine Storage Garage was built circa 1990, two loading dock additions were built at the south and west elevations in 1996, and

loading docks on the east elevation were enclosed in the 1990s. The USPS Capital Beltway Facility was built to the south of VMF1 sometime between 1981 and 1993. The hydrogen plant was built at the south end of the east elevation circa 2015 to power the center's machinery (Historic Aerials, 2019; Karpiak Interview, 2019).

In 2018, the center was one of several places where a pipe bomb was located, after several were mailed to prominent members of the Democratic Party (Leshan, 2018). The canopy of VMF1 was in the process of being replaced as of the 2019 field visit. The center remains in operation as a USPS processing center and retail post office.

Eligibility Determination

The USPS Southern Maryland Processing and Distribution Center was evaluated for significance as a USPS Processing and Distribution Center in accordance with the USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971 and National Register of Historic Places (NRHP) Criteria A, B, and C. With a build date of 1972, the USPS Southern Maryland Processing and Distribution Center was built just outside of the 1940 to 1971 date range for this context study. However, as the building was designed in 1970 using the postal guidelines established prior to 1972, it is being evaluated using the criteria from this context. It was not evaluated for eligibility under Criterion D.

The USPS Southern Maryland Processing and Distribution Center does not have a significant association with the administration, impact, and perception of government services and institutions. At the local level, it is one of several buildings of its type built in the Washington, DC, suburbs during this period to handle the increase in mail. In Prince George's County, it was predated by the Capital Beltway Truck Terminal in Lanham. Research has not shown the USPS Southern Maryland Processing and Distribution Center to be directly associated with events that had a national level impact. In addition, any experimental or developing technologies and machinery that were to have national level impacts have been removed or repurposed. Furthermore, the center is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion B.

The USPS Southern Maryland Processing and Distribution Center does not have a significant association with a building form, architectural style, engineering technique, or artistic value, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area. In addition, the center has been significantly altered by the construction of multiple additions since 1980, most notably the 1984 addition to the north, and is no longer representative of its building type. Research has not shown the building to be the work of a master or to have significant associations that shaped the historic identity of an area. Therefore, the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion C.

The boundary for the property encompasses 71.49 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0074, Parcels 0173 and 0014 (2018).

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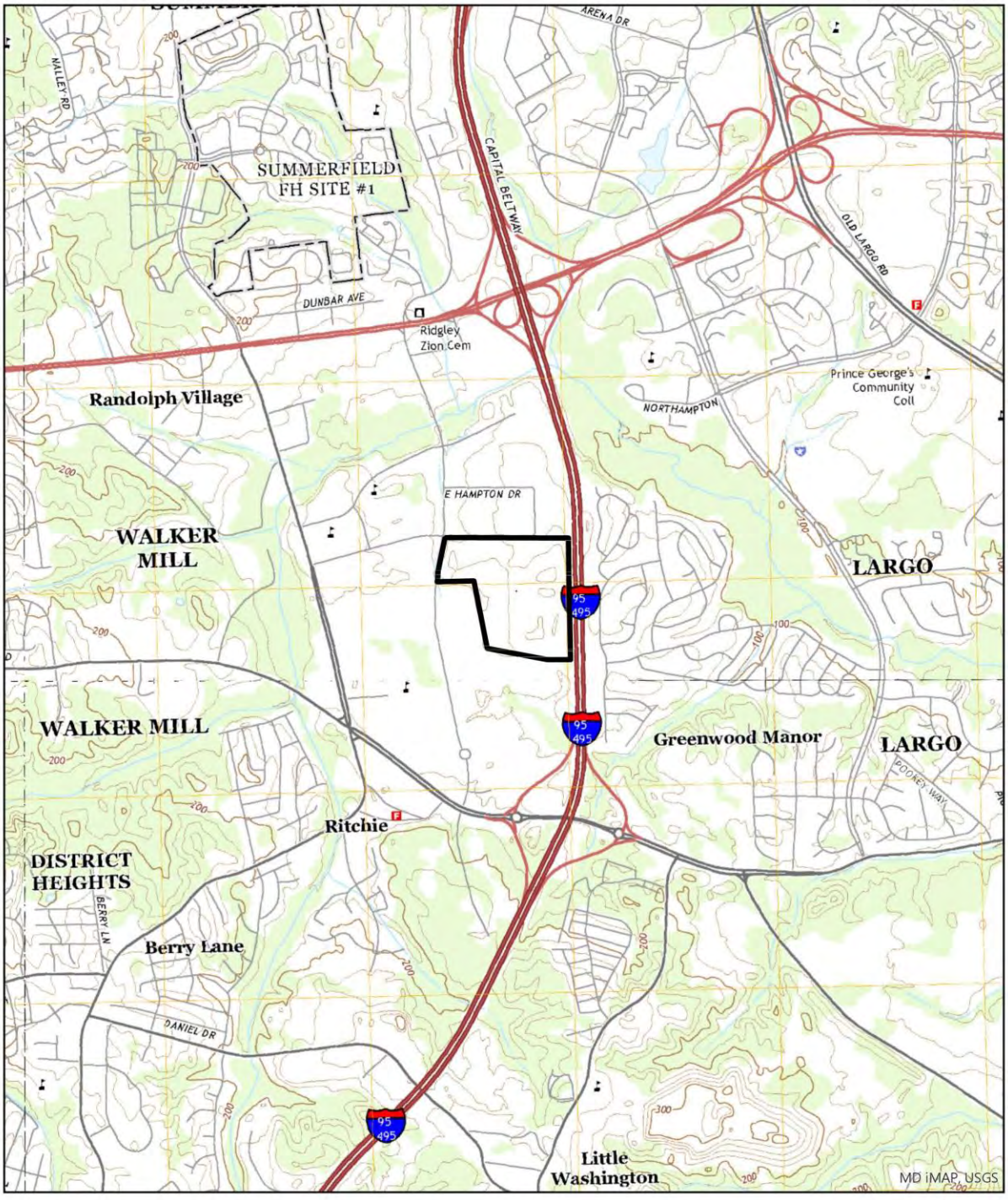
USPS Southern Maryland Processing and Distribution Center Prince George's County

Location: 9201 Edgeworth Drive City: Capitol Heights



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

N

Scale: 1:24,000

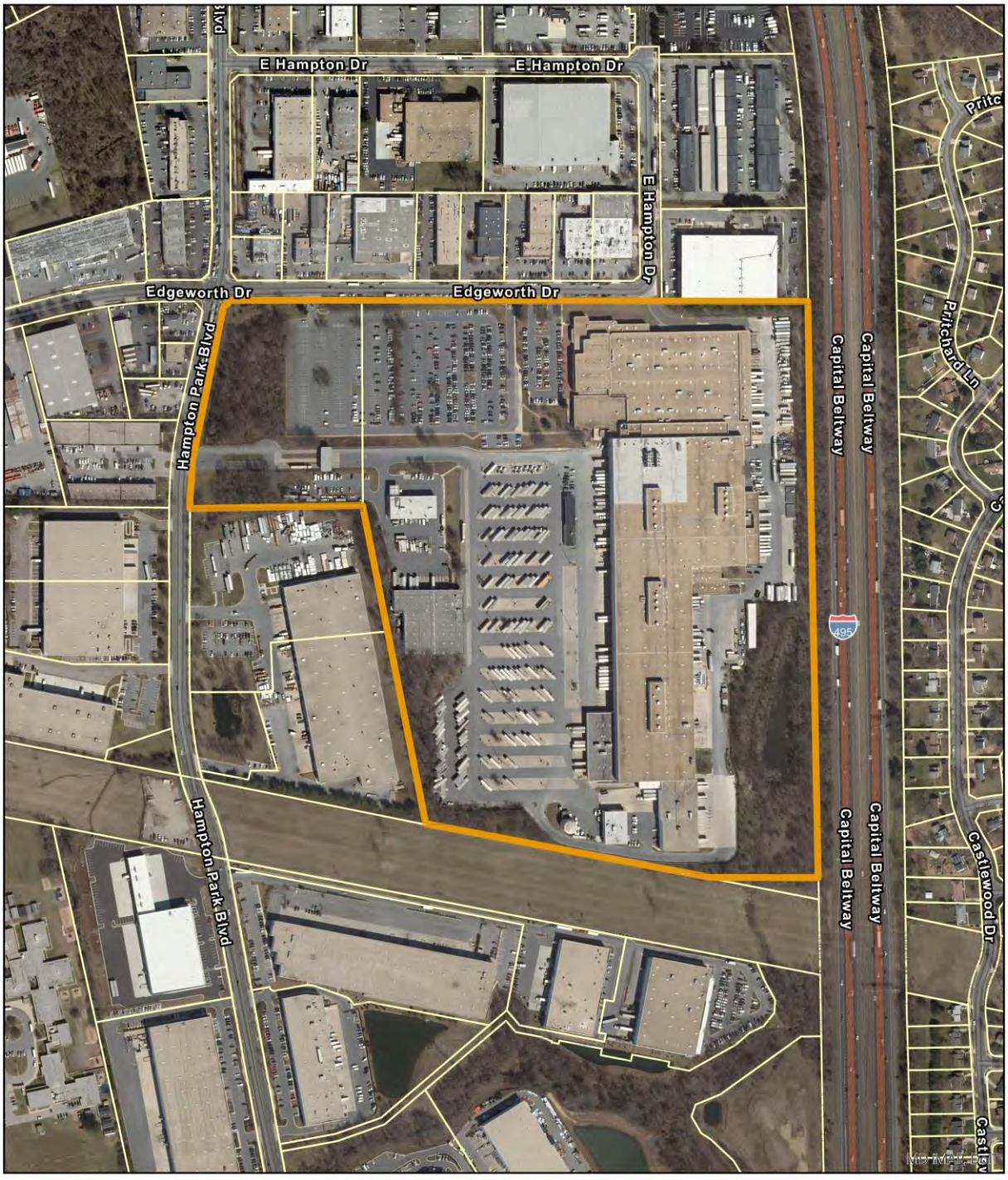
MAPS

USPS Southern Maryland Processing and Distribution Center

Prince George's County

Location: 9201 Edgeworth Drive

City: Capitol Heights



USPS Southern Maryland Processing and Distribution Center
9201 Edgeworth Road
Capitol Heights, Maryland

Letter Key:
A = Vehicle Maintenance Facility 1 (VMF1) (1974)
B = USPS Capital Beltway Facility
(Sometime between 1981-1993)
C = Vehicle Control Center (ca. 1980)
D = LLV Building (1979)
E = Fire Water Tank (ca. 1970s)
F = Power Equipment and Salt Sheds (ca. 2000)
G = Machine Storage Garage (ca. 1990)
H = Empty Trailer Parking
I = Staff Parking
J = Customer Parking
K = Secured Vehicle Entrance Gate
L = Staff Gate
M = Sign
N = Sign
O = Sign

Circa 2019 aerial photo of the postal center with construction dates and building names.
Imagery from Google, map by Melissa Butler and Adriana Moss, Dovetail Cultural Resource Group.

PHOTOGRAPHS

Main building, 1972 section with 1996 addition, west elevation, looking northeast.

Main building, north portion of 1972 section with additions, east elevation, looking northwest.

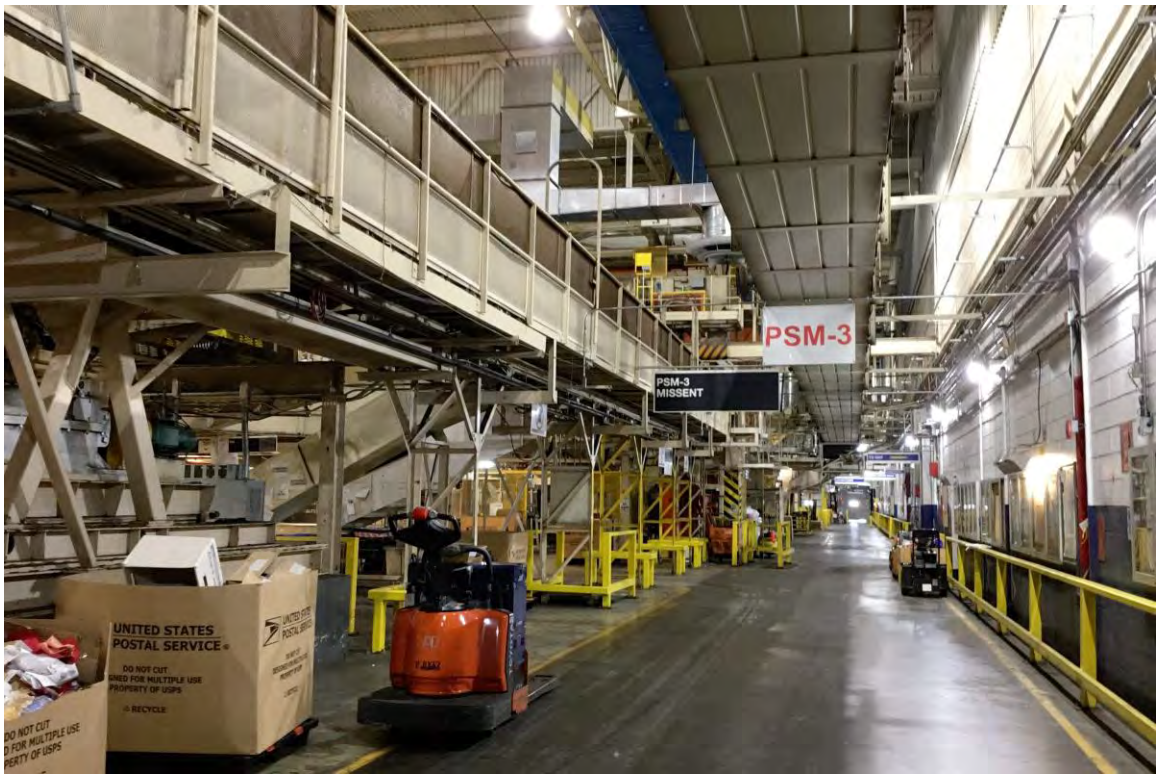
PHOTOGRAPHS

Main building, south portion of 1972 section, east elevation, look southwest.

Main building, 1984 addition, west elevation, looking southeast.

PHOTOGRAPHS

Main building, employee entrance and security checkpoint, west elevation, looking north.



Main building, 1972 section of interior with parcel sorting machinery, looking south.

PHOTOGRAPHS

Vehicle Maintenance Facility 1, south elevation, looking north.

Fire Water Tank, south and east elevations, looking southwest.

PHOTOGRAPHS

Long-Life Vehicle Building, north facade and west elevation, looking southeast.

Vehicle Control Center, north and east elevations, looking southwest.

PHOTOGRAPHS

USPS Capital Beltway Facility, main entrance at north facade, looking south.

USPS Capital Beltway Facility, loading docks at north facade, looking south.

PHOTOGRAPHS

Machine Storage Garage, north elevation, looking south.

PHOTO LOG

Number of Photos: **13**
Name of Photographer: **Adriana Moss**
Date of Photographs: **2019-05-07**
Location of Original Digital File: **MD SHPO**
File Format: **PG:75A-78_2019-05-07_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Main building, 1972 section with 1996 addition, west elevation, looking northeast.

02.tif
Main building, north portion of 1972 section with additions, east elevation, looking northwest.

03.tif
Main building, south portion of 1972 section, east elevation, look southwest.

04.tif
Main building, 1984 addition, west elevation, looking southeast.

05.tif
Main building, employee entrance and security checkpoint, west elevation, looking north.

06.tif
Main building, 1972 section of interior with parcel sorting machinery, looking south.

07.tif
Vehicle Maintenance Facility 1, south elevation, looking north.

08.tif
Fire Water Tank, south and east elevations, looking southwest.

09.tif
Long-Life Vehicle Building, north facade and west elevation, looking southeast.

10.tif
Vehicle Control Center, north and east elevations, looking southwest.

11.tif
USPS Capital Beltway Facility, main entrance at north facade, looking south.

12.tif
USPS Capital Beltway Facility, loading docks at north facade, looking south.

13.tif
Machine Storage Garage, north elevation, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Ward Building Inventory Number: M: 26-72-1

Address: 1300 Piccard Drive Historic district: ___ yes X no

City: Rockville Zip Code: 20850 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Ward Office Building I, LLC Tax Account ID Number: 04-00145767

Tax Map Parcel Number(s): 0000 Tax Map Number: FS61

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen, Christeen Taniguchi Date Prepared: 11/26/2018

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: ___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)*

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018). In addition, the Ward Building is part of 70-S Industrial Park (MIHP# M: 26-72).

Location/Setting

The Ward Building is located at 1300 Piccard Drive in Rockville, Montgomery County. It is located on Lot 6 of 70-S Industrial Park. The property is bordered to the north by the Macrogen Corporation Headquarters at 1330 Piccard Drive, to the south by West Gude Drive, to the west by Washington National Pike/Dwight D. Eisenhower Highway (I-270), and to the east by Piccard Drive. The surrounding area is densely developed with suburban office parks, industrial sites, and residential communities clustered along the I-270 corridor.

Trees and a grass lawn separate the property from its surroundings, with the building immediately surrounded by small lawns and planting beds and featuring asphalt parking lots on all four sides. Two asphalt driveways connect the parking lot to Piccard Drive, with concrete sidewalks linking the building's entrances to the parking lots. A black, low rectangular sign faces onto Piccard Drive

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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and a black pylon-style sign is present in a curb bump-out on the southwest side of the building. Both signs likely date to 1978, with the text created by a white sheet, likely plastic, placed behind a black panel from which the words "Ward building" have been cut out. The sign's lettering is written in a stylized font so that the "r" in Ward extends below itself to connect with the "b" in building. The street sign also includes "1300."

Architectural Description

The Ward Building is a Brutalist corporate office building constructed in 1978. The building features sharp angles, with a strong emphasis on the geometric shapes that make up the building's massing. The nearly square-shaped building is three stories tall, although most of the first story is partially underground, except at the east elevation. Aside from this east elevation, which also has a loading dock, the building's three other elevations are identical and notably symmetrical, particularly at its entrances. Most of the building is clad in red brick set in a running bond pattern. Four stripes of darker colored brick set in a soldier course break up the building. These stripes are located above and below the second and third story windows and run around the entirety of the building. The mortar is colored to match the bricks. There is a sign mounted near the roof line on the west elevation reading "Chickasaw Nation Industries."

The primary entrances are located at the northeast and southwest corners of the building and hexagonal towers are located at the northwest and southeast corners. Due to the partially-underground first story, the primary entrances are at the building's second story. The two entrances are almost identical in appearance. Due to its proximity to Piccard Drive, and because it faces a larger parking lot, the northeast entrance is likely the façade. The entries each consist of two sets of double-leaf glass doors in black, likely metal frames. Glass transom windows, set in black frames are present above each set of doors and a glass sidelight is present between the sets of doors. All glass of the building is darkly tinted. Both entrances are covered by a triangular overhang, clad in brick matching the building and supported by a single brick pier set between the sets of doors. On the third level, a large, single light window is set into the wall, directly above the entry doors. This window is also covered by a triangular, brick-clad overhang supported by a single brick pier. The entrances differ slightly, as the northeast entrance is accessed by concrete stairs and the southwest entrance is accessed by brick stairs. Both stairs feature the same simple, black-painted handrails and are separated from the parking lot by small, landscaped concrete plazas.

The hexagonal towers, likely containing staircases, extend from the ground to above the roof line. Each tower features a single-panel door at ground level and at roof level. The loading dock is accessed from the parking lot by a concrete ramp, sloping downward, and is partially covered by a concrete roof supporting one of the planting beds near the northeast entrance. A small enclosure, consisting of three brick walls, is present at the top of the entrance to the loading dock ramp to hold the building's dumpster.

The building's fenestration also consists of ribbon windows on the second and third stories, large fixed circular windows, and skylights. The ribbon windows on all four elevations are made of glass panels; their upper panels are angled downward and the lower panels are angled upward so that, combined with the solid panels at each end, they create a triangular prism extending from the exterior wall. The large circular windows, four located at the primary entrances and two each at the towers, are surrounded by dark brick set in a soldier course. Large skylights, consisting of a brick frame infilled with dark glass panels, extend all four elevations, allowing sunlight into the first story.

The building features a flat roof surrounded by a low parapet wall. At the center of the roof is a mechanical room with heating, ventilation, and air conditioning, and other mechanical equipment.

Historic Context

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 Ward Building is part of the 70-S Industrial Park, located between Piccard Drive and the Dwight D. Eisenhower Memorial Highway (I-270) in Rockville. Prior to the late 1960s, the area surrounding I-270 (then U.S. Route 240) was mostly undeveloped, with corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1). During the 1970s, however, the area became Rockville's "Golden Mile" with the construction of new office and industrial parks along the highway (Krucoff 1978, MD1).

The land on the east side of I-270 was purchased by an investment group consisting of the Gudelsky Brothers, Contee Company, H. Max and Josephine Ammermann, Martin Seldeen, Charles Haugh, and R. Robert Linowes from the Scheffres and Turner families in 1965 (Deed, 7/27/1965). The investors initially planned to have the land re-zoned to construct a mixed-use residential, commercial, and industrial development, but the property was never re-zoned (The Washington Post 1967, B7). The property on the west side of the planned Piccard Drive was platted as six lots in September of 1968 and formally named 70-S Industrial Park (Plats 9117 and 9281). Martin Seldeen, president of Seldeen Development and one of the investors in the industrial park, referred to the area as "ripe for development" and described the area's growth as "the old sheep instinct-when you see an area has prestigious occupants, an air of prestige goes along with it" (Krucoff 1978, MD1).

The first parcels sold in the new industrial park, Lots 5 and 6, were sold just five months later in February 1969 to Electro-Nucleonics, Inc., a New Jersey-based manufacturer of centrifuges (Deed, 2/18/1969). Electro-Nucleonics, however, never developed the properties and in 1977, Lot 6 was sold to the Ward Corporation, a Montgomery County residential and commercial developer (Deed, 3/28/1977). The Ward Corporation moved its headquarters to its new building in June 1978, occupying 20,000 square feet of the 94,000 square foot building (Krucoff 1978, MD1/Real Estate Notes 1977, E29). The Ward Building was designed by Donald N. Coupard Associates (Real Estate Notes 1977, E29).

The Ward Corporation was formed in the late 1960s by Richard E. Ward. The company's five subsidiaries, R.E. Ward, Inc., Ward Development Company, Ward Component Systems, Richlynn Development, and Richlynn Land Developers constructed numerous residential and commercial properties in the Washington, D.C., metropolitan area (Teeley 1982, F1). By the 1970s, Ward Corporation and its subsidiaries had become one of the largest local developers. In Maryland, thirteen residential developments were constructed during this period, including Middleboro Estates (1973-1978), Quince Orchard Manor (1973), Montgomery Place (1976), Rockingham (1977), Prosperity Woods (1978), Foxhall North (1978), Seneca Highlands (1978), Montpelier Woods (1978), Marlton (1978), Washingtonian Tower Condominiums (1978), and Montpelier Manor in 1979 (Teeley 1982, F1). 1978 was the pinnacle of the company's success, with eight developments under construction simultaneously in Montgomery and Prince George's Counties (Ward, 1978). Beyond Maryland, the company built developments in the Virginia suburbs of Washington, D.C., including Burkeride (1977) and Partridge Court (1978). Altogether, Ward and its subsidiaries built over 1,000 homes in the D.C. suburbs between 1977 and 1984 (Mariano 1984, E1). However, the Federal Trade Commission (FTC), under its program investigating home-construction defects, cited the Ward Corporation in 1982 for violating warranty and repair obligations on its new homes in Maryland and Virginia (Teeley 1982, F1). In 1984, the company signed a consent agreement with the FTC, agreeing to establish an arbitration procedure to resolve warranty complaints from owners of Ward homes and to repair or pay for repairs, while not admitting guilt in the claims of warranty violations (Mariano 1984, E1). The Ward Corporation's successor company, Piccard Companies, was founded in 1994 by the son and daughter of Richard E. Ward, so that ownership remained in the same family (Piccard Companies, n.d.). In 2013, after thirty-five years of ownership, the Ward Corporation sold the building to Ward Office Building I, Inc., which in turn sold the building to Ward Office Building I, LLC in 2016 (Deeds, 2013 and 2016).

Donald N. Coupard, AIA, was a native of Montgomery County and prior to his architecture career served in the U.S. Navy during World War II (Kelly 2015, 150). Coupard earned his Bachelor of Architecture degree from Catholic University in 1952 and worked as a consulting architect for developer Carl M. Freeman and others before partnering with Alfred Marius Rinaudot in 1958

MARYLAND HISTORICAL TRUST REVIEW

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Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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to form the firm of Rinaudot and Coupard, designing Congressional Plaza that same year (Kelly 2015, 150). Congressional Plaza is a Modernist shopping center built on the site of the former Congressional Airport, reusing two of the former airport's hangers in its design and housing Rockville's first national clothier, J. C. Penney Company (Kelly 2015, 136). The center featured a strongly linear design, featuring low rise buildings and large surface parking lots, but has been significantly altered and no longer reflects Coupard's original design (Kelly 2015, 136).

In 1960, Coupard founded his own firm, Donald N. Coupard & Associates (Obituary 2008). The firm's work throughout the 1960s and early 1970s was firmly within the Modernist movement. In 1968, Coupard designed an industrial plant and office complex for the Vitro Corporation, a defense and NASA contractor, in Aspen Hill. The Vitro Corporation facility was the second complex for the company in Montgomery County, and featured a three-story skeleton-frame building with tinted glass curtain walls (Kelly 2015, 113). In 1970, the firm designed the Computer Center of the Maryland National Bank in College Park. The 42,000 square foot building was in the New Formalist style, featuring monumental second and third floors sheathed in insulating glass supported by pre-cast concrete columns on the first floor (Computer Center 1970, E17). Coupard's 1970 design for the County Employees Parking Garage in Rockville won him the AIA Potomac Valley Twenty-Five Year design award in 1971 (Kelly 2015, 180, 203). The firm later became DNC Architects, where Coupard served as CEO until his retirement in 1990 (Obituary, 2008). As of 2018, DNC Architects is still active and is headquartered in Gaithersburg (DNC Architects).

Eligibility Determination

The Ward Building is a representative example of the suburban corporate office building type and was evaluated for significance under National Register of Historic Places Criteria A, B, and C, and using the Maryland Suburbanization Historic Context Addendum (1961-1980).

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. The Ward Building does not have a significant association with such trends. For example, the building's construction as part of the development of 70-S Industrial Park was not new or innovative, as the I-270 corridor had already transformed from primarily agricultural to suburban residential and office by this time. Therefore, the Ward Building is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. The building's owners and the developers of the industrial park in which it sits, were not involved in innovative or significant developments. Therefore, the Ward Building 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 notable first examples or one of the last unaltered examples. Although Donald N. Coupard is not a master, his design for the Ward Building is distinctive due to its heavy, blocky appearance created by its partially below-grade construction and heavy application of brick as a cladding and decorative material. The use of brick is distinctive when compared with most other Brutalist style buildings in Montgomery County, such as the National Sand & Gravel and Ready Mixed Concrete Associations Headquarters (1964) in Silver Spring, 831 University Boulevard in Takoma Park (1965), Martin Marietta Headquarters (1976), and Bethesda Marriott Hotel (1979), which use concrete for cladding and decoration. These buildings are also more conventional in plan and feature sunken rectangular or square windows. In addition to its use of brick, the Ward Building stands out amongst the county's Brutalist architecture because of the angular and circular geometry of its symmetrical design including its plan, walls, and windows

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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and skylights. These character-defining features remain intact. Another Brutalist-influenced building, 1370 Piccard Drive, is also clad with brick and uses angular and curved features, but it does not possess high artistic value. The Ward Building retains high integrity of design, materials, and workmanship and shows no signs of major exterior alterations since its completion in 1978. Therefore, the Ward Building is eligible under Criterion C for its high artistic value.

The period of significance is 1978, the year of design and construction. The Ward Building is in excellent condition and retains integrity of location, setting, feeling, and association. It also retains high integrity of design, materials, and workmanship. This includes the likelihood the concrete stairs at the northeast elevation are original to the building. The eligible boundary of this resource is the parcel which has remained the same since originally platted.

The property encompasses 4.76 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS61, 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 **Date**

_____ _____

Reviewer, National Register Program **Date**

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Ward Corporation. “6 Great Communities.” Advertisement. The Washington Post, June 10, 1978, E13. ProQuest.

---. “Middleboro Estates.” Advertisement. The Washington Post, June 2, 1973, E11. ProQuest.

---. “Montpelier Manor.” Advertisement. The Washington Post, April 21, 1979, E12. ProQuest.

---. “Prosperity Woods.” Advertisement. The Washington Post, September 30, 1978, E26. ProQuest.

---. “Washingtonian Tower.” Advertisement. The Washington Post, December 9, 1978, C13. ProQuest.

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**

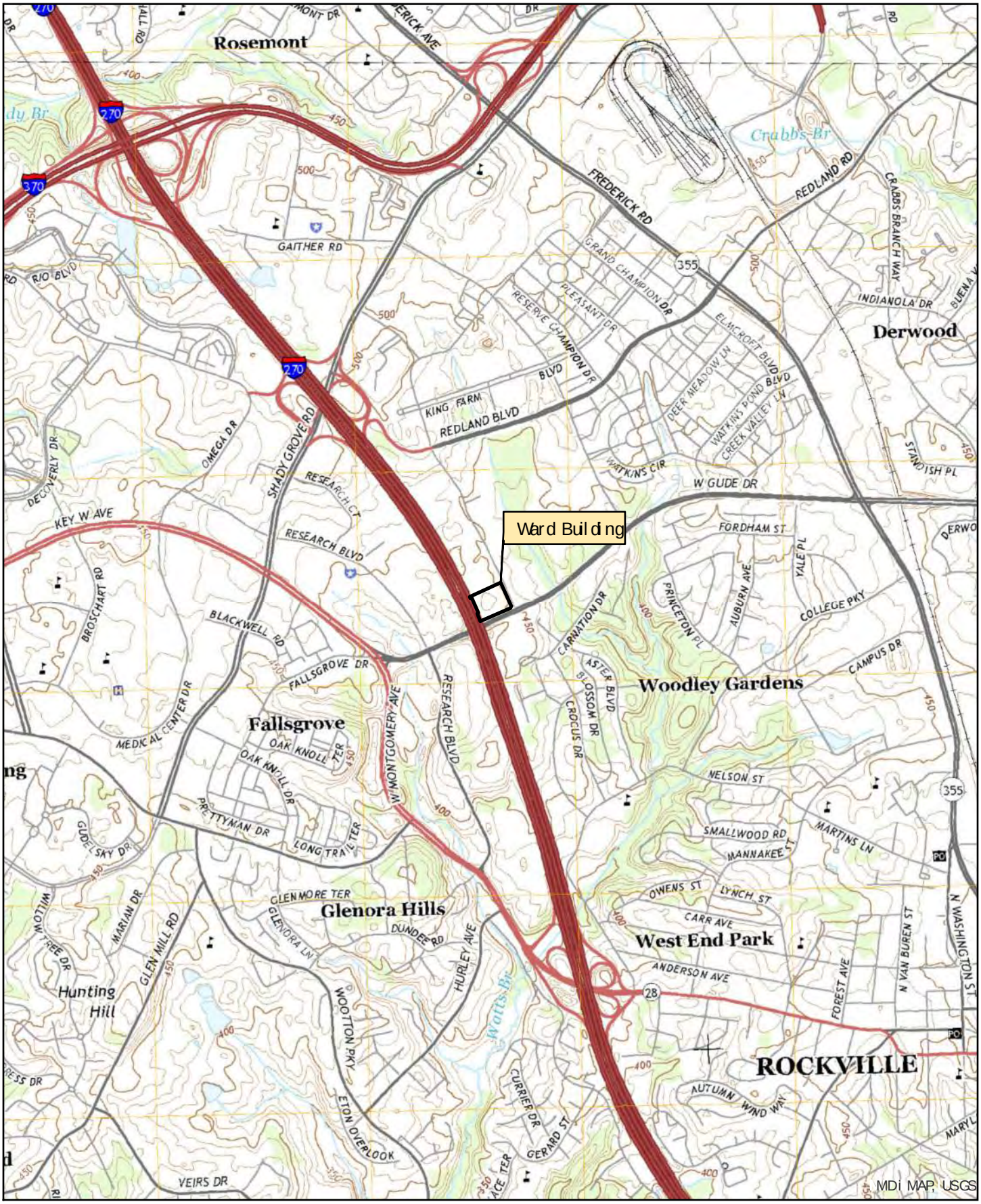
_____ _____

Reviewer, National Register Program **Date**

Ward Building

Location: 1300 Piccard Drive
City: Bethesda

MIHP#: M: 26-72-1
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6 Miles

Scale: 1:24,000

Ward Building

Location: 1300 Piccard Drive
City: Rockville

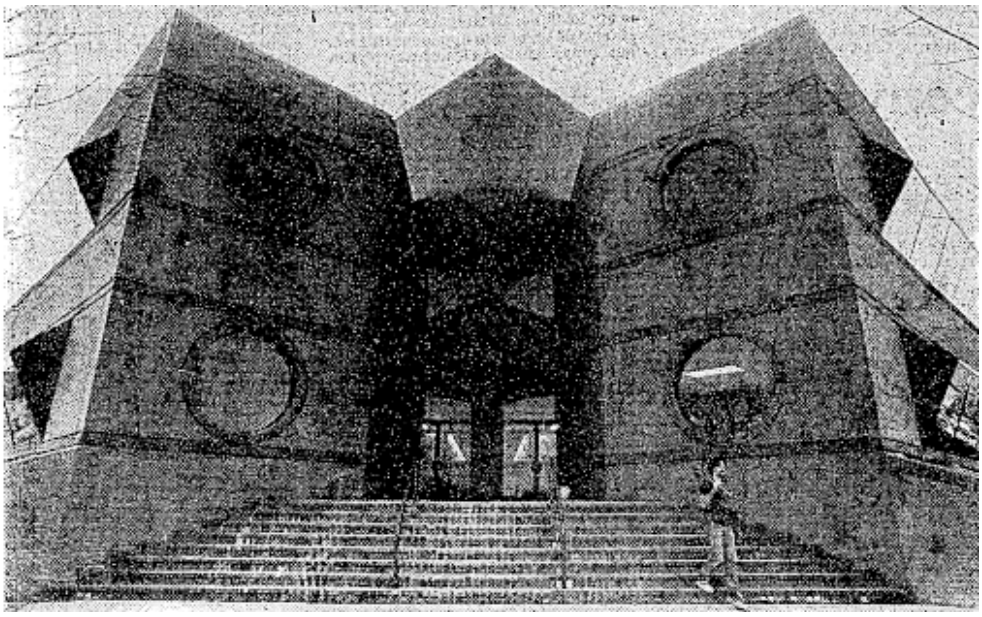
MIHP#: M: 26-72-1
Montgomery County

Parcel Boundaries

0 0.01 0.03 Miles

Scale: 1:1,200

N



Historic Image 1: Ward Building (1300 Piccard Drive) Entrance, 1978.
Photo by Craig Herndon, *The Washington Post*, November 16, 1978, pg. MD1.

THE
WASHINGTONIAN TOWER
Is
Your Condominium Apartment
It May Be
—On the 25th Floor.
—Overlooking a golf course, small lake, Maryland and Virginia mountains.
—Spacious and just redecorated
—Convenient to all I-270 corridor facilities.

PRICED FROM:

Efficiencies, $28,290	2 Bedrooms, $54,950
2 Bedrooms, $45,000	3 Bedrooms, $89,990

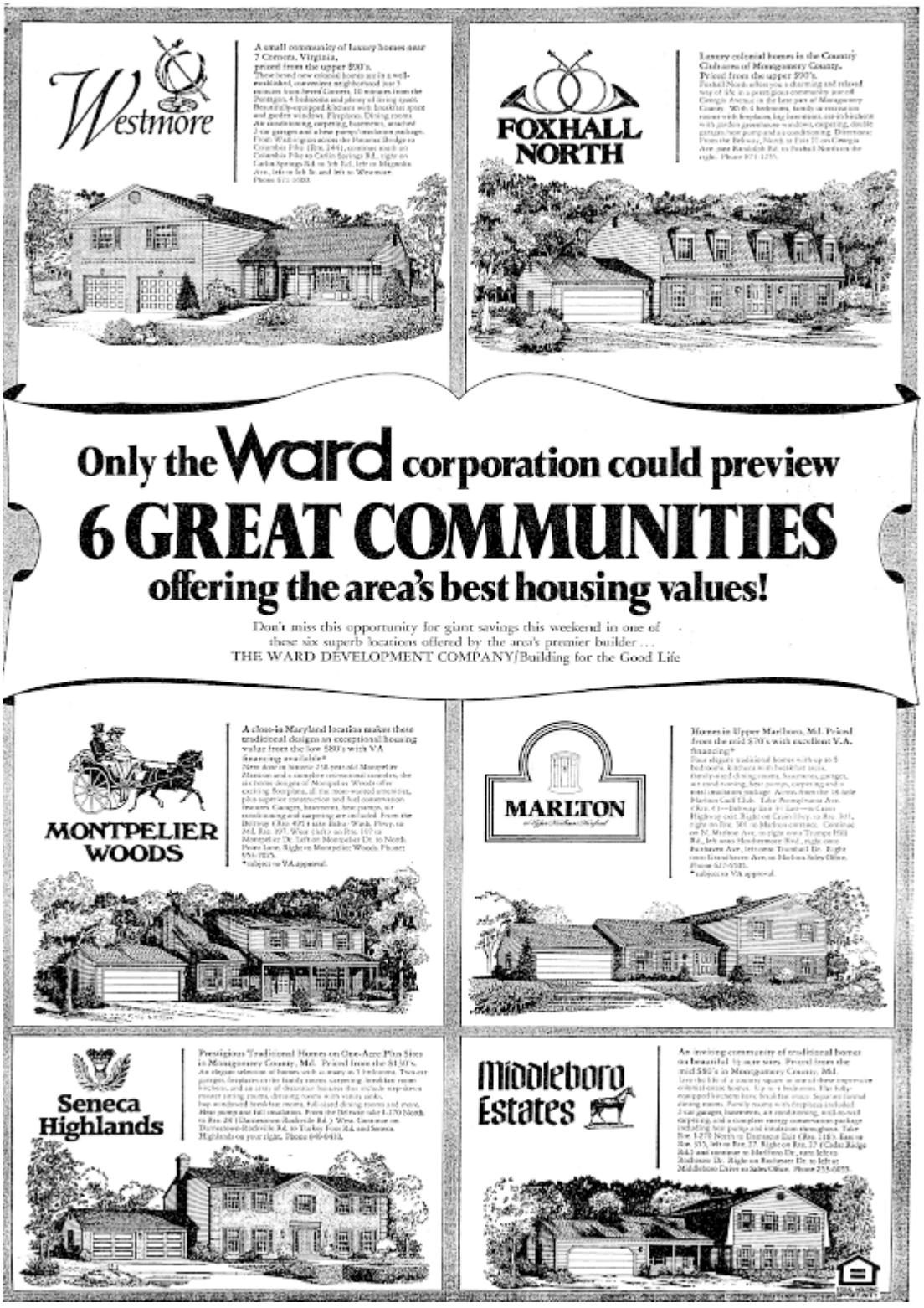
Over 50% Sold in 4 Months

Sales Office Open Every day 10 to 6
Phone 948-1464

DIRECTIONS I-270 to Shady Grove Rd. exit. Go west (left) on Shady Grove Rd. to a right on Fields Rd. Follow Fields Road to the Washingtonian Tower on right

Another Ward Corporation Enterprise
Sales by Brenneman Associates

Historic Image 2: Ward Corporation Advertisement-The Washingtonian Tower, 1978
The Washington Post, December 9, 1978, pg. C13.



Historic Image 3: Ward Corporation Advertisement, 1978
The Washington Post, June 10, 1978, pg. E13.

Photo 1 of 7: Northeast entrance, view from landscaped plaza, looking west.

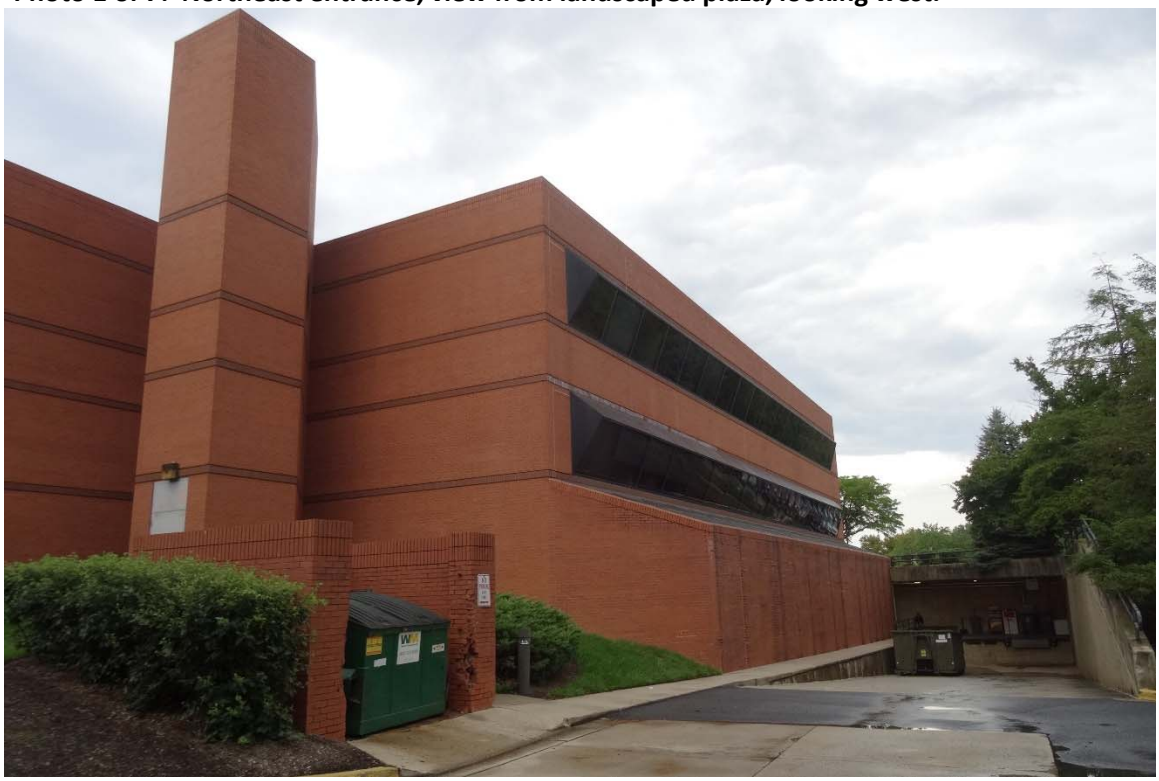


Photo 2 of 7: South elevation showing underground loading dock, looking northeast.

Photo 3 of 7: South elevation, looking northwest.

Photo 4 of 7: Southwest entrance, looking east from landscaped plaza.

Photo 5 of 7: North elevation, looking northeast from southwest entrance.

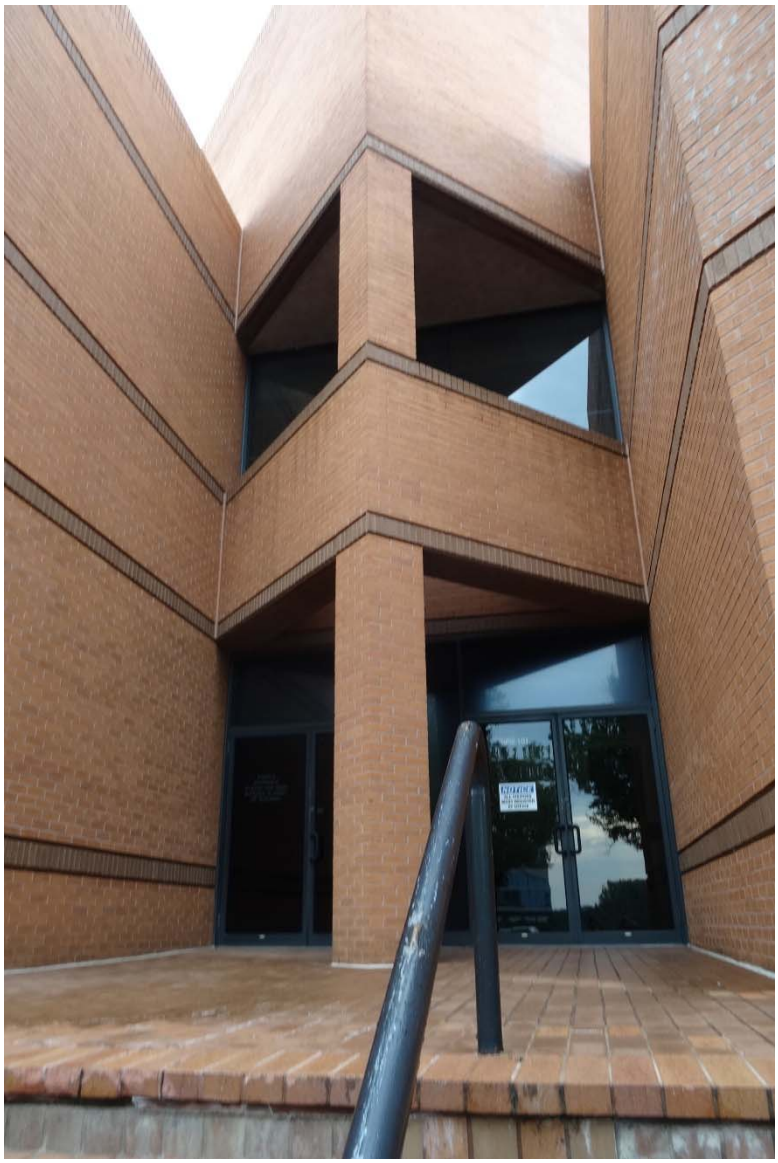


Photo 6 of 7: Detail of southwest entrance, looking east.

Photo 7 of 7: Detail of "Ward building" pylon-style sign. View from parking lot, looking north.

PHOTO LOG

Name of Property: Ward Building
Name of Photographer: Dovetail Cultural Resource Group
Date of Photographs: August 7, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
East entrance, view from landscaped plaza, looking west.
M; 26-72-1_2018-08-07_01.tif

Photo 2 of 7:
South elevation showing underground loading dock, looking northeast.
M; 26-72-1_2018-08-07_02.tif

Photo 3 of 7:
South elevation, looking northwest.
M; 26-72-1_2018-08-07_03.tif

Photo 4 of 7:
West entrance, looking east from landscaped plaza.
M; 26-72-1_2018-08-07_04.tif

Photo 5 of 7:
North elevation, looking northeast from west entrance.
M; 26-72-1_2018-08-07_05.tif

Photo 6 of 7:
Detail of west entrance, looking east.
M; 26-72-1_2018-08-07_06.tif

Photo 7 of 7:
Detail of "Ward building" pylon-style sign. View from parking lot, looking north.
M; 26-72-1_2018-08-07_07.tif

Digital image files only, located at the Maryland Historical Trust.

None

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Warehouse, 5000-5060 Beech Place

Address: 5000-5060 Beech Place

City: Temple Hills **Zip Code:** 20748 **County:** Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000 **Tax Map Number:** 0097

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

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).

Warehouse, 5000-5060 Beech Place, is a rectangular plan warehouse constructed in 1977 with no architectural style, according to state tax records. Facing west and oriented on a north-south axis, the building occupies the center of a 3.65-acre property surrounded by industrial and warehouse properties. Three concrete driveways from Beech Place access the property's asphalt parking lot. The property is separated from the road by grass- and tree-landscaped islands; trees border neighboring properties to the north and east. A small rear area at the north end of the property is enclosed by a chain-link fence.

The one- and two-story warehouse sits on a concrete slab foundation. The building is clad in red running-bond brick; five projecting entrance bays at the façade are clad in speckled tan brick. The east elevation is painted concrete block. The building, including the bays, has a flat roof with mechanical equipment.

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

Warehouse, 5000-5060 Beech Place

The main entrances are located at the west façade, most at the projecting bays. All main entrances consist of single doors that are either metal or metal and glass. Most doors are flanked by steel windows with metal spandrel panels below, including those with original two-light, awning units over single-light, fixed sashes. Other doors are accompanied by replacement vinyl side lights. All main entrances are sheltered by metal-panel hoods with recessed circular light fixtures. Plastic three-dimensional address numbers are mounted on most of the hoods. Many of these entrances face onto concrete landings and two have metal stairs. Most projecting bays have a single door at the façade, except for 5020-5022, which has two entrances. One entrance, formerly 5028, has been filled in with brick. Most of the bays' side elevations have windows, many with original steel sash windows; some have replacement single-light fixed-sash windows, and the 5038/5038-B south elevation has a single metal door. The north and south elevations of 5030 have been filled in with brick.

Secondary pedestrian entrances at the façade consist of single metal doors. Loading docks and metal roll-up garage doors provide vehicle access. At the south end of the façade, loading docks face onto concrete pads and there is a concrete ramp with metal railings accessing two of the garage doors. Two loading docks were replaced by pedestrian entrances with metal staircases.

The south elevation has single metal doors, one of which replaced a window, and several bricked-in windows. One of the entrances connects to the parking lot by a concrete ramp with metal railings. Access to the east elevation was limited during this survey, but several blocked-in doors and windows, including six-light, steel-sash awning windows, are located at the south end of the elevation. The north elevation has no fenestration.

Warehouse, 5000-5060 Beech Place is an undistinguished 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 resource has loading docks converted to pedestrian entrances, replacement doors and windows, and bricked-in doors and windows. Warehouse, 5000-5060 Beech Place 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 3.65 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map 0097, Parcel 0000 (2018).

Warehouse, 5000-5060 Beech Place

Warehouse, 5000-5060 Beech Place

West facade

South elevation

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Warehouses, 8901-8961 D'Arcy Road

Address: 8901, 8941-8961 D'Arcy Road

City: Upper Marlboro **Zip Code:** 20774 **County:** Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0318, 0338, 0111, 0352 **Tax Map Number:** 0082

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

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).

Warehouses, 8901-8957 D'Arcy Road, consists of three warehouse buildings with no architectural style. The buildings at 8901 and 8941-8943 D'Arcy Road were built in 1968, and 8951-8961 D'Arcy Road was built in 1974, according to state tax records. 8901 D'Arcy Road is oriented on a northeast-southwest axis; both 8941 and 8951 D'Arcy Road are oriented on an east-west axis. The three warehouse buildings are located on the three southeast parcels of the property and a fenced asphalt-paved storage area is located on the northwest parcel; the entire complex is 6.97 acres. A second fenced asphalt parking lot is located southwest of 8941-8943 D'Arcy Road. The resource is surrounded by industrial properties and single-family dwellings. Four driveways from D'Arcy Road access the complex, separated from the road by islands with grass and trees. Two wood business signs are located along the road. The property is bordered to the northwest, southwest, and partially to the southeast by trees and chain link fencing.

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

Warehouses, 8901-8961 D'Arcy Road

The warehouses at 8901 and 8941-43 D'Arcy Road are one-story tall and, due to the sloping terrain, the warehouse at 8951-8961 is one and a half stories tall. All three warehouses have a concrete foundation and flat roof. Partition walls project above the roofline on each building. Metal signs and plastic banners attached to the buildings identify tenant names and addresses.

8901 D'Arcy Road (1968)

This roughly rectangular-plan warehouse faces southeast toward a parking lot and is clad in red brick in a running bond at the façade and northeast elevation. The brick partially continues onto the southwest and northwest elevations in a quoin-like pattern, although these elevations are primarily painted concrete block. The building has two wings, possibly early additions, at the southwest elevation. One is a one-story office, clad in red brick at the façade and painted concrete block at the southwest elevation. The other is a tall one-story garage made of painted concrete block. The building façade is four bays wide, each bay consisting of a single metal-door pedestrian entrance, two metal-sash multi-light hopper windows, and a metal roll-up garage door. The symmetrical office wing façade consists of a single metal-and-glass door flanked by two metal-sash multi-light hopper windows. The garage wing façade has a single metal pedestrian door and a metal-and-glass roll-up garage door. The southwest elevation of the office has two metal-sash multi-light hopper windows and two sliding vinyl-sash windows. The northeast elevation of the main building and southwest elevation of the garage wing have no fenestration, and the northwest elevation was not accessible during this survey.

8941-8943 D'Arcy Road (1968)

This rectangular-plan warehouse faces north toward a parking lot. The building is clad in red brick in a running bond at the façade and east elevation that partially continues onto the south and west elevations in a quoin-like pattern, although these elevations are primarily painted concrete block. The façade is three bays wide. The center and west bays each consist of a single metal door, accessed by a concrete and brick staircase with metal railing, and two metal-sash multi-light hopper windows; the east bay has a single loading dock. The west elevation has a single loading dock. The south and east elevations have no fenestration.

8951-8961 D'Arcy Road (1974)

This is an irregular-plan warehouse that faces north toward a parking lot. The building is clad in red brick in a running bond at the façade and east elevation. The west elevation and most of the south elevation are painted concrete block over poured concrete; the east end of the south elevation has brick in a quoin-like pattern. Pedestrian entrances at the façade consist of single metal doors flanked by metal-caged through-wall air conditioning units. Garage bays with metal roll-up doors provide vehicular access; the garage doors at the façade's west end have concrete ramps, due to the sloping terrain. One garage door was replaced with a single metal pedestrian door surrounded by vertical wood siding. A single metal door, below the level of the garage bays, is present at the west end. Windows consist of metal-sash multi-light hopper windows; one window has been replaced with a sliding vinyl-sash window with metal grate and one has been boarded-up. The entrances and windows are sheltered by hipped-roof hoods clad in wood shingles, suggesting mansards. Most of the other elevations have single metal pedestrian doors, loading docks, and metal roll-up garage doors. There are also two bricked-in windows at the southwest elevation. The northwest and east elevations have no fenestration.

NR-ELIGIBILITY REVIEW FORM

Warehouses, 8901-8961 D'Arcy Road

Warehouses, 8901-8961 D'Arcy Road is an undistinguished example of a mid-twentieth-century warehouse complex 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 resource has been altered by the replacement or removal windows and doors. Regardless, the resource 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 6.97 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Map 0082, Parcels 0318, 0338, 0111, and 0352 (2018).

Warehouses, 8901-8961 D'Arcy Road

Warehouses, 8901-8961 D'Arcy Road

8901 D'Arcy Road, southeast facade

8941-8943 D'Arcy Road, north facade

Warehouses, 8901-8961 D'Arcy Road

8951-8961 D'Arcy Road, north facade

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:76A-33

Name of Property: Warren Ammann House
Location: 5801-5822 Auth Road, Suitland, MD (Prince George's County)

As verified by field survey in February 2019, the Warren Ammann House and associated buildings at 5801-5822 Auth Road in Suitland are no longer extant. Google aerial photography indicates some associated buildings were still present in April 2018; however, demolition of all buildings on the property was recently complete as of February 2019.

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew
Date: June 14, 2019

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ____
no ____

Property Name: Washington Coca-Cola Bottling Plant Silver Spring Inventory Number: M: 33-31

Address: 1710 Elton Road Historic district: ____ yes X no

City: Silver Spring Zip Code: 20903 County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: CCBCC Operations Tax Account ID Number: 05-00281444

Tax Map Parcel Number(s): N100 Tax Map Number: KP22

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen Date Prepared: 1/2/2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: X Eligibility recommended ____ Eligibility not recommended

Criteria: __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)*

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

Previously surveyed Coca-Cola properties in Maryland include the Candler Building/Coca-Cola Building (B-1002), Frederick Coca-Cola Bottling Plant (F-3-261), National Register of Historic Places (NRHP)-listed Coca-Cola Bottling Company of Baltimore Building (B-5270/13000847) and NRHP-listed Coca-Cola Company Baltimore Branch Factory (B-3685/01000407).

Location/Setting

The Washington Coca-Cola Bottling Plant (Silver Spring) is located at 1710 Elton Road in Silver Spring, Montgomery County, northeast of the Capital Beltway (I-495)/New Hampshire Avenue (MD 650) interchange. The property is in a densely developed area of the county, surrounded by apartment buildings, shopping centers and other commercial developments, single-family residences, office buildings, and industrial properties. The plant is bordered to the north by the Hillandale Forest residential community, to the south by Elton Road, to the west by the Hillandale Shopping Center, including a SunTrust bank, and to the east

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**

by the Executive Court office park. The building is sited on the western edge of the property. It is separated from Elton Road by a grass lawn and planting beds with a concrete pedestrian walkway connecting the building's entrance to the public sidewalk. On the east side of the front lawn, adjacent to the driveway, is a utility access area screened by low bushes. The building is surrounded on its north and east sides by asphalt parking lots, and a driveway is located to the east of the building, connecting the rear parking lot and loading docks to Elton Road.

Architectural Description

The New Formalist Washington Coca-Cola Bottling Plant (Silver Spring) was constructed in 1969 as a nearly rectangular shaped manufacturing plant. This tall one-story building has a two-story office section at the south-facing façade. The plant portion of the building extends to the north and consists of two large square masses similar in size and height.

The office section is clad on the first story with red brick set in a running bond pattern and on the second story with square white marble panels. The second story extends over most of the first story to create a covered walkway along the façade. This overhang is supported by seven pairs of thin square columns clad in white marble and joined by red-painted, diamond-patterned metal screens. The ends of the overhanging second story each have a single white square column clad in white marble. On the east end, the marble panels wrap around the side of the building but stop at the end of the office section of the building. The marble panels continue beneath the overhang and onto the covered walkway ceiling. Small light fixtures are inset into the walkway's ceiling. The building's employee entrance is located beneath the overhang, facing south along Elton RoadIt consists of a set of double-leaf glass doors, likely replacement, in black painted frames. The doors are surrounded by glass panes set in black-painted metal frames. The building number, 1710, is painted on the glass transom above the doors. Inside these doors is an open riser switchback staircase leading to the second floor. The staircase consists of a metal frame, painted white, with gray terrazzo treads and landing. A silver metal handrail is present on both sides of the staircase, supported by balusters made of thin white-painted metal, bent into a wave-like shape. Beyond the staircase, the lobby has otherwise been altered from its original design. The east side of the façade, below the marble-paneled overhang, is a window wall, consisting of large, fixed glass panes over solid black-painted panels. Both the glass and solid panels are set in a black-painted metal frame. A single-pane fixed window is located west of the entrance. Above the entrance, affixed to the marble-clad face of the second-story overhang, a back-lit plastic sign reads "Coca-Cola" in the company's trademark script. At the furthest east end of the façade, a turnstile provides secured pedestrian access to the shipping and receiving areas.

The façade is extended to the west by an adjacent two-story section with a slightly lower roofline. A continuation of the first story of the marble-clad section, it is clad in the same running-bond brick; this section has a flat roof and a corbeled brick parapet. At this part of the building, the covered walkway of the adjacent marble overhang continues across the façade in the form of a flat-roofed canopy supported by five pairs of thin white-painted square piers. The canopy includes small attached fixtures, unlike the recessed lights of the overhang. . Two single-pane fixed windows, identical to the one west of the main entrance, are located beneath the canopy. This section's second-story west elevation has seven windows, which were not viewable during this survey. Google aerial views, however, show five single and two double windows, each consisting of a larger upper pane, likely fixed, and a smaller lower pane.

The façade's west end is a blind one-story section clad in stacked-bond brick with a corbeled parapet. Set forward of the adjacent two-story section, it stands flush with the plane of the marble-clad overhang to the east. A visitor entrance, comprising a glass door with glass surround set in a black-painted metal frame, is located at the east elevation of this section, approached from the adjacent flat-roofed canopy. The door is flanked by single pane glass sidelights and is topped by a three-panel transom. The words "Coca-Cola Silver Spring" are painted on the transom above the door.

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 plant section is clad in red brick laid in a running bond pattern, topped with corrugated metal paneling and coping on its north, west, and east sides. It has limited fenestration, as the majority of the building's windows are located on its façade.

The plant features multiple garage entrances and secondary pedestrian entrances. Intact garage entrances include an overhead roll-up door with three sets of rounded-corner rectangular windows at its center. The number of windows varies between nine and fifteen, depending on the size of the door. There are four garage entrances on the east elevation, three of which have been filled in. There are nine garage entrances on the south elevation; one has been filled in, four have been converted to modern loading docks, one has a replacement garage door, and three remain intact.

Pedestrian entrances include a single-leaf solid metal door on the west elevation, two single-leaf metal doors with square windows and three single-leaf solid metal doors on the east elevation, two sets of double-leaf solid metal doors on the east elevation, and one single-leaf solid metal door on the second floor of the office block where it extends slightly from the building. This door also features a metal staircase, painted black, connecting it to the ground level.

A low parapet wall surrounds the building's flat roof. Numerous square skylights allow light into the building. The roof also houses mechanical heating, ventilation, air conditioning, and refrigeration equipment and related piping. Metal vents are present throughout the roof. A short brick chimney extends through the roof at the northeast corner.

A large advertising sign reading "Enjoy Coca-Cola" is present on the building's roof at the west elevation, facing west. The sign consists of metal letters, painted red, attached to a black-painted metal screen supported by a black-painted metal framework. Holes in the lettering indicate that the sign may once have included neon tubing, which is no longer extant.

A black-painted sliding metal security gate, decorated with a red and white Coca-Cola bottle emblem, is located across the driveway along Elton Road. The north and east sides of the property are bordered by a tall metal security fence.. On the south side of the property, facing Elton Road, the fence consists of diamond-patterned panels matching the screens between the columns at the façade and is set atop a brick wall. The parking lot at the south elevation features a concrete ramp sloping down toward the building to allow access to the loading docks. Four vertical cylindrical storage tanks with related piping are located on the east side, directly adjacent to the building. The two tanks to the north are identical in size, both taller than the building, and the two tanks to the south consist of a tank taller than the building and a tank shorter than the building.

Historic Context

In the 1960s, the James E. Crass Coca-Cola Bottling Plants, Inc. (Crass) owned and operated all three of the Coca-Cola plants in the Washington, D.C., area. These plants were located in Alexandria, Virginia; Capitol Heights, Maryland; and Silver Spring, Maryland (Goodman 1961, C11). Crass was one of the largest independent bottling companies in the country and owned seventeen bottling plants in four states and Washington, D.C. (Goodman 1962, A23).

The Washington Coca-Cola Bottling Company, a Crass company, announced plans in January of 1960 to build a new bottling plant to replace the Coca-Cola Bottling Works located in downtown Silver Spring (The Washington Post 1960, B13). The Coca-Cola Bottling Works was located in a small Art Deco Style building at 1110 East West Highway and had been in operation since 1942 (Seltzer, n.d.). This earlier plant followed the design guidelines developed by the Standardization Committee of Coca-Cola Bottlers and adopted in 1929 and 1932 (Martin, 2018).

Plans for the new Washington Coca-Cola Bottling Plant (Silver Spring) called for a fully air-conditioned, state-of-the-art 100,000 square foot facility to be constructed on Elton Road on the former Idlewild Dairy property. This property, off New Hampshire

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**

Avenue, was adjacent to the proposed route for the Washington Circumferential Highway (Capital Beltway), which would provide the company's trucks easy access to the rest of the Washington, D.C., Metropolitan Area (The Washington Post 1960, B13). The Washington Coca-Cola Bottling Company took ownership of the property in July 1961 (Montgomery County Land Records, 2869: 338).

The proposed Elton Road plant, designed by New York-based Luria Engineering Company, was designed to look "more like a campus library" than an industrial plant, with a symmetrical façade, grand entrance with pediment, and a large cupola with clock. The new building would be more than just an industrial plant and would feature office space and a community room for use by "civic and youth organizations." (The Washington Post 1960, B13). The planned plant was never constructed and the property on Elton Road remained undeveloped throughout the 1960s.

In 1961, Crass's Coca-Cola Bottling Company of Alexandria announced plans to replace its bottling plant in downtown Alexandria with a new facility (Goodman 1961, C11). The Alexandria plant, reported to be the largest bottling facility in the world in 1961, designed by Budina and Freeman, shares design elements with the unbuilt Silver Spring plant. These common features include air conditioning, a community room, and Colonial Revival-style architecture (Davis 1961, C11). The Alexandria Coca-Cola Bottling Plant is more restrained in its design than the unbuilt Silver Spring plant, lacking the elaborate details such as the cupola and grand entrance, instead featuring simple Colonial Revival details such as double-hung multi-light windows, brick cladding, and a gabled roof.

The final segment of the Capital Beltway opened in 1964 with a ribbon-cutting ceremony at the New Hampshire Avenue interchange, just southwest of the bottling plant site on Elton Road (Kozel 2007). The Washington Coca-Cola Bottling Company sold the Coca-Cola Bottling Works in Silver Spring on East West Highway a year later, but the Elton Road site remained vacant (Goodman 1965, D8).

It was not until 1969, nine years after the announcement of the new plant, that construction began on the new Washington Coca-Cola Bottling Company plant in Silver Spring on Elton Road. Construction of the 110,000 square foot plant was completed in November 1969, and it was immediately put into service, producing 1,500 bottles of Coca-Cola per minute (Kelley 1969, M2). To celebrate the plant's opening the company held a public open house, offering guided tours, music, door prizes (including a chance to win a color television), and free bottles of Coke to all attendees (Washington Coca-Cola Bottling 1969, E8). The Silver Spring plant's New Formalist architecture differed from the Colonial Revival architecture of Crass's Alexandria plant. There was no longer a common architectural language for Coca-Cola plants in the region. In addition, the 1950s and 1960s brought bottling innovations such as the invention of the aluminum can, the introduction of new bottle sizes, automated manufacturing lines, and the introduction of new products, which changed the way plants were designed and operated (Coca-Cola, 2018).

During the 1970s, the Coca-Cola Company restructured its bottling system throughout the nation. Crass and its bottling plants were for sale and Coca-Cola worried that it might lose control over its bottlers, so the company arranged financing and management to combine the privately-owned Crass with a corporate subsidiary, the Coca-Cola Bottling Company of Baltimore. The $200 million transaction in 1980 created the Mid-Atlantic Coca-Cola Bottling Company and relocated its administrative offices to the Silver Spring plant. Coca-Cola granted the new company distribution rights for most of Maryland, Washington, D.C., Virginia, and parts of Pennsylvania and Ohio. As part of the reorganization, the company closed the majority of its bottling plants, leaving only the facilities in Alexandria, Silver Spring, and Baltimore in operation (Potts 1983, WB1).

Further consolidation of the bottling companies in the 1980s created Coca-Cola Enterprises Northeast which owned both Mid-Atlantic Coca-Cola Bottling Company and the New England Coca-Cola Bottling Company. In 1988, the company moved its headquarters to Columbia, Howard County, Maryland and announced plans to close its Silver Spring bottling plant and relocate

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Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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operations to a new facility in Columbia. The group's president explained that the decision was a result of the urbanization of Silver Spring, noting that "Twenty years ago, Silver Spring was in the middle of the suburbs. Now, we have high-rises all around us. The business is not conducive to operating in a residential neighborhood" (Rosenthal 1988, 11D).

The consolidated facility in Howard County was never built, and the Silver Spring bottling plant remains in operation. By 2018, it was owned and operated by Coca-Cola Bottling Company Consolidated, the largest independent bottler in the United States, with thirteen plants throughout the country (Coca-Cola Bottling Company Consolidated 2018).

The Washington Coca-Cola Bottling Plant (Silver Spring) has only received minor alterations since its original construction. The Elton Road façade appears to show no sign of changes. Alterations have occurred on the secondary south and east elevations. These consist of the "bricking in" of several garage bays (dates unknown), replacement of garage bays with modern loading docks on the south elevation, and installation of piping connecting the circa 1990s vertical storage tanks into the building. On the rooftop, near the "Enjoy Coca-Cola" sign facing west, historic images show an advertising icon consisting of an oversized Coca-Cola bottle, which was removed at an unknown time.

Eligibility Determination

The Washington Coca-Cola Bottling Plant (Silver Spring) was evaluated in accordance with the Suburbanization Historic Context Addendum and NRHP Criteria A, B, and C. It is an example of the manufacturing plant building type. The property was not evaluated for eligibility under Criterion D.

Under Criterion A, manufacturing plants should have significant associations with historical trends, such as transportation improvements or government expansion. As a later example of the suburban manufacturing plant building type and one of many plants constructed adjacent to the Capital Beltway, the Washington Coca-Cola Bottling Plant (Silver Spring) 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 Washington Coca-Cola Bottling Plant (Silver Spring) is not eligible under Criterion B.

To derive significance under Criterion C, an individual manufacturing plant must be the work of a master or possess high artistic value. The Washington Coca-Cola Bottling Plant (Silver Spring) possesses high artistic value as an example of New Formalism, particularly as expressed within the context of manufacturing facilities. The plant's design is distinctive when compared to other Coca-Cola bottling plants in the region, such as the restrained Colonial Revival-style Alexandria Coca-Cola Bottling Plant or the earlier Art Deco-style bottling plants in Baltimore and Frederick.. Thus, the Washington Coca-Cola Bottling Plant (Silver Spring) is eligible under Criterion C.

The Washington Coca-Cola Bottling Plant (Silver Spring) is eligible for the National Register of Historic Places. The period of significance is 1969, the year of completion. The plant retains high integrity, with character-defining elements, such as its rectangular massing, smooth stone paneling, column-like supports, lobby staircase, and diamond-pattern metal fence with brick base, all present and in good condition. As a manufacturing plant, alterations to the building such as the replacement of garage doors with loading docks are expected and do not diminish the overall integrity of the building. The eligible boundary of this resource is the parcel boundary, which has remained the same since originally platted.

The property encompasses 4.61 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map KP22, Parcel N100 (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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Eligibility recommended _____ **Eligibility not recommended** _____

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MHT Comments:

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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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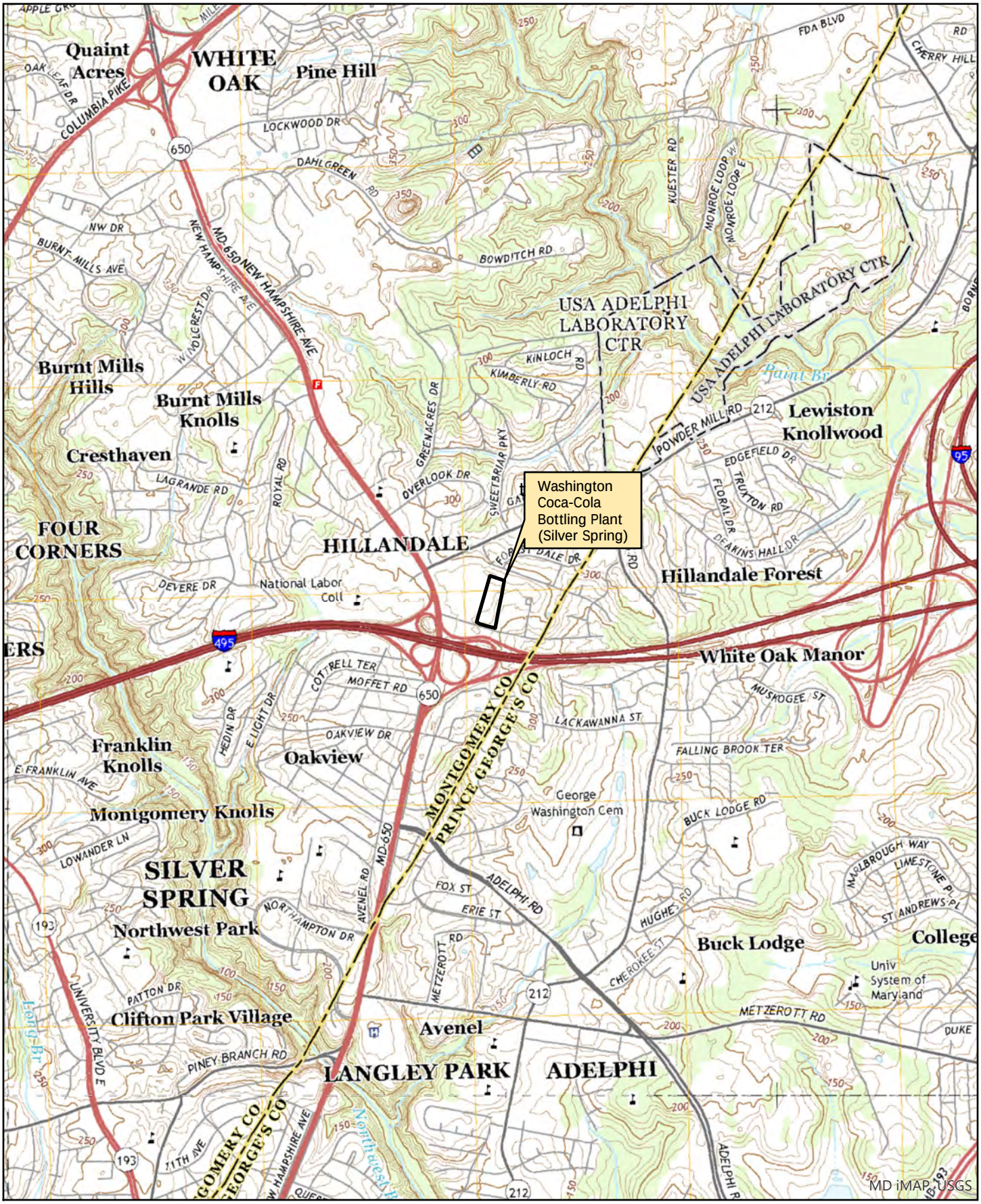
Washington Coca-Cola Bottling Plant (Silver Spring)

Location: 1710 Elton Road
City: Silver Spring

MIHP#: M: 33-31
Montgomery County



USGS 7.5' Quadrangle - Beltsville

0 0.3 0.6 Miles

Scale: 1:24,000

N

Washington Coca-Cola Bottling Plant (Silver Spring)

Location: 1710 Elton Road
City: Silver Spring

MIHP#: M: 33-31
Montgomery County

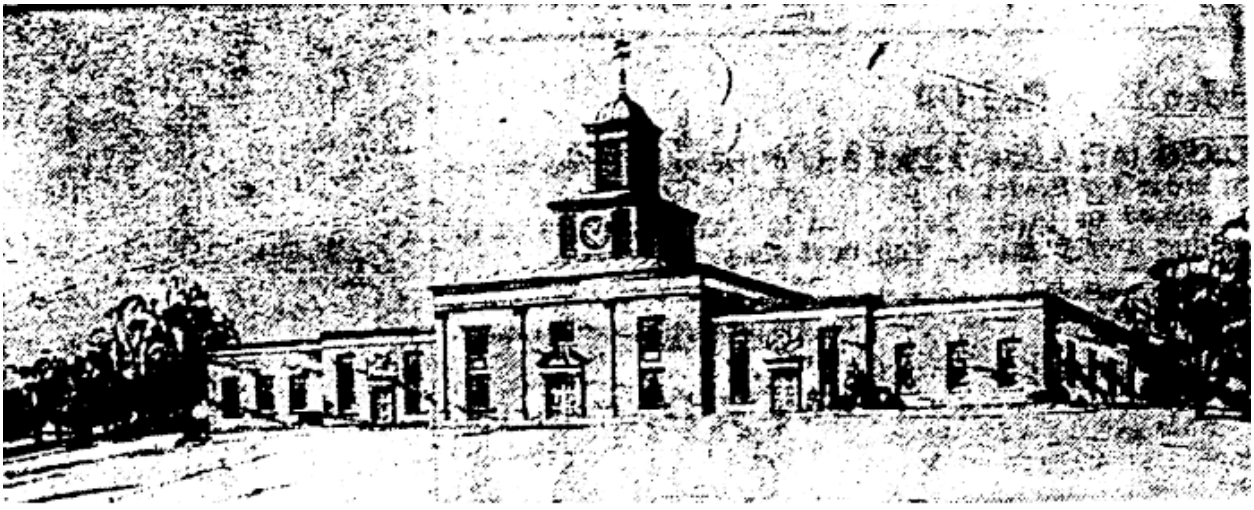
Parcel Boundaries

0

Scale: 1:1,200

N

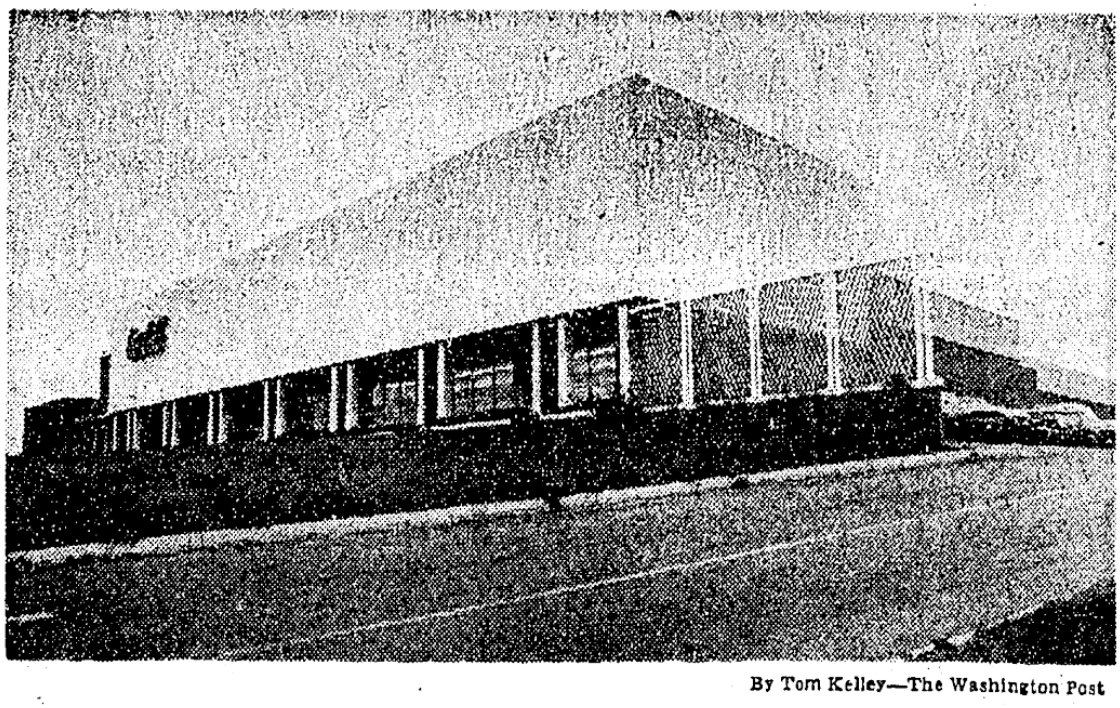
M: 33-31
Washington Coca-Cola Bottling Plant (Silver Spring)
1710 Elton Road
Silver Spring, Montgomery County, Maryland



Projected Coca-Cola Plant

Historic Image 1: Washington Coca-Cola Bottling Plant (Silver Spring), Unbuilt Original Design, 1960.
Image from *The Washington Post*, January 17, 1960, Page B13.

Historic Image 2: Alexandria, Virginia Coca-Cola Bottling Plant, 1961.
Photo by Ellsworth Davis, *The Washington Post*, November 26, 1961, Page C11.



Historic Image 3: Washington Coca-Cola Bottling Plant (Silver Spring), 1969.
Photo by Tom Kelley, *The Washington Post*, November 9, 1969, Page M2.

Historic Image 4: Rooftop "Enjoy Coca-Cola" sign and Coca-Cola bottle, unknown date.
Photo from Hillandale Citizens Association, *A Twenty Minute Look at Hillandale*, slide 13.

Historic Image 5: Washington Coca-Cola Bottling Plant (Silver Spring) Open House, 1969. Image from *The Washington Post*, November 9, 1969, Page E8.

Photo 1 of 14: Façade, view from Elton Road looking northwest.

Photo 2 of 14: Façade, view from Elton Road looking northeast.

Photo 3 of 14: Employee entrance at façade, view from Elton Road looking north.

Photo 4 of 14: Detail of employee entrance, view looking north.

Photo 5 of 14: Interior view of staircase at employee entrance, looking southwest.

Photo 6 of 14: Visitor entrance and covered walkway, view from employee entrance, looking west.

Photo 7 of 14: East end of façade beneath marble-clad overhang, looking northeast.

Photo 8 of 14: South section of east elevation, view from parking area looking southwest.

Photo 9 of 14: Center section of east elevation, view from shipping and receiving area, looking southwest.

Photo 10 of 14: East elevation garage door, view from shipping and receiving area, looking west.

Photo 11 of 14: North elevation loading docks, view from shipping and receiving area, looking south.

Photo 12 of 14: West elevation, view from adjacent parking lot looking northeast.

Photo 13 of 14: Rooftop advertising sign, west elevation, looking northeast.

Photo 14 of 14: Security gate with Coca-Cola bottle emblem, view from Elton Road looking north.

PHOTO LOG

Name of Property: Washington Coca-Cola Bottling Plant (Silver Spring)
Name of Photographer: Melissa Butler, Dovetail Cultural Resource Group and Jacob Bensen, RK&K
Date of Photographs: September 10th and December 28th 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 14:
Façade, view from Elton Road looking northwest.
M; 33-31_2018-09-10_01.tif

Photo 2 of 14:
Façade, view from Elton Road looking northeast.
M; 33-31_2018-09-10_02.tif

Photo 3 of 14:
Employee entrance at façade, view from Elton Road looking north.
M; 33-31_2018-09-10_03.tif

Photo 4 of 14:
Detail of employee entrance, view looking north.
M; 33-31_2018-12-28_04.tif

Photo 5 of 14:
Interior view of staircase at employee entrance, looking southwest.
M; 33-31_2018-12-28_05.tif

Photo 6 of 14:
Visitor entrance and covered walkway, view from employee entrance, looking west.
M; 33-31_2018-12-28_06.tif

Photo 7 of 14:
East end of façade beneath marble-clad overhang, looking northeast.
M; 33-31_2018-12-28_07.tif

Photo 8 of 14:
South section of east elevation, view from parking area looking southwest.
M; 33-31_2018-12-28_08.tif

Photo 9 of 14:
Center section of east elevation, view from shipping and receiving area, looking southwest.
M; 33-31_2018-12-28_09.tif

Photo 10 of 14:
East elevation garage door, view from shipping and receiving area, looking west.
M; 33-31_2018-12-28_10.tif

Photo 11 of 14:
North elevation loading docks, view from shipping and receiving area, looking south.
M; 33-31_2018-12-28_11.tif

Photo 12 of 14:
West elevation, view from adjacent parking lot looking northeast.
M; 33-31_2018-09-10_12.tif

Photo 13 of 14:
Rooftop advertising sign, west elevation, looking northeast.
M; 33-31_2018-09-10_13.tif

Photo 14 of 14:
Security gate with Coca-Cola bottle emblem, view from Elton Road looking north.
M; 33-31_2018-09-10_14.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: Washington DC Temple Inventory Number: M: 31-71

Address: 9900 Stoneybrook Drive Historic district: ___ yes X no

City: Kensington Zip Code: 20895 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Corporation of the Presiding Bishop of the Church of Jesus Tax Account ID Number: 13-03377561

Tax Map Parcel Number(s): Multiple Tax Map Number: HP52

Project: I-495/270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler Matt Manning Date Prepared: 12/6/2018

Documentation is presented in:

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X C ___ D Considerations: X 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:

The Washington D.C. Church of Jesus Christ of Latter-Day Saints (the Church or The Church of Jesus Christ) Temple (Washington D.C. Temple) is located at 9900 Stoneybrook Drive, on the north side of Interstate 495 (I-495) and Beach Drive in Kensington, Montgomery County. The temple is located north of Rock Creek Park in what is primarily a residential area, surrounded by a dense collection of trees around the property's perimeter. This resource includes two parcels totaling roughly 31.7 acres. The larger parcel contains 27.9 acres with the temple building, annex and the bridge that connects them, and an elaborately designed plaza that includes walkways, street lamps, formal gardens, and a fountain flanked by tree-lined parking lots--all of which is accessed by a wide curvilinear driveway leading southwest from Stoneybrook Drive where a gate and gatehouse are located. A utility building situated northwest of the temple is visible in aerial imagery, but was not accessed during the current survey. Also associated with this resource is a 3.82-acre parcel adjoining the northeast corner of the temple lot that contains a visitors' center and additional parking. A metal fence lines both parcels along Stoneybrook Drive. The primary elevation of the Washington D.C. Temple faces north toward the parking lot and formal ornamental garden. The temple and parking lot are oriented on a north-south axis with the gardens, walkways, and parking space arranged within a curvilinear circulation pattern. The irregular footprint of the

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Eligibility recommended ___ **Eligibility not recommended** ___

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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visitor center is situated within a circular walkway sidewalk with an oval-shaped parking lot filling the northeast corner of this smaller parcel. Both parcels are owned by the Corporation of the Presiding Bishop of the Church of Jesus Christ Latter Day Saints. Access to the temple parcel was not permitted during survey as the facility is undergoing a significant renovation.

Description:

The Washington D.C. Temple is a multi-story, multi-bay, religious building designed in 1967, and constructed between 1971 and 1974 in the Church of Jesus Christ Latter Day Saints tradition of temple architecture with elements of the New Formalist style (Wilcox 1995). Architectural characteristics of New Formalism are reflected in the monumental design of the temple. Character-defining features of the style exhibited in the temple include its smooth marble cladding, while the graduated towers, repeated pattern of stylized crenellation, and minimal fenestration illustrate historical connections to earlier temple designs and the Gothic Revival style once commonplace in religious architecture (Manning et al. D- 8).

The primary massing is hexagonal in shape marked by six diamond-shaped towers at each corner topped with golden spires. Walls between the smooth surfaces of each tower are marked by continuous vertical expanses of thick projecting stone slabs separated by flat stone panels that add texture and dramatic fluting to this large marble edifice. The vertical projections extend above the parapet wall of the roof, creating a stylized pattern of crenellation. The graduated towers are composed of alternating rectilinear shafts clad in smooth flat panels and shorter squared massings clad in a textured pattern similar to that of the building's exterior walls. Taken together, these features create a dramatic profile with an overarching emphasis on the temple's verticality.

The temple was built with a continuous poured-concrete foundation supporting a reinforced-concrete structural system that is predominantly clad in white Alabama marble (Wilcox 1995). The spires of each tower are coated with a gold porcelain cladding (Wilcox 1995). The six towers represent the different missionary orders within the Church of Jesus Christ Latter Day Saints, the heights corresponding to the significance of each order. Three shorter towers symbolize the Aaronic Priesthood, while two taller towers represents the Melchizedek Priesthood. The tallest of all six towers stands at 288 feet with its spire topped by a statue of Moroni, an angel in the Church's theology. Typical in the Church's temple architecture, this sculpture of Moroni was sculpted by Avard Fairbanks (The Church of Jesus Christ of Latter-Day Saints 2018a; DC Temple 2018; Hard-to-Find Mormon Videos 2015).

The primary entry to the temple, centrally located at the second story of the north elevation is accessed via a glass-enclosed bridge approximately 90 feet long that connects to a hexagonal-shaped annex situated immediately north of the main building (Hard-to-Find Mormon Videos 2015; Wilcox 1995). Literature published by the Church indicates that a set of double-leaf, bronze doors with eight celestial medallions provide entry to the temple under the glass bridge. Additional sets of bronze double-leaf doors are located on the northeast and southeast elevations. The first story has a secondary entrance on the north elevation, directly under the bridge. Fenestration includes narrow vertical expanses of stained-glass windows with a fluted vertical design at the corners of the towers. Additional windows are covered by a translucent marble panel that is 5/8ths of an inch thick, making them nearly invisible from the exterior(Wilcox 1995).

The annex building is built into a hillside with one story visible from the parking lot and a lower level accessible from the south elevation. Echoing the monumentality and New Formalist design of the temple, this building also rests on a continuous concrete foundation and has a concrete structural system clad in marble panels (The Church of Jesus Christ of Latter-Day Saints 2018a; The Church of Jesus Christ of Latter-Day Saints 2018b; Google 2018, Wilcox 1995). The north elevation of the annex features a hexagonally-shaped, marble-clad, flat-roofed canopy supported at the north end by a series of thick marble-clad columns that repeat the crenellating pattern of the main massing. Entry to the annex is obtained through a set of double-leaf, metal-framed, glass doors. Additional fenestration in the annex includes similarly designed vertical expanses of metal-framed, stained-glass windows at the corners of the building.

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Situated immediately north of the annex is the temple plaza featuring a fountain and a series of rectangular garden beds flanked by concrete sidewalks. The beds and sidewalks narrow as they extend north, flanked by rows of trees, shrubs, and ornamental plantings along with a series of parking lots—all designed within an encircling exterior roadway. A one-story, one-bay gate house is located northeast of the temple building at the main entrance at Stoneybrook Drive, within an oval-shaped median between the entry gates on the west side of Stoneybrook Drive. This hexagonal building further echoes the New Formalist style of the temple and is largely clad in smooth marble panels with a thick, overhanging marble-clad cornice and flat roof. Single-leaf half-glazed metal doors are centrally located on the north and south elevations while metal-framed fixed windows wrap around the east side of building to provide a relatively unobstructed view of Stoneybrook Drive.

The visitors' center was constructed sometime between the completion of the temple and 1979, when it is visible in aerial photographs (Montgomery County Map 2018). It is located northeast of the temple and is accessed from the visitors' parking lot to the north or from the temple plaza and gardens by a set of concrete stairs. As temple buildings are not open to the public, visitor centers often accompany temple buildings as a component of their missionary outreach. Although it post-dates the temple, a visitors' center was presented in concept drawings from 1969, albeit in a different form (Wilcox 1995). Like the annex, this two-story building is built into a hillside but is primarily accessed from the upper story that is level with the adjacent parking lot. The multi-bay building rests on a continuous concrete foundation and is clad in exposed-aggregate concrete panels with projecting walls featuring rectilinear vertical expanses of the same, echoing the vertical crenellating pattern of the temple. The building is topped by a flat roof surrounded by a parapet wall that is lined by a metal coping. The primary entry for the visitors' center is located on the southwest elevation, facing the temple building, and is filled by a double-leaf, metal-framed glass doors flanked by a series of full-length, fixed, metal-framed windows. Historic aerials indicate that the building was expanded sometime between 1993 and 2004 by a rectilinear addition extending southeast (Montgomery County Map 2018). The visitors' center currently holds a small museum and auditorium as well as gathering and meeting spaces. A small, oval, reflecting pond immediately south of the visitors' center can be seen in 2018 satellite imagery, but was not visible at the time of survey due to construction barricades (Google 2018). The center is landscaped with shrubs and ornamental plantings and is surrounded by a circular concrete sidewalk with a parking lot that extends from its northeast side to the western edge of the ornamental perimeter fence. This white-painted metal fence extends northwest along Stoneybrook Drive and features a motif of overlapping triangular pickets that imitate the church spires supported by regularly placed, square, marble-clad posts.

A utility building is located west of the Temple and accessed by a concrete drive at the west side of the circular parking plaza. The building was not accessible during survey, but aerial images show a one-story building with a flat roof, multiple garage bays on the northwest elevation, and an enclosure hosing mechanical equipment for the Temple.

Historic Context:
Kensington and Bethesda grew increasingly suburban throughout the early-twentieth century, attracting more affluent citizens at the time since they were further away from the city center of Washington, D.C. and provided an open-landscape concept of living (KCI 1999, B-40–B-41). Due to a variety of factors including the area's proximity to Washington, D.C., well-developed road network, and location near the institutions of the National Institutes of Health (completed in 1938) and the National Naval Medical Center (completed in 1942 and now known as the Walter Reed National Military Medical Center), development of all types occurred into the mid-twentieth century as the increased number of jobs drew people to these suburban communities (Cosmopolitan Retirement Living 2018).

During the Modern (1930-1960) and Suburban Diversification Periods (1961-1980), the number of worship centers increased in

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Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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great numbers across Maryland's suburban landscape. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. [Construction] 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 design and location of the Washington D.C. Temple exemplifies the balance between automobiles, modernity, and religion. The D.C. Temple design was associated with the great monuments of Washington, D.C., with its use of monumental scale and white marble. Its location immediately north of the I-495 Capital Beltway was strategic missionary placement, visible to the millions of people who travel the road (Wilcox 1995). The building is oriented on the site so that the east elevation, including the primary spire featuring the angel Moroni, aligns with the westbound approach of I-495, placing the Temple in the direct line of sight of travelers along the Beltway. Though highly visible, the temple is not publicly accessible. Characterized by elements of New Formalism—a style used from the 1950s-1970s to convey significance for ceremonial buildings—the temple's design illustrates a balance between modernity and traditional precedents (McAlester 2013, 662).

As a result of the mid-twentieth-century population boom in Washington, D.C.'s suburbs and an increased number of members of the Church of Jesus Christ on the East Coast, the need arose for a temple to house important religious functions beyond regular worship services. It was designed by Keith Wilson Wilcox, along with Harold K. Beecher, Henry P. Fetzer, and Fred L. Markham, architects and members of the church who were appointed for the task of designing the Washington D.C. Temple. The architects drew inspiration from previous temple design in their plans, including elements from the Salt Lake Temple, notably the six- tower design (Wilcox 1995). The Salt Lake Temple was one of the most well-known symbols of the Church; referencing that iconic building's form was a way to brand the Washington DC Temple and the Church in an area with a relatively small number of members. The D.C. Temple towers' smooth marble surface is a simplification of the heavily ornamented six-tower design of the Salt Lake Temple. The architects' also repeated other elements typical of the Church of the Latter Day Saints temple architecture where towers are used to emphasize verticality, the number of towers is symbolic (though many temples have just one), and a hierarchy of spaces is used to filter access to sacred areas. The D.C. Temple opened to the public in 1974 for a month-long open house, during which time members of the public were permitted to tour the building, as is customary for the opening of Church of Jesus Christ Latter Day Saints Temples (Standard- Speaker 1974, 7). After the opening celebration, the church was dedicated and access limited to members of the Church of Jesus Christ. Today the Washington D.C. Temple continues to function as a regional religious center. It was recently closed in the spring of 2018 for renovation work and is expected to be completed in 2020.

The Church of Jesus Christ completed its first temple in 1836, six years after the Church's founding. The temple, located in Kirtland, Ohio, was built following a revelation received by the church's founder and first prophet, Joseph Smith, Jr. Believed to be a continuation of temple-building in the Old Testament, the Church continued to build temples as its membership moved to Missouri, Illinois, and Utah. The earliest two temples, in Kirtland (extant, but owned by The Community of Christ) and Nauvoo, Illinois (burned in 1848), were both rectangular buildings with a single tower on their primary facades. The former building displays elements of Federal, Greek Revival, and Gothic Revival, while the latter was primarily Greek Revival. The interiors of both buildings were dominated by assembly spaces on their first and second stories. After the being forced out of Nauvoo and migrating west to Utah, members began construction of the Salt Lake (1893), St. George Utah (1877), Logan Utah (1884), and Manti Utah (1888) temples (The Church of Jesus Christ of Latter-Day Saints. N.d.). Constructed with the same rectangular, multi-story massing as the earlier temples, these buildings were designed primarily in the Gothic Revival style (Logan, St. George) or a combination of styles, such as the Manti Temple, which eclectically combines Gothic Revival with elements of French Renaissance Revival and French Second Empire styles. Of the Church's nineteenth century Utah temples, the Salt Lake Temple was started first but finished last, combining elements of Gothic Revival and Romanesque. As the headquarters of the Church, the building's distinctive six-tower design fittingly set it apart from other nineteenth century temples. During the twentieth century additional temples were built throughout the United States and internationally as the Church grew outside of Utah. These buildings display a variety of styles and forms, though the single-spire form was the most prevalent. For the majority of the twentieth century the

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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Church constructed a few large, regional temples that functioned as centerpieces of their religious community. This policy changed in 1997, when the Church began planning for more, smaller temples. When the policy change announcement was made in 1998 there were a total of 51 functioning temples in the world; by the end of 2000 that number increased to 102 (Lloyd 2017).

As the Church of Jesus Christ's theology evolved and solidified during the decades after its founding, so did the function of the temple. While the Kirtland and Nauvoo temples housed meetings and general assemblies, in Utah temples became reserved for special ceremonies for practicing members. Rather than being sites of regular weekly worship, they serve as a sacred hub for three primary activities: marriage, or "sealing" ceremonies, endowment (instruction on living and "man's course through eternity"), and proxy baptisms on behalf of the dead (Standard-Speaker 1974, 7). Therefore, the layout of the interior space serves the needs of church members by consisting of sealing rooms, a gathering hall, ordination rooms, "celestial" room designed to invoke heaven according to the Church's theology, office spaces, locker rooms, and other functional spaces (Wilcox 1995). The interior alterations to the temple between 1974 and 2018 were minimal, and renovations underway from 2018-2020 will be the largest alteration to the temple interior since construction (DC Temple 2018).

Evaluation:
The following evaluation is written in reference to the Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980) (Manning et al. 2018). As noted in the Suburbanization Historic Context Addendum, "Major religious groups had doubled in the Washington, DC, area between 1945 and the early 1960s, with significant growth in the suburbs, where congregants typically arrived at their worship facilities by automobile" (Manning et al. 2018:F-23).Worship facilities were often designed to be landmarks on the suburban landscape (Manning et al. 2018, F-24).

The D.C. Temple was the first of its kind for the Church of Jesus Christ on the East Coast and its construction reflected the significant spread of the religion from western states to a growing population in the east. The site selection of the Washington D.C. Temple reflects the significant demographic changes occurring in around Washington, D.C.as population growth and amenities shifted to the suburbs, . The Church selected this particular site along I-495 in the Washington, D.C. suburban area for its first East Coast temple as opposed to a location in a central city, indicating the growing importance and influence of the suburbs. The specific site, selected for its prominent location along I-495 and accessibility from the interstate highway system, reflects the important role the highway played, providing convenience to the Church's growing number of congregants, accessibility to members traveling from outside the region, and visibility to everyone traveling around the city. Therefore, the Washington D.C. Temple is significant under Criterion A as an example of an outside organization locating an important regional center in a suburban area, demonstrating the changing relationship between the city and its suburbs.

No important associations with persons of local, state, or national significance have been identified with this resource, and therefore, the resource is not eligible under Criterion B.

The temple has few comparisons in the Washington, D.C. area; its striking design, scale, and visibility from I-495 make it a local landmark. Architecturally, the Washington D.C. Temple is recognized by the Church as a unique example of temple design, reflecting its period of construction and traditional architectural precedent (Wilcox1995). As the first on the East Coast and the third largest temple in the world, this resource is also an exceptional example of Latter-Day Saints architecture from the period. For these reasons, this resource is also eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

National Register Bulletin 15 provides additional guidance for religious properties, specifically in Criteria Consideration A noting that, "a religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical

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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importance" (Shrimpton et al. 1997). As this resource is significant under Criterion A for its association with suburban demographic changes and Criterion C for its unique and influential design, it meets Criteria Consideration A.

Integrity

The Washington DC Temple retains integrity to convey its significance. The property remains in its original location and retains integrity of location.

Its integrity of setting is also intact. The temple was constructed in a residential area, in proximity to the I-495 Capital Beltway. These characteristics of its external setting have not noticeably been altered since the end of the period of significance. Within the property, the temple grounds were originally characterized by a sense of seclusion provided by the trees which surround the temple, visitors center, and parking areas.

The temple's design remains intact, despite some changes to the property. The biggest change to buildings on the property was the late-twentieth or early twenty-first century addition to the visitors' center's southeast elevation. Although the addition altered the building's massing, it was added to a less-prominent façade. Despite this alteration, the visitors' center still has its original exterior cladding with vertical crenellating pattern and orientation toward the temple through its full-length windows, entrance, and concrete patio on the southeast elevation. The temple has also undergone repairs and renovations, such as repairs to the Angel Moroni statue within the last decade. The building's character-defining features, such as its hexagonal massing, marble exterior, spires and Angel Moroni, vertical orientation, crenellation, and minimal fenestration are intact. Other original site features such as the guardhouse, white pointed-arch fence, and utility building are original to the site, have integrity of design, and contribute to the property. The site has its original spatial organization, organized through interconnected curvilinear driveways and walkways, parking, and the axial main walkways bisecting the temple plaza. Although the specific configuration and types of decorative plantings on the property have changed throughout the site's history, the presence of decorative planting bed is also important to the temple's design and character-defining to the property.

The Washington DC Temple has integrity of materials. Other than the visitors' center addition, there have not been any major renovations to the buildings, which retain original or in-kind replacement materials such as the temple's marble exterior, gold porcelain-clad spires, and bronze doors.

The temple has integrity of workmanship since a large portion of the buildings have original materials or alterations made during the period of significance.

The temple has integrity of feeling and association. It is able to convey the aesthetic of a temple built by the Church of Jesus Christ of Latter-day Saints and retains features that convey its historic character.

Period of Significance

A period of significance for this resource begins in 1971 and ends with the construction of the visitors' center, believed to have been completed by 1979. The historic boundary for this resource includes approximately 31.7 acres confined to the current property tax parcels, which is found on Montgomery County Map HP52, Parcel N507.

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Eligibility recommended _____ **Eligibility not recommended** _____

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MHT Comments:

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Reviewer, Office of Preservation Services **Date**

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Reviewer, National Register Program **Date**

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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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Reviewer, National Register Program **Date**

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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**

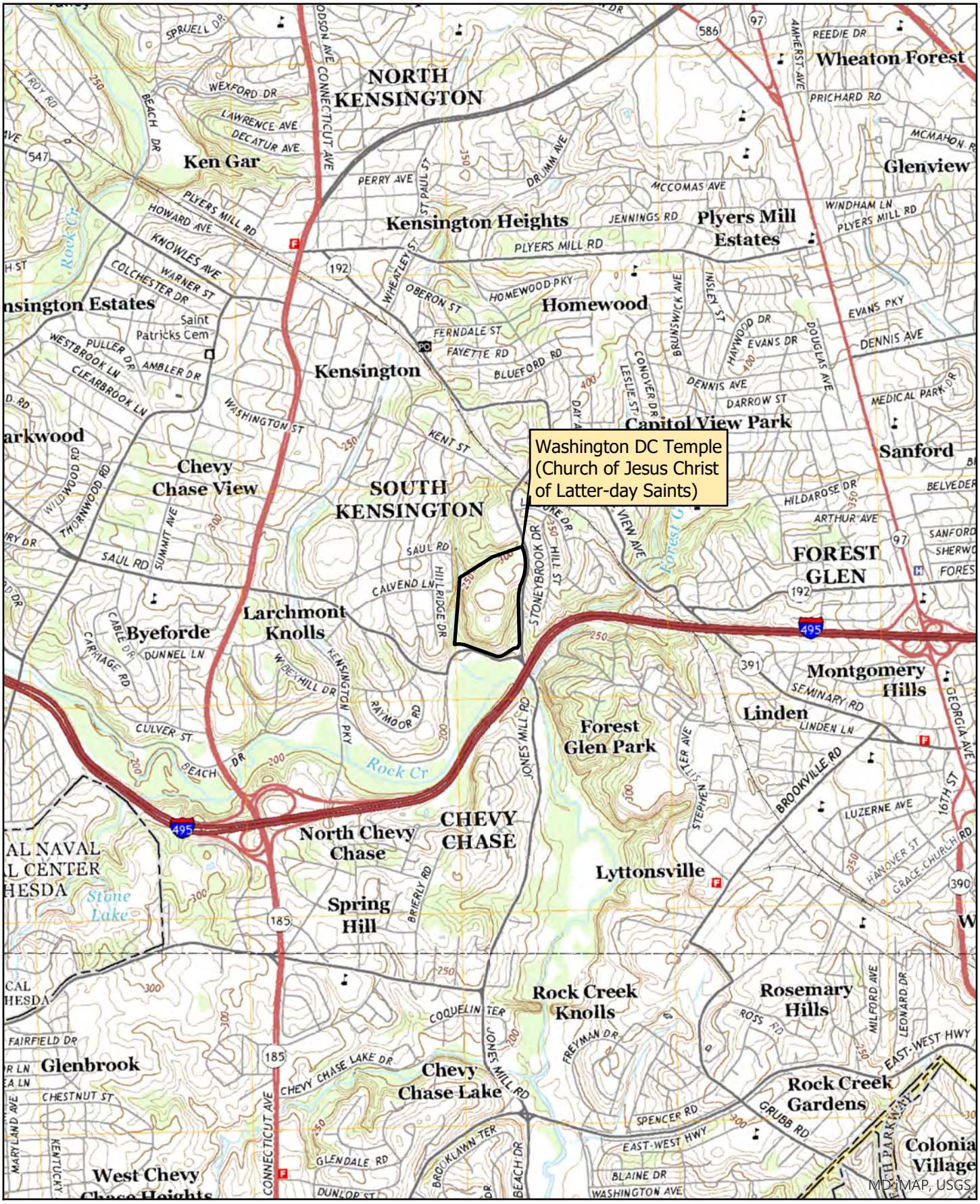
_____ _____

Reviewer, National Register Program **Date**

Washington DC Temple (Church of Jesus Christ of Latter-day Saints)

Location: 9900 Stoneybrook Dr
City: Kensington

MIHP#: M: 31-71
Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.3 0.6 Miles

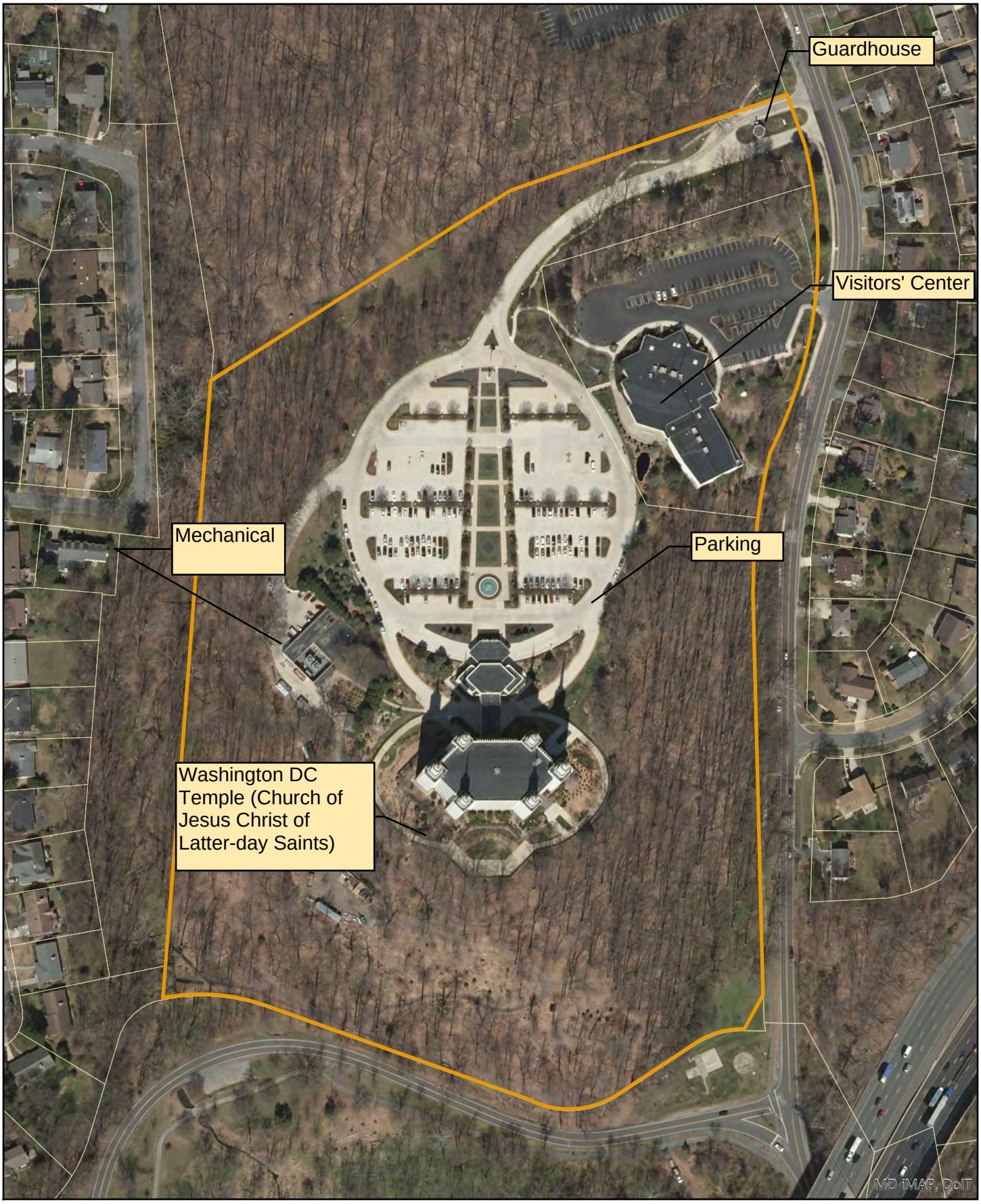
Scale: 1:24,000

N

Washington DC Temple (Church of Jesus Christ of Latter-day Saints)

Location: 9900 Stoneybrook Dr
City: Kensington

MIHP#: M: 31-71
Montgomery County



Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,600

N

Photo 1 of 7: View of temple facing south from visitor center. Closest access permitted due to construction.

Photo 2 of 7: View of temple from visitor center parking lot, facing south.

Photo 3 of 7: View of visitor center, facing southwest.

Photo 4 of 7: View of gate house and fence on Stoneybrook Drive.

Photo 5 of 7: View of gate house and fence on Stoneybrook Drive.

Photo 6 of 7: Model of temple inside visitor center.

Photo 7 of 7: Model of temple inside visitor center.

PHOTO LOG

Name of Property: Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
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 7:

View of temple facing south from visitor center. Closest access permitted due to construction.

M; 31-71_2018-08-07_01.tif

Photo 2 of 7:
View of temple from visitor center parking lot, facing south.
M; 31-71_2018-08-07_02.tif

Photo 3 of 7:
View of visitor center, facing southwest.
M; 31-71_2018-08-07_03.tif

Photo 4 of 7:
View of gate house and fence on Stoneybrook Drive.
M; 31-71_2018-08-07_04.tif

Photo 5 of 7:
View of gate house and fence on Stoneybrook Drive.
M; 31-71_2018-08-07_05.tif

Photo 6 of 7:
Model of temple inside visitor center.
M; 31-71_2018-08-07_06.tif

Photo 7 of 7:
Model of temple inside visitor center.
M; 31-71_2018-08-07_07.tif

Photo 1 of 2: North elevation of temple from parking lot (The Church of Jesus Christ of Latter-Day Saints 2018a).

Photo 2 of 2: Detail of stained glass at tower corner, facing west (The Church of Jesus Christ of Latter-Day Saints 2018a).

PHOTO LOG

Name of Property: Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Location of Original Digital File: The Church of Jesus Christ of Latter-Day Saints 2018a
Photographs inserted on continuation sheets.

Photo 1 of 2:
North elevation of Temple from parking lot (The Church of Jesus Christ of Latter-Day Saints 2018a).

Photo 2 of 2:
Detail of stained glass at tower corner, facing west (The Church of Jesus Christ of Latter-Day Saints 2018a).

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Washington National Pike Industrial Park, Block A**
Inventory Number: **M: 26-85**

Address: 2-5 and 44 Research Place, 2301 Research Boulevard
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): 0000
Tax Map: FS61-0000

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

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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

Washington National Pike Industrial Park, Block A, is a planned office/industrial neighborhood consisting of five buildings on 21.53 acres located along Research Place in Rockville, Montgomery County. The surrounding area is densely developed with suburban office parks, industrial properties, and residential communities. Washington National Pike Industrial Park, Block A, is bordered to the northwest by office buildings along Research Court, to the northeast Washington National Pike/Dwight D. Eisenhower Highway (I-270), to the southeast by office buildings along Research Boulevard, and to the southwest by Research

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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Boulevard. The buildings are accessed by individual asphalt driveways from Research Place; 2301 Research Boulevard also has a driveway accessing Research Boulevard. Each building is surrounded by an asphalt parking lot with light standards and tree- and grass-landscaped islands; plastic-and-metal business signs at the driveways identify the tenants of each building. Concrete pedestrian walkways connect the buildings to their parking lots and, at 5 Research Place, to the concrete sidewalk along Research Place. Grass, trees, bushes, planting beds, metal flag poles, and metal bollards surround the buildings.

Architectural Description

All buildings sit on a concrete foundation and have a flat roof with mechanical equipment.

4 Research Place/NUS Corporation Building (1968, 2016 renovation)

4 Research Place/NUS Corporation Building is a three-story former office building currently in use as a self-storage facility. Before being extensively altered in 2016, its design reflected the International Style. The rectangular-plan building is clad in gray-painted brick at the base with vertically-ribbed metal paneling flanked by masonry panels above. A metal-clad cornice projects slightly on all elevations. A metal fence with sliding gate surrounds the northeast section of the building.

Facing a parking lot at the southwest elevation, concrete steps with a landing lead up to the original main entrance, which has been enclosed. The current main entrance is at the basement level of the southeast elevation and consists of a sliding metal-and-glass door. An adjacent entrance, providing access to the office, consists of a single metal-and-glass door with transom, flanked by metal-sash window walls. Both entrances are sheltered by a projecting metal-clad awning. Secondary entrances, located at the northeast elevation, where a projecting metal-clad rectangular tower faces I-270, include a sliding metal-and-glass door located at the base of the tower, and a separate single metal door to the south beneath a metal-clad awning supported by square metal posts. Metal-sash window walls are present on the tower on all three levels, and metal-and-plastic business signs are present at the top of the tower. The building has no windows beyond those found at the entrances.

5 Research Place (1971, 2011 additions)

5 Research Place is a one-story New Formalist-influenced office and laboratory building currently occupied by the U.S. Consumer Product Safety Commission's National Product Testing and Evaluation Center. The L-shaped building is clad in tan brick set in a running bond and synthetic stucco. The synthetic stucco cornice projects slightly, supported by brick-clad pilasters and sheltering the building's entrances and windows. One-and-a-half story additions were built in 2011, including those with brick at the base and synthetic stucco panels above at the northeast and northwest elevations. The other additions are brick enclosures at the southeast façade and northeast elevation containing mechanical equipment.

The main entrance is located at the southeast façade, facing Research Place, and consists of paired metal-and-glass doors with transoms flanked by aluminum-sash window walls, opening onto a concrete staircase and accessible ramp, both with metal railings, which connect the entrance to the Research Place sidewalk and the building's parking lot. Secondary entrances located on the façade, northwest elevation, and northeast addition consist of paired metal-and-glass doors with transoms flanked by aluminum-sash

window walls, and single metal doors, two with small rectangular lights. Metal roll-up garage doors are located on the northeast addition. The building has six-light, fixed aluminum-sash replacement windows.

2301 Research Boulevard (1973)

2301 Research Place is three-story International Style-influenced office building currently occupied by medical offices. The rectangular-plan building is clad in tinted metal-sash ribbon windows separated by horizontal concrete or masonry bands between floors.

The recessed main entrance is located at the southwest façade and consists of paired metal-and-glass doors sheltered by a flat-roofed metal-and-glass canopy with a moderately-pitched gabled skylight. Lettering spells “2301” on the southwest elevation of the canopy. Secondary entrances are located on the other elevations and consist of single and paired metal-and-glass doors with transoms and sidelights, sheltered by hoods; the northeast elevation entrance is sheltered by a canopy.

2 Research Place (1974)

2 Research Place is a three-story Brutalist office building currently occupied by financial offices. The square building has brick-clad second and third stories that appear suspended over a first-floor glass curtain wall. The first story is clad in continuous metal-sash tinted windows and is notched at the corners, giving added weight to the upper levels. The second and third stories are clad in red brick laid in a combination of running bond and soldier bond. Second and third floor windows, fixed metal-sash units, are recessed into the wall, separated by a grid of brick pilasters. The third floor features wider window openings, with half the number of pilasters.

The main entrance is set within the first-story window wall at the northeast façade and consists of a single metal-and-glass door with sidelight. Secondary entrances along other elevations are similar. A concrete loading dock is present on the southeast elevation. Two back-lit, metal-and-plastic signs are located on the façade at the third story.

3 Research Place (1977)

3 Research Place is a three-story New Formalist-influenced office building currently occupied by the Transportation Communications Union. The rectangular-plan building is clad in light-colored brick with masonry panels on the projecting cornice. A small service wing projects from the southeast elevation at the first story and a brick dumpster enclosure, with metal gates and single metal door, projects from the southwest elevation.

The main entrance, approached via a landscaped concrete pedestrian walkway and concrete steps, is located at the northeast façade and consists of paired metal-and-glass doors with transom and sidelights, sheltered by a masonry panel-clad hood. A secondary entrance at the southwest elevation is identical to the main entrance, with the addition of three-dimensional lettering reading “3 RESEARCH PLACE” on the synthetic stucco-clad hood. Windows at each elevation consist of metal-sash window walls with spandrel panels, separated by brick pilasters. On the cornice at the façade, three-dimensional letters read “TRANSPORTATION COMMUNICATIONS UNION” and a back-lit metal and plastic sign of the union’s logo is

attached to the wall below. The loading area wing consists of paired metal doors, a concrete loading dock, and a metal roll-up garage door.

Historic Context

The development of Washington National Pike Industrial Park, Block A, was made possible in May of 1958 when the Montgomery County Council voted to approve the rezoning of 61 acres at the intersection of U.S. Route 240 (later I-70S, then I-270) and Shady Grove Road from agricultural to industrial use. The land was part of a 107-acre tract sold by Anita Weitz to Joseph D. Bulman and Louis Norman in 1957 (MDLandRec). Robinson Land Brokers Inc. of Silver Spring was the real estate firm listed as the developer of the new industrial park. Robinson was responsible for the sale and leasing of land within the park, but it is unclear how long they remained associated with the property as it was developed over more than two decades (Washington Post 1958, C7). The decade of 1953 to 1963 was one of major industrial development in the Washington, DC, suburbs with 32 industrial parks, including Washington National Pike Industrial Park, planned or in development (Reistrup 1963, C11). Prior to the late 1960s, the I-270 corridor consisted mainly of corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1).

In 1968, Washington National Pike Industrial Park Block A, consisting of five lots and Research Place, was platted by the landowners, which now included Joseph Bulman and Louis Norman, as well as Robert and Mary Furman, and Informatics, Inc (Plats.net). By the late 1960s, only the NUS Corporation Building at 4 Research Place had been constructed within Block A. Two additional buildings were constructed within the Washington National Pike Industrial Park outside of Block A on Research Court and Research Boulevard by the end of the 1960s. No further development of the park would occur outside of Block A until after 1980 (Historic Aerials, 2019).

By the 1970s, the I-270 corridor was described as the “Golden Mile” of Rockville due to its numerous development opportunities (Krucoff 1978, MD1). Martin Seldeen, the developer of the nearby 70-S Industrial Park, referred to the area as “ripe for development” and described the area’s growth as “the old sheep instinct-when you see an area has prestigious occupants, an air of prestige goes along with it” (Krucoff 1978, MD1).

The development of Washington National Pike Industrial Park, Block A, occurred throughout the 1970s, beginning with the construction of 5 Research Place, according to state tax data, in 1971. 2301 Research Boulevard was completed in 1973, 2 Research Place in 1974, and 3 Research Place in 1977. Additional buildings outside of Block A were constructed within the industrial park, which was by then bounded by Shady Grove Road to the north, W. Montgomery Avenue to the west, W. Gude Drive to the south, and I-270 to the east. Development outside of Block A occurred primarily between 1980 and 1989 and continued until 2001 (Historic Aerials 2019; SDAT).

In 2011, the U.S. Consumer Product Safety Commission (CPSC) moved its National Product Testing and Evaluation Center to 5 Research Place, constructing small rectangular-plan additions at the building’s northwest and northeast elevations. The new laboratory replaced the CPSC’s Gaithersburg laboratory, a former military missile facility the center had occupied since 1975 (CPSC, 2011; Historic Aerials, 2019). 4 Research Place/NUS Corporation Building was converted to a CubeSmart Self Storage facility and

extensively remodeled in 2016. All other Washington National Pike Industrial Park, Block A, buildings continue their original use as office space.

Eligibility Determination

Washington National Pike Industrial Park, Block A, was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as a planned office/industrial neighborhood. The property was not evaluated for eligibility under Criterion D.

Washington National Pike Industrial Park, Block A, does not have a significant association with historical trends such as transportation improvements and demographic changes or important associations with local zoning practices. At the time the park was planned, a total of 32 industrial parks were being planned or developed in the Washington, DC, area. By the time most parcels within Block A were developed in the 1970s, the I-270 corridor had already transitioned from agricultural to industrial and commercial use, so it was not an early example of businesses relocating to the suburbs. 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, Washington National Pike Industrial Park, Block A, is not eligible under Criterion A.

No individuals of Robinson Realtors, the real estate firm responsible for the sale and leasing of land within the park, nor the individual landowners made significant contributions to history. Research has not shown this office/industrial neighborhood to be associated with the lives of other persons significant in the past. Therefore, Washington National Pike Industrial Park, Block A, is not eligible under Criterion B.

Washington National Pike Industrial Park, Block A, does not embody the distinctive characteristics of a type, period, or method of construction. It is not the first example nor one of the last intact examples of its type. Research has shown no association with a master, nor do the park and its buildings possess high artistic value. In addition, 4 and 5 Research Place have been modified. Therefore, Washington National Pike Industrial Park, Block A, is not eligible under Criterion C.

The property encompasses 21.53 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map FS61-0000, Parcel 0000 (2018). Tax account is 00263035.

References

"Council Approves Industrial Park." The Washington Post, May 17, 1958, C7. ProQuest.

Krucoff, Carol. "I-270: Land Prices Soar as Office Buildings Sprout Along 'Golden Mile' Where Corn Once Grew." The Washington Post, November 16, 1978, MD1. ProQuest.

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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.

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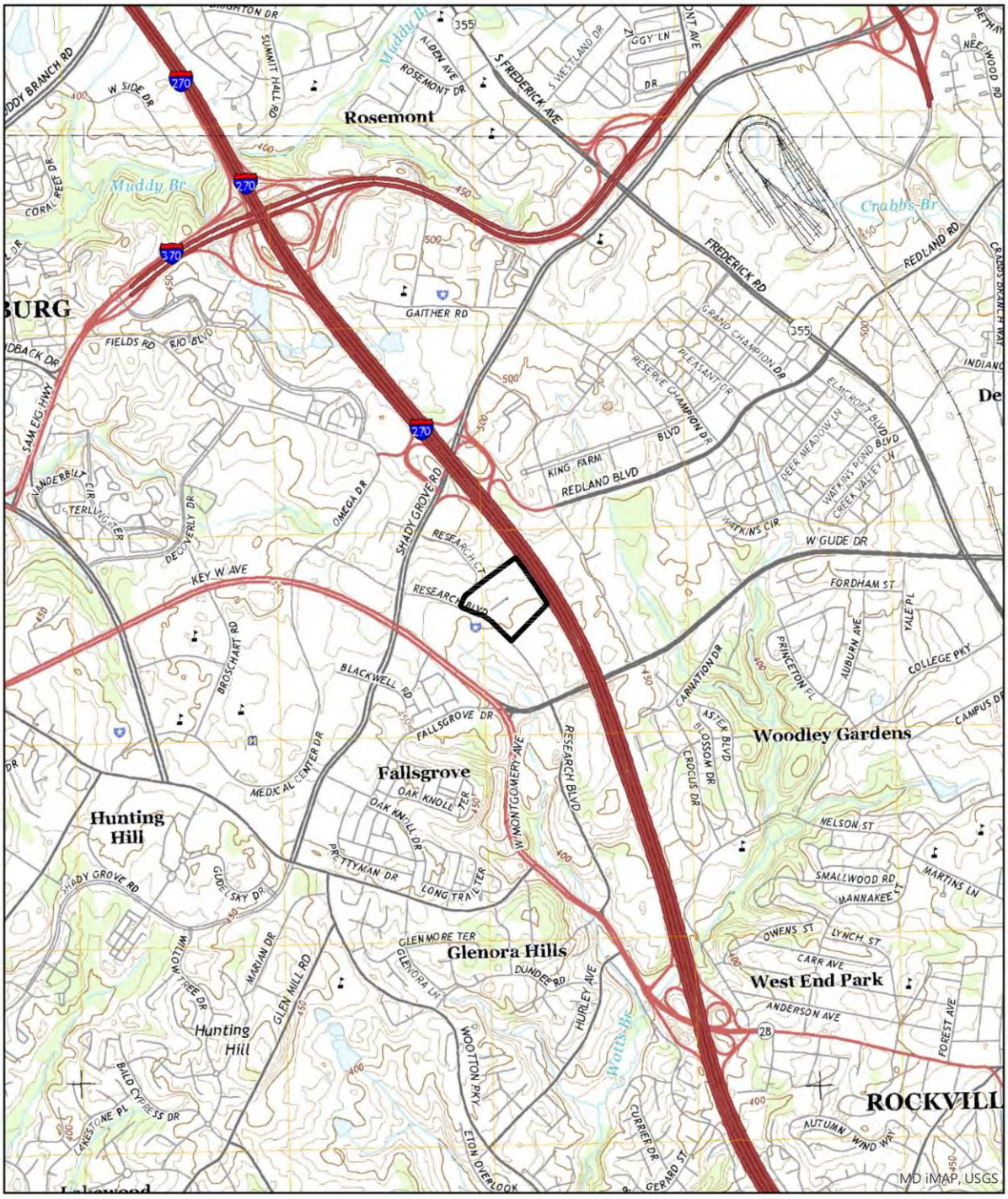
Washington National Pike Industrial Park, Block A Montgomery County

Location: 2-5 and 44 Research Place, 2301 Research Boulevard City: Rockville



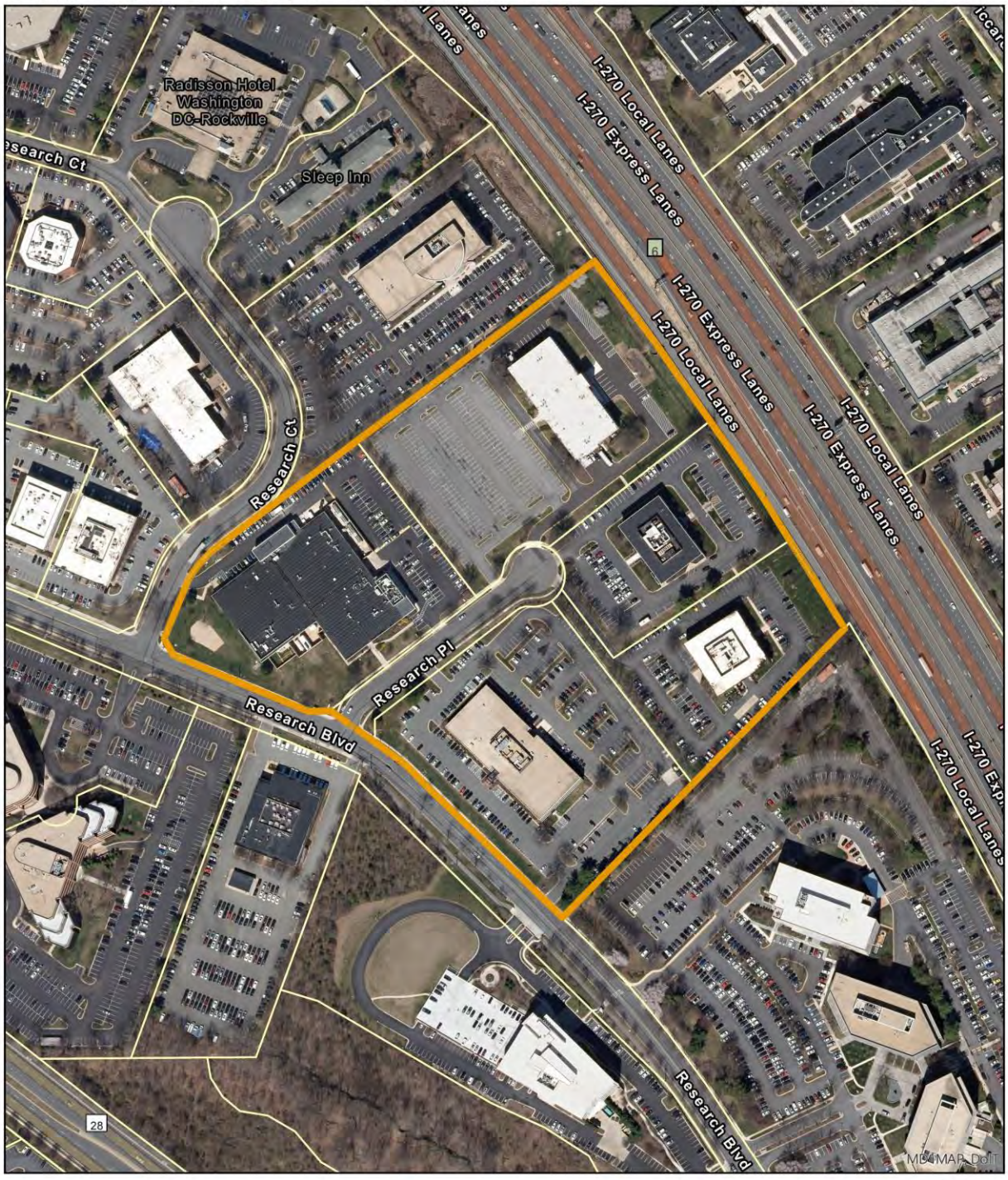
USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

Washington National Pike Industrial Park, Block A Montgomery County

Location: 2-5 and 44 Research Place, 2301 Research Boulevard City: Rockville



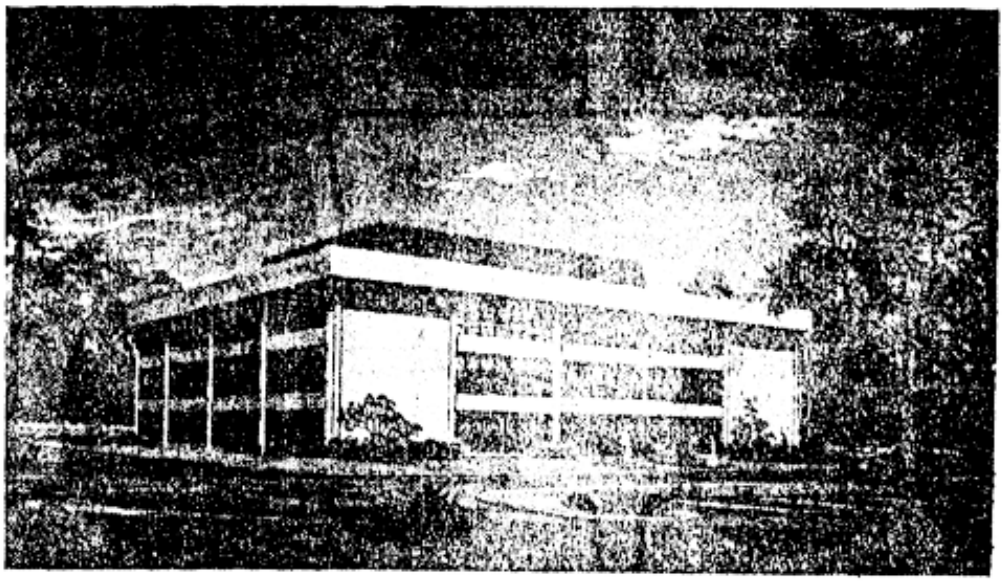
Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

2 Research Place Advertisement, Washington Post, August 19, 1975.



Coffee & Danish

That's right. To introduce our brand-new 40,000 sq. ft. energy-saving building to the office building community, we invite office space users, investors, leasing agents, and brokers to join us on Wednesday, June 29th, 1977, between 9 & 11 a.m. for Coffee & Danish. Our architects, engineers, and marketing people will be on hand to personally show you the building and to answer any questions you may have. The building, with immediate frontage on I-270, is located at #3 Research Place, Rockville, Maryland, in the fast-growing Shady Grove/I-270 corridor of Montgomery County. Plan on it.

Furman Builders **(301) 424-1800**

3 Research Place Advertisement, Washington Post, June 26, 1977.

PHOTOGRAPHS

4 Research Place, NUS Corporation Building, southwest and southeast elevations, looking north.

5 Research Place, southeast facade, looking north.

PHOTOGRAPHS

2301 Research Boulevard, southwest facade and northwest elevation, looking southeast.

2 Research Place, northeast facade and northwest elevation, looking south.

3 Research Place, northeast facade and southeast elevation, looking west.

M: 26-85 Washington National Pike Industrial Park, Block A

PHOTO LOG

Number of Photos: **5**
Name of Photographer: **Melissa Butler**
Date of Photographs: **2018-09-10**
Location of Original Digital File: **MD SHPO**
File Format: **M: 26-85_2018-09-10_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
4 Research Place, NUS Corporation Building, southwest and southeast elevations, looking north.

02.tif
5 Research Place, southeast facade, looking north.

03.tif
2301 Research Boulevard, southwest facade and northwest elevation, looking southeast.

04.tif
2 Research Place, northeast facade and northwest elevation, looking south.

05.tif
3 Research Place, northeast facade and southeast elevation, looking west.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **WSSC Central Avenue Water Pumping Station** Inventory Number: **PG:72-78**

Address: 175 and 255 Brightseat Road Historic District: No

City: Landover Zip Code: 20785 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Washington Suburban Sanitary Commission (WSSC) Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: 0067

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

The Washington Suburban Sanitary Commission (WSSC) Central Avenue Water Pumping Station is located in Landover, Prince George's County, west of the Capital Beltway (I-495)/Central Avenue (MD 214) interchange. The 3.77-acre property is in a densely developed suburban area surrounded by single-family dwelling and townhome developments, and commercial development. The property is bordered to the north by an office building, to the south by Central Avenue, to the west by Brightseat Road, and to the east by one of the Central Avenue ramps of the Capital Beltway. The property is surrounded by a chain-link

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:**

fence and is accessed by an asphalt driveway from Brightseat Road, shared with the privately-owned property to the south. Swinging gates provide access from the driveway to the property's internal service road. An incised wood sign near the gates reads "CENTRAL AVENUE WATER PUMPING STATION/9000 CENTRAL AVENUE." Beyond the gates, the service road provides access to the pumping station building to the south and the electrical substation to the north before curving to provide access to the seven pumps on concrete plinths and protected by metal bollards along the property's east border. The service road continues to the north to a second set of gates, which provide access to a pump, associated with the WSSC Central Avenue Water Pumping Station, located on the adjacent property. The building, substation, and pumps are surrounded by grass, and mature trees surround the property.

Architectural Description

Pumping Station Building (1966-1967)

The pumping station building is Colonial Revival-style and located southeast of the service road, adjacent to the entry gates, facing northwest. It is a one-story, rectangular-plan building with projecting wings to the northeast and southwest resting on a concrete foundation. The building is clad in red brick set in a running bond. The building's pedestrian entrances consist of single three-panel wood doors and paired three-panel wood doors with arched wood transoms. At the façade there is a recessed area at the north corner where a paired door entrance is sheltered by the principal roof, supported at the corner by a brick rectangular post. Large, paired wood doors provide service access to the building. The building has no windows; instead large, arched openings with metal vents are located on all four elevations. The slate-shingle roof is hipped, with projecting metal panel-clad dormers with metal vents on the northwest and southeast slopes. A cupola sits at the center of the roof's ridge.

Electrical Substation (ca. 1975)

The electrical substation has no architectural style, located north of the service road, adjacent to the entry gates. The rectangular plan structure is one story and consists of four walls surrounding electrical infrastructure. The walls are clad in red brick set in a running bond with a false asphalt composition shingle-clad mansard at the top. Large rectangular openings with chain-link gates provide access at the north and south elevations. Multiple, smaller arched openings with chain-link fencing are present on the east and west elevations. The structure has no roof.

Communications Tower (sometime between 2007 and 2009)

The tower is located to the east of the electrical substation, north of the service road. It is a self-supporting triangular steel tower resting on a concrete base. A square-plan, concrete panel-clad building with a flat roof, housing communications equipment and surrounded by a chain-link fence, is located north of the tower.

Pumps (sometime between 2015 and 2018)

There are eight pumps, including the one on the adjacent property; seven are located on the southeast and east side of the service road. They consist of a raised concrete plinth, accessed by a metal ladder, with projecting pipes, metal railings, and raised rectangular metal grates.

Historic Context

The WSSC was established on May 1, 1918, in response to water and sewer needs of Montgomery and Prince George's Counties (WSSC, 2019). Following World War II, the WSSC experienced significant growth due to new suburban construction. Between 1950 and 1960, the system saw 70 percent growth, as the WSSC installed 846 miles of new water mains, 698 miles of sewer lines, and increased water connections from 60,000 in 1950 to 136,000 by 1960. By that year, the region's water consumption was 18 billion gallons annually (Washington Post 1961, B2).

In response to this immense growth, in 1964 the WSSC purchased property on Brightseat Road in Prince George's County for the construction of a new water pumping station (SDAT). Growth in the region continued and, in 1965 and 1966, the WSSC reported record water distribution amounts both years. By June of 1966 construction of the new pumping station was underway with completion scheduled for the end of the year, despite construction delays due to equipment shortages during the Vietnam War. To address water pressure issues in southern Prince George's County in the same year, a temporary pump was installed, and customers were asked "not to use water unnecessarily-for lawns or cars" (Washington Post 1966, B4). The Central Avenue Water Pumping Station was completed and online by June of 1967 (Barnes 1968, F1).

To address the continuing demand for water in Prince George's County, the WSSC approved the installation of an additional pump and the construction of an electrical substation at the Central Avenue Water Pumping Station in 1972 with completion expected by 1974 (Washington Post 1972, D14). A second parcel along Brightseat Road, next to the Central Avenue Water Pumping Station, was purchased by the WSSC in 1974, to accommodate this expansion (SDAT). In 1975, the WSSC let a contract for construction of a second pumping station, a chlorination building, and an electrical substation on the property (Washington Post 1975, E28). Historic topographic maps and aerial imagery show the electrical substation northwest of the original pumping station was completed by 1979; however, the second pumping station and chlorination building were never constructed. Between 1981 and 1993, Brightseat Road was re-aligned to the west, and the original alignment became a cul-de-sac on the private property adjacent to the WSSC Central Avenue Water Pumping Station (Historic Aerials, 2019). A metal communications tower was constructed east of the electrical substation between 2007 and 2009, and eight new pumps were built. Seven replaced the ones originally located on the property, and one was constructed on the adjacent parcel to the north sometime between 2015 and 2018.

Eligibility Determination

The WSSC Central Avenue Water Pumping Station was evaluated for significance as a public utility complex using information available in the Suburbanization Historic Context Addendum and in accordance with the National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The WSSC Central Avenue Water Pumping Station is a small part of the overall expansion of the water infrastructure of the Washington, DC, suburbs in the years following World War II and has no significant association with historical suburban trends such as regional planning, government expansion, or the environmental movement. 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, it is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the WSSC Central Avenue Water Pumping Station is not eligible under Criterion B.

The WSSC Central Avenue Water Pumping Station is not a notable first example or the last unaltered example of a public utility complex. In response to the increase in development in the Washington, DC, suburbs following World War II, the WSSC greatly expanded the water and wastewater infrastructure throughout Montgomery and Prince George's Counties, including the construction of multiple new water and wastewater treatment plants, numerous other pumping stations, and the laying of new mains and service lines. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the WSSC Central Avenue Water Pumping Station is not eligible under Criterion C.

The property encompasses 3.77 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0067 Parcels 0007, 0101, 0132, 0146 (2018). Tax accounts are 1563014, 1562974, 1570308, and 1563030.

Resources

Barnes, Bart. "Counties to Share if Water is Short." The Washington Post, May 16, 1968, F1. ProQuest.

"Contract Let for Pumping Station." The Washington Post, May 10, 1975, E28. ProQuest.

Maryland State Department of Assessments & Taxation (SDAT). 2019. "Real Property Data Search." https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Washington Suburban Sanitary Commission (WSSC). 2018. "Beyond the Pipes." https://www.wsscwater.com/history.

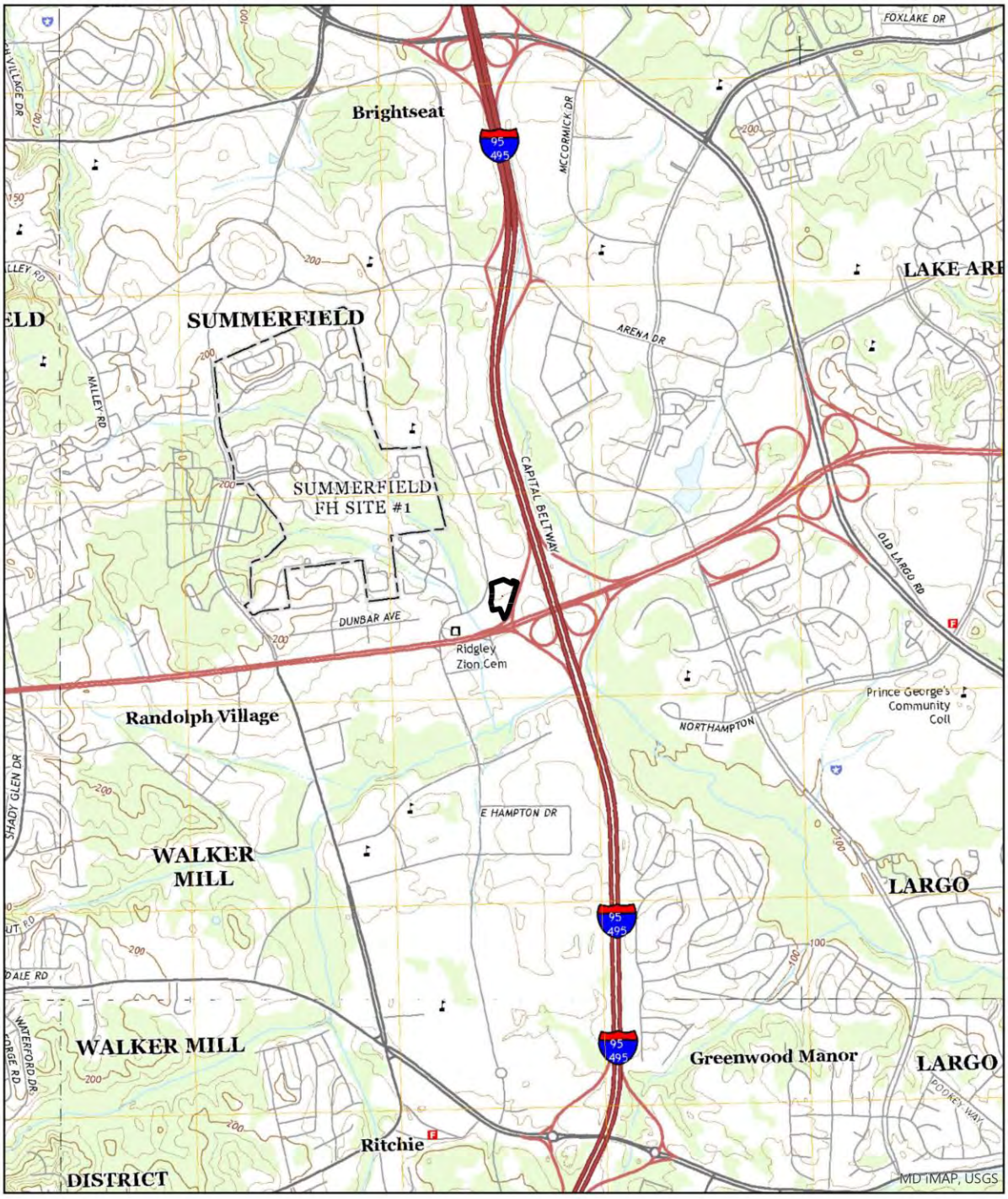
Washington Suburban Sanitary Commission (WSSC). 2019. "The WSSC-A Thumbnail History." Last Modified, April 15, 2019. https://www.wsscwater.com/history.

"WSSC Reports 1-Day Record in Water Use." The Washington Post, June 25, 1966, B4. ProQuest.

"WSSC Water System Grows 70% in Decade." The Washington Post, March 7, 1961, B2. ProQuest.

WSSC Central Avenue Water Pumping Station Prince George's County

Location: 175, 255 Brightseat Road City: Landover



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles N

Scale: 1:24,000

MAPS

WSSC Central Avenue Water Pumping Station Prince George's County

Location: 175, 255 Brightseat Road City: Landover

Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

PHOTOGRAPHS

Pumping station building, northwest facade and southwest elevation with pumps, looking southeast.

Electrical substation, south and west elevations, looking northeast.

PHOTOGRAPHS

View from adjacent property showing pumping station building, pumps, and communications tower, looking southwest.

PHOTO LOG

Number of Photos: **3**
Name of Photographer: **Melissa Butler**
Date of Photographs: **2019-04-24**
Location of Original Digital File: **MD SHPO**
File Format: **PG:72-78_2019-04-24_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Pumping station building, northwest facade and southwest elevation with pumps, looking southeast.

02.tif
Electrical substation, south and west elevations, looking northeast.

03.tif
View from adjacent property showing pumping station building, pumps, and communications tower, looking southwest.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Waste Management - Temple Hills

Address: 4900 Beech Place

City: Temple Hills **Zip Code:** 20748 **County:** Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000 **Tax Map Number:** 0097

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew **Date Prepared:** Jun 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: No	Listed: No

Description of Property and Justification: (Please attach map and photo)
The Waste Management Property at 4900 Beech Place is an approximately 15-acre parcel on the east side of Beech Place in Temple Hills, Maryland (Prince George's County).

The Waste Management Property consists of a gabled, metal-clad pole building at the east end of the property. Until about 2012, according to aerial photography, a larger metal pole building occupied a significant part of the parcel to the west of the extant building. Property tax records indicate the structure at 4900 Beech Place was built ca. 1969. Historic topographic maps and aerial photography support this date for both the extant building and the demolished building.

The extant building consists of a rectangular footprint with extensions along the north side. The west elevation has a single, off-center entrance, sheltered by a shed awning comprised of metal siding and enclosed on the sides by the same material. The south elevation is continuous and has nine, irregularly sized and spaced vehicle bays. The east elevation is devoid of openings. The west elevation is divided into three sections. The exposed section of the original building has two vehicle bays at the east end of the elevation. The middle

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

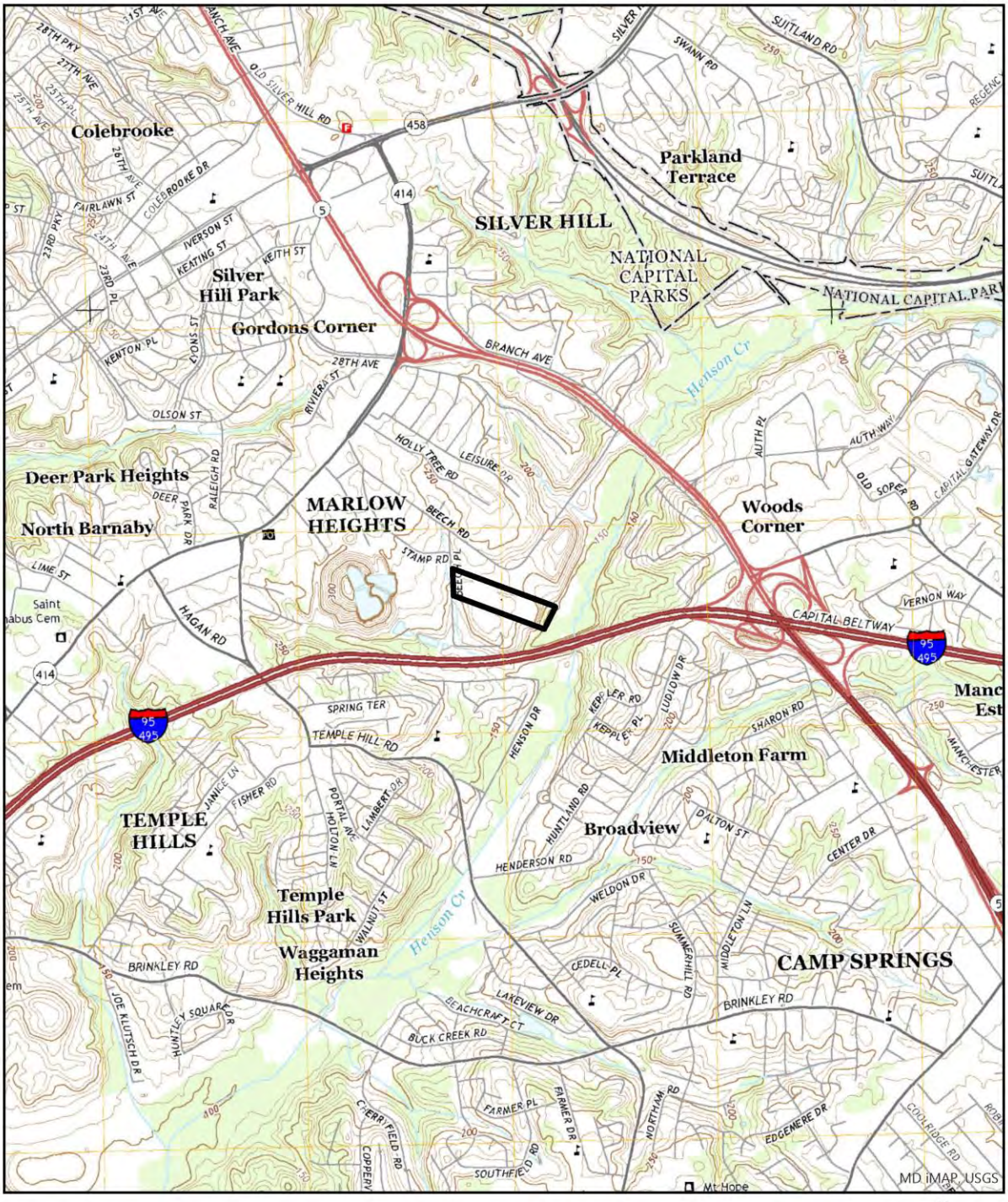
section has five vehicle bays and one bay with a single sash window. The west section, which projects twice the length of the middle section, has a single vehicle bay.

A prefabricated, double-wide office trailer is set to the west of the west elevation.

The Waste Management 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 is a typical example of a ubiquitous building type and not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the entirety of Prince George's County Tax Map 97, Parcel F, encompassing 661,062 square feet or 15.1758953 acres.

Waste Management - Temple Hills



Waste Management - Temple Hills

View facing southwest towards pole building and office trailer.

View facing southwest towards pole building.

Waste Management - Temple Hills

View facing northwest towards south and east elevations of pole building.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Watkins Glen**
Inventory Number: **M: 29-75**
Address: 12210-12299 Greenleaf Avenue
Historic District: Yes
City: Potomac Zip Code: 20854
County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Watkins Glen Homes Corporation
Tax Account ID: 04-00141587
Tax Map Parcel(s): 0000
Tax Map: GQ23
Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Heather Staton
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:

Watkins Glen is a multi-family development located immediately southwest of the I-270 and Montrose Road interchange in Potomac. According to local tax data, the resource consists of 10 buildings constructed between 1970 and 1973. The irregular-shaped townhouse complex comprising 14.268 acres is bounded by the residential neighborhood of Willerburn Acres on the west, I-270 on the east, Cabin John Regional Park on the south, and Montrose Road on the north. Access to the complex is obtained by Greenleaf Avenue, which extends from Willerburn Acres across Brogley Branch. On a whole, Watkins Glen is heavily wooded, despite the building clusters and parking areas along the northeastern edge. The southeast edge, along Brogley Branch, remains undeveloped. Grassy areas decorated with ornamental foliage and mature trees are located between the asphalt parking areas and façade of each building, which face the parking lots. Poured-concrete sidewalks extend between primary entrances, parking lots, 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:**

individual buildings. Some rear yards are enclosed with fences. The development also has street lighting and drainage systems. Lighting consists of lantern-topped, metal street lamps that appear to be original. Secondary resources are not present within Watkins Glen.

Description:

The Watkins Glen complex is a townhouse development constructed between 1970 and 1973 during the Suburban Diversification Period (1961-1980). The development consists of 10 buildings that, together, contain 52 townhouse units.

The irregularly shaped buildings in the complex are two stories in height and filled with anywhere from 3 to 18 staggered townhouse units, all of which are two bays wide and range between 1,600 and 1,800 square feet. The buildings stand on a basement foundation supporting a structural system that is clad in a combination of aluminum siding and stretcher-bond brick. The buildings near the southwestern edge of the resource are covered by a flat roof lined with a false mansard sheathed in asphalt shingles, while those closer to the northeastern edge feature side-gabled roofs covered in the same material. The location and material of chimney flues vary; they are located along the rear elevation or pierce the roof slope and are clad in brick or metal.

Primary entrances to each unit, commonly accessed by a poured-concrete stoop or walkway, are located on each building's façade. Several units feature an overhanging second story. Original doors are single-leaf, wood units that are typically paneled and include several lights; in some units, they are flanked by sidelights or set below a fixed transom. Replacement doors are single-leaf, metal units that are paneled and occasionally feature a fanlight or are half-glazed. Second-level balconies, present on some units, are accessed from sliding glass doors. Some units include rear decks. Fenestration includes vinyl-framed double-hung-sash, sliding metal, and wood- or replacement vinyl-framed fixed windows.

Historic Context:

The area known as Watkins Glen was platted in January 1967 as Section Two, Parcel A, Block F of Willerburn Acres, a larger 1960s, single-family neighborhood to the southwest (Montgomery County Plat [MCP] 8496). This section of Willerburn Acres, as designed by brothers Orville F. Smith, William M. Smith, Robert O. Smith, and John D. Smith, partners under the name O.F. Smith and Bros. Company, contained 16.51 acres and included plans to extend the pre-existing Greenleaf Avenue across Bogley Branch, thereby connecting to the larger Willerburn Acres neighborhood. It laid out a design for 79 townhouses in 10 buildings, as well as easements for scenic areas.

The townhouses were never constructed, however, and in March 1969, Per-Olof Holtze and Charles R. Wolfe of the Watkins Glen Homes Corporation purchased a 14.27-acre portion of the above-mentioned Section Two, Parcel A, Block F in Willerburn Acres (Montgomery County Deed Book 3845, 853). Although they kept much of the original design, including Greenleaf Avenue and the scenic easements, the overall acreage reduction resulted in smaller buildings and fewer townhouse units (52) (MCP 9612). In 1970, construction began on the four-bedroom townhouses with the intent to sell them for around $45,000 to $65,000; however, almost immediately the development fell into financial troubles and faced foreclosure.

In early 1971, as part of an effort to provide low-cost housing for low- to middle-income families, the Montgomery County Housing Authority (the Housing Authority), considered leasing the Watkins Glen townhouses under the Department of Housing and Urban Development's section 23 program (Hendricks 1971, C-12). The Housing Authority's plan was to modify Watkins Glen to contain six- to seven-bedroom rental units, for which residents would pay 25 percent of their income (Hendricks 1971, C-12). Facing strong opposition by local residents, the plan for low-income housing never materialized, and the Watkins Glen townhouses remain privately owned.

Advertisements for Watkins Glen from 1970 described the units as "total electric townhouses" with private courtyard entries, a two-way electric heat pump, walls of glass, and balconies "that overlook a magnificent wooded parkland" (The Evening Star 1970, C-12). Each townhouse included two-and-a-half baths, living room, separate dining room, and kitchen with self-cleaning oven, range hood, frost-free refrigerator and freezer, dishwasher, and disposer (The Evening Star 1970, C-12). Although tax records still largely refer to this neighborhood as Watkins Glen, by the late 1970s, it became known locally as Treasure Oak, possibly as a result of the financial and controversial issues that plagued this development in the early 1970s (The Evening Star 1978, D-7). Today, the neighborhood group associated with these townhouses is called Treasure Oak Community Association and a sign on Greenleaf Avenue near Bogley Branch reads "Welcome to Treasure Oak."

Evaluation:

Watkins Glen is a townhouse complex that reflects a common trend in multi-family developments beginning in the Suburban Diversification Period (1961-1980) that continues to the present day.

Watkins Glen is one of many similar townhouse developments in Montgomery County; it features no influential innovations and did not shape future multi-family residential design at the local or regional level. It lacks significant associations with important suburban trends such as demographic change or local planning initiatives and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. The people associated with the development of Watkins Glen, Per-Olof Holtze and Charles R. Wolfe were not significant or influential at the local, state, or national level. Therefore, the property is not eligible under Criteria A or B.

Although the townhouse buildings retain most of the character-defining features of their property types, the complex is not one of the earliest or last remaining examples. Better examples of townhouse developments exist elsewhere in the region, such as the Colonial Revival-style Preston Place (1958) in Chevy Chase. The development's townhouses include standard features typical of the period and demonstrate no distinctive stylistic details. The complex is not the work of master architects and exhibits common materials and forms. Alterations, such as replacement fenestration, have diminished the Watkins Glen's historic integrity of design, materials, workmanship, feeling, and association. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 14.27 acres and is bounded by the residential neighborhood of Willerburn Acres on the west, I-270 on the east, Cabin John Regional Park on the south, and Montrose Road on the

north, as seen on Montgomery County Tax Map GQ23, Parcel 0000 and also as seen in Montgomery County plat records 9612.

References:

The Evening Star. 1970. “Watkins Glen.” September 25, 1970, C-12.
--- 1978. “Potomac, Treasure Oak” June 10, 1978, D-7

Hendricks, Theodore W. 1971. “U.S. Sued for Housing Action.” The Baltimore Sun. July 23, 1971, C-12.

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.

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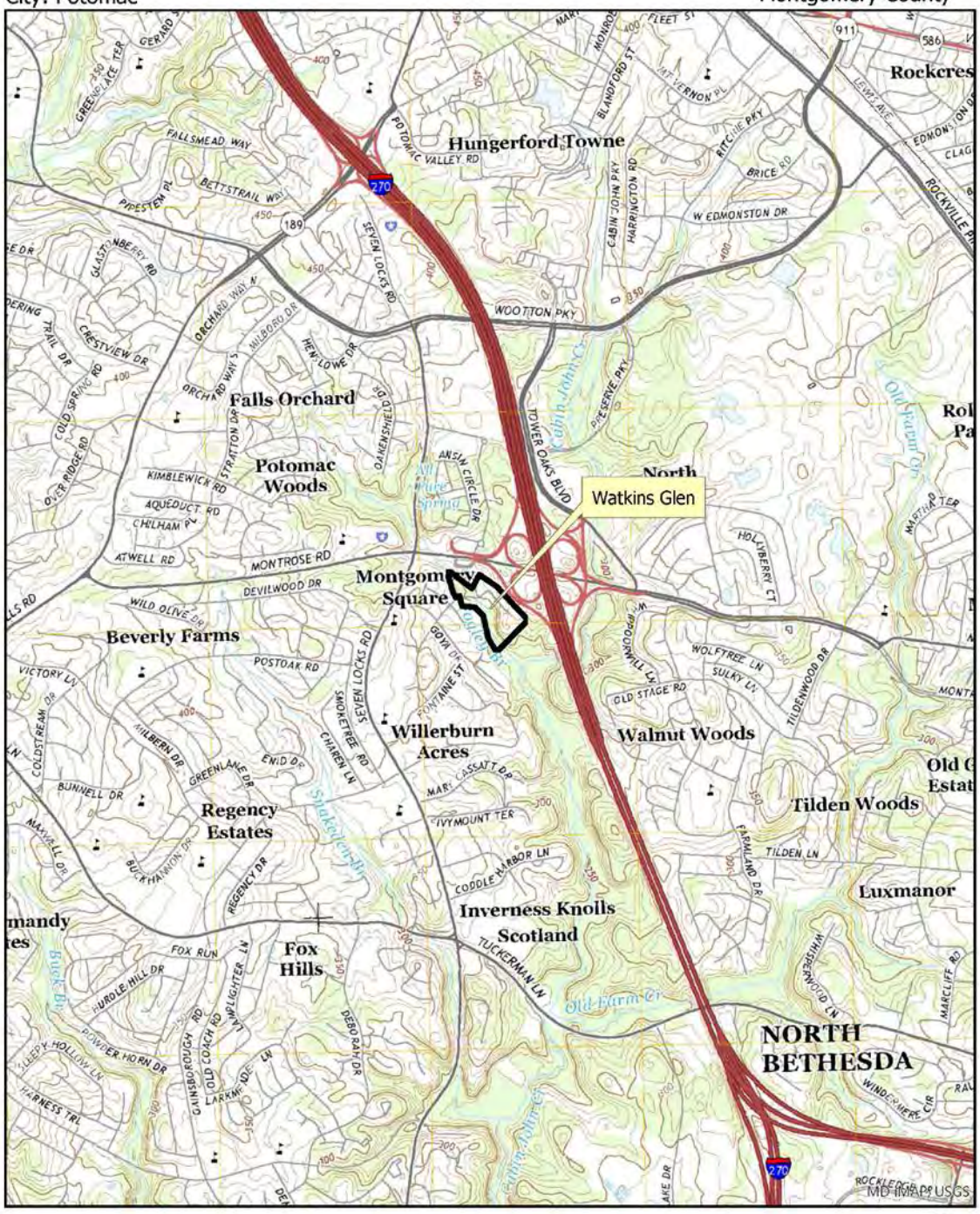
Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 11, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

Watkins Glen

Location: 12210-12299 Greenleaf Avenue
City: Potomac

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

Watkins Glen

Location: 12210-12299 Greenleaf Avenue
City: Potomac Montgomery County

Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

PHOTOGRAPHS

View of Greenleaf Avenue and 12210 Greenleaf Avenue, looking southwest.

12210–12216 Greenleaf Avenue, looking west.

PHOTOGRAPHS

12226 and 12228 Greenleaf Avenue, looking northeast.

View of Greenleaf Avenue, looking southeast.

PHOTOGRAPHS

12293–12297 Greenleaf Avenue, looking south.

12216 and 12218 Greenleaf Avenue, looking northwest.

PHOTOGRAPHS

12260–12268 Greenleaf Avenue, looking northwest.

M: 29-75 Watkins Glen

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-10-04**
Location of Original Digital File: **MD SHPO**
File Format: **M: 29-75_2018-10-04_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of Greenleaf Avenue and 12210 Greenleaf Avenue, looking southwest.

02.tif
12210–12216 Greenleaf Avenue, looking west.

03.tif
12226 and 12228 Greenleaf Avenue, looking northeast.

04.tif
View of Greenleaf Avenue, looking southeast.

05.tif
12293–12297 Greenleaf Avenue, looking south.

06.tif
12216 and 12218 Greenleaf Avenue, looking northwest.

07.tif
12260–12268 Greenleaf Avenue, looking northwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **West End Park Section 2** Inventory Number: **M: 26-81**

Address: Northeast of the I-270 and W. Montgomery Avenue Interchange 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: GR13

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

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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 West End Park Section 2 community is a single-family, planned residential neighborhood located on the north side of Montgomery Avenue (Route 28) and northeast of the interchange of Route 28 and I-270 in Rockville, Montgomery County. The development is bounded on the north by Woodley Gardens Park and Woodley Gardens West, on the west by I-270, on the south by Montgomery Avenue, and on the east by the residential subdivision known as West End Park Historic Area (M: 26-7). West End Park Section 2 comprises eight streets (Anderson, Carr, Wilson, Beall, and Montgomery Avenues, Nelson and Owens Streets, and Henderson Circle) and one cul-de-sac (Owens Court) with three churches and 189 single-family dwellings on ranging from 0.2 to 0.38 acre. The subdivision encompasses an estimated 63.4 acres. Streets include concrete curbs and sidewalks except for the north side of Anderson Avenue and the south side of Carr Avenue. Most lots are evenly graded but some are slightly sloped with light to moderate tree

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:**

coverage, plant beds, and bushes. All houses include a concrete driveway, and fenced rear yards are common. Secondary buildings include sheds and detached garages.

Description:

The West End Park Section 2 community began as a planned residential neighborhood with single-family dwellings constructed between 1927 and 2018, a majority of which were built between 1949 and 1971. The streets are laid out in a grid pattern with some curvilinear streets and one cul-de-sac. Most of the single-family dwellings were constructed in variations of the Colonial Revival style in Minimal Traditional, Cape Cod, Split-Level, Split-Foyer, Two-Story Massed, and Ranch forms.

Dwellings in West End Park Section 2 are primarily two 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, typically parged or covered in a brick veneer. Cladding includes stretcher-bond brick veneer and vinyl siding, commonly in a combination. Stucco and wood or T1-11 siding are present but uncommon. Roofs are primarily side, front, or cross gabled sheathed in asphalt shingles; most feature a boxed cornice with partial or full returns. Some side-gabled roofs also feature a front-gabled peak. Most dwellings have a single brick chimney either piercing the roof slope or set along a side elevation. If dormers are present, they are gabled or shed examples.

Primary entrances comprise a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Although not common, stone-veneered stoops are also present. Many entrances feature a wood or vinyl door surround with Colonial Revival characteristics such as a flat or triangular pediment or sidelights. Some entry porches are covered by a shed or gabled roof or are recessed beneath the building's roof eave. Windows are single or paired two-over-two or six-over-six, wood-framed, double-hung-sash units; however, many original windows have been replaced by vinyl-framed double-hung sash or sliding units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most houses within West End Park Section 2 have an attached sunroom or attached or inset garages for a single vehicle. A small portion of dwellings feature an attached carport. Additions are typically found at the rear or side elevation in scale with the original building.

West End Park Section 2 includes three churches: the Rockville Seventh Day Christian Church at 727 W. Montgomery Avenue (ca. 1965), the Rockville Church of God at 726 Anderson Avenue (ca. 1970), and the First Church of Christ, Scientist, at 100 Nelson Street (ca. 1965). The Rockville Seventh Day Christian Church is a one-story, one-bay, Contemporary-style building clad in a light-colored, brick veneer and covered by a low-pitched, hipped roof with wide overhanging eaves. A double-leaf, metal door accessed by a set of concrete steps and handicap ramp is centered in the south elevation. The Rockville Church of God is a one-and-one-half-story, brick-clad building covered by a moderately pitched, front-gabled roof with a short spire. Fenestration includes vinyl casement windows and double-leaf, metal-clad, glass doors; at the façade (north elevation), brick pilasters frame central vertical windows with stone and vinyl-sided spandrels. Unlike the other churches, the First Church of Christ, Scientist, is built into a slope and features Colonial Revival-style characteristics. The two-story, brick-clad building is covered by a moderately pitched, hipped roof pierced by a central spire. Windows are single, one-over-one, vinyl-clad, double-hung-sash units with faux muntins and the building is accessed by a double-leaf, wood door topped by a full transom.

A one-story, hipped-roof porch is set in front of the primary entrance, located in the second story of the southeast elevation, and features tapered wood columns set on brick piers.

Historic Context:

The West End Park Section 2 community is located on the east side of I-270 on what was once a single-family agricultural property known as the Julius West Farm. The subdivision was formally platted by Henry N. Copp in 1890.

Henry N. Copp, a Washington, D.C., lawyer, purchased portions of the Julius West Farm near Rockville in 1889 from the West family and the Rockville Academy estimated to equal approximately 500 acres (Montgomery County Deed Book [MCDB] JA 13, 444-447; Rathner 2017). Copp and his development partner, Dr. Reuben B. Detrick, filed subdivision plats for West End Park in 1890 and 1891 (Montgomery County Plats [MCP] B, 5-8). Located on the north side of Darnestown Road (current Montgomery Avenue) and stretching from the current location of I-270 on the west to Frederick Avenue on the east, the plans for the subdivision featured a manmade lake and large diagonal boulevards with integrated circles and vistas lined with residential and commercial lots from one and one half to three acres (Rathner 2017). Development did not occur immediately, and the manmade lake and large boulevards never came to fruition.

Copp and Detrick originally planned West End Park in two sections in 1889 (MCP A, 42-43). However, by 1891 the subdivision was replatted as four sections where section 1 became section 2, but in the end, only sections 2 and 3 of this second iteration of West End Park were completed as planned (MCP B, 5-8). Copp sold approximately 220 lots before economic hardship caused by legal challenges, overextension, and the Financial Crisis of 1893 forced him to sell the rest of the remainder of the property at auction in 1900 (Rathner 2017; Ziek 2010). Sections 1 and 4 were later resubdivided by other developers and no longer resemble the original West End Park plans.

The earliest development within Copp's West End Park began prior to 1927 in Section 3, the area encompassed by the previously inventoried West End Park (M: 26-7), immediately east of Section 2 (MCP B, 7). West End Park, with many examples of Victorian-era houses, depended on the railroad for access to Washington. Houses in Section 2, the southwestern most of Copp and Detrick's four sections, first appeared in 1927, after the advent of the automobile (MCP B, 6).

Initial advertisements for all portions of the West End Park subdivision were geared towards Washingtonians who wanted an easy escape from the hustle and bustle of city life. In a promotional booklet for the subdivision, Copp noted "while people in Washington are restless and sleepless during the sultry nights of summer, the residents of Rockville are quietly sleeping beneath coverlets and being refreshed for their next day's duties" (Rathner 2017, electronic document). Properties were initially sold by The West End Park Loan and Trust Company and it was not until at least 1927 that any construction occurred in Section 2.

Sporadic growth continued during the 1930s through mid-1950s when a moderate number of lots between Anderson and Carr Avenues were developed with single-family dwellings by individual owners or builders, which is evident by the varying forms and styles of the buildings on those streets. In April of 1946,

at least 50 “beautifully wooded gently rolling homesites” in West End Park Section 2 were advertised to home builders and investors at auction (The Evening Star 1946, 44). The lots were touted as located in the main area of growth of Rockville.

Between 1962 and 1969, lots in the northern portion of the current resource were replatted by West End Park North, Inc. and Lingenfelter Builders, Inc. (MCP 6868, 9028, 9261). The dwellings constructed during this period were primarily built by James E. Cafritz, Inc., some of which were sold by the real estate firm of Samuel E. Bogley, Inc. (The Washington Post and Times Herald 1963, D6). Three churches also were constructed during the 1960s and 1970s: The Rockville Seventh Day Christian Church at 727 Montgomery Avenue, the Rockville Christian Church of God at 730 Anderson Avenue, and the First Church of Christ, Scientist, at 100 Nelson Street. Periodic demolition of dwellings within the West End Park subdivision and construction of larger homes began in the mid-1980s and continues to this day.

Henry N. Copp was a New York native who worked as an attorney in Washington, D.C., and who specialized in obtaining patents for inventors as well as land and mining claims and contests (Ziek 2010, electronic document). Copp became an active real estate developer, in particular along the Baltimore and Ohio Railroad, where his developments included Kensington Park, Addition to Kensington, and Garrett Park. His development partner, Dr. Reuben B. Detrick, came from Pennsylvania to the Washington area to serve as the chief of the Internal Revenue Division of the Treasury Department. Detrick worked closely with Copp on several development projects in the Rockville area. Detrick took an active interest in development in Montgomery County, particularly in Kensington, where he promoted its incorporation and served as its first mayor.

James E. Cafritz was a Washington, D.C. area builder and developer in the mid-twentieth century credited with subdivisions such as Cherrywood, West End Park, Aspen Hill Park, and Laurel Grove (The Washington Post and Times Herald 1965, D6). Cafritz and the architectural team of Horowitz and Seigel Associates offered three home designs for West End Park: “a split-level, Colonial, and rambler” with the “latter selected as a Forecast Home by the Washington Gas Light Co.” (The Washington Post and Times Herald 1962, D4). “Features include paneled family activity centers off the kitchen, paneled terrace rooms with sliding glass doors on grade to a patio, 3 and 4 bedrooms, center hall foyers, full basements, and optional carports” (The Washington Post and Times Herald 1962, D4).

Evaluation:

West End Park Section 2 was evaluated in accordance with the Suburbanization Historic Context and Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

The West End Park Section 2 community reflects a broad range of single-family residential development patterns, beginning in the Industrial/Urban Dominance Period (1870-1930) and continuing through the Suburban Diversification Period (1961-1980). The subdivision was platted in 1890 and although lots were sold, development did not occur until the late 1920s, followed by two major periods of growth in the early 1950s and between 1961 and 1971. The resource is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Its predominant development period, 1950-1970, came after suburban development in Rockville was already well under way. The neighborhood does not demonstrate significant associations with suburban expansion in Rockville or Washington, D.C., which is

better represented in Rockville by the range of houses in the adjacent West End Park. Furthermore, West End Park Section 2 is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the neighborhood is not significant under Criterion A.

Henry N. Copp and Reuben Detrick were popular and largely successful developers in the late-nineteenth century in Montgomery County; however, their work in West End Park Section 2 was limited to platting streets, and the pair was forced to sell the property before carrying out their full vision. Copp is better represented by his work in Garrett Park, and Detrick for his role in Kensington. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not significant under Criterion B.

The West End Park Section 2 community was not the first planned residential neighborhood in this area of Montgomery County or Rockville. Construction in this subdivision did not begin until over 30 years after being platted, and most occurred during the 1960s. With mid-twentieth century houses constructed along streets laid out in the nineteenth century, West End Park Section 2 is not a good example of the type of suburban development that occurred in Montgomery County. The neighborhood's house forms and styles include standard features typical of their 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. Although the buildings in the West End Park Section 2 community retain most of the character-defining features of their property types, additions, replacement materials such as fenestration and siding, 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, the resource was not evaluated under Criterion D.

This property encompasses 63.4 acres and is bounded on the north by Woodley Gardens Park and Woodley Gardens West, on the west by I-270, on the south by Montgomery Avenue, and on the east by the residential subdivision known as West End Park Historic Area (M: 26-7). It is confined to the current property tax parcels, which are found on Montgomery County Tax Map GR13 and also as seen in Montgomery County plat book A page 42 and B page 6, and plats 6868, 9028, and 9261.

References:

The Evening Star. 1946. "Auction Sale." April 12, 1946, 44.

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.

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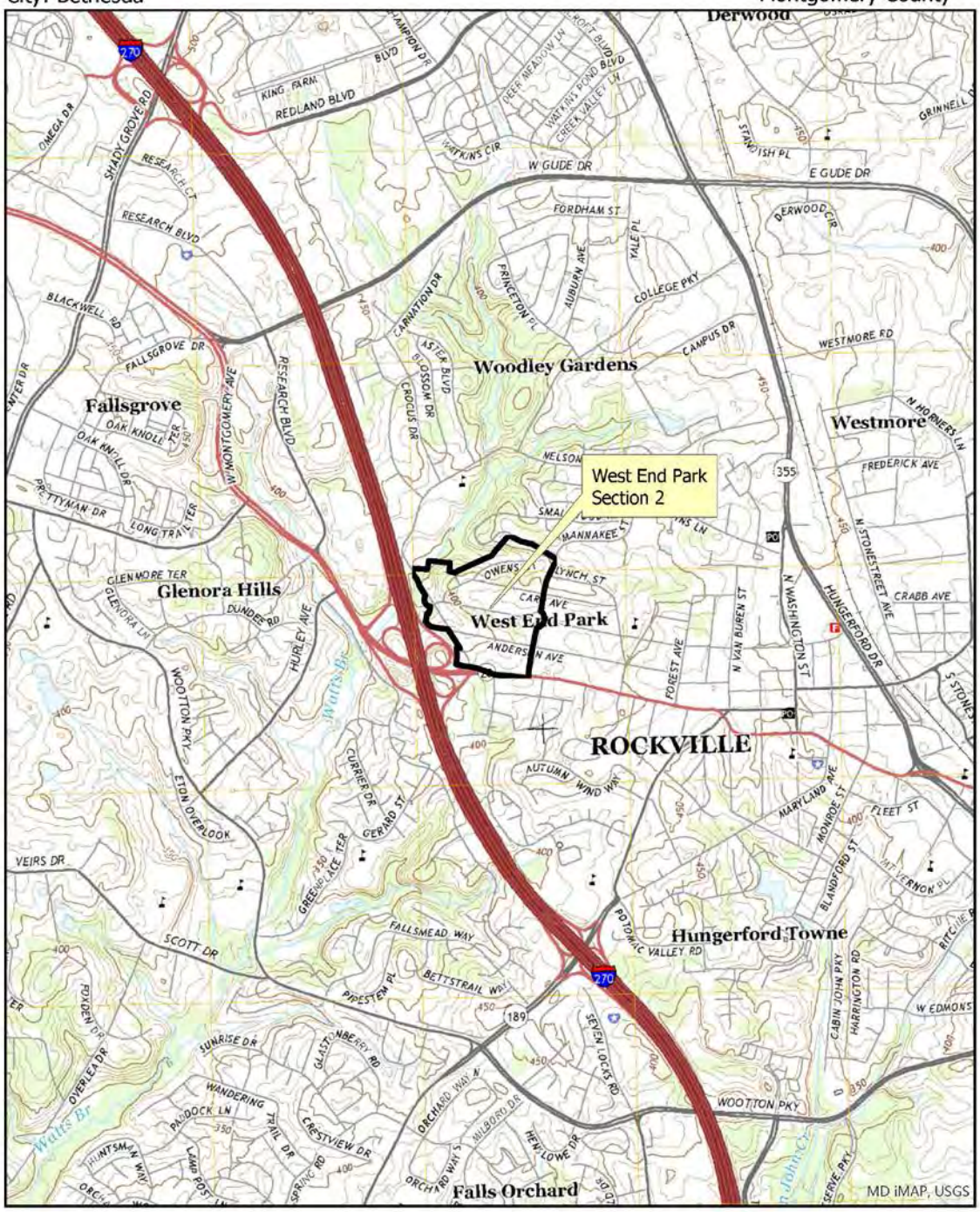
Rathner, Janet Lubman. 2017. "Vintage Rockville, Showing Its Ages." The Washington Post. March 10, 2017. Accessed December 20, 2018. http://www.washingtonpost.com/wp-dyn/content/article/2007/03/09/AR2007030900852.html.

The Washington Post and Times Herald. 1962. "More Homes Being Shown in Rockville." November 3, 1962, D4.
---1963. "Forecast Home in Maryland." January 5, 1963, D6.
---1965. "J.E. Cafritz to Build at Laurel." June 12, 1965, D6.

Ziek, Robin D. 2010. National Register of Historic Places Nomination Form: Rockville Park Historic District (M: 26-13), Montgomery County, Maryland. Accessed December 28, 2018. https://mht.maryland.gov/secure/medusa/PDF/NR_PDFs/NR-1526.pdf.

West End Park Section 2

Loation: Northeast of I-270 and W. Montgomery Avenue interchange
City: Bethesda Montgomery County

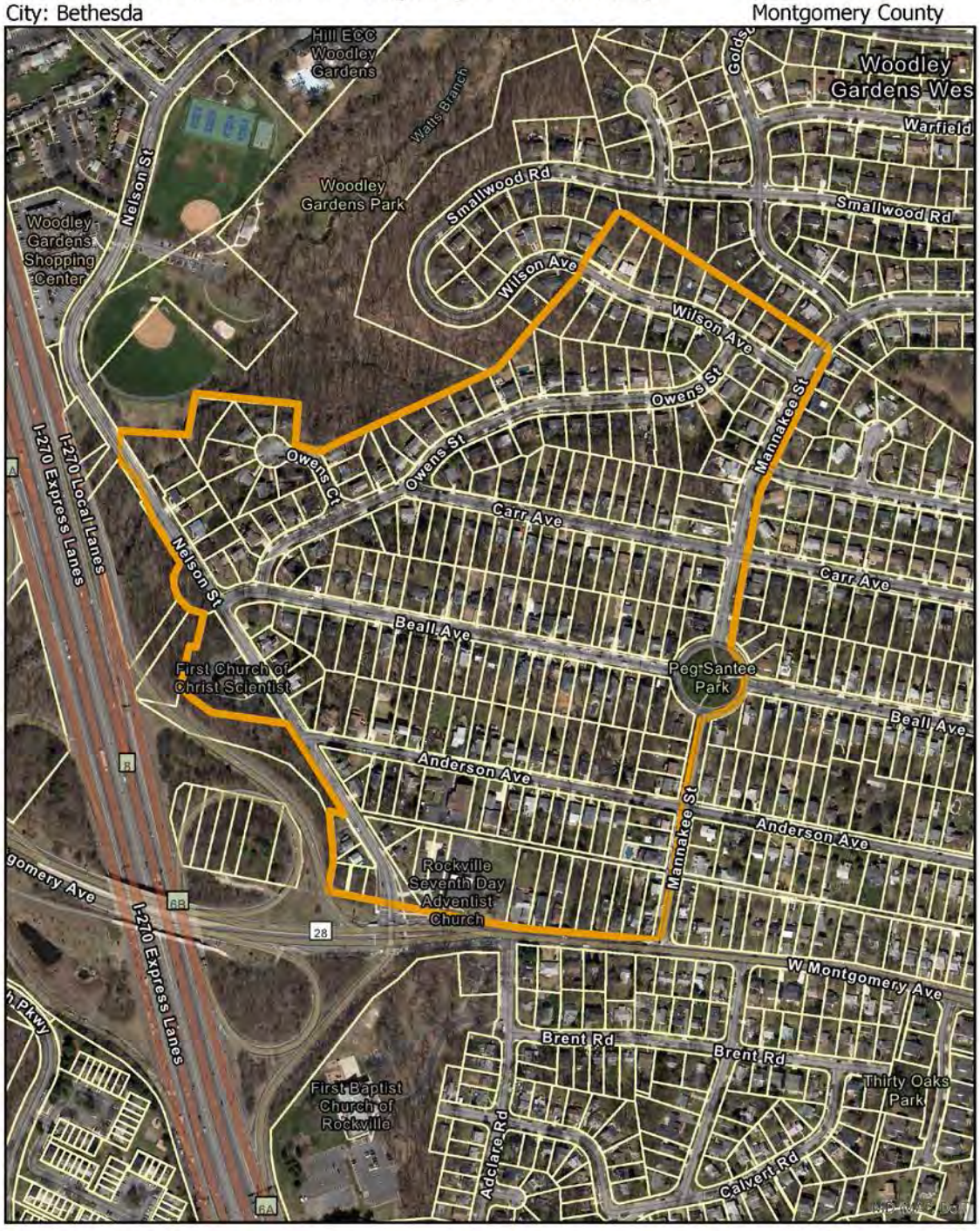


USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000
N

West End Park Section 2

Loation: Northeast of I-270 and W. Montgomery Avenue interchange
City: Bethesda Montgomery County



PHOTOGRAPHS

703 Beall Avenue, south elevation.

707 Beall Avenue, southwest oblique.

PHOTOGRAPHS

South side of Beall Avenue, looking southwest from 715 Beall Avenue.

East side of Nelson Street, looking east from 107 Nelson Street.

PHOTOGRAPHS

Rockville Church of God at 731 Anderson Avenue, north elevation.

West side of Mannakee Street, looking northwest from 2 Mannakee Street.

PHOTOGRAPHS

Overview of Carr Avenue, looking west.

74 Anderson Avenue, southwest elevation.

PHOTOGRAPHS

North side of Wilson Avenue from Owens Street, looking northwest.

East side of Mannakee Street, looking northwest from 710 Mannakkee Street.

PHOTOGRAPHS

First Church of Christ Scientist at 100 Nelson Street, north oblique.

M: 26-81 West End Park Section 2

PHOTO LOG

Number of Photos: **11**
Name of Photographer: **Adriana Moss**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 26-81_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
703 Beall Avenue, south elevation.

02.tif
707 Beall Avenue, southwest oblique.

03.tif
South side of Beall Avenue, looking southwest from 715 Beall Avenue.

04.tif
East side of Nelson Street, looking east from 107 Nelson Street.

05.tif
Rockville Church of God at 731 Anderson Avenue, north elevation.

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West side of Mannakee Street, looking northwest from 2 Mannakee Street.

07.tif
Overview of Carr Avenue, looking west.

08.tif
74 Anderson Avenue, southwest elevation.

09.tif
North side of Wilson Avenue from Owens Street, looking northwest.

10.tif
East side of Mannakee Street, looking northwest from 710 Mannakkee Street.

11.tif
First Church of Christ Scientist at 100 Nelson Street, north oblique.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **White Oak Manor**
Inventory Number: **PG:65-56**

Address: South of I-495, east of Riggs 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: 0024

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton
Date Prepared: Mar 25, 2019

Documentation is presented in: Project review and compliance files

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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:

White Oak Manor is a planned residential development located south of I-495 and east of Riggs Road in Hyattsville. A 1990s addition to White Oak Manor borders the subdivision to the south and east. The development is approximately 38 acres and is composed of eight curvilinear streets, six of which terminate in cul-de-sacs. There are approximately 110 single-family dwellings on lots ranging between 0.20 and 0.54 acre. All streets are lined with a concrete curb, sidewalks, and streetlamps, and individual lots are evenly graded or slightly sloped with moderate tree coverage and bushes. All lots feature a concrete driveway connected to the house by a concrete walkway, and rear lots are occasionally fenced. Secondary resources include sheds and detached carports.

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:

White Oak Manor is a planned residential development of approximately 110 single-family dwellings constructed between 1957 and 1970 during the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. Most of the single-family dwellings were constructed in the Ranch, Split-Level, or Two-Story Massed forms. Colonial Revival-style detailing is present on Two-Story Massed houses.

Dwellings are primarily five to seven bays wide and one to two stories tall. Foundations are often parged concrete and, depending on the slope of the terrain, may include a crawl space or basement. Cladding on the houses consists of stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of materials. Roofs are front or side gabled, all of which are sheathed in asphalt shingles. Most dwellings feature either an exterior-end or interior-slope brick chimney.

Primary entrances include a single-leaf wood or fiberglass door and storm door on the façade, although placement varies depending on the form or style of the house. Door surrounds with modest Colonial Revival-style elements, such as sidelights, dentils, and pediments, are common on Two-Story Massed houses. Original windows are six-over-nine, six-over-six, or nine-over-nine, double-hung-sash units and multi-light bay windows. A majority of houses have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, typically flank façade windows. Concrete stoops at primary entrances are common. Although uncommon, some dwellings have one-story, partial width porches. Many houses have attached single-car carports or garages.

Historic Context:

In November 1954, White Oak Manor, Inc., owned by William S. Eagle and David F. Linowes, purchased 87.39 acres along Whitfield Chapel Road from Isadore and Bertha Gudelsky, Harry and Lea Gudelsky, Homer S. and Martha Gudelsky, Anna Gudelsky, Ida Gudelsky, Charles and Frannie Scheffres, Jerome and Myrtle Scheffres, Eugene Scheffres, and Lillian and Milton Turner (Prince George's County Deed Book [PGCDB] 1794, 464). By February of the next year, White Oak Manor, Inc., had platted the first section of White Oak Manor, totaling over 8 acres. It included 21 lots along Lackawanna and Muskogee streets. White Oak Manor, Inc., began construction of the houses soon after the plats were filed; all of the houses in this section were completed by 1957 and White Oak Manor, Inc., sold the houses to individual home buyers (Nationwide Environmental Title Research [NETR] 1957; PGCDB 20012, 22; Prince George's County Plat Book [PGCPB] WWW 25, 59). White Oak Manor, Inc., also subdivided a 4.96-acre section containing 17 lots along Lackawanna Street and Lackawanna Court, although houses in this section were not constructed until 1970 (NETR 1964, 1970; PCPB 26, 99).

Between December 1967 and May 1968, White Oak Manor, Inc., sold 25.11 acres to Lenore Corporation, which was owned by Myron and Lenore Loewinger, and the White Oak Corporation, which was owned by Allen Berenter and Allen Morris (PGCDB 3550, 852). The corporations subdivided the 25.11 acres in 1968 and created 72 lots and six cul-de-sacs that extend from Muskogee Street (PGCPB WWW 67, 55). Between 1968 and 1970, they built the houses and sold them to individual home buyers (NETR 1970; PGCDB 3704, 807).

Newspaper advertisements from the late 1950s and early 1960s touted three- and four-bedroom Split Levels with a fireplace in the living room, multiple bathrooms, modern kitchen, and a carport. Real estate agents, such as Hugh T. Peck and Sarvis Realty Company, noted that Federal Housing Administration loans were available and priced the houses in the low- to mid-$20,000s (The Evening Star 1963, D-12; The Washington Post and Times Herald 1959, C12).

In the 1970s, houses in White Oak Manor were selling between $32,500 and $41,750 and the advertisements boasted that the dwellings were custom built and featured central air-conditioning, a tiled basement, and a carport (The Evening Star 1970, C-15; 1971, D-14; The Washington Post and Times Herald 1971, D35). This subdivision did not include any community amenities.

Research did not uncover any other projects completed by the three firms associated with the development of White Oak Manor (White Oak Manor, Inc., Lenore Corporation, and White Oak Corporation).

Evaluation:

White Oak Manor 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.

White Oak Manor 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 Modern and Suburban Diversification periods. The development is not an early example, nor did it 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.

The professionals involved in the development of White Oak Manor, such as William S. Eagle, David F. Linowes, Myron, Lenore Loewinger, Allen Berenter, and Allen Morris, 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.

White Oak Manor is a modest and basic example of a planned residential development and demonstrates none of the innovations in residential developments that occurred during the Suburban Diversification period. Furthermore, the development's Ranch, Split-Level, and Two-Story-Massed forms include standard features typical of the period and demonstrate only modest Colonial Revival-style details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because White Oak Manor is a common example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. White Oak Manor was not evaluated under Criterion D.

White Oak Manor encompasses approximately 38 acres. It is bounded on the north by I-495, on the east and south by a 1990s residential addition to White Oak Manor, and on the west by Riggs Road, as defined

in Prince George's County Plats WWW 25 page 52, WWW 26, page 99, and WWW 67, page 55. It includes multiple parcels found on Prince George's County Tax Map 0024.

References:

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---1970. "White Oak Manor." November 20, 1970, C-15.
---1971. "White Oak Manor." May 13, 1971, D-14.

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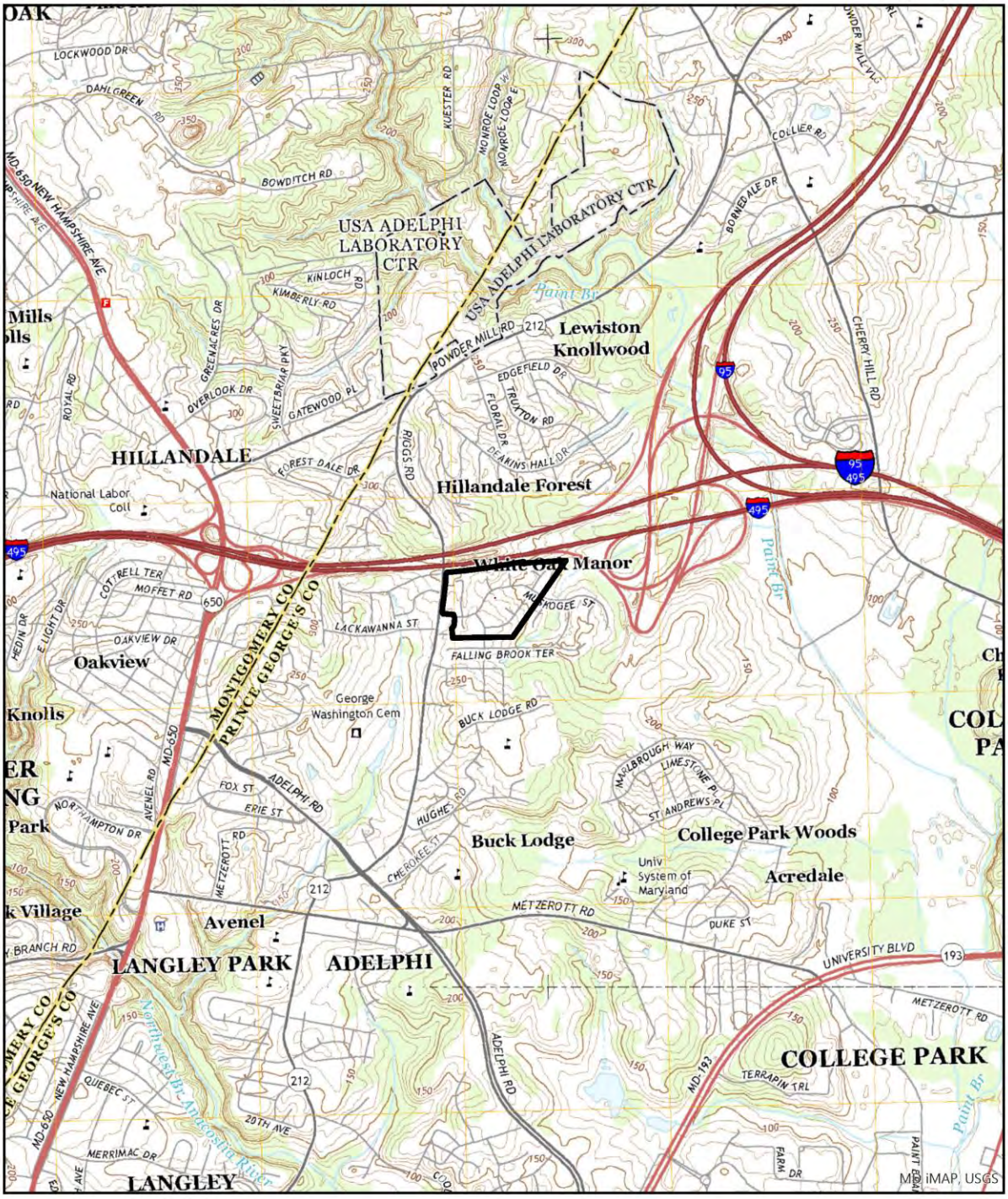
The Washington Post and Times Herald. 1959. "Adelphi- White Oak Manor." May 13, 1959, C12.
---1971. "White Oak." August 1, 1971, D35.

White Oak Manor Prince George's County

Location: South of I-495, east of Riggs Road City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

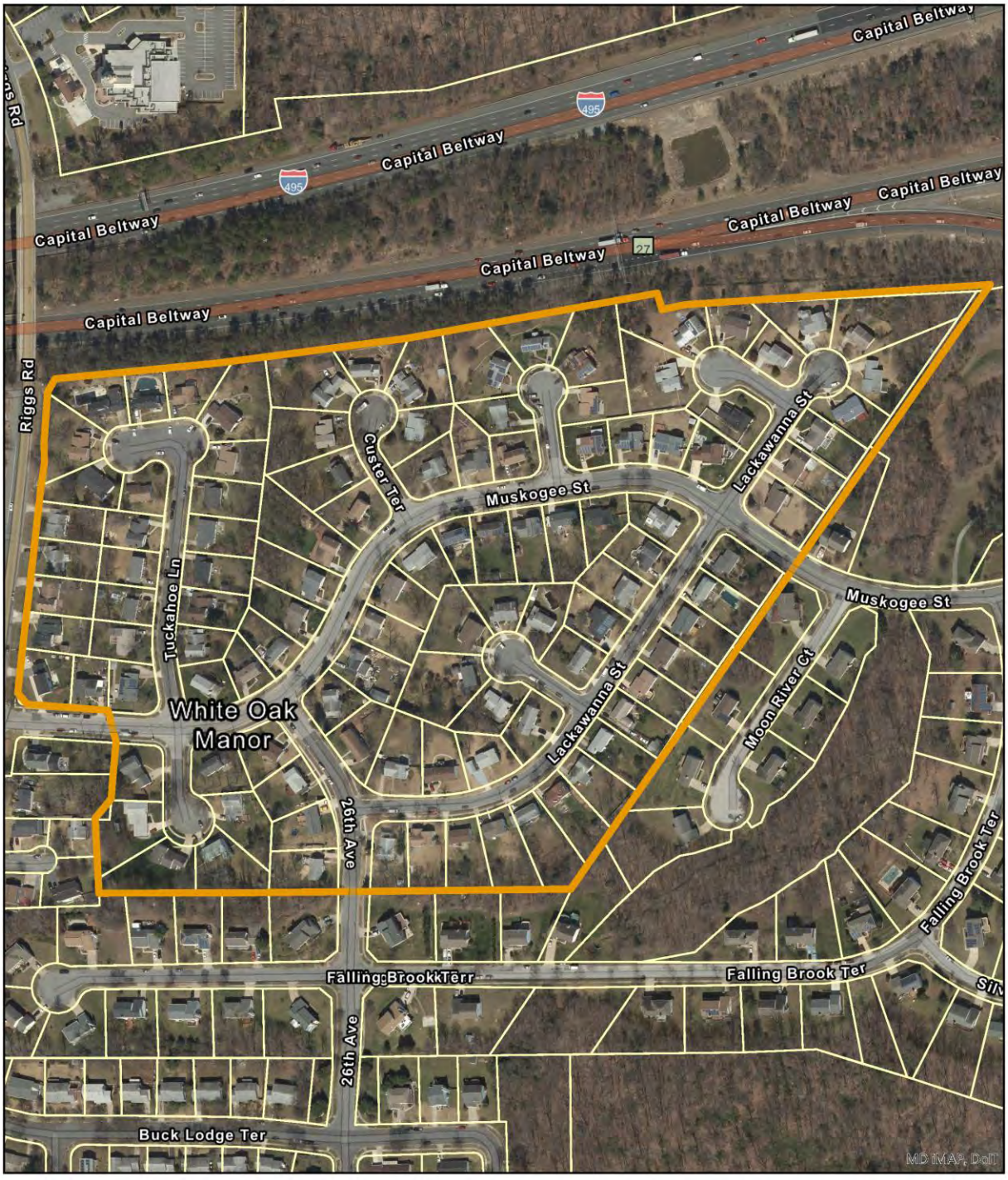
Scale: 1:24,000

N

MAPS

White Oak Manor Prince George's County

Location: South of I-495, east of Riggs Road City: Hyattsville



PHOTOGRAPHS

9212 Tuckahoe Lane, east elevation.

Tuckahoe Lane, overview of cul-de-sac, looking north.

PHOTOGRAPHS

Streetscape of 26th Avenue, looking northwest.

2604 Lackawanna Street, southwest oblique.

PHOTOGRAPHS

Streetscape of Muskogee Street, looking northwest.

Streetlamp on Muskogee Street.

PHOTOGRAPHS

9809 26th Avenue, northeast oblique.

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-01-09**
Location of Original Digital File: **MD SHPO**
File Format: **PG:65-56_2019-01-09_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
9212 Tuckahoe Lane, east elevation.

02.tif
Tuckahoe Lane, overview of cul-de-sac, looking north.

03.tif
Streetscape of 26th Avenue, looking northwest.

04.tif
2604 Lackawanna Street, southwest oblique.

05.tif
Streetscape of Muskogee Street, looking northwest.

06.tif
Streetlamp on Muskogee Street.

07.tif
9809 26th Avenue, northeast oblique.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Whitfield Chapel Park

Address: 5214 Whitfield Chapel Road

City: Lanham **Zip Code:** 20706 **County:** Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): A **Tax Map Number:** 52

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)

Whitfield Chapel Park, also known as Whitfield Community Park, is a local and neighborhood park in Lanham comprising 26.33 acres of land. The property was conveyed to the Maryland-National Capital Park and Planning Commission in multiple parcels, with the north 16.18 acres conveyed 1975-1976 (Prince George's County Plat Book NLP 97:15, 1977) and the south 10.14 acres acquired in 1993 (Prince George's County Deed Book 9164:495, 1993).

The park is in a suburban residential neighborhood, located between Whitfield Chapel Road to the east and Interstate 495 to the west. Whitfield Chapel Park is characterized by wooded areas and open space for recreational activities. Park access is via a paved driveway directly across from Keewatin Road which leads west to two paved parking areas. The park contains two baseball fields, one directly south of the eastern-most parking lot; the other located west of the parking lots. Both baseball fields have chain link fences and a few benches; the west field also has lighting and a rectangular one-story exposed aggregate shed-roof storage or utility building. Aerial photographs suggest a single baseball field was present on the site in the 1960s. By 1980, the park included multiple baseball fields, in different locations than the original. The park was redesigned and additional amenities were added sometime between 1981 and 1993, and the current east

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

baseball field is close to the same location and orientation as the original 1960s field. The southeast end of the park has a small playground and paved trails constructed during the 1990s, after the parcel was purchased in 1993.

The Whitfield Chapel 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 most of the existing amenities and infrastructure are replacements added after 1981. 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.

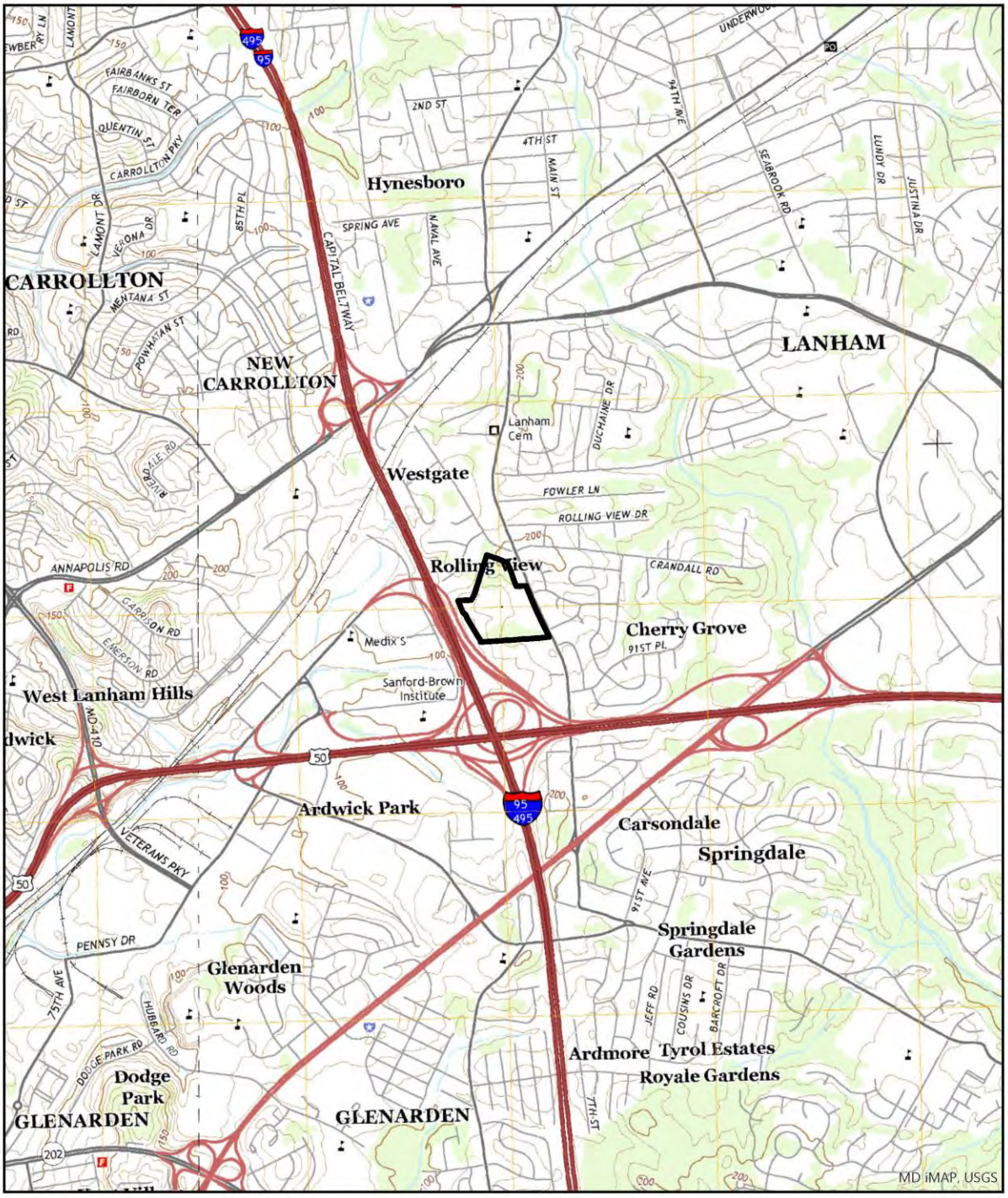
The boundary for the property encompasses 26.33 acres and is defined as Parcel B of Plat A-9068 and Parcel A of Plat A-7588 on Prince George's County Tax Map 52.

NR-ELIGIBILITY REVIEW FORM

Whitfield Chapel Park

Whitfield Chapel Park Prince George's County

Location: 5214 Whitfield Chapel Road City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles

Scale: 1:24,000

N

Whitfield Chapel Park

East Baseball Field Looking East Toward Whitfield Chapel Road

West Parking Lot and Baseball Field Looking West

Whitfield Chapel Park

Playground Area Looking Southeast

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Whitfield Woods**
Inventory Number: **PG:70-103**

Address: Northeast of intersection of Route 50 and I-495
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: 0052

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton
Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

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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 Whitfield Woods community is a single-family, planned residential development located on the east side of I-495 and Whitfield Chapel Road, on the south side of Crandall Road, and on the north side of Route 50 in Lanham, Prince George's County. Other residential neighborhoods surround Whitfield Woods to the north and northeast (Whitfield Gardens), and east (Hayden's Subdivision). Whitfield Woods is approximately 44.44 acres and is composed of six curvilinear streets and two cul-de-sacs, with approximately 180 single-family dwellings on lots averaging between 0.15 and 0.32 acre. 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. Some streets include streetlamps. Secondary resources within Whitfield Woods 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:

Whitfield Woods is a planned residential development comprising approximately 180 single-family dwellings constructed between 1967 and 1990, largely during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Ranch, Split-Level, and Split-Foyer forms.

Dwellings in Whitfield Woods are primarily three to four bays wide and one to two stories tall. Dwellings, often of concrete-block construction, sit atop a crawl space or basement, depending on the slope of the terrain. Cladding on the houses includes a combination of materials, including stretcher-bond brick veneer and siding, such as vinyl or aluminum. Roofs include front and side gables, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick, exterior-end chimney or an interior-end metal flue.

Primary entrances are typically off-center and include a single-leaf wood or fiberglass door and storm door often accessed by a concrete stoop or the occasional one-story entry porch. Door surrounds with modest Colonial Revival-style elements, such as sidelights, dentils, and pediments, are common. Many houses within the development have secondary side entrances with a single-leaf doors. Original windows are two-over-two, six-over-six, or eight-over-eight, double-hung-sash units and multi-light bay or bowed windows. A majority of houses have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, commonly flank the façade. Attached, single-car carports or garages are incorporated into the design of many houses in this development.

Historic Context:

In September 1965, Bass Brothers, Inc., owned by Jack M. Bass and Ralph S. Bass, purchased approximately 35 acres along Whitfield Chapel Road from Clarence M. Schwerin, III, and wife, Suzanne B. Schwerin (Prince George's County Deed Book [PGCDB] 3207, 262, 272). By November of that same year, Bass Brothers, Inc., had platted the first section of Whitfield Woods, totaling over 15 acres. It included several secondary streets and an access road (91st Place) from Whitfield Chapel Road. This first portion of Whitfield Woods was situated on the south side of Whitfield Gardens, a planned residential development platted by Caskel Developments, Inc., in the early 1960s (Prince George's County Plat Book [PGCPB] WWW 58, 52). Beginning in 1967, Bass Brothers, Inc., began development on the houses in the first section of Whitfield Woods. Between 1966 and 1969, they further expanded Whitfield Woods to the southeast. Construction began soon after each new section was platted. In the late 1980s, George F. and Katherine R. Kabus platted an eight-lot addition to Whitfield Woods on the eastern edge of 91st Place; dwellings in the section date to 1990 and reflect similar forms, Split-Level and Split-Foyer, as exhibited in the earlier sections.

Early newspaper advertisements touted three-, four-, and five-bedroom houses that were "close, but not too close, to major shopping centers, good schools and downtown Washington" (The Evening Star 1970, D-4). In the late 1960s and early 1970s, house sales were completed by Gitelson and Neff Associates, Inc. They boasted the financial practicality of Whitfield Woods houses, noting that the builder was responsible for the settlement cost and that eight percent conventional financing over a 25-year period was available, as was Federal Housing Administration and Veterans Affairs financing (The Evening Star 1970, D-4). The houses were priced from $25,290 (The Washington Post and Times Herald 1966, R44).

Whitfield Woods was the largest and most advertised development created by Bass Brothers, Inc., if not the only one. Research did not uncover any other project completed by this Maryland-based firm.

Evaluation:

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

Whitfield Woods 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 development is not an early example, nor did it 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 property is not eligible under Criterion A.

The professionals involved in the development of Whitfield Woods 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.

Surrounded by similar subdivisions, Whitfield Woods is a modest and basic example of a planned residential development and demonstrates none of the innovations in residential developments that occurred during the Suburban Diversification Period. Furthermore, the development's Ranch, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate only modest Colonial Revival-style 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 Whitfield Woods 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. Whitfield Woods was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary Whitfield Woods for the resource encompasses a total of 44.44 acres. It is bounded on the north by Whitfield Gardens, on the east by Hayden's Subdivision, on the south by Route 50 and on the west by Whitfield Chapel Road, as defined in Prince George's County Plats WWW 58 page 52, WWW 63, pages 29-31, WWW 70, pages 93, NLP 132, page 39, and NLP 154, page 29. It includes multiple parcels found on Prince George's County Tax Map 0052.

References:

The Evening Star. 1970. "Advertisement." November 27, 1970, D-4.

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 28, 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 28, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post and Times Herald. 1966. "Whitfield Woods" September 10, 1966, R44.

Whitfield Woods

Location: Northeast of intersection of Route 50 and I-495

City: Lanham Prince George's County

USGS 7.5' Quadrangle - Lanham

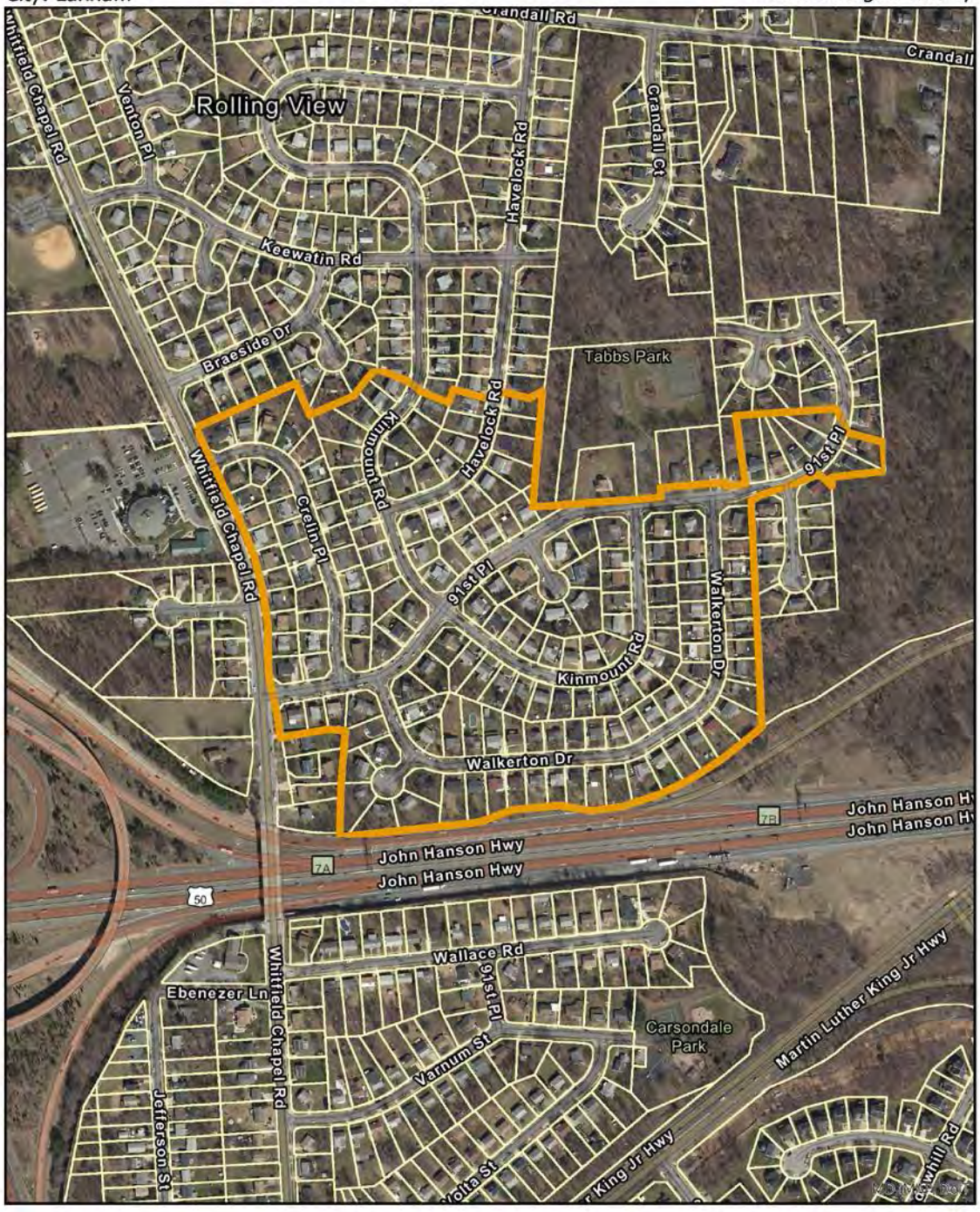
0 0.5 1 Miles

Scale: 1:24,000

N

Whitfield Woods

Location: Northeast of intersection of Route 50 and I-495
City: Lanham Prince George's County



PHOTOGRAPHS

8903 91st Place, looking south.

8902 91st Place, looking northeast.

PHOTOGRAPHS

8900 Walkerton Drive, looking southeast.

Streetscape of Walkerton Drive, looking northeast.

PHOTOGRAPHS

8924 Walkerton Drive, looking northeast

9013 Walkerton Drive, looking east.

PHOTOGRAPHS

Streetscape of Kinmount Road, looking southeast.

Streetscape of Whitfield Chapel Road, looking northeast.

PHOTOGRAPHS

4325 Crelin Road, looking north.

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Heather Staton**
Date of Photographs:
Location of Original Digital File: **MD SHPO**
File Format: **PG:70-103__01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
8903 91st Place, looking south.

02.tif
8902 91st Place, looking northeast.

03.tif
8900 Walkerton Drive, looking southeast.

04.tif
Streetscape of Walkerton Drive, looking northeast.

05.tif
8924 Walkerton Drive, looking northeast

06.tif
9013 Walkerton Drive, looking east.

07.tif
Streetscape of Kinmount Road, looking southeast.

08.tif
Streetscape of Whitfield Chapel Road, looking northeast.

09.tif
4325 Crelin Road, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Wildwood Hills** Inventory Number: **M: 29-76**

Address: West of the intersection of I-270 and 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: GP32

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester Date Prepared: Jan 31, 2019

Documentation is presented in:

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 Wildwood Hills community is a single-family, planned suburban neighborhood located west of the Democracy Boulevard and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north by the Devonshire townhouse development, on the west by the Montgomery Country Club, and on the east and south by the Democracy Boulevard and I-270 interchange. Wildwood Hills comprises five curvilinear streets (Bells Mill Road, Beacon Terrace, Coventry Way, Woodhill Road, and Thomas Branch Drive) with 38 single-family dwellings on lots averaging between 0.47 and 0.71 acre. The subdivision encompasses an estimated 30 acres. The individual lots are either evenly graded or slightly sloped with heavy tree coverage, plant beds, and bushes that give the lots privacy from one another. Secondary buildings are rare, but if present include sheds, and all lots feature a concrete or asphalt driveway. The streets do not feature curbs or sidewalks.

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 Wildwood Hills community began as a planned suburban neighborhood with single-family dwellings primarily constructed between 1950 and 1959 during the Modern Period (1930-1961). The streets are laid out in a curvilinear pattern, with Bells Mill Road, Woodhill Road, and Thomas Branch Road forming the perimeter of the neighborhood with Beacon Terrace and Coventry Way crossing though the neighborhood. Most of the single-family dwellings were constructed in variations of the Minimal Traditional, Ranch, Transitional Ranch, and Cape Cod forms. One example of the Contemporary style is found at 7206 Beacon Terrace. Modern infill properties, mostly built since 2000, are located throughout Wildwood Hills.

Dwellings in Wildwood Hills are primarily three or five bays wide and one or two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, often clad in a brick veneer. Cladding includes stretcher-bond brick veneer, but at times is in combination with vinyl siding. Roofs are side or cross gabled sheathed in asphalt shingles; many feature front-gabled dormers while some feature an overhanging eave with occasionally a boxed cornice. 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 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, 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 feature fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Many Minimal Traditional and Ranch-form houses feature an attached garage or carport. Additions are typically found at the rear or side elevation and are in scale with the original building.

Historic Context:

In October 1946, Charles S. Hartung and his wife, Jannette Hartung, purchased the approximately 38 acres for Wildwood Hills from Boulevard Heights Inc. (Montgomery County Deed Book [MCDB] 1041, 275). The land was originally part of a much larger tract known as "Grubby Thicket" (MCDB 226, 62). Charles S. Hartung does not appear to have been a prolific real estate developer as not much information about him is available, and his primary occupation is listed as "engraver" in the census (United States Federal Population Census 1940). Wildwood Hills was platted in three multi-lot plats between 1948 and 1950, from west to east (Montgomery County Plats [MCP] 2189, 2512; 2742). Construction of dwellings in each section began shortly after platting, with all houses built between 1950 and 1959 (National Environmental Title Research [NETR] 1949, 1963).

With its small scale and proximity to Walter Johnson High School, Bethesda Country Club, and other nearby facilities, Wildwood Hills did not include community amenities. It was not widely promoted, but advertisements touted its proximity the Bethesda County Club as well as the large half acre lot size, landscaping, and privacy (Washington Post 1951, 7B; 1954, 6F). Houses were constructed by both individual owners and by builder-developers who purchased multiple lots to construct similar houses.

Advertisements for one such group of houses, possibly the Ranch examples along Woodhill Road, priced houses around $19,000, and noted that they offered “a pleasing architectural design for comfort and spacious living” with entrance foyers, three bedrooms, all-electric kitchen, built-ins, air-conditioning, fireplaces, and full basements (The Washington Post 1951, 7B; 1953, 3M).

Evaluation:

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

Wildwood Hills 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 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 property is not eligible under Criterion A.

The developer, Charles S. Hartung, 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.

Wildwood Hills is surrounded by similar suburban neighborhoods and developments and is a modest and basic example of a planned residential neighborhood. The Minimal Traditional, Ranch, Transitional Ranch, and Cape Cod 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 Wildwood Hills is a common example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses approximately 30 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GP32 and also as seen in Montgomery County plat records 2189, 2512, 2742.

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 January 20, 2019. http://www.mdlandrec.net/.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 20, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

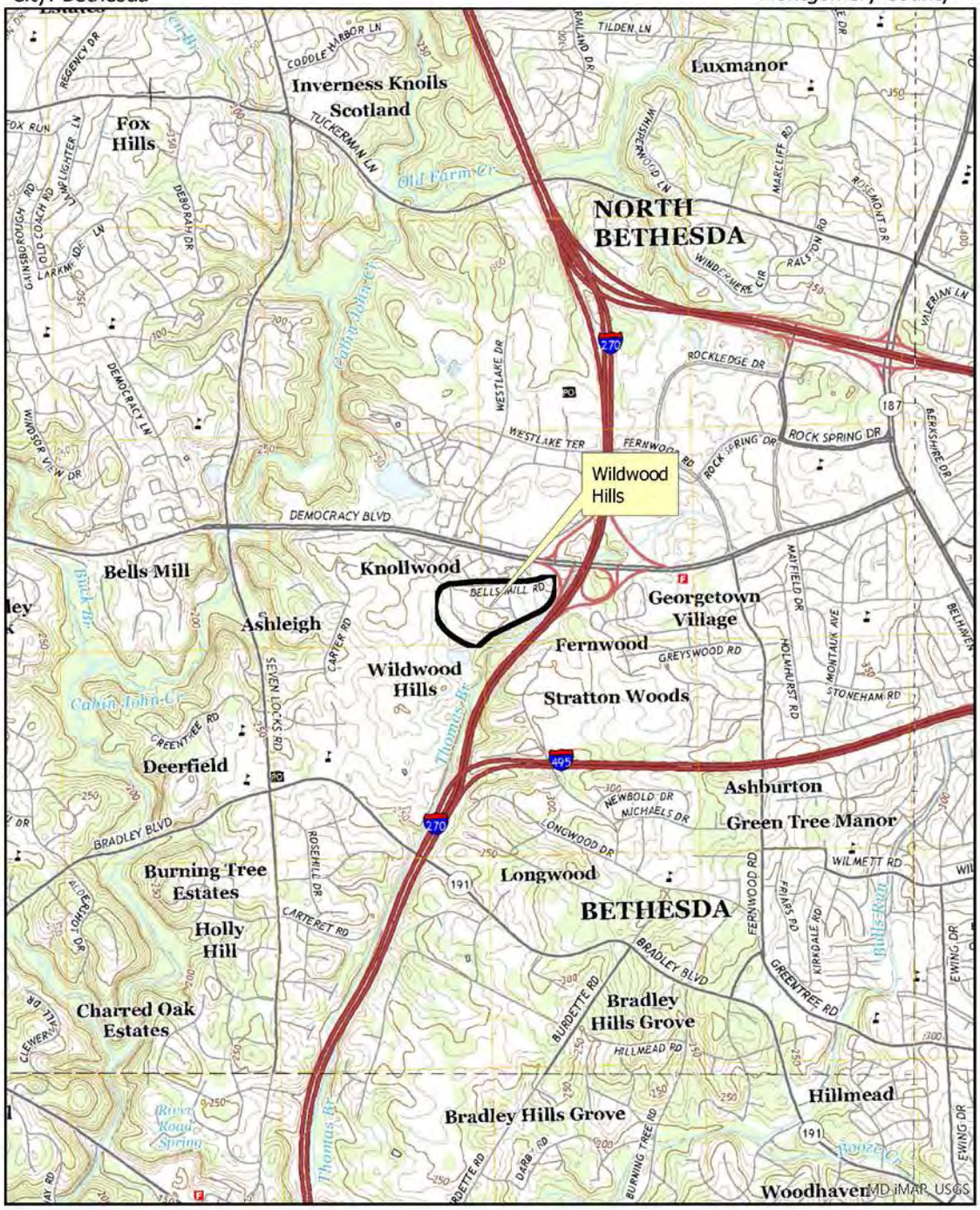
Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed January 15, 2019. http://www.historicaerials.com/viewer.

United State Federal Population Census. 1940. Sixteenth Census of the United States, 1940. Washington, D.C. National Archives and Records Administration. Accessed January 20, 2019. http://www.ancestry.com.

The Washington Post. 1951. "Wildwood Hills" advertisement. May 19, 1951: 7B.
---1953. "Columbia Home Cooler" advertisement. May 31, 1953: 3M.
---1954. "Wildwood Hills" advertisement. September 26, 1954: 6F.

Wildwood Hills

Loation: West of the intersection of I-270 and Democracy Boulevard
City: Bethesda Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000
N

Wildwood Hills

Location: West of the intersection of I-270 and Democracy Boulevard
City: Bethesda Montgomery County

PHOTOGRAPHS

South side of Bells Mill Road, looking southwest from 7108 Bells Mill Road.

7121 Thomas Branch Drive, southeast elevation.

PHOTOGRAPHS

7201 Thomas Brach Drive, southeast elevation.

7207 Beacon Terrace, southeast oblique.

PHOTOGRAPHS

10021 Woodhill Road, west elevation.

10028 Woodhill Road, northeast elevation.

M: 29-76 Wildwood Hills

PHOTO LOG

Number of Photos: **6**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-12-11**
Location of Original Digital File: **MD SHPO**
File Format: **M: 29-76_2018-12-11_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
South side of Bells Mill Road, looking southwest from 7108 Bells Mill Road.

02.tif
7121 Thomas Branch Drive, southeast elevation.

03.tif
7201 Thomas Brach Drive, southeast elevation.

04.tif
7207 Beacon Terrace, southeast oblique.

05.tif
10021 Woodhill Road, west elevation.

06.tif
10028 Woodhill Road, northeast elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Wildwood Knolls**
Inventory Number: **M: 30-52**

Address: South of I-270 and North of Grosvenor Lane
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: HP13

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss
Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

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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 Wildwood Knolls community is a single-family, planned residential neighborhood located on the south side of I-270 and southeast of the Old Georgetown Road (Route 187) and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north and east by I-270, on the south by the Bethesda Health and Rehabilitation Center, and on the west by another residential subdivision called Wildwood Manor. An access point for the Bethesda Trolley Trail is at the east end of the subdivision at Fleming Avenue. Wildwood Knolls comprises five streets (Rossmore Drive, Fleming Avenue, Dickens Avenue, Cheshire Drive, and Cheshire Court) and one cul-de-sac (Rossmore Court) with 45 single-family dwellings on lots between 0.21 and 0.40 acre. The subdivision encompasses an estimated 16.6 acres. All streets are lined with a concrete curb, but only Cheshire Drive and Dickens Avenue include a sidewalk. Individual lots, all with concrete driveways, are either evenly graded or slightly sloped with light to

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:**

moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds or detached garages.
Description:

The Wildwood Knolls community is a planned residential neighborhood with single-family dwellings constructed between 1962 and 1971 during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style and the Split-Level, Split-Foyer, and Ranch forms.

Dwellings in Wildwood Knolls are primarily three to four 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 brick veneer. Cladding on the remainder of the house includes stretcher-bond brick veneer and vinyl siding, commonly in combination. Roofs are primarily side or cross gabled sheathed in asphalt shingles; most feature a boxed cornice or partial or full returns. Most dwellings feature a single brick chimney set along a side elevation.

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. Most entrances feature a wood or vinyl door surround with Colonial Revival characteristics such as a flat or triangular pediment or fluted pilasters. Occasionally, entry porches are covered by a shed or gabled awning or are recessed beneath the building's roof eave. Windows are single one-over-one, vinyl-framed, double-hung-sash units with faux muntins. Tripartite and bay windows are common throughout the neighborhood. Many houses also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most dwellings within Wildwood Knolls have an attached sunroom or attached or inset garages for a single vehicle. Attached carports are uncommon. Additions are typically found at the rear or side elevation and are in scale with the building's core.

Historic Context:

The Wildwood Knolls community is located on what was once a single-family residential property. The subdivision was formally platted by Prichard-Fisher, Inc. in 1960.

Prichard-Fisher, Inc., a Maryland corporation owned by Mason C. Prichard, acquired an approximately 16-acre wooded tract known as "Addition to Wilson's Discovery" in 1959 from Donald R. and Ruth W. Ernst, and Elizabeth Mason A. Wallace Moore, Jr. (Montgomery County Deed Book [MCDB] CKW 2659, 261; Nationwide Environmental Title Research, LLC [NETR] 1957). In 1960, Prichard-Fisher, Inc., platted Wildwood Knolls with 45 single-family residential lots between 0.21 and 0.40 acre (Montgomery County Plats [MCP] 5831). Prichard-Fisher, Inc., sold off lots to individuals and developers, including F.M. and D.P. Bell. C and S Construction Co. won the contract in 1961 for the construction of water mains, sewer lines, and house connections within the subdivision (The Washington Post and Times Herald 1961, B6). Construction on dwellings began in 1962 along Cheshire Terrace, Cheshire Drive, and Rossmore Court (Nationwide Environmental Title Research, LLC 1964).

Initial advertisements for dwellings in Wildwood Knolls by F.M. and D.P. Bell appeared in 1962 (The Washington Post and Times Herald 1962a, D2). "New Ramblers and Split Levels in beautiful Bethesda on scenic wooded lots at Wildwood Knolls" were advertised as "new custom homes" containing three to five

bedrooms, one to two fireplaces, and one- or two-car garages on sale for $32,950 to $35,950 (The Washington Post and Times Herald 1962a, D2, 1962b, D10). Resale notices advertised centrally air-conditioned ramblers with large modern kitchens, basement, fireplace, three bathrooms, and a garage for $38,950 (The Washington Post and Times Herald 1967, E2). Homes by builders other than F.M. and D.P. Bell continued to be added to Wildwood Knolls throughout the 1960s with prices steadily rising. In 1968, new custom houses constructed with Colonial-Revival-style characteristics with an "excellent location, close in walk to schools, bus, and Wildwood Shopping Center" were being sold for between $46,950 and $49,990 (The Washington Post and Times Herald 1968a, c10, 1968b, D40). Later advertisements taken out by Bethesda Realty Company did not identify a builder.

Based on research, Prichard-Fisher, Inc. did not develop any of the individual lots within the Wildwood Knolls subdivision. F.M. and D.P. Bell, also known as F.M. and D.P. Bell, Co., was a development firm owned by brothers, F. Meade Bell and David P. Bell, and known for other residential subdivisions in Bethesda such as Ashleigh, Bradley Hills, Bradley Manor, and Luxmanor (Fleishman 2001; The Washington Post and Times Herald 1963, C14). Generally, the Bells aimed to build "luxury" homes meant for "affluent, family-oriented buyers" with two bathrooms and inset garages that were not exactly identical to their neighbors on the inside (Fleishman 2001).

Evaluation:

Wildwood Knolls was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C.

Wildwood Knolls is not an early example of a planned residential neighborhood, nor did it introduce design innovations influential to later developments. The neighborhood does not demonstrate significant associations with exurban residential expansion or other 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, Wildwood Knolls is not eligible under Criterion A.

Although F.M. Bell and D.P. Bell were active developers and neighborhood planners in Montgomery County and Bethesda in particular, their work was not innovative or influential. Therefore, Wildwood Knolls is not eligible under Criterion B.

As a planned residential neighborhood appended to a larger existing development, Wildwood Knolls is not a good example of the type of development that occurred in the Maryland suburbs during the Suburban Diversification Period. Its single-family houses include standard features of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Although the buildings in the Wildwood Knolls community retain most of the character-defining features of their property types, additions negatively impact the overall aesthetic of the community and its integrity of design and workmanship. Because Wildwood Knolls is not a good 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 was not evaluated under Criterion D. Based on the evaluated Criteria, Wildwood Knolls is not eligible for listing in the NRHP.

This property encompasses 16.6 acres and is bounded on the north and east by I-270, on the south by the Bethesda Health and Rehabilitation Center, and on the west by another residential subdivision called Wildwood Manor. It is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP13 and also as seen in Montgomery County plat record 5831.

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---1962b. “Wildwood Knolls.” May 12, 1962, D10.
---1963. “Advertisement for Bradley Manor.” November 23, 1963, C14.
---1967. “Wildwood Knolls, Bethesda.” May 20, 1967, E2.
---1968a. “Bethesda Realty Presents…” April 27, 1968, C10.
---1968b. “Bethesda, New Custom Home, Wildwood Knolls.” June 30, 1968, D40.

Wildwood Knolls

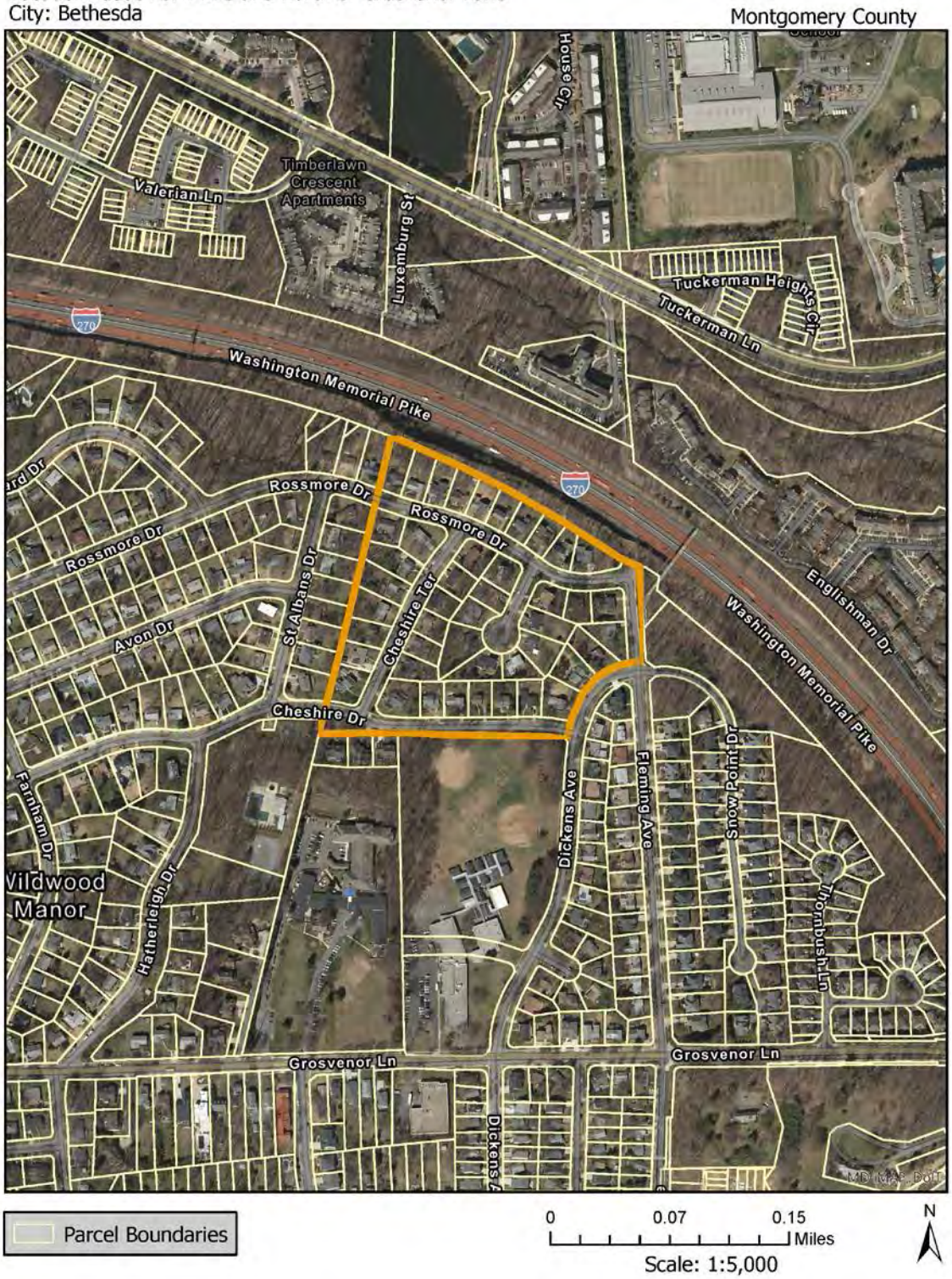
Location: South of I-270 and north of Grosvenor Lane
City: Bethesda

Montgomery County

USGS 7.5' Quadrangle - Kensington

Wildwood Knolls

Location: South of I-270 and north of Grosvenor Lane
City: Bethesda



PHOTOGRAPHS

North side of Rossmore Drive, looking northwest from 5719 Rossmore Drive.

East side of Cheshire Terrace, looking south from 10315 Cheshire Terrace.

PHOTOGRAPHS

10306 Cheshire Terrace, east elevation.

10302 Cheshire Terrace, looking west.

PHOTOGRAPHS

West side of Cheshire Terrace, looking northwest from 10306 Cheshire Terrace.

View of cul-de-sac of Rossmore Court, looking south.

PHOTOGRAPHS

5705 Rossmore Drive, south elevation.

M: 30-52 Wildwood Knolls

PHOTO LOG

Number of Photos: **7**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 30-52_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
North side of Rossmore Drive, looking northwest from 5719 Rossmore Drive.

02.tif
East side of Cheshire Terrace, looking south from 10315 Cheshire Terrace.

03.tif
10306 Cheshire Terrace, east elevation.

04.tif
10302 Cheshire Terrace, looking west.

05.tif
West side of Cheshire Terrace, looking northwest from 10306 Cheshire Terrace.

06.tif
View of cul-de-sac of Rossmore Court, looking south.

07.tif
5705 Rossmore Drive, south elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Wildwood Manor**
Inventory Number: **M: 30-53**

Address: South of I-270 and east of Old Georgetown 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: HP13

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss
Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

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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 Wildwood Manor community is a single-family, planned residential development located on the south side of I-270 and southeast of the Old Georgetown Road (Route 187) and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north by I-270, on the south by the Bethesda Health and Rehabilitation Center, on the east by another residential subdivision called Wildwood Knolls, and on the west by Old Georgetown Road. Wildwood Manor comprises 13 streets (Old Georgetown Road; Rossmore, Avon, Cheshire, Farnham, Rudyard, Southport, Hatherleigh, St. Albans, and Berkshire Drives; Grosvenor and Chatsworth Lanes; Tyburn and Yorkshire Terraces; and Hurst Street) with 328 single-family houses on lots between 0.18 and 0.4 acre, a medical center, and the Wildwood Manor Shopping Center. The streets are laid out in a curvilinear pattern with one intersection (Rossemore and Farnham Drives) divided by a small grassy median that features several park benches. The subdivision encompasses 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:	
Reviewer, Office of Preservation Services:	**Date:**
Reviewer, National Register Program:	**Date:**

estimated 129 acres, with a concrete curb along all streets, and concrete sidewalk present only along Cheshire Drive. The individual lots are either evenly graded or slightly sloped with light to moderate tree coverage, plant beds, and bushes. All lots feature a concrete or asphalt driveway and often have fenced-in rear yards. Secondary buildings include sheds. A wood plank sign that reads "Wildwood Manor" stands at the entrance of the subdivision at the intersection of Cheshire Avenue and Old Georgetown Road.

Description:

The Wildwood Manor community began is a planned residential development with single-family dwellings primarily constructed primarily between 1952 and 1968 during the Modern Period (1930-1961) and Suburban Diversification Period (1961-1980), with some recent large-scale, residential infill beginning in the 2000s (5933 Cheshire Drive and 10240 Hatherleigh Drive). Most of the single-family dwellings were constructed in variations of the Colonial Revival and Contemporary styles in the Split-Level, Split-Foyer, Two-Story Massed, and Ranch forms.

Dwellings in Wildwood Manor are primarily four or five bays wide and one or two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, often clad in a brick veneer. Cladding includes stretcher-bond brick veneer, at times combined with vinyl siding. Roofs are side, front, or cross gabled, gable on hip, or hipped sheathed in asphalt shingles. Most feature an overhanging eave, and some include a boxed cornice. Contemporary examples along Grosvenor Lane (5900-6016, evens only) and an additional house at 6017 Southport Drive feature open, overhanging eaves occasionally filled with faux rafter tails. 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 comprise a single-leaf wood or fiberglass door and storm door, typically accessed by concrete or brick stoops or entry porches. Some entrances are flanked by sidelights or feature a large fixed, transom. In some Ranch-form dwellings, the sidelights are decorated with geometric cut-outs. Houses embellished with Colonial Revival-style detailing feature a wood or fiberglass door surround with characteristics such as a flat or triangular pediment or fluted pilasters. Contemporary-style dwellings have a plain surround around entrances and some are recessed into the façade. Occasionally, entry or partial-width porches are covered by a shed or hipped awning or roof or are recessed beneath the building's roof eave. Windows are single and paired vinyl-framed, sliding units and six-over-six, wood-frame or one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Contemporary examples feature windows that extend to the roof eave. Many dwellings also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Some Split-Level or Split-Foyer forms include an inset garage, while Ranch houses may feature an attached garage or carport. Additions are typically found at the rear or side elevation and in scale with the building's core. In the 2000s, new homeowners began demolishing original houses in Wildwood Manor and replacing with new large-scale dwellings (5933 Cheshire Drive).

A circa-1959 community swimming pool facility at 10235 Hatherleigh Drive includes an in-ground, concrete swimming pool and similar wading pool; a one-story pool house; and a circa-2010, one-story pavilion (Wildwood Pool 2018). The concrete-block pool house is covered by low-pitched, gabled roof with wide overhanging eaves. Fenestration includes single- and double-leaf, metal doors and window openings covered by roll-up, metal shades. The circa-2010 hipped-roof pavilion is located south of the building and

east of the pool. The facility is enclosed in fencing and accessed by Hatherleigh Drive by a gated gravel drive connected to a parking area. A wooden sign set upon square, wood posts is located south of the drive. It reads “Wildwood Manor Swimming Pool Assoc.”

The Wildwood Medical Center (10401 Old Georgetown Road) and the Wildwood Shopping Center (10213-10323 Old Georgetown Road), are located along Old Georgetown Road on the west side of the subdivision. The circa-1966, four-story, five-bay, medical center sits on a continuous foundation supporting a structural system clad in a brick veneer with vertical window bays with ribbons of metal-framed, double-hung-sash units separated by parged spandrels at each floor. The flat roof with metal coping features wide, overhanging eaves. The primary entrance is recessed in the center of the southwest elevation and contains a double-leaf, metal-framed, glass door.

The Wildwood Shopping Center includes a strip mall, service station, and two banks. The circa-1958, one-story, multi-bay, linear strip mall at is set back from the road and surrounded by asphalt parking. The building, which currently holds 30 shops and restaurants and a grocery store, faces southwest towards the road. The building is connected by a sidewalk canopy that runs along its façade; two pedestrian openings provide direct access to parking in the rear of the building. Those areas, marked by slightly taller, hipped-roof, archways in the walkway, at one time were open landscaped areas but have since been partially filled in (Nationwide Environmental Title Research, LLC 1963). Historically, the building was clad in a brick veneer; however, later modifications include wood shingles, beadboard, and siding accented by cornerboards and lattice (Dollar Ranch v2.0 2019). Gabled parapets atop the sidewalk canopy screen the building’s flat roof. The sidewalk canopy is supported by Tuscan-style columns set upon brick piers. Fenestration includes wood or metal-framed storefront windows and partially or fully glazed single- and double-leaf, wood- or metal-framed doors with transoms.

A circa-1963, one-story, multi-bay service station at 10335 Old Georgetown Road on the northwest corner of the Wildwood Shopping Center currently houses an Exxon. The building features a combination of vertical wood board, vertical board-and-batten siding, and brick veneer. The service station is covered by an asymmetrical front-gabled roof sheathed in wood shake shingles. The primary pedestrian entrance, containing a single-leaf, metal-framed, glass door, is located in the south half of the west elevation. Three metal, sectional, garage doors with three fixed lights are situated in the north half of the same elevation. Associated with the service station are circa-1980, one-story, gas pump shelter and a recent electronic, metal, back-lit sign that reads “Exxon” and displays gas prices. Square, brick piers support a deck roof sheathed in wood shingles and a metal boxed cornice.

A circa-1975, one-story, multi-bay, parged Sandy Spring Bank branch stands at 10329 Old Georgetown Road just northwest of the strip mall in the shopping center. It is covered by a cross-gabled roof sheathed in wood shingles and has a drive-thru extension on its southwest elevation. Fenestration includes fixed metal-framed windows and metal-framed, glass doors. A recessed concrete porch with a set of steps and a handicap ramp is situated in the east corner of the building and provides access to the entrance and an ATM.

A circa-1995, one-story, multi-bay PNC bank building was constructed where the parking area extended to the southwest of the strip mall along Old Georgetown Road. It is clad in the same materials as the strip mall and covered by a deck roof.

Historic Context:

Wildwood Manor is located on the south side of I-270 on what was once a single-dwelling residential property. The subdivision was formally platted between 1951 and 1965.

As initially platted in 1951 by Marcus S. and Helen Goldnamer, Eugene H. and Edna R. Phifer, James C. and Edna C. Wilkes, and Joan Nathan Fisher on a portion of a 91.26-acre tract, Wildwood Manor included 40 single-family residential lots and one commercial lot on several streets (Grosvenor Lane, Cheshire, Berkshire, and Farnham Drive, and Tyburn Terrace) (Montgomery County Plat [MCP] 2778, 2779). In July 1951, the 91.26-acre tract was sold to Alvin L. Aubinoe and his wife, Dorothy B. (MCDB 1555, 12). Aubinoe and his wife purchased an additional 14-acre tract from Gilbert H Grosvenor and wife, Elaie May in 1952 (MCDB 1724, 600). In 1955, Aubinoe, acting under the Cheshire Land Co., Inc., purchased 59.22 acres from Alpha Land Corporation (MCDB 2073, 198). Between 1951 and 1965, Alvin L. Aubinoe and his company, Alvin L. Aubinoe, Inc., subdivided 299 more residential lots and one commercial lot in Wildwood Manor. An additional lot at the southwest intersection of Grosvenor Lane and Cheshire Drive was subdivided for a Protestant Episcopal Church of the Diocese of Washington; however, the church currently thereon dates to 1992 and therefore is not included in the current resource boundaries (MCP 4130).

Aurell Construction Co., led by Alvin L. Aubinoe, Jr., began construction in 1952, and development continued through 1968, when the Yeonas Company completed 30 single-family dwellings along parts of Yorkshire Terrace, Farnham Drive, and Rudyard Drive and included “The General,” a four- to five-bedroom Split-Level or Split-Foyer with Colonial Revival-style elements with beginning prices around $40,000 (The Evening Star 1963, C12; The Washington Post and Times Herald 1968, C2). Early advertisements for Wildwood Manor by Alvin L. Aubinoe, Inc., detailed the subdivision as a “community of contemporary [one]-level homes” offering three bedrooms, up to two bathrooms, deluxe kitchens, and some featuring basements (The Evening Star 1952, 34). Half of the subdivision was completed by the late-1950s, when Split-Level and Split-Foyer forms, as well as some Contemporary-styled homes, were introduced to the neighborhood (The Evening Star 1958, B2). Dwellings constructed in the late 1950s and early 1960s featured more Colonial Revival-style characteristics but were “designed for modern living” (The Washington Post and Times Herald 1965, E13). In the 2000s, new homeowners began demolishing original houses in Wildwood Manor and replacing with new large-scale dwellings.

The Wildwood Manor Shopping Center, set along Old Georgetown Road, was constructed in 1958 and owned by Aubinoe; it originally held 12 commercial spaces comprising a supermarket, hardware store, drug store, variety store, clothing stores, and beauty and barber shops (The Washington Post and Times Herald 1958, B2). In the summer of 1959, the Wildwood Manor Swimming Pool Association completed a “300-family community pool” on a 5-acre tract designed by Joseph E. Wagner, Jr. Associates at the eastern edge of the subdivision that included a large swimming pool, wading pool, and a bathhouse surrounded by sun decks and a parking area (The Washington Post and Times Herald 1959, B13). By 1966, Aubinoe had opened the Wildwood Medical Center adjacent to the shopping center; the four-story building was specifically designed for dental and medical offices (The Sunday Star 1966, B7).

Alvin L. Aubinoe was a builder, registered architect, and realtor in the Washington, D.C., area who built both locally and internationally from 1923 to the 1960s (The Evening Star 1963, C12; The Washington Post

1951, F24). Besides Wildwood Manor, Aubinoe is known for constructing both residential and commercial properties such as the Congressional Hotel, the Dupont Plaza, the Wire Building, the Washington and Lee Apartments, and numerous individual homes and was the president of the Home Builders Associated of Metropolitan Washington (The Washington Post 1951, F24). Alvin L. Aubinoe, Jr., followed in his father's footsteps working with him in the Wildwood Manor subdivision while beginning his own firm, Aurell Construction, Co. (The Evening Star 1963, C12). The Yeonas Company was a real estate and development firm out of Virginia who constructed mainly residential properties throughout the suburban Washington, D.C., area (The Washington Post and Times Herald 1968, C2). It was founded in 1946 by George C. Yeonas, a Greek immigrant (The Washington Post 1990).

Evaluation:

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

Surrounded by residential subdivisions, Wildwood Manor is an example of a planned residential development spanning the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980) that also includes community amenities, and a shopping center. It was not the first to include such features, as other examples exist throughout the Montgomery County. Viers Mill Village in Silver Spring includes a park, churches, and an elementary school, Randolph Hills in Rockville includes a shopping center and a local park, and Stonybrook in Wheaton includes a local park and a shopping center (KCI Technologies, Inc. 1999, Appendix D; State Department of Assessments and Taxation 2019). Wildwood Manor did not influence later development patterns, and the resource 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.

Although the Aubinoes were successful developers and neighborhood planners in Montgomery County and Bethesda specifically, their role had no significant influence on suburban 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.

Wildwood Manor is not an exemplary or unique example of a planned residential development and is one of many still present in this area of Montgomery County and Bethesda. The streets and houses include standard features typical of the period and demonstrate no distinctive stylistic details. In the earlier sections of the community, older dwellings have been demolished and replaced by modern, large-scale infill which has ultimately negatively impacted the overall aesthetic of the planned suburban development and its historic integrity of design, workmanship, feeling, and association. Similarly, the shopping center associated with Wildwood Manor has been altered with replacement exterior materials and new construction. Although other buildings throughout the subdivision retain some of their character-defining features, many also have been modified through replacement fenestration or additions. For these reasons, this resource is not eligible under Criterion C.

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

This property encompasses approximately 129 acres and is bounded on the north by I-270, on the south by the Bethesda Health and Rehabilitation Center, on the east by another residential subdivision called Wildwood Knolls, and on the west by Old Georgetown Road. It is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP13 and also as seen in Montgomery County plat records 2778, 2779, 2956, 2974, 3904, 4025, 4130, 4243, 4481, 4530, 5134, 5571, 5925, 5571, 5572, 5925, 6035, 6161, and 7714.

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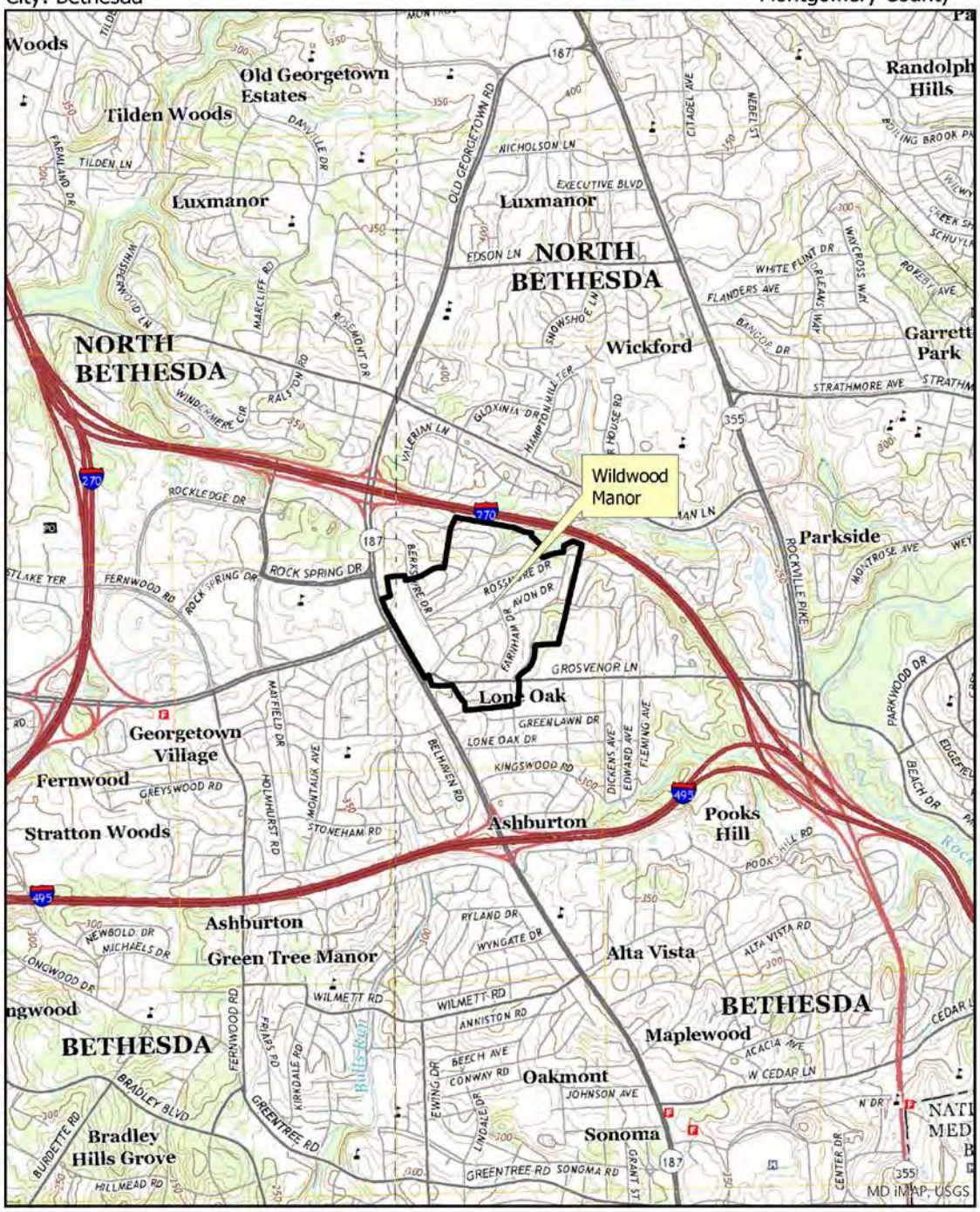
Wildwood Manor

Location: South of I-270 and East of Old Georgetown Road
City: Bethesda Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000
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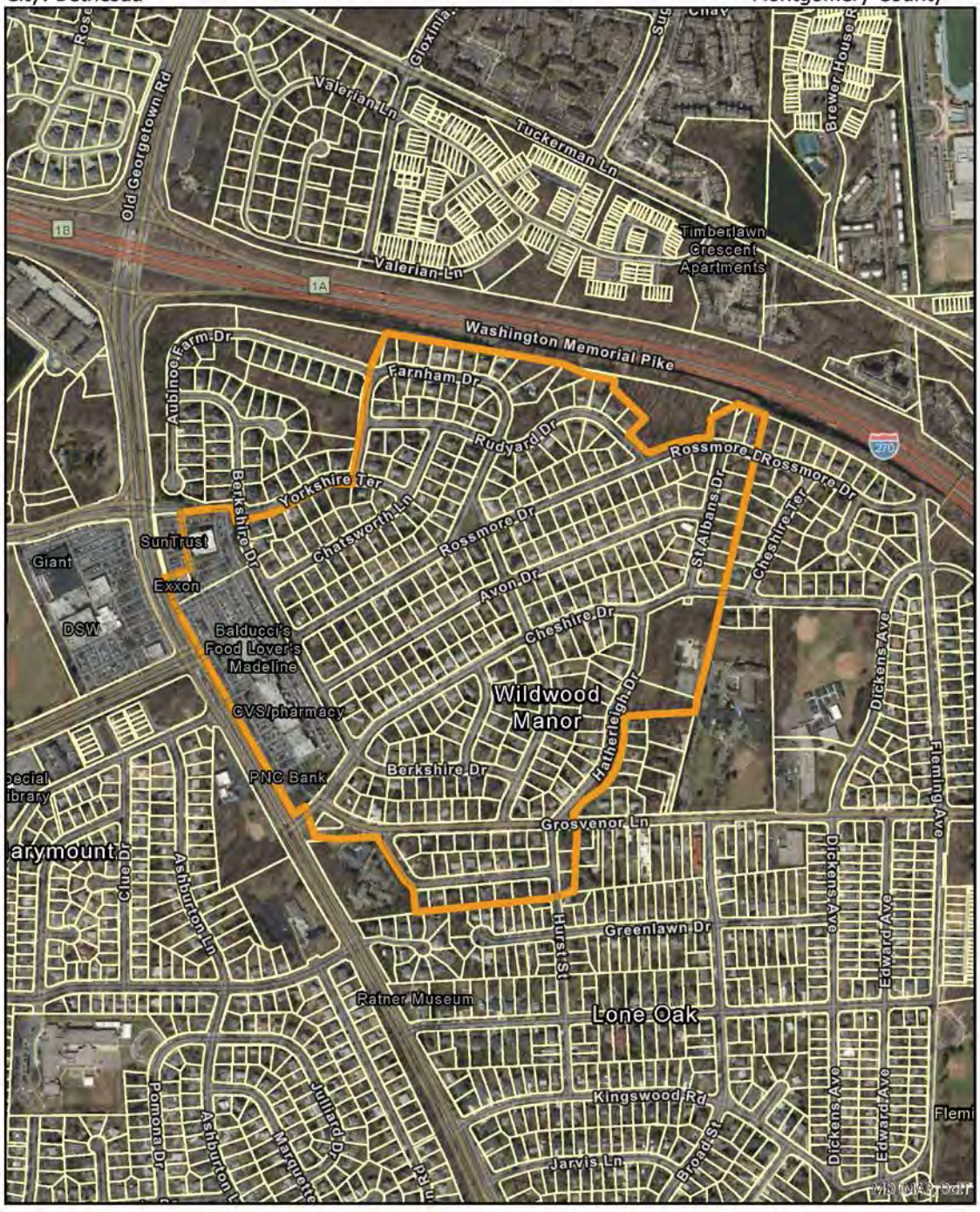
Wildwood Manor

Location: South of I-270 and east of Old Georgetown Road
City: Bethesda Montgomery County



PHOTOGRAPHS

6021 Berkshire Drive, south elevation.

6025 Southport Drive, south elevation.

PHOTOGRAPHS

North side of Cheshire Drive, looking northeast from Farnham Drive.

Chatsworth Lane, looking east from 6004 Chatsworth Lane.

PHOTOGRAPHS

Rudyard Drive, looking southwest from 5916 Rudyard Drive.

Wildwood Manor pool, looking north from parking lot.

PHOTOGRAPHS

Exxon service station, southwest oblique.

Strip mall at Wildwood Shopping Center, looking southeast at southwest elevation.

PHOTOGRAPHS

Strip mall at Wildwood Shopping Center, looking northeast at southwest elevation.

Wildwood Medical Building, looking southeast at west elevation.

PHOTOGRAPHS

5908 Grosvenor Lane, north elevation.

M: 30-53 Wildwood Manor

PHOTO LOG

Number of Photos: **11**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-01-08**
Location of Original Digital File: **MD SHPO**
File Format: **M: 30-53_2019-01-08_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
6021 Berkshire Drive, south elevation.

02.tif
6025 Southport Drive, south elevation.

03.tif
North side of Cheshire Drive, looking northeast from Farnham Drive.

04.tif
Chatsworth Lane, looking east from 6004 Chatsworth Lane.

05.tif
Rudyard Drive, looking southwest from 5916 Rudyard Drive.

06.tif
Wildwood Manor pool, looking north from parking lot.

07.tif
Exxon service station, southwest oblique.

08.tif
Strip mall at Wildwood Shopping Center, looking southeast at southwest elevation.

09.tif
Strip mall at Wildwood Shopping Center, looking northeast at southwest elevation.

10.tif
Wildwood Medical Building, looking southeast at west elevation.

11.tif
5908 Grosvenor Lane, north elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Willerburn Acres** Inventory Number: **M: 29-77**

Address: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park 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: GQ22, GQ23, GQ32

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

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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:

Willerburn Acres is a 150-acre planned residential neighborhood in Rockville, bounded by the Inverness Knolls townhouses to the south, Seven Locks Road and the Regency Estates neighborhood to the west, Montrose Road to the north, and Cabin John Regional Park, the Watkins Glen townhouses, and I-270 to the east. The curvilinear streets and cul-de-sacs branch off of Seven Locks Road, a primary thoroughfare in this part of Rockville. Streets are inconsistently lined with concrete curbs and gutters, with only portions of Gainsborough Road and Fontaine Street containing curbs, while the rest of the northern portion of the neighborhood consistently has streets lined with curbs. Several houses directly front Seven Locks Road. The neighborhood includes 311 single-family dwellings on lots between 0.311 and 0.474 acre, although several lots along Gainsborough Road are as large as 1 acre. The individual lots are landscaped, with

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:**

moderate tree coverage, shrubs at the building façade, and some fenced-in rear yards. Many of the lots are sloped. Secondary resources include sheds and swimming pools.

Description:

Willerburn Acres contains single-family dwellings constructed between 1953 and 2017, with the majority built between 1965 and 1971. Modern infill has occurred between 1982 and 2017 and is fairly common (30 houses). Most of the single-family dwellings were constructed in variations of the Colonial Revival, Contemporary, or Tudor Revival styles and Two-Story Massed, Split-Level, or Ranch forms. Basement-level garages are somewhat common as a result of topography.

Dwellings in Willerburn Acres are three to five bays wide and one to two stories tall, clad in vinyl siding, brick or stone veneer, or a mix of materials. Roofs include side-gabled, hipped, cross-gabled, mansard, and gambrel examples, all of which are sheathed in asphalt shingles; some have a denticulated cornice. Most dwellings feature an exterior-end brick chimney, although some Ranches have central-interior chimneys. Front-gabled or hipped dormers are present on the houses with mansard roofs and those with substantial Colonial Revival or Tudor Revival-style elements.

Primary entrances are typically centrally located on the façade, comprising a single-leaf wood or metal door with side lights. Double-leaf doors are present on some Split-Level and Two-Story Massed forms. Original windows are eight-over-eight or six-over-six, double-hung-sash, wood-frame units. There are also wood-framed bay windows and picture windows, with some vinyl replacements of both. Many houses have one-over-one, double-hung-sash, vinyl replacement windows. Louvered and paneled shutters are common on the façades. Colonial Revival details, such as fans, are common around fenestration. Attached one or two-car garages are almost universally present. Additions, while not common, are usually one- or two-bays wide and one- to two-stories tall, appended to a side elevation.

Historic Context:

Willerburn Acres was named after the three men who first developed the tract in 1947: Earl L. Williams, Raymond A. Miller, and Lester T. Burn. The three continued platting Willerburn Acres through 1957 (Montgomery County Plats [MCP] 2014, MCP 2015) and sold the majority of the tract to O.F. Smith and Brothers Company in 1959 and 1966 (Montgomery County Deed Book [MCDB] 2551, 104; 3488, 31). The remainder of the tract not belonging to O.F. Smith and Brothers or Williams, Miller, and Burn was owned by a few individual investors (often married couples) and one corporation, Willeburn-Inverness, Inc. O.F. Smith and Brothers Company continued subdividing the property through the 1960s and `70s, when most houses were constructed. O.F. Smith and Brothers sold individual lots to more than 15 local builders, including Glengarry Ltd., Key Builders, Edward L. Tiffey, Hansen and Tjom, Brittany Builders, and Hartz Construction (The Evening Star 1966, D-2). Due to the large number of builders, a set of standards was created to ensure continuity in size, form, and design, a common prerequisite in planned residential neighborhoods of the Suburban Diversification Period. The builders agreed to build four- and five-bedroom traditional houses with starting prices between $40,000 and $50,000 in the mid-1960s (The Evening Star 1966, D-2). The sections of Willerburn Acres platted by O.F. Smith and Brothers contain streets consistently lined with a concrete curb and gutter, while the earlier streets platted by Williams, Miller, and Burn to the south lack curbs and have a culvert.

Individual builders advertised for Willerburn Acres by showcasing their model houses and the many amenities included with the purchase of a house in the development. The models by Hartz Construction Company, Inc., included a Nutone intercom throughout the house, GE appliances, a paneled family room with fireplace, and five bedrooms, including a master suite (The Washington Post 1965a, D11). The location close to the Beltway and the nearby Cabin John Regional Park was also emphasized (The Washington Post 1965b, E9; 1966, D28). While each builder had their own designs and floor plans, overall, the Colonial Revival style of Willerburn Acres was a consistent selling point (The Washington Post 1965c, E8).

Willerburn Acres did not include any community amenities. Several churches, schools, and a synagogue were constructed along Seven Locks Road around the same time as Willerburn Acres, and Cabin John Regional Park borders the subdivision along the east side.

Evaluation:

Willerburn Acres was evaluated as a planned residential neighborhood 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.

Willerburn Acres is a late example of the many planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a typical of those commonly built in Montgomery County in the Suburban Diversification Period, the neighborhood's period of greatest growth. The development did not introduce design innovations influential to later developments and does not demonstrate 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 many professionals involved in the development of Willerburn Acres 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.

Willerburn Acres is a planned residential neighborhood created with the influence of multiple developers and demonstrates variations in streetscape, setback, and lot size, despite efforts to standardize its design. It is not a good example of a planned residential neighborhood from the Modern or Suburban Diversification periods. Furthermore, the development's Two-Story Massed, Split-Level, and Ranch 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. Modern infill, additions, and replacement materials have had a negative impact on the neighborhood's integrity of design, materials, feeling, and association. Because Willerburn Acres is not a good example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Willerburn Acres was not evaluated under Criterion D.

The boundary for the resource encompasses 150 acres and is roughly defined by Montrose Road to the north, Seven Locks Road to the west, Inverness Knolls to the south, and Cabin John Regional Park, Watkins

Glen townhouses, and I-270 to the east. It includes multiple parcels found on Montgomery County Tax Maps GQ22, GQ23, and GQ32 (2019).

References:

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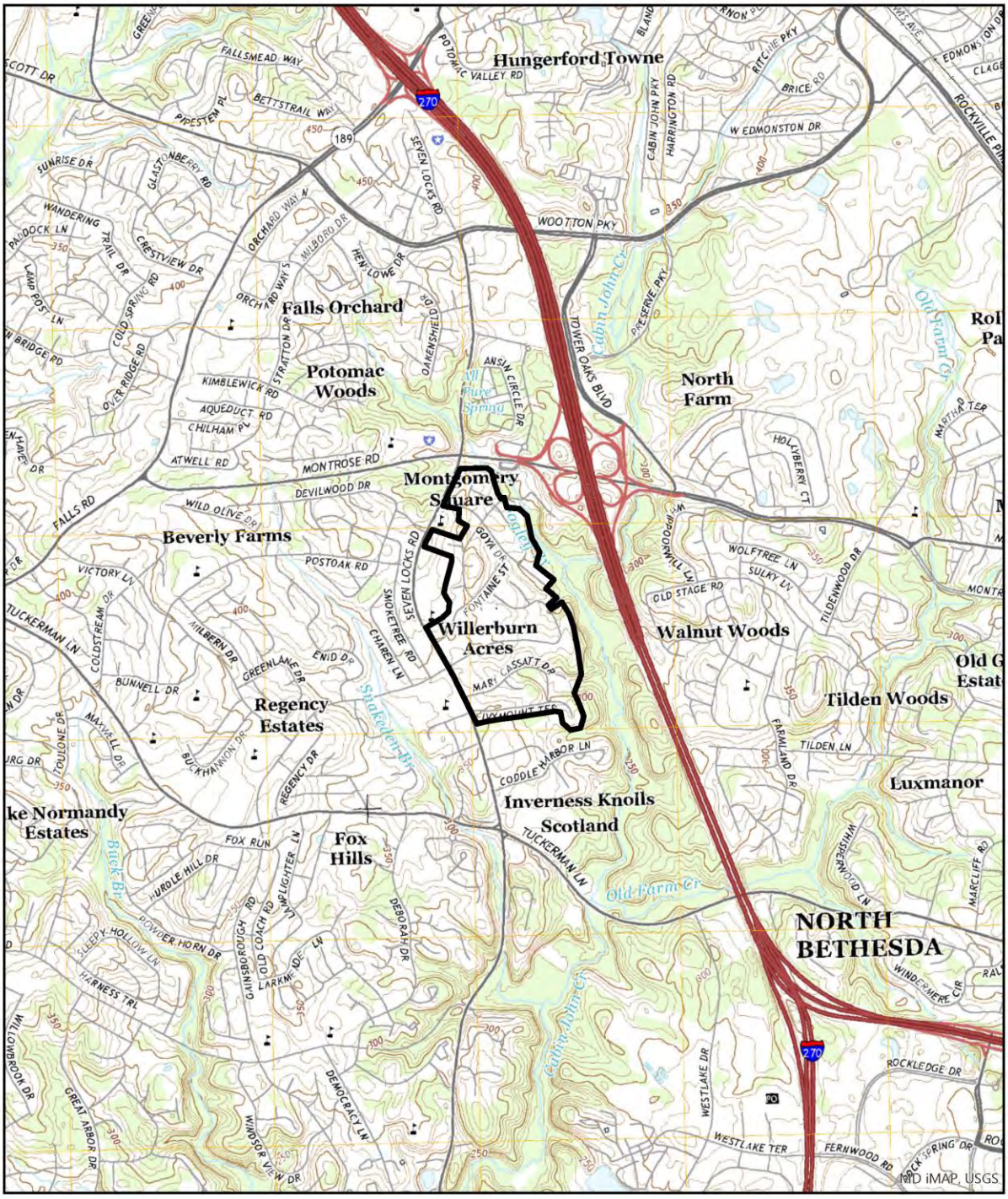
The Washington Post. 1965a. "First Offering: Willerburn Acres." Advertisement. June 12, 1965, D11.
---1965b. "Hartz Construction Co. Inc." Advertisement. March 6, 1965, E9.
---1965c. "The Builders of Willerburn Acres Present Their Home of the Week." Advertisement. June 19, 1965, E8.
---1966. "Bethesda Area." Advertisement. September 10, 1966, D28.

Willerburn Acres Montgomery County

Location: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park City: Potomac



USGS 7.5' Quadrangle - Rockville

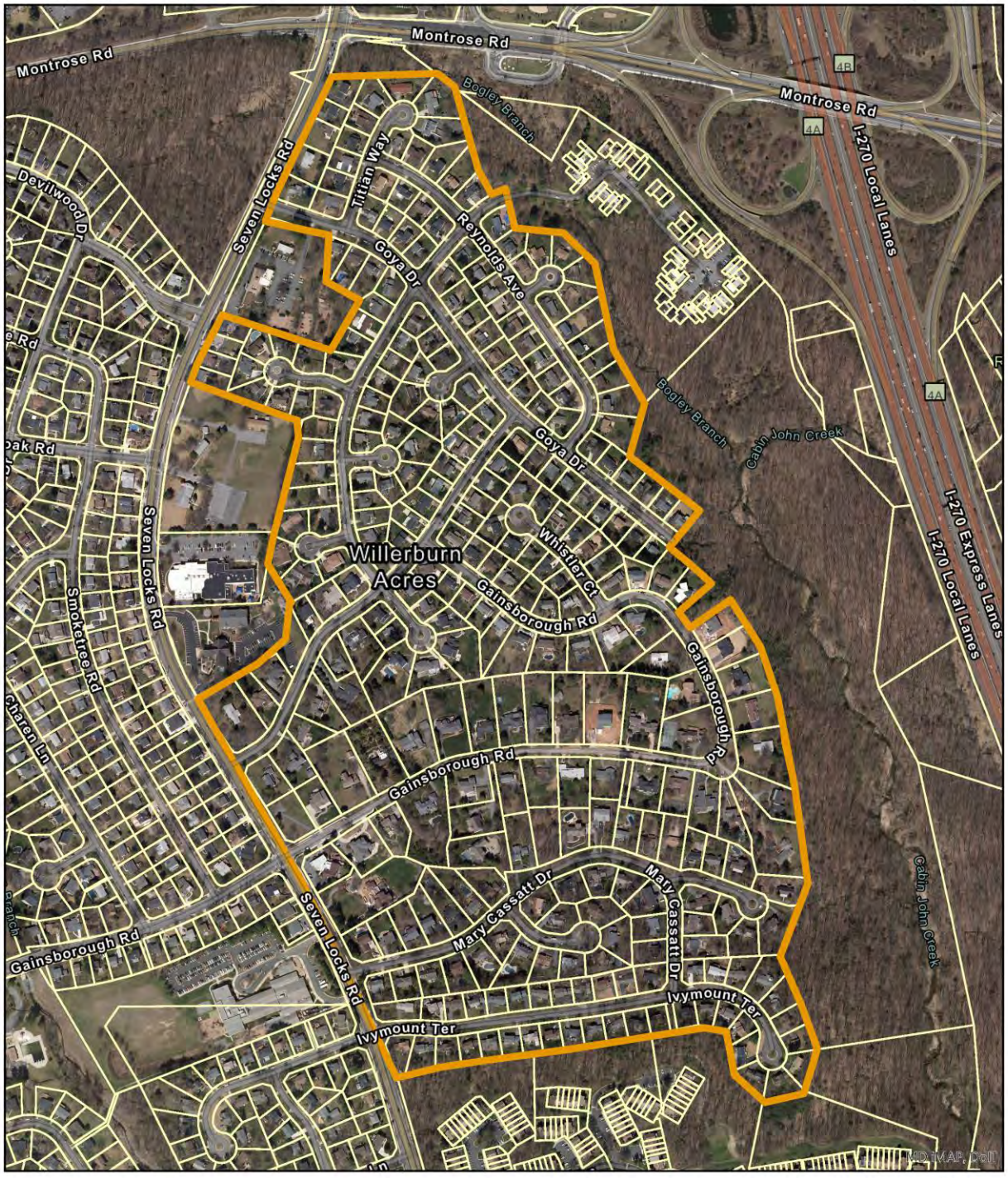
0 0.5 1 Miles

Scale: 1:24,000

N

Willerburn Acres Montgomery County

Location: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park City: Potomac



PHOTOGRAPHS

Oblique of 7621 Fontaine Street, looking north.

View of 12004 Reynolds Avenue, looking southwest.

PHOTOGRAPHS

View of 7629 and 7625 Fontaine Street from Gainsborough Road, looking northwest.

View of 7708 Mary Cassatt Drive, looking southwest.

PHOTOGRAPHS

View of 7904 Van Gogh Court, looking south.

View of 11500 Gauguin Lane, looking east.

PHOTOGRAPHS

View of 11706 Gainsborough Road, looking northwest.

View of 12103 Greenleaf Avenue, looking east.

PHOTOGRAPHS

View of 11825 Gainsborough Road, looking northeast.

View of 11524 Gauguin Lane, looking southwest.

PHOTOGRAPHS

Streetscape including 7817 Ivymount Terrace, looking northeast.

View of 11759 Gainsborough Road, looking south.

M: 29-77 Willerburn Acres

PHOTO LOG

Number of Photos: **12**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2018-10-03**
Location of Original Digital File: **MD SHPO**
File Format: **M: 29-77_2018-10-03_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Oblique of 7621 Fontaine Street, looking north.

02.tif
View of 12004 Reynolds Avenue, looking southwest.

03.tif
View of 7629 and 7625 Fontaine Street from Gainsborough Road, looking northwest.

04.tif
View of 7708 Mary Cassatt Drive, looking southwest.

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View of 7904 Van Gogh Court, looking south.

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View of 11500 Gauguin Lane, looking east.

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View of 11706 Gainsborough Road, looking northwest.

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View of 11825 Gainsborough Road, looking northeast.

10.tif
View of 11524 Gauguin Lane, looking southwest.

11.tif
Streetscape including 7817 Ivymount Terrace, looking northeast.

12.tif
View of 11759 Gainsborough Road, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Windermere** Inventory Number: **M: 30-46**

Address: North of I-495, South of Tuckerman Lane, and West of Old Georgetown Road. 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: GQ41, GF51

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

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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:

Windermere, a planned residential development platted as Heritage Walk, is located just north of I-270 and east of Old Georgetown Road in Rockville. It is bounded by I-270 on the south, a 15-acre undeveloped parcel along a branch of Old Farm Creek on the west, Tuckerman Lane on the north, and Lux Lane along with a small residential development on the east, separating the Heritage Walk development from Old Georgetown Road. This resource contains approximately 85 acres including 168 single-family dwellings on lots between 0.25 and 0.33 acre, and nine parcels totaling 10.42 acres of open woodland preserved as common space controlled by the Heritage Walk Homes Corporation (HWHC). The HWHC also owns and operates a community pool and recreation center within the development. A low, curvilinear, brick wall flanks either side of Arroyo Drive and Ralston Road along the south side of Tuckerman Lane denoting the area as "Windermere." This development has a manicured park-like setting devoid of public sidewalks. Tall

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 are scattered along interior roads that are 60 feet wide with concrete curbing. Some natural topographic features were retained along with mature trees throughout much of the subdivision. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage.

Description:

Windermere contains 168 single-family dwellings. At least one of these pre-dates the creation of this residential subdivision, the late-nineteenth-century Magruder House located at 6220 Mazwood Road, while a portion of another house, which tax records identify as the circa-1939 dwelling at 6108 Wayside Drive, appears to have been substantially modified to blend in with the rest of the subdivision. Neither resource has been previously recorded with the Maryland Historical Trust. At least 165 of the dwellings in this development were constructed between 1970 and 1978 by multiple builders using five basic models designed by architects at the firm of Patterson and Worland.

Dwellings within Windermere have traditional designs and draw heavily from elements of the Colonial Revival style. Model names and plans were not provided in advertisements, but information compiled by a resident listed them as the Berwick, Amberleigh, Carlton, Downing, and the Jamestown that was later known as the Windsor. Only the Windsor was physically identified in this material, noted as the “model with the Dutch roof elevation” (Hebert 2018 [electronic document]). The Windsor is one of three varieties of Two-Story Massed houses accompanied by two variations of Split-Level houses. The Two-Story Massed types commonly feature an attached garage wing, although some garages are incorporated into the lower level of a side or rear elevation within the main massing of the house. 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 five to seven bays wide. They are predominantly clad in brick veneer, some with decorative features like quoins, beltcourses, jack arches, or pre-cast lintels. Most of these brick-clad dwellings also feature some type of simple-drop siding composed of wood, aluminum, vinyl, or a type of cementious fiberboard in the gable ends, along a side elevation, or at the garage wing. A lesser number of houses are predominantly clad in aluminum, vinyl, or cementious simple-drop siding, and commonly feature brick along a foundation, chimney, or side elevation. Decorative features in some of these houses include corner boards and two-story pilasters. Less than a handful of houses are partially clad in a random-cut or irregularly coursed stone veneer at the façade.

Roofs are predominantly side gabled or hipped, sometimes featuring a central gabled peak or pediment at the façade. Other roof types throughout Windermere include false gambrels on a side-gabled house, and side-gabled with a two-bay front-gabled or false-gambrel projection. The vast majority of houses in this subdivision have asphalt-shingled roofs (examples of wood-shake roofs are found on houses with false-gambrel roofs at 10801 Mazwood Place and 6204 Mazwood Road). All dwellings feature at least one exterior brick chimney set along a side elevation, while many models with Georgian Revival styling possess two chimneys, one at each side elevation.

On the façade, primary entrances are centrally located and comprise a single-leaf or double-leaf wood or metal door. These entryways are often marked by some variation of Classical entablature, pent roof, or portico. A lesser number of houses feature a Neoclassical two-story porch across the façade or around the

main entrance. Few secondary entrances are visible from the street, but when present, occur as single-leaf doors in side-facing garage wings. Original windows include six-over-six, nine-over-nine, or twelve-over-twelve, double-hung, wood-framed sashes flanked by fixed aluminum shutters. One model features tripartite picture windows at either side of the main entrance at the lower level of the façade (6456 Windermere Circle). Replacement windows include one-over-one, double-hung, vinyl sashes, and are fairly common. In some models, windows at the façade are set above decorative aprons or below semi-circular or arched inserts. Attached garage wings set to one side of the façade commonly face the street or neighboring lot at the side elevation. Such garages feature wood or aluminum overhead doors, either as two separate doors or a single wide door.

One late-twentieth-century exception to the typical house types is the circa-1978, rambling, Colonial Revival-style Ranch house at 6207 Charnwood Drive. It is not known if Patterson and Worland designed this dwelling, but its architectural style was clearly intended to match the neighborhood.

Modifications to the houses, such as replacement materials, modest additions to rear elevations, and a few new front porches, are fairly common. However, a sizeable addition to the rear and east side of the house at 6353 Windermere Circle has introduced features that are not in keeping with many dwellings in the development, like shed-roof dormers. Over time, in-ground swimming pools, pergolas, and sizable decks have been added to several backyards in the neighborhood.

The landscape of the subdivision retains a park-like setting with paved streets, concrete curbing, and no sidewalks. Eight small, irregularly shaped, narrow, wooded parcels are scatted throughout the blocks of this neighborhood, ranging between 0.09 and 0.93 acre, and provide some woodland open space within the neighborhood. The HWHC also owns the roughly 4-acre parcel containing the Windermere Community Pool and Sam Suls Recreation Center at 6360 Windermere Circle. This gated property was closed and largely inaccessible during the current survey, but appears to contain a large in-ground pool, two-story pool house, and a pair of tennis courts arranged around a semi-circular, paved parking lot with a large central grassy island and landscaped medians.

Historic Context:

The Columbia Credit Company, led by president B. Francis Saul II, purchased the roughly 85 acres of land that would become Windermere in September 1969. This property was previously known as the Magruder farm during the latter half of the nineteenth century with a single-family dwelling attributed to Richard Magruder (6220 Mazwood Road) visible in an 1879 map of the area (Hopkins 1879). In 1926, the farm was purchased by Louis and Louisa Mazza and a second house, visible in historic aerial photographs, was constructed on the current lot of 6108 Wayside Drive (a portion of this dwelling may remain within the extant house at this location).

In 1942, the Mazzas subdivided a portion of the farm in a residential subdivision called Mazwood, platting two blocks and streets around the property's existing dwellings. Following Louise Mazza's death in 1963, trustees sold 111.2 acres of the Magruder farm and the undeveloped lots of Mazwood to the Columbia Credit Company (Montgomery County Deed Book [MCDB] 3905, 524). The first plat of Windermere, identified therein as Heritage Walk, was made in December 1969 as a cluster development with eight more plats filed by the spring of 1971 (Montgomery County Plats [MCP] 9548, 9629, 9686, 9887, 10031-32,

10043, 10041, 10132, and 11395). These plats laid out the remainder of the neighborhood with the exception of Block 1 of Mazwood, which was subdivided in 1976.

Acting as subsidiaries of the B. F. Saul Company, Columbia Credit Company and Columbia Homes, Inc., worked with area homebuilders, some of whom were related, like Shelton Zuckerman of Shelton Homes, Inc., Louis Zuckerman of Windermere Homes, Inc., and Zuckerman Katz to construct the dwellings in according to the architects' designs. However, advertisements placed between 1970 and 1976 in local newspapers attributed all construction in the development to Columbia Homes, Inc. The name "Windermere" was used in promotional literature to identify the Heritage Walk development from the beginning, as was the involvement of architects Patterson and Worland and landscape architect, David B. Wolfe, in its design (The Evening Star 1970, D-3). Columbia Homes, Inc., under the leadership of Al Chipman, Vice President of B. F. Saul Company, was also behind the 50-house single-family subdivision, Walnut Woods, and a townhouse development on Montrose Road known as Watkins Glen (The Evening Star 1970, D-3).

The architectural firm Patterson and Worland was established by Michael A. Patterson and Wilfrid V. Worland in 1950 (Kelly 2015, 192). Both Patterson and Worland were known as skillful designers in several historic revival styles, particularly the Colonial Revival, for religious institutions, office buildings, and residential designs that included single-family houses, townhouses, and apartment housing complexes (The Washington Post 1994, D9; 1999, B7). The firm also worked in Modernist styles, winning an Award of Distinction from the American Builder magazine's 1962 Model Home Contest for their design of single-family homes in the Crest Park subdivision, alongside the similarly styled dwellings of Charles Goodman (Lampl 2004, E-30). The bulk of the firm and Worland's work appears to have been in conjunction with large development firms in single-family subdivisions. In Montgomery County, their traditional designs fill entire neighborhoods including Old Farm, North Farm, Fallsmead, Luxmanor, and Falls Reach.

Little information was found on the work of landscape architect, David B. Wolfe; however, a 2011 obituary indicated that he started his own landscaping services business before transitioning to landscape design at an early age, later transitioning again to a long career in consumer marketing and business management (Obit Tree 2019).

Historic information recently compiled by local residents indicates that "Windermere" refers to a lake and small town in northwestern England and identifies the false-gambrel roof model house as "the Windsor" and provides names associated with the other models (the Berwick, Amberleigh, Carlton, and Downing), but does not provide information on the architectural features that define them (Hebert 2018). Advertisements for Windermere indicate a sharp rise in the value of houses between 1970 and 1976, likely the result of the economic inflation of the 1970s. Initially between $60,000 to $80,000, advertisements from 1974 quoted a starting point of $92,500, rising to $145,000 by August 1976 (The Evening Star 1970, D-3; The Washington Post 1976, D29; The Washington Star-News 1974, C-4).

Identified as a county-approved cluster development subdivision, Columbia Homes, Inc. initially marketed the community's association with "27 acres of private parkland;" however, by 1974, plans for this space had changed to include a community recreation center with a pool, clubhouse, and tennis courts (The Evening Star 1970, D-3; The Washington Star-News 1974, C-4). This return to the market appeal of exclusive access to an active community center over open space reflects a growing shift in upper-income

homebuyers' interests in the mid-1970s. Presently, the community recreation center is named after Samuel Suls, one of Windermere's earliest residents who purchased the house at 6406 Windermere Circle in June 1971 (MCDB 4083, 867).

Evaluation:

Windermere 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, Windermere is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a developer with a limited selection of house models designed by a well-known architecture firm, it did not introduce design innovations and does not demonstrate significant patterns with exurban 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 Windermere 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 not associated with Patterson and Worland's legacy beyond the role this firm played in the design, and it is not known to be a principal work of either architect. While Windermere contains well-executed designs of traditionally styled, single-family houses priced for upper-income residents, this type of neighborhood is fairly common in Montgomery County.

While houses within Windermere are controlled by a local architectural review committee appointed by the neighborhood association, modifications to many dwellings over time like the introduction of replacement windows and exterior cladding, have diminished its historic integrity of design, materials, and workmanship. Because it 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, this resource is not eligible under Criterion C. Windermere was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 85 acres and is defined by Tuckerman Lane to the north, Lux Lane to the east, I-270 to the south, and a 15-acre wooded parcel (Account #04-01829211) along a branch of Old Farm Creek to the west. It includes multiple parcels found on Montgomery County Tax Map GQ41 and GQ51 (2018).

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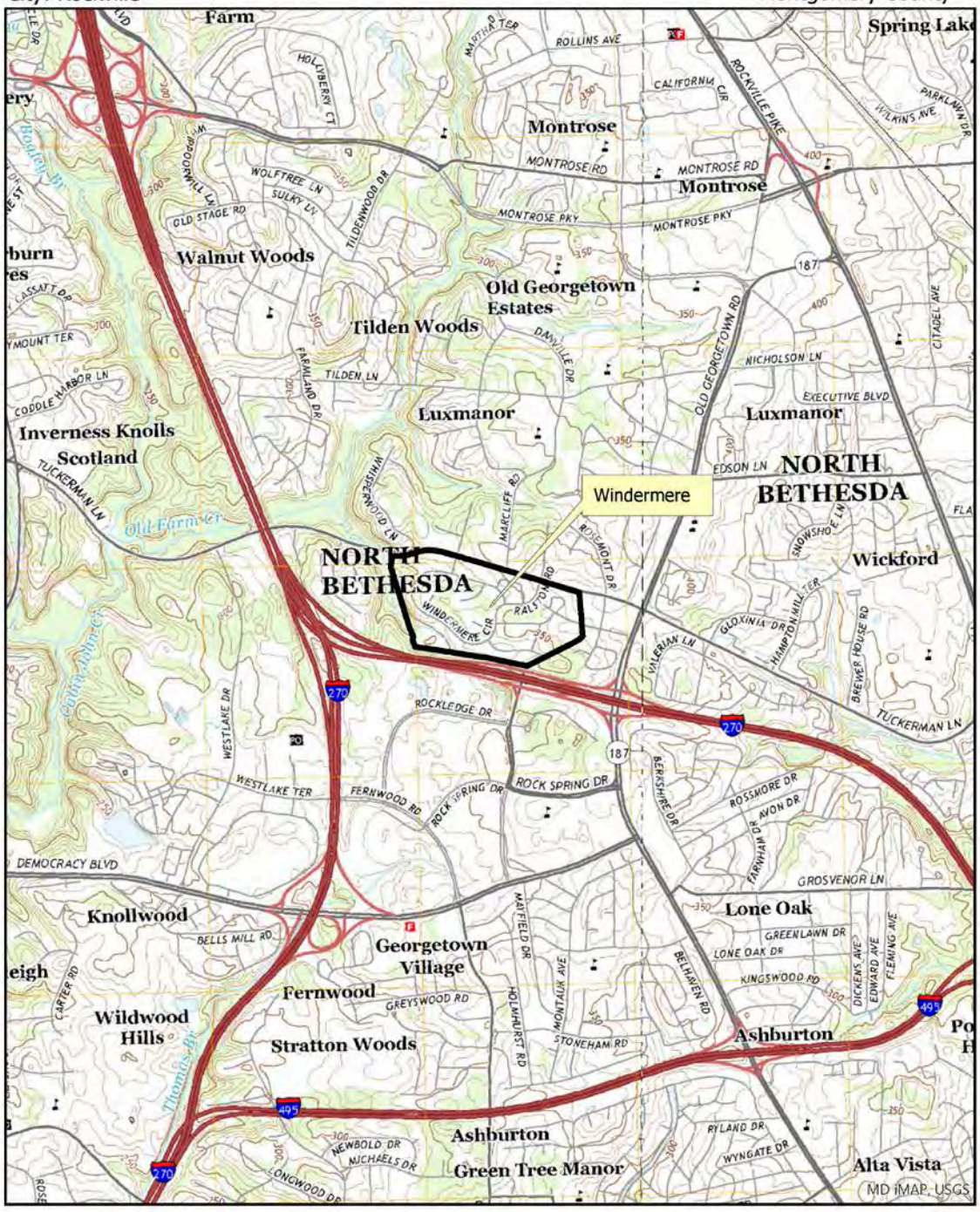
---- 1994. Obituary for Michael A. Patterson, Architect. January 4, 1994, D9.
---- 1999. "Architect Wilfrid Worland Dies at 92." December 14, 1999, B7.

The Washington Star-News. 1974. Advertisement for Windermere. Lewis Silverman, Inc. March 1, 1974, C-4.

Windermere

Location: North of I-495, south of Tuckerman Lane, and west of Old Georgetown Road
City: Rockville Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000
N

Windermere

Location: North of I-495, south of Tuckerman Lane, and west of Old Georgetown Road
City: Rockville Montgomery County

PHOTOGRAPHS

Windermere Circle Streetscape, looking east along south side of roadway.

West elevation, 10801 Mazwood Place.

PHOTOGRAPHS

West elevation, 10805 Mazwood Place.

Southeast elevation, 6325 Windermere Circle.

PHOTOGRAPHS

View of Waxwood Court, looking north.

Northwest elevation, 14 Windermere Court.

PHOTOGRAPHS

North elevation of Magruder house at 6220 Maxwood Road.

South elevation, 6207Charnwood Road.

PHOTOGRAPHS

North elevation, community pool and recreation center, 6360 Windermere Circle.

M: 30-46 Windermere

PHOTO LOG

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: 30-46_2018-12-05_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Windermere Circle Streetscape, looking east along south side of roadway.

02.tif
West elevation, 10801 Mazwood Place.

03.tif
West elevation, 10805 Mazwood Place.

04.tif
Southeast elevation, 6325 Windermere Circle.

05.tif
View of Waxwood Court, looking north.

06.tif
Northwest elevation, 14 Windermere Court.

07.tif
North elevation of Magruder house at 6220 Maxwood Road.

08.tif
South elevation, 6207Charnwood Road.

09.tif
North elevation, community pool and recreation center, 6360 Windermere Circle.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Name of Property: WMAL Transmitter Property
Location: 7115 Greentree Road, Bethesda, Montgomery County

National Register Re-evaluation

The following is a National Register of Historic Places re-evaluation of the WMAL Transmitter Property due to recent alterations to the resource:

The resource was determined eligible in 2000. However, the 1941 Colonial Revival style radio transmitter building was demolished and replaced by a temporary transmitter located in a metal shipping container in September of 2016 (*Radio World* 2016). The sale of the property to Toll Brothers, a residential developer, was finalized in 2017 following a year of negotiations (Rodgers 2017). The four radio towers were decommissioned and shut down in May of 2018 (Reigert 2018). A site visit on September 11, 2018 found that the four radio towers, temporary transmitter, and three satellite dishes are still extant. A small, square-plan brick building with a hipped roof also remains extant directly adjacent to the tower closest to the Transmitter Building site.

The WMAL Transmitter Property was previously determined eligible under Criterion A as an excellent example of a radio transmission building, representing the mid-twentieth century trend of moving outdated urban transmission facilities into the suburbs to increase broadcast area and provide service to the growing number of listeners located in the suburbs. The demolition of the radio transmitter building, a vital component of this radio transmission, means a significant loss of integrity for the property. The resource can no longer be considered a significant example of a radio transmission facility since the remaining elements alone do not exemplify this pattern of events. Therefore, the resource is no longer eligible under Criterion A.

The WMAL Transmitter Property was previously found eligible under Criterion C as a good example of a radio transmitter building and an excellent example of the Colonial Revival style. The evaluated radio transmitter building is no longer extant. When the facility opened, a 1941 advertisement in *The Evening Star* described the entire complex as "utilizing the latest radio transmission equipment," boasting 5,000 watts of power, as compared to their previous 250 to 500 watts; however, similar to Criterion A, the remaining elements alone do not exemplify this engineering technology. Therefore, the resource is no longer eligible under Criterion C.

The resource continues to have no association with persons who have made specific contributions to history and does not meet Criterion B. The resource also continues to have no known potential to yield important information, and is not eligible under Criterion D.

The property encompasses 74.83 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP42, Parcel N495 (2019).

References

Reigert, Emily M. "Sproul Decommissions Greentree Road Transmitter Site," *Radio*, May 2, 2018.https://www.radiomagonline.com/industry/sproul-decommissions-greentree-road-transmitter-site

----. "WMAL Tower Site Demolition Begins." *Radio World*, September 20, 2016. https://www.radioworld.com/news-and-business/wmal-tower-site-demolition-begins

Rodgers, Bethany. "Planning Board Approves Proposal for 309 Homes at WMAL Tower Site." *Bethesda Magazine*, June 20, 2017, retrieved May 2018. https://bethesdamagazine.com/Bethesda-Beat/2017/Planning-Board-Approves-Proposal-for-309-Homes-at-WMAL-Tower-Site/

"We Congratulate Station WMAL on the Completion of its New Transmitter!" *The Evening Star*, February 3, 1941. https://chroniclingamerica.loc.gov/lccn/sn83045462/1941-02-03/ed-1/seq-22/#date1=1941&index=0&date2=1941&searchType=advanced&language=&sequence=0&lccn=&words=WMAL&proxdistance=5&state=District+of+Columbia&rows=20&ortext=WMAL&proxtext=&phrasetext=&andtext=&dateFilterType=yearRange&page=1

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Name of Property: WMAL Transmitter Property
Location: 7115 Greentree Road, Bethesda, Montgomery County

Photo 1 of 6: WMAL Transmitter Towers, Looking East.

Photo 2 of 6: WMAL Satellite Dishes, Looking Southeast.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Name of Property: WMAL Transmitter Property
Location: 7115 Greentree Road, Bethesda, Montgomery County

Photo 3 of 6: Temporary Transmitter on Transmitter Building Site, Looking Northeast.

Photo 4 of 6: Driveway and Transmitter Building Site from Greentree Road, Looking East.

Prepared by: Jacob M. Bensen, RK&K LLP **Date: 10/17/2018**

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Name of Property: WMAL Transmitter Property
Location: 7115 Greentree Road, Bethesda, Montgomery County

Photo 5 of 6: Small Brick Building Adjacent to Transmission Tower, Looking East.

Photo 6 of 6: View from Transmitter Building Site, Looking East.

Prepared by: Jacob M. Bensen, RK&K LLP **Date: 10/17/2018**

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Wolfe's Subdivision** Inventory Number: **M: 35-204**

Address: I-495 on the south, I-270 on the west, and Greentree Road on the east 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: GP42

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

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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:

Wolfe's Subdivision is a planned residential neighborhood in Bethesda. It pre-dates Interstate 495 (I-495) and as such, is a discontiguous residential area located on both the north and south sides of I-495. The north section, which contains 6.43 acres, is bounded on the south by I-495, on the north and west by Interstate 270 (I-270), and on the east by Greentree Road. It consists of one linear street, Barnett Road, which runs along an east-west axis, and terminates on the west side of the road. The south section contains 8.33 acres bounded on the north and west by I-495. Ten houses are located south of I-495 at the termination of Longwood Drive. According to local tax data, residential lots within Wolf's Subdivision vary from 0.68-1.21 acres, totaling approximately 14.76 acres for the subdivision as a whole. The residential properties are landscaped with small and mature trees, bushes, and other ornamental foliage and feature

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:**

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.

Description:

Wolfe's Subdivision contains 19 single-family dwellings, constructed between 1949 and 1962, predominantly in variations of the Colonial Revival style in the Two-Story Massed, Split-Level, Ranch, and Split-Foyer forms. Dwellings on both the north and south sides of I-495 share characteristics of style, form, massing, and lot size.

Houses in Wolfe's Subdivision are one- to two-and-one-half stories tall, and three to six bays wide. All have continuous foundations and structural systems predominantly clad in brick veneer, vinyl siding, or stucco, and some feature small sections of wood siding. Hipped, side- and cross-gabled roofs are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end and/or 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 with faux muntins. Additional window types, such as picture windows and casement windows are present on some houses. Louvered and paneled shutters are common on sliding and ribbon aluminum and vinyl windows. Carports and porches are rare within Wolfe's Subdivision.

Infill is uncommon within Wolfe's Subdivision; however, several circa-1950 dwellings have been torn down and replaced with circa 1980-2010 dwellings (7222 and 7209 Longwood Drive). Additions and other material modifications are typical. Additions are typically one or two stories and extend from the side or rear of dwellings, or are second-story additions on a one-story dwelling.

Historic Context:

Wolfe's Subdivision was platted in 1948 by Harry H. Wolfe, Jr., and his wife, Mary Rose Wolfe. Individual lots were sold to homeowners, and dwellings were constructed between 1949 and 1961. The construction of I-495 in the early 1960s split the subdivision into north and south sections, and resulted in the demolition of at least four dwellings (Nationwide Environmental Title Research [NETR] 1957, 1962, 1963). Advertised as a part of the Bradley Hills Grove area in 1955, houses on Barnett Road sold for $38,950-$43,500 (The Evening Star 1955, 31). The house at 7216 Barnett Road was advertised as having amenities such as a step-down living room, stone fireplace, "farmhouse-size kitchen," and four large bedrooms (The Evening Star 1955, 31). The platting and development of Wolfe's Subdivision did not include any amenities like community centers or other facilities, as it was located east of the Montgomery Country Club (now the Bethesda Country Club).

Research indicates Harry and Mary Wolfe made many small-scale real estate transactions between the 1940s and 1970s, but were not involved with many large development projects. Shortly after Wolfe's Subdivision was platted, the Wolfe family lived at 9080 Greentree Road, located near the subdivision but not within it (The News 1951, 13). Mr. Wolfe developed the land, but was not a real estate developer; he was employed as the manager of the Bell Laundry in Bethesda (The News 1951, 13).

Evaluation:

Wolfe's Subdivision was evaluated in accordance with Maryland's Suburbanization Historic Context, Suburbanization Historic Context, and National Register of Historic Places Criteria A, B, and C.

Wolfe's Subdivision is an example of a planned residential neighborhood property type. This small-scale neighborhood is not an early example and did not introduce design innovations influential to later developments. The neighborhood does not demonstrate significant associations with exurban residential expansion, planning, or demographic changes; 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. Wolfe's Subdivision is not eligible under Criterion A.

While the developers of this subdivision bought and sold land in the Washington, D.C., area, no notable projects and no associations with individuals of local, state, or national significance were identified. Therefore, Wolfe's Subdivision is not eligible under Criterion B.

Wolfe's Subdivision is typical of planned residential neighborhoods 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. 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. Furthermore, many dwellings within the subdivision have been substantially modified over the last several decades with replacement windows and doors and large additions. 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 14.76 discontinuous acres: 6.43 acres on the north of I-495, bounded by I-270 on the north and west, and Greentree Road on the east; and 8.33 acres to the south, bounded by I-495 on the north and west. Wolfe's Subdivision is confined to Montgomery County Plats 1739, 2246, and 2083, found on Montgomery County Tax Map GP42.

References:

The Evening Star. 1955. "7216 Barnett Road." May 21, 1955, 31.

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.

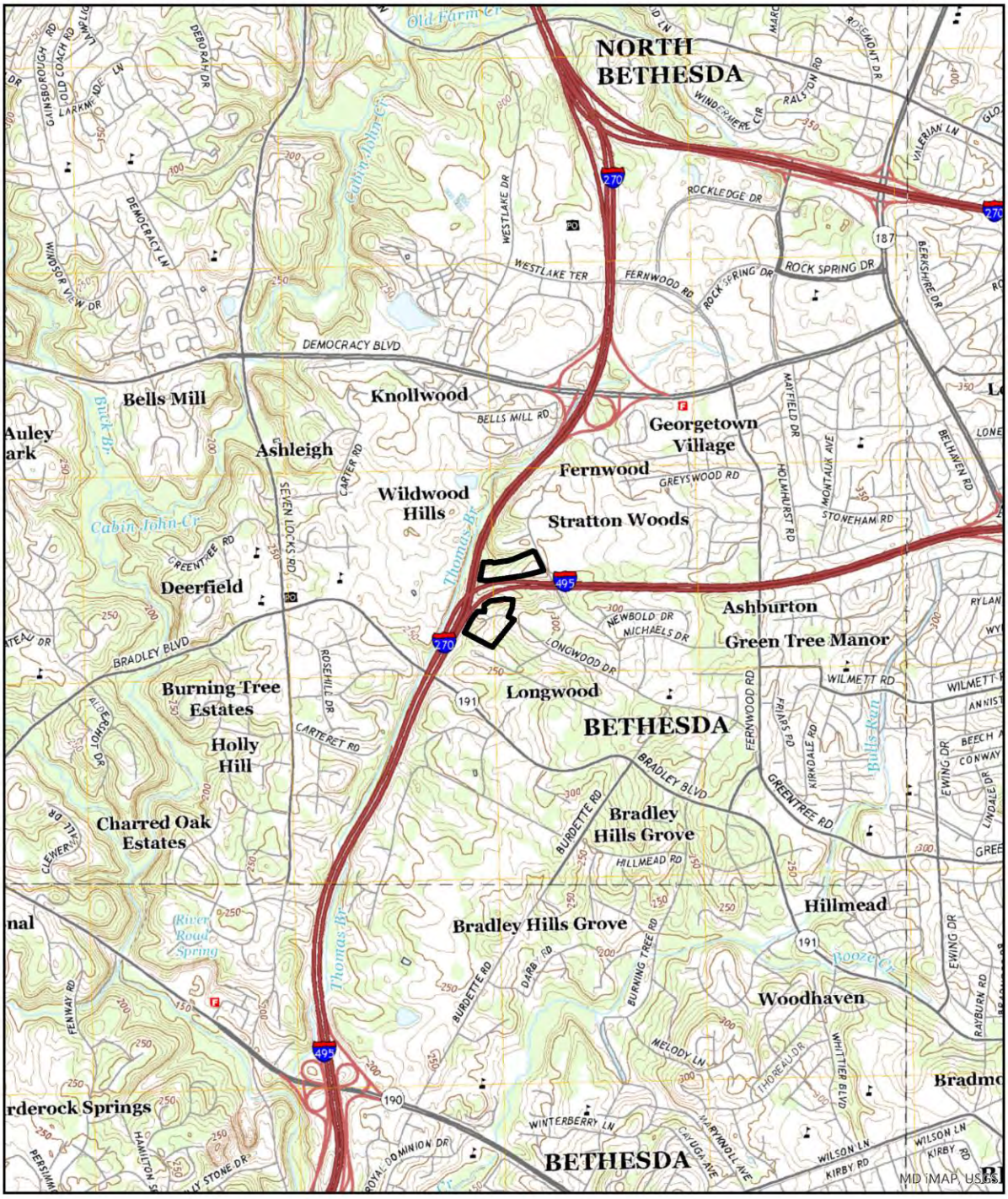
Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 28, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

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

The News. 1951. “Nine Months of Rheumatic Fever Fatal.” September 22, 1951, 13.

Wolfe's Subdivision Montgomery County

Location: I-495 on the south, I-270 on the west, and Greentree Road on the east City: Bethesda



USGS 7.5' Quadrangle - Rockville

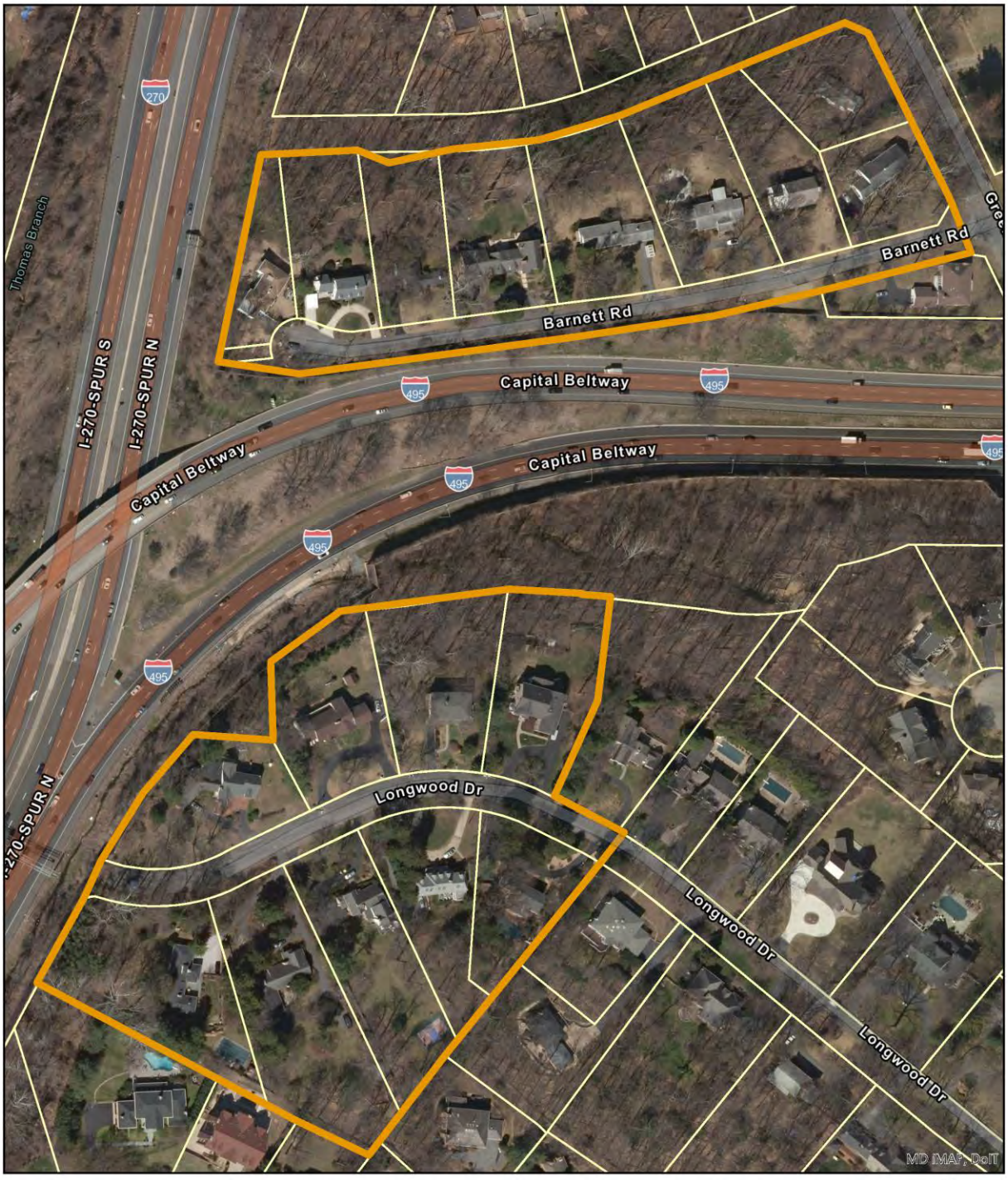
0 0.5 1 Miles

Scale: 1:24,000

N

Wolfe's Subdivision Montgomery County

Location: I-495 on the south, I-270 on the west, and Greentree Road on the east City: Bethesda



Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,000

N

PHOTOGRAPHS

South elevation of 7203 Barnett Road.

South elevation of 7207 Barnett Road.

PHOTOGRAPHS

View of I-495 noise wall , facing west on Longwood Drive.

Streetscape facing east on Longwood Drive.

PHOTOGRAPHS

South elevation of new construction at 7209 Longwood Drive.

South elevation of 7213 Longwood Drive.

PHOTOGRAPHS

North elevation of 7212 Longwood Drive.

South oblique of 7223 Barnett Road.

M: 35-204 Wolfe's Subdivision

PHOTO LOG

Number of Photos: **8**
Name of Photographer: **Melissa Butler**
Date of Photographs: **2018-10-02**
Location of Original Digital File: **MD SHPO**
File Format: **M: 35-204_2018-10-02_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
South elevation of 7203 Barnett Road.

02.tif
South elevation of 7207 Barnett Road.

03.tif
View of I-495 noise wall , facing west on Longwood Drive.

04.tif
Streetscape facing east on Longwood Drive.

05.tif
South elevation of new construction at 7209 Longwood Drive.

06.tif
South elevation of 7213 Longwood Drive.

07.tif
North elevation of 7212 Longwood Drive.

08.tif
South oblique of 7223 Barnett Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Woodlane**

Inventory Number: **PG:76B-83**

Address: West of Branch Avenue, north and south of I-495

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: Melissa Butler

Date Prepared: May 17, 2019

Documentation is presented in: Project review and compliance files

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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:

Woodlane is a planned residential neighborhood located west of Branch Avenue and on the north and south sides of I-495 in Temple Hills. The neighborhood is divided by I-495, and the north section is bounded on the west by Beech Road, on the east by the Branch Avenue, and on the south by I-495. The southern portion is bounded by I-495 on the north, Branch Avenue on the east, and Henson Drive on the west. The northern portion is approximately 54.5 acres, and the southern portion is approximately 60.5 acres, totaling about 115 acres. The neighborhood contains single-family dwellings on lots ranging between 0.20 and 1.30 acres and has 10 curvilinear streets: Wood Road, Long View Road, Newman Road, Braddock Road, Keppler Road, Brentley Road, Ludlow Road, Action Road, Henderson Road, and Keppler Place. A portion of Keppler Road is lined by a sidewalk, and roads south of I-495 are lined with concrete curbs. The individual lots are sloped, with moderate tree coverage, plant beds, bushes, and some fenced rear yards. All lots feature a concrete or asphalt driveway, and walkways connect the street or driveways to the primary entrance to each building. Secondary resources include sheds and pools. Lighting throughout the neighborhood consists of lamps attached to utility poles.

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:**

Special DOE form produced for the I-270 & I-495 Managed Lanes Study

Description:

Woodlane is a planned residential neighborhood of single-family dwellings constructed between 1946 and 1980 with several examples of infill that date between 1980 and 2003. Most of the dwellings were constructed in variations of the Ranch, Split-Level, and Two-Story Massed forms and with influences from the Contemporary and Colonial Revival styles.

Dwellings are primarily three to seven bays wide and one to two stories tall. The buildings sit atop a basement or crawlspace, depending on topography, and are primarily clad in a brick veneer, vinyl or aluminum siding, or permastone. Roofs are side- or front-gabled or hipped and are sheathed in asphalt shingles. Most dwellings feature a single brick chimney or set of chimneys along a side elevation or an interior slope. Dormer types include shed or gable.

Primary entrances are located on the façade, with a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, an entry porch, or a full-height porch. Most entrances on Colonial Revival-style dwellings feature a wood or vinyl door surround with ornamentation such as pilasters and flat or arched pediments. Windows vary based on house style and form and include single one-over-one, vinyl-framed, double-hung-sash units, occasionally with faux muntins, casement, fixed, or awning windows or a combination of those types. Tripartite, bay, and picture windows are common throughout the neighborhood. Many houses in the Colonial Revival style also feature fixed, vinyl, louvered shutters flanking windows. Most dwellings have either an attached or inset single or double bay garage or carport. Additions are typically found at the rear elevation in scale with the building's core.

Historic Context:

In 1920, attorney John W. Wood acquired about 150 acres in several transactions from Margaret I. Thorne, et al, Thomas F. Wood, and Joseph C. Mattingly, Trustee (The Evening Star 1939, B-13; Prince George's County Deed Book [PGCDB] 148, 349-350). In 1940 and 1941, this land was platted for subdivision as two discontiguous sections separated by undeveloped land (Prince George's County Plat Book [PGCPB] BB 8, 25; BB 8, 70). Advertisements from the early 1940s announce land for sale, and several suggest to potential builders that they could buy the lots and then construct the buildings after the war (The Evening Star 1943, B-17; 1944, B-7). In 1947, 100 by 150-foot lots were advertised at $650 each, and 2-acre land in the same subdivision was available for $700 per acre (The Evening Star 1947, 28). Many buyers followed that suggestion, as most construction occurred between 1950 and 1964. Individual lot owners selected the builder for their dwelling, and as a result, dwelling size and style varies within the neighborhood.

Additional sections of Woodlane were platted by couples who purchased land from Wood in the 1940s and subdivided their holdings in the 1950s through the early 1970s (e.g., PGCPB WWW 26, 55; WWW 27, 64;). Aerial imagery shows several dwellings built by 1949; however, the bulk of construction occurred later (Nationwide Environmental Title Research, LLC [NETR] 1949, 1957, 1963). By 1954, advertisements listed individual dwellings, such as a three-bedroom custom rambler for sale, rather than lots for sale (The Evening Star 1954, 38). A 1956 advertisement for 5401 Henderson Road listed the single-story dwelling for $24,750 (The Washington Post, Times Herald 1956, 62).

In 1967, Dawson Corporation, run by president Michael Paul, platted a 5.27-acre expansion to Woodlane that comprised 10 of lots (PGCPB WWW 65, 80). Research does not show other projects associated with the Dawson Corporation (The Evening Star 1969, 12).

John W. Wood, who subdivided his land after 20 years of ownership, was not involved with design or construction of individual dwellings. His involvement ended by the 1950s when couples bought empty lots from him; furthermore, there were no covenants or other restrictions listed in the plat or deeds. Wood was not involved in any other real estate development projects in Prince George's County.

Evaluation:

Woodlane was evaluated as a planned residential neighborhood of the Modern (1930-1960) and Suburbanization 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.

Woodlane is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs. The neighborhood 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, Woodlane is not eligible under Criterion A.

Beyond the platting and subdivision of Woodlane, John W. Wood was not involved in real estate development and 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, Woodlane is not eligible under Criterion B.

Woodlane is not a good example of a planned residential neighborhood of the era. While the buildings within the community retain most of their character-defining features for their property types, they represent common styles and forms. Furthermore, several buildings in the development have been demolished and replaced with infill. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

This property encompasses approximately 115 acres. The north section is bounded on the west by Beech Road, on the east by the Branch Avenue, and on the south by I-495. The southern portion is bounded by I-495 on the north, Branch Avenue on the east, and Henson Drive on the west. It can be found on Prince George's County Tax Map 0097 and Prince George's County plat records BB 8, 25; BB 8, 70; WWW 26, 55; WWW 27, 64; WWW 27, 99; WWW 29, 77; WWW 30, 56; WWW 30, 65; WWW 35, 66; WWW 36, 42; WWW 42, 74; WWW 43, 18; WWW 45, 64; WWW 50, 62; WWW 60, 24; WWW 70, 53; and CEC 92, 22.

References:

The Evening Star. 1939. "John W. Wood, Attorney." July 8, 1939, B-13.
--- 1943. "Prepare for the future." April 6, 1943, B-17.
--- 1944. "Beautiful Home Sites—Victory Gardens." March 11, 1944, B-7.
--- 1947. "Woodlane." June 28, 1947, 28.
--- 1954. "Woodlane." August 17, 1954, 38.
--- 1969. "Delinquent Taxes." December 27, 1969, 12.

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.

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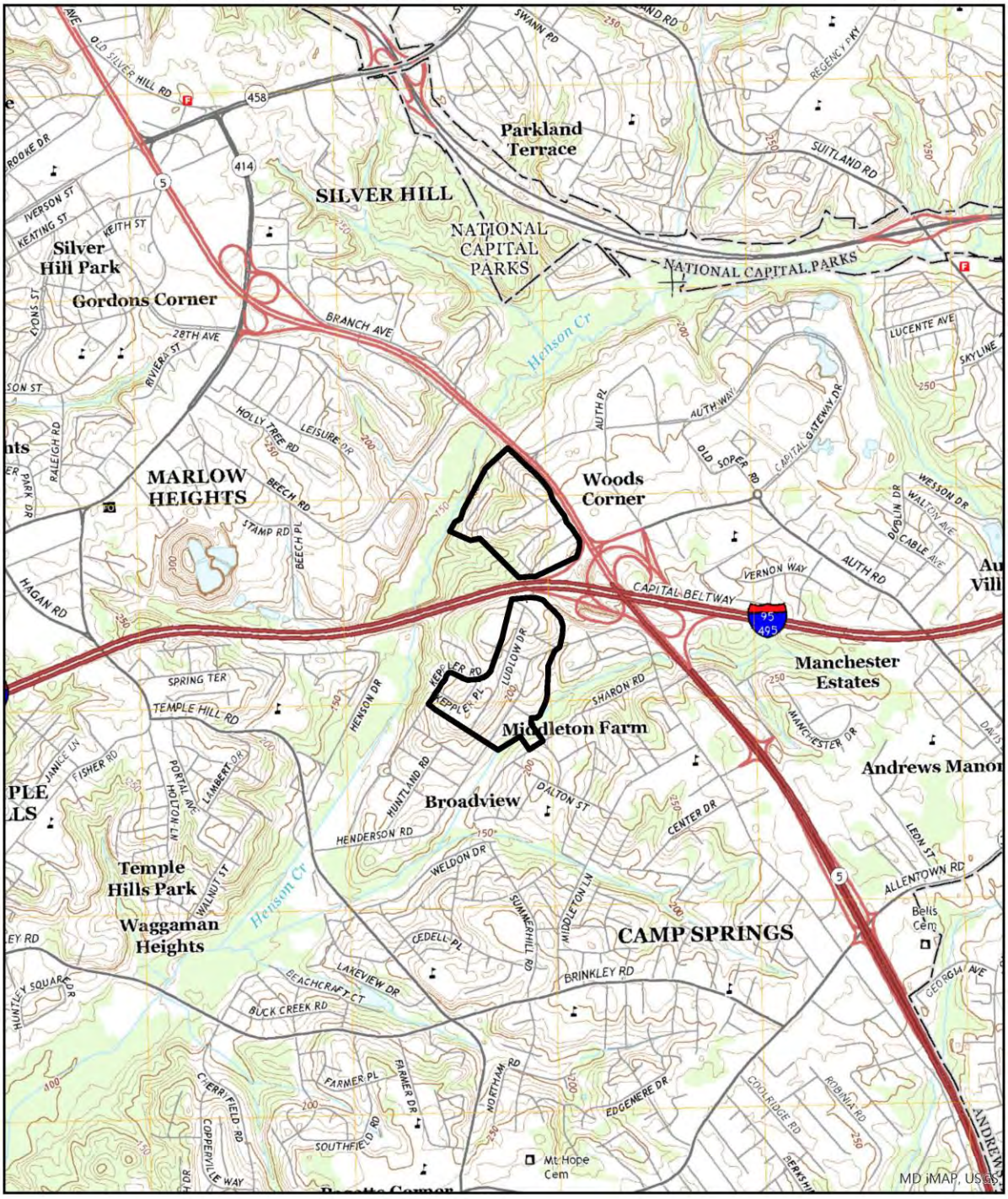
Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed August 20, 2018. http://www.mdlandrec.net.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed August 20, 2018.
http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post, Times Herald. 1956. "Grand Opening Woodlane Sub." September 15, 1956, 62.

Woodlane Prince George's County

Location: West of Branch Avenue, north and south of I-495 City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

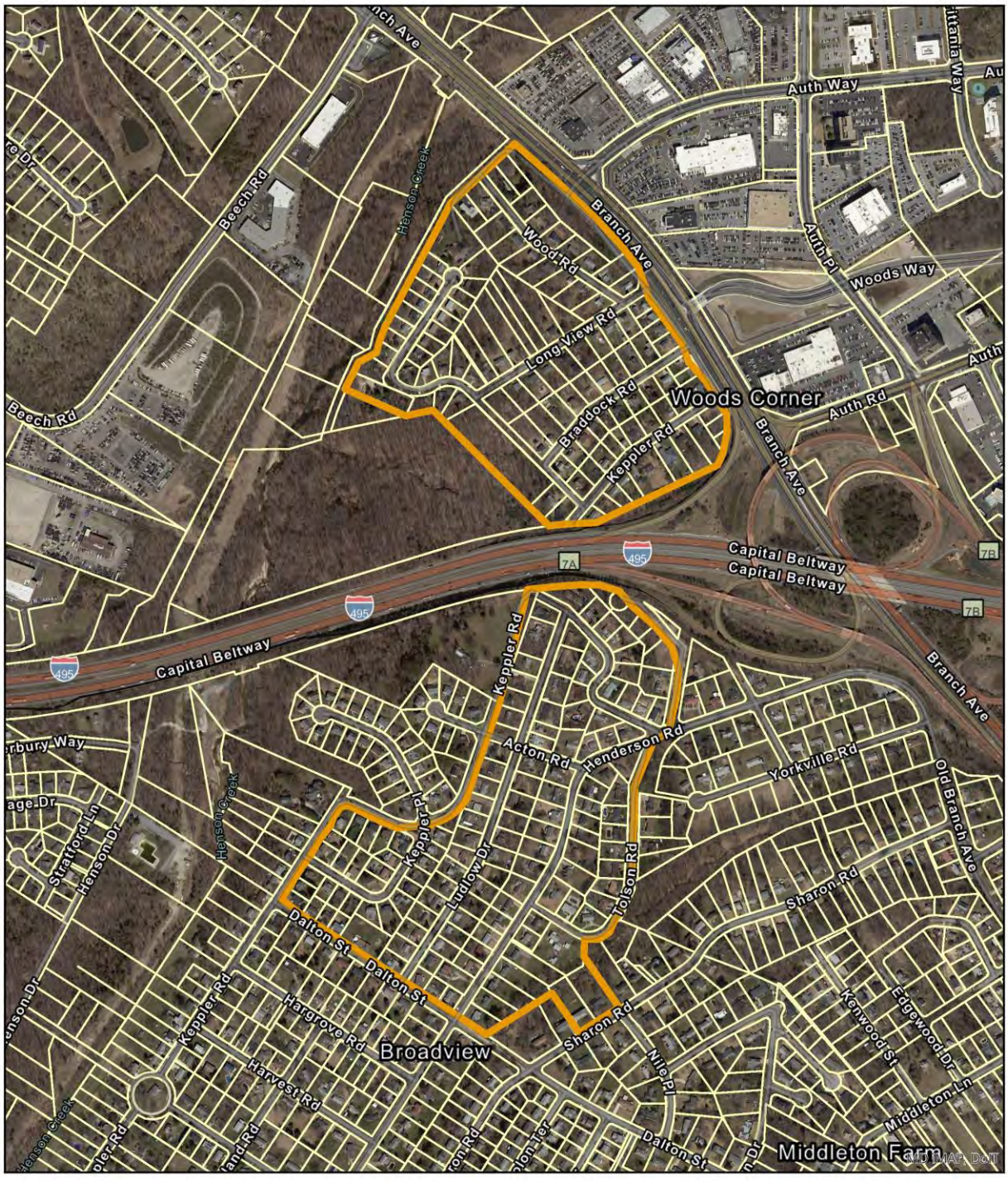
0 0.5 1 Miles

Scale: 1:24,000

MAPS

Woodlane Prince George's County

Location: West of Branch Avenue, north and south of I-495 City: Temple Hills



PHOTOGRAPHS

4969 Keppler Road, looking northwest.

4982 Keppler Road, looking southeast.

PHOTOGRAPHS

4921 Braddock Road, looking northwest.

4918 Braddock Road, looking southeast.

PHOTOGRAPHS

4910 Braddock Road, oblique looking south.

4904 Braddock Road, looking southeast.

PHOTOGRAPHS

4874 Long View Road, looking southeast.

Streetscape along Newman Road.

PHOTOGRAPHS

4702 Newman Road, looking southeast.

Streetscape on Keppler Place, looking southeast.

PG:76B-83 Woodlane

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Katherine Watts and Mical Tawney**
Date of Photographs: **2019-03-19**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-83_2019-03-19_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
4969 Keppler Road, looking northwest.

02.tif
4982 Keppler Road, looking southeast.

03.tif
4921 Braddock Road, looking northwest.

04.tif
4918 Braddock Road, looking southeast.

05.tif
4910 Braddock Road, oblique looking south.

06.tif
4904 Braddock Road, looking southeast.

07.tif
4874 Long View Road, looking southeast.

08.tif
Streetscape along Newman Road.

09.tif
4702 Newman Road, looking southeast.

10.tif
Streetscape on Keppler Place, looking southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ____
no ____

Property Name: Woodley Gardens Inventory Number: M: 26-71

Address: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park Historic district: X yes ____ no

City: Rockville Zip Code: 20850 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: GR13, GS11

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Melissa Butler and Matt Manning 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:

The planned residential development known as Woodley Gardens is located within the City of Rockville in Montgomery County, and is bounded on the southeast by Interstate 270 (I-270), on the north by W. Gude Drive, on the east by Upper Watts Branch Park, and on the south by Nelson Street. In addition to a mix of single-family dwellings, townhouses, and garden apartment buildings, Woodley Gardens contains a shopping center, swim club, park, and a senior center. Single-family lots average 0.25 acre.

The subdivision encompasses approximately 200 acres, divided by several curvilinear, botanically-named streets: Azalea Drive runs north from Nelson Street and then west, with Blossom Drive, Aster Boulevard, Crocus Drive extending north from Nelson and intersecting Azalea. Hawthorn Court and Carnation Drive are located in the north of the development. Streets within Woodley Gardens are lined with concrete sidewalks and tree lawns support mature hardwood trees. A planted median divides traffic along Azalea Drive until its intersection with Woodley Drive. Street parking is present throughout the community.

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Single-family houses are set behind grassy lawns, and most include small-scale plantings. Taller trees are common in backyards. All have private concrete driveways, which are typically paired with the driveway of an adjoining house. Multi-family dwellings, fronting both Azalea Drive and off-street parking lots, also feature grassy lawns and demonstrate a mix of flowerbeds, small bushes, and ornamental trees. Each townhouse along Azalea Drive includes a concrete walkway leading to the adjoining sidewalk.

Architectural Description:

Woodley Gardens, a planned residential development of the Suburban Diversification Period (1961-1980), contains Colonial Revival-style single- and multi-family dwellings constructed between 1960 and 1970. The single-family dwellings in Woodley Gardens are variations of two-story massed, split-level, split-foyer, and transitional ranch forms. Multi-family dwellings include townhouses and a small number of garden apartment buildings. The development includes the Rockville Senior Center (formerly an elementary school), the Woodley Gardens Shopping Center, Woodley Gardens Park, and the Woodley Gardens Swim Club.

Most single-family dwellings in Woodley Gardens have continuous concrete or masonry foundations. The dwellings are primarily one to two stories and between three to five bays wide. Most are clad in brick veneer, but some feature a mix of materials, including stone and horizontal siding (22 Hawthorn Court). Roofs, sheathed in asphalt shingles, are primarily side gabled, with a moderate amount of front-gabled and cross-gabled examples. Most dwellings feature a single brick chimney set along a side or rear elevation (824 Aster Boulevard, 635 Crocus Drive). Dormers are almost exclusively front-gabled and clad in siding. Primary entrances, both centered and off-center, have a single-leaf wood or replacement door, often with sidelights and transoms (639 Crocus Drive, 621 Aster Boulevard). Some entrances are located beneath small entry porches, and metal-and-glass storm doors are common additions. Window units include single, paired, or tripartite double-hung-sash replacement windows. However, several examples retain original, six-over-six wood windows. Louvered and paneled shutters are common (630 Aster Boulevard, 1002 Azalea Drive). Most houses in Woodley Gardens include a driveway, and a moderate number of dwellings feature an attached carport (618 Crocus Drive, 618 Aster Boulevard). Driveways are characteristically paired, giving the streetscape a uniform appearance and resulting in wider, uninterrupted lawns. Additions are not common, but when present, they are typically one story and extend from the rear elevation (634 Crocus Drive, 621 Blossom Drive). Two late-1960s, Contemporary-style houses designed by local architects John Wilmot Sr. and David Porter (1) are located at the intersection of Azalea and Woodley Drives.

Multi-family units, located along Azalea Drive, consist of primarily of townhouses. The east side of Azalea Drive includes a section identified as the Woodley Gardens Cooperative. This area includes garden apartments and townhouses oriented along a U-shaped drive with off-street parking. Elsewhere along Azalea Drive, rows of townhouses form U-shaped courtyards around parking lots that stem from the street. A brick sign at the intersection of Nelson Street and Azalea Drive, along with small signs at the entrance to each parking area, identify these units as Regents Square. The townhouses are two stories and range from two to three bays. They feature varied fenestration, and roof types include flat, gambrel, and side- or front-gabled examples sheathed in asphalt shingles. Most units are clad in brick veneer, though vinyl siding is also present (814-852 Azalea Drive). Chimneys are present only at end units. Primary entrances include centered and off-centered examples and Several entrances are located beneath a small entry porch (892 Azalea Drive). Entrances include single-leaf paneled wood or metal replacement doors, often with storm doors. Windows are single or paired, double-hung-sash, replacement units, some with faux muntins; however, several examples retain original wood windows in a six-over-six form (892 Azalea Drive). Louvered and paneled shutters are common.

The garden apartment buildings are two-stories tall and similar in scale to the townhouses. The buildings have brick-clad seven-bay facades with central entrances that provide access to a shared stairwell. The apartments feature a variety of façade treatments with different Colonial Revival-style details, including entrance porticos, cornices, jack and round arches, circular windows and attic vents, and paneled wood doors with sidelights. Windows are six-over-six, vinyl-clad replacement units, and some include louvered shutters. Roof types also vary, including gabled, hipped, and gambrel, all clad with asphalt shingles. The buildings at the south end

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feature walk-out basements; otherwise, the central façade entrances provide the only exterior access. The central group of buildings, within the U-shaped drive, form a shared courtyard and patio for the use of the cooperative residents.

Woodley Gardens Park is located along the south side of Nelson Street. Opened in 1964 and maintained by the City of Rockville, the park contains a brick picnic shelter, basketball and tennis courts, baseball fields, playgrounds, trails, and picnic areas. Adjacent to the park is the Woodley Gardens Swim Club, a symmetrical I-shaped building comprising a side-gabled main block with two front-gabled wings and a north-facing façade. The entrance, located on the main block, consists of two sets of paired doors flanking a central eight-over-twelve sash window. The doorways contain 15-light wood doors with 4-light transoms. An extended roof porch spans between the wings, supported by ornamental wrought iron columns with a vine motif. The east wing features three eight-over-twelve sash windows and a circular window at the gable. The opposite wing lacks sash windows but is otherwise identical. A broad wood cornice below the gables continues across the central porch, and the roofs are finished with asphalt shingles. A four-sided arched cupola with a bell roof occupies the center of the main block. Small, side-gabled extensions project from the east and west ends of the building. The building's east end has been altered by a large vinyl-clad, multi-gabled addition currently used as a preschool.

The Woodley Gardens Shopping Center, built in 1969, is located near the southern edge of Woodley Gardens at 1101 Nelson Street. A one- to two-story, multi-bay strip shopping center with Colonial Revival-style elements, the building includes a one-story west section and a two-story east section, both clad in brick veneer and covered by a faux-mansard roof. A flat-roofed canopy, with square wood columns and a crowning balustrade, shelters the storefronts. Coordinating signage, comprising printed metal panels, occupies the balustrade above individual storefronts. Storefronts have been altered, but most are two bays. Original windows are fixed, multi-light wood-framed units or similar box bay units supported by decorative brackets. The west section was originally a grocery store; the building is now subdivided into multiple retail spaces. The two-story east section has a deeper setback than the west section. The resulting space functions as a landscaped plaza with outdoor seating. A bank occupies the easternmost storefront and includes a drive-up window with a canopy similar to that above the storefronts. The eastern section's second level includes a central clock tower and flanking non-original, vinyl-clad, six-over-six sash windows. The shopping center's north elevation consists of rear service entrances and truck loading bays for deliveries.

The Rockville Senior Center, formerly Woodley Gardens Elementary, is a one-story, multi-bay building constructed circa 1964 in the Contemporary style. The center, located east of where W. Gude Drive extends over I-270, is clad in brick veneer and covered by a low-pitched gabled roof sheathed in asphalt shingles. The primary entrance is located under a large shed overhang and is filled with glazed, metal framed glass doors. Windows are metal-framed in a combination of fixed and movable sash units. The building includes a one- to two-story addition along its west elevation featuring a two-story curved window wall with metal-framed windows.

Historic Context:

In 1959, developer Monroe Warren of Meadowbrook, Inc., purchased 200 acres of farmland from the Milor Farm adjoining I-270 west of Rockville (2). Warren was an established developer in the Maryland suburbs of Washington, DC, and his work included the developments of Meadowbrook, Leland, North Chevy Chase, Woodley Hill, and Rockcrest (3). In 1960, Warren subdivided the 200-acre Rockville tract as "Rockville Estates," later changing the name to Woodley Gardens. Under the City of Rockville's planned community zoning designation, Warren planned Woodley Gardens with a shopping center, swim club, park, and a mix of housing types, including single and multi-family dwellings.

Warren envisioned Woodley Gardens as a "country club" community with a mix of housing types in traditional styles, in contrast to the Contemporary-style homes constructed in the 1960s elsewhere in Montgomery County, such as Charles Goodman's Rock

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Creek Woods (M: 31-37) and Hammond Woods (M: 31-38) (4). A noted preserver of trees (Willman, John B. 1960), Warren retained as many as possible in the backyards of the Woodley Gardens single-family houses, and historical aerial images show that he and other developers planted street trees at regular intervals throughout the development. These trees have grown to form canopies.

As architect of Woodley Gardens, Warren hired Bagley-Soulé Associates, a firm experienced in traditional Colonial Revival-style dwellings and one he had worked with on past developments. The firm designed not only single-family houses in the development, but townhouses, garden apartments, and a swim club as well, lending the community a cohesive architectural style.

Bagley-Soulé designed ranches, split-levels, and two-story houses in seven different models with fourteen variations. Two houses had been constructed by December 1960, and advertised prices initially ranged from $22,500 to $27,950 (5). The architects' use of the Colonial Revival style shows a neoclassical influence, with prominent front gables and wide cornices.

The garden apartments and townhouses, now known as the Woodley Gardens Cooperative, were similar to the Preston Place townhouses in Chevy Chase designed by Bagley-Soulé for Warren in 1959 (6). Preston Place was one of the earliest townhouse developments in suburban Maryland, and the firm's later work at Georgetown South in Manassas, Virginia, opened in 1963, became a model for townhouse communities in the suburbs around Washington, DC (7). The Woodley Gardens townhouses ranged from two to three bedrooms, and the apartments were available as one- or two-bedroom units. The garden apartment buildings lacked private outdoor space, such as balconies, but included private basement rooms advertised as "hobbies" rooms (8).

The incorporation of townhouses and apartments into a community of single-family houses was a new concept in Montgomery County when introduced by Monroe Warren in 1960. The Washington Post's real estate editor, John Willmann, wrote a series of articles following Monroe Warren and Woodley Gardens, starting early in the construction process. Noting that Woodley Gardens required specialized zoning under Rockville's new "planned community" category, Willmann called Warren a "pioneer" and the development "a new frontier in housing," in part for Warren's decision to construct high-end houses in the Rockville area. The articles described Warren as using his expertise to demonstrate new housing concepts to other area builders, highlighting Woodley Gardens as an example of a new method of community building which attracted similar new development to the area (9, 10, 11).

For his part, Warren advertised Woodley Gardens as "Montgomery County's first completely pre-planned community," (12) and the sales office noted that "some solid renting families are a desirable part of a community" (13). All residents, whether homeowners or renters, were eligible for membership at the Bagley-Soulé-designed Woodley Gardens Swim Club, which opened in 1962 (14). Early advertisements for the townhouses and apartments highlighted the community's "care free maintenance" and suggested that renters could eventually become owners of a Woodley Gardens single-family house (15).

In 1964, upon completion of the first phase of Woodley Gardens, Warren sold the remaining subdivided property to several construction firms, which carried the development to completion. Herman Greenberg and Albert Small of Southern Engineering purchased most of the remaining property and constructed 200 single-family houses south of Nelson Street in a section marketed as Woodley Gardens West (16). Along Azalea Drive, Southern Engineering completed 250 townhouses modeled after those designed by Bagley and Soulé and already constructed by Warren. These Southern Engineering two- to four-bedroom townhouse rental units were marketed as Regents Square (17). The firm also built out most of the remaining parcels north of Nelson Street with single-family dwellings, including an area called Woodley Woods, where Warren originally planned additional townhouses (18). Although Warren had planned a shopping center for Woodley Gardens as early as 1961 (19), construction was ultimately completed by Southern Engineering in 1969, when the center opened with a Safeway grocery store (20).

Southern Engineering employed Cohen and Haft, Associates, as architects for both the single-family houses and the townhouses.

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Models for single-family houses were selected from previous Southern Engineering developments at Tilden Woods in Bethesda and Sleepy Hollow Run in Virginia (21). Cohen and Haft's previous townhouse designs included Modernist examples at the Whitehall Apartments in Bethesda (22).

Warren sold 31 building sites along Aster Boulevard to David Croyder and Milton Irvin of Croyder, Irvin, and Co., who hired the architecture firm of Patterson and Worland to design traditional colonial houses in keeping with the character of the development. Marketed as Salem Walk, the section featured five model houses priced from $41,000 to $49,000 (23). Advertisements focused on architectural details such as grapevine mortar joints, corbeled chimneys, and "authentic proportions" (24).

The mix of rental and owner-occupied housing in Woodley Gardens was unusual in Montgomery County at the time but did not last long. Before the end of Warren's involvement with the development, he enlisted the firm of Edmund C. Flynn to convert rental apartments and townhouses to a cooperative. These units were advertised as Woodley Gardens Cooperative in 1964, with prices ranging from $15,250 for a one-bedroom apartment to $26,400 for a three-bedroom townhouse (25). Regents Square was converted to condominiums in 1971.

As Woodley Gardens grew, the community attracted more developers to the Rockville area. In addition to Woodley Gardens West by Southern Engineering, James Cafritz created West End Park along Carr Avenue and Lynch Street in 1962, and Clark-King Construction developed Woodley Gardens East along Bradford Drive in 1964 (26). In 1966, Artery Enterprises followed the Woodley Gardens blueprint in Plymouth Green along College Parkway to the east, constructing 300 single-family houses and over 250 apartments and townhouses (27) within a single planned residential development.

A small group of investors, led by local real estate developer Robert E. Buchanan, extended Aster Boulevard and Carnation Drive in 1980, creating an addition advertised as The Glen at Woodley Gardens. These single-family dwellings conformed to the Colonial Revival style of Woodley Gardens, but all were larger two-story houses with attached two-car garages (28). The local school, Woodley Gardens Elementary, closed in 1978, and the building became the Rockville Senior Center in 1982 (29). A small addition was constructed along the building's west elevation in 2011. An addition to the Woodley Gardens Swim Club's east end was created in the 1980s and expanded c. 2008.

Today, Woodley Gardens maintains its mix of single- and multi-family dwellings. Although the apartments and townhouses have been converted to private ownership, many of the condominium units in Regents Square are available for lease, resulting in a mix of owners and renters. The shopping center, swim club, and elementary school buildings continue to serve the community.

Significance Assessment:

Woodley Gardens was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum" and National Register of Historic Places (NRHP) Criteria A, B, and C.

Woodley Gardens was the first known example of a planned residential development in Montgomery County to feature a mix of housing types and was the first in Rockville. Developer Monroe Warren planned Woodley Gardens as an entire community, with single-family houses, apartments, townhouses, a shopping center, a swim club, a large park, and space for an elementary school. In creating this mix, Warren recognized the growing diversity of suburban residents in the Washington, DC, suburbs. The development attracted other developers to the area who built upon and replicated Monroe Warren's success using a similar mix of housing. Because of the its importance as an early example of mixed housing types in a planned residential development, Woodley Gardens is significant under Criterion A.

MARYLAND HISTORICAL TRUST REVIEW

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Although Monroe Warren was a notable developer working in Montgomery County and the Washington, DC, area, he is better known for his Kennedy-Warren apartment building in DC and his Meadowbrook development in Chevy Chase, for which he named his development company. Research did not identify Woodley Gardens residents known to have made significant contributions to history. Therefore the resource is not significant under Criterion B.

With mixed housing types, a shopping center, and amenities including a swim club, park, and school all planned as part of the community, Woodley Gardens is an excellent example of a planned residential development of the Suburban Diversification Period. The development's consistent use of a single style for residential, commercial, and community buildings and common stylistic motifs between single- and multi-family dwelling types result in a cohesive community in which multi-family dwellings are integrated with rather than isolated from single-family houses. Woodley Gardens is significant under Criterion C as an excellent, intact example of a planned residential development.

Within Woodley Gardens, there have been minimal alterations to the development, dwellings, and associated commercial and community buildings over time, and the resource maintains integrity of feeling, location, design, setting, materials, workmanship, and association. The dwellings, shopping center, swim club, and park all retain their original functions in their original locations. Although the Rockville Senior Center has replaced the Woodley Gardens elementary school, the original building remains, and the space continues to serve the larger community.

Based on the evaluated Criteria, Woodley Gardens is eligible for listing in the NRHP with a period of significance of 1960-1970, from the beginning of construction by Monroe Warren to the completion of the Woodley Gardens Shopping Center and the final residences north of Nelson Street by Southern Engineering and Croyder, Irvin, and Co. In addition to the residences, Woodley Gardens includes Woodley Gardens Park, Woodley Gardens Swim Club, Woodley Gardens Elementary (Rockville Senior Center), and Woodley Gardens Shopping Center. A list of contributing and non-contributing resources is attached.

Although platted by Monroe Warren, Woodley Gardens West and Woodley Gardens East are distinct sections with houses constructed by different developers and are not included in the Woodley Gardens boundary.

Woodley Gardens is roughly bound by I-270 on the west, W. Gude Drive to the north, Upper Watts Branch Park to the east, and Woodley Gardens Park and Watts Branch to the south. The planned residential subdivision encompasses approximately 200 acres and 517 dwellings, including single-family residences, townhouses, and apartments.

Footnotes:

(1) Peerless Rockville. 2013. "Woodley Gardens Tour." Accessed August 2018, http://www.peerlessrockville.org/wp-content/uploads/2012/09/Woodley-Gardens-Tour-final-version.pdf.
(2) Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018.
(3) Matt Manning. 2012. Maryland Determination of Eligibility Form: Preston Place (M 35-170). Form on file at Maryland Historical Trust, Crownsville, Maryland.
(4) Paul Seder. 2003. Maryland Determination of Eligibility Form: Hammond Wood Historic District (M: 31-38). Form on file at Maryland Historical Trust, Crownsville, Maryland.
(5) "Preview Showing Woodley Gardens." Advertisement. The Washington Post. 1960. December 3: B6.
(6) Manning, Matt. 2012. Maryland Determination of Eligibility Form: Preston Place (M 35-170). Form on file at Maryland Historical Trust, Crownsville, Maryland.
(7) "Town Houses Attract Many to Georgetown South." The Washington Post. 1963. September 7: C7.

MARYLAND HISTORICAL TRUST REVIEW

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(8) "Woodley Gardens Apartments, Inc." The Washington Post. 1964. Advertisement. January 18: D7.
(9) John B Willmann. 1960. "A New Housing Frontier for Rockville." The Washington Post, December 3: B1.
(10) John B. Willmann. 1964. "A Veteran Builder Shows Them." The Washington Post, March 21: E1.
(11) John B. Willmann. 1966. "Woodley Gardens Fulfills a Dream." The Washington Post, June 25: D1.
(12) "Woodley Gardens." Advertisement. The Washington Post. 1961. December 16: B4.
(13) "Town Houses Planned for Woodley Gardens." The Washington Post. 1962. January 20: D2.
(14) "Woodley Gardens Pool Attracts Throng." The Washington Post. 1962. July 21: D11.
(15) "Woodley Gardens Apartments, Inc." 1964.
(16) Willmann. "A Veteran Builder Shows Them." 1964.
(17) "Regents Square Opened by Small and Greenberg." The Washington Post. 1965. August 21: E2.
(18) Willmann. "A Veteran Builder Shows Them." 1964.
(19) "Woodley Gardens." 1961.
(20) Matt Manning. 2014. Maryland Determination of Eligibility Form: Woodley Gardens Shopping Center (DOE-MO-0329). Form on file at Maryland Historical Trust, Crownsville, Maryland.
(21) "Woodley Gardens West Open." The Washington Post. 1964. October 24: C14.
(22) "Whitehall Apartments Voted Kuhn Cup." The Washington Post. 1963. January 26: D14.
(23) "A Feel for Detail." The Washington Post. 1966.April 23: D1.
(24) "Salem Walk in Montgomery County." The Washington Post. 1967. September 16: E12.
(25) "A Thinking Man's Ad!" Advertisement. The Washington Post. 1964. June 6: E10.
(26) Willmann. "A Veteran Builder Shows Them." 1964.
(27) "Plymouth Green to Grow." The Washington Post. 1966. September 17: D6.
(28) "Good Living Begins in a Home of Your Own." Advertisement. The Washington Post. 1981. June 20: E5.
(29) "Montgomery County's Used-to-Be Schools." The Washington Post. 1981. April 16: MD2.

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The Evening Sun. 1960. “Big Housing Projects on Way.” August 10, 1960. Accessed August 2018. www.newspapers.com.

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MARYLAND HISTORICAL TRUST REVIEW

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Sies, Mary Corbin, Isabelle Gournay, and Emily Connors. 2017. National Register of Historic Places Nomination Form: New Mark Commons (M: 26-40). Form on file at Maryland Historical Trust, Crownsville, Maryland.

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The Washington Post. 1963. "Town Houses Attract Many to Georgetown South." September 7: C7.

The Washington Post. 1962. "Town Houses Planned for Woodley Gardens." January 20: D2.

The Washington Post. 1963. "Whitehall Apartments Voted Kuhn Cup." January 26: D14.

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The Washington Post. 1964. "Woodley Gardens Apartments, Inc." Advertisement. January 18: D7.

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MHT Comments:

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Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr., Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Parks	Woodley Gardens Park	1964	C	
Regents Square	602-648 AZALEA DR	1966	C	
Woodley Gardens Cooperative	601-651 AZALEA DR	1963	C	
Single Family Detached	1 HAWTHORN CT	1968	C	
Single Family Detached	10 HAWTHORN CT	1969	C	
Single Family Detached	1000 ASTER BLVD	1962	C	
Single Family Detached	1001 ASTER BLVD	1962	C	
Single Family Attached	1001 NELSON ST	1966	C	
Single Family Detached	1002 ASTER BLVD	1962	NC	Integrity has been compromised due to heavy alterations
Single Family Detached	1002 AZALEA DR	1961	C	
Single Family Detached	1003 ASTER BLVD	1962	C	
Single Family Detached	1003 AZALEA DR	1962	C	
Single Family Attached	1003 NELSON ST	1966	C	
Single Family Detached	1004 ASTER BLVD	1962	C	
Single Family Detached	1004 AZALEA DR	1961	C	
Single Family Attached	1005 NELSON ST	1966	C	
Single Family Detached	1006 ASTER BLVD	1962	C	
Single Family Detached	1006 AZALEA DR	1961	C	
Single Family Attached	1007 NELSON ST	1966	C	
Single Family Attached	1009 NELSON ST	1966	C	
Single Family Attached	1011 NELSON ST	1966	C	
Single Family Attached	1013 NELSON ST	1966	C	
Single Family Attached	1015 NELSON ST	1966	C	
Single Family Detached	1025 WINTERGREEN	1970	C	

	TER			
Single Family Detached	1026 WINTERGREEN TER	1970	C	
Single Family Detached	1027 WINTERGREEN TER	1970	C	
Single Family Detached	1028 WINTERGREEN TER	1970	C	
Single Family Detached	1029 WINTERGREEN TER	1970	C	
Single Family Detached	1030 WINTERGREEN TER	1970	C	
Single Family Detached	1031 WINTERGREEN TER	1970	C	
Single Family Detached	1032 WINTERGREEN TER	1970	C	
Single Family Detached	1033 WINTERGREEN TER	1970	C	
Single Family Detached	1035 WINTERGREEN TER	1970	C	
Single Family Detached	1039 WINTERGREEN TER	1970	C	
Single Family Detached	1041 CARNATION DR	1969	C	
Single Family Detached	1041 WINTERGREEN TER	1970	C	
Single Family Detached	1043 CARNATION DR	1969	C	
Single Family Detached	1043 WINTERGREEN TER	1969	C	
Single Family Detached	1044 CARNATION DR	1969	C	
Single Family Detached	1045 WINTERGREEN TER	1969	C	

Single Family Detached	1046 CARNATION DR	1969	C	
Single Family Detached	1046 WINTERGREEN TER	1970	C	
Single Family Detached	1047 WINTERGREEN TER	1969	C	
Single Family Detached	1048 CARNATION DR	1969	C	
Single Family Detached	1048 WINTERGREEN TER	1969	C	
Single Family Detached	1050 CARNATION DR	1969	C	
Single Family Detached	1050 WINTERGREEN TER	1970	C	
Single Family Detached	1051 CARNATION DR	1969	C	
Single Family Detached	1082 LARKSPUR TER	1970	C	
Single Family Detached	1084 LARKSPUR TER	1970	C	
Single Family Detached	1086 LARKSPUR TER	1969	C	
Single Family Detached	1087 LARKSPUR TER	1970	C	
Single Family Detached	1088 LARKSPUR TER	1970	C	
Single Family Detached	1089 LARKSPUR TER	1970	C	
Single Family Detached	1090 LARKSPUR TER	1970	C	
Single Family Detached	1092 LARKSPUR TER	1969	C	
Single Family Detached	1094 LARKSPUR TER	1969	C	
Single Family Detached	1095 LARKSPUR TER	1969	C	
Single Family Detached	1096 LARKSPUR TER	1969	C	
Single Family Detached	1097 LARKSPUR TER	1969	C	
Single Family Detached	1098 LARKSPUR TER	1969	C	
Single Family Detached	1099 LARKSPUR	1969	C	

	TER			
Single Family Detached	11 HAWTHORN CT	1969	C	
Retail	1101 NELSON ST	1969	C	
Single Family Detached	1102 AZALEA DR	1965	C	
Single Family Detached	1102 CARNATION DR	1962	C	
Single Family Detached	1103 AZALEA DR	1965	C	
Retail	1103 NELSON ST	1969	C	
Single Family Detached	1104 CARNATION DR	1962	C	
Retail	1107 NELSON ST	1969	C	
Retail	1111 NELSON ST	1969	C	
Retail	1113 NELSON ST	1969	C	
Retail	1115 NELSON ST	1969	C	
Retail	1117 NELSON ST	1969	C	
Retail	1119 NELSON ST	1969	C	
Retail	1121 NELSON ST	1969	C	
Retail	1123 NELSON ST	1969	C	
Retail	1125 NELSON ST	1969	C	
Institutional/Community Facility	1150 CARNATION DR- Rockville Senior Center	1964	C	
Single Family Detached	12 HAWTHORN CT	1969	C	
Single Family Detached	1202 AZALEA DR	1967	C	
Single Family Detached	1203 AZALEA DR	1968	C	
Single Family Detached	1204 AZALEA DR	1967	C	
Single Family Detached	1205 AZALEA DR	1968	C	
Single Family Detached	1207 AZALEA DR	1968	C	
Single Family Detached	13 HAWTHORN CT	1969	C	
Single Family Detached	14 HAWTHORN CT	1969	C	

Single Family Detached	15 HAWTHORN CT	1969	C	
Single Family Detached	16 HAWTHORN CT	1969	C	
Single Family Detached	17 HAWTHORN CT	1969	C	
Single Family Detached	18 HAWTHORN CT	1969	C	
Single Family Detached	19 HAWTHORN CT	1968	C	
Single Family Detached	2 HAWTHORN CT	1968	C	
Single Family Detached	20 HAWTHORN CT	1968	C	
Single Family Detached	21 HAWTHORN CT	1968	C	
Single Family Detached	22 HAWTHORN CT	1968	C	
Single Family Detached	23 HAWTHORN CT	1968	C	
Single Family Detached	24 HAWTHORN CT	1968	C	
Single Family Detached	25 HAWTHORN CT	1968	C	
Single Family Detached	26 HAWTHORN CT	1969	C	
Single Family Detached	27 HAWTHORN CT	1968	C	
Single Family Detached	28 HAWTHORN CT	1968	C	
Single Family Detached	3 HAWTHORN CT	1968	C	
Single Family Detached	4 HAWTHORN CT	1968	C	
Single Family Detached	5 HAWTHORN CT	1968	C	
Single Family Attached	500 AZALEA DR	1966	C	
Single Family Attached	501 AZALEA DR	1966	C	
Single Family Attached	502 AZALEA DR	1966	C	
Single Family Attached	503 AZALEA DR	1966	C	
Single Family Attached	504 AZALEA DR	1966	C	
Single Family Attached	505 AZALEA DR	1966	C	
Single Family Attached	506 AZALEA DR	1966	C	
Single Family Attached	507 AZALEA DR	1966	C	
Single Family Attached	508 AZALEA DR	1966	C	

Single Family Attached	510 AZALEA DR	1966	C	
Single Family Attached	512 AZALEA DR	1966	C	
Single Family Attached	514 AZALEA DR	1966	C	
Single Family Attached	516 AZALEA DR	1966	C	
Single Family Attached	518 AZALEA DR	1966	C	
Single Family Attached	520 AZALEA DR	1966	C	
Single Family Attached	522 AZALEA DR	1966	C	
Single Family Attached	524 AZALEA DR	1966	C	
Single Family Attached	526 AZALEA DR	1966	C	
Single Family Attached	528 AZALEA DR	1966	C	
Single Family Attached	530 AZALEA DR	1966	C	
Single Family Attached	532 AZALEA DR	1966	C	
Single Family Attached	534 AZALEA DR	1966	C	
Single Family Attached	536 AZALEA DR	1966	C	
Single Family Attached	538 AZALEA DR	1966	C	
Single Family Attached	540 AZALEA DR	1966	C	
Single Family Attached	542 AZALEA DR	1966	C	
Single Family Attached	544 AZALEA DR	1966	C	
Single Family Attached	546 AZALEA DR	1966	C	
Single Family Attached	548 AZALEA DR	1966	C	
Single Family Attached	550 AZALEA DR	1966	C	
Single Family Attached	552 AZALEA DR	1966	C	
Single Family Attached	554 AZALEA DR	1966	C	
Single Family Attached	556 AZALEA DR	1966	C	
Single Family Attached	558 AZALEA DR	1966	C	
Single Family Attached	560 AZALEA DR	1966	C	
Single Family Attached	562 AZALEA DR	1966	C	

Single Family Attached	564 AZALEA DR	1966	C	
Single Family Attached	566 AZALEA DR	1966	C	
Single Family Detached	6 HAWTHORN CT	1968	C	
Single Family Detached	600 BLOSSOM DR	1961	C	
Single Family Detached	601 BLOSSOM DR	1961	C	
Single Family Detached	602 ASTER BLVD	1964	C	
Single Family Detached	602 CROCUS DR	1961	C	
Single Family Detached	603 ASTER BLVD	1964	C	
Single Family Detached	603 BLOSSOM DR	1961	C	
Single Family Detached	604 ASTER BLVD	1964	C	
Single Family Detached	604 BLOSSOM DR	1961	C	
Single Family Detached	604 CROCUS DR	1961	C	
Single Family Detached	605 ASTER BLVD	1964	C	
Single Family Detached	605 BLOSSOM DR	1961	C	
Single Family Detached	606 ASTER BLVD	1964	C	
Single Family Detached	606 CROCUS DR	1961	C	
Single Family Detached	607 ASTER BLVD	1964	C	
Single Family Detached	607 BLOSSOM DR	1961	C	
Single Family Detached	608 ASTER BLVD	1964	C	
Single Family Detached	608 CROCUS DR	1961	C	
Single Family Detached	609 ASTER BLVD	1964	C	
Single Family Detached	609 BLOSSOM DR	1961	C	
Single Family Detached	610 ASTER BLVD	1964	C	
Single Family Detached	610 BLOSSOM DR	1961	C	
Single Family Detached	610 CROCUS DR	1961	C	
Single Family Detached	611 ASTER BLVD	1964	C	
Single Family Detached	611 BLOSSOM DR	1961	C	

Single Family Detached	611 CROCUS DR	1961	C	
Single Family Detached	612 ASTER BLVD	1965	C	
Single Family Detached	612 CROCUS DR	1961	C	
Single Family Detached	613 ASTER BLVD	1965	C	
Single Family Detached	613 BLOSSOM DR	1961	C	
Single Family Detached	613 CROCUS DR	1961	C	
Single Family Detached	614 ASTER BLVD	1965	C	
Single Family Detached	614 BLOSSOM DR	1961	C	
Single Family Detached	614 CROCUS DR	1961	C	
Single Family Detached	615 ASTER BLVD	1965	C	
Single Family Detached	615 BLOSSOM DR	1961	C	
Single Family Detached	615 CROCUS DR	1961	C	
Single Family Detached	616 ASTER BLVD	1965	C	
Single Family Detached	616 BLOSSOM DR	1961	C	
Single Family Detached	616 CROCUS DR	1961	C	
Single Family Detached	617 ASTER BLVD	1965	C	
Single Family Detached	617 BLOSSOM DR	1961	C	
Single Family Detached	617 CROCUS DR	1961	C	
Single Family Detached	618 ASTER BLVD	1966	C	
Single Family Detached	618 BLOSSOM DR	1961	C	
Single Family Detached	618 CROCUS DR	1961	C	
Single Family Detached	619 ASTER BLVD	1966	C	
Single Family Detached	619 BLOSSOM DR	1961	C	
Single Family Detached	619 CROCUS DR	1961	C	
Single Family Detached	620 ASTER BLVD	1966	C	
Single Family Detached	620 BLOSSOM DR	1961	C	
Single Family Detached	620 CROCUS DR	1961	C	

Single Family Detached	621 ASTER BLVD	1966	C	
Single Family Detached	621 BLOSSOM DR	1961	C	
Single Family Detached	621 CROCUS DR	1961	C	
Single Family Detached	622 ASTER BLVD	1966	C	
Single Family Detached	622 BLOSSOM DR	1961	C	
Single Family Detached	622 CROCUS DR	1961	C	
Single Family Detached	623 ASTER BLVD	1965	C	
Single Family Detached	623 BLOSSOM DR	1961	C	
Single Family Detached	623 CROCUS DR	1961	C	
Single Family Detached	624 ASTER BLVD	1965	C	
Single Family Detached	624 BLOSSOM DR	1961	C	
Single Family Detached	624 CROCUS DR	1961	C	
Single Family Detached	625 ASTER BLVD	1965	C	
Single Family Detached	625 BLOSSOM DR	1961	C	
Single Family Detached	625 CROCUS DR	1961	C	
Single Family Detached	626 ASTER BLVD	1965	C	
Single Family Detached	626 BLOSSOM DR	1961	C	
Single Family Detached	626 CROCUS DR	1961	C	
Single Family Detached	627 ASTER BLVD	1966	C	
Single Family Detached	627 BLOSSOM DR	1961	C	
Single Family Detached	627 CROCUS DR	1961	C	
Single Family Detached	628 ASTER BLVD	1965	C	
Single Family Detached	628 BLOSSOM DR	1961	C	
Single Family Detached	628 CROCUS DR	1961	C	
Single Family Detached	629 ASTER BLVD	1966	C	
Single Family Detached	629 BLOSSOM DR	1961	C	
Single Family Detached	629 CROCUS DR	1961	C	

Single Family Detached	630 BLOSSOM DR	1961	C	
Single Family Detached	630 CROCUS DR	1961	C	
Single Family Detached	631 BLOSSOM DR	1961	C	
Single Family Detached	631 CROCUS DR	1961	C	
Single Family Detached	632 BLOSSOM DR	1961	C	
Single Family Detached	632 CROCUS DR	1961	C	
Single Family Detached	633 BLOSSOM DR	1961	C	
Single Family Detached	633 CROCUS DR	1961	C	
Single Family Detached	634 BLOSSOM DR	1961	C	
Single Family Detached	634 CROCUS DR	1961	C	
Single Family Detached	635 BLOSSOM DR	1962	C	
Single Family Detached	635 CROCUS DR	1961	C	
Single Family Detached	636 BLOSSOM DR	1961	C	
Single Family Detached	636 CROCUS DR	1961	C	
Single Family Detached	637 BLOSSOM DR	1961	C	
Single Family Detached	637 CROCUS DR	1961	C	
Single Family Detached	638 BLOSSOM DR	1961	C	
Single Family Detached	638 CROCUS DR	1961	C	
Single Family Detached	639 BLOSSOM DR	1961	C	
Single Family Detached	639 CROCUS DR	1961	C	
Single Family Detached	640 BLOSSOM DR	1962	C	
Single Family Detached	640 CROCUS DR	1961	C	
Single Family Detached	641 BLOSSOM DR	1961	C	
Single Family Detached	641 CROCUS DR	1961	C	
Single Family Detached	642 BLOSSOM DR	1962	C	
Single Family Detached	642 CROCUS DR	1961	C	
Single Family Detached	643 BLOSSOM DR	1961	C	

Single Family Detached	643 CROCUS DR	1961	C	
Single Family Detached	644 BLOSSOM DR	1962	C	
Single Family Attached	652 AZALEA DR	1966	C	
Single Family Attached	654 AZALEA DR	1966	C	
Single Family Attached	656 AZALEA DR	1966	C	
Single Family Attached	658 AZALEA DR	1966	C	
Single Family Attached	660 AZALEA DR	1966	C	
Single Family Attached	662 AZALEA DR	1966	C	
Single Family Attached	664 AZALEA DR	1966	C	
Single Family Attached	666 AZALEA DR	1966	C	
Single Family Attached	668 AZALEA DR	1966	C	
Single Family Attached	670 AZALEA DR	1966	C	
Single Family Attached	672 AZALEA DR	1966	C	
Single Family Attached	674 AZALEA DR	1966	C	
Single Family Attached	676 AZALEA DR	1966	C	
Single Family Attached	678 AZALEA DR	1966	C	
Single Family Attached	680 AZALEA DR	1966	C	
Single Family Attached	682 AZALEA DR	1966	C	
Single Family Attached	684 AZALEA DR	1966	C	
Single Family Attached	686 AZALEA DR	1966	C	
Single Family Attached	688 AZALEA DR	1966	C	
Single Family Attached	690 AZALEA DR	1966	C	
Single Family Attached	692 AZALEA DR	1966	C	
Single Family Detached	7 HAWTHORN CT	1969	C	
Single Family Attached	700 AZALEA DR	1966	C	
Single Family Attached	702 AZALEA DR	1966	C	
Single Family Attached	704 AZALEA DR	1966	C	

Single Family Attached	706 AZALEA DR	1966	C	
Single Family Attached	708 AZALEA DR	1966	C	
Single Family Attached	710 AZALEA DR	1966	C	
Single Family Attached	712 AZALEA DR	1966	C	
Single Family Attached	714 AZALEA DR	1966	C	
Single Family Attached	716 AZALEA DR	1966	C	
Single Family Attached	718 AZALEA DR	1966	C	
Single Family Attached	720 AZALEA DR	1966	C	
Single Family Attached	722 AZALEA DR	1966	C	
Single Family Attached	724 AZALEA DR	1966	C	
Single Family Attached	726 AZALEA DR	1966	C	
Single Family Attached	728 AZALEA DR	1966	C	
Single Family Attached	730 AZALEA DR	1966	C	
Single Family Attached	732 AZALEA DR	1966	C	
Single Family Attached	734 AZALEA DR	1966	C	
Single Family Attached	736 AZALEA DR	1966	C	
Single Family Attached	738 AZALEA DR	1966	C	
Single Family Attached	740 AZALEA DR	1966	C	
Single Family Attached	741 AZALEA DR	1966	C	
Single Family Attached	742 AZALEA DR	1966	C	
Single Family Attached	743 AZALEA DR	1966	C	
Single Family Attached	744 AZALEA DR	1966	C	
Single Family Attached	745 AZALEA DR	1966	C	
Single Family Attached	746 AZALEA DR	1966	C	
Single Family Attached	747 AZALEA DR	1966	C	
Single Family Attached	748 AZALEA DR	1966	C	
Single Family Attached	749 AZALEA DR	1966	C	

Single Family Attached	750 AZALEA DR	1966	C	
Single Family Attached	751 AZALEA DR	1966	C	
Single Family Attached	752 AZALEA DR	1966	C	
Single Family Attached	753 AZALEA DR	1966	C	
Single Family Attached	754 AZALEA DR	1966	C	
Single Family Attached	755 AZALEA DR	1966	C	
Single Family Attached	756 AZALEA DR	1966	C	
Single Family Attached	757 AZALEA DR	1966	C	
Single Family Attached	758 AZALEA DR	1966	C	
Single Family Attached	759 AZALEA DR	1966	C	
Single Family Attached	760 AZALEA DR	1966	C	
Single Family Attached	761 AZALEA DR	1966	C	
Single Family Attached	762 AZALEA DR	1966	C	
Single Family Attached	763 AZALEA DR	1966	C	
Single Family Attached	764 AZALEA DR	1966	C	
Single Family Attached	765 AZALEA DR	1966	C	
Single Family Attached	766 AZALEA DR	1966	C	
Single Family Attached	767 AZALEA DR	1966	C	
Single Family Attached	768 AZALEA DR	1966	C	
Single Family Attached	769 AZALEA DR	1966	C	
Single Family Attached	770 AZALEA DR	1966	C	
Single Family Attached	771 AZALEA DR	1966	C	
Single Family Attached	772 AZALEA DR	1966	C	
Single Family Attached	773 AZALEA DR	1966	C	
Single Family Attached	774 AZALEA DR	1966	C	
Single Family Attached	775 AZALEA DR	1966	C	
Single Family Attached	776 AZALEA DR	1966	C	

Single Family Attached	777 AZALEA DR	1966	C	
Single Family Attached	778 AZALEA DR	1966	C	
Single Family Attached	779 AZALEA DR	1966	C	
Single Family Attached	780 AZALEA DR	1966	C	
Single Family Attached	781 AZALEA DR	1966	C	
Single Family Attached	782 AZALEA DR	1966	C	
Single Family Attached	783 AZALEA DR	1966	C	
Single Family Attached	784 AZALEA DR	1966	C	
Single Family Attached	785 AZALEA DR	1966	C	
Single Family Attached	786 AZALEA DR	1966	C	
Single Family Attached	787 AZALEA DR	1966	C	
Single Family Attached	788 AZALEA DR	1966	C	
Single Family Attached	790 AZALEA DR	1966	C	
Single Family Attached	792 AZALEA DR	1966	C	
Single Family Attached	794 AZALEA DR	1966	C	
Single Family Detached	799 NELSON ST	1968	C	
Single Family Detached	8 HAWTHORN CT	1969	C	
Single Family Attached	800 AZALEA DR	1966	C	
Single Family Detached	800 CROCUS DR	1961	C	
Single Family Detached	801 ASTER BLVD	1966	C	
Single Family Detached	801 BLOSSOM DR	1961	C	
Single Family Detached	801 CROCUS DR	1961	C	
Single Family Detached	801 NELSON ST	1964	C	
Single Family Detached	802 ASTER BLVD	1966	C	
Single Family Attached	802 AZALEA DR	1966	C	
Single Family Detached	803 ASTER BLVD	1967	C	
Single Family Detached	803 BLOSSOM DR	1962	C	

Single Family Detached	803 CROCUS DR	1962	NC	Integrity has been compromised due to heavy alterations
Single Family Detached	803 NELSON ST	1968	C	
Single Family Detached	803 WOODLEY DR	1968	C	
Single Family Detached	804 ASTER BLVD	1967	C	
Single Family Attached	804 AZALEA DR	1966	C	
Single Family Detached	804 BLOSSOM DR	1962	C	
Single Family Detached	804 CROCUS DR	1962	C	
Single Family Detached	804 WOODLEY DR	1968	C	
Single Family Detached	805 ASTER BLVD	1967	C	
Single Family Detached	805 BLOSSOM DR	1962	C	
Single Family Detached	805 CROCUS DR	1962	C	
Single Family Detached	805 NELSON ST	1964	C	
Single Family Detached	805 WOODLEY DR	1968	C	
Single Family Detached	806 ASTER BLVD	1967	C	
Single Family Attached	806 AZALEA DR	1966	C	
Single Family Detached	806 BLOSSOM DR	1962	C	
Single Family Detached	806 CROCUS DR	1962	C	
Single Family Detached	807 ASTER BLVD	1967	C	
Single Family Detached	807 BLOSSOM DR	1962	C	
Single Family Detached	807 CROCUS DR	1962	C	
Single Family Detached	807 NELSON ST	1968	C	
Single Family Detached	807 WOODLEY DR	1968	C	
Single Family Detached	808 ASTER BLVD	1967	C	
Single Family Attached	808 AZALEA DR	1966	C	
Single Family Detached	808 BLOSSOM DR	1962	C	

Single Family Detached	808 CROCUS DR	1962	C	
Single Family Detached	809 ASTER BLVD	2005	NC	Not built within the Period of Significance
Single Family Detached	809 CROCUS DR	1962	C	
Single Family Detached	809 NELSON ST	1964	C	
Single Family Detached	809 WOODLEY DR	1968	C	
Single Family Attached	810 AZALEA DR	1966	C	
Single Family Detached	810 BLOSSOM DR	1962	C	
Single Family Detached	810 CROCUS DR	1962	C	
Single Family Detached	811 ASTER BLVD	1967	C	
Single Family Detached	811 BLOSSOM DR	1961	C	
Single Family Detached	811 CROCUS DR	1962	C	
Single Family Detached	811 NELSON ST	1961	C	
Single Family Detached	811 WOODLEY DR	1968	C	
Single Family Detached	812 ASTER BLVD	1967	C	
Single Family Attached	812 AZALEA DR	1966	C	
Single Family Detached	812 BLOSSOM DR	1962	C	
Single Family Detached	812 CROCUS DR	1962	C	
Single Family Detached	812 WOODLEY DR	1968	C	
Single Family Detached	813 ASTER BLVD	1967	C	
Single Family Detached	813 CROCUS DR	1962	C	
Single Family Detached	813 WOODLEY DR	1968	C	
Single Family Attached	814 AZALEA DR	1966	C	
Single Family Detached	814 CROCUS DR	1962	C	
Single Family Detached	814 WOODLEY DR	1968	C	
Single Family Detached	815 ASTER BLVD	1967	C	
Single Family Detached	815 CROCUS DR	1962	C	

Single Family Detached	815 WOODLEY DR	1968	C	
Single Family Detached	816 ASTER BLVD	1967	C	
Single Family Attached	816 AZALEA DR	1966	C	
Single Family Detached	816 CROCUS DR	1962	C	
Single Family Detached	816 WOODLEY DR	1968	C	
Single Family Detached	817 ASTER BLVD	1967	C	
Single Family Detached	817 CROCUS DR	1962	C	
Single Family Attached	818 AZALEA DR	1966	C	
Single Family Detached	818 WOODLEY DR	1968	C	
Single Family Detached	819 ASTER BLVD	1962	C	
Single Family Attached	820 AZALEA DR	1966	C	
Single Family Detached	821 ASTER BLVD	1962	C	
Single Family Attached	821 AZALEA DR	1966	C	
Single Family Attached	822 AZALEA DR	1966	C	
Single Family Detached	823 ASTER BLVD	1962	C	
Single Family Attached	823 AZALEA DR	1966	C	
Single Family Detached	824 ASTER BLVD	1962	C	
Single Family Attached	824 AZALEA DR	1966	C	
Single Family Detached	825 ASTER BLVD	1962	C	
Single Family Attached	825 AZALEA DR	1966	C	
Single Family Detached	826 ASTER BLVD	1962	C	
Single Family Attached	826 AZALEA DR	1966	C	
Single Family Detached	827 ASTER BLVD	1962	C	
Single Family Attached	827 AZALEA DR	1966	C	
Single Family Detached	828 ASTER BLVD	1962	C	
Single Family Attached	828 AZALEA DR	1966	C	
Single Family Attached	829 AZALEA DR	1966	C	

Single Family Attached	830 AZALEA DR	1966	C	
Single Family Attached	831 AZALEA DR	1966	C	
Single Family Attached	832 AZALEA DR	1966	C	
Single Family Attached	833 AZALEA DR	1966	C	
Single Family Attached	834 AZALEA DR	1966	C	
Single Family Attached	835 AZALEA DR	1966	C	
Single Family Attached	836 AZALEA DR	1966	C	
Single Family Attached	837 AZALEA DR	1966	C	
Single Family Attached	838 AZALEA DR	1966	C	
Single Family Attached	839 AZALEA DR	1966	C	
Single Family Attached	840 AZALEA DR	1966	C	
Single Family Attached	841 AZALEA DR	1966	C	
Single Family Attached	842 AZALEA DR	1966	C	
Single Family Attached	843 AZALEA DR	1966	C	
Single Family Attached	844 AZALEA DR	1966	C	
Single Family Attached	845 AZALEA DR	1966	C	
Single Family Attached	846 AZALEA DR	1966	C	
Single Family Attached	847 AZALEA DR	1966	C	
Single Family Attached	848 AZALEA DR	1966	C	
Single Family Attached	849 AZALEA DR	1966	C	
Single Family Attached	850 AZALEA DR	1966	C	
Institutional/Community Facility	850 NELSON ST-Woodley Gardens Swim Club	1962	C	
Single Family Attached	851 AZALEA DR	1966	C	
Single Family Attached	852 AZALEA DR	1966	C	
Single Family Attached	853 AZALEA DR	1966	C	
Single Family Attached	854 AZALEA DR	1966	C	
Single Family Attached	855 AZALEA DR	1966	C	

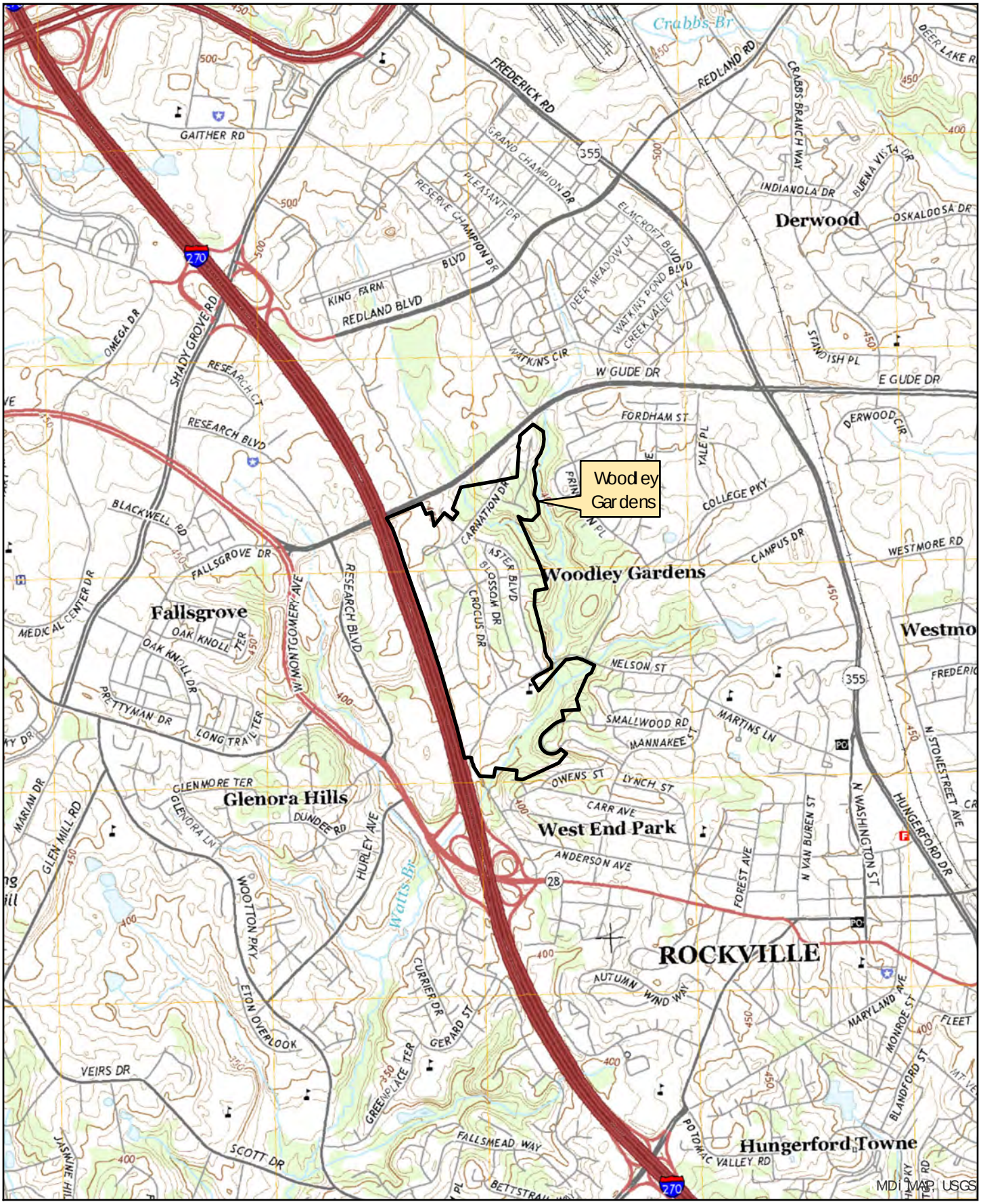
Single Family Attached	856 AZALEA DR	1966	C	
Single Family Attached	857 AZALEA DR	1966	C	
Single Family Attached	858 AZALEA DR	1966	C	
Single Family Attached	859 AZALEA DR	1966	C	
Single Family Attached	860 AZALEA DR	1966	C	
Single Family Attached	861 AZALEA DR	1966	C	
Single Family Attached	862 AZALEA DR	1966	C	
Single Family Attached	863 AZALEA DR	1966	C	
Single Family Attached	864 AZALEA DR	1966	C	
Single Family Attached	865 AZALEA DR	1966	C	
Single Family Attached	866 AZALEA DR	1966	C	
Single Family Attached	867 AZALEA DR	1966	C	
Single Family Attached	868 AZALEA DR	1966	C	
Single Family Attached	869 AZALEA DR	1966	C	
Single Family Attached	870 AZALEA DR	1966	C	
Single Family Attached	871 AZALEA DR	1966	C	
Single Family Attached	872 AZALEA DR	1966	C	
Single Family Attached	873 AZALEA DR	1966	C	
Single Family Attached	874 AZALEA DR	1966	C	
Single Family Attached	875 AZALEA DR	1966	C	
Single Family Attached	876 AZALEA DR	1966	C	
Single Family Attached	877 AZALEA DR	1966	C	
Single Family Attached	878 AZALEA DR	1966	C	
Single Family Attached	879 AZALEA DR	1966	C	
Single Family Attached	880 AZALEA DR	1966	C	
Single Family Attached	881 AZALEA DR	1966	C	
Single Family Attached	882 AZALEA DR	1966	C	

Single Family Attached	883 AZALEA DR	1966	C	
Single Family Attached	884 AZALEA DR	1966	C	
Single Family Attached	885 AZALEA DR	1966	C	
Single Family Attached	886 AZALEA DR	1966	C	
Single Family Attached	887 AZALEA DR	1966	C	
Single Family Attached	888 AZALEA DRIVE	1966	C	
Single Family Attached	889 AZALEA DR	1966	C	
Single Family Attached	890 AZALEA DR	1966	C	
Single Family Attached	891 AZALEA DR	1966	C	
Single Family Attached	892 AZALEA DR	1966	C	
Single Family Attached	893 AZALEA DR	1966	C	
Single Family Attached	895 AZALEA DR	1966	C	
Single Family Detached	9 HAWTHORN CT	1969	C	
Single Family Detached	900 AZALEA DR	1967	C	
Single Family Detached	901 NELSON ST	1961	C	
Single Family Attached	907 NELSON ST	1966	C	
Single Family Attached	909 NELSON ST	1966	C	
Single Family Attached	911 NELSON ST	1966	C	
Single Family Attached	913 NELSON ST	1966	C	

Woodley Gardens

Location: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
City: Rockville

M: 26-71
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6 Miles

Scale: 1:24,000

Woodley Gardens

Location: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
City: Rockville

MIHP#: M: 26-71
Montgomery County

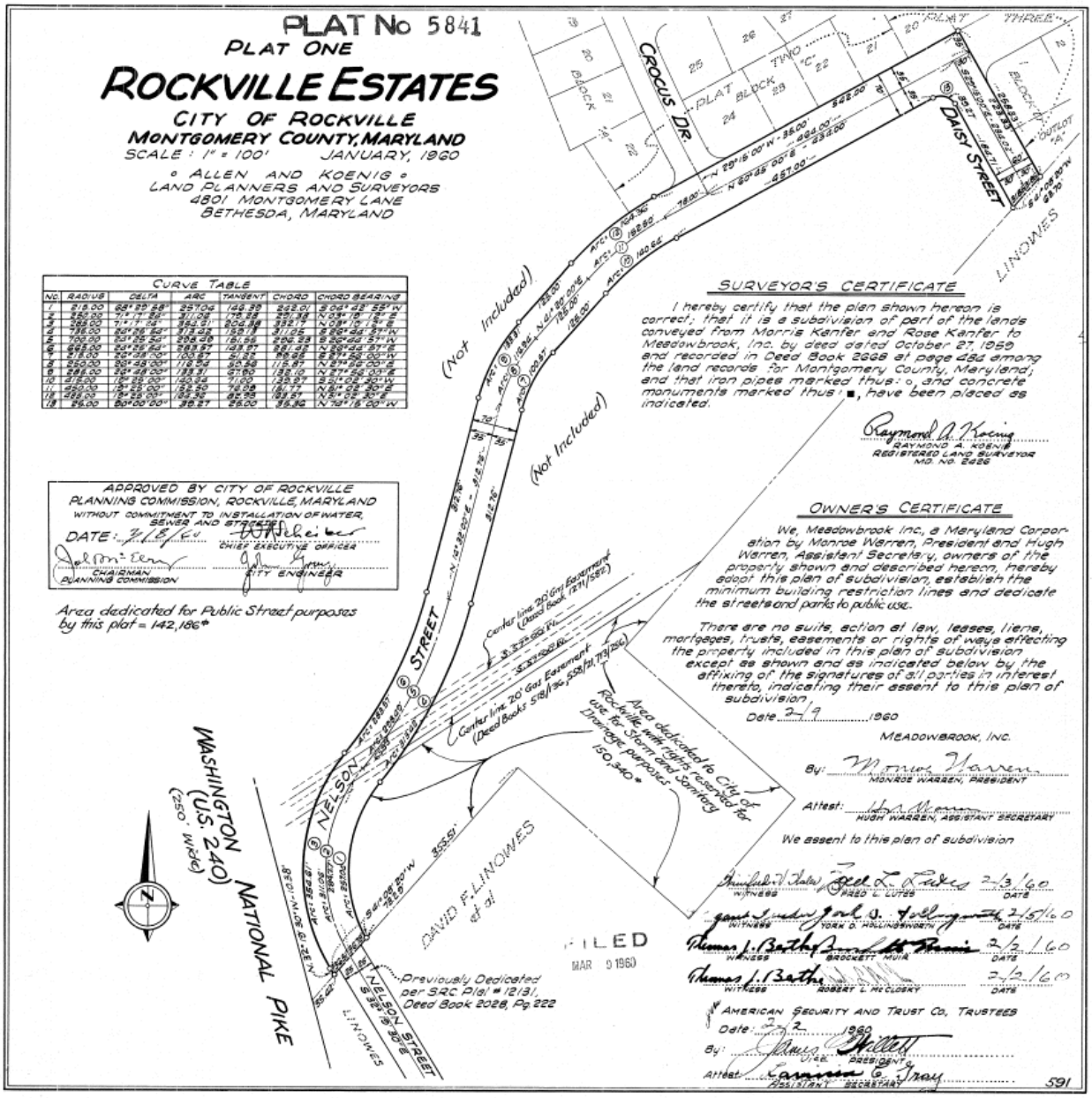
Parcel Boundaries

0 0.1 0.2 Miles

Scale: 1:8,600

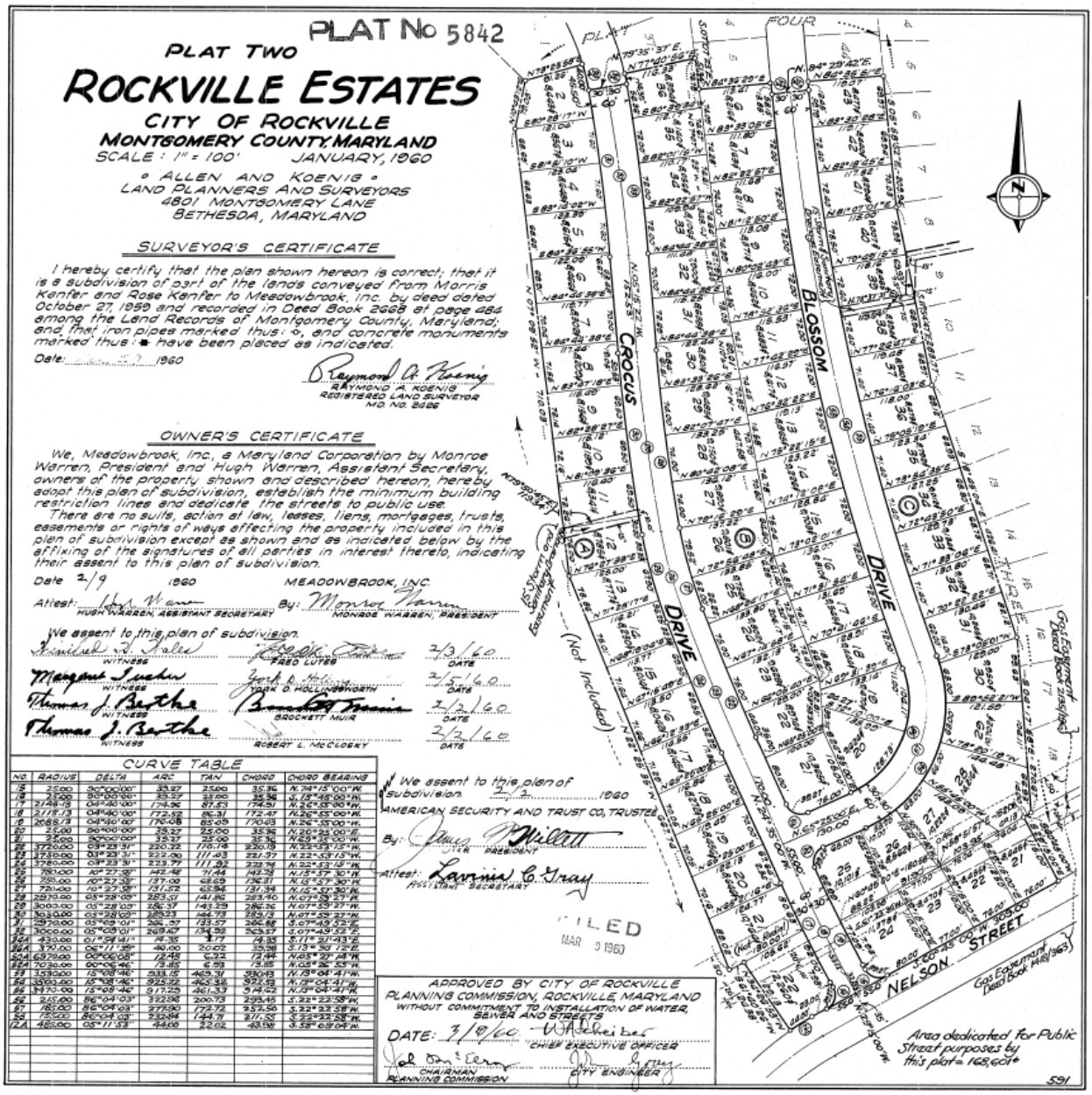
N

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



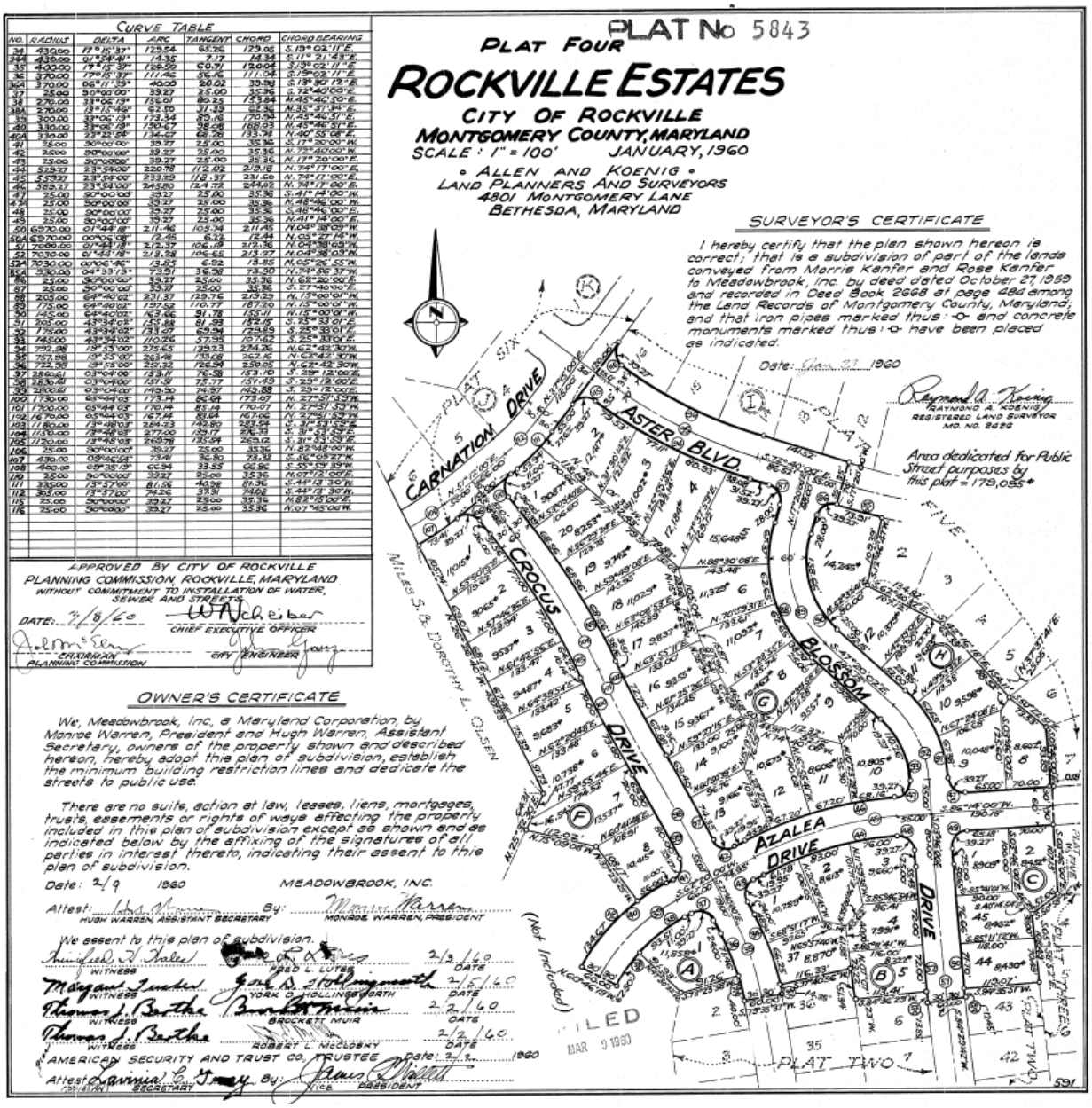
1960 Plat One of Rockville Estates (MCP 5841).

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



1960 Plat Two of Rockville Estates (MCP 5842).

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



1960 Plat Four of Rockville Estates (MCP 5843).

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland

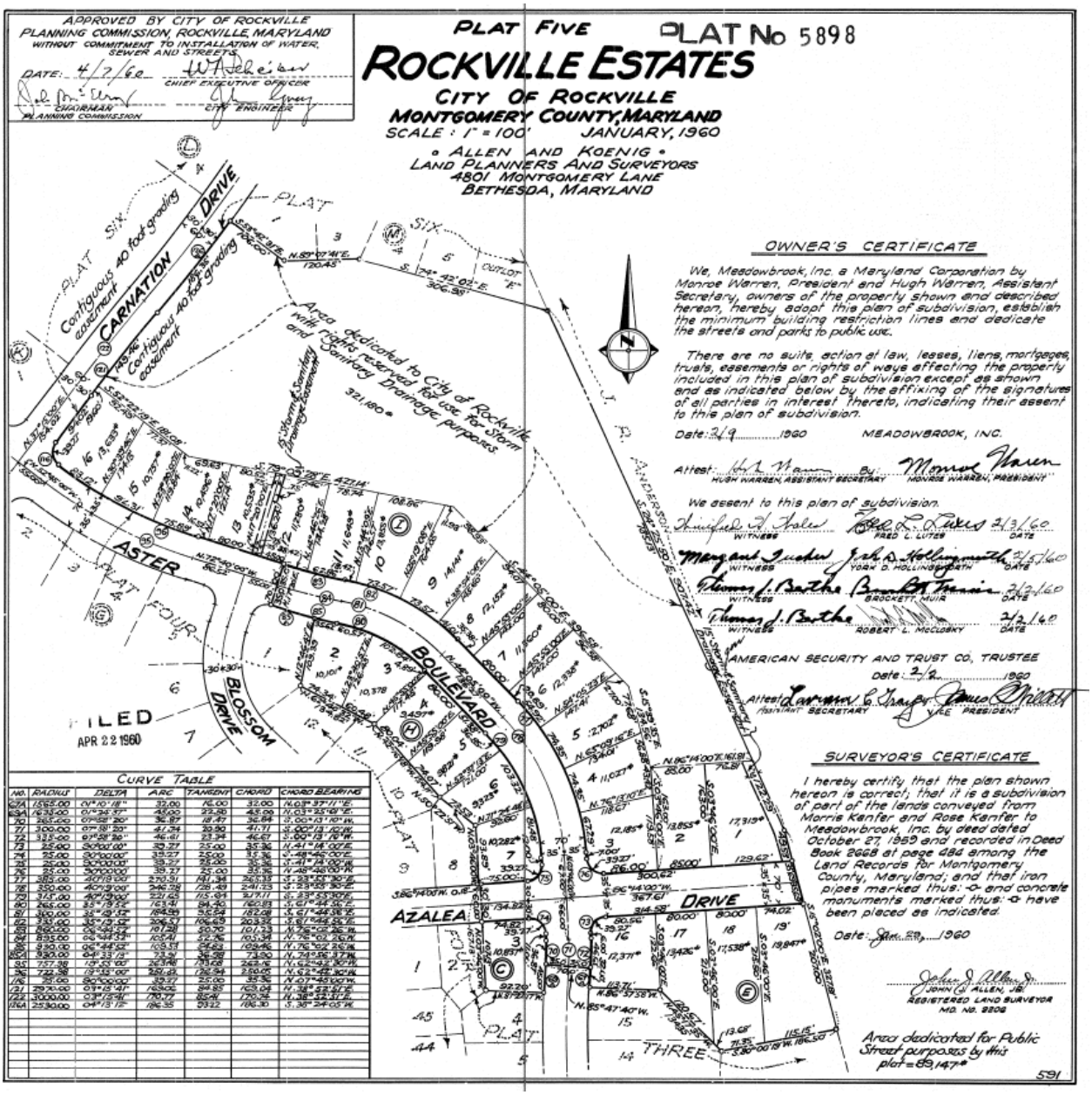


Photo 1 of 14: Intersection of Crocus Drive and Carnation Drive, Looking Northeast

Photo 2 of 14: Woodley Gardens Senior Center, Southwest Oblique

Photo 3 of 14: Woodley Gardens Swim Club, Northwest Elevation

Photo 4 of 14: Azalea Drive, Looking West

Photo 5 of 14: East Elevation of 633 Blossom Drive

Photo 6 of 14: Southwest Oblique of House at 803 Woodley Drive

Photo 7 of 14: Oblique of House at 22 Hawthorn Court Facing Southwest

Photo 8 of 14: Townhouse Court on Azalea Drive, Looking Northeast

Photo 9 of 14: Sign for Townhouses 602-648 Regents Square Parking Area, Looking West

Photo 10 of 14: 651 Azalea Drive, Looking East

Photo 11 of 14: 664-692 Regents Square on Azalea Drive, Looking West

Photo 12 of 14: Townhouses 704 and 706 Azalea Drive, Looking Northwest

Photo 13 of 14: 642 Blossom Drive, Facing Southwest

Photo 14 of 14: Southeast Oblique of 637 Crocus Drive

PHOTO LOG

Name of Property: Woodley Gardens
Name of Photographer: Alison Cramer,
Adriana Moss, Melissa Butler
Date of Photograph: August and October 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 14:
Intersection of Crocus Drive and Carnation Drive, Looking Northeast
M; 26-71_2018-08-08_01

Photo 2 of 14:
Woodley Gardens Senior Center, Southwest Oblique
M; 26-71_2018-08-08_02

Photo 3 of 14:
Woodley Gardens Swim Club, Northwest Elevation
M; 26-71_2018-08-08_03

Photo 4 of 14:
Azalea Drive, Looking West
M; 26-71_2018-08-08_04

Photo 5 of 14:
East Elevation of 633 Blossom Drive
M; 26-71_2018-08-08_05

Photo 6 of 14:
Southwest Oblique of House at 803 Woodley Drive
M; 26-71_2018-08-08_06

Photo 7 of 14:
Oblique of House at 22 Hawthorn Court Facing Southwest
M; 26-71_2018-08-08_07

Photo 8 of 14:
Townhouse Court on Azalea Drive, Facing East
M; 26-71_2018-08-08_08

Photo 9 of 14:
Sign for Townhouses 602-648Regents Square Parking Area, Looking West
M; 26-71_2018-10-26_09

Photo 10 of 14:
651 Azalea Drive, Looking East
M; 26-71_2018-10-26_10

Photo 11 of 14:
664-692 Regents Square on Azalea Drive, Looking West
M; 26-71_2018-10-26_11

Photo 12 of 14:
Townhouses 704 and 706 Azalea Drive, Looking Northwest
M; 26-71_2018-10-26_12

Photo 13 of 14:
642 Blossom Drive, Facing Southwest
M; 26-71_2018-10-26_13

Photo 14 of 14:
Southeast Oblique of 637 Crocus Drive
M; 26-71_2018-10-26_14

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Woodside Forest** Inventory Number: **M: 36-98**

Address: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive 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: JP21 and JP22

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney Date Prepared: Sep 6, 2019

Documentation is presented in: Project review and compliance files

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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:

Woodside Forest is a planned residential development in Silver Spring, bounded by I-495 to the north, Georgia Avenue to the west, Colesville Road to the east, and Highland Drive to the south. The 83.8-acre development includes 307 houses that sit on lots between 0.03 and 0.20 acres. Individual lots are evenly graded or moderately sloped with some tree coverage, plant beds, and bushes and often have fenced rear yards. Walkways from the driveway to the front of each house are common. The development has dense tree coverage and streetlamps attached to utility poles, but does not have sidewalks. Secondary resources include sheds and detached garages.

Description:

Woodside Forest is a planned residential development constructed primarily from 1935 to 1974 with one cluster of infill built along Columbia Boulevard in the late-1980s. The infill was built on an area that had been green space in the development. 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:**

development has various forms of houses, including Two-Story Massed, Minimal Traditional, Cape Cod, Split-Level, and Split-Foyers. Styles also vary, but the most common is Colonial Revival. The houses are two, three, or four bays with one-and-one-half or two stories; some include a basement level. Cladding includes vinyl or asbestos siding, brick or stone veneer, and weatherboard. Roofs are side-gabled, hipped, gambrel, or gable-on-hip and sheathed in either asphalt or slate shingles. Houses have exterior-end, interior-end, interior-slope, and central brick chimneys.

Primary entrances include single-leaf wood or fiberglass, single-leaf half-glazed wood, or double-leaf fiberglass doors and metal storm doors. Doors on the Colonial Revival-style houses feature a post-and-lintel surround on the primary entrance or a pediment (9411 Woodland Drive). Porches are common throughout the development and come in the following forms: enclosed entry porch, full-height porch, and recessed entry porch (1538 Red Oak Drive). Most houses have one-over-one, double-hung-sash, vinyl replacement windows. Original windows include wood-framed circle, picture, eight-over-eight and two-over-two, double-hung-sash, and tripartite units (9400 Woodland Drive and 1715 Black Oak Lane). A few houses retain their original shutters (1515 Black Oak Lane). Side and rear additions are common throughout the development.

Historic Context:

In May 1930, Jacob S. Gruver, a real estate developer in Washington, D.C., and surrounding areas, purchased 90 acres from Clarence B. and Elizabeth A.M. Hight (Montgomery County Deed Book [MCDB] 504, 181). In 1936, the first plat was drawn for Woodside Forest, north of the previously established Woodside Park (M: 36-18) neighborhood (Montgomery County Plats [MCP] 645). From 1936 to 1942, additional plats were drawn for the development with Jacob as the developer and his son, Fulton Gruver, as the builder, operating as a company called J.S. Gruver & Son (The Washington Post 1939a, R3). They planned to build 350 houses in stages or groups; as noted with the labeling of various sections on their plats (The Washington Post 1936, R3). Shortly after sections were platted, construction began in the southwest side of the development, along Live Oak Drive and Russell Road. The Gruvers apparently sold some lots before constructing houses; newspaper advertisements from the 1940s and 50s list some houses on Live Oak Drive and Red Oak Drive by other builders (The Washington Post 1941, R5; 1942, R4; 1951, R2). Jacob Gruver remained involved in the development of Woodside Forest until his passing in 1950. Following his death, his son, Fulton, took over the development of Woodside Forest and continued as the builder (MCP 3085; The Washington Post 1950, B1). From 1953 to 1962, Fulton expanded Woodside Forest by platting various additions, corrections, and resubdivisions and sold finished houses to individual homebuyers (MCP 3488, 4070, 4331, 5014, 5404, 5612, 6864). Primarily, houses were sold through the offices of William M. Throckmorton (Ellyn 1939, R1; The Washington Post 1939b, R2).

Jacob S. Gruver was involved in Washington, D.C., real estate development throughout much of the second quarter of the twentieth century. He started his own company, Thrift Building Co., and was the director of the District Title Insurance Company (The Evening Star 1950, B). Besides constructing Woodside Forest, Gruver also built six brick garages on Concord Avenue in D.C., owned property on Connecticut Avenue in D.C., and also advertised for houses built by Thrift Building Co. on Madison Street N.W. and Irving Street N.W. in D.C. (The Evening Star 1928, IB;1950, B; The Washington Post 1922, 3; 1929, R1).

Early newspaper advertisements from the late 1930s and into the 1950s noted that the houses in Woodside Forest were spacious and modern with several bedrooms, two bathrooms, an all-electric kitchen, a recreation room, a dining room, and a large wooded lawn (Ellyn 1939, R1; The Evening Star 1951a, E12). In 1953, a house was advertised for $24,950 and another advertisement noted that “if your income is just a mite above average you can afford this beautiful, 6-rm, 2 1/2 -bath home” (The Evening Star 1951b, B14; 1953, B13). By 1959, the price for a house had increased to $37,500 (The Evening Star 1959, D15). Nearby amenities listed in advertisements included a new elementary school, a large junior high school, a new high school, the Argyle and Indian Spring Country Clubs, Sligo Park, and Silver Spring shopping center (The Washington Post 1936, R3).

Evaluation:

Woodside 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 Suburbanization Historic Context, the Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Woodside Forest is an example of a common type of residential construction during the Modern Period (1930–1960) and the Suburban Diversification Period (1961–1980). The development adjoins Woodside Park (M: 36-18), an earlier, similar

development to the south, and did not introduce design innovations influential to later developments. 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.

Jacob S. and Fulton Gruver owned and developed properties throughout southern Maryland and the Washington, D.C. suburban region, but research indicates that their work was not prolific. Furthermore, research has not shown that Woodside Forest is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Woodside Forest is a basic example of a planned residential development with Colonial Revival-style houses, typical of this period. The 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. Because Woodside Forest is a common 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 83.8 acres and is located south of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive, as seen on Montgomery County Tax Maps JP21 and JP22. The neighborhood can also be seen in Montgomery County plat records 645, 842, 970, 1196, and 1233.

References:

Ellyn, Martha. 1939. “Post Display Home Abounds in Atmosphere: Residence Designed for Gracious Living in Woodside Forest.” The Washington Post. November 26, 1936, R1.

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 Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed July 18, 2019. http://www.mdlandrec.net/.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed July 18, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

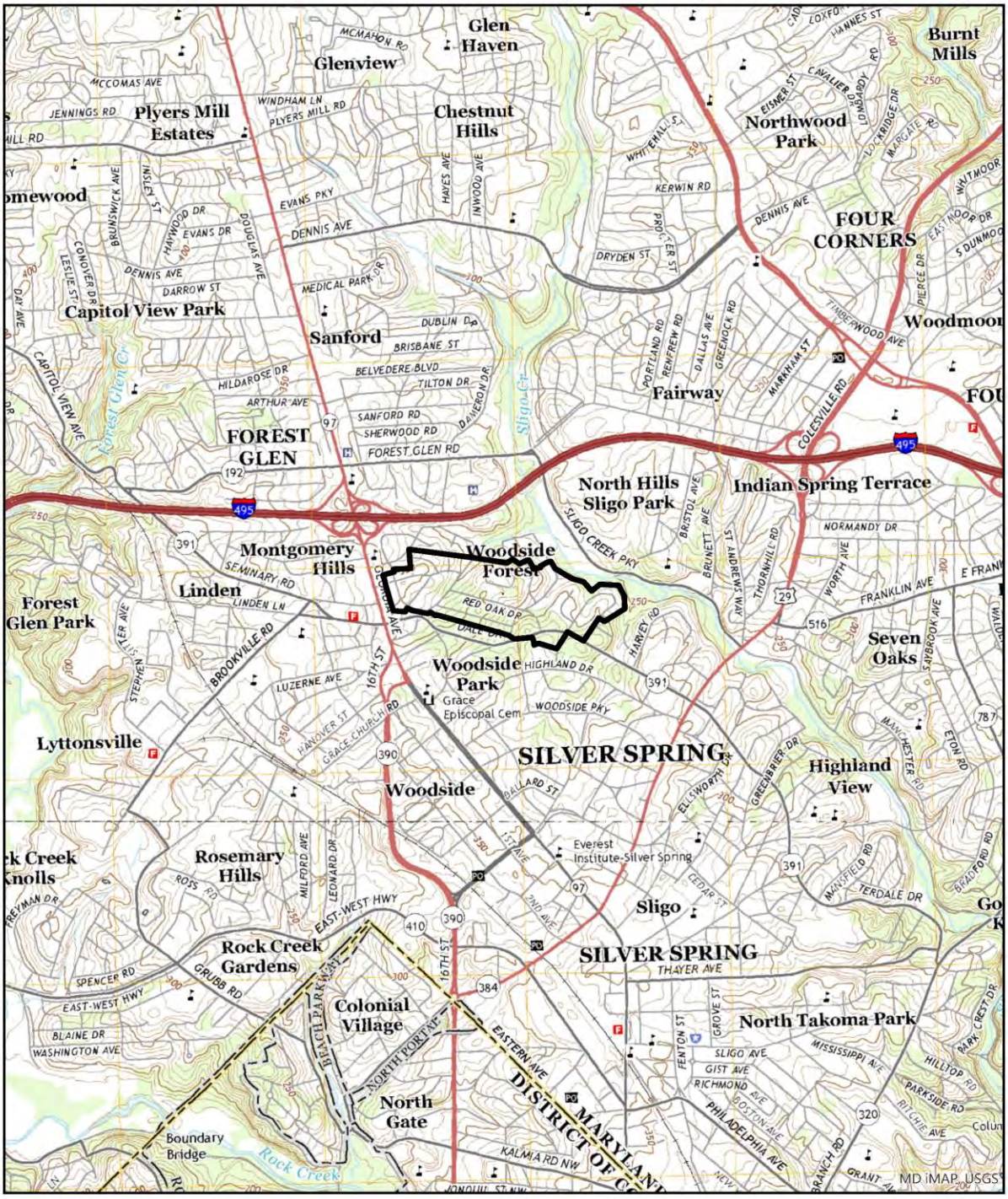
The Evening Star. 1928. “$3,333,000 Building Permits Last Week Sets Record.” November 10, 1928, I8.
---1950. “Jacob Gruver, Guilder, Killed at Crosswalk; Sister Gravely Hurt.” January 26, 1950, B.
---1951a. Advertisement. June 3, 1951, E12
---1951b. Advertisement. May 9, 1951, B14.
---1953. Advertisement. May 17, 1953, B13
---1959. Advertisement. May 10, 1959, D15.

The Washington Post. 1922. Display Ad 7. June 3, 1922, 3.
---1929. Display Ad 25. February 3, 1929, R1.
---1936. “Third Group of J.S. Gruver Homes is Open.” November 29, 1936, R3.
---1939a. “Post Display Home in Rustic Community: Woodside Forest, Md., Boasts a Remoteness and All Conveniences.” December 10, 1939, R3.
---1939b. “Hundred Pay Visits to Post Display Home: Woodside Forest House Presented in Ideal Surroundings.” December 3,

1939, R2.
---1941. “Tucker Now Showing 2 Homes in Woodside Forest, Md.” November 2, 1941, R5.
---1942. “Tucker Shows New Home in Woodside Forest Today.” April 19, 1942, R4.
---1950. “J.S. Gruver Estate Tops $500,000.” February 1, 1950, B1.
---1951. “Woodside Forest First Showing.” Advertisement. September 2, 1951, R2.

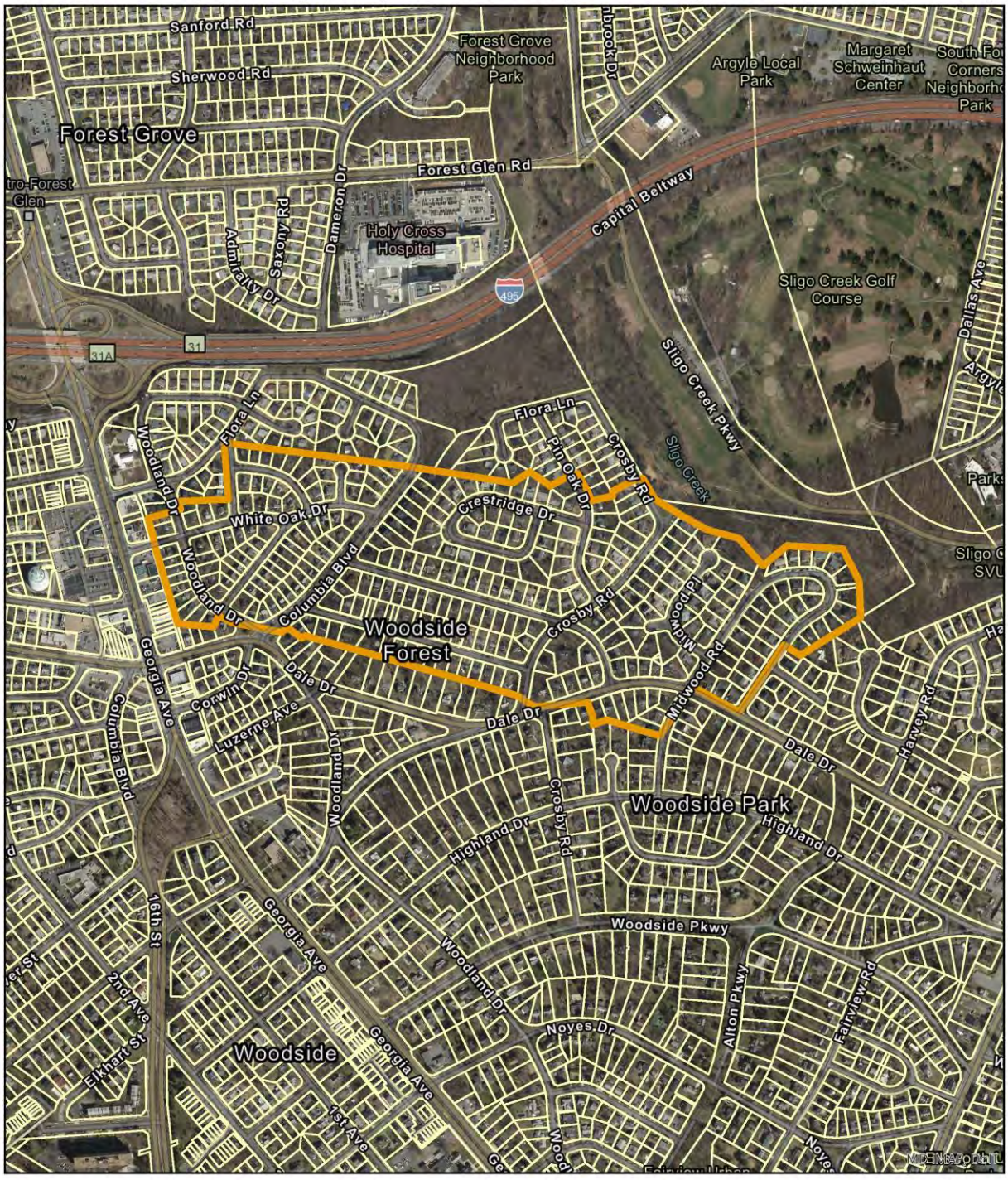
Woodside Forest Montgomery County

Location: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive City: Silver Spring



Woodside Forest Montgomery County

Location: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive City: Silver Spring



Parcel Boundaries

0 0.15 0.3 Miles

Scale: 1:8,000

N

PHOTOGRAPHS

View of 9400 Woodland Drive, looking west.

View of 9405 Russell Road, looking northeast.

PHOTOGRAPHS

View of 9410 Russell Road, looking northeast.

Streetscape of Black Oak Court, looking northeast.

PHOTOGRAPHS

View of 1539 Red Oak Drive, looking southeast.

View of 1538 Red Oak Drive, looking south.

PHOTOGRAPHS

View of 9315 Crosby Road, looking south.

View of 1309 Dale Drive, looking northeast.

PHOTOGRAPHS

View of 1300 Midwood Road, looking southwest.

View of 1303 Midwood Place, looking northeast.

PHOTOGRAPHS

Streetscape featuring 1312 and 1314 Midwood Place, looking northeast.

View of 1708 White Oak Drive, looking south.

M: 36-98 Woodside Forest

PHOTO LOG

Number of Photos: **12**
Name of Photographer: **Mical Tawney**
Date of Photographs: **2019-07-08**
Location of Original Digital File: **MD SHPO**
File Format: **M: 36-98_2019-07-08_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
View of 9400 Woodland Drive, looking west.

02.tif
View of 9405 Russell Road, looking northeast.

03.tif
View of 9410 Russell Road, looking northeast.

04.tif
Streetscape of Black Oak Court, looking northeast.

05.tif
View of 1539 Red Oak Drive, looking southeast.

06.tif
View of 1538 Red Oak Drive, looking south.

07.tif
View of 9315 Crosby Road, looking south.

08.tif
View of 1309 Dale Drive, looking northeast.

09.tif
View of 1300 Midwood Road, looking southwest.

10.tif
View of 1303 Midwood Place, looking northeast.

11.tif
Streetscape featuring 1312 and 1314 Midwood Place, looking northeast.

12.tif
View of 1708 White Oak Drive, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Wyngate** Inventory Number: **M: 35-210**

Address: Southwest of interchange of I-495 and Old Georgetown Road Historic District: Yes

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: GP61 and GP62

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine M. Watts Date Prepared: Oct 17, 2019

Documentation is presented in: Project review and compliance files

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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:

Wyngate is a planned residential development in Bethesda, bound by the Ashburton subdivision (M: 30-44) on the north and west, Old Georgetown Road and St. Jane Frances de Chantal Church and School (M: 35-201) on the east, and the Hendry Estates and Alta Vista Terrace subdivisions on the south. The approximately 55.1-acre development includes 11 curvilinear streets, one cul-de-sac (Beck Court), and the west side of one main thoroughfare, Old Georgetown Road. The 243 single-family dwellings occupy lots between 0.12 and 0.3 acre and feature paved driveways and walkways to primary entrances. There are poured-concrete sidewalks on one side of most streets, excluding Kentstone Drive, Linder Lane, and parts of Singleton Drive. Streetlamps are on utility poles throughout the development. A large grassy median with trees and sewer caps is present in the center of Bulls Run Parkway. The individual lots are mostly flat, although slightly sloped terrain exists on Ewing Drive and portions of Wyngate Drive. The original houses have a consistent setback. The lots are landscaped with lawns, bushes at the façade, and moderate tree coverage in rear yards, many of which are fenced. Some front yards are also fenced. Secondary resources in Wyngate include sheds, and swimming pools.

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:**

Special DOE form produced for the I-270 & I-495 Managed Lanes Study

Description:

Wyngate is a planned residential development comprising 243 single-family dwellings built between 1935 and 2017 with most houses constructed from 1939 to 1961. One outlier, 5700 Wyngate Drive, was noted to be constructed in 1935; however, it is stylistically similar to other houses in the development. The dwellings are predominantly built in the Minimal Traditional or Two-Story Massed forms or the Cape Cod subform; Colonial Revival-style elements are common throughout the development. There is one Split-Foyer house at 9512 Beck Court. There has been substantial infill in a variety of forms and styles larger in scale than the original dwellings in Wyngate, with 56 houses built between 1987 and 2017.

Original dwellings are three to five bays wide and one to two stories tall. The continuous foundations are clad in brick veneer. Basements are somewhat common, especially when the terrain allows. The structural systems are mostly clad in brick veneer, with some instances of vinyl siding, or a combination of brick and stone veneer or brick and vinyl siding. Roofs are side-gabled and sheathed in asphalt shingles. Most dwellings in Wyngate have an exterior-end brick chimney, although some interior-slope brick chimneys are present. Primary entrances are typically centered on the façade and contain a single-leaf wood or fiberglass door. Storm doors are common. Colonial Revival-style door surrounds are typical on the Two-Story Massed houses and Cape Cod subforms.

Original windows are six-over-six, double-hung-sash, wood-frame units or metal casement windows (9514 Milstead Drive). Replacement windows are common, comprising vinyl double-hung sash, tripartite, or bay units. Vinyl louvered or paneled shutters flank fenestration on most façades. Front-gabled entry porches are common, especially on the Two-Story Massed houses; many appear to be later modifications to the façade. A few Minimal Traditional houses have attached carports. Several Cape Cod subform houses (5819 Wyngate Drive) along a portion of Wyngate Drive have one-story, one-bay, front-gabled garages attached by covered walkways. Alterations include large-scale rear and side additions.

Several 1939 World's Fair Demonstration Home No. 1 houses were built in Wyngate (5700 Wyngate Drive). The houses, commonly known as "Dual Duty" houses, are discussed further below. They have a front hipped projection from the side-gabled roof and off-center primary entrances (1939 New York World's Fair).

Historic Context:

Walter and Elizabeth Spragg, his second wife, sold approximately 34 acres to Permanent Homes, Inc., in June 1939 (Montgomery County Deed Book [MCDB] CKW 737, 477-481). The Spragg Estate, as it was called in newspaper articles, was part of a large tract known as "Contention" and referred to as such in the deed of sale (The Evening Star 1939a, B-7). Wyngate was first platted in September 1939 for Permanent Homes, Inc., and its president George W. DeFranceaux (Montgomery County Plat [MCP] 1159). Wyngate was approved by the Federal Housing Administration (FHA) in October 1939, before two model houses opened to the public. The FHA-approved plan included approximately 150 houses in the $4,500 to $5,000 price range, although it does not appear that many were built (The Evening Star 1939b, B-9).

Under DeFranceaux's leadership, Permanent Homes, Inc., acquired a franchise for Demonstration Home No. 1, one of fifteen different houses exhibited in the Town of Tomorrow at the 1939 World's Fair in New York (The Washington Post 1939a, R11). The Town of Tomorrow was a faux suburb of small houses demonstrating new developments in design and materials, with support from a variety of corporate sponsors. Demonstration Home No. 1, known as the "Dual Duty" house for its multipurpose room use, was built by the National Home Builders Bureau, Inc., which previously completed a nationwide housing survey that showed more low-cost houses were needed (The Washington Post 1939b, R2). Demonstration Home No. 1 was highlighted in several articles and advertisements for Wyngate, and perhaps used as a marketing ploy to draw customers to Wyngate. Demonstration Home No. 15, the "Johns-Manville Triple Insulated House," was constructed under similar conditions by Garden Homes, Inc., at Northwood Park in nearby in Silver Spring (The Washington Post 1939c, R7). Advertisements for other houses built by Permanent Homes, Inc., in Wyngate included photographs and floor plans and emphasized the low cost of the houses and the name brands used for insulation, air conditioning, and kitchen cabinets (The Evening Star 1940, B-5).

Although the company was simultaneously developing other residential Maryland subdivisions such as Highland View of Sligo Park and Chalfonte, in 1941 Permanent Homes, Inc., was forced to sell, by order of the Circuit Court of Montgomery County, all

the remaining unbuilt lots in Wyngate to Henry J. Connor, Inc. (The Evening Star 1939c, B-1; MCDB CKW 837, 221). The deed ensured that Henry J. Connor, Inc., would be required to follow the covenants and building restrictions previously on file from Permanent Homes, Inc. (MCDB CKW 837, 221). Henry J. Connor, Inc., then purchased 21.5 acres from Mary Beck Oppenheim in 1947 and had it platted to bring Wyngate to its current size of approximately 55 acres (MCDB 1108, 317-318; MCP 2060).

Newspaper advertisements for the brick Cape Cod houses built by Henry J. Connor, Inc., emphasized their quality construction, full basements, separate dining rooms, and Westinghouse appliances. Wyngate's proximity to schools, churches, and public transportation were also noted in marketing (The Evening Star 1956, B-5). Modern infill began in Wyngate in 1987 and ballooned in the years 2001 through 2017. This infill resulted in the demolition of many original houses with replacements that were much larger in size and scale, dwarfing the surrounding extant original dwellings.

George W. DeFranceaux was a developer and mortgage banker in the Washington, D.C., area. He began his career in 1935 at Moss Realty, before moving on to form Permanent Homes, Inc., in 1938 (The Washington Post 1938, R1). After his involvement with Wyngate, he was chairman of the National Corporation for Housing Partnerships from 1969 to 1983, in addition to working for Frederick W. Berens, Inc., and Associated Mortgage Companies (The Washington Post 1997, C5).

Henry J. Connor was a builder in the Washington, D.C., area for 40 years and was also the president of Metropolitan Federal Savings & Loan Association (The Evening Star 1965, B-5). Connor developed the majority of Wyngate and also went on to develop Wyngate Section 2 in the early- to mid-1950s (MCP 2788).

Evaluation:

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

Wyngate is a typical planned residential development constructed close to similar developments in Montgomery County. Both developers of Wyngate offered a limited number of house models from which to choose. While Wyngate did provide affordable housing options during a time when they were difficult to find, it was not the only low-cost housing in the Maryland suburbs (The Washington Post 1939b, R2). The licensing of Demonstration Home No. 1 by Permanent Homes, Inc., was a marketing strategy also used by other developers, and the inclusion of these homes was not part of an overarching vision that influenced future development. Only a limited number were constructed and only a few survive in Wyngate, and they have replacement materials and modifications (The Washington Post 1939a, R11). The subdivision did not introduce design innovations and does not demonstrate significant associations with suburban or exurban 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, the property is not eligible under Criterion A.

Although both of the developers, George DeFranceaux and Henry J. Connor, involved in the platting and construction of Wyngate worked on multiple residential development projects in the Washington, D.C., metropolitan area, they 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.

Wyngate has a significant amount of infill (56 houses), the majority of which dates from 2001 to 2017. Overall, the subdivision lacks cohesion in building forms, sizes, and styles. The modifications and replacement materials on original houses and the large amount of infill lead to an overall lack of integrity in Wyngate; consequently, it is not a good example of a planned residential development. The houses are not the work of master architects and exhibit common materials and forms. Therefore, the property is not eligible under Criterion C. Wyngate was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 55.1 acres and is roughly defined by the Ashburton subdivision on the north and west, by Old Georgetown Road and St. Jane Frances de Chantal Church and School on the east, and Hendry Estates and Alta Vista Terrace subdivisions on the south. It includes multiple parcels found on Montgomery County Tax Maps GP61 and GP62 (2019).

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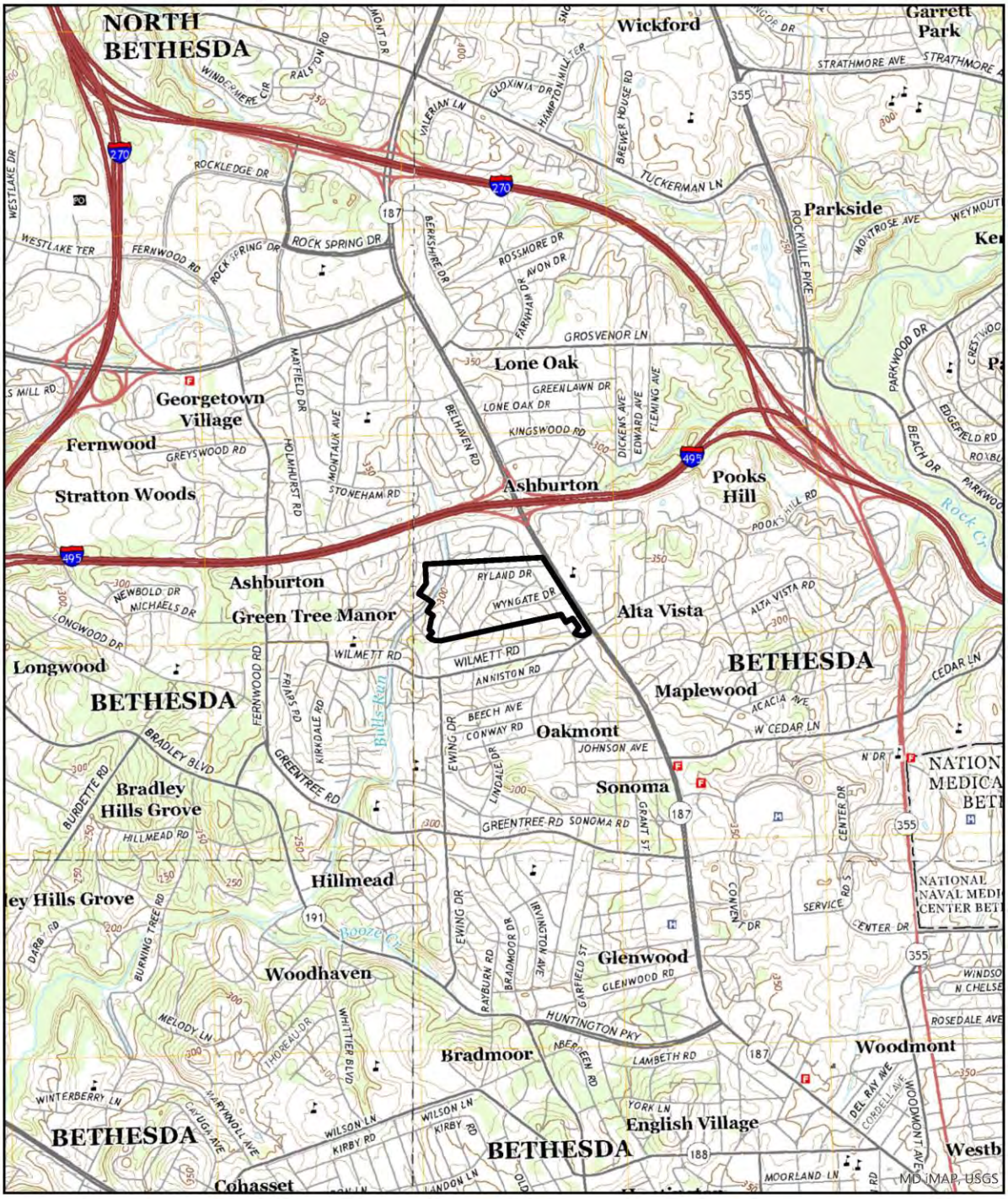
---1939b. "'Dual Duty' Home Planned for Bethesda: 'Wyngate' One-Story House to Duplicate Fair 'House No. 1'." August 6, 1939, R2.
---1939c. "World's Fair Home to Be Shown Here." June 18, 1939, R7.
---1997. "George DeFranceaux II Dies; Housing Development Executive." January 30, 1997, C5.

Wyngate Montgomery County

Location: Southwest of interchange of I-495 and Old Georgetown Road City: Bethesda



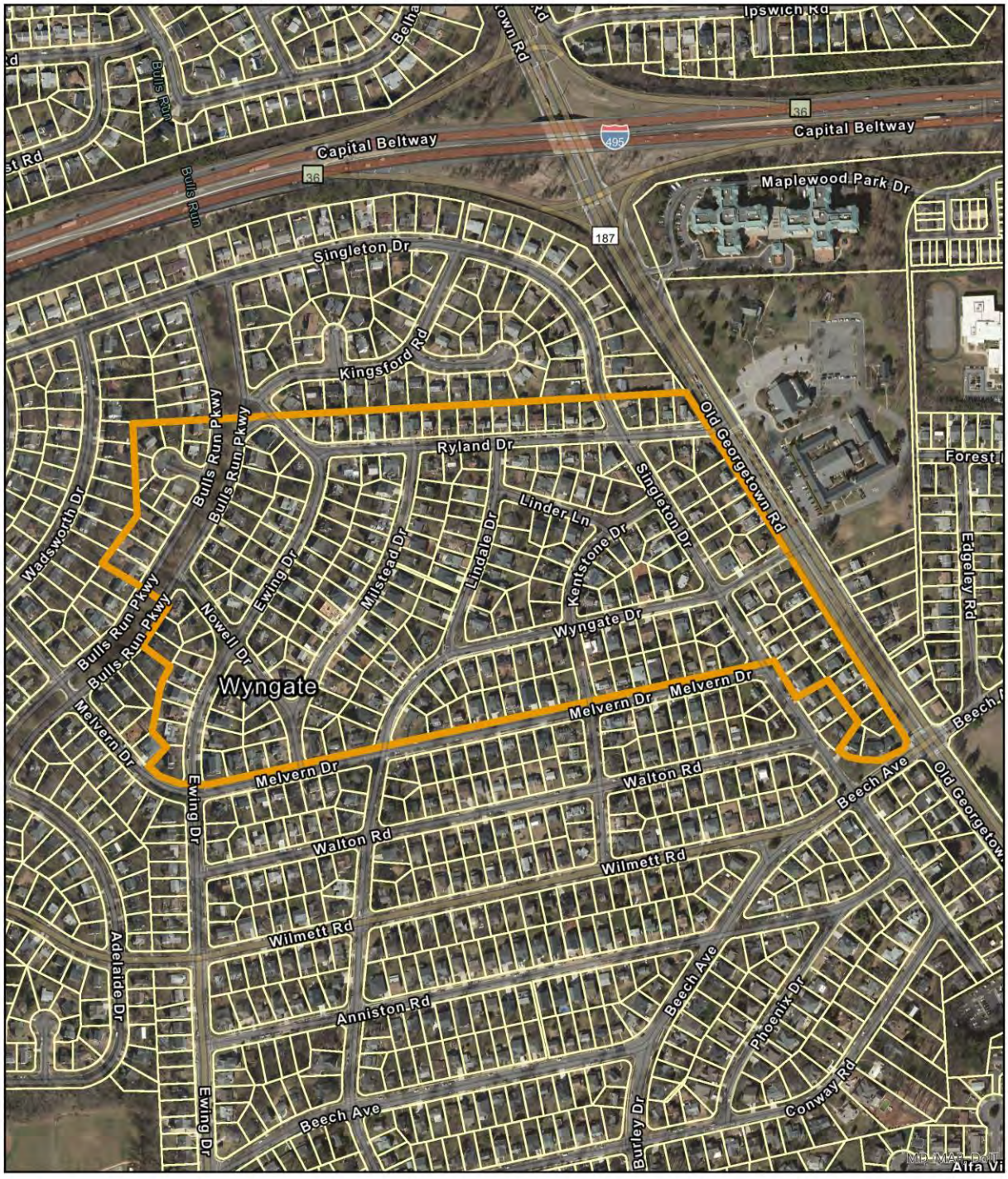
USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000

Wyngate Montgomery County

Location: Southwest of interchange of I-495 and Old Georgetown Road City: Bethesda



PHOTOGRAPHS

Streetscape on Singleton Drive from 9505, looking southeast.

5806 Wyngate Drive, north elevation.

PHOTOGRAPHS

5707 Wyngate Drive, southeast oblique.

5802 Wyngate Drive, northeast oblique.

PHOTOGRAPHS

5714 Wyngate Drive, northwest oblique.

Streetscape along Singleton Drive with infill at 9409 Singleton, looking north.

PHOTOGRAPHS

5819 Wyngate Drive, southeast elevation.

9514 Milstead Drive, southeast elevation.

PHOTOGRAPHS

9511 Ewing Drive, northwest elevation.

Streetscape on Beck Court featuring 9510 and 9512, looking southwest.

PHOTOGRAPHS

9505 Lindale Drive, northwest elevation.

Streetscape along Bulls Run Parkway, showing center median, looking southeast.

Demonstration Home No. 1, Town of Tomorrow, 1939 World's Fair Brochure courtesy of https://www.1939nyworldsfair.com.

M: 35-210 Wyngate

PHOTO LOG

Number of Photos: **13**
Name of Photographer: **Adriana Moss**
Date of Photographs: **2019-10-09**
Location of Original Digital File: **MD SHPO**
File Format: **M: 35-210_2019-10-09_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Streetscape on Singleton Drive from 9505, looking southeast.

02.tif
5806 Wyngate Drive, north elevation.

03.tif
5707 Wyngate Drive, southeast oblique.

04.tif
5802 Wyngate Drive, northeast oblique.

05.tif
5714 Wyngate Drive, northwest oblique.

06.tif
Streetscape along Singleton Drive with infill at 9409 Singleton, looking north.

07.tif
5819 Wyngate Drive, southeast elevation.

08.tif
9514 Milstead Drive, southeast elevation.

09.tif
9511 Ewing Drive, northwest elevation.

10.tif
Streetscape on Beck Court featuring 9510 and 9512, looking southwest.

11.tif
9505 Lindale Drive, northwest elevation.

12.tif
Streetscape along Bulls Run Parkway, showing center median, looking southeast.

13.tif
Demonstration Home No. 1, Town of Tomorrow, 1939 World's Fair Brochure courtesy of https://www.1939nyworldsfair.com.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Xaverian College (National Labor College)**
Inventory Number: **M: 33-37**

Address: 10000 New Hampshire Avenue
Historic District: Yes

City: Silver Spring Zip Code: 20903
County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: ATU Tec Properties, LLC
Tax Account ID: 05-03644883

Tax Map Parcel(s): N990
Tax Map: KP13

Project: I-495 & I-270 Managed Lanes Study
Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen, Christeen Taniguchi
Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

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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 Xaverian College campus includes multiple buildings, constructed during building campaigns from circa 1934 to 2006. For the campus buildings constructed between 1961 and 1978, the following evaluation refers to the Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Location/Setting

Xaverian College, known as George Meany Center for Labor Studies between 1970 and 2004, as the National Labor College between 2004 and 2014, and as the Tommy Douglas Conference Center since 2015, is located just northwest of the Capital Beltway (I-495)/New Hampshire Avenue (MD 650) interchange in Silver Spring, Montgomery County, Maryland. The 46.81-acre property contains multiple buildings set in landscaped grounds and is in a densely developed suburban area surrounded by single-family dwelling, apartment, and commercial developments. The property is bordered to the north by single-family dwellings along Parkman Road, to the west by single-family dwellings along Xaveria Drive and Devere Drive, to the south by dense trees along I-495, and to the east by commercial buildings along New Hampshire Avenue and the Holly Hall Apartments

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:**

complex. Trees buffer the property to the north, west, and south; a vinyl privacy fence separates the property from the Holly Hall Apartments.

Xaverian College is accessed by an asphalt and concrete driveway from a small extension of Powder Mill Road west of New Hampshire Avenue. The driveway then becomes the campus's internal circulation road, looping around all the campus buildings and providing access to three asphalt parking lots east of the buildings and to the service areas associated with individual buildings. A plastic business sign with brick base, reading "TOMMY DOUGLAS CONFERENCE CENTER" with the property's address and the center's logo, is located just north of the driveway at Powder Mill Road. Concrete pedestrian walkways and plazas are located throughout the campus, connecting the buildings to the parking lots and connecting the campus to the sidewalk at Powder Mill Road. Buildings are located in the approximate center of the property; a baseball field with a chain-link backstop and benches and an asphalt basketball court are northwest of the buildings. A small stream and three stormwater retention ponds are located between the buildings and the baseball field and basketball court. A utility pump on a concrete plinth is accessed by a driveway off the internal circulation road southwest near I-495. Directional and building signage in a variety of materials is located throughout the campus, along the roads and walkways, as well as in front of buildings. Lawns, trees, shrubs, planting beds, flag poles, metal light standards, and a gazebo are also located on the property.

The National Workers Memorial, installed in 2010 and consisting of granite benches and landscaping surrounding a plaza with inscribed brick and slate, is located east of the Auditorium/Former Chapel. Two abstract sculptures, of unknown installation date, are located on the property—one on the lawn to the east of the Academic Center and one within a grove of trees at the center of the property. An undated photograph on the National Labor College website shows a statue of St. Francis Xavier on the property, but this could not be field-verified.

Architectural Description

Note that the following buildings are numbered according to a numbering system established by the National Labor College. The campus buildings are described below in order of their construction date.

Building 1 – Academic Center (circa 1934)

The two-story, Colonial Revival-style, red brick-clad, hipped-roof building, currently used as administrative offices, has a symmetrical, 13-bay, east façade. The main entrance, at the central portico on the façade, consists of paired multilight wood doors, each with nine lights above and six lights below a central panel. The doors are flanked by side panels and topped by a segmental fanlight. Narrow one-over-one stained glass windows flank the entrance. The full-height portico, with dentiled pediment and Doric entablature, is supported by four Doric columns. A metal and glass light fixture is supported by chains hanging from the porch roof. The windows are primarily eight-over-eight double-hung, vinyl-sash replacements with wood sills and brick lintels. A band of windows consisting of paired four-over-four windows flanked by narrow two-over-two double-hung wood sash units is above the main entrance. A gable-roofed chapel wing with wood-sash stained glass windows extends from the center of the west (rear) elevation. The north elevation has a single metal door accessed by concrete steps and a single window filled in with brick. The door and window are flanked by two-story rectangular brick projections. The hipped roof is clad with asphalt shingles. At the north end is a hipped-roof dormer with a vented opening.

Building 3 – Barrett Residence Hall (circa 1957)

The two-story, stucco-clad residence hall with no style has a side-gable, nine-bay north façade with Romanesque elements and recessed one-bay, side-gable wings extending to the east and west. The main entrance is located at the façade and is accessed through a slightly recessed stuccoed arched opening with a double brick archway lined with brick quoins. The stuccoed keystone rises to a cross shape above the arch. The entry is recessed in the arched alcove and consists of a single metal-and-glass, 15-light door, flanked by 10-light sidelights and topped by a multi-light transom. The floor is multi-colored slate. Two modern light fixtures flank the entrance. Secondary entrances consist of single and paired multi-light metal and glass doors. The entrance on the west elevation is accessed by a staircase. Windows are eight-over-eight metal double-sash. The side-gable roof is clad in asphalt shingles.

Building 4 – South Residence Hall (between 1957 and 1963)

This three-story, H-shaped plan, Colonial Revival-style building is built into a slope so that it is two stories at the east elevation and three stories at the west elevation. The building is oriented north-south with east-west wings at the north and south ends. The building is clad in brick and features a wood cornice with dentils. Currently, the main entrance is located at the east elevation and consists of paired multi-light metal-and-glass replacement doors within a simple wood entablature supported by wood pilasters with carriage-style light fixtures. The entrance is flanked by multi-light, vinyl-sash sidelights. The gable-front wings have dentiled pediments with round louvered vents with four keystones and a one-bay central doorway with Doric pilasters supporting an entablature and pediment. The west elevation may have once served as the original main entrance and has three projecting bays at the center topped by a dentiled pediment similar to those on the east elevation. The one-bay central doorway has Doric pilasters supporting an entablature and pediment. The door has been replaced with a multi-light metal unit flanked by multi-light sidelights. Brick, hipped-roof projections with blind walls and arcades at the first story have been added to the ends of the gable-front wings. Secondary entrances consist of single and paired multi-light, metal-and-glass doors, many topped by a wood pediment supported by wood engaged columns. Stone staircases with metal railings and metal lamp posts are present at some entrances, as are concrete and brick patios. Windows consist of six-over-six double-hung, vinyl sash units. The main roof is clad in slate, and a brick chimney pierces the roofline where the south wing meets the main block of the building.

Building 7 –North Classroom Center (original construction between 1954 and 1958; south addition to northwest wing between 1970 and 1980)

The two-story, 6:1 common bond brick, U-shaped building with no architectural style serves as a dining hall and classroom building. The building's main entrance, located at the south façade and opening onto the courtyard formed by the building's wings, was not accessible during this survey. Secondary entrances consist of single metal doors; concrete staircases with metal railings access those entrances above and below ground level. A metal awning supported by square metal posts is present on the northwest elevation of the northwest wing. Windows are primarily four- and eight-light metal-sash casement units with sloped brick sills; four have been bricked-in on the northwest elevation of the northwest wing. The slate shingle-clad roof of the main building is hipped and the addition at the northwest wing has a shed roof. A brick chimney pierces the roof near the ridge, and mechanical equipment is also present on the roof.

Building 8 – Auditorium/Former Chapel (between 1957 and 1963)

This one-story, 6:1 common bond brick, front-gable, Colonial-Revival style chapel is now used as an auditorium. The main entrance is located at the east façade, opening onto the National Workers Memorial, and consists of an arched opening flanked by carriage-style light fixtures. The entry has paired multilight wood doors, each with a central panel with nine lights above and six lights below. The doors are topped by a multi-light fanlight. Above the entrance is a classical pediment with dentiled cornice and a round window with eight triangular lights. A square steeple with a hipped roof and arched louvered vents rises from the roof above the pediment. Secondary entrances consist of single doors. Windows are six-over-six, wood-sash, double-hung units. The windows at the façade are topped with multi-light fanlights. The building's steeply sloped, slate-shingle roof is front-gabled at the façade with a cross-gable at the northwest elevation; Small shed-roof projections extend from the north and south elevations near the east façade. A brick enclosure at the northwest elevation conceals mechanical equipment.

Building 10 – Single-family Dwelling (between 1957 and 1963)

This one-story, rectangular, Minimal Traditional-style single-family dwelling is clad in brick with aluminum siding on the western gable end. A one-bay, brick, hipped-roof projection extends to the northwest. The building is built into a slope, so the integral garage at the north elevation is part of a daylight basement. The main entrance is located at the three-bay, side-gabled south façade, which has two six-over-six windows flanked by applied shutters at the east end and an incised porch at the west end. The door is on the west elevation and consists of a single wood door with metal-and-glass storm door. The entrance opens onto a concrete porch with concrete and brick steps and decorative metal railings. Three-dimensional lettering on the façade under the windows reads "BUILDING 10." Secondary entrances consist of a single wood door with six lights and metal-and-glass storm door on the east elevation and a roll-up garage door on the north. Windows are six-over-six, vinyl-sash, double-hung units. The building's asphalt-shingle roof is side-gabled, and a brick chimney pierces the south slope of the main roof near the ridge. A prefabricated gambrel-roofed garage was built north of the dwelling sometime between 1988 and 2002.

Building 5 – Hoehler Residence Hall (1976)

This four-story, brick-clad, irregular plan building of no style is a residence hall with Brutalist and Shed style-influenced elements. The main entrances are located at the northeast and southeast elevations and consist of a recessed, single metal-and-glass door with a metal-sash sidelight, sheltered by a brick-clad overhang. A single-light, fixed metal-sash window is located above the overhang. Windows consist of three- or six-light, fixed metal-sash units, separated by brick pilasters. The building's roof is complex and includes gabled sections, flat sections, and shed-roof sections.

Building 2 – George Meany Archives and Library (1987)

This Modernist building was the library of the National Labor College and archives of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO). The building has an irregular plan and is clad in brick. The two-story building is oriented north-south has a three-story tower with a flat roof at the southwest side. The west elevation has an irregularly shaped one-story projection with an irregular shallow-pitched roof clad in asphalt shingles. The main entrance is located at the east elevation, and secondary entrances are on the west elevation. The building has little fenestration, but there is a band of metal, fixed-pane ribbon windows on the west elevation just below the eaves. On October 1, 2013, the archival collection was transferred to the University of Maryland, College Park, and the building is now used by the Tommy Douglas Conference Center as additional meeting space.

Building 6 – North Residence Hall (circa 2004-2005)

The three-story, brick-clad, Colonial Revival-style building that serves as a residence hall is generally rectangular in shape and oriented north-south. It is built into a slope so that it is two stories at the east façade and three stories at the west elevation The main entrance is located at the east elevation, sheltered by a projecting porch with a flat roof and paneled balustrade supported by four Tuscan columns. A prominent three-bay portico with pediment supported by four Tuscan columns is located at the west elevation. A cornice with dentils is also present on all elevations. The roof is cross-hipped and clad in asphalt shingles.

Building 9 – Amalgamated Transit Union Center/Former Lane Kirkland Center (2006)

This two-story, irregularly shaped conference center and auditorium is clad in a mix of brick, metal, and glass. At the southeast façade, an organizational logo and three-dimensional lettering spelling "AMALGAMATED TRANSIT UNION" are affixed to the building. Fenestration includes metal fixed-pane window walls and vertical bands of fixed-pane metal windows.

Historic Context

The Xaverian College campus was built on Kinkora Farm, which was the country home of William A. Wimsatt (Photo Standalone 15, 11/30/1922, Deed Wimsatt to Xaverian Brothers, Inc.). When the Roman Catholic Xaverian Brothers purchased the property in 1931 from Wimsatt's estate, it totaled about 270 acres, and consisted of a 25-room residence, a dairy, two barns, bowling alleys, two cottages, two hay barracks, and two well houses (Deed, 1931, Wimsatt to Xaverian Brothers, Inc.; Washington Post 1931, M10). It is likely most of these buildings were located outside the surveyed property boundary.

The Xaverian Brotherhood was founded in Bruges, Belgium, in 1846 and first settled in the United States in Louisville, Kentucky, and established many schools and other sites throughout the United States, including Good Counsel High School in Wheaton (Washington Post 1931, M10; 1954, 9). At the time of purchase, the existing residence was anticipated to be remodeled as a chapel, and the property was anticipated to be a self-sufficient model farm with dairies providing the food, so the college could operate as an independent community. It was anticipated a monastery would be erected, with quarters housing 70 novitiates of the order (Washington Post 1931, M10).

The college opened in 1931 and, according to the Washington Post, in 1934, a dormitory and chapel were built at the Xaverian College. This building is likely extant and now referred to as the Academic Center (Building 1). The western wing served as the chapel and has stained glass windows (Washington Post 1934, 6). The Wimsatt residence was used as faculty quarters until 1953 when it burned in a fire. At the time, it was one of five buildings at the college (Washington Post 1953, 13). The Xaverian

brothers are also likely responsible for the construction of the Barrett Residence Hall (Building 3), the South Residence Hall (Building 4), the North Classroom Center (Building 7), and the Auditorium/Former Chapel (Building 8). Xaverian College was affiliated with Catholic University, and for several years students completed their junior and senior years at the university. In the mid-1950s, the school was independently accredited and operated as a junior college (Washington Post 1971, C2).

In 1968, the Xaverian College campus was used for the prefabrication of temporary buildings used to house the marchers of the Southern Christian Leadership Conference's Poor People's Campaign in Washington, DC. After being constructed at the college, the buildings were sent by truck to Washington, DC, where they were used during the six-week demonstration (Franklin 1968, 49; National Museum of African American History and Culture, 2019).

The college closed in 1970, when a change in criteria for acceptance into the Xaverian brotherhood required prior completion of college, which negated the need for a college facility (Washington Post 1971, C2). The 47-acre campus was then acquired by George Meany and Lane Kirkland, trustees for the AFL-CIO Labor Studies Center Inc. The property became the AFL-CIO-backed George Meany Center for Labor Studies in 1971. The center was founded in 1969 and previously operated on Massachusetts Avenue NW in Washington, DC (Smith 1974, C14). The campus formally opened in 1974, following renovations of the existing campus buildings by the architectural firm of Kamstra, Dickerson, and Associates of Reston, Virginia (Washington Post 1974, D3). Research has not shown whether Kamstra, Dickerson, and Associates were the designers of any of the buildings constructed on the campus following its acquisition by the AFL-CIO. The first building constructed after AFL-CIO's purchase of the property was a residence hall, Hoehler Hall (Building 5), in 1976. The George Meany Memorial Archives building (Building 2) opened in 1987. After the center began offering baccalaureate and graduate degrees in the late 1990s, the name changed to the George Meany Center for Labor Studies--the National Labor College, with the name later refined to the National Labor College in 2004. Soon thereafter, the campus was expanded and renovated, including the construction of the Kirkland Center (Building 9) and the North Residence Hall (Building 6) (History of the National Labor College).

After the National Labor College closed in 2014, the campus was purchased by the Amalgamated Transit Union (ATU), which represents transit workers. ATU moved their international headquarters onto the property and changed the campus name to the Tommy Douglas Conference Center. The union uses the property for labor-related training and education purposes, maintaining much the same building uses as the labor college (ATU 2015).

Eligibility Determination

Xaverian College was evaluated for significance as an educational campus using information available in the Suburbanization Historic Context Addendum and in accordance with the National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The original buildings on the site do not have a significant association with the Xavarian Brothers. The campus was not the first location for the Xavarian Brothers in the United States or in the Washington, DC, area. Although the site was used as part of the preparations for the Poor People's Campaign, it does not have a significant association with that protest or the overall civil rights movement. As the National Labor College and its predecessor, the George Meany Center for Labor Studies, the resource does not have a significant association with the AFL-CIO, or the labor movement in the United States or region. The George Meany Center was founded in Washington, DC, and relocated to the Silver Spring campus later. Therefore, Xaverian College 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, Xaverian College is not eligible under Criterion B.

The Xaverian College and National Labor College buildings are common examples of educational buildings, with non-significant examples of Colonial Revival style, Modernist, and Brutalist-influenced architecture. The only known architecture firm, Kamstra, Dickerson, and Associates, is credited with the renovation of buildings on campus, not the design of any building. Research has not found these buildings to be the work of a master and they do not possess high artistic value. Therefore, Xaverian College is not significant under Criterion C.

The property encompasses 46.81 acres and is confined to the current property tax parcel, which is found on Montgomery

County Tax Map KP13, Parcel N990 (2017). Tax account is 05-03644883.

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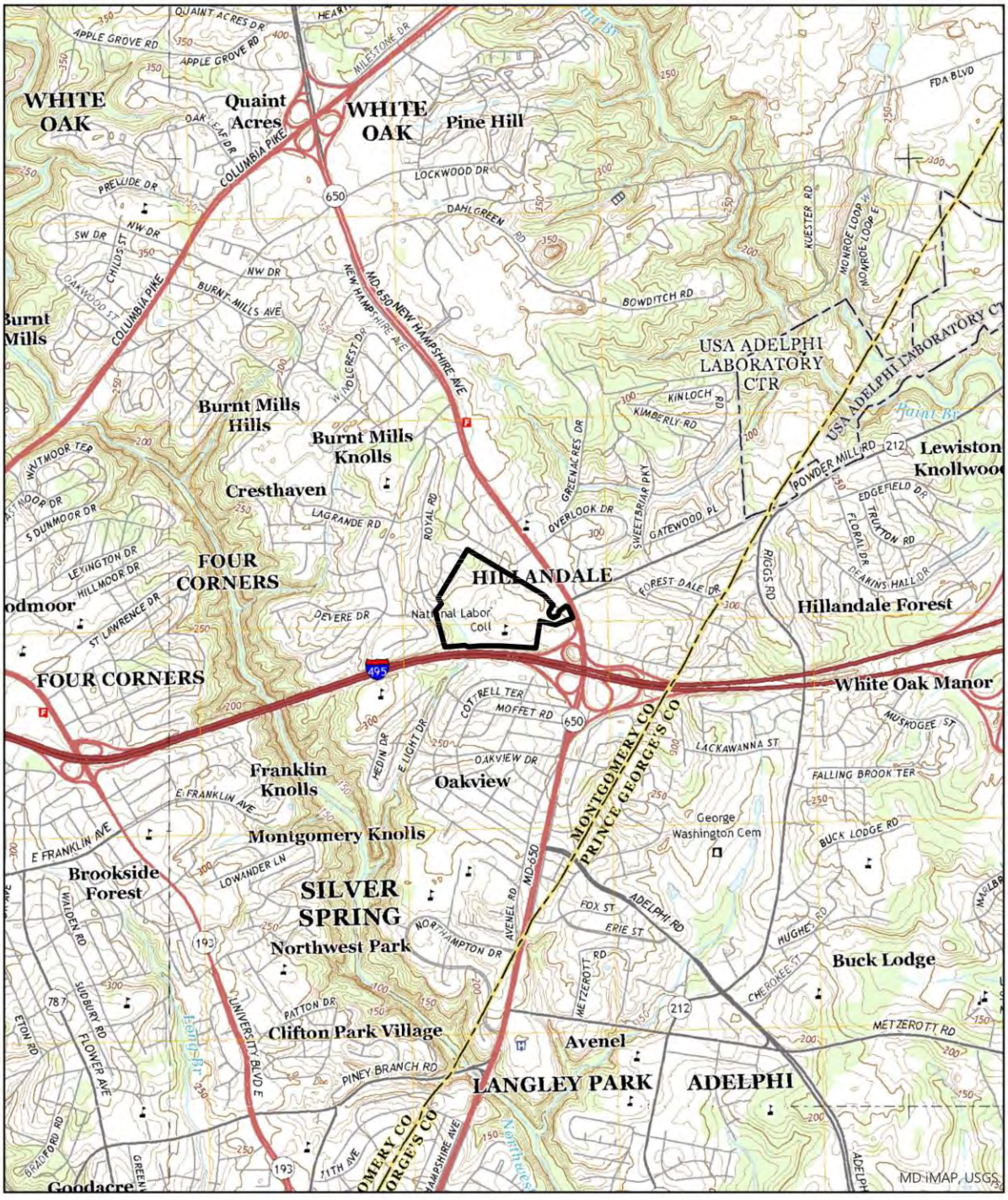
Xaverian College (National Labor College) Montgomery County

Location: 10000 New Hampshire Avenue City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles

Scale: 1:24,000

N

Xaverian College (National Labor College) Montgomery County

Location: 10000 New Hampshire Avenue City: Silver Spring

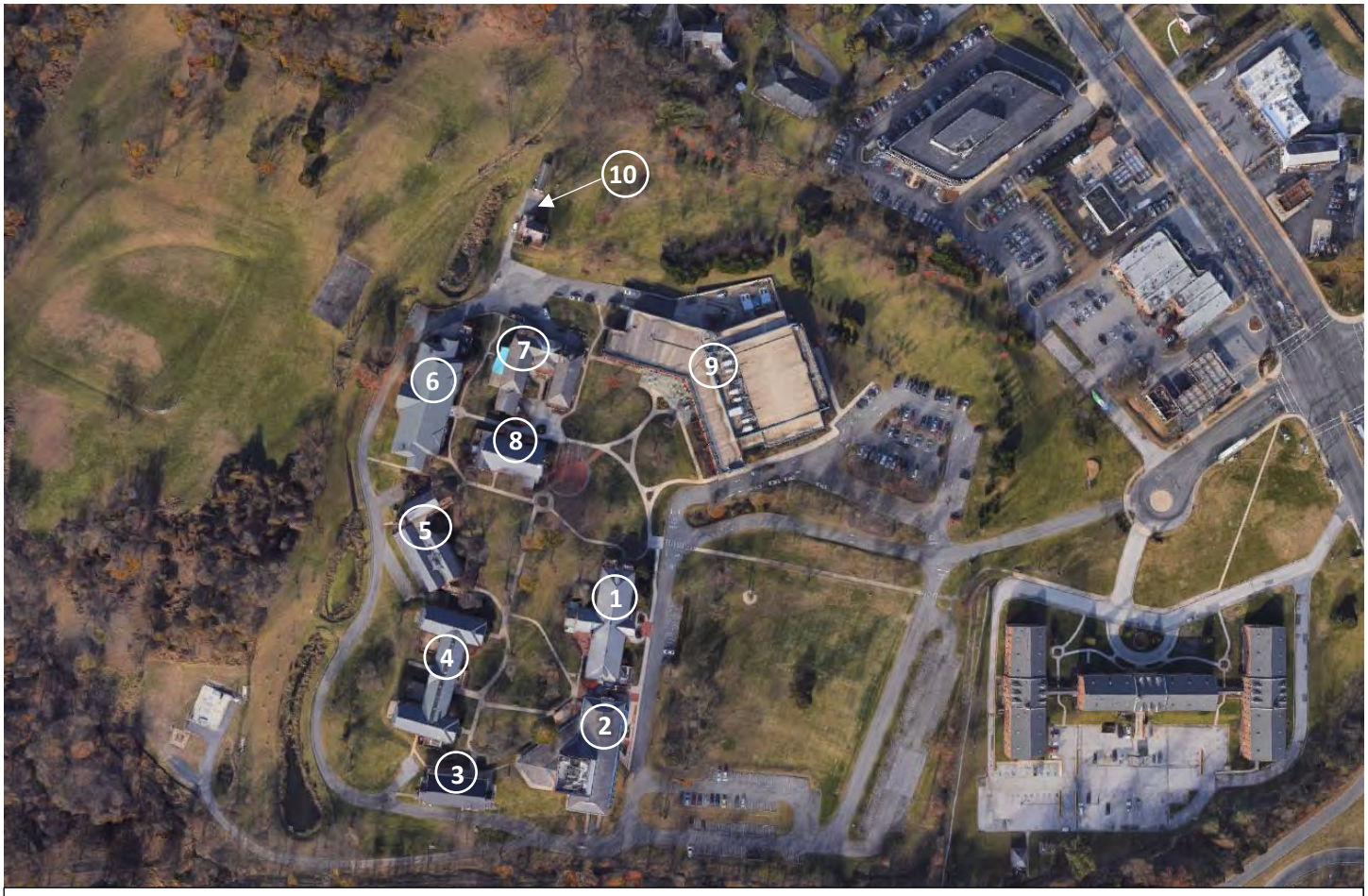
Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:5,000

N

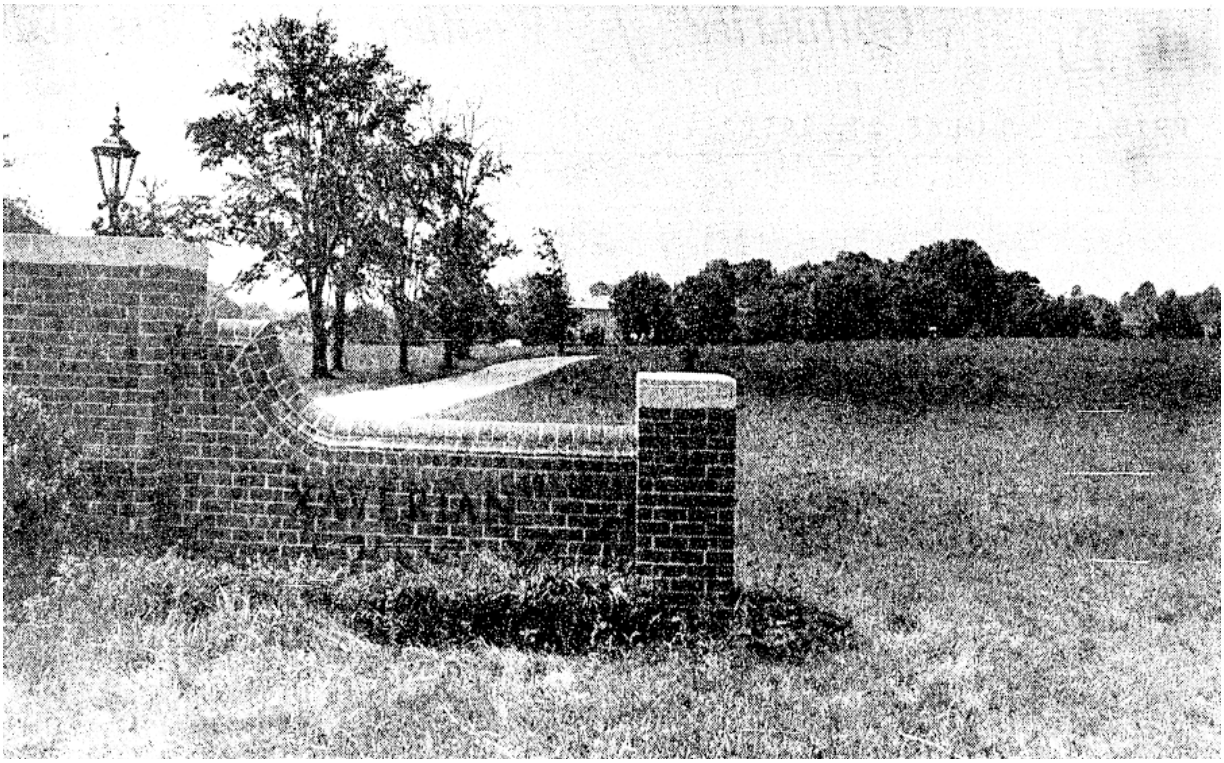
M: 33-37
Xaverian College (National Labor College)
10000 New Hampshire Avenue
Silver Spring, Maryland



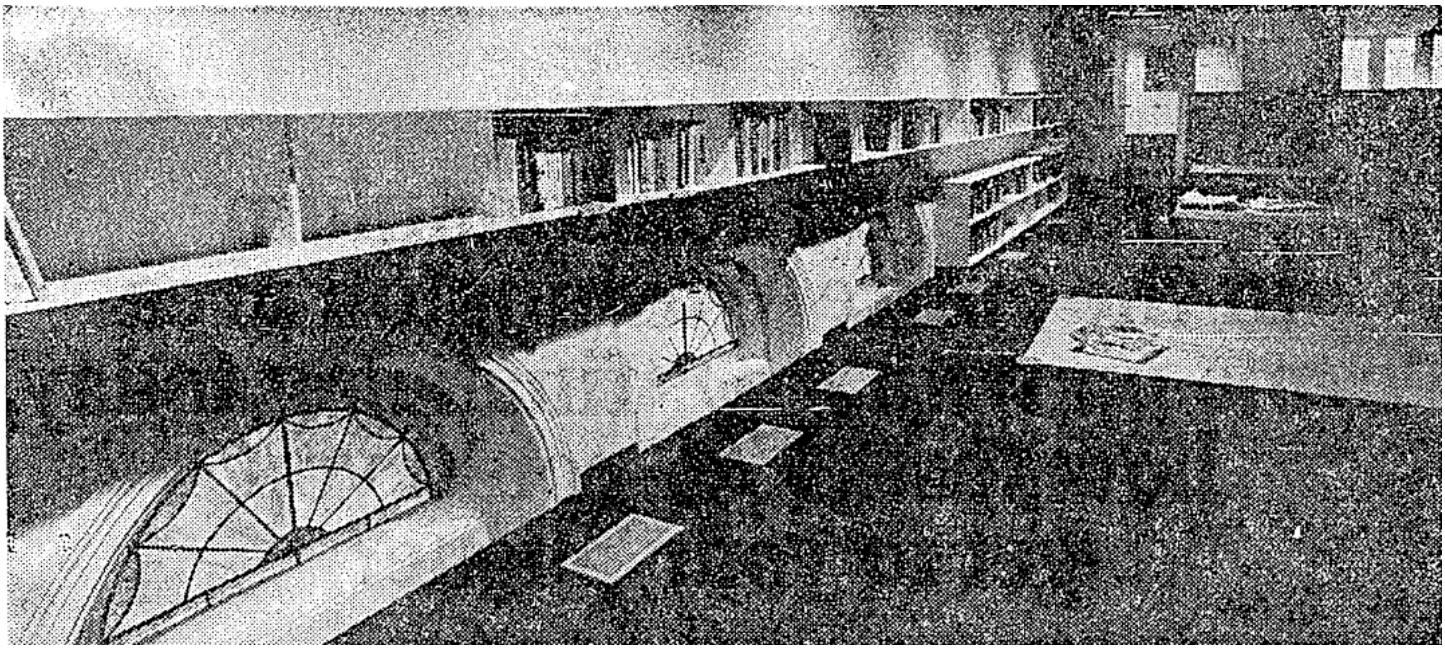
Key:
Building 1: Academic Center (ca. 1944)
Building 2: George Meany Archives and Library (1987)
Building 3: Barrett Residence Hall (ca. 1957)
Building 4: South Residence Hall (sometime between 1957 and 1963)
Building 5: Hoehler Residence Hall (1976)
Building 6: North Residence Hall (ca. 2004-2005)
Building 7: North Classroom Center (sometime between 1954 and 1958, addition sometime between 1970 and 1980)
Building 8: Auditorium/Former Chapel (sometime between 1957 and 1963)
Building 9: Amalgamated Transit Union Center/Former Lane Kirkland Center (2006)
Building 10: Single-family Residence (sometime between 1957 and 1963)

Circa 2019 aerial photo of Xavarian College with construction dates and building names.
Imagery from Google, map by Jacob Bensen.

M: 33-37
Xaverian College (National Labor College)
10000 New Hampshire Avenue
Silver Spring, Maryland



Xaverian College entrance, 1971.
Photo from *The Washington Post,* August 27, 1971, C2.



Building 8: Auditorium/Former Chapel, interior after renovations, 1974.
Photo from *The Washington Post,* November 9, 1974.

Building 1: Academic Center, east facade, looking west.

Building 3: Barrett Residence Hall, north facade, looking south.

Building 4: South Residence Hall, east elevation, looking southwest.

Building 7: North Classroom Center, northwest elevation, looking southeast.

Building 8: Auditorium/Former Chapel, east facade and south elevation, looking northwest.

Building 10: Single-Family Residence, south facade and west elevation, looking northeast.

Building 5: Hoehler Residence Hall, southeast elevation, looking northwest.

Building 2: George Meany Archives and Library, northwest elevation, looking southeast.

PHOTOGRAPHS

Building 6: North Residence Hall, east facade, looking northwest.

Building 9: Amalgamated Transit Union Center/Former Lane Kirkland Center, main entrance, looking northwest.

M: 33-37 Xaverian College (National Labor College)

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Michal Tawney**
Date of Photographs: **2018-12-06**
Location of Original Digital File: **MD SHPO**
File Format: **M: 33-37_2018-12-06_01.tif… etc.**

Photographs inserted on continuation sheets:

01.tif
Building 1: Academic Center, east facade, looking west.

02.tif
Building 3: Barrett Residence Hall, north facade, looking south.

03.tif
Building 4: South Residence Hall, east elevation, looking southwest.

04.tif
Building 7: North Classroom Center, northwest elevation, looking southeast.

05.tif
Building 8: Auditorium/Former Chapel, east facade and south elevation, looking northwest.

06.tif
Building 10: Single-Family Residence, south facade and west elevation, looking northeast.

07.tif
Building 5: Hoehler Residence Hall, southeast elevation, looking northwest.

08.tif
Building 2: George Meany Archives and Library, northwest elevation, looking southeast.

09.tif
Building 6: North Residence Hall, east facade, looking northwest.

10.tif
Building 9: Amalgamated Transit Union Center/Former Lane Kirkland Center, main entrance, looking northwest.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Xerox Data Systems (BioMed Realty Trust)

Address: 1701 Research Boulevard

City: Rockville **Zip Code:** 20850 **County:** Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 0000 **Tax Map Number:** FR563

Project: I-495 & I-270 Managed Lanes Study **Agency:** MDOT SHA

Agency Prepared By: RK&K, LLP

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

Originally occupied by Xerox Data Systems (The Washington Post, November 15, 1970 display ad) and today by BioMed Realty Trust, this is a two-story, rectangular plan office building constructed in 1970 in the International Style. Located on two tax parcels consisting of 13.4 acres, the property is bordered on the east by I-495, on the west by Research Boulevard, and by other office development to the north and south. The building is set back from Research Boulevard on a mostly wooded lot and is approached through a wooded area via an asphalt driveway with a street-side metal business sign. To the north of the building is a large asphalt parking lot with landscaped islands and to the west is asphalt paving for the service area. Lawns with trees abut all elevations 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

Xerox Data Systems (BioMed Realty Trust)

The building rests on a concrete foundation, and the shorter north and south elevations have brick exterior walls with few windows openings, while the longer east and west elevations feature bands of ribbon windows and opaque spandrels.

The north elevation includes six bays, five of which are devoid of openings. The section second from the east contains a metal-framed glass panel wall. A primary entrance, located in the lower-left corner of the panel wall, consists of paired glass doors with a single sidelight and a large fixed transom. A band of six vertical lights extends to the left of the entrance, and eight vertical lights fill the second level of the glass panel wall. A concrete pedestrian walkway and steps with metal handrails connect the entrance to the parking lot. The north elevation has no other fenestration.

The east elevation, facing I-270, but sheltered by a landscaped row of mature trees, has an additional entrance, consisting of paired metal and glass doors surrounded by sidelights and fixed transoms. The rest of its first floor consists of tinted glass panel walls and brick, and the second floor has a ribbon window with recessed metal panels above and below; the roofline is clad with brick. The projecting second floor is supported by metal beams resting on concrete footings in a bed of white rubble stone.

The south elevation could not be observed during this survey, so limited observations were made using Google 3D. This elevation faces a concrete pedestrian walkway and is similar to the north elevation, with an entrance that is surrounded by a tinted glass panel wall in metal frames.

The west elevation was altered in circa 2004 with replacement cladding, pedestrian entrances and vehicle loading dock. The elevation's north section has paired metal and glass doors accessed by concrete stairs and landings, with metal handrails that connect to a pedestrian walkway. The south section of the elevation has a service area with loading docks and two secondary entrances; the first and second floors of this elevation both have ribbon windows. The building has a flat roof occupied by mechanical equipment.

Xerox Data Systems (BioMed Realty Trust) is an altered example of a mid-twentieth-century office 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 (NRHP) under Criteria A or B. Since its construction, the building has been modified, primarily with significant alterations at the west elevation. 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.

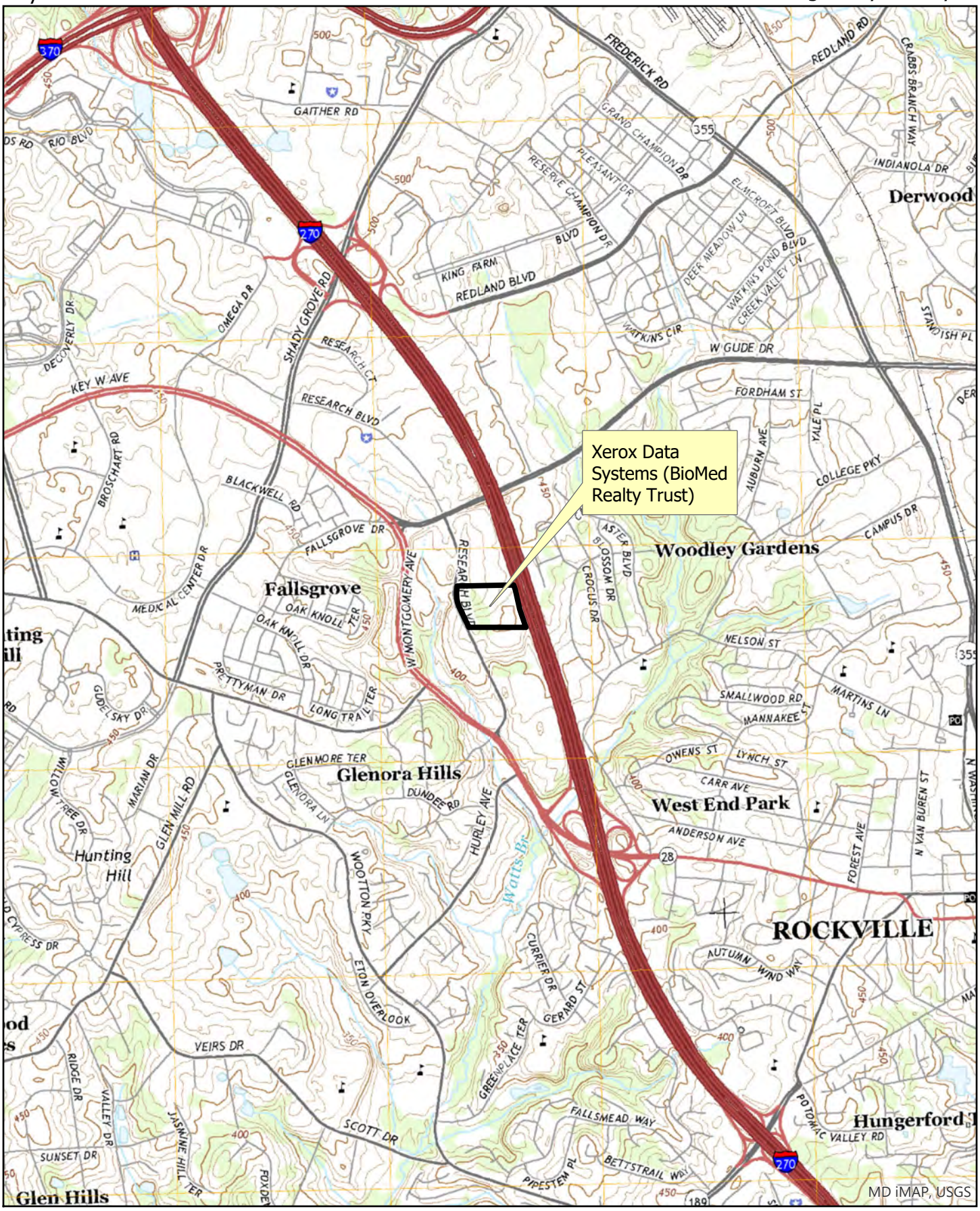
The boundary for the property encompasses 13.4 acres and is located on two tax parcels which are found on Montgomery County Tax Map FR563-0000, Parcel 0000 (2018).

Xerox Data Systems (BioMed Realty Trust)

Location: 1701 Research Boulevard

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles

Scale: 1:24,000

N

I-495/I-270 Managed Lanes Study
Short Form DOE Photographs

Xerox Data Systems (BioMed Realty Trust)

North elevation

East elevation

I-495/I-270 Managed Lanes Study
Short Form DOE Photographs

Xerox Data Systems (BioMed Realty Trust)

West elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ___
No ___

Property Name: **Yorkshire Village**
Inventory Number: **PG:76B-84**

Address: South of I-495, west 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 21, 2019

Documentation is presented in: Project review and compliance files

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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:

Yorkshire Village is a planned residential development on the south side of I-495 in Temple Hills. It is bounded by I-495 on the north, the Woodlane single-family subdivision on the west, the Glenn Hills single-family subdivision on the south, and Old Branch Avenue on the east. A stream bisects the resource and traverses in a roughly northeast-to-southwest direction, passing under Old Branch Avenue and continuing west and southwest until it meets with Henson Creek.

The 70 single-family dwellings sit on lots ranging between 0.16 and 1.6 acres. Individual lots are evenly graded or moderately sloped with some tree coverage, plant beds, and bushes. All lots feature a concrete or paved-asphalt driveway and are occasionally fenced. Yorkshire Village has five streets: Old Branch Avenue, Sharon Road, Yorkville Road, Yorkfield Drive, and Henderson Road. Within the approximately 53.3-acre development, there are no curbs, sidewalks, or street lighting, except lamps erected by individual home owners on their lots. One office building, 5121 Henderson Road, and an associated parking lot are located at the northeastern corner of the subdivision. Secondary resources include sheds and pools.

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:

Yorkshire Village, constructed between 1951 and 1979, is a planned residential development first platted in 1949 and comprising 70 single-family dwellings and one office building. Nearly 90 percent of the houses date to the 1950s. Most of the houses are constructed in variations of the Ranch and Split-Level forms and the Contemporary style; the office building was designed in the Colonial Revival style.

Dwellings are primarily four to six bays wide and one to two stories tall. Foundations, sometimes in the form of basements, are covered in a brick veneer or parged concrete, and cladding on the remainder of the building includes stretcher-bond brick or stone veneer, vinyl siding, or a combination of materials. Roofs are side gable, hipped, or side gable with a front-gabled projection and sheathed in asphalt shingles. Most dwellings feature a single brick chimney placed at the front or side elevation or metal flues that pierce the roof's slope.

Primary entrances are typically off-center 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 include wood-framed two-over-two, double-hung-sash, tripartite, and bay 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 garages are incorporated into the original design of many houses. Small additions on side and rear elevations are common.

A two-story office building at 5121 Henderson Road, known as the Colonial Building, was constructed in 1976 and reflects elements of the Colonial Revival style. It is clad in a brick stretcher-bond veneer and covered by a hipped roof with a front-gabled peak at the center of the façade (north elevation). Fenestration includes five single-leaf doors on the primary elevation and vinyl-framed windows.

Historic Context:

In October 1941, Arthur H. and Pearl H. Wood sold 33 acres to John M. and Pauline M. King (Prince George's County Deed Book [PGCDB] 629, 72; Prince George's County Plat Book [PGCPB] WWW 16, 34). The Kings created the first plat for Yorkshire Village in January 1949, a 33-acre subdivision that included six blocks and 43 lots. They sold undeveloped lots, primarily between 1951 and 1955, to buyers who often purchased multiple lots. Purchasers, such as Pinkney and Alice Earnshaw, Jr., Samuel Irvine Forsch, Leonard H. Simmons, Dewey M. Freeman, and Windston Dowdy, among others, constructed dwellings on the lots, in accordance with the restrictions and covenants laid out in the deed from the Kings (e.g., PGCDB 1286, 219; 1336, 320; 1346, 127). Showing their desire to remain invested and have say in the appearance and feel of Yorkshire Village, conveyance deeds from the Kings explicitly stated that "for a period of 20 years from and after Jan 1, 1949, the plans, materials, size, and general specification of any building erected on the land as well as alterations or additions, including grading/landscaping, must be approved" (PGCDB 1286, 219).

In November 1952, the Kings platted the 21.26-acre Addition to Yorkshire Village south of their earlier subdivision; it comprised three blocks and 36 lots on either side of Sharon Drive (PGCPB WWW 22, 17). In June of the following year, the Kings sold all 36 lots to Pinkney A. and Alice L. Earnshaw, Jr., with a deed that contained the same covenants as found in their original section (PGCDB 1619, 526). Although the construction of entrance and exit ramps for I-495 resulted in a slight modification to the subdivision, developers constructed most houses by 1959, with a few outliers in the 1960s and 1970s; some lots remain undeveloped.

Joseph M. Gebhardt and Benjamin S. Pecson platted a one-lot addition to Yorkshire Village in March 1973 (PGCPB WWW 82, 44). The irregularly shaped, 0.46-acre lot, located southwest of the intersection of Henderson Road and Old Branch Avenue, was sold soon thereafter to Henderson Road Associates, who then constructed a two-story office building on the lot (PGCDB 4572, 629).

Beginning in 2008, erosion from the stream south of Yorkville Road resulted in severe damage to five houses (5003, 5007, 5009, 5013, and 5017 Yorkville Road). In 2010, those houses were purchased by Prince George's County and subsequently demolished; today that land is fenced off and is part of the Yorkville Road Slope Failure Stream Stabilization Project (Korff 2016).

Early newspaper advertisements touted the houses in Yorkshire Village as custom-built with large bedrooms, multiple bathrooms, basements, and recreational area. Sometimes picture windows and flooring materials were referenced. Often referred to as ramblers, the houses within the subdivision were priced in the mid- to low-$20,000s during the 1950s (The Evening Star 1954, C-13; 1955, C-9; 1959, B-7). The location, with a direct access into Washington, D.C., was also noted as a selling point (The Evening Star 1955, C-9).

John M. King was a builder and involved in Washington, D.C.-area real estate development from the 1930s through the 1950s. His other projects included Michigan Park in Washington, D.C., and Michigan Park Hills in Prince George's County (The Evening Star 1956, A-14).

Pinkney A. and Alice Earnshaw, Jr., and Dewey M. Freeman purchased a majority of the lots in Yorkshire Village and were responsible for house construction on those parcels. Research did not yield much information about the career of the Earnshaws, although Pinkney is listed as the contact for some commercial lot and individual house sales in Clinton, Maryland, in the 1950s and 1960s (The Evening Star 1961, D-11; The Washington Post and Times Herald 1954, R11; 1962, D20).

Dewey M. Freeman was involved in Prince George's County real estate from the 1940s to the 1970s. 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). He was also involved in the platting and development of the nearby Manchester Estates subdivision.

Evaluation:

Yorkshire Village 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.

Yorkshire Village is typical of planned residential developments in Maryland and the Washington, D.C., suburbs. 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, Yorkshire Village is not eligible under Criterion A.

John M. King, Dewey M. Freeman, and Pinkney A. Earnshaw, Jr. were all involved in real estate development in southern Prince George's County in the mid-twentieth century; however, they did not have significant influence on suburbanization in Maryland. 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.

Yorkshire Village is a modest and basic example of a planned residential development and demonstrates no innovations in residential development. The development's buildings exhibit variations of the Ranch and Split-Level forms and Contemporary and Colonial Revival styles, which include standard features typical of the period and demonstrate no distinctive stylistic details. Because Yorkshire Village 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. Yorkshire Village was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 53.3 acres and is bounded by I-495 on the north, the Woodlane subdivision on the west, the Glenn Hills subdivision on the south, and Old Branch Avenue on the east, as defined in Prince George's County Plat Book WWW 16 page 34, WWW 22 page 17, and WWW 82 page 44. It includes multiple parcels found on Prince George's County Plat Tax Map 0097.

References:

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---1947b. Advertisements. July 27, 1947, E-9.

---1948. “Freeman Heads County Real Estate Board.” December 21, 1948, B.
---1954. “Yorkshire Village.” April 9, 1954, C-13.
---1955. “Yorkshire Village.” April 5, 1955, C-9.
---1956. “John Meador King, Building and Real Estate Developer.” June 16, 1956, A-14.
---1959. “Yorkshire Village- Custom-Built Rambler.” March 21, 1959, B-7.
---1961. “Clinton-MD.” August 30, 1961, D-11.

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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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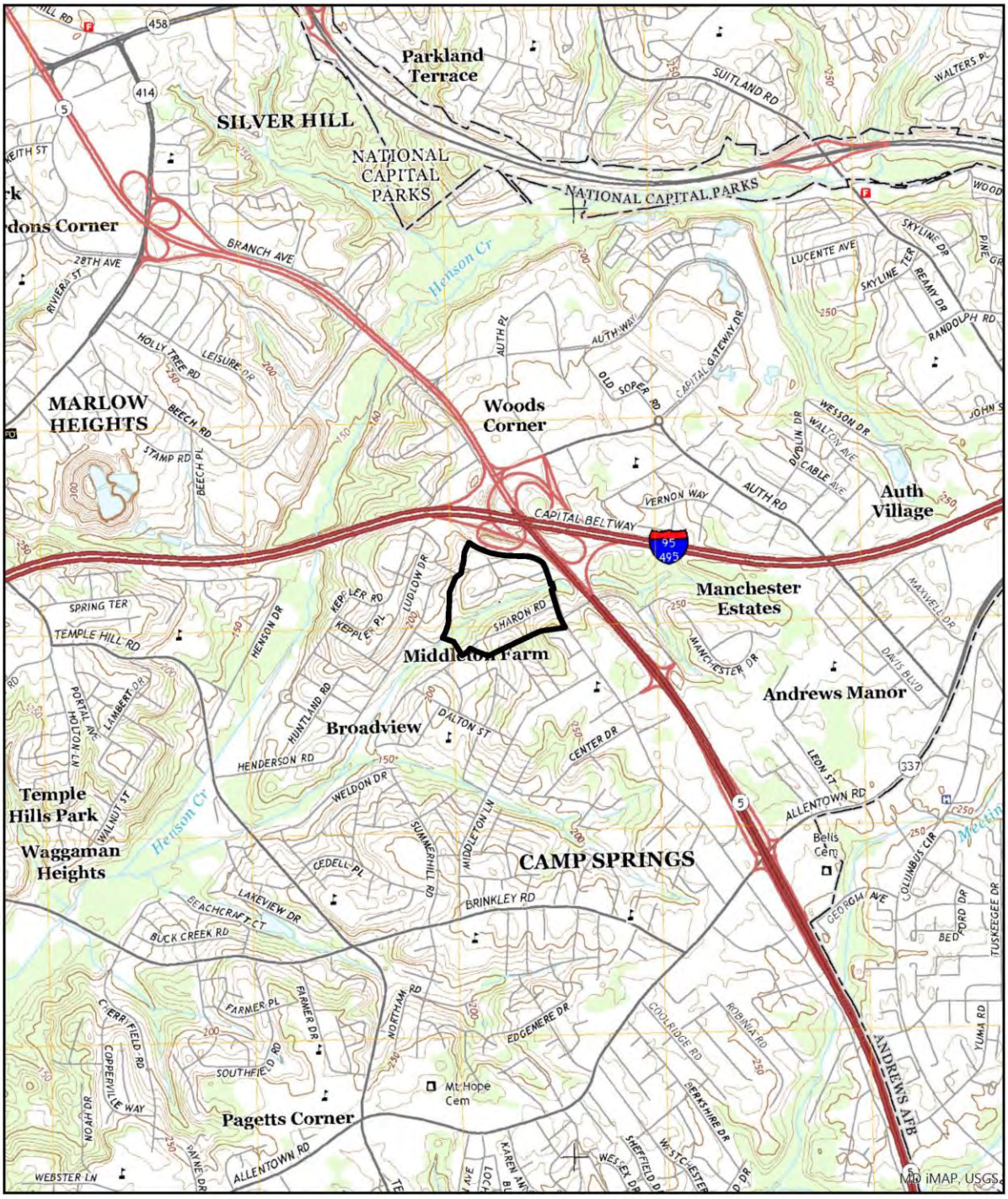
---1962. Advertisement. October 28, 1962, D20.

Yorkshire Village Prince George's County

Location: South of I-495, west of Old Branch Avenue City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles

Scale: 1:24,000

N

MAPS

Yorkshire Village Prince George's County

Location: South of I-495, west of Old Branch Avenue City: Temple Hills

Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000

N

PHOTOGRAPHS

5010 Sharon Road, looking northwest.

Streetscape of Sharon Road, looking southwest.

PHOTOGRAPHS

5114 Sharon Road, looking northwest.

5116 Yorkville Road, looking north.

PHOTOGRAPHS

5100 Henderson Road, looking north.

Overview of 5008 and 5012 Henderson Road, looking northwest.

PHOTOGRAPHS

5321 Old Branch Avenue, looking southwest.

Colonial Building, 5121 Henderson Road, looking southeast.

PHOTO LOG

Number of Photos: **8**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-03-19**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-84_2019-03-19_01.tif… etc.**

Photographs inserted on continuation sheets:

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5010 Sharon Road, looking northwest.

02.tif
Streetscape of Sharon Road, looking southwest.

03.tif
5114 Sharon Road, looking northwest.

04.tif
5116 Yorkville Road, looking north.

05.tif
5100 Henderson Road, looking north.

06.tif
Overview of 5008 and 5012 Henderson Road, looking northwest.

07.tif
5321 Old Branch Avenue, looking southwest.

08.tif
Colonial Building, 5121 Henderson Road, looking southeast.

Appendix D

Architectural Historic Properties Map

DRAFT

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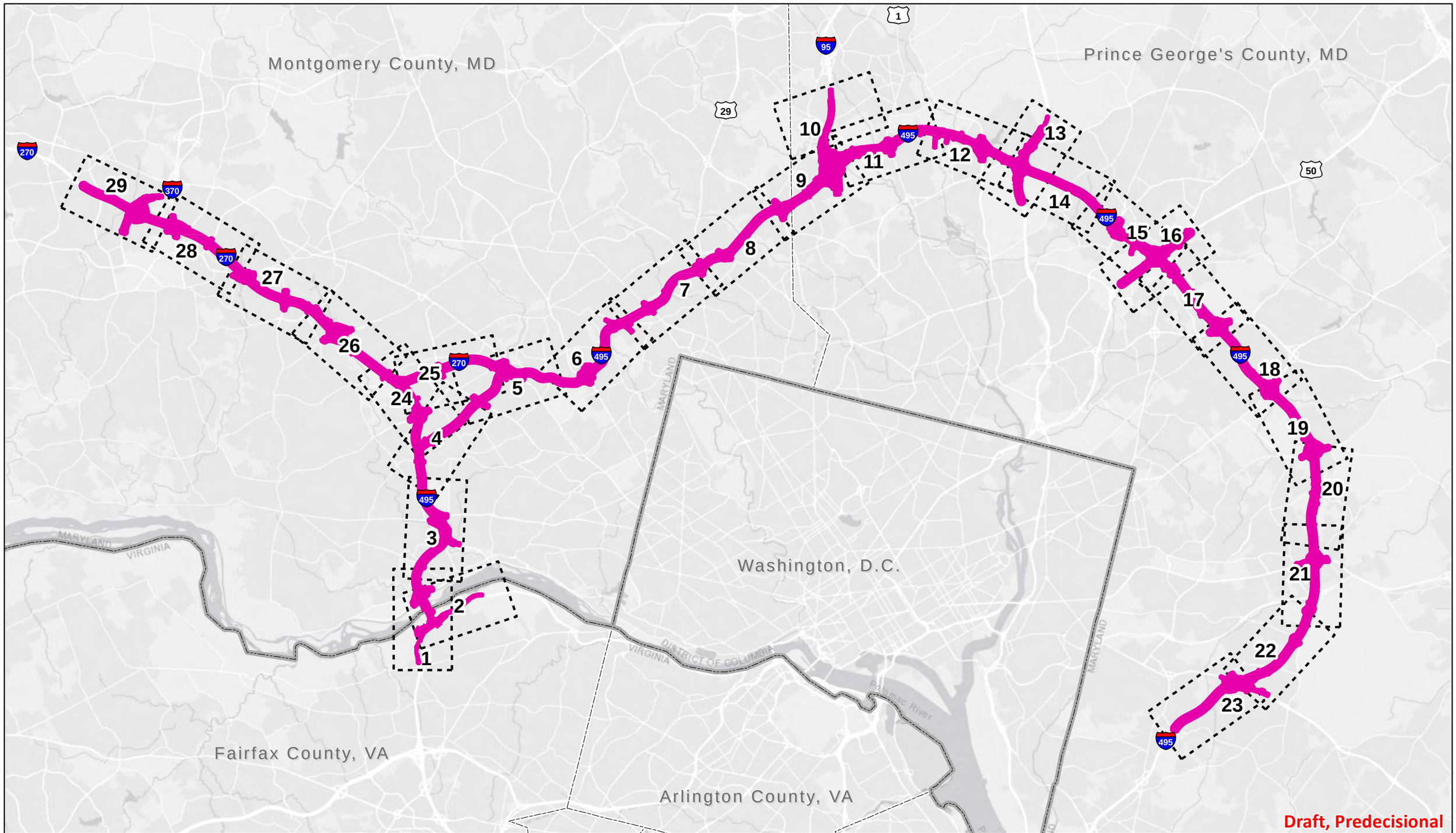
DRAFT



Legend

- Area of Potential Effects
- Map Match Line

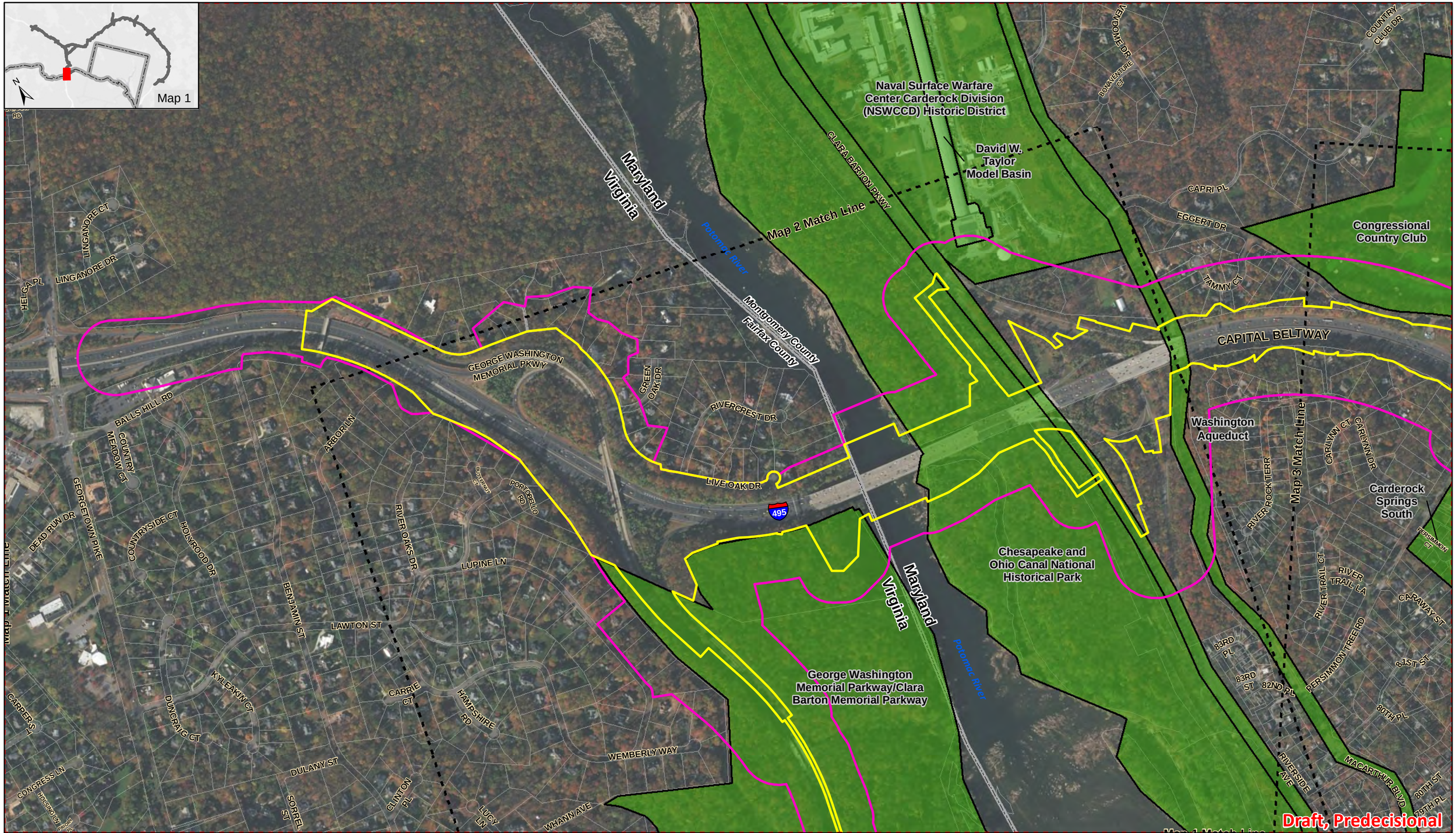
Overview Map

1 in = 10,000 feet

0 5,000 10,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

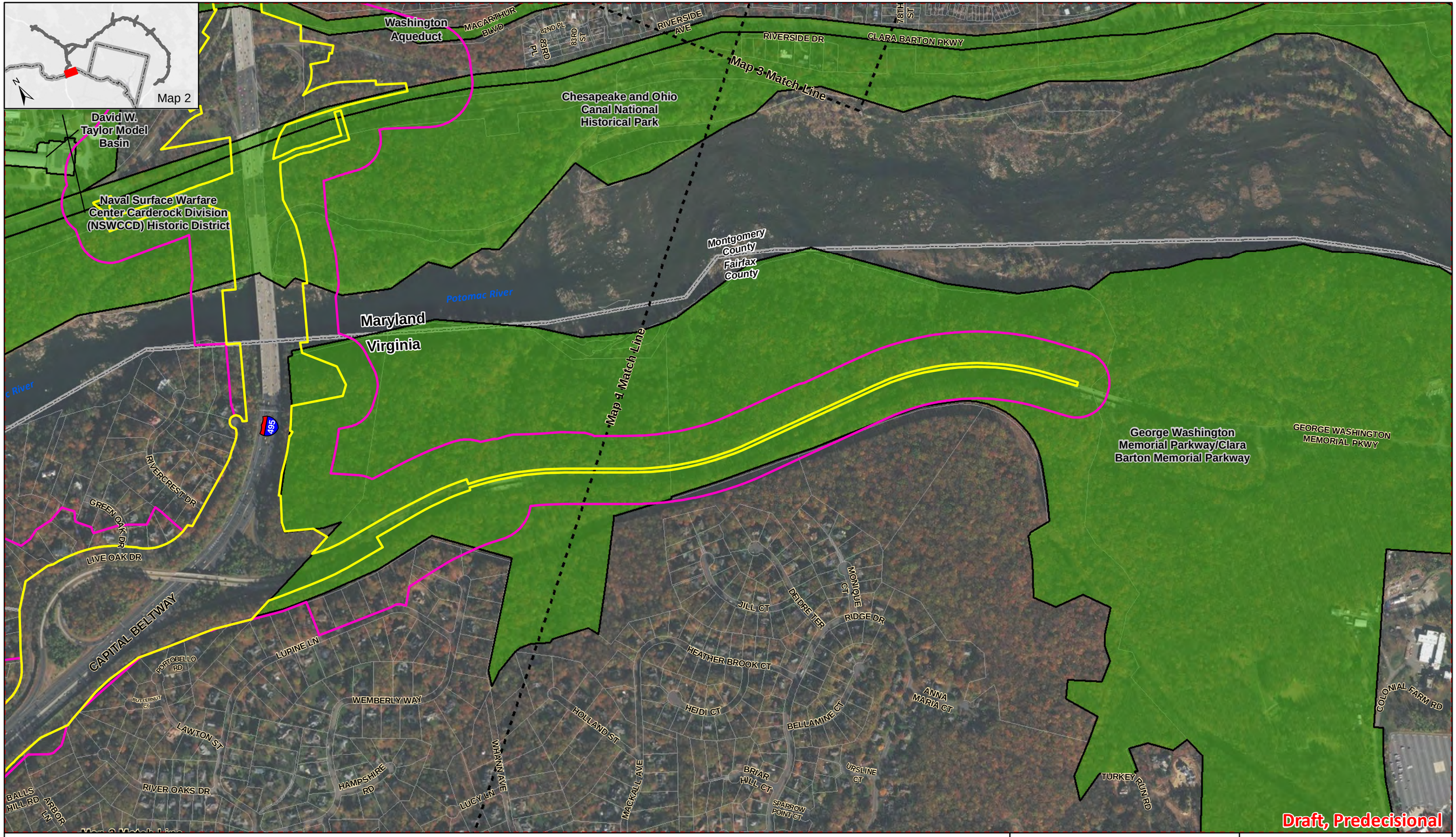
Map 1 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

I-270 / I-495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

Map 2 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 3 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 4 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

Map 5 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

Map 6 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

Map 7 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY

Polychrome Historic District

Indian Spring Club Estates and Indian Spring Country Club

Map 7 Match Line

Map 9 Match Line

Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

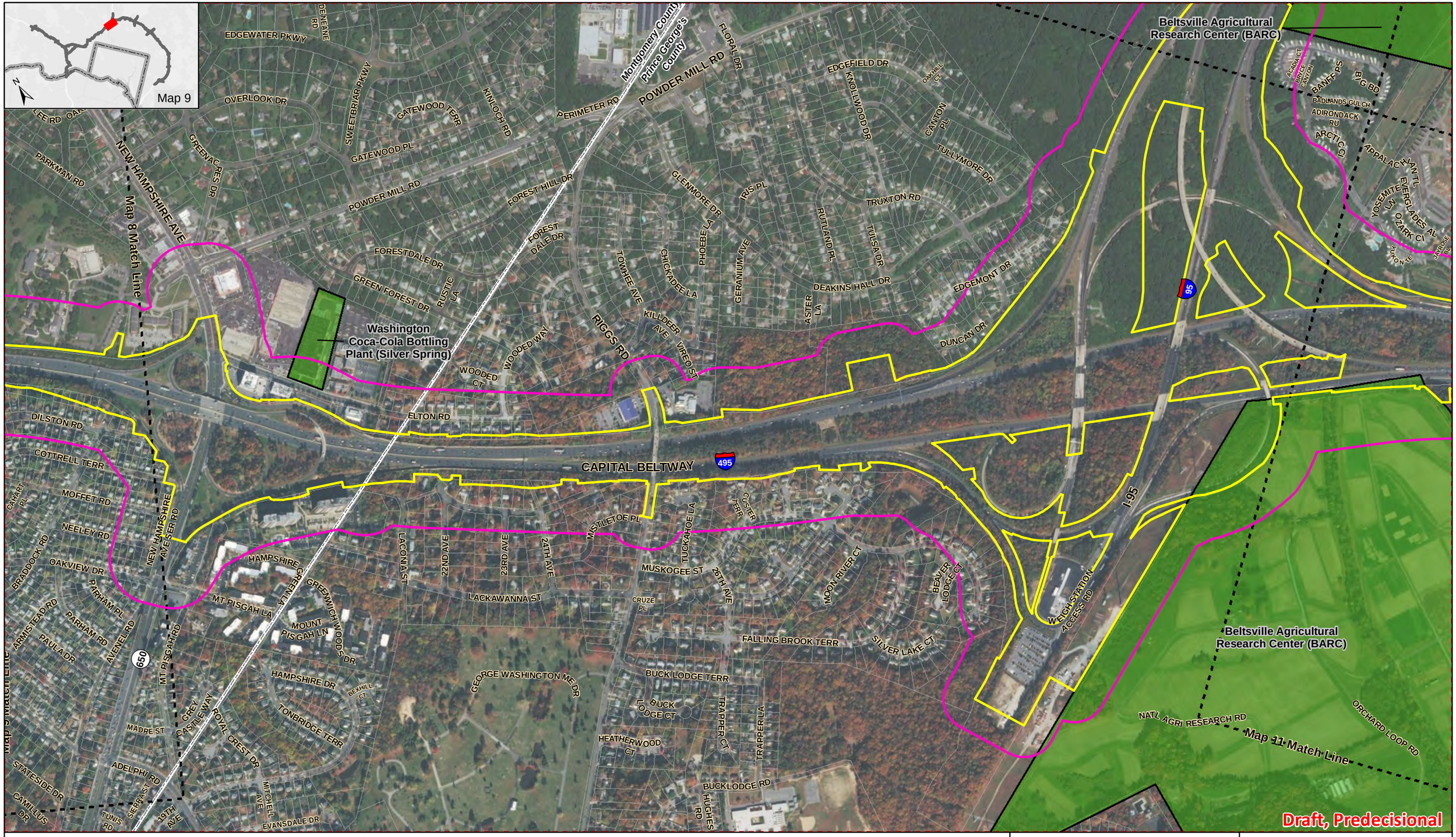
Map 8 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

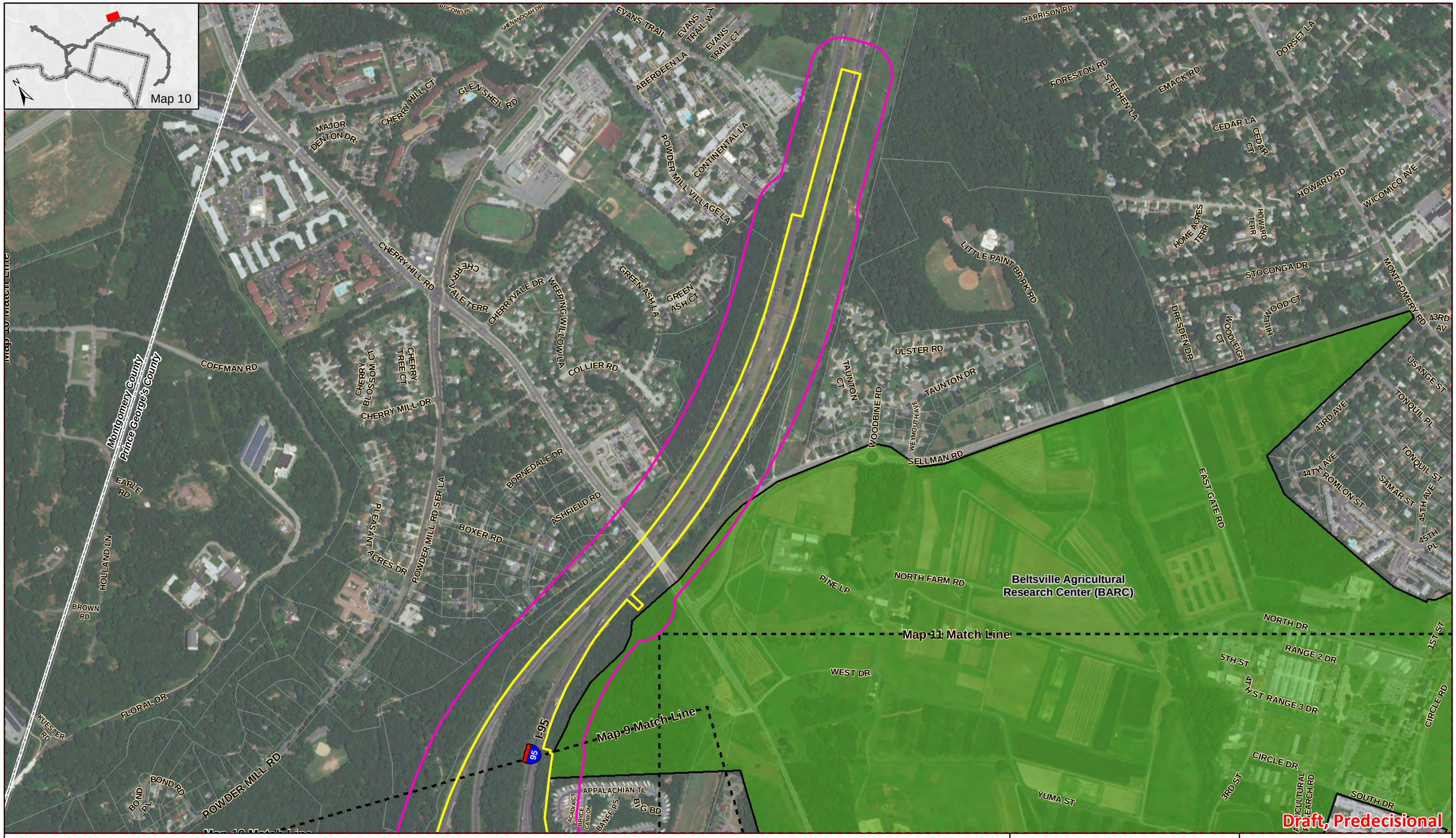
Map 9 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

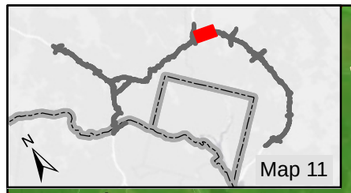
Map 10 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Beltsville Agricultural Research Center (BARC)

Map 10 Match Line

Map 12 Match Line

Map 9 Match Line

Map 11 Match Line

WEST DR
NORTH FARM RD
5TH ST
4TH ST
RANGE 2 DR
RANGE 3 DR
NORTH DR
1ST ST
CIRCLE RD
TUCKER ST
SUNNYSIDE AVE
CIRCLE DR
3RD ST
YUMA ST
AGRICULTURAL RESEARCH RD
SOUTH DR
BALTIMORE AVE
RHODE ISLAND AVE
PADUCAH RD
STEWART CT
PALCO PL
ODESSA RD
ONTARIO RD
NIAGARA PL
NIAGARA RD
NANTUCKET RD
EDGEWOOD RD
MINEOLA RD
MANGUM RD
51ST TERR
51ST AVE
51ST PL
WICHITA AVE
52ND PL
53RD AVE
NARRAGANSETT PKWY
LAGUNA RD
LACKAWANNA ST
KEOTA TERR
52ND AVE
KENNEBUNK TERR
GREENBELT COMMUTER STATION RD
Baltimore & Ohio Railroad Washington Branch
APPALACHIAN TL
YOSEMITE LN
ELDORADO AL
JAYROSE BL
GRAND TETON WAY
PUSHMORE ST
YKONA TE
OZARK CT
CARTER LAKE VISTA
I-95
CAPITAL BELTWAY
95
495
CHERRY HILL RD
PARK DR
AUSTIN CT
47TH AVE
KIERNAN RD
AUTOVILLE DR
PERU RD
ORCHARD LOOP RD
47TH PL
48TH PL
MUSKOGEE ST
48TH AVE
49TH AVE
49TH PL
RHODE ISLAND RD
50TH AVE
50TH PL
HOLLYWOOD RD
1

Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

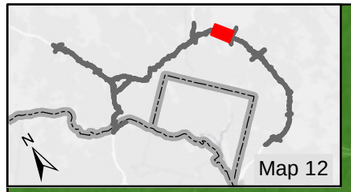
Map 11 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



EDMONSTON AVE
PARASITOLOGY INST RD
ROSEWOOD DR
HEDGEWOOD DR
TAMARISK CT
LYNBROOK CT
LASTNER LA
201
Greenbelt Historic District
Beltsville Agricultural Research Center (BARC)
MD SHA District 3 Headquarters Building
CRESCENT RD
LAKE PARK DR
Greenbelt Historic District
IVY LA
LAKESIDE DR
Greenbelt Historic District
COURT COURT 12
COURT COURT 16
SOUTHWAY
COURT COURT 11
COURT COURT 14
RIDGE RD
COURT COURT 15
LAKEVIEW CIR
APLEWOOD CT
OLIVEWOOD CT
PINECREST CT
WEST WAY
Map 13 Match Line
LAKECREST DR
PRINCE JAMES WAY
PRINCE JAMES WAY CT
DAMSEL CT
VANITY FAIR DR
LAKECREST CIR
CONVALESCENT RD
Greenbelt Maryland National Guard Armory
BELLE POINT DR
LEGION DR
Baltimore-Washington Parkway
BALTIMORE WASHINGTON PKWY
495
CAPITAL BELTWAY
95
GREENBELT METRO DR
EDGEWOOD RD
Baltimore & Ohio Railroad, Washington Branch
SPRINGHILL TERR
CHERRYWOOD LA
SPRINGHILL DR
SPRINGHILL CT
MARKET ST
MARKET LA
EDMONSTON CT
BREEZEWOOD CT
EDMONSTON TERR
BREEZEWOOD TE
SPRINGHILL LA
BREEZEWOOD DR
CHERRYWOOD CT
CHERRYWOOD TERR
GREENBELT COMMUTER STATION RD
Map 11 Match Line
52ND PL
52ND AVE
53RD AVE
WICHITA AVE
51ST PL
LACKAWANNA ST
KEOTA TERR
NARRAGANSETT PKWY
Greenbelt Historic District
EDMONSTON RD
KENILWORTH AVE
GREENBELT RD
Greenbelt Historic District
WALKER DR
CAPITOL DR
GOLDEN TRIANGLE DR
193
GVT GREENBELT PARK
Map 14 Match Line
Greenbelt Park
PARK CENTRAL RD
WESTCHESTER PARK DR
Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 12 of 29

N

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

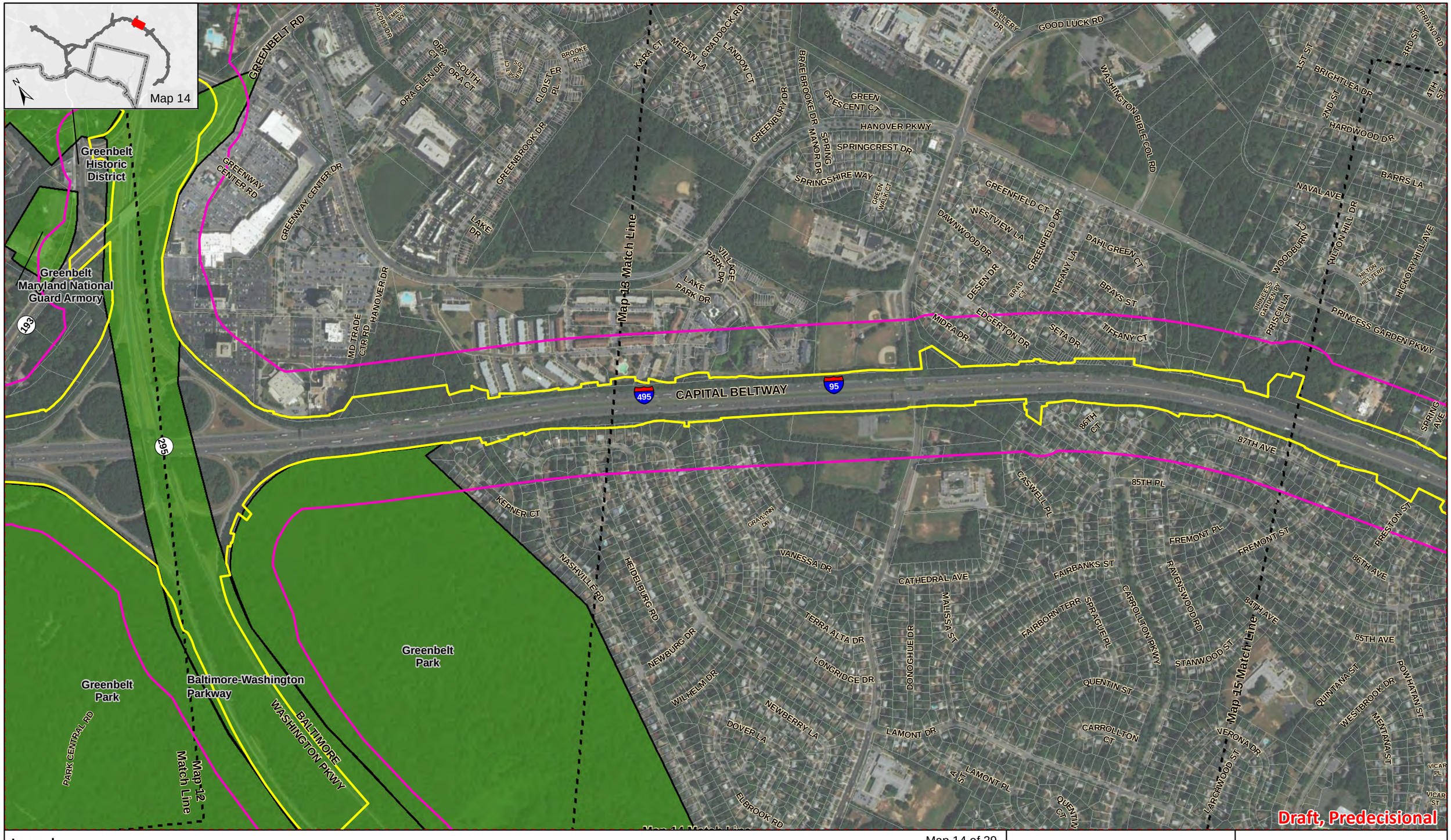
Map 13 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

I-495 & I-270 MANAGED LANES STUDY



Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

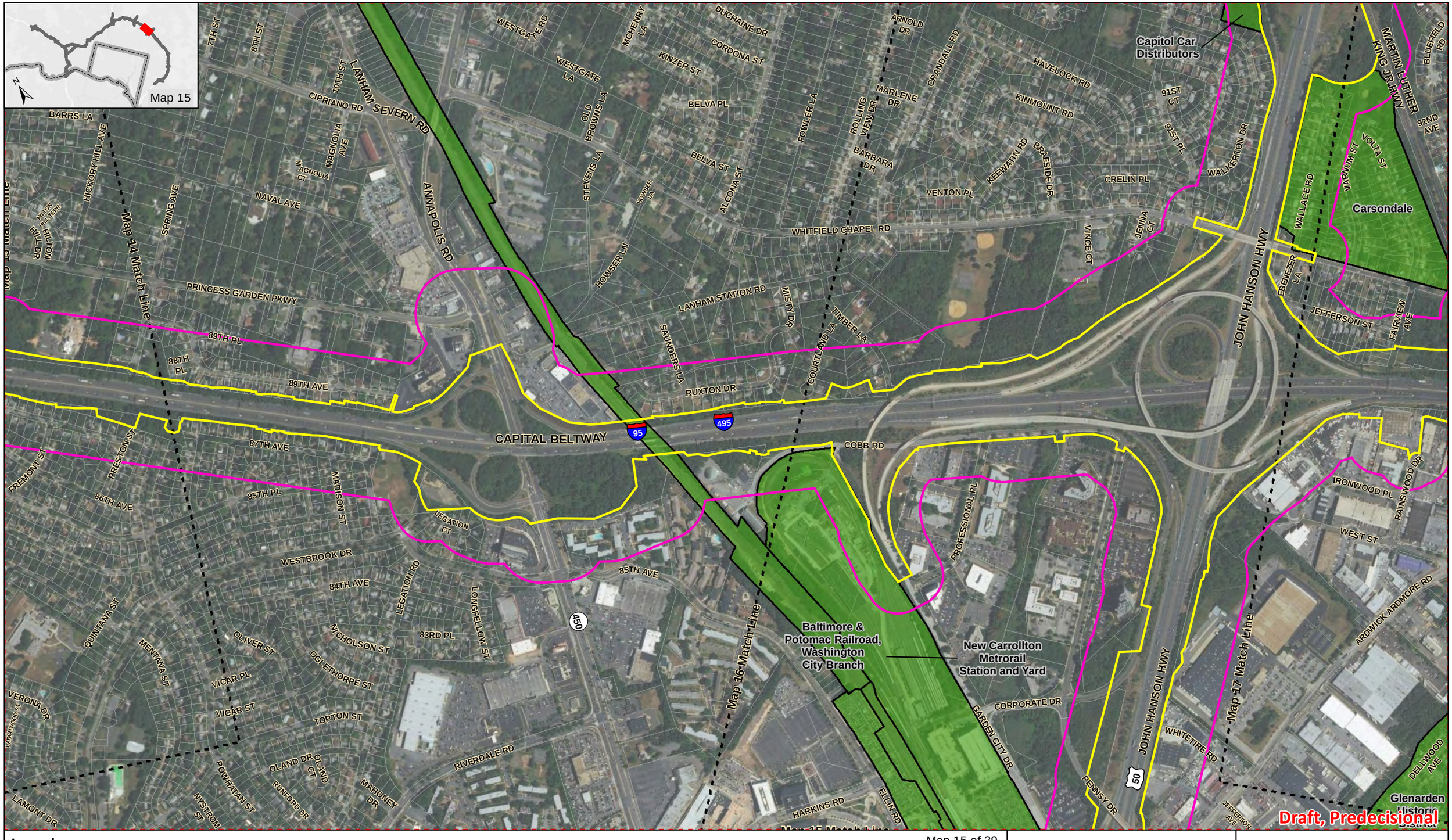
Map 14 of 29

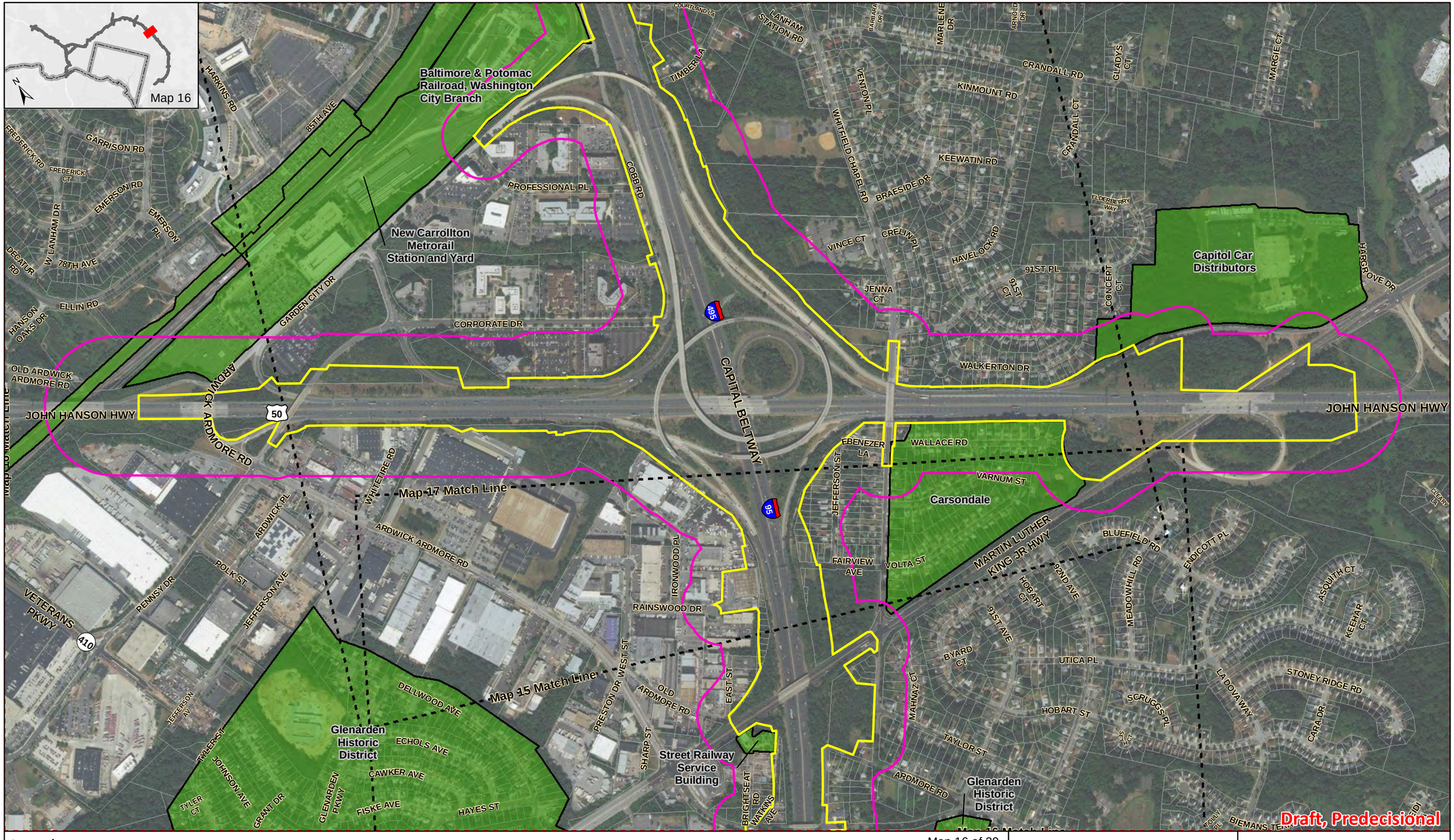
1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY


Map 15
Map 14 Match Line
Map 16 Match Line
Map 17 Match Line
CAPITAL BELTWAY
95
495
50
450
LANHAM SEVERN RD
ANNAPOLIS RD
JOHN HANSON HWY
MARTIN LUTHER KING JR HWY
Capitol Car Distributors
Carsondale
Baltimore & Potomac Railroad, Washington City Branch
New Carrollton Metrorail Station and Yard
BARRS LA
CIPRIANO RD
WESTGATE RD
WESTGATE LA
MCHENRY LA
DUCHAINE DR
CORDONA ST
KINZER ST
BELVA PL
BELVA ST
OLD BROWNS LA
STEVENS LA
HOWSER LA
HOWSER LN
ALGOMA ST
FOWLER LA
ROLLING VIEW DR
ARNOLD DR
MARLENE DR
BARBARA DR
GRANDALL RD
HAVELOCK RD
KINMOUNT RD
KEEWATIN RD
BRAESIDE DR
VENTON PL
CRELIN PL
WALKERTON DR
91ST CT
91ST PL
VINCE CT
JENNA CT
WHITFIELD CHAPEL RD
LANHAM STATION RD
MISTY DR
SAUNDERS LA
RUXTON DR
COURTLAND LA
TIMBER LA
COBB RD
PROFESSIONAL PL
CORPORATE DR
GARDEN CITY DR
PENNSY DR
WHITETIRE RD
IRONWOOD PL
RANSWOOD DR
WEST ST
ARDWICK ARDMORE RD
DELLWOOD AVE
HARKINS RD
ELLIN RD
JEFFERSON AVE
EBENEZER LA
JEFFERSON ST
FAIRVIEW AVE
WALLACE RD
VARNUM ST
VOLTA ST
92ND AVE
BLUEFIELD RD
7TH ST
8TH ST
10TH ST
MAGNOLIA AVE
MAGNOLIA CT
NAVAL AVE
SPRING AVE
HICKORY HILL AVE
HILTON HILL TERR
HILTON HILL DR
PRINCESS GARDEN PKWY
89TH PL
88TH PL
89TH AVE
87TH AVE
86TH AVE
85TH PL
85TH AVE
84TH AVE
83RD PL
FREMONT ST
PRESTON ST
MADISON ST
LEGATION CT
LEGATION RD
WESTBROOK DR
LONGFELLOW ST
QUINTANA ST
MENTANA ST
OLIVER ST
NICHOLSON ST
OGLETHORPE ST
VICAR PL
VICAR ST
TOPTON ST
VERONA DR
LARCHWOOD ST
LAMONT DR
POWHATAN ST
NYSTROM ST
RUNFORD DR
OLAND DR
OLAND CT
MAHONEY DR
RIVERDALE RD
Legend
Area of Potential Effects
Alternative 10 LOD
Map Match Line
Parcels
Historic Properties
Map 15 of 29
1 in = 700 feet
0 250 500 1,000 Feet
Architectural Historic Properties
Draft, Predecisional
270
495
MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

N

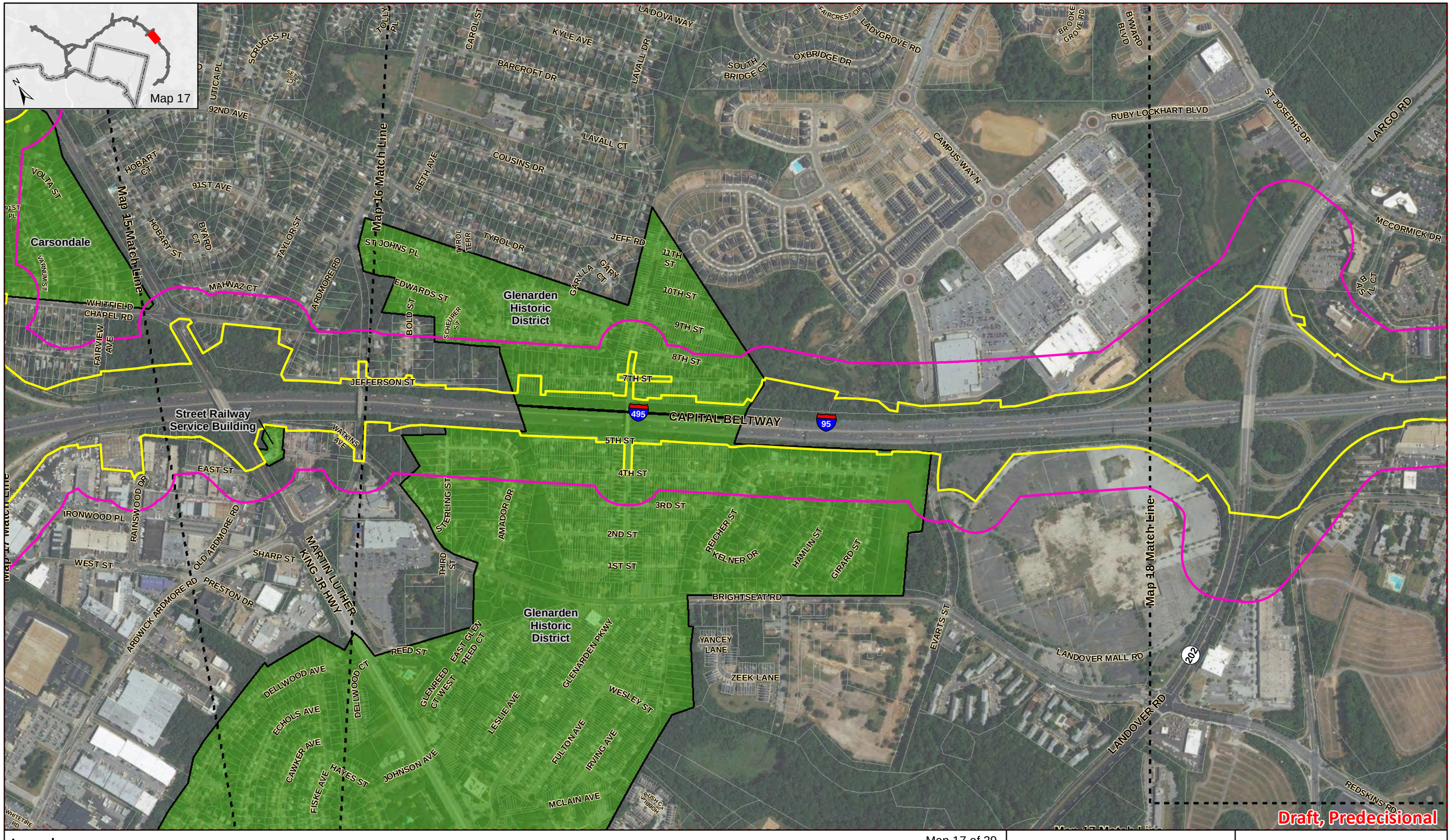
Map 16 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 17 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 18 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

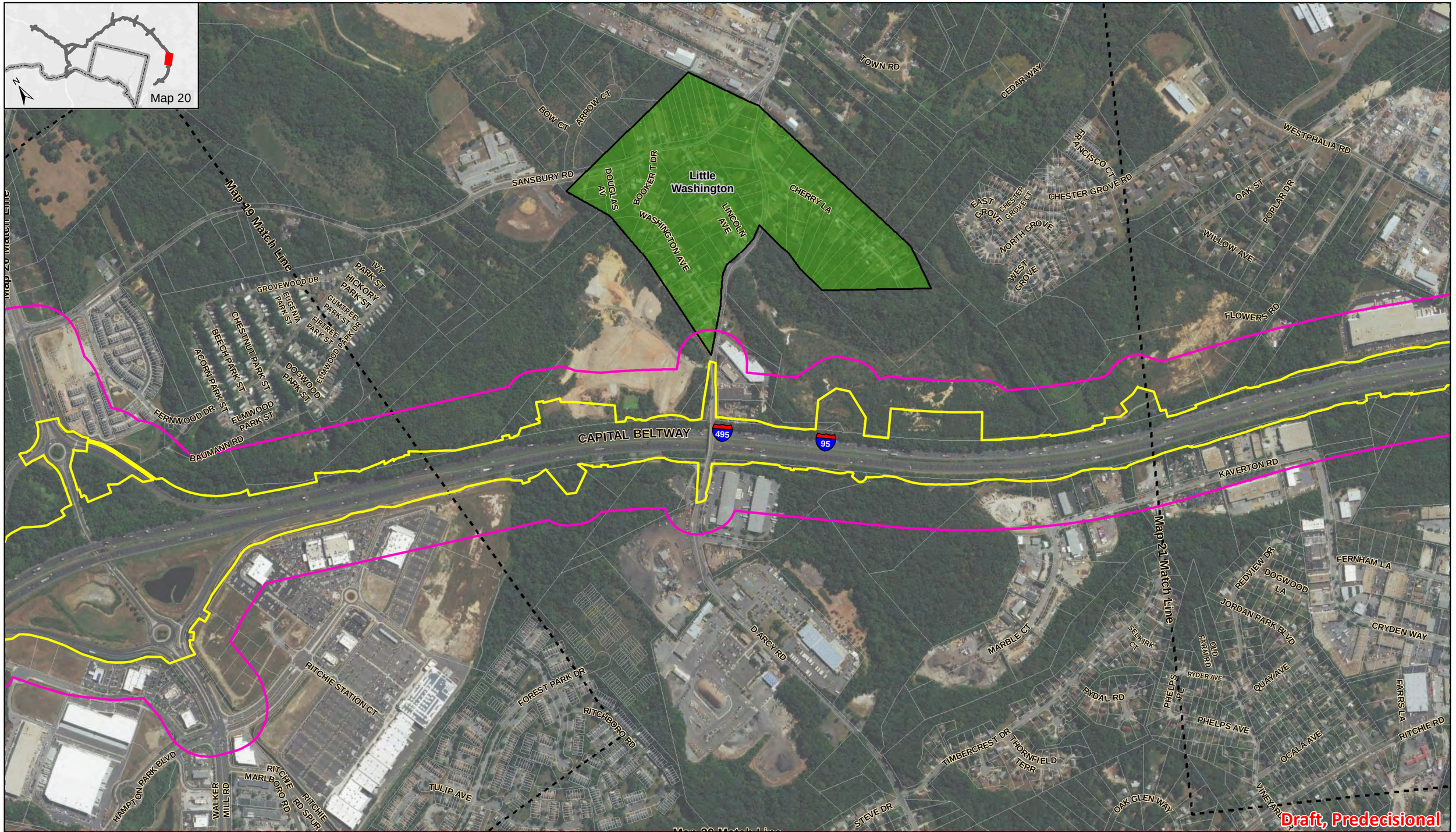
Map 19 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

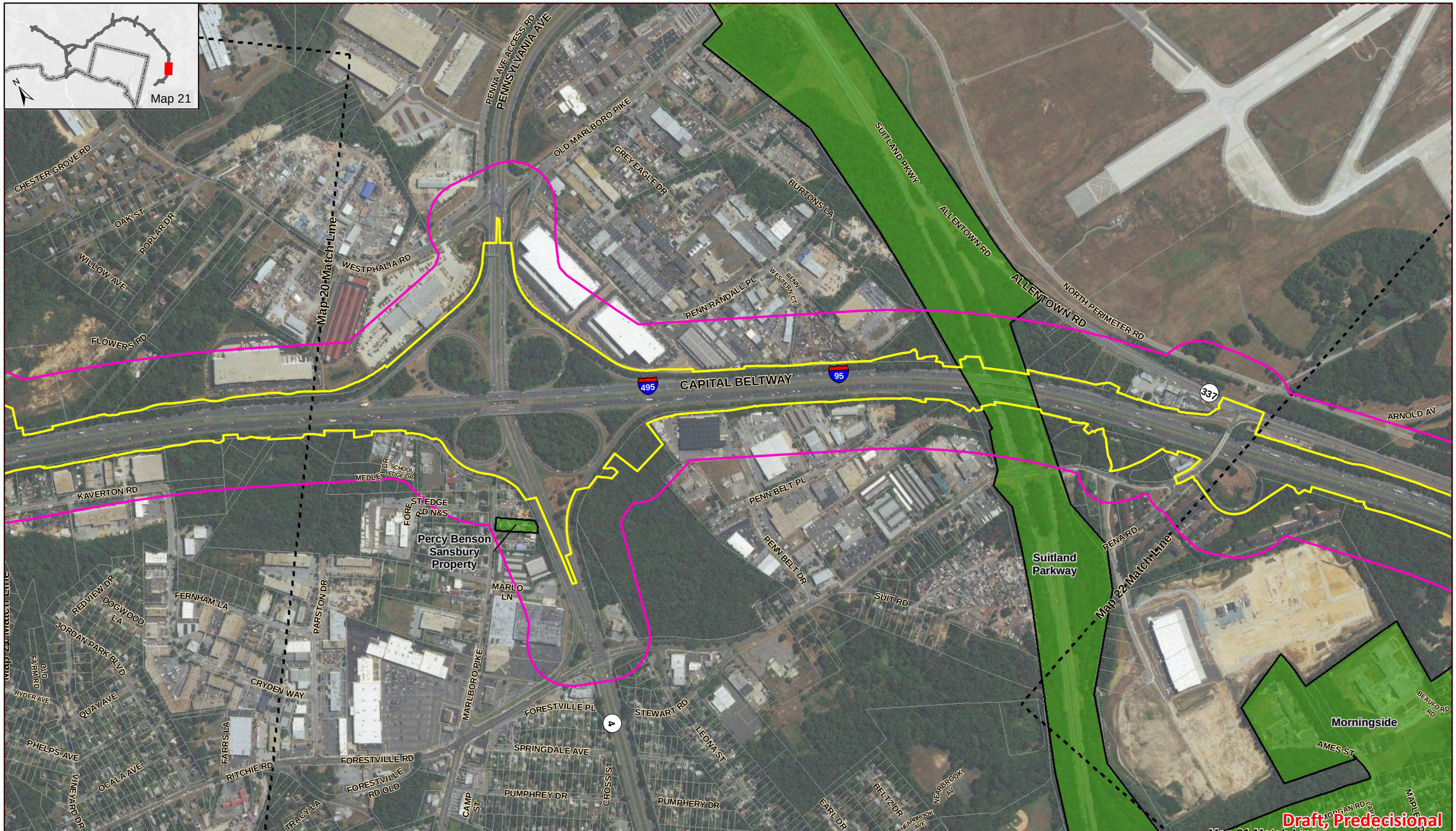
Map 20 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

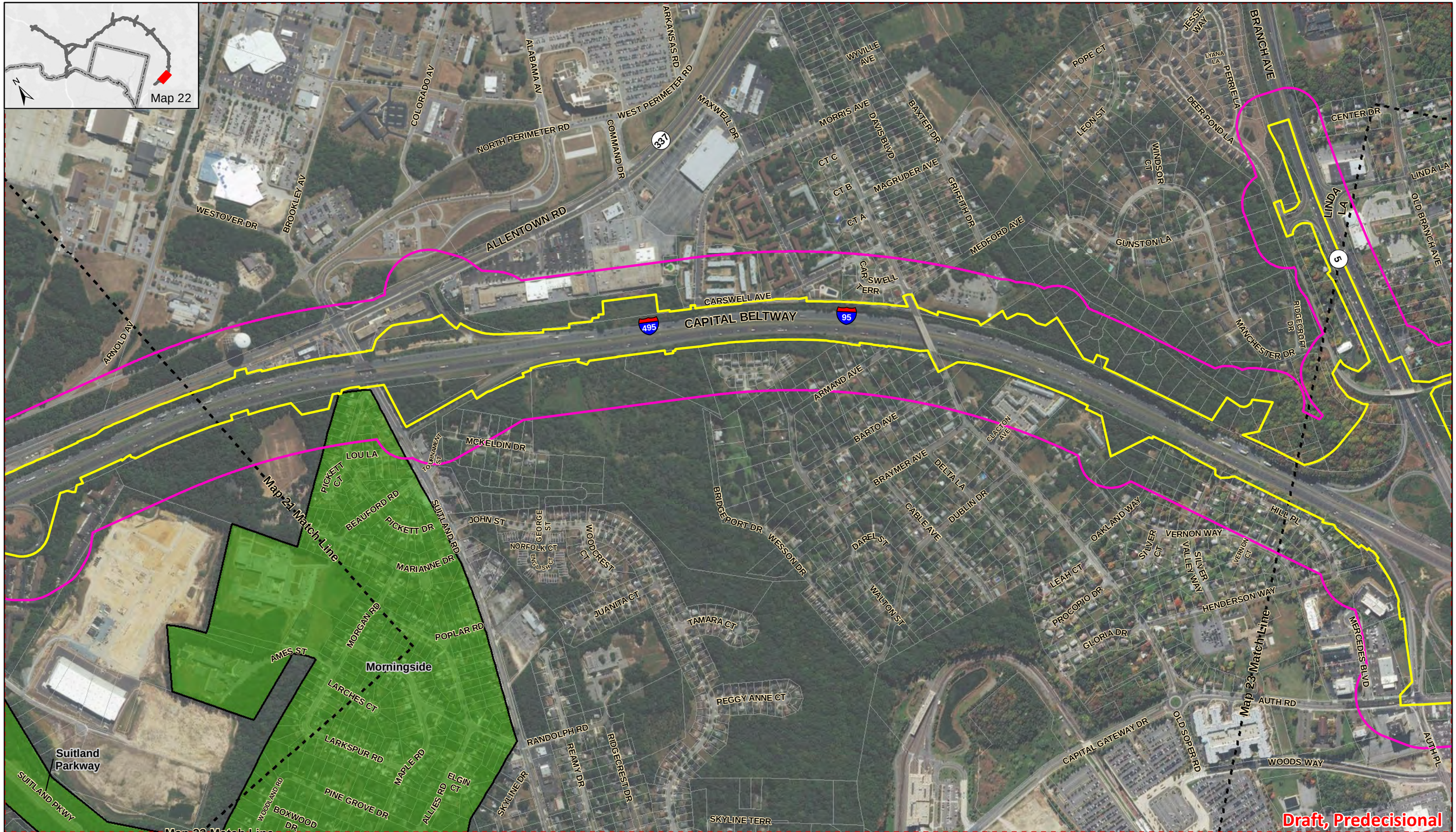
Map 21 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 22 of 29

N

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 23 of 29

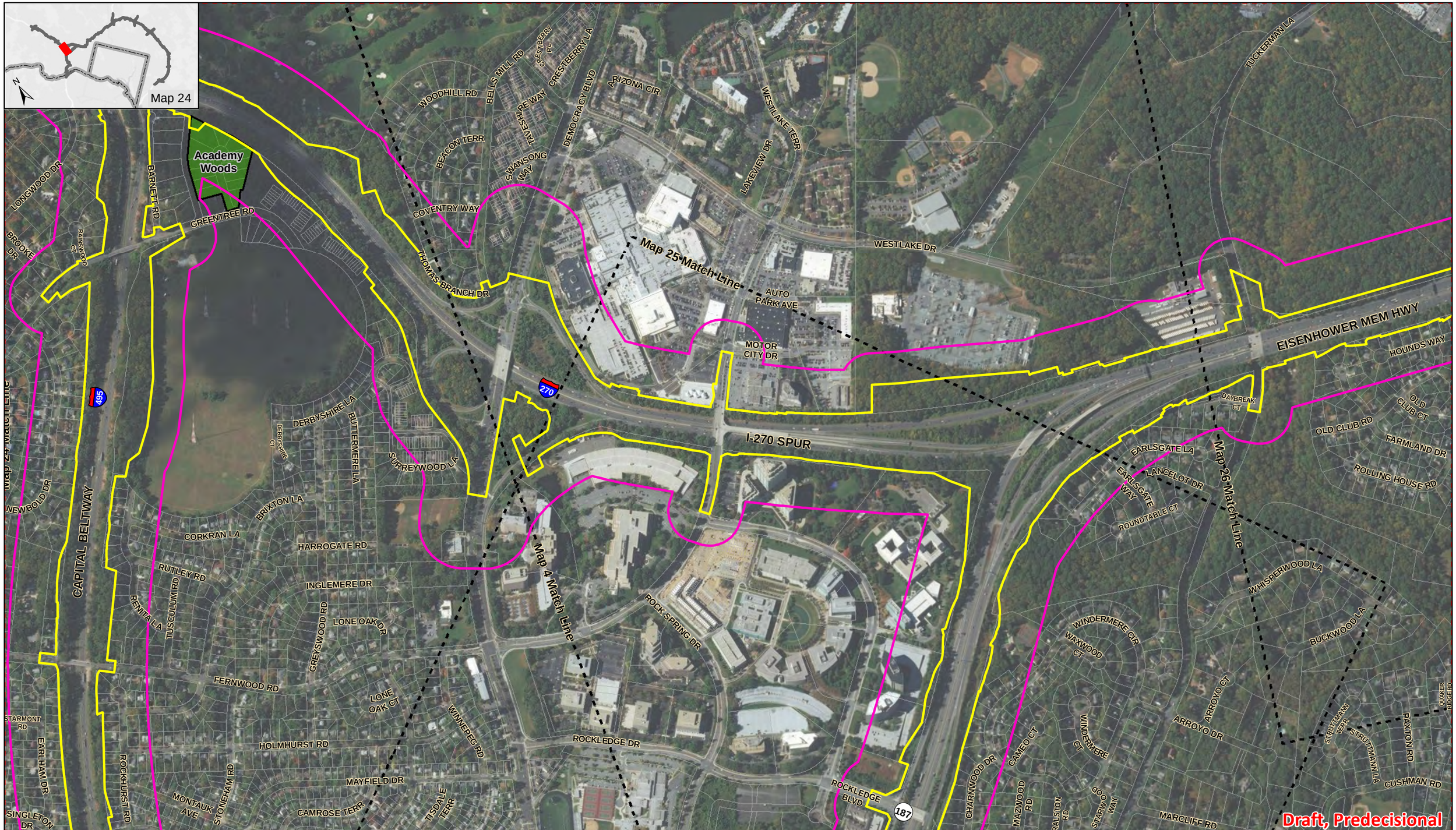
N

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

495 270 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 24 of 29

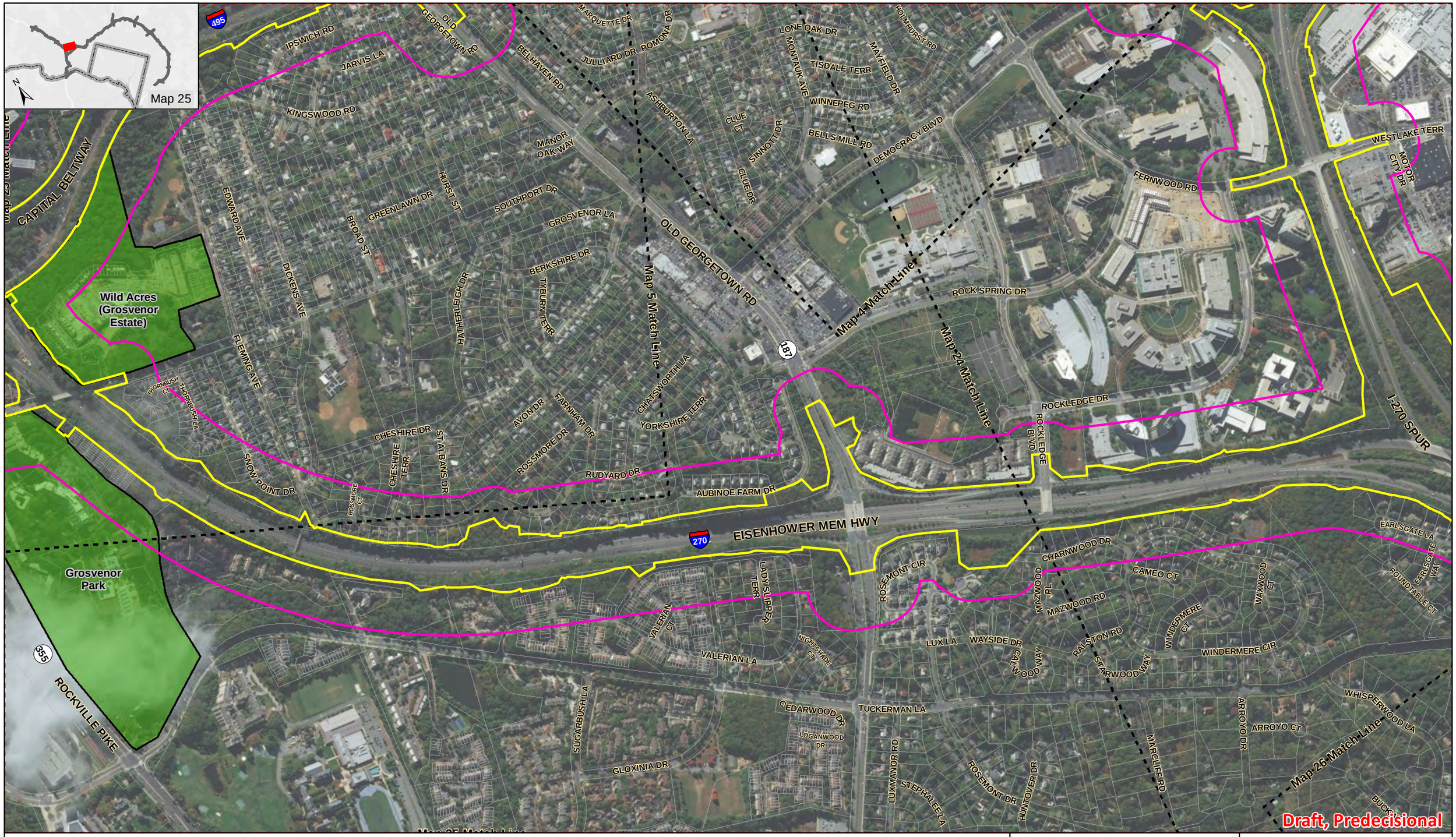
N

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 25 of 29

N

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 26 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 27 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Map 27 Match Line

Map 29 Match Line

Woodley Gardens

Ward Building

Draft, Predecisional

Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

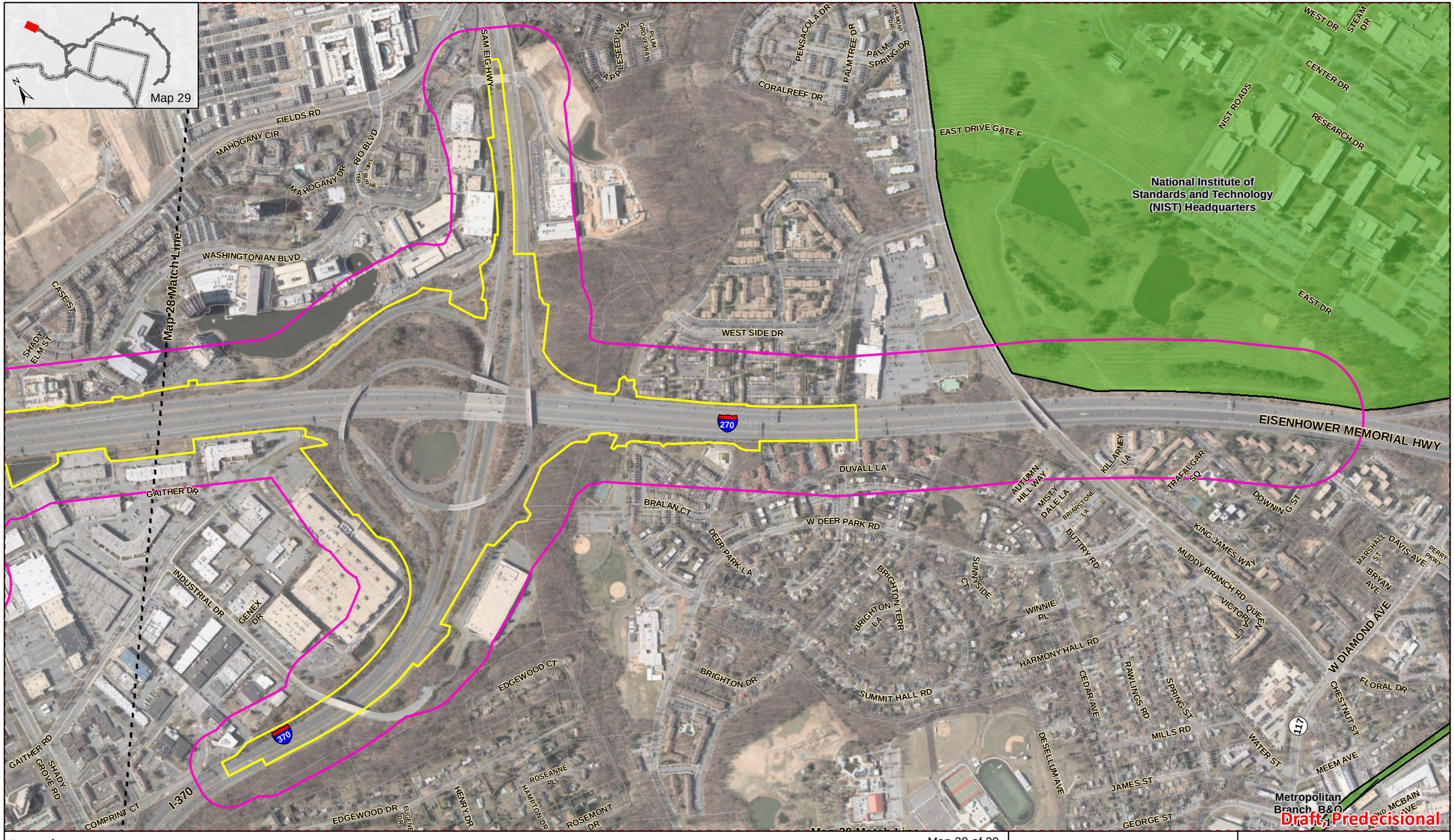
Map 28 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY



Legend

- Area of Potential Effects
- Alternative 10 LOD
- Map Match Line
- Parcels
- Historic Properties

Map 29 of 29

1 in = 700 feet

0 250 500 1,000 Feet

Architectural Historic Properties

270 495 MANAGED LANES STUDY

Appendix E

Previously Identified Historic Property Forms

DRAFT

(Intentionally Left Blank)

DRAFT

(Multiple County) PG: 69-26
AA: 5

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Baltimore-Washington Parkway
other names/site number: n/a

AA-5
PG: 69-26

2. Location

street & number: D.C. border near the Anacostia River, northeast to just below Jessup Road (MD 175) ☐ not for publication ☒ vicinity
city, town:
state: Maryland code: MD county: Prince Georges code: 033 zip code:
Anne Arundel code: 003

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☐ public-local	☒ district		sites
☐ public-State	☐ site	ca.125	4 structures
☒ public-Federal	☐ structure		objects
	☐ object	ca.125	4 Total

Name of related multiple property listing:
Parkways of the National Capital Region, 1913-1965

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☒ See continuation sheet.

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
TRANSPORTATION/vehicle-road related
" /parkway

Current Functions (enter categories from instructions)
TRANSPORTATION/vehicle-road related
" /parkway

7. Description

Architectural Classification (enter categories from instructions)
OTHER/parkways
" /NPS landscape architecture

Materials (enter categories from instructions)
foundation
walls
roof
other steel, asphalt/concrete, stone
native vegetation

Describe present and historic physical appearance.

SUMMARY DESCRIPTION

The federal portion of the Baltimore-Washington Parkway is coterminus with its historic right-of-way boundaries: extending northeast from the eastern border of the District of Columbia near the Anacostia River, through Prince Georges County and Anne Arundel County, Maryland, encompassing 1,353 acres. The nineteen-mile federally owned and maintained section of the parkway terminates just below Jessup Road (MD 175) at the Baltimore City line. The irregular right-of-way is 400 to 800 feet wide, and contains the dual-lane roadway, a variable-width median of 15 to 200 feet, a flanking buffer of natural forest and cultivated native vegetation, scores of culverts, and twenty-two bridges. The terrain is composed of generally forested, gentle hills with modest vistas but no outstanding scenic features. Although promoted since the early twentieth century, construction was not initiated by the federal Bureau of Public Roads until 1942, with most development occurring from 1950-54. Its design as a defense highway and alternative commuter route thus blends foundling parkway characteristics of landscape architecture and materials with post-war economies, so that stylistically it represents the end of a fifty-year continuum of parkway construction. The historic district includes inestimable contributing elements of landscape architecture and approximately 125 contributing structures, including eighteen bridges and numerous culverts with decorated headwalls.

DEVELOPMENT AND HISTORY

One of the earliest proposals for treatment of the land through which the Baltimore-Washington Parkway is routed came from Charles Ellicott, who would continue to influence regional development for decades to come. In American Forestry magazine (1910), he recommends the

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8. Statement of Significance

Certifying official has considered the ificance of this property in relation to other p orties:
☐ nationally ☒ statewide ☒ locally

PG:67-26

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
TRANSPORTATION	1942--54	1942, 1950
LANDSCAPE ARCHITECTURE		1954

Cultural Affiliation
n/a

Significant Person

Architect/Builder
National Park Service
Federal Bureau of Roads

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Baltimore-Washington Parkway achieves state and local significance in the areas of transportation and landscape architecture under criteria A and C: It is associated with urban development of the national capital as a federal center, it exemplifies the last period of construction for this type of road, and it is the only fully developed parkway of its kind in Maryland. It achieves extraordinary significance under criteria G as a contributing element to the national capital park and parkway system developed during the first half of the twentieth century, although the parkway itself was constructed largely between 1950-54 and is less than fifty years old. Although conceived and promoted from the 1920s, construction of the Baltimore-Washington Parkway was not initiated until 1942. Its enabling legislation justifies it: as a major scenic artery within the park and parkway system of the nation's capital; as a formal entrance to the city of Washington, D.C.; as a defense/military route among suburban federal installations and the city; and as a contributing element to the commercial and residential development of the Baltimore-Washington corridor. The parkway maintains original integrity of setting, design and associations characteristic of the earliest parkways designed for pleasure motoring--the preservation of natural topography and vegetation for scenic purposes coupled with "high-speed" elements of modern freeway design.

9. Major Bibliographical References

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See: Major Bibliographic References of the multiple property nomination "Parkways of the National Capital Region, 1913–1965."

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Previous documentation on file (NPS):
- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [xx] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:
- [ ] State historic preservation office
- [ ] Other State agency
- [x] Federal agency
- [ ] Local government
- [ ] University
- [x] Other

Specify repository: National Capital Planning Commission

10. Geographical Data

Acreage of property 1,353

UTM References

	Zone	Easting	Northing
A	18	331700	4309260
B	18	331140	4309140
C	18	331880	4309580
D	18	332590	4309650

[ ] See continuation sheet

Verbal Boundary Description

The boundary of the nominated district is delineated by an elongated polygon whose vertices are marked by the UTM coordinate points A through MM.

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Boundary Justification

The boundary is coterminus with the original right-of-way determined by the federal Bureau of Public Roads and that which is maintained by the National Park Service. It encompasses numerous manmade features--culverts, bridges, and contributing landscape-architectural elements--in addition to the natural topographic features.

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11. Form Prepared By

name/title Sara Amy Leach - Historian
organization National Park Service date 15 September, 1990
street & number P.O. Box 37127 telephone 202-343-9607
city or town Washington, DC 20013-7127 state _____ zip code _____

4. STATE/FEDERAL AGENCY CERTIFICATION

In my opinion, the property meets the National Register criteria.

Signature of commenting or other official — Date 1/19/91

State Historic Preservation Officer
State or Federal agency and bureau

creation of a National Capital Forest "beginning at the bounding line of the District of Columbia at Bladensburg and extending northeast nearly twenty miles until it crosses the Patuxent River. . . ," and extending east toward Annapolis for a total of about 100,000 acres. This vast young forest of "hardwood and pine," should be the object of applied forestry and rehabilitation, as it contained "a variety of species difficult to find in any other area of equal size."[1]

More than a decade later, he expanded and refined the vision to include control of the natural topography with reforestation and reclamation, provisions for an arboretum, and "plans for boulevards or parkways passing thru (sic) or along the sides of the proposed reservation, connecting Washington, Baltimore and Annapolis, also other roads, bridle paths and trails." This system would consist of portions of existing roads, and link up with park arrangements in Baltimore and Washington.[2]

The region through which the parkway would eventually be constructed was "gently rolling in character, the highest elevation but a little over 300 feet above sea level," and containing numerous streams and a good deal of marshy land.[3]

In the 1920s, the first substantial discussion of a "boulevard" or parkway between Baltimore and Washington addressed three much-publicized needs: to alleviate the traffic congestion on U.S. Route 1/Baltimore-Washington Boulevard, "a byword for unsightly signs and constructions"; construction of "a protected parkway figuring as the local link of the great eastern North-South highway through the two cities"; and the establishment of a ceremonial approach into Washington.[4] (In the next decade, additional criteria would arise, such as establishing access to suburban-based federal facilities, and creating a defense/military thoroughfare.) Many interested parties voiced an opinion: the Baltimore-based Manufacturer's Record and local newspapers, the American Society of Landscape Architects, and government agencies--D.C.'s Office of Public Buildings and Public Parks (OPB&PP, which merged with the National Park Service in 1933), the Commission on Fine Arts, and the Maryland State Roads Commission.

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[1] William M. Ellicott, "A National Forest," and F.W. Besley, "A Report on the Washington Forest," reprint from American Forestry (June 1910), p. 5.

[2] Stephen Child and William Ellicott, "Report of the American Society of Landscape Architects on National Forest and Regional Plan, Washington, D.C." (February 1921) RG 66, Box 27.

[3] Ibid Child and Ellicott.

[4] "Report to the Baltimore Chapter A.I.A. by its Committee on National Capital Regional Plan (27 May, 1936).

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Several variations on the parkway theme were proposed.[5] OPB&PP Director Clarence O. Sherrill envisioned a parkway spanning 100 to 1,000 feet for light, high-speed traffic, with no rail or auto crossings:

> It would seem very desirable to me to work out, in connection with the extension of the National Capital Park system, a real park boulevard connecting Washington and Baltimore entirely independent of the present turnpike, . . .to have such boulevard confined to passenger traffic and of such width as to provide ample tree space; to construct it preferably with two roadways, having parking in the middle and also on either side, . . .follow the contours of the land so far as possible to acquire reasonable grades. . . There should be utilized for the route the forested valleys and branches of the streams between Washington and Baltimore, . . .the Anacostia River, the Patuxent, the Little Patuxent, the Middle Patuxent and the tributaries of the Patapsco.[6]

Similarly, landscape architect T.C. Jeffers proscribed a "high-speed" road within a right-of-way of 300 to 1,700 feet wide as an "essential route for rapid and uninterrupted travel" among federal offices and parks.[7]

The Washington Times, too, supported the "proposed parkway boulevard between Washington and Baltimore [that] would not only meet the increasing needs of traffic, but would provide a magnificent entrance to the National Capital."[8] The military significance of such a road, linking Forts Myer and Howard, Camp Meade and the Naval Academy in Annapolis, also surfaced as an enticement "to move the administration to help finance it as a war insurance measure." This argument failed here, but ultimately became the impetus for successful construction of Suitland Parkway during World War II.[9]

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[5] Nolen to Demaray (4 March, 1948) RG 328. The name was always intended to be Baltimore-Washington, because of the many visitors coming to the capital, and it was felt "that name would serve to interest Maryland in completing its part of the route beyond Fort Meade."

[6] "Public Not Yet Awake to Full Needs of Highway Expansion," Manufacturer's Record (26 November, 1925); C.O. Sherrill to Victor H. Power (23 October, 1925). RG 328.

[7] T.C. Jeffers, "Baltimore Parkway: Its Purpose and Relation to U.S. Department of Agriculture Property in Vicinity o Beltsville" (4 June, 1935).

[8] Editorial, "For Washington-Baltimore Parkway Boulevard, Washington Wants It," Washington Times (17 October, 1925).

[9] Victor Power to C.O. Sherrill (21 October, 1925); Wm. M. Ellicott to Frederick A. Delano (21 October, 1925). RG 328.

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None of these road schemes would have an administrative means for completion, however, until 1926 when the National Capital Park and Planning Commission was created (to replace its 2-year-old predecessor, the National Capital Park Commission). The NCP&PC's all-important mission was to "provide for the comprehensive, systematic, and continuous development of park, parkway, and playground systems of the National Capital."[10] Chaired by Frederic Delano, president of the American Planning and Civic Association (and FDR's uncle), the NCP&PC would become a major determiner of urban aesthetics during expansion of the Washington metropolitan area.

Jay Downer, an engineer, and Gilmore D. Clarke, a landscape architect, were specialists in urban planning and served as consultants for the development of the Baltimore-Washington Parkway. In New York, Downer had been chief engineer with the Bronx River Parkway Commission and the Westchester County Park Commission, which earned him honorary membership in the American Society of Landscape Architects.

Clarke was a consulting landscape architect on the Mount Vernon Memorial Highway and its model, the Westchester parkway system, until 1935. He then established a practice in New York with Michael Rapuano, and concurrently served as dean of Cornell University's College of Architecture for many years. Clarke served on Washington's Commission of Fine Arts from 1932-50, for thirteen years as chairman.

Thomas C. Jeffers, Sr., (1889-1952) served as principal landscape architect for most of the Washington parkway system. He also worked in the Olmsted Brothers' Massachusetts office for six years prior to joining the OPB&PP in 1923, then went with the NCP&PC when it was created in 1926. Jeffers's twenty-six-year career included the design of the George Washington Memorial, Suitland, and Rock Creek and Potomac parkways, as well as Anacostia Park, and he was a consultant to the Maryland-National Capital Park and Planning Commission.[11]

NCP&PC planner Charles Eliot, II, was descended from a family of landscape architects. His father worked with the Olmsted Brothers and is credited with founding the first metropolitan system of parks in Boston.[12] Two others who contributed to development of the Baltimore-Washington

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[10] Cited in Frederick Gutheim, Worthy of the Nation (National Capital Planning Commission, 1977), p. 169.

[11] L.Z., "Thomas C. Jeffers Sr., A Biographical Minute," Landscape Architecture, vol. 42, no. 4 (July 1952), p. 173.

[12] Newton, Design on the Land, p. 389.

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Parkway in later years were Harry T. Thompson, associate superintendent of the National Capital Parks, and Domenico Aunese, NPS landscape architect from 1946-51. William Housmann was architect of the bridges, which were designed during the war years. Collectively and continuously, these men directed the planning, design, and implementation of Washington's park and parkway system.

> The 1926 act vested powers in the National Capital Park and Planning Commission to prepare a comprehensive plan, but parkways to and through the city remained the dominant themes in the agency's work program.[13]

In 1928, architect and NCP&PC member Milton Medary espoused the landscaped-parkway ideal as an entry to the city: "He spoke highly of the approach to Washington from Baltimore by way of the Anacostia valley" route, among others.[14] This northerly approach was a particular eyesore, according to an AIA assessment, which noted that "no other great Capital in the world is approached through such unattractive surroundings as those encircling Washington on the Maryland side."[15] About the same time, Eliot urged parkway connections between Oxen Run and the Eastern Branch of the Anacostia River, and encouraged a riverside drive on the Virginia shore similar to that of the Potomac Palisades Parkway--as well as the encircling Fort Drive circuit that would never materialize. Addressing the Anacostia Park development, his 1927 report to the NCP&PC confirms that discussion of a regional connection had been ongoing for many years:

> Between Washington and Baltimore, a number of parkway routes have variously been suggested. The valley of the Eastern Branch offers the opportunity to combine a parkway route with provision of park and play space for the rapidly growing communities along the present Baltimore Boulevard. A parkway from Baltimore and Camp Meade through the valley of Indian Creek and the Eastern Branch might properly enter the Anacostia River Park at the District Line and lead the visitor to the Nation's Capital by the Training School and Arboretum.[16]

After years of debate over location, construction of the new National Arboretum commenced in 1927 between Mount Hamilton, Hickey Hill, and Anacostia Park. Both Anacostia Park and the

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[13] Ibid., p. 170-71.

[14] Ibid., p. 196.

[15] "Report to Baltimore Chapter A.I.A. by its Committee on National Capital Regional Plan" (27 May, 1936), p. 1.

[16] Charles W. Eliot II, "Preliminary Report: Park System for the National Capital Washington Region" (February 1927), p. 13.

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Arboretum represent links in the park system dependent upon parkways for access. (In fact, in 1945 it was proposed that Arboretum staff take responsibility for planting and maintenance of the parkway to provide "a very considerable extension of its present territory"; a concept all parties agreed upon, but that apparently was never implemented.[17]) Anacostia Park also contains the related Kenilworth Aquatic Gardens, and was slated to contain a connector parkway heading south along the Potomac River. This development along the D.C.-Maryland line spurred officials from both jurisdictions to seek a cooperative regional agreement.

In Maryland, where complementary planning and legislation was required if the definition of regional byways was to be fulfilled, William M. Ellicott early on urged the undertaking of a very large park system with a parkway component. He wrote:

> I am strongly urging cooperative planning and park and suburban development between Baltimore and Washington and the linking up of drives which may be made to follow stream valleys and forest lands[:] Roads along various branches of the Patuxent, the Patapsco, and the Falls of the Potomac. . . .[18]

By June 1928, according to a newspaper account, the Maryland State Roads Commission had re-evaluated its appraisal of only five years earlier--that an additional Baltimore-to-Washington road was unnecessary--and predicted that within a decade the proposed "boulevard" would be in place; constructed by the state and on which commercial traffic was to be banned.[19] This assessment was based on the fact that the state could not singlehandedly afford to build a new road through Prince Georges and Anne Arundel counties, so after the federal portion was determined, "the State Highway Department of Maryland at a subsequent date picked up the conception of a parkway on to Baltimore. . .more or less hitching their wagon to a star."[20]

The Maryland-National Capital Park & Planning Commission (MNCP&PC) was created in 1927 to represent portions of Montgomery and Prince Georges counties and complement the NCP&PC. Endowed with the power to acquire land and levy taxes, the commission's tasks were greatly influenced by the author of its comprehensive plan, planner and engineer Irving R. Root. Later, in 1943, legislation was passed that gave the state the power to acquire or condemn needed land "for

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[17] U.S. Grant to Frederic A. Delano, "Baltimore Parkway, Extension of Arboretum" (20 March, 1945).

[18] Wm. Ellicott to Mr. Coldren (June 13, 1928) RG 328.

[19] "New Washington Road Predicted," Baltimore Sun (June 1928). RG 328.

[20] Hearings before the Committee on Public Works on H.R. 5990, No. 81-10 (1-2 February, 1950), p. 16.

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the construction of a parkway, highway, motorway or freeway between the City of Washington, D.C., and the City of Baltimore. . . ."[21]

The NCP&PC advocated the parkway project in its annual reports from 1926 to 1929, but the vehicle for the federally owned portion--as far north as Camp Meade--came in 1930 with the Capper-Cramton Act (H.R. 26). Ulysses S. Grant, III, head of the NCP&PC, recognized the potential of the bill to finance a model parkway that would increase the region's tax base, while recognizing the project as a cooperative effort between federal and state authorities:

> There seems to be great opportunity for a parkway similar to the Bronx Parkway in Westchester County, New York, between Washington and Baltimore, following up the Anacostia River and its tributaries. Such a parkway would be a source of delight to a great many people and I believe of economic benefit to the country it would cross. . . . The federal government is ready to do a part in such a project in the immediate vicinity of the National Capital, but evidently Baltimore and Maryland will have to do the rest.[22]

Conrad Wirth, of the NPS and the NCP&PC, contacted the Baltimore Board of Park Commissioners for this reason, "regarding the possibility of drawing up a complete plan showing the possibilities of such a [road, though conceding that] the Washington-Baltimore Parkway is still some distance away."[23]

The approximate route of the parkway was mapped out as early as 1927. It extends out from a well-developed Anacostia River and Bladensburg-area park, and culminates in a proposed Patuxent River valley park; along the way, the linear parkway clings to the east flank of the B&O Railway right-of-way, traversing about ten miles of existing federal and District property owners.[24]

One option readily defeated as impractical was to widen the existing Washington-Baltimore Boulevard, rather than build the parkway anew. Widening and rebuilding had already occurred

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[21] Laws of Maryland 1943, Chapter 644, filed 29 September, 1944.

[22] U.S. Grant, III, to William Ellicott (21 June, 1930).

[23] Conrad Wirth to William Morris (11 December, 1930) RG 328.

[24] NCP&PC and Charles Eliot, "Park System for National Capital Washington Region, Project C, Baltimore Camp Meade Parkway (February 1927). RG 66.

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once during the 1930s, and many felt it would be the more expensive choice because of the high price of abutting land that was already littered with roadside development: an estimated $1,000 per developed acre compared to $20 per acre for new land.[25] Another reason for creating two distinct roads was the segregation of commercial and non-commercial traffic, for it was the "large amount of passenger car traffic which now congests this route, which when mixed with the commercial traffic, makes that route so hazardous."[26] For many years Route 1 was blamed for having "one of the highest accident and fatality rates of any comparable highways in this country."[27]

The proposal for a Baltimore-Annapolis-Washington wilderness area was revived in the early 1930s when the U.S. Forest Service received an emergency fund of $20 million to purchase lands for a national forest. It also was thought of as a convenient vehicle with which to expediate parkway construction, by using Civilian Conservation Corps labor and avoiding a special appropriation.[28] The forest scheme was also advocated as a form of disguising the parkway's taking lines then being studied, so as to avoid purposeful inflation of land prices in the selected right of way.[29] By this time, however, there had been substantial publicity about the parkway and its route between the two cities, and this could not have been construed as a serious ruse.

Despite the years' discussion of the parkway, the Public Roads Administration cited the first real efforts toward construction as a MNCP&PC report of 1937. In "Regional Planning, Baltimore-Washington-Annapolis Area," traffic-survey statistics show that nearly 80 percent of travelers had locations in Maryland, Virgina or Washington, as their origin or destination. The parkway, as proposed in the report, commenced at the D.C. boundary and Anacostia Creek, running north through the U.S. Department of Agriculture's Beltsville facility, west of Fort Meade, and on to Baltimore; new rights-of-way were recommended, as was immediate construction financed with federal assistance--perhaps through the Federal Aid Highway Act. The next year, a reconnaissance survey of the proposed area was undertaken by the Bureau of Public Roads, which determined three potential routes for the parkway.[30]

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[25] Fisher to Ellicott.

[26] John Nolen Jr. to Samuel Lauver (31 May, 1944).

[27] Secretary of the Interior to George E. Dondero (14 April, 1948).

[28] Ward Shepard, "Proposed National Forest between Washington and Baltimore" (28 May, 1933).

[29] D.K. Este Fisher Jr. to William Ellicott (28 February 1935).

[30] H.J. Spelman, "Baltimore Parkway" (28 August, 1944), p. 2. RG 328.

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> Later on, informal agreement was reached that the Bureau of Public Roads would develop surveys between Washington and the northern limits of Fort Meade, and that the Maryland Roads Commission would develop surveys between that point and Baltimore. . . . From Jessups Road to Baltimore the Maryland State Roads Commission had charge of the construction of a modern freeway as part of their regular Federal-aid program.[31]

As late as the 1940s, when authorities continued to ponder the route question, interested parties including the Prince Georges County Citizens Association, Prince Georges County Federation of Certified Associations, and the MNCP&PC endorsed this path as one that would best serve the county. The MNCP&PC passed a resolution reasserting that the parkway "vitally affects the future planning of this commission for the metropolitan area and is of particular benefit and great interest to the citizens of Prince Georges County."[32]

The extent of the parkway envisioned in the 1940s was more extensive than that ultimately constructed, due in large part to the failure of other park and parkway elements such as the Fort Drive, an extension of Constitution Avenue, and a southerly Maryland branch of the George Washington Memorial Parkway.

Its planning continued during the early 40s, with construction slated for the five-year period beginning at war's end. All surveys, plans, and supervision of construction were conducted by the Bureau of Public Roads (now Federal Highway Administration); landscape and architectural features were designed by NPS staff; general plans were approved by the NCP&PC, and structures were approved by the National Fine Arts Commission, at the time chaired by Gilmore Clarke. Local road changes were approved by the Maryland State Roads Commission and MNCP&PC.[33]

The war was one justification "for an express highway joining the National Capital with a series of federal installations to the northeast, culminating at Fort Meade. . . . The Commission selected a route going largely through grounds already owned by the federal government, so as to reduce the cost of the right-of-way to a minimum."[34] The designation of 'expressway' is aprapo in this context,

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[31] Department of Commerce, Bureau of Public Roads, "Final Construction Report, Vol. 2: Roadway, Baltimore-Washington Parkway" (n.d. 1955), p. 6. Located FHWA final construction report files, Arlington, Va.

[32] MNCP&PC, "Resolution" (6 April, 1944), RG 328.

[33] Department of Commerce, "Final Construction Report," vol. 2, p. 12.

[34] U.S. Grant to George Dondero (3 February, 1950)

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for historically one important parkway characteristic is that its composition be of new and undeveloped land that is as remote as possible--for scenic and economic reasons. As the parkway exists today, it is a combination of expressway and parkway qualities.

Among the facilities and the employees that the parkway intentionally served were the Agricultural Research Center (2,500 workers) and Fort Meade (10,000 residents); Schrom Airport (near Greenbelt) and Baltimore Friendship Airport; the Patuxent Wildlife Refuge (50 persons), the D.C. Home for Feeble-minded Children and, in the District, the National Training School for Boys (900 persons), and the new site of the National Arboretum. Most important in the post-war context of organized housing and park land, is Greenbelt (more than 7,000 persons).

The latter was built as a model planned garden community, one of a trio of "greenbelt" residential areas developed by the Resettlement Administration as a model solution to the nation's critical housing shortage. The Washington region was selected as the first site because there were no existing housing vacancies and rental costs were 30 percent higher than comparable cities. The location was determined not only for an absence of significant development, but because the adjacent landowner, the Agriculture Department, agreed to purchase the property for its experimental farm if the housing project failed. Construction of the crescent-shaped Greenbelt commenced in 1936, and the first tenants moved in a year later.[35]

The novelty of Greenbelt was--and remains--its network of neighborhood units, interior parks and walkways, and segregated vehicular and pedestian circulation. In addition to a noteworthy layout, it features an 1,100-acre park directly accessed from the parkway. Although the Greenbelt Park operated by the NPS-NCR today is not as fully developed as designers of the '40s had planned, it contains many of the elements. According to a proposed plan, the parkway was to bisect the park with visitor services provided on both flanks, including an eighteen-hole golf course; organized and tourist camp areas; and recreation, picnic, and hiking areas.[36] Today the park is largely undeveloped, offering tent camping, picnic sites, and hiking trails; it carries on the integrated park, parkway, and suburban development idealized by urban planners at the time. Greenbelt's distinctive feature was its parkland buffer, "a safeguard against haphazard development," that could be used for

[35] Mary Lou Williamson, ed., Greenbelt: History of a New Town, 1937-1987 (Norfolk/Virginia Beach: Donning Co., 1987), p. 25.

[36] T.C. Jeffers, "Study of Proposed Park and Recreation Development, Greenbelt Area" (August 1949). RG 79.

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gardening, recreation, or future development.[37]

When Greenbelt was conceived, there was little significant private development along the Washington-Baltimore corridor. A 1940 real estate atlas of Prince Georges County shows the parkway occupying the least-developed stretch of land between the District (east) and Anne Arundel (west) lines, and between the Pennsylvania Railway (south) and Route 1 (north). Residential subdivisions in the Riverdale area were thick along the east flank of Route 1, with the town of Cheverly beginning to expand outward; Greenbelt remained the lone subdivision at the north end of the parkway route through the county.[38]

That housing subdivisions the likes of Riverdale, Bladensburg, and Greenbelt were beginning to dominate the countryside on Washington's outskirts, is evidence of the new role of the car and regional road systems, affording the "greater possibility of decentralized habitation and recreation."[39] More than twenty years later, the same conclusion was drawn in a report on the Baltimore-Washington region:

> The most significant finding. . .is that transportation is not the dominant or controlling factor in shaping our cities. With the mobility provided by the automobile, the urban dweller has, for all practical purposes, been freed of distance limitations in his choice of a place to live.[40]

The Baltimore-Washington Parkway certainly had a positive impact on economic development in Prince Georges County--and in particular along this northeast corridor--although it is impossible to determine how much of it is in addition to that which would have occurred naturally. One report predicted that "the fantastic growth in the Baltimore-Washington area since the end of World War II is but a sample of things to come."[41]

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[37] Williamson, p. 31.

[38] Plat Book of Prince George's County, Maryland, vol. 1 (Philadelphia: Franklin Survey Co., 1940).

[39] Nolen and Hubbard, Parkways and Land Values, Harvard City Planning Studies XI (Cambridge: Harvard University Press, 1937), introduction.

[40] National Capital, and Baltimore Regional Planning Councils, "Baltimore-Washington Interregional Study" (late 1960s?), p. 1.

[41] National Capital, and Baltimore Regional Planning Councils, "Baltimore-Washington Interregional Study" (no date, late 1960s?), p. 1. RG 328.

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Historically, the economic impact of a parkway on a region is founded on a tax-base expansion that might otherwise not exist, balanced against federal acquisition of land that diminishes the amount of taxable property. The built-in advantage to the Baltimore-Washington Parkway centered on existing government ownership of about one-third of the land over which it was routed. In terms of regional economics, since there was no optional and taxable use for the abutting property, the parkway could only represent an asset to the area.

The more typical circumstances of the Westchester (NY) parkway system reveal certain absolute new growth. Overall county growth rose 585 percent between 1910-32, while growth in the "affected area" of the parkway rose 1,278 percent during the same period. This gain "was the result of the interaction of the parkway or any other specific element," including the character and growth of the population.[42] Evidence on behalf of the Bronx River system shows "the parkway at least participated in creating gains and that the measure of its participation was greater in the narrower strip adjacent to it."[43]

Private industry, federal agencies, residential subdivisions, and transportation entities that subsequently situated near the parkway recognized that "the zones along the corridor of transportation routes leading to Baltimore have the highest [potential-growth] values in the county."[44] Since the 1950s, Prince Georges County and Doctor's Hospitals have been built nearby, as was Baltimore-Washington International Airport. During the late 1940s, a review of sites for an airport to serve the increasing number of personal and business aircraft revealed not only that fast access to the capital was a priority, but the future need for airports "must be met largely outside the more densely developed suburban sections in Montgomery and Prince Georges counties in Maryland and in Fairfax, Virginia."[45] Today, some of the county's largest clusters of office and research-and-development buildings--in Beltsville, Greenbelt, Laurel--rely on the parkway for arterial access.[46]

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[42] Nolen and Hubbard, p. 93-94.

[43] Nolen and Hubbard, p. 93.

[44] Franz Vidor and Richard Kraft, "Preliminary Draft of the Baltimore-Washington Interregional Study Report" (30 June, 1960), p. 13. RG 328.

[45] NCP&PC Coordinating Committee, "A Preliminary Study of Possible Sites for One or More Airports for Personal Aircraft in the District of Columbia" (January 1948).

[46] Prince Georges County Economic Development Corporation, "Prince George's County, Maryland: Survey of Office and R&D Buildings" (December 1987).

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Similarly, the latest federal organizations to locate directly adjacent to the parkway are the National Security Agency and NASA's Goddard Space Flight Center.

In 1969 the parkway was briefly designated as a component of Interstate 295; and in 1982 it was dedicated to Gladys Noon Spellman, a former congresswoman from Maryland who died in 1988.

LEGISLATION

The history of the Baltimore-Washington Parkway's enabling legislation and funding is closely tied to the evolution of the American highway program as a whole. It also reflects the changing role of roads, from pleasure-vehicle use to one of speed and convenience--and the Baltimore-Washington Parkway's ultimate function as a little of each.

Just as automobiles spurred the development of recreation-oriented parkways, they instigated a series of highway offices and schemes. The Office of Public Roads and Rural Engineering was formed in 1916, within which was a division devoted to national park and forest roads. The same year, the Federal-Aid Road Act appropriated $75 million to help the states finance construction or improvement of public roads used for mail delivery. The bill also provided $1 million annually, for ten years, for the construction of highways in, or partially in, national forests. An amended Federal Highway Act of 1921 largely retained the features of the earlier act; and in 1939 the Office of Public Roads was removed to jurisdiction of the Federal Works Agency and it was renamed the Public Roads Administration. The Federal-Aid Highway Act of 1944 authorized $500 million a year for the first three post-war years; use of federal aid for urban areas; and specified a National System of Interstate Highways up to 40,000 miles. In 1949 the Public Roads Administration was transfered from the Agriculture Department to the Commerce Department.[47]

Specific to parkway development, short-lived federal legislation was enacted in 1934 in which each state was required to spend not less than 1 percent of federal highway funds for "appropriate landscaping of parkways and highway roadsides," but in 1940 a new bill allowed for the acquisition of "strips of land necessary for the restoration, preservation, and enhancement of scenic beauty adjacent to scenic highways."[48]

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[47] Truman Strobridge, Records of the Bureau of Public Roads, No. 134 (Washington, D.C.: National Archives, 1962), pp. 2-5; Department of Transportation, America's Highways 1776-1976, p. 456, 487.

[48] U.S. Department of Transportation, Federal Highway Administration, Scenic Byways '88 (April 1988), p. xiii.

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Authorization for the NCP&PC to acquire land and rights-of-way for this and other parkways dates to the Capper-Cramton Act of 1930. This presented a financial dilemma for Maryland, which wanted to complete the parkway on up to Baltimore, for the legislation says "the United States is not to share in. . .the cost of construction of roads [in Maryland] except if and as Federal aid highways."[49] Parkways, by banning trucks and therefore excluding the entire class of commercial traffic, were ineligible for this aid package. In 1944, however, Public Roads Administration Commissioner Thomas MacDonald reported that, "We now have authority to add to Federal Aid Highways any parkway so designated by the State Highway Department."[50] Ultimately, the federal government paid half the cost of the $15 million Maryland-owned portion of the parkway. To facilitate acquisition of the parkway land, Maryland enacted a blanket consent giving the U.S. government the right to buy, condemn, and receive any land or easements through the MNCP&PC "for the construction of a parkway, highway, motorway or freeway" between Baltimore and D.C. [51]

After nearly three decades of delays, the parkway project finally got underway on 9 September, 1942. Under presidential directive, the Public Roads Administration received a $2 million appropriation of unobligated National Industrial Recovery Act funds to purchase nongovernment-owned right-of-way for the parkway, and to construct it as a national defense measure, primarily to serve Fort Meade.

> At the time this move was initiated, the officials of the State of Maryland were called in and asked if they would cooperate, . . .that they would continue the highway on to Baltimore. The officials of Maryland agreed to do this.[52]

According to this agenda, the parkway was to be completed in 1945-47. Yet, two years later little progress had been recorded. In addition to the war-related conservation of materials, the NCP&PC and Public Roads Administration were still unable to agree on a route for the parkway, or on the nature of traffic to use it.[53]

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[49] Capper-Cramton Act (Public-No. 284--71st Congress. (29 May, 1930)

[50] NCP&PC Minutes (16-17 March, 1944).

[51] Laws of Maryland 1943, Chapter 644, Section 1-31A.

[52] Congressional Record--House, vol. 96, no. 103, 81st Congress/2nd session (15 May, 1950), p. 7126.

[53] Minutes of the NCP&PC (17-18 February, 1944), RG 328. Thre was also concern that the funds would be lost if not used by 30 June of that year.

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In an effort to refuel the project, bills were introduced in 1948 to dually fund the Baltimore-Washington and Suitland parkways as defense projects to access Camp Springs. The NCP&PC, which considered them "essential elements in a comprehensive and coordinated plan of parkways" for the region, supported it. But "because the Suitland Parkway is already laid and paved on one roadway, whereas the Baltimore-Washington Parkway would require many millions to complete or make usable," the projects were divorced from one another and subsequent legislation was quickly approved for the former road.[54]

Later that year H.R. 5990 was introduced in Congress, which authorized completion of the Baltimore-Washington Parkway and removed its control from the Bureau of Public Roads to the National Park Service. During 1950 hearings on the bill before the Committee on Public Works, it was reported that all the Maryland-owned portion had been surveyed, 7.2 miles was under construction, and 5.3 miles was programmed.[55] Delays at the federal end became potentially embarrassing, as Congressman Lansdale G. Sasscer of Maryland pointed out:

> We are confronted with a situation where we have the Government having started a project, the State of Maryland came on to meet it and now it is not finished and is a complete loss unless it is finished.[56]

Consequently, the cost of completing the federal section was estimated at $13-$15 million, and although its scenic properties remained integral to construction, by this time it was conceded that:

> The main reason. . .is not to construct a parkway. There are two reasons for it. One is access to Government property, and the other is to alleviate the traffic on Roadway No. 1.[57]

In July 1950 the Senate concurred with the House of Representatives' recommendation for passage of the bill with only minor changes, and it became law shortly thereafter. According to Section 2:

> The parkway shall be constructed, developed, operated, and administered as a limited access road primarily to provide a protected, safe, and suitable approach for passenger-vehicle traffic to the National

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[54] T.S. Settle to Grant, Demaray and Nolan (3 June, 1949).

[55] No. 81-10 Baltimore-Washington Parkway Hearings, p. 34.

[56] No. 81-10 Baltimore-Washington Parkway Hearings, p. 47.

[57] Congressional Record–House (25 May, 1950), p. 7792.

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Capital and for an additional means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia.[58]

CONSTRUCTION SEQUENCE

The twenty-nine-mile parkway was constructed as two separate but connecting units: The northern, ten-mile Maryland section was built in 1949-51 by the Maryland State Roads Commission in cooperation with the federal Bureau of Public Roads, which was responsible for building the nineteen-mile southern portion.

FEDERALLY OWNED AND MAINTAINED SECTION

The $2 million funding in 1942 marks the official commencement of the design process, financed the clearing, grading and draining of two single-lane segments of road, and the acquisition of land to complete the right-of-way. The MNCP&PC acquired the right-of-way between the D.C. line and Bladensburg with funds advanced by the NCP&PC. Three-mile road fragments were constructed at the southern terminus from the Bladensburg Peace Cross to Greenbelt, and at the northerly terminus from Laurel Road to the Jessup Road entry to Fort Meade.

Additional construction funding was not legislated until 1950--not to exceed $13 million, later raised to $14.5 million--but the preparation of drawings and plans continued throughout the war. Including the original $2 million appropriation, as of 1950 the parkway cost $770,000 per mile.

Sixteen bridges with a pavement width of 72 feet were slated, at an estimated cost of about $5.3 million. About one and one-half miles of state and county roads were rebuilt, and three miles of local roads relocated. Two 24-foot divided pavements were built, with area for a third lane "that will undoubtedly be built in the near future."[59]

National Park Service and Public Road Administration officials cooperatively designed parkway bridges throughout 1944-45. Good Luck Road was "one of the first structures built on the parkway," and it is nearly identical to the Seminary Avenue Bridge of the Cross County (NY)

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[58] U.S., Statutes at Large, LXIV, p. 401. In June 1952, Congress increase the appropriation for building the Baltimore-Washington Parkway to $14.5 million, U.S., Statutes at Large, LXVI, p. 159.

[59] Congressional Record, (25 May, 1950), p. 7793.

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Parkway, designed by Gilmore Clarke about 1930.[60] Both feature twin spans with buttresses at the median and each wingwall; the whole covered with rough-faced ashlar in the form of cladding, voussoirs, quoining, and concrete coping. Ironically, Clarke was responsible for some of the most picturesque and derivatively styled bridges of the earlier Westchester County parkway system that combine reinforced concrete, steel, and iron with the texture of rough-faced stone cladding and unique designs.[61]

More than a decade later, his attitude reflects the cleaner design aesthetics brought on by the war and improved technology. Clarke then advocated that a "more or less standardized design may be adopted for similar structures, which could be generally used throughout" and, he confessed:

> As I look at bridges which I designed twenty and more years ago, I feel like taking an ax and cutting off the excrescents which in my younger days I deemed necessary. Now the simpler we make bridges, the better we like them and, incidentally, the more simple the structures are, the better they stand the test of time.[62]

The American Society of Landscape Architects (ASLA) committee charged with studying parkways and roads came to the same conclusion in its 1950 policy adopted toward parkway bridges:

> Which in essence eliminates the purely stylistic, traditional or eclectic approach in favor of designs rooted in. . .basic principles of architectural design. This does admit the judicious use of stylistic elements where the application is. . .not an accretion, and it does permit an ultimate design in which the appearance may reflect precedent but is wholly contemporary in conception.[63]

The bridges serving the Baltimore-Washington Parkway aptly reflect this range, from sentimental rustic styling to sparer concrete construction. Other site concerns arose, such as the utility lines serving the Agricultural Research Center, which NPS hoped to "be rerouted or relocated so that as few crossings as possible would remain, and those that must remain as as crossing or paralleling lines will be placed underground"; and, to "see maintained sufficient width of woods buffer to

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[60] Harry Thompson to Gilmore Clarke (5 October, 1945), RG 66.

[61] Gilmore D. Clarke, "Landscape Construction Notes 35, Notes on Texture in Stone Masonry," Landscape Architecture, vol. 21, no. 3 (April 1931), p. 197-208.

[62] Gilmore Clarke to Harry Thompson (18 October, 1945).

[63] Committee on Public Roads, Controlled-access Highways, Parkways, "Selected 1950 ASLA Committee Reports," Landscape Architecture, vol. 41, no. 2 (January 1951), p. 60.

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camouflage the existence of nearby lines."[64]

Further construction was stalled because of lack of funding. The NPS's 1947 budget included $15 million for construction of three national parkways--George Washington Memorial, Blue Ridge, and Natchez Trace--and it was hoped that the 1948 budget would include Baltimore-Washington Parkway funding, so that:

> The Washington section of the parkway could thus attain the status of a national parkway like that of the Mount Vernon Memorial Highway and become part of the Nation[al] Capital Park system.[65]

As of November 1952, ten of the eighteen bridges were underway, and half the parkway was graded, with paving to begin the next year. Ultimately, 149 tracts of land were acquired in all; 832 acres from private owners, representing a little more than ten miles of the parkway. The balance of the property was transfered to the Bureau of Public Roads from the agencies that owned it. In the process, thirty-five dwellings and two commercial airplane hangers were condemned. The right-of-way-per mile cost totaled $39,000, cost per acre (including improvements), $480.[66]

MARYLAND-OWNED AND MAINTAINED SECTION

It was the original intention of the federal government that the state of Maryland finance the parkway, and authorization of a toll road from Baltimore to Washington--along this same route--had been made by the state legislature in 1940. However, Congress felt it unwise to give a state rights through federal property, which composes so much of the parkway's right-of-way.

> The [NCP&PC] has therefore recommended that this portion of the project be set up as an extension of the Anacostia River Parkway, thus incorporating it into the park system of the National Capital, making it eligible for construction by the National Park Service.[67]

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[64] Harry T. Thompson to H.J. Spellman (1 February, 1945).

[65] Rudolph Kauffmann II, "Baltimore-Washington Parkway Slowly Begins to Take Shape," The [Washington] Evening Star (6 March, 1946), p. 1.

[66] Department of Commerce, "Final Construction Report," vol. 2, p. 10.

[67] NCP&PC Minutes of Conference regarding Route for Baltimore-Washington Parkway (4 November, 1942).

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As funding for the federal portion of the parkway was being addressed in congressional hearings, Maryland had already completed seven miles of its ten-mile portion. In keeping with federal parkway stipulations, the state consented to build it with a 400-foot minimum right-of-way, with dual 24-foot roadways divided by medians no less than 100 feet wide--although contemporary appearance suggests this was not fully complied with.[68] On 16 December, 1950, the section of this route from Baltimore to Friendship International Airport officially opened.

PRESENT CONDITION

The Baltimore-Washington Parkway (BWP) occupies the western edge of the Atlantic Coastal Plain, on the edge of the Piedmont plateau. Historically throughout the early twentieth century, the geographic region through which the BWP runs was composed of hardwood forest. The dominant types were red and white oak, sweet gum and tulip trees, however, the cleared portions of the parkway were initially invaded by Virginia pine and other scrub growth such as blackjack oak and black locust. More recently, southern yellow pine, oaks, ash and sweet birch have grown up in the right-of-way, in addition to occasional mountain laurel, American holly, and tupelo.[69]

The topography ranges from gently rolling to steep and includes several drainage basins. From the District line north to Kenilworth Avenue, the soil is silty and clayey, supporting trees that were salvaged during construction or weed trees that invaded later. From Kenilworth to Landover Road, the terrain is a rugged 25 to 65 perent slope, with a heavy wood of Virginia pine and mixed hardwoods. The soil make up of silt and sandy loam predominates up to the Jessup Road interchange. From Landover to the NASA Access Road, the naturally undulating, low pitch of the land is topped by a mix of hardwoods with scrub and Virginia pines close to the shoulders and an understory of mountain laurel and holly. Between Good Luck Road and I-495, the parkway traverses Greenbelt Park: the median and roadsides here are thickly wooded with mixed pine and oak, approaching a climax forest. From the NASA access to Jessup Road, the parkway lies in a nearly level, rolling plateau no steeper than 4 percent. USDA lands flank both sides of the parkway up to the Patuxent River, which contain oak, tulip, ash, maple, sweet gum, and sycamore; the flat, marshy, floodplains of both Patuxent Rivers contain only deciduous plants such as white ash, red

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[68] Congressional Record, Vol. 96, No. 103, 81st Congress/2nd Session (18 May, 1950), p. 7125; Congressional Record, Vol. 96, No. 104, 81st Congress/2nd Session (25 May, 1950), p. 7791.

[69] System Design Concepts, Clarke & Rapuano, and Bolt, Beranek & Newman, "Baltimore/Washington Parkway Study Report" (April 1981), Sec. II, p. 43. Located in NCR-Profesional Services; F.W. Besley, "Map of Anne Arundel County Showing Forest Areas by Commercial Types" (1913), LC; F.W. Besley, "Map of Prince Georges County Showing Forest Areas by Commercial Types" (1912), LC.

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maple, birch. Between the two rivers, the parkway is bordered largely by Fort Meade lands; mature oak and pine coexist here with second-growth scrub pine woodlands.

The median varies from a mown, grassy strip in some areas--between Landover and Riverdale roads--to dense woodland--between Good Luck Road and I-95, and between the rivers.[70]

The parkway makes two major waterway crossings in the federal section, the Patuxent and Little Patuxent rivers. Four railroad crossings exist: the B&O Railroad at the D.C. line, Kenilworth Avenue, and near Maryland Route 32; and the Conrail/Amtrak (formerly Pennsylvania RR) line by Kenilworth Avenue connectors. Three types of bridges cross the parkway and interchanges: rigid arch of reinforced concrete, beam with steel or concrete, and steel girder.[71] In addition to overpasses and underpasses, scores of culverts and drainage infrastructures exist along the parkway.

The development flanking the parkway begins in the District of Columbia as dense industrial and roadside commercial; from the border to the Greenbelt area, it is comprised primarily of single-family residential subdivisions interspersed with high-rise apartments and commercial enclaves. From NASA to Jessup Road, adjoining property is almost completely federal or public.

Since the parkway opened in 1954, maintenance on road and park land has been aimed at the preservation of five aesthetic qualities "with the objective of not only minimizing negative impacts, but also of enhancing parkway character wherever possible." Features to be preserved include: right-of-way with heavy slope vegetation; opposing roadways separated by a variable-width median; curvilinear road alignments; stone-faced bridge abutments; and contour grading fit to the topography.[72]

The parkway was constructed according to design standards established by the Bureau of Public Roads in November 1943, which were incorporated into the standards for rural sections of interregional highays in a report issued early the following year.[73] These include the accommodation of "high-speed" traffic of 75 miles per hour throughout; a right-of-way 400 to 800

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[70] System Design Concepts et al., sec. II, pp. 41-48.

[71] System Design Concepts et al., sec. II, p. 5.

[72] Ibid, sec. III, p. 7-8.

[73] Department of Commerce, Bureau of Public Roads, "Final Construction Report, Baltimore-Washington Parkway, Vol. 2: Roadway" (1955?), p. 8. Located in FHWA final construction report files, Arlington, Va.

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feet across; mainline lane width of 12 feet, with a 12-foot shoulder designed for conversion to a third auto lane if needed; and a median 15 to 200 feet wide, in keeping with desirable parkway standards. There are no outstanding scenic or natural highlights along the route, but the parkway does play off the natural landscape and indigenous plant growth. The route provides a modest undulation of tangential curves, gentle valleys with a maximum grade of 3 percent, and contrasting open and solid planting arrangements. Entrance and egress ramps are similarly treated as landscaped graduations to roadways that were purposely situated at a higher or lower grade than the mainline:

> Designs for these interchanges differ according to the probable traffic volume to and from the parkway, and vary from the standard full cloverleafs to less-elaborate connections.[74]

About three miles of local roads were rerouted to accommodate the parkway route, which followed the least-developed path northeastward.

Construction implemented with the initial $2 million funding took place from July 1945 to August 1947, and included four grading projects. No further work was undertaken until January 1951 when additional funding was legislated, leading to completion of the parkway in October 1954. The latter bulk of the work was divided into separate projects: eighteen bridge, eleven grading, and six paving. Cost of the stone facing used on the majority of structures was $90-$122 per cubic yard; the granite dimensioned masonry, $265-$375 per cubic yard. The total grading cost for the parkway was $3.8 million, paving $3.4 million.[75]

The first four projects--completed by 1947--consisted of the grading of two sections: Laurel-Fort Meade Road to Jessup Road, and MD 450 to a tributary of the Northeast Branch north of Riverdale Road. These were followed by the stretch from Laurel-Bowie to Fort Meade roads, then portions from the tributary to Laurel-Bowie Road, and the region closest to the D.C. line, respectively; concurrent to which construction of drainage conduits and paving was also accomplished. The culmination of construction in 1954-55 were the approaches to the Anacostia River bridge, installation of traffic signs and guardrails, and right-of-way fencing.[76]

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[74] Ibid., p. 9.

[75] Ibid., pp. 11-12.

[76] Ibid., p. 14.

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BRIDGES

Originally there were fourteen highway grade separations intended to traverse the federal portion of the parkway, in addition to three river crossings, and two railway crossings. The design of these structures was carried out during WW II (though domestic construction was limited to defense-related projects by the Bureau of Public Roads' Design Office) in cooperation with the National Capital Parks, "who were particularly interested in the architectural features of the designs."[77] Bridge styling ranged from stone-clad elements characteristic of the earliest parkways, to streamlined concrete constructions reflective of the 1940-50s, depending upon its location.

> In general, where the Parkway went under a State or County road, stone facing was used on the exposed portions of the structures. This usually consisted of stone of varied colors, obtained from local quarries, with granite masonry trimming. The architectural features of the various structures were varied to give each bridge a distinctive, individual appearance. The structures that were not stone-faced had the exposed concrete faces given a smooth, plywood-formed finish.[78]

The cost of the eighteen original bridges (exclusive of engineering) was approximately $6.62 million. Work on bridge contracts began on 5 January, 1951, with the Little Patuxent River crossing, and were complete by 11 June, 1954.[79] Because the stone treatment on each was a more delicate undertaking than the general construction, a sample of the wall work was prepared on a preliminary basis for NPS approval, prior to overall finishing.

Today, the parkway is crossed over by eight road- and railways: Route 450/Annapolis Road, Good Luck Road, Route 193/Greenbelt, NASA Access Road, Route 197/Laurel-Bowie Road, Route 198/Fort Meade Road, Route 32/Savage Road, abandoned tracks near Route 32, and the Greenbelt pedestrian bridge. The parkway crosses over the Patuxent and Little Patuxent rivers and eight subordinate roads: Route 50 at Kenilworth Avenue, Kenilworth Avenue, Route 202/Landover Road, Route 410/Riverdale Road, Interstate 95, Beaverdam Road, Route 212/Powder Mill Road, and the abandoned old Fort Meade Road.

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[77] Department of Commerce, Bureau of Public Roads, "Final Construction Report, Baltimore-Washington Parkway, Vol. 1: Bridges" (1 August, 1955), p. 4. Located in FHWA final construction files, Arlington, Va.

[78] Ibid.

[79] Ibid, p. 4-5.

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The bridges at Route 450, Good Luck Road, and Route 32 (rail and vehicular)--all crossing over the parkway--best reflect the origins of parkway-structure styling. The double spans and wing walls are covered with decorative rough-cut stone; the segmental arches feature voussoirs; and buttresses and intersecting seams are quoined. (Route 32 is constructed with steel beams, but the wingwalls are treated appropriately.) The thorough decorative treatment is attributable to the bridge position, such that parkway motorists view the entire structure.

> The stone facing used on the wingwalls, parapets, and arch spandrels was usually a native stone obtained from local quarries in Maryland. It varied in color among brown, grey, and blue, some being seam and some split-faced, and of varying sizes. It was finished with raked joints. . . . Dimensioned (grey granite) masonry trimming was used on the arch ringstones, pier ends, abutment corners, and copings.[80]

An intermediate design treatment is found on the bridges at Routes 410, 193, 212, and 198. Each features a combination of concrete span and recessed support walls that curve out to meet the wingwalls. These, too, are clad with dressed rough-cut stone, but they are smaller and more angular than the previous type of bridges. The double row of steel railing is more visually obvious here, because it is an element anchored abruptly by each wingwall.

The bridges designed with the least regard for rustic-like detailing are those that carry the parkway over the rivers and local roads: Kenilworth Avenue, Route 202, Beaverdam Road, Route 197, and old Fort Meade Road. These more modest single and double spans lack any decorative stone treatment in lieu of very simple poured-concrete structural units. The greatest reason for aesthetic and financial economy here is that these structures are not seen by parkway travelers and therefore do not need to reflect traditional parkway styling. All bridges originally permitted a 14-foot vertical clearance at the pavement's edge, 16 feet at the center point.

CULVERTS

There are approximately 175 box and pipe culverts along the federally owned portion of the Baltimore-Washington Parkway, which open onto the flanks and/or the median. About 100 of these have formal headwalls or wingwalls. Many culverts were classified as "incidental road work" included in some of the bridge-construction contracts, while others were part of roadway contracts. "Work on culverts was concurrent with bridge operations. . . . Headwall construction was similar to

[80] Ibid., p. 6.

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bridge-abutment construction with the same procedures being used."[81]

The dressed conduit headwalls represent contributing architectural elements to the parkways' historicity. The decoratively finished inlets are many sizes and shapes, featuring rows of dimensioned stone cladding. The predominant forms are 18-inch, 24-inch and 36-inch pipe culverts, ranging to the most visible and dramatic twin box culvert 4-by-6 feet, and a 6-foot arch culvert. The openings are finished by a broad lintel or ornamental semicircular archwork, voussoirs, and a keystone.

LANDSCAPE

No final or comprehensive design plans have been located for the parkway landscape. However, based on occasional site plans and written documentation, it was undoubtedly the intention of NPS architects and landscape architects to retain the thick, forested vegetation of the right-of-way and median, interspersed with areas of grassy lawn. An undated (probably ca. 1945-55) service-area study, for example, indicates clusters of bushy vegetation broken up by open space to allow for visibility and variation, with individual or grouped plantings highlighting the residual island fragments created by access ramps and parking areas. According to a turnaround study (1952) where the right-of-way is narrowest, the contour of the topography immediately adjacent to the mainline was altered from gentle slope to a pattern of steep parallel banks on the flanks and in the median. Two years after the parkway opened, Riverdale Road apparently typified the ideal landscaping, for Conrad Wirth felt that "the preservation of existing indigenous plant material such as now exists in this area is a requisite of parkway standards."[82]

Plans (1955) exist for five of the major intersections: 175/Jessup Road, 212/Powder Mill Road, 201/Kenilworth Avenue, 202/Landover Road, and 450/Annapolis Road. According to these drawings, the northern terminus of the federal portion of the parkway just below Jessup Road featured two large areas of "existing trees" on the west flank, with the remaining property on both sides and between the roadways open with picturesque scatterings of 7-foot nannyberry, 4-foot flowering dogwood, red maple and northern red oak, water tupelo, white fringetree, and some 7-foot eastern redbud.

[81] Vol. 1: Bridges, p. 73.

[82] Conrad Wirth to Orlo A. Bartholomew (20 July, 1956), RG 326, Box 127.

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The prevalent landscape at Route 212, formerly East-West Highway, was an existing buffer of forest around the interchange area, the interior portion planted with willow oak, red maple, and northern red oak, 6-foot Washington hawthorne, and a sprinkling of flowering dogwood.

The Route 201/Kenilworth crossing contains a greater diversity of introduced plantings, probably because of the greater amount of existing development and necessary construction for the parkway at this point. Two small banks of existing trees and a border of 2-foot red pine along the southbound flank serve as the backdrop for groupings of pin, scarlet, willow, and northern red oak; red and eastern white pine; red maple, 7-foot redbud, American planetree, water tupelo and flowering dogwood; as well as a few southern crabapple, shagbark hickory, and 7-foot blackhaw viburnum.

Entirely new plantings were slated for the Route 202/Landover Road interchange. These include red maple and nothern red oak, Washington hawthorne, redbud, blackhaw viburnum, and flowering dogwood, as well as some pin oak and black willow.

At Route 450/Defense Highway, the diamond-shaped intersection was planned as a lightly landscaped open space enclosed on all sides by forest buffer. The plantings slated for the area were predominantly 6-foot American hornbeam, scarlet oak, blackhaw viburnum, red maple, and northern red oak, with some 6-foot southern crabapple and flowering dogwood. Overall, the most frequent choice was red pine, northern bayberry, fragrant sumac, flowering dogwood, and northern red oak--native enhancements to the young forest that existed along the parkway at that time.

INVENTORY OF STRUCTURES

Note: (listed south to north with construction project numbers in parentheses)
cost is exclusive of engineering
* = non-contributing

U.S. Route 50 (Project 1A6):
Built 1952-54; continuous steel plate girder, 513 feet; carries BWP over the Anacostia River; 4 spans; completion cost $1.41 million.

MD Route 201/Kenilworth Ave. (1A5):
Built 1952-53 as River Road rerouted; concrete rigid frame; carries 6 BWP lanes over 4 lanes; 2 82-foot spans; cost $287,500.

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(1A10)
Built 1953-54; steel plate girder; entrance ramp; carries 1 BWP lane over 2; 3 spans 114 feet; cost $303,900.

(1A7)
Built 1953-54; concrete rigid frame; carries 2 (southbound) BWP lanes over 2 (northbound) BWP lanes; 1 44-foot span; cost $205,800.

(1A4)
Built 1952; concrete rigid frame; carries BWP over B&O RR; 1 span 38 feet; cost $243,226.

MD Route 202/Landover Road (1A3):
Built 1952-53; concrete rigid frame; 6 BWP lanes over 2 lanes; 2 52-foot spans; cost $300,300.

MD Route 450/Annapolis Road (1A2):
Built 1951-53 as Defense Highway; concrete rigid frame; carries 4 lanes over 4 BWP lanes; 2 55-foot spans; cost $437,000.

MD Route 410/Riverdale Road (1B2):
(2) Built 1951-53; concrete rigid frame; carries 2 BWP lanes over 2 lanes; 60-foot span; cost $372,524.

Good Luck Road (1C2):
Built 1951-52; concrete rigid frame; carries 3 lanes over 4 BWP lanes; 2 71-foot spans; cost $270,300.

Interstate 95*:
Interchange built 1962.

Beaverdam Creek Culvert*:
(2) Built 1966; concrete box culvert; carries 2 BWP lanes; 2 10-foot spans.

Greenbelt Pedestrian Bridge* (0.3 miles from Route 193):
Built 1983; steel box beam single-girder; 1 lane over 4 BWP lanes; 2 106-foot spans.

MD Route 193/Greenbelt Road (1D2):
Built 1952-53 as Branchville-Glenn Dale Road, reconstructed 1965; concrete rigid frame; carries 5 lanes over 4 BWP lanes; 2 82-foot spans; cost $181,000.

NASA Goddard Space Flight Center Access Road*:
Built 1966; span-steel plate girder and wide flange beam; 6 spans.

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Beaverdam Road (1E2):
Built 1952-53; concrete rigid frame; carries 4 BWP lanes over 2 lanes; 1 39-foot span; cost $224,200.

MD Route 212/Powder Mill Road (1E3):
Built 1951-53 as East-West Highway; concrete rigid frame; carries 4 BWP lanes over 2 lanes; 1 60-foot span; cost $272,3000.

MD Route 197/Laurel-Bowie Road (1F3):
(2) Built 1951-53; concrete rigid frame; carries 2 BWP lanes over 2 lanes; 1 84-foot span, 1 91-foot span; cost $333,126.

Patuxent River Bridge (1F2):
(2) Built 1951-53, reconstructed 1976; concrete T-beam; 3 BWP lanes; 5 78-foot spans; cost $488,500.

Old Fort Meade Road (1G3):
(2) Built 1951-52; concrete rigid frame; carries 2 BWP lanes over 2 abandoned lanes; 1 43-foot span; cost $140,510.

MD Route 198/Fort Meade Road (1G2):
(2) Built 1951-52; concrete rigid frame; carries 3 lanes over 2 BWP lanes; 1 65-foot span, 1 63-foot span; cost $243,152.

Little Patuxent River Bridge (1H2):
(2) Built 1950-53, reconstructed 1976; concrete T-beam; 3 BWP lanes; 5 78-foot spans; cost $577,102.

MD Route 32/Savage Road and B&O Railway (1J2):
(2) Built 1950-52 (Annapolis Junction Road, reconstructed 1977); steel-plate girder; 3 BWP lanes and 1 track lane over 4 lanes; 2 58-foot spans; cost $359,694.

A $2 million appropriation in 1942 took the BWP as far as land acquisition and piecemeal grading, which was followed by eight years of continued design and discussion over funding and purpose. Although the war threat had passed, the thoroughfare was justified like Suitland Parkway. "This is, in reality, a national-defense road," one congressman testified in 1950 hearings. "If this is not a national-defense road from here to Fort Meade and the other Federal reservations, it would be difficult to point one out."[63] The federal portion of the parkway today retains its scenic qualities and characteristics, and serves as a primary intercity and regional route. Stylistically it reflects the final gasp of parkway development, as the aesthetics originally intended as park connectors merged with high-speed expressway design.

Thus, as the parkways of the national capital were systematically conceived during the first half of the twentieth century, in the wake of the precedent-setting parkway network of suburban New York, their design and implementation reflect a transportation priority. Recreation, conservation, commemoration, and military defense are diminishing--and often overlapping--secondary justifications. After World War II, creative parkway development was--for all practical purposes--eclipsed by modern highway construction.

[63] Congressional Record, vol. 96, no. 103, 1950, p. 7131.

F. Associated Property Types

I. Name of Property Type parkway PG:67-26

II. Description

The National Capital parkway system is composed of more than 8,761 acres of protected arterial byways in Washington, D.C., suburban Maryland, and Northern Virginia, totaling more than 74 miles. The contributing parkways include the Rock Creek and Potomac, Mount Vernon Memorial Highway George Washington Memorial, Suitland, Baltimore-Washington, and numerous neighborhood strip parks (although this last category is not included in the acreage/miles figures given). All are related to provide a "garden system" within a densely developed urban scheme, in keeping with a scale and layout that dates to the eighteenth century. The parkways serve as a link among the parks, monuments, and suburbs of the national capital region, with features that include scenic overlooks, hiking/biking trails, picnic/parking areas, native and ornamental plantings, and formal monuments--each situated to provide advantageous vistas and accessible day-use recreation

III. Significance

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movements' emphasis on integrated urban green space; automobility and the rapid development of road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation. In Washington, D.C., the McMillan Commission's recommendation for a series of parks and parkways was coupled with the American Institute of Architects's assessment of a cityscape badly in need of formal planning and direction--in keeping with the original eighteenth-century urban scheme by Pierre L'Enfant. The four primary parkways and numerous small, regional strip parks--developed from 1913 to 1965 through the cooperative efforts of Maryland, Virginia, and District authorities--collectively represent all major justifications

IV. Registration Requirements

A. Landscape architecture
1. natural terrain and topography
2. existing and enhanced native vegetation
3. variable-width median and buffer articulation
4. vistas

B. Architecture/structures
1. dual-lane roadway
2. culverts and guard rails
3. bridges
4. monuments and statuary

C. Site
1. limited and well-distanced access
2. vertical and horizontal curves
3. enhancement of natural scenic features
4. roadside overlooks, parks, parking areas

[X] See continuation sheet

[ ] See continuation sheet for additional property types

II. Description continued

by local and visiting citizenry. All associated architectural and landscape architectural characteristics typify the period of parkway development--from the early twentieth century to World War II. For each, traffic is limited to non-commercial motoring; single- and dual-lane roads fit the natural topographic contours, and variable-width medians separate lanes when possible; indigenous vegetation has been preserved, maintained, and encouraged, especially as right-of-way buffer from adjacent property owners; limited access and few, if any, at-grade crossings enhance factors of speed and safety; and private access and commercial frontage is banned, as is unsightly signage. Bridges, culverts, walls, and similar structures are designed as harmonious complements to the natural environment. Materials such as rustic rough-cut stone masonry and concrete are used in eclectic and romantic compositions of horizontal, arched designs. All properties remain largely unchanged from their period of development, and are used today for their original purpose of transportation in and around Washington, D.C.

III. Significance continued

for a parkway type of thoroughfare. Consistently intended as a transportation route, the Rock Creek and Potomac Parkway and strip parks also represent natural-resource conservation efforts; the Mount Vernon Memorial Highway/George Washington Memorial Parkway, a ceremonial and recreational route; Suitland, a defense highway; and the Baltimore-Washington Parkway, a defense and intercity highway. After the precedent-setting network of suburban New York parkways--after which it was idealized--Washington's system is the most comprehensive and monumental extant in the nation. Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital.

G. Summary of Identification and Evaluation Methods

Numerous resources were used to evaluate the significance of Washington, D.C.'s parkway system. The general history of the period of significance--approximately the first half of the twentieth century--is historically linked to regional cultural organizations and the comprehensive plans they issued: the McMillan Commission, National Capital Park and Planning Commission, the Maryland-National Capital Park and Planning Commission, and the Commission of Fine Arts. Each has been concerned with the same historic and physical boundaries of the national capital and neighboring suburbs in Maryland and Virginia. The integrity of the contributing landscape-architectural features and structures has remained high because of ongoing ownership and maintenance by the National Park Service, the arbiter of the guiding Secretary of the Interiors' Standards for Historic Preservation. Federal records exist for each parkway in the collection of the National Archives, as well Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, Baltimore-Washington Parkway, by Historian Jere Krakow (NPS, 1990). Also, a Rock Creek Park administrative history documents the development of that parkway. The original section of the George Washington Memorial Parkway--the Mount Vernon Memorial Highway--is listed in the National Register of Historic Places and is the subject of a historic-resource study being produced by EDAW Inc. of Alexandria. The Historic American Buildings Survey/Historic American Engineering Record Division, NPS, completed a selective survey of historic bridges in the National Capital Region, NPS, including many associated with the parkways discussed here. This material provided information on the contexts and themes related to the parkways: conservation, history and development of the park and parkway system of the national capital, and the influence of automobiles and the development of commuter arteries.

H. Major Bibliographical References

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RG 66, Commission of Fine Arts
RG 351, Records of the District of Columbia
RG 328, National Capital Park & Planning Commission
RG 79, National Park Service
RG 30, Bureau of Public Roads

[X] See continuation sheet

Primary location of additional documentation:

- [ ] State historic preservation office
- [ ] Other State agency
- [XX] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: National Capital Region, NPS; National Capital Planning Commission

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NPS Form 10-900-b
Jan 1987)

United States Department of the Interior
National Park Service

PG:69-26

National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

PARKWAYS OF THE NATIONAL CAPITAL REGION, 1913 - 1965

B. Associated Historic Contexts

EVOLUTION OF THE URBAN PARKWAY
DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

C. Geographical Data

The estimated 75-100 miles of parkways located in the National Park Service's National Capital Region are found in Washington D.C.; Montgomery, Prince Georges, and Anne Arundel counties in suburban Maryland; and Arlington and Fairfax counties, and the City of Alexandria, in Northern Virginia. The boundaries of the contributing arterial thoroughfares are coterminus with their rights-of-way, and include the Baltimore-Washington Parkway and Suitland Parkway, extending from the eastern boundary of the District of Columbia; the Mount Vernon Memorial Highway/George Washington Memorial Parkway along the Potomac River shoreline between Mount Vernon and Great Falls; Rock Creek and Potomac Parkway between the East and West Potomac Parks and Rock Creek Park; and numerous strip parks located throughout the greater Washington area, including the Sligo Branch Parkway.

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official — Date: 1/19/91

Maryland State Historic Preservation Officer
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register — Date

E. Statement of Historic Cont...s

Discuss each historic context listed in Section B.

EVOLUTION OF THE URBAN PARKWAY

The parkways constructed in the Greater Washington area range stylistically from nationally significant schemes modeled on the precedent-setting, picturesque suburban New York system, to include simple tributary byways and the straightforward Baltimore-Washington Parkway completed shortly after mid-century. Contributing cultural influences include the increased use of the automobile, the City Beautiful movement, and popularity of outdoor recreation.

A parkways' foremost task is to separate traffic into two distinct groups: pleasure motorists and heavy commercial users. During the early decades of automobile use, the greatest proportion of use was devoted to recreation. But in the late 1930s when the emphasis shifted from the pastime of "getting there" to simply "arriving"--so, too, changed road design. The newly formed National Capital Park & Planning Commission (NCP&PC) in 1927 indicated:

> There are and should be in the development of plans. . . a number of things which may be called parkways, to serve as lines of pleasure traffic; but in another sense part of the thoroughfare system of the District. There is overlapping there of the two types of functions. We need to be careful. . .that it does not extend too far.[1]

NCP&PC landscape architect Frederick Law Olmsted, Jr., cites only two criteria that serve as a design guide--"controlling purposes" and local physical conditions--from which four types of parkways emerge: an elongated park, a glorified and ornamental street, and:

> A thoroughfare, boulevard, or parkway, the prime purpose of which is to enable the public to travel from one part of its course to another under conditions which are made more enjoyable by almost any means, than those of an ordinary city street.[2]

Within this last category are three subtypes: a single road with planted and ornamental flanks, which "may be really verdant and justify the name 'parkway'"; dual roadways with a central planted strip and some flanking ornamentation, much like a boulevard; and a central road flanked by any type of formal or informal landscaping, with or without pedestrian amenities.

The fourth parkway model is "somewhat intermediate and transitional between the first and the third" type, a border treatment that does not attempt to buffer surrounding buildings, and often places the roadway to one side of the green space and a waterway. This "border parkway" was later cited in a Washington-Baltimore regional study that called for "eventual acquisition [of]

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[1] Minutes of the NCP&PC (16-18 September, 1927).

[2] Frederick Law Olmsted, "Memorandum as to 'Border Roads' for Parkways and Parks" (25 September, 1925), pp. 1-3. RG 66, Box 156.

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selected stream valley 'strip parks' [to] be protected by public purchase of scenic easements in all parks of the area." While these do not possess extraordinary scenic qualities, they protect the floodplain and "assure provision of open spaces to prevent uninterrupted built-up areas."[3]

During the 1930s, one application of the term "parkway" hinged on use and legal access. Of a parkway, highway and freeway, all involve public land; the parkway alone is devoted to recreation rather than movement; and only the highway allows adjacent land owners to retain rights of light, air or access.[4]

This is supported by the casually synonymous use of "freeway" and "parkway" within the context of landscape by itself, rather than the thoroughfare in its entirety. A freeway, for instance, was characterized by one planner as about 100 feet wide with a center pavement "flanked by 20-foot strips of parkway, planted with trees, ground covers, shrubs, and hedges. . .adequate for a landscape composition of varied interest."[5] Shared features include the pleasure derived from planted borders instead of billboards and business frontage, a reduced volume of traffic, improved travel time, and safety. This type of road was considered particularly effective in an area where residential and business subdivisions were slated, and was destined to reorient transportation patterns--a setting particularly relevant to development of the Baltimore-Washington metropolitan corridor.

Legally, a parkway was designed simply as "an attenuated park with a road through it," but the federal government did not address general parkway guidelines until the "Regulations and Procedure to Govern the Acquisition of Rights-of-way for Parkways" was approved by the Secretary of the Interior on 8 February 1935.[6] This was the foundation for a set of eight characteristics intended to differentiate parkways from ordinary highways, as identified by the NPS three years later. It represents the culmination of thirty years of modern parkway planning--designated, ironically--just as the highway needs of the nation were about to shift away from recreational motoring.

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[3] MNCP&PC, "Regional Planning Report IV: Baltimore-Washington-Annapolis Area" (November 1937), p. 2, 34.

[4] Baltimore-Washington-Annapolis report, p. 60.

[5] George D. Hall, "The 'Freeway', A New Thought for Subdividers," Landscape Architecture, vol. 21, no. 2 (January 1931), p. 115-118.

[6] NCP&PC, "Comments on Report of Maryland State Planning Commission on State Recreational Areas," (unpublished, 1938?), cited in Jere Krakow, "Historic Resource Study, Baltimore-Washington Parkway" (1987), p. 28; this and resource studies on other NPS Washington-area parkways are collectively published in Jere L. Krakow, Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, and Baltimore-Washington Parkway (NPS, January 1990). Memorandum for A.E. Demaray, Appendix A, Minutes of the NCP&PC (16-17 March, 1944), p. 2. RG 328.

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These specifications are: a limit to non-commercial, recreational traffic; the avoidance of unsightly roadside developments; a wider-than-average right-of-way to provide a buffer from abutting property; no frontage or access rights, to encourage the preservation of natural scenery; preference for a new site, to avoid already congested and built-up areas; to best access native scenery; the elimination of major grade crossings; well-distanced entrance and exit points to reduce traffic interruptions and increase safety.[7] Collectively, they ensured a self-contained, well-preserved, and safe thoroughfare.

Despite these in-house Park Service ideals, in 1944 the U.S. Department of Interior complained that, "To date, Congress has not defined parkways. Legislation pertaining to parkways is piecemeal and lacks uniformity."[8]

In Washington, at least, the definition of a parkway has historically differed according to the period of development, site, and transportation needs. And although its function as a road can never be divorced from its scenic role, parkways have been consistently patterned as formally or informally designed connectors within a system of predetermined destinations that include parks and monuments--and later, federal reservations. Credit for this belongs to the City Beautiful movement.

CITY BEAUTIFUL MOVEMENT

The City Beautiful movement that developed around the turn of the century is evidenced in particular in the urban park systems of Boston and New York--a vital element of which are parkways. Using these as models, planners and landscape architects assembled in Washington to develop a similar program for the nation's capital. The McMillan Plan of 1902 calls for numerous "parkways" linking the Great Falls, Mount Vernon, Potomac River bridges, and existing parks. Like New York City's Riverside Drive, Washington had its own token "riverside drive," a muddy carriage path built in 1904. It wound around the Tidal Basin and up 26th Street in northwest, serving as a literal and figurative prologue to the era of parkway construction.

The parkway was a byproduct of the suburbanization movement, born in the late nineteenth

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[7] Harlan D. Unrau and G. Frank Williss, Administrative History: Expansion of the National Park Service in the 1930s (Washington D.C.: Denver Service Center, 1983), p. 146; ASLA fellow Laurie D. Cox identified the same standards in an article, "Appearance: Essential Element in Superhighway Plans," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 56.

[8] Memo to Demaray, Appendix A, p. 1.

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century; however, its role accelerated with the increasing sense of city-to-city regionalism and the rise of motoring characteristic of the twentieth century,.

> The purpose served by parkways and boulevards is, roughly, to provide agreeable routes connecting parks with each other, the parks with the centers of population, and the suburbs and countryside with the congested districts. The first two purposes have long been established. The last is a recognition of the changed methods of travel introduced with the automobile.[9]

The car--which gave enormous impetus to the improvement of the American road system in general--had a significant impact on parkways and the development of recreational roadways. According to Charles W. Eliot II: "It is the informal landscape parks of all sizes, and in the parkways, that the automobile has notably changed the situation."[10]

As an added bonus, Eliot felt that if recreation-seekers took to scenic roads, it might alleviate the inevitable and increasing congestion of national and state parks, as well as "atone for the exclusion of automobiles from landscape parks except under rigorous conditions," which he advocated.[11] The speed of motorized vehicles, as compared to horse-drawn carriages, also lent itself to new design needs: convenient and unobtrusive parking areas, service facilities, and dramatic-but-simple landscaping enjoyable from afar at 75 mph, rather than in detail at a meandering pace.

Although the District of Columbia's Division of Trees and Parking (established in 1871 and later part of the city's Engineer Department) was "one of the first public bodies to regard street-tree planting as a public function," the city trailed behind others in the development of urban green space. Massachusetts, one of the forerunners in the City Beautiful movement, became the first state to enact legislation for the caring of shade trees on public highways in 1890. But it was not until 1933 and the National Industrial Recovery Act that "appropriate landscaping of parkways or roadside on a reasonably extensive mileage," was provided at the federal level.[12]

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[9] Eliot, p. 36; for information on Eliot, see footnote 24.

[10] Charles W. Eliot, II, "The Influence of the Automobile on the Design of Park Roads," Landscape Architecture, vol. 13, no. 1 (October 1922), p. 27.

[11] Eliot, p. 36.

[12] Wilbur H. Simonson, "Roadside Planting," Landscape Architecture, vol. 26, no. 4 (July 1936), p. 167.

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comprehensive scheme of urban parks and parkways in Washington. "There has been candid admission in Congress," reported one newspaper, "that the park system of the National Capital is not what it should be"--for which the poor "economies of the past five years" were blamed.[13]

As the desirability for sophisticated roads grew, "the modification of highway design to conform to the principles and technique of landscape architecture" became a direct concern of the American Society of Landscape Architects (ASLA). This remained true even as the engineering aspects of road construction improved, because "the fundamental purpose of roadside planting operations should be to make the highway strip a mere foreground, or screen against what lies beyond."[14] As late as 1940, however, an ASLA editorial reported:

> There is still a tendency to consider the work of the landscape architect as a last step after all the other important decisions of design are made and put into effect.[15]

Despite the growing acknowledgement that landscape architecture was a mandatory component to road design, certain parkway characteristics remained subordinate to one another: Traffic provisions, safety, and economical maintenance take precedent over landscape design; while landscape-design features including location, alignment, profile, and adaptation to natural topography, take precedent over horticultural embellishments. All, however proportioned, are crucial parkway elements.[16]

And last, the site design of a parkway should appear compositionally natural, with irregular groupings of plantings recommended: The purpose was to enhance native vegetation beyond. According to one landscape architect:

> In the open countryside it is a mistake to use exotic plants, or anything which is not indigenous to that general region and to the particular type of topography at hand. . . .Native materials should be

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[13] Bill Price, "A Great National Park Along the Potomac," Washington Times (18 April, 1922).

[14] Simonson, p. 171, 173; ASLA committee reports of 1939-40 outline the procedure for the collaboration between landscape architects and engineers "in the design and construction of highways, "Landscape Design in Highway Development," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 72.

[15] Harlean James, "Comment: Tendency to View Landscape Contribution as Final Step," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 117.

[16] Arthur R. Nichols, "Landscape Design in Highway Development," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 115.

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used not only because they are likely to be more permanent than others, . . .but most important of all, because the effect of regional individuality may be retained.[17]

Thus, during the first half of the twentieth century, a recognized set of design criteria evolved that were common to all parkways constructed. These were initiated with New York's Westchester County system of the early twentieth century, under the aesthetic direction Gilmore Clarke, the landscape architect who would greatly influence parkway development in Washington. Also, as technology improved and recreational goals changed, new motives altered the appearance and use of these roads up to World War II, when parkway development was--for all practical purposes--usurped by modern highway construction.

DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

In Washington, Maryland and Virginia, the national capital park system is composed of more than 8,761 acres and 74 miles of formal parkways. The major components are: Rock Creek and Potomac Parkway, connecting Rock Creek Park in and north of Washington, to the East and West Potomac Parks along the river; more than 12,000 acres of neighborhood "stream valley," or "strip," parks that cushion and protect the crucial tributaries, many adjacent to Rock Creek Park; the Mount Vernon Memorial Highway, connecting the estate and Washington via the Potomac shore and Memorial Bridge, and its extension into the George Washington Memorial Parkway, up to Great Falls in Maryland and Virginia[18]; Suitland Parkway, a defense-highway link to Andrews Air Force Base; the Baltimore-Washington Parkway, an intercity thoroughfare that serves as a primary commuter route and defense road among the two cities and several federal reservations.

Some elements of Washington's fully idealized parkway system did not come to fruition. The Fort Drive circuit, a proposed connection of forty or so Civil War fortifications, would have encircled the city. Two extensive links with the George Washington Memorial Parkway remain unbuilt: a parkway along the Chesapeake & Ohio Canal route between Great Falls and Cumberland, Maryland, which would have served as a ceremonial entry to the city, and a similar route in Maryland along the Potomac River south to Fort Washington. Only a few fragments of disjunct border parkways

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[17] Malcolm Dill, "Planting in Streets, Parkways, Highways, and Byways," Landscape Architecture, vol. 22, no. 2 (January 1932), p. 129-31.

[18] In 1989, the 7.7-mile portion of this parkway in Maryland, from the MacArthur Boulevard in Montgomery County to Canal Road in the District of Columbia was redesignated the Clara Barton Parkway with the enactment of Public Law 101-177/101st Congress (Approved November 28, 1989).

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exist of the never-realized Archbold-Glover Parkway in northwest D.C. Despite their absence, a system of largely complete parkways does exist in the capital.

The vision of a National Capital laid out along wide avenues and ceremonial routes replete with parks and formal city entrances, is descended from the design scheme of engineer-turned-city planner Maj. Charles Pierre L'Enfant. His 1791 plan for the Federal City incorporates political, residential, and commercial centers, as well as waterways such as the Potomac and Anacostia (or Eastern Branch) rivers, two canals, and Rock Creek with its tributaries.

With the urban schemes of Paris and other world capitals in mind, L'Enfant surveyed the site of the future U.S. capital from all directions, including the north approach from Baltimore, "which offered travelers a synoptic view of the town and its natural setting from the hills above the Bladensburg Road."[19] Among the guidelines for his plan are thoroughfares "to not merely contrast with the general regularity, not to provide a greater variety of seats with pleasant prospects. . .but principally to connect each part of the city."[20] In addition to "outroads" identified on William T. Partridge's 1926 study of plans by L'Enfant and his successor, William Ellicott, a "city entrance" occupies a prominent position on the Potomac River in the approximate area where the Baltimore-Washington Parkway exits the city today.[21] Little of L'Enfant's vision was constructed during the eighteenth- or nineteenth centuries, however.

New and extended modes of transportation dominated the nineteenth century that--for service and speed--superseded those provided by water- and roadways. A rail line operated between the two cities in 1835, bettering the traditional stage coach travel time by half.[22] The Baltimore & Ohio Railroad opened a direct line to Washington City and encouraged regional development between the capital and not-insignificant Maryland port to the north. All the while, in Washington and environs a miscellany of crossroads towns and farms steadily grew up within the ten-mile city boundaries. One exception to such growth was the region along the east bank of the Anacostia River: "An area of commanding panoramic views and a hilly topography.[23]

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[19] Gutheim, Frederick, Worthy of a Nation (D.C.: Smithsonian Institution Press, 1977), p. 20.

[20] Cited in Gutheim, p. 25..

[21] Gutheim, p. 32.

[22] Ibid. p. 49.

[23] Ibid., p. 108.

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The first attempt to cohesively develop L'Enfant's scheme beyond city limits came in the 1890s with successive--but equally ineffectual--legislation, the 1893 and 1898 Highway Acts. Authorization was introduced for a plan extending L'Enfant's street plans, taking into account already-established subdivisions, but it failed to address funding or offer a timetable for implementation. The "Permanent System of Highways Plan," however, became the foundation for the McMillan Commission's revival of the original urban scheme in the grand, baroque tradition.

Several nationwide movements contributed to Washington's urban development at this time: The unparalleled success of the 1893 World's Columbian Exposition in Chicago turned designers on to comprehensive and formally integrated city planning that included a generous landscape component, the essence of the City Beautiful movement; the increasing popularity and affordability of the automobile, which necessitated adequate roadways and service facilities; and the general decline of urban living conditions through overcrowding and poverty, which logically resulted in the out-of-doors as a popular recreation destination.

A trio of local events further drew the focus to Washington. "A small group of the country's best-known designers" assembled there to coordinate the centennial celebration of the "removal of government" to the city; the American Institute of Architects convened in 1900 to address issues of sculpture, landscape and public-building design; and, Senator James McMillan of Michigan orchestrated the creation of the Senate Park Commission. The McMillan Commission--as it is better known--was a highly influential group that advised the formation of a team of professionals "eminent in their professions, who shall consider the subject of the location and grouping of public buildings and monuments to be erected in the District of Columbia and the development of the entire park system of the District of Columbia."[24]

Commission members included: Charles Moore, assistant to McMillan (who later served on the Commission of Fine Arts for twenty-seven years); Charles Eliot II, whose father designed Boston's comprehensive park system and worked at the Olmsted brothers' firm; Frederick Law Olmsted, Jr., a principal in that office and head of the nation's first landscape-architecture curriculum at Harvard University; pre-eminent architects Charles F. McKim and Daniel Burnham, both of whom worked on the Columbian Exposition; and sculptor August Saint-Gaudens who joined the team later. Moore, Olmsted and Eliot would remain key figures in the design of the national capital region during the next three decades.

[24] Ibid., p. 113, 116.

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In addition to downtown development, the McMillan Commission recommended a series of drives and park connections around the city: in Virginia along the Potomac River down to Mount Vernon, in Maryland and D.C. up to Great Falls; a Fort Drive to connect forty or so historic Civil War sites; and to enlarge and embellish Rock Creek Park for intensified recreational use.[25] In keeping with L'Enfant's vision:

> The City Beautiful movement in Washington was. . . swept along to include city entrances, parkways, boulevards, monumental bridges, and entire streets.[26]

This was followed by the Commission of Fine Arts' (CFA, established in 1910) recommendation in 1918 for a "permanent system of highways [to] be revised to allow for the new park schemes." Crucial to a citywide network of local and "grand entrance" parkways was the Olmsted Brothers' urging for protection of the Rock Creek Park property. The idea followed up by a U.S. Army Corps of Engineers' recommendation for the acquisition of 400-foot strips of land along Rock Creek and its tributaries in D.C. and neighboring Montgomery County, Maryland.[27]

ROCK CREEK & POTOMAC PARKWAY: 1913–1935

The Rock Creek and Potomac Parkway was legislated 1913 as a two and one-half-mile connector between the East and West Potomac Parks on the river, and Rock Creek Park and the zoo. Rock Creek Park was established in 1890 as a nature preserve, an "open valley" of streams and forest to which hiking and riding trails were later added. A winding two-lane road, Beach Drive, provides the primary access through the park, which occupies 1,754 acres in the District and Montgomery County, Maryland. Access to the park interior is limited to about twenty entry points from small neighborhood thoroughfares.

Distinguishing traffic use through the park was an issue during the 1920s, even as the parkway was being developed. Frederick Law Olmsted, Jr., believed there should be a distinction between the lower and upper portions of the Rock Creek Valley. The bulk of the valley--above the zoo--

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[25] Ibid., p. 125.

[26] Ibid., p. 135.

[27] Ibid., p. 145; these neighborhood parkways, also called "strip parks" or "border roads," protected the creek's floodplain and provided welcome green space within the urban sprawl.

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remains a park, while the parkway to the zoo is the narrowest right-of-way and serves as a commuter route. "You must be careful not to ruin that valley if it is to be all one. The valley of Rock Creek should not be turned into that kind of thoroughfare and ruin the stream and park character," he warned.[28]

A parkway linking the zoo and the Potomac parks was first studied in 1900, when Congress allocated $4,000 to employ landscape architect Samuel Parsons, Jr. During the early years of the century--concurrent to the McMillan Commission's workings--two options evolved. The first was to fill the valley and enclose the creek in an underground brick culvert--the fate that earlier befell Tiber Creek. This was determined to be a long-term and costly undertaking, and the commission pursued the second option: to maintain the open-valley plan and bring a road through it, thus allowing east-west traffic to traverse the park on bridges at non-grade level.[29]

But it was not until President William Howard Taft signed the parkway's enabling legislation in March 1913 that any progress was made--for reasons of conservation and transportation:

> That for the purpose of preventing the pollution and obstruction of Rock Creek and of connecting Potomac Park with the Zoological Park and Rock Creek Park, a commission. . .is authorized and directed to acquire. . .such land and premises. . .lying on both sides of Rock Creek. . . .That [such] lands. . .are hereby appropriated to and made a part of the parkway herein authorized to be acquired.[30]

The bill--whose justification resembled the New York legislation of 1906 that resulted in the Westchester parkways--included a $1.3 million appropriation for land acquisition, the cost of which was to be shared equally by District and federal governments. The Rock Creek and Potomac Parkway Commission, which included landscape architect James D. Langdon, sought to acquire slightly more than 4.1 million square feet of land, assessed at $1.42 million. By 1923, the commission had 82 percent of its goal, but funds ran out while twelve acres were still needed. This was mitigated through boundary adjustments and land condemnations. Segments of the road were under construction in the mid-20s, but title disputes and unacquired land prevented a continuous thoroughfare. The last leg of the parkway, between K and P streets, opened to traffic in October 1935.[31]

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[28] NCP&PC minutes (16-18 September, 1927), p. 15.

[29] Barry Mackintosh, Rock Creek Park: An Administrative History (Washington, D.C.: NPS History Division, 1985), p. 49.

[30] Congressional Record, pp. 4693-94, 4816. Pub. 432, 62nd Congress, 37 Stat. 885.

[31] Mackintosh, p. 61, 63.

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BORDER, STRIP, AND STREAM VALLEY PARKS

Ancillary to Rock Creek, and the Potomac and Anacostia Rivers are a number of "strip" or "border" parks that occupy the floodplain of local tributaries or park-related topography. These have historically been identified for local importance.

> Stream valley parks form the backbone and major portion of the District of Columbia and Metropolitan Park System. Their value as routes for passenger car traffic augmenting the city and metropolitan street system cannot be overestimated. One of their primary values which is often overlooked is the conservation of small wild life, woodland and water.[32]

In the District, Maryland and Virginia, a total of 11,552 publicly owned acres were devoted to such stream valley parks by the late 1930s, with nearly 12,000 additional acres planned.[33]

Maryland's Sligo Branch Parkway, conceived in the 1920s, is the single-largest strip park in the region. It descends about ten miles (northwest to southeast) from the city of Wheaton in Montgomery County to Hyattsville in Prince George's County, to link up with parkway extensions of the northeast and northwest branches of the Anacostia River, the Baltimore-Washington Parkway and Anacostia Park. The two-lane, undivided roadway winds alongside Sligo Creek, where numerous picnic and recreational spots are provided in a wooded setting, although access to the parkway from adjacent neighborhoods is limited. Right-of-way width varies within relatively narrow boundaries, and offers a limited buffer between the road and community development. During the late 1930s, Maryland was accepting donations of stream valley lands of 80 to 100 feet wide, with a total of forty-six miles anticipated upon completion.

The Piney Branch Parkway (extending east at 16th Street and Arkansas Avenue) was to average 400 feet wide, as an extension of Rock Creek Park's Beach Drive in 1908, and again in the 1920s.[34] Similarly, Pinehurst Parkway (extending west from the park along Beech Street to the Montgomery County line) is a slim green space flanked by residential streets that "embraces an important feeder stream."[35] The function of flood control was one important reason to protect these small waterways.

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[32] Max Wehrly, "Stream Valley Parks in the District of Columbia and Metropolitan Area" (12 October, 1939). RG 328, Box 18.

[33] Ibid.

[34] Mackintosh, p. 64.

[35] "Potomac Power Dam Report Due Today," Evening [Washington] Star (13 January, 1944). RG 66, Box 69.

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Linear parks created between roadways also include Beach Parkway (at the northernmost point of the District boundary) and the nearby North Portal Parkway at Blair Road. A "Northern Parkway" around Western Avenue and Oregon Avenue-extended (out to Old Bladensburg Road) was identified in 1945 as a priority project for the next five years by the Maryland National Capital Park & Planning Commission, as were improvements to the Western Avenue-Dalecarlia Reservoir area, and the George Washington Memorial Parkway from D.C. to Great Falls. Only the last of these three was constructed, and it was not completed until 1965.[36]

The western corner of the District contains the fragments of a minor park and parkway system that also failed to materialize in its entirety. Glover-Archbold Park in north Georgetown very nearly connects with the Rock Creek & Potomac Parkway. The NCP&PC had long planned for the nearby Whitehaven Parkway to extend from the Palisades Park to Massachusetts Avenue through this park, but today it exists as a road leading to it, then as a green extension of the park, and picking up again as a brief parkway that ends at Wisconsin Avenue. This was still a trouble spot in the 1950s when the NCP&PC sought to acquire the land between Wisconsin Avenue and Dumbarton Oaks Park to link the parkway with Whitehaven Street, only to discover that Dumbarton's dedication deed prohibits the incorporation of roadways.[37] In the 1920s, the Office of Public Buildings and Grounds sought to build the Klingle Valley Parkway to connect with the Normanstone Parkway, north of Dumbarton Oaks Park and the Naval Observatory, to serve as a western detour around the zoo; the development of each continued into the 1950s, but the connection between them never did.[40]

Nearby, the Arizona Parkway was slated for development between Canal Road and Van Ness Street: In a "portion of the valley of Foundry Branch along the general line of Arizona Avenue. . .of a parkway character that will provide facilities as a means of access to the park and to provide for a scenic highway for through traffic."[41] Had this been accomplished, it would have completed a link with the Dalecarlia Parkway, which occupies the right-of-way buffer along the Dalecarlia Reservoir grounds, situated at the D.C.-Montgomery County boundary abutting the Palisades Park.

Another slender park exists in the B&O railroad right of way that turns north at the Maryland

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[36] Fred Tuemmler to John Nolen (22 March, 1945). RG 328.

[37] W.E. Finley to Mr. and Mrs. Robert Woods Bliss (12 March, 1959).

[40] Mackintosh, p. 64-65.

[41] "Memorandum of Agreement between the NPS and the Government of the District of Columbia Relative to the Development of the Arizona Parkway" (16 April, 1948) RG 66, Box 8.

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line, and continues along the west side of the reservoir. Between Massachusetts Avenue and Bradley Boulevard, the Little Falls Parkway serves as a limited-access thoroughfare that leads into Chevy Chase, Maryland, park areas. During the 1920s, it was proposed to use this and the Dalecarlia property as part of "a circuit drive around the District of Columbia beyond Rock Creek Park."[42] Between the District line and Great Falls lies the Cabin John Creek, whose valley "in many respects compares favorably in scenery with the famous valley of Rock Creek." The NCP&PC sought this parkway to connect the city of Rockville with the Potomac River.[43]

The two linear parks that contain the Anacostia River branches are served by minimal abutting roads, although they are not identified as parkways proper. A similar parkway is found in the Cabin Branch tributary (between Sheriff Road and Central Avenue), located in Maryland near the Eastern Avenue District boundary. In 1927 the National Capital Parks and Planning Commission recommended that land in the creek's floodplain "be acquired for park purposes to serve the growing communities of Capitol Heights and Seat Pleasant." Oxen Run, flanking the Southern Avenue D.C. boundary, was also slated to "be developed with a parkway and recreational facilities" in the 1920s. Today the upper valley portion contains a golf course and lands that connect with the Suitland Parkway, and the lower valley consists of a park; neither includes a designated parkway.[44]

Planning for these parkways had quickly become a regional concern, one taken up by the National Capital Parks and Planning Commission (NCP&P, founded 1926) and Maryland National Capital Park & Planning Commission (MNCP&PC, 1927). To protect Rock Creek's watershed to the north, an extension of the park was idealized, but "to inspire the District's neighbors to substantive action, the carrot of federal aid was deemed necessary."[45]

The vehicle for the expansion of Rock Creek Park into Maryland, the Mount Vernon Memorial Highway and other parkways was the Capper-Cramton Act, approved 29 May, 1930. This act provided $16 million "for the acquiring of such lands in the District of Columbia as are necessary and desirable for the suitable development of the National Capital park, parkway and playground

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[42] Charles Eliot II and NCP&PC, "Preliminary Report: Park System for the National Capital Washington Region" (February 1927), p. 16. RG 328.

[43] Eliot and NCP&PC, "Park System. . . ," p. 16.

[44] Eliot and NCP&PC, "Park System. . . ," p. 16.

[45] Mackintosh, p. 67.

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system. . . ." It provided that the government would grant one-third, and advance two-thirds, of the cost of these constructions, with a $1.5 million ceiling for the federal contribution and $3 million more for the advance.[46]

MOUNT VERNON MEMORIAL HIGHWAY: 1928–1932
GEORGE WASHINGTON MEMORIAL PARKWAY: 1930–1965

The George Washington Memorial Parkway (GWMP) on the Virginia shore includes the parkway from Mount Vernon, about twelve miles south of Washington, to Great Falls, fifteen miles to the north. The oldest portion--from the estate to the site of Memorial Bridge--was built as the Mount Vernon Memorial Highway (MVMH) from 1928-32; and the northern parkway leg, as the GWMP, from the 1930s-65. Buffering the District shore, the parkway is composed of Palisades Park, the Chesapeake & Ohio Canal [National Historical Park], and the B&O railway right-of-way as far as the Montgomery County line.

The MVMH was legislated on 23 May, 1928, to commemorate the bicentennial of George Washington's birth--an idea dating to a citizen's group organized in 1886. In 1930 Congress concluded the parkway should extend even farther: north to Great Falls on both shores, and down to Fort Washington in Maryland. Two years later, all existing and future components were renamed the George Washington Memorial Parkway.

Gilmore Clarke, consulting landscape architect for the MVMH, attested that the Bronx River Parkway (1923), a thirteen-mile thoroughfare in New York designed exclusively for pleasure motoring, set the precedent for the Virginia parkway:

> I doubt whether the Mount Vernon Memorial Highway would have been built in the manner in which it was, had those in charge not seen and profited by the work of the Westchester County Park Commission. And so Washington has one example of the type of motorway that should. . .extend out from every portal of the city.[47]

Even before the MVMH/GWMP was begun, this New York parkway was cited as a model for a

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[46] Mackintosh, p. 67-68.

[47] Gilmore Clarke, "D.C. Need of Modern Parkway Cited by Fine Arts Chairman," The Sunday [Washington] Star (5 June, 1938).

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similar thoroughfare leading north from the nation's capital. The proponent was "keenly interested in the subject of trying to work out a parkway between Washington and Baltimore on lines somewhat similar to the Bronx Parkway--a parkway which will average perhaps a thousand feet in width, but vary according to local conditions, topography, etc."[48]

Clarke was responsible for designing bridges and small architectural elements of the parkway, as well as heading the design team made up largely of Westchester County Parkway Commission alumni: besides himself, engineer Jay Downer, landscape architect Wilbur Simonson, and plantsman Henry Nye. Clarke's MVMH bridges are characteristically romantic and rustic, low-slung segmental-arched concrete with rough-faced stone cladding--nearly identical to those he designed for Westchester.

The fifteen and one-half-mile MVMH was built by the federal Bureau of Public Roads and was one of the first facilities planned using aerial photography, which afforded much greater detail of topography, drainage patterns, the existing road, and options for the new parkway. These novelties generated a more sinuous and irregular roadway than did traditional, tangential curves.[49]

From Mount Vernon to Alexandria, the four-lane, undivided road clings to the shoreline it protects, from thickly wooded sections to open, grassy embankments and marsh; occasional overlooks and park/parking areas provide points for picnicking and occasional views to Fort Washington across the river. In contrast, the route from Alexandria to the bridge is divided by a median, open and manicured. This portion also contains several formal monuments--the Columbia Island Circle at the junction of the bridge, the Navy-Marine Memorial, and the LBJ Memorial Grove --the backdrop to which is an ongoing vista of the magnificent Washington skyline. In recent years the parkway has been augmented by a bicycle/pedestrian path of complementary winding character.

Federal acquisition of land northward continued from the 1930s to 1966: The 9.7-mile north leg of the Virginia parkway from Memorial Bridge to the interstate Beltway was completed in 1965 at a cost of $30 million. The 7.7-mile Maryland section on the opposite shore (renamed the Clara Barton Parkway in 1989) cost $18 million. The entire parkway is composed of 7,146 acres, of which 44 percent are developed (road, pavement, lawn) and 42 percent are natural woodlands; about 300 acres of scenic easements offer additional protection.

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[48] Letter to Joseph T. Shirley (17 November, 1927), RG 328.

[49] Department of Transportation, America's Highways, p. 329, 396.

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SUITLAND PARKWAY: 1943–1944

As the 1940s approached, highways, expressways, and turnpikes took on new and more exacting connotations--and were in great demand. The lagging economy and impending war demanded that speed, safety, and efficiency take precedent over aesthetic considerations. With these ideals gaining strength, parkways could no longer be developed strictly as pleasure roads.

> By the 1930s especially express highways [were promoted] with a view toward rescuing their cities. As urbanites moved to the suburbs of deteriorating and congested cities, planners insisted that an accelerated road program would hasten traffic flow and boost morale and economic development. . . . Highway building was a form of social and economic therapy.[50]

Post-Depression unemployment was great, and throughout the 1930s President Franklin D. Roosevelt thought "principally of highway building as part of a package aimed at relieving unemployment"; yet, by 1939 he still "simply could not make up his mind about the relationship between road building and economic recovery." Meanwhile, the Bureau of Public Roads began to press for a 30,000-mile national expressway system.[51]

A highway-needs study of the Baltimore-Washington region reported that parkways are intended "for passenger vehicle use only, and to accommodate high-speed vehicles without interference from other vehicles which may stop or start to load or unload passengers or enter or depart from such highways"; while freeways are "designed to accommodate passengers and commercial traffic."[52] And while the emphasis was clearly moving away from pleasure motoring, it remained an integral-if-diminishing component of general road construction, for the Federal Highway Act of 1938 (section 8) provides:

> For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan. . . .[53]

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[50] Mark Rose, Interstate: Express Highway Politics 1941-56 (Lawrence: Regents Press of Kansas, 1979), p. 5.

[51] Rose, p. 2, 4, 10.

[52] E.D. Merrill to Thomas MacDonald (19 March, 1945), RG 328.

[53] Memo for A.E. Demaray, Appendix A, p. 1.

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With World War II came a modern and new justification for a road type that combines parkway principals with freeway efficiency; its model was the sleek, direct, and high-speed oriented German autobahen. Beginning in 1941, FDR called for a priority on "roads important to national defense," and later that year he restricted the Federal Works Administration to approving only those road projects "essential to national defense as certified by the appropriate Federal defense agencies."[54] This included access roads to military installations, defense plants, airports, and ports. The Defense Highway Act of 1941 appropriated $10 million in federal monies to this end, to be matched with state funds.

Suitland Parkway (1943-44) exemplifies such a defense highway, although its origin lays with the McMillan Commission's plans. The nine and one-half-mile dual-road parkway connects South Capital Street in the District to Route 4 in Maryland, and Bolling Field with Andrews Air Force Base (formerly Camp Springs Army Air Base). The $6 million construction cost was part of the Camp Springs development, pushed through Congress as a War Department expenditure. Plans to extend it eastward to the Chesapeake Bay were never fulfilled.

The parkway remained unfinished in 1945 when it became the responsibility of the National Park Service, and so it remains today. Yet, "it was so designed and construction so executed that the roadway system could be ultimately developed into a fully landscaped parkway."[55] About four miles of the "B roadway" in Maryland is unpaved, so traffic shares a single, undivided 24-foot lane. Five major bridges traverse the parkway, whose right-of-way is composed of nearly eighty-eight acres. Other characteristics include some at-grade crossings, semi-maintained buffer plantings, and a variable-width median 6 to 200 feet wide. The parkway's unfinished and uncharacteristic state must have been perceived as an invitation for improvement, for in 1958 it was proposed to bring it up to "freeway standards at several points."[56]

One function of a defense highway was to be impervious to air attack. Thus, a typical parkway site--fitted to the natural contours of the landscape--would provide a detour and scatter area, while plantings would provide camouflage for vehicles seeking concealment. While the efficient autobahen formula did enhance the safety and the speed factors, it failed as a defensible avenue because, noted one Bureau of Public Roads representative: "I recall how effectively these direct and highly conspicuous arteries, passing from one important center to another, can be used to guide

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[54] Rose, p. 12.

[55] D.G. White to T.S. Settle (22 April, 1948), RG 328.

[56] Washington Star ??

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hostile air attack to its important objectives."[57] The limited access of parkways and military highways also permitted easy closure to non-military traffic in times of emergency.[58] This application was later confirmed when justifying the Baltimore-Washington Parkway.

While construction of non-military projects was stalled until "September 6, 1945, when Harry S Truman dropped wartime controls [and] normal state and federal road construction got underway," the planning process continued all the while.[59] Congress had approved a national system of interstate highways and a system of secondary and feeder roads in rural areas with passage of the Federal-Aid Highway Act 1944. In the meantime, FDR also created the Interregional Highway Committee, which included Frederic Delano of the NCP&PC (and FDR's uncle), and Rexford Tugwell, who worked on the planned city of Greenbelt. Road construction was a high priority:

> This deferment of normal construction programs has resulted in a huge backlog of needed highway facilities which is most serious in and near cities where traffic congestion is our country's No. 1 post-war highway problem.[60]

It is not surprising, then, that "the years after 1945 were especially prosperous for members of the road transport and highway construction industries." And between 1946-50, state, local, and federal officials spent $8.4 billion--more than any previous five-year period in history.[61]

In this hurried context, landscape architects continued to assert that even the most efficient and streamlined road could be improved at no extra cost through preliminary incorporation of landscape features like grade differentials and plantings. Characteristics essential to parkway aesthetics also benefitted highway design, though they were considered unnecessary. "Most of these practices have been dictated. . .by the criterion of beauty," asserted one critic. "Yet time has proved not only their

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[57] H.S. Fairbank, "Military Highways," Proceedings of the 27th Annual Highway Conference, vol. 43 (July 24, 1941), p. 37.

[58] Carl W. Wild, "Designing Highways for Peace and Defense," Landscape Architecture, vol. 32, no. 4 (July 1942), p. 137-39.

[59] Rose, p. 12.

[60] Wilbur Simonson, "Advanced Designs for Post-War Highway Needs," Landscape Architecture, vol. 33 (July 1943), p. 130.

[61] Rose, p. 29, 31.

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United States Department of the Interior
National Park Service

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National Register of Historic Places Continuation Sheet

Parkways of the National Capital Region, 1913-1965

Section number 10 Page 2

UTMs continued

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F	18/333330	4310550	
G	18/333060	4301830	
H	18/333940	4311690	
I	18/334300	4311480	
J	18/334510	4313340	points A - Q:
K	18/334740	4313180	Washington East, D.C.-MD quad
L	18/335080	4315160	
M	18/335820	4315200	
N	18/336600	4317380	
O	18/336680	4317270	
P	18/337340	4317820	
Q	18/337540	4317580	
R	18/337900	4318060	points R, S:
S	18/338080	4318000	Lanham, MD quad
T	18/338600	4318930	
U	18/338720	4318850	
V	18/339020	4320580	
W	18/339200	4320330	
X	18/339500	4321920	
Y	18/339860	4321910	
Z	18/340730	4324700	
AA	18/340940	4324300	
BB	18/341560	4326020	points T - KK:
CC	18/341590	4327810	Laurel, MD quad
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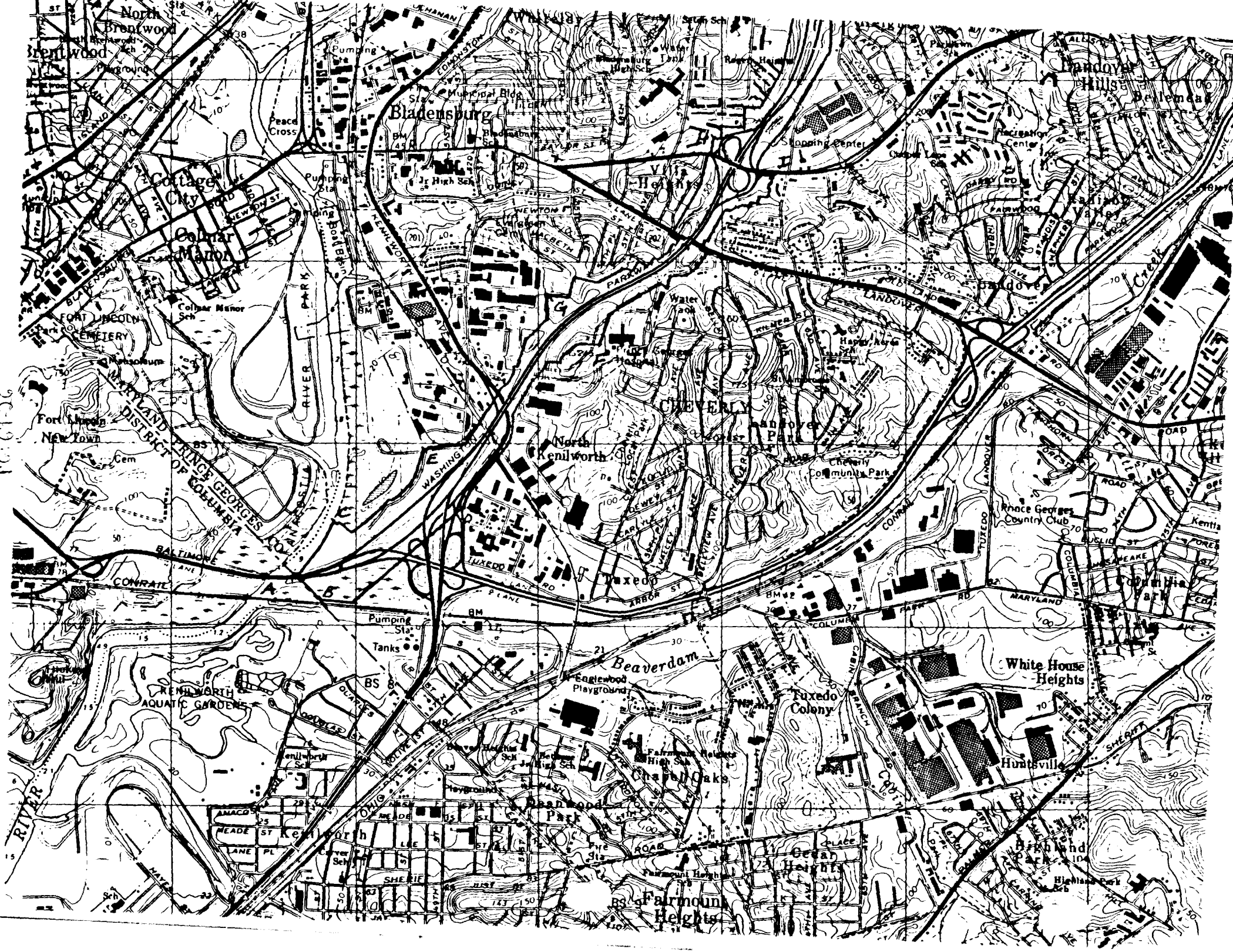
North Brentwood
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DISTRICT OF COLUMBIA
RIVER PARK
Pumping Sta
Jr High Sch
Villa Heights
Shopping Center
Recreation Center
Landover Hills
Bellemead
Landover
Creek
Water Tank
Prince Georges Hospital
CHEVERLY
Landover Park
Cheverly Community Park
North Kenilworth
Prince Georges Country Club
Columbia Park
Tuxedo
Beaverdam
Englewood Playground
Tuxedo Colony
White House Heights
Huntsville
Chapel Oaks
Deanwood Park
Kenilworth
Kenilworth Aquatic Gardens
Kenilworth Sch
Fairmount Heights High Sch
Fairmount Heights
Cedar Heights
Highland Park
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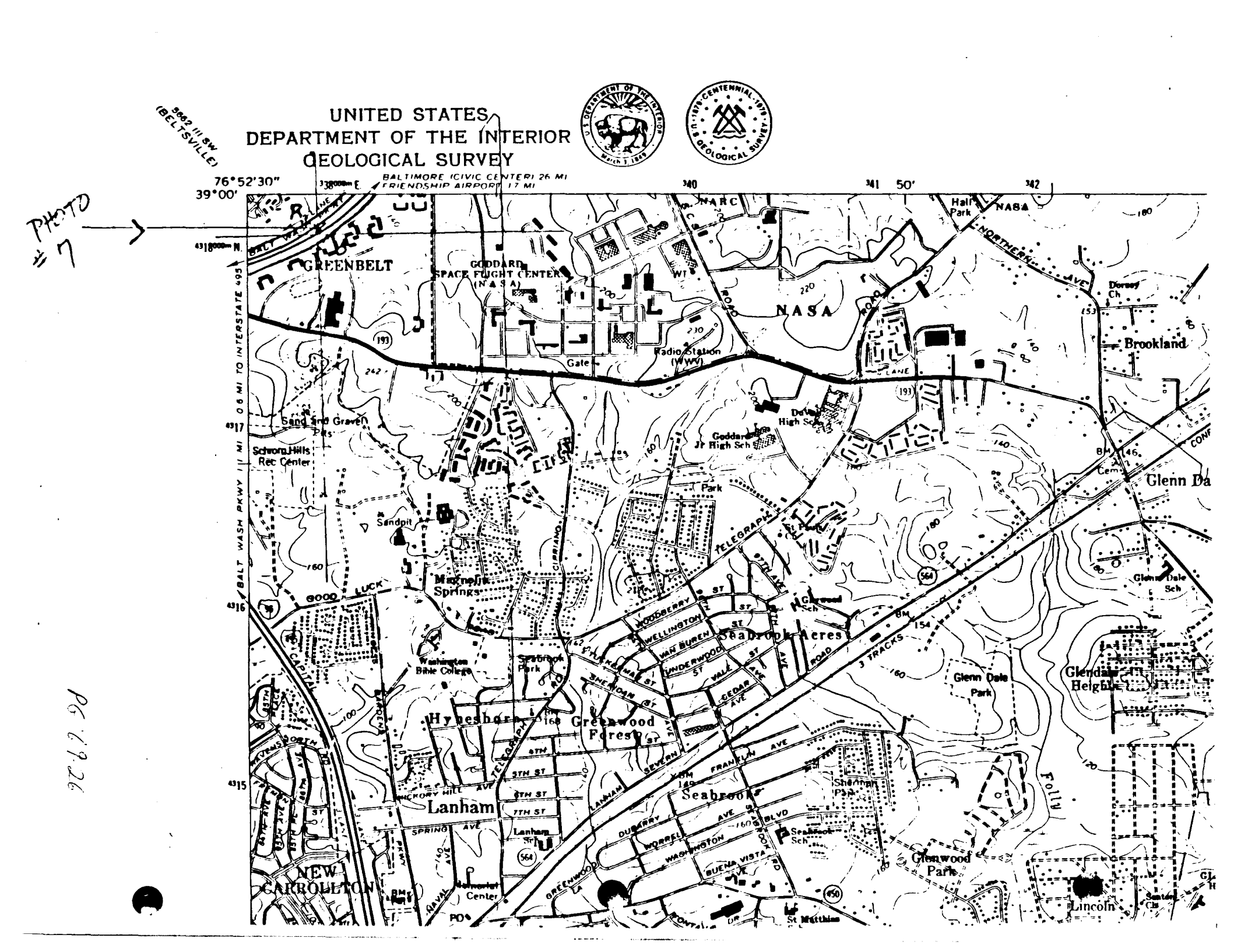
WASHINGTON EAST QUADRANGLE
DISTRICT OF COLUMBIA – MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC – BATHYMETRIC)

PG: 69-26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GREENBELT
GODDARD SPACE FLIGHT CENTER (N A S A)
NARC
NASA
Half Park
NORTHERN AVE
Dorsey Ch
Brookland
Radio Station (WWV)
Gate
Sand and Gravel Pits
Schwarz Hills Rec Center
Sandpit
Magnolia Springs
GOOD LUCK
Washington Bible College
Seabrook Park
Hyattsboro
Greenwood Forest
Seabrook Acres
Glenn Dale Park
Glendale Heights
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3 TRACKS
TELEGRAPH
GOODLUCK
HICKORY HILL AVE
SPRING AVE
FRANKLIN AVE
DUBERRY AVE
WORDELL
WASHINGTON
BUENA VISTA
GREENWOOD
HOODBERRY
WELLINGTON
VAN BUREN
UNDERWOOD
SHERMAN
CEDAR AVE
VALLEY
7TH AVE
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564
450
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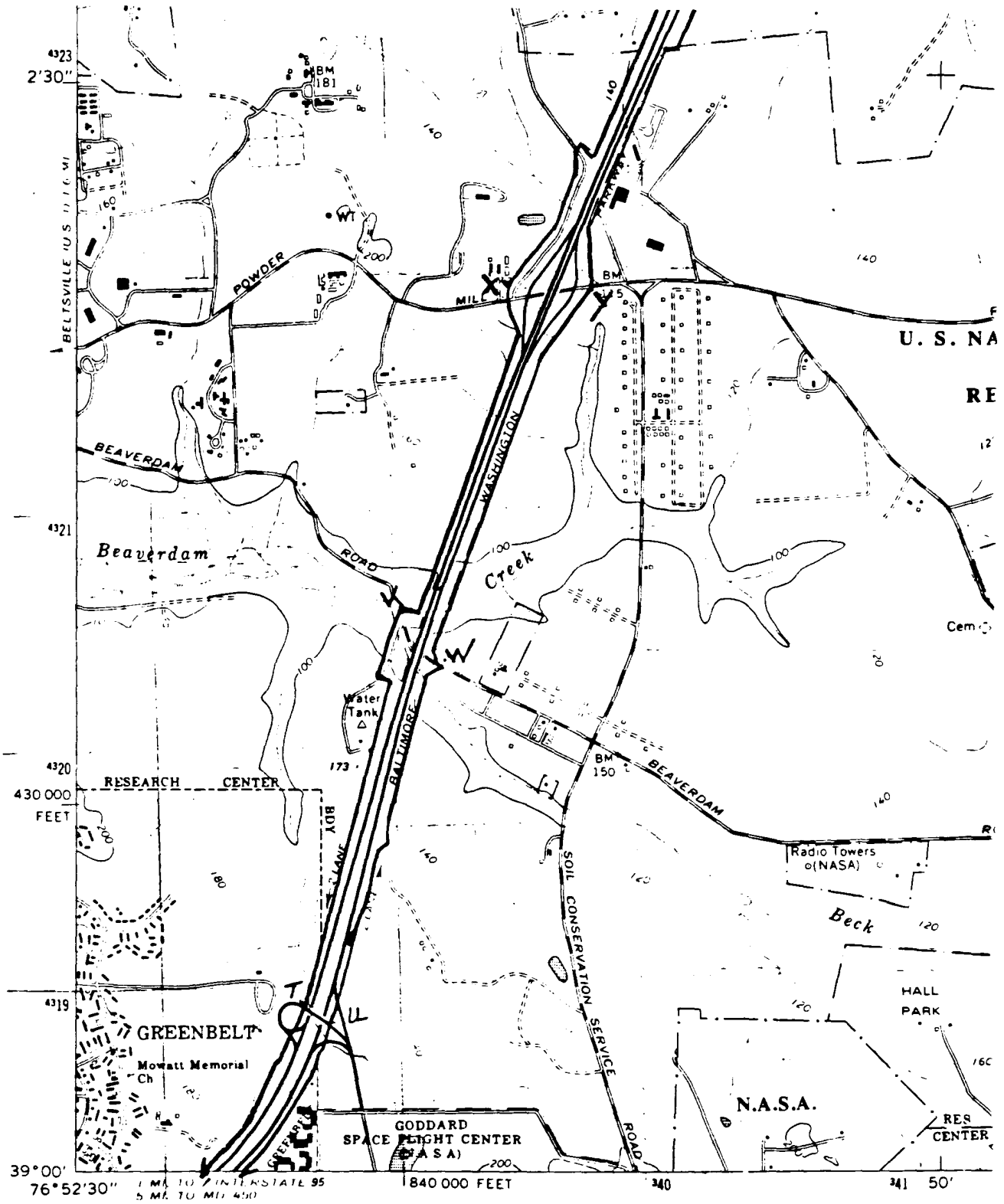


(WASHINGTON EAST)
5661 IV NW

Mapped by the Army Map Service
Edited and published by the Geological Survey

Control by USGS, USC&GS, USCE, USSCS, and WSSC

Topography by photogrammetric methods and by planetable surveys 1943. Revised by the Geological Survey 1965

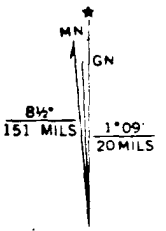
Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Red tint indicates areas in which only landmark buildings are shown

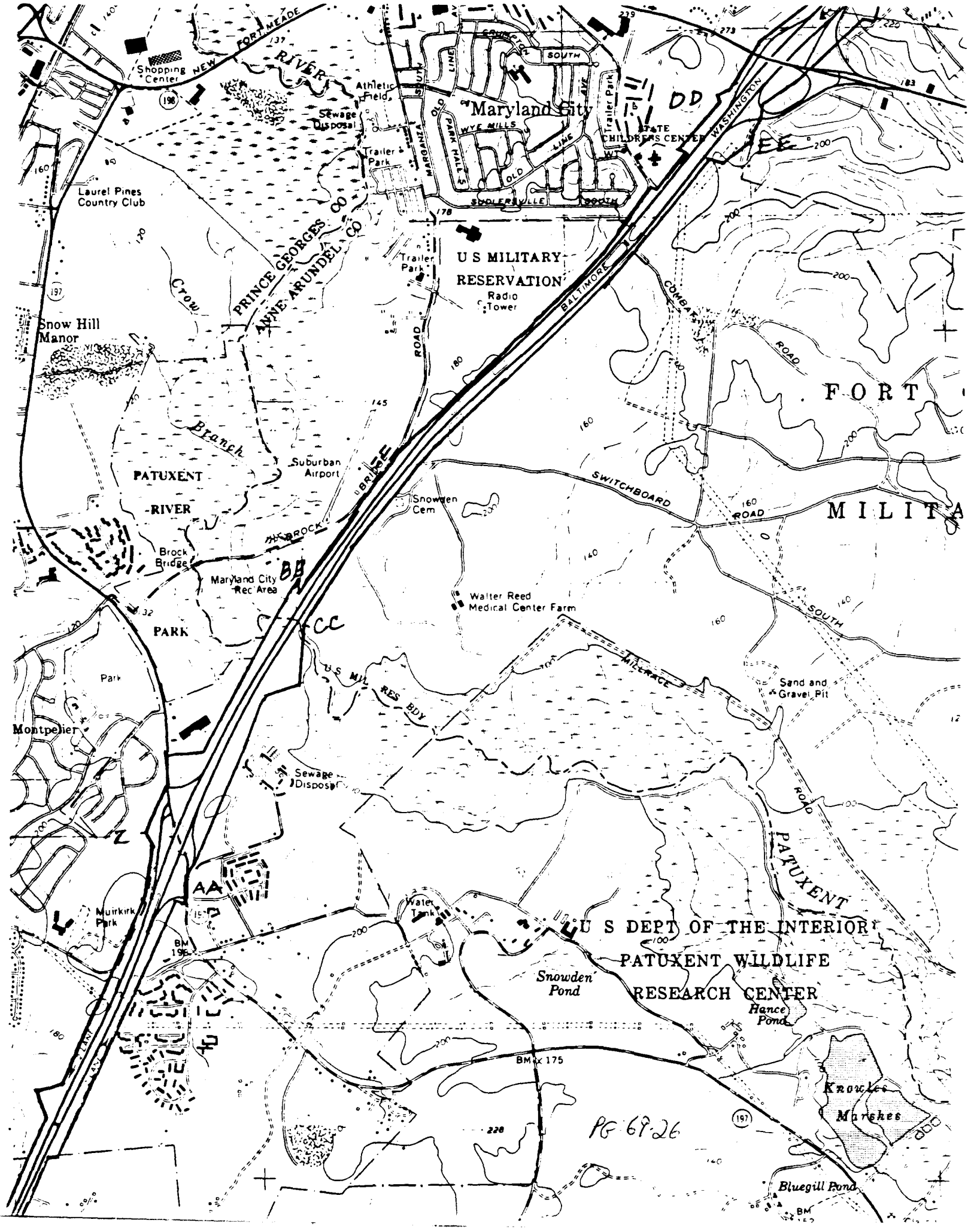
There may be private inholdings within the boundaries of the National or State reservations shown on this map

Purple tint indicates extension of urban areas



UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

PG 69-26


Shopping Center
NEW FORT MEADE
RIVER
Athletic Field
Sewage Disposal
Maryland City
Trailer Park
STATE CHILDREN'S CENTER
WASHINGTON
Laurel Pines Country Club
PRINCE GEORGES CO
ANNE ARUNDEL CO
U S MILITARY RESERVATION
Radio Tower
BALTIMORE
COMBAT
ROAD
Snow Hill Manor
Crow Branch
PATUXENT RIVER
Suburban Airport
Snowden Cem
SWITCHBOARD
FORT
MILITA
Brock Bridge
Maryland City Rec Area
PARK
Walter Reed Medical Center Farm
SOUTH
MILLRACE
Sand and Gravel Pit
Montpelier
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Water Tank
U S DEPT OF THE INTERIOR
PATUXENT WILDLIFE RESEARCH CENTER
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Bluegill Pond
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PG 69-26

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LAUREL (
MAI
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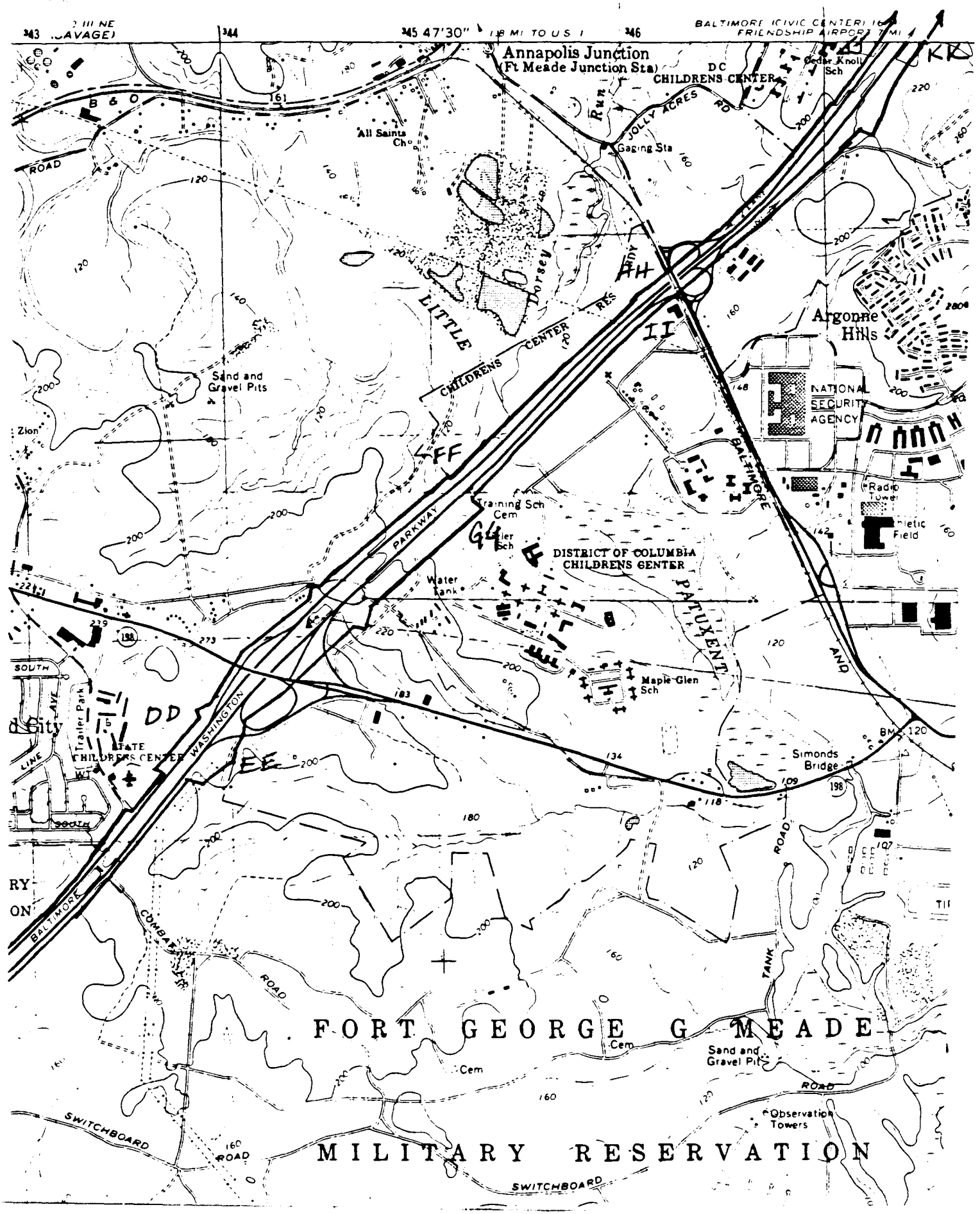

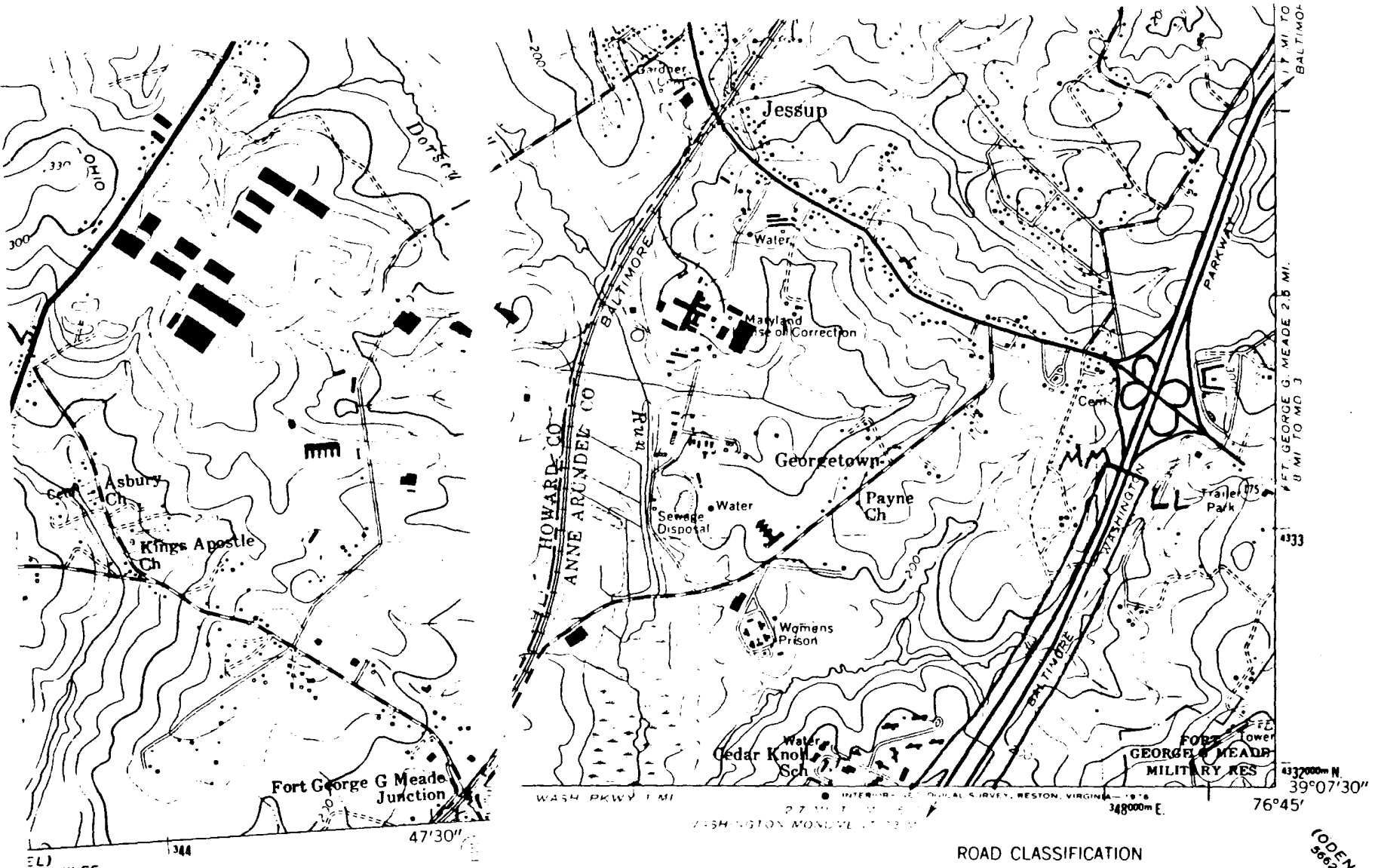

(ODENTON) 5662 II SW

5662 III SE

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1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

RVAL 20 FEET
TICAL DATUM OF 1929

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

U. S. Route — State Route

QUADRANGLE LOCATION

SAVAGE, MD.

NE/4 LAUREL 15' QUADRANGLE
N3907.5—W7645/7.5
1957
PHOTOREVISED 1966 AND 1974
AMS 5662 III NE—SERIES V833

NAL MAP ACCURACY STANDARDS
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AND SYMBOLS IS AVAILABLE ON REQUEST

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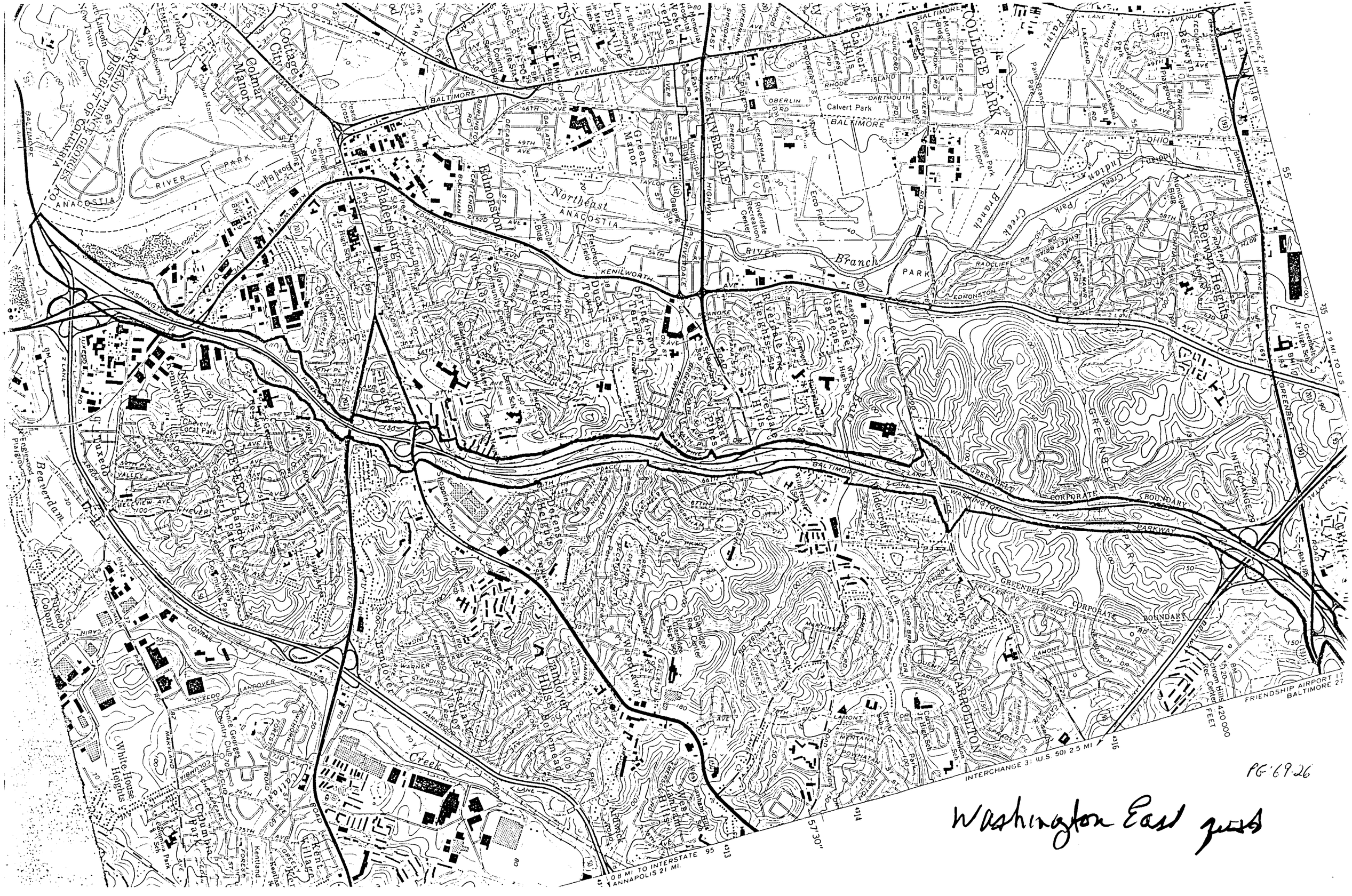


PG 69-26

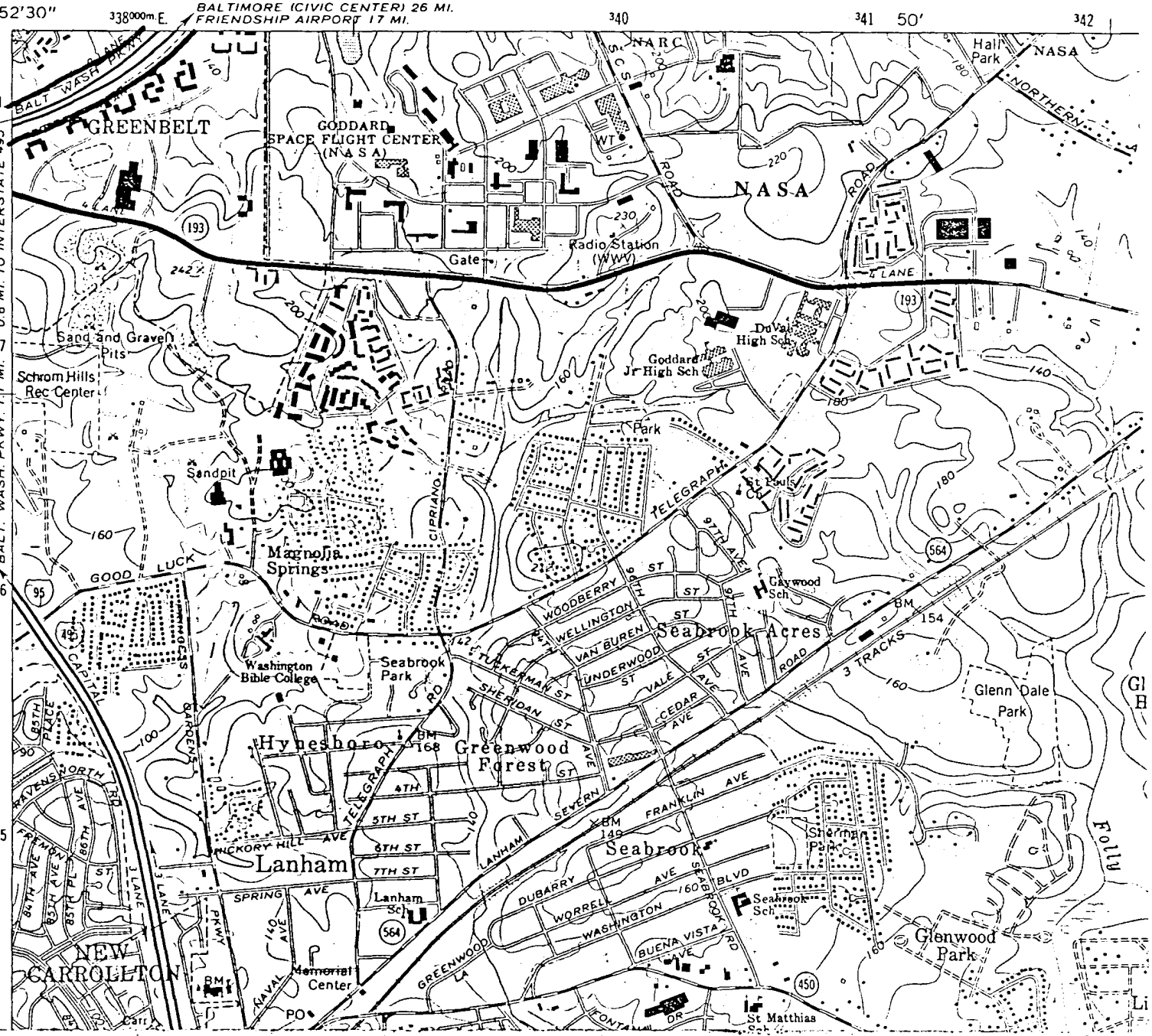
Washington East quad

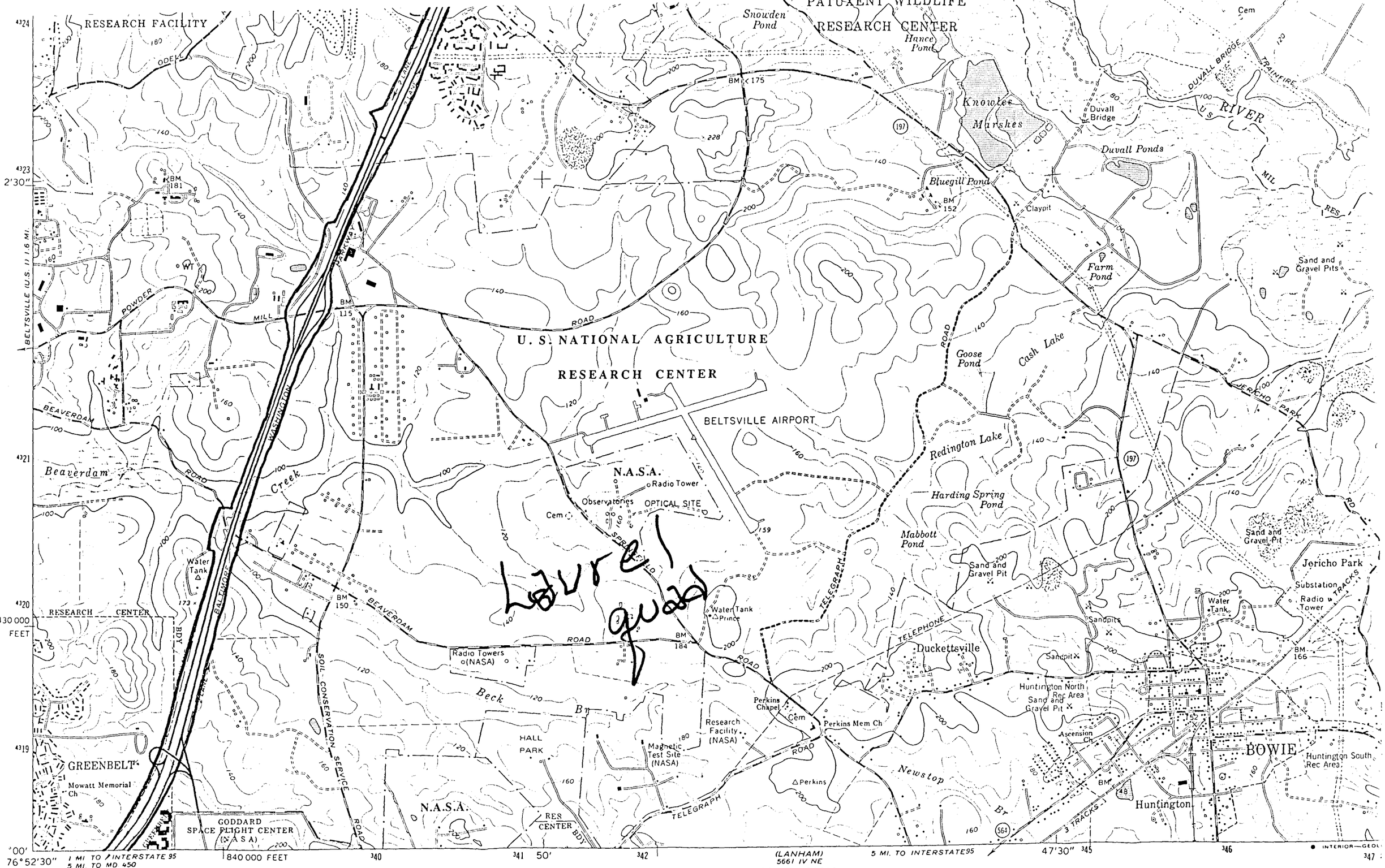
5662 III SW
(BELTSVILLE)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PG: 69-2E

Lanham Quad





Mapped by the Army Map Service
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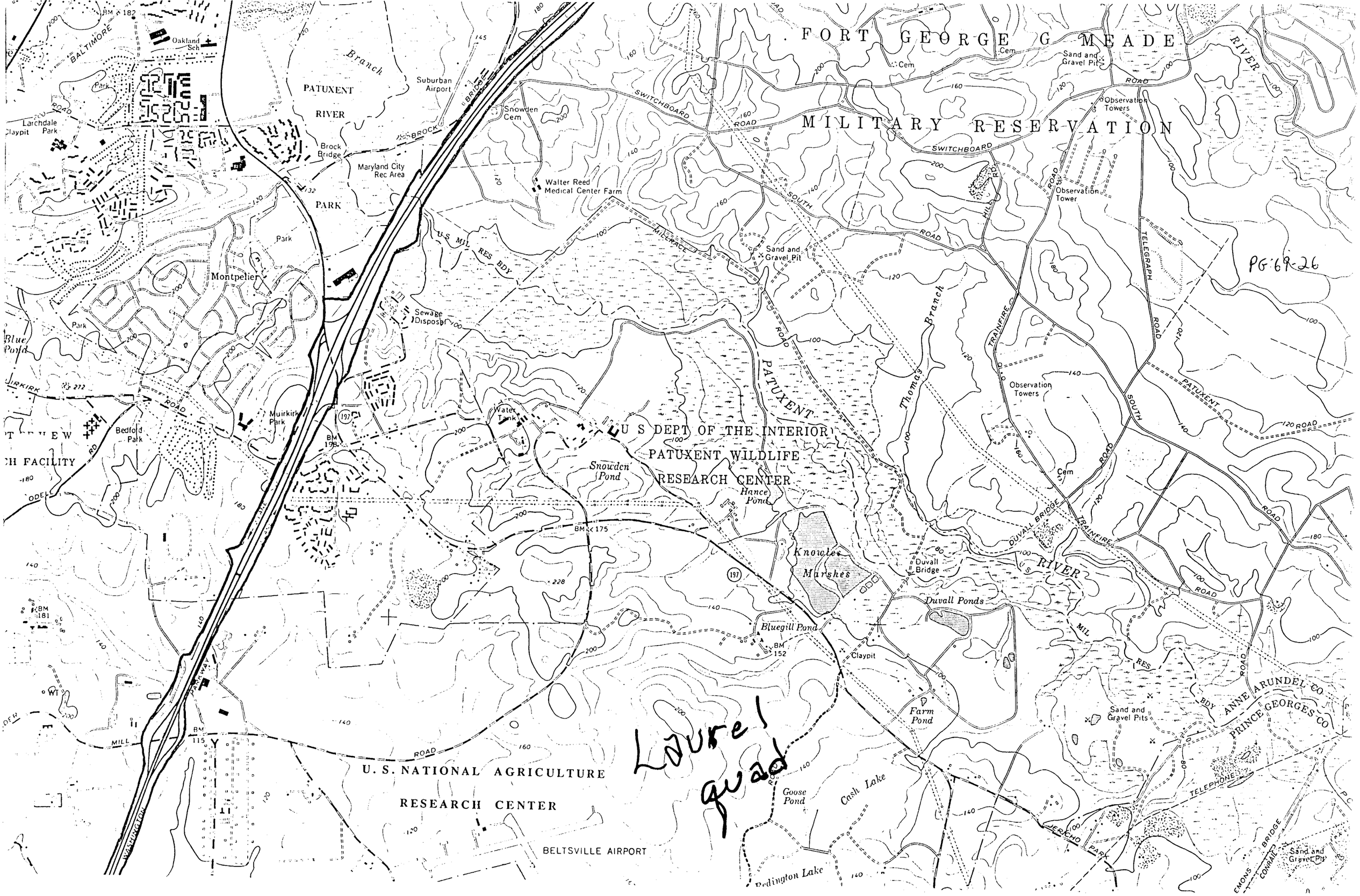
1 KILOMETER

PG 69-26

Heavy-duty
Medium-duty


FORT GEORGE G MEADE
MILITARY RESERVATION
PATUXENT RIVER
PARK
Suburban Airport
Snowden Cem
Brock Bridge
Maryland City Rec Area
Walter Reed Medical Center Farm
Oakland Sch
Larchdale Park
Claypit
Montpelier
Sewage Disposal
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Bedford Park
Blue Pond
Water Tank
U S DEPT OF THE INTERIOR
PATUXENT WILDLIFE
RESEARCH CENTER
Snowden Pond
Hance Pond
Knowles Marshes
Duvall Bridge
Duvall Ponds
Bluegill Pond
Claypit
Farm Pond
Goose Pond
Cash Lake
Redington Lake
Sand and Gravel Pit
Sand and Gravel Pits
Observation Towers
Observation Tower
Thomas Branch
PATUXENT RIVER
U.S. NATIONAL AGRICULTURE
RESEARCH CENTER
BELTSVILLE AIRPORT
ANNE ARUNDEL CO
PRINCE GEORGES CO
Laurel quad
PG-69-26

High Ridge
HOWARD CO
PRINCE GEORGES CO
PATUXENT
LAUREL
Hammond Br
ANNE ARUNDEL CO
Trailer Park
Parking
Laurel Racetrack
Bacontown Rec Area
Mt Zion Ch
St Jacobs Cem
Sand and Gravel Pits
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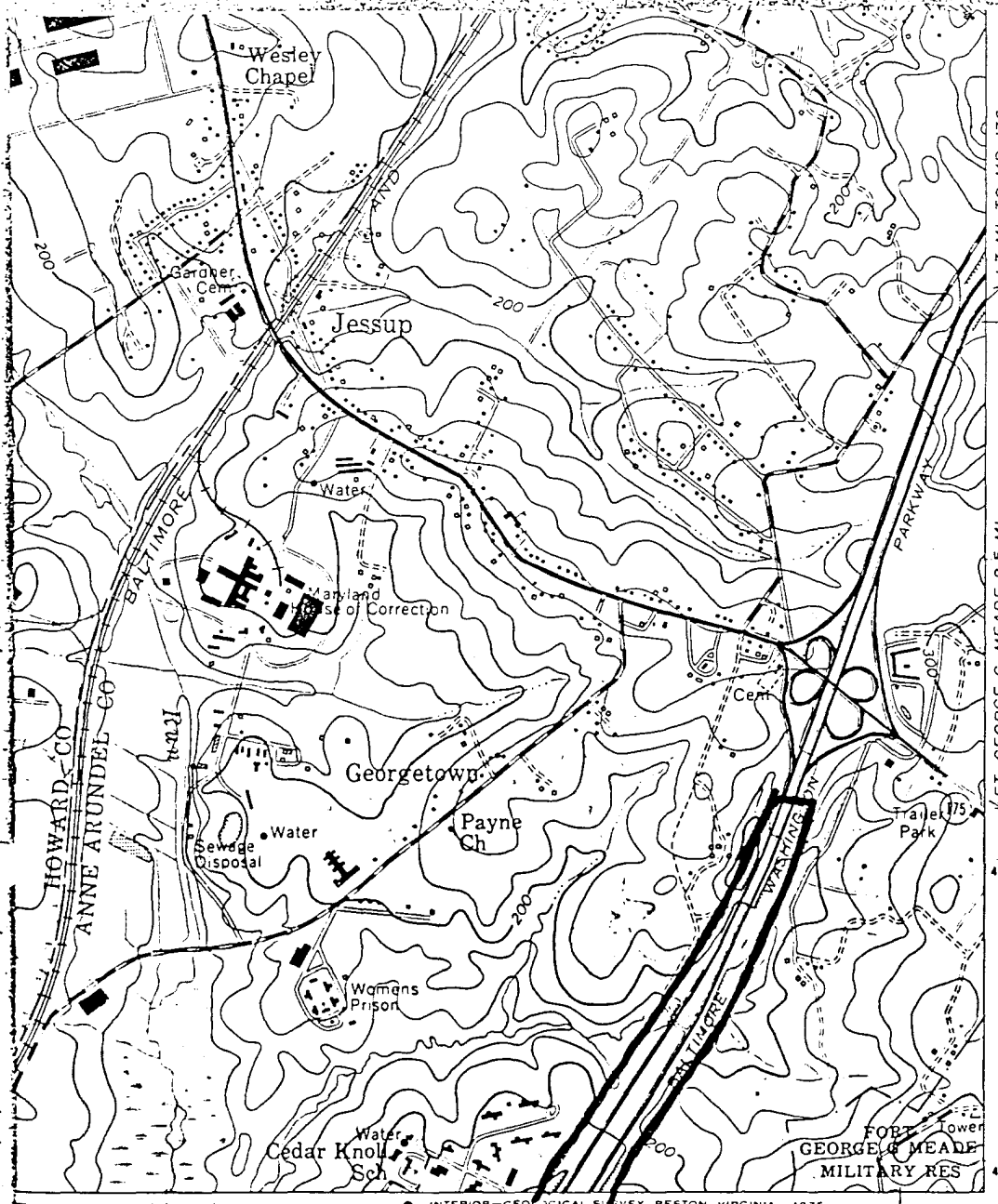
DC CHILDRENS CENTER
Gaging Sta
Argonne Hills
NATIONAL SECURITY AGENCY
Radio Tower
Athletic Field
Training Sch Cem
Zigler Sch
DISTRICT OF COLUMBIA CHILDRENS CENTER
Water Tank
Maple Glen Sch
Simonds Bridge
Shopping Center
Athletic Field
Sewage Disposal
Maryland City
STATE CHILDRENS CENTER
Laurel Pines Country Club
U S MILITARY RESERVATION
Radio Tower
Oak Crest
Community Ch
Snow Hill Manor
Crow
Branch
PATUXENT RIVER
Suburban Airport
Snowden Cem
Brock Bridge
Maryland City Rec Area
Walter Reed Medical Center Farm
FORT GEORGE G MEADE
MILITARY RESERVATION
Sand and Gravel Pit
Observation Towers
Observation Tower
Contee
Larchdale Park
Claypit
Carver Memorial Cem
Oakland Sch
Laurel Lake
Laurel High Sch
Water Tank
Coggins 2
Shopping Center
Laurel Quad
PG:69-26



ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———

Medium-duty ——— Unimproved dirt - - - - - -

U. S. Route ◯ State Route

QUADRANGLE LOCATION

SAVAGE, MD.

NE/4 LAUREL 15' QUADRANGLE
N3907.5—W7645/7.5
1957
PHOTOREVISED 1966 AND 1974
AMS 5662 III NE—SERIES V833

(ODENTON) 5662 II SW

Baltimore – Washington Parkway

AA-5

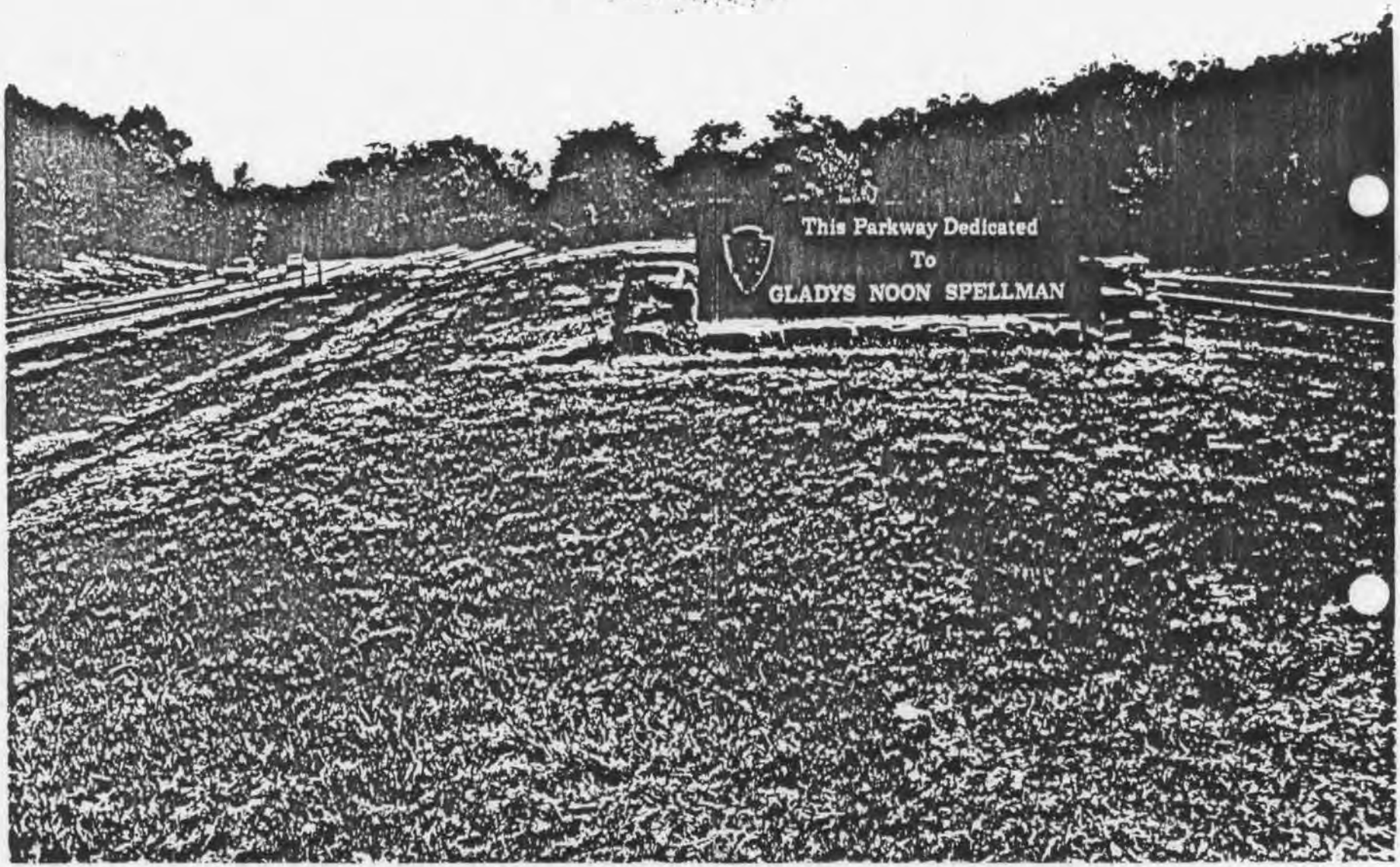
PG: 69-16

LIST OF PHOTOGRAPHS - Baltimore-Washington Parkway

Photographer/Date: Sara Amy Leach, April 1988
Location of negatives: National Capital Region (NPS) files

1	View north, from north of 450, to Gladys Noon Spellman dedication sign
2	Arched culvert, between routes MD 450 and MD 410
3	View north, from just north of MD 410
4	Double box culverts, between MD 410 and Good Luck Road
5	Bridge across BWP at Good Luck Road
6	Bridge across BWP at MD 193/Greenbelt Road
7	View south, from median at MD 193/Greenbelt Road
8	BWP Bridge across MD 197/Laurel-Bowie Road
9	BWP Bridge across abandoned Old Fort Meade Road
10	View south to box culvert in median, between MD 32 and MD 175.

PHOTO #1



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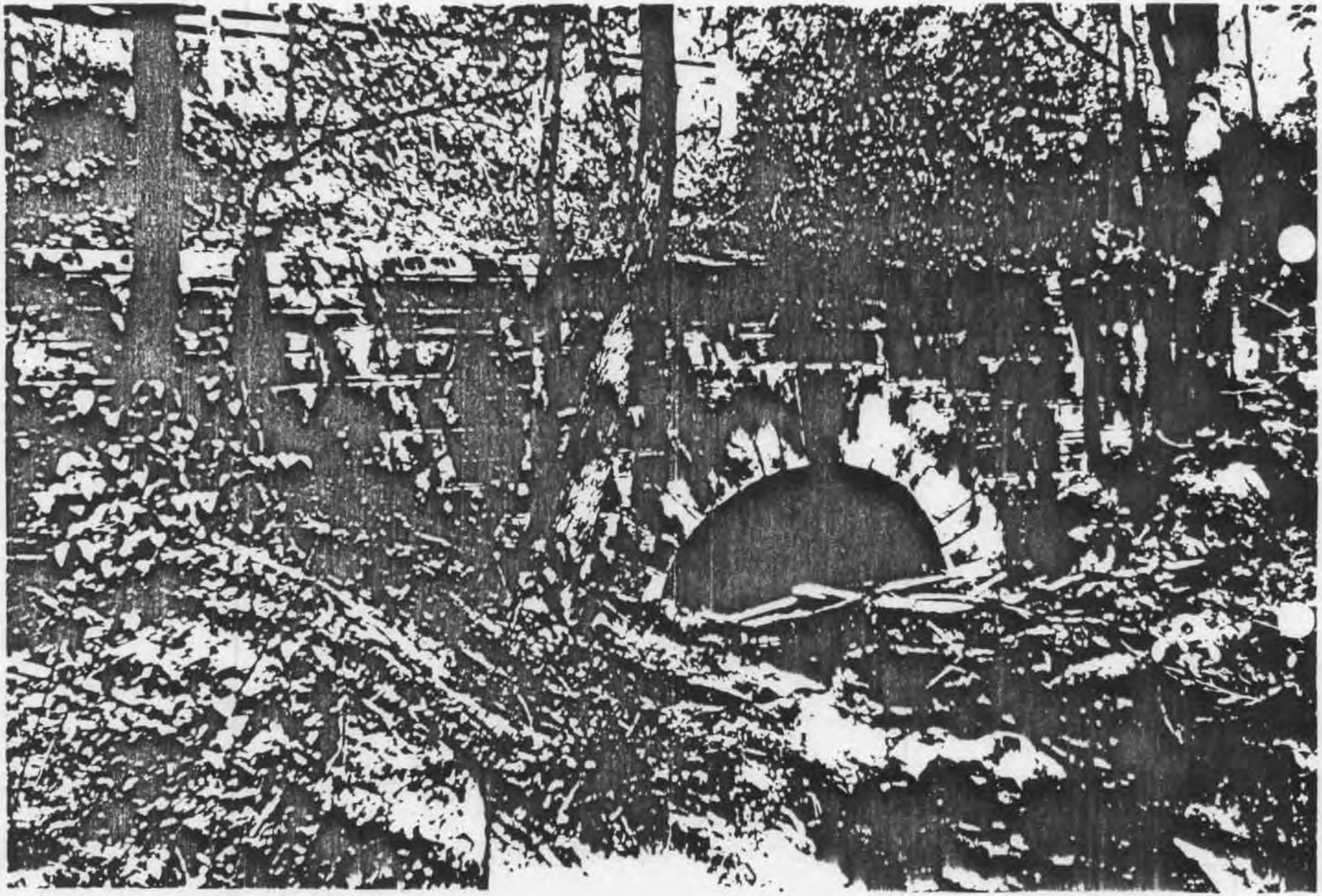

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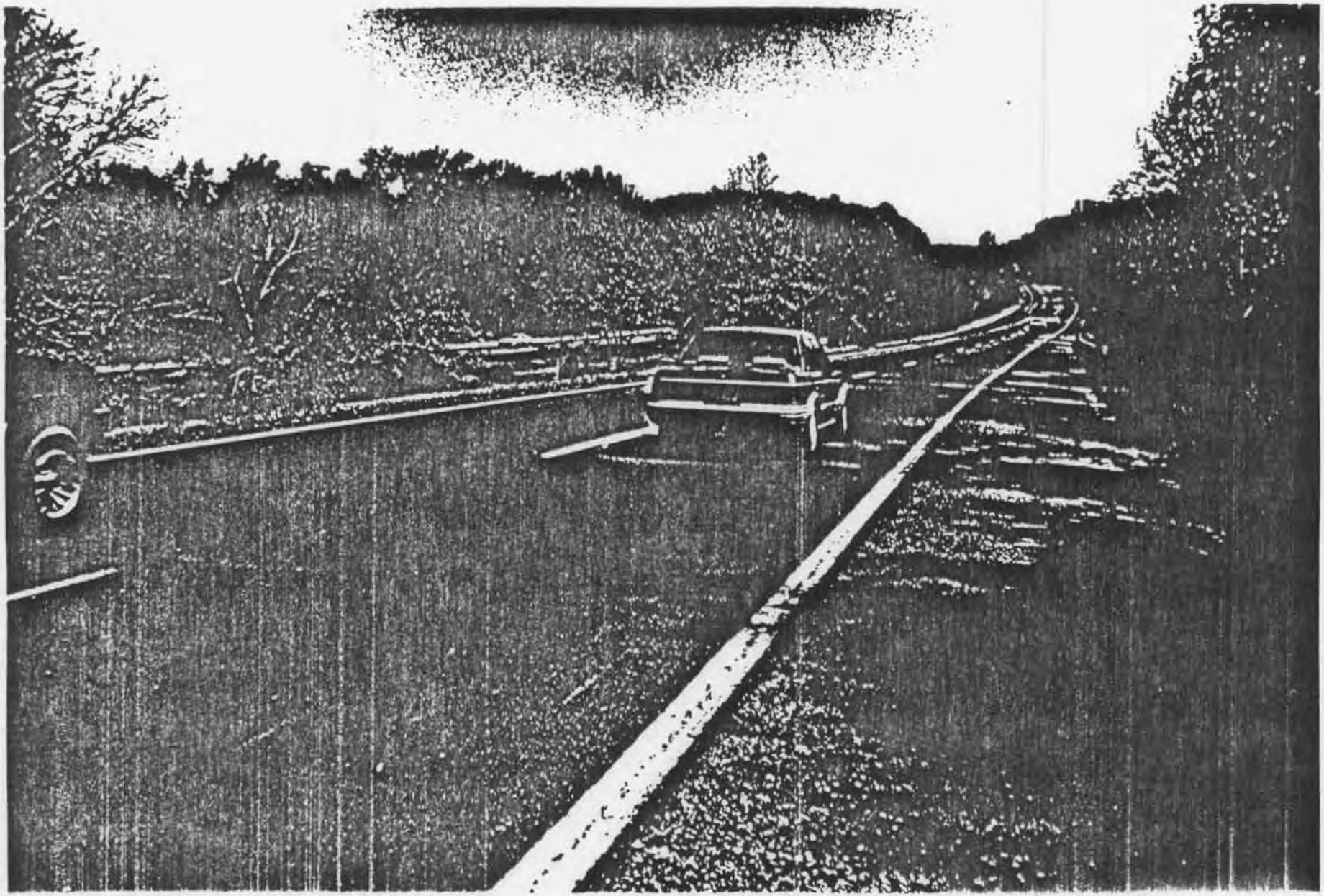
PHOTO #3



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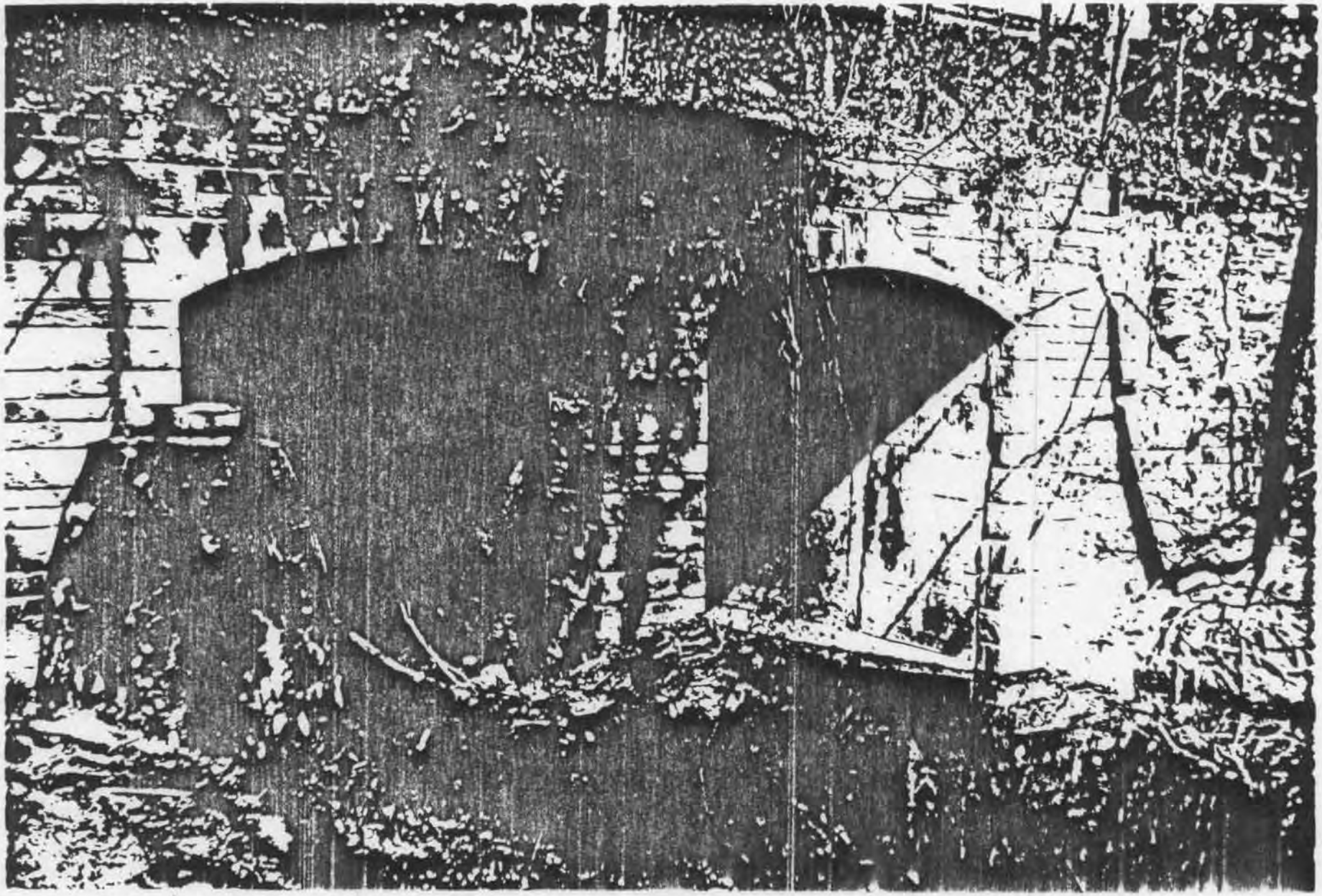

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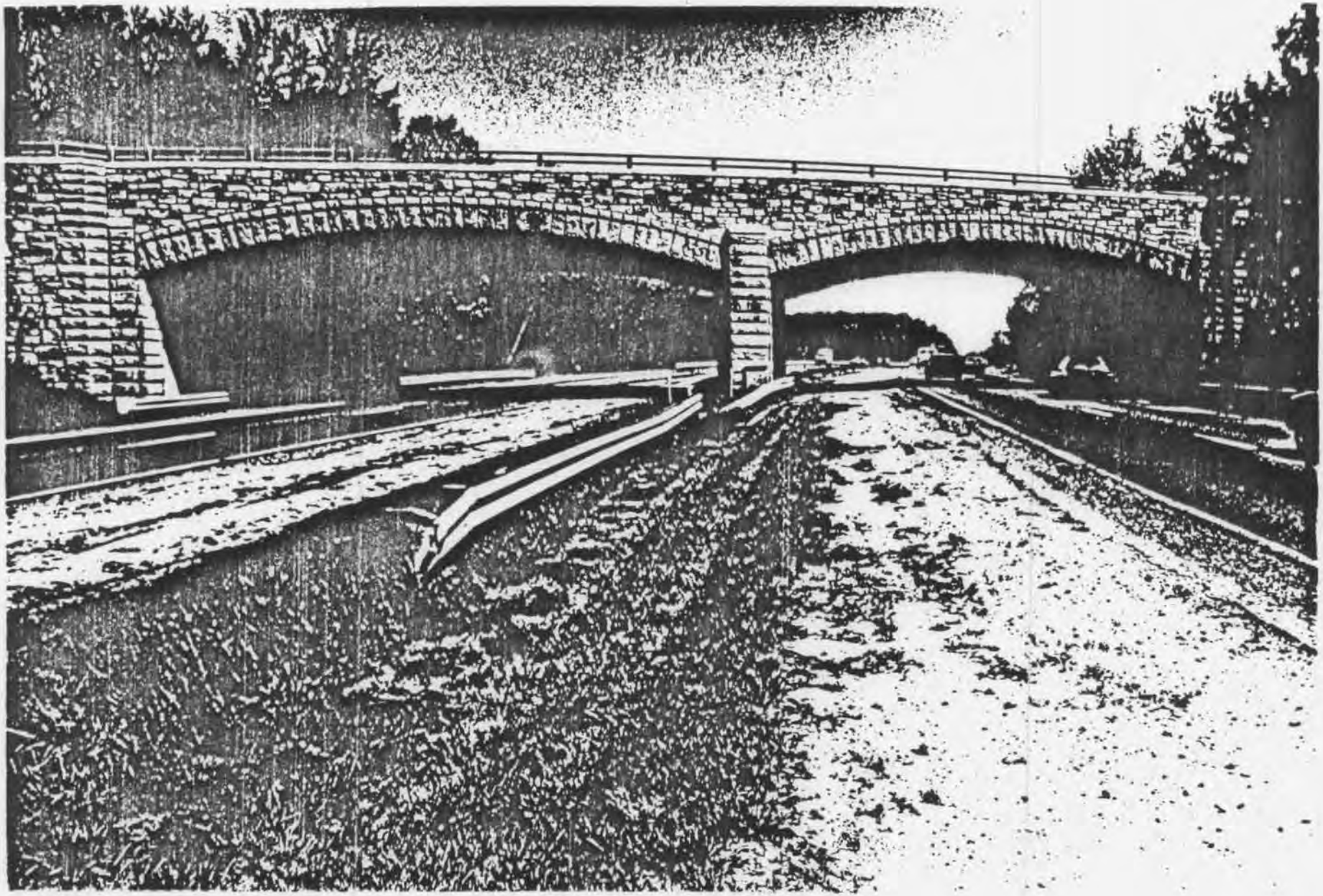

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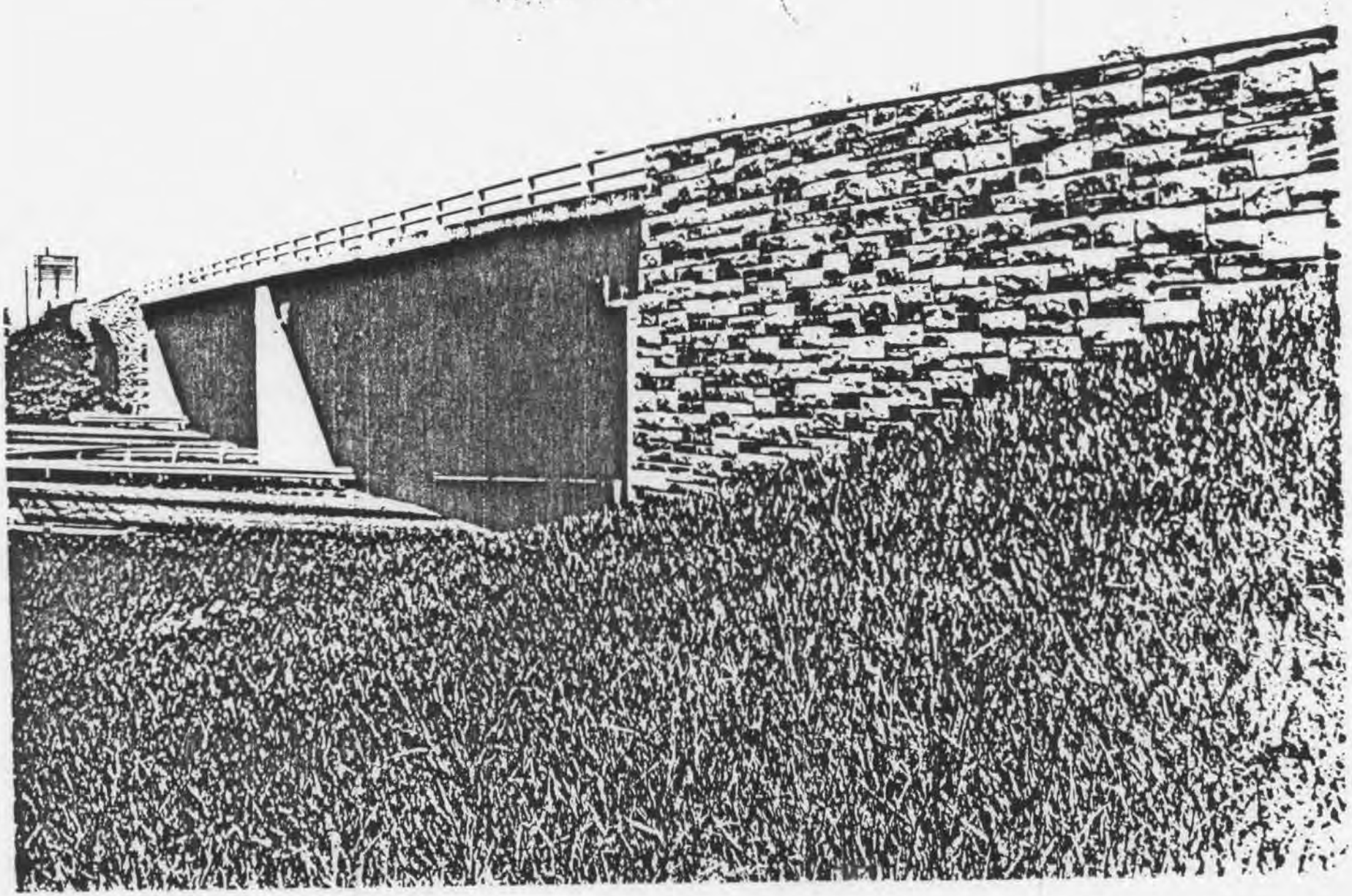

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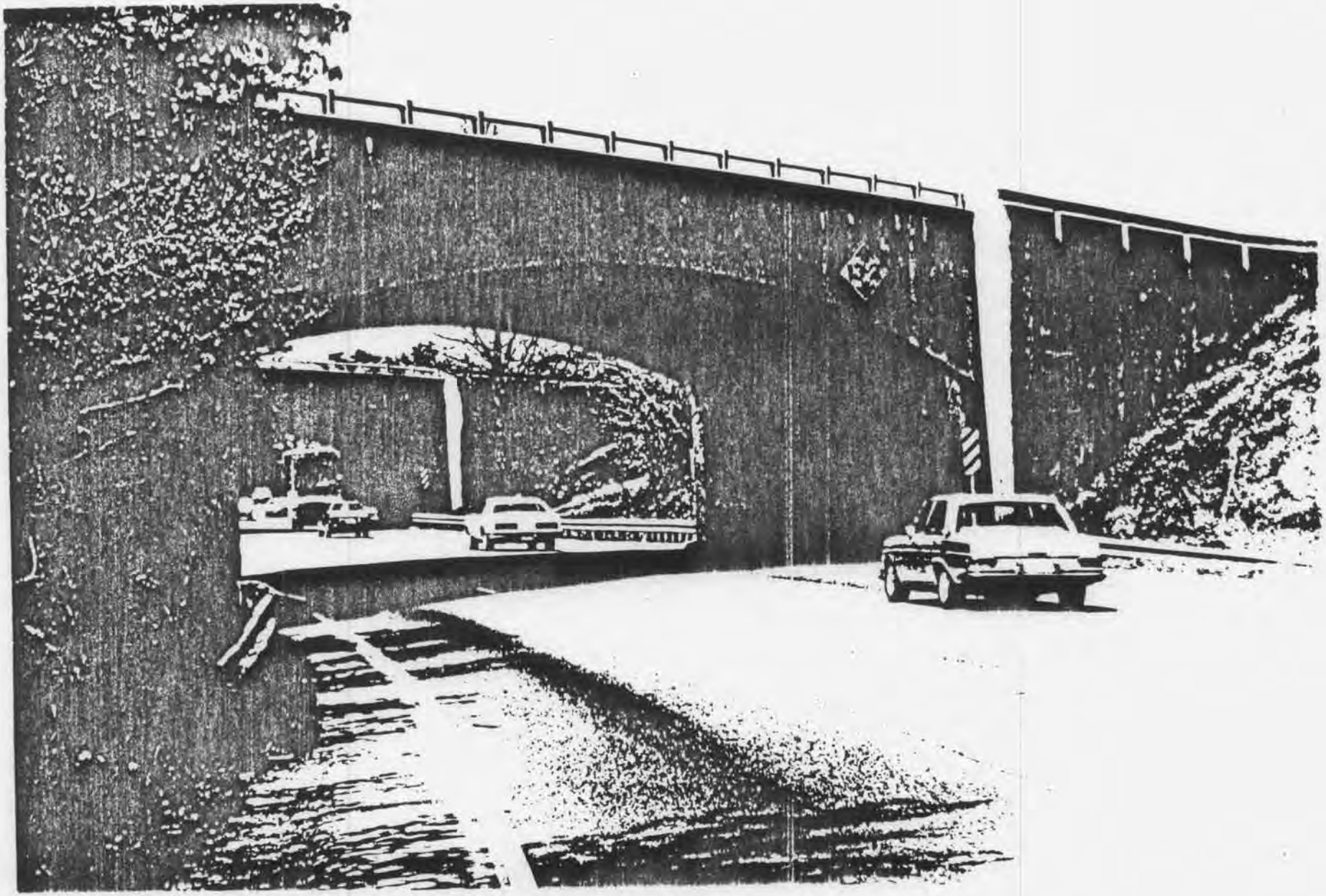
Pic #7

PG: 69-26

PHOTO #8

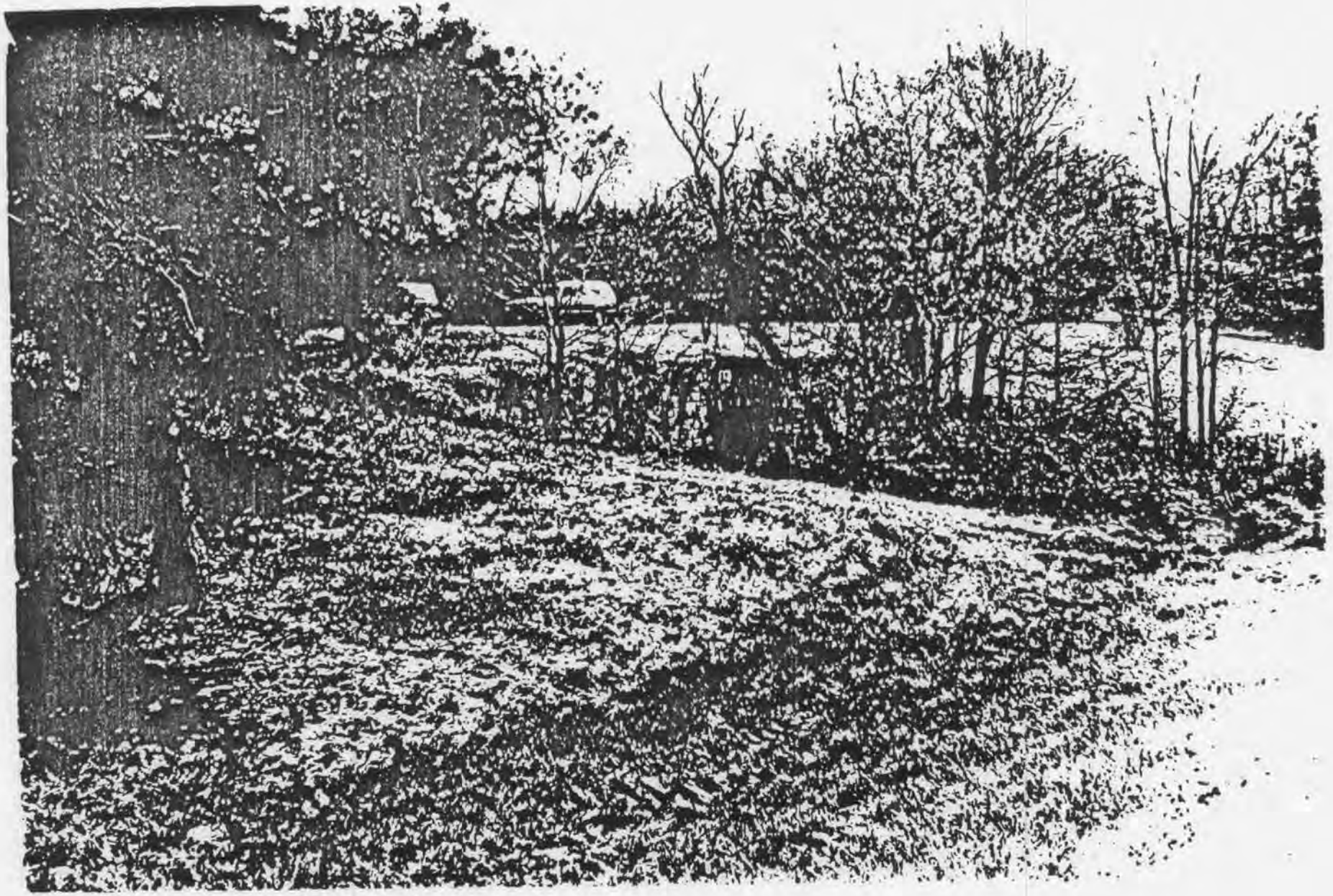


PG: 69-26

PH. [illegible] #9

PG: 69-26

PHOTO #10



PG: 69-26

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:62-14

Name of Property: Beltsville Agricultural Research Center (B.A.R.C.)
Location: Beltsville, Prince George's County

The purpose of preparing this addendum to the Beltsville Agricultural Research Center (B.A.R.C.) is to provide an updated, concise historic context since the property the was first recorded in 1970s and updated in the 1990s.

8.Significance

Historic Significance: Beltsville Agricultural Research Center Historic Context

BARC is an Agricultural Research Service (ARS) research facility of the USDA. The USDA acquired the first parcel of BARC land in 1910 for use by its Bureau of Animal Industry. The farm expanded gradually over the next few decades until New Deal policies and programs led to its substantial expansion beginning in 1933. By 1938, the property reached its peak size of 12,461 acres. Today, the site comprises 6,582 acres divided into five farms: the 367-acre South Farm (separated from the other four farms by Interstate 495), 549-acre North Farm, 460-acre Linkage Farm, 2,980-acre Central Farm, and the 2,225-acre East Farm (Robinson and Associates 1998) (Figure 1).

BARC's landscape consists of vast open space, cultivated fields, and hundreds of buildings and structures scattered throughout the facility. Historically, buildings were constructed in groupings associated with individual bureaus/divisions of the USDA or other federal agencies that leased or were assigned portions of the facility. The majority of BARC's buildings are farm research outbuildings, such as sheds, greenhouses, barns, and poultry houses, and the remainder are laboratories, dwellings, and office buildings. The Bureaus of Animal Industry, Dairy Industry, and Plant Industry were responsible for most of the building programs and land acquisitions at BARC (Robinson and Associates 1998).

The South Farm, located at the far southwestern end of BARC, includes open cultivated fields with a small number of small farm buildings on land purchased by the Bureau of Plant Industry between 1941 and 1943 for plant research. The North Farm, located immediately to the northeast of the South Farm, was acquired in 1933 and expanded in 1940 by the Bureau of Plant Industry. The North Farm contains cultivated farmland to the west and a densely developed area to the east. The Linkage Farm, located across Route 1 from the North Farm, contains the National Agricultural Library and the newer portion of the USDA George Washington Carver Center, but mostly includes open or cultivated fields. The Linkage Farm was assigned to the Bureau of Plant Industry in 1938, after being transferred from the Resettlement Administration to the USDA. The largest of the farms, the Central Farm, adjoins the Linkage Farm and contains approximately 12 clusters of farm or research-related buildings, as well as pasture and forested areas. The Central Farm, which contains the original acreage USDA purchased in 1910, historically was used by the Bureaus of Dairy Industry and Animal Industry, and their successor organizations. The USDA acquired the East Farm, which is adjacent to the east side of the Central Farm and largely forested, in the mid- to late-1930s for the Bureau of Animal Industry and other agencies, including the Soil Conservation Service. The East Farm only has a few building clusters (Robinson and Associates 1998).

The following historic thematic statements present BARC within the contexts of the federal role in agricultural research, experimental agricultural research, New Deal policies and programs, landscape architecture, experimental agricultural architecture, and Georgian Revival architecture.

Federal Role in Agricultural Research

The United States' public agricultural research system is rooted in several legislative acts Congress passed in the mid- and late-1800s. These acts established the USDA and the state agricultural experiment stations, and granted funds for agricultural colleges. Subsequent congressional acts in the first half of the twentieth century led to significant expansions in research funding and diversity of federal agricultural research subjects. The USDA and state agricultural experiment stations have been responsible for the majority of public agricultural research undertaken since the federal government

began to actively support agricultural research in the nineteenth century (OTA 1981). The BARC, established by the USDA in 1910 and significantly expanded in the 1930s, was the nation's largest and most prominent agricultural research facility, a key component of the federal agricultural research system.

Nineteenth Century Legislation
Three primary pieces of nineteenth century legislation form the foundation for the federal government's involvement in agricultural research: the Organic Act establishing the USDA in 1862, the Morrill (or Land-Grant College) Act of 1862, and the Hatch Act of 1887 (Huffman and Evenson 2008). The United States had an agricultural-based economy in the nineteenth century, and by the 1850s, farmers were lobbying for a new government department devoted to agriculture. Because of strong opposition from southern farmers, however, the USDA was not created until 1862 after the southern states seceded and the Civil War was well underway (Huffman and Evenson 2008). The new USDA had a mandate to serve the nation's farmers (Bowers 1993). The department inherited the government's agricultural library that had been created in 1839 (USDA 2016). Research was a primary component of the department's work from its inception, although research is not mentioned in the act that led to its creation (USDA 2016). The first USDA research bulletin (on sugar content of grapes and suitability for wine) was published the same year the department was founded (USDA 2016). By 1868, the USDA had begun research on animal diseases and published an analysis of corn as food (USDA 2016). It created the Bureau of Animal Industry in 1884 (USDA 2016).

The Morrill (or Land-Grant College) Act of 1862 authorized public land grants for colleges in each state to teach agriculture and mechanic arts. Some of the land-grant colleges eventually became agricultural research institutions that would go on to collaborate with the USDA's research efforts in the twentieth century. A second Morrill Act passed by Congress in 1890 provided additional funding. Though both acts were vague on the role of agricultural research, they made funds available for experimental farms and special projects (Huffman and Evenson 2008).

The passage of the Hatch Act in 1887 was "one of the most important legislative steps taken to develop public agricultural research in the United States" (Huffman and Evenson 2008; OTA 1981). The act authorized a crucial expansion of public agricultural research by allowing for the quick establishment of state experimental agricultural stations in all of the states (Huffman and Evenson 2008). The Office of Experiment Stations was established in 1888 to oversee the new stations. With the passage of the act, the modern network of state agricultural experiment stations was established and the close cooperation between regional research facilities and the USDA's nationally focused research activities was initiated (OTA 1981). Although the Hatch Act led to a rapid increase in the number of facilities nationwide that were undertaking agricultural research, funding for agricultural research was modest between 1888 and 1897 and USDA research facilities were limited (OTA 1981).

Expansion of Federal-State Agricultural Research System
It was not until the arrival of James Wilson as Secretary of Agriculture in 1897 that the USDA's research program began to significantly expand (OTA 1981.) During Wilson's 16-year term, the USDA established seven new scientific bureaus (only the Bureau of Animal Industry had existed previously): Plant Industry (1901), Forestry (1901, would became the Forest Service in 1905), Soils (1901), Chemistry (1901), Statistics (1903), Entomology (1904), and Biological Survey (1905) (OTA 1981). Congress quadrupled the Department's budget for research between 1897 and 1904 (OTA 1981). In 1898, Congress appropriated the first funds to collect, test, and prepare foreign plant materials and authorized testing of seeds purchased on the open market (USDA 2016). The department's staff increased more than six fold between 1897 and 1912 and expenditures increased from $800,000 in 1900 to $4 million in 1910 (OTA 1981).

The USDA's earliest national research facilities were on the National Mall, but as the department's research programs grew, researchers needed more space. Initially, the USDA procured use of 400 acres of the now-Arlington National Cemetery in 1900 for experimental farming and built two laboratory buildings on the Mall site in 1907, but these were insufficient to accommodate all their needs (OTA 1981). In 1910, the USDA purchased the 475-acre farm parcel in Beltsville, Maryland for work on dairying and animal husbandry (OTA 1981). Over the next two decades, gradual additions were made to the Beltsville and the Arlington farms as the department's programs continued to expand (OTA 1981).

Congress passed a number of key pieces of legislation during the Beltsville farm's early decades that grew the USDA's programs and would ultimately contribute to the department's decision to centralize agricultural research at Beltsville. Through the 1914 Smith-Lever Act, the USDA received an increase of funding that established the Agricultural Extension Service (later the Cooperative Extension Service) and formalized the department's educational outreach to farmers (Huffman and Evenson 2008). By 1916, there were 29 agricultural research stations in operation (it would eventually be 30) by the federal government, states, or cooperatively (OTA 1981). The subsequent 1925 Purnell Act authorized funds for research by agricultural experiment stations on economic and social problems of agriculture (USDA 2016). The Bankhead-Jones Act of 1935 provided for expansion of agricultural research (USDA 2016). In 1938, the Agricultural Adjustment Act established four regional USDA research centers to develop new uses for farm produce (Wyndmoor, PA; Peoria, IL; Albany, CA; and New Orleans, LA) (USDA 2016). The department created the Agricultural Research Administration in the early 1940s to administer the increasingly complex coordination between the many agricultural experiment stations and laboratories that were in operation by that time (OTA 1981). The Research and Marketing Act of 1946 included substantial funding for research, so that by the 1950s, the USDA's research programs were well funded (OTA 1981).

Between 1933 and 1953, the USDA centralized the Washington, D.C.-area research facilities at the Beltsville farm, which was re-designated as the National Agricultural Research Center. Research continued to be conducted concurrently at field and state stations, yet Beltsville swiftly became the largest agricultural research center in the country. Through its various divisions and bureaus, the USDA expanded its scientific inquiries into a wide number of topics related to animal husbandry and breeding, crop cultivation and soils, animal and plant diseases, and nutrition (USDA 2016). The "National" before the center's name was dropped in 1945 (USDA 2016).

Between 1888 and 1953, the federal and state agricultural research programs were integrated in both policy and funding through the USDA, which led to ongoing conflicts over funding for national research and state-level research. In 1915, 25 percent of the USDA's budget was devoted to research, but by 1920 only 6 percent, continuing to drop to 2.5 percent where it remained until the 1950s (OTA 1981). Despite its relative declining importance in the USDA budget, the dollar amount devoted to federal research remained steady, with an average of 78.8 percent devoted to federal research and 21.1 percent to State research through the early 1950s (OTA 1981). Conflict was inevitable between the USDA, who sponsored its own research, and the state agricultural experiment stations, since the USDA was also responsible for passing on funds to the states and determining the division of responsibility for research (OTA 1981).

Research System Decentralization

In 1953, the new Secretary of Agriculture, Ezra Taft Benson, led a major reorganization and decentralization of the department's agricultural research program that continued through the 1970s (OTA 1981). The decentralization had long-lasting consequences for Beltsville. The USDA's scientific bureaus and the Office of Experiments Stations were discontinued and the USDA's research functions were centralized under the new Agricultural Research Administration (OTA 1981). A separate Cooperative State Research Service was established in 1962 (OTA 1981). The reorganization "had the effect of subjecting the research structure of the Department—which had substantial stability and immunity from

political interference for 40 years...—to a succession of pressures for further drastic reorganizations with the changes in political administration in future years" (OTA 1981). The USDA again reorganized in 1972 with administrative decentralization in mind (OTA 1981). Operating responsibility was delegated to four regions, which were then subdivided into research area centers. Beltsville's scientists and facilities became a regional research facility, rather than a national one (OTA 1981). In the years between 1953 and 1973, research funds averaged 3 to 4 percent of the USDA budget. Of those funds, 77.4 percent went to federal research programs and 22.6 percent went to the states (OTA 1981). About half of the department's research facilities were built between 1958 and 1977 (OTA 1981).

Congress' preference for supporting local and state research stations over national stations lessened BARC's role within the United States' agricultural research system. By 1980, the USDA's research program was highly decentralized, with research undertaken at 148 locations, including the much diminished 450-scientist facility at Beltsville (OTA 1981). Between 1965 and 1985, Congress appropriated $242 million for the Agricultural Research Service's (ARS) facilities nationwide, while Beltsville (re-designated the BARC in 1984), which had 20 percent of the agency's employees, received only $8 million (Sinclair 1988). In 1988, Beltsville was bypassed in a continuing budget resolution, which diverted federal funds to research programs in powerful lawmakers' home districts. That year, Congress approved more than $57 million around the country for new agricultural research facilities at universities and outposts of the Agricultural Department of the USDA and "most of these projects, assigned to the USDA Agricultural Research Service that manages Beltsville, went to states represented by senior senators and representatives with key seats on congressional appropriations committees" (Sinclair 1988). Today, many of BARC's facilities are unused and in disrepair.

Experimental Agricultural Research

Developments in agricultural technology occurred more rapidly in the twentieth century than in all previous human history, predominantly due to advances in scientific knowledge discovered during experimental agricultural research. Major agricultural changes in technology began in earnest with the invention of hybrid corn varieties at the beginning of the twentieth century and continued with the introduction of herbicide and insect-resistant field crop varieties by the end of the twentieth century (Huffman and Evenson 2008). During the period between 1900 and 2000, the real aggregate agricultural output grew at an average annual rate of 1.61 percent per year, and 2.08 percent over 1970 to 1999 (Huffman and Evenson 2008). Particularly in the 1930s and after, agricultural research findings dramatically improved agricultural productivity in the United States. Through most of the twentieth century, BARC, which was established by the USDA in 1910 and substantially expanded in the 1930s, was the nation's largest and most diverse agricultural research center. BARC's scientists and researchers have made considerable contributions to agricultural science, and BARC has been the "location of an enormous body of important, innovative, agricultural research of national scope and significance" (Robinson and Associates 1998).

Agricultural advancements in the United States can be separated into four main periods: 1775 through the Civil War, when productivity relied on hand power and some later labor-saving equipment; Civil War to World War I, when productivity increased modestly because of the introduction of more efficient horse-drawn equipment; World War I to World War II, when animal power gave way to mechanical power; and World War II to the present, the era of "science power," when major advancements were made in agricultural research that substantially improved productivity and reduced many uncertainties of production (OTA 1981). Science power was largely the result of research that the public and private sectors began to take in earnest in the mid-1930s (OTA 1981). The Green Revolution from the 1930s to the late 1960s was a particularly ripe period of technological progress. New crops and techniques, new strains of plants and animals through the use of genetics, improved animal breeding, and pest and disease control in crops led to significantly increased food production in the United States and worldwide (Rasmussen and Mellanby n.d.).

Early Agricultural Research, Eighteenth to Early Twentieth Century
Prior to the 1862-acts that established the USDA and the Land-Grant College system and the 1887 act that established the state agricultural experiment stations, the U.S. patent system stimulated agricultural research by protecting individuals' inventions and implementing an active seed collection and distribution program (Huffman and Evenson 2008). Patents for agricultural inventions exceeded those for all other fields between 1790 and 1849, and the largest share were mechanical patents for agricultural tools and machinery (i.e., chemical and electrical inventions were not submitted in large numbers until after 1850) (Huffman and Evenson 2008). The Patent Office's foreign plant/seed introduction program was instituted in the 1840s (Huffman and Evenson 2008).

Private agricultural societies and the Yale Scientific School were also dabbling in agricultural research prior to the establishment of the USDA-state agricultural experiment stations system. Agricultural societies provided early support for agricultural improvements and were active during the 1800s distributing information to their members, collecting and distributing seeds, building reference libraries, and purchasing land for trials and experiments in plant and animal breeding and soil improvements (Huffman and Evenson 2008). In 1845, the Yale Scientific School was the first American educational institution to initiate an agricultural science program, a precursor to the later land-grant colleges inaugurated through the Morrill Acts of 1862 and 1890 (Huffman and Evenson 2008).

Although the legislation that created the USDA did not mention research, it was nevertheless an important component of the department's work. Early USDA research focused on four main areas: importation of seeds and plants and plant classification, statistics, chemical analyses, and livestock disease control (Huffman and Evenson 2008). The first three research areas were transferred from the Patent Office, which had previously instituted those programs. In its early years, the USDA led international exhibitions to search for new plant materials and widely distributed seeds to farmers to test in the nation's various climates (the public seed distribution was discontinued in 1923). One early success was the USDA's introduction of the Brazilian seedless navel orange to California (Huffman and Evenson 2008). Research on animal disease began in 1868 and resulted in the discovery of the causes of tick fever and hog cholera (Huffman and Evenson 2008). In the 1890s, the USDA established regulations for chemical analyses of soils and minerals that were used by public and private laboratories (Huffman and Evenson 2008). Between 1900 and 1914, the USDA expanded its mission to improve the social aspects of farm life as they worked to increase American farm diversification; the USDA began to conduct surveys and research into farm life and conditions in an attempt to obtain an accurate picture of American farm life (Edwards, Holycross, and Barnes 2004).

Early Research at Beltsville, 1910-1933
BARC began as an experimental farm for scientists focused on animal husbandry, dairying, and animal disease research. USDA purchased the 475-acre Beltsville farm on June 30, 1910 to supplement its research facilities in Bethesda, MD and elsewhere (Houck 1924). The 475-acre parcel in Prince George's County was divided between the department's Animal Husbandry Division and the Dairy Division, both part of the USDA's Bureau of Animal Industry (USDA 1949; Robinson and Associates 2000; USDA c. 1937; USDA 1921; Wiser and Rasmussen 1966). The bureau designated 190 acres for the Dairy Division to research dairy cattle breeding and care, forage crops, silage, and effect of feed on flavor and odor of milk, and granted the remainder to Animal Husbandry Division for experiments in breeding and feeding animals and poultry (Wiser and Rasmussen 1966; USDA 1921). The bureau moved the first mules and horses from Bethesda a week after purchase; sheep, goats, hogs, guinea pigs, and poultry equipment were transferred to the farm by early 1911 (Wiser and Rasmussen 1966, Houck 1924).

To accommodate the experimental farm's many research tasks during BARC's early period (1910-1933), staff constructed laboratories, farm buildings, pastures, and staff housing. The experimental farm acreage and facilities grew gradually.

Within a year of Beltsville establishment, the divisions had constructed the first buildings and fences, and equipped the farms (Wiser and Rasmussen 1966, Houck 1924). In 1912, the bureau erected a laboratory building (Mohler 1939; Houck 1924) and, in 1913, a barn (USDA n.d.; USDA 1921). In 1916, the bureau set aside 100 acres for work on intensive farm production of sheep and built a large concrete barn (Wiser and Rasmussen 1966). The Bureau of Animal Industry added laboratories for the Pathology and Zoological Divisions, and the Bureau of Plant industry began to operate at Beltsville on approximately 425 acres of leased land (subsequently purchased from Public Works funds) during the first few decades (Wiser and Rasmussen 1966; USDA c. 1937; USDA c. 1937; Wiser and Rasmussen 1966). By 1925, the USDA owned 1,062 acres at Beltsville and leased about 1,000 more acres (Wiser and Rasmussen 1966). By 1933, four land purchases, totaling 1,381 acres, further increased the farm's size (USDA c. 1937).

The scientists at Beltsville between 1910 and 1933 considered a broad range of research topics. By 1921, the farm had 145 head of dairy cattle (purebred Holsteins, Jerseys, Guernseys, and others) used in breeding, feeding, and dairy herd management experiments (USDA 1921; Trimble 1952). A large acreage was set aside at the farm for the study of sheep, and a new breed of chickens was developed at the farm ("Lamona") (Houck 1924). Staff were conducting experiments with forage crops for dairy feed and with silage growing under various conditions; studying the nature and extent of losses in the silo to determine relative merits of wood and concrete as silo building materials (Creamery Journal 1916); experimenting with open-shed types of barns versus ordinary closed barns and different kinds of stable floors; and studying factors effecting bacterial count of milk, breeding, and physiology of milk secretion (USDA 1921). Experiments on poultry breeding had been underway since 1912, and researchers were also studying the incubation of eggs and the effects of feeding on egg production (Mohler 1939, Houck 1924). In the 1920s, the Beltsville Farm researches showed that using pasteurized sweet cream instead of sour ripened cream helped butter last longer, thereby solving a major food problem (Yao 2010). They also released 'Mary Wallace,' the first disease-resistant shrub rose (Yao 2010).

Broadening of Beltsville Research, 1933-c.1960s

The USDA substantially expanded the Beltsville facility beginning in 1933. In 1935, the department re-designated the farm as the National Agricultural Research Center. Major landscape improvements and new facilities were designed and constructed to accommodate researchers. By 1939, the Beltsville facility contained laboratory buildings (including the Animal Husbandry Laboratory, Building 200, and the Germplasm Resources Laboratory, Building 004); the Bee Research Library (Building 476); brooder houses with service quarters in the center; colony houses; laying houses; pigeon lofts; feed houses; carpenter shops; garages; storage sheds; incubatory rooms; a coccidiosis building with incinerator for the Zoological Division's isolation unit for experimental work with coccidiosis of poultry; insectary; and experimental pens (Mohler 1939, Living New Deal n.d.). Beltsville expanded rapidly to accommodate the various bureaus that were consolidated at the site, including the Bureau of Animal Husbandry in 1942 (USDA ca. 1990) and facilities from the Arlington Farm of the Bureau of Plant Industry in 1942 (Wiser and Rasmussen 1966). Between 1940 and 1942, funds were also allocated for establishment of National Youth Administration Youth Resident Project "to give young men practical experience in the mechanical shops and laboratories of the farm" (Wiser and Rasmussen 1966).

The Agricultural Research Center had grown to approximately 12,000 acres by 1949. The Bureau of Plant Industry, Soils, and Agricultural Engineering; Bureau of Agricultural and Industrial Chemistry; Soil Conservation Service; Forest Service, Bureau of Entomology and Plant Quarantine; Production and Marketing Administration; Bureau of Dairy Industry; Bureau of Animal Industry; and the Bureau of Human Nutrition and Home Economics all operated from Beltsville (USDA 1949). Staff on site numbered 2,300 persons and included agronomists, animal husbandmen, apiculturists, architects, bacteriologists, biochemists, biologists, botanists, chemists, dairy technologists, engineers, entomologists, geneticists, grain technologists, helminthologists, home economists, horticulturists, mycologists, nematologists, olericulturists, nutritionists, parasitologists, pathologists, physicists, physiologists, statisticians, veterinarians, and zoologists (USDA

1949). The center had 3,000 experimental farm animals (cattle, hogs, goats, and poultry), more than 10,000 mature laying and breeding fowls, and about 5,500 small animals for laboratory testing, including guinea pigs, hamsters, rabbits, rats, and mice. The center also had bees (USDA 1949). The center's facilities included 40 laboratory buildings, 31 greenhouses (including 5 acres under glass), an apiary for bees, approximately 100 barns and storage buildings, 500 small animal and poultry houses, a granary, shops, warehouses, and heating, water-treatment, and sewage-disposal plants. Open areas included experimental pastures, ranges, orchards, gardens, fields for cultivated crops, timber stands, and soil-treatment plots (USDA 1949).

In 1952, the facility was 11,000 acres and the Bureau of Standards of the Department of Commerce, the Geochemical Prospecting Unit of the Geological Survey of the Department of the Interior, and the Veterinary Section of the Food and Drug Administration of the Federal Security Agency were also conducting research at the site. The Patuxent Research Refuge, where the US Fish and Wildlife Service of the Department of the Interior studied wildlife problems related to agriculture, adjoined the site (USDA 1952).

The USDA undertook a major reorganization in 1953 that abolished the bureaus as organizational units, though research continued in the same channels. At that time, Beltsville, then the nation's largest agricultural experiment center, became part of the ARS (Wiser and Rasmussen 1966, Matthews 1953). In 1959, the divisions and departments undertaking research at Beltsville included the: Agricultural Engineering Research Division, Animal Disease and Parasite Research Division, Animal Husbandry Research Division, Crops Research Division, Eastern Utilization Research and Development Division, Entomology Research Division, Institute of Home Economics, Plant Pest Control Division, and Soil and Water Conservation Research Division (USDA 1959). The Agricultural Marketing Service, Forest Service, Soil Conservation Service, and Fish and Wildlife Service of the Department of the Interior also operated on the site (USDA 1959).

The center researched "broad problems of national interest" in 1959 "to accumulate scientific information that can be applied anywhere." This research was often conducted in cooperation with state agricultural experiment stations (USDA 1959). On August 21, 1957, the first pioneering research laboratory with the purpose of investigating the mineral nutrition of plants was established at Beltsville. In 1959, the Agricultural Research Center still covered about 11,000 acres, which were divided into experimental pastures, ranges, orchards, gardens, fields for cultivated crops, timber stands, and soil-treatment plots. There were 950 buildings that provided office and lab space for approximately 2,300 employees. Half of employees were scientists or technicians, and the others were clerical, farm, and maintenance workers. Buildings included 58 laboratories, 31 greenhouses, 161 barns and storage buildings, 700 small animal and poultry houses, shops, an apiary, a granary, a warehouse, and heating, water-treatment, and sewage-disposal plants. The center had 3,000 experimental farm animals, more than 10,000 laying and breeding fowls, and about 5,500 small animals used in laboratory tests (USDA 1959).

In 1966, BARC staff had grown to 1,250 scientists and 1,500 supporting personnel who collaborated with 300 field stations around the country and overseas. Scientists and researchers studied crops, animal science, agricultural engineering, entomology, soil and water conservation, and human nutrition. By the mid-1960s, thousands of people were visiting the center to tour the $50,000,000 facility with 200,000 square feet of greenhouse space and 1,160 buildings, including the National Agricultural Library, previously in Washington, D.C., that had moved to Beltsville in 1967. The library holdings comprise 90,000 subject headings and cross references and are the most extensive agricultural collection in the world (Bowers *et al.* 1993).

Beginning in the mid-1960s, and particularly after the 1972 reorganization that decentralized the USDA, Beltsville declined in importance as significantly more funds were being directed to experimental stations elsewhere in the country (Sinclair

1988). By 1982, the center had diminished to 7,200 acres (Olmert 1982). In about 1984, the facility was re-designated as BARC. In 1988, BARC occupied 7,000 acres (Sinclair 1988). BARC contained eight institutes in 1990: Agricultural Environmental Quality, Animal Parasitology, Animal Science, Horticultural Science, Insect Identification & Beneficial Insect Introduction, Plant Genetics & Germplasm, Plant Physiology, and Plant Protection. About 2,550 USDA employees and 200 employees from other federal agencies worked at BARC in about 800 buildings that included research laboratories, greenhouses, barns, poultry houses, shops, and offices. About 900 of the employees were scientists and technicians. Animal researchers focused on livestock diseases, animal nutritional needs, and animal genetics and physiology to improve productivity of cattle, poultry, swine, and sheep. Plant specialists researched greater crop yields by breeding plants that used light and nutrients efficiently, had built-in disease resistance, and were able to cope with marginal growing conditions. Other researchers were developing new methods to fight plant pests and using biological controls and naturally occurring chemicals to reduce crop loss and to ensure meat, milk, and produce had natural taste and nutritional value (USDA ca. 1990).

Notable Research at Beltsville

The research accomplishments of BARC scientists and researchers have had wide- and long-reaching beneficial effects on national and international agricultural practices. Agricultural research at BARC has been a blend of foundational and applied scientific research. While the private sector has typically focused on practical applications of science (applied science) that would lead to profit, federal research has worked more frequently on biologically oriented research, which provides the foundational (basic) knowledge needed for practical applications (OTA 1981, USDA 1963).

Each of the units based at BARC has made major accomplishments. The Bureau of Dairy Industry, the earliest of the USDA's research divisions at Beltsville, conducted breeding and feeding research that has led to major improvements for small dairy farms, larger commercial dairies, and dairy production and manufacturing industries nationwide (Robinson and Associates 1998). The Division of Animal Husbandry of the Bureau of Animal Industry, the largest bureau at the site, undertook critical poultry and swine research improving the size and health of farm animals. The Bureau's Zoology Division's parasite research brought innovate new approaches to treating infestations. The Animal Disease Station developed vaccines to prevent Bang's disease and developed sterilization methods for contaminated hides. The Bureau of Entomology and Plant Quarantine, which came to BARC in the 1930s, conducted important research as the national headquarters for the Division of Bee Culture and developed the DDT aerosol bomb. The Bureau of Human Nutrition and Home Economics during World War II researched important nutrition and textiles. The Bureau of Plant Industry, the second largest bureau at BARC, developed many of the soy bean, blueberry, Easter lilies, zoysia turf, and forage crop lespedza used widely today, and conducted fundamental research into photo periods. The Food and Drug Administration conducted important research on insecticides (Robinson and Associates 1998).

Specific examples of BARC scientists and researchers' contributions to agricultural science include:

- 1930s: Developed and introduced pest-resistant potato varieties from the 'Katahdin' potato to grow in the northeastern United States ('BelRus') (USDA ca. 1990).
- 1930s: Produced the first successful *brucellosis* vaccine to immunize cattle against the disease that causes high numbers of miscarriages (Yao 2010).
- 1930s and 1940s: Bred the Beltsville Small White Turkey (USDA 1963).
- World War II: Invented and developed a new group of pesticides—DEET, DDT, rotenone, and allethrin—to guard soldiers and the general public against insect-borne diseases such as malaria and other tropical disease that saved thousands of lives during and after World War II (USDA ca. 1990; Yao 2010).

- 1950s: First to develop the framework of the sterile insect technique, releasing sterilized male flies to mate with native flies, so that by the 1980s, screwworms were eliminated from the United States (Yao 2010).
- 1950s: Developed many new varieties of fruits and vegetables that were both disease-resistant and more flavorful (Yao 2010).
- 1950s: Pioneered research on photoperiodism (plant response to variations in the light/dark cycle) that culminated in the chemical isolation of phytochrome (triggering mechanism of plant growth), a core concept in plant physiology (USDA ca. 1990, Yao 2010).
- 1960s: Developed the first computerized near-infrared spectrophotometer to measure traits without destroying a sample (Yao 2010).
- 1970s: Discovered plant viroids—a new class of disease-causing particles 80 times smaller than viruses (USDA ca. 1990; Yao 2010).
- 1990s: Developed technology to separate X- and Y-bearing sperm in animals, allowing for sex selection during breeding (Yao 2010).
- 1990s: Developed detergent chemical methods for determining nutritional value of feedstuff—now used in both human and animal nutrition (USDA ca. 1990).
- 1990s: Adapted automated equipment to energy metabolism research to determine exact amount and kind of feed required for optimum milk production (USDA ca. 1990).
- 1990s: Discovered and synthesized chemicals that a variety of major insect pests emit to attract their mates, now used in mass trapping to survey insect populations for integrated pest management programs (USDA ca. 1990).
- 1990s: Developed genetics concepts that laid the foundation for modern plant and animal breeding, and proved the value of statistical methods in evaluating inherited characteristics in populations (USDA ca. 1990).

Through most of the twentieth century, BARC was the nation's largest and most diverse agricultural research center. BARC's scientists and researchers have made major contributions toward scientific knowledge that have resulted in incredible advances in crop production, plant and animal disease control, and pest control.

New Deal Policies and Programs

The New Deal was a series of policies and programs initiated by President Franklin D. Roosevelt between 1933 and 1939 in response to widespread hardship during the Great Depression. The programs, which focused on "relief, recovery, and reform," greatly increased the scope of the federal government's activities (Berkin *et al.* 2011). Initial programs (1933-34) provided quick relief for banks through the Emergency Banking Act and the 1933 Banking Act. These acts granted funds to states and local municipalities through the Federal Emergency Relief Administration, as well as established make-work projects through the Civil Works Administration and conservation and reforestation projects through the Civilian Conservation Corps (CCC). Later programs (1935-1939) included the creation of the Works Projects/Progress Administration (WPA), Social Security Administration, the United States Housing Authority, and the Farm Security Administration; passage of the Fair Labor Standards Act of 1938 set minimum wages and maximum hours. BARC's substantial expansion between 1933 and 1941 was a direct consequence of the policies and programs of the New Deal.

Policies and Programs for Agriculture

In the 1930s, President Roosevelt, the Secretary of Agriculture Henry A. Wallace, and the Undersecretary of Agriculture Rexford G. Tugwell were determined to improve the lot of the nation's farmers through New Deal programs; BARC

became the nation's primary agricultural research center as a result. Even before the Great Depression, the agricultural markets had been struggling. Advances in farm production in the 1920s had led to overproduction and a near collapse of agricultural markets. Crops were left in the fields unharvested because prices did not warrant transporting them to market. The first major initiative was the Agricultural Adjustment Act of 1933 that paid farmers to produce less, thereby creating an artificial scarcity and raising prices, rapidly improving farm incomes (USDA 2016).

Nearly $11 million dollars in Public Works Administration (PWA), Civil Works Administration (CWA), WPA, and direct appropriations went to Beltsville between 1933 and 1941 (Robinson and Associates 1998). Secretary Wallace and Undersecretary Tugwell, keenly recognizing that there was more to be done to ensure the stability of the agricultural economy, orchestrated the allocation of funds from the Federal Emergency Administration of Public Works and other agencies for the construction of new scientific research facilities (USDA 1963). The experimental farm at Beltsville was significantly expanded to be a national model experiment station for agriculture (Robinson and Associates 1998). Tugwell specifically saw the capabilities of Beltsville as a way to help small farmers who were too poor and unorganized to conduct scientific research (Robinson and Associates 1998).

The drought and windstorms that created the Dust Bowl in the southwestern states made the need for agricultural research even more urgent. In 1934, the USDA relocated most of the department's facilities around the Washington, D.C. region to Beltsville, including an animal disease station in Bethesda, MD; the experimental greenhouses on the National Mall between 13th and 14th Streets; the bee culture research building in Somerset, MD; and a small installation in Takoma Park, MD that studied the control of insects (USDA 1963). The Agricultural Adjustment Act of 1938 granted funds for the establishment of regional agricultural research centers that would collaborate with the Beltsville center (USDA 2016). Most of the historic buildings at Beltsville are a product of the New Deal-era funding programs.

Works Progress Administration and CCC at Beltsville
New facilities were needed at Beltsville to house the expanded role of the facility. The research center hosted four CCC camps, designated as Camps A-1, A-2, A-3, and A-4, during the Great Depression. The CCC men played an important role in the shaping the landscape of BARC by installing significant new infrastructure, including sewer, water, electrical, roads, bridges, fences, and landscaping/land clearing funded by the WPA. In addition to major landscaping projects, they constructed many new buildings including residences, laboratories (such as the Animal Husbandry Laboratory (Building 200), the Germplasm Resources Laboratory (Building 004), and the Bee Research Library (Building 476)), barns, sheds, an administration building, greenhouses, headhouses, and other outhouses (Robinson and Associates 1998, Living New Deal n.d.).

The first camp, Camp A-1, was organized in June 1933 at the Bureau of Animal Industry's Experimental Station. The camp commander, four officers, staffers, and 126 enlistees of Company 2301 (a "white" company) arrived in October 1933. The company built their barracks and, probably, their support structures. Their work focused on public campground improvements, fire hazard removal, firebreak construction, installation of truck trails and driveways for livestock, forest culture work, planting, topographical and timber surveys, landscaping, and drainage. The camp expanded in December 1934 to 200 men and by then was also completing road and fire lane construction, tree planting, and telephone line erection. Camp A-1 was discontinued by September 1936 when the Bureau of Animal Industry agreed to consolidate the four camps into three (Thomas, Newell, and Zebooker 1993).

Camp A-2 was established in September 1934 and was occupied in October 1934 by Company 1362, including 172 white personnel. The men constructed their own barracks and the officer's quarters and established a newspaper. Their duties included surveying; draining and ditching; road construction; forest clean-up; road clearing; road, surface drain, and water

line construction; drainage and sewage disposal; and bridge and culvert construction. In 1938, a 181-man "colored" company, Company 322-C, was established at Camp A-2. The camp continued to operate until at least April 1942 (Thomas, Newell, and Zebooker 1993).

Camp A-3 was established in November 1935, when Company 370, a 142-man white unit, transferred to Beltsville from Big Stone Gap, VA. The company members worked on 11,000 acres of the experimental farm, and performed work in animal husbandry, landscaping, laying sewer lines, forestry improvements, and road construction. The 5438th, a 220-member white company, occupied Camp A-3 in May 1936 and constructed sewer systems, fencing, water lines, and roads, as well as razed old buildings. A colored company, the 2134th-C, occupied Camp A-3 in October 1937. The 180 men worked on fencing and installed drainage, water, and sewer lines. By 1938, their work also included construction of equipment sheds and new lodges. In August 1939, they built an education building and a barracks. The company was relocated to Fort Meade, MD by November 1941. The exact date of the closing of Camp A-3 is not known (Thomas, Newell, and Zebooker 1993).

Company 309 occupied Camp A-4 in 1935. The 181 white men of Company 309 completed landscaping. The 204-member Company 5445 was assigned to Camp A-4 in May 1936; they worked on forestry improvement, landscaping and developing, maintaining a nursery, and constructing firebreaks and trails. By 1937, they were also involved with road construction, land clearing for experimental pastures, fencing, reclaiming wet grounds and swamps, and large landscaping projects. Three "junior colored companies" were transferred to the camp in 1937 and then Company 2317-C, consisting of 181 black men, occupied the camp. Camp A-4 was still operating in April 1942. No records have been found that indicate the closure date of Camp A-4 (Thomas, Newell, and Zebooker 1993).

BARC's Log Lodge, built by men of the PWA between 1934 and 1937, served as the recreation center for the four CCC camps at Beltsville. The Log Lodge was modeled after lodges in Yellowstone National Park and used lumber and logs from trees growing on BARC. The CCC used the lodge for recreation until 1942, when it was converted into a cafeteria that was used until 1985 (USDA 1988).

Overall, the camps were constructed by the first companies to arrive; additional structures and improvements were added as needed. Although early buildings, such as educational buildings and the recreation center (Log Lodge) were permanent buildings, as time passed, more temporary buildings were constructed. All but Camp A-1, which closed in 1936, were operational until at least mid-1942. It appears that each camp was assigned a certain tract within the BARC complex (Thomas, Newell, and Zebooker 1993).

Landscape Architecture

BARC's landscape consists of vast open space and cultivated fields, scattered with hundreds of buildings and structures. Historically, the landscape was grouped by association with individual bureaus/divisions of the USDA or other federal agencies that leased or were assigned portions of the facility. The Bureaus of Animal Industry, Dairy Industry, and Plant Industry were responsible for most of the building programs and land acquisitions at BARC (Robinson and Associates 1998). The landscape is unique and distinctive, combining elements found on typical farms, such as cultivated fields and grazing plots, with features required for agricultural research, such as large-scale infrastructure and large building clusters.

The landscape of BARC was chiefly devised in the 1930s, during the significant expansion of the property. Albert David (A.D.) Taylor (1883-1951) and architect Delos H. Smith (1884-1963) created the plan for BARC's Central and East Farms in 1934. The Central Farm, which encompassed the 375-acre parcel the USDA first purchased for the facility in 1910, was

used by the Bureau of Dairy Industry for several decades. Comprising 912 acres, the Central Farm was bound by Baltimore-Washington Parkway on the east, Edmonstron Road on the west, Greenbelt on the south, and the U.S. Department of Health and Human Services and U.S. Department of State complex and Muirkirk on the north. The Central Farm's designed farm landscape comprised five major clusters and contained most of the buildings and research activities at BARC (P.A.C. Spero 1998, Robinson and Associates 1998).

The CCC men at the four Beltsville camps constructed much of BARC's landscape, including roads, landscaping, fencing, drainage, and trails, and laid infrastructure such as water and sewer lines (Thomas, Newell, and Zebooker 1993).

A.D. Taylor graduated from Cornell University in 1905 with a Master's degree in Landscape Architecture and joined the office of Warren H. Manning in 1908. In 1914, he relocated to Cleveland, Ohio where he established his own firm and founded the Ohio State University landscape architecture program; he taught there from 1916 to 1926. Taylor participated in many Civil Works Administration (CWA) projects including Boys Town, NE, and Marine hospitals in Cleveland, New Orleans, and Baltimore. He served as a consultant to the U.S. Forest Service and published *Problems of Landscape Architecture in the National Forests* in 1936. He consulted with the federal government on the site plan for the Pentagon in 1942. He was a Fellow of the American Society of Landscape Architects and was president from 1936 to 1941 (Cultural Landscape Foundation n.d.).

Delos H. Smith graduated from George Washington University with a B.S. Arch in 1906 and an M.S. Arch in 1916. He trained in the Office of the Supervising Architect of the Treasury and with the firms Hornblower & Marshall and Jules Henri de Sibour. During World War I, Mr. Smith was Supervising Engineer at the U.S. Naval Academy. After the war, he completed a pioneering survey of Annapolis' historic resources; during the Great Depression, he completed Historic American Building Surveys (HABS) for churches, residences, schools, colleges, and industrial buildings in Arizona, Connecticut, District of Columbia, Maryland, Massachusetts, New Mexico, North Carolina, Ohio, Pennsylvania, South Carolina, Virginia, and Utah (HABS) (Kelly 2011, Library of Congress n.d.).

According to Robinson and Associates (1998), BARC "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically" resulting from its "research mission, its physical development under the New Deal, the involvement of professional design and planning professionals, and the interrelationship of its resources." Contributing elements of the landscape include major paved roads, including Powder Mill Road, minor service roads, field and research crops, pasture lands, seasonal ponds, forests, sustainable meadows, other landscape features, and buildings." (P.A.C. Spero & Company 1998; Robinson and Associates 1998).

Experimental Agricultural Architecture

From early in BARC's history, agricultural architecture was a topic of inquiry. BARC scientists and researchers experimented with a wide array of designs and tested different materials, both for efficiency and usefulness in their own research facilities and for the improvement of the nation's farms. The result is BARC's collection of distinctive and unique architecture that was derived from the needs and findings of agricultural research.

The first instance of research into agricultural architecture at Beltsville was in 1916 when researchers developed a plan to build dairy-supportive buildings for specific regions, including a dairy stable to meet conditions in the south, and a combination creamery and milk-shipping station for use in the New England states (The Creamery Journal 1916). These new buildings were to be added to the existing Beltsville facilities, which then included the mess house, small animal house, and 30,000-gallon concrete reservoir and cooling tower, house for fire apparatus, heating system for

superintendent's house, refrigeration and darkroom equipment for administration building, electrical equipment, and refrigerating and pumping plant (The Creamery Journal 1916).

A few years later, in 1921, the Beltsville scientists began to study the nature and extent of the losses that take place in silos. They researched the use of different silo-building materials to determine which material would best withstand the acids of the silage. They also compared different stable floors and barn types for the care of dairy cattle, seeking materials and designs that could reduce the bacterial count in cow milk (USDA 1921).

Buildings to Control Disease, Productivity, and Efficiency
As part of the substantial expansion of Beltsville in the 1930s, and specifically beginning in 1934, the USDA constructed new poultry laboratory buildings and poultry houses on 177 acres to be used for poultry research work. These improvements to the facility's poultry research were placed into operation on July 1, 1935 through the National Poultry Improvement Plan, which was developed to aid the poultry industry in improving its efficiency. The Beltsville poultry farm had four laboratory buildings, a central heating plant, and more than 200 houses of various sizes for its poultry stock, including brooder houses, laying houses, and colony houses. Researchers experimented with many designs to control disease transmission, animal productivity, and efficiency. The brooder houses had varying plans, often having a two-story service quarter in the center with one-story wings that each had eight to 10 temperature-controlled sections. The use of wire-floor sections in both the brooder houses' interiors and yards facilitated the control of parasites and disease. The exterior pens had wire fencing that extended over the top of the pens to keep out birds; the buildings were supplied with supplementary steam heat. The facility had laying houses for breeding and nutritional investigations. The one-story laying houses had shed roofs and were divided into sections with solid partitions between the sections, and the fronts were left open during cold weather. The small colony houses were used for growing pullets in breeding investigations. These one-story, shed-roof buildings were located in a large enclosure with no separate yards, and the covered feed troughs and water fountains were located in the front of each building (Mohler 1939).

Post-World War II Farm Building Designs
Recognizing that many farmers did not have access to or could not afford to hire individualized architectural services, the USDA created Regional Plan Exchanges in the late 1940s through the 1960s to provide farmers access to plans and working drawings of farm buildings and structures. To develop the plans, the USDA conducted in-house research at Beltsville and collaborated with state agricultural experiment stations, Bureau of Home Economics, and agricultural engineering departments of state agricultural colleges to provide farmers with various plans and tools to aid in the building and remodeling of farmhouses, buildings, and structures. At least some of the designs were constructed at Beltsville (Marsh n.d.).

Beltsville researchers produced the farmhouse plans by organizing Regional Plan Services in four regions: Northeast, South, West, and North Central. Committees in each region reviewed plans for farmhouses and other farm buildings and selected the plans that best met their regions' needs. A 1947 USDA publication, *Your Farmhouse: How to Plan Remodeling*, acknowledged that most farming families lived in houses that were at least 50 years old, some too large or small for their present needs, and many not be suited to modern ways of living. Yet they were well-built houses that were maintained and worth the cost of remodeling. *Your Farmhouse: How to Plan Remodeling* was paired with another 1947 publication, *Your Farmhouse: Cut-Outs to Help in Planning*, which helped farmers make sound investments when remodeling an older farmhouse or building a new farmhouse. Recommendations included planning for the needs of all family members, such as preparing for more bedrooms, having a spacious living room for social gatherings, and including a modern kitchen and space for work rooms and storage. The report emphasized the importance of budgeting for extra costs such as insulation, weather stripping, heating, lighting, water and sanitation systems, repairs, and decoration.

Consequently, farmers could better understand the room lay-outs for improved use of space, minimum and desirable room sizes, and necessary clearances for furniture and equipment. The publication even provided instructions for farmers on how to make a cut-out plan to scale with a scale and ruler card, paper and scissors, pencil, and pins. In 1948, USDA published *Farmhouse Plans for Northeastern States*, which included 15 farmhouse plans for the northeast region (Marsh n.d.).

Future booklets become more specific. A 1950 guide addressed farmhouse plans for minimum budgets by presenting ideas for additions using standard building materials and approaches for building in stages as budgets allowed. In 1954, *Farmhouse: Split-Level Expansible,* featured plans for a split-level brick house designed for a sloping site that was suitable for a family with two or three small children to live comfortably. The plan provided options to utilize different materials and easy ways to add another bedroom with only minor changes in the original design. The researchers at Beltsville constructed this house on site (Marsh n.d.).

Following the theme of expansible and economical buildings, the 1954 report *Expansible Farmhouse: Frame* provided plans for a basic unit adequate for two people. The wood-frame, box-shaped house was inexpensive to build due to its simple wood-framed walls clad with exterior sheets of cement asbestos board, interior gypsum board, with two inches of wall insulation between. The design had the option to add two more bedrooms, a combination living room and sleeping area, dining room, spacious kitchen, work area, and bathroom. A subsequent report focused on the same building plans but for a concrete masonry house, offering flexibility in choice of building materials (Marsh n.d.).

In 1960, the USDA developed reports focusing on two and three-bedroom farmhouse configurations that were planned around the Beltsville Energy-Saving Kitchen Design No. 2. These house designs were of masonry and frame construction with low-pitched roofs, large window areas, carport, and basement. Both design themes were centered on convenience for the residents, such as having convenient indoor-outdoor living spaces and room layouts that worked in conjunction with each other. Emphasis was made towards families wanting larger living spaces and areas to entertain large groups, and options to partition off spaces to create extra bedrooms for growing families or elderly relatives. Additionally, these plans provided step-saving options to eliminate unnecessary storage, but also provided room options for laundering, storage, and modern appliances such as freezers and furnaces (Marsh n.d.).

Utilizing all the interior space in a thoughtful way was important in the USDA's 1965 report for the three-bedroom farmhouse with Beltsville Energy-Saving Kitchen-Workroom Design No. 1. The one-story, rectangular-shaped house had ample-sized rooms that were accessed by a main hall from either the front or rear entrance. Closets were strategically placed to act as sound buffers between sleeping and activity areas and the single chimney contained flues for both the fireplace and furnace. This extra level of planning for the interior spaces, and use of a grade beam and pier foundation with a concrete slab floor proved to be more economical (Marsh n.d.).

Farm Layouts

The experimental farms at Beltsville were a resource for individual farmers and agricultural scientists alike. Representational farm types included beef, cattle, dairy, poultry, sheep, horses, swine, fruit, vegetable, silage, and forage crops. Though the farms' foundational purpose was to support scientific research space, they were also working models of farm layout and operations. Visitors to Beltsville could tour the layouts directly and models based on Beltsville research were widely distributed in agricultural bulletins and journals (Robinson and Associates 1998).

Overall, scientists and researchers at BARC investigated the architecture of agricultural buildings and landscapes for a half century. The breadth of their research stretched from small brooding houses and large silos, to dairy barns, farm

residences, and cultivated fields, all with the intent to increase scientific knowledge and improve the efficiency and productivity of the country's farms.

Georgian Revival Architecture

A substantial number of the BARC buildings constructed during the expansion of the property in the 1930s and the following decades, including offices, laboratories, and greenhouses, are in the Georgian Revival style. The Georgian Revival style, a subset of the Colonial Revival style, was most popular from about 1880 to 1955. Inspired by the original Georgian style buildings of the eighteenth and early nineteenth centuries, the Georgian Revival building has a classic shape, typically two or three stories tall, with symmetrical balanced double-hung windows and a center accentuated front door. Distinguishing features from the original Georgian style are adjacent windows and a more accentuated front door that often extends forward and is supported by columns (McAlester 2013; Foster 2004). The consistent use of Georgian Revival architecture has created a cohesive built environment at BARC (Bowlin 2000).

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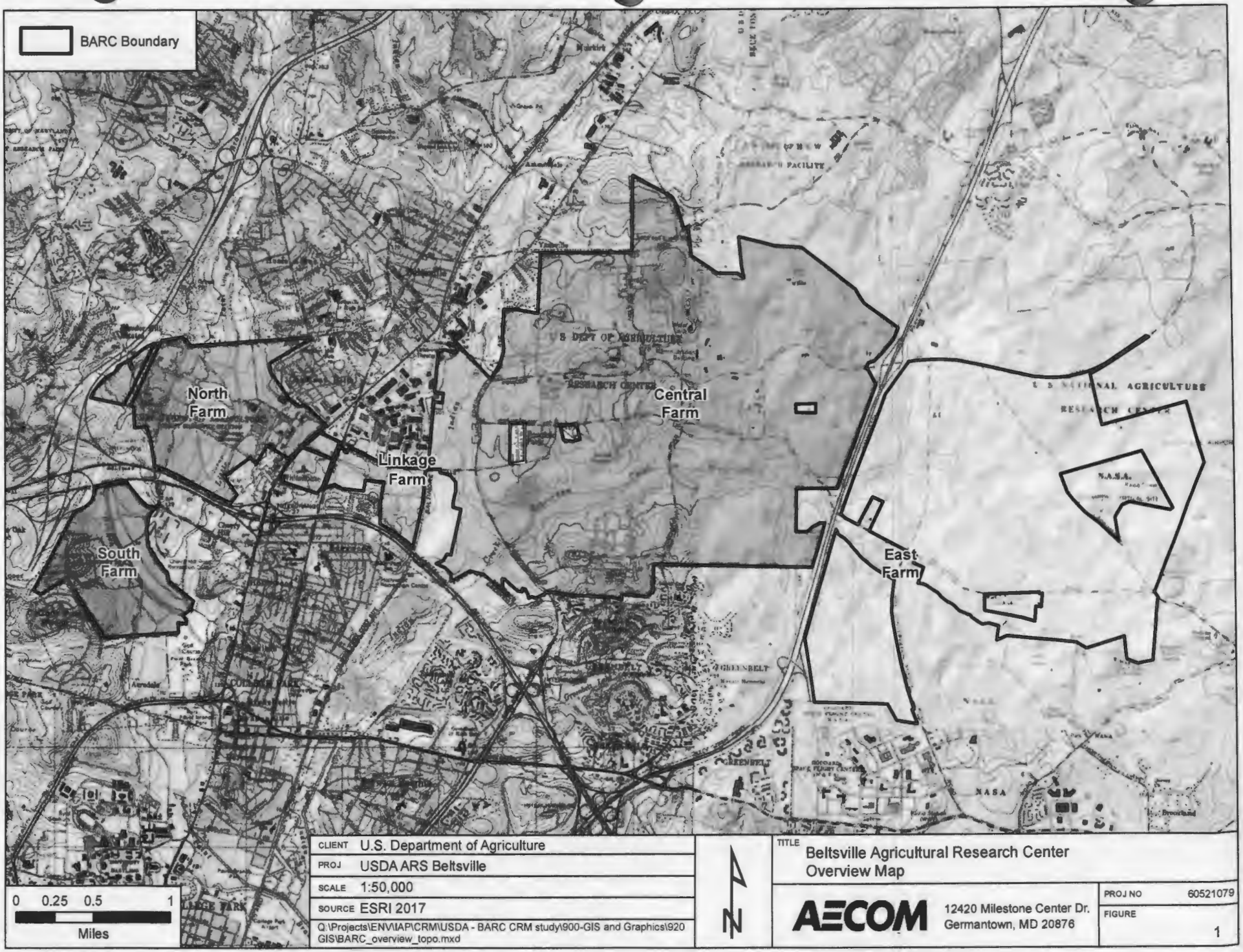

CLIENT	U.S. Department of Agriculture
PROJ	USDA ARS Beltsville
SCALE	1:50,000
SOURCE	ESRI 2017
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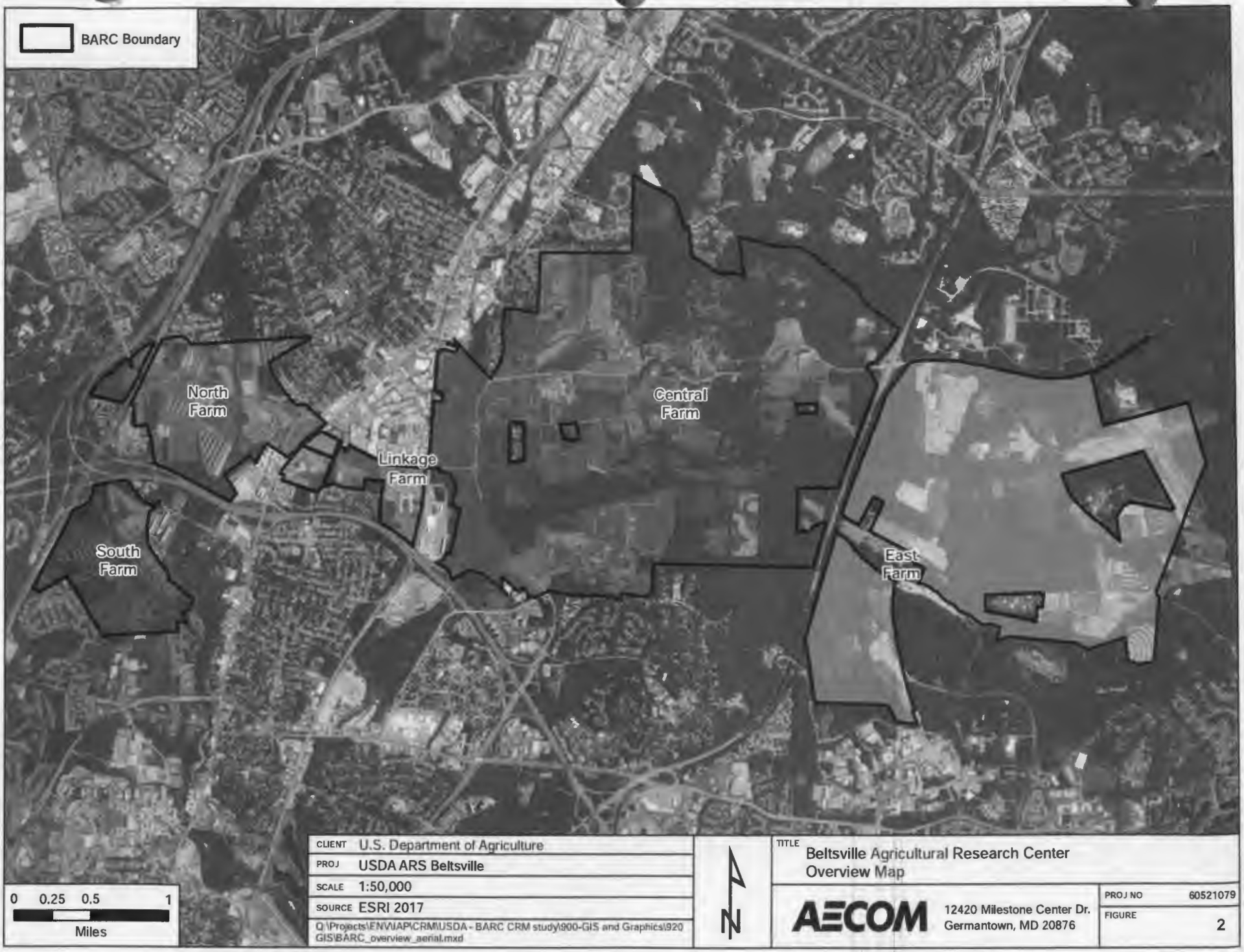
TITLE: Beltsville Agricultural Research Center Overview Map

AECOM
12420 Milestone Center Dr.
Germantown, MD 20876

PROJ NO 60521079

FIGURE 1

PG: 62-14


BARC Boundary
North Farm
Central Farm
Linkage Farm
South Farm
East Farm
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Miles
CLIENT U.S. Department of Agriculture
PROJ USDA ARS Beltsville
SCALE 1:50,000
SOURCE ESRI 2017
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TITLE Beltsville Agricultural Research Center Overview Map
AECOM
12420 Milestone Center Dr.
Germantown, MD 20876
PROJ NO 60521079
FIGURE 2

PG: 62-14

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Beltsville Agricultural Research Center Survey Number: PG :62-14

Project: Section 110 Survey Agency: F/USDA

Site visit by MHT Staff: ___ no _X_ yes Name L. Bowlin Date Jan 1997,1998

Eligibility recommended X Eligibility **not** recommended ____

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Beltsville Agricultural Research Center (BARC) is one of the largest agricultural reseach facilities in the United States. Owned by the USDA, the facility was established in Beltsville in 1910 and significantly expanded in the 1930s and 1940s. The current site encompasses 6,582 acres and divided into five entities: South Farm, North ırm, Linkage Farm, Central Farm and the East Farm. The consultant prepared a six volume report highlighting the significance of the USDA property. The documentation clearly supports the site's significance. Under Criteria A, the diversity of the scientific research has influenced many apsects of twentieth century living for the farmer as well as the consumer. The history and developmenjt of the agricultural research facility reflects New Deal policies and programs. Several components of Criteria C are met too. The consistent use of Georgian Revival architecture has created a cohesive built environment which retains a high level of intregrity. Because the mission of the facility has remained constant over the years, the landscape also reflects a high level of integrity. The following two people made significant contributions to the physical appearance of BARC: the planning team of A.D. Taylor, landscape architect and Delos Smith, architect. The Civilian Conservation Corps and the individual research agencies at BARC played important roles in shaping the experimental farm as well. The Trust concurred that the entire BARC facility of 6582 acres was eligible for the National Register.

Documentation on the property/district is presented in: Historic Site Survey BARC, 6 volumes in MHT Library report PR229 SEE COMPLIANCE FILE BARC 110 SURVEY FOR DOE LETTER 10/98

Prepared by: Robinson and Associates

Lauren Bowlin 2/23/00
Reviewer, Office of Preservation Services Date

NR program concurrence: ✓ yes ___ no ___ not applicable

P Kintz 2/29/00
Reviewer, NR program Date

Survey No. PG 62-14

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
__X__	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
____	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
__X__	Industrial/Urban Dominance	A.D. 1870-1930
_X_	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric ___ historic)	

III. Prehistoric Period Themes:

- ____ Subsistence
- ____ Settlement
- ____ Political
- ____ Demographic
- ____ Religion
- ____ Technology
- ____ Environmental Adaptation

IV. Historic Period Themes:

- __X__ Agriculture
- __X__ Architecture, Landscape Architecture, and Community Planning
- ____ Economic (Commercial and Industrial)
- __X__ Government/Law
- ____ Military
- ____ Religion
- ____ Social/Educational/Cultural
- ____ Transportation

V. Resource Type:

Category: buildings

Historic Environment: rural

Historic Function(s) and Use(s): agricultural research facility

Known Design Source: A.D. Taylor landscape architect, Delos Smith, architect among others

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880 and 1925, 1934, 1936, 1941

Description:

The Beltsville Agricultural Research Center (BARC) was previously surveyed in 1973. A comprehensive survey of the entire Beltsville Agricultural Research Center was completed in June of 1998 for the United States Department of Agriculture, Agricultural Research Center by the firms of Robinson & Associates, Inc. and Rhodeside & Harwell, Inc. As a result of this survey, the Maryland Historical Trust determined in a letter dated October 16, 1998, that the entire 2664 hectare (6582 acre) area of BARC was eligible for the National Register of Historic Places under Criteria A and C. Five buildings or complexes located within the boundaries of the research center fall within the Area of Potential Effect of the proposed project. These specific buildings within BARC will be described in this form. The buildings are located within the areas described as the Linkage Farm and the Central Farm in the 1998 Robinson & Associates and Rhodeside & Harwell survey.

The first four buildings are located within the area known as the Central Farm. The Central Farm consists of an area of 912 hectares (2253 acres), bounded by the Baltimore-Washington Parkway on the east, Edmonston Road on the west, Greenbelt on the south, and the United States Department of Health and Human Services and United States Department of State complex and Muirkirk on the north. The Central Farm encompasses the area which was first purchased by the United States Department of Agriculture (USDA) in 1910. The Central Farm landscape developed as a planned landscape beginning in 1934, when landscape architect A.D. Taylor and architect Delos Smith created a plan for the development of the area. Five major cluster arrangements organize this farm landscape, which contains the largest portion of buildings and individual bureau research activities. The buildings in this form are located within the first cluster area known as the Bureau of Dairy Industry.

The first building is Building 156. It is located on the south side of Powder Mill Road, near its intersection with Edmonston Road. The building is identified as a guard's office on the map located on the BARC property, but it appears to be currently unoccupied. Plans for the building indicate that it was constructed in 1941 as a comfort station. In 1957, the building was used by Park Police and was later occupied by the BARC security force until the unit relocated to Building 186. The building is a 1-story, 5-bay, cross-gable structure. The building has projecting center gable-bays on the front and rear elevation. The structure has a cross-gable roof with slate shingles. It is of fieldstone and frame construction on a raised stone foundation. The windows are double-hung wood sash.

The north, or front elevation is marked with the number 156. It has a central projecting gable-front bay built of stone, flanked by two frame, side-gable wings with weatherboard siding, stone pilasters and arched cornices. The wings were originally porches on either side of the main building. They were enclosed at a later, unknown date. The first story has three entrances. One in the first bay, one in the third bay, and one in the fifth bay. All have 6-light doors. The center door is flanked by two 6/6 double-hung windows. The center-bay gable is sheathed in weatherboards and has a 9-light circular window.

The west elevation has a raised stone foundation. The gable-end of the side wing projects from the center block. There is a 4/4 double-hung window in the first bay, and a 6/6 double-hung window centered on the gable-end wall. The gable-end wall is sheathed in weatherboard with stone corner pilasters. The gable is also covered in weatherboards. The cornice is arched above the window.

The south, or rear elevation has a projecting gable-end stone center bay flanked by two frame side-gable wings. There are two 6/6 double-hung windows in the gable-end, and a 1/1 double-hung window in each of the flanking wings.

The east elevation has a raised stone foundation. The gable-end of the side wing projects from the center block. There is a 6/6 double-hung window centered on the gable-end, and a 4/4 double-hung window on the main block.

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880 and 1925, 1934, 1936, 1941

Description: (continued)

The building faces the road, and cultivated fields extend to within a few feet of the rear of the building. There is a small parking area and semi-circular drive located adjacent to the building.

The second building is Building 157, which was built in 1934. It is located at the corner of Powder Mill Road and South Dairy Road. The building is located in the U.S. Dairy Administration complex, and served as an experimental dairy laboratory building, but it is currently unoccupied. The Dairy Products Laboratory was constructed to expand the Bureau of Dairy Industry's research into the area of manufacturing. By 1936, there were more workers involved in manufacturing research than in actual production work at the Bureau of Dairy Industry. Then Chief of the Bureau, Oliver Reed, stated that he believed the manufacturing research yielded a higher economic return to the industry than the work on breeding and actual milk production. The floor plans indicated spaces for office and laboratories, as well as a specific cheddar cheese room, Swiss cheese room, market milk room, and seven curing rooms. It is a 2½-story, 8-bay concrete block building with incised beltcourse and water table detailing. The windows are 16-light metal, with the center-top 4-lights working as a hopper window. The structure has a hipped-roof covered with metal roofing, and there are 2 large vents on the top of the building.

The east, or front elevation faces onto South Dairy Road. It is 4-bays wide. The basement level has two fixed-light windows in the loading dock foundation. There is a 16-light window in the first bay, a loading dock with a concrete foundation and hipped roof. The loading dock has double-doors and a single door in the second and third bays. The fourth bay contains the main entrance, and a set of double-doors reached by a set of concrete steps. There are four 16-light windows on the second story. There are two hipped-roof dormers, each with two 6-light windows.

The south elevation has a 1-story concrete block garage/storage addition. There are three 16-light windows on the first story. The second story has two 16-light windows flanking central double doors. The west elevation has four 8-light windows on the basement level. There are eight 16-light windows on the first floor. The second floor has seven 16-light windows, and a fire-escape door, reached by a set of metal steps.

The north elevation has three 16-light windows on both the first and second stories.

There is a rectangular tower on the east side of the building, with a hipped roof. Building 157 is located next to cultivated fields on the west. There are dairy barns and research facilities to the south of the building. USDA housing is on the other side of South Dairy Road, to the east. A semicircular drive leads from South Diary Road to the loading dock on the east side of the building.

The third building is Building 186, located on the north side of Powder Mill Road and accessed by a driveway located to the west of North Dairy Road. Built circa 1880, Building 186 was altered in 1925 to serve as a residence for the Superintendent of the Beltsville Research Center. During the 1970s, the building served as a visitor's center; the building was used as the headquarters for the BARC police until February 1997. The building currently appears to be unoccupied. It is a 2-story, 3-bay side-gable farmhouse which has been altered. The building is T-shaped in plan, and has a 1-story integral porch on the front elevation. It also has a 1-story porch on the rear, and frame additions on the side. The structure has a cross-gable roof with asphalt shingles and two brick chimneys with corbelled chimney caps. It is of wood-frame construction with stucco over weatherboards, and it has a parged brick foundation. The windows are double-hung wood sash.

The south, or front elevation has a sweeping curved concrete ramp and steps leading up to the front porch. The porch is supported on square concrete pillars with curved brackets. There are paired metal-frame glass doors in the first bay under the porch. There are also two metal-frame 1/1 double-hung windows under the porch on the first story. The second story has a band of six 2/2 double-hung windows and a single 2/2 double-hung window.

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880 and 1925, 1934, 1936, 1941

Description: (continued)

The east elevation has been altered by a frame addition and the front porch. There is a door at the basement level on the front wing of the house. The side addition has a 2/2 double-hung window, and there is one 2/2 double-hung window on the enclosed portion of the rear porch. There is a boarded doorway under the rear porch. There is a 1/1 double-hung window located between the first and second story, in the center of the front wing. Two 2/2 double-hung windows are located on the second story of the front wing. The gable has a fixed-light window.

The north elevation has a projecting, centered gable-end wing which extends from the front wing and a rear gable-roof porch which has been partially enclosed with weatherboard. There is a door under the cover of the rear porch and a fixed-light window on the enclosed porch wall. There is a 2/4 double-hung window in the first story of the gable-end, and a 2/2 double-hung window on the front wing. A square-bay window located on the west side of the building is visible from this elevation, and the north side has a 1/1 double-hung window. There are four 2/2 double-hung windows on the second story. There is a fixed-light window in the gable.

The west elevation is composed of the gable-end of the front wing, the side of the rear wing, and the enclosed elevation of the rear porch. The basement level has two window openings. The opening under the front wing has a 2-light fixed window, and the one under the rear wing is boarded. The square bay-window in the gable-end has two 1/1 double-hung windows. There is a 2/4 double-hung window on the rear wing. There is a small 2/2 double-hung window on the wall of the enclosed rear porch. The second story has paired 2/2 double-hung windows and a single 2/2 double-hung window on the gable end. There is a 2/2 double-hung window on the rear wing and a fixed-light window in the gable.

Building 188, a gambrel-roof barn, is located to the northeast of the farmhouse. It is of wood-frame construction with weatherboard siding. The gambrel roof has two metal vents and is covered in diamond-pattern shingles. The barn has double braced doors in the hayloft on the south end, and double-braced doors on the west and east elevations. According to drawings, the barn was built in 1933 as a hay barn.

The fifth complex is located in the area known as the Linkage Farm. The Linkage Farm consists of an area of 186 hectares (460 acres), and connects the North Farm and the Central Farm. The farm is discontiguous and consists of a 125.5 hectare (310 acre) west tract and a 60.7 hectare (150 acre) east tract. The west tract of the Linkage Farm is positioned between U.S. Route 1, Sunnyside Road and I-495. Rhode Island Avenue divides this tract. Mixed-use development occurs along the north side of Linkage Farm, residential along the southeast, Sunnyside Park and the Maryland State Police Barrack Q along the southwest, U.S. Route 1 and BARC North Farm on the west, and the WMATA Greenbelt Metro Station on the east side. The east tract is portioned between Powder Mill Road, the Baltimore and Ohio Railroad, Edmonston Road, and I-495. Sunnyside Road divides this tract. The 60.7 hectare (150 acre) tract was acquired in the 1940 and contains the granary complex. The granary was built in 1936 and expanded in 1939 to support the Dairy Bureau at Central Farm. The complex consists of Buildings 85-90, and serves as a grain elevator/granary. It is located on the south side of Powder Mill Road, adjacent to the CSX (B & O) railroad.

In 1931, mill equipment was purchased by BARC from the Sprout Waldron Company. At the time of the purchase, money was not available for the construction of a building suitable for the installation of the equipment, which was temporarily stored in a barn. Funds were acquired and a building was built in 1936. The building and equipment were to be used for the preparation of grain feed rations for dairy cattle. Shelled corn, oats, and other grains were to be used. The original plan included a receiving hopper on the west side of the building for grain that was delivered in bulk. An elevator would discharge the grain into a receiving separator and from the separator, it would be elevated onto a conveyor in the attic which would discharge into the whole grain storage bins. A return conveyor on the ground floor would return the grain to the same elevator. The elevator could also discharge into check bins over the mill room and from these bins, the grain would go to various mills. The ground feed would be conveyed from the mills to a sacking elevator if it were to be bagged or to a

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880 and 1925, 1934, 1936, 1941

Description: (continued)

different elevator which would discharge into the ground feed storage bins. Space was provided for four different types of mills, although the initial installation was to include the burr mill and the oat crusher only. A trolley hopper scale provided under the ground feed bins would weigh feeds to be mixed. From the hopper scale, the ground feed went to the second elevator and discharged into the feed mixer. Bagged grain elevated to the mixer would be dumped into a hopper at floor level on the second elevator. All mixed feed would be bagged directly from the feed mixer and hauled to the barns and stables as required.

The main building is a 6-1 common bond brick building on a concrete block foundation with a metal gable roof and 16-light metal-frame windows. The building has multiple loading-dock doors on the east elevation. There is a 2-story, front-gable concrete-block building with clerestory windows attached to the south end of the brick building. Four large silos are attached to the southern end of the concrete block building. A large machine servicing wing is attached to the east elevation of the building.

There is an elevated metal conveyor system on the south end of the complex, leading from the railroad. It is of rolled-metal girder construction on a concrete foundation.

A 1-story brick service building is located to the east of the main building. It has a flat roof and a large central brick chimney. It has 8-light metal frame windows and a door on the south elevation.

A front-gable shed is located to the north of the service building. It has a concrete block foundation and is sheathed in corrugated metal. There is a garage door on the south elevation

National Register Evaluation:

The entire 2664-hectare (6582-acre) Beltsville Agricultural Research Center was determined eligible for the National Register of Historic Places under Criteria A and C by the Maryland Historical Trust in a letter dated October 16, 1998. The BARC is eligible under Criterion A as an important site which reflects the development of a national center for agricultural experimentation and testing. It is the main research facility of the U.S. Department of Agriculture, and is the leading and most diversified agricultural research complex in the world. Government acquisition began in 1910, and grew rapidly with the Depression-era programs of the 1930s and 1940s. Included within the complex are areas for the Beltsville Human Nutrition Research Center, the Livestock and Poultry Science Institute, the Natural Resources Institute, and the Plant Sciences Institute. The diversity of the scientific research conducted at BARC has influenced many aspects of twentieth century living for the farmer as well as the consumer. The history and development of the agricultural research facility reflects New Deal policies and programs. The Beltsville Agricultural Research Center is also eligible under Criterion C. Because the mission of the facility has remained constant over the years, the landscape reflects a strong level of integrity. The physical appearance of BARC was strongly influenced in the 1930s by the planning team of A.D. Taylor, landscape architect, and Delos Smith, architect. The Civilian Conservation Corps and the individual bureaus at BARC played important roles in the shaping of the landscape as well. Contributing elements of the landscape include major paved roads, including Powder Mill Road, minor service roads, field and research crops, pasture lands, seasonal ponds, forests, sustainable meadows, other landscape features, and buildings. The five buildings and complexes surveyed for this project cover a range of building types which represent the various aspects of the center, including a 1941 comfort station (Building 156), a once private residence (Building 186) which was purchased by the USDA and was once used as a visitor's center, a dairy laboratory building (Building 157), and a grain elevator (Buildings 85-90). The five buildings represent the research center tasks of meeting the needs of the public while performing agricultural experiments in the production and processing of crops and animal products, human nutrition, and natural resources.

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880 and 1925, 1934, 1936, 1941

Verbal Boundary Description and Justification:

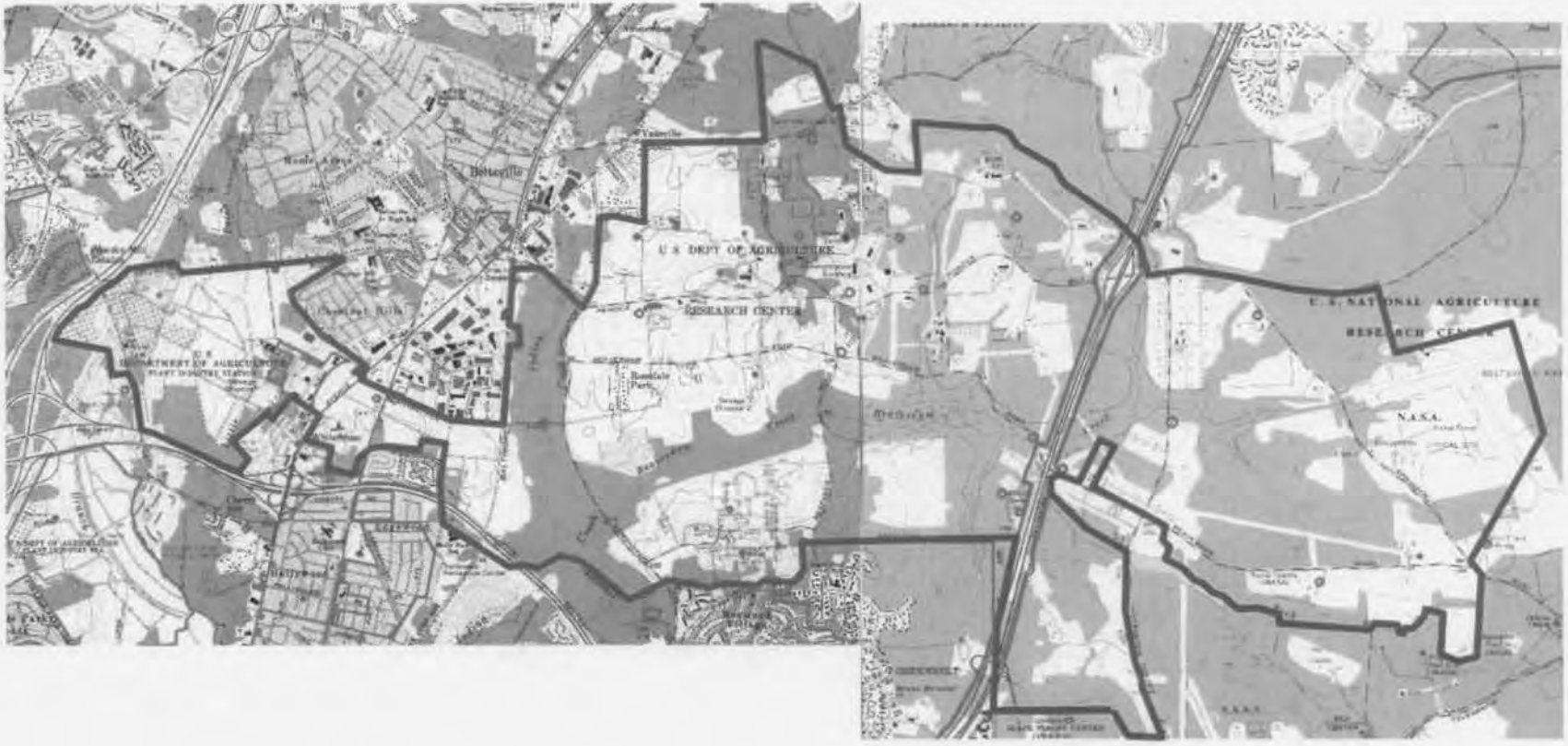
The National Register boundaries of the Beltsville Agricultural Research Center boundaries, as delineated in the previous survey form and approved by MHT, follow the current legal boundaries of the property, which consists of 2664 hectares (6582 acres). The property is bounded on the north by Sellman Road, Sunnyside Avenue, Odell Road, and the Patuxent Wildlife Research Center; on the west by the Patuxent Wildlife Research Center and Telegraph Road, on the south by NASA lands, the town of Greenbelt, and the Washington Beltway; on the east by Cherry Hill Road, I-95, the CSX Railroad (B&O), and Edmonston Road.

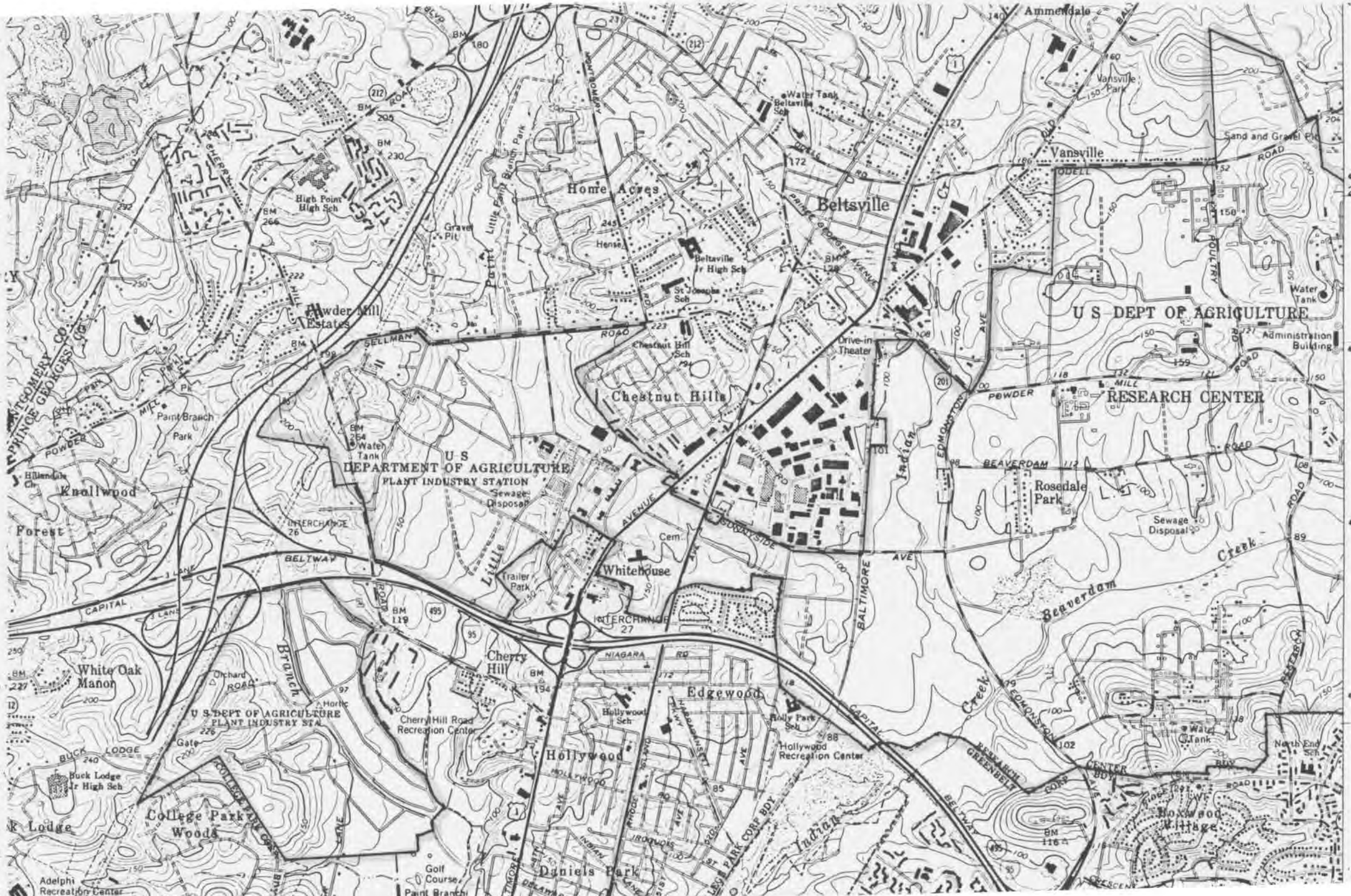
MHT CONCURRENCE:
Eligibility X recommended ____ not recommended
Criteria X A __ B X C __ D **Considerations** __ A __ B __ C __ D __ E __ F __ G __ None
Comments: HOWEVER I RECOMMEND THAT THE ADDENDUM BE REVISED TO EVALUATE THE INTEGRITY OF THE LANDSCAPE FEATURES PRIOR TO DEMOLITION

Reviewer, Office of Preservation Services Date 1-28-99 Reviewer, NR program Date 2/2/99

Preparer:
P.A.C. Spero & Company
May 1998/revised October 1998

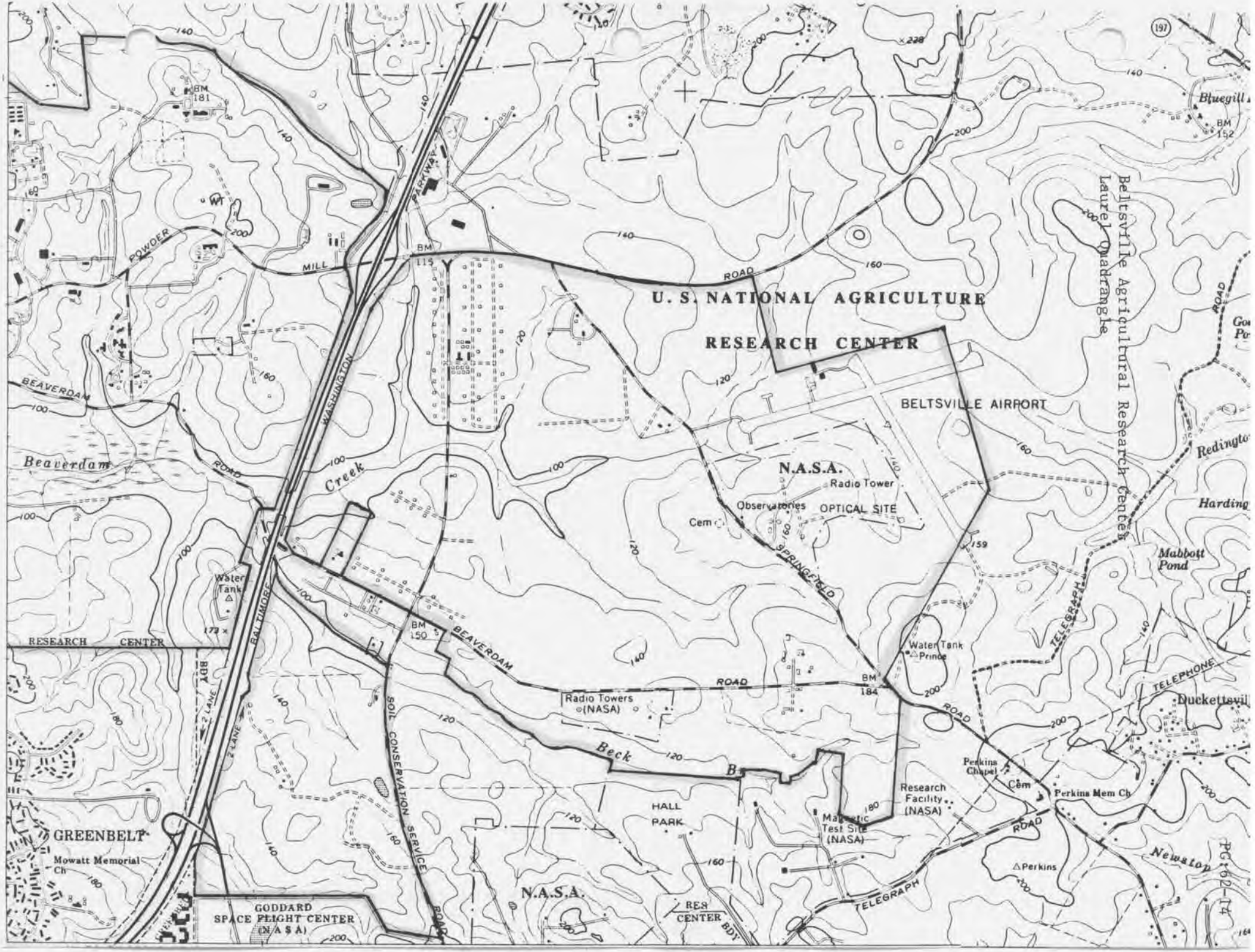
PG:62-14
Beltsville Agricultural Research Center
National Register-eligible Historic District
Beltsville and Laurel Quadrangles





Beltsville Agricultural Research Center
Beltsville Quadrangle

PG:62-14



U. S. NATIONAL AGRICULTURE
RESEARCH CENTER
BELTSVILLE AIRPORT
N.A.S.A.
Radio Tower
Observatories
OPTICAL SITE
Cem
SPRINGFIELD
Water Tank
Prince
Radio Towers
(NASA)
Beck
B
HALL
PARK
Magnetic
Test Site
(NASA)
Research
Facility
(NASA)
Perkins
Chapel
Cem
Perkins Mem Ch
Perkins
TELEGRAPH
ROAD
TELEPHONE
Duckettsvil
Newstop
Mabbott
Pond
Harding
Redingto
Bluegill
BM
152
BM
181
BM
115
BM
150
BM
184
POWDER
MILL
ROAD
WASHINGTON
PARKWAY
BEAVERDAM
ROAD
Beaverdam
Creek
BALTIMORE
Water
Tank
RESEARCH
CENTER
BDY
2 LANE
SOIL CONSERVATION SERVICE
ROAD
GREENBELT
Mowatt Memorial
Ch
GODDARD
SPACE FLIGHT CENTER
(N A S A)
N.A.S.A.
RES
CENTER
BDY
Beltsville Agricultural Research Center
Laurel Quadrangle
PG:62-14

PG. #62-14
P.G 36
1700364729

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

U.S.D.A.-Beltsville Agricultural Center

2 LOCATION

STREET & NUMBER

U.S. Rte. 1 & Powder Mill Rd.

CITY, TOWN

Beltsville

__ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Prince George's

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	✓PUBLIC	✓OCCUPIED	✓AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
✓SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	✓GOVERNMENT	✓SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME

United States Dep't. of Agriculture Telephone #:

STREET & NUMBER

CITY, TOWN

STATE, zip code

__ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC

Prince George's County Courthouse

STREET & NUMBER

CITY, TOWN

Upper Marlboro

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	✓ORIGINAL SITE
_GOOD	_RUINS	_ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is a sprawling, 10,400 acre complex of fields, woods, and building complexes. The main administration center, located on Powder Mill Rd., is a series of "Maryland Georgian" style brick buildings, constructed early in this century. There are several older houses and farm complexes, of historic interest, located about the grounds. (See separate forms for each of these historic sites.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
✓ 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This is the world's major agricultural proving ground and study area. Government acquisition began with the purchase of 475 acres in 1910. During the 1930's and '40's, a series of steps (many prompted by Depression-era programs) resulted in the concentration of the USDA experimental facilities here. It is especially interesting to note that much of the initial interest in the formation of such a facility dates back to the 1850's, with the efforts of two of Mont. & P.G. Counties most famous statesmen/farmers-Francis P. Blair of "Silver Spring" and Charles B. Calvert of "Riversdale".

CONTINUE ON SEPARATE SHEET IF NECESSARY

PG:62-14

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1) Wiser, Vivian & Rasmussen, Wayne D. "Background for Plenty" MD. HISTORICAL MAGAZINE, Dec., 1966.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION	DATE
M-NCPPC	1/25/73
STREET & NUMBER	TELEPHONE
8787 Georgia Ave.	589-1480
CITY OR TOWN	STATE
Silver Spring	Maryland

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
GENERAL SERVICES DIVISION
HYATTSVILLE, MARYLAND 20782

PG:62-14

APR 2 1975

Mr. Tyler Bastian
Maryland Geological Survey
Latrobe Hall
The Johns Hopkins University
Baltimore, Maryland 21218

Dear Mr. Bastian:

Please refer to your letter of February 20, 1975, to Mr. Zane G. Smith, U.S. Department of Agriculture, Forest Service, and his undated letter of reply, relative to prehistoric Indian sites at the Beltsville Agricultural Research Center.

We, too, are concerned with the preservation of archeological resources on the Research Center and have been alert to the occasional find of arrowheads. We are, however, not aware of any significant findings on sites.

We will appreciate receiving any specific information you may have, relative to abundant prehistoric Indian archeological sites at the Center, so that we may further explore these locations.

Sincerely,

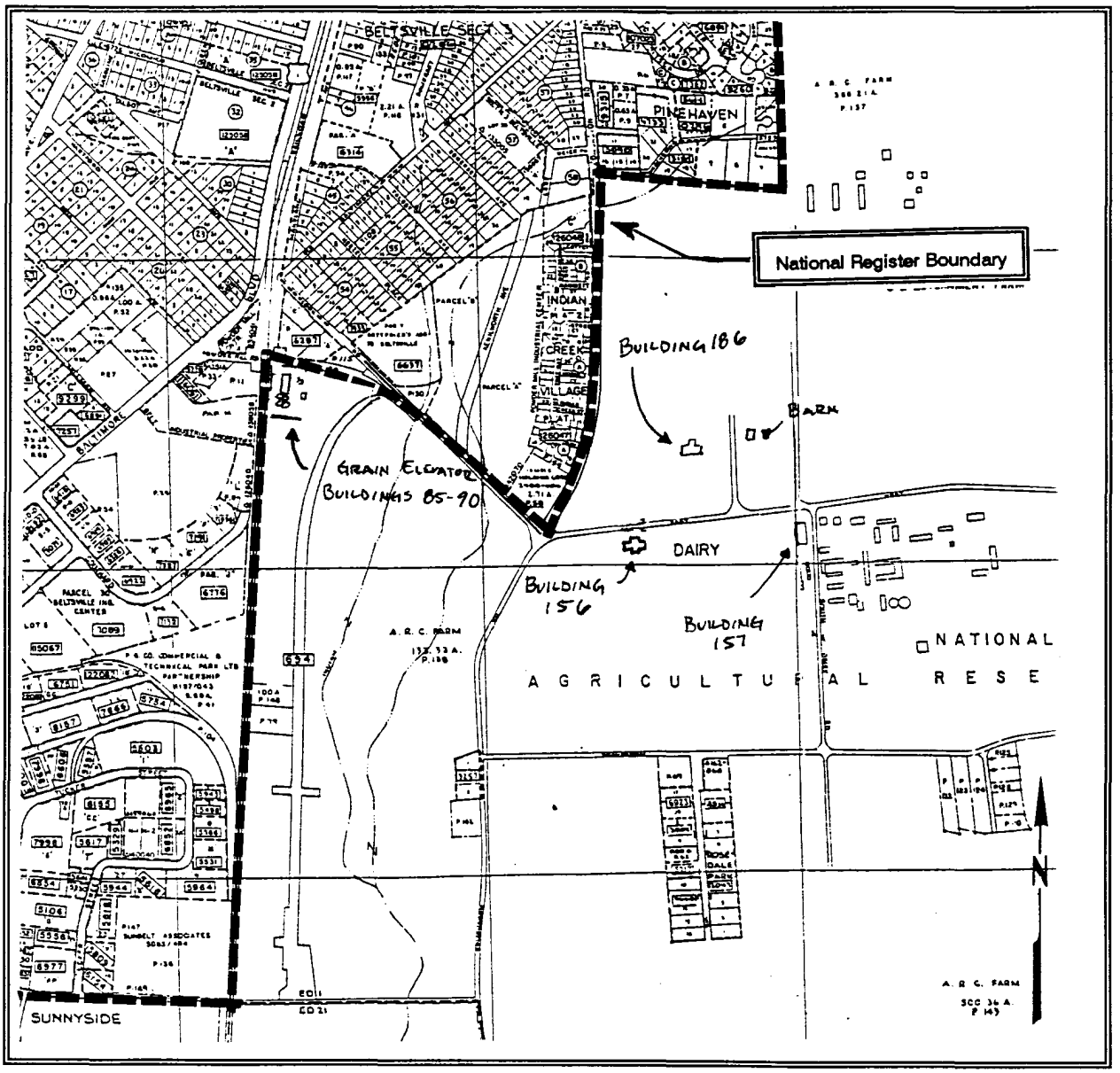
Ralson R. Rhodes
Director

cc:
A. C. Townsend, Dir., Md. Historical Trust, Annapolis

RECEIVED
1975
MARYLAND HISTORICAL TRUST

Property Address U.S. 1 and Powder Mill Road, Beltsville Vicinity, Prince George's County
Owner Name/Address U.S. Department of Agriculture
Year Built circa 1880, circa 1930, circa 1940

Resource Sketch Map and National Register Boundary Map:



PG: 62-14

Beltsville Agricultural Research Center (BARC)
Beltsville, Prince George's County, Maryland

SEE HISTORIC AMERICAN BUILDINGS SURVEY (HABS) FOR ADDITIONAL INFORMATION.

156

1 [illegible]

2 [illegible]

3 Prince Georges Co MD

4 Susan Taylor

5 [illegible]

6 MD SHPO

7 [illegible]

8 [illegible]

156

1 PG-62-14
2 [illegible] Bldg [illegible]
3 [illegible] Georges Co MD
4 [illegible] Taylor
5 [illegible]
6 MD SHPO
7 [illegible]
8 [illegible]

1 PG 162-14

2 BARC Bldg [illegible]

3 Prince Georges Co MD

4 Susan Taylor

5 5/98

6 MD SHPO

7 [illegible] elevation

8 [illegible]

1 PK-LJ III

2 BARC Bldg 150 - guard office

3 Prince Georges Co. MD

4 Susan Taylor

5 [illegible]

6 MD SHPO

7 [illegible]

8 [illegible]

1 PG 62 14

2 BARC Bldg 156 - guard office

3 Prince Georges Co, MD

4 Susan Taylor

5 5/98

6 MD SHPO

7 SE Corner

8 6 of 35

1 PE-62-14

2 BARC Bldg-156 - [illegible]

3 Prince Georges Co. MD

4 Susan Taylor

5 3/98

6 MD SHPO

7. S elevation

8. 5 of 35

1 116-62-14

2 BARC Bldg 156 - guard office

3 Prince Georges Co. MD

4 Scott Taylor

5 5/98

6 MD SHPO

7 Elevation

8 7 of 35

1 PG:62 14

2 BAPC Bldg 15 [illegible] office

3 Prince Georges Co. MD

4 Susan Taylor

5 5/98

6 MD SHPO

7 NE corner

8 8 of 35

1 PG 62-14

2 Rare Bldg. 157. USDA Dairy

3 Prince George Co MD

4 Susan Taylor

5 5198

6 MD SHPO

7 West elevation

8 9 of 35

1 PG-62-14

2 BARC Bldg 15[illegible] - 115DA[illegible]

3 [illegible]

4 [illegible]

5 5[illegible]8

6 [illegible]

7 SW [illegible]

8 10 of 3[illegible]

3

1 PG:62 14

2 BARC Bldg 154 - [illegible] Dairy

3 Prince Georges Co, MD

4 Susan Taylor

5 5/98

6 MD SHPO

7 S elevation

8 11 of 35

1 PG:62-14
2 BARC Bldg 151 - USDA Dairy
3 Prince Georges Co MD
4 Susan Taylor
5 5/98
6 NW SWPO
7 SE corner
8 12 of 35

1 PG:62-14

2 BARC Bldg 5-1 USDA Dairy

3 Prince Georges Co MD

4 Susan Taylor

5 5/95

6 MD SHPO

7 E elevation

8 13 of 35

1 PG 62-14

2 BARC Bldg 157 - USDA Dairy

3. Prince Georges [illegible] MD

4 Susan Taylor

5 5/98

6 MD St Plc

7 NE Corner

8 14 of 35

1 PG-62-14

2 BARC Bldg 150

3 Prince Georges Co, Md

4 Susan Taylor

5 [illegible]/78

6 MD SHPO

7 NE [illegible]

8 [illegible]

1 PG: 62-14

2 BARC Bldg

3 Prince George's Co. Md

4 Susan Taylor

5 5/99

6 [illegible]D SHPO

7 N elev [illegible]

8 1[illegible] of 3[illegible]

186

1 PG: 62-4

2 PARC

3 Prince George's Co. Ltd

4 [illegible]

5 3/98

6 MD [illegible]

7 S Elevation

8 18 of 35

BUILDING UNDER
157

1 [illegible]

2 [illegible]

3 Prince George Co Mn

4 Susan Taylor

5 5 [illegible]

6 [illegible]

7 E elevation

8 80 of 35

186

1 [illegible]

2 [illegible]

3 Prince George's Co. MD

4 Susan Taylor

5 5/91

6 MD [illegible]

7 NE corner house

8 21 [illegible]

Coke

1 [illegible]

2 [illegible]

3 Prince [illegible] Co. Md

4 [illegible] Taylor

5 5/97

6 MD SHPO

7 [illegible]

8 [illegible]

PG 62-14

2 [illegible]

3 Prince George Co Md

4 Susan Taylor

5 5/98

6. Md SHPO

7 NW Corner

8 27 of 35

1 PG 62 [illegible]

2 BARC Bldg 18

3 Prince George Co. Md

4 Susan Taylor

5 5/98

6 Md SHPO

7 [illegible] elevation

8 24 of 3[illegible]

186

1 [illegible]

2 [illegible]

3 Prince George Co, VA

4 [illegible]

5 [illegible]

6 [illegible]

7 [illegible]

8 [illegible]

1 PE:62

2 BARC Bldg. 186

3 Prince Georges Co., MD

4 Susan Taylor

5 5/98

6 MD SHPO

7 Gambrel roof barn, SW corner

8 26 of 35

348 0221 N N N-1 2

1 [illegible]

2 [illegible]

3 Prince George's Co, Md

4 Susan Taylor

5. 5/98

6 MD SHPO

7 W [illegible] Barn

8 27 [illegible]

1 PG:62 H

2 BARC

3 Prince George Co. Md

4 Susan Taylor

5 5/78

6 Md SHPO

7 [illegible] Elevation

8 28 of 35

[illegible]

1 PG:[illegible]

2 BARC

3 Prince George's Co Md

4 Susan Taylor

5 6/98

6 Md SHPO

7 [illegible] grain elevator

8 29 OF 35

1 PG-160-14

2 [illegible]

3 Prince George Co, Md

4 Susan Taylor

5 5/79

6 Md SHPO

7 E elevation

8 30 or 35

1 PG [illegible]

2 BARC

3 Prince [illegible]

4 [illegible] - Taylor

5 [illegible]

6 Md [illegible]

7 E elevation, service

8 31 or 35

1 PG: 62 14

2 BARC

3 Prince George's Co Md

4 Susan Taylor

5 5 98

6 Md SHPO

7 Service bldg

8 32 OF 35

1 PG 62-14

2 BARC

3 Prince George Co. MD

4 Susan Taylor

5 5/91

6 MdSHA

7 Conveyor

8 33 of 35

1 PG-62-14

2 BARC

3 Prince Georges Co Md

4 Susan Taylor

5 5/97

6 Md SHPO

7 S elevation, Shed

8 34 of 35

1 PG 62 1

2 BAKC

3 Prince Georges Co Md

4 Susan Taylor

5 5 '98

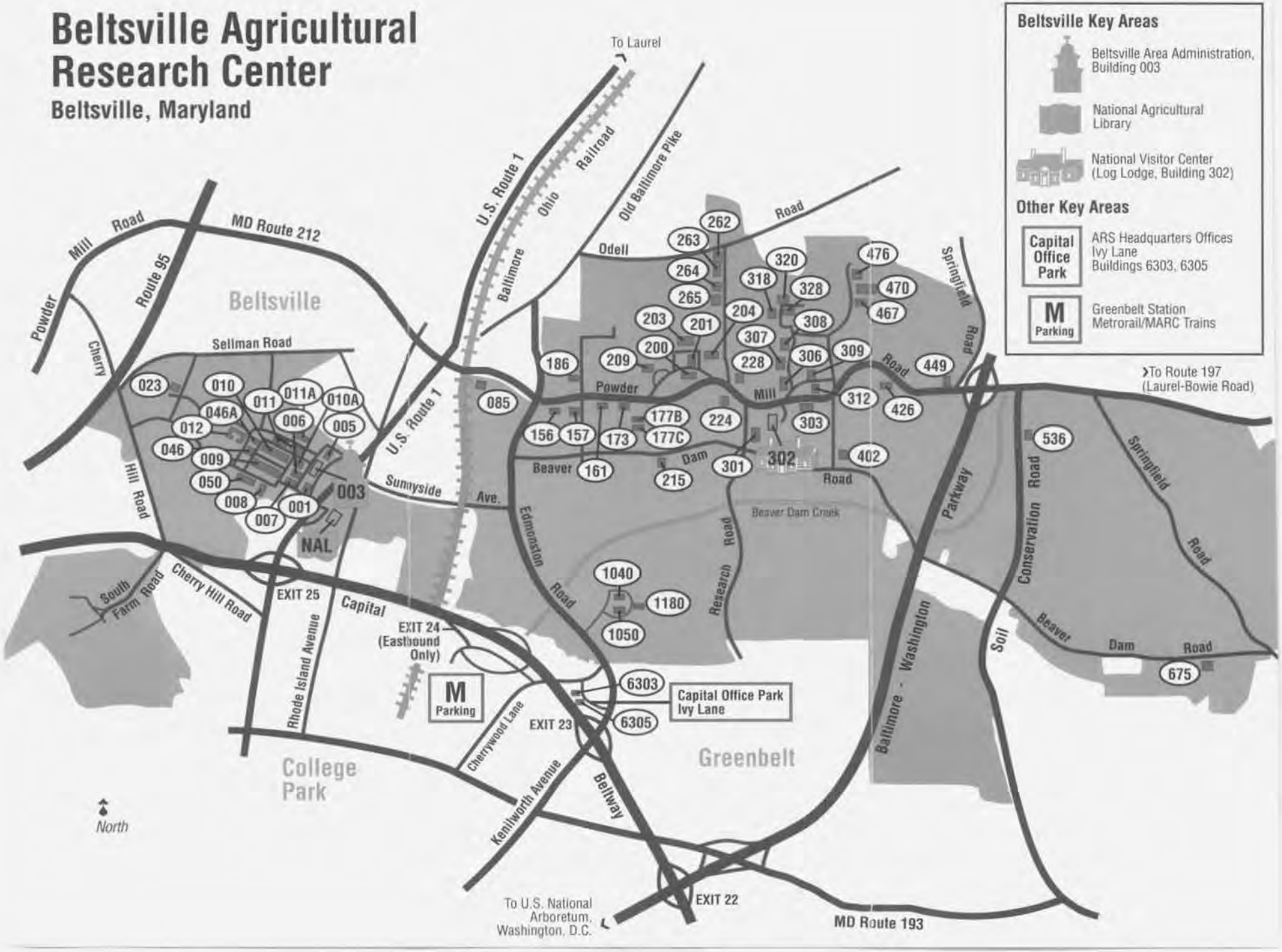
6 Md Dept

7 Site View

8 35 OF 35

Beltsville Agricultural Research Center

Beltsville, Maryland



Area Map

Beltsville Agricultural Research Center

Beltsville Key Areas

Building 003
Beltsville Area Administration

National Agricultural Library
Hours: 8 a.m.-4:30 p.m.
Mon.-Fri., closed Sat. & Sun.,
and Federal holidays;
Stacks close at 4 p.m.

ARS National Visitor Center
Building 302
Hours: 8 a.m.-4:30 p.m.,
Mon.-Fri., closed Sat. & Sun.,
and Federal holidays.
Tours by appointment:
(301) 504-8483 or (301) 504-9403

U.S. Department of Agriculture
Agricultural Research Service
February 1994

West of Route 1

Building 003
Beltsville Area Director
Auditorium
Conference Room 020
Cafeteria
First Aid - Nurse, Room 12
(301) 504-7024

Building 005
National Program Staff
Conference Room 21

Building 007
Conference Room 006

Building 010A (Plant Science)
Conference Room

Building 011A (Bioscience)
Conference Room 119

East of Edmonston Road

Research
Dairy/Livestock
Poultry
Entomology
Parasitology
Human Nutrition

Operations
Facilities Engineering, Building 426
Farm Operations, Building 301
Research Animal Services, Building 177C

Building 186 - Security
Phone (301) 504-9107
In Emergency (301) 919-9546
or (301) 919-9547

Building 307
First Aid - Nurse, Room 124
(301) 504-8073
Conference Room 112

Building 1050
Conference House

Other Key Areas

Metrorail/MARC
Greenbelt Station
Cherrywood Lane

Capital Office Park, Ivy Lane
Agricultural Research Service
Headquarters Offices
Administrative Management,
Buildings 6303, 6305
Information Staff, Building 6303

U.S. National Arboretum
3501 New York Avenue, N.E.
Washington, D.C. 20002
(202) 475-4815
Hours: Mon.-Fri. 8 a.m. to 5 p.m.
Sat. & Sun. 10 a.m. to 5 p.m.
Directions from BARC:
Baltimore-Washington Parkway south to New York Avenue. Left at light onto Bladensburg Road. Left onto R Street; Follow to the end to Arboretum gates.

CAPSULE SUMMARY SHEET

Survey No.: M:35-121 **Construction Date:** 1922-1923

Name: Burning Tree Club

Location: 8600 Burdette Road, Bethesda Vicinity, Montgomery County

Private Ownership / Present Use: Entertainment / Occupied / Condition: Excellent / Restricted Access

Description:

The ca. 221-acre Burning Tree Club is located in the northeast quadrant of the intersection of the Capital Beltway and River Road in Montgomery County; the property is bounded on the east by Burdette Road, on the north by Bradley Boulevard, and on the west in part by the Capital Beltway. Its Tudor Revival clubhouse is a modest-sized recreational building designed to provide basic services and dramatic vistas of an outstanding 18-hole golf course, both dating to 1922-23. Slightly enlarged and modified over the years, the building retains much of its architectural character and setting. The course was designed by an internationally recognized team of golf course architects and remodeled somewhat by equally notable designers. Constructed in Montgomery County at a time of trends in both national country club development and suburban development that often included amenities such as country clubs with recreational facilities, Burning Tree Club served a wealthy non-location-based membership. The ensemble of extant architectural and landscape-architectural features, coupled with its social significance, represents a preserved example of the exclusive, male-only golf club typical of the 1920s.

Significance::

Beginning in the 1920s and continuing through the 1940s, planned suburban developments capitalized on the affordability of the automobile, designed on the outskirts of cities to offer a healthful, recreational environment for families wanting to escape a congested city existence. Also in the 1920s, country club development across the nation soared. Montgomery County was developing at a rapid pace during this period, with the construction of residential communities and a host of country/golf clubs where residents could find restorative open space. Because of the wealth base in the area, several exclusive clubs were formed during the 1920s to provide private havens where political and business connections would become the subtle byproduct of a round of golf. Such institutions were commonly restricted to white males until the 1970s when issues of equal rights and sex/racial discrimination were introduced in Maryland. Burning Tree was at the core of the legal battle that resulted in most clubs bowing to public and political pressure, and diversifying memberships to include women and minorities. In contrast to changing times, however, the 78-year-old Burning Tree Club has maintained its original tenets and facilities: its Tudor-Revival clubhouse and renowned golf course constitute a largely preserved landscape, and its membership remains a male domain that is socially rare.

Preparer
KCI Technologies, Inc.
May 2000

Survey No. M:35-121

Maryland Historical Trust
Maryland Inventory of Historic Properties

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Burning Tree Club (Preferred)

and/or common

2. Location

street & number: 8600 Burdette Road ☐ not for publication

city, town vicinity of Bethesda congressional district

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
☐ district	☐ public	☒ occupied	☐ agriculture	☐ museum
☒ building(s)	☒ private	☐ unoccupied	☐ commercial	☐ park
☐ structure	☐ both	☐ work in progress	☐ educational	☐ private residence
☐ site	**Public Acquisition**	**Accessible**	☒ entertainment	☐ religious
☐ object	☐ in process	☒ yes: restricted	☐ government	☐ scientific
	☐ being considered	☐ yes: unrestricted	☐ industrial	☐ transportation
	☒ not applicable	☐ no	☐ military	☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Burning Tree Club, Inc.

street & number: 8600 Burdette Road telephone no.: (301) 365-1200

city, town Bethesda state and zip code: MD 20817

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Judicial Center liber: 324

street & number 50 Maryland Avenue folio: 436

city, town Rockville state Maryland

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. M:35-121

Condition		Check one	Check one	
☒ excellent	☐ deteriorated	☐ unaltered	☒ original site	
☐ good	☐ ruins	☒ altered	☐ moved	date of move

Resource Count: 2 (Clubhouse and designed landscape)

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Summary:

The ca. 221-acre Burning Tree Club is located in the northeast quadrant of the intersection of the Capital Beltway and River Road in Montgomery County; the property is bounded on the east by Burdette Road, on the north by Bradley Boulevard, and on the west in part by the Capital Beltway. Its Tudor Revival clubhouse is a modest-sized recreational building designed to provide basic services and dramatic vistas of an outstanding 18-hole golf course, both dating to 1922-23. Slightly enlarged and modified over the years, the building retains much of its architectural character and setting. The course was designed by an internationally recognized team of golf course architects and remodeled somewhat by equally notable designers.

General:

The Burning Tree clubhouse, the primary structure on the property completed in 1923, was designed by architect Harry Francis Cunningham and Manning F. Stead. The Tudor Revival structure is relatively small for a clubhouse serving 500 members, with an irregular plan that is predominantly two stories tall with two wings: rear/west and front/northeast. The structure is brick and stone composite, with small areas of half-timbering flanking the entry porch on the east elevation and on a small area of the second floor on the north elevation. Rough-cut stone dominates the first-floor structure and continues moving upward into the second-story brick walls for an ornamental effect; it is used around door and window openings, often with keystones, and as quoining. The complex roof features gable, gable-on-hip, and pyramidal forms with complex intersections; all roof areas are covered with ¾" slate except the flat, asphalt-covered porch roof along the south elevation, which covers spaces that are not original to the structure. The building is served by a system of copper guttering. According to architect Cunningham, the design of the club was noteworthy for its "combinations of old brick and local stone, as well as trusses of a particular type unusual in the USA." (FAIA nomination form)

The gable ends of the main block are dominated by a first-floor wall, composed of fixed, floor-to-ceiling plate glass windows. The south end includes two single doors. The second floor of the main block contains two large, half-round window with a third, smaller half-round window located on the south elevation of the west wing. The two larger windows contain a combination of glazing; the northern example has two stone mullions, the southern example is a combination of multiple small lights and a single, large plate glass window.

The rear/west wing off the main block is a series of connected one-story units. On the south elevation, the wall is dominated by six, nearly full-height plate glass windows set in wood frames, which illuminates the bar inside. Moving westward is a partially enclosed breezeway linked to a one-story pyramidal-roofed space, housing the pro shop and storage area for members' golf bags and related gear. The north elevation of the west wing provides minimal fenestration, mostly small, contemporary and fixed; inside are showers/locker room facilities.

7. Description (continued)

The formal entrance to the clubhouse faces onto the oval driveway loop; the brick one-story, hip-roofed entry porch has three open archways, with the fourth containing the building's doorway. The exposed wooden ceiling overhead supports a single suspended iron and glass chandelier. The double, glazed doors are topped by a glazed transom containing an image of the club seal. Metal railings are in the two side arches. The balance of the building entries--at least six--are unobtrusive single doors located: at the south end of the main block, on the north side of the rear wing, on the west side of the bar in the rear wing, on the rear elevation of the northeast wing, and on the second-story rear wall of the main block accessing the roof.

Built exterior features include an approximately 7' high composite brick and stone wall with double wooden gates, which angles northeastward from the rear of the northeast wing to hide the kitchen, delivery, and waste-disposal areas. Portions of a similarly tall and substantial stone wall indicate a nearby entrance to the golf course. A low stone retaining wall meanders along areas of the north elevation of the west wing.

Alterations to the building exterior includes: the replacement of the rustic wooden balustrade around the flat porch roof with same metal railing installed in the entry porch; a cantilevered porch on the south elevation of the main block may have been added, along with modifications to the entire south elevation of the west wing. Other than the plate glass like windows, most first-floor fenestration has been covered and sealed with wood shuttering.

The interior of the structure appears to contain much of its original character. The first floor of the main block is fronted by a vestibule with a barrel-vaulted ceiling and rounded openings, and three small management offices. The main interior space is open, with recessed arches along areas of the walls and an exposed-beam wood ceiling that is braced at the mantle of the large stone fireplace mantle. There are two inspirational inscriptions painted in gold onto facing ceiling beams overhead:

> '"Here will I dwell, for I have a delight therein." – Psalm 132, Verse 15' *and*
>
> '"But certain issue strokes must arbitrate." --Macbeth, Act V, Sc. 4, 1.20'

A small stone mantle is extant on the rear wall of the north end of the space. A plaque on the east wall states the date the club was organized December 8, 1922. The undivided room is carpeted and the walls are painted. The southern end of the building was enlarged through the enclosure of an open porch in the 1960's. This space serves as a small dining and lounge area.

The second story of the main block contains an open truss roof with exposed beams. The north portion of this undivided space houses supplementary lockers and seating; the south end contains a large table and chairs and serves as a conference space. A combination of contemporary track lighting and chandeliers illuminate the area. Suspended from the ceiling as décor are colorful flags donated by members, reflecting their professional affiliations. Two sets of small, turned stairways connect the first floor with the basement and the second story of the main block/northwest wing, which are located adjacent to the north end of the main block. An unfinished basement extends the full length of the original main block, and contains components of the water, electrical, and HVAC systems.

7. Description (continued)

The first floor of the northeast wing contains the kitchen, probably the laundry room, and other service functions. The second floor contains about five staff-changing rooms that are extremely small and unadorned, along with a bathroom. The slope of the roof on the exterior elevations of the building cuts sharply into the area of these rooms.

The west wing contains the club's bar, primary locker room, showers, and pro shop/golf equipment storage area. The bar room was added in the 1950's and is appointed with carpeting, contemporary faux-wood wall paneling, and a dropped acoustical-tile ceiling; the bar itself is covered with tufted leather(ette). The walls are covered with framed sketches of club members. The locker room is located in the space covered by the steep gable-on-hip roof; the ceiling, like the second floor of the main block, contains an open truss roof with exposed beams, from which flags are suspended. Next to this block is the pro shop a self-contained building unit that has been remodeled recently and completely: floors are carpeted, walls are papered, and there are no apparent historic features extant. From this commercial space is a passageway to a utilitarian room where club members store their golf bags.

The systems in the clubhouse have been modified. Electric wiring is contained in metal piping affixed to the walls/ceilings. Contemporary equipment for HVAC is located on the roof of the porch along the south side of the west wing; exterior ducts are visible on the second-story of the main block, entering windows on the east side of the building. Interior ducts are visible along the open ceilings.

In addition to the clubhouse, the superintendent's house was constructed in the mid 1920's. Located, approximately 500 yards southwest of the clubhouse, is a single-story stone structure with a slate-covered hip roof.

Nearby, the superintendent's house is a collection of four contemporary service structures that make up the maintenance yard, housing golf carts, lawn chemicals, etc.; they are built of concrete block, wood, and/or metal. The Burdette Road entrance to the club grounds features a pair of brick gate posts flanking the road, which are were a gift from the club's first president. Elsewhere on the course is a circular Roman temple form structure containing a drinking fountain, donated by a member in the 1960s.

The grounds consist of an 18-hole course designed by the London firm Colt, Mackenzie and Alison. The course was built on hilly terrain and there are water hazards on three holes. The signature hole is #18, a 412-yard, par 4, requiring a tee shot over a pond to an elevated fairway, then an approach shot to a small, well-bunkered green. In addition, the view of the clubhouse from the tee box on hole#18 is spectacular. The course has been rated among America's 100 "Best Classical Courses" by *Golfweek*.

8. Significance

Survey No. M:35-121

Period	Areas of Significance – Check and justify below				
☐ prehistoric	☐ archaeology-prehistoric	☐ community planning	☒ landscape architecture	☐ religion	
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science	
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture	
☐ 1600-1699	☒ architecture	☐ education	☐ military	☒ social/ humanitarian	
☐ 1700-1799	☐ art	☐ engineering	☐ music		
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater	
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ transportation	
	☐ invention			☐ other (specify)	

Specific Dates 1922-1923 **Builder Architect** Harry F. Cunningham and Manning F. Stead (Clubhouse)
Colt, Mackenzie and Alison (Golf Course)

Check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or
Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☒ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support

Summary:
Constructed in Montgomery County at a time of trends in both national country club development and suburban development that often included amenities such as country clubs with recreational facilities, Burning Tree Club served a prominent and wealthy non-location-based membership. The ensemble of extant architectural and landscape-architectural features, coupled with its social significance, represents a preserved example of the exclusive, male-only golf club typical of the 1920s.

Beginning in the 1920s and continuing through the 1940s, planned suburban developments capitalized on the affordability of the automobile, designed on the outskirts of cities to offer a healthful, recreational environment for families wanting to escape a congested city existence. Also in the 1920s, country club development across the nation soared. Montgomery County was developing at a rapid pace during this period, with the construction of residential communities and a host of country/golf clubs where residents could find restorative open space. Because of the wealth base in the area, several exclusive clubs were formed during the 1920s to provide facilites which afforded the social amenities of a game of golf in an atmosphere of slective political and business connections. Such institutions were commonly restricted to white males until the 1970s when issues of equal rights and sex/racial discrimination were introduced in Maryland. Burning Tree was at the core of the legal battle that resulted in most clubs bowing to public and political pressure, and diversifying memberships to include women and minorities. In contrast to changing times, however, the 78-year-old Burning Tree Club has maintained its original tenets and facilities: its modest Tudor-Revival clubhouse and renowned golf course constitute a largely preserved landscape, and its membership retains its exclusive, male constituency.

General:
Burning Tree Club was organized in 1922 with Isaac T. Mann as president and John B. Henderson and Walter R. Tuckerman as directors (Farquhar, 66). It was one of a several social and recreational organizations founded amid the burgeoning suburban landscape of Montgomery County during the 1920s, which included Indian Spring Country Club (1921), Woodmont Country Club and Congressional Country Club (1922) and, a few years later, Bannockburn Country Club and White Flint Golf Course (McMaster and Hiebert, 266). The 1920s were a period of growth for country clubs across the nation. In 1915 there were 1,000 clubs, but by 1927 that number rose to 5,500, with an estimated 2.7 million members (Mayo, 134). Burning Tree is purportedly named for a majestic tree—whether mythic Indian legend or real is undetermined—whose colors suggested that it was afire. According to Tuckerman, "They called it Potomac, the Place of the Burning Tree." (Offutt, 312)

8. Significance (Continued)

According to Tuckerman, an area developer, the club "grew out of the impatience of a foursome at the Chevy Chase Club. One of those four, Marshall Whitlatch, found a pair of 100-acre farms near River Road for about $300 an acre, and Tuckerman added thirty acres of his own. Under a 1922 agreement, each member subscribed $10,000." The laborers who cleared the heavily forested land earned $3.20 a day. The course was slated to open in summer 1923; the clubhouse was completed the same year. By May 1924, the "Founders" had contributed $242,000 to the club; the largest monetary support came from president Mann, however, who held the second mortgage on the property and paid for the construction of the gate posts, driveway and parking area. By the end of that year, Burning Tree boasted 77 members, but not enough to retire the mortgage debts as projected—with 500 members paying $1,000 in annual dues, (Offutt, 311-12; Mayo, 154-55). Like a handful of the most exclusive clubs—but in contrast to the more accessible clubs such as Indian Spring, Argyle, and Kenwood—Burning Tree's membership depended on the prominent personalities throughout the Greater Washington area and beyond, not the convenience of location.

The Burning Tree clubhouse, the primary structure on the property completed in 1923, was designed by architect Harry Francis Cunningham (1888-after 1955), and Manning F. Stead. Between ca. 1911 and the 1950s, Cunningham worked alone and in partnership with other architects as Cunningham & Bullock, Cunningham & Stead, and Cunningham, Stead & Cunningham (Scott, 45). He served as secretary of the D.C. chapter of the American Institute of Architects in 1923-24 when the organization was lobbying for professional licensing (Bushong, 47, 53). Elsewhere in the area, he designed the Chancery of the Brazilian Embassy (1937) and the Heatherington Apartments (1938) in the District of Columbia; he alsc designed the tower of the Nebraska State Capitol and its interior Memorial Room (1934). Cunningham founded the Department of Architecture at the University of Nebraska in 1930, and served as its chairman for four years (FAIA nomination form). He co-authored *Measured Drawings of Georgian Architecture in the District of Columbia* (1914), and was sole author of *Lincoln, Nebraska Capital: An Architectural Masterpiece* (ca. 1954).

By the 1920s, the design of American clubhouses had developed into a handful of forms, against which Burning Tree's layout appears to conform. For efficiency, club functions would be logically clustered together: kitchen, dining room and grill; and entrance lobby, manager's office, and great hall. This is largely the case at Burning Tree where aspects of the "finger" and "corridor" plan types are seen. The finger plan places central functions, such as the lounge and dining rooms, in a central block, attached to angular wings housing other activities: locker rooms, guest rooms, and in this case, food preparation. The corridor plan was considered most adaptable to small clubs, so that a number of functions were aligned next to one another (Mayo, 143).

Burning Tree's praiseworthy 18-hole course was designed by the London firm Colt, Mackenzie and Alison. The principals of this firm were Harry Shapland Colt (1869-1951), Charles Hugh Alison (1882-1952) and, briefly, Alister Mackenzie, M.D. (1870-1934). Although this professional partnership technically lasted from 1918 to about 1928, in reality the work from 1921 forward was predominantly that of Colt, who trained and then worked with Alison for more than 20 years. Even then, these two men typically worked independent of each other. The design of Burning Tree Club is generally considered the work of only Alison, who worked extensively in North America and the Far East; Colt—a lawyer who gave up his practice to become one of the world's leading golf designers—designed courses throughout Great Britain and Europe. Their collective work, much of which dates to the 1920s-1930s, is found through out the United States and the world, especially England, France, Germany, Japan, and the Netherlands. In America, they designed nearly two-dozen courses in Georgia, Illinois, Iowa, Michigan, New Jersey, Ohio, Wisconsin, and several in New York, in addition to Burning Tree. In 1924, the firm also remodeled the course at Maryland's Chevy Chase Country Club, their only other work in the area. Alison and Colt authored *Some Essays on Golf Architecture,*1920. (Cornish and Whitten, 190-91, 224-25, 331-32).

8. Significance (Continued)

Two of the firms works are among the most prostigous private clubs in America: Pine Valley Golf Club in New Jersey and Augusta National in Georgia.
Even prior to its opening, which occurred in May 1924, the Burning Tree course was highly praised in the local press:

> At least three of the golf courses about Washington now...rank as tests as fine as any in the country....These courses are Columbia, Chevy Chase, and Indian Spring.... At least three other courses, now under construction, will join the [aforementioned] three named as leading tests of the game about Washington. These are those of the Burning Tree Club, the Washington Golf and Country Club, and the Congressional Club. Without question the Burning Tree course will immediately take rank as one of the best of the east after its opening next month. No expense has been spared to make this course a model in every respect.... (*Washington Evening Star*, 29 April 1923).

The course was later credited for "fine greens and challenging holes laid out for the accurate hitter, not the long ball." Supervision of the course was the pastime of Dr. Walter Harban, the first president of the D.C. Golf Association (Offutt, 311-12). Over the years, it was remodeled three times by three significant golf course architects, although the degree of change to the layout is undetermined. The construction of the Capital Beltway forced some minor redesign of the 10th tee and the realignment of the 11th hole during the 1963 remodeling (Briggs interview, 12 April 2000). The course was remodeled by William S. Flynn (1890-1954), Robert Trent Jones (1906-), and Edmund B. Ault (1908-89); without specific information, "remodeling" can encompass the gamut of minor revision to a new layout. Flynn worked throughout the area in the 1920s-30s, when the work was probably accomplished; in addition to Burning Tree, he remodeled the courses at Columbia and Woodmont country clubs in Montgomery County, and East Potomac Park and Rock Creek Park golf clubs in Washington. Jones, perhaps the most recognized name in course architecture, remodeled aspects of Burning Tree in 1963—at the same time as Ault—perhaps related to the Capital Beltway intrusion, and again in 1977; he similarly worked at the nearby courses of Chevy Chase, Congressional, and Suburban country clubs. Ault, a designer native to the Washington area and prolific, Today the course is a par 71, 18-hole course, 6,400 yards and slope of 122, with a rating of 70.0 (*Washington Golf Monthly*, April 2000)

The facility has always been solely a day-use golf club with shop, a modest dining area and bar. Once constructed, the club has continued largely unchanged over the years except, like other American recreational facilities, during the World War II years when non-critical resources and travel were limited. In 1941, Edward R. Murrow was playing a second round at Burning Tree when news of the Pearl Harbor bombing was brought to him; he purportedly finished the round because the source of the report was Reuters, and apparently suspect; but later, when the news was confirmed, he sat in a locker alley and cried (Offutt, 494). In January 1943, all U.S. pleasure driving was banned due to tire and gasoline rationing, and the suburban country and golf clubs inaccessible by public transportation felt the pinch. Some closed, others served by bus or streetcar lines, or within walking distance, continued to operate. The isolated Burning Tree sometimes went a week with no golfers. When possible, manager Joseph Langer would provide a bus service of sorts on his way to work, especially on Sundays. To help survive these lean years, the club extended war memberships to approximately 35 men stationed nearby in connection with national defense. Other clubs made similar efforts: Chevy Chase accepted flag rank officers, and Woodmont accepted Naval Hospital, National Institute of Health, recovering patients in need of therapy, and other military personnel at this time (cited in Offutt, 552).

It maintains a roster of 500 resident and non-resident members whose ages average in their 60s, and a long waiting list for those interested in joining. Members must be male, at least 40 years old, and can only be invited to join (Briggs interview, 12 April 2000). The length of the waiting list is irrelevant if the individual "will add to the club's stature." (*Washington Star,* 4 July 1979)

8. Significance (Continued)

Burning Tree boasts an impressive number of former politicians, pillars of the community, and especially presidents, most of whom since Harry Truman have been members at least during their terms of office: Dwight Eisenhower was a member, and Richard Nixon sponsored Jack Kennedy in the mid 1950s. Members have also included former vicepresidents Spiro Agnew and Gerald Ford; former Chief Justice Warren Burger, Army General Omar Bradley, former secretaries of commerce, treasury and state; and the heads of Reynolds Metals, Hearst Corporation, General Electric, Martin Marietta, Firestone, and the Marriott Corporation.

Burning Tree currently ties with Bethesda Country Club and Chevy Chase Country Club for the area's second-highest initiation fee, $50,000, after Congressional County Club's $65,000 fee. Annual dues are the highest in the area at, $525 per member (*Washington Golf Monthly* website, April 2000).

In an era of political correctness and non-discrimination, Burning Tree is a rare remaining male-only organization in the greater Washington area and beyond. Women, must remain in the car when they pick up their husbands, and are only allowed to visit the pro shop at Christmas time for the purpose of shopping (*Washington Star,* 4 July 1979). The daughter of one club founder, Laura Tuckerman Triest, recalled why the no-female policy came to be so staunchly defended. She said that during the Depression, the club had planned to vote to allow women to join for twice weekly visits, but she and her mother predicted that would mean that by the end of three months, "We'll be there everyday" and her father would ruin the club. She describes it "as an escape from [Tuckerman's] household of women, which he needed immensely," adding, "I can't imagine the wives getting along anyway. It is not the right membership for a family club." (cited in Offutt, 311)

For many years, the gender of membership was a not an issue because many area clubs barred women and minorities from membership without controversy. The anti-discrimination efforts of the 1970s were triggered by a taxation issue that dated to 1965, when the Maryland legislature passed H.B. 555, permitting country clubs to obtain a tax break under open spaces assessments. Based on the law, in 1965, Burning Tree entered a 10-year agreement with the state to maintain its golf course as open space in return for the tax reduction. Roy N. Staten sponsored the legislation at the behest of Blair Lee, at the time a registered lobbyist for the Montgomery County country clubs. The purpose of the bill, Staten recalls, "was to provide an incentive for the growth of country clubs and the expansion of open spaces, even open spaces admittedly dedicated to private purposes." Rejecting a question that the tax break was introduced to offset future taxation indicated by rising real estate values and growing commercial/residential development in the area, he went on to assure "with a reasonable degree of certainty that, because the [Ways and Means Committee] did not view it as a problem or potential problem at the time, the question of the tax loss was not scrupulously examined....no one truly envisaged the tax subsidy in one county growing to such proportions in 1965." Between 1971 and 1979, it was calculated that the tax subsidy in Montgomery County for country clubs grew from $133,050 to $1.2 million. In 1966, the market value of Burning Tree's 221 or so acres was $935,000; the tax break represented a revenue loss of $8,154 to the county. By 1979, the club's value climbed to just over $8 million, representing a loss of state and county tax revenue of just over $119,000. (Letter and attachments, Roy Staten to Luiz Simmons, 6 September 1979, vertical files, Rockville Library).

8. Significance (Continued)

In 1974, the Maryland legislature amended Article 81 of the law tax-break provision so as to deny it to any clubs that discriminate--but excluded single-sex country clubs and clubs that exclude certain sexes on certain days and times. In 1975 Burning Tree entered into its second 10-year commitment to the state to preserve its course as open space for the tax benefit.

At the same time, the state launched an investigation into eleven Montgomery County golf and country clubs to determine if discriminatory practices were apparent. This resulted in many clubs—such as Chevy Chase and Columbia—signing consent agreements to change their membership practices, without admitting actual discrimination. Kenwood Country Club, which was exonerated in 1976, had been the site of an incident that "was one of the most important in promoting legal changes in the mid-1970s," according to state legislators. "In 1968, then D.C. Mayor Walter Washington, an African-American, had been invited to a meeting of the Wellesley College Alumnae Association at Kenwood, an all-white club. The club replied that it could not accommodate the meeting because Mayor Washington is a Negro." (*Montgomery Journal*, 31 May 1983)

In the meantime, Bainum and his sister, Barbara Bainum Renschler, filed suit against the State of Maryland and Burning Tree in August 1983, with Renschler seeking club membership. On September 3, 1984, Judge Irma Raker, the only woman on the Montgomery County Circuit Court, ruled that the tax break Burning Tree enjoyed was a violation of the state's Equal Rights Amendment, which had been passed in Maryland in 1972. Support for Bainum's bills and the ruling came from the National Organization for Women, the National Association for the Advancement of Colored People, and the Anti-Defamation League (*Montgomery Journal*, 23 March 1984). Burning Tree successfully appealed the decision, and in December 1985 the Maryland Court of Appeals struck down parts of the law and its amendment, which allowed Burning Tree to keep its tax benefit and continue to discriminate (305 Md. 53, 501 A.2d 817 (1985).

Within six weeks, Maryland passed a bill (Ch. 334) whose only exception to discrimination was the heretofore unchallenged exception that allowed clubs to reserve courses at certain times for men and women. Burning Tree immediately took the case to Maryland's Circuit Court making several assertions, but the one concurred with by the court, ironically, was that the "periodic discrimination" provision violated the state's Equal Rights Amendment and therefore was unconstitutional (*Washington Post*, 23 July 1987).

At the same time, in a high-profile case taking similar legal direction toward breaking down the doors of same-sex clubs, the U.S. Supreme Court ruled on May 4, 1987, that the all-male Rotary International clubs must admit female members, upholding a California case decision. The impact of this case on the Burning Tree effort would depend, according to Justice Lewis F. Powell, Jr., "on whether a particular club or organization is 'sufficiently personal or private' or more open and business-related in its activities (*Washington Post*, 5 May 1987)." In the Rotary Club case, the court specifically found that the admittance of women would not "affect in any significant way the existing members' ability to carry out those activities," and introducing women to the club would not "interfere unduly with club members' freedom of private association." (481 U.S. 537)

Following the state's 1987 defeat, and cross appeals by both Burning Tree and the state, the Court of Special Appeals ruled that the "periodic prohibition" clause was both invalid and severable from the larger law. Subsequently, in March 1989, the Maryland Court of Appeals "upheld the framework of a 1986 law aimed at excluding Burning Tree from a state-sponsored program that gives country clubs lower tax rates" for preserving open space. (*Washington Post*, 29 May 1989).

8. Significance (Continued)

Burning Tree petitioned the U.S. Supreme Court to review its case during the term commencing in October 1989, but the request was rejected and the club's legal remedies were officially exhausted. All that remained was for Burning Tree to decide whether or not to drop its restriction on female membership or pay several years worth of back taxes (*Washington Post*, 3 October 1989). On the heals of the Supreme Court's decision not to hear the case, the Maryland Commission on Human Relations recommended the elimination of "tax breaks and licensing privileges for private clubs and associations...that discriminate against women or blacks." The study grew out of court rulings elsewhere determining that local jurisdictions can regulate private clubs, according to officials, as well as the 1987 Burning Tree ruling by the state Court of Appeals (*Washington Post*, 5 December 1989).

Subsequent to the U.S. Supreme Court's decision not to hear the case, the state of Maryland assessed Burning Tree Club $938,000 in back taxes for the years 1986-89, based on a revised, higher rate exclusive of any tax exemptions or reductions because it chose to continue its discriminatory practices. Although the club initially challenged the bill, it soon paid the hefty sum. Burning Tree continues to bar women from its membership, and is one of the few organizations anywhere to continue to do so (*Washington Post*, 4 October 1989, 23 July 1990).

National Register Evaluation:

Burning Tree Club is eligible for the National Register of Historic Places under Criteria A and C.

Eligibility under Criterion A, association with events that have made a significant contribution to the broad patterns of our history, is found in Burning Tree as an exclusive, male-only social institution devoted to the pastime of golf, an example of a type of recreational organization that flourished during the 1920s. Further, through a series of legal challenges in the 1970s-80s, Burning Tree was rendered one of the last enclaves to continue the male-only tradition, when other private and historically male-only institutions modified membership rules to admit women and minorities. Eligibility under Criterion C requires that character-defining features of architectural design and setting be extant. The Burning Tree clubhouse and 18-hole course have both been altered somewhat since 1923; however, these modifications are minimal, in keeping with the scale and style of the original design, and do not alter the architectural or landscape architectural integrity of the property. Therefore, the property is eligible under Criterion C as a good example of a 1920s private golf club and course. For the property to be eligible under Criterion B would require association with significant persons; while important individuals have been members of this club during its history, these persons are not individually the source of its significance, therefore it is not eligible under Criterion B. Investigations have not been conducted to determine whether the property has the potential to yield information important in history or pre-history; therefore National Register Criterion D cannot be assessed at this time.

MARYLAND HISTORICAL TRUST

Eligibility recommended XX

Eligibility Not Recommended:

Comments:

Reviewer, OPS: [signature] Date: 9/11/00

Reviewer, NR Program: [signature] Date: 10/12/00

9. Major Bibliographical References

Survey No. M:35-121

See Continuation Sheet

10. Geographical Data

Acreage of nominated property 221.45 acres

Quadrangle name Falls Church, VA-MD and Rockville, VA-MD Quadrangle scale 1:24,000

Verbal boundary description and justification
See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Sara Amy Leach	
organization KCI Technologies, Inc.	date May 2000
street & number 10 North Park Drive	telephone 410-316-7800
city or town Hunt Valley	state/zip Maryland, 21030

The Maryland Historic Sites Inventory 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 purposed only and do not constitute any infringement of individual

Return to:

Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

9. Major Bibliographical References (Continued)

"American Institute for Architects' Nomination for Fellowship--Harry Francis Cunningham," 15 September, 1954. Located in the archives of the American Institute for Architects, Washington, DC.

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Cahill, Regina. "Burning Tree: Exclusively a Male Precinct," and "It's the Names of Members that Give Clubs Status," *Washington Star,* 4 July 1979.

Cornish, Geoffrey S., and Ron E. Whitten, *The Architects of Golf.* New York: Harper Collins, 1981/1993.

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9. Major Bibliographical References (Continued)

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McQueen, Michael. "Maryland's Private-Club Tax Breaks Left Intact," *Washington Post*, 23 March 1984.

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----. 1944. Washington and Vicinity Topographic Map. Washington, D.C.: USGS.
----. 1956. Kensington, MD, Quadrangle Map. Washington, D.C.: USGS.
----. 1965. Kensington, MD, Quadrangle Map. Washington, D.C.: USGS.

Valentine, Paul. "Tax Penalty Urged for Some MD. Clubs...." *Washington Post*, 5 December 1989.

Washington Golf Monthly web site, April 2000

Court Cases:

"Board of Directors of Rotary International v. Rotary Club," 481 U.S. 537 (1987).

"Burning Tree Club v. Bainum," 305 Md. 53, 501 A.2d 817 (1985).

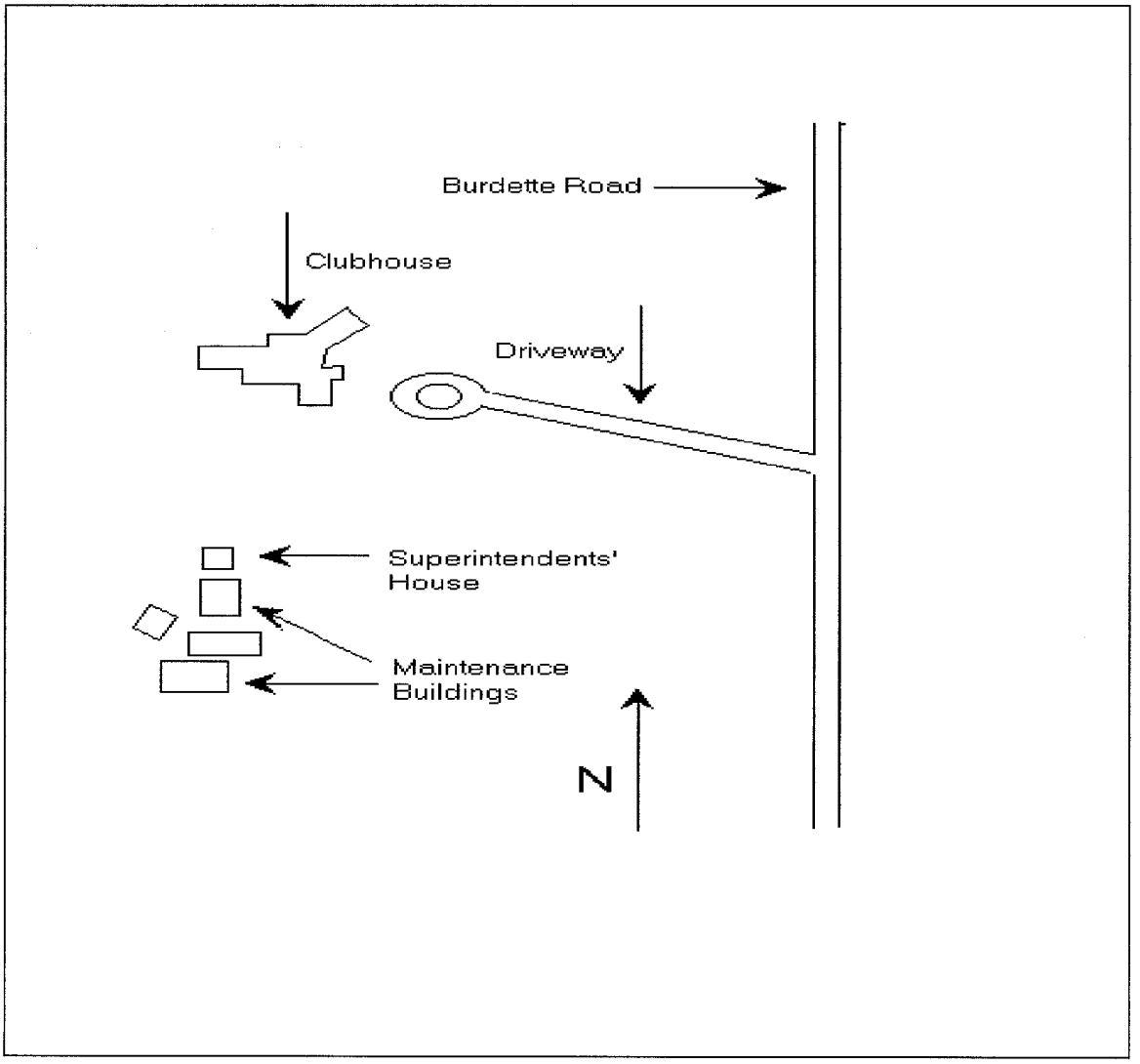
"Burning Tree Club Inc. et al. v. Maryland, et al.," 315 Md. 254, 554 A.2d 366 (1989), Certiorari denied by MD Court of Appeals.

"State v. Burning Tree Club," 493 U.S. 816, 110 S.Ct 66, 107 L.Ed.2d 33 (1989).

"State v. Burning Tree Club," 301 Md. 9, 32, 481 A.2d 785, 797 (1984).

10. Geographical Data(Continued)

Resource Sketch Map:

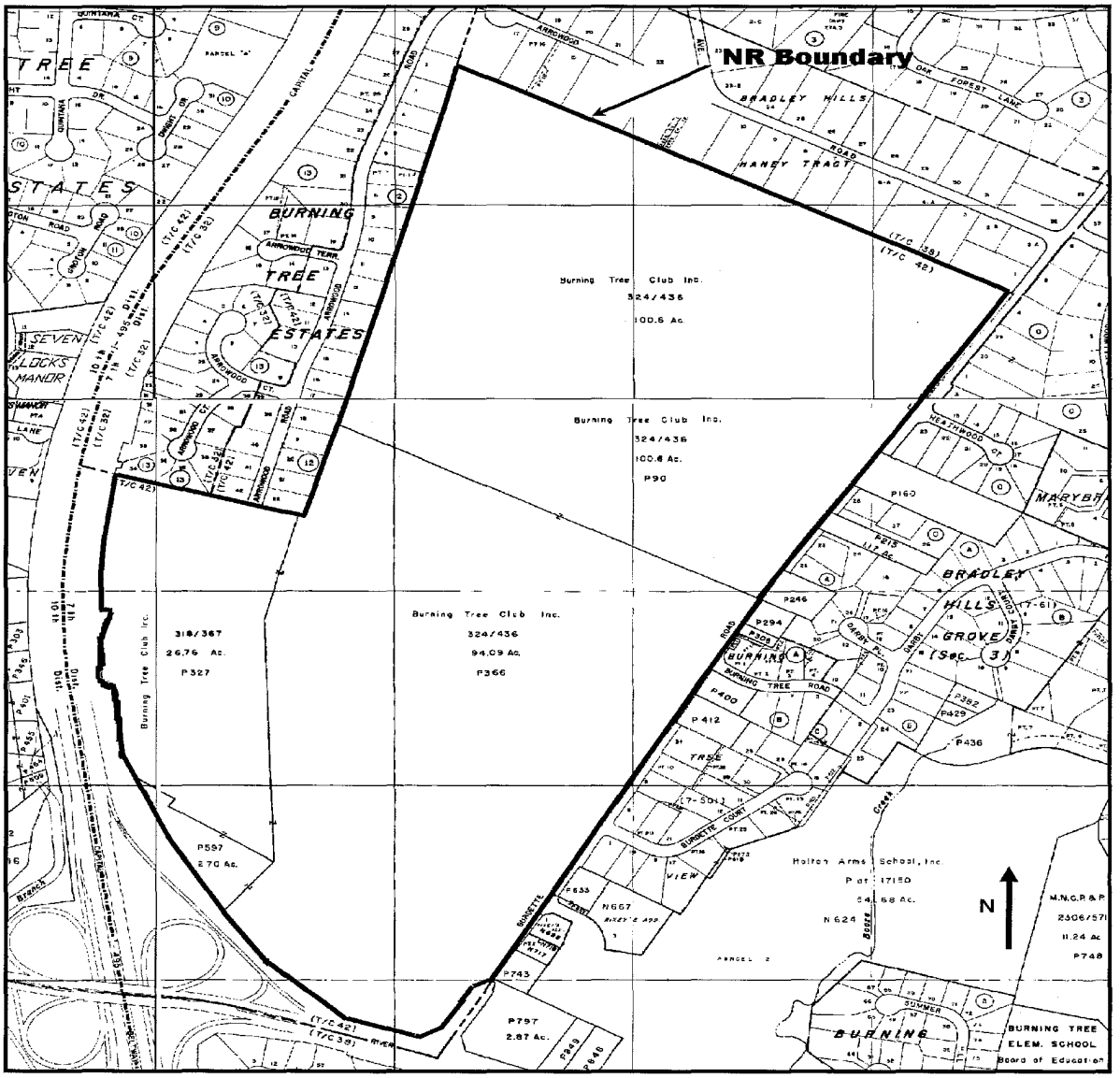


CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Burning Tree Club
SURVEY NO.: M:35-121
ADDRESS: 8600 Burdette Road, Bethesda Vicinity, Montgomery County

10. Geographical Data (Continued)

National Register Boundary Map:



10. Geographical Data (Continued)

Verbal Boundary Description and Justification:

The National Register boundary of the Burning Tree Club property includes the entirety of its tax parcels (GN343-). It is bounded on the east by Burdette Road, on the south and west by the Capital Beltway. This is the historic boundary of the club, except for approximately 20 acres lost to the Capital Beltway construction in the 1960s, and it encompasses the complete, nationally recognized 18-hole golf course.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Burning Tree Club
SURVEY NO.: M:35-121
ADDRESS: 8600 Burdette Road, Bethesda Vicinity, Montgomery County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION DATA

Geographic Organization:

Piedmont

Chronological/Development Period Theme(s):

Modern

Prehistoric/Historic Period Theme(s):

Architecture, Landscape Architecture, Community Planning

Social/Education/Cultural

RESOURCE TYPE:

Category (see Section 3 of survey form):

Building, Site

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

Entertainment, Golf club

Known Design Source (write none if unknown):

None

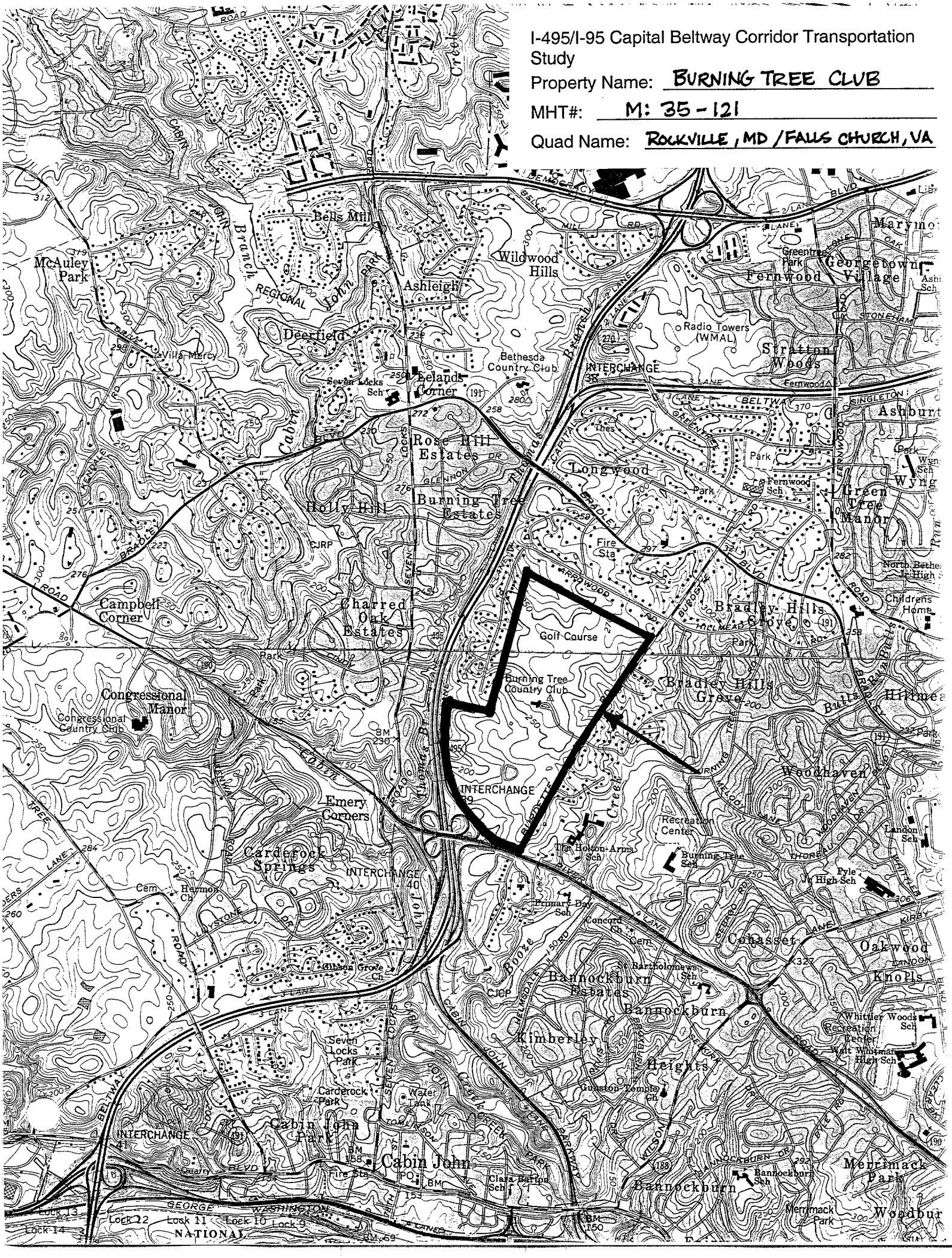
Preparer
KCI Technologies, Inc.
May 2000

I-495/I-95 Capital Beltway Corridor Transportation Study

Property Name: BURNING TREE CLUB

MHT#: M: 35-121

Quad Name: ROCKVILLE, MD / FALLS CHURCH, VA



1 M:35-121

2 BURNING TREE CLUB

3 MONTGOMERY COUNTY, MD

4 SARA LEACH

5 4/00

6 MD SHPO

7 8600 BURDETTE ROAD, BETHESDA
NORTH ELEVATION OF REAR WING, VIEW SW

8 1 OF 16

1. M:35-121
2. Burning Tree Club
3. Montgomery County
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Distant View of rear wing, South elev. View N
8. 2 of 16

1. M:35-121

2. Burning Tree Club

3. Montgomery County, MD

4. Sara Leach

5. 4/00

6. MD SHPO

7. 8600 Burdette Road, Bethesda
To rear of Pro Shop & Bar, rear wing, View E

8. 3 of 16

1. m: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Bordette Road, Bethesda
   Roof of Proshop & breezeway, View NW
8. 4 of 16

1. M: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Distant View to rear wing; North elev.; View S
8. 5 of 16

1. m: 35-121

2. Burning Tree Club

3. Montgomery County, Bethesda

4. Sara Leach

5. 4/00

6. MD SHPO

7. 8600 Burdette Road, Bethesda
N. elevation of rear wing, view SE

8. 6 of 16

1. m: 35-121

2. Burning Tree Club

3. Montgomery County, Bethesda

4. Sara Leach

5. 4/00

6. MD SHPO

7. 8600 Burdette Road, Bethesda
E. elevation w/entry porch and view of NE wing, View SW

8. 7 of 16

1. m: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Front Entry & S. end of main Block, View NW
8. 8 of 16

1. MD: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Roof of main block, South end, View E.
8. 9 of 16

1. M: 35-121
2. Burning Tree Club
3. Montgomery County. Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Roof of rear wing (over locker room) View NW
8. 10 of 16

1. M: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Roof of Pro Shop & Breezeway, View NW
8. 11 of 16

1. M:35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
2nd Fl., main block, Southerd View S
8. 12 of 16

1. M: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   View of locker room ceiling, rear wing. View N. up
8. 13 of 16

1. M: 35-121

2. Burning Tree Club

3. Montgomery County, Bethesda

4. Sara Leach

5. 4/00

6. MD SHPO

7. 8600 Burdette Road, Bethesda
Ceiling of entry Porch on E. elev., View Up

8. 14 of 16

1. m: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4. Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   View of bar, rear wing. View E.

1. M: 35-121
2. Burning Tree Club
3. Montgomery County, Bethesda
4 Sara Leach
5. 4/00
6. MD SHPO
7. 8600 Burdette Road, Bethesda
   Interior of great hall, from vestibule. View N
8. 16 of 16

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no ___

Property Name: Calvary Evangelical Lutheran Church Inventory Number: M:36-37

Address: 9545 Georgia Avenue Historic district: ___ yes X no

City: Silver Spring Zip Code: 20910 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Calvary Evangelical Lutheran Church Tax Account ID Number: 00955850

Tax Map Parcel Number(s): P838 Tax Map Number: JP22

Project: MD 97: Forest Glen Road to 16th Street (MO224M11) Agency: SHA

Agency Prepared By: EHT Traceries

Preparer's Name: Emma Waterloo Date Prepared: 1/25/2013

Documentation is presented in: DOE form

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: ___A ___B X C ___D Considerations: X 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 Staf ___ yes X no Name: ___ Date: ___

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

ARCHITECTURAL DESCRIPTION

The Calvary Evangelical Lutheran Church is located at 9545 Georgia Avenue (MD 97) in the Forest Glen neighborhood of Silver Spring, Montgomery County, Maryland. Situated on the east side of the street, the property is bound to the north by the eastbound entrance ramp for Interstate 495 (I-495), to the south by Flora Lane, to the east by Woodland Drive, and to the west by Georgia Avenue. The church complex encompasses five attached buildings constructed over the course of three building campaigns. They include the chapel and administration building, constructed in 1948; a school building, completed by 1951; and a multipurpose building and sanctuary, constructed in 1962.

The church complex forms a gently curving C shape that dominates the grassy lot, which slopes down to the north and east. Mature shade trees, accompanied by landscaping that includes shrubs and foundation plantings, dot the property. A concrete sound wall defines the north property boundary, and screens the sanctuary from the highway. Concrete pedestrian sidewalks edge the property to the south, east, and west. An asphalt-paved driveway connects Georgia Avenue to a small parking lot, aligned along the west property boundary. The driveway then leads north from the parking lot, wrapping around the north elevation of the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria: ___A ___B X C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Tim Tamburrino ✓ — **Reviewer, Office of Preservation Services** — 6/6/2013 — **Date**

[signature] — **Reviewer, National Register Program** — 6/7/13 — **Date**

201301912

connecting with Woodland Drive to the east. A concrete walkway connects the chapel and administration building with the pedestrian sidewalk along Georgia Avenue. A second concrete walkway extends north from the administration building, along the east side of the parking lot, before angling to the east to provide access to the sanctuary and multipurpose building. A third concrete walkway extends south across the west elevation of the chapel, and leads to a concrete basketball court located in the southwest corner of the property. A children's playground, covered in shredded bark and featuring metal playground equipment, is located in the southeast corner of the property. Both the basketball court and the playground are enclosed with chain-link fencing. A concrete service drive is located in the northeast corner of the property.

Chapel

Constructed in 1948, the single-story, rectangular-plan chapel was designed by Philip H. Frohman in the Gothic Revival style. It sits on a solid, concrete foundation, and is clad in ashlar field stone. It is capped by a slate-shingled, front-gable roof with raking eaves, masked by metal gutters. The roof overhangs the façade (west elevation), forming a hood that is supported by wood knee brackets. The hood is further articulated with wood stick work and vergeboard that form a pointed arch. A large cast-stone cross is inset into the façade under the pointed arch. Short stone buttresses with cast-stone caps are located at the north and south extents of the façade.

The north (side) elevation is three bays wide, and the bays are separated by stone buttresses with cast-stone caps. The elevation is anchored by the central primary entrance, which is comprised of a double-leaf, round-arched, wood, board-and-batten door, painted red. The door is equipped with a stone, round-arch lintel and a stone threshold. A series of projecting stones on the western side of the elevation suggests a ladder to gain access to the roof.

The east (rear) elevation of the building is appended to the administration building and the ca. 1950 school building. Therefore, the first story is obscured from view. Wood weatherboards clad the upper gable end, and a wood, boxed-in vent is centered under the roof. The south (side) elevation is three bays wide, and each bay is separated by a stone buttress with a cast-stone cap. Each bay is identical, and is pierced by triple pointed-arch, stained-glass windows, set in a square stone surround.

Administration Building

The administration building is appended to the northeast corner of the chapel, and was completed in 1948. The single-story, rectangular-plan building was influenced by the Modern Movement. It sits on a solid, concrete foundation, and is clad in a combination of gray ashlar stone and red brick, laid in stretcher bond. It is capped by a flat roof with broadly overhanging eaves, trimmed in copper coping.

The façade (west elevation) is three bays wide. The northernmost bay is clad in gray ashlar stone. The brick-clad central bay features two columns of horizontally divided metal windows on its northern and southern edges, and a row of fixed, metal clerestory windows at the cornice line. A stone-clad pier separates the central and southern bays. The southern bay contains the primary entrance for the building. The entrance holds double-leaf, board-and-batten, wood doors, set in a metal surround. The doors are flanked by large sidelights, and the doors and sidelights are each topped by a fixed transom window.

The north (side) elevation is symmetrical. The central, brick-clad bay is pierced by a small awning window with nine lights at the foundation level. Flanking the central bay to the east and west are two columns of horizontally divided, metal windows. It appears the middle two lights are operable sash. The elevation is framed by two piers of gray ashlar stone at the corners. The east (rear) and south (side) elevations are appended to the ca. 1950 school building, and are not visible from the public right-of-way.

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**

School Building

The school building extends east from the east elevation of the administration building. Since Calvary Lutheran opened its day school for elementary children in 1951, this building was constructed by that time. The single-story, rectangular-plan building takes its stylistic cues from the Gothic Revival-style chapel. The concrete block structural system is dressed in ashlar field stone on both the façade (north elevation) and the east (side) elevation. The concrete block is exposed on the south (rear) and west (side) elevations. It is capped by an asphalt-shingled, side-gable roof over the main block, and an asphalt-shingled, front-gable roof over the east wing. Both roofs have raking eaves that support metal gutters.

The eastern bay of the façade is appended to the multipurpose building. The remaining four bays of the façade alternate between single-leaf, wood, panel doors with nine lights, and ribbons of four triple-hung, eight-over-four-over-four, wood sash with four-light transoms. The doors are set in wood surrounds with stone, segmental-arch lintels. The windows have square-edge wood surrounds.

The east elevation is marked by a ribbon of five triple-hung, eight-over-four-over-four, wood sash with four-light transoms. However, the bottom row of lights replaced with two-light awning windows. The south elevation is largely obscured by a single-story, shed-roof addition with an exposed foundation. The concrete block addition is five bays wide, and is fenestrated with paired, four-light casement windows on both the first story and exposed basement. In some instances, the casement windows have been replaced with sliding sash. Double-leaf, glass-and-metal doors pierce the south elevation, east of the addition. The doors are set in a metal surround, and are accessed by a flight of concrete steps. A through-wall air conditioning unit is centered on the easternmost bay, and a louvered vent is located in the upper gable ends.

A second addition is appended to the southwest corner of the main block. It is a single-story, square-plan building with an exposed basement and flat roof. It is fenestrated in four-light, paired casement windows with two-light transoms. Two of the windows on the south elevation have been replaced by a fixed window with a transom. The west elevation of the school building is appended to the chapel and the administration building.

Multipurpose Building

The single-story, rectangular-plan multipurpose building connects the school building to the south with the sanctuary to the north. Constructed in 1962, the building was inspired by the Modern Movement. It sits on a solid, concrete foundation that is exposed on the east (rear) elevation due to the sloping nature of the lot. The building is primarily clad in six-course, Flemish-bond, red brick, unless otherwise noted. It is capped by a flat roof with painted metal coping.

The façade (west elevation) is marked by an off center, projecting block that extends approximately 2 feet higher than the cornice line. It is clad in gray ashlar stone, and supports a metal tower, surmounted by a cross. North of the block is the primary entrance for the multipurpose building. It is comprised of two sets of paired, double-leaf, board-and-batten, wood doors. They are set in a metal surround, and each set is topped by a transom. North of the entrance is a floor-to-ceiling, stained-glass window. South of the block are two brick panels, interspersed with paired columns of horizontally divided, five-light, metal windows. A clerestory ribbon of windows is tucked under the cornice line.

The north and south (side) elevations are not visible because of additional construction. The east (rear) elevation appears as two stories because of the exposed foundation. The elevation is clad in brick, except for a central rectangular section that is clad in painted rectangular panels, with corrugated metal separating the first and second stories. Moving from south to north across the first story are a large louvered vent; four equally spaced, horizontally divided, two-light windows; a recessed entrance that holds

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**

double-leaf, metal, flush doors, flanked by sidelights, and topped by a transom; a kitchen venting system; and a canted secondary entrance with a glass-and-panel, single-leaf door, and a panel door. Moving from north to south across the second story are a ribbon of nine metal windows; two single windows; and a ribbon of six windows. The windows consist of a column of four, horizontally oriented lights. The bottom and tops lights appear to be operable awning windows.

Sanctuary

Constructed in 1962, this one-and-a-half-story, rectangular-plan, building was influenced by the Modern Movement. A two-story, rectangular-plan, A-frame section is integrated into the west (side) elevation of the main block. The A-frame section holds the sanctuary space, while the main block contains additional seating. The main block sits on a solid, concrete foundation, and it is clad in a variety of materials including brick, gray ashlar stone, and corrugated metal. It is capped by a shallow-pitched, side-gable roof of asphalt shingles, which is accented by overhanging eaves supported by square wood brackets. The A-frame section is clad in painted vertical redwood siding, and the roof is covered in cedar shakes.

The façade (south elevation) is anchored by an entrance on its western extent. The entrance is comprised of double-leaf, vertical board, wood doors, set in a metal surround. The doors are topped by a stained-glass transom, and flanked to the west by a stained-glass side light. Fixed clerestory windows are aligned along the entire width of the façade. The remainder of the façade is clad in six-course, Flemish-bond brick. White metal lettering spells out "Calvary Lutheran Church/& School/ 9545 Georgia Avenue" on the western side of the brick wall. Inset glazed ceramic tiles, arranged in a grid pattern are located on the eastern side of the brick wall.

The west (side) elevation of the building is clad in stone where visible. It is mostly obscured by the A-frame section. The west elevation of the A-frame section has a row of windows along the west side of the sloping roofline, and an arrangement of three crosses. A curved oriel-like projection extends from the north elevation of the A-frame. It is clad in vertical wood siding, and it is topped by a shed roof.

The north (rear) elevation has a low brick wainscot, topped by a ribbon of metal windows. The windows are a combination of single, fixed lights, and horizontally divided, four-light windows where the bottom light opens as an awning window. Above the windows, the wall is clad in corrugated metal. A double column of fixed windows and spandrel panels are located on the western extent of the elevation. A ribbon of fixed clerestory windows is tucked under the cornice line. The east (side) elevation is appended to the multipurpose building. It is clad with a central brick panel, flanked by stone.

HISTORIC CONTEXT

The Calvary Evangelical Lutheran Church (Calvary Lutheran) was organized in 1941 as a member of the Evangelical Lutheran Synod of Missouri, Ohio, and other States to serve the Forest Glen neighborhood, located 1.7 miles north of downtown Silver Spring, Maryland. (1) The Evangelical Lutheran Synod of Missouri, Ohio, and other States was founded in 1847 as a conservative council of German Lutheran congregations, and held German-language services through the time of World War I (1917-1918). (2) The congregation held its first service on October 12, 1941 in the Silver Spring Masonic Hall, located at 8433 Georgia Avenue. In November, the congregation moved to a vacant store building at 9601 Georgia Avenue, which would be the home of the church for the next six years. (3)

The Calvary Evangelical Lutheran Church had a modest congregation of 28 members when it was first organized. (4) However, the size of the church did not hinder it from successfully inviting prominent speakers; Calvary Lutheran marked its first anniversary with a key note address by Dr. J.W. Behnken, the president of the Evangelical Lutheran Synod of Missouri, Ohio, and other States.

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**

In addition to serving as president of the Synod, Dr. Behnken established the Army and Navy Commission in the Lutheran Church to minister to servicemen, which was awarded special commendation from Army officials. He was also a camp pastor during World War I. (5)

In 1945, membership at Calvary Lutheran had blossomed to almost 200, and the members decided to build a permanent home for the congregation. (6) W. Charles Heitmuller, a successful merchant who owned large tracts of land in the Washington metropolitan area, donated the money to purchase the land. (7) A lot was selected along Georgia Avenue, and purchased from Maury and Isabel Young. (8) As of the 1940 U.S. Census, the couple had been recently married. Maury Young was working as an insurance salesman in the District of Columbia, and Isabel, who was from Toledo, Ohio, was a homemaker. (9)

The lot purchased from the Youngs was in a subdivision of the Alice O. Stewart Tract known as "The Valley." (10) Alice Olive Laney was born in Maryland in 1854, and married John W. Stewart, a Naval officer, in 1877. The couple had six children, three of whom died young. As of the 1900 census, the Stewart family was renting a house in Wheaton, Montgomery County, Maryland. In addition to the children, Alice's mother, Columbia A. Laney, was living with the couple. (11) Columbia Laney owned a parcel of land in Montgomery County, along what is now Georgia Avenue, which had been part of a larger tract known as "Labyrinth." Upon Mrs. Laney's death, her daughter, Alice, inherited the property. (12) John Stewart died between 1900 and 1910, and when Alice died in 1940, her children sold the 6-acre property to Omer G. Kremkau. (13) Omer Kremkau and his wife, Alice Mae, submitted the subdivision plat for the property, named "The Valley," to the Maryland-National Capital Park and Planning Commission, and it was approved on November 12, 1940. (14)

With the land purchased, Calvary Lutheran decided to wait until building materials became available to select an architect, which occurred after the conclusion of World War II (1941-1945). (15) In September, 1947, the congregation selected Philip Hubert Frohman (1887-1972), architect of the Washington National Cathedral, to design the building. (16) Frohman first came to the Washington, D.C., area as a service member in the ordnance construction section of the Army during World War I (1917-1918), and was placed in charge of the architectural division at the Aberdeen Proving Ground. After the war, Frohman formed an architectural firm with E. Donald Robb and Harry B. Little, and the firm was designated Cathedral Architects in 1921. By 1944, both Robb and Little had died, and Frohman served as the sole architect of the cathedral. The National Cathedral functions as the seat of the presiding bishop of the Episcopal Church, and is prominently sited on the highest point in Washington, D.C. Even though his work in Washington took up most of his time, Frohman, a Catholic, designed numerous other churches and cathedrals for various denominations throughout the country, including the Cathedral of the Incarnation in Baltimore and Trinity Church in Morgantown, West Virginia. He is best known for his Gothic Revival-style church designs, both on large- and small-scale buildings, which took influences from both English and Continental Gothic precedents. (17)

While Frohman's design for the small chapel for Calvary Lutheran Church cannot be compared with his work on the National Cathedral because of the differences in scale, the chapel is an excellent example of Frohman's ecclesiastical work. It is related to the National Cathedral in its style, which displays Frohman's interpretation of the Gothic Revival style rather than strictly imitating English, French, or German Gothic-style precedents. The compact size of the chapel provides an intimate setting for the service. Additionally, the chapel is unique in that it is the only known example of Frohman's work in Montgomery County.

In December of 1947, four additional lots were purchased, and a construction contract was signed for $55,845. (18) Ground was broken for the chapel and an administration building in August 1948. The following month in September, W. Charles Heitmuller donated $100,000 to be held in trust toward the completion of the church. (19) The chapel was constructed of stone in the picturesque Gothic Revival style. The administration building was visually linked to the chapel by the use of similar materials, but was designed under the influences of the Modern Movement, which espoused clean lines, flat roofs, and minimal ornamentation.

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**

After 1945, Forest Glen, as well as the general Silver Spring area and the rest of the country, experienced a post-World War II construction boom. By the 1950s, the Silver Spring area had one of the busiest retail economies in the Maryland/Virginia region, second only to downtown Washington, D.C. (20) Responding to the increase in population, the Calvary Lutheran Church constructed and opened a parochial day school for elementary-age children in 1951. (21) The first class graduated from Calvary Lutheran School in June, 1955. (22)

The congregation and the school flourished through the 1950s. In August 1959, Calvary Lutheran hired local architect Stanley Arthur (1912-1999) to design an addition that would include a new sanctuary with more seating, a parents' room, classroom 11, a fellowship hall, and a kitchen. Arthur arrived in the Washington area, by way of Louisville, Kentucky, and Cleveland, Ohio, in the late 1940s. In 1951, he established his own firm in Bethesda, Maryland. Working primarily in Montgomery County, Arthur proved to be a highly versatile architect, designing office buildings, commercial and educational facilities, libraries, and ecclesiastical architecture. He was a master of modernist design, and carefully crafted each building to suite the site and the intended use. Additional modernist buildings designed by Arthur in Montgomery County are the IBM Building (1959) in Rockville, the Rockville Unitarian Church (1964), Davis Memorial Library (1964), and the Thomas S. Wootton High School (1970). He was the founder and president of the Potomac Valley Chapter of Maryland, American Institute of Architects. Arthur's work had a significant impact on the diversity of Montgomery County's architectural character. (23)

Final plans for the addition were approved in April 1961, and the ground breaking ceremony was held on July 9, 1961. (24) Plans indicated that the addition was influenced by the Modern Movement, and the new sanctuary was highlighted by a soaring, A-frame structure, which stood 78-feet high with a roof that formed a sharp 25-degree angle. The addition and the A-frame, which is reminiscent of hands folded in prayer, were featured in the Washington Post on April 21, 1962. In the article, Stanley Arthur describes that he was attempting "to make an exciting and thrilling transition from a small Gothic chapel located on the site to this sanctuary form." (25) Further the article notes that Arthur "sought to acknowledge the spirit and principles of the past, but not to imitate," and that the addition "reflect(ed) a blend of the Gothic and the contemporary." (26) The use of natural and traditional materials helped with this transition; the addition harmonizes with the original buildings by utilizing the same color of brick as the original administration building, and a stone veneer that is similar to the original stone chapel.

Moreover, the new A-frame sanctuary was not just a striking building for Calvary Lutheran, but it was a striking building for mid-twentieth-century architecture in general. It drew inspiration from mid-century ecclesiastical master works, such as Frank Lloyd Wright's Unitarian Meeting House in Shorewood Hills, Wisconsin (1947), and was a contemporary of the United States Air Force Academy Cadet Chapel (1962) designed by Skidmore, Owings and Merrill. At the same time, the steep incline of the roof pushed the limits of the Modern Movement. Themes of the Modern Movement included a visual emphasis on horizontal and vertical lines, a machine-like clean aesthetic that dictated a simplicity and clarity of forms, visual expression of the structural system, and an honest use of materials. Arthur's sanctuary emphasized its verticality in its cladding in vertical wood siding; however, the strong diagonals formed by the steep pitch of the roof break with the rectilinear massing typical of the Modern Movement. Additionally, the tactile quality of the cedar shake-covered roof was in direct opposition to the machine-like aesthetic. A-frame massing for churches became more prevalent through the mid-twentieth century, as local architects reinterpreted master's works, such as the North Chevy Chase Christian Church (1958) designed by local architect John S. Samperton, and Peakland Place Baptist Church (1960) in Lynchburg, Virginia. Calvary Lutheran's new sanctuary and addition were dedicated on September 9, 1962. The church complex has remained largely unaltered since 1962. In 1967, the Calvary Lutheran congregation celebrated their 25th anniversary in their new sanctuary. (27)

At the time the addition was being planned, I-495, alternatively known as the Capital Beltway (Beltway), was under construction. The Beltway had been in planning since the mid-1950s, and construction on the stretch between Georgia Avenue to the west, and University Boulevard to the east in Silver Spring began in 1960. This section of the highway was opened in 1964. (28) 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**

construction of the Beltway's eastbound entrance ramp from Georgia Avenue resulted in the taking of a strip of land along the northern property boundary of Calvary Lutheran. The taking truncated the shape of the lot, and likely impacted the decision to site the new sanctuary at an angle. In addition, the prominent new corner made by the intersection of Georgia Avenue and the I-495 entrance ramp created a high-profile setting for the unusual A-frame structure. The building makes a strong architectural statement in its layout, setting, and location to the many passersby.

In 1988, the Christ Lutheran Church of the Deaf, which was worshipping in a chapel donated by Christ Lutheran Church on 16th Street in Washington, D.C., began looking for a more convenient space in which to meet. The congregation was outgrowing its small, donated chapel, and was in need of a space with more parking. During their search for another worship space, Christ Lutheran Church of the Deaf discovered the 1948 chapel designed by Phillip Frohman that Calvary Lutheran was no longer using, and selected it as their new sanctuary. The Christ Lutheran's first service there was in January 1989. (29)

EVALUATION

The Calvary Lutheran Evangelical Church, located at 9545 Georgia Avenue, is individually eligible for listing in the National Register of Historic Places. Calvary Lutheran retains a high degree of integrity of design, workmanship, and materials. Each of the attached buildings is representative of its period of construction, and they have not been substantially altered over time. Further, it is common for suburban churches to expand, and thus ultimately connect once-freestanding resources. In a few instances, windows have been replaced, but the overall fenestration pattern remains unchanged. The integrity of setting and location has been compromised due to the construction of Interstate 495 immediately north of the property. However, this is the only major change to the setting and location since the property has always been located along Georgia Avenue, which is a major thoroughfare. The church retains integrity of feeling and association as a mid-twentieth-century suburban church.

The Calvary Lutheran Evangelical Church complex retains sufficient integrity to represent the property's period of significance, which extends from 1948 to 1962. This incorporates the construction of the Philip H. Frohman chapel and administration building, and concludes with the Stanley Arthur sanctuary and addition. Specific dates correspond to the three construction campaigns, including 1948, 1951, and 1962.

Calvary Lutheran Evangelical Church is eligible for the National Register under Criterion C and Criterion Consideration A. The original chapel and administration building are excellent examples of post-World War II suburban religious architecture. Designed by architect Phillip H. Frohman, best known for his work on the Washington National Cathedral, the buildings marry traditional styles and materials with those of the Modern Movement. The Gothic Revival-style chapel and the administration building, influenced by the Modern Movement, are visually related by the use of common material such as stone. The ca. 1950 school building continues to draw on the traditional materials used in the chapel and administration building; so while it is a distinct entity, it relates to the earlier buildings in design, materials, and association. The multipurpose building and sanctuary, both designed by locally prominent Modernist architect Stanley Arthur and completed in 1962, represent the evolution in suburban architecture. While utilizing traditional building materials and simple massing, the fenestration patterns express new ideas involving the asymmetrical arrangement of architectural elements. The use of new building materials is seen on secondary elevations. Arthur's new sanctuary is the most striking break with the traditional form and material of the original chapel. The A-frame form highlights the new sanctuary, and marks the new focal point to the complex. Further, each building phase meets the 50 year requirement. Therefore, the church complex is eligible under Criterion C. Additionally, the property is eligible under Criteria Consideration A, as a religious property deriving its primary significance from its architectural design.

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**

BOUNDARY DESCRIPTION

Located at the northeast corner of the intersection of Georgia Avenue (MD 97) and Flora Lane, Calvary Lutheran Church is located 1.7 miles northeast of the center of Silver Spring in Montgomery County, Maryland. The church complex is sited on approximately 0.7 hectacres or 1.75 acres. The property is bound to the north by an entrance ramp to Interstate 495, to the south by Flora Lane, to the east by Woodland Drive, and to the west by Georgia Avenue. The boundary encompasses five contributing resources, including the chapel (1948), administrative building (1948), school building (1951), a multipurpose building (1962), and the sanctuary (1962). This boundary includes all the land on this site acquired by the church since its founding in 1941.

END NOTES

(1) Peterson, Don. June 2012. "History." The Mustard Seed. Vol. 32, no. 6. [Accessed January 7, 2013] 2. <http://www.christdeaf.org/newsletter/2012/june/1206-MustardSeed.pdf>.
(2) Todd, Mary. 2000. Authority Vested: A Story of the Identity and Change in the Lutheran Church—Missouri Synod. Grand Rapids, MI: William B. Eerdmans Publishing. 1, 97-99, 104-105.
(3) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
(4) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
(5) "Calvary Lutheran Church to Observe First Anniversary: Dr. J.W. Behnken will be Main Speaker at Evening Service." October 10, 1942. Washington Post. ProQuest Historical Newspapers. B8.
(6) "Calvary Lutheran Buys New Church Site." August 1, 1945. Washington Post. ProQuest Historical Newspapers. 4.
(7) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society; Ewing, Heather and Judith Robinson. February 14, 1996. "Heitmuller House." PG: 61-22. MIHP Form. Section 8.
(8) Deed of Sale from Maury and Isabel Young to Calvary Evangelical Lutheran Church, Silver Spring, Maryland. July 27, 1945 (filed August 7, 1945). Montgomery County, Maryland. Deed Book CKW 979, page 23. Montgomery County Circuit Court, Rockville, Maryland.
(9) 1940 United States Federal Census. Washington, District of Columbia. P.23B, family 623, lines 65-66; May 1940. National Archives, Roll T627_562.
(10) Deed of Sale from Maury and Isabel Young to Calvary Evangelical Lutheran Church, Silver Spring, Maryland. July 27, 1945 (filed August 7, 1945). Montgomery County, Maryland. Deed Book CKW 979, page 23. Montgomery County Circuit Court, Rockville, Maryland.
(11)1900 United States Federal Census. Wheaton District, Montgomery County, Maryland. P. 13B, family 237, dwelling 229, lines 78-83. June 18th and 19th, 1900. FHL microfilm: 1240625, Roll 625.
(12) Deed of Sale from Marshall Boyer Stewart to Omer G. Kremkau. April 24, 1940 (filed May 8, 1940) Montgomery County, Maryland. Deed Book CKW 777, page 395. Montgomery County Circuit Court, Rockville, Maryland.
(13) 1910 United States Federal Census. Montgomery County, Maryland. P. 25A, family 511, dwelling 507, lines 32-36. May 24, 1910. FHL microfilm: 1374579, Roll T624_566; Deed of Sale from Marshall Boyer Stewart to Omer G. Kremkau. April 24, 1940 (filed May 8, 1940) Montgomery County, Maryland. Deed Book CKW 777, page 395. Montgomery County Circuit Court, Rockville, Maryland.
(14) Berry, Ralph More. November 1940. "The Valley: A subdivision of the Alice O. Stewart Tract, adjacent to Woodside Forest." Montgomery County, Maryland. Plat No. 1350. On file at the Montgomery County Circuit Court.
(15) "Calvary Lutheran Buys New Church Site." August 1, 1945. Washington Post. ProQuest Historical Newspapers. 4.
(16) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy,

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**

Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
(17) Hailey, Jean R. October 31, 1972. "Architect Philip Frohman, 84, Dies." Washington Post. C4. ProQuest Historical Newspapers; Feller, Richard T. and Marshall W. Fishwick. 1979. For Thy Great Glory. 2nd ed. Culpeper, Virginia: The Community Press of Culpeper, Virginia.
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(19) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
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(21) Darsie, Julie. May 1998. "Calvary Evangelical Lutheran Church." M:36-37. MHIP form. Section 8.
(22) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
(23) Lachin, Teresa B. October 12, 2005. "IBM Building." MIHP form. Section 8.
(24) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
(25) "A Chancel Reaching Up to God." April 21, 1962. Washington Post. ProQuest Historical Newspapers. D1.
(26) "A Chancel Reaching Up to God." April 21, 1962. Washington Post. ProQuest Historical Newspapers. D1.
(27) Calvary Evangelical Lutheran Church. 1991. "Calvary Lutheran Church & School: A History, 1941-1991." Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. Available at the Montgomery County Historical Society.
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(29) Peterson, Don. June 2012. "History." The Mustard Seed. Vol. 32, no. 6. [Accessed January 7, 2013] 2. <http://www.christdeaf.org/newsletter/2012/june/1206-MustardSeed.pdf>.

MARYLAND HISTORICAL TRUST REVIEW

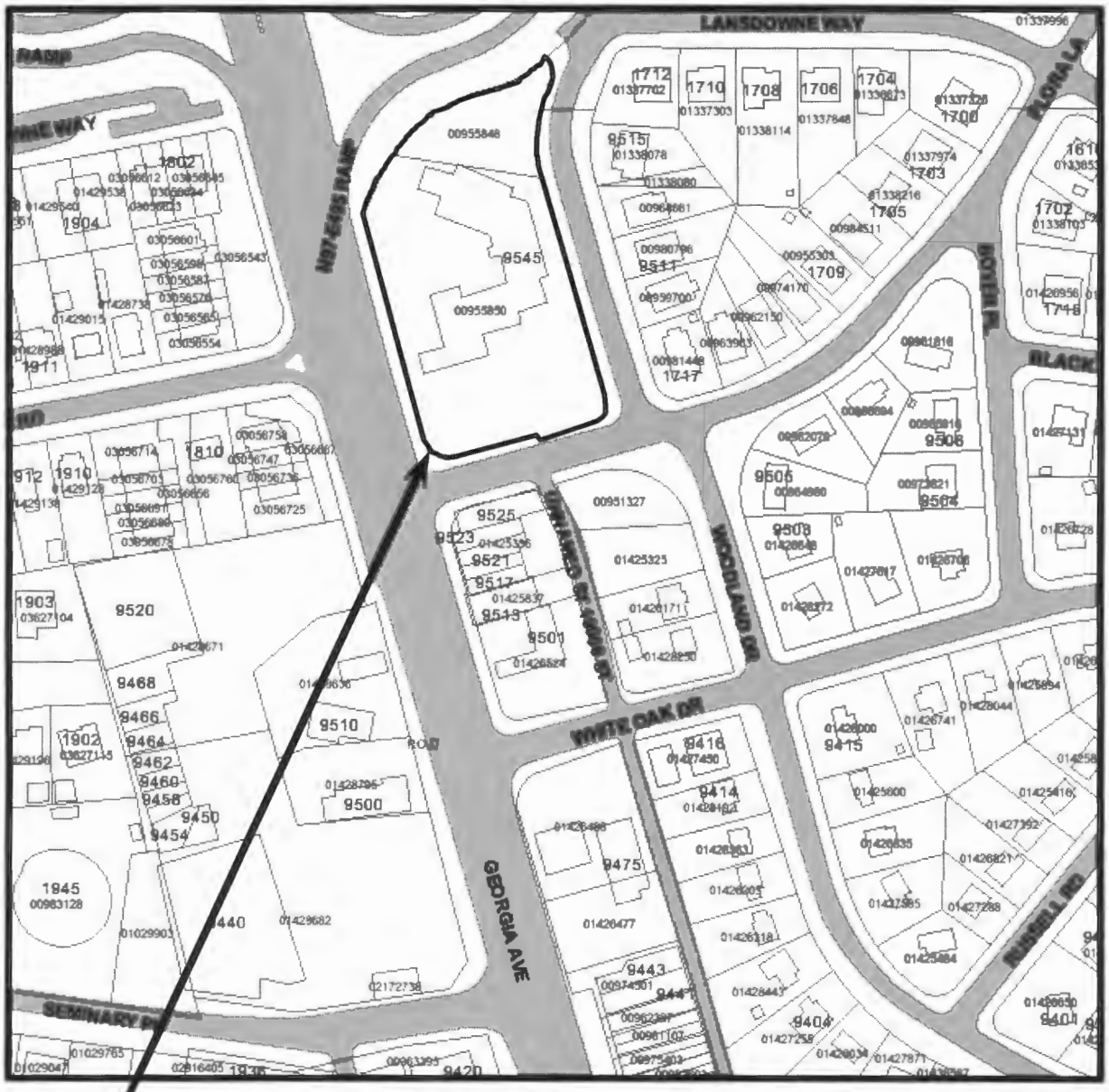
Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

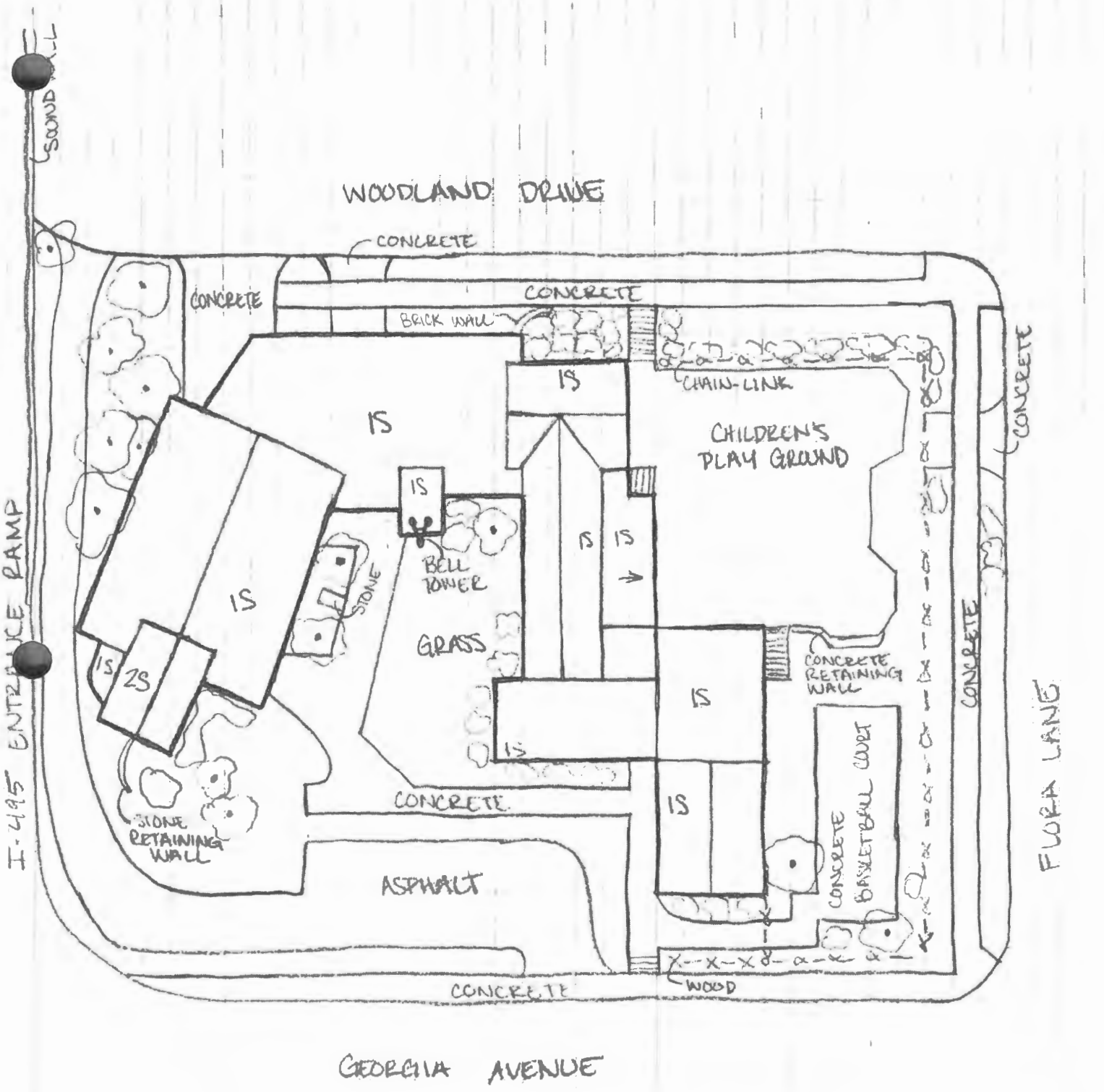
_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**



Calvary Lutheran Episcopal Church (M: 36-37)
9545 Georgia Avenue (MD 97)
Montgomery County, Maryland 20910
Map Courtesy of Montgomery County GIS, 2005
EHT Traceries, 2013

N



Date 1/9/13

I.D. # M:36-37

Address 15415 GEORGIA AVENUE
(CALVARY LUTHERAN EVANGELICAL CHURCH)

Not to Scale

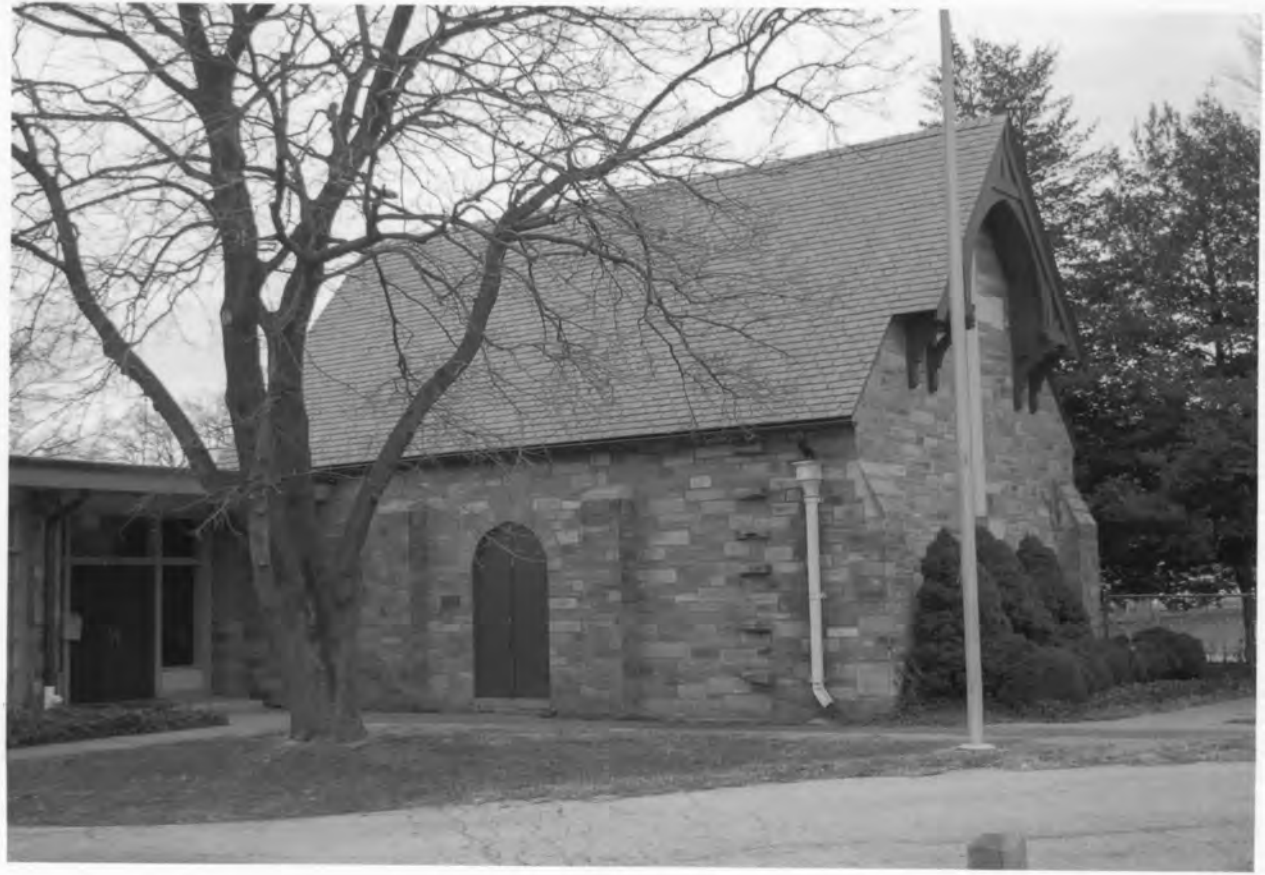
Calvary Lutheran Evangelical Church (M: 36-37)
Montgomery County, Maryland
Kensington Quadrangle, USGS Topographic Map, 1965, Revised 1979
EHT Traceries, 2013

N

PROJECT NO. MO224A11 DIGITAL PHOTOLOG* MONTGOMERY COUNTY, MARYLAND	M: 36-37, Calvary Evangelical Lutheran Church Photographer: EHT Traceries Date: January 9, 2013

1. M 36-37_2013-01-09_01	Façade and west (side) elevation of Chapel, Looking S
2. M 36-37_2013-01-09_02	Façades of School and Multipurpose Building, Looking SE
3. M 36-37_2013-01-09_03	Façade of Administration Building in foreground, and west (side) elevation of Sanctuary and façade of Multipurpose Building, Looking NE
4. M 36-37_2013-01-09_04	Façade of Sanctuary, Looking SE
5. M 36-37_2013-01-09_05	South (side) elevation of Chapel and south (rear) elevation of School, looking N
6. M 36-37_2013-01-09_06	North (side) elevation of Sanctuary, looking SW

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.



M:36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
EMT TENEBRIES
1/2013
MD SHPO
VIEW OF FAÇADE AND WEST (SIDE) ELEVATION OF CHAPEL, LOOKING S
#1 OF 6
M_36-37_2013-01-09_01.TIF

M:36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
GHT TRACERIES
1/2013
MD SHPO
VIEW OF FAÇADES OF SCHOOL AND MULTIPURPOSE BUILDING, LOOKING SE
#2 OF 6
M 36-37_2013-01-09_02.TIF

M:36-37

CALVARY EVANGELICAL LUTHERAN CHURCH

9515 GEORGIA AVENUE

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MDSHPO

FAÇADE OF ADMINISTRATION BUILDING IN FOREGROUND, AND WEST (SIDE) ELEVATION OF SANCTUARY AND FAÇADE OF MULTIPURPOSE BUILDING, LOOKING NE

#3 OF 6

M36-37_2013-01-09_03.TIF

M: 36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
PHT TRACERIES
1/2013
MDSHPO
FAÇADE OF SANCTUARY, LOOKING SE
#4 OF 6
M 36-37_2013-01-09_04.TIF

M: 36-37
CALVARY EVANGELICAL LUTHERAN CHURCH
9545 GEORGIA AVENUE
MONTGOMERY COUNTY, MD
EHT TRACERIES
1/2013
MD SHPO
SOUTH (SIDE) ELEVATION OF CHAPEL AND SOUTH (REAR) ELEVATION OF SCHOOL, LOOKING N
#5 OF 6
M 36-37_2013-01-09_05.TIF

M:36-37

CALVARY EVANGELICAL LUTHERAN CHURCH

9545 GEORGIA AVENUE

MONTGOMERY COUNTY, MD

EHT TRACERIES

1/2013

MD SHPO

NORTH (SIDE) ELEVATION OF SANCTUARY, LOOKING SW

#6 OF 6

M 36-37_2013-01-09_06.TIF

Memo to file

December 30, 2003

From: Peter E. Kurtze
Administrator, Evaluation and Registration

Re: M: 36-37
Calvary Evangelical Lutheran Church

The property documented in the following MIHP form has not been formally evaluated for eligibility for listing in the National Register of Historic Places. The comments in the text are those of the preparer of the documentation. The State Historic Preservation Officer has neither concurred nor disagreed with those comments.

CAPSULE SUMMARY SHEET

Survey No.: M:36-37 (PACS 4.4) **Construction Date:** 1948, C. 1950, C. 1965

Name: Calvary Evangelical Lutheran Church

Location: 9545 Georgia Avenue, Forest Glen vicinity, Montgomery County

Private/Religious, Educational/Occupied/Good/Restricted

Description:

The Calvary Evangelical Lutheran Church is located on the east side of Georgia Avenue in the Forest Glen vicinity of Montgomery County. The church complex consists of a 1948 chapel and administrative building, a circa 1950 school building, a circa 1965 school building and a circa 1965 sanctuary.

Significance:

The Calvary Evangelical Lutheran Church was founded in 1941. In 1945, the church bought a lot from Maury and Isabel Young. The chapel and administrative building were constructed in 1948. In 1951, the church opened a parochial day school for elementary-age children. The congregation and school continued to grow, and around 1965, two additional school buildings and a new sanctuary were added to the complex. In 1988, the Christ Lutheran Church of the Deaf, formerly located in Washington, D.C., began using the 1948 chapel for Sunday Worship.

Preparer
P.A.C. Spero & Company
May 1998

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
Montgomery-Prince George's Short-term Congestion Relief

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Calvary Evangelical Lutheran Church (preferred)

and/or common same

2. Location:

street & number 9545 Georgia Avenue ___ not for publication

city, town Forest Glen _X_ vicinity of congressional district

state Maryland county Montgomery

3. Classification:

Category	Ownership	Status	Present Use	
___district	___public	_X_occupied	___agriculture	___museum
_X_building(s)	_X_private	___unoccupied	___commercial	___park
___structure	___both	___work in progress	_X_education	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	_X_religious
___object	___in process	_X_yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___other:
	_X_not applicable	___no	___military	
			___transportation	

4. Owner of Property: (give names and mailing addresses of all owners)

name Calvary Evangelical Lutheran Church

street & number 9545 Georgia Avenue telephone no.:

city,town Silver Spring state and zip code MD 20910

5. Location of Legal Description

Land Records Office of Montgomery County liber 2936

street & number 50 Maryland Avenue folio 118

city,town Rockville state MD

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

city,town state

7. Description

Survey No. M:36-37 (PACS 4.4)

Condition		Check one	Check one	
___excellent	___deteriorated	___unaltered	_X_original site	
_X_good	___ruins	_X_altered	___moved	date of move _____
___fair	___unexposed			

Resource Count: 6

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Calvary Evangelical Lutheran Church is located east side Georgia Avenue in the Forest Glen vicinity of Montgomery County. The church complex consists of a 1948 chapel and administrative building, a circa 1950 school building, a circa 1965 school building and a circa 1965 sanctuary.

The 1-story chapel has a datestone that reads 1948 and is constructed of coursed stone. The steeply-pitched, front-gable roof faces west and is covered in slate shingles. The east, or front elevation of the chapel has stone buttresses at the corners. A stone crucifix is set into the gable. Above the crucifix are wood vergeboards forming a Gothic arch. Scrolled brackets are located beneath the arch. The north elevation has an arched entry with double batten doors. Stone buttresses are located on each side of the doors. The south elevation has three sets of triple Gothic arch windows with stone surrounds separated by buttresses.

An administration building, also constructed in 1948, covers the east elevation of the chapel and extends to the north. The west and north elevations of the administration building have stone facades, while the east and south elevations have exposed concrete-block facades. The building has a flat roof with deep eaves. The main entry is located in the south bay of the west elevation and consists of double doors beneath a glass clerestory. The clerestory stretches across the two north bays, which contain paired 5-light windows. Brick panels separate the three bays of this elevation. The north elevation has two bays with paired 5-light windows. The bays are also separated by a brick panel. The south and east elevations have 6-light paired casement sashes on the first story and the exposed basement. Concrete-block buttresses are located between the windows.

A circa 1950 school building extends east from the administrative building. The school building has stone facades on the north and east elevations and exposed concrete block on the south elevation. The building has a gable roof oriented with the gable end facing Georgia Avenue to the west. A cross-gabled wing covers the east elevation. On the north, or front elevation, the building has two half-glass doors alternating with two sets of five, 12/8 double-hung windows. The east elevation has another set of five 12/8 double-hung windows. The south elevation of the school building is partially covered by a concrete-block shed addition. The addition has 2-light sliding windows and paired 5-light casement sashes on the first story and exposed basement. An entry with concrete steps leading to double doors is located at the east end of this elevation.

Extending north from the northeast corner of the circa 1950 school building are two circa 1965 school buildings and a circa 1965 sanctuary. The circa 1965 school building immediately north of the circa 1950 school building has a low, flat roof and a massive, stone false chimney. Brick panels separate the windows on this building, and a glass clerestory is located beneath the eaves. North of this building is another school building. This building extends northwest and has a low-pitched gable roof, brick exterior walls and a glass-clerestory. Both of these buildings have exposed basements on the east elevation.

Northwest of the two circa 1965 school buildings is a circa 1965 sanctuary. The sanctuary has a steeply-pitched gable roof facing northwest. The roof is covered in wood shingles, and the northwest elevation is covered in metal.

7. Description (Continued)

The Calvary Evangelical Lutheran Church expanded as its congregation grew. Although the complex has been enlarged several times, the individual buildings have had few alterations. The only major alteration has been the shed addition to the south elevation of the circa 1950 school building.

The Calvary Evangelical Lutheran Church is located along the major suburban artery Georgia Avenue. The interchange of the Capital Beltway (I-495) is located immediately north of the church. Commercial properties are located along Georgia Avenue to the west and south, and a residential neighborhood is located to the east. The church complex occupies a wide, shallow lot that is lined with trees on the east side. A fenced playground is located on the southeast corner of the lot. A parking lot and driveway are located on the west side parallel to Georgia Avenue.

8. Significance

Survey No. M:36-37 (PACS 4.4)

Period	Areas of Significance—Check and justify below				
_prehistoric	__archaeology-prehistoric	__Community planning	__landscape architecture	__religion	
__1400-1499	__archeology-historic	__conservation	__law	__science	
__1500-1599	__agriculture	__economics	__literature	__sculpture	
__1600-1699	_Xarchitecture	__education	__military	__social/ humanitarian	
__1700-1799	__art	__engineering	__music	__theater	
__1800-1899	__commerce	__exploration/settlement	__philosophy	__transportation	
X_1900-	__communication	__industry	__politics/government		
		__invention	__other (specify)		

Specific dates 1948, circa 1950, circa 1965 Builder/Architect

check: Applicable Criteria: ___A___B_X_C___D
and/or
Applicable Exceptions: ___A___B___C___D___E___F___G

Level of Significance: ___national___state_X_local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Calvary Evangelical Lutheran Church was founded in 1941. In 1945, the church bought a lot from Maury and Isabel Young. The chapel and administrative building were constructed in 1948. In 1951, the church opened a parochial day school for elementary-age children. The congregation and school continued to grow, and around 1965, two additional school buildings and a new sanctuary were added to the complex. In 1988, the Christ Lutheran Church of the Deaf, formerly located in Washington, D.C., began using the 1948 chapel for Sunday Worship.

The Calvary Evangelical Lutheran Church is located in the Forest Glen community. The Forest Glen community is located on part of a 1707.8 hectare (4220 acre) tract of land called Joseph's Park, which was granted to Captain William Joseph of the Commission of Deputy Governors of Maryland in 1689. During the late-eighteenth century, part of the land belonged to the Carroll family. Jesuit Priest John Carroll began offering Catholic services to neighbors in his family's chapel in 1774, and the community was known as Carroll Chapel for many years. Carroll's church later became St. John's Church, which operated a Catholic academy in the 1860s and 1870s. Forest Glen remained rural through much of the nineteenth century. After the completion of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873, the area began to grow as a suburb. In 1887, the Forest Glen Improvement Company constructed a resort hotel surrounded by parks and cottages. Summer homes of wealthy Washingtonians lined Georgia Avenue, and the area began to boom as a suburb. City residents seeking a more "wholesome" environment for the families moved to new communities along the rail line and developed new churches, schools and clubs (Hiebert and MacMaster 1976, 8-9, 26, 68, 192-233).

The Calvary Evangelical Church is an example of both change and continuity in religious buildings during the twentieth century. Religious architecture in the project area frequently melded vernacular residential building types with religious architectural elements such as bell towers and front-gable orientation. The degree of architectural pretention exhibited by the churches of the area depended upon congregation size, wealth, and denomination. The design of churches reflected both functional and symbolic concerns. Churches (as opposed to meeting houses) in the area, as well as the nation, almost invariably featured front-gables. The front-gable orientation was the logical exterior architectural accommodation of the lengthened nave so frequently utilized by denominations tracing their lineage ultimately to the Roman Catholic Church, rather than the Eastern Orthodox Church. A bell tower not only called parishioners to worship, but also provided a visual symbol of the building's spiritual, rather than secular,

8. Significance (Continued)

function. Fenestration also frequently symbolized the building's function; rounded, Gothic arches, and pointed shapes helped distinguish the church from its secular neighbors. However, vernacular churches occasionally omitted these distinguishing shapes in the interest of economy.

National Register Evaluation:

The Calvary Evangelical Lutheran Church Property, constructed in 1948, circa 1950 and circa 1965, is eligible for the National Register of Historic Places. The property meets Criteria Consideration A, as it is a religious property which derives its primary significance from its architectural distinction. The property is eligible under Criterion C, as an excellent example of post-World War II suburban religious architecture. The property represents the combination of traditional forms and materials, such as stone and Gothic arches, with modern forms and materials, such as steel and flat roofs. It has excellent integrity, and retains its original location, setting, design, materials, workmanship, and association. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state, or local history. The church is not documented as possessing an association with any ethnic groups. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. Finally, the property has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST
Eligibility recommended_____ Eligibility Not Recommended_____
Comments
_____
_____
_____
_____
Reviewer, OPS: _____ Date:_____
Reviewer, NR Program: _____ Date:_____

9. Major Bibliographical References Survey No. M:36-37 (PACS 4.4)

See Attached

10. Geographical Data

Acreage of nominated property App. 0.7 hectares (1.75 acres)
Quadrangle name Kensington Quadrangle scale 1:24,000

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

.ame/title Julie Darsie

organization	P.A.C. Spero & Company	date	May 1998
street & number	40 W. Chesapeake Avenue, Suite 412	telephone	(410) 296-1635
city or town	Baltimore	state	Maryland

The Maryland Historic Sites Inventory 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 purposed only and do not constitute any infringement of individual property rights.

return to:Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

9. Major Bibliographical References (Continued)

Boyd, T.H.S. 1968. The History of Montgomery County, Maryland, From its Earliest Settlement in 1650 to 1879. Baltimore: Regional Publishing Company.

Brugger, Robert A. 1988. Maryland, A Middle Temperament 1634-1980. Baltimore and London: Johns Hopkins University Press.

Coleman, Margaret Marshall. 1984. Montgomery County: A Pictorial History. Rev. 1990. Norfolk and Virginia Beach: The Donning Company Publishers.

Farquhar, Roger Brooke. 1962. Old Homes and History of Montgomery County, Maryland. Washington: Judd and Detweiller, Inc.

Hiebert, Ray Eldon, and Richard K. MacMaster. 1976. A Grateful Remembrance: the Story of Montgomery County, Maryland. Rockville, Maryland: Montgomery County Government and the Montgomery County Historical Society.

opkins, G.M. [1879] 1975. Atlas of 15 Miles Around Washington including the County of Montgomery, Maryland. Reprint. Rockville, Maryland: Montgomery County Historical Society.

Land Records of Montgomery County, Maryland.

Martenet, Simon J. [1865] 1975. Martenet and Bond's Map of Montgomery County, Maryland. Reprint. Rockville, Maryland: Montgomery County Historical Society.

Tindall, George Brown. 1984. America: A Narrative History. 2 vols. New York: W.W. Norton & Company, Inc.

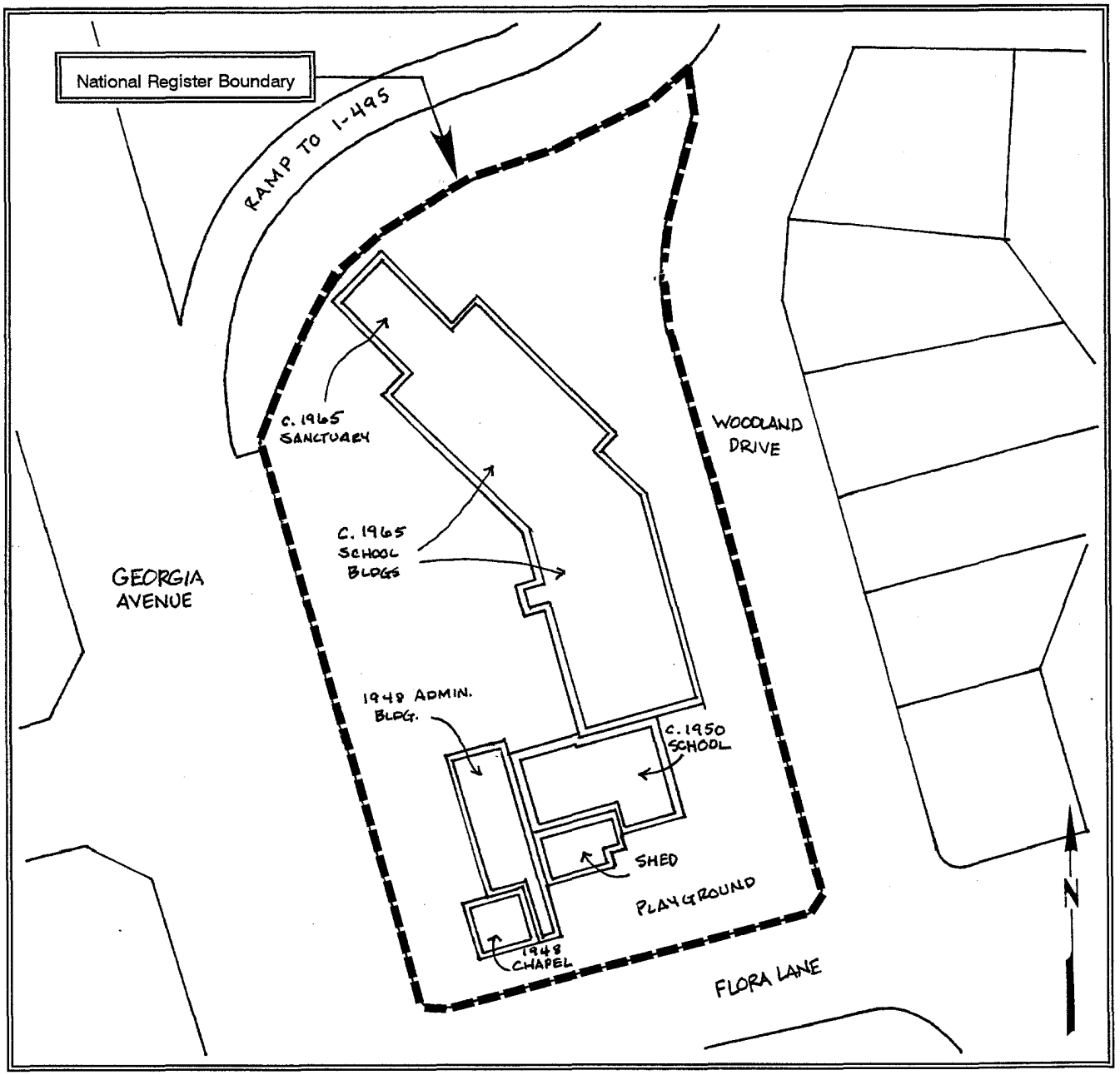
10. Geographical Data (Continued)

Verbal Boundary Description and Justification:

The National Register Boundaries for the Calvary Evangelical Lutheran Church correspond to the boundaries of Tax Parcel P838 on Tax Map JP122. The property is bounded on the north by the ramp of Interstate 495, on the east by Woodland Drive, on the south by Flora Lane and on the west by Georgia Avenue. The boundaries include the contributing resources of the 1948 chapel, 1948 administrative building and circa 1950 school building, as well as the non-contributing resources of the two circa 1965 school buildings and the circa 1965 sanctuary. The boundary encompasses approximately 0.7 hectares (1.75 acres) and includes all the land on this site acquired by the church since its founding in 1941.

10. Geographical Data (Continued)

Resource Sketch Map and National Register Boundary Map:



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Calvary Evangelical Lutheran Church
SURVEY NO.: M:36-37 (PACS 4.4)
ADDRESS: 9545 Georgia Avenue, Forest Glen vicinity, Montgomery County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Piedmont

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Architecture
Religion

RESOURCE TYPE:

Category (see Section 3 of survey form):

Building

Historic Environment (urban, suburban, village, or rural):

Suburban

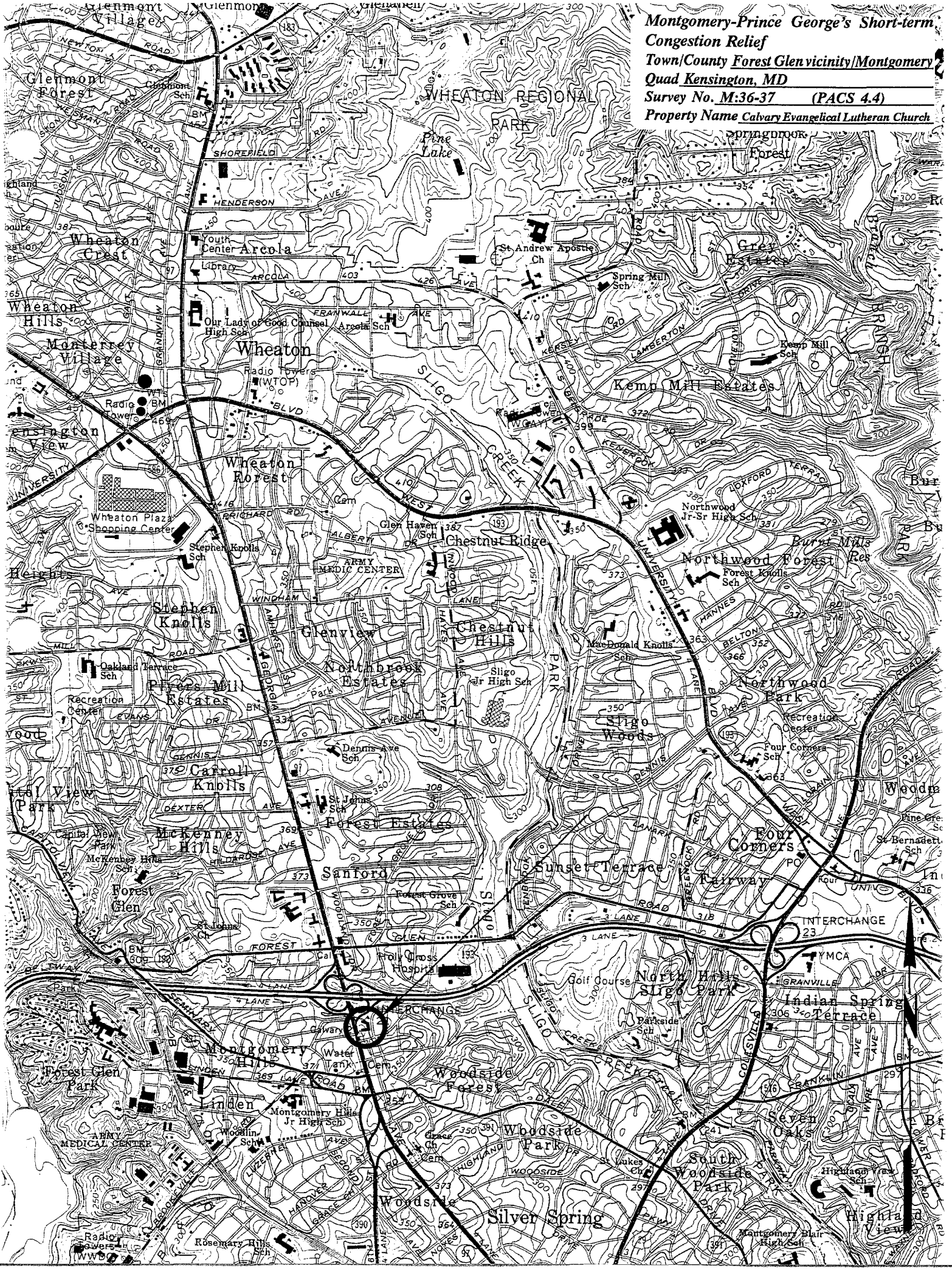
Historic Function(s) and Use(s):

Religious
Educational

Known Design Source (write none if unknown):

None

Preparer
P.A.C. Spero & Company
May 1998


Montgomery-Prince George's Short-term Congestion Relief
Town/County Forest Glen vicinity/Montgomery
Quad Kensington, MD
Survey No. M:36-37 (PACS 4.4)
Property Name Calvary Evangelical Lutheran Church
Glenmont Village
Glenmont Forest
WHEATON REGIONAL PARK
Pine Lake
Springbrook Forest
Wheaton Crest
Arcola
Grey Estates
Wheaton Hills
Monterrey Village
Wheaton
Kemp Mill Estates
Kensington View
Wheaton Forest
Chestnut Ridge
Northwood Forest
Heights
Stephen Knolls
Glenview
Chestnut Hills
Northbrook Estates
Flyers Mill Estates
Sligo Woods
Northwood Park
Carroll Knolls
Forest Estates
McKenney Hills
Four Corners
Sunset Terrace
Fairway
Forest Glen
Sanford
North Hills
Sligo Park
Indian Spring Terrace
Montgomery Hills
Woodside Forest
Forest Glen Park
Linden
Woodside Park
Seven Oaks
South Woodside Park
Woodside
Silver Spring
Highland View
Wheaton Plaza Shopping Center
Army Medic Center
Northwood Jr-Sr High Sch
Sligo Jr High Sch
Montgomery Hills Jr High Sch
Montgomery Blair High Sch
INTERCHANGE 23
Golf Course
YMCA
Recreation Center
Sligo Creek
Sligo Creek Parkway
Georgia Ave
University Blvd
Colesville Road
Wayne Ave
Franklin Ave
Dennis Ave
Windham Lane
Hayes Lane
Belton Lane
Hannes Lane
Lamberton Drive
Kerrydale Road
Lorain Ave
Greenock Road
Tenbrook Drive
Woodland Drive
Glen Forest Drive
Seminary Road
Linden Lane
Woodside Parkway
Grace Church Road
Highland Drive
Franwall Ave
Arcola Ave
Shorefield Road
Henderson Ave
Newton St
Grandview Ave
Gallatin St
Dexter Ave
Hildarose Ave
Evans Parkway
Inwood Terrace
Oakland Terrace Sch
Stephen Knolls Sch
Glen Haven Sch
Spring Mill Sch
Kemp Mill Sch
Arcola Sch
Our Lady of Good Counsel High Sch
St Andrew Apostle Ch
Youth Center
Library
Radio Towers (WTOP)
Radio Tower (WGAY)
Recreation Center
Four Corners Sch
Forest Knolls Sch
MacDonald Knolls Sch
Parkside Sch
Dennis Ave Sch
St James Sch
Forest Grove Sch
Holy Cross Hospital
St Johns Ch
Montgomery Hills Sch
Woodlin Sch
Grace Ch
St Lukes Ch
Highland View Sch
Rosemary Hills Sch
St Bernadette Sch
Water Tank
Cem
BM
Calvary

WRONG
WAY
MID WEEK REFRESHMENT
EVERY WEDNESDAY
COMMUNITY INVITED

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Darsie

5 5/78

6 Md SHD

7 Chapel, W. elev.

8 1 of 12

1 M-30-34

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 [illegible]

5 [illegible]

6 Md SHPO

7 Chapel, gable detail

8 2 of 12

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. MD

4 Julie Davis

5 5/98

6 Md SHPO

7 Chapel & School

8 3 of 12

1 M 36 31

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Dasso

5 5/98

6 Md SHPO

7 Old + New School bldg.

8 4 + 12

RESERVED
PARKING
SUNDAY ONLY

1 M 36-24

2 Calvary Lutheran Church

3 Montgomery Co Md

4 Julie Darsie

5 5/98

6 Md SHPO

7 New School Bldg.

8 5 of 12

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 [illegible] Davis

5 5/98

6 Md SHPO

7 New School bldg & Church

8 6 of 12

1 M 3[illegible]-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 [illegible]

5 5/[illegible]

6 Md SHPO

7 New Church, front.

8 [illegible]

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Darsie

5 3/98

6 Md SHPO

7 New School, NE elev

8 8 of 12

1 M-3[illegible]-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Da[illegible]

5 3/98

6 Md SHPO

7 Old + New School, SE corner

8 9 of 12

1 [illegible]

2 [illegible] Lutheran Church

3 Montgomery Co Rd

4 [illegible] Davis

5 [illegible]

6 [illegible]

7 School, [illegible] corner

8 [illegible] of 12

1 M:36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Carter Davis

5 = 198

6 Md SHPO

7 [illegible]

8 [illegible]

1 M 36-37

2 Calvary Lutheran Church

3 Montgomery Co. Md

4 Julie Davis

5 5/98

6 Md [illegible]

7 Church & School, S. Clev.

8 12 of 12

M:31-7

MHT EASEMENT WITHIN THE CAPITOL VIEW HISTORIC DISTRICT

1. Calloway-Schooley House, 9829 Capital View Avenue, Silver Spring-M:31-7-54

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Capitol View Park Historic District Inventory Number: M:31-7

Address: Capitol View Avenue, Meredith Avenue, Pine Street, Lee Street, Stoneybrook Drive, Barker Street, Menlo Avenue, Warner Avenue, Beechbank Road, Capitol View Park, Montgomery County

Owner: Multiple Owners

Tax Parcel Number: Multiple Tax Parcels (See NR Boundary Map) Tax Map Number: HP562, HP563

Project: I-495/I-95 Capital Beltway Corridor Transportation Improvement Project Agency: State Highway Administration

Site visit by: _____ Staff: ☐ No ☐ Yes Name: _____ Date: _____

Eligibility recommended: X Eligibility not recommended: _____

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Is property located within a historic district? ☐No ☐Yes Name of District: _____

Is district listed? ☐No ☐Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Historic Resources Survey and Determination of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*:

Capitol View Park was previously surveyed by Michael Dwyer of the M-NCPPC in 1975 and by Roberta Hahn of Sugarloaf Regional Trails in 1979. The district was surveyed again by Roberta Hahn for the Capitol View Park Historical Society in 1980. The M-NCPPC reviewed the prior survey information in 1981 and recommended an historic district boundary in 1981. Capitol View Park, with an approved history district boundary, was placed on Montgomery County's Master Plan for Historic Preservation in 1981. All of the historic resources discussed within the prior survey documentation are still extant and retain sufficient integrity to convey the historic significance of the community. Since the prior survey, several vacant parcels have been subdivided and developed for single-family residential subdivisions. The first development occurred in the early 1980s along Day Avenue, north of Capitol View Avenue. The second new development was constructed circa 1990 along Pratt Place, south of Capitol View Avenue. The last residential development constructed since the prior survey is located within the block bounded by Capitol View Avenue, Lee Street, and Pine Street. This development took place in two phases between circa 1985 and circa 1995. Currently, a parcel of land in the 9800 block of Capitol View Avenue along the Metropolitan Branch of the Baltimore & Ohio Railroad is being developed for five residential house sites. Despite a considerable amount of residential in-fill construction during the second half of the twentieth century, portions of Capitol View Park retain the rural character for which it is known, aided by the undulating topography and heavily-forest lots. In addition, the district contains several examples of high-style Queen-Anne residences, as well as early

Prepared by: Tim Tamburrino, KCI Technologies, Inc., January 2000, Revised January 2001

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: XX Eligibility not recommended:

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Comments: _____

Reviewer, Office of Preservation Services Date: 3/30/2001

Reviewer, NR Programs Date: 4/17/01

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Capitol View Park Historic District Inventory Number: M:31-7

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

twentieth century Bungalows. As such, Capitol View Park represents the historical building stock of early suburban residential neighborhoods. The community developed slowly over a long period of time, with lot owners contracting the construction of their own homes and speculators/investors purchasing several lots at a time. This practice resulted in the present-day community filled with houses constructed throughout the nineteenth and early twentieth centuries and vacant forested parcels.

Capitol View Park is eligible for the National Register of Historic Places as a representative example of early suburban development associated with the Metropolitan Branch of the B&O Railroad. However, the historic district boundary accepted to the Montgomery County Master Plan has been revised for this eligibility determination to eliminate recent residential developments and scattered in-fill construction from the second half of the twentieth century.

The Capitol View Park Historic District is eligible for the National Register of Historic Places under Criteria A and C as a representative example of a planned suburban neighborhood. The district is eligible under Criterion A as one of the earliest planned suburban communities that resulted from the establishment of the Metropolitan Branch of the Baltimore & Ohio Railroad. As such, the community represents some of the earliest suburbanization in Montgomery County. The community is also eligible under Criterion C due to the extant structures that represent popular residential building styles from the late nineteenth century through the early twentieth century. The community contains excellent examples of Victorian, Colonial Revival and Craftsman-styles, as well as vernacular variations and modest cottages. The community is unique in its rural character and does not follow the pattern of other planned suburban neighborhoods, for example the location of the earliest houses and the street pattern was dictated by topography rather than the design conventions of the day.

Historic research also indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. Finally, investigations have not been conducted to determine whether the property has the potential to yield information important in history or pre-history, therefore, National Register Criterion D can not be assessed at this time.

The National Register boundary for the Capitol View Park Historic District has been delineated to include all structures constructed during the period of significance for Capitol View Park, 1887-1941. This period of significance has been defined to include the type of residential development that defines the character of the community; small homes within heavily wooded lots. The boundary excludes parcels containing residential development from the Post World War II era through the second half of the twentieth century, as such development was typically more dense, featured a smaller building set-back, did not retain wooded lots and were less architecturally significant than previous development. The historic district boundary extends primarily along Capitol View Avenue from the Castle at Forest Glen Road to Meredith Avenue and includes vacant tax parcels and historic resources located along Lee Street, Stoneybrook Drive, Grant Avenue, Barker Street, Menlo Avenue, Beechbank Road and Post Office Road. The boundary includes two non-contributing resources located on Beechbank Road (2805-2807 Beechbank Road) and two non-contributing resources on Capitol View Avenue (9904-9906 Capitol View Avenue). The following lists all 60 contributing structures within Capitol View Park Historic District:

6 Post Office Road
10 Post Office Road
9708 Capitol View Avenue
9710 Capitol View Avenue
9711 Capitol View Avenue
9715 Capitol View Avenue
9719 Capitol View Avenue
2801 Beechbank Road
2802 Beechbank Road
2804 Beechbank Road
2808 Beechbank Road

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Capitol View Park Historic District Inventory Number: M:31-7

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

9808 Capitol View Avenue
9811 Capitol View Avenue
9816 Capitol View Avenue
9819 Capitol View Avenue
9826 Capitol View Avenue
9829 Capitol View Avenue
9830 Capitol View Avenue
9834 Capitol View Avenue
9904 Capitol View Avenue
9906 Capitol View Avenue
9907 Capitol View Avenue
9911 Capitol View Avenue
9913 Capitol View Avenue
9921 Capitol View Avenue
9925 Capitol View Avenue
9927 Capitol View Avenue
2801 Barker Street
2910 Barker Street
2914 Barker Street
10019 Menlo Avenue
10023 Menlo Avenue
10203 Menlo Avenue
10207 Menlo Avenue
10211 Menlo Avenue
10215 Menlo Avenue
10217 Menlo Avenue
10225 Menlo Avenue
10109 Grant Avenue
10106 Capitol View Avenue
10012 Capitol View Avenue
10013 Stoneybrook Drive
3108 Lee Street
3113 Lee Street
3120 Lee Street
10118 Meredith Street
10200 Meredith Street
10201 Meredith Street
10203 Meredith Street
10110 Capitol View Avenue
10124 Capitol View Avenue
10122 Capitol View Avenue
10200 Capitol View Avenue
10210 Capitol View Avenue
10212 Capitol View Avenue
10213 Capitol View Avenue
10220 Capitol View Avenue
10232 Capitol View Avenue
10233 Capitol View Avenue
10235 Capitol View Avenue

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Capitol View Park Historic District Inventory Number: M:31-7

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☐ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☒ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☐ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☐ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☐ Transportation

IV. Resource Type:

Category: District

Historic Environment: Rural/Suburban

Historic Function(s) and Use(s): Private Residences/Commercial

Known Design Source: None

ACHS SUMMARY FORM

1. Name Capitol View Park

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address Off Capitol View Ave., between Forest Glen and Kensington

5. Classification Summary

Category district
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date 1887 7. Original Owner multiple

8. Apparent Condition

a. good c. original site

b. altered

9. Description: This early railroad community has many late 19th & early 20th C. frame, brick, & stone houses. Originally the houses had large side & rear lots, but over the years these have been sold & smaller houses have been built in the interstices between houses. The effect is 1 of disparate architectural & design elements, which in some instances produces a pleasing balance & harmony. There are many mature trees as well as flowering shrubs & bushes. The tree lined streets of Capitol View twist & bend, affording arresting vistas of old & new neighborhoods & houses. The community sits on a hill above the railroad line which gave it life.

10. Significance: This community was subdivided in 1887 by Mary Harr, who with her husband Oliver had moved to their farm & built a house in 1882. Numerous lots were sold, many to speculators, & several houses were erected before the turn of the century. From the 3rd floor of several of these houses it was possible to see the Capitol. A railroad station was built, & many of the early & present residents commuted to downtown Washington. By 1908, there were 17 buildings in Capitol View Park. City water came to the area in the 1920s & slowly the number of houses increased. Many of the smaller houses on Meredith Street & Capitol View Avenue were built in the 1930s.

11. Date researched and researcher 2/79 - Roberta Hahn Candy Reed Arch. Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage 123½ acres

MARYLAND HISTORICAL TRUST

M: 31/7
Capitol View H.D.
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Capitol View Park

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: Off Capitol View Ave. between Forest Glen and Kensington

CITY, TOWN: Silver Spring ___ VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	___ PUBLIC	X OCCUPIED	___ AGRICULTURE	___ MUSEUM
___ BUILDING(S)	X PRIVATE	___ UNOCCUPIED	___ COMMERCIAL	___ PARK
___ STRUCTURE	___ BOTH	___ WORK IN PROGRESS	___ EDUCATIONAL	X PRIVATE RESIDENCE
___ SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	___ ENTERTAINMENT	___ RELIGIOUS
___ OBJECT	___ IN PROCESS	___ YES: RESTRICTED	___ GOVERNMENT	___ SCIENTIFIC
	___ BEING CONSIDERED	___ YES: UNRESTRICTED	___ INDUSTRIAL	___ TRANSPORTATION
		X NO	___ MILITARY	___ OTHER:

4 OWNER OF PROPERTY

NAME: Multiple

Telephone #:

STREET & NUMBER:

CITY, TOWN: ___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse

STREET & NUMBER:

CITY, TOWN: Rockville

STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 ___ FEDERAL X STATE X COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville

STATE: Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This early railroad community has many late nineteenth and early 20th C. frame, brick, & stone houses. Originally the houses had large side and rear lots, but over the years these have been sold and smaller houses have been built in the interstices between houses. The effect is one of disparate architectural and design elements, which in some instances produces a pleasing balance and harmony. There are many mature trees as well as flowering shrubs and bushes. The tree lined streets of Capitol View twist and bend, affording arresting vistas of old and new neighborhoods and houses. The community sits on a hill above the railroad line which gave it life. The sounds of the railroad gave Capitol View a vitality and rhythm to its daily routine, which the automobile could not. Today, however, this community depends heavily on cars to the exclusion of the casual pedestrians. Traffic flows along Capitol View, the main street, at such a hectic pace that pedestrians may not venture forth. Side streets, too, suffer from the same problem. However, Barker, Menlo, Grant, and Loma Streets are strictly residential. At the end of Menlo and Dennis Avenues, there is a wooded park and recreation area with tennis courts and swings.

The Capitol View "Station" consisted of a three-sided shelter on the south side of the tracks; it was removed in the 1950's.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:31-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		__INVENTION			

SPECIFIC DATES 1887 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Capitol View Park is a community which was developed along the B&O Railroad Metropolitan Branch between Forest Glen and Kensington, Montgomery County, in the latter part of the 19th Century. The 123½ acres which were included in the original subdivision plat of 1887 surveyed for Mary Harr were already of historic interest, however. Originally part of the 4,220 acre land grant made to William Joseph in 1689, by 1776 they were a part of the land holdings of the famous Daniel Carroll. The acreage passed from Daniel Carroll, Jr., to his son William, and then by pieces 800 acres were acquired by Daniel Brent, son of Robert Brent, an executor of the will of Daniel Carroll, Sr. As an interesting side note, Daniel Brent assigned this land to secure payment of $2,600 due to John Quincy Adams in 1825.[1]

The land was sold, and in 1829, 498 acres were purchased by Robert Brown,[2] a farmer, who passed 276½ acres of that on to his son, Thomas J. Brown, in 1864.[3] Thomas Brown apparently built a house on his land (see Frederick Case house) which was the first known dwelling on the land now known as Capitol View Park. By this time the land was bisected by the railroad leaving 123½ acres north of the tracks. In 1876 Brown lost the land to William Adams[4] as the result of a mortgage foreclosure. In 1882 the 123½ acres north of the tracks was sold to Mary Harr,[5] who was ultimately responsible for the platting and development of Capitol View Park.

According to testimony in Equity Case 2225, Montgomery County Circuit Court, Mary and Oliver Harr had been residents of Baltimore prior to the purchase of the property, although Oliver had lived in Washington until about 1865. He had experienced financial difficulties in several small businesses, including coffee and sugar dealerships, and Mary had opened a small grocery store. In 1881 Augustus Burgdorf, a large land holder in the Kensington area and a longtime friend of Oliver Harr's, suggested that the Harrs buy a small farm in Montgomery County, in particular the Adams property. Mrs. Harr's family provided some of the purchase price of $4,322.50, and Burgdorf loaned her $3,000. Presumably because Oliver Harr had previously had numerous financial setbacks, the land and many of the ensuing real estate dealings were put in Mrs. Harr's name. The testimony in the Equity Case cited above, however, indicates that she had little actual knowledge of the transactions.

The Harrs moved to their farm and built a house in 1882 (see Trimble House). By 1885 Messrs. Harr, Burgdorf, and Burgdorf's friend, Washington real estate broker Frederick Pratt, had decided to subdivide the property.

(See Attachment Sheet A)

CONTINUE ON SEPARATE SHEET IF NECESSARY

each having a third interest. They commissioned the Plat map of 1887 which was recorded in Mary Harr's name in Plat Book 5 (now Book A), plat #9, Montgomery County Land Records. Numerous lots were sold, many to speculators, and several houses were erected. From the third floor of several of these original houses it was possible to see the Capitol, re-affirming the original community name. Much of the area is extremely high, but because of the growth of trees in the intervening years this view is no longer possible. The Capitol View Park railroad station, located south of the tracks and west of what is now Stoneybrook Avenue, was built during this period. Through the years many residents of the community have worked in downtown Washington and used the train for transportation.

By 1892 sales had slackened and a new arrangement was made whereby the syndicate would build houses for sale. Mr. Burgdorf thereupon withdrew from the group, and Alexander and Martin Proctor, Washington real estate brokers, joined as partners and sales agents. Although several houses were erected and sold, the arrangement was unsatisfactory and in 1895 the remaining property was divided among the syndicate members who pursued sales individually.

The map of 1908[6] shows approximately 17 buildings in Capitol View Park. In 1911 Capitol View Avenue as it is today was laid out and recorded.[7] Prior to this there was no direct connection to Kensington by road north of the tracks. In the 1930's some of the street names were changed from those of the 1887 map to those presently used. City water came to the area in the 1920's and slowly the number of houses increased. Many of the smaller houses on Meredith Street and Capitol View Avenue were built in the 1930's.

The area has continued to grow slowly with a mixture of house styles spanning the past 100 years. Approximately one quarter of the original acreage is still undeveloped which pleases yet worries residents who hope to preserve the uniqueness of this community.

FOOTNOTES:

1. Deed Y/112, Land Records Office, Montgomery County Court House, Rockville, Maryland.

2. Deed BS 2/175.

3. Deed EBP 1/375.

4. Deed EBP 17/428.

5. Deed EBP 26/23.

6. Map #55, Montgomery County Public Library, Rockville, Maryland.

7. Plat Book 2/137, Montgomery County Court House, Rockville, Maryland.

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources: Land Recoards of Montgomery County, Md., Plat Maps, Mechanics' Liens, Equity Records; Census Records, 1880.
Maps: #55 Rockville Library (1908); 1890 - Map #8-Metro Branch B&O; Hopkins Maps 1878 & 1894.
Interviews with former residents of Capitol View Park.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 123½ acres

VERBAL BOUNDARY DESCRIPTION

Plat Book A, plat #9

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Roberta Hahn — Candy Reed - Architectural Description

ORGANIZATION
Sugarloaf Regional Trails

DATE
February 1979

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

PS-1108

M #31-7
1608187729
3

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON: Capitol View Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: along Capitol View Ave.

CITY OR TOWN: between Kensington and Forest Glen

STATE: Maryland

COUNTY: Montgomery

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
■ District ☐ Building	☐ Public	Public Acquisition:	■ Occupied	Yes:
☐ Site ☐ Structure	■ Private	☐ In Process	☐ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				■ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	■ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: various owners

STREET AND NUMBER:

CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Montgomery County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Rockville STATE: Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

M:31-7

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	■ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	■ Unaltered	☐ Moved	■ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(If known)* PHYSICAL APPEARANCE

Capitol View is one of several turn-of-the-century communities laid out along the B & O RR in the Maryland suburbs. Situated on hilly terrain, between Forest Glen and Kensington, it could not offer the nearness to stores, churches, main roads, and trolley lines and this probably accounts for its slow development. While most of the houses date from the twentieth century, there are some fine clusters of Victorian architecture.

Some representative examples of early homes here can be found along Capitol View Avenue and in the vicinity of Pine and Lee Streets. These are:

1) 10245 Capitol View-an elegant, two-story, Colonial Revival frame farmhouse with a two-bay, main (south) facade and a steeply pitched narrow hip roof. The roof is covered with slate, and there is a central chimney stack projecting at the peak.

2) Victorian buildings following the Shingle Style can be found along Pine and Lee Streets. These are two-story, frame structures with open, one-story porches and projecting gables trimmed with moldings and patterned shingles.

SEE INSTRUCTIONS

M:31-7

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	■ 20th Century
☐ 15th Century	☐ 17th Century	■ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other *(Specify)*
☐ Historic	☐ Industry		_____
☐ Agriculture	☐ Invention	☐ Science	_____
☐ Architecture	☐ Landscape Architecture	☐ Sculpture	_____
☐ Art		☐ Social/Humanitarian	_____
☐ Commerce	☐ Literature		_____
☐ Communications	☐ Military	☐ Theater	_____
☐ Conservation	☐ Music	☐ Transportation	_____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

M:31-7

9. BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE			LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	°	'	"	°	'	"
NE	°	'	"	°	'	"						
SE	°	'	"	°	'	"						
SW	°	'	"	°	'	"						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

11. FORM PREPARED BY

NAME AND TITLE:
Michael F. Dwyer, Senior Park Historian

ORGANIZATION
M-NCPPC

DATE
6/3/75

STREET AND NUMBER:
8787 Georgia Ave.

CITY OR TOWN:
Silver Spring

STATE
Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

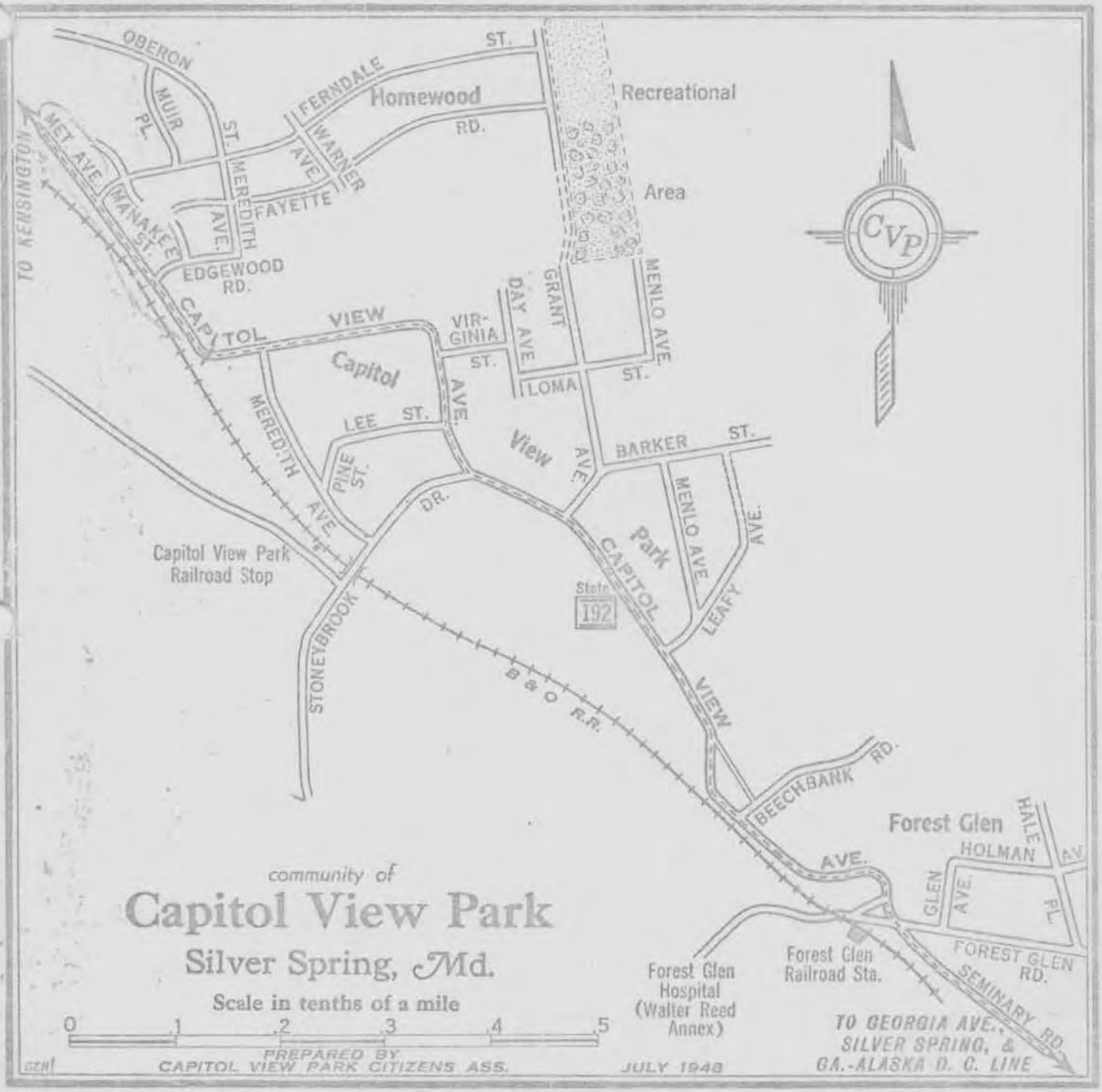
National ☐ State ☐ Local ☐

Signature

SEE INSTRUCTIONS

Compliments of
The Capitol View Park Citizens Association

M:31-7



This is your community

- The voice of this community is through your Citizens Association.
- Exercise your rights. Voice your opinions.
- Bring your problems and ideas to our meetings.
- Meetings are held on the third Tuesday of the month.
- You are cordially invited to attend.
- Watch for the notices.

Help make this a better community for all of us. Support your Citizens Association !!

APPROVED #31/7
PROPOSED
HISTORIC DISTRICT

Historic District Boundary

RESOURCES

1870 - 1916

1917 - 1935

Nominal (1935-)

Spatial

21

0 400 800 FEET 1200 1600

0 500 METERS 1000

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

M: 31-7
Capitol View Park
Historic District

Capitol View Special Study Area

KENSINGTON-WHEATON PLANNING AREA

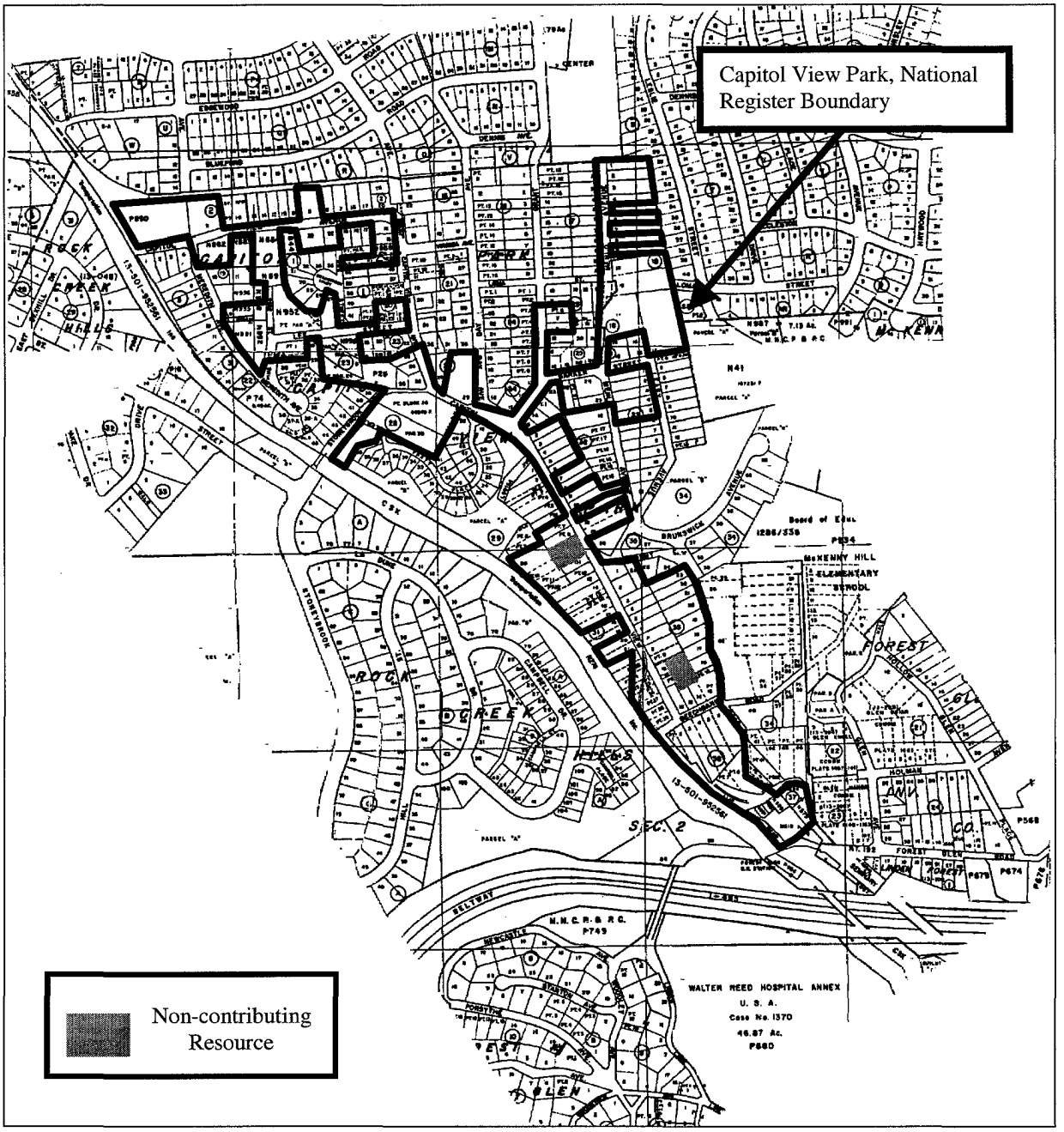
Forest
Viers Mill Village
Wheaton Hills
College View
Capitol View Park Historic District
Kensington Quad, Army Map, 1951
Wheaton
Kensington View
Glen Haven
Ken Gar
Kensington
Glenview
Cameron Heights
Northbrook Estates
Capitol View
Carroll Knolls
Forest Estates
Chevy Chase View
Forest Grove
Kensington Jr High Sch
Parkwood
Rock Creek Hills
Forest Glen
Carroll Springs
Montgomery Hills
Linden
Montgomery Hills Jr High Sch
Woodside
North Chevy Chase
Scale 1:25,000
1 Mile
2000 Meters
2000 Yards
CONTOUR INTERVAL 10 FEET

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Capitol View Park Historic District Inventory Number: M:31-7

National Register Boundary Map:

Montgomery County Tax Map HP562, HP563

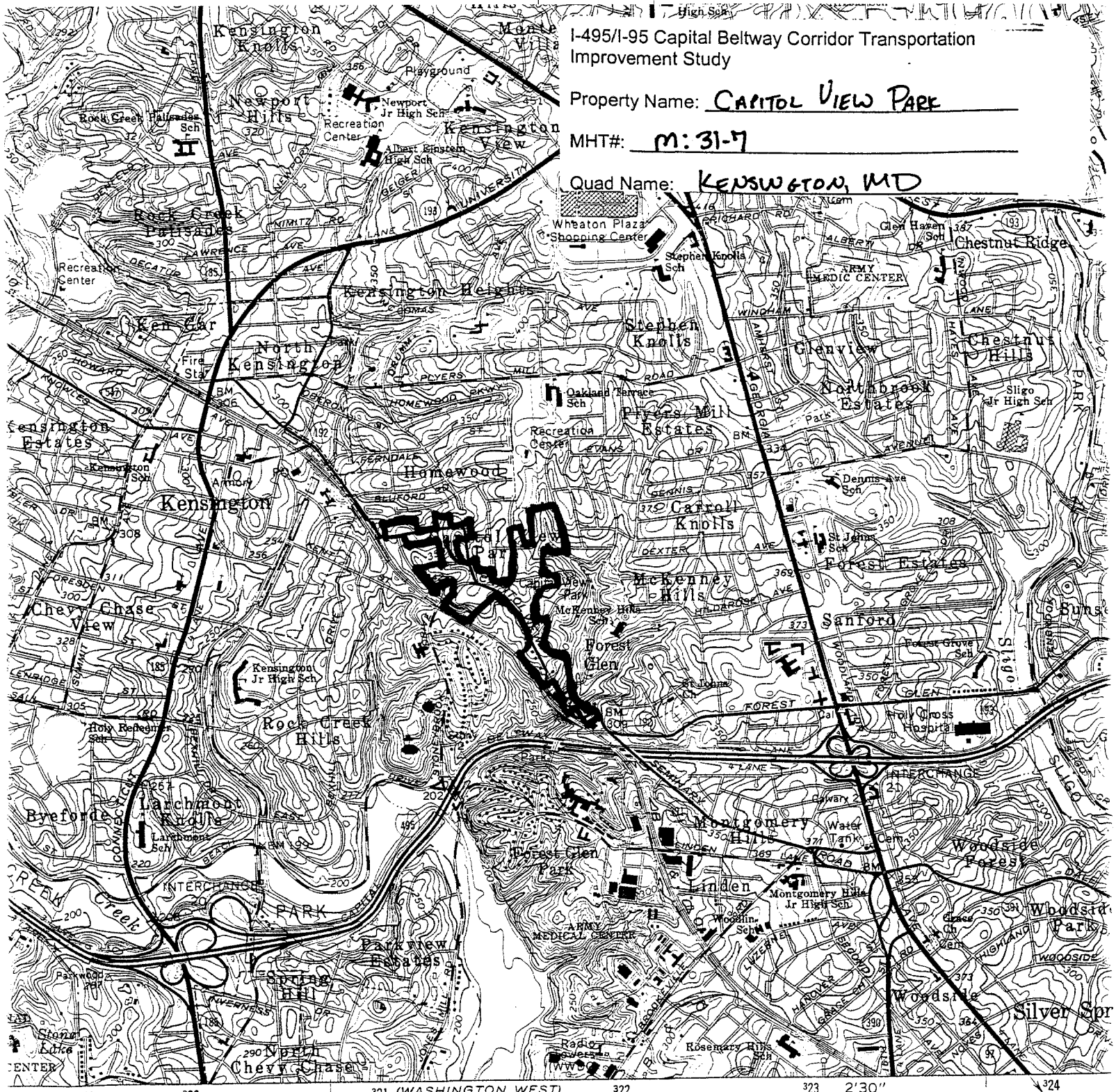


I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: CAPITOL VIEW PARK

MHT#: M:31-7

Quad Name: KENSINGTON, MD



SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

QUADRANGLE LOCATION

ETIC NO
OF SHEE.

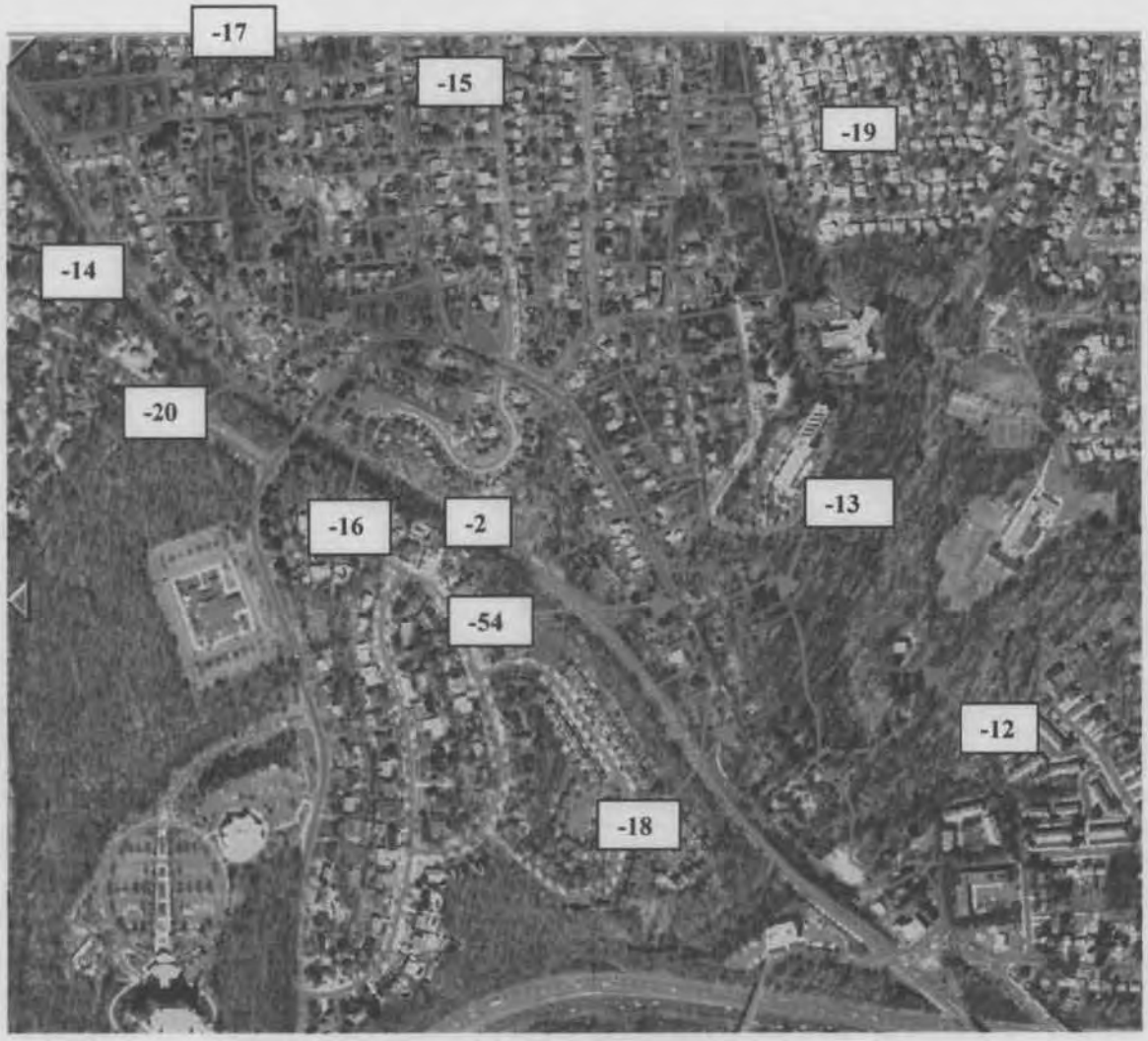
blue pattern
ation to 351 feet

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

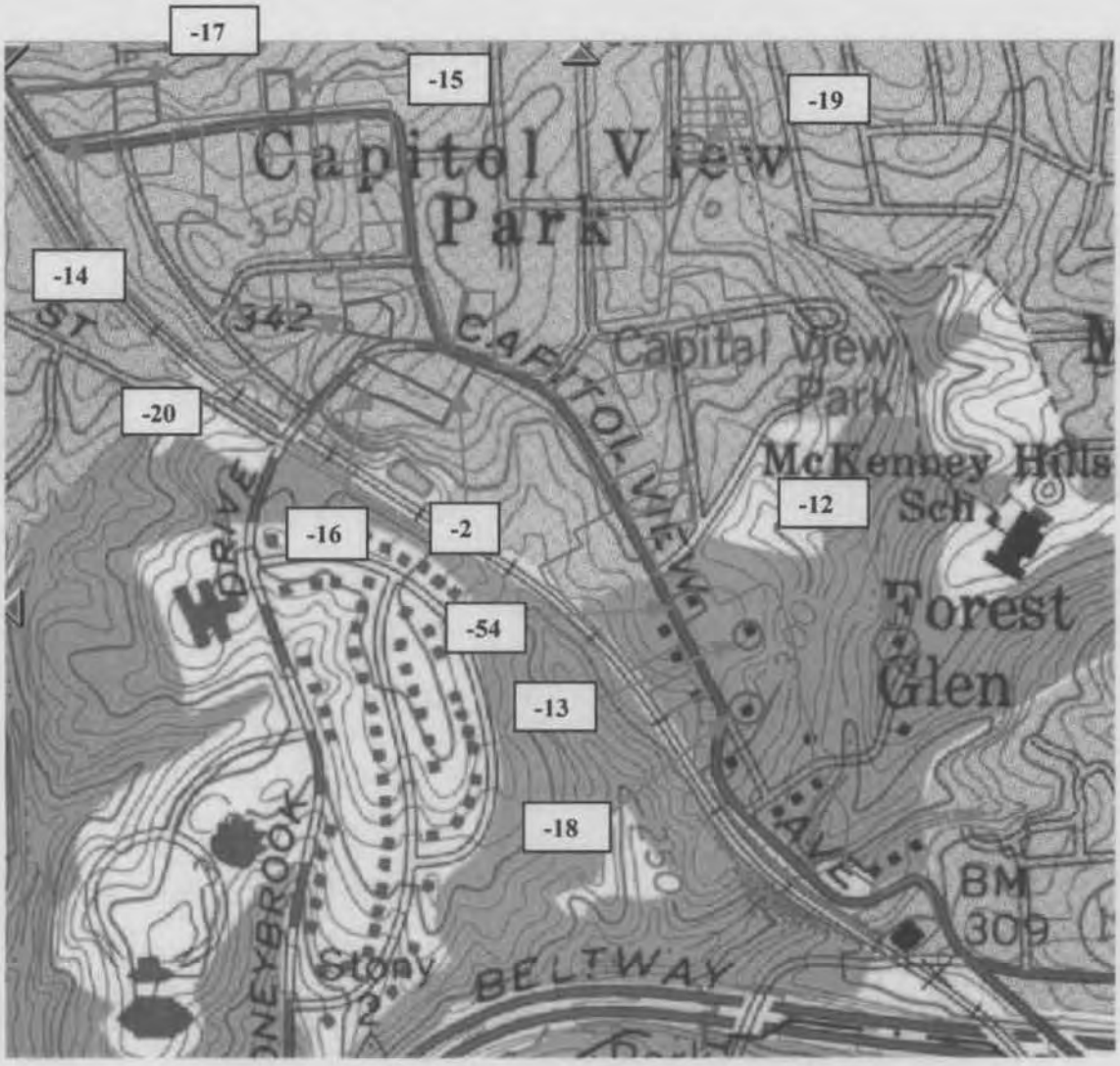
Boundary lines shown in purple corr
information available from the contr
Purple tint indicates extension of ur
Revisions shown in purple and wooc
taken 1977 and other source data.
field checked. Map edited 1979

M: 31-7
Capitol View Park Historic District
Kensington
Tax maps HP562, HP 563

M: 31-7
Capitol View Park Historic District
Kensington
1993 Aerial Photo



M: 31-7
Capitol View Park Historic District
Kensington Quadrangle



ACHS SUMMARY FORM

M: 31-7

1. Name: **Trimble Estate**

2. Planning Area/Site Number: 31/7 Capitol View HD

3. M-NCPPC Atlas Reference: **Map 21 Coordinate H-4**

4. Address: **1011 Capitol View Avenue Silver Spring, Md.**

5. Classification Summary

Category **building**
Ownership **private**
Public Acquisition **N/A**
Status **unoccupied**
Accessible **no**
Present use **private residence**

Previous Survey Recording **MNCPPC**
Title and Date: **Historic Sites Inventory 1976**

Federal ___ State **x** County **x** Local ___

6. Date: **1914**

7. Original Owner: **John P. Buckley**

8. Apparent Condition

a. **good** b. **altered** c. **original site**

9. Description: **This is a large 2½ story frame 6 bay by 4 bay rambling bungalow. The original small house is a small cross-gabled frame structure; on every facade around it have been added 2½ story gabled frame sections, with gabled dormers placed in the unbroken roof sides. Many of the gables have overhanging roofs with rafter ends projecting at right angles to the house.**

There are 2 interior brick chimneys. The foundation is of coursed rubblestone, the siding of wood shingles painted white, and the roof is of silver-colored asphalt shingles. There are 2 "main" entrances to the house.

The property is well-groomed and landscaped, and includes 3 garage-type frame outbuildings.

10. Significance: **This property was the site of the first home of the original developers of Capitol View Park, Oliver and Mary Harr. Following their purchase of 123½ acres on the Metropolitan Branch of the B & O Railroad in 1882, they constructed a house here and subdivided the farm. The house burned between 1897 and 1901.**

John P. Buckley, a Washington resident, purchased the property in 1910 and built a small house on it. He enlarged the house, as did subsequent owners. The Joseph W. Trimble family purchased it in the 1920s; they lived there for many years, and Trimble's widow recently died there.

11. Researcher and date researched: **Eileen McGuckian/Architectural Description Roberta Hahn Dec. 1978**

12. Compiler: **Eileen McGuckian**

13. Date Compiled: **2/79**

14. Designation Approval ___

15. Acreage: **approx. 2.61 acres**

M: 31/7
Capitol View H.D.
MAGI#

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Trimble Estate

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: 10011 Capitol View Avenue

CITY, TOWN: Silver Spring __ VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		X NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Lucylle R. Trimble Estate Telephone #: 565-2334

STREET & NUMBER: 10011 Capitol View Avenue

CITY, TOWN: Silver Spring __ VICINITY OF

STATE, zip code: Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse

Liber #: 364
Folio #: 381

STREET & NUMBER:

CITY, TOWN: Rockville

STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 __FEDERAL X STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville

STATE: Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This large 2½ story frame six bay by four bay rambling bungalow faces south on Capitol View Avenue. The foundation of the Trimble house is of coursed rubblestone, the siding is of wood shingles painted white, and the roof appears to be of silver colored asphalt shingles. In the center of the house is a small cross-gabled frame structure; on every facade around the original house have been added 2½ story gabled frame sections, with gabled dormers placed in the unbroken roof sides. (These major additions correspond to jumps in the assessment records.) Many of the gables have overhanging roofs, with rafter ends projecting at right angles to the house. There are two interior brick chimneys. The front (south) entrance has an overhanging gabled dormer with four columns. The rear (north) facade has three gables, a recessed entrance with cement steps and iron railing, and is the currently used approach to the house (from Day Street). The house sits on several lovely, well-groomed landscaped and wooded acres, filled with azaleas, hollies, mature deciduous and ornamental trees and bushes. The estate can be approached from the west through wide double iron gates flanked by square stone entrance posts, each with an iron plaque (affixed with cement) which reads "Joseph W. Trimble". The graveled entrance drive is lined with mature trees; it leads through an eight-columned a[illegible]r to a stone porch with steps leading to the main entrance. Three garage type frame outbuildings are visible from the road.

The interior of the house contains a large, elegant living room across the south side, probably at one time two smaller rooms. Both front entrances enter into this large room. The main floor also contains a large formal dining room, a bedroom, sitting room, and a modern kitchen, The second floor has several small bedrooms tucked under the gables of the various roofs. The basement has been panelled and made into a modern recreation room. The total property is very well cared for and is unique in the architectural style of the rambling house and the planning and beauty of the grounds.

CONTINUE ON SEPARATE SHEET IF NECESSARY

SIGNIFICANCE

M:31-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		__INVENTION			

SPECIFIC DATES 1914 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This property holds a special place in the history of Capitol View Park, as it was the site of the first home of the original developers of the area, Oliver and Mary Harr. The Harrs purchased a farm of 123½ acres between Kensington and Forest Glen on the Metropolitan Branch of the B & O Railroad in 1882 from William Adams.[1] By 1887 they had constructed a house on the site of the present Trimble house,[2] and proceeded to subdivide their farm into "Capitol View Park". An addition was made in 1893,[3] but the house burned between 1897 and 1901.[4]

John P. Buckley, a Washington resident, purchased the site from the arrs in 1910 and built a small house on it, which he enlarged between 1914 and 1918. The house was rented during these years, at one time by Congressman Mays of Utah.[5] In 1919 the property was sold to Ida Owen, who also added to the house,[6] and then to Joseph W. Trimble,[7] whose widow retained to the property until her death in 1978. Over the years the Trimbles (who were in the bar and liquor store business in Washington, D.C.) improved the house, and added garages on the property, as well as acquiring other property in the neighborhood: lots 4-12, Block 24, in 1929, and lots 23-26, Block 23, in 1956.

FOOTNOTES:

1. Land Records of Montgomery County, Maryland, EBP 26/23.
2. Ibid., Plat Book A/9.
3. Montgomery County Assessment Records, 1893.
4. Ibid., 1897, 1901.
5. Land Records, Op. Cit., 214/409.
   Assissment Records, Op. Cit., 1914, 1918.
   Interview: Mary Wolff Miller & Harold Wolff, longtime neighborhood residents.
6. Land Records, Op. Cit., 284/366.
   Assessment Records, Op. Cit., 1923.
7. Land Records, Op. Cit., 364/381.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:3-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources: Montgomery County Court House: Land Records, Plat Maps, Mechanics' liens; Montgomery County Records Center: Tax Assessment Records; Montgomery County Public Library, Rockville, historic maps.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 2.61 acres

VERBAL BOUNDARY DESCRIPTION

Block 21, Lots 9, 14-16
"Capitol View Park"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE	Roberta Hahn	Architectural Description Eileen McGuckian
ORGANIZATION	Sugarloaf Regional Trails	DATE December 27, 1978
STREET & NUMBER	Box 87	TELEPHONE 926-4510
CITY OR TOWN	Dickerson	STATE Maryland 20753

The Maryland Historic Sites Inventory 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~~
~~The Shaw House, 21 State Circle~~
~~Annapolis, Maryland 21401~~
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

ACHS SUMMARY FORM

1. Name Wolff House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 10201 Meredith Avenue, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites)

6. Date 1889

7. Original Owner Whitwell H. Wilson

8. Apparent Condition

a. good

b. altered

c. original site

9. Description: This 3 bay by 2 bay, 2½ story house, sits on a hill facing south. Built on fieldstone foundations recently reinforced by poured concrete, the house has grey shingles. The south porch has a half-hipped roof supported by 3 shingled posts on brick bases & connected by a decorative balustraded railing. There is a 1 story screened porch on the north elevation with a shed roof. Between the screened porch & the north end of the house there is a 1 story lean-to shed that is partially enclosed. There are 2-over-2 double-hung windows flanked by black wooden louvered shutters. The house has a gable roof with 1 east cross gable, boxed eaves & covered by grey asbestos shingles. Of the outbuildings, only the garage remains.

10. Significance: This house was one of the first dwellings in Capitol View Park, a subdivision developed along the B&O Railroad between Forest Glen and Kensington. It was possible to view the Capitol from the 3rd floor windows of this house before trees grew up in the area. The first mention of this house appears in a Mechanics Lien in 1889, in which George Slagle, painter, claimed nonpayment for $51 in labor and materials. Mary Harr, developer of the subdivision, repurchased the house and owned it from 1891 until 1911, when it was purchased by the Wolffs. Subsequent owners have added to the house and altered it. The present owner purchased it in 1978.

11. Date researched and researcher 2/79 - Roberta Hahn
Candy Reed
Arch. Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage 14,424 sq. ft.

MARYLAND HISTORICAL TRUST

M: 31/7
Capitol View H.D.
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Wolff House

AND/OR COMMON: Amy Kell House

2 LOCATION

STREET & NUMBER: 10201 Meredith Avenue

CITY, TOWN: Silver Spring __ VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	XOCCUPIED	__AGRICULTURE	__MUSEUM
XBUILDING(S)	XPRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	XPRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		XNO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Amy Kell Telephone #: 588-7006

STREET & NUMBER: 10201 Meredith

CITY, TOWN: Silver Spring __ VICINITY OF STATE, zip code: Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 5186
Folio #: 264

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Court House

STREET & NUMBER:

CITY, TOWN: Rockville STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 __FEDERAL X_STATE XCOUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville STATE: Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X_ORIGINAL SITE
X_GOOD	_RUINS	X_ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This three bay by two bay, two and a half story house, sits on a hill facing south.

Built on fieldstone foundations recently reinforced by poured concrete, the house has grey shingles. The south porch has a half-hipped roof supported by three shingled posts on brick bases and connected by a decorative balustraded railing. The modern glass and wooden paneled south door is flanked by five lights and surmounted by a two light transom. There is a one story screened porch on the north elevation with a shed roof. Between the screened porch and the north end of the house there is a one story lean-to shed that is partially enclosed.

There are two-over-two double-hung windows flanked by black wooden louvered shutters. At the peak of the south gable there are three one-over-one double-hung windows and at the peak of the north gable there are two one over one double hung windows. There is a one story bay window at the west elevation. There is a four light round headed window in the east gable. On the west elevation there are two shed roofed dormers of one light windows.

The house has a gable roof with one east cross gable, boxed eaves and covered by grey asbestos shingles.

Of the outbuildings, only the garage remains.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION	
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE	
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE	
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	_COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION	
_1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		_INVENTION			

SPECIFIC DATES 1889 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This 2½ story clapboard and shingle house was one of the first dwellings in Capitol View Park (a subdivision developed along the B&O Railroad between Kensington and Forest Glen in Montgomery County). The original subdivision plat was surveyed in 1887 for Mary Harr and recorded in the Montgomery County Land Records Office, Plat Book A, #9. This house and the one immediately next to it were almost identical at the time of construction although today they seem quite different. The outward appearance of this house retains much of its original character including a porch across the front or south side of the house which has unique, shingled posts. There remains a lovely stained glass window in the attic. It was possible to view the Capitol from the third floor windows of this house before trees grew up in the area.

The first mention of this dwelling appears in a Mechanics Lien case January 14, 1889, in which George W. Slagle, a painter, makes a claim against Mary Harr, the builder, for $51 for work, labor and materials. He describes the house as having "what might be called an Italian roof with 3 gables, the main portion...is painted green with green trimmings, the roof is painted red, and the gables painted Buff color..." The house was purchased in 1888 by Whitwell H. Wilson,[1] but resold to Mary Harr in 1891,[2] who retained ownership (and may have lived here for a time) until it was purchased by Sybelle A. Wolff in 1911.[3]

Sybelle Wolff's husband was an employee of the Railway Express Agency and worked for many years at the Union Station Office. He, like many residents of Capitol View Park, commuted by train to downtown Washington. The Wolffs added a laundry room, two baths, and a pump house. Besides the house the Wolffs also owned approximately 4½ acres on which they raised animals and gardened. They had a large barn north of the house, a meat house, and pigeon loft.

The condition of the house had declined by the 1960's and it stood vacant for some time. It was renovated in 1963, at which time new parquet floorings was installed. Thomas Slattery purchased the property in 1963.[4] He added a large screened porch off the previously expanded kitchen on the north side of the house and panelled part of the old cellar. The property was sold in 1978 to Amy Kell.

FOOTNOTES:

1. Land Records of Montgomery County, Md., Deed JA 5/207.
2. Ibid., JA 23/403 & 404.
3. Ibid., 222/89.
4. Ibid., 3152/510.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources:
Land Records of Montgomery County, Maryland.
Montgomery County Plat Maps.
Mechanics' Liens .

(Continued on Attachment Sheet A)

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 14, 424 sq. ft.

VERBAL BOUNDARY DESCRIPTION

Part of lots 6-8, Block 19, Capitol View Park

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Roberta Hahn — Candy Reed - Architectural Description

ORGANIZATION
Sugarloaf Regional Trails

DATE
February 1979

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

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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: [illegible]land Historical Tr[illegible]
The S[illegible] House, 2[illegible]tate Circle
Annapolis, [illegible]land 21401
(301) 2[illegible]1438

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

ACHS SUMMARY FORM

1. Name Ireland House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 10023 Menlo Avenue

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date c. 1889 7. Original Owner Emily Prentiss

8. Apparent Condition

a. good c. original site

b. altered

9. Description: This house has grown over the years as owners made changes and additions. This 4 bay by 5 bay, 2½ story frame house faces west. The house has a central core, and additions were made to the east and west. The foundation is of fieldstone. The house has a combination of white novelty siding and maroon shingles. There is a multi-planed roof with gable and hipped sections; all are covered asbestos shingles. There is a south interior stove chimney and a north exterior chimney. The house has a great variety of windows. There are formal ponds, formal gardens, and a charming gazebo on the property.

10. Significance: This house is significant as one of the first structures in the railroad suburb, Capitol View Park. After Mary Harr had her 123½ acres surveyed in 1887 for subdivision, this house was built and sold to Emily Prentiss. Miss Prentiss defaulted on her mortgage payments in 1894, and Mary Harr repurchased the premises at auction; the Equity Case provides a good description of the house, property, and area of Capitol View Park. Extensive expansion of the house was made in 1928 by the Beers family, who owned the house until 1945.

11. Date researched and researcher 2/79 - Carol S. Ireland Candy Reed Arch. Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage Approx. ½ acre

MARYLAND HISTORICAL TRUST

M: 31/7
Capitol View H.D.
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Ireland House

2 LOCATION

STREET & NUMBER 10023 Menlo Avenue

CITY, TOWN
Silver Spring ___ VICINITY OF

CONGRESSIONAL DISTRICT
8

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___DISTRICT	___PUBLIC	X OCCUPIED	___AGRICULTURE	___MUSEUM
X BUILDING(S)	X PRIVATE	___UNOCCUPIED	___COMMERCIAL	___PARK
___STRUCTURE	___BOTH	___WORK IN PROGRESS	___EDUCATIONAL	X PRIVATE RESIDENCE
___SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	___ENTERTAINMENT	___RELIGIOUS
___OBJECT	___IN PROCESS	___YES: RESTRICTED	___GOVERNMENT	___SCIENTIFIC
	___BEING CONSIDERED	___YES: UNRESTRICTED	___INDUSTRIAL	___TRANSPORTATION
		X NO	___MILITARY	___OTHER:

4 OWNER OF PROPERTY

NAME Dr. & Mrs. C. Terrence Ireland Telephone #: 588-4420

STREET & NUMBER
10023 Menlo Avenue

CITY, TOWN
Silver Spring ___ VICINITY OF.

STATE, zip code
Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Montgomery County Courthouse

Liber #: 4972
Folio #: 338

STREET & NUMBER

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
M-NCPPC Inventory of Historical Sites

DATE
1976 ___FEDERAL X STATE X COUNTY ___LOCAL

DEPOSITORY FOR SURVEY RECORDS
Park Historian's Office

CITY, TOWN
Rockville

STATE
Maryland 20855

M:31-7

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This four bay by five bay, two and a half story house faces west. The house has central core, on a north-south axis, built on field-stone foundations. The east and west sections were later additions and have poured concrete foundations. The house has a combination of white novelty siding and maroon shingles. There is fishscale shingling at the peak of the south gable. Five brick steps lead to the west enclosed porch. The exterior walls have maroon shingles. The flat roof is enclosed by a balustraded railing. The west interior door is wooden paneled. The west porch door is glass paneled. There is a lean-to frame addition on the east elevation with modern one over one double hung windows. There is a screened porch at the second level of the north elevation. The south porch is enclosed by seven pairs of six light casement windows and has a flat roof.

This house has a great variety of windows. There is a bay window on the south elevation with an eighteen over eighteen double hung window. There are six over two, six over one, and eight over one double hung windows as well as six light and two light casement windows.

The multi-planed roof has gable and hipped sections; all are covered by asbestos shingles. There is a south interior stove chimney and a north exterior chimney.

The first floor consists of a large formal living room with fire-place, a large dining room divided by a set of pillars, a large foyer from which a panelled winding staircase leads to the second floor, a large panelled library, a country kitchen and a breakfast room overlooking the garden.

Upstairs are six bedrooms. The attic shows three levels of flooring providing a clue to the various additions to the original structure. The basement has four rooms, several smaller utility rooms and a greenhouse (now inoperative). The central part of the basement shows the old stone foundation and the front room has the remains of an old stone staircase.

In the late 1920s and 1930s extensive alterations were undertaken by the Beers family who then owned the place. They added a heated greenhouse on the south side of the house, added a large living room to the front of the house and enclosed the rear porch to make the breakfast room. Extensive wood panelling was added throughout the house.

The Beers family had two formal ponds installed, one with a waterfall and the other with a small fountain. An extensive water system was placed throughout the garden for the formal flowerbeds as well as cement walkways and benches. A charming gazebo stands over the site of the fresh water well.

(Continued on Attachment Sheet A)

CONTINUE ON SEPARATE SHEET IF NECESSARY

Attachment Sheet A

M: 31/7
Capitol View H.D.

Ireland House

7. Architectural Description (Continued)

Original description from 1894 Equity Case #1252.

This lot is improved by a fine frame dwelling two stories in height, containing nine or ten rooms with hall extending through the house. Basement dining room and kitchen and nice cellar, wide porches in front and rear. There is a Latrobe stove in the basement dining room; a fine well of water at the door in which is an iron force pump. A wood house, hennery and all other necessary outbuildings. This property fronts on Metropolitan Avenue and extends back to Warner Avenue in said subdivision. The location is on a commanding eminence from which the town of Kensington and the surrounding county can be seen. It is high, shady, well drained and entirely free from any malarial influences, and is easily accessible, being only one-fourth of a mile from Capitol View station and about seven hundred yards from Forest Glen Station on the Metropolitan Branch of the Baltimore and Ohio Railroad. Schools, churches and other necessary conveniences of suburban life are within easy reach, and the society of the community is refined and inteligent. This property offers many inducements to those seeking country homes.

8 SIGNIFICANCE

M:31-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION	
400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE	
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE	
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	_COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION	
_1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		_INVENTION			

SPECIFIC DATES c. 1889 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Ireland house is significant as one of the first structures in the railroad suburb, "Capitol View Park". This gracious Queen Anne Style clapboard and shingle house has grown through the years as owners made changes and additions. The house is on land purchased in 1882 by Mary and Oliver Harr. Mary Harr had the land surveyed in 1887 for subdivision. The house was then built and sold to Emily Prentiss "maiden lady of Montgomery County" on August 21, 1889. Emily Prentiss took out a promissory note to pay Mary Harr $1,500 at 6 percent per annum, but was unable to keep up the payments and defaulted in 1894. The land and premises were then auctioned and Mary Harr bought back the house for $2,000 cash.[3]

The house and adjoining lot, assessed at $1,500 in 1918, jumped in value to $3,000 in 1928, which is when extensive expansion and development of the grounds and house were made.[4] The Beers family, first W. Minola Beers and later Etta and James Beers, owned the house until 1946. They made extensive alterations and improvements to both the house and the grounds, while successfully preserving its charming character.

FOOTNOTES:

1. Land Records of Montgomery County, Md., Plat A/9.
2. Ibid., JA 14/247 (July 27, 1889).
3. Montgomery County Judgment Records, JA 9/460 (Equity Case #1252).
4. Montgomery County Assessment Records, 1923 & 1928.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Land Records of Montgomery County.
Equity Records of Montgomery County.
Montgomery County Tax Assessments.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. ½ acre

VERBAL BOUNDARY DESCRIPTION

Lot 2, Block 33, "Capitol View Park"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE
Carol S. Ireland — Candy Reed - Architectural Description

ORGANIZATION — DATE
Sugarloaf Regional Trails — February 1979

STREET & NUMBER — TELEPHONE
Box 87 — 926-4510

CITY OR TOWN — STATE
Dickerson — Maryland 20753

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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~~
~~The Shaw House, 21 State Circle~~
~~Annapolis, Maryland 21401~~
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

Ps-1108

ACHS SUMMARY FORM

1. Name Thomas Hahn House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 2801 Barker Street, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date 1903 7. Original Owner Allen B. Hayward

8. Apparent Condition

a. good c. original site

b. altered

9. Description: This 8 bay by 3 bay house was built to be a summer cottage and then enlarged & converted for year round occupancy. Set on the side of a hill, the house faces south. Built on stone & cinderblock foundations, the exterior is covered with green wooden shingles. Additions have been built on the east & west elevations. There is a 2 level porch across the original frame house, & a 1 story screened porch on the west addition. This house has a combination of 3 & 4 light casement windows & 6-over-6 double-hung windows. There is a multi-paned picture window on the west elevation. There are three 4-light casement windows under a shed roofed dormer window on the south elevation. There is a half hipped dormer window above the west addition with two 6-over-6 double-hung windows. The house has gable roofs covered by asbestos shingles. There is a north exterior chimney & an east interior chimney. There is a cinderblock playhouse with a Franklin stove on the property.

10. Significance: The main, original section of this house is typical of several houses built shortly after the turn of the century in Capitol View Park, a subdivision developed along the B&O Railroad between Kensington and Forest Glen in 1887. This is one of the few cases in Capitol View in which a large block of land was purchased by an individual from the secondary developers of the area, a single house was built upon it, and the tract remained intact and unchanged until the present. The original dwelling, built by Allen B. Haywood in 1903, was purchased by John and Jessamine Hartman in 1910, who lived there for 40 years. The Hartmans used some of the land for gardening and for raising chickens and other animals. The property was sold in 1950 to Lincoln and Tove Martin, who sold to the present owners in 1976.

11. Date researched and researcher 2/79 - Roberta W. Hahn Candy Reed Arch. Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage approx. 4 acres

M: 31/7
Capitol View H.D.
MAGI#

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Thomas Hahn House

2 LOCATION

STREET & NUMBER 2801 Barker Street

CITY, TOWN Silver Spring ___ VICINITY OF

CONGRESSIONAL DISTRICT 8

STATE Maryland

COUNTY Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___DISTRICT	___PUBLIC	X OCCUPIED	___AGRICULTURE	___MUSEUM
X BUILDING(S)	X PRIVATE	___UNOCCUPIED	___COMMERCIAL	___PARK
___STRUCTURE	___BOTH	___WORK IN PROGRESS	___EDUCATIONAL	X PRIVATE RESIDENCE
___SITE	PUBLIC ACQUISITION	ACCESSIBLE	___ENTERTAINMENT	___RELIGIOUS
___OBJECT	___IN PROCESS	___YES: RESTRICTED	___GOVERNMENT	___SCIENTIFIC
	___BEING CONSIDERED	___YES: UNRESTRICTED	___INDUSTRIAL	___TRANSPORTATION
		X NO	___MILITARY	___OTHER:

4 OWNER OF PROPERTY

NAME Thomas and Roberta Hahn Telephone #: 588-0789

STREET & NUMBER 2801 Barker Street

CITY, TOWN Silver Spring ___ VICINITY OF

STATE, zip code Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 4790
Folio #: 218

COURTHOUSE, REGISTRY OF DEEDS, ETC. Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN Rockville

STATE Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
M-NCPPC Inventory of Historical Sites

DATE 1976 ___FEDERAL X STATE X COUNTY ___LOCAL

DEPOSITORY FOR SURVEY RECORDS Park Historian's Office

CITY, TOWN Rockville

STATE Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This eight bay by three bay house was built to be a summer cottage and then enlarged and converted for year round occupancy. Set on the side of a hill, the house faces south.

Built on stone and cinderblock foundations, the exterior walls of the house are covered by green wooden shingles. A one bay by one bay, two and a half story brick addition has been built on the west elevation, and a four bay one and a half story brick addition has been built on the east elevation. There is a south porch across the original frame house. The first level is open and the enclosed second level is supported by four square wooden posts. There are two glass and wooden paneled doors on the south elevation and one wooden paneled door at the east end. On the north elevation there is a one story screened porch on the west addition.

The house has a combination of three and four-light casement windows and six-over-six double-hung windows. There is a multi-paned picture window on the west elevation. There are three four-light casement windows under a shed roofed dormer window on the south elevation. There is a half hipped dormer window above the west addition with two six-over-six double-hung windows.

The house has gable roofs covered by asbestos shingles. There is north exterior chimney and an east interior chimney.

Extensive changes and additions were made to the house by the Martins in the 1950's. They added a new 2 story brick wing to the west with a large living room and screened porch on the first floor and a master bedroom and bath on the second. They also moved several walls downstairs to create a foyer, bath, kitchen, and larger dining room out of the original small rooms. A one story brick guest wing including living room, bedroom, kitchen, and bath, plus a sizable addition to the main kitchen was added to the east side of the house. Beneath this addition on the basement level a recreation room was added. The Martins also improved the property by adding a large spring fed swimming pool. In place of the old chicken coop a cinder block playhouse with a Franklin stove was built. Mrs. Martin used this as an art studio.

CONTINUE ON SEPARATE SHEET IF *NECESSARY*

M:31-7

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Other History
		__INVENTION		

SPECIFIC DATES 1903 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The main, original section of this house is a 2½ story shingle Cape Cod typical of several houses built shortly after the turn of the century in Capitol View Park. Capitol View Park is a subdivision developed along the B&O Railroad between Kensington and Forest Glen in Montgomery County. The original subdivision plat was surveyed in 1887 for Mary Harr.[1] This is one of the few cases in Capitol View Park where a large block of land was purchased by an individual, Allen B. Hayward in 1897, from the secondary developers of the area, A.M. and A.E. Proctor,[2] a single house was built upon it, and the tract remained intact and unchanged until the present.

The original dwelling, built in 1903 by Mr. Hayward, probably had 4 rooms downstairs and 3 bedrooms and a sleeping porch upstairs. At that time the land was assessed at $100 per acre with the improvements assessed at $2,800.[3] After several intermediary owners, the property was purchased by John and Jessamine Hartman in 1910,[4] who lived there for 40 years. By 1910 the land was assessed at $800 and the improvements at $1,200.[5] The Hartmans used some of the land for gardening and for raising chickens and other animals.

The property next changed hands in 1950 when it was purchased by Lincoln and Tove Martin.[6] The present owners purchased the property in 1976.

FOOTNOTES:

1. Land Records of Montgomery County, Md., Plat A/9.
2. Ibid., JA 60/355.
3. Montgomery County Tax Assessment Records.
4. Land Records, Op. Cit., 212.342.
5. Tax Assessments, Op. Cit.
6. Land Records, Op. Cit., 1466/321.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources. Montgomery County Land Records, Montgomery County Plat Maps, Mechanics' Liens, Montgomery County Court House; Montgomery County Tax Assessment Records, Montgomery County Records Center; historic maps of Montgomery County, Montgomery County Public Library, Rockville, Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 4 acres

VERBAL BOUNDARY DESCRIPTION

Block 27, lots 1-4
Block 18, lots 10-11
Block 34, lots 1-3 and part of 4
} Capitol View Park

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Roberta W. Hahn — Candy Reed - Architectural Description

ORGANIZATION
Sugarloaf Regional Trails

DATE
February 1979

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

PS-1108

ACHS SUMMARY FORM

1. Name Barbee House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 9809 Capitol View Avenue, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date early 20th century 7. Original Owner: A.E. & A.M. Proctor

8. Apparent Condition

a. good c. original site

b. altered

Description: This 2 bay by 1 bay, 2½ story, L-shaped frame house faces east. Built on fieldstone foundations, the house has yellow novelty siding. The east porch wraps around to the south elevation. It has a half-hipped roof supported by 8 wooden columns & enclosed by a balustraded railing. The east door is glass & wooden paneled. On the south elevation a fieldstone garage is built into the hill & partially under the west ell of the house. There are 2-over-2 double-hung windows, some flanked by black wooden louvered shutters. In addition there are some 1-over-1 diamond panes over 2 double-hung windows. There is a gabled 2 story bay window on the west elevation. The house has a gable roof with green asbestos shingles. There is an interior chimney and 1 exterior chimney at the west elevation.

10. **Significance:** This house was built in the second wave of construction in Capitol View Park, a subdivision on the B&O Railroad between Forest Glen and Kensington. Probably the most distinctive thing about this house is that it appears that Capitol View Avenue has been built around it. According to the 1887 plat map the road, then called Glen Inn Avenue, should have passed to the NE or rear of the house, but in fact the road curves around to the south and west of the house, passing by the front between it and the railroad tracks. It is the belief of area residents that the road in fact follows the old path to Forest Glen, used when the area was a farm. The four-room house was purchased by Nettie Barbee at public sale in 1921, and it has been owned by that family to the present time. They have made major improvements to the house.

11. Date researched and researcher 2/79 - Roberta Hahn Candy Reed Architectural Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage 16,500 square feet

MARYLAND HISTORICAL TRUST

M: 31/7
Capitol View H.D.
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Barbee House

2 LOCATION

STREET & NUMBER
9809 Capitol View Avenue

CITY, TOWN
Silver Spring ___ VICINITY OF

CONGRESSIONAL DISTRICT
8

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___DISTRICT	___PUBLIC	X OCCUPIED	___AGRICULTURE	___MUSEUM
X BUILDING(S)	X PRIVATE	___UNOCCUPIED	___COMMERCIAL	___PARK
___STRUCTURE	___BOTH	___WORK IN PROGRESS	___EDUCATIONAL	X PRIVATE RESIDENCE
___SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	___ENTERTAINMENT	___RELIGIOUS
___OBJECT	___IN PROCESS	___YES: RESTRICTED	___GOVERNMENT	___SCIENTIFIC
	___BEING CONSIDERED	___YES: UNRESTRICTED	___INDUSTRIAL	___TRANSPORTATION
		X NO	___MILITARY	___OTHER:

4 OWNER OF PROPERTY

NAME
Alger Y. Barbee Estate
Telephone #:

STREET & NUMBER
9809 Capitol View Avenue

CITY, TOWN
Silver Spring ___ VICINITY OF

STATE, zip code
Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

Liber #:308
Folio #:236

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
M-NCPPC Inventory of Historical Sites

DATE
1976 ___FEDERAL X STATE X COUNTY ___LOCAL

DEPOSITORY FOR SURVEY RECORDS
Park Historian's Office

CITY, TOWN
Rockville

STATE
Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This two bay by one bay, two and a half story, L-shaped frame house faces east.

Built on fieldstone foundations, the house has yellow novelty siding. The east porch wraps around to the south elevation. It has a half-hipped roof supported by eight wooden columns and enclosed by a balustraded railing. The east door is glass and wooden paneled. On the south elevation a fieldstone garage is built into the hill and partially under the west ell of the house.

There are two over two double hung windows, some flanked by black wooden louvered shutters. In addition there are some one over one diamond panes over two double hung windows. There is a gabled two story bay window on the west elevation.

The house has a gable roof with green asbestos shingles. There is an interior chimney and one exterior chimney at the west elevation.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:31-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		__INVENTION			

SPECIFIC DATES early 20th century BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This frame and shingle house was one of a few dwellings built in the early 1900's in Capitol View Park (q.v.), a subdivision developed along the B&O Railroad between Kensington and Forest Glen in Montgomery County. The original subdivision plat was surveyed in 1887 for Mary Harr.[1] Probably the most distinctive thing about this house is that it appears that Capitol View Avenue has been built around it. According to the 1887 plat map the road, then called Glen Inn Avenue, should have passed to the NE or rear of the house, but in fact the road curves around to the south and west of the house, passing by the front between it and the railroad tracks. It is the belief of area residents that the road in fact follows the old path to Forest Glen, used when the area was a farm.

The date of construction of the house is somewhat uncertain. Lots 4-27, Block 31, on which the house is located, were purchased by George H. Ernst in 1903 from A.E. and A.M. Proctor,[2] "together with buildings and improvements". The Tax Assessment Records, however, show no assessment for a dwelling in 1906,[3] the first year the land appears to have been assessed separately. In 1907 the land is assessed at $150 and a dwelling at $750, but in 1910 again there is no dwelling assessment on these lots although the land value jumped to $500. Whether several dwellings had been built and destroyed or whether the tax assessors simply made an error is impossible to say.

By 1921, when the property was purchased by Nettie Barbee at public sale from the estate of George H. Ernst,[4] it was improved with a 4 room dwelling house. The Barbees made major improvements to the house shortly after this purchase, and the property has remained with that family to the present.

FOOTNOTES:

1. Land Records of Montgomery County, Md., Plat A/9.
2. Ibid., TD 27/107.
3. Montgomery County Tax Assessment Records, Montgomery County Records Center, Rockville, Md.
4. Land Records, Op. Cit., 308/236.
5. Assessment Records, Op. Cit., 122, 1923.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources: Land Records of Montgomery County, Plat Maps, Mechanics' Liens, Equity Cases; Montgomery County Tax Assessmet Records; Maps: 1894, 1908.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 16,500 square feet

VERBAL BOUNDARY DESCRIPTION

Lots 24-27, Block 31, Capitol View Park

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Roberta Hahn — Candy Reed - Architectural Description

ORGANIZATION
Sugarloaf Regional Trails

DATE
February 1979

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

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RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

SUGARLOAF REGIONAL TRA
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

ACHS SUMMARY FORM

1. Name Willson House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 10019 Menlo Avenue, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date c. 1890 7. Original Owner Lucy Willson

8. Apparent Condition

a. good c. original site

b. altered

9. Description: This 5 bay by 2 bay, 2½ story house faces west on Menlo. Built on brick foundations, the house has a combination of white clapboarding & white aluminum siding. The west porch wraps around to the south elevation & is entirely enclosed by a balustraded railing. Five chamfered wooden posts support the gable roof of the house which extends down over the porch. The porch used to wrap around to the north elevation, but it has been enclosed. There are 2-over-2 double-hung windows & some 6 light casement windows. On the west elevation, at the 2nd level, there is a pedimented 1 story bay window. The house has intersecting gable roofs with green-grey asbestos shingles. There are 2 interior chimneys with corbelled caps. An outstanding architectural feature of the house is the wrap-around porch which extended across the front of the house & around both sides. There are also hand cut shingles on the eaves & the siding is clapboard. At the present time, 2 additions have taken over the porch on 1 side completely, and ½ of the other side. However, the entire front is left untouched. There is a lovely old barn in the back yard. Extensive plantings of azaleas, dogwood & mature hardwood trees grace the garden.

10. Significance: This is 1 of the earlier homes built in Capitol View Park, a subdivision along the B&O Railroad between Forest Glen and Kensington. Lucy F. Willson purchased the property from Mary Harr, developer, & by 1890 had constructed this house. Harry Wanner, owner of a store in Kensington, owned the property from 1919 to 1924. In the 1940s Mrs. Nanie May Sinclair, then its owner, converted it to a nursing home for the elderly. It subsequently passed through a number of hands; the present owners, Mr. & Mrs. Brian Pierman, are the 13th possessors of the property.

11. Date researched and researcher 2/79 - Carol Pierman Candy Reed Arch. Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage ½ acre

MARYLAND HISTORICAL TRUST M: 31/7
Capitol View H.D.
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Willson House

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: 10019 Menlo Avenue

CITY, TOWN: Silver Spring __ VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	XOCCUPIED	__AGRICULTURE	__MUSEUM
XBUILDING(S)	XPRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	XPRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		XNO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Brian & Carol Pierman Telephone #: 589-6188

STREET & NUMBER: 10019 Menlo Avenue

CITY, TOWN: Silver Spring __ VICINITY OF

STATE, zip code: Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 4582
Folio #: 667

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse

STREET & NUMBER:

CITY, TOWN: Rockville

STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 __FEDERAL XSTATE X_COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville

STATE: Maryland 20855

7 DESCRIPTION

M:31-7

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This five bay by two bay, two and a half story house faces west on Menlo.

Built on brick foundations, the house has a combination of white clapboarding and white aluminum siding. The west porch wraps around to the south elevation and is entirely enclosed by a balustraded railing. Five chamfered wooden posts support the gable roof of the house which extends down over the porch. The porch used to wrap around to the north elevation, but it has been enclosed. The west door is glass and wooden paneled. There is a north brick terrace. There is a north wooden paneled door flanked by five light sidelights set with stained glass. On the east elevation the porch is now enclosed as is a breakfast room. Seven wooden steps lead to a wooden stoop and a glass and wooden paneled door.

There are two-over-two double hung windows and some six light casement windows. On the west elevation, at the second level, there is a pedimented one story bay window. Also on the west elevation there is a gabled six light casement dormer window. On the east elevation there is a shed-roofed two-over-two double-hung dormer window.

The house has intersecting gable roofs with green-grey asbestos shingles. There are two interior chimneys with corbelled caps.

An outstanding architectural feature of the house is the wrap-around porch which extended across the front of the house and around both sides. There are also hand cut shingles on the eaves and the siding is clapboard. At the present time, two additions have taken over the porch on one side completely, and half of the other side. However, the entire front is left untouched.

In the back yard there is a lovely old barn, which dates back to the 1890's also. It was probably used as a carriage house at that time. Until the 1950's, there was a chicken coop beside the barn.

The major changes and additions of rooms to the house was done in the 1960's by Dr. and Mrs. Kenneth McIntire. At that time, a large family room and entry were added to one side, and a lovely breakfast room containing windows on three sides was added to the other end of the house. These people also planted dozens of azaleas and many dogwood trees on the grounds, thereby adding greatly to the charm of the house.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:31-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		__INVENTION			

SPECIFIC DATES c. 1890 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Willson House stands near the top of Menlo Avenue, in the area knwon as Capitol View Park. The grounds contain three old oak trees, one reported to be over 200 years old, several old cedars, and two huge sycamore trees at the front of the property. The house was built around 1890-1891. The property was owned at that time by Lucy F. Willson, the land being valued at $450, the buildings and improvements at $1100.[1]

It is uncertain whether the house was in existence earlier than this. In a deed recorded July 26, 1890, the property owned by Mary and Oliver Harr and sold to Lucy Willson, was listed as "land premises and improvements", but it sold for only $900.[2] The Harrs owned most of the property n Capitol View Park.

Harry Wanner, owner of a store in Kensington, owned the property from 1919 to 1924.[3] In the 1940s Mrs. Nanie May Sinclair, then its owner,[4] converted it to a nursing home for the elderly. The chicken coop was well used at that time as a source of eggs and poultry for the boarders in the house.

It subsequently passed through a number of hands; the present owners, Mr. and Mrs. Brian Pierman, are the 13th possessors of the property.

FOOTNOTES:

1 Montgomery County Assessment Records, 1876-96, 5th District.
2 Land Records of Montgomery County, Md., JA19/446.
3 Ibid., 280/121.
4 Ibid., 474/473 (1929).

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Land Records of Montgomery County, Maryland.
Montgomery County Assessment Records.
Interviews with former owners.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY ½ acre

VERBAL BOUNDARY DESCRIPTION

Lots 3 & 4, Block 33, Capitol View Park

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE: Carol A. Pierman — Candy Reed - Architectural Description

ORGANIZATION: Sugarloaf Regional Trails — DATE: February 1979

STREET & NUMBER: Box 87 — TELEPHONE: 926-4510

CITY OR TOWN: Dickerson — STATE: Maryland 20753

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RETURN TO: ~~Maryland Historical Trust~~
~~The Shaw House, 21 State Circle~~
~~Annapolis, Maryland 21401~~
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

ACHS SUMMARY FORM

1. Name Mullett/Thompson House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 3120 Lee Street, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date c. 1890

7. Original Owner Mary and Oliver Harr

8. Apparent Condition

a. good

b. altered

c. original site

Description: This 4 bay by 2 bay, 2½ story house faces west. Built on fieldstone foundations, the 1st level has white novelty siding & at the 2nd level and above there are butt shingles. Seven fieldstone steps lead to a round-headed recessed entryway on the west elevation. There are 1-over-1 double-hung windows. On the west elevation there is a slightly projecting 2 story bay window. There is a full 2 story bay window on the south elevation. On the east elevation there is a hipped 1-over-1 double-hung dormer window. On the south elevation there are 2 hipped 1-over-1 double-hung dormer windows. There are 2 4-light windows at the south gable end. The house has intersecting gable roofs with brown asbestos shingle covering. There is an exterior chimney at the south gable end and an interior chimney on the east elevation. The house has been expanded and modernized several times.

10. Significance: This is one of the first wave of houses built in Capitol View Park, a subdivision along the B&O Railroad between Forest Glen & Kensington. After subdividing the land in 1887, Mary Harr built this house and several others in the area, selling this one to Whitewell Wilson in 1891. The house was expanded and modernized several times by the Richard Mullett family, owners of the property from 1915 to 1962. At that time lots 1 and 2, block 23, including the house, was sold to the present owners.

11. Date researched 2/79 - Roberta Hahn
Candy Reed Architectural Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage: 12,643 sq. ft.

M: 31/7
Capitol View H.D.
MAGI#

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Mullett House

AND/OR COMMON: Thompson House

2 LOCATION

STREET & NUMBER: 3120 Lee Street

CITY, TOWN: Silver Spring ___ VICINITY OF

CONGRESSIONAL DISTRICT: 8

STATE: Maryland

COUNTY: Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		X NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Betty Thompson Telephone #: 589-5349

STREET & NUMBER: 3120 Lee Street

CITY, TOWN: Silver Spring ___ VICINITY OF

STATE, zip code: Maryland 20910

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 2956
Folio #: 46

COURTHOUSE, REGISTRY OF DEEDS, ETC: Montgomery County Courthouse

STREET & NUMBER:

CITY, TOWN: Rockville

STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: M-NCPPC Inventory of Historical Sites

DATE: 1976 __FEDERAL X STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Park Historian's Office

CITY, TOWN: Rockville

STATE: Maryland 20855

M:31-7

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This four bay by two bay, two and a half story house faces west.

Built on fieldstone foundations, the first level has white novelty siding and at the second level and above there are butt shingles. Seven fieldstone steps lead to a round-headed recessed entryway on the west elevation. The west door is wooden paneled. On the east elevation five wooden steps and a wooden handrail lead up to a wooden stoop enclosed by a wooden railing. The east door is glass and wooden paneled.

There are one-over-one double-hung windows. On the west elevation there is a slightly projecting two story bay window.
There is a full two story bay window on the south elevation. On the east elevation there is a hipped one-over-one double-hung dormer window. On the south elevation there are two hipped one-over-one double-hung dormer windows. There are two four-light windows at the south gable end.

The house has intersecting gable roofs with brown asbestos shingle covering. There is an exterior chimney at the south gable end and an interior chimney on the east elevation.

This house was originally basically a square, as indicated by the stone-walled cellar. The first floor contained 2 rooms plus a kitchen and a large porch which wrapped around half of the front or west side and] .f of the south side. The second floor had 3 bedrooms. The only original fireplace which has been uncovered is a coal burning fireplace in the present dining room.

The Mulletts enclosed and expanded the porch in building a 2 story addition. The first floor space became the living room with a massive stone fireplace on the south wall. The second story of the addition included a bedroom and a bathroom. The additional upstairs bedroom eventually became the studio of one of the daughters, Suzanne Mullett Smith, a locally known artist whose decorations in the room are still evident.

The Thompsons replaced most of the old tin roof on the house and expanded the kitchen by enclosing the small porch to the south of that room. Following a fire c. 1966, they removed one of the walls between the 2 original northerly bedrooms, creating one large room. The fire also necessitated replacing most of the original oak flooring on the second floor.

The house is in good condition; the owners have tried to blend the additions and modernizations in with the original architectural concept of the house.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		__INVENTION			

SPECIFIC DATES c. 1890 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This is one of the first wave of houses built in Capitol View Park, a subdivision developed along the B & O Railroad between Forest Glen and Kensington in Montgomery County. The original plat for Capitol View Park was surveyed for Mary Harr in 1887.[1] The first mention of this house appears when the property was sold with improvements by Mary Harr to Whitewell Wilson in 1891.[2] It is likely that the Harrs built and sold this house as a development project as they had several others in the area, including two directly across the street between Meredith and Pine, one of which Wilson also bought in 1889.

The house was expanded and modernized by the Richard Mulletts who bought the house and lots 1-3, pt. of 6, Block 23, in 1915,[3] from William Elliot and his wife.

At least some of the expansion of the house appears to have been done between 1916-1918, as the Montgomery County Tax Assessment Records show a jump in the dwelling assessment from $1,800 in 1916 to $2,525 in 1918. Mr. Mullett was an employee of the Post Office, and Mrs. Mullett was the author of numerous children's books. Eventually Mrs. Mullett's mother, Mrs. Crawford, came from Ohio, bought property immediately to the west of the Mullett property, and built a house in which she lived. In 1923 the Mulletts added to their land a parcel containing .958 acres to the southwest, which extended their holdings nearly to the B & O tracks.[4] Suzanne Mullett Smith had tennis courts built on the land near the tracks.

In 1946, after the death of her parents, Suzanne Mullett Smith became the sole owner of the property.[5] In 1962, she sold lots 1 and 2, Block 23, including the house, to the present owners, Betty and Francis Thompson.

FOOTNOTES:

1. Land Records of Montgomery County, Maryland, Plat A/9.
2. Land Records of Montgomery County, Maryland, JA 23/405.
3. Ibid., 250/366.
4. Ibid., 328/156.
5. Ibid., 1040/430.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary Sources. Montgomery County Land Records, Montgomery County Plat Maps, Mechanics' Liens, Montgomery County Court House; Montgomery County Tax Assessment Records, Montgomery County Records Center; historic maps of Montgomery County, Montgomery County Public Library, Rockville, Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 12,643 sq. ft.

VERBAL BOUNDARY DESCRIPTION

Lots 1 and 2, Block 23 Capitol View Park

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Roberta Hahn — Candy Reed - Architectural Description

ORGANIZATION
Sugarloaf Regional Trails

DATE
February 1979

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

The Maryland Historic Sites Inventory 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~~
~~The Shaw House, 21 State Circle~~
~~Annapolis, Maryland 21401~~
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-[illegible]

PS-1108

ACHS SUMMARY FORM

1. Name Carson House

2. Planning Area/Site Number 31/7 Capitol View H.D. 3. MNCPPC Atlas Reference Map 21 H-4

4. Address 9834 Capitol View Avenue, Silver Spring

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible no
Present use private residence
Previous Survey Recording M-NCPPC Federal ___ State X County X Local ___
(Title and date: Inventory of Historical Sites - 1976)

6. Date c. 1870 7. Original Owner Thomas J. Brown

8. Apparent Condition

a. fair c. original site

b. altered

Description: This 4 bay by 3 bay, 2½ story frame house faces southeast. Built on fieldstone foundations, the house has white novelty siding. The shed-roofed southeast porch extends beyond the corner of the house and over the driveway to form a simple porte-cochere. Perpendicular to this porch is a gabled roof supported by 2 massive wooden columns. There is a one-story lean-to addition on the northwest elevation and a gabled addition on the southwest elevation. Windows are 2-over-2 double-hung, flanked by brown wooden louvered shutters. There is a grouping of triple windows on the southwest elevation, The house has a low hipped roof covered by red asbestos shingles. There are 2 interior chimneys, Inside, there are 8 rooms. Interior molding is intact.

10. Significance: It is probable that this is the oldest house in the present subdivision of Capitol View Park, an area along the B&O Railroad between Kensington and Forest Glen subdivided in 1887. This house predated the subdivision and was built by Thomas J. Brown, a farmer who acquired 276½ acres from his father in 1864, and married two years later. After the farm was sold to William Adams in 1877, the 123½ acre tract north of the railroad tracks was sold to Mary Harr in 1882. When Harr subdivided 5 years later, this house appeared on the plat. The house was held by J.M. & A.M. Proctor, who took over the unsold 110 acres of Capitol View Park as sales agents in 1892, until 1914, at which time the 1.3 acres on which the house stands were surveyed separately for Robert Murphy. The property changed hands several times until it was purchased by Helice Tracy in 1928, in whose family it remained until 1971.

11. Date researched 2/79 - Roberta W. Hahn Candy Reed Architectural Description

12. Compiler Eileen McGuckian 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage: approx. 1.5 acres

M: 31/7
Capitol View
H.D.
Magi #

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Carson House

2 LOCATION

STREET & NUMBER
9834 Capitol View Avenue

CITY, TOWN
Silver Spring — VICINITY OF

CONGRESSIONAL DISTRICT
8

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		X NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Frederick and Linda Case
Telephone #: Unlisted

STREET & NUMBER
7404 Summit Avenue

CITY, TOWN
Chevy Chase — VICINITY OF

STATE, zip code
Maryland 20015

5 LOCATION OF LEGAL DESCRIPTION

Liber #: 4130
Folio #: 890

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Land Records Office

STREET & NUMBER
Montgomery County Courthouse

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
MNCPPC Inventory of Historic Sites

DATE
1976 — __FEDERAL X STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Park Historian's Office

CITY, TOWN
Derwood

STATE
Maryland 20855

M:31-7

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This four bay by three bay, two and a half story frame house faces southeast.

Built on fieldstone foundations, the house has white novelty siding. The southeast porch extends out beyond the east corner of the house and over the driveway to the northeast to form a simple porte-cochere. This southeast porch has a shed roof supported by one plain and two fluted columns and one square wooden post. Perpendicular to this porch is a gabled roof supported by two massive wooden columns. The southeast door is glass and wooden paneled. On the northeast elevation, four wooden steps lead up to a stoop enclosed by a wooden handrail. The northeast door is glass and wooden paneled and is surmounted by a hood which is supported by angle braces. There is a one-story lean-to addition on the northwest elevation and a gabled addition on the southwest elevation.

There are two-over-two double hung windows flanked by brown wooden louvered shutters. There is a grouping of triple windows on the southwest elevation.

The house has a low hipped roof covered by red asbestos shingles. There are two interior chimneys at the northeast and northwest elevation.

The basic square eight rooms of the house include a large entrance room with fireplace, living room, library, and dining room, with a small kitchen behind the dining room on the main floor, and four bedrooms upstairs.

The house was described in an announcement for the default sale in 1923 as "an attractive frame dwelling containing 8 rooms and bath with water, electric light and hot air furnace. There is also a stable and garage on the premises."[A] The stable was razed before Helice Tracy Morgan and Theodore Morgan bought the house.

The Morgans, who owned the house from 1928 to 1971, were responsible for adding a breakfast room west of the library, a fireplace in the library, a two-story addition of sunrooms south of the library, a bathroom off the sunporch, and a bedroom between the sunporch and front porch to the south of the living room with an outside exit. The kitchen has also been expanded. The Morgans enclosed a passageway, used for laundry and storage, from the house to the old garage, although the garage has since been replaced. The grounds were improved with several ponds, a spring-fed pool, and landscaping. The remnants of these are still visible.

The interior of the original house is still quite elegant. The entrance room is large with a fireplace and unusual tin paneling which is also found in the dining room. Above this fireplace and in several other rooms are evidences of paintings by Mr. Morgan who was a trained artist. The ceilings of the old rooms are beamed, the original door molding is intact, and there is a lovely wooden arch above the door leading from the living room to the entrance room. The doorways between these rooms are very wide and show evidence of having had French doors. The original rooms have narrow oak floor boards. Upstairs the Morgans originally had the front two bedrooms arranged as a suite, but since the 1930's the second floor has been rented as a separate apartment with two bedrooms, living room, and the fourth room divided between kitchen and bath. The cellar is dug under the rear half of the house only.

CONTINUE ON SEPARATE SHEET IF NECESSARY

(continued on Attachment Sheet A)

tachment Sheet A

Carson House - 9834 Capitol View Avenue

M: 31/7
Capitol View H.D.
Magi #

The gracious simplicity of the original well-balanced, two story, square house, with its white German siding is still apparent despite the later additions. There is a small porch across the front with two rather imposing columns which were probably additions of the Morgans.

FOOTNOTE:

A Equity suit #4153 (quote from Montgomery Press, 10/26/1923), Judgement Records.

M:31-7

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY)	
		__INVENTION		Local History	

SPECIFIC DATES c. 1870 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

It is probable that this house is the oldest house in the present subdivision of Capitol View Park, a neighborhood along the B & O railroad between Kensington and Forest Glen in Montgomery County which was originally planned for development according to a plat map drawn up for Mary Harr in 1887.[1] The house was probably built around 1870 by Thomas J. Brown, a farmer who acquired 276½ acres from his father, Robert Brown, on January 13, 1864.[2] Thomas Brown was married to Carolyn Bibb on October 10, 1866, which would have been an appropriate time for him to build a home. The residence of Thomas Brown appears on the Hopkins map of 1878 in the approximate location of this dwelling. As it was not along a main road but located on the farm with accessibility only by lane it is probable that the map location was somewhat inexact.

An equity suit[3] brought against Brown in 1876 resulted in the sale of his land on August 22, 1877 to William Adams[4] for a total of $6,026.25 for the entire 276½ acres. The handbill for the sale described the house only as a "frame dwelling house". The entire 123½ acres north of the railroad tracks was sold to Mary Harr in 1882.[5] The assessment for improvements on this property at this time was $100, both for Adams on the entire 256½ acres in 1878 and for Harr in 1882.[6] It would appear that the Brown dwelling was rather modest.

In 1887 a subdivision plat, calling the area Capitol View Park, was drawn up for Mary Harr and included all of her 123½ acres.[7] That map shows only two buildings on the entire property, one which the Harrs built when they moved in 1882 and the other in the exact location of this house. It seems reasonable to assume that the building not attributed to the Harrs was in fact the one which came with the property, Thomas Brown's house. The house and land seem to remain submerged in the holdings of J.M. and A.M. Proctor, who took over the unsold 110 acres of Capitol View Park as sales agents in 1892,[8] until 1914 at which time the 1.3 acres on which the house stands were surveyed separately for Robert Murphy.[9] The property changed hands several times, twice as a result of defaults, until it was bought by Helice Tracy in 1928,[10] in whose family it remained until 1971.

FOOTNOTES:

1 Land Records of Montgomery County, Plat Book A, plat 9.
2 Ibid., EBP 1/375.
3 Montgomery County Judgment Records, EBP 8/1.
4 Land Records of Montgomery County, EBP 17/428.
5 Ibid., EBP 26/23.
6 Montgomery County Assessment Records.
7 Land Records, Plat Book A, plat. 9
8 Ibid., JA 31/292.
9 Ibid., 240/320.
10 Ibid., 454/232.

M:31-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Land, Judgment, Plat Assessment, and Marriage Records
Hopkins Atlas, 1879.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 1.5 acres

VERBAL BOUNDARY DESCRIPTION

Block 31, lot 30, part of lots 5-11

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Roberta W. Hahn — Candy Reed - Architectural Description

ORGANIZATION — DATE

Sugarloaf Regional Trails — February 1979

STREET & NUMBER — TELEPHONE

Box 87 — 926-4510

CITY OR TOWN — STATE

Dickerson — Maryland

The Maryland Historic Sites Inventory 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: [redacted]
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

1 M:31-7

0 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBORLINI

6 MD SHPO

7 16815 CAPITOL VIEW AVE., VIEW N

8. 1 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. 6933 CAPITOL VIEW AVE., VIEWS N
8. 2 OF 54

1 M: 31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DNR

6 MD SHPO

7 10230 CAPITOL VIEW AVE

8 3 OF 54

1 M: 31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 10/04

6 MDSHPO

7 VIEW EAST ON CAPITOL VIEW AVENUE FROM MEREDITH AVENUE, VIEW E

8 4 OF 54

1. M:31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. 1916
6. MD SHPO
7. Houses on Pine St + Meredith Ave, View NW
8. 5 of 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. LEE AVENUE - HOUSE & VACANT LOTS, VIEW E
8. 6 OF 54

1 M-31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5. DLGG
6 MD SHPO
7. PINE ST and MEREDITH AVE (SOUTH SIDE OF INTERSECTION) VIEW S
8. 7 OF 54

1 M:31-7
2 Capitol View Park
3 Montgomery County, MD
4 The Tamburrino
5. 10 Feb
6. MD SHPO
7. 2108 La St, View SE
8. 8 of 54

1. M:31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. 12/99
6. MD SHPO
7. 2100 Block of LEE ST, VELOSO
8. 9 of 54

926

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. 3113 LEE ST. VIEW NW
8. 10 OF 54

1. M: 31-7

2. CAPITOL VIEW PARK

3. MONTGOMERY COUNTY MD

4. TIM TAMBURRINO

5. 12/99

6. MD STHPO

7. MODERN INFILL CONSTRUCTION - 10100 BLOCK OF MEADOWLOCK CT, VIEW E

8. 11 OF 54

1. M:31-7
2. Capitol View Park
3. Montgomery County MD
4. Tim Tamburrino
5. 2015
6. MD SHPO
7. Modern Infill Construction, 10100 Block of McMahon Ct, View E
8. 12 of 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBORLIN
5. 12/94
6. MD SHPO
7. COURT AT END OF MEREDITH AVENUE, VIEW S
8. 13 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY MD

4 TIM TAIT SURVEYING

5 12.199

6 MD SHPO

7 WEST SIDE - MEREDITH AVE, VIEW NW

8 14 OF 54

9 30

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. EAST SIDE OF MERRITH AVENUE
8. 15 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. 12/95
6. MD SHPO
7. 10800 BLOCK of CAPITOL VIEW AVENUE (NORTH SIDE) VIEW NE
8. 16 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. 10300 BLOCK of CAPITOL VIEW AVENUE (NORTH SIDE), VIEW NE
8. 17 OF 54

1. M-21-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. 12/95
6. MD SHPO
7. 10200 Block of Capitol View Avenue (South Side), Capitol View
8. 18 of 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 10/99
6. MD STPO
7. CAPITOL VIEW AVE at VIRGINIA AVE, VIEW SW
8. 19 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3 MONTGOMERY COUNTY MD
4. TIM TAMBORRINO
5. 10199
6. MD SHPO
7. CAPITOL VIEW AVENUE AT VIRGINIA AVE, VIEW NW
8 20 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY MD

4. TIM TAMBURRINO

5 12/99

6 MD SHPO

7. CAPITOL VIEW AVE at DAY AVE, VIEW N

8. 21 OF 54

1. M:31-7
2. Capitol View Park
3. Montgomery County MD
4. Tim Tamburrino
5. 12/99
6. MD SHPO
7. Capitol View Ave. at Stoneybrook Dr., View S
8. 22 of 54

1. M: 31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY MD
4. TIM TALBOURDET
5. DECEMBER 1994
6. MDSHPO
7. PRATT PLACE DEVELOPMENT, VIEW SOUTH (OUTSIDE OF HISTORIC DISTRICT)
8. 23 OF 54

NO
OUTLET

1. M-31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. December 1989
6. MD 5480
7. Day Avenue Development, View North (outside of Historic District)
8. 24 of 54

1. M:31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. December 1981
6. MD SHPO
7. Menlo Avenue - East side (in District), View Southeast
8. 25 of 54

10.4

1. M: 31-7
2. Capitol View Park
3. Montgomery County Md
4. Tim Tamburrino
5. December 1965
6. MD SHPO
7. Menlo Avenue Avenue - East side, View [illegible]st
8. 26 of 54

1 M:31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY MD
4 TIM TAMBURRINO
5 DECEMBER 1994
6 MD SHPO
7 MELVIN AVENUE - WEST SIDE, VIEW SOUTHWEST
8 27 OF 54

10.6

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 2014

6 MD SHPO

7 MEMO AND NOTE - EAST SIDE, VIEW NORTHEAST

8 28 OF 54

1. M:31-7
2 CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5. DECEMBER 1979
6. MD SHPO
7. LOMA AVENUE. SOUTH SIDE - VIEW SOUTHEAST
8 29 OF 54

10.5

1 M:31-7

2 Capitol View Park

3 Montgomery County, MD

4 The Tambourine

5 December 1949

6 MD SHPO

7 Grant Avenue - East Side, View Northeast

8 30 of 54

1 M:31-7
2 Capitol View Park
3 Montgomery County MD
4 Tim Tamburrino
5 December 1999
6 MD SHPO
7 Grant Avenue East Side, View Northeast
8 31 of 54

10 x 10

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 2006

6 MHT STAFF

7 GRAY AVENUE, WEST SIDE, VIEW NORTHWEST (OUTSIDE OF HISTORIC DISTRICT)

8 32 OF 54

1 M:31-7

2 Capitol View Park

3 Montgomery County, MD

4 Tim Tamburrino

5 December 1987

6 MD SHPO

7 South Side of Baltimore Avenue, View Southeast

8 33 of 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 16000 BLOCK OF MELWOOD AVENUE - WEST SIDE

8 34 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 2019

6 MD SHPO

7 10000 BLOCK OF WENCH AVENUE, EAST SIDE,
VIEW SOUTHEAST

8 35 OF 54

1. M:31-7
2. Capitol View Park
3. Montgomery County MD
4. Tim Tamburrino
5. December 1999
6. MD SHPO
7. 10000 Block of Menlo Avenue, East Side,
View Northeast
8. 36 of 54

1 M:31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5 DECEMBER 1999
6 MD SHPO
7 SOUTHEAST CORNER OF LEAF AVENUE AND WELLS AVENUE, VIEW SOUTHEAST
8 37 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY MD

4. TIM TAMBURRINO

5. DECEMBER 1988

6. MD SHPO

7 NORTHEAST CORNER OF LEAFY AVENUE AND MENLO AVENUE - VIEW NORTHEAST (OUTSIDE OF HISTORIC DISTRICT)

8. 38 OF 54

1. M:31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. December 1995
6. MD SHPO
7. Capitol View Avenue - View Northwest from Leaf Avenue
8. 39 of 54

10.16

1. MD 31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINI
5. DECEMBER 1999
6. MD SHPO
7. 4425-4490 CAPITOL VIEW PARK VIEW NORTHEAST
8. 40 OF 54

1 M:31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY MD
4 TIM TAMBURRINO
5 DECEMBER 1999
6 MD SHPO
7 9921 CAPITOL VIEW ROAD
8 41 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 9900 BLOCK OF CAPITOL VIEW ROAD (NORTH SIDE), VIEW NORTHEAST
8. 42 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 GAGE BLOCK OF CAPITOL VIEW ROAD (NORTH SIDE), VIEW NORTHEAST

8. 43 OF 54

11/8

1 M:31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY, MD
4 TW TAMBURRINO
5 DECEMBER 1999
6 MD SHPO
7 9900 BLOCK OF CAPITOL VIEW ROAD (SOUTH SIDE), VIEW SOUTHWEST
8 44 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINE
5. DECEMBER 1983
6. MD SHPO
7. 2801 BEECHBANK ROAD, VIEW NORTH
8. 45 OF 54

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. WEST SIDE OF BLACKBALL ROAD, VIEW WEST
8. 46 OF 54

10.23

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1979
6. MD SHPO
7. 9829 CAPITOL VIEW AVENUE, VIEW NORTHEAST
8. 47 OF 54

SPEED
LIMIT
25

1. M:31-7
2. Capitol View Park
3. Montgomery County, MD
4. Tim Tamburrino
5. December 1996
6. MD SHPO
7. Capitol View Avenue - View Southeast from Leafy Avenue
8. 48 of 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 2800 BLOCK OF BEECHBANK ROAD VIEW SOUTHWEST

8 49 OF 54

C:24

1. M:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1979
6. MD SHPO
7. 9808 BLACHEVILLE ROAD, VIEW SOUTH
8. 50 OF 54

1 M:31-7

2 Capitol View Park

3 Montgomery County, MD

4 Tim Tamburrino

5 December 1999

6 MD SHPO

7. 9800 Capitol View Road View Southeast

8 51 of 54

10 20

1 M: 31-7
2 CAPITOL VIEW PARK
3 MONTGOMERY COUNTY MD
4 TIM TAMBURRINO
5 DECEMBER 1999
6 MD SHPO
7 9811 CAPITOL VIEW ROAD VIEW NORTHEAST
8 52 OF 54

1. MI:31-7
2. CAPITOL VIEW PARK
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 9800 BLOCK OF CAPITOL VIEW ROAD (HOUSE AND SITES OF FIVE ADDITIONAL HOUSES), VIEW SOUTH
8. 53 OF 54

1 M:31-7

2 CAPITOL VIEW PARK

3 MONTGOMERY COUNTY MD

4 TIM TAMBURRINO

5 DECEMBER 1979

6 MD SHPO

7 Glen Castle Apartments & GENERAL STORE AT FOREST GLEN VIEWS NORTH

8 54 OF 54

NAME (CAPITOL VIEW HIST. DIST.

LOCATION CORNER OF PINE + LEE, KENSINGTON, MD. M: #31-7

FACADE S

PHOTO TAKEN 6/3/75
M. DWYER

NAME (CAPITOL VIEW HIST. DIST.)

M: #31-7

LOCATION 10245 METROPOLITAN AVE., KENSINGTON, MD.

FACADE S

PHOTO TAKEN 6/3/75

M. BUSSER

Form No 10-306 (Rev 10-74)

AL-I-B-086 5

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
F-2-11
RECEIVED
WA-VI-048
DATE ENTERED
M-12-46

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Chesapeake and Ohio Canal

AND/OR COMMON
Chesapeake and Ohio Canal National Historical Park

2 LOCATION

STREET & NUMBER
The District of Columbia and Maryland bank of the Potomac River from Georgetown, D.C., to Cumberland, Maryland

__NOT FOR PUBLICATION

CITY, TOWN
__ VICINITY OF

CONGRESSIONAL DISTRICT
D.C.; 6th and 8th of Maryland

STATE
DC (11), MD (24)

CODE

COUNTY
D.C. (001), Montgomery (031), Frederick (021), Washington (043) Allegany (001)

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	X PARK
__STRUCTURE	X BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	X IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 AGENCY

REGIONAL HEADQUARTERS *(If applicable)*
National Park Service, National Capital Region

STREET & NUMBER
1100 Ohio Drive, S.W.

CITY, TOWN
Washington
__ VICINITY OF

STATE
D.C. 20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Land records in courthouses of above jurisdictions. C&O Canal Company records in Record Group 79, National Archives.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Historic American Buildings Survey*
Historic American Engineering Record*
NPS List of Classified Structures**
Prentice-Hahn Survey**

DATE
__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Library of Congress*
National Capital Region Headquarters**

CITY, TOWN
Washington

STATE
D.C.

4L-I-B-086

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	X_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	X RUINS	X ALTERED	_MOVED DATE_____
X FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This documentation of the historic resources of the Chesapeake and Ohio Canal National Historical Park is limited to the canal proper (including prism, locks, lockhouses, aqueducts, culverts, dams, weirs) and other visible historic features in the park contemporary with the period of the canal's operation. Because a comprehensive survey of prehistoric and historic archeological resources in the park has not yet been undertaken, such resources will be the subject of an addendum or separate nomination at a later date.

Built between 1828 and 1850, the canal ran 184.5 miles from Georgetown, D.C., to Cumberland, Maryland. During its active operation until 1924 it suffered periodic damage from floods, war, and other causes which, together with normal deterioration, required the repair and replacement of many structural components. Such periodic damage has continued to the present (the 1972 "Agnes" flood being the most notable recent contributor). Since the canal company property was acquired by the Federal Government in 1938, the National Park Service has repaired or rebuilt the towpath in many places to maintain its continuity for recreational purposes. The Service has also restored or stabilized many of the badly deteriorating locks, culverts, and other structures. The canal today thus reflects considerable reworking during and since its historic period (1828-1924) while retaining its essential element of continuity from Georgetown to Cumberland.

Accompanying sheets numbered 1 to 163 and photographs provide a detailed description of the historic and present appearance of the canal and related and contemporary historic structures and sites. Known park properties not covered in this documentation are not considered historic and do not contribute to the significance of the park for National Register purposes. It is possible that additional features of contributing value may be disclosed in future park investigations, at which times they may be documented in addenda to this submission.

All historic objects and documents original to or historically associated with the property described herein and in National Park Service ownership and control are also defined as components of this property for the National Register. Included are artifacts and specimens associated directly with the canal and associated structures, with other historic structures in the park, and with people and events connected with the history of the canal from 1828 to 1924. Such objects are listed and described in the park's museum catalog, maintained at the park headquarters at Sharpsburg, Maryland.

8 SIGNIFICANCE

AL-I-B-086

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	X CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	X ARCHITECTURE	_EDUCATION	X MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	X ENGINEERING	_MUSIC	_THEATER
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION
X 1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES 1828-1924 BUILDER/ARCHITECT Benjamin Wright et al.

STATEMENT OF SIGNIFICANCE

The Chesapeake and Ohio Canal, today largely unwatered and overgrown and with most of its structural features in varying states of deterioration, is yet one of the most intact and impressive survivals of the American canal-building era. While recognizable segments of other early-19th-century canals exist and while a few other canals of the period have been rebuilt for modern shipping, the C&O Canal is unique in that it remains virtually unbroken and without substantial modification affecting its original character for its entire length of some 185 miles. Such physical changes as have occurred since the canal ceased operation in 1924 have been largely dictated by nature: a softening of prism contours, extensive vegetative overgrowth, widespread decay and collapse of wood and stone structures. Beyond the restored and rewatered 22-mile portion from Georgetown to Violet's Lock, much of the canal now has the character of a ruin. Yet the fact that the entire towpath to Cumberland may still be traveled and the survival--in whole or part--of most of the principal canal structures afford the many hikers and bicyclists who follow the route a fine opportunity to appreciate the magnitude of this historic engineering achievement.

History

The Chesapeake and Ohio Canal Company was chartered in 1825 to construct a shipping canal connecting tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania, thereby providing an economical trade route between the eastern seaboard and the trans-Allegheny West. The company acquired the rights of the Potomac Company, formed by George Washington and associates after the Revolution to improve navigation on the Potomac. That venture had attempted to achieve its objective by deepening the channel and cutting skirting canals around impassable rapids, but the flow of the river proved too erratic to make these measures successful. This experience led the C&O Canal promoters to adopt plans for a separate canal paralleling the river.

The company began operations in 1828 with a subscribed capital of about $3.6 million. Among the stockholders were the Federal Government, the states of Maryland and Virginia, and the cities of Washington, Georgetown, and Alexandria, D.C. Estimates of the total cost of the eastern section of the canal from Georgetown to Cumberland, Maryland, ranged from $4.5 to $8 million. As engineers the board of directors selected men with experience on northern and foreign canals. Chief Engineer Benjamin Wright of New York had been actively involved with the Erie Canal and was then chief engineer on the Chesapeake and Delaware Canal. Other members of the board of engineers included John Martineau, a close associate of Wright, and Nathan S. Roberts,

(continued)

another noted New York engineer. Charles B. Fisk of Connecticut served as chief engineer from 1835 to 1852.

President John Quincy Adams turned the first spadeful of earth in ceremonies at Little Falls, Maryland, on July 4, 1828. On the same day, construction of the Baltimore and Ohio Railroad westward from Baltimore was begun--a move that would have significant implications for the ultimate fate of the canal and the canal era generally.

From the start, numerous difficulties retarded the progress of canal construction. An acute labor shortage forced the company to campaign for workers from other states and abroad. Numerous disputes arose with landowners who resisted efforts to purchase the right-of-way. A protracted legal controversy with the B&O Railroad involving the right-of-way between Point of Rocks and Harpers Ferry impeded construction of both the canal and the railroad there until 1832. Increased costs of labor, materials, and land during the inflationary period of the late 1820s and 1830s caused construction expenses to rise sharply and far exceed the original estimates. The State of Maryland came to the rescue of the financially troubled company in the mid-1830s by purchasing over $5 million more in stock, thus becoming the majority stockholder. But difficulties continued, augmented by labor unrest among the predominantly Irish workers and the financial Panic of 1837. Between 1842 and 1847 construction was at a standstill. The canal was finally completed to Cumberland in 1850, bringing the total cost of the project to over $11 million. The original plans to extend the waterway over the Alleghenies had long before been abandone

Boats began to appear on the canal soon after the first short section between Little Falls and Seneca was completed in 1831. As water was admitted to the upper divisions reaching out into western Maryland, trade on the waterway increased as cargos of flour, grain, building stone, and whiskey began to move down to Georgetown. Not until the canal reached Cumberland, however, did the tonnage transported reach an appreciable figure. Large quantities of coal from the rich mines of the Georges Creek region west of Cumberland then began to be transported to the tidewater. During the years following the Civil War the coal trade increased rapidly until in 1871, the peak year, some 850,000 tons were carried down the canal. In some years of this period the canal company made a considerable operating profit, which was quickly applied to improving the waterway and to the payment of back interest on the tremendous debt. During these few profitable years more than 500 boats were in frequent operation on the canal.

In the late 1870s the canal trade began to decline as many of the Allegheny coal operators began to ship over the B&O Railroad, the canal's greatest competitor. This development, together with the effects of the nationwide economic depression in the mid-1870s and major floods in 1877 and 1886, again put a severe strain on canal company finances. In 1889 an enormous flood forced the canal company into receivership, and the B&O

Railroad emerged as the majority owner of the company's bonds. In 1924, by which time the railroad had captured almost all of the carrying trade of the canal in addition to its ownership, another damaging flood struck. This time the repairs necessary to resume operation were not made, and the active era of the canal came to an end.

In 1938 the railroad, hurt by the Depression, sold the entire canal to the U.S. Government for approximately $2 million, which was applied to the railroad's debt to the Reconstruction Finance Corporation. The canal was placed under the National Park Service, and some restoration was carried out under Depression work relief programs. In 1961 President Eisenhower proclaimed it a national monument. An act of Congress in 1971 authorized the acquisition of additional land/establishment of the Chesapeake and Ohio Canal National Historical Park.

The principal areas of the canal's historical significance may be summarized as follows:

Architecture and Engineering. The canal survives as an excellent illustration of 19th-century canal-building technology. The magnitude of the engineering achievement is exemplified by the 184.5-mile length of the canal, its 74 lift locks to accommodate a rise of 605 feet, the 11 stone aqueducts spanning major Potomac tributaries, 7 dams supplying water to the canal, hundreds of culverts carrying roads and streams beneath the canal, and a 3,117-foot tunnel carrying the canal through a large shale rock formation. Many of the canal structures, notably the aqueducts, the tunnel portals, the culvert face walls, and the early lockhouses, were also architecturally treated with such aesthetic features as pilasters, belt courses, and variations in stone texture added for visual enhancement.

Commerce and Transportation. The canal served as the major commercial artery in the Potomac Valley above tidewater during the mid-19th century. Along it were conveyed significant quantities of the food, fuel, and building materials required by the growin National Capital. The canal influenced the creation and expansion of numerous businesses along it, many of which tapped the canal water as a power source as well as using the waterway for shipping.

Conservation. Although the builders of the canal could hardly have forseen it, their creation has led today to the preservation of a large portion of the Maryland bank of the Potomac in a relatively unspoiled state. Natural growth reclaimed much of the canal property after 1924, and the transfer of this land to the National Park Service in 1938 resulted in its conscious preservation for its historical, natural, and recreational values. The canal company land now serves as the nucleus of a still-expanding park enlarged by the acquisition of much additional land on both sides of the original right-of-way.

Non-Canal Historic Resources

The Chesapeake and Ohio Canal National Historical Park includes a number of historic features that are not primarily canal-related. These have been treated along with the resources of the canal proper in the descriptive and photographic documentation accompanying Section 7. Virtually all of them are significant today as elements of the canal's historic scene, i.e., the cultural environment existing during the period of the canal's operation. In addition, some of them possess historic architectural, engineering, military, or commercial significance. Those features whose significance transcends their contribution to the canal's historic scene are covered below.

Fort Duncan and Associated Earthworks (mile 62.5). Fort Duncan and its associated batteries are significant as well preserved remnants of the Union defenses of Harpers Ferry during the Civil War.

The Union forces occupying Harpers Ferry in 1862 failed to erect more than elementary defenses, an omission contributing to the successful Confederate siege and assault leading to the surrender of 12,693 Federal soldiers on September 15, 1862. The Union Army of the Potomac soon reoccupied the town and the commanding heights across the Potomac and Shenandoah Rivers, and the Union high command decided to fortify the position to avoid repetition of the costly experience. Between October 1, 1862, and June 1863 Maryland Heights and Loudoun Heights were converted to fortresses of great strength.

The present documentation covers only those defensive works within the present Chesapeake and Ohio Canal National Historical Park. Others exist within the boundaries of Harpers Ferry National Historical Park and on private land.

Ferry Hill Plantation House (mile 72.82). This property is significant for its association with the early ferry across the Potomac River and as the boyhood home of Henry Kyd Douglas, a Confederate officer on Stonewall Jackson's staff.

The house was begun in 1812 by Henry Thomas Swearingen, of the family of Thomas Van Swearingen who began operation of the Potomac ferry to Shepherdstown in 1765. In 1816 the property was sold to John Blackford, who operated the ferry and the plantation until his death in 1839. His son Henry sold the property to Robert Douglas in 1848. Henry Kyd Douglas, son of Robert, spent his boyhood at Ferry Hill. In 1862 Federal troops occupied the house after the battle of Antietam and confined Robert because of his Confederate sympathies. During that battle the house had served as a small hospital for several Confederate officers, including the son of Robert E. Lee. The house was used by Confederate Major General Edward Johnson on his route to Pennsylvania

in 1863.

The architectural significance of the house has been impaired by extensive alterations and modifications.

Burnside House (mile 89.21). The house is architecturally significant as a good surviving example of a mid-18th century house of unusual configuration. The property included a distillery in the 18th century, and it is likely that the three adjoining but unconnected portions of the structure housed distillery employees. An unconfirmed story that Lord Fairfax sent young George Washington here to purchase whiskey warrants further investigation.

Bollman Bridge, Williamsport (mile 99.65). Built in 1879, the Bollman Bridge at West Salisbury Street is a significant engineering resource because of its association with Wendell Bollman, one of the pioneers who ushered in the modern era of structural engineering by introducing iron as a primary structural material. As the first civil engineer to evolve a system of bridging in iron to be consistently used on an American railroad (the Baltimore and Ohio), Bollman made a significant contribution to the history of civil engineering.

Although Bollman used the iron Pratt bridging design in erecting the bridge at Williamsport rather than the iron truss system he had patented in 1852, the structure is significant as one of his few surviving works and as his only bridge over the canal.

Cushwa Warehouse, Williamsport (mile 99.72). The Cushwa Warehouse, dating from the early 19th century, is a significant historic commercial resource because of the role it played in trade on the canal and in the economic development of Williamsport. Operated by the principal firm wholesaling and retailing coal, flour, iron, cement, and plaster in Williamsport for more than a century, the warehouse business had an important impact on the regional development of commerce and transportation arteries in the Williamsport-Hagerstown vicinity and surrounding Washington County.

Williamsport Power House (mile 99.75). The Williamsport Power House was built by the Hagerstown Railway Company in 1896 as the first power source for the new electric trolley line running from Williamsport to Hagerstown. It survives to represent the beginnings of a transportation era in Washington County lasting until 1954. Electricity generated here was also sold for lighting and other purposes, so that this first power house in the county also represents the beginnings of the electric utilities industry in the area.

With the rapid extension of the trolley lines, the Williamsport Power House soon became inadequate and was replaced around 1900 by a new facility in Hagerstown. In 1911 the abandoned structure was conveyed back to the Cushwa family, the original owner of the property, and was used thereafter for the storage of coal, sand, and other materials. The National Park Service acquired the property in 1974.

Adaptive Use of Buildings

The primary significance of virtually all buildings included in this documentation lies in their exterior appearance and their contribution to the historic scene. Continued or adaptive use of habitable or otherwise functional buildings has occurred without detriment to their primary values and is encouraged as a means to their preservation.

AL-I-B-086

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See accompanying continuation sheet. A comprehensive bibliography is on file in the office of Professional Services, National Capital Region.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 20,239

UTM REFERENCES See continuation sheets.

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			

VERBAL BOUNDARY DESCRIPTION

The National Register boundary is that authorized for the Chesapeake and Ohio Canal National Historical Park by Public Law 91-664, which makes reference to five boundary map sheets numbered CHOH 91,000. Copies of the sheets accompany this documentation. The boundary has been carefully reproduced in larger scale on the accompanying U.S.G.S. quadrangles. The riverbank generally constitutes the southern edge of the park; the inland edge varies widely in distance from the canal prism.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
District of Columbia (11); Maryland (24)		counties of Montgomery (031), Frederick (021),	
STATE	CODE	COUNTY	CODE
Washington (043), Alleganv (001).			

11 FORM PREPARED BY

NAME / TITLE

Philip S. Romigh, Architect, 12/76; Barry Mackintosh, Historian, 3/79

ORGANIZATION — DATE

National Capital Region, National Park Service — (202) 426-6660

STREET & NUMBER — TELEPHONE

1100 Ohio Drive, S.W.

CITY OR TOWN — STATE

Washington — D.C.

12 CERTIFICATION OF NOMINATION (Park automatically listed in National Register upon authorization by Congress.)

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is __X__ National ____ State ____ Local

FEDERAL REPRESENTATIVE SIGNATURE

TITLE — DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST — DATE

KEEPER OF THE NATIONAL REGISTER

Form No. 10-300a
(Rev. 10-74)

AL-I-B-086

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET ITEM NUMBER 9 PAGE 1

Major Bibliographical References

*Bearss, Edwin C. "The Bridges." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.

*_____. "The Composite Locks." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.

Hahn, Thomas F. Towpath Guide to the Chesapeake & Ohio Canal. 4 vols. York, Pa.: American Canal and Transportation Center, 1971-74.

Miele, John R. "The Chesapeake & Ohio Canal: A Physical History." Master's Thesis, University of Delaware, September 1968.

*Prentice, Joseph R., and Thomas F. Hahn. "Architectural Data Study of C&O Canal Based on Physical Evidence in View at Time of Inspection." Typescript with photographs, July 1974.

Sanderlin, Walter S. The Great National Project: A History of the Chesapeake & Ohio Canal. Baltimore: Johns Hopkins Press, 1946.

*Unrau, Harlan D. "Chesapeake & Ohio Canal National Historical Park Historic Resource Study." Manuscript, 1975-77.

*_____. "The Culverts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1976.

*_____. "The Lockhouses," Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1975.

*_____. "The Single-Span Aqueducts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1974.

Stoner, Paula. Historic Site Survey, Washington County, Md. Files in Washington County Planning Department, Hagerstown, Md.

*Unpublished National Park Service research studies available in the office of Professional Services, National Capital Region.

AL-I-B-086

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET ITEM NUMBER 10 PAGE 1

UTM References

UTM references are keyed by numbers in parentheses. The numbered points run from Georgetown to Cumberland along the river side of the park and return along the inland side.

Point No.	UTM Reference	Quadrangle
(1)	18/321650/4307935	Washington West
(2)	18/321610/4307370	"
(3)	18/318190/4308380	"
(4)	18/314080/4314370	Falls Church
(5)	18/304880/4316660	"
(6)	18/305380/4322660	Rockville
(7)	18/297940/4326460	Seneca
(8)	18/289520/4326910	Sterling
(9)	18/281650/4334090	Waterford
(10)	18/282540/4338070	"
(11)	18/288100/4344370	Poolsville
(12)	18/285520/4347380	"
(13)	18/281050/4349180	Pt. of Rocks
(14)	18/278820/4352680	"
(15)	18/272520/4354350	Harpers Ferry
(16)	18/269430/4355830	"
(17)	18/265030/4335940	"
(18)	18/262100/4357840	"
(19)	18/263760/4360520	"
(20)	18/263020/4362700	Sheperdstown
(21)	18/264600/4363210	Keedysville
(22)	18/262900/4367760	Sheperdstown
(23)	18/258940/4368600	"
(24)	18/259540/4373910	"
(25)	18/261950/4374760	"
(26)	18/255000/4375420	"
(27)	18/256030/4377980	Williamsport
(28)	18/253900/4377600	"
(29)	18/251590/4382870	Hedgesville
(30)	18/256420/4383190	Williamsport
(31)	18/256720/4387560	"
(32)	18/252280/4388680	Hedgesville
(33)	18/252850/4386740	"
(34)	18/247840/4388250	Hedgesville
(35)	18/247520/4385530	"
(36)	17/756880/4387730	Big Pool
(37)	17/751520/4394400	Cherry Run
(38)	17/747710/4396430	"
(39)	17/742000/4397700	Hancock
(40)	17/734820/4390060	Bellegrove
(41)	17/734830/4388910	"
(42)	17/733140/4389040	"
(43)	17/727980/4390900	"
(44)	17/725190/4387250	Paw Paw
(45)	17/721060/4389100	"
(46)	17/724430/4383680	"
(47)	17/718360/4384900	"
(48)	17/721970/4380600	"
(49)	17/717480/4376920	"
(50)	17/709220/4377160	Oldtown
(51)	17/704380/4379030	"
(52)	17/700850/4378510	Patterson Creek
(53)	17/694510/4382220	"
(54)	17/691540/4385190	Cresaptown
(55)	17/694600/4387320	Patterson Creek
(56)	17/690540/4388150	Cresaptown
(57)	17/691840/4391050	Cumberland
(58)	17/692000/4390670	"
(59)	17/691140/4388170	Cresaptown
(60)	17/693040/4388730	Cumberland
(61)	17/696040/4387830	Patterson Creek
(62)	17/692370/4384530	Cresaptown
(63)	17/694740/4384400	Patterson Creek
(64)	17/695040/4382830	"
(65)	17/700620/4379240	"
(66)	17/703990/4379840	"

Point No.	UTM Reference	Quadrangle
(67)	17/711540/4378040	Oldtown
(68)	17/717180/4377460	Paw Paw
(69)	17/718000/4385960	"
(70)	17/723140/4384700	"
(71)	17/719480/4387460	"
(72)	17/720410/4389540	"
(73)	17/722980/4388680	"
(74)	17/727780/4391780	Bellegrove
(75)	17/734120/4389120	"
(76)	17/737100/4395080	Hancock
(77)	17/741600/4398050	"
(78)	17/748000/4396720	Cherry Run
(79)	17/751980/4394400	"
(80)	18/243300/4388030	Hedgesville
(81)	18/246840/4389720	"
(82)	18/251730/4389270	"
(83)	18/257910/4387740	Williamsport
(84)	18/257120/4383010	"
(85)	18/252560/4381910	Hedgesville
(86)	18/257570/4379430	Williamsport
(87)	18/257490/4375990	"
(88)	I8/262820/4376130	Williamsport
(89)	18/260820/4368580	Shepherdstown
(90)	18/264070/4367750	Keedysville
(91)	18/264900/4363550	"
(92)	18/264460/4356900	Harpers Ferry
(93)	18/269580/4356590	"
(94)	18/279260/4354090	Pt. of Rocks
(95)	18/281280/4350250	"
(96)	18/289440/4345180	Poolesville
(97)	18/285300/4337680	"
(98)	18/282890/4338140	Waterford
(99)	18/282730/4333540	"
(100)	18/286160/4332790	Sterling
(101)	18/287640/4328940	"
(102)	18/293240/4327000	"
(103)	18/297160/4328120	Seneca
(104)	18/300590/4326820	"
(105)	18/306770/4322160	Rockville
(106)	18/305680/4317630	Falls Church
(107)	18/314740/4315290	"
(108)	18/318960/4308380	Washington West

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Forest Glen Historic District Inventory Number: M:31-8

Address: Forest Glen Road, Rosensteel Avenue, Holman Avenue, Hollow Glen Place

Owner: Multiple Owners

Tax Parcel Number: See Attached Tax Map Tax Map Number: HP562 and JP122

Project: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Agency: State Highway Administration

Site visit by: _____ Staff: ☐ No ☐ Yes Name: _____ Date: _____

Eligibility recommended: X Eligibility not recommended: _____

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Is property located within a historic district? ☐No ☐Yes Name of District: _____

Is district listed? ☐No ☐Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Study Historic Resources Survey and Determination of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*:

The Forest Glen Historic District was previously surveyed by the M-NCPPC in 1975 and by the Montgomery County Historic Preservation Commission in 1984. The district was listed on the Montgomery County Master Plan for Historic Preservation in 1985. The historic district remains relatively unchanged in materials and character since the last survey. One significant change is the construction of five houses within the historic district on previously vacant parcels along Hollow Glen Road, between the Shepard and Emma Everett House (M:31-8-2) and Joseph R. Hertford House. These houses are 9803 Hollow Glen Road (Tax Parcel HP562-27), 9805 Hollow Glen Road (Tax Parcel HP562-26), 9807 Hollow Glen Road (HP562-23), 9809 Hollow Glen Road (Tax Parcel HP562-22) and 9811 Hollow Glen Road (Tax Parcel HP562-19). The new houses are relatively sympathetic to the character of the district, utilizing a neo-Victorian front-gable vernacular design. Another change is a large rear addition to the Shepard and Emma Everett House. The addition, being made to one of Montgomery County's best examples of the Stick-style, is particularly well executed. The addition uses compatible materials and scale, yet is visually distinct from the historic core of the house. The remaining structures within the Forest Glen Historic District retain their architectural and material integrity.

Prepared by: Tim Tamburrino, KCI Technologies, Inc., January 2000, Revised January 2001

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: X Eligibility not recommended:

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Comments: _____

Reviewer, Office of Preservation Services — Date: 3/30/2001

Reviewer, NR Programs — Date: 4/17/01

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Forest Glen Historic District Inventory Number: M:31-8

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

The Forest Glen Historic District is eligible for the National Register of Historic Places under Criteria A and C. The historic district is eligible under Criterion A as an excellent example of early suburban development facilitated by the opening of a rail line. Forest Glen is an early residential community that illustrates the history of suburban growth in Montgomery County which was largely dependent on the 1870s completion of the Metropolitan Branch of the Baltimore & Ohio Railroad. The district retains a fair number of structures constructed by the Forest Glen Improvement Company in the late nineteenth century as well as other late nineteenth and early twentieth century structures, including the Gothic Revival St John's Church. The Forest Glen Historic District is also eligible for the National Register of Historic Places under Criterion C, for its outstanding examples of Queen Anne, Stick-style and Gothic Revival architecture that retain an excellent degree of integrity. In addition, the setting of the historic district remains intact, despite the construction of several new houses along Hollow Glen Road.

Though the community is associated with John Carroll and the Carroll family, who established the first St. John's Chapel in the early eighteenth century in what would become Forest Glen, the significance of the community is based on nineteenth and twentieth century suburban themes. Therefore, the historic district does not meet Criterion B. Finally, investigations have not been conducted to determine whether the property has the potential to yield information important in history or pre-history, therefore, National Register Criterion D cannot be assessed at this time.

Boundaries for the Forest Glen Historic District were established in 1984 for the district's listing on the Montgomery County Master Plan for Historic Preservation. We are recommending a revised version of this boundary that eliminates the five modern residences on Hollow Glen Road. This non-contiguous boundary represents the community's period of significance between 1891 and the early twentieth century and includes both contributing and non-contributing resources. The following structures are contributing resources within the Forest Glen Historic District: St. John's Academy at 2404 Forest Glen Road; Agnes Caldwell House at 2420 Forest Glen Road; Thomas I. Murphy House at 2501 Avenue; John E. Semmes House at 2500 Holman Avenue; St. John's Catholic Church at 9700 Rosensteel Avenue; St. John's Rectory at 10000 Rosensteel Avenue; John Carroll Replica Chapel and St. John's Cemetery in the 10000 block of Rosensteel Avenue; John T. Knott House at 9805 Rosensteel Avenue (non-contiguous); 2418 Forest Glen Road and Joseph R. Hertford House at 9815 Hollow Glen Road (non-contiguous). One modern non-contributing resource is located within the Forest Glen Historic District (2400 Forest Glen Road).

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Forest Glen Historic District Inventory Number: M:31-8

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☐ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☐ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☐ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☐ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☐ Transportation

IV. Resource Type:

Category: District

Historic Environment: Suburban

Historic Function(s) and Use(s): Private Residence/Religious/Educational

Residential

Educational

Known Design Source: None

Survey No. M:31-8

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Forest Glen, Maryland

and/or common Forest Glen Historic District

2. Location

street & number Forest Glen Rd. at S., Rosensteel Ave. at E to Holman Ave. at N. including Hale Place to Glen Rd. west to the railroad tracks. ___ not for publication

city, town Forest Glen ___ vicinity of congressional district 13th

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	___ not applicable	X no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple Ownership

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse liber

street & number folio

city, town Rockville state MAryland

6. Representation in Existing Historical Surveys

title M-NCPPC Historic Sites Inventory

date 1976 ___ federal X state X county ___ local

depository for survey records M-NCPPC Park Historian's Office

city, town Rockville state Maryland

7. Description

Survey No. M:31-8

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Forest Glen, as laid out in the Forest Glen Investment Company's subdivision of Joseph's Park recorded on July 31, 1887, included twenty-six blocks ranging in size from three to sixty-four lots (the average being 22 lots). It was located northeast of the Forest Glen Station of the Metropolitan Branch of the B&O with the "Road from Turnpike to Station" (Forest Glen Road) as the northern border. The present Forest Glen Historic District, however, includes only a fraction of the originally proposed subdivision along with the commercial area located near the railroad tracks.

The boundries of the present district are Forest Glen Road to the north from the railroad tracks to the west to Rosensteel Avenue to the east to include St. John's church. The eastern boundry is Rosensteel Avenue heading north to Holman Avenue running to the west, including the buildings along Glen Hollow Road (formerly Hale Place) and then down Glen Road back to Forest Glen Road towards the railroad tracks to include the general store and castle-like building.

The community of Forest Glen is a picturesque, tree filled suburban community tucked away from the busy Silver Spring commercial area. It includes a number of Victorian era and early twentieth century buildings, residential and commercial, intermixed with late 1940's homes and apartment buildings. As said in a late nineteenth century promotional brochure,

> Lying to the north of Washington, scarcely beyond the limits of the District of Columbia, and bordering on the picturesque and romantic Rock Creek where it threads its tortuous course through the fertile meadows and wooded hills of Montgomery County is Forest Glen.... Its towering trees, rippling brooks, sunny slopes, and winding avenues, combine in forming a spot which for natural beauty is seldom rivaled.

Despite development, Forest Glen has retained much of its old character as described here.

8. Significance

Survey No. M:31-8

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates

Builder/Architect

Check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national, __state, __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Forest Glen is significant for its collection of Victorian era structures. Included are some fine examples of Victorian/ Queen Anne residences, the Gothic Revival architecture of St. John's Catholic Church in addition to the commercial architecture of a simple late nineteenth century general store and a complex constructed to resemble a castle.

Forest Glen is also significant as an early residential community illustrating the history of suburban growth in Montgomery County. It was among the first attempts made to lure Washingtonians out of the city and into the healthy country-like atmoshpere of a suburban community. Suburban development such as Forest Glen were largely a result of the growth of Washington, D.C. and the coming of the Mertopolitan Branch of the B&O Railroad which provided easy access to and from the city.

Forest Glen and other such early suburban communities-- located largely in the Silver Spring area due to its proximity to Washington, D.C.-- marked the beginnings of a movement towards the suburbanization of Montgomery County. Therefore, Forest Glen has value as part of the development of Montgomery County representing the county's social and ecnomic growth in the form of early suburban living.

In addition, Forest Glen also attracted people to it as a resort area and summer retreat. Featured was Ye Old Forest Inn providing picturesque country surroundings, pure spring waters and fine cooked meals.

9. Major Bibliographical References

Survey No. M:31-8

Montgomery County Land Records, Corporate Records, Equity & Register of Wills
"Up the Metropolitan Road," Washington Star, April, 1889.
"Forest Glen Park & the Forest Inn," Forest Glen Improvement Co.
Interview with Mr. Ric Nelson, 7/84

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ Quadrangle scale _____

UTM References do NOT complete UTM references

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Catherine Crawford

organization Mont. Co. Hist. Pres. Comm. date 7/84

street & number telephone

city or town Rockville state Maryland

The Maryland Historic Sites Inventory 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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

HISTORY & SUPPORT, FOREST GLEN:

Forest Glen was among Montgomery County's earliest subdivisions which resulted from the growth of Washington, D.C., the coming of the Metropolitan Branch of the B&O Railroad and the beginnings of a general interest in suburban, country-like living. Areas of Silver Spring such as Forest Glen were one of the first to develop such communities due to its proximity to Washington. In fact, most of the early residents of these subdivisions came here from Washington. Forest Glen was originally developed as a community of summer homes and cottages centered around a resort hotel. The site was choosen for its picturesque country surroundings and its location along the Metropolitan Branch.

On July 15, 1887, the Forest Glen Investment Company of Montgomery County was recorded in the Corporate Record books. It was begun by Joseph R. Herford and John T. Knott of Washington, D.C. and W.H. Carr, Frank Higgins and John C. Muncaster of Rockville. The company was formed, "for the purposes of buying, making investments in holding, subdividing, imporving, leasing, mortgaging and selling real estate in said Montgomery County in the state of Maryland; the building, making improvements thereon and investing in, and the building, operating and leasing hotels, stores or other buildings..." (Montgomery County Corporate Records, EBP 1/87, Montgomery County Land Records). The plat of the Forest Glen subdivsion was recorded on July 31, 1887. It included twenty-six blocks ranging from three to sixty-four blocks (the average being twenty-two lots per block). The subdivision was located directly to the northeast of the Forest Glen Station and the Forest Inn, with the "Road from Turnpike to Station" (Forest Glen Road) as the southern border. The Inn was constructed that same year and lots were sold and homes built.

A detailed description of Forest Glen was given in 1889 in an article from the Washington Star entitled, "Up the Metropolitan Road,

> Immediately accross the track from Forest Glen Park is another of Washington's outgrowth's-- a portion of the famous old Joseph Park property-- now in the possession of the Forest Glen Investment Company, Mr. J.R. Herford, President. This subdivision comprises 166 acres of a natural town site. The elevation is fully 400 feet above high water mark. A good deal of work has been done in the laying out and grading of streets, and improvements of nature will be kept up until there is no more to do. Although the timber is not as heavy as it is on the park side of the track, there is still an ample supply of shade trees. In full working order, with all the guests it can accomadate, is the well managed Glen Manor Hotel, situated about two squares from the railraod station.
>
> The rolling character of the surface of this subdivision settles easy that great sanitary problem with

> Which so many country places have to wrestle, and at the same time it creates eligible building sites. The old Carroll Chapel, where the proud Carrolls of Carrollton worshipped as long ago as 1690, is on the property and is a source from whence much that is interesting may be drawn. To the northeast are two fine farms, owned respectively by Gen. Getty and ex-Representative Page of California.

The Forset Glen Improvement Company was also incorporated in 1887, for the same purposes. It was established by Frank S. Presbrey, Alexander T. Hensey and Seymore W. Tullock, of Washington, D.C.; Frank B. Noyes, Alfred Ray and Hattersley W. Talbott of Montgomery County and Charles A. Boston of Baltimore. According to a promotional brochure put out by the company at that time it was begun,

> With the purposes in view of affording the citizens of Washington what there had been a demand for, namely: a healthy, well located, and easily accessible suburban village, and in addition, a commodious summer hotel, which should be especially adapted to the wants of the very large class of officials and business men who find it necessary or pleasant to remain near Washington during the summer months.

The brochure also mentioned that a number of beautiful houses were in the process of being erected and that there was "every indication that a large number will be commenced during the summer and fall" ("Forest Glen Park and The Forest Inn," The Forest Glen Improvement Company, Mont. Co. Hist. Soc. Library).

The Forest Inn attracted large numbers of Washingtonians to Forest Glen. According to the 1889 Washington Star article, "just what the Capitol is to the city of Washington the Inn is to Forest Glen-- it is the center from which everything radiates and to which everything stands." The Inn was designed by T.F. Schneider and built by W.P. Lipscomb. The Star article goes on to report that it had become a "popular fad" to drive out to Forest Glen in the early evenings, stroll about the grounds and enjoy the drinking water of the pure springs and the fine cooked meals prepared at the Inn. Unfortunately, the Forest Inn did not meet with continued success and was sold in 1894 to serve as the main building for an exclusive private school for girls, the National Park Seminary.

In addition to transport provided by the Metropolitan Branch of the B&O Railroad which had a station in Forest Glen by 1879, access to and from Forest Glen was furnished by the Washington, Woodside and Forest Glen Railway and Power Company of Montgomery County. This corporation was formed in August of 1895 by a group of men from the surrounding communities of Woodside, Sligo, Linden, Forest Glen and Capitol View. According to the articles of incorporation (Corporation Records, EBP 1/239), "The object or purpose for which

incorporation is sought is to build, equipt and operate a passenger railway line from the terminal of the Brightwood Railroad Company of Washington, D.C. to Forest Glen Station on the Metropolitan Branch of the Baltimore and Ohio Railroad in Montgomery County and also for the purpose of furnishing heat, light and power."

Forest Glen was not without its commercial enterprises either. In September of 1883 a post office was opened. It was run by George Peter who also ran a general store. This store has been in almost continous operation from that time as Forest Glen's General Store (and only grocery store) to the present day. Next door to the General Store is the castle-like building the first part of which was constructed about 1902 to house parents visiting their daughters at the National park Seminary. However, it was never really used for this purpose. In september of 1912 the Rowland Company was formed to deal as merchants in the following commodities, "meats and provisions generally; chemicals, perfumery, soap and toilet articles generally; coal and wood; produce of any and all kinds; milk, cream, butter, eggs cheese and dairymen products generally; flowers, photographer's supplies, etc. (Corporation Records EBP 1/489). In other words, it sold general merchandise and operated out of the castle building. William Tullock of the Forest Glen Investment Company, George M. Wolfe and Ervin C. Harmon formed the corporation. The building itself was added to between 1910 and 1912. The company too expanded, becoming the Forest Glen Trading Company in July of 1914.

Despite all these efforts, not to mention the beautiful location and convenient accessibility, Forest Glen was not developed to its potential. A few houses were consturcted during the late nineteenth and early twentieth centuries, most of which remain standing, but the subdivision of Forest Glen remained largely undeveloped. Many lots were bought up by single individuals (such as John T. Knott) and left vancant. Most of the present infill of homes including the Glen Manor Garden Apartments were constructed in the late 1940's.

RESOURCES:

A familiar landmark in Forest Glen is the Castle, a commercial structure combining a Spanish Mission style with a Medieval castle design. It is a large, two story stuccoed structure with arcades on both stories and with a tile roof. Rising from the top and rear are the granite turrets and battlements of a castle. This building was constructed by the neighboring private boarding school for girls, the National Park Seminary. It originally was a plain, two story structure built to house visiting parents. However, it was never used for this purpose. The first floor became the general merchandise store of the Rowland Company, later the Forest Glen Trading Company, and the second floor was used for apartments. The building was later expanded in 1912. It did not acquire its castle-like appearence, however, until 1922 when it was rebuilt after a fire which gutted the interior. The Castle remained the property of the school until 1941 when it was sold to Washington real estate executive, John A. Brickley. The Castle was then used to house Mr. Brickley's office, the "Castle Inn Hotel," a post office, a number of small shops and apartments. Brickley sold the building in 1952. It continued to be used commercially. There was a second fire in 1965 followed by a period of neglect. Then, in 1967, the Castle was purchased by John T. Doran who renovated it and it is presently being used as a offic building.

Next door is the late nineteenth century Forest Glen General Store. It is a one and a half story, three bay by four bay frame sturcture with a hipped roof. It has a central entry with a large, eighteen over one light display window to either side. At the northwest elevation is a gable roof addition. To the northeast is a porch supported by chamfered wooden posts (the porch is now enclosed by glass and food is served here). The general store and post office was built in the 1880's and run by George Peter, Forest Glen's first postmaster. George and James Peter purchased the lot with improvements in 1887 from Mary and Oliver Harr, the subdividers of neighboring Capitol View Park. It was sold in 1890 to Augustus Flack and then sold by the Flack family back to Oliver Harr in 1894. Mr. Harr, however, was forced to sell the, "two story and basement metal roof frame dwelling house, store and post office building... partly new, partly old...," due to three mechanic's liens against it. The store was purchased by Alexander and Annie Proctor. After Mr. Proctor's death in 1940, the building was sold to his son-in-law, William D. Fowler. Mr. Fowler ran a general store here for many years, selling produce, dairy products, fresh meats, household items, etc. Mr. Fowler lived in the rooms behind the store. After his death, the store building was sold in 1971. In 1975, it was purchased by the present owner, Lori Hall who runs a country store and deli; also selling crafts, health foods, etc. (Information provided by Inventory form researched and compiled by Eileen McGuckian and Gail Rothrock, 1979. See form for more information, M-NCPPC Park Historian's Office, #31-8).

Another well known community lankmark is the St. John's Catholic CHurch. The history of this church goes back to 1774 when John Carroll established a parish here to serve the catholics of the area. This event was particularly significant because at the time catholics had been denied the right to practice their religion. The original church in now gone, however, a replica was erected on the grounds in 1956, in honor of the parish's second pastor, Father Charles O. Rosensteel. It was Father Rosensteel who directed the construction of the present St. John's Church in 1894. It is a Gothic Revival Structure built of Maryland red sandstone. The church is five bays in length with pointed arched stained glass windows with Buttresses between each. The church is entered from the squared tower facade, three stories high with a belfry in the top story. It is topped by a large steeple. Behind the church is a two story shingled bell tower.

Adjacent to the church is the parish house. It is a large, early twentieth century, frame, Colonial Revival structure. It is three bays by four bays and has a hipped roof with a single gable roofed dormer at the facade elevation. The house has a frontispiece entry which includes a segmental pediment and doric pilasters. At the center of the second story facade is a triple window.. The house is lit by six over one sash windows with shutters. At both side elevations is a single story porch with entry, supported by doric columns with balustrade.

Surrounding the church buildings is the St. John's Cemetery. Included among the tombstones are some interesting carved ones dating back to the early 1800's.

Of particular interest to the Forest Glen Historic District are four excellent examples of Victorian/Queen Anne architecture. All four were constructed in the 1890's and were for many years almost all that stood in the residential area. They are located, for the most part, along Hale Place (recently remamed Glen Hollow Road). All are in good condition and are reflective of high style Victorian architecture generally found in the more well-to-do suburban areas.

The first, #9815 Hale Place is a large, ornately decorated, asymetrical Victorian frame residence. It is a two story, L-shaped structure with a three story tower in the L. It has a gable roof with a gable peak at the northern end of the facade. A porch with chamfered posts and balustrade extends across the facade and the southern side of the front L. On the southern side elevation is a projecting bay window with a covered balcony above. The house is lit by two over two sash windows with shutters. It was built about 1891 by the Forest Glen Investment Company (Mont. Co. Commissioners Tax Asses. Books, date property appears with improvements listed). It was owned by one of the members of the corporation, Joseph R. Hertford, until June of 1895 when it was sold after he defaulted on the mortgage. The house, on lots #14, 15 &18 of block 17, was then described as a large, well built residence of two stories with eight rooms, a bathroom, cellar

and attic. According to the sale advertisement, the property was "adorned with shade trees" (as it still is) and conveniently located near the railroad station (Equity #1-299, Judgement Record, JA 11/465). It was sold for $3,615 to Addison Fritchey who sold it less than a year later to Emma E. Knott (Deed JA 53/43). Emma Knott owned the house for many years. In october of 1973 it was purchased by the C.M. Llewellyn, Inc. and is now being offered for sale.

Next is #2411 Holman Avenue which is a fine example of Victorian Stick-Style architecture. It is a three bay by four bay, two and a half story frame structure with a center gable roof. An extremely ornate Stick porch with turned posts, jig-sawn brackets and balustrade runs the length of facade and around to the southern elevation. The porch has a shed roof with a center gable over the entry at the northwest end. On the second story side elevation at the southeast corner is a small balcony enclosed by a balustrade railing with a wooden panel featuring a sunburst design. The roof of the house extends down here to cover the balcony and is supported by decorative brackets. Two over two sash windows light the house. Other Victorian architectual details include the bargeboard in the facade center gable, sunburst pattern panels above the windows on the second story facade and a mix of building materials including novelty and clapboard siding and fishscale shingles. The house was built in 1891 by Shepard S. Everett on lots #26, 27 &30 of block 17 which he purchased in 1890 from Joesph R. Herford of the Forest Glen Investment Company. Shepard and his wife, Emma owned the house until 1906 when it was sold to Etta J. Miller. Following the death of Etts's husband, William she sold the property to Stanley and Hilda Borzage. Then, in 1947, they sold it the the present owners, John and Olive Baldwin. (Information provided by Inventory form prepared by Candy Reed and Eileen McGuckian &others, 2/79. For additional information, see form on file at the M-NCPPC Park Historian's Office, #31/8).

Sitting across from the Baldwin house is #2500 Holman Avenue. This too is a fine example of late Victorian architecture. It is a large, frame, L-shaped residence. To the east side of the facade is a two bay, two story section with a center gable roof. The center gable is framed by a projecting cornice on all three sides and has a small two paned window in the center. The entry sits back on the west side, located in a three story squared tower-like section with an open top story. Behind this is the center gable roof like that previously described. In front of this section is an entry porch with turned posts and jig-sawn trim with a framed pediment. This porch continues around to the west elevation. The house is lit by two over two sash windows with shutters. Two gable roofed dormers are located at the side elevations. This house was constructed about 1891 by the Forest Glen Investment Company (Mont. Co. Commissioners Tax Asses. Books, the property appears with improvements listed between 1891 and 1896 under the Forest Glen Investment Company, Joseph Hertford and Benjamin Holman, incorp.).

It was sold after one of the corporation members, Joseph Hertford, default on the mortgage in 1897. The house, Located on lots #9 & 12 of block 24, was then described as a "commodious and attractive new dwelling house" containing nine rooms and a bathroom. Also mentioned was a cellar and plumbing. According to the sale advertisement it was "in every way adapted for a suburban residence, being 9 miles from Washington and in a high and healthy location" (Equity #1490, Judgement Record, JA 15/136). The property was sold for $2,500 to John E. Semmes of Baltimore who sold it in April of 1889 to Emma E. Knott of Washngton, D.C. (Deed TD 8/202). The property remained in the Knott family for many years, until June of 1944. It was purchased in June of 1946 by George and Muriel Willis. The Willis' lived here for seventy years (renting it before their purchase). Mrs. Willis, by then a widow, sold the house in July of 1970. In October of 1974 it was purchased by the present owners, Bruce and Nina Nunnally.

#2501 Forest Glen Road at the corner of Hale Place is another good example of Victorian architecture, though a little less elaborate then the other three. This house was construted in 1899 by Thomas I. Murphy (Mont. Co. Commissioners Tax Asses. Books, the first year the property appears in the books with improvements listed). Mr. Murphy purchased the land on which the house was built, lot #13 of block 24, from Clara Leland of Washington, D.C. in October of 1898 for $300 (Deed TD 6/77). Two years later he purchased the two adjoining lots, #10 &11, also from Clara Leland. Thomas Murphy lived here with his wife, Sarah and family until his death in 1908. An article which appeared in the Sentinel June 1908 described the house as containing six rooms, a reception hall, bath and a hot air furnace. The three lots with dwelling and outbuildings was purchased by Jarrett and Mabel Shauck of Montgomery County (Deed 200/207). Mr. Shauck was the station master at Forest Glen. The Shaucks made an addition to the house about 1928 (Mont. Co. Commissioners Tax Asses. Books). On May 21, 1933 Jarrett Shauck died, leaving Mabel and their children Ruth, Anna and Charles. The property, however, remained in the family until November of 1977 when it was sold to the present owners, Jonathan and Carole London. The main block of the house is two stories high and has a cross gable roof with fish scale shingles and a single pane window in the gable end. On the first story facade of the main block is the entry to the western end with two long, narrow, one over one sash windows to the north of it. On the second story facade is a double window, also with one over one lights. To the western side of the main block is a story and a half section which extends out slightly further than the facade of the main block, but shares the same central roof. On the roof of this section is a double window, hipped roof dormer. The eastern end of this section is set back flush with the main block and includes a small, one over one window to the west side of the entry. A porch with Victorian turned posts and balustrade extends from where the story and a half section extends outward to

the eastern end of the facade. To the rear is a two story gable roofed addition. The house, in good condition, is now covered with asbestos shingles.

#9805 Rosensteel Avenue was also constructed by the Forest Glen Investment Company about 1891 (Mont. Co. Commissioners Tax Asses. Books, first year the property appears with improvements listed). This structure, however, is much smaller and simpler in architectual styling then the others and thus, was probably built as a summer cottage. It is a Victorian Gothic cottage with a long, narrow, two story main block, three bays by two bays with a gable roof with two high pitched center gables. The exterior is covered with novelty siding. The entry is centrally located with a two over two light sash window to either side. On the second story are also two windows, one located under each gable peak. A porch supported by chamfered wooden posts, one at each end and a set of two to either side of the porch's center gable peak. In this gable is the Stick-like framing of boards intersecting at right angles. At the southern, side elevation of the first story is a squared extending bay window. To the rear is a two story addition. The cottage was in the possession of John T. Knott of Washington, D.C., one of the incorporators of the Forest Glen Investment Company, until March of 1920. At that time the house, on lot #12 and part of lot #13 of block 16, was sold to Caroline D. Culver of Forest Glen (Deed 292/153). In April of 1947, Mrs. Culver (a widow) conveyed the house to John T. Culver. It remained in the culver family until June os 1960 when it was purchased by the present owners, Philip and Margaret McGrath.

Along Forest Glen Road are a number of older structures. The first is #2505 which sits next door to the Shauck house, #2501, previously discussed. This is a good example of a 1930's period Revival residence. As typical of this house type, it is simple in massing and detail yet nicely appointed. The style is traditional, harkening back to early american architectual design. It is a two story, three bay by two bay residence with a gable roof. It is covered with weatherboard siding and has pilastered corners. The house has a central frontispiece entry which includes a pediment, transom and pilasters. It is lit by six over six light sash windows with shutters and plain window heads. To the east side elevation is a single story, one bay wide, gable roofed addition. The house was constructed about 1934 by the Shauck family for Anna (a daughter) and her husband, Joel Wise (Mont. Co. Commissioners Tax Asses. Books, first year that the property appears with improvements listed under the name of Mabel Shauck). The Wises owned the house for many years, until December of 1977 when it was sold to the present owners, T.R. Sterling Mehring and his wife, Constance.

Across the road is #2420. This house was probably constructed in the late 1870's for Agnes caldwell of Montgomery

County. Ms. Caldwell purchased the 1/2 acre of "Joseph's Park" on which the house was constructed from James R. Bayley of Baltimore for $50 in February of 1875 (Deed EBP 13/418). In August of 1877 she sold the property for $700 to Mrs. William ann McGuire who in turn sold it ten years later to Jacob S. Norris for $1000. Jacob and his wife, Maggie Norris defaulted on the mortgage and in October of 1890 the property was sold at a mortgagee's sale. It was then described as a 1/2 acre improved by a "comfortable" two story frame residence containing eight "large" rooms, with closets, pantry, etc. a good stable and all the necessary outbuildings. The advertisement of sale also mentioned that the house had been "recently put in good repair" and had a well and a pump in the kitchen (Equity #875, Judgement Record JA 7/387). The property was purchsed by William J. Norris and his wife, Florence for $1,475. They owned the house until William's death nine years later. In April of 1909 the house was purchased by William B. Kelley for $1,500 (Deed 206/116). It remained in the Kelley family for some time. William died in 1925 and in 1927 the property was conveyed to one of his five children, Aloysius and his wife, Ada. The Kelleys sold the house in 1945. In October of 1976 it was purchased by the present owner, Ann M. Parker. This is a large, two story, three bay by three bay house with a low pitched gable roof with a center gable. It is a frame house now covered with asbestos shingles. On the facade is an entry porch supported by four large, slightly tapering, squared columns. The roof of this porch is flat and has a balustrade running along the outside. The house is lit by two over two sash windows with a double window on the second stroy facade under the gable peak. The vernacular styling of this house is typical of the dwellings constructed through out rural Montgomery County during this period. The house, in good condition, has undoubtedly undergone some slight changes (i.e. porch, shingles).

Next door is #2418. This, like #2505, is another early twentieth century Traditional Revival style residence. It is a two stroy, rectangularly shaped, three bay wide structure and has a gable roof with a bracketed cornice. The exterior is covered with weatherboard siding. The entry is located to the side of the facade. It is a frontispiece entry including pediment and pilasters. The house is lit by six over six light sash windows framed with plain trim. For many years the house was the property of the Catholic church. In May of 1944 it was sold by the church to Joseph and Ruth Schlosser (Deed 939/400). The Schlossers owned the house for many years, finally selling it to the present owner, Thomas McCune in May of 1977.

#2416, next door, is an early twentieth century vernacular structure which appears to have been constructed for some civic or commercial purpose. It may have been the Forest Glen Schoolhouse (Mr. Rick Nelson, local historian). It was the property of the catholic church for many years. In May of 1944 the church sold the building on 39,231 square

feet of land to the present owners, mary and Charles Wilburn, Jr. It is now being used as a private residence. It is a single story, frame, three bay by three bay structure with a gable roof with a dentiled cornice and eves. At the eastern elevation is an entry with a window to each side. A wooden porch with plain posts and balustrade runs the length of this elevation. At the southern gable end elevation, which faces the street, is another entry including a four panel door and transom. There is a window to each side of this entry as well and a small window in the gable end.

Lastly, is #2600 Forest Glen Road at the corner of Seminary Road. This is a four square style residence. The four square house, typified by a two story cube shaped block with a hipped roof (often with dormers), was popular in both rural and suburban areas of America from the late 1890's through the 1920's. This house was constructed about 1916 for Henrietta P. Keys (Mont. Co. Commissioners Tax Asses. Books, the first year that the property appears with improvements listed). Ms. Keys purchased the two acres on which the house was constructed from Charles and Frances Davidson in October of 1915 (Deed 252/321). It is a two story, three bay by three bay, cube shaped frame residence with a hipped roof with a single, shed roofed dormer at the facade elevation. The entry is to the west side of the facade. The middle bay on the first story facade is a double window. On the second story facade are only two windows. The windows are two over two light sash. At the east, side elevation is another entry. At the west, side elevation is a single story addition, also with an entry. The house has been covered with asbestos shingles.

M #31-8
1608194629

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
Forest Glen, Maryland

AND/OR COMMON
Forest Glen Historic District

2 LOCATION

STREET & NUMBER
Bounded by Beltway (Rte. 495) on S; Rosensteel Ave. on E; and Hale Drive on W.

CITY, TOWN ___ VICINITY OF Silver Spring

CONGRESSIONAL DISTRICT

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
✓DISTRICT	__PUBLIC	✓OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	✓PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	✓PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	✓RELIGIOUS
__OBJECT	__IN PROCESS	✓YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
various private homes & Catholic Church Telephone #:

STREET & NUMBER
(St. John's-Forest Glen)

CITY, TOWN ___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

Liber #:
Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

M:31-8

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	√ORIGINAL SITE
√GOOD	__RUINS	√ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is a quiet, wooded residential area, that stands in stark contrast to the surrounding suburban subdivisions. The focal point of the neighborhood is the St. John's Catholic Church and Cemetery. (Rock Creek Parish was established here in 1774 by John Carroll, who later became the first Roman Catholic Bishop in the U.S.) A replica of the original, 18th Century, small frame chapel stands in the old cemetery. The cemetery has many interesting old tombstones, including carved Seneca stone markers from about 1800. The third church, built in 1894, still stands here. It is made of red sandstone, that came from Maryland (but not from the Seneca quarries), and is built in the Gothic Revival style. The building is five bays long, and the bays are separated by slim, shaped buttresses. The windows in each section are arched and feature keystone lintels. The entrance is via a three-story, square tower that projects from the east gable-end of the building. A large steeple rises above the closed belfry here. Other interesting features include a flat stone parapet, that continues to the tower from the SE corner buttress of the main block, and a polygonal apse, that projects from the rear of the church. An interesting frame, Colonial Revival parish house sits next door.

On the NE of Hale and Holman, sits one of the nicest Victorian homes seen in the County. This is a Stick-Style, clapboard house of two stories, that faces west. The entrance is in the gabled facade on this side. The gable-end itself has patterned shingles, and is framed with an elaborate combination of jigsaw bargeboards and brackets. An equally-elaborate, open Victorian porch surrounds the west and south facades. The railing features square balusters and posts. The porch roof is supported by turned posts and spindle brackets. There are two central chimneys. Diagonally, across the street from this, is a run-down Victorian home, currently being restored. It is another fine example of this period, and has a two-story,tower, with an open "belfry" at the top. The roof is of stamped, patterned tin. Allegedly, this home was built by Mr. Holman for his own residence. A Mr. Willis lived there for 70 years.

9815 Hale Road is another very fine Victorian home that sits high on the wooded hillside, and features a three-story tower. Apparently being held for multi-family development. Other interesting frame homes occur along Hale Pl. and Forest Glen Road.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:31-8

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
EHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
✓ 1700-1799	ART	ENGINEERING	MUSIC	THEATER
✓ 1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	TRANSPORTATION
✓ 1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)
		INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

(See reference sources.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-8

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1) See also National Park Seminary Historic Dist. (Forest Glen.)
2) Markwood, Louis. FOREST GLEN TROLLEY & EARLY DEVELOPMENT OF SILVER SPRING. (1975).
3) PORTRAIT & BIOGRAPHICAL RECORDS (MD. 6th CONGRESSIONAL DIST.) (1898) pp. 689, 690, 786, 787.

CONTINUE ON SEPARATE SHEET IF NECESSARY (4) HISTORY OF ST. JOHN'S CH. (being compiled at present)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE: Michael F. Dwyer, Senior Park Historian

ORGANIZATION: M-NCPPC

DATE: 6/3/75

STREET & NUMBER: 8787 Georgia Ave.

TELEPHONE: 589-1480

CITY OR TOWN: Silver Spring

STATE: Maryland

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

C. Non-Contributing Resources - should be given the most lenient level of scrutiny in reviewing proposed alterations and may be considered for demolition if requested by owner.

The first four of the following structures are all post-World War II, Ranch-style houses:

1. 2106 Salisbury Road

2. 2108 Salisbury Road

3. 2109 Salisbury Road

4. 2110 Salisbury Road

5. 2210 Linden Lane - house under construction

Site #	Name	Location
31/8	**Forest Glen Historic District**	**See Figures 2A/2B for District Boundaries**

I. STATEMENT OF SIGNIFICANCE

Forest Glen was among Montgomery County's earliest subdivisions along the Metropolitan Branch of the Baltimore & Ohio Railroad. The original plat of 1887, by the Forest Glen Investment Company, covered 166 acres.

The picturesque setting had previously been chosen by members of the Carroll family who had their homestead here: Daniel Carroll II, who was a member of the Second Continental Congress, and his brother, John Carroll, first Catholic bishop of the United States. The attractiveness of the site was described in an 1889 article in the **Washington Star:**

> "The rolling character of the surface of this subdivision settles easy that great sanitary problem with which so many country places have to wrestle, and at the same time it creates eligible building sites. The old Carroll Chapel, where the proud Carrolls of Carrollton worshiped as long ago as 1690, is on the property and is a source from whence much that is interesting may be drawn."

In the late 18th century, John Carroll established the first Catholic church in the United States in Forest Glen. A replica of this chapel is located in the historic district on the site of the original.

The community grew dramatically in the 19th century. Within six years of the opening of the B&O's Metropolitan Branch, a railroad stop named Forest Glen Station was established. The Forest Glen Post Office opened in 1883. Much of the emphasis of

the early Forest Glen community was as a summer resort for Washington residents. In 1887, the same year that the Forest Glen Investment Company was founded, construction on a resort hotel, the Forest Glen Inn, was begun.

A promotional brochure for Forest Glen, published in 1887, described the Glen as "a healthy, well located, and easily accessible suburban village, and in addition, a commodious summer hotel, which should be especially adapted to the wants of the very large class of officials and business men who find it necessary or pleasant to remain near Washington during the summer months." The brochure advertised the construction of beautiful houses, noting that more were expected to be built in the near future.

Forest Glen's success as a resort was short-lived. The Forest Glen Inn proved a financial disaster and was sold in 1894. It became the centerpiece for the National Park Seminary, a finishing school for young women.

The area, however, continued to grow as a residential community. The Washington, Woodside and Forest Glen Railway was organized in 1895 to extend streetcar service from the District line to Silver Spring and Forest Glen, with its terminus at the National Park Seminary. Construction of the trolley line, which ran along Seminary Road, was completed in 1897. The trolley line was abandoned in 1927, giving way to bus service.

Forest Glen's central block containing St. John's Church complex and open green serves as a visual center and historical anchor for the community. There are eleven historic and four non-historic (non-contributing) structures or sites in the proposed district. Of the historic structures, at least two and possibly three predate the subdivision and six were built in the 1890s. The non-historic structures are generally compatible with Forest Glen's historic resources in scale, massing, setback, and style.

Forest Glen Historic District shares a close relationship with two other historic districts, both of which are listed on the **Master Plan for Historic District:** National Park Seminary (#36/1) and Capitol View Park (#31/7). The Forest Glen Inn was turned into the centerpiece for the National Park Seminary, a successful finishing school for young women. Like the former hotel, National Park Seminary is located across the railroad tracks and the Beltway from Forest Glen, in an area known as Forest Glen Park. Forest Glen's post office and general store (now part of the structure known as the Castle, 10 Post Office Road) is technically located in an adjacent subdivision, Capitol View Park, established the same year as Forest Glen.

II. RESOURCES

Buildings in the historic district are categorized as to their architectural and historical significance so that future changes can be evaluated in this context:

A. Outstanding Resources - should be given the highest level of scrutiny in reviewing proposed alterations:

1. 2404 Forest Glen Road, St. John's Academy

The lot on which the building stands was purchased by the church in 1873. The building was constructed c.1874 when Rev. James F. Mackin established a school for girls here. In 1883, the building was renovated to become a rectory, the predecessor of the Rosensteel Avenue rectory built in 1899. Since St. John's was a mission church (i.e. the parish did not have a resident pastor), a larger rectory was not needed at the time. In 1944, the church sold the property which is now used as a private residence.

2. 2420 Forest Glen Road, Agnes Caldwell House

Probably constructed in the late-1870s, the house is the only one in the historic district which predates the subdivision. The principal facade faces west, perpendicular to Forest Glen Road. The vernacular-style residence has a low-pitch roof with center cross gable, entry porch topped with a balustrade, and two-over-two sash windows. Agnes Caldwell purchased the half-acre property for $50 in 1875. Two years later she sold the land with improvements for $700.

3. 2501 Forest Glen Road, Thomas I. Murphy House

Constructed in 1899 by Thomas I. Murphy, this Queen Anne-style house was later the home of Forest Glen's station master, Jarrett Shauck, and his family. The house remained in the Shauck family for nearly 70 years.

4. 9815 Hollow Glen Road, Joseph R. Hertford House

Built c.1891, the residence was owned by Joseph Hertford, President of the Forest Glen Investment Company, until he defaulted on his mortgage in 1895. Soon after, Emma E. Knott bought the house which she owned for many years. The Queen Anne-style house features a three-story tower, wrap-around porch and covered balcony surmounting a bay window on the south, side elevation.

5. 2411 Holman Avenue, Shepard S. and Emma Everett House

One of the best examples of Stick Style architecture in the county, the house takes advantage of its corner lot with two principal facades facing Holman Avenue and Hollow Glen Place. The residence features rare wall-texture detailing and elaborate porch spindlework. The southwest elevation is characterized by an embellished horseshoe truss in the gable while the southeast elevation displays a balcony surmounting a projecting bay window with a sunburst panel at the railing. This high-style residence

was constructed in 1891 for Shepard and Emma Everett.

6. 2500 Holman Avenue, John E. Semmes House

Constructed c.1891, the Queen Anne-style residence features a three-story tower which must have afforded a commanding view of the surrounding area. Classical details are found in the projecting cornices, pedimented porch entry, modified pediment in the front gable, and small oculus window. Owned for the first few years by the Forest Glen Investment Company, the house was bought for $2,500 by John W. Semmes of Baltimore, in 1897. At that time it was described as a "commodious and attractive new dwelling house" containing nine rooms, a bathroom, and a cellar, and featuring indoor plumbing.

7. 9700 Rosensteel Avenue, St. John's Catholic Church

This Gothic Revival church was designed by Baldwin & Pennington of Baltimore. E. Francis Baldwin is well known in Montgomery County as the architect of the railroad stations along the Metropolitan Branch of the B&O Railroad. Construction of the church was completed in 1894 by Bell & Br. builders from Redland, Maryland. The cost of constructing the Maryland-red sandstone building was $14,000. Five bays on both side elevations of the church are defined by stained-glass windows, each of which are flanked by stone buttresses. The entrance to the church is located at the base of a three-story tower which is surmounted by a belfry. The building is the third St. John's Church built in Forest Glen. The first chapel was built in the late-18th century (of which a replica was built in 1934), and the second was constructed in 1850 (now demolished). Both previous churches were frame. A frame belltower stands independently behind (southwest of) the stone church.

8. 10000 Rosensteel Avenue, St. John's Rectory

Constructed in 1899, the rectory originally featured a full-length porch across the front facade with a large wall dormer centered above the second-story tripart window. The original porch was removed and front dormer was replaced when the structure was renovated in the 1930s to give its present Colonial Revival appearance. The rectory was built by Rev. Charles O. Rosensteel, first resident pastor of St. John's after John Carroll.

9. 10000 block Rosensteel Avenue, John Carroll Replica Chapel

This replica of the original Carroll Chapel was built in 1934 and restored and dedicated in 1956. Originally constructed in the late-18th century by John Carroll, the chapel was the first Catholic Church in the nation.

10. 10000 block Rosensteel Avenue, St. John's Cemetery

St. John's Cemetery was begun in the late-18th century when St. John's Chapel was established. The earliest burial was for Eleanor Darnall Carroll, mother of John Carroll, who died in 1796. The tombstone, still extant, is inscribed "Sacred to the memory of Mrs. Eleanor Carroll, relict of Daniel Carroll, Esq. She died on the 3rd day of February in the year 1796 age 92.

This stone is erected over her remains by her mourning children to testify their veneration for her eminent virtue..." Others buried here include Daniel Carroll III (d.1790) and wife Elizabeth Digges Carroll (d.1843); Robert Brent (1763-1819), first Mayor of Washington for ten years; and Rev. Charles Oscar Rosensteel (d. 1940), who directed the construction of the present St. John's Church and Rectory.

B. **Contributing Resource** - should be given a moderate level of scrutiny in reviewing proposed alterations:

1. 2418 Forest Glen Road

Originally owned by St. John's Church, this house may be older than its early 20th-century Colonial Revival-style appearance suggests. Judging by its off-center chimney, the house may incorporate an older, two-bay structure. It is possible that this was the three-room building constructed in the late-1880s for overnight housing of visiting priests. The property was conveyed to the church at the same time as the original rectory (2404 Forest Glen Road), in 1873. In 1944 the house was sold to Joseph and Ruth Schlosser who lived here for more than 30 years.

C. **Non-Contributing Resources** - should be given the most lenient level of scrutiny in reviewing proposed alterations and may be considered for demolition if requested by the owner.

The following are all modern, Victorian Revival-style houses:

1. 2400 Forest Glen Road

2. 9807 Hollow Glen Place

3. 9809 Hollow Glen Place

4. 9811 Hollow Glen Place

Pursuant to an Act of the General Assembly of the State of Maryland, the following Certificate of Incorporation of The Forest Glen Investment Company was recorded the 15th day of July, A.D. 1887, to wit:

Know all men by these presents that we, Joseph R. Hertford, John T. Knott of the City of Washington, District of Columbia, and Wm. H. Carr, Frank Higgins, John C. Muncaster of Rockville, Montgomery County, State of Maryland, all of us citizens of the United States and a majority citizens of the State of Maryland, do hereby certify that we do, under and by virtue of the Public General Laws of the State of Maryland authorizing the formation of corporations, hereby form a corporation under the name and title of The Forest Glen Investment Company of Montgomery County.

2d We do further certify that the said Corporation so formed is a corporation for the purpose of buying, making investments in, holding, subdividing, improving, leasing, mortgaging and selling real estate in said Montgomery county in the State of Maryland, the building, making improvements thereon and investments in, and the building, operating and leasing hotels, stores or other buildings, for lawful and legitimate purposes on the same land in general the doing and performing all such acts, matters and things as may be lawful for real estate and building companies.

3d We do further certify that the term of existence of said corporation is limited to ten years, and that said corporation is formed upon the articles, conditions and provisions herein expressed, and subject, in all particulars, to the limitations relating to corporations which are contained in the Public General Laws of the State of Maryland.

4th We do further certify that the business of said corporation is to be carried on in Montgomery County, State of Maryland, with its principal office located near Forest Glen in said county with a branch office in the City of Washington, D.C., at No. 1423½ F Street North West.

5th We do further certify that the aggregate capital stock of said corporation is $50,000, and that said capital is divided into shares and half shares of $1000 and $500 respectively.

6th We do further certify that the general management shall be in a Board of Directors of 5 persons, all of whom shall be stockholders and elected annually by ballot on the first Monday in July after the year 1887.

7th We do further certify that at all general meetings of stockholders for the election of Directors, each stockholder shall have one vote for each share of stock held or owned by him or her.

8th We do further certify that Joseph R. Hertford, Wm. H. Carr, Frank Higgins and John C. Muncaster are the names of the Directors who will manage the business and affairs of said Corporation for the 1st year and until the annual election for Directors in the year 1888, of which Joseph R. Hertford, is President and John T. Knott is Secretary.

In testimony whereof we have hereunto set our hands and seals the 20th day of June, 1887.

Joseph R. Hertford (Seal)
John T. Knott (Seal)
Wm. H. Carr (Seal)
Frank Higgins (Seal)
John C. Muncaster (Seal)

In presence of
George W. Bagg as to J.R.H.
J.T.K.

District of Columbia:

On this twentieth day of June, A.D. 188--, before me a Notary Public in and for the District of Columbia, personally came Joseph R. Hartford and John T. Knott, parties to a certain instrument of writing bearing date on the 20th day of June, A.D. 1887, who signed and sealed the foregoing and acknowledged the same to be their individual act and deed for the uses and purposes therein mentioned and described.

George W. Bagg,
Notary Public.

(George W. Bagg Notary Public District of Columbia)

Washington, D.C.,
June 20, 1887.

Wm. H. Carr (Seal)
Frank Higgins (Seal)
John C. Munnaster (Seal)

Test:
M. Morgan

State of Maryland, County of Montgomery, S.S.

On this Seventh day of July, A.D. 1887, before me, a Justice of the Peace in and for the State and County aforesaid, came W. H. Carr, Frank Higgins and John C. Munnaster, parties to a certain instrument bearing date on the 11th day of July, 1887, who signed, sealed and acknowledged the same to be their individual act and deed for the purposes therein mentioned and described.

Mordecai Morgan, J.P.

I, John T. Venson, one of the Judges of the Circuit Court for Montgomery County do hereby certify that the foregoing certificate has been submitted to me for examination, and I do further certify that the said certificate is in conformity with the provisions of the law authorizing the formation of said corporation.

John T. Venson,
Judge of the Circuit Court.

July 13th, 1887.

M:31-8
EBB-1
Sept 20, 1912

At the request of the Rowland Company the following Certificate of Incorporation was recorded September 20th, A. D. 1912 to wit:-

THIS IS TO CERTIFY that the subscribers, William T. Tulloch, residing in Washington, District of Columbia, and George K. Wolfe and Erwin C. Harmon, residing in Montgomery County, in the State of Maryland, all citizens of the United States and being of the full legal age, do hereby associate themselves with the intention of forming a corporation under and by virtue of the General laws of the State of Maryland authorizing the formation of corporations

First. The name of the corporation is "The Rowland Company".

Second. The purpose and object for which the corporation is formed are:

To establish and carry on all or any part of the business of manufacturing, importing, exporting, buying and selling, either as wholesale or retail merchants or both, any or all of the following classes of merchandise, to wit: meats and provisions generally; chemicals, perfumery, soap, and toilet articles generally; coal and wood; produce of any and all kinds; milk, cream, butter, eggs, cheese and dairyman's products generally; flowers, photographer's supplies generally; and without limitation all natural products, and all manufactured goods and materials; and generally and without limitation all articles of merchandise usually sold or which may conveniently be sold in connection with any of the merchandise hereinbefore referred to.

Third. The location of the principal office of the corporation is at Forest Glen in the County of Montgomery and State of Maryland.

Fourth: The total authorized capital stock of the corporation is ten thousand dollars ($10,000.00) divided into one hundred shares of the par value of one hundred dollars ($100.00) each. Of such total authorized capital stock, fifty (50) shares amounting to five thousand dollars ($5,000.00) shall be preferred stock, and fifty (50) shares amounting to five thousand dollars ($5,000.00) shall be common stock.

From time to time, the preferred stock and the common stock may be increased according to law, and may be issued in such amounts and proportions as shall be determined by the Board of Directors.

The holders of the preferred stock shall be entitled to receive when and as declared, from the surplus or net profits of the corporation, yearly dividends at the rate of six per centum per annum, and no more, payable quarterly on dates to be fixed by the by-laws. The dividents on the preferred stock shall be comulative, and shall be payable before any dividend on the common stock shall be paid or set apart, so that, if in any year dividends amounting to six per centum shall not have been paid thereon, the deficiency shall be payable before any dividends shall be paid or set apart for the common stock.

Whenever all cumulative dividends on the preferred stock for all prevous years shall have been declared and shall have become payable, and the accrued quarterly installments for the current year shall have been declared and the company shall have paid such cumulative dividends for previous years and such accrued quarterly installments, or shall have set aside from its surplus or net profits a sum sufficient for the payment thereof, the Board of Directors may declare dididends on the common stock, payable then or thereafter, out of any remaining surplus or net profits.

In the event of any liquidation or winding up (whether voluntary or involuntary) of the corporation, the holders of the preferred stock shall be entitled to be paid in full both the par amount of their shares, and the unpaid dividends accrued thereon before any amount shall be paid to the holders of the common stock; and after payment to the holders of the preferred stock of its par value, and the unpaid accured dividends thereon, the remaining assets and funds shall be divided and paid to the holders of the common stock according to

virtue of the general laws of the State of Maryland authorizing the formation of corporations

M:31-8

First. The name of the corporation is "The Howland Company".

Second. The purpose and object for which the corporation is formed are:

To establish and carry on all or any part of the business of manufacturing, importing, exporting, buying and selling, either as wholesale or retail merchants or both, any or all of the following classes of merchandise, to wit: meats and provisions generally; chemicals, perfumery, soap, and toilet articles generally; coal and wood; produce of any and all kinds; milk, cream, butter, eggs, cheese and dairyman's products generally; flowers, photographer's supplies generally; and without limitation all natural products, and all manufactured goods and materials; and generally and without limitation all articles of merchandise usually sold or which may conveniently be sold in connection with any of the merchandise hereinbefore referred to.

Third. The location of the principal office of the corporation is at Forest Glen in the County of Montgomery and State of Maryland.

Fourth. The total authorized capital stock of the corporation is ten thousand dollars ($10,000.00) divided into one hundred shares of the par value of one hundred dollars ($100.00) each. Of such total authorized capital stock, fifty (50) shares amounting to five thousand dollars ($5,000.00) shall be preferred stock, and fifty (50) shares amounting to five thousand dollars ($5,000.00) shall be common stock.

From time to time, the preferred stock and the common stock may be increased according to law, and may be issued in such amounts and proportions as shall be determined by the Board of Directors.

The holders of the preferred stock shall be entitled to receive when and as declared, from the surplus or net profits of the corporation, yearly dividends at the rate of six per centum per annum, and no more, payable quarterly on dates to be fixed by the by-laws. The dividends on the preferred stock shall be comulative, and shall be payable before any dividend on the common stock shall be paid or set apart, so that, if in any year dividends amounting to six per centum shall not have been paid thereon, the deficiency shall be payable before any dividends shall be paid or set apart for the common stock.

Whenever all cumulative dividends on the preferred stock for all prevous years shall have been declared and shall have become payable, and the accrued quarterly installments for the current year shall have been declared and the company shall have paid such cumulative dividends for previous years and such accrued quarterly installments, or shall have set aside from its surplus or net profits a sum sufficient for the payment thereof, the Board of Directors may declare dividends on the common stock, payable then or thereafter, out of any remaining surplus or net profits.

In the event of any liquidation or winding up (whether voluntary or involuntary) of the corporation, the holders of the preferred stock shall be entitled to be paid in full both the par amount of their shares, and the unpaid dividends accrued thereon before any amount shall be paid to the holders of the common stock; and after payment to the holders of the preferred stock of its par value, and the unpaid accured dividends thereon, the remaining assets and funds shall be divided and paid to the holders of the common stock according to their respective shares.

Fifth. The said corporation shall have three Directors, which number from time to time may be increased in accordance with the by-laws of the corporation. The following per-

M:31-8

490

sors, William P. Tulloch, George M. Wolfe and Erwin C. Harmon, one of whom is a citizen of the State of Maryland and actually resident therein, shall act as such for the first year, or until their successors are duly elected and qualified.

Sixth. The management of the property, business and affairs of the corporation shall be vested in the Board of Directors who shall dictate its general business policy, and, subject to any provisions, statutes, or to the vote of its stockholders, determine all matters pertaining to its business and affairs. It addition to the aforesaid general powers and to the powers conferred by statute, the Board of Directors shall have power to open the stock books; fix and vary the amount to be reserved as working capital; to sell, assign, transfer, manage, lease, or otherwise dispose of any or all property, franchise or assets of the corporation.

The above granted powers to the corporation and to the Board of Directors are in furtherance and not in limitation of the general powers conferred by law upon the Directors of the Corporation.

In witness whereof we have hereunto set out hands this 5th day of September, 1912.

Test. Wm. P. Tulloch (SEAL)

..... George M. Wolfe (SEAL)

Erwin C. Harmon (SEAL)

State of Maryland, Montgomery County, SS;

I hereby certify that on this 5th day of September, in the year 1912, before the subscriber, a Notary Public, in and for Montgomery County in the State of Maryland, personally appeared Geo. M. Wolfe and Erwin C. Harmon and acknowledged the aforegoing certificate of incorporation to be their act.

Witness my hand and notarial seal.

J. Floyd Cissel

Notary Public

J. Floyd Cissel
Notary Public
Maryland.

City of Washington, District of Columbia, SS;-

I hereby certify that on this 5th day of September in the year nineteen hundred and twelve, before me, the subscriber, a Notary Public in and for the District of Columbia, personally appeared William P. Tulloch and ackbowledged the foregoing certificate of incorporation to be his act.

Witness my hand and notarila seal.

Howard Moran

Notary Public, D. C.

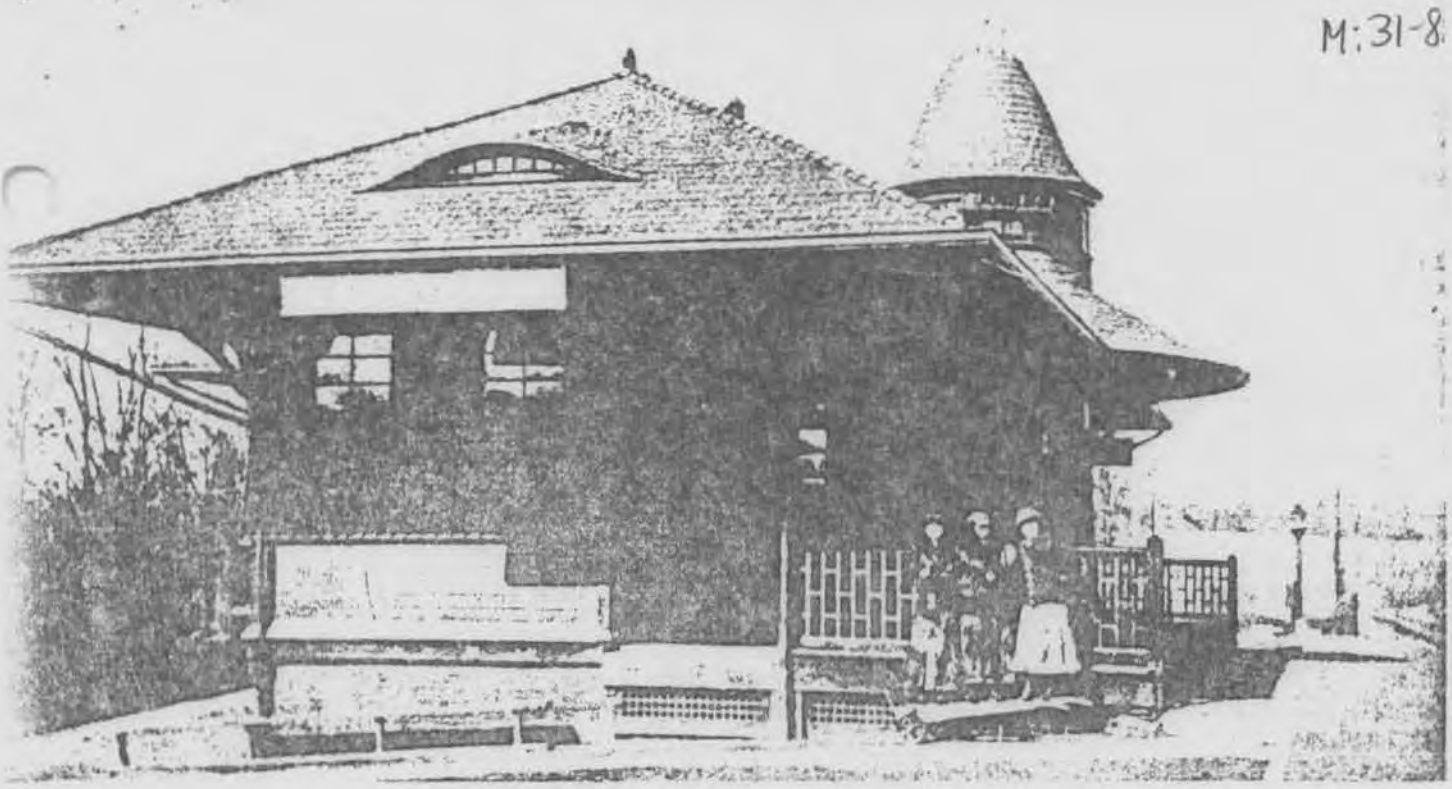
Howard Moran
Notary Public
District of
Columbia.

I, Edward C. Peter, one of the Judges of the Circuit Court for Montgomery County, do hereby certify that the aforegoing Certificate has been submitted to me for examination and I do further certify that said Certificate is executed in conformity with the law.

Edward C. Peter, Judge of Circuit Court.

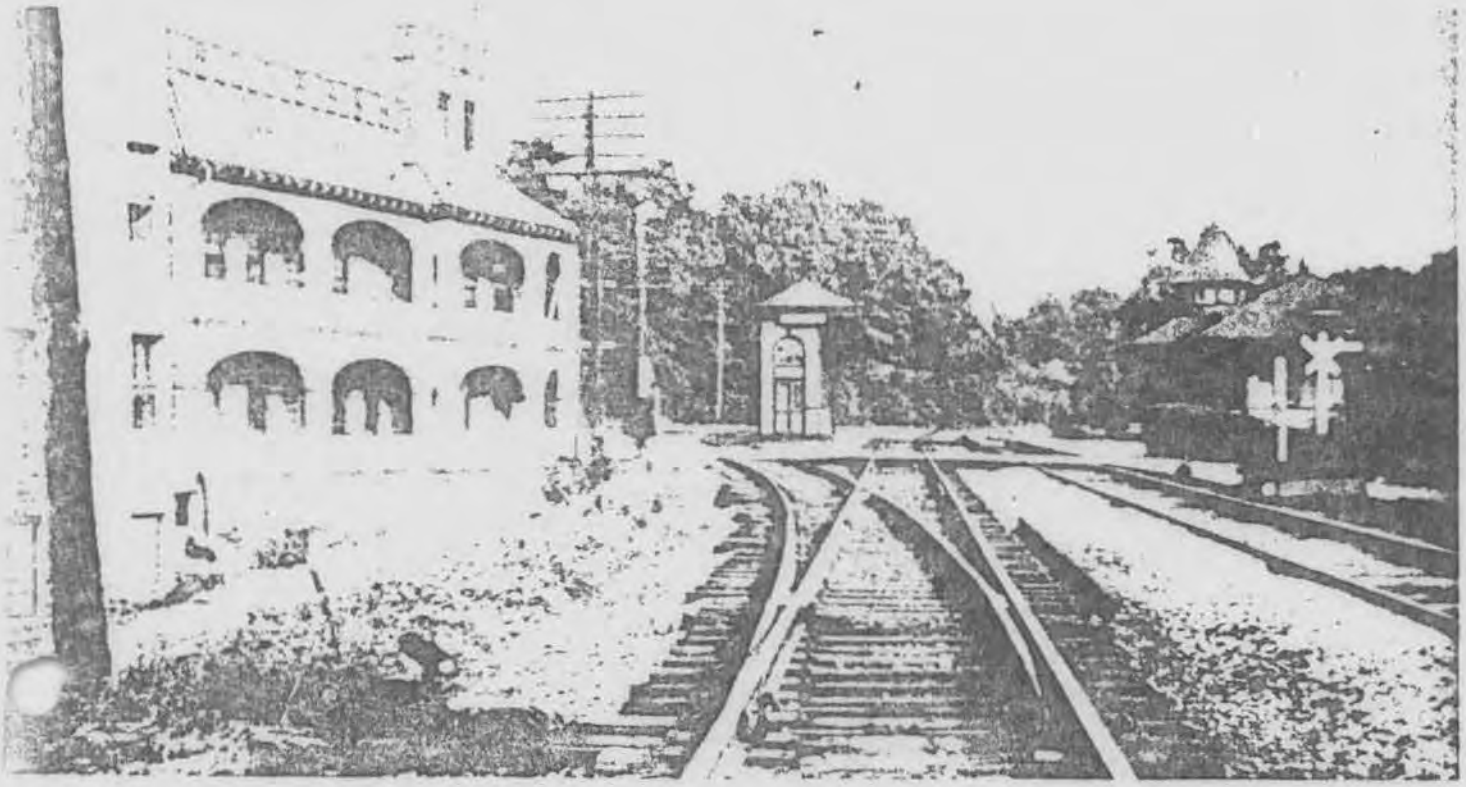
(Filed for record in the office of the State Tax Commissioner, September 19th, 1912, at 9 o'clock A. M., and the same day was recorded in Liber B. S. No. 5, Folios 334 and 335 one

M:31-8



(Above) The Forest Glen Station of the Baltimore and Ohio Railroad; maybe these are National Park Seminary students posing for the photographer. Collection of Maryland-National Capital Park and Planning Commission.

(Below) Baltimore and Ohio Railroad Metropolitan Branch, looking east; the Forest Glen station is at right, and the Castle at left; between them is a waiting shelter for westbound passengers. Formerly a fence (visible in first photo of the Castle) separated the two tracks, and passengers used a tunnel under the tracks; but by time this photo was taken the fence had been removed, and a walkway connects the two tracks. Photo taken in 1940's. Collection of Robert B. Davis, Silver Spring.

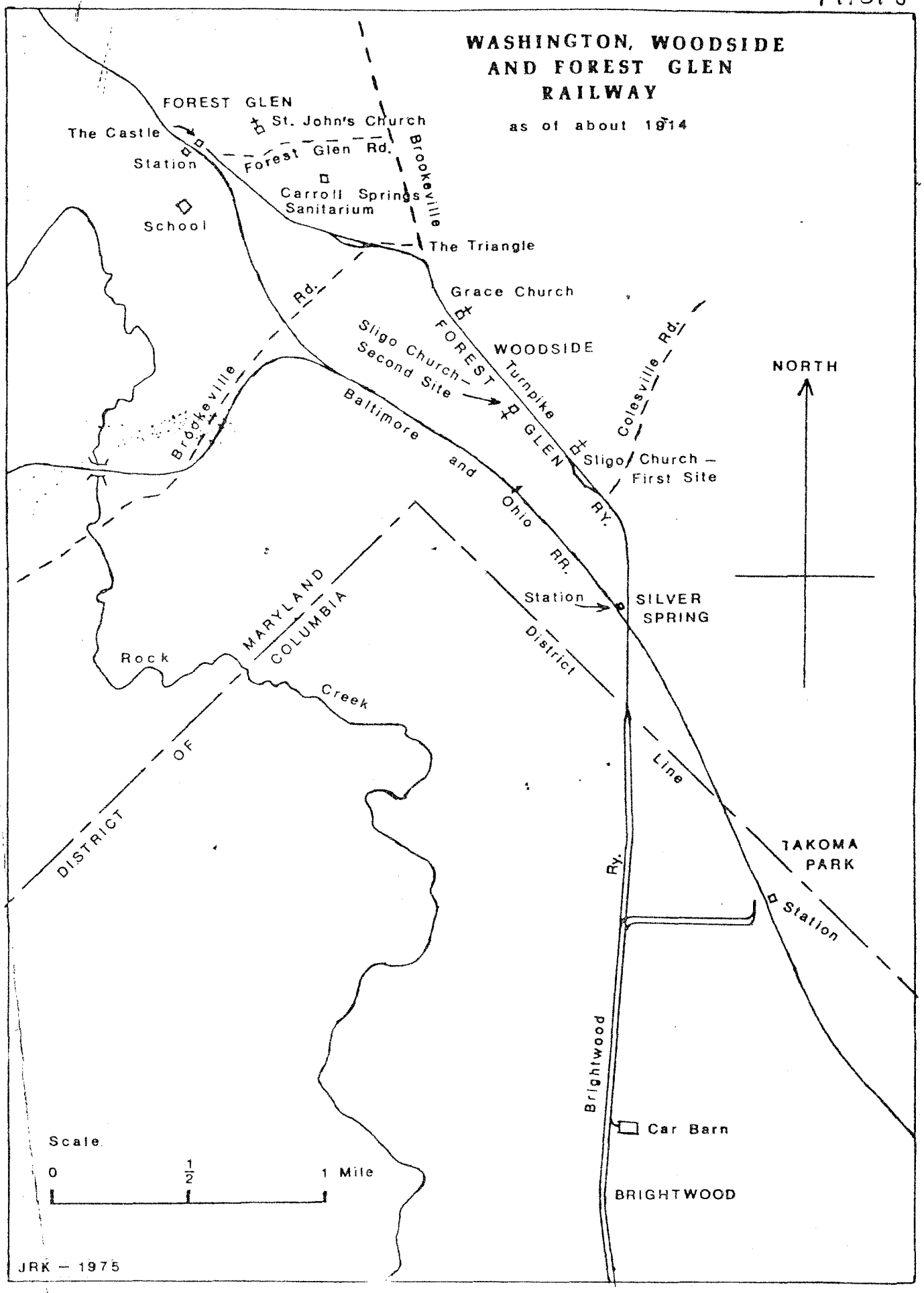


Church property included in red lines is this day recorded by deed dated July 31st 1868.

S. R. Gaithers

Rockville, Md. August 10th 1887
lots and part of lots in this sub-division embraced by red lines are not included in the records of this plat by reason of

M:31-8


WASHINGTON, WOODSIDE AND FOREST GLEN RAILWAY
as of about 1914
FOREST GLEN
The Castle
Station
St. John's Church
Forest Glen Rd.
Carroll Springs Sanitarium
School
Brookeville
The Triangle
Rd.
Grace Church
Sligo Church – Second Site
FOREST GLEN
WOODSIDE
Turnpike
Colesville Rd.
NORTH
Brookeville
Baltimore and Ohio RR.
Sligo Church – First Site
RY.
Station
SILVER SPRING
MARYLAND
COLUMBIA
Rock
Creek
District
Line
DISTRICT OF
RY.
TAKOMA PARK
Station
Brightwood
Car Barn
BRIGHTWOOD
Scale
0
1/2
1 Mile
JRK – 1975

FOREST GLEN HISTORIC DISTRICT

(County boards)

#31-8

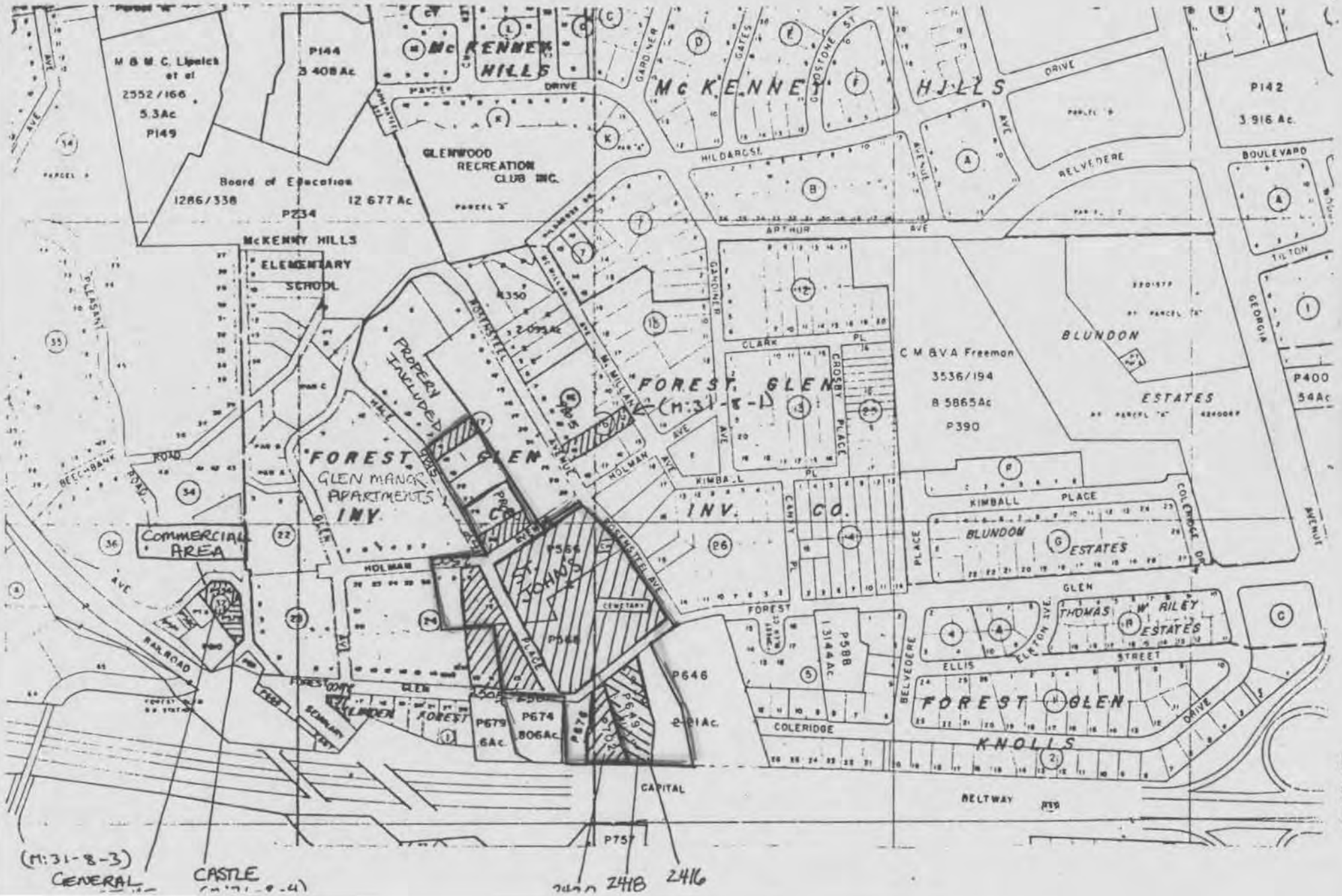
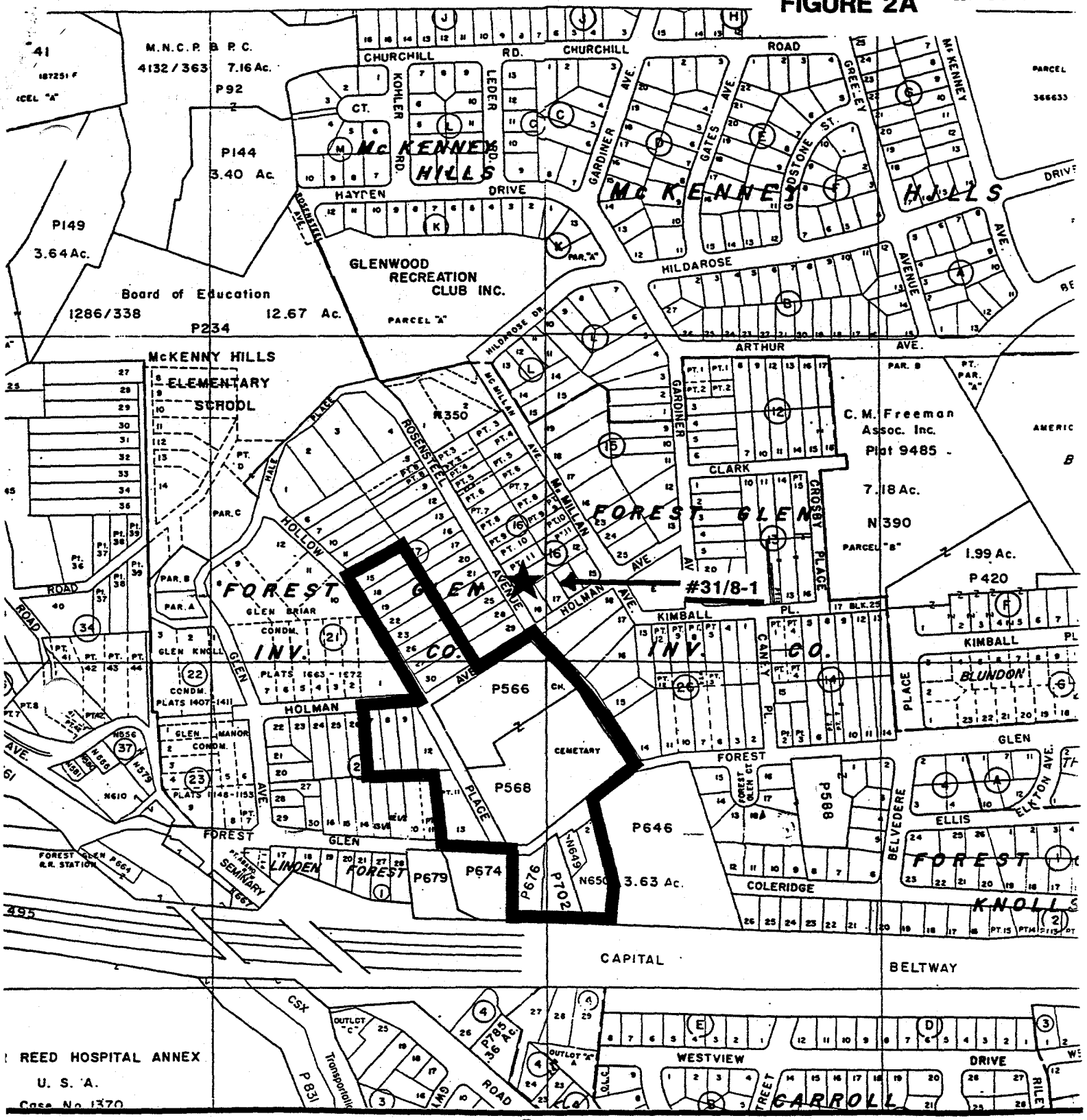


FIGURE 2A



#31/8 - FOREST GLEN HISTORIC DISTRICT

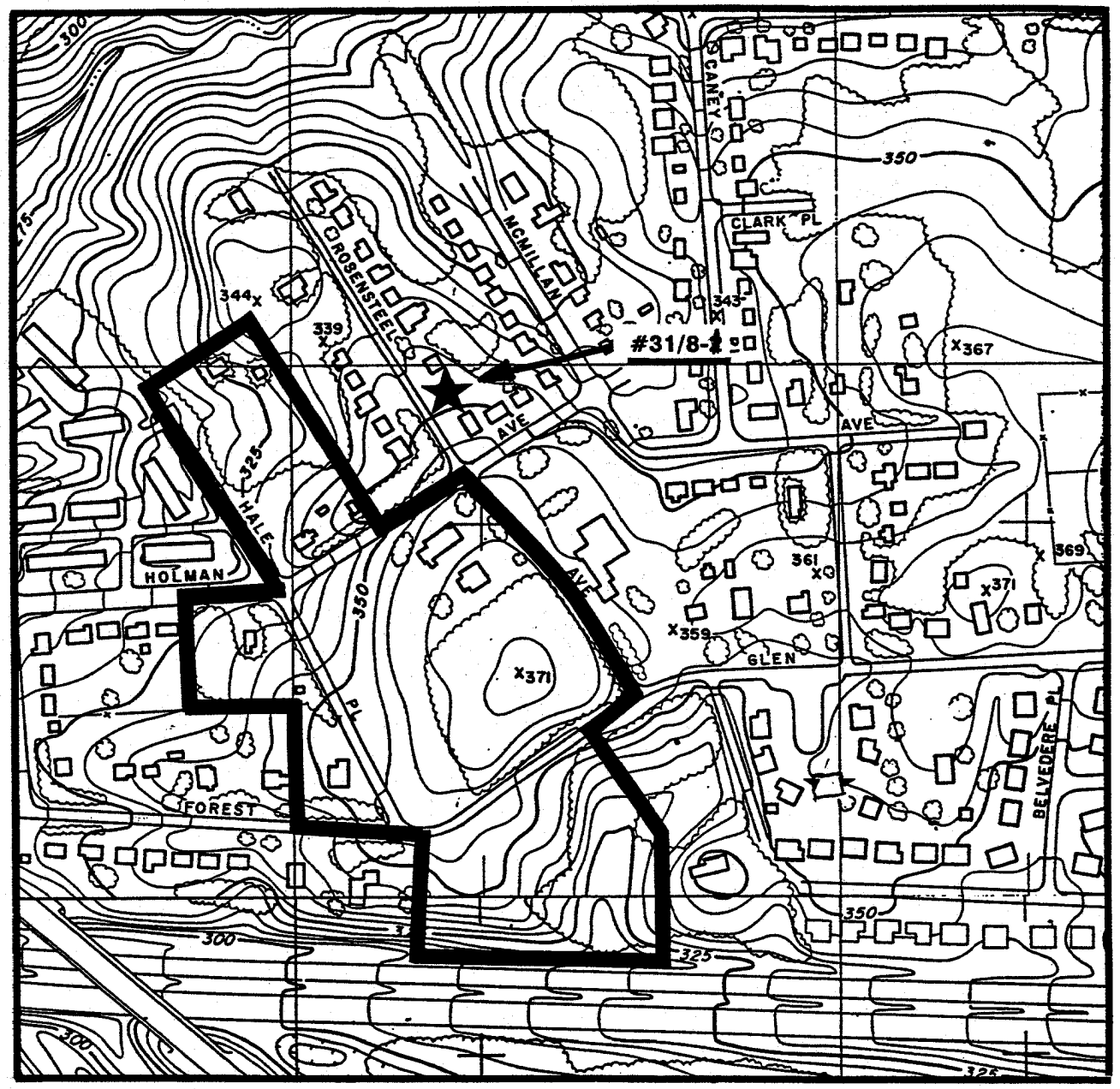
(county-defines)

DISTRICT BOUNDARIES — ■■■

INDIVIDUAL RESOURCES — ★

NORTH

FIGURE 2B



#31/8 - FOREST GLEN HISTORIC DISTRICT

(County-defined)

DISTRICT BOUNDARIES - ▬

INDIVIDUAL RESOURCES - ★

NORTH

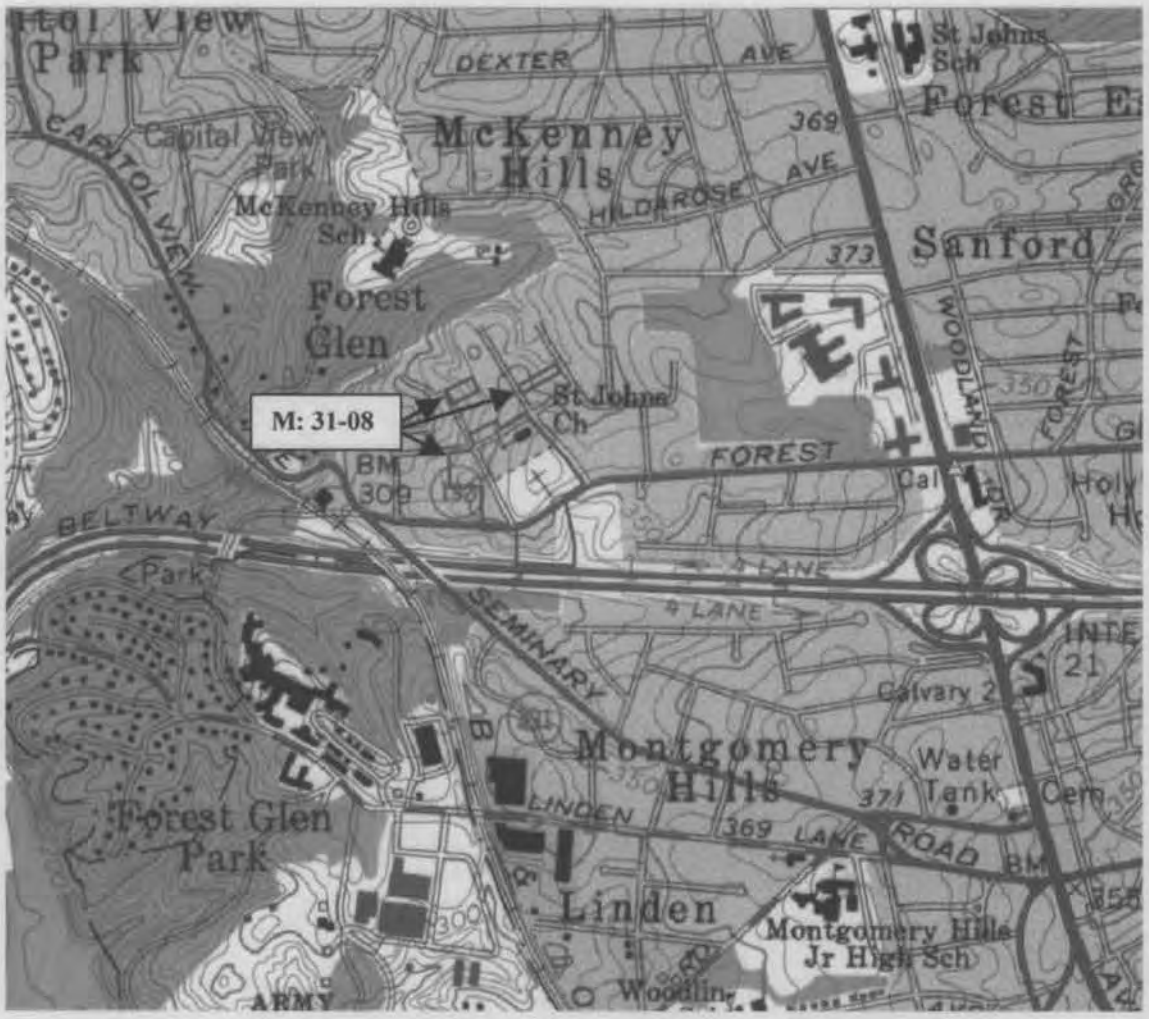
MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Forest Glen Historic District Inventory Number: M:31-8

National Register Boundary Map:

Montgomery County Tax Map JP122 and HP562

M: 31-08
Forest Glen Historic District
Kensington Quadrangle
(Official MHT district boundaries)

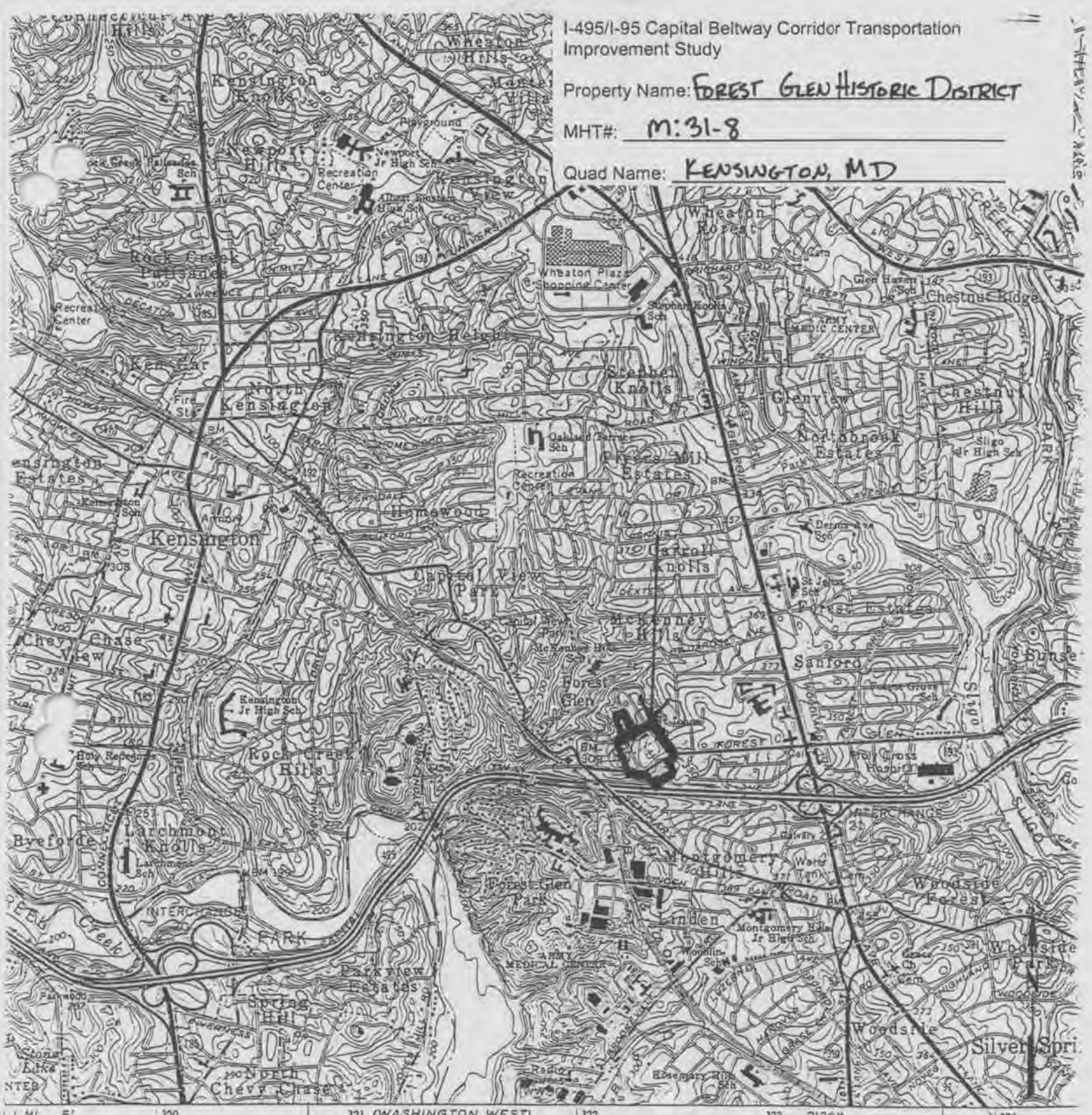


I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: FOREST GLEN HISTORIC DISTRICT

MHT#: M:31-8

Quad Name: KENSINGTON, MD



5' 320 321 (WASHINGTON WEST) 5561 I NE 322 323 2'30" 324

SILVER SPRING IR.R WASHINGTON I.U.S

SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Rough boundaries submitted on form

QUADRANGLE LOCATION

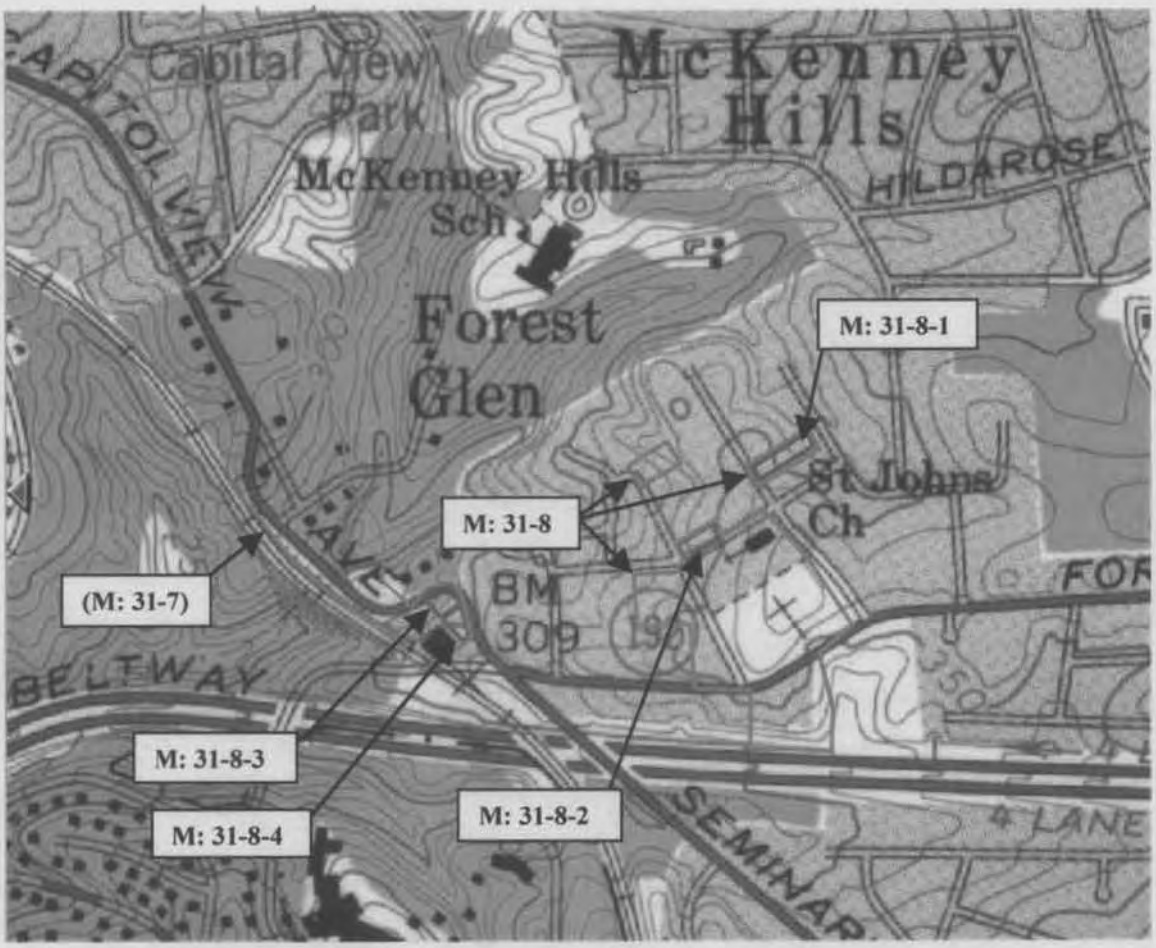
C NORTH SHEET

e pattern
on to 351 feet

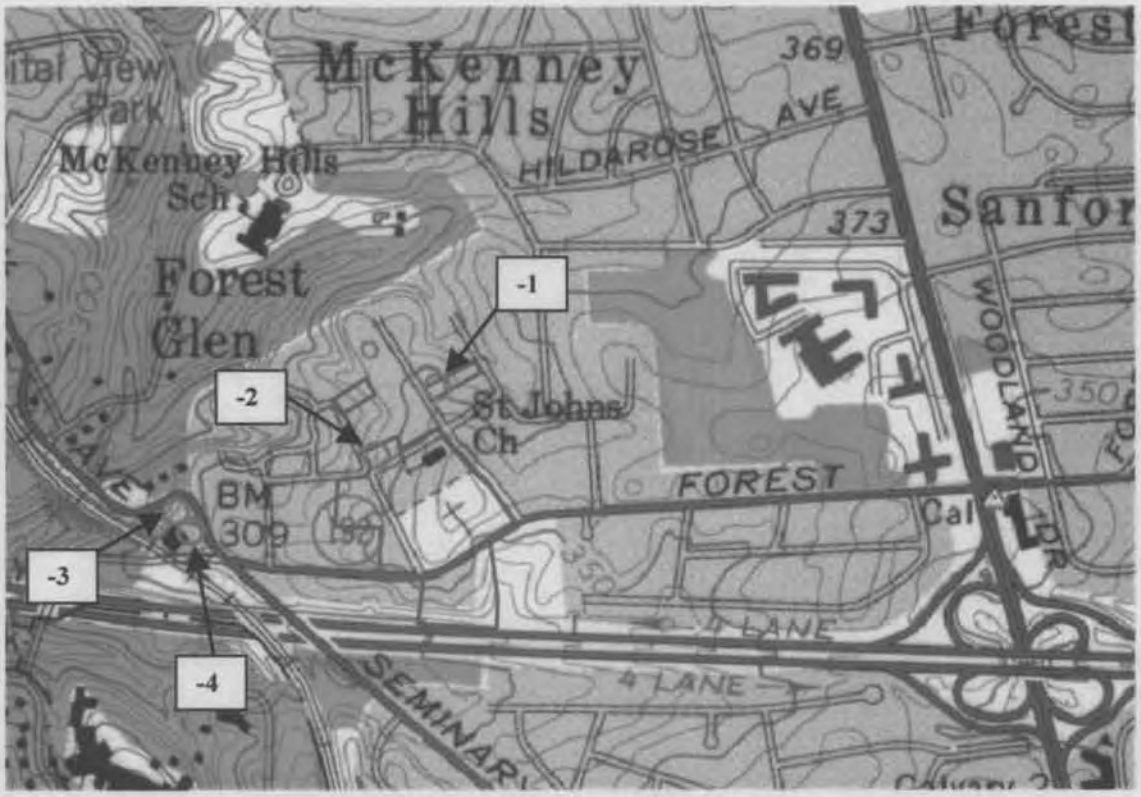
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Boundary lines shown in purple comp
information available from the control
Purple tint indicates extension of urb
Revisions shown in purple and woodl

M: 31-8
Forest Glen Historic District
Kensington Quadrangle
(official MHT boundaries, Determined Eligible)



M: 31-8
Forest Glen Historic District
Kensington Quadrangle
(Official MHT Boundaries, Determined Eligible)



1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 21 OF 24. 2420 FOREST GLEN ROAD, VIEW SOUTH-EAST
052M NNNN10A 17DEC99 EOIOIMAGE
8. 1 OF 27

1. M: 31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW OF EVERETT HOUSE AND NEW CONSTRUCTION.
   VIEW NORTHEAST (new construction is outside of district)
8. 2 OF 27

1. M: 31-8
2. Forest Glen Historic District
3. Montgomery County, MD
4. Tim Tamburrino
5. December 2009
6. MD SHPO
7. Sarah R. Hertford House, 9815 Hollow Glen Road
   Front and South Elevations View North East
8. 3 of 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY MD
4. TIM TAMBURINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW TOWARD EVERETT HOUSE SHOWING NEW CONSTRUCTION, VIEW SOUTHEAST (outside of district)
8. 4 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPC
7. ST JOHNS CEMETARY AND REPLICA CHAPEL, VIEW NORTH
052M NNNN16A 17DEC99 FOTOIMAGE
8. 5 OF 27

5.3

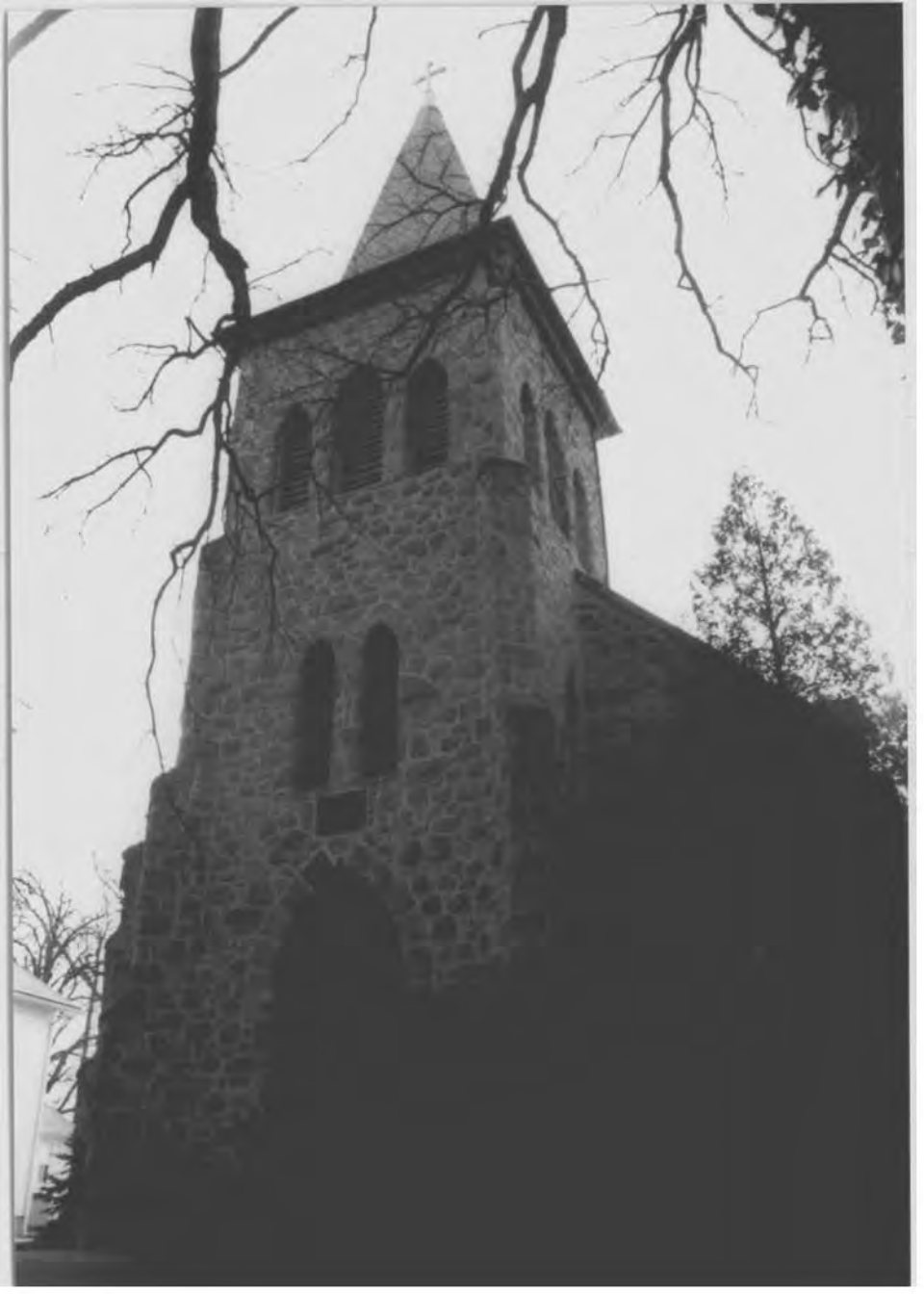
Forest Glen Park

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. FOREST GLEN PARK
8. 6 OF 27

052M NNNN19A 17DEC99 EOI.OIMAGE

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. 9700 ROSENSTELL AVENUE, ST JOHNS RECTORY
FRONT ELEVATION VIEW WEST
8. 7 OF 27

1. M:31-8
2 FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5. DECEMBER 1990
6 MD SHPO
7 ST JOHN'S CATHOLIC CHURCH, FRONT + SOUTH ELEVATIONS, VIEW NORTH WEST
8. 8 OF 27



1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TW THUMBURPING
5. DECEMBER 1989
6. MD SHPO
7. ST JOHNS CATHOLIC CHURCH, [illegible] OF
   FRONT ELEVATION, VIEW WEST
8. 9 OF 27

1 M:31-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5. DECEMBER 1419

6 MD SHPO

7. ST. JOHN'S CATHOLIC CHURCH, REAR ELEVATIONS OF ST JOHN'S CHURCH AND RECTORY, VIEW SOUTHEAST

8. 10 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. SHEPARD S. AND EMMA EVERETT HOUSE, 2411 HOLMAN AVENUE, SOUTH ELEVATION, VIEW NORTH
8. 11 OF 27

M:31-8

2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. SHERARD S AND EMMA EVERETT HOUSE, 2411 HOLMAN AVENUE, FROM ELEVATION, VIEW EAST
8. 12 OF 27

4.26

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAIBLESON
5. DECEMBER 2004
6. MD SHPO
7. JOSEPH R. HERTFORD HOUSE, 9815 HOLLOW GLEN ROAD, FRONT ELEVATION, VIEW EAST
8. 13 OF 27

1. M:31-8
2. Forest Glen Historic District
3. Montgomery County, MD
4. Tim Tamburrino
5. December 1999
6. MD SHPO
7. John E. Semmes House, Front Elevation
   View South
8. 14 of 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. THOMAS I. MURPHY HOUSE, 2561 FOREST GLEN ROAD
   FRONT ELEVATION, VIEW NORTH
8. 15 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 2420 FOREST GLEN ROAD FRONT ELEVATION, VIEW SOUTHEAST

052M NNNN11A 17DEC99 FOTOIMAGE

8. 16 OF 27

5.3

1 MI:31-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 2419 FOREST GLEN ROAD VIEW SOUTH

052M NNNN13A 17DEC99 FOTOIMAGE

8 17 OF 27

1 M:31-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 2404 FOREST GLEN ROAD, VIEW SOUTH

052M NNNN14A 17DEC99 FOTOIMAGE. ... .

8 18 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPC
7. 2100 FOREST GLEN ROAD (NON-CONTRIBUTING RESOURCE)
   VIEW SOUTH
052M NNNN15A 17DEC99 FOIDIMAGE
8. 19 OF 27

1 M:31-8
2 FOREST GLEN HISTORIC DISTRICT
3 MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5 DECEMBER 1999
6 MD SHPO
7 JOHN T. KNOX HOUSE, SOUTHWEST CORNER
VIEW NORTHEAST
052M NNNN29A 17DEC99 E0I0IMAGE
8 20 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. ST JOHN'S REPLICA CHAPEL, VIEW NORTH
8. 21 OF 27

052M NNNN17A 17DEC99 FOTOIMAGE

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. RESOURCES TO THE WEST OF THE HISTORIC DISTRICT, VIEW NORTHWEST
8. 22 OF 27

DANIEL CARROLL OF ROCK CREEK

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. RESOURCES OUTSIDE THE HISTORIC DISTRICT - KNIGHTS OF COLUMBUS PARKING LOT, HISTORICAL MARKER AND EARLY 20TH CENTURY RESOURCES ALONG FOREST GLEN ROAD, VIEW EAST

052M NNNN20A 17DEC99 EOI.OIMAGE

8. 23 OF 27

5.13

25

1 M:31-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 RESOURCES OUTSIDE OF HISTORIC DISTRICT: KNIGHTS OF COLUMBUS HALL, 9707 ROSENSTEEL AVENUE, VIEW NORTH EAST

052M NNNN21A 17DEC99 FOIOIMAGE

8 24 OF 27

1 M: 31-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 RESOURCES OUTSIDE OF HISTORIC DISTRICT FOREST GLEN APARTMENTS AT CORNER OF HOLLOW GLEN ROAD AND HOLMAN AVENUE, VIEW NORTHWEST

8 25 OF 27

1. M:31-8
2. FOREST GLEN HISTORIC DISTRICT
3. MONTGOMERY COUNTY MD
4. TIM TAUBENBERGER
5. DECEMBER 1999
6. MD SHPO
7. RESOURCES OUTSIDE OF HISTORIC DISTRICT, NORTHWEST CORNER OF ROSENSTEEL AVENUE AND HOLMAN AVENUE, VIEW NORTHWEST
052M NNNN27A 17DEC99 E0101MAGE
8. 26 OF 27

1 M:81-8

2 FOREST GLEN HISTORIC DISTRICT

3 MONTGOMERY COUNTY MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 RESOURCES OUTSIDE OF HISTORIC DISTRICT, NORTHEAST CORNER OF ROSENSTEEL AVENUE AND HOLLAND AVENUE,

052M NNNN26A 17DEC99 E0I0IMAGE

VIEW NORTHEAST

8 27 of 27

5.18

IHS
here lies the body of
MARGRET FAHY wife
of LOUGHLIN FAHY.
who departed this life
August 22nd 1800. in
year of her

NAME FAHY TOMBSTONE, ST. JOHN'S-FOREST GLEN

LOCATION FOREST GLEN RD., SILVER SPRING, MD.

FACADE

M: #31-8

PHOTO TAKEN 6/3/75

M. DUYER

DANIEL CARROLL OF ROCK CREEK
JULY 22 1730 — MAY 7 1796
NEAR THIS SPOT WAS THE HOME OF DANIEL CARROLL, MEMBER OF THE SECOND CONTINENTAL CONGRESS AND OF THE FEDERAL CONSTITUTIONAL CONVENTION. HE WAS A REPRESENTATIVE FROM MARYLAND IN THE FIRST UNITED STATES CONGRESS AND SERVED AS ONE OF THE THREE COMMISSIONERS WHO SURVEYED THE DISTRICT OF COLUMBIA.
THE MONTGOMERY COUNTY HISTORICAL SOCIETY
AND
MARYLAND HOUSE & GARDEN PILGRIMAGE
1964

M: #31-8

NAME CARROLL MARKER - ST. JOHN'S - FOREST GLEN

LOCATION FOREST GLEN RD., SILVER SPRING, MD.

FACADE

PHOTO TAKEN 6/3/75
M. BUCHER

NAME M:# 31-8 (FOREST GLEN HIST. DIST.)

LOCATION N.E. CORNER OF HOLMAN + HALE SILVER SPRING, Md

FACADE SE

PHOTO TAKEN 6/3/75 MDWYER

NAME ST. JOHNS - FOREST GLEN (FOREST GLEN HIST. DIST.)

LOCATION ROSENSTEEL AVE. (FOREST GLEN) SILVER SPRING, MD.

FACADE NW

PHOTO TAKEN 6/3/75

M. RUSYER

M: #31-8

NPS Form 10-900
(Rev. 8/93)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

M:35-61

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: George Washington Memorial Parkway

other names/site number: N/A

2. Location

location: George Washington Memorial Parkway

street & number: Turkey Run Park [ ] not for publication

city or town: McLean, VA [ ] vicinity

state: Maryland, Virginia, DC counties: Montgomery, Arlington, Fairfax, DC; code: 031, 013, 059, 001

zip code: 22101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register Criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ ] locally. [ ] See continuation sheet for additional comments.

Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet for additional comments.

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

[ ] entered in the National Register
[ ] See continuation sheet.
[ ] determined eligible for the National Register
[ ] See continuation sheet.
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other (explain): _____

Signature of Keeper Date of Action

5. Classification

ownership of property (check as many boxes as apply): [ ] private [ ] public-local [ ] public-State [x] public-Federal

category of property (check only one box): [ ] building(s) [x] district [ ] site [ ] structure [ ] object

number of resources within property:

contributing	noncontributing
____ structures	____ buildings
5.21 miles retaining walls	____ sites
12.49 barrier walls	4 structures
35 culverts	____ objects
973 drop inlets	____ Total

number of contributing resources previously listed in the National Register: ____

name of related multiple property listing: Parkways of the National Capital Region, 1913-1965

enter "N/A" if property is not part of a multiple property listing: N/A

6. Function or Use

historic functions (enter categories from instructions)

category: transportation/vehicle-road related

subcategory: transportation/parkway

current functions (enter categories from instructions)

category: parkway subcategory: ____

7. Description

architectural classification (enter categories from instructions)

category: other/parkway

other/National Park Service Landscape Architecture

materials (enter categories from instructions)

foundation ____

roof ____

walls ____

other steel, concrete, asphalt, stone, native vegetation

narrative description (describe the historic and current condition of the property on one or more continuation sheets)

tatement of Significance

applicable National Register criteria (mark "x" in one or more boxes for the criteria qualifying the property for National Register listing

[ ] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
[x] B. Property is associated with the lives of persons significant in our past.
[x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[ ] D. Property has yielded, or is likely to yield information important in prehistory or history.

criteria considerations (mark "X" in all the boxes that apply)

[ ] A. Property is owned by a religious institution or used for religious purposes.
[ ] B. Property has been removed from its original location.
[ ] C. Property is a birthplace or a grave.
[ ] D. Property is a cemetery.
[ ] E. Property is a reconstructed building, object,or structure.
[ ] F. Property is a commemorative property.
[x] G. Property is less than 50 years of age or achieved significance within the past 50 years.

areas of significance (enter categories from instructions)
transportation/vehicle-road related
landscape architecture
other/person

period of significance
1930-1966

significant dates
1930, 1966

significant person
(complete if criterion B is marked above)
George Washington

cultural affiliation
N/A

architect/builder
NPS and Bureau of Public Roads
(Federal Highway Administration)

narrative statement of significance (explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

references (cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

previous documentation on file (NPS)

[ ] preliminary determination of individual listing (36 CFR 67) has been requested
[ ] previously listed in the National Register
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #
[ ] recorded by Historic American Engineering Record #

primary location of additional data

[ ] State Historic Preservation Office
[ ] other State agency
[x] Federal agency
[ ] local government
[ ] university
[x] other

name of repository: National Archives and Records Service, Federal Highway Administration

10. Geographical Data

acreage of property: NPS - 7,146

UTM References (place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	xxx	xxxxxxx	xxxxxxx	3	xx	xxxxxxx	xxxxxxx
2	xxx	xxxxxxx	xxxxxxx	4	xx	xxxxxxx	xxxxxxx

[x] See continuation sheet.

verbal boundary description: The boundary of the nominated district is delineated by an elongated polygon whose vertices are marked by the UTM coordinate points A-Z for the George Washington Parkway (south side of Potomac River) and Points AA-OO for the Clara Barton portion (north side of the Potomac River) ;of the George Washington Memorial Parkway.

boundary justification: The boundary is coterminous with the original right-of-way determined by the Bureau of Public Roads (Federal Highway Administration) and maintained by the National Park Service, the District of Columbia, Virginia, and Maryland. It encompasses numerous features: bridges, culverts, landscape architectural elements, and the natural topographic features.

11. Form Prepared By

name/title: Jere L.Krakow

organization: National Park Service, Denver Service Center — date: November 1993

street & number: 12795 W. Alameda Parkway, PO Box 25287 — telephone: (303)969-2909

city or town: Denver — state: Colorado — zip code: 80225-0287

Additional Documentation

submit the following items with the completed form:

[ ] continuation sheets

[X] maps
one USGS map (7.5 or 15 minute series) indicating the property's location
one sketch map for historic districts and properties having large acreage or numerous resources

[X] photographs
representative black and white photographs of the property

[ ] additional items (check with the SHPO or FPO for any additional items)

Property Owner

(complete this item at the request of the SHPO or FPO)

name: National Park Service

street & number: Turkey Run Park — telephone: (703) 285-2600

city or town: McLean — state: VA — zip code: 22101

Paperwork Reduction Act Statement

This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement

Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-00 Washington, DC 20503.

SUMMARY DESCRIPTION

As one of the nation's premier parkways, George Washington Memorial Parkway (GWMP) comprises 7,146 acres and extends 38.3 miles in association with the Potomac River. The initial or southern section of the parkway, Mount Vernon Memorial Highway, which opened in November 1932, extends 15.2 miles from the Arlington Memorial Bridge to the Gateway to President George Washington's at home at Mt. Vernon. The parkway commemorates the first president, preserves the natural setting, and provides a quality entryway for visitors to the nation's capital.

The northern section of the parkway runs on opposite sides of the Potomac River from Arlington Memorial Bridge to the Capital Beltway/Interstate 495, a distance of 9.7 miles in Virginia, and the 6.6 mile Clara Barton Parkway (renamed - 1989) in Maryland. This portion protects scenic vistas, contains numerous historical and archeological resources, and serves as another quality entryway into Washington, D.C. All but a small portion of the parkway north of Chain Bridge, in the District, opened during late 1965 on land acquired by the cooperating states, the National Capital Park and Planning Commission (NCP&PC), and the National Park Service. The portion to Chain Bridge reached completion in 1968.

For purposes of this parkway nomination the multiple property nomination historic context statement, "Parkways Of The National Capital Region, 1913 to 1965," is attached to this document.

HISTORY OF THE PARKWAY

'y references to a system of parks connected by parkways, in Washington, D.C., and surrounding area, laid the groundwork ...implementation of the McMillan Plan proposed in 1902. Members of the McMillan Commission envisioned "drives along the palisades of the Potomac above Georgetown to Great Falls and down the River to Mount Vernon."[1] These drives had certain definitions:

> Parkways or ways through or between parks; distinguished from highways or ordinary streets by the dominant purpose of recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness.[2]

Preserving the palisades had been advocated for a number of years as part of a design to protect the entire Potomac corridor past the capital to Great Falls. The McMillan Commission report stated the landscape should be "safeguarded in every way."[3] It went on to add that scenic vistas, and historic sites and "the uncultivated hilltops of the Virginia Palisades," along the route, could be viewed better by travelers and local residents from a parkway on the Maryland side.[4]

For Charles Eliot, NCP&PC official, the 28-mile corridor along the Potomac would capture many "inspirational values." He believed "no area in the United States combine[s] so many historical monuments in so small a district as the Potomac River Valley in the Washington region."[5] The proposed parkway would link with Mount Vernon Memorial Highway, which began as an idea in Alexandria, Virginia, in 1886, but did not receive authorization until May 1928. Urgency because of the approaching bicentennial of Washington's birth in 1932, however, finally prompted action leading to the opening of the parkway in that year. In the midst of this GWMP obtained strong endorsement from the Capper-Cramton Act of 1930. Before passage of that act, various threats to the scenic values of the proposed route surfaced regularly. Representative Cramton urged the nation to protect the area because

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1. Charles W. Eliot II, "Preliminary Report, PARK SYSTEM FOR DISTRICT OF COLUMBIA, Submitted in Accordance with Program of Work Adopted August, ...6," December, 1926, p. 1. National Archives, Record Group 79, Box 4.

2. ...id., p. 20.

3. *Potomac Palisades Task Force Final Report*, Arlington County Virginia, August 1990, p. 4-13.

4. Ibid.

5. Charles W. Eliot II, "The George Washington Memorial Parkway," *Landscape Architecture*, Vol. XXII, April 1932, p. 191.

> the palisades of the Potomac are daily being blasted, serious industrial encroachments threaten, wooded areas are being destroyed, and power interests have seriously urged replacement of the unique and outstanding natural beauties of Great Falls and the gorge of the Potomac with man-made reservoirs of much more commonplace, artificial beauty.[6]

Proponents spoke in the broadest of terms, linking the area sought to the desire of the populace at large, and the overwhelming role of President Washington in the history of the United States. To do less, went the argument, would be to ignore the wishes of the American people. Several organizations also lobbied for the bill, including the American Society of Landscape Architects, the American Institute of Architects, the General Federation of Women's Clubs, the Garden Society of America, and the American Civic Association.[7] In May 1930, the bill became law (see the section on "Legislation") with a sizable (given the economic condition of the United States) appropriation of $33.5 million.

To acquire the land, Congress authorized $7.5 million to the NCP&PC, to be matched by the bordering states of Virginia and Maryland in money or in long-term, interest-free loans. Half of the cost of acquiring the land was the basic arrangement necessary with state governments or "political subdivisions thereof." Assistance came from two organizations formed specifically for the parkway project: the George Washington Memorial Parkway Association, Inc., and the George Washington Memorial Parkway Fund, Inc. The former group supported the effort by forming state chapters that, in turn, "impress[ed] upon the people the necessity of guarding the beauty of the Nation's Capital by preserving its historic river and enlisting their aid in forwarding the proposed parkway."[8] Aid for the association came from the latter (fund) group, which took temporary title to recently acquired land. Both groups, however, had little to do during the Great Depression.

Early estimates for the cost of land came to $5.5 million in Maryland and Virginia. By the summer of 1933, 390 c estimated 6,100 acres had been acquired.[9] Money for such purchases stemmed from formal agreements drafted between the National Capital Park and Planning Commission and the state government's subscribing monies.[10] That same summer, the Commonwealth of Virginia allocated $25,000 with the presumption that Arlington and Fairfax counties would pledge similar amounts. The NCP&PC budgeted $50,000 for matching monies. Once the United States secured title to lands acquired, the cost of development would be borne by the federal government.

Because land acquisition moved slowly, interested parties made various attempts to speed things along. One such effort came from a proposal by Secretary of the Interior Harold L. Ickes to President Franklin D. Roosevelt. After explaining the background of planning for a parkway along the river and reiterating the amount of land in government ownership, Ickes stated what land needed to be acquired. Finally, he asked:

> Would you be willing to authorize the purchase of the foregoing areas? Their acquisition is needed for the work of the Emergency Conservation Work Camps and would seem to be in line with your policy to buy additional lands in the south for that purpose.[11]

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6. Press Release, Congressman Louis C. Cramton, January 27, 1930, p. 1, National Archives, Record Group 79, Box 2774.

7. Ibid., p. 2.

8. *Washington Evening Star*, February 17, 1933, National Archives, Record Group 79, Box 3.

9. Memorandum from Demaray (Acting Director, National Park Service) to the Secretary of the Interior, July 22, 1933, National Archives, Record Group 79, Box 2774. As of April 1988, George Washington Memorial Parkway covers 7,146 acres.

10. "Agreement Between The National Capital Park And Planning Commission, The Board Of Commissioners Of Arlington County, Virginia, An Governor Of Virginia," July 28-29, 1933, National Archives, Record Group 79, Box 12. The Agreement comprises five pages of text, including several sections from the Capper-Cramton Act of 1930.

11. Ickes to President (Franklin D. Roosevelt), November 1933, National Archives, Record Group 79, Box 2774.

President Roosevelt had more than a passing interest in the project. Earlier, in the spring of 1933, he had made an inspection trip to the Great Falls area, evidenced by the NCP&PC preparing a briefing package for him after the tour.[12] This suggests that key members of the administration carried the day as a first unit of the parkway received authorization, and $280,000 was made available in mid-summer 1934.

To begin the parkway project, a working arrangement suggested by C. Marshall Finnan, superintendent of the National Capital Parks, initiated an interbureau agreement.[13] The Bureau of Public Roads assumed the lead, doing studies and planning for the parkway; review and approval was reserved for the National Capital Parks.

The director of the National Park Service in conjunction with the Bureau of Public Roads, the Fine Arts Commission, and the Planning Commission shared the final decision on the location of the road.[14] Conceptualization of the design took form, through the efforts of all the organizations and, especially, from the advice of Gilmore D. Clarke. He persuaded members of a delegation touring the proposed areas that the parkway should be designed with two lanes in each direction: "the rugged terrain lends itself more suitably for the construction of two narrow roads rather than one wide one."[15] Clarke also advanced the idea that such a design would preserve the landscape (see section on "Design").

Private utility interests remained an important issue of the parkway project. In 1928, after protracted debate, Congress legislated a requirement that "no permit should be issued to any private interests for the development of water power in the Potomac River below the pool above Great Falls until further action of Congress."[16] Again in 1930, Congress passed similar legislation while awaiting reports on the feasibility of private power development along the Potomac. Private utilities ned property on the river, principally Great Falls Power Company, which in 1904, bought land there for $600,000. It owned 870 acres outright and half interest in another 82 acres.[17] The company had "refused to sell unless the U.S. would agree never to develop hydro-electric power at the falls."[18] Other property owners included Great Falls Farm Corporation, Washington and Old Dominion Railway, and the C&O Canal; they owned an additional l,000 acres.[19] Taking lines for the parkway corridor cut across the privately owned property, and in 1934, a request of $3 million was made to the Bureau of the Budget for the purchase of many of these tracts.

Depression-era concerns and federal and state (Maryland and Virginia) programs precluded much activity in buying land and constructing the parkway. Times were hard, programs had short-term objectives, and the planning commission lost influence in overseeing orderly growth and development in the nation's capital. Several factors combined to delay the construction. Of course, land prices rose as land in the corridor changed hands and speculation added value to properties.

Various means of raising public consciousness about the project came from a variety of articles. In May 1935, *Review of Reviews* published an article written by Arno B. Cammerer, director of the National Park Service, exhorting Americans to support the George Washington Memorial Parkway and the preservation of much of the Potomac River corridor to Great

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12. National Capital Park and Planning Commission, "The George Washington Memorial Parkway From Mount Vernon to Great Falls along the Potomac River," April 1933, Franklin D. Roosevelt Library, Photo Album # 202. This is a 119-page briefing report specially prepared for President Roosevelt, including numerous maps and photographs and an excellent summary section on the competing interests for the Great Falls of the Potomac: water power versus park interests. (Hereafter referred to as Franklin D. Roosevelt Library Album.)

13. Finnan to Demaray, July 21, 1934, National Archives, Record Group 328, Box 130.

14. Ibid.

15. Fine Arts Commission Chairman to National Capital Park and Planning Commission, June 1, 1934, National Archives, Record Group 328, Box 130. he time the chairman was Charles Moore.

16. Nolen to Cammerer, September 22, 1934, p. 1, National Archives, Record Group 79, Box 475.

17. Ibid., p. 2.

18. Ibid.

19. Ibid.

Falls.[20] In late September 1936, a series of articles by W.A.S. Douglas in the *Washington Herald* advocated the same.[21] The series presented thoughtful reasons for setting aside the Potomac River from Great Falls to Mount Vernon as a memorial to the first president. Douglas sought to mold opinion to "make it [the Potomac] the most beautiful waterway in America," and remove the neglect he observed along its course.[22] Much of the appeal of Douglas's reasoning derived from the fact that congressmen looked after their respective state agendas to the neglect of the District of Columbia, which lacked a champion and proponent. It seemed clear to Douglas that the nation's capital needed to become the national masterpiece envisioned by key advocates through the years.

Working toward the same objective of raising public awareness, Max S. Wehrly, Commission Landscape Architect, completed two reports for the NCP&PC in 1937.[23] In these reports, he sought to move the project forward through informing the planning commission about the status. Arguments propounded took note of recreation and preservation of open space, and orderly and systematic urban development instead of sprawl. Wehrly underscored "the potential of a scenic parkway entrance to the Nation's Capital from the West."[24] He discussed the impact of a "high speed parkway" into the proposed park area and noted the road "may eventually form a major connection with a National parkway system" from northern Georgia to Maine.[25]

The reports crystallized arguments for the parkway, its physical and historical setting, its role in the region, and the urgency of acquiring land at existing instead of mounting prices. Passages from the reports found their way into print and became a topic of conversation as the planning and design effort proceeded toward the construction phase. Wehrly also wrote a report on improving Conduit Road (present MacArthur Boulevard) in Washington, D.C., and Maryland as one corridor for the parkway.[26]

In the summer of 1935, an important section of George Washington Memorial Parkway obtained funding in the amou $224,236. The National Park Service singled out 1-1/4 miles from the Francis Scott Key Bridge to Columbia Island for construction, though it meant acquiring an expensive piece of property.[27] A powerhouse of the Washington and Old Dominion Railway had to be purchased, though by agreement the commonwealth of Virginia had responsibility for half of the cost. Director Cammerer's justification stated, "the immediate need for this particular section of the Parkway is to eliminate the heavy traffic flow and congestion from the District of Columbia through M Street to Georgetown."[28] He thought traffic would use the Arlington Memorial Bridge and the parkway thereby alleviating congestion on Francis Scott Key Bridge. Moreover, Cammerer convincingly argued for the need to obtain the railway property to prevent having to raise the eastbound lane to permit access for Rosslyn Plaza traffic.[29] Secretary Harold L. Ickes concurred, though he did insist that $26,000 be expended for plantings to screen an "unsightly view of the railroad yards" just north of the Circle on the Mt. Vernon Highway at Alexandria.[30]

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20. Arno B. Cammerer, "Push The Washington Parkway," *Review of Reviews*," May 1935, National Archives, Record Group 79, Box 2774.

21. *Washington Herald*, September 20 to September 28, 1936, National Archives, Record Group 328, Box 17.

22. Ibid., September 21, 1936.

23. Max S. Wehrly, "National Capital Park & Planning Commission, Summary Report, George Washington Memorial Parkway – Virginia Side," September 16, 1937, unpublished; Max S. Wehrly, "National Capital Park & Planning Commission, General Report on George Washington Memorial Parkway, Upper Potomac," December 1937, unpublished; National Archives, Record Group 328, Box 17.

24. Wehrly, ". . . Upper Potomac," p. 8.

25. Wehrly, ". . . Virginia Side," p. 1.

26. Max S. Wehrly, "Brief of the Improvement of Conduit Road as it Relates to the George Washington Memorial Parkway District Line to Great Falls, Md., 1927-1937," unpublished report, National Archives, Record Group 328.

27. Cammerer to Ickes, June 26, 1935, National Archives, Record Group 79, Box 475.

28. Ibid.

29. Ibid.

30. Tolson to Burlew, July 31, 1935, National Archives, Record Group 79, Box 475.

That same year the Interior Department Appropriation Act made $7.5 million available to the National Park Service for use on roads and trails. Of this amount the National Capital Parks secured nearly $270,000, most of which it earmarked for the George Washington Memorial Parkway.[31] The focus of work continued to be from Key Bridge to Columbia Island, though $21,100 was designated for a survey from Arlington Memorial Bridge to Great Falls.[32]

During the summer of 1937, parkway construction continued apace. Key figures in prioritizing the construction were drawn from the Bureau of Public Roads, National Park Service, and National Capital Park and Planning Commission. Key Bridge and a connector from Rosslyn Plaza Parkway to the bridge were designated to receive a portion of the $270,000 remaining in the account of the Bureau of Public Roads.[33] Management also sought an appropriation in 1939 for a new span to permit the parkway to pass beneath Key Bridge to Spout Run.

Throughout the depression, members of the NCP&PC expressed concern about the nonparticipation of state and local governments in matching funds or buying and donating land for the parkway corridor. Such assistance had been specified in the Capper-Cramton Act of 1930. Writing in 1938, J.C. Nichols, member of the NCP&PC and real estate developer from Kansas City, went on record, "I feel the time has come when we should discontinue cooperation with Maryland unless these authorities will cooperate with us in a reasonable way on their part of the George Washington Memorial Parkway."[34] He added that only projects of "local benefit" were funded, whereas the greater objective of a parkway to Great Falls was neglected. The latter, according to Nichols, had both national and local significance. Furthermore, he advocated that the Maryland legislature act with "reasonable cooperation" soon, or he, like other commission members, would not vote for any other local projects.

This did not move the state of Maryland to action. It did, however, cause Prince Georges County to proceed, no doubt at the prodding of the Maryland National Capital Park and Planning Commission, which in turn had been pressured by the NCP&PC. The county did not anticipate any participation by the state and inquired about passing legislation of its own to match monies for land acquisition. T.S. Settle, secretary of the NCP&PC responded that a county could do just that and sent along copies of legislation passed by Virginia in 1930.[35] That act gave recognition to the parkway project and authorization to "the political subdivisions along the route to cooperate with the National Government and make contributions for same."[36]

Virginia appropriated $25,000 in 1932, with the provision that county governments do the same. Arlington County complied, and the $50,000 total, after a like amount of matching federal funds, was used to buy land of unit No. 1 – Key Bridge area.[37] Again in 1938, the Virginia general assembly appropriated $50,000 with the same caveat for local governments.[38] Finally, in 1939, Maryland began to move toward participation when the legislature passed an act permitting Montgomery County "to issue and sell $150,000 worth of bonds to match a similar amount from the National Capital Park and Planning Commission."[39] They designated this money for purchase of land in Montgomery County between the District line and Great Falls. That same year, the NCP&PC sought a supplemental appropriation from Congress for a like amount. A

31. Demaray to Burlew, February 8, 1938, National Archives, Record Group 79, 2774.

32. Ibid.

33. Superintendent to Director, September 20, 1937, National Archives, Record Group 79, Box 2774. C. Marshall Finnan was Superintendent of the National Capital Parks at that time.

34. Nichols to Delano, December 22, 1938, National Archives, Record Group 328, Box 126.

35. Settle to Duckett, March 9, 1939, National Archives, Record Group 328, Box 126.

36. Ibid.

37. Ibid.

38. Ibid.

39. 76th Congress, 1st Session, House of Representatives, Document No. 437, p. 2, National Archives, Record Group 79, Box 2835.

rationale in the House document points to the urgency of moving to acquire the land because of the rising values and continued development in the parkway corridor.[40]

Before World War II, planning for the parkway to extend all the way to Great Falls continued. In fact, an estimate of $1 million for purchase of land above the falls underscored the need to acquire the land quickly before land values rose even more.[41] The estimate, based upon $265,000 per mile, reflected a road on both sides of the river for about 2 miles to a bridge site proposed above the falls.

A problem that surfaced during World War II for the Maryland portion to Great Falls dampened the parkway efforts. Writing to the Park Service director, Associate Director A.E. Demaray pointed out that the Capper-Cramton Act contained a provision that stated "no money shall be expended by the United States for the construction of said highway on the Maryland side of the Potomac except as part of the Federal Aid Highway Program."[42] Under that program, monies could not be used to construct a highway on lands owned by the United States. Because much land had already been purchased, an act had to be passed to permit the parkway to continue. Therefore, Demaray had an amendment drawn to allow monies to be expended so that when World War II ended, work could continue. The amendment eventually passed and became law in August 1946, though by April 1945 Acting Superintendent Harry T. Thompson, National Capital Parks, reported that all the land needed had been purchased.[43]

Until final passage, various schemes kept the project from losing momentum. The strategy interpreted that Federal Aid Highway Program funds could be expended for planning and surveys, but not for construction.[44] It proved to be an approach whereby management would proceed until told to do otherwise, even to the point of not seeking the opinion of the comptroller general of the United States.[45] Concurrent with this activity, the project slowed considerably on the Virginia side because of a lack of funds for property acquisition. Only a small section of land above Key Bridge and near Highway had been obtained.

In late October 1946, a summary of parkway activities to date reached Congressman Hatton W. Sumners of Texas.[46] U.S. Grant, III chairman of the NCP&PC, reported a "50 percent completion as to land acquisition," but little construction other than that for Mount Vernon Memorial Highway. Land procurement above Key Bridge was to be completed in the winter and construction scheduled "up the valley of Spout Run" in 1947.[47] Over three-fourths of the land for the parkway in Montgomery County, Maryland, had been acquired by late 1946, but Prince Georges County had so little interest that it could not raise enough money to make the necessary match.

Chairman Grant of the NCP&PC summarized activity in Virginia, too. He believed that Fairfax County had made the least progress and that the outlook was bleak despite some of the most outstanding "high bluffs and tributary stream valleys on the Virginia side."[48] The better views of the gorge and falls also could be seen from the heights noted. Grant added that

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40. Ibid., p. 3.

41. Nolen to Keddy, February 19, 1940, National Archives, Record Group 79, Box 2774.

42. Associate Director to Director, September 7, 1944, National Archives, Record Group 79, Box 2835.

43. Acting Superintendent, National Capital Parks to Chief Landscape Architect, April 4, 1945, National Archives, Record Group 79, Box 2835.

44. Associate Director to Director, September 13, 1945, National Archives, Record Group 79, Box 2835.

45. Ibid.

46. Grant to Sumners, October 28, 1946, National Archives, Record Group 328, Box 130.

47. Ibid.

48. Ibid., p. 2.

he hoped renewed local interest might return to pre-war levels. At the end of his report Grant expressed optimism that participation would begin and construction would continue on both sides of the Potomac.

During 1948, the Virginia Legislature made $125,000 available for acquiring land in the corridor stretching from Spout Run to the Fairfax-Arlington county line. The area sought had become very active with real estate developers since the end of World War II, and the need to act on parkway matters seemed urgent. Grant hoped Arlington County would put up money soon to match that from the state and that already in hand from the federal government.[49] Surveys needed to be completed soon, given the rapidity of development in the area.

Persuasion about development did not always carry the day and other strategies to obtain matching funds were resorted to in the years to follow. A device used by Maryland permitted bonds to be issued and signed by the Maryland National Capital Park and Planning Commission and by Montgomery and Prince Georges counties. When matured, these bonds could be redeemed by certified checks that permitted the release of dollars from the NCP&PC for the purchase of land. The commission sought to persuade Virginia to use the same approach and wrote an amendment to the Capper-Cramton Act permitting such.[50]

At the 1952 session of the Virginia general assembly, $150,000 was appropriated for matching federal funds on the parkway. This enabled Fairfax County to begin its first unit of the George Washington Memorial Parkway extending from the Arlington County line and Old Georgetown Road. The roadway moved slowly up the Potomac as governments observed advantages to the facility and money became available in the postwar economy.

reakthrough of sorts for the National Park Service came with the 1954 Federal Aid Highway Act. Given the difficulty of programming construction in advance, the act allowed contract authorization for national parkways for three fiscal years running. For the Park Service this meant being able to program construction in advance; for the parkway it portended more systematic progress toward completion. To coordinate with the change, other aspects of the project had to be advanced as a result, including the acquisition of land, which meant obtaining funding quickly.
As the Washington, D.C., area grew following World War II, development began to disperse around the suburban perimeters, affecting each of the parkways. In the course of seeking more money from Congress in 1956 to extend the GWMP parkway toward American Legion Bridge (Cabin John Bridge), the proposed move of the Central Intelligence Agency (CIA) to the Langley, Virginia, area above Chain Bridge Road, became an issue. In a letter to CIA Director Allen W. Dulles, a National Park Service official elaborated on the time schedule and costs of extending the parkway above Spout Run. E.T. Scoyen placed the estimate at $8.5 million for the 6 miles, including grading, structures, paving, and land acquisition costs.[51] A timetable projected the section from Spout Run to Chain Bridge to be under contract by July I, 1956, and that from Chain Bridge to Langley by June 1, 1957; paving for these sections would be underway during the fall of 1957 and 1958, respectively.[52] Assisting these anticipated schedules were sizable commitments of money from Virginia governments. The commonwealth of Virginia and Fairfax County approved large sums of money for land purchases: $100,000 in 1955, from the county line to the old Georgetown Road; $400,000 for land between the county line and the CIA; and the NCP&PC anticipated $325,000 more for land between the CIA and American Legion Bridge crossing of the Potomac.[53] These efforts related to other significant actions.

One such important effort, begun in 1955, sought to bring parks up to requirements of increased demand during the term of National Park Service Director Conrad L. Wirth. "Mission 66" as it came to be known, held promise for the parkway. Writing in 1956, Wirth anticipated completing the parkway to Great Falls "with the possible exception of the bridge across

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49. Grant to MacDonald, April 1, 1948, National Archives, Record Group 328, Box 545/100.
Settle to Nolen, April 24, 1950, National Archives, Record Group 328, Box 545/100.

51. Scoyen to Dulles, May 4, 1956, National Archives, Record Group 328, Box 545/100.

52. Ibid.

53. Finley to President, June 8, 1959, National Archives, Record Group 328, Box 545/100.

the Potomac."[54] He determined that it would be best to finish the section to the falls first and below Washington, D.C., last. Fiscal year construction programs for 1957-1959 included $7,150,000 for work in Maryland and $900,000 for Virginia. In addition, Director Wirth indicated that "$8,000,000 of CIA funds will shortly become available for the sections in Virginia from Spout Run to the CIA site near Langley."[55] The estimate of the funds needed for the federal share of the land acquisition costs to complete the parkway came to $2 million, which Wirth urged be programmed soon.

An obstacle to construction between the CIA offices and the capital beltway arose in 1959 when the agencies involved recommended a different alignment. This was due to increased costs caused by land that had steep slopes and several small creeks that needed bridging. Modifications sought by the National Park Service and the Bureau of Public Roads necessitated the Department of Commerce transfer land better suited for the parkway.[56] The request was negotiated at the secretarial level, and completion of the parkway section was set for 1961, providing "a continuous parkway facility from the American Legion Bridge to downtown Washington."[57]

During the late 1950s, the Senate Appropriations Committee closely scrutinized requests for the parkway's "desirability and need." This resulted in the National Capital Park and Planning Commission contracting with Charles W. Eliot II, at a cost of $5,000, to review plans for the Fairfax and Prince Georges counties' portions of the parkway still to be completed.[58] Eliot, a renowned landscape architect and professor at Harvard University, had a long and intimate association with the parkway project. For seven years (1926-1933), he had served as city planner and director of the NCP&PC, during which time he wrote a report supporting a park system for the nation's capital.

Specific directions given to Eliot focused on whether to extend the parkway to Great Falls and Fort Washington. Land acquisition issues and the difficulties in engineering a parkway near the river in the vicinity of the gorge and Great Falls implied considerable expenditure of money, as would the design for a road on each side, plus a bridge over the Potomac above the falls. The Prince Georges issue was basically one of land acquisition difficulties from the District line to Fort Washington. After considerable study, Eliot concluded that the plans should move forward in Fairfax County so that the falls and palisades might be protected and preserved. He also concluded that the land to be acquired should more nearly approximate that of the original 1927 plan "in order to avoid any road construction, now or in the future, on the bluffs facing the river, and to safeguard the valleys of the side streams."[59] The 1939 plan had called for road building that would affect scenic areas and cost more. From the new beltway (circumferential highway), Eliot believed an adaptation of Route 193 (Old Georgetown Pike) might be used with an additional two lanes; at the top of Prospect Hill, traffic might be separated onto Old Dominion Drive, with a new parkway entrance to the area of Great Falls.[60] He went on to advocate preservation of areas through special-use permits or scenic easements, lifetime estates to some larger landowners, and a delay in recreational developments. Eliot believed the value for much that had been done, "depends on control of the bluffs and valleys on the Virginia side of the river."[61]

Regarding the section below the District to Fort Washington on the Maryland side, Eliot especially underscored the need to change the alignment because of buildings and subdivisions that had sprung up. Such development "will compel other

54. Wirth to Bartholomew, July 18, 1956, National Archives, Record Group 328, Box 545/100.

55. Ibid.

56. Assistant Secretary to Secretary, June 3, 1959, National Archives, Record Group 328, Box 545/100.

57. Ibid.

58. Charles W. Eliot, "Statement For Senate Committee On Interior And Insular Affairs, George Washington Memorial Parkway, July 11-12, 1957, National Archives, Record Group 328, Box 545/100.

59. Ibid., p. 5.

60. Ibid.

61. Ibid.

revisions to the great loss of the project unless acquisition can proceed at an early date."[62] He also argued for a wider right-of-way near Oxon Run and Fort Foote plus riparian rights around Broad Creek Bay and Swan Creek near Fort Washington.[63] Eliot concluded with a plea to build the parkway to Fort Washington as originally planned. He said this would be an integral part of a metropolitan system for preserving, protecting, and making resources accessible for those seeking recreational opportunities in the Washington, D.C., area. "The cooperation of the State and County authorities is assured. The building and subdivision activities along the way make early and vigorous action most desirable."[64]

Despite Eliot's report, funding did not become available for extending the parkway to Fort Washington nor to Great Falls. Lack of cooperation among local, state, and federal governments prevented the parkway from reaching proposed limits, but other factors also contributed. Opposition surfaced from the real estate interests seeking profit from development, from the environmental community who wished to preserve resources along the corridor, and from proponents of the Interstate Highway Act, which gave motorists a means to travel great distances, as opposed to scenic drives. The amount of land used and the changes to the landscape in laying down the parkway from Spout Run upriver alarmed local residents who foresaw similar encroachment by the parkway up to Great Falls. These factors combined to prevent the construction of the parkway on both sides of the river to Great Falls and Mount Vernon.

Parkway development ultimately extended along both sides of the Potomac – a small portion on the Maryland side but most on the Virginia side. Sections reaching completion were opened for use, such as from Spout Run to the CIA in 1959, the westernmost Maryland section in 1965 at the junction with MacArthur Boulevard. Today, George Washington Memorial Parkway has probably reached its limits, given the extensive development in the urban area and the escalating land values preclude further land acquisition.

It should be noted that within the historic boundaries of the parkway are a number of other resources. Ones of major significance include the United States Marine Corps War (Iwo Jima) Memorial, the Netherlands Carillon, the former communities of New Philly and Little Italy, Lyndon Baines Johnson Memorial Grove, Memorial Avenue and the Hemicycle, Arlington House, Theodore Roosevelt Island, Great Falls Park, and Fort Marcy. On the Maryland side are the Clara Barton National Historic Site, and Glen Echo Park.

Legislation

Even before construction of Mount Vernon Memorial Highway could begin, legislation was introduced in Congress expanding upon the concept of a public project memorializing George Washington. The new plan complemented a 1924 act that called for the "comprehensive development of the park and playground system of the National Capital."[65]

Early in 1929, H.R. 15524, the first measure legislating development of the parkway, was presented by the House Committee on Public Buildings and Grounds. This legislation, as amended, specified that $7 million be spent for acquisition and development of lands on both sides of the river – half of this cost to be reimbursed within five years by the states of Virginia and Maryland. The bill, drafted by the National Capital Park and Planning Commission, the commissioners of the District of Columbia, and the Bureau of the Budget, called for a route extending from Mount Vernon along the Virginia side of the Potomac River to Great Falls, except where the road passed through the city of Alexandria. Similarly, on the

62. Charles W. Eliot, "National Capital Planning Commission Report, Review Of Fairfax County And Prince Georges County Sections George Washington Memorial Parkway," July 8, 1957, p. 16, National Archives, Record Group 328, Box: Planning Files 1924-1967.

63. Ibid., pp. 16-17.

64. Ibid., p. 17.

65. U.S. Congress, House, *Acquisition, Establishment, and Development of the George Washington Memorial Parkway*. H. Rept. No. 2523, 70th Cong., 2nd sess., 1929, pp. 1, 3.

Maryland side the proposed route would extend from Fort Washington to Great Falls.[66] "This parkway, taking control of the banks of the Potomac from Mount Vernon where Washington lived, through the Capital which he founded, to Great Falls where he had his industrial dreams, has tremendous possibilities for scenic enjoyment and recreation on land and water."[67]

Although H.R. 15524 passed the House of Representatives unanimously on February 27, 1929, the measure was not finally approved. Instead, an identical bill, H.R. 26, cosponsored by Senator Arthur Capper (R. Kansas), and Representative Louis C. Cramton (R. Michigan), chairmen of the District committee, was introduced in the next Congress late in 1929. The measure authorized $33.5 million for establishment of a comprehensive park, parkway, and playground area near the capital.[68] In April 1930, the Senate Committee on the District of Columbia reported favorably on the bill, specifying that certain details be changed, but that the "prime objects" of the legislation remain intact. The purpose of the parkway was to develop and protect "scenic values of the National Capital," which were threatened by encroachment of residential and commercial interests. Enactment of the bill promised to "afford public control of the banks of the Potomac from Mount Vernon, where Washington lived, through the National Capital, which he founded, to Great Falls, where the old canal is a valuable relic of his work as an engineer."[69] Further, the parkway would "be a striking and suitable tribute to the Father of our Nation, and one in which the people of America will take just pride and enjoyment."[70] The bill won wide endorsement from sundry institutions and individuals who urged its passage, and on May 29, 1930, it became law.[71]

The Capper-Cramton Act provided for development of the specified route in Virginia and Maryland, calling for the preservation and protection of both natural and historic resources, including the gorge and Great Falls of the Potomac, the old Patowmack Canal, and a part of the Chesapeake and Ohio Canal. Besides the roadway, the project included construction of access roads to Great Falls and a bridge over the river. Further, forts Washington, Foote, and Hunt were to become part of the parkway once they were no longer needed for military purposes. Administration of the completed parkway would be the responsibility of the director of Public Buildings and Public Parks of the national capital. In a related act passed the same day, Congress provided $1 million (increased to $4 million the following year) to cover expenses incurred by the National Capital Park and Planning Commission in implementing the project.[72] Subsequent House and Senate proposals called for clarifying the language of the act as it pertained to the transfer of Mount Vernon Memorial Highway and for providing adequate funding for the purchase of property deemed immediately essential for the parkway.[73]

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66. Ibid., pp. 3-4. For the views of the National Capital Park and Planning Commission, the Commissioners of the District of Columbia, and the Bureau of the Budget, see ibid., pp. 5-8.

67. Ibid., p. 4.

68. U.S. Congress, House, *Acquisition, Establishment, and Development of the George Washington Memorial Parkway*, H. Rept. No 55, 71st Cong., 2d sess., 1929; U.S. Congress, Senate, *Washington, the National Capital*, prepared by H.P. Caemmerer, S. Doc. No. 332, 71st Cong., 3rd sess., 1932, p. 122.

69. Ibid., pp. 4-5.

70. Ibid.

71. Ibid., pp. 8-9; U.S. *Statutes at Large*, XLVI, pp. 482-485.

72. Ibid., pp. 483, 484-485, 864, 1367; U.S. Congress, House, *National Capital Park and Planning Commission. Communication from the President of the United States transmitting Supplemental Estimate of Appropriation for the National Capital Park and Planning Commission, in the Sum of $1,000,000.* H. Doc., No. 458, 71st Cong., 2nd sess., 1930, pp. 1-2; Frederick Gutheim, *Worthy of the Nation: The History of Planning for the National Capital* (Washington: Smithsonian Institution Press, 1977), p. 198.

73. U.S. Congress, House, *Amend the Act for the Acquisition, Establishment, and Development of the George Washington Memorial Parkway.* H. Rept. No. 2628, 71st Cong., 3d sess., 1931; U.S. Congress, Senate, *To Amend Act Relating to George Washington Memorial Parkway*, S. Rept. No. 1658, 71st Cong., 3d sess., 1931. For discussion of these measures, especially H.R. 16218, see U.S. Congress, House, *Hearings Before the Committee on Public Buildings and Grounds, House of Representatives*, January 28 and February 4 and 11, 1931, 71st Cong., 3d sess., *passim*.

In the 1940s and 1950s, several measures were introduced to modify provisions of the act to permit additional land acquisition and land exchange.[74]

PRESENT CONDITION

The George Washington Memorial Parkway extends through the coastal plain and Piedmont physiographic provinces. Upon leaving the coastal plain near the Francis Scott Key Bridge, the parkway dips and rises above the bluffs of the Potomac River palisades and on toward Great Falls. Hardwood forest dominates the route with an understory of laurel and holly. The median between the lanes is a grassy strip containing sparse shubbery and mature trees which is regularly mown.

Residential and commercial development along the parkway corridor has been regulated to the extent that above Key Bridge little evidence is identified from the roadway, though developments exist, including the Central Intelligence Agency headquarters and the Federal Highway Administration offices. The impact is greatest at Rosslyn, on the Virginia side of the parkway, principally between Key and Roosevelt bridges where a considerable amount of commercial high-rise development has occurred.

Bridges

When construction extended the parkway above the Arlington Memorial Bridge in Virginia, the Federal Highway Administration constructed a total of 25 bridges: 12 road bridges. One pedestrian bridge (built in 1989) crosses the parkway from the parking lot access to Theodore Roosevelt Island; two others cross the Clara Barton portion. Along the corridors he George Washington Memorial Parkway in Virginia, above the Arlington Memorial Bridge, 17 bridges cross one or both lanes of the parkway or the parkway crosses on them (see inventory which follows). Three of them were built in the late 1940s, but most between 1959 and 1964. The majority are of the continuous girder and floor-beam design, made of steel and concrete, with some stone clad abutments and pediments.

On the Clara Barton Parkway are eight bridge structures constructed between 1961 and 1968. Two pedestrian bridges cross it. Most are steel and concrete of the continuous box or tee-beam design.

Culverts

There are approximately 35 culverts along the George Washington Memorial Parkway, including the Clara Barton Parkway portion. Construction of these occurred in conjunction with bridge contracts or as part of a section of roadway proper. Most, such as the one at Minnehaha Creek on the Clara Barton Parkway, have stone cladding similar to bridges on the parkway, and are contributing elements to it. A variety of forms may be identified: small tubes, multiple tubes, and some box culverts.

Walls and Miscellaneous Structures

There are 3.67 miles of retaining walls and 12.05 of barrier walls along the Virginia side of the parkway upriver from Memorial Bridge, and 1.54 miles of retaining walls and .44 miles of barrier walls along the Clara Barton Parkway. Upriver from the Francis Scott Key Bridge are several stretches of walls between the north and southbound lanes, and along the

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[74] U.S. Congress, Senate, *Development of the George Washington Memorial Parkway and the Comprehensive Park, Parkway, and Playground System he National Capital*, S. Rept. No. 1766, 79th Cong., 2d sess., 1946; U.S. Congress, House, *Providing for an Addition to the George Washington Memorial Parkway by the Transfer from the Administrator of General Services to the Secretary of the Interior of the Tract of Land in Arlington County, Va., Commonly Known as the Nevius Tract*, H. Rept. No. 1601, 82d Cong., 2d sess., 1952; U.S. Congress, House *Authorizing Land Exchanges for Purposes of the George Washington Memorial Parkway in Montgomery County*, Md. H. Rept. No. 2597, 85th Cong., 2d sess., 1958; U.S. Congress, Senate, *Land Exchanges, George Washington Memorial Parkway, Montgomery County, Md.* S. Rept. No. 2210, 85th Cong., 2d sess., 1958.

outside lanes. Walls also delimit the overlooks along the parkway. Numerous drop inlets are found along the various lanes of the parkway. Some 798 are along the Virginia side and 175 on the Maryland side.

Several portions of the parkway have guardrail made of concrete, wood, or steel. And some stone clad or concrete lined ditches may be located along the routes. Stone clad retaining walls are used in several locations, especially on the Clara Barton Parkway.

A portion of the Clara Barton Parkway near Lock 8 of the Chesapeake and Ohio Canal is cantilevered to accommodate north and southbound lanes in an area of topographical constraints.

Landscape

The landscape values for the George Washington Memorial Parkway have always been the preservation of scenic and esthetic qualities associated with the Potomac River valley. Extending from the coastal plain past the fall line to the piedmont, the valley area is of continuing concern including the palisades and the tree covered slopes, flowering understory, steep-sided creek valleys (runs), and hilltop vistas. The latter provides a glimpse of the monumental core of Washington, D.C., a central purpose for the establishment and continuing protection of the parkway.

In general, references to the design concepts used for George Washington Memorial Parkway are difficult to locate. The most succinct statement about design was made by Charles W. Eliot II, who described it as containing "grade separations, few entrances, border roads for service of abutting property, and a right-of-way never less and often much more than two hundred feet."

Planting plans exist for the Mount Vernon portion, the interchanges from Route 123 to Turkey Run, and the area near the David Taylor Naval Ship Research and Development Center of the Clara Barton Parkway. The CIA funded the planting plan for the upper portion on the Virginia side and it consists of plotting hardy native plant stock: shrubs, flowering trees, and deciduous trees.

Opinions by designers pointed out American elm should not be mixed in a "border plantation," and while pine might overpower other plantings, it would be satisfactory for use along the parkway. Of special concern seemed to be the need for taking lines on the slopes which would control the skyline and serve as opportunities for vistas of Washington's monumental core and skyline.

INVENTORY OF STRUCTURES

* = noncontributing

The order of listing for the structures in Virginia is the same as the Federal Highway Administration parkway bridge inspection reports (mileage distances given upstream from structure location to the Interstate 495 (Capital Beltway) interchange with the George Washington Memorial Parkway). Initial referent points are given in mileage from Interstate 495; further downstream the referent point is Interstate 395 (Shirley Highway); and for Spout Run Parkway the referent point is the junction of Interstate 66 (Custis Memorial Parkway) and U.S. Route 29 (Lee Highway).

Virginia

Dead Run (3300-001P): Built 1963; 0.5 miles to Interstate 495 (Capital Beltway); steel, continuous girder and floor-beam system; four lanes, three spans, 308 feet; carries parkway over Dead Run.

Turkey Run (3300-002P): Built 196l; 1.4 miles to Interstate 495; continuous girder and floor-beam system; four lanes, four spans, 405 feet; carries parkway over Turkey Run and access road.

*CIA Overpass (3300-003P): Built 1959; 2.2 miles to Interstate 495; prestress concrete, stringer/multi-beam or girder; two lanes, three spans, 167 feet; carries CIA entrance ramp over parkway.

Route 123 Overpass (3300-004P): Built in 1959; 3.8 miles to Interstate 495; concrete stringer, multi-beam or girder; five lanes, three spans; 169 feet; carries Virginia Route 123 over parkway.

Pimmit Run (3300-005P): Built in l959; 4.6 miles to Interstate 495; steel continuous girder and floor beam; four lanes, three spans, 353 feet; carries parkway over Pimmit Run.

Glebe Road (3300-006P): Built in l959; 5.0 miles to Interstate 495; steel continuous girder and floor-beam system; four lanes, four spans, 544 feet; carries parkway over Glebe Road.

Gulf Branch (3300-007P): Built in l959; 5.4 miles to Interstate 495; steel continuous girder and floor beam; four lanes, three spans, 424 feet; carries parkway over Gulf Branch.

Donaldson Run (3300-008P): Built in 1959; 5.8 miles to Interstate 495; steel, continuous girder and floor-beam system; four lanes, three spans, 429 feet; carries parkway over Donaldson Run.

Windy Run (3300-009P): Built in 1959; 7.1 miles to Interstate 495; steel continuous, girder and floor-beam system; four lanes, four spans, 387 feet; carries parkway over Windy Run.

Spout Run Arch (3300-010P): Built in 1959; 7.8 miles to Interstate 495; concrete, arch-deck; two lanes, one span, 335 feet; carries parkway eastbound lanes over Spout Run and Spout Run Parkway.

Spout Run (3300-0llP): Built in 1958; 7.8 miles to Interstate 495; concrete, frame; two lanes, one span, 32 feet; carries parkway westbound lanes over Spout Run.

Rosslyn Circle Ramp (3300-012P): Built in 1959; 8.4 miles to Interstate 495; steel, stringer/multi-beam girder; two lanes, one span, 134 feet; carries parkway westbound over eastbound parkway.

Little River Inlet (3300-013P): Built in 1964; 1.7 miles from Interstate 395; steel, stringer/multi-beam girder; four lanes, one span, 193 feet; carries parkway westbound over the Boundary Channel.

Route 50 Westbound over Parkway (3300-014P): Built in 1946; 1.6 miles from Interstate 395; steel, girder and floor-beam system; two lanes, three spans, 365 feet; carries Arlington Boulevard and Route 50 over eastbound parkway.

Southbound Spout Run Parkway (3300-(029P): Built in l949; 0.9 miles to Route 29/Interstate 66; concrete, arch-deck; two lanes, one span, 35 feet; carries southbound Spout Run Parkway over Spout Run.

Northbound Spout Run Parkway (3300-039P): Built in 1947; 0.5 miles from Route 29/Interstate 66; concrete, continuous box culvert; two lanes, one span, 20 feet; carries northbound Spout Run Parkway over Spout Run.

*Pedestrian Overpass (042-T): Built in 1989 by Arlington County; 0.34 miles upstream from the Theodore Roosevelt Memorial Bridge; carries pedestrians across parkway.

Other noncontributing resources, though several are already on the National Register of Historic Places, include: Theodore Roosevelt Memorial Bridge, Francis Scott Key Bridge, Chain Bridge, the pedestrian bridge near Theodore Roosevelt Island, and the Interstate 495 bridges and exchange complex on both sides of the Potomac River at the northern end of the parkway.

The order of listing for the Clara Barton Parkway follows that noted above and the referent point again is Interstate 495 (Capital Beltway). All structures are listed in downstream sequence along the Potomac River except the first one, Carderock. It is upstream from the Interstate 495 interchange.

Maryland

Carderock (3300-030P): Built in 1962; 0.63 miles upstream from Interstate 495; prestress concrete, stringer/multi-beam girder; two lanes, one span, 120 feet; carries Carderock access connection over parkway.

79th Street Cabin John (3300-031P): Built in 1961; 0.7 miles to Interstate 495; concrete, frame; four lanes, one span, 31 feet; carries parkway over 79th Street.

Cabin John Overpass (3300-032P): Built in 1962; 1.3 miles to Interstate 495; prestress concrete, stringer/multi-beam girder; two lanes, one span, 120 feet; carries Ericsson Road over parkway.

Cabin John Creek/Cabin John Parkway (3300-033P): Built in 1963; 1.6 miles to Interstate 495; concrete continuous, box beam/multiple girders; four lanes, three spans, 378 feet; carries parkway over Cabin John Creek.

Westbound Lane (3300-034P) : Built in 1961; 2.5 miles to Interstate 495; concrete, continuous tee beam; two lanes, three spans, 217 feet; carries future westbound parkway over westbound parkway.

*Sycamore Island Pedestrian (3300-035T): Built in 1968; 2.8 miles to Interstate 495; concrete, continuous box, single girder; six spans, 221 feet; carries pedestrians across parkway.

*Brookmont Pedestrian (3300-036T): Built in 1967; 4.3 miles to Interstate 495; concrete, continuous, box, single girder; nine spans, 375 feet; carries pedestrians across parkway.

Little Falls Branch (3300-037P): Built in 1961; 4.5 miles to Interstate 495; prestress concrete, stringer multi-beam girder; two lanes, one span, 59 feet; carries parkway over Little Falls Branch.

HISTORICAL SIGNIFICANCE

George Washington Memorial Parkway (and the portion now named the Clara Barton) should be included in the National Register of Historic Places as nationally significant under criteria (listed in priority order) (C) landscape architecture and (B) commemoration of George Washington, and Clara Barton. One of the last parkways completed among the many in the eastern United States, GWMP preserves a sizable amount of territory once familiar to George Washington.

Beginning with the McMillan Plan of 1902, planners discussed a roadway linking Mount Vernon with Great Falls on the Potomac. This continued to be an issue, though somewhat downplayed, during the early discussions of Mount Vernon Memorial Highway. It rose again with the Capper-Cramton Act of 1930 however, which set in motion the means to make the parkway a reality. Well-known landscape architects, Frederick Law Olmsted, Jr., Charles W. Moore II, and Gilmore D. Clarke (heavily involved in Westchester County parkways, Mount Vernon Memorial Highway, and Blue Ridge Parkway) invested much time and energy in the parkway. These individuals together with the National Park Service, the Bureau of Public Roads, the National Capital Park and Planning Commission, Maryland National Capital Park and Planning Commission, the Commission of Fine Arts, and several local governments kept the idea alive, shepherded it through, and assisted in completion of the parkway. Efforts took on more significance with the opening of Mount Vernon Memorial Highway in 1932 when the public could see the value of such a roadway. As a parkway, GWMP has several areas of significance: community planning and development, landscape architecture, transportation, commemoration, and preservation.

One of the reasons George Washington Memorial Parkway is nationally significant is that it is associated with a long and continuous planning effort for the Washington, D.C., region. Though a direct linkage to L'Enfant's plan cannot be established, his plan laid the basis for subsequent planning efforts. In 1898, the Permanent System of Highways Plan (Highway Act of 1898) established a systematic plan to complete in orderly fashion what L'Enfant had begun. Specific efforts incorporating GWMP were then included in the Park Improvement Commission of the District of Columbia, commonly known as the McMillan Plan of 1902. The principal landscape architect of that plan, Frederick Law Olmsted, Jr., pushed for parks that would be intensively used, a democratic approach. He urged connections between parks including a road network that would extend parks to the perimeters of the regional city, in particular to Mount Vernon, and along both sides of the Potomac to Great Falls.

In the 1927 National Capital Park and Planning Commission report, Eliot and Olmsted stated the importance of parks and linkages between them and gave a strong endorsement to the McMillan Commission's findings for a parkway along the Potomac. Despite opposition from the public utilities at Great Falls, the planning commission vigorously promoted a parkway, by the Capper-Cramton Act of 1930. This act established the funding and planning for the parkway, creating the means for design and construction between 1930 and 1966. Intended as a cooperative venture among various levels of government, the Capper-Cramton Act accomplished most of what had been set in motion at the turn of the century.

Another major reason for the GWMP's significance involves George Washington's association with the Potomac River corridor. His enterprising efforts to tap the hinterlands of the new country through canals along the Potomac are still evident around Great Falls (Patowmack Canal), and the route to and from his Mount Vernon home often took him along the Virginia shore of the parkway route.
Likewise, the selection of the site for the nation's new capital was his, as was the selection of L'Enfant to design the capital. Like the older Mount Vernon section, the upper parkway commemorates the life of Washington. It provides unparalleled views of the city he founded and the river he traveled.

The commemoration of Clara Barton, for whom a portion of the parkway was named on November 28, 1989 by an act of Congress, is notable as well. A key figure on battlefields during the Civil War, she founded the American Red Cross, and her home at Glen Echo overlooks the Maryland side of the parkway.

The planning and design of GWMP has associative significance as well. The vision of McMillan, Capper, and Cramton was put into plans and designs by Olmsted, Eliot, and Clarke. Clarke remained especially involved in the Mount Vernon

Memorial Highway project, as well as the Baltimore-Washington and Blue Ridge parkways. At the same time, he served as chairman of the influential Commission of Fine Arts. Previously, Olmsted and Eliot had extensive planning and design experience in Boston and Washington, D.C., and long public service careers as landscape architects.

Another significant aspect is the function of GWMP as a designed entryway into the nation's capital: part of a strong effort over the years to provide visitors with entries appropriate to the important role played by Washington, D.C., in the national and international community. As such, it provides a picturesque approach to the monumental core of the capital, dipping and rising with the landscape, providing glimpses of the Potomac River, the monuments, and the federal city beyond.

Finally, the GWMP has significance as an instrument of conservation and protection of scenic and recreational resources. By its very existence, it prevents development along the river corridor, and removes development potentially detrimental to the natural resources. Great Falls and the palisades are the prime recipients of this protection, which prevented them from becoming hydroelectric sites. Other areas that have received protection include the resources associated with the Chesapeake and Ohio Canal, Patowmack Canal, and even the viewsheds in a variety of locales along the length of the upper parkway.

Today, burgeoning commuter traffic provides the heaviest use of the parkway. Unfortunately, commuters experience it unlike that intended by the originators. The fit of an essentially rural setting with a developing regional urban community is difficult at best.

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George Washington Memorial Parkway
Photographic Index
National Register of Historic Places

George Washington Memorial Parkway

Photographer: Jere L. Krakow

Dates: June 1990, September 1990

Negatives: Denver Service Center, National Park Service
12795 W. Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

No.	Subject	Direction Camera Pointing
George Washington Memorial Parkway		
1	culvert headwall/Arlington County VA	S
2	overlook #1/Arlington County VA	WNW
3	rock retaining wall detail/ Arlington County VA	NE
4	overlook #1/Arlington County VA	NE
5	parkway landscape/Fairfax County VA	E
6	bridge to CIA/Fairfax County VA	W
7	drop drain grate/Fairfax County VA	N/A
Clara Barton Parkway		
1	parkway landscape/Montgomery County Maryland	WNW
2	parkway landscape & retaining wall/Montgomery County MD	ENE

GEORGE WASHINGTON MEMORIAL PARKWAY
(South of Potomac River)

	ZONING/EASTING	NORTHING	USGS QUAD
A	18/311180	4315470	Falls Church, VA - MD
B	18/313920	4315040	Falls Church, VA - MD
C	18/315160	4313440	Falls Church, VA - MD
D	18/315340	4311840	Falls Church, VA - MD
E	18/316280	4311290	Washington West, DC - MD
F	18/318460	4308240	Washington West, DC - MD
G	18/320680	4307570	Washington West, DC - MD
H	18/321200	4305800	Washington West, DC - MD
I	18/320930	4305680	Washington West, DC - MD
J	18/320720	4306130	Washington West, DC - MD
K	18/320230	4306110	Washington West, DC - MD
L	18/320220	4306640	Washington West, DC - MD
	18/320730	4306600	Washington West, DC - MD
N	18/320520	4307320	Washington West, DC - MD
O	18/318200	4307250	Washington West, DC - MD
P	18/318680	4307640	Washington West, DC - MD
Q	18/317240	4309000	Washington West, DC - MD
R	18/317000	4309840	Washington West, DC - MD
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T	18/314430	4313560	Falls Church, VA - MD
U	18/314080	4313860	Falls Church, VA - MD
V	18/313620	4312570	Falls Church, VA - MD
W	18/312840	4312800	Falls Church, VA - MD
X	18/312640	4314580	Falls Church, VA - MD
Y	18/311410	4314300	Falls Church, VA - MD
Z	18/310840	4314700	Falls Church, VA - MD

CLARA BARTON PARKWAY
(George Washington Memorial Parkway)

	ZONING/EASTING	NORTHING	USGS QUAD
AA	18/309120	4316490	Falls Church, VA - MD
BB	18/309980	4315790	Falls Church, VA - MD
CC	18/310710	4315850	Falls Church, VA - MD
DD	18/310840	4316220	Falls Church, VA - MD
EE	18/312860	4315760	Falls Church, VA - MD
FF	18/314180	4315760	Falls Church, VA - MD
GG	18/316440	4312940	Washington West, DC - MD
HH	18/317000	4310910	Washington West, DC - MD
II	18/316890	4310910	Washington West, DC - MD
JJ	18/316000	4312000	Washington West, DC - MD
KK	18/315320	4313630	Falls Church, VA - MD
LL	18/314030	4315300	Falls Church, VA - MD
MM	18/311650	4315670	Falls Church, VA - MD
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OO	18/308430	4316580	Falls Church, VA - MD

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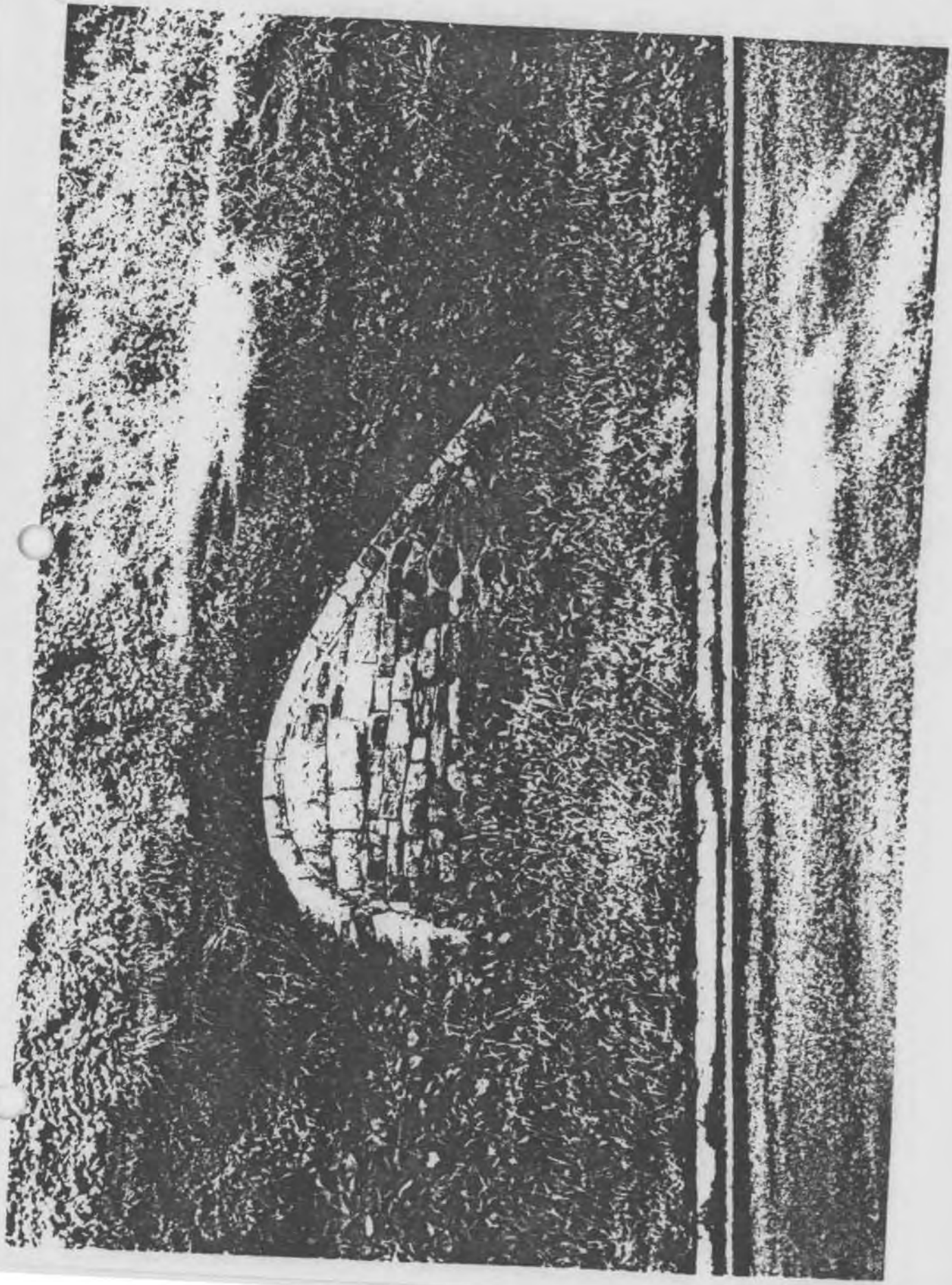

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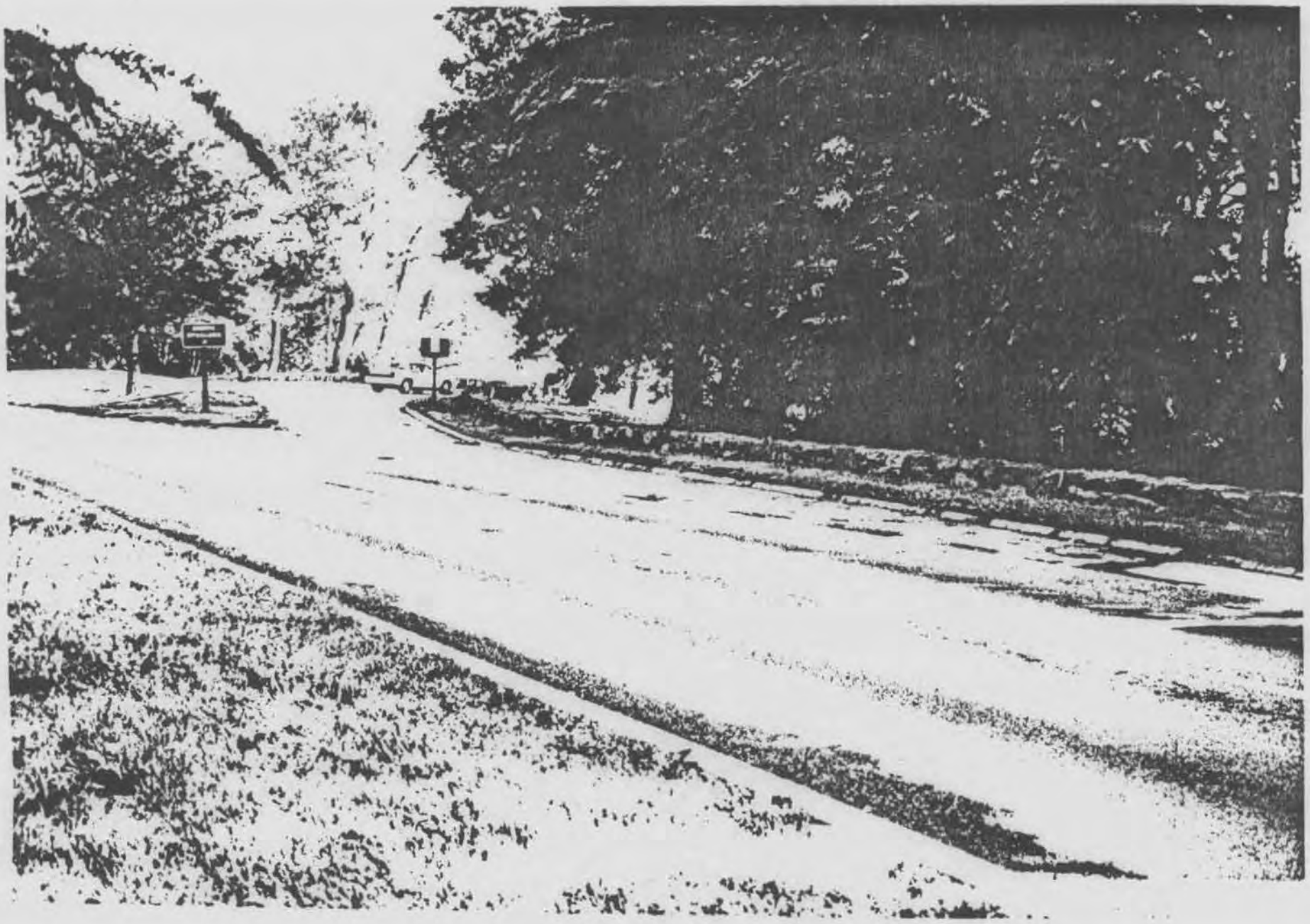

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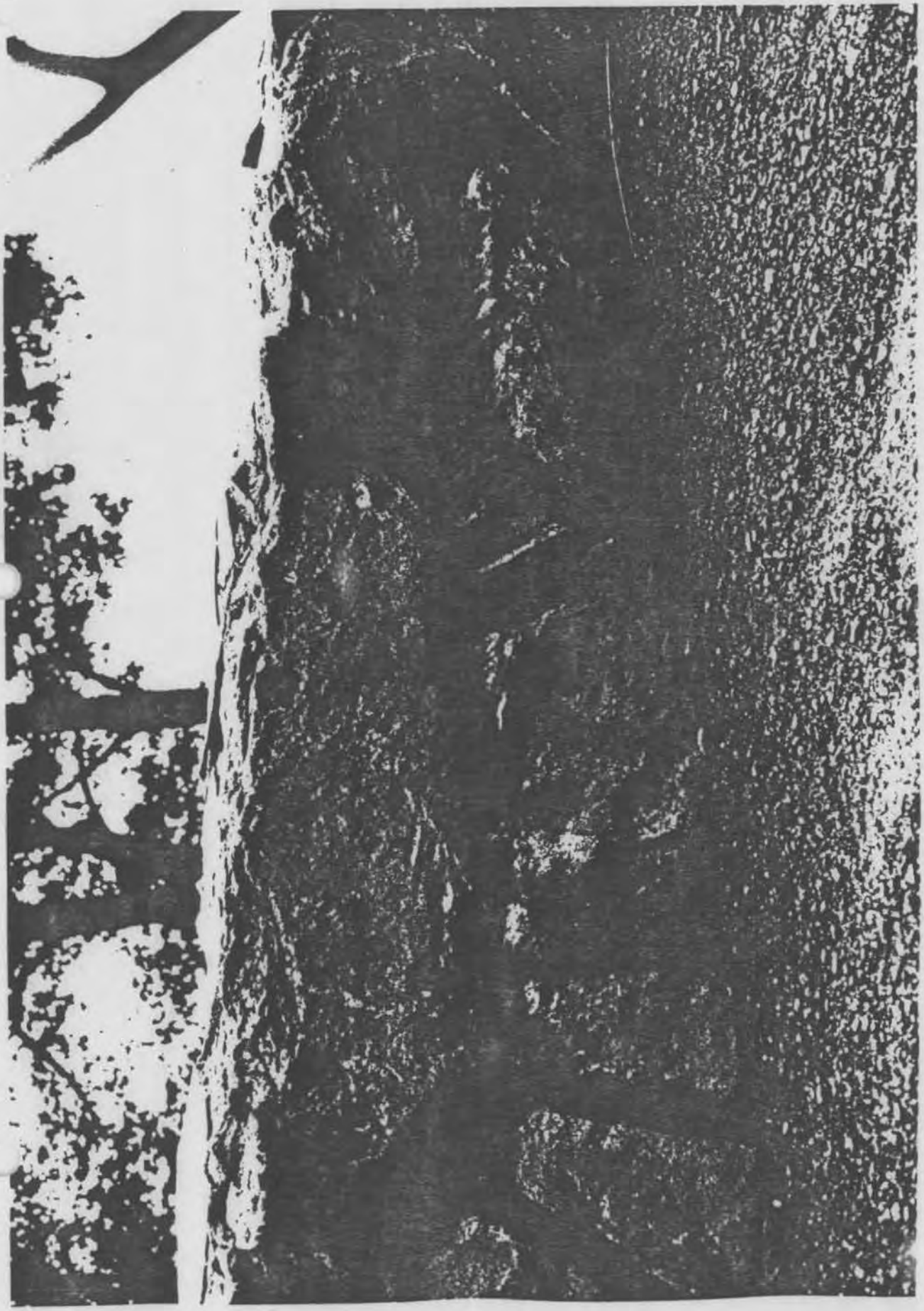

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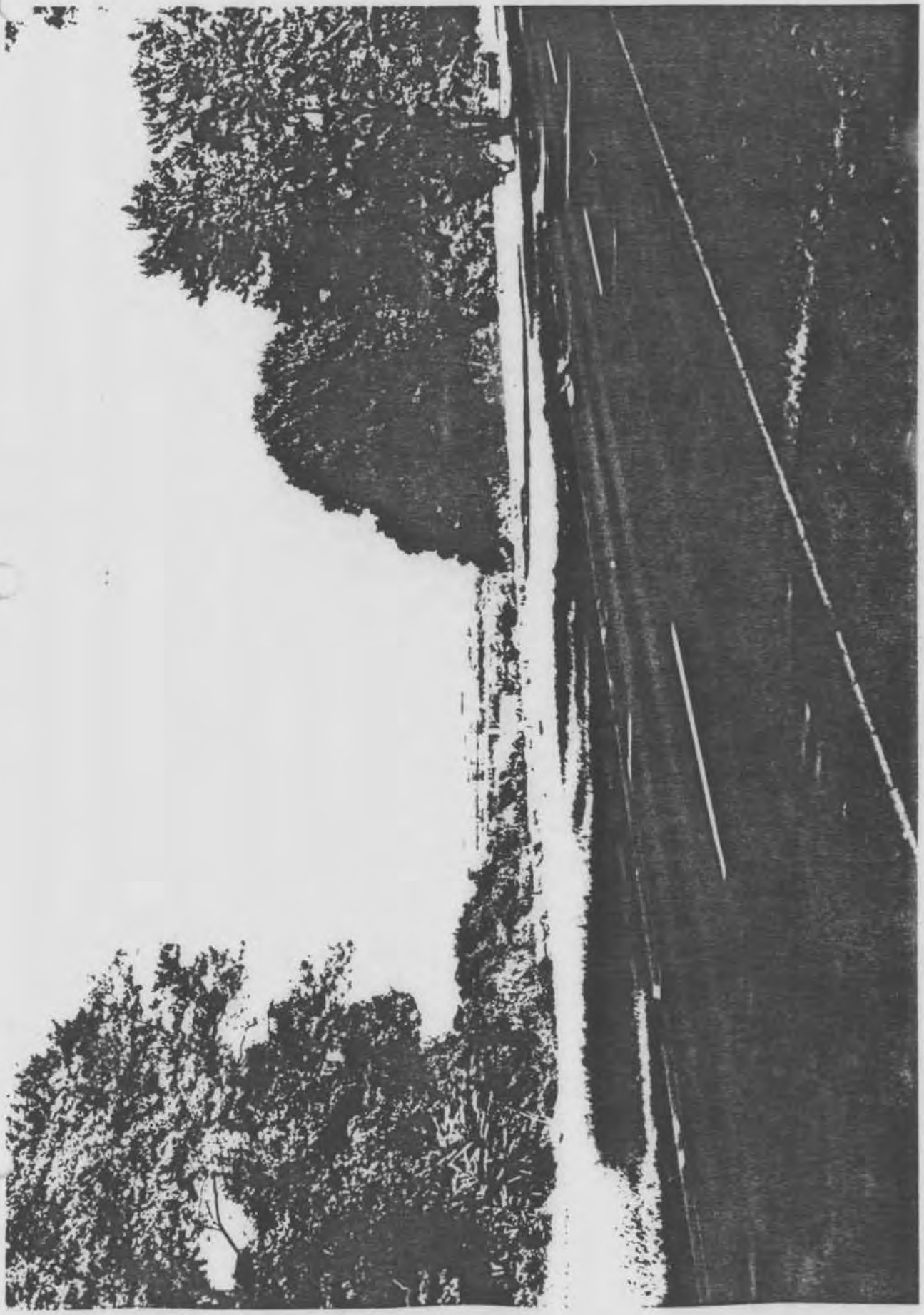

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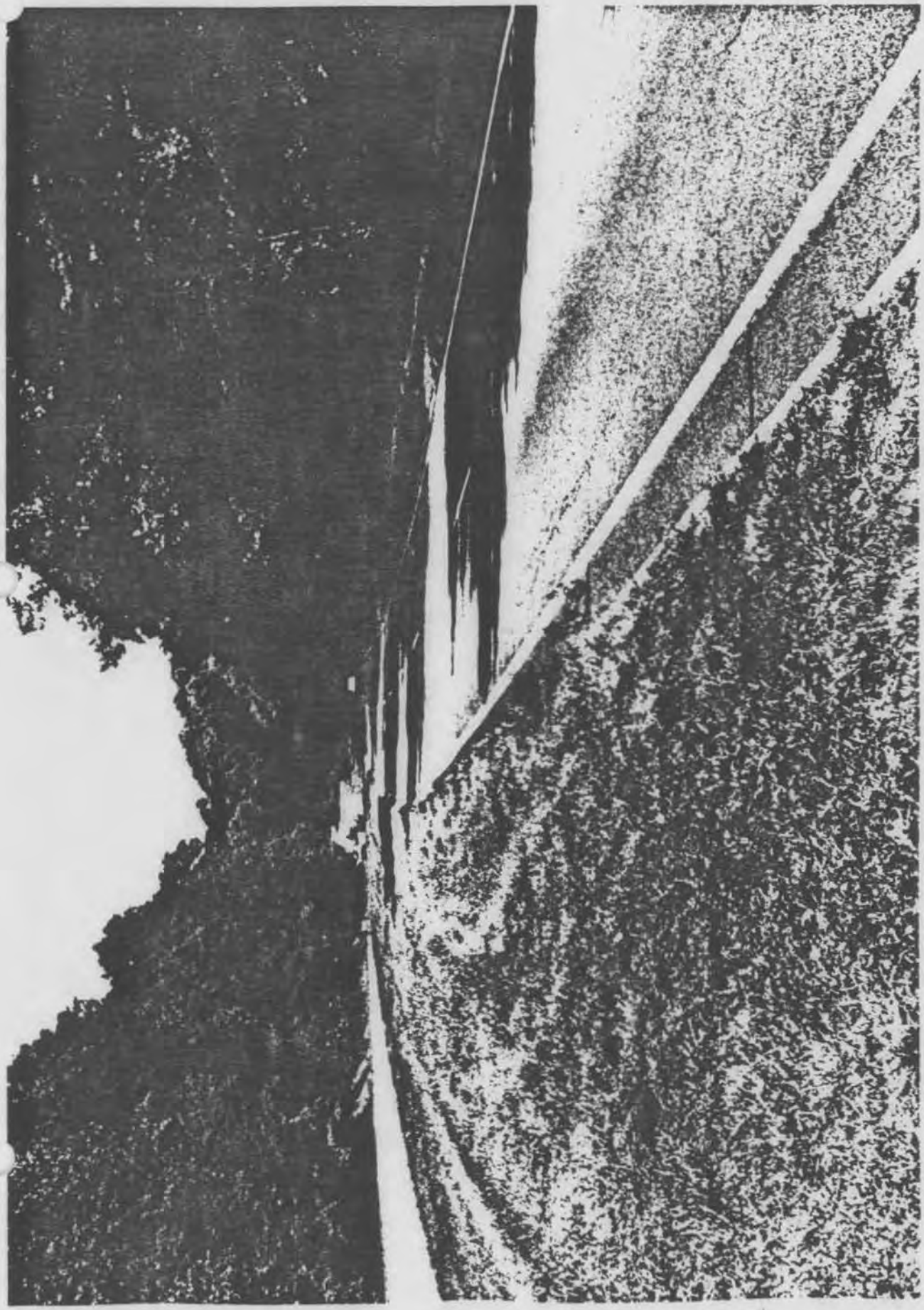

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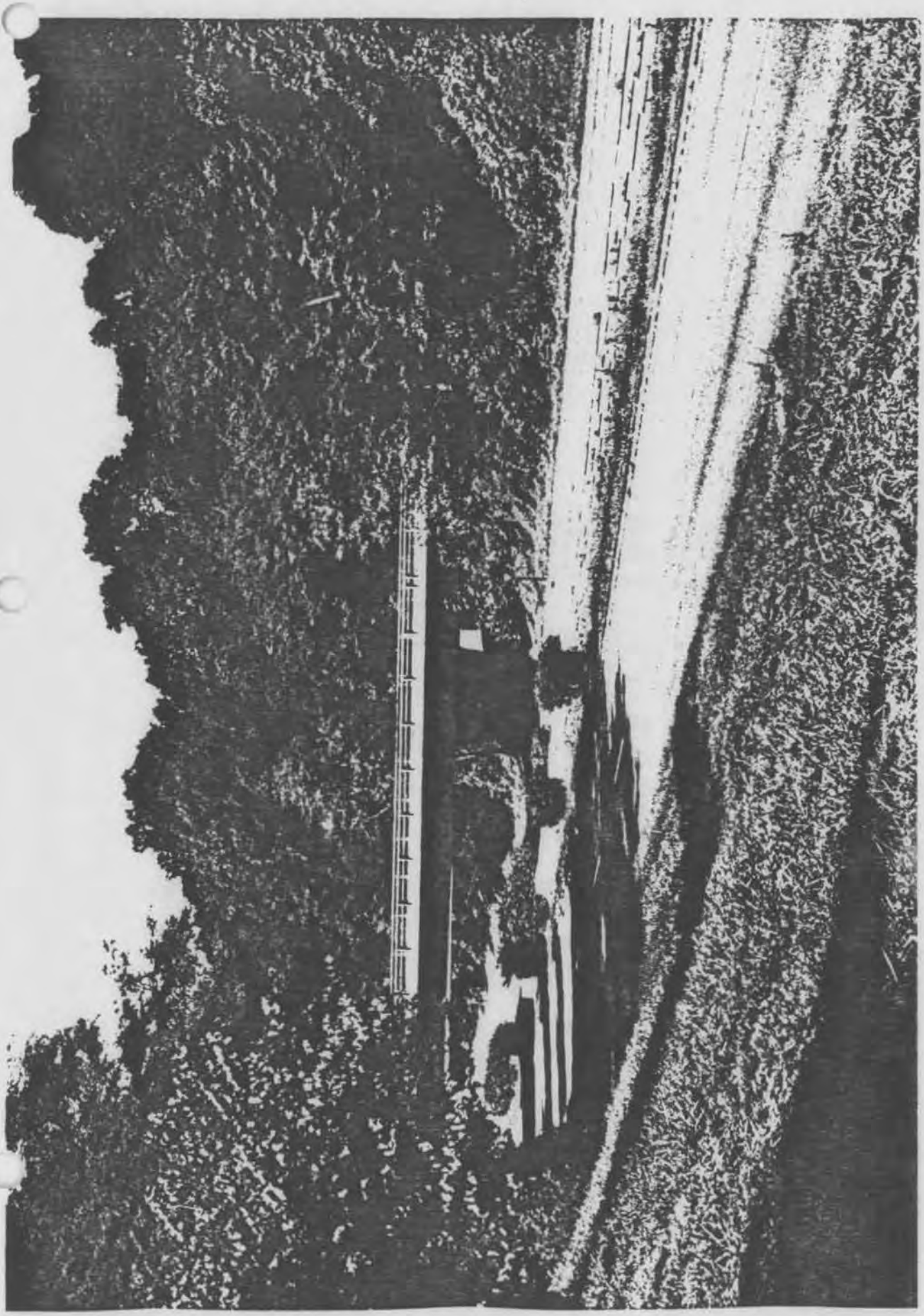

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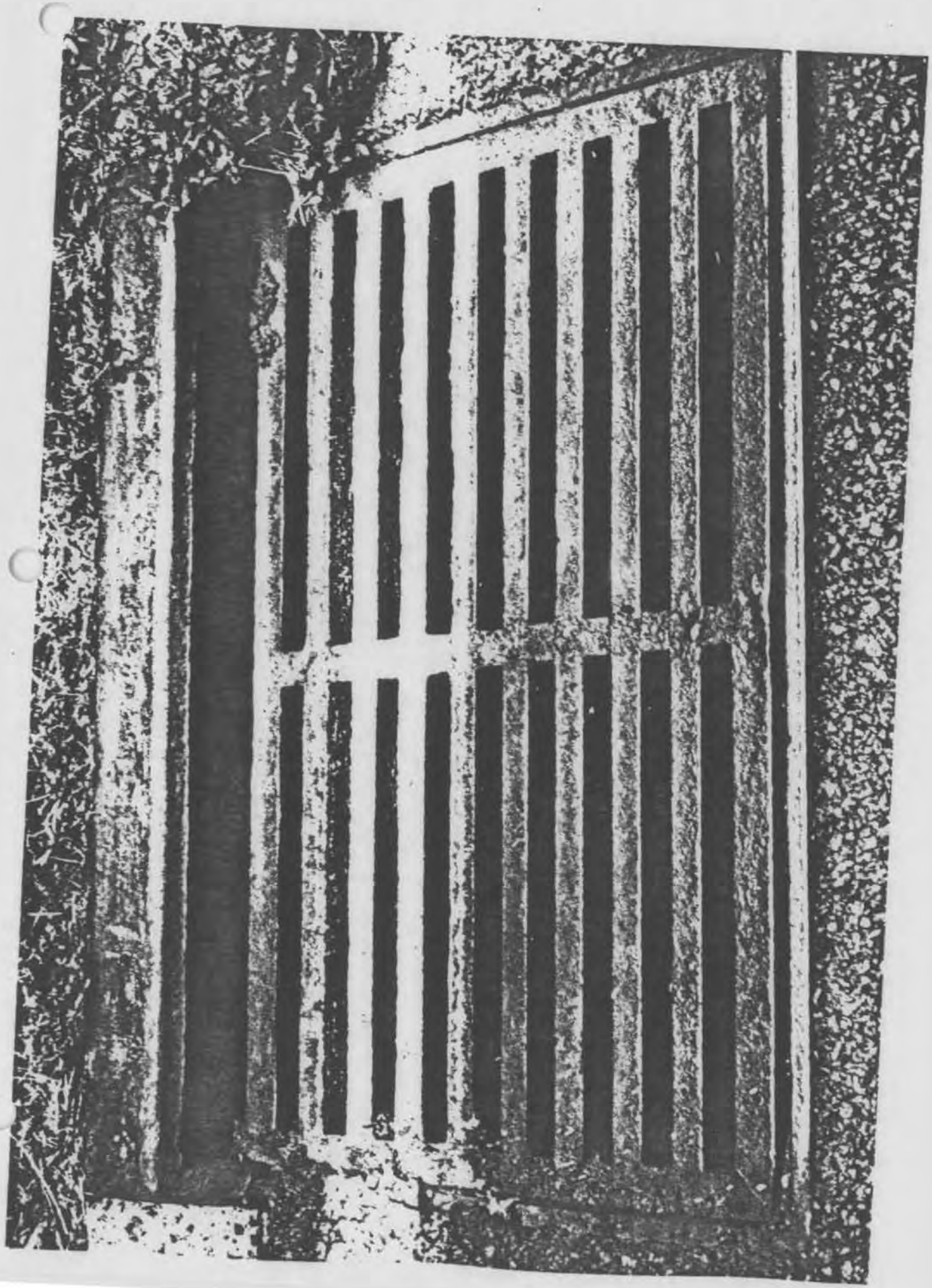

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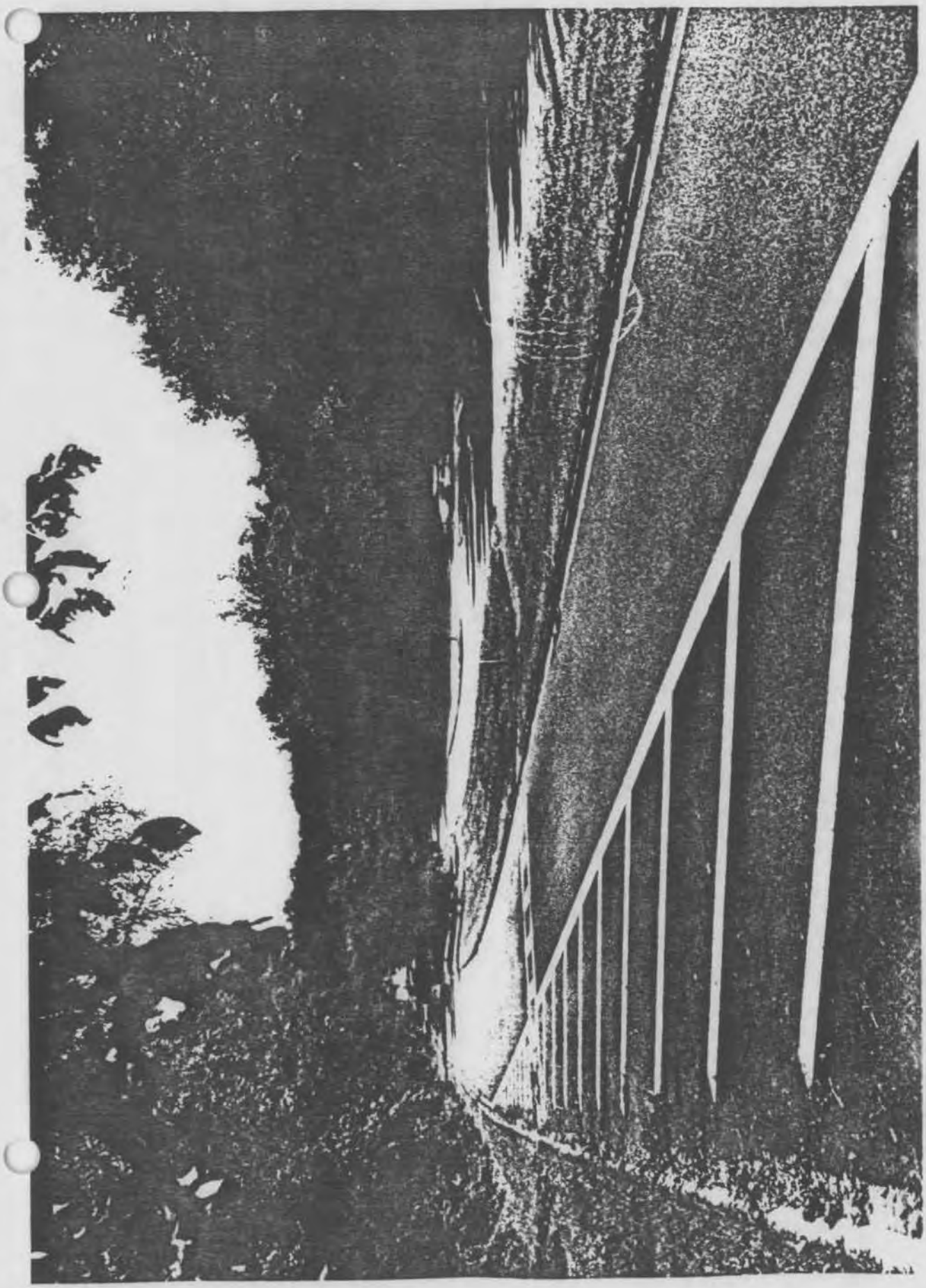

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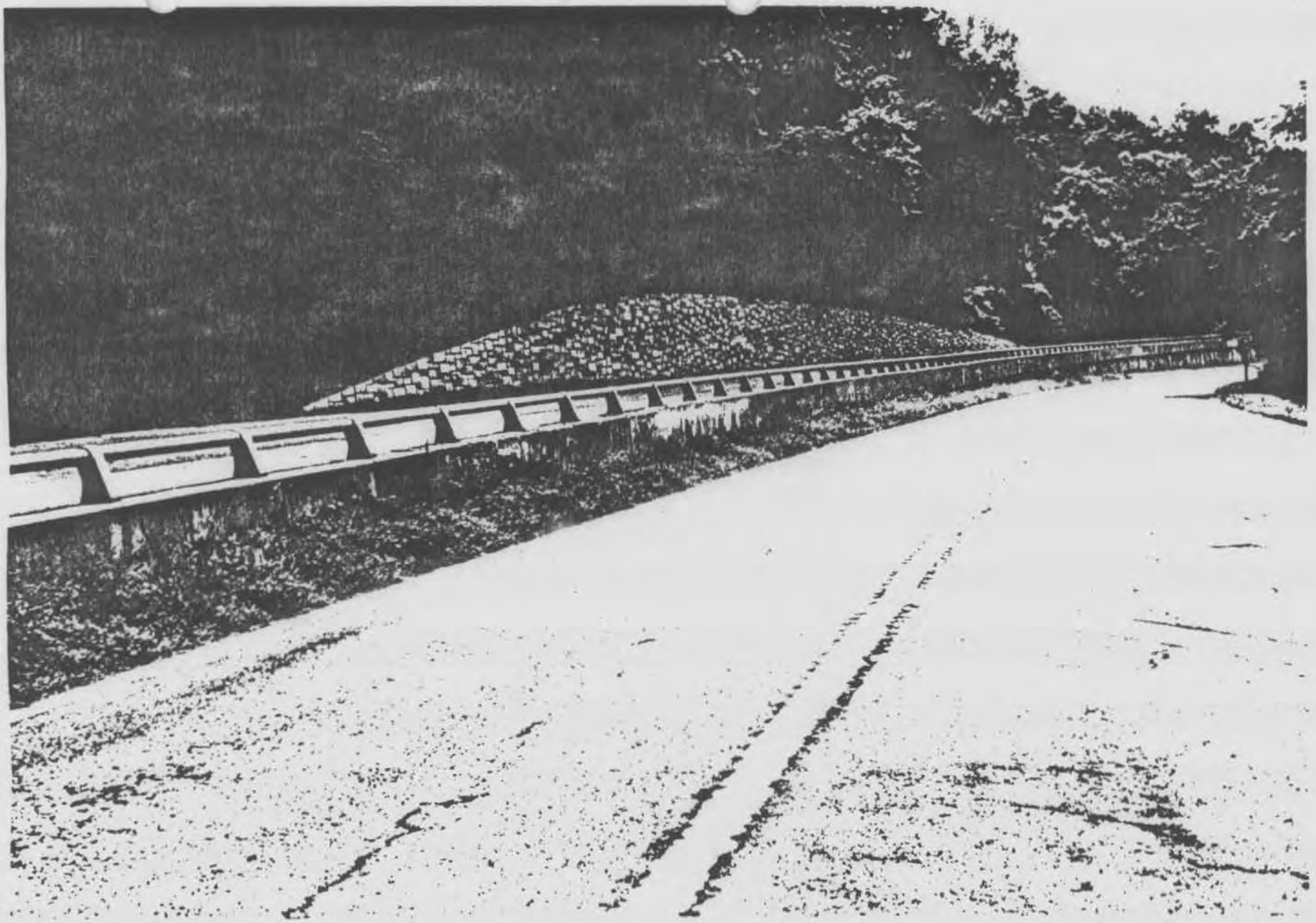

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2 Clara Barton Parkway

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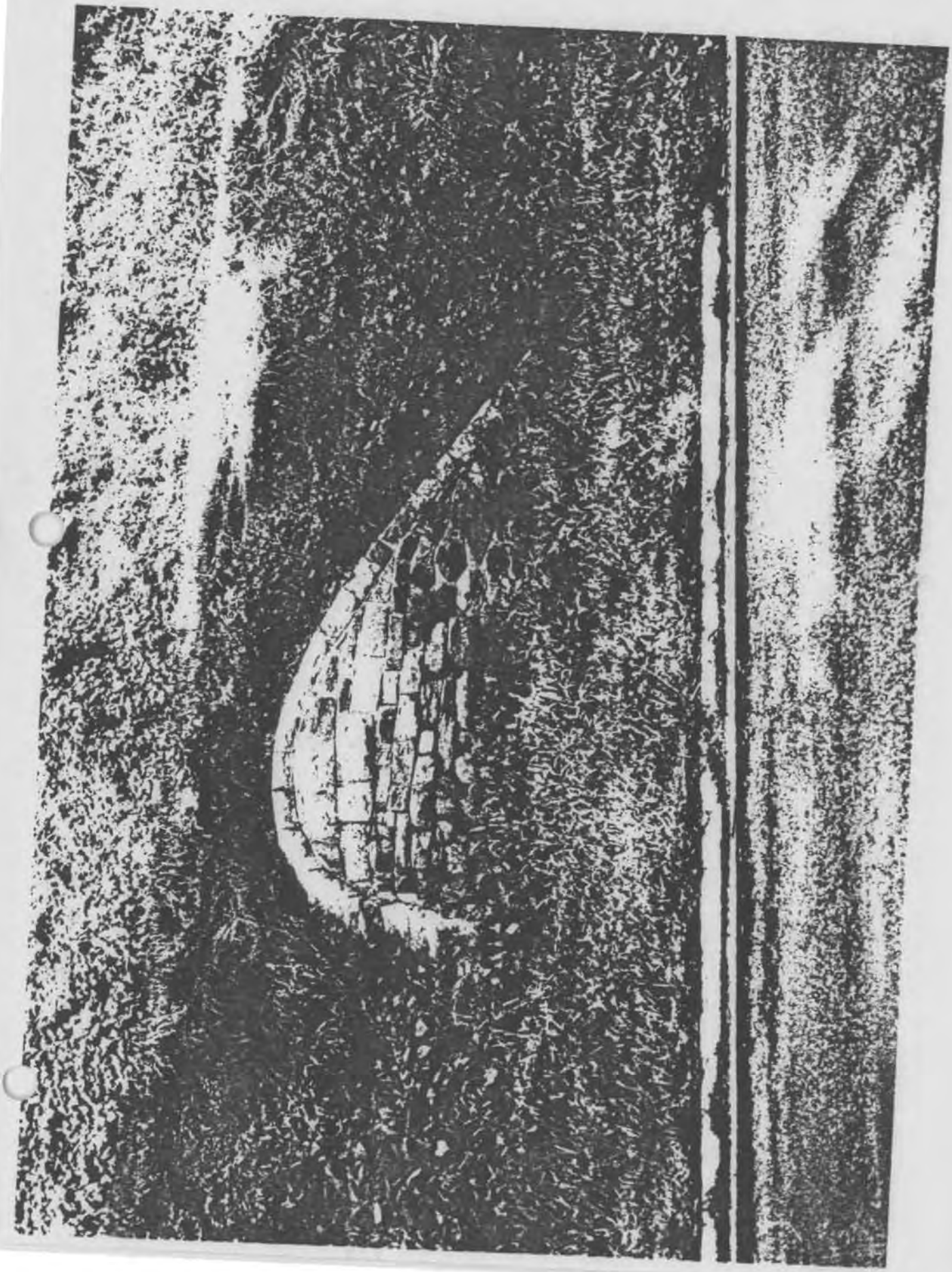

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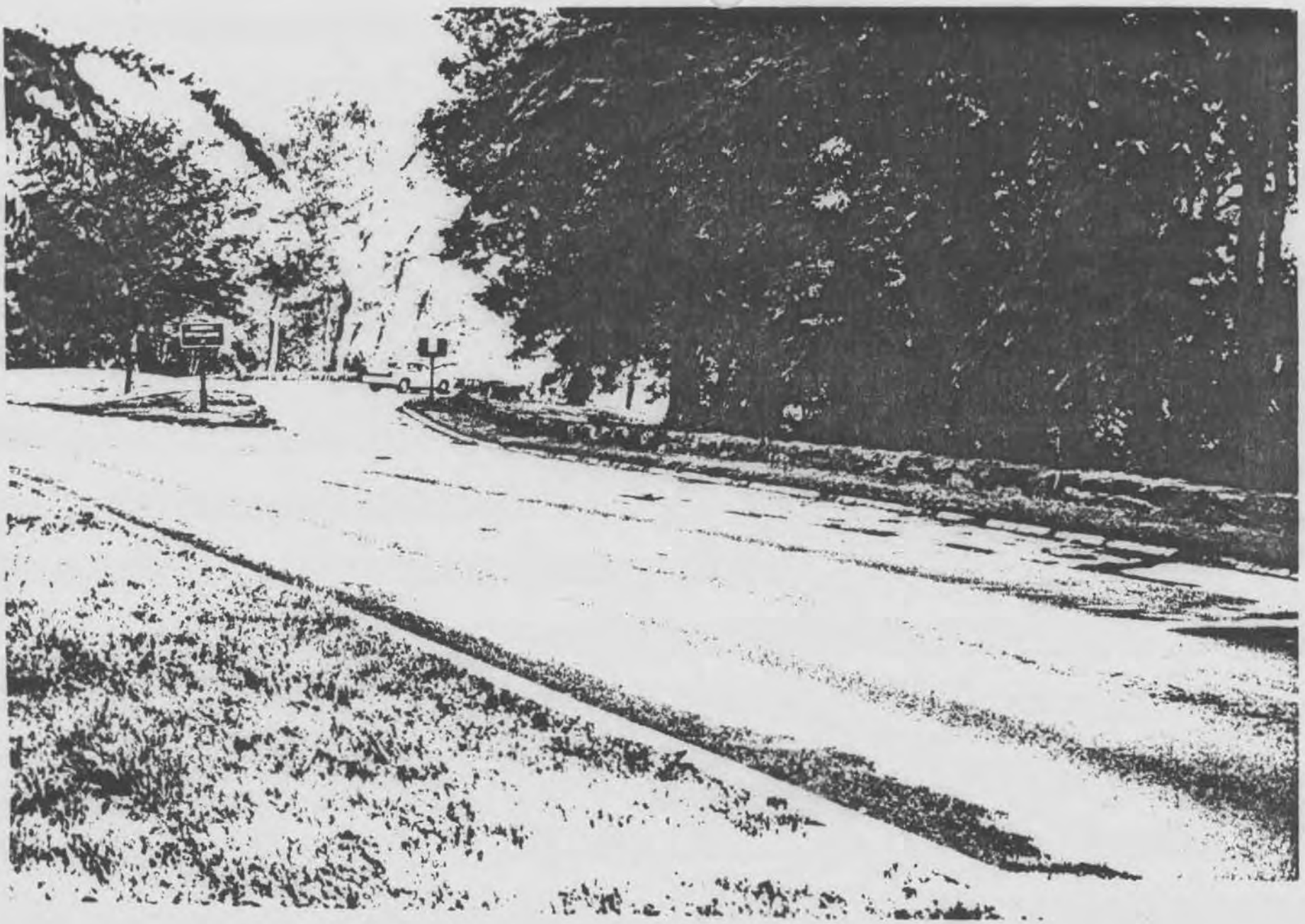

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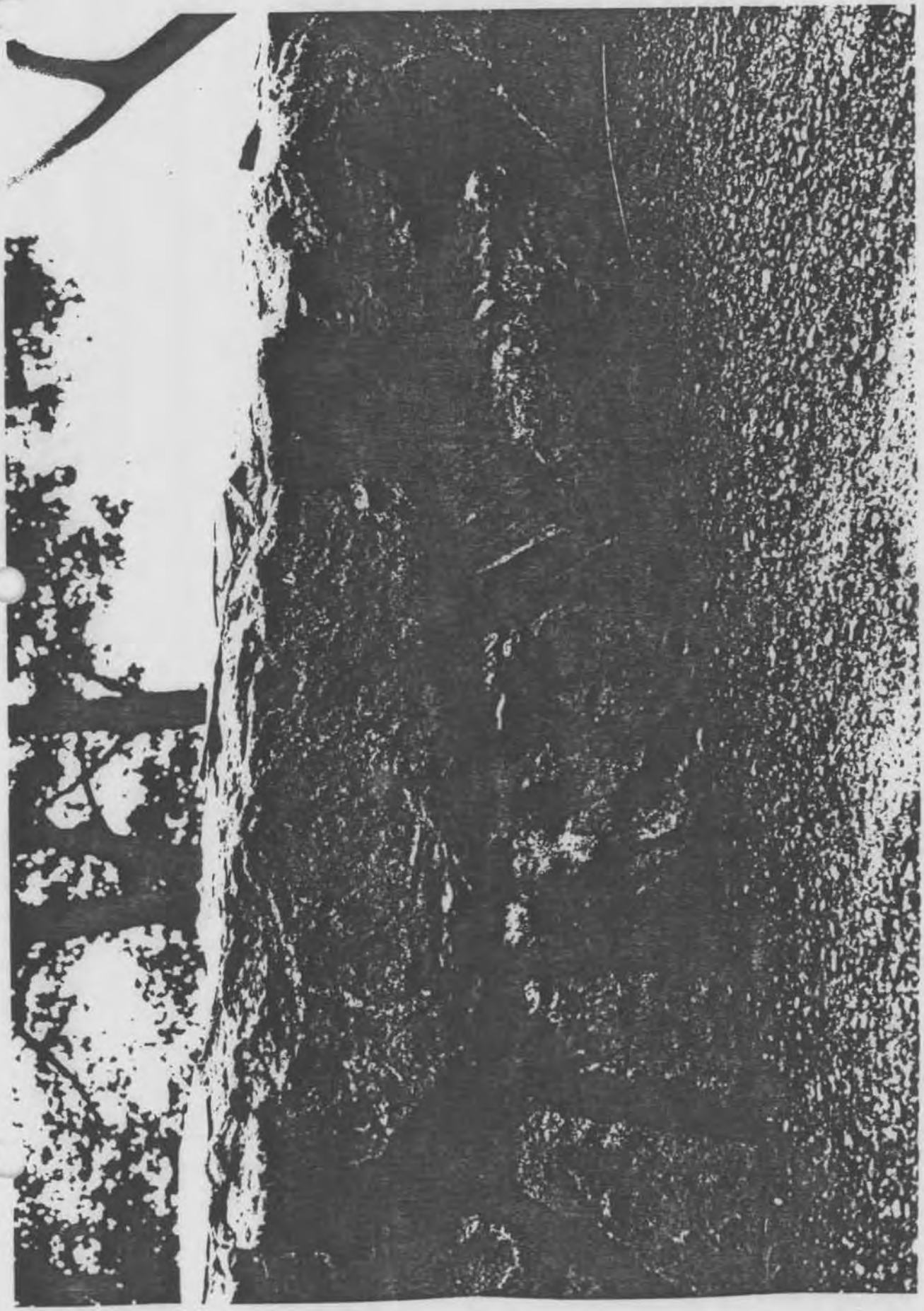

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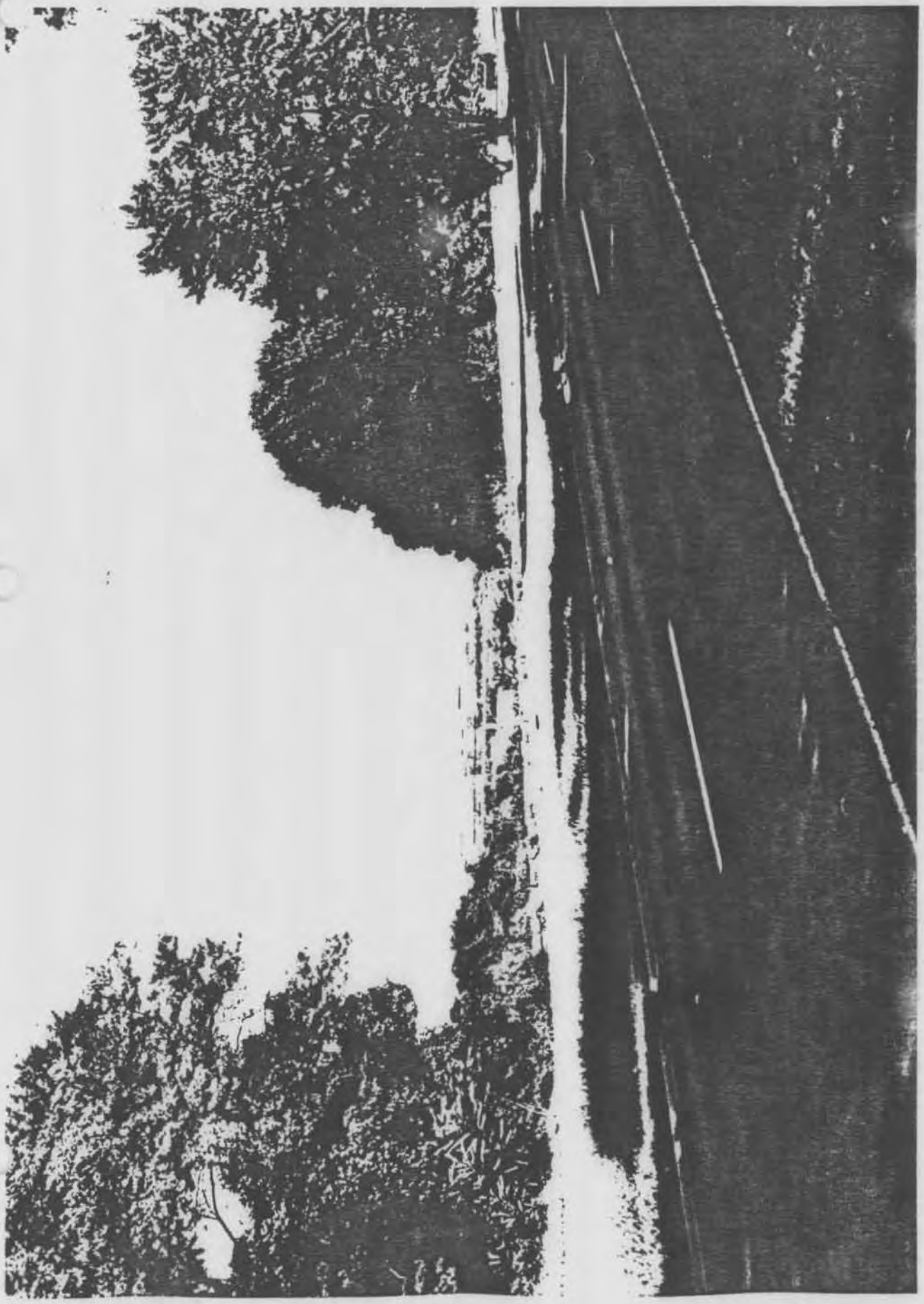

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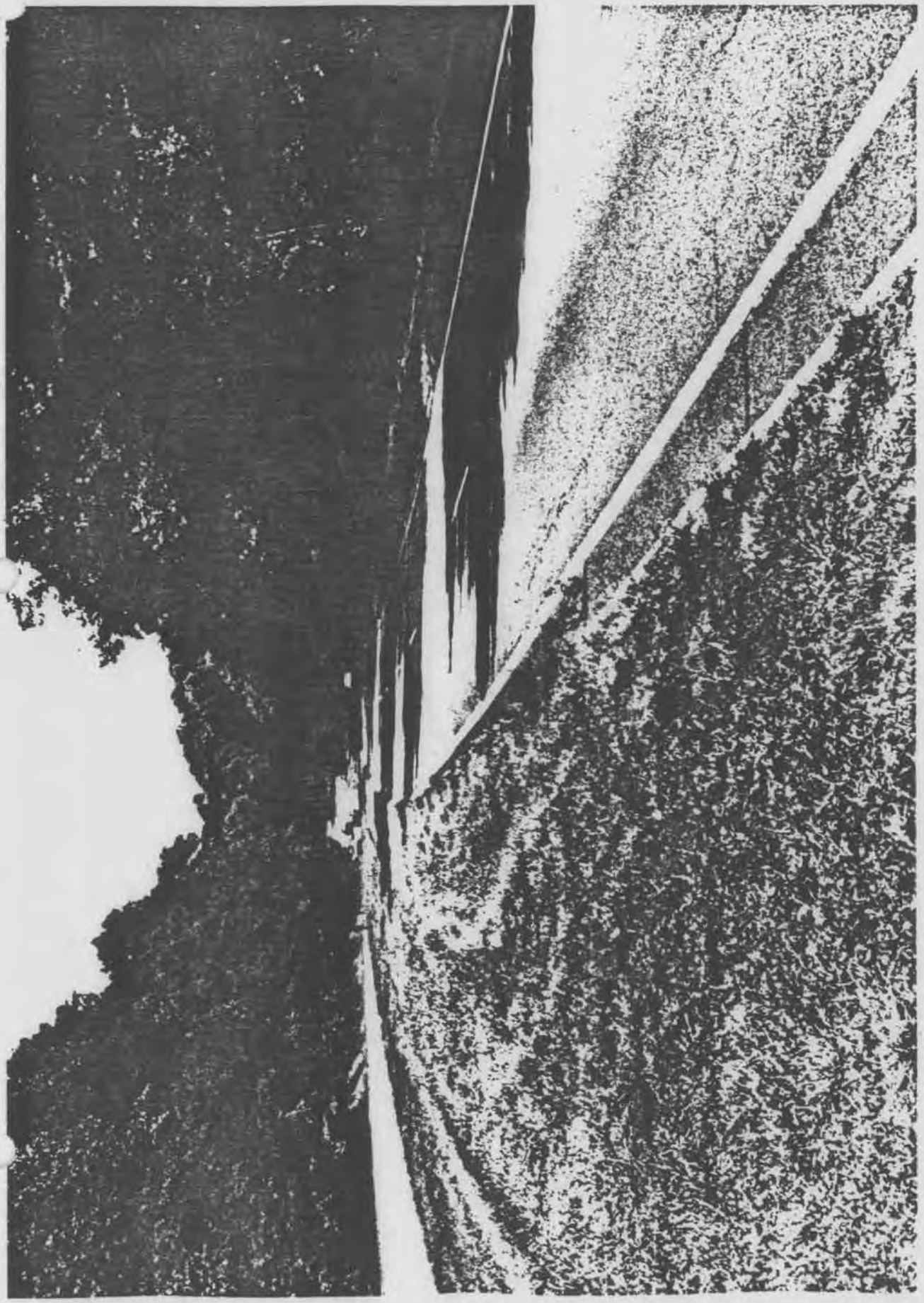

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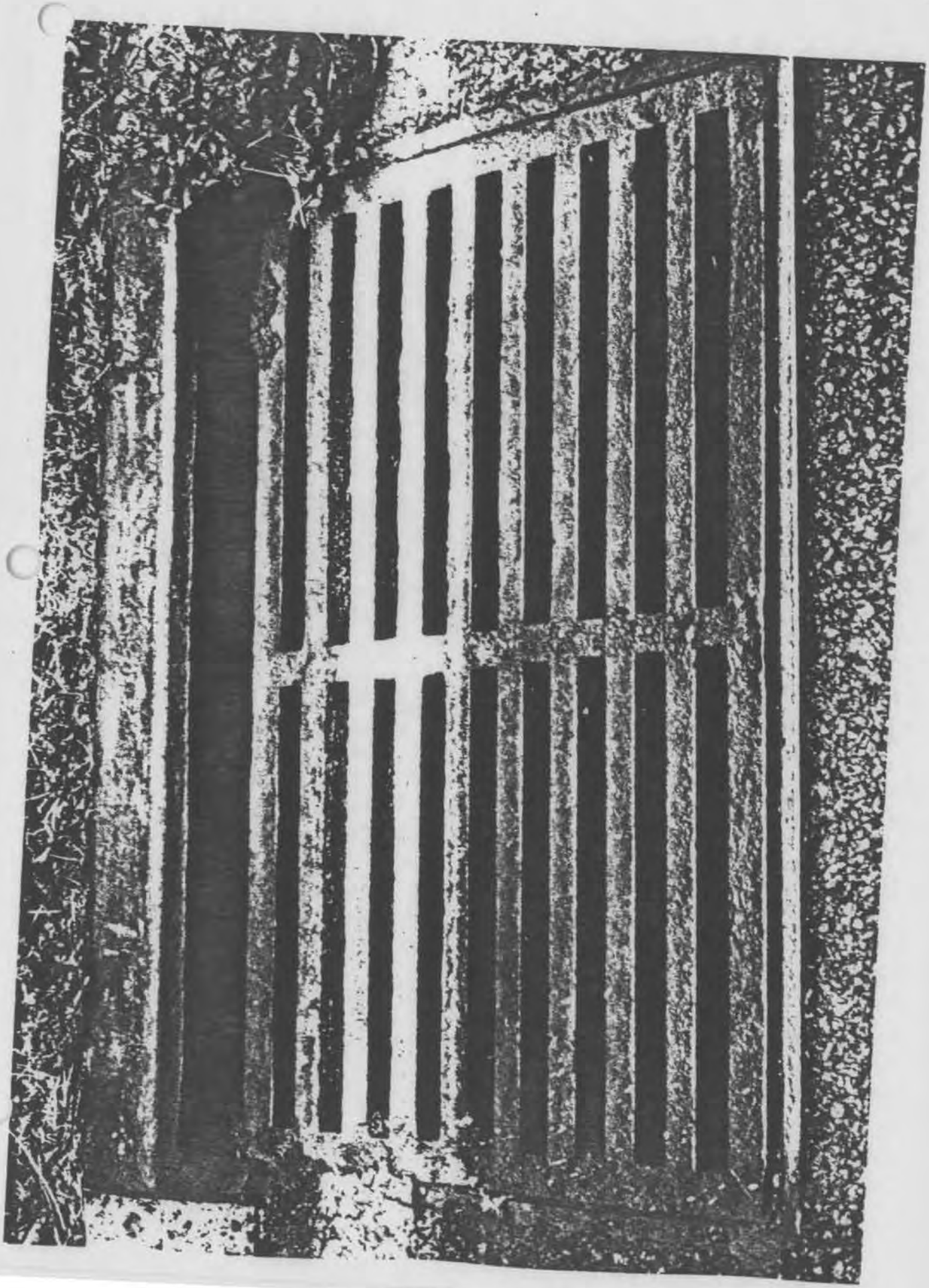

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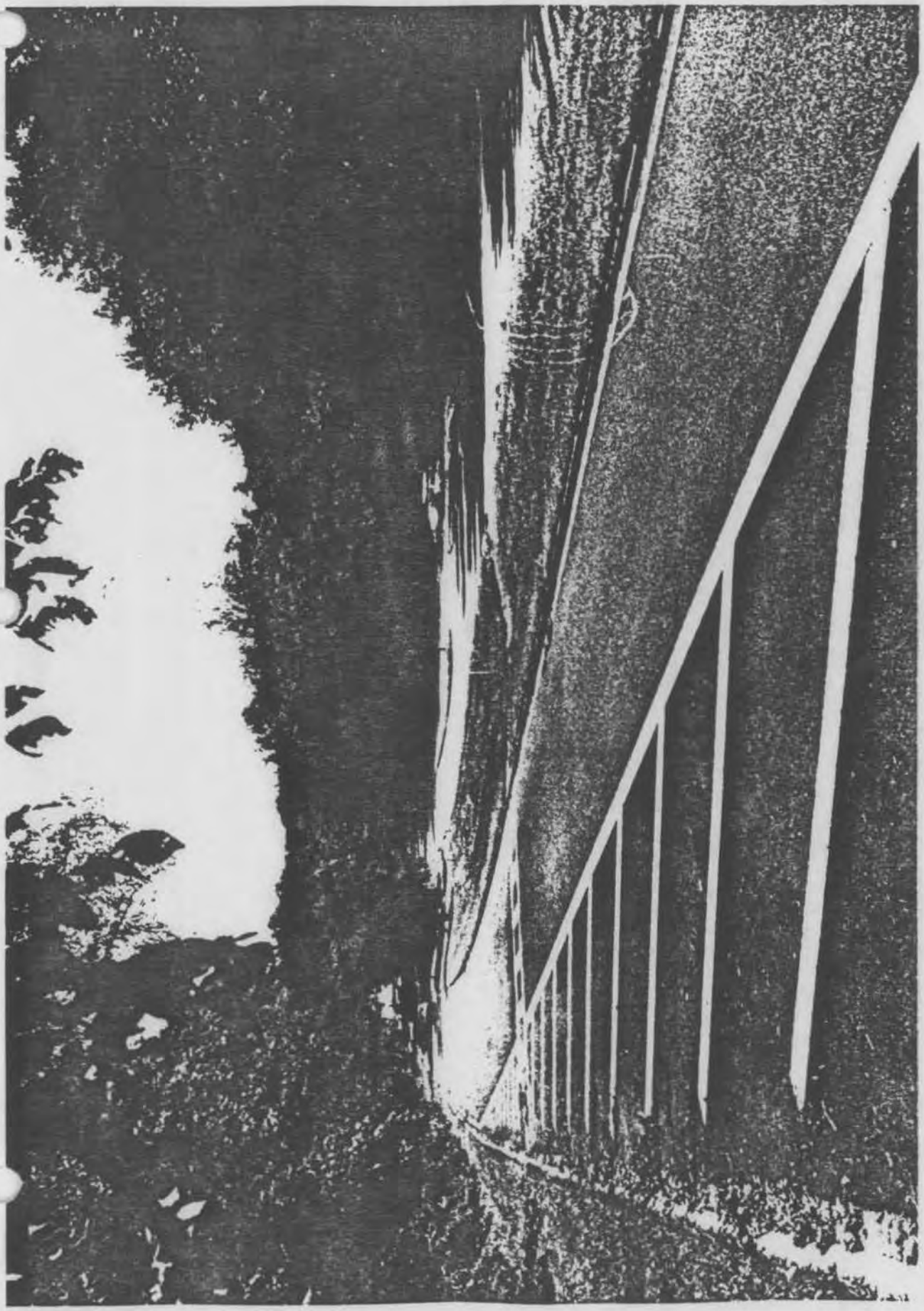

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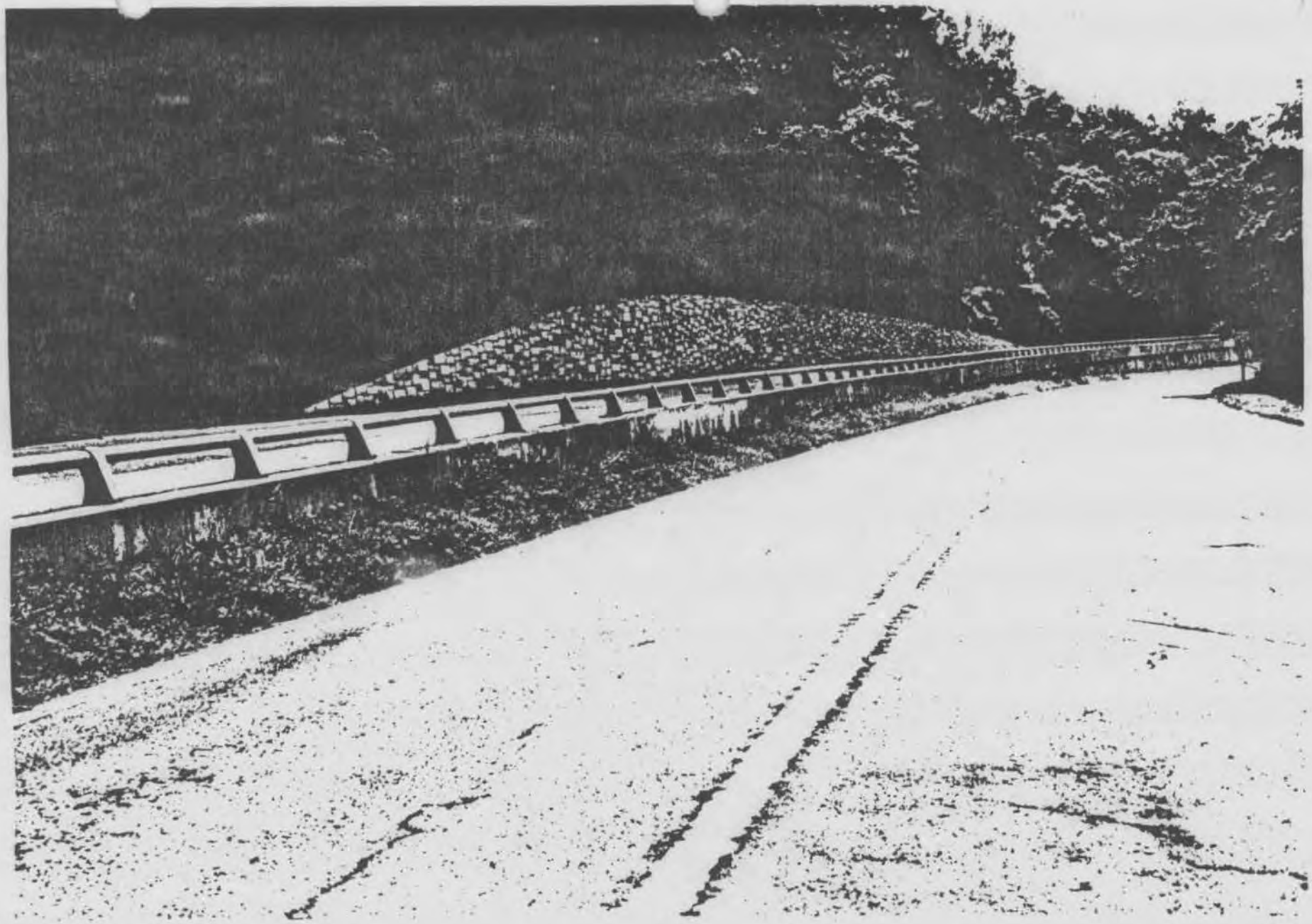

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2 Clear Barton Parkway

CAPSULE SUMMARY SHEET

Survey No.: PG:72-26/PG:73-26 **Construction Date:** circa 1910-Present

Name: Glenarden

Location: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.

Private and Public Ownership / Occupied / Condition: Good / Unrestricted Access
Present Use: educational, government, private residences, recreational

Description:

Glenarden is a historically African-American town located between John Hanson Highway and Landover Road in Prince George's County. The town is bisected by the Capital Beltway. Glenarden originally consisted of three subdivisions: Glenarden Heights (1911), Glenarden (1913) and Ardwick Park (1921). The three subdivisions today are characterized by modern, suburban single- and multi-family houses. Glenarden also includes municipal, recreational and educational facilities.

Significance:

Glenarden developed as a result of the Washington, Baltimore and Annapolis Electric Railroad, which led through rural Prince George's County during the early 20th-century. The community was founded in 1910 and marketed to African-Americans from the beginning. Glenarden developed slowly through the first half of the twentieth century. An urban renewal movement during the 1970s resulted in the demolition of most of the early buildings, but the city has since been completely redeveloped.

Preparer
KCI Technologies, Inc.
January 2000

Survey No. PG:72-26/PG:73-26

Maryland Historical Trust
Maryland Inventory of Historic Properties

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Glenarden (Preferred)

and/or common

2. Location

street & number: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St. ☐ not for publication

city, town Glenarden — congressional district

state Maryland — county Prince George's County

3. Classification

Category	Ownership	Status	Present Use	
☒ district	☐ public	☒ occupied	☐ agriculture	☐ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☐ park
☐ structure	☒ both	☐ work in progress	☒ educational	☒ private residence
☐ site	**Public Acquisition**	**Accessible**	☐ entertainment	☐ religious
☐ object	☐ in process	☐ yes: restricted	☒ government	☐ scientific
	☐ being considered	☒ yes: unrestricted	☐ industrial	☐ transportation
	☒ not applicable	☐ no	☐ military	☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple Owners

street & number: — telephone no.:

city, town — state and zip code:

5. Location of Legal Description

courthouse, registry of deeds, etc. Land Records of Prince George's County
Prince George's County Judicial Center — liber:

street & number 14741 Governor Oden Bowie Drive — folio:

city, town Upper Marlboro — state Maryland

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town — state

7. Description

Survey No. PG:72-26/PG:73-26

Condition		Check one	Check one	
☐ excellent	☐ deteriorated	☐ unaltered	☒ original site	
☒ good	☐ ruins	☒ altered	☐ moved	date of move

Resource Count: approximately 1000

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Glenarden is an historically African-American city and a Planned Suburban Neighborhood located between John Hanson Highway and Landover Road in Prince George's County. The Capital Beltway bisects the city. Glenarden today is characterized by modern, suburban, single- and multi-family houses. The city also includes municipal, recreational and educational facilities. Glenarden is located within two Prince George's County planning areas and therefore has two survey numbers. Glenarden originally consisted of three subdivisions: Glenarden Heights (1911), Glenarden (1913) and Ardwick Park (1921). These three subdivisions are discussed individually below.

Glenarden Heights: The Glenarden Heights subdivision was first platted in 1911 (See Photos 1-20 of 34). It includes the properties on First through Eleventh Streets, which cross Glenarden Parkway at right angles and end in cul-de-sacs. Glenarden Heights is characterized by medium to large single family houses, mostly constructed from the 1970s through the present. These houses are situated on large, landscaped lots. Two types of smaller houses, 1920s-40s cottages and 1950s-60s front-gable houses, date from earlier eras. All of the properties on Sixth Street as well as on the east side of Fifth Street were removed for construction of the Capital Beltway.

Building Types:

1920s-1940s Cottages: Approximately 20 small houses dating from the 1920s through the 1940s remain, especially along Glenarden Parkway. They are generally 1-story tall and constructed of wood-frame with side-gable roofs and porches. Example: 8905 Glenarden Pkwy., Owner: Keikhosrow Dastani (See Photo 9 of 34).

The original town hall, also constructed during the 1940s, remains at the northwest corner of Glenarden Parkway and Seventh Street. This heavily-altered building is 2-stories tall and 3-bays wide with a shallow, front-gable roof. The town hall has a stucco first story, an aluminum sided second story, and an asphalt-shingle roof. All doors and windows are replacements. A large chimney once located in the center of the building has been removed. Owner: Glenarden (See Photo 12 of 34).

1950s-1960s Front-Gable houses: Small houses dating from the 1950s and 1960s are located along Fifth and Seventh Streets. These 1-story, 2-bay houses are generally constructed of wood-frame with front-gable roofs. Example: 1504 Seventh St., Owners: Harold and Tujuana Bigelow (See Photo 14 of 34).

Glenarden: The Glenarden subdivision was first platted in 1913 (Photos 21-26 of 34). It includes the properties along Johnson Avenue, Leslie Avenue, Glenarden Parkway, Fulton Avenue, Irvin Avenue, McClain Avenue, Wesley Street, and Reed Street. Glenarden was originally planned to have a radial street system leading from the streetcar stop on its western boundary. However, the semi-circular streets surrounding the stop have been removed, and the new town hall was constructed in their place in 1965. Glenarden has a combination of public buildings, multi-family housing, and single family housing. Public buildings include the current municipal building at the corner of Glenarden Parkway and Martin Luther King, Jr. Highway, the police station at the corner of Leslie Avenue and MLK Highway, a recreational center on McClain Avenue, and a library at the corner of Brightseat Avenue and Glenarden Parkway. All of these buildings were constructed during the 1960s and 1970s. Multi-family housing constructed during the 1970s is most common along Fulton, Irvin and McCain Avenues (See Photo 21 of 34). These buildings were designed to resemble single family houses, and include duplexes and quadreplexes. The single family houses were mostly constructed from the 1950s through the 1970s, although some earlier buildings remain.

Building Type:

1920s-1940s Cottages: Approximately 25 bungalows and small houses remain in Glenarden from the 1920s through the 1940s. These are generally 1- or 1 ½-stories tall, 3-bays wide and constructed of wood frame. Most of the these houses are simple with minimal ornamentation, however some resemble the Bungalow style. Example: 8622 Johnson Ave., Owners: Henry and Bessie Leonard (See Photo 26 of 34).

7. Description (Continued)

Ardwick Park/Glenarden Woods: Ardwick Park was platted in 1921 and originally included streets called Piedmont Drive, Grant Avenue, Polk Avenue, Church Street, Hayes Avenue and Tyler Avenue. Only three houses (one bungalow and two Colonial Revivals) remain from the early period (See Photos 27-28 of 34). They are located along Piedmont Avenue. The St. Joseph's Catholic Church, originally located between Grant and Piedmont, was demolished during the 1960s. Ardwick Park did not develop quickly, and during the 1950s, the subdivision was enlarged and re-platted as Glenarden Woods (See Photos 29-34 of 34). The street pattern was altered from its original grid pattern to its current curvilinear pattern. Glenarden Woods developed quickly during the 1950s and 1960s with typical suburban housing types. The most common type is the Minimal Traditional. Split-Level and Colonial Revival houses were also constructed.

Building Type:

Minimal Traditional: These 1-story, 4-bay houses have side-gable roofs that often extend over the entry. Many are constructed of concrete-masonry units. Example: 7803 Glenarden Pkwy., Owner: Eugene and Edith Bruton (See Photo 30 of 34).

Glenarden Woods also includes public buildings such as the Glenarden Woods Elementary School, constructed in 1957, and the Martin Luther King Recreational Center, constructed circa 1980. Apartment housing is located along Hayes Street between Glenarden Parkway and Johnson Avenue.

From the 1960s through the 1980s, the Glenarden municipality annexed additional parcels of land, including Washington Commerce Center to the southwest, Dodge Park and Glenarden Apartments to the south, Royale Gons to the southeast, and Tyrol Estates to the northeast. However, these areas were not part of the historic fabric of the community.

8. Significance

Survey No. PG:72-26/PG:73-26

Period	Areas of Significance – Check and justify below			
☐ prehistoric	☐ archaeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☐ architecture	☐ education	☐ military	☒ social/ humanitarian
☐ 1700-1799	☐ art	☐ engineering	☐ music	
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ transportation
	☐ invention			☐ other (specify)

Specific Dates 1911, 1913, 1921 through present **Builder/Architect** William R. Smith (developer)

check: Applicable Criteria: ☒ A ☐ B ☐ C ☐ D
and/or
Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support

Glenarden developed as a result of the Washington, Baltimore and Annapolis Electric Railroad, which led through rural Prince George's County during the early 20th-century. The community was founded in 1910 and marketed to African-Americans from the beginning. Glenarden developed slowly through the first half of the twentieth century. An urban renewal movement during the 1970s resulted in the demolition of most of the early buildings, but the city has since been completely redeveloped.

The construction of the Washington, Baltimore and Annapolis Electric Railroad from Washington, D.C. through rural Prince George's County in 1908 prompted a wave of growth during the early-20th century. In particular, two African American communities, Lincoln and Fairmount Heights, had been successfully established along the streetcar line by 1910. In 1910, William R. Smith, a Washington, D.C. developer operating as the Glenarden Development Company, purchased approximately 154 acres of land on both sides of the railroad. He platted the 78-acre Glenarden Heights in 1911 and the 76-acre Glenarden in 1913. Ardwick Park was platted in 1921. The Glenarden streetcar station was established at the intersection of the streetcar line and the main street of the community (Glenarden Parkway). The station was surrounded by gardens and a semi-circular road. The community was marketed to African-Americans, many of whom worked for the Pennsylvania Railroad or streetcar lines (KCI 1999, Appen. D).

The first development in Glenarden was scattered, and growth was slow. The community lacked amenities such as electricity and police service. By 1920, Glenarden contained 25 houses and one church (St. Joseph's). A 2-room school was constructed in Ardwick Park in 1922. It was demolished and replaced by the Glenarden Woods Elementary School in 1957. Glenarden contained 51 houses by 1940: 20 in Glenarden Heights, 25 in Glenarden and six in Ardwick Park. Around that time, service by the WB&A Railroad was discontinued due to lack of ridership, and the right-of-way was converted to the George Palmer Highway (now MLK Highway) (Ibid.; M-NCPPC 1995, 7).

In the 1920s and 1930s, two other African-American communities in Prince George's County incorporated: North Brentwood (south of Hyattsville) and Fairmount Heights (east of Washington, D.C.). In pursuit of better public services, Glenarden incorporated in 1939. The first mayor, W. H. Swann, quickly arranged for electricity, natural gas, street paving, police service, and a fire department (now disbanded). In 1945, the Washington Suburban Sanitary Commission installed water and sewer lines. The Washington, Marlboro and Annapolis bus company began bus service between Glenarden and Seat Pleasant in the same year. A post office was constructed in 1950 (Ibid.)

The population of Glenarden has increased rapidly from the late 1950s through the present. Glenarden Woods, Glenarden Apartments and Tyrol Estates were annexed during the 1950s and 1960s. However, by the 1960s, much of the original housing stock of Glenarden was deteriorating. In 1963, in cooperation with the U.S. Public Housing Administration, the Glenarden Housing Authority constructed a 90-unit public housing project. The Glenarden Building

8. Significance (Continued)

Corporation constructed 100 middle-income houses along Glenarden Parkway in 1977. In addition to these ventures, a major urban renewal program was initiated in 1974 when Glenarden received a HUD Community Development Block Grant. Urban renewal projects included expansion of the 1965 town hall, construction of a library, and development of recreational areas as well as demolition and reconstruction of housing. Numbers indicating the extent of urban renewal vary, but the total number of relocated households may have been as high as 600 over the 1960s and 1970s. In one part of Glenarden, 107 of 194 buildings were to be demolished. The old housing stock was replaced with public housing and single family housing. At least 100 single-family houses were built by the Ryland company (Ibid.; Vertical Files).

Glenarden continued to annex properties through the 1980s. Retail facilities were constructed at the Washington Commerce Center in 1981, and the property was annexed in 1983. A townhouse development known as Carrollton Station was also annexed in 1983. The 245-acre Royale Gons tract was annexed in 1985 for future development (M-NCPPC 1995; 11-12).

8. Significance (Continued)

National Register Evaluation:

Character defining elements for Planned Suburban Neighborhoods, as defined in the I-495/I-95 Capital Beltway Corridor Transportation Improvement Study, include 1) grid or curvilinear street pattern; 2) cohesive groupings of buildings by function, date or style; 3) consistent lot size and building set-back; 4) landscape features such as sidewalks, street lighting and tree plantings; 5) community amenities such as social halls, schools, parks or community centers; and 6) association with a major transportation corridor. To be considered eligible for the National Register of Historic Places, Planned Suburban Neighborhoods must possess excellent integrity of all character-defining elements. Glenarden has public and residential buildings constructed from the 1920s through the present according to subdivision plats from 1911, 1913 and the 1950s. The properties have consistent scale, lot set-backs and landscaping. In addition, Glenarden includes amenities such as municipal buildings and parks. Glenarden was originally associated with the Washington, Baltimore and Annapolis Electric Railroad.

Glenarden is an early-twentieth century, middle-class suburban community developed specifically for African Americans. It remains a successful African-American suburb to this day. The resources within the community represents a continuum of development from the early African-American suburbs of the 1910s and 1920s through the urban renewal of the 1960s and 1970s to the continuing suburbanization of middle-class African Americans today. Though the community is a important entity within the suburbanization context of the Washington D.C. region, the community does not contain a sufficient number of historic structures to convey its association with suburbanization during the first half of the twentieth century. Due to urban renewal efforts of the 1960s and 1970s, an overwhelming majority of structures within Glenarden are less than fifty years old. It cannot be demonstrated that the community has achieved exceptional importance within the last 50 years, therefore, it does not meet National Register Criteria Consideration G. However, It is recommended that the community be reconsidered for the National Register of Historic Places in ten years, after a bulk of the structures reach an "historic" age.

MARYLAND HISTORICAL TRUST

Eligibility recommended — Eligibility Not Recommended: XX

Comments:

Reviewer, OPS: — Date:

Reviewer, NR Program: — Date: 4/17/01

9. Major Bibliographical References

Survey No. PG:72-26/PG:73-26

See Continuation Sheet

10. Geographical Data

Acreage of nominated property

Quadrangle name Lanham, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification
See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Julie Darsie	
organization KCI Technologies, Inc.	date January 2000, Revised January 2001
street & number 10 North Park Drive	telephone 410-316-7800
city or town Hunt Valley	state/zip Maryland, 21030

The Maryland Historic Sites Inventory 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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

9. Major Bibliographical References (Continued)

KCI Technologies, Inc. October 1997. Suburbanization Historic Context and Survey Methodology: I-495/I-95 Capital Beltway Corridor Transportation Study. Rev. November 1999. Vol. 1. Maryland Department of Transportation, State Highway Administration.

Maryland-National Capital Park and Planning Commission. *Glenarden: The Past in Perspective.* Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission, 1995.

Prince George's County Public Library. Vertical Files. "Prince George's County Communities – Glenarden." Hyattsville, MD.

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute).* 1917.

United States Geological Survey. *Map of Prince George's County (7.5-minute).* 1927.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute).* 1957.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute).* 1965, Photorevised in 1979.

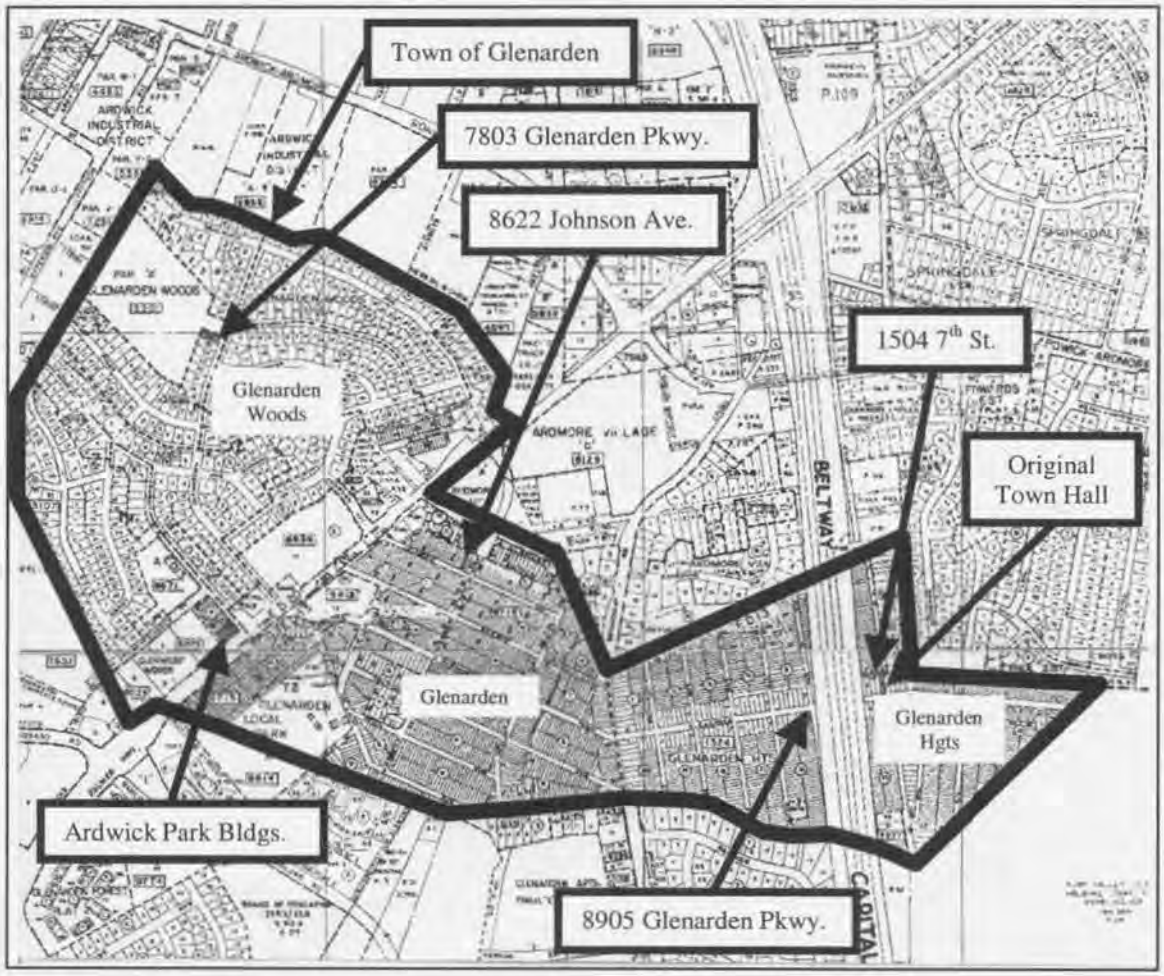
CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Glenarden
SURVEY NO.: PG:72-26/PG:73-26
ADDRESS: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.; Glenarden; Prince George's County

Geographical Data (Continued)

Resource Sketch Map:

Prince George's County Tax Maps 52, 60
(Shaded areas represent properties specifically mentioned in form)



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Glenarden
SURVEY NO.: PG:72-26/PG:73-26
ADDRESS: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.; Glenarden; Prince George's County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION DATA

Geographic Organization:

Western Shore

Chronological/Development Period Theme(s):

Industrial/Urban Domiance (A.D. 1870-1930)

Modern Period (A.D. 1930-Present)

Prehistoric/Historic Period Theme(s):

Social

RESOURCE TYPE:

Category (see Section 3 of survey form):

District

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

Residential, Educational, Municipal, Recreational

Known Design Source (write none if unknown):

William R. Smith

Preparer
KCI Technologies, Inc.
January 2000

Survey No. PG #72-26

Maryland Historical Trust
State Historic Sites Inventory Form

Magi No.

DOE ___yes ___no

1. Name (Inicate preferred name)

historic Glenarden

and/ or common City of Glenarden

2. Location

street & number Both sides of Martin Luther King Jr. Highway --not for publication

city, town Glenarden _____vicinity of congressional district 4

state Maryland county Prince George's County

3. Classification

Category	Ownership	Status	Present Use	
_x_district	___public	_x_occupied	___agriculture	___museum
___building(s)	___private	___unoccupied	___commercial	___park
___structure	_x_both	___work in progress	___educational	___private residence
___site	Public Acquisition	Accessible	___entertainment	___religious
___object	___in process	___yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___transportation
	_x_not applicable	___no	___military	_x_other

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple Owners

street & number telephone no.:

city, town state and zipe code:

5. Location of Legal Description

courthouse, registry of deeds, etc. County Administration Building liber

street & number 14741 Gov. Oden Bowie Drive folio:

city, town Upper Marlboro state MD 20772

6. Representation in Existing Historical Surveys

title none

date _____federal ____ state ____county nd zipe code:

depository for survey records

city, town state

7. Description

Survey No. PG#72-26

Condition		Check one	Check one
X excellent	___deteriorated	X unaltered	___orginal site
X good	___ruins	X altered	___moved Date of move _____
X fair	___unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Very few historic buildings survive in the City of Glenarden today. The first subdivision was platted in 1913, and by 1920 there were 25 households in the new community. By the late 1960s, the modest building stock of these early years was in deteriorating condition, and the principal developments of the subsequent years revolved around a major urban renewal project. Much of the substandard housing was removed during the 1970s and replaced by units of public housing and housing for the elderly, as well as by modern single-family homes. During the 1980s and '90s, new residential and commercial development continued. The two most noticeable buildings in the City are the Municipal Center, which fronts on Martin Luther King, Jr., Boulevard, and the Glenarden Branch of the County Library system, at the intersection of Brightseat Road and Glenarden Parkway.

8. SIGNIFICANCE

Survey No. PG# 72-26

Period	Areas of Significance-check and justify below			
___prehistoric	___archeology-prehistoric	X community planning	___landscape architecture	___religion
___1400-1499	___archeology-historic	___conservation	___law	___science
___1500-1599	___agriculture	___economics	___literature	___sculpture
___1600-1699	X architecture	___education	___military	___social/humanitarian
___1700-1799	___art	___engineering	___music	___theater
___1800-1899	___commerce	___exploration/settlement	___philosophy	___transportation
X 1900-	___communications	___industry	___politics/government	___other (specify)
		___invention		

Specific dates 1913-present **Builder/Architect**

check: Applicable Criteria ___A ___B ___C ___D
and/or
Applicable Exception ___A ___B ___C ___D
Level of Significance: ____national ____state ____local

Prepare both a summary paragraph of significance and a general statement of history and support.

The community of Glenarden developed along the line of the Washington, Baltimore and Annapolis (WB&A) Electric Railway which opened in 1908. This high-speed inter-urban line spurred the development of a number of new communities, such as Lincoln, a garden suburb promoted by Thomas J. Calloway, which was easily accessible by the WB&A line and which attracted black professionals from Washington and Baltimore. Lincoln was platted in 1908, and two years later, William R. Smith, a Washington businessman, began buying up property which fronted on the WB&A line three miles southwest of Lincoln. By 1913, Smith's property had been subdivided as Glenarden and Glenarden Heights; the subdivision featured a circle with a garden center and radiating lots at the location of the WB&A station. In 1921 an area on the opposite side of the tracks was subdivided as Ardwick Park, and then later resubdivided as Glenarden Woods.

The first residents of the new Glenarden community built modest houses: small cottages and bungalows, as well as narrow two-story front-gabled dwellings suited to the narrow lots. By 1920 there were 25 households in Glenarden, and the largest group of working men was employed by the railroad (both the Pennsylvania Railroad and the WB&A). A Rosenwald schoolhouse was built in 1922, and St. Joseph's Roman Catholic Church opened in the same year, both located in the section known as Ardwick Park. The population of Glenarden continued to grow.

During the 1930s the Glenarden Civic Association worked toward improved community services, and in 1939 Glenarden became the third (after North Brentwood and Fairmount Heights) African-American municipality to be incorporated. By this time the WB&A Railroad had closed down, forced out by increased use of the automobile; its right-of-way was converted into the George Palmer Highway, now Martin Luther King, Jr., Highway. During the 1940s a two-story Municipal Hall was constructed and a local post office was established. The 1922 schoolhouse was replaced with the modern Glenarden Woods Elementary School which opened in 1957. Much of the early housing, however, was in deteriorating condition, and during the 1970s Glenarden qualified for and received Housing and Urban Development Department funding for urban renewal and rehabilitation. Substandard housing was removed and replaced by new building stock. The town hall was replaced by a large municipal building, and a local branch of the County Library system was constructed, both designed by resident architect Anthony Johns.

Although very little of early Glenarden remains to be seen, the community has a long history and has been described as "the heart and hub of the black community of Prince George's County."

I:\afam\glenardn.sgp

9. Major Bibliographical References

Survey No. PG 72-26

Atlas of Prince George's County, MD Vol I, Franklin Survey Co. 1940
Federal Population Census, ED #13, Prince George's County MD, 1920
Prince George's County Deeds, Plats

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Lanham **Quadrangle scale** _____

UTM References do NOT complete UTM references

		Zone	Easting	Northing
A				
B				
C				
D				
E				
F				
G				
H				

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan G. Pearl, Reserach/ Architectural Historian

organization PGC Historic Preservation Commission **date** October 1995

street & number C/O M-NCPPC **telephone** 301-952-3521

city or town Upper Marlboro **state** MD

The Maryland Historic Sites Inventory 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.

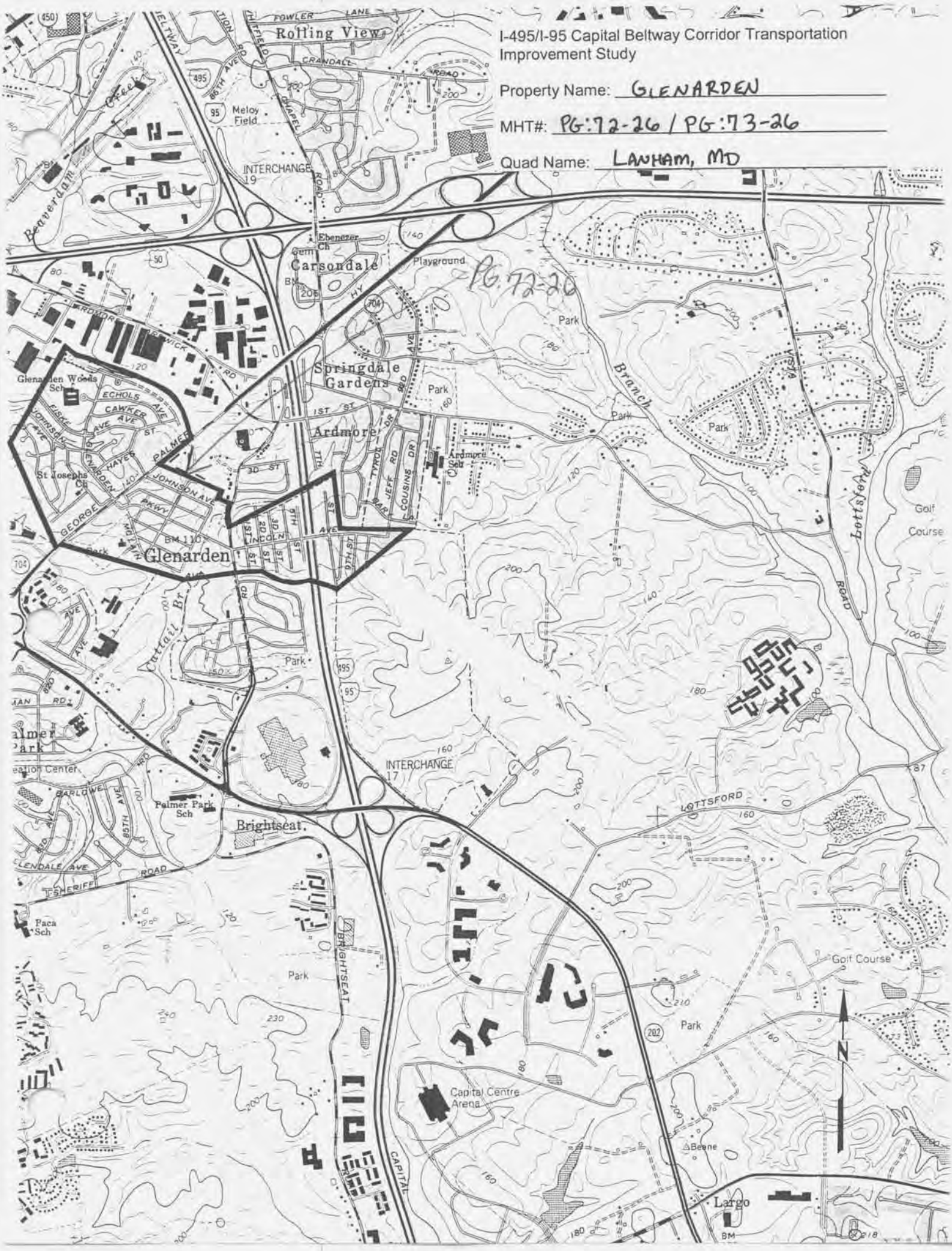
return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: GLENARDEN

MHT#: PG:72-26 / PG:73-26

Quad Name: LANHAM, MD



1 PG:72-26 / PG:73-26

2 Glenarden

3 Prince Georges County MD

4 Julie Dunne

5 [illegible]

6 MD SHPO

7 1st Street, View NE (Glenarden Heights)

8 1 + 34

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG:72-26/PG:73-26

2 Glenarden

3 Prince George County, MD

4 Julie Darsie

5 12/99

6 MD SHPO

7 2nd Street View SE (Glenarden Heights)

8 2 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG:72-26/PG:73-26
2. Glenarden
3. Prince George's County MD
4. Tulip Drive
5. [illegible]
6. MD SHPO
7. 3rd Street View SE (Glenarden Historic)
8. 3 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

DEAD
END

1. PG: 72-26 | PG: 75-26
2. Glenarden
3. Prince George County, MD
4. Julie Dawson
5. 12/99
6. MD SHPO
7. 4th Street, Vienna, MD (Glenarden Heights)
8. 4 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG: 72-26 | PG: 75-26
2. Glenarden
3. Prince Georges County, Md.
4. Julie Darsie
5. 12/99
6. MD SHPO
7. 4th Street, View 5 (Glenarden Heights)
8. 5 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG: 72-26 | Pg 72-26
2. Glendale
3. Prince George's County, MD
4. Julie Doise
5. 12/99
6. MD SHPO
7. 3401 BRIGHTSEAT RD, VIEW E (Glenarden Hgts)
8. 6 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG 72-26 | PG 73-26
2. Elevation
3. Prince George's County MD
4. Julie Daise
5. 12/99
6. MD SHPO
7. 8733 Elevation Pkwy, Hyattsville (Glenarden Heights)
8. 7 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG:72-26|PG:73-26

2 Glenarden

3 [illegible]

4 [illegible]

5 12/99

6 [illegible]

7 8905 Glenarden Pkwy, View 5 (Glenarden Heights)

8 8 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG: 72-26 | PG: 73-26
2. Glenarden
3. Prince George's County, MD
4. Julie Darsie
5. 12/99
6. MD SHPO
7. 1522 5th street, Vlow NW Glenarden Heights
8. 9 of 34

1. PG: 72-26 | PG: 15-26
2. Glenarden
3. Prince George's County MD
4. Julie Dalbie
5. 15/90
6. MD [illegible]
7. [illegible] Glenarden Heights)
8. 10 of 34

1 PG: 72-26 | PG: 75-26

2 Glenarden

3 Prince Georges County, MD

4 Julie Darsie

5 12/99

6 MD SHPO

7 [illegible] (Glenarden Heights)

8. 11 of 34

1. PG-72-26 / PG-73-26
2. Glenarden
3. Prince George's County [illegible]
4. Julie Darsie
5. 12/99
6. [illegible]
7. Original [illegible] 7½ St and Glenarden Pkwy, View SW (Glenarden Heights)
8. 12 of 34

PG: 72-26 | PG: 73-26

2 Glenarden

3 Prince George's County [illegible]

4. Julie Dorsie

5. [illegible]

6. [illegible]

7 7th street (Glenarden Heights)

13 of 34

1. PG:72-26 | PG:73-26
2. Glenarden
3. Prince George's County, MD
4. Julie Dorsk
5. 12/99
6. NO SHPO
7. 1504-1510 17th Street, Vicksburg (Glenarden, MD, [illegible]
8. 14 of 34

1 PG:72-26 | PG:73-26

2 Glenarden

3 Prince Georges County MD

4 Julie Dentz

5 12/94

6 MD SHPO

7 1520-1523 7th Street [illegible] (Glenarden Heights)

8 15 of 34

1. PG: 72-26 / PG: 73-26
2. Glenarden
3. Prince George's County, MD
4. Julie Darsie
5. 12/95
6. MD SHPO
7. 7th street, [illegible] (Glenarden Heights)
8. 16 of 34

1. PG:72-26/PG:75-26
2. 5th Avenue
3. Prince George's County, MD
4. Julie Darsie
5. 12/99
6. MDSHPC
7. 8th Street, view S (Mt. Rainier Heights)
8. 17 of 34

1. PG: 72-26 | PG: 73-26
2. Glenarden
3. Prince George's County MD
4. Julie Lerse
5. 12199
6. MD SHPO
7. 9024 Glenarden Pkwy, Vieco NE [illegible] Heights)
8. 18 of 34

1. PG: [illegible]
2. Glenarden
3. Prince George's County, MD
4. Judge Darsie
5. 12/99
6. MDSHPO
7. 9th street, View SE (Glenarden Heights)
8. 19 of 34

1. PG: 72-26 | PG: 73-26
2. Glenarden
3. Prince George's County, MD
4. Julie Darse
5. 12/96
6. MD SHPO
7. 10th street, view SE (Glenarden Heights)
8. 20 of 34

1. PG: 72-26 | PG: 73-26
2. Glenorder
3. Prince George County MD
4. Julie Daisie
5. 12/99
6. MSSMPC
7. Fulton Ave, [illegible] (Glenorder)
8. 21 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG: 72-26 / PG 75-26

2 Glenarden

3 Prince George's County MD

4 Julie Danse

5 12/99

6 MD SHPO

7 [illegible]

8 [illegible]

050M NNNN--- 17DEC99 FOTOIMAGE

8663

5.2

1. PG:72-26/PG:75-26
2. Glenarden
3. Prince George's County, MD
4. Jim Daise
5. 12/94
6. MD SHPO
7. Glen Arden Pkwy View SE (Glenarden)
8. 23 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

PG: 72-26 | PG 75-26

1 Glenarden

3 Prince George County

4 John Darse

5 12/29

6 [illegible] SHPO

7 Lesue Ave, [illegible] (Glenarden)

8 24 of 24

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG: 72-26 | PG: 73-26

2 Glenarden

3 Prince George's County, MD

4 Julie Darsie

5 10/99

6 MDSHPO

7 Johnson Ave., View NE (Glenarden)

8 25 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG: 72-26 | PG: 73-26

2 Glenarden

3 Prince George County MD

4 Julie Daisie

5. 12/99

6 [illegible]

7 [illegible] Johnson [illegible] View [illegible] (Glenarden)

8 26 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG:72 [illegible] 7:-26

2. [illegible]

3. [illegible] Grange's County

4. Tulle Davis

5. 12/9[illegible]

6. MD SHPO

7. Glen Arden Pkwy [illegible]

8. 27 [illegible]

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG: 72-76 / PG 73-26
2 Glenardin
3 Prince George's County, MD
4 Julie Dorsie
5 12/99
6 MD SHPO
7 3110 Church St, Vol 5 (Glenardin Records)
8 28 of 34

050M NNNN---- 17DEC99 FOIOIMAGE

1 Pix: 72-26/PG 7526
2 Glenarden
3 Prince George's County MD
4 Julie Dorsie
5 12/99
6 MD SHPO
7 Redmont Ave, View S (Glenarden Woods)
8 29 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG:72-26\PG:73-26
2. Glenarden
3. Prince George's County, MD
4. Julie Darsic
5. 12/99
6. MD SHPO
7. TIFC: Glenarden Pkwy, View W (Glenarden Woods)
8. 30 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG:72-26 | PG:75-26

2. Glenarden

3. Prince George's [illegible] MD

4. Julie Davis

5. 12/99

6. MD 5480

7. 7820 Fisher Ave, View E (Glenarden [illegible])

8. 31 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

1 PG: 72-26 / PG: 73-26

2 Glenarden

3 Prince George's County, MD

4 Julie Darsie

5. 12/99

6 NC STPO

7 Fiske Ave View NE (Glen[illegible] [illegible]ods)

8 32 of 34

050M NNNN---- 17DEC99 FOTOIMAGE

1 PG: 72-26 | PG: 73-26

2 Glenarden

3 Prince George's County, MD

4 Julie Darsie

5 12/99

6 MD SHPO

- Echols Ave View NW (Glenarden Church)

8. 33 + 34

050M NNNN--- 17DEC99 FOTOIMAGE

1. PG. [illegible]
2 Glenarden
3 Prince George's County MD
4 Julie Darsie
5. 12/99
6 MD SHPO
7. [illegible]
8. 34 of 34

050M NNNN--- 17DEC99 FOTOIMAGE

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Greenbelt Historic District

and/or common Old Greenbelt

2. Location

street & number Just north of the intersections of the Baltimore-Washington Parkway, and the Capital Beltway ___ not for publication

city, town Greenbelt ___ vicinity of congressional district Fifth

state Maryland code 24 county Prince George's code

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	X commercial	X park
___ structure	X both	___ work in progress	X educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	___ in process	___ yes: restricted	X government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Multipel public and private

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse

street & number

city, town Upper Marlboro state Maryland 20870

6. Representation in Existing Surveys

title has this property been determined elegible? X yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

ACREAGE AND BOUNDARY JUSTIFICATION

The Greenbelt Historic District covers 789.05 acres of land. The boundaries of this district are drawn so as to include those areas of the City of Greenbelt which directly relate to the establishement and expansion of the planned community between 1935 and 1941 when the district acquired significance and to exclude the more recently developed parcels and roadways while utilizing such lines of convenience as the city limits on the north; a major physical and visual barrier, the Baltimore-Washington Parkway, on the east; and property lines on the south and west.

Included in the Greenbelt Historic District are three discontiguous parcels to the west of the district proper. These parcels, described below, are included in the district because of their historical linkage to the period when the district achieved significance but are made discontiguous by major highway systems and recent development between them and the district proper. The discontiguous parcels are:

Greenbelt Junior High School (33.86 acres)
Bounded by Breezewood Drive on the north, Edmonston Road on the east, Greenbelt Road on the south, and Beltway Plaza on the west, this school was completed in 1938 as part of the original construction of Greenbelt and was situated about a mile from the commerical center so that it would be equidistant from both Greenbelt and the town of Berwyn Heights to the west.

Greenbelt City Cemetary (3.1 acres)
Located north of Ivy Land (extended) to the west of Maryland Route 201 and surrounded completely by private land, this cemetary was formed around an extisting burial plot.

Indian Springs (a city park, 3 acres)
Indian Springs is south of Greenbelt Lake and is bordered on the north by the highway ramp leading from Kenilworth Avenue northbound to the Capital Beltway (I-95) southbound. It is surrounded on the other three sides by private land currently under development. The three springs are on a hillside shaded by trees. The springs purportedly were a meeting place for local Indians, thus the name Indian Springs. Originally a part of Greenbelt Lake Park, the springs parcel was separated from the park by construction of the Capital Beltway.

In addition to structures and their immediate surroundings, the Greenbelt Historic District also includes numerous municipal parks scattered amoung the built areas, the Greenbelt Lake Park which was developed in 1938 and contains 62.1 acres, and four parcels of undeveloped land in the northeast section totally 174.9 acres which is all that remains of the original "green belt" that once completely surrounded the

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Greenbelt is an incorporated city in Northern Prince George's County, Maryland. It is located at the intersection of I-95 (the Capital Beltway) and the Baltimore-Washington Parkway.

The town (city) charter was granted by the Maryland State Legislature in June,1937, three months before the first residents moved in. Greenbelt was the first municipality in Maryland to have the council-manager form of government.

Originally conceived during the New Deal initiatives of the Roosevelt administration, the projects sought to create jobs as well as to demonstrate the applicability of certain garden-city planning techniques to a project designed for low-income residents. The late Rexford Guy Tugwell was the "father of Greenbelt" as director of the Resettlement Administration during the early years of the Roosevelt Presidency. Frederick Bigger was in charge of the planning staff for the green towns. Bigger "believed that each town should be a distinct experiment--that new ideas and new approaches should be given the maximum possible opportunity to develop."[1]

Greenbelt's location along major roads, 13 miles from the nation's capital, has placed enormous pressures on the community to expand. Much of the original belt of green has given way to shopping centers, garden apartments, single family homes, and condominiums. The population of Greenbelt has grown from 3,000 in 1937 to 7,000 in 1950, to approximately 20,000 today.

THE PLANNING OF A GARDEN COMMUNITY

Before selecting the sites for the "greenbelt towns, " the federal government conducted detailed studies of the social and economic growth, wages, labor practices, accessibility to employment, topography, fertility of soil, presence of wooded areas for parks and recreation, and availability of low-priced land.

The rolling farmland in the Washington suburbs ideally met all of these criteria. The building of historic Greenbelt took advantage of the natural topography in the form of a crescent-shaped plateau:

> The town is formed in the shape of a graceful crescent set on a vast background of green. . . . the essential shape of the Greenbelt town plan was indicated by nature. Here, as in many other great plans, the planners' job was primarily to discover, not invent. . . . the planners of Greenbelt revealed the potentialities of the great curves as a beautiful place for good living.[2]

Houses encircle the center, where stores, the post office, and community building/school are located; the apartment buildings form an inner circle. At a lower level, in a natural bowl, is the athletic field and the re-

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DESCRIPTION, continued

center (the city's recreation department was the first established in Maryland).

The government initially constructed a total of 574 rowhouse units, 306 apartment units, and five detached homes built as experiments in prefabrication techniques. Ten houses were also built by a private developer in a small subdivision called "Parkbelt" located on Forest Way. The government purchased a total of 3,371 acres for the community and surrounding greenbelt.

In 1941 the federal government constructed 1,000 frame homes for workers engaged in the national defense effort. Greenbelt's "defense homes" were one of 43 such housing projects built throughout the United States to relieve the acute shortage of housing for persons engaged in war-time activities. The frame houses are located mainly to the north of the original planned community, and their interior design as well as the layout of the rows was intended to incorporate many of the plan features of the original homes. However, due to the need to construct housing quickly and at low cost, the defense homes are not as well constructed or as well planned as the original community.

The homes, arranged in superblocks to reduce the number of streets, sidewalks, and utility lines, are clustered in rows in housing "courts", set back from the main streets, From two to ten homes in a row were constructed, all with what is called a "garden side" and a "service side." The service side was planned for access to parking (most courts have off-street parking lots or garages), and for deliveries and garbage pick-up, while the garden side was designed to provide each family with a spacious and safe play and green area. Many homes face, on the garden side, common areas or small city parks. In some cases, the garden side faces woods.

Greenbelt's internal walkway system and pedestrian underpasses (the only ones to be constructed in the three greenbelt towns) are credited with separating pedestrian and vehicular traffic. Three pedestrian and underpasses cross Crescent Road and lead to the Commercial Center and the city's outstanding safety record is in part accredited to the use of these.

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DESCRIPTION, continued

ORIGINAL APARTMENTS

Constructed at the same time as the rest of Old Greenbelt were twelve three-story apartment buildings. Designed for small families and single persons, the apartments were built near the Center and offered easy access to Center mall services and activities. In summary, apartment construction was as follows:

Buildings	Type	Units
1	48 family -- 3-story apartment	48
1	36 family -- 3-story apartment	36
2	21 family -- 3-story apartment	24
2	18 family -- 3-story apartment	36
3	24 family -- 3-story apartment	72
3	30 family -- 3-story apartment	90
	Total:	306

The apartment buildings were built in the same manner and used the same materials as the cinder block homes. Today, they are owned by private rental companies.

THE COMMERCIAL CENTER

Central to the planned community is the Commercial Center. Located within one-half mile of the original dwellings, the Greenbelt Commercial Center is one of the oldest planned integrated shopping centers in the country. It is a neighborhood shopping center because its location off the main roads is unlikely to draw non-neighborhood business. Three parking lots and a service road along the front provide vehicular access to the Center. The Commercial Center is divided by an open air mall dominated by a mother and child statue sculpted in sandstone by Lenore Thomas of Accokeek, Maryland , for the Resettlement Administration. She also created the reliefs depicting scenes from the Preamble to the Constitution across the front wall of the Center Elementary School.

The Commercial Center consists of five buildings containing stores and offices. In earlier days, the city offices, and police and fire stations were also housed here. When the Center was opened in 1937, it was intended to offer residents complete shopping and service

DESCRIPTION, continued

facilities, including a grocery store, dry cleaners, barber and beauty shops, bank, and post office. For the first few years, there was even a furniture store where residents could purchase specially made heavy-duty furniture; an entire house could be outfitted for $300-$400.

The buildings in the Commercial Center are now privately owned.

CENTER SCHOOL

The two-story community building (now Greenbelt Center Elementary School) was an integral part of the planned community, and first opened its doors in October 1937 with seven teachers and 24 students. The building is centrally located, within a half-mile of all the original homes, and can be reached directly by a system of paths and walkway--underpasses. Built as a combination school-community building, the facility contained 12 classrooms as well as a music room, arts and crafts workshop, home making room, health room, social room, and a large combined gymnasisum-auditorium. Architecturally, Center School shares the simple functional design which dominates the planned community as a whole.

Until July 1, 1971, the building also housed a library, one of the most active in Prince George's County. Following much petitioning by Greenbelt citizens, a new library building was constructed by the County on land next to the school in 1971.

The building was owned by the government and loaned to the county as an elementary school. In 1948 the town leased it from the Public Housing Department for $1 per year, and in turn received sufficient funds to operate it. In 1953 the building was dedicated by the government to the City of Greenbelt. In 1959 the Community Building was sold to the Prince George's County Board of Education for $260,000.

In its early years, the Community Building housed the churches on Sunday and provided recreational facilities during the week. Local organizations met in the combination auditorium and gymnasium. Classrooms were used for adult education and vocational training in the evening.

> It (the school) was to become one of our best-loved buildings, for it was here that all segments of the citizenry were to meet, discuss their mutual problems, worship, study and play.[3]

DESCRIPTION, continued

NORTH END ELEMENTARY SCHOOL

The North End Elementary School was constructed to relieve the congestion in the Center School caused by the completion of the 1,000 frame "defense homes" in 1941-1942. Until the additional homes were constructed, the total number of children attending Center School averaged around 400. In 1943, after the new homes were constructed, attendance increased to 785 and the school had to go on double sessions. The two-story building features a simple design and contained ten classrooms, a kindergarten room, kitchen, imfirmary, offices, and an auditorium.

JUNIOR HIGH SCHOOL

Originally a junior-senior high school, the structure was begun in the spring of 1937 and completed some 10 months later at a cost of $142,000. The school was designed to serve students from the town of Berwyn Heights, as well, and was placed on the western edge of Greenbelt, about 1.5 miles from Center Elementary School. A gravel footpath led from Greenbelt through the woods to the school. The path crossed Edmonston Road, the only road separating the school from original Greenbelt, by means of an underpass. This route was absolutely free from traffic hazards.

The building is basic in design due to a lack of funds at that time. It contains classrooms, a science room, typing room, study room, music room, and a lunch room, among others.

In 1949 the County Board of Education purchased the building and land. The last senior class was graduated in 1951; the school was then converted to a junior high school.

GREENBELT LAKE

In 1935, before home construction began, the federal government began construction of Greenbelt Lake to cover 23 acres of swamp land. Located to the west of the original town, the project took 200 men a year to complete, at a total cost of $75,000. The lake and its shore line are now a city park.

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DESCRIPTION, continued

> The swamp was the most heavily wooded spot in the area, with trees averaging 100 feet in height and 30 inches in diameter. These were pulled out by the roots and the stump piles mounted up as high as houses. They burned for two months or more. Some of the logs were used in construction work; the rest were turned over to the county relief board.[4]

It took about one year for the lake to fill, although it is fed by two streams and innumerable springs along the banks. The overflow empties into a stream that flows to Indian Creek, a tributary of which flows into the Anacostia River, eventually reaching the Potomac.

On November 13, 1936, President Franklin D. Roosevelt placed the first fish into the lake. Since that time, it has been stocked by the State of Maryland. Several varieties of wild and domestic ducks also make their home at the lake.

Fishing and boating are premitted at the lake. It is also a popular place for joggers, walkers, bicyclists, and picknickers. The annual Fourth of July fireworks display attracts thousands of visitors, who site on the bank and watch the colorful sight. In winter, ice skating is a favorite past-time, if the weather has been cold enough.

INDIAN SPRINGS

South of Greenbelt Lake is Indian Springs. It used to be accessible by walking across the dam at the lake, and then following a woodland trail between clumps of mountain laurel and wild azalea. The three springs are in a large open clearing, shaded by tulip poplars. With construction of the Capital Beltway, the Springs became separated from the Lake Park.

Above Indian Springs is the Walker family burial ground. Isaac Walker was a colonel in the American Revolution and is buried here. His son, who was born here, Colonel Samuel Hamilton Walker, was a hero of the Texas Rangers in the Mexican-American War and is also noted for assisting Samuel Colt in the perfection of the Colt revolver.

DESCRIPTION, continued

PARCELS 1, 2, 3 and 4

These are four parcels of land on the eastern fringe of the City, currently owned by private developers, which are part of the original "green belt" that once surrounded the city. The total acreages of the parcels are as follows:

Parcel 1		155.5 acres
City park land	42.30 acres	
Undeveloped private parcels	103.24 acres	
Undeveloped Prince George's County land	10.00 acres	
Parcel 2		81.0 acres
Prince George's County land	61.40 acres	
City land	9.95 acres	
Undeveloped private land	9.75 acres	
Parcel 3 - Undeveloped private land		2.9 acres
Parcel 4 - Undeveloped private land		7.4 acres

THE OPENING OF GREENBELT

In the 30s,the idea of a city protected from over-crowding, sprawling, and haphazard development built by the federal government for low-income people was attacked as "radical" and "socialistic". Indeed, after the towns were built, thousands of tourists flocked to them to gawk at the residents, who were depicted as being rigidly controlled because of the many rules and regulations imposed by the federal administrators.[5]

Tagged "Tugwelltowns" by the press and Congress, they were portrayed as part of a "sinister plot to impose foreign, socialist, or communist ways of life on the American people or at least they forced unwanted regimentation by being planned."[6]

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DESCRIPTION, continued

The first residents were carefully selected. They had to meet income requirements ($800-$2,200 annual), exhibit neat personal habits, present two references from previous landlords, undergo a physical examination, and demonstrate their need for rental housing in a new environment. One factor that eliminated many prospective residents was that the wives of employed husbands could not work. Attempts were made to reflect the religious ratio of Washington, D.C.: 63% Protestant, 30% Catholic, and 7% Jewish. One third were government employees.

Five families moved in on opening day. One year later, all 885 dwellings were occupied. By the end of 1937 Greenbelt was the second largest municipality in Prince George's County. By 1941 it was the largest. Today Greenbelt ranks third.

The residents thought of themselves as pioneers. The following article appeared in the first issue of the Cooperator (Greenbelt's weekly newspaper, begun in 1937, and still being published by a volunteer staff under the banner The Greenbelt News Review).

> We did not arrive in Greenbelt after long, tiresome miles by covered wagon; nor did we find this place by chance. We were not the first to gaze upon this spot of ground;nor did we cut down trees in order to build homes. Nor is it necessary to clear the land to plant our crops that we may quench our thirst.
>
> Yes, we are pioneers--of a new way of living. We are the sculptors of a new way of living. We are the sculptors handling the soft, yielding clay of a new community. What form shall we mold of it?
>
> This project has given most of us an opportunity we'd never anticipated. We are in the process of creating homes! Our families and our children will live under laws of our own making. Only in our fondest and most youthful dreams have we imagined such a chance. What will we make of it?

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DESCRIPTION, continued

> Let us make good laws--wise laws, and not too many of them. Let us keep ourselves, our community, our city government, our ideals, as clean as our new, windswept roofs. Let us continue ourselves and the management of our Greenbelt in such a way as to deserve the pride with which all America will be looking on.[7]

As strangers to each other in a completely new environment, new social patterns and group emerged. Greenbelt is unique in that it is the only one of the three "green" towns to have preserved the established cooperative concepts, enterprises, and organizations. Greenbelt Consumer Services, one of the largest consumer cooperatives on the east coast, developed here. It operated bus lines and a variety of stores in the shopping mall. Today GCS has consolidated to include food, furniture, and a gas station. A cooperative nursery school and the housing cooperative symbolize the Greenbelt philosophy for community living begun by those "pioneers".

ARCHITECTURAL DESCRIPTION

When the new towns were built, architecture was secondary to the concept of a planned community. Each of the new towns had its own set of architects and planners. Hale Walker, Harold Bursley, and Reginald Wadsworth designed Greenbelt and were among those who reacted negatively to the ornamentation of the styles of the 30s. Walker, Bursley, and Wadsworth designed buildings in what was then called "New Tradition" and now is labeled the "International Style" of Walter Gropius and the Bauhaus.

The original masonry or block units are flat-roofed cinderblock homes, painted white with window sash and bands of brick between windows 'painted green.

The brick veneer homes have gable roofs laid with slate; soon after construction, these were also painted white with green trim. For many years, no other colors were permitted. Green and white still represent the city and are the colors of the city's flag.

The interiors of the block homes are furred inside the masonry and insulated with plaster board covered with aluminium foil on the outer surface and plastered on the inner. Floor construction is of rein-

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DESCRIPTION, continued

forced concrete on which asphalt tile is laid with mastic. The roof is covered with four-ply roofing laid in pitch and surfaced with slag or gravel. Windows are steel casements with wood doors and trim.

The brick homes are constructed of brick veneer with diagonal sheathing and rock wool insulation between the studs. The tenor is finished with plaster on metal lath. The lower floor is reinforced concrete slab, while upper floors are of wood. The concrete floor is covered with asphalt tile. Thin layers of slate are laid over wood sheathing to form the roof. Shrubbery, particularly private hedges, were part of each home's landscape design.

A typical brick or block home has a living room, dining room, and kitchen on the first floor, and 2-3 bedrooms upstairs. There are 16 one-bedroom homes, called honeymoon cottages, on the first floor ends of some masonry rows. Twenty-two masonry homes have finished basements. Some of these have asbestos shingles covering the masonry surface.

The "defense" homes were built with one, two, or three bedrooms. Kitchens face the service side while living rooms face woods or parks. Asbestos shingles cover the exterior of the homes. Wood flooring and dry wall were used in the interiors and wood frame push-up windows throughout. Because of the speed with which they were constructed during World War II and the lack of materials and funds committed to the project, the frame units have galvanized steel piping instead of the copper used in the masonry, and lack the sound insulation and landscaping features of the original homes.

One bedroom frame homes are located on the first and second floor ends of some buildings; eight buildings are completely composed of one-bedroom units on each of the two floors, with 8 to 12 units in a row. In addition 104 units of two-story apartments were constructed.

The Greenbelt Historic District contains approximately 360 buildings of which nearly 90% date from the 1935-1941 period when the district achieved its major significance.

DESCRIPTION, continued

EXPERIMENTAL HOUSES

As an experiment in prefabricated housing, the Suburban Division of the Resettlement Administration included in Greenbelt five experimental freestanding houses, which were located in the northern area of the city.

These houses demonstrated certain possibilities of using plywood as a structural material. The dead weight was greatly reduced, and there were fewer parts involved, since the basic construction unit was a large plywood panel, constructed earlier and brought to the site whole. The plywood was glued to the studs and joists to form simple boxlike structural units in which the plywood provides most of the strength and stiffness.

All five units are one-story, two-bedroom structures with sample plans indicated below. They were constructed on an area of about 40,000 square feet for a total cost of $6,600 or an average cost of $1,320 per house. They contain the following total area measurements:

House	Total Area (Sq. Ft.)
A	994
B	994
C	999
D	658
E	716

A WORD ON REHABILITATION

Because the original housing is now 42 years old and the remainder is 38 years old, Greenbelt Homes, Inc., the owner of most of the residential property, is now in the planning stages for a comprehensive rehabilitation program. First priority in this program is directed towards energy conservation as these houses and their heating systems are energy inefficient. Greater use of electrical appliances over the past 40 years and advanced age has resulted in the need for considerable electrical wiring work to be done. A thorough examination of wooden structures is required to determine the extent of damage from age, rot, termites, etc. To do this, the exterior asbestos shingle siding needs to be removed.

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Greenbelt
Prince George's
Maryland

DESCRIPTION, continued

In undertaking rehabilitation, the cooperative is ever mindful of the need to achieve results that will assure the continuation of these buildings as moderate priced houses. Thus, consideration is being given to ways and means of reducing maintenance costs as well as replacing deteriorated or inadequate fixtures and structural sections.

While most rehabilitation work will be within the buildings, new windows and exterior siding are being considered for many of the buildings. New window units will have built-in storm windows and provide tight seals.

FOOTNOTES

1
Clarence Stein, Toward New Towns for America (Cambridge, Mass.: MIT Press, 1957), p. 120.

2
Ibid.,p. 127.

3
Henry Churchill, "America's Towns Planning Begins," The New Republic, June 12, 1936.

4
Greenbelt, 25th Anniversary, 1937-1962 (Brochure prepared under the auspices of the Silver Anniversary Committee, from material provided by the Greenbelt News Review, and other local government organizations), p. 42.

5
Joseph Arnold, The New Deal in the Suburbs, A History of the Greenbelt Town Program, 1935-1954. Ohio State University Press. 1971. pp.196-197.

6
Ibid., p. 197.

7
Greenbelt, 25th Anniversary, p. 12

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	_X_ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
_X_ 1900–	___ communications	___ industry	_X_ politics/government	___ other (specify)
		___ invention		

Specific dates 1935–1941 **Builder/Architect** Reginald J. Wadsworth and Douglas D. Ellington, principal architects
Harold Bursley, engineering designer

Statement of Significance (in one paragraph)

SIGNIFICANCE

The Greenbelt Historic District is the original developed section of the City of Greenbelt which was established and expanded between 1935 and 1941 as one of three "green towns" founded by the United States government under the New Deal as an attempt to solve social and economic problems confronting the nation. The three towns are Greenbelt, Maryland; Greenhills, Ohio (near Cincinnati); and Greendale, Wisconsin (near Milwaukee). A fouth community, Greenbrook, New Jersey, never passed the planning stage. Greenbelt differs from the other "green towns" in that the predominate type of building originally erected is the multi-storied apartment house whereas the duplex is the predominate type originally used in the other communities. Of the three towns, Greenbelt is the only one to still retain many of the original features such as the buildings and sections of the surrounding "greenbelt." Greenbelt also continues the concept of community responsibility as the majority of the housing is owned by a cooperative.

HISTORY AND SUPPORT

The idea of a planned "green town" can be traced to the late 19th century in Great Britain when Ebenezer Howard detailed such planning ideas in a book entitled Garden Cities of Tomorrow published in 1898. Howard presented the idea of a "garden town" surrounded by large open spaces maintained by the residents. Two such cities were built in England in the early twentieth century. In the United States a private developer began construction in 1928 of Radburn, New Jersey, a garden town outside New York City, but the Great Depression halted construction in the early 1930s. Radburn was considered at the time to be the model American "green town."

Although it smothered Radburn, the Depression was, in many ways, responsible for the creation of the New Deal efforts that built Greenbelt and the other "green towns" in the late 1930s. In 1935 the director of the Rural Resettlement Administration, later the Division of Farm Security in the Department of Agriculture, was the late Rexford Guy Tugwell, a disciple of Howard's garden city philosophy. He convinced President Roosevelt that the basic planning concepts of the green town were valid and plans were laid for four "green towns" as a method of combatting unemploymnet and to move low-income families out of overcrowded urban areas while keeping them close to opportunities in the city.

See continuation sheet number 14

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HISTORY, Continued

Of the three towns that were finally built, Greenbelt carried out the Radburn idea more than the other two. Low and moderate income families predominated. The rowhouse residents formed a housing cooperative (an idea not before employed in green towns) in 1953 when the federal government divested itself of its housing interests. That cooperative thrives today, as do many of the ancillary cooperative institutions, including the newspaper, nursery school, garden club, baby-sitting club, and Greenbelt Consumer Services, which runs the large grocery store in the Center.

Approximately 40 of the original residents still live in Greenbelt. Many children, grandchildren, and other relatives of original settlers chose to make Greenbelt their home.

Greenbelt has successfully demonstrated the neighborhood concept radiating into a garden city. Two recently completed planned communities--Reston, Virginia and Columbia, Maryland-- have expanded on the successful elements of Greenbelt.

Because Greenbelt was planned as a viable, living community, it should change with the times and not become solely a representative of a former time. However, those planning concepts which made Greenbelt significant when it was first built and which remain viable today should be preserved for the future. These planning concepts include:

* Moderate priced housing in a garden or park setting;
* Cluster housing;
* Superblocks with interior green space;
* Interior sidewalk system which crosses under major streets to underpasses;
* A central core of commercial, civic, recreational, athletic, and park facilities;
* A surrounding belt of open space.

NOTE: Further history can be found in the description.

ACREAGE AND BOUNDARY JUSTIFICATION conintued

city. These undeveloped parcels, known as Parcels 1, 2, 3, and 4 and privately owned, are considered as part of the district because they reflect their original purpose of being a natural buffer zone encircling the community.

PHOTOGRAPH EXPLANATORY NOTE

The photographs submitted as part of the documentation for this application, though varied in date with some more than four years in age, do visually represent the Greenbelt Historic District as it appears as of the date of this application.

SECTION 9: MAJOR BIBLIOGRAPHICAL REFERENCES

Arnold, Joseph. The New Deal in the Suburbs: A History of the Greenbelt Town Program, 1935-1954. Ohio State University Press, 1971.

Churchill, Henry. "America's Towns Planning Begins," The New Republic, June 12, 1936.

Greenbelt, 25th Anniversary, 1937-1962)brochure prepared under the auspices of the Silver Anniversary Committee from material provided by the Greenbelt News Review and other local organizations)

Stein, Clarence. Toward New Towns for America. Cambridge, Mass.: MIT Press, 1957.

GEOGRAPHICAL DATA

BELTSVILLE QUADRANGLE

Greenbelt Historic District

D. 18/335610/4318530
E. 18/337210/4319840

Greenbelt Cemetery

A. 18/336100/4319340
B. 18/336060/4319200
C. 18/335940/4319270
D. 18/335990/4319390

Greenbelt Junior High School

D. 18/335160/4318360

LANHAM QUADRANGLE--No UTM point(s)

LAUREL QUADRANGLE

Greenbelt Historic District

A. 18/338910/4319830

B. 18/338320/4318300

WASHINGTON EAST QUADRANGLE

Greenbelt Historic District

C. 18/337300/4317770

Greenbelt Junior High School

A. 18/335440/4318220

B. 18/335310/4317860

C. 18/334900/4317960

City Park

A. 18/336120/4318200

B. 18/335820/4318190

C. 18/335890/4318390

9. Major Bibliographical References

PG:67-4

see continuation page 17

10. Geographical Data

Acreage of nominated property 789.05 acres

Quadrangle name Washington East, Beltsville, Lanham and Laurel Quadrangle Maps

Quadrangle scale 1:24000

UMT References (SEE CONTINUATION SHEET #18.)

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

The boundaries of the Greenbelt Historic District are indicated by the wide red line drawn on the accompanying mape labeled "City of Greenbelt/Prince George's County/ Maryland" drawn to a scale of 1"=500' and prepared in 1964 and revised in 1980.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Thomas Hauenstein
organization	City of Greenbelt
date	November 1979
street & number	25 Crescent Road
telephone	(301) 474-8000
city or town	Greenbelt
state	Maryland 20770

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_x_ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature 5-29-80

title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 938 835

P.G. 69

1700594829

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Greenbelt

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:

STATE: Maryland

COUNTY: Prince George's

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☒ District ☐ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☒ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☒ Commercial	☐ Industrial	☒ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Various private and public owners

STREET AND NUMBER:

CITY OR TOWN: | STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Prince George's County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Upper Marlboro | STATE: Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: | STATE:

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The town was planned in the 1930's as the first government-sponsored, planned community. Houses are built in rows, perpendicular to the streets, with several houses in each block. Most house units are two bays, either the doorway or the entire front covered by a canopy or porch. The yards are large, with parking lots between the yards of parallel blocks. They are built of frame, block and brick, or brick. The brick and block and brick houses have alternate projecting courses of brick running as bands between the windows and turning the corners to give a horizontal emphasis. A similar motif is used on one church; the corners have bands running the height of the building, suggesting quoining blocks.

The town is planned with a small business district to serve local residents. There is a large park (with a lake) that meanders through the town and is accessible from many points.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☐ 19th Century
- ☒ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1930-1950's

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
  - ☐ Prehistoric
  - ☐ Historic
- ☐ Agriculture
- ☐ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

The Town was the first planned community developed by the U.S. Government to provide adequate, reasonably priced housing for lower- and middle income families.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		°	'	"	°	'	"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION
MNCPPC

DATE
25 Oct 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN:
Silver Spring

STATE
Maryland

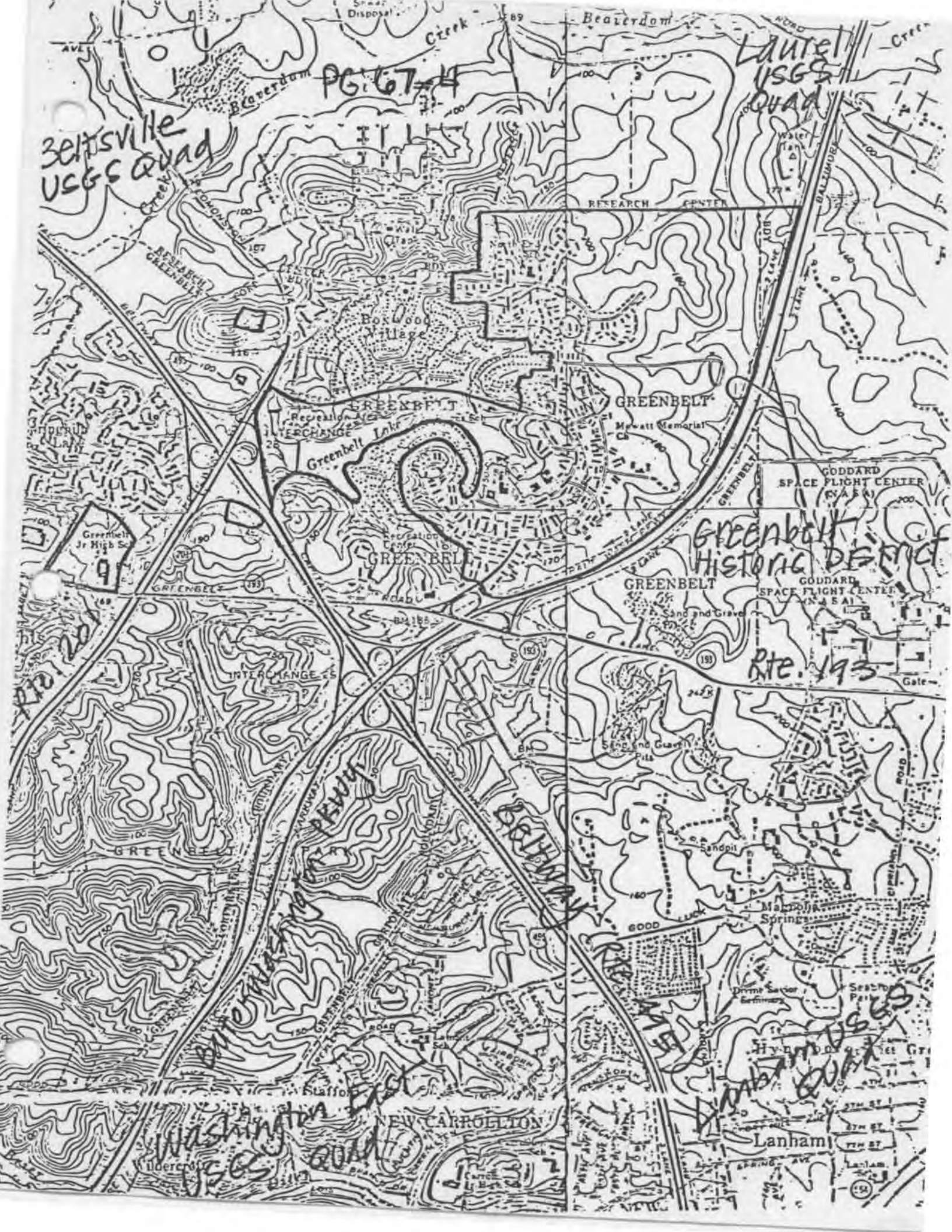
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

SEE INSTRUCTIONS



PG 67-4
Beltsville USGS Quad
Laurel USGS Quad
Greenbelt Historic District
Rte. 193
Rte. 201
Rte. 495
Washington East USGS Quad
Lanham USGS Quad
Beaverdam
Creek
RESEARCH CENTER
Boxwood Village
GREENBELT
Greenbelt Lake
Mewatt Memorial
GODDARD SPACE FLIGHT CENTER (N.A.S.A.)
Sand and Gravel
Sand and Gravel Pits
Sandpit
Magnolia Springs
Drime Savior Seminary
Seabrook Park
Hyndsboro
Lanham
NEW CARROLLTON
Staffor
Wildercroft
Greenbelt Jr High Sch
INTERCHANGE
Recreation Center
Water Tank
Gate

PG. 67-9
Greenbelt
Historic
District
Rosedale Park
Sewage Disposal
Beaverdam Creek
BELTSVILLE
Indian Creek
BALTIMORE AVE
BEAVERDAM ROAD
RESEARCH CENTER
Water Tank
North End Sch
Boxwood Village
GREENBELT
Greenbelt Lake
Greenbelt Lake Park
INTERCHANGE 23
INTERCHANGE 24
Mowatt Memorial Ch
GODDARD SPACE FLIGHT CENTER (N A S A)
LANHAM
Greenbelt Jr High Sch
WASHINGTON EAST
GREENBELT ROAD
Sand and Gravel Pits
Schrom Hills Rec. Center
GREENBELT PARK
Sandpit
Magnolia Springs
GOOD LUCK
Washington Bible College
Seabrook Park
Hyattsboro
Stafford
NEW CARROLLTON
Carrollton Sch
Lanham
Gate

NAME GREENBELT, Md. HOUSING

PG:67-4

LOCATION GREENBELT Rd.

FACADE S

PHOTO TAKEN 10/25/74 MDWVER

PG:67-4

NAME GREENBELT, Md.

LOCATION GREENBELT, Rd. GREENBELT, Md.

FACADE SW

PHOTO TAKEN 10/25/74 M DWYER

GREENBELT
GREENBELT
BEAUTY SALON
NATIONWIDE
INSURANCE

1) GREENBELT HISTORIC DISTRICT

2) PRINCE GEORGE'S COUNTY, MARYLAND

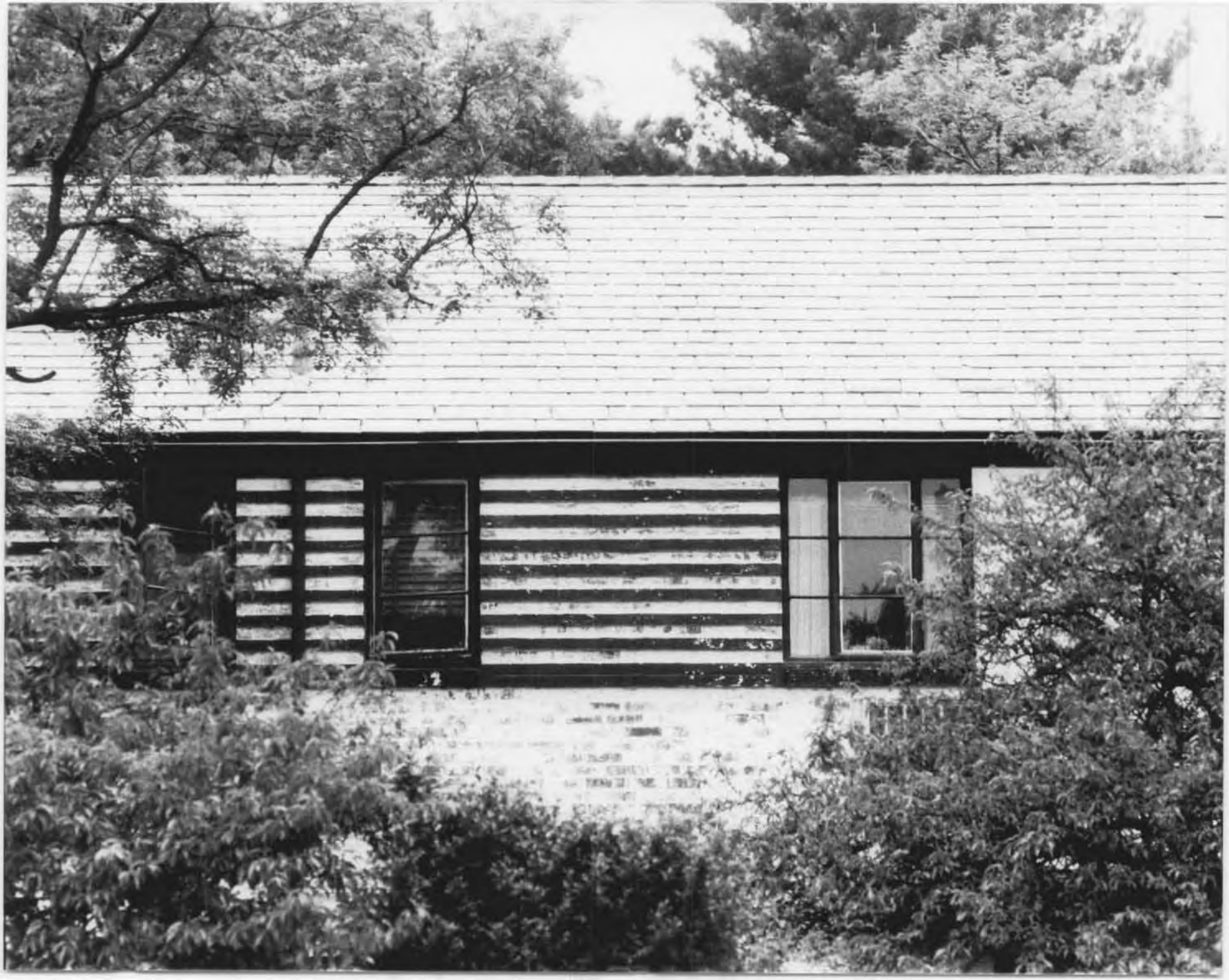
PG:67-4

3) DON VOLK

4) ~~AUGUST~~
MAY, 1967

5) 12-V RIDGE ROAD, GREENBELT, MARYLAND

6) VIEW OF CENTER MALL



1) GREENBELT HISTORIC DISTRICT

2) PRINCE GEORGE'S COUNTY, MARYLAND

PG:67-4

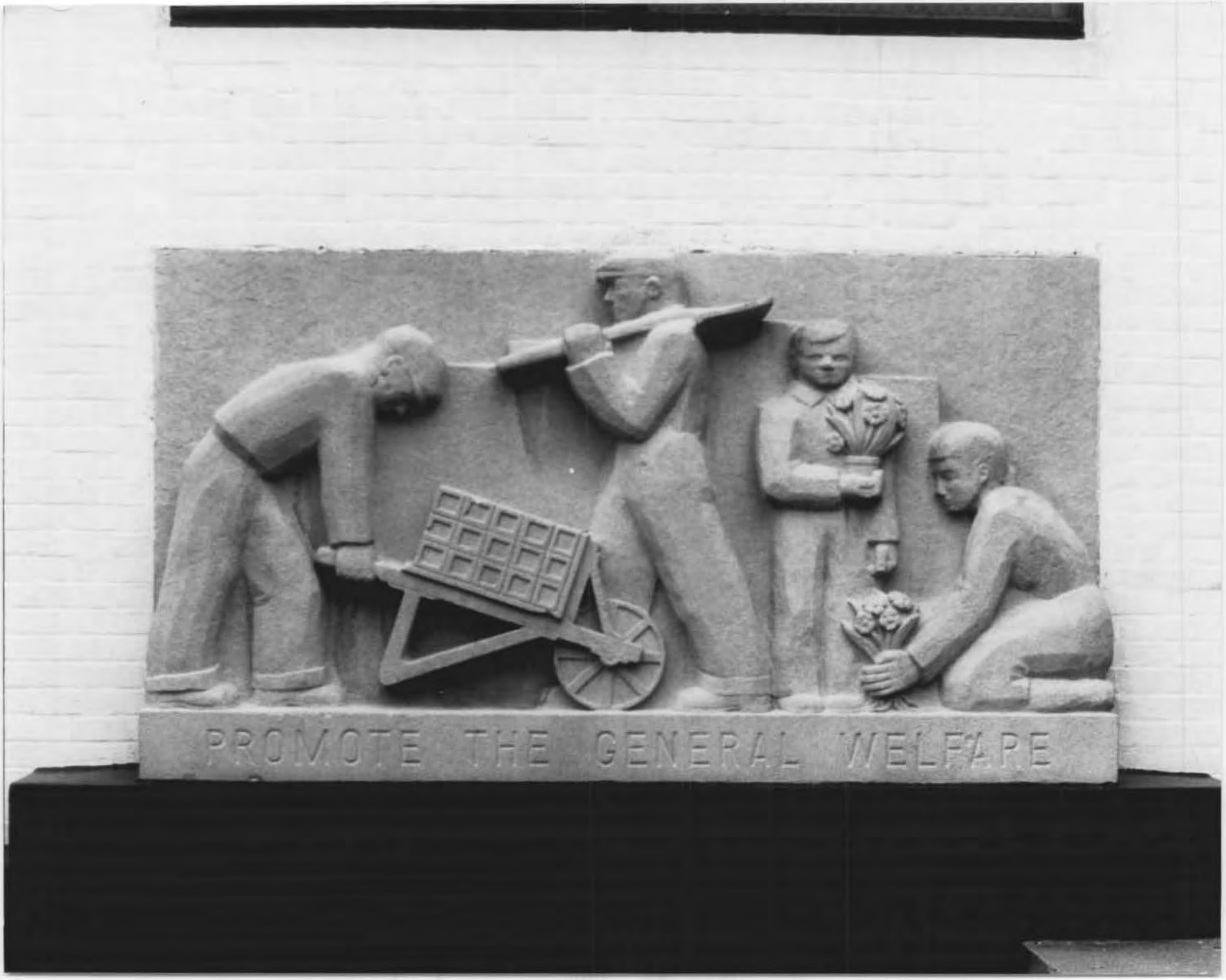
3) DON VOLIC

4) AUGUST, 1978

5) 12-V RIDGE ROAD, GREENBELT, MARYLAND

6) WINDOW DETAIL, BRICK HOME

JULY 78


PROMOTE THE GENERAL WELFARE

1) GREENBELT HISTORIC DISTRICT

2) PRINCE GEORGE'S COUNTY, MARYLAND

PG: 67-4

3) DON VOLK

4) AUGUST, 1978

5) 12-V RIDGE ROAD

6) FRIEZE ON FRONT OF CENTER ELEMENTARY SCHOOL

GREENBELT
ELEMENTARY

1) GREENBELT HISTORIC DISTRICT

2) PRINCE GEORGE'S COUNTY, MARYLAND

PG: 67 - 4

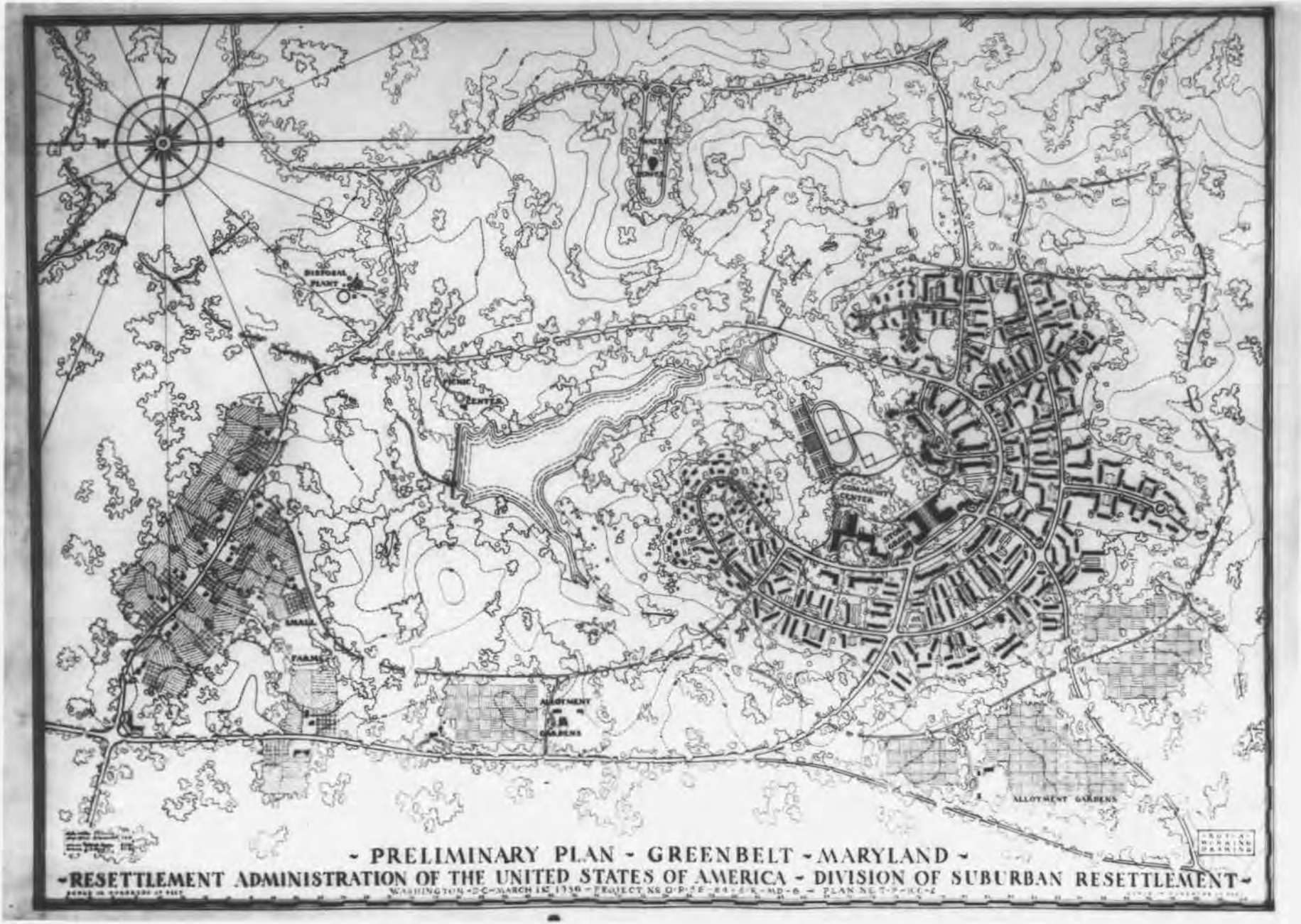
3) DON VOLK

4) JULY, 1978

5) 12-V RIDGE ROAD, GREENBELT, MARYLAND

6) GREENBELT CENTER ELEMENTARY SCHOOL

JULY 1978

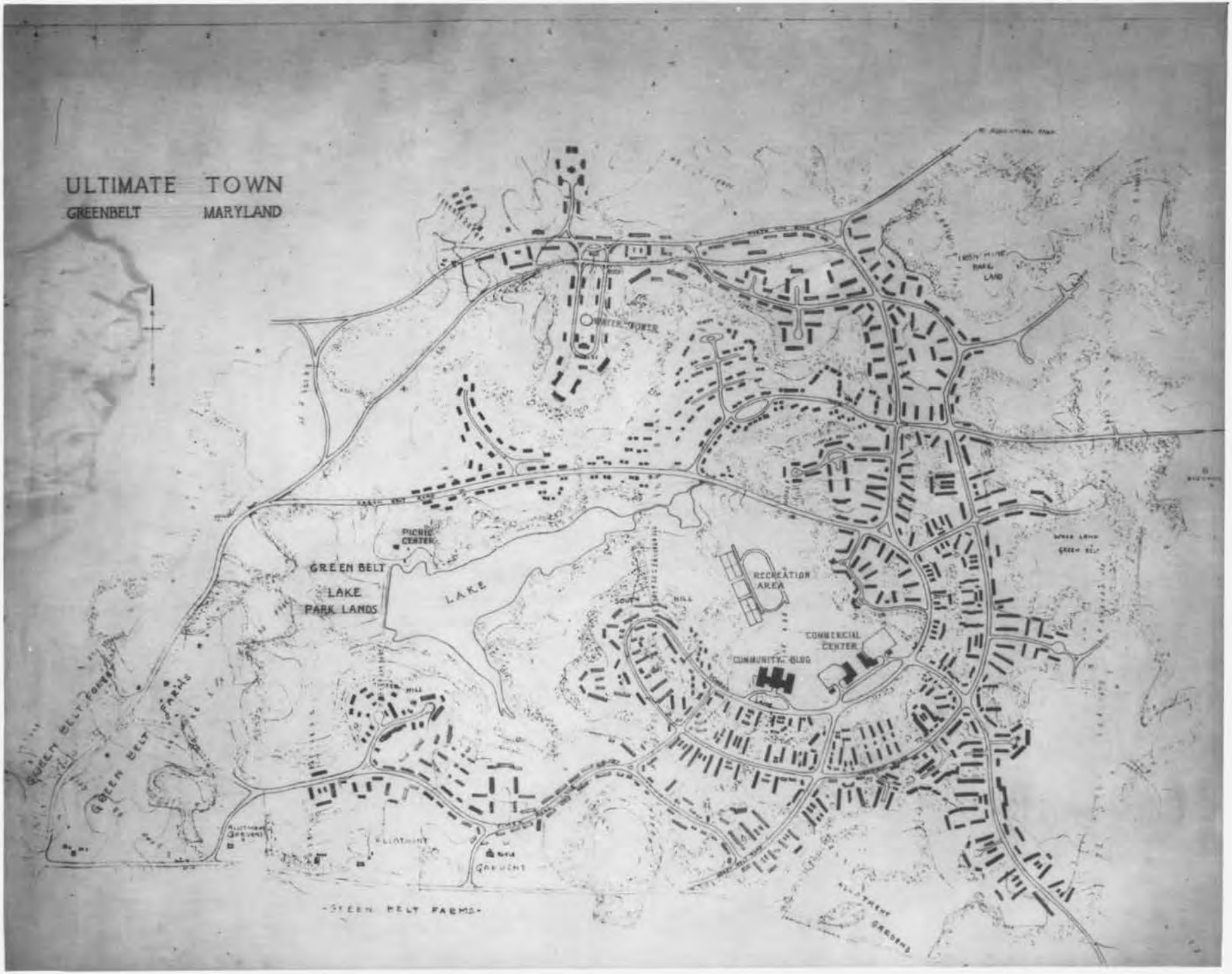

DISPOSAL PLANT
PICNIC CENTER
COMMUNITY CENTER
SMALL FARMS
ALLOTMENT GARDENS
ALLOTMENT GARDENS
- PRELIMINARY PLAN - GREENBELT - MARYLAND -
-RESETTLEMENT ADMINISTRATION OF THE UNITED STATES OF AMERICA - DIVISION OF SUBURBAN RESETTLEMENT-

Reproduced from the Collections
of the Library of Congress

58684

344-548-D

PG:67-4


ULTIMATE TOWN
GREENBELT MARYLAND
WATER TOWER
PICNIC CENTER
GREEN BELT
LAKE
PARK LANDS
LAKE
RECREATION AREA
COMMERCIAL CENTER
COMMUNITY BLDG
GREEN BELT FARMS

RS 58634

Reproduced from the Collections
of the Library of Congress

344-32/3

PG: 67-4

GREENBELT MARYLAND

RESETTLEMENT ADMINISTRATION

DIVISION OF SUBURBAN RESETTLEMENT

Reproduced from the Collections
of the Library of Congress

RS

58684

544-547-B
PG 67-4

Image #7

What they could get

Government Clerks Can't Have Homes

What they wasted

...if we could find an inexpensive cottage in a modest neighborhood quite a ways out

...or a cozy little apartment on a quiet court where children could play

By
One of Them.

There are no terms with the coach of the average Government clerk in Washington. After days of weary search, I know this to be true.

The budget experts say you may spend one-fifth of your income for rent. For me and my husband that means $80 a month and there are plenty of others in the same boat, whose something like 60 per cent of the Federal employes in the District earn less than $2,000 a year. If by any chance you've heeded the pleading of eminent authorities for all healthy and mentally competent Americans to produce 10 children, your problem is just 50 times as difficult. But let me tell you what happened to me when I tried to find a home for my family in Washington.

* * * *

I began by seeking a house, because I thought it was so much better for the children to have a yard to play in and we'd be willing to live in a very modest neighborhood quite a way out if we could find an inexpensive little cottage. Well, we couldn't, as I needn't have bothered telling myself the idea. The tenant who runs the home-finding department of a local newspaper will tell you she has prospect demand for small places renting at $50 to $60 a month, and in two months' time all she's been able to insert is one cottage for $75.00, with no mention given.

I didn't want anything like that, so mentally I scored myself babe lover in a cozy little apartment that might have something of a yard or a children's playground. Since of them do. Yes, some of them, but not for the price we can pay. But I didn't know that to begin with, so I headed for the Northeast section, where I'd heard there are some dwelling apartments built around courts. There are and they are delightful. The ordinary court is a picture of what a home should be. The buildings are neat and they have a vacant lot on their there to frame air and sunshine. I felt better as soon as I saw them. Of course, the rent was a bit more than we should pay—$35 to $40 a month—but I was willing myself: "We just won't have that book done at the dentist and I'll get along another winter without a new coat."

So, with visions of sturdy children playing in a quiet court I mounted the stairs to the second floor to interview the resident manager. He wasn't quite as enthusiastic as I expected when I told him I wanted to rent one of his apartments. He was sorry, but there were no vacancies. Yes, there was a waiting list, but there wouldn't be any one getting out soon on it because there were only 96 apartments and the list already contained over 300 names.

* * * *

Followed a series of interiors up steps and down steps. During the process I looked at apartments renting for $30 without heat and $47 with heat, snatching one item after another out of our budget until all we had left were two headings, "food" and "rent." But I needn't have bothered, for it was always, "no vacancies."

Finally, I decided to go straight to a firm dealing in rentals. I went out to see, but to several, and made the dismaying discovery that rentals of $50 a month aren't even correct on their lists. Very sensibly I removed from our discovery apartments renting at that figure. "I don't think you'll find many," was the answer, "I don't know of one myself. But maybe the newspapers—"

* * * *

Ah, yes! I bought a newspaper. Not so many listed after all. The price eliminated most of them. "Adults only" eliminated nearly all the rest. (Do the apologetic gentlemen know that apartments are rented to "adults only"?) Still, I found that some remained. I phoned the numbers listed in the few remaining ads that seemed to have possibilities, only to find they had not. Then I sought the lady in charge of a newspaper home-finding department.

She took my name and address and started thumbing through list of apartments. I mentioned the price and she stopped. "Nothing like that in Washington." I insisted there must be something and succeeded in making myself her particular problem. She gave me seven numbers.

I acted forth sanguine with hope, but didn't come back that way because I had been viewing a succession of unattached frame houses through dingy wooden screens and scimmed apartments. I had been viewing weather-beaten rooms containing a gleam gas stove and the doubtful privilege of using the "shared bathroom" on another floor, and I had been viewing actual slums whose tiny windows revealed nothing but fly screens and littered yards.

Finale. I was convinced. Washington can't be like this, but it is. There are no decent two-room apartments for rent at $50 a month. They were right, all of them. I was in a mood to take advice. "Please, lady, where do Government clerks live?" She brightens. This is something she can deal with.

"They don't," she explains, "in private houses as if you prefer you can just rent a room in a house and eat out. Lots of 'em do. Now there's a room out Northwest not far from Meridian-ave. nue. That's a good neighborhood ..."

* * * *

The lady was correct decidedly so. It was a good neighborhood and it was a nice, large room. It seemed to be by the time my husband, my children and I were installed. Of course, it has its drawbacks, but what a relief to be settled. Settled! We are practically engaged!

All we needed to make life complete was the letter from our parents saying they were looking forward to visiting us in our new home. That's a point. Shall we refrain, the letter started "refraining at this address" or should we explain that it is an old Washington custom for an entire family to reside in one room? That we have to entertain guests on the sidewalk because the children are sleeping in our only room and that we've run an extension to our reading lamp into the hall so that the light won't waken the baby, and besides this gives us a vantage point from which we can watch for an opportunity to get into the bathroom.

When our landlady told us times were just too ladies to share bathtubs with us, she neglected to mention that they would each do unconscious amounts of laundry work whenever our husband wanted to shave.

I can laugh about the way we live—sometimes. But when I think of the thousands of decent, intelligent people—earning less, most of the ugly, dirty houses into which they could scarce, I don't feel like laughing. Isn't there some business solution?

Sentence from the Washington Post.

61%

OF ALL FEDERAL EMPLOYEES IN WASHINGTON EARN LESS THAN $2000 A YEAR

Assuming 20 percent of income for rent, these employees should be able to find congenial dwellings for their families at the following figures:

$16.66	monthly for those earning	$1000 a year
$20.00	monthly for those earning	$1200 a year
$23.33	monthly for those earning	$1400 a year
$26.66	monthly for those earning	$1600 a year
$30.00	monthly for those earning	$1800 a year
$33.33	monthly for those earning	$2000 a year

KS

58654

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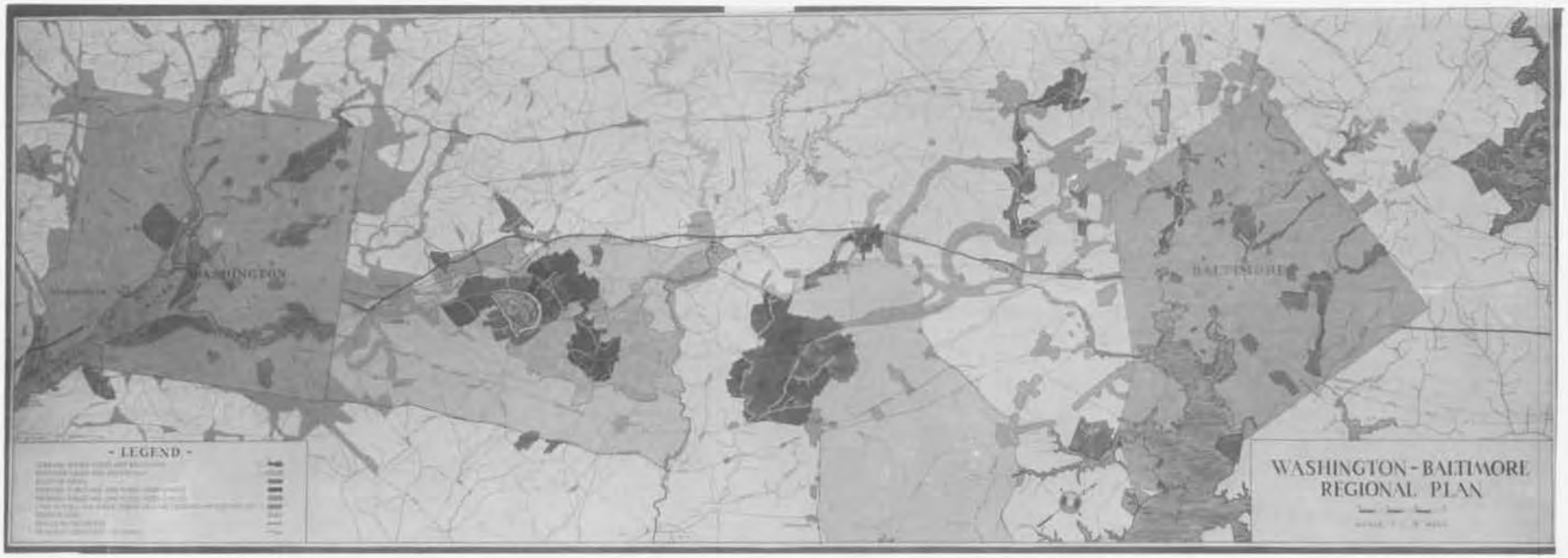
of the Library of Congress

342-1378

PG:67-4


WASHINGTON
BALTIMORE
- LEGEND -
WASHINGTON - BALTIMORE
REGIONAL PLAN

RS
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of the Library of Congress

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344-1380-B

PG67-4

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Metropolitan Branch, Baltimore & Ohio Railroad Inventory Number: M:~~0~~37-16.

Address: Extending through Montgomery County, from Takoma Park NW to Dickerson

Owner: CSX Transportation, Inc.

Tax Parcel Number: Multiple (See Survey Form M:0-2) Tax Map Number:

Project: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Agency: State Highway Administration

Site visit by: Staff: ☐ No ☐ Yes Name: Date:

Eligibility recommended: X Eligibility not recommended:

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Is property located within a historic district? ☒No ☐Yes Name of District:

Is district listed? ☐No ☐Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Historic Resources Suvey and Determination of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*:

The Metropolitan Branch of the Baltimore & Ohio Railroad was previously surveyed by William E. Hutchinson and Carlos Avery of Sugarloaf Regional Trails in 1979. The rail line has not been altered since the prior survey. The Metropolitan Branch of the Baltimore & Ohio Railroad is eligible for the National Register of Historic Places under Criterion A and C for its association with the transportation industry, as well as the agricultural and residential development of Montgomery County. The development of the railroad provided a needed stimulus to the stagnant economy of Montgomery County in the late nineteenth century. The railroad revived the agricultural economy of Montgomery County by allowing farmers to quickly ship perishable goods to market such as dairy products and produce. The railroad also significantly changed the residential development of the county by providing easy access from Washington, D.C. to new suburban communities. The railroad facilitated the development of the new suburban communities of Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove. In addition, the railroad is eligible under Criterion C, for its extant station buildings and engineering structures which are contributing elements to the significance of the rail line. The verbal boundary description and justification for the Metropolitan Branch of the Baltimore & Ohio Railroad is the same as provided in the survey form completed in 1979, which includes the right-of-way for the rail line totaling approximately 405.74 acres in Montgomery County. Further description of the recommended National Register boundary can be found in the prior survey form.

Prepared by: Tim Tamburrino, KCI Technologies, Inc., January 2000

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: X Eligibility not recommended:

Criteria: ~~A~~ ☐ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Comments: THE MIHP NUMBER WAS CHANGED PER BARBARA SHEPHERD 9/6/00.

Reviewer, Office of Preservation Services 9/11/00 Date

Reviewer, NR Programs 10/12/00 Date

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Metropolitan Branch of the Baltimore & Ohio Railroad Inventory Number: ~~M:0-2~~ M:37-16

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☒ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☐ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☒ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☒ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☒ Transportation

IV. Resource Type:

Category: Structure

Historic Environment: Urban/Suburban/Rural

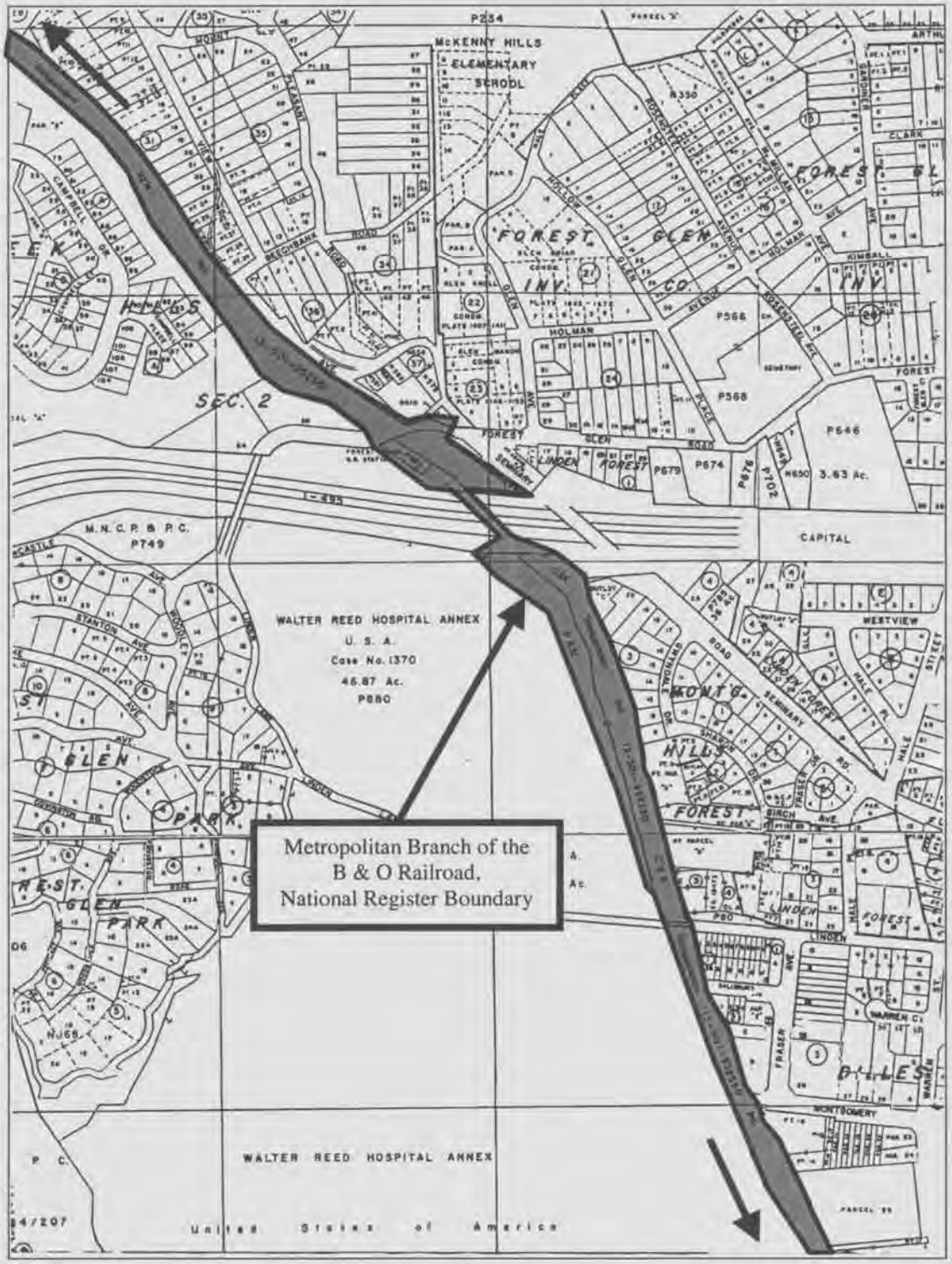
Historic Function(s) and Use(s): Transportation: Railroad

Known Design Source: E. French, W.H. Grant, James L. Randolph, Capt. Phillip P. Dandridge (engineers), John Greiner (bridges), E. Francis Baldwin (station houses)

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Metropolitan Branch of the Baltimore & Ohio Railroad Inventory Number: ~~M:0-2~~ M: 37-16

National Register Boundary Map of the Metropolitan Branch of the Baltimore and Ohio Railroad through the I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Area:

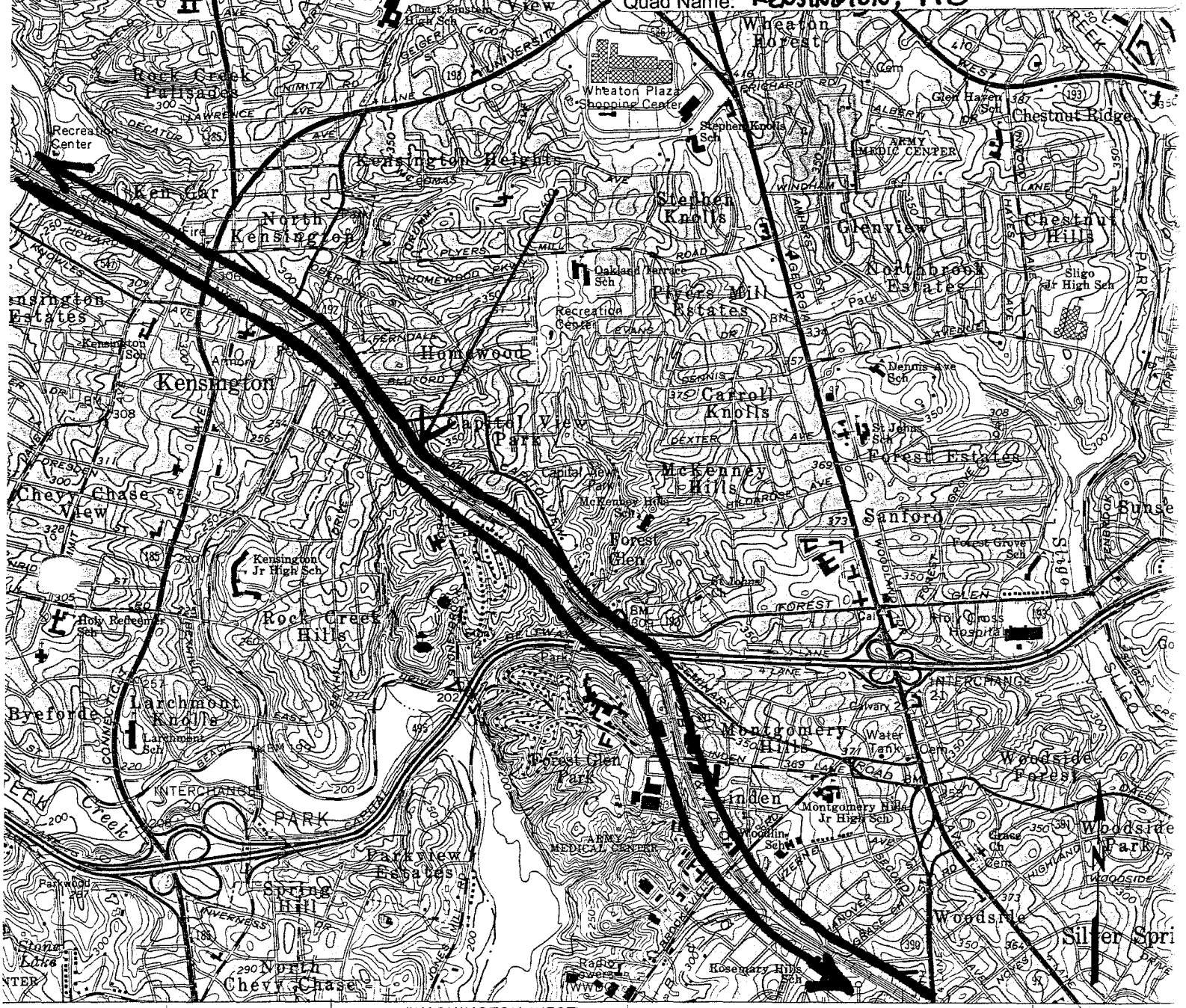


I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: METROPOLITAN BRANCH OF THE B+O R.R.

MHT#: M: 37-16

Quad Name: KENSINGTON, MD



1 MI. 5' 320 321 (WASHINGTON WEST) 5561 I NE 322 323 2'30" 324

SILVER SPRING (R.R.) WASHINGTON (U.S.

SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET

NATIONAL GEODETIC VERTICAL DATUM OF 1929

MARYLAND

QUADRANGLE LOCATION

NORTH SHEET

e pattern
on to 351 feet

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Boundary lines shown in purple comp
information available from the contro

Purple tint indicates extension of urb
Revisions shown in purple and woodl

M: 37-16

ACHS SUMMARY FORM

1. Name Metropolitan Branch, Baltimore & Ohio Railroad

2. Planning Area/Site Number M: 0/2* 3. MNCPPC Atlas Reference: *Not on Atlas

4. Address: through Montgomery County -- running from Takoma Park NW to Dickerson

5. Classification Summary

Category structure
Ownership private
Public Acquisition NA
Status occupied
Accessible yes: restricted
Present use transportation
Previous Survey Recording None Federal ___ State ___ County ___ Local ___
(Title and date:)

6. Date 1866-1873 7. Original Owner: Baltimore and Ohio Railroad

8. Apparent Condition

a. good c. original site

b. altered

9. Description: The principal rail route from Washington to the West, the Metropolitan Branch extends along a narrow right-of-way from Union Station, Washington, through Montgomery & Frederick Counties to Point of Rocks where it connects with the original "main line" of the B&O Railroad. It has been continuously modernized and upgraded since its construction: wooden trestle-works were replaced by masonry bridges; especially impressive are the three-arch Little Monocacy Viaduct, and the 700 foot Bowman truss double tracked iron bridge over the Monocacy. Double-tracking was completed by 1928; and now some of the original stationhouses are being restored. The Baltimore architect, Ephraim Francis Baldwin, designed the Takoma Park, Woodside, Randolph, Linden, Derwood, Dickerson, Germantown, Kensington and Garrett Park, station houses as well as the Gaithersburg station and freight house, that at Boyds, and possibly Rockville's and Silver Spring's. Those at Silver Spring, Kensington, Rockville, Gaithersburg, and Dickerson still stand.

10. Significance: The Metropolitan Branch revolutionized transportation and trade in Montgomery County: agriculture, formerly depressed, was greatly stimulated as quick cheap shipment of produce and supplies made dairy farming, market gardening and fruit farming blossom. Rockville and Gaithersburg grew rapidly; rural Beallsville doubled in size; Old Germantown reestablished itself by the railroad; "Mouth of Monocacy" gave way to "Dickerson's Station", and Boyds became a prosperous dairy farming center. The railroad caused a real estate boom; spacious farm houses with rooms for summer boarders were built in towns all along the line. New suburban communities sprang up at Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove. Many people took advantage of the opportunity to live in the country and commute by rail to jobs in Washington.

11. Date researched and researcher 2/79 -- William E. Hutchinson/Carlos Avery

12. Compiler Gail Rothrock 13. Date Compiled 2/79 14. Designation Approval ___

15. Acreage: 405.74 acres (in Montgomery County) approx.

~~M: 0~~
~~M: 0/2~~
M: 37-16
MAGI#

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Metropolitan Branch, Baltimore and Ohio Railroad

AND/OR COMMON:

2 LOCATION

STREET & NUMBER:

CITY, TOWN: ___ VICINITY OF

CONGRESSIONAL DISTRICT: 6th & 8th

STATE: Maryland: Montgomery and Southern Frederick Counties; D.C.

COUNTY:

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Baltimore & Ohio Railroad Company Telephone #:(301) 237-2000

STREET & NUMBER: 2 North Charles Street

CITY, TOWN: Baltimore ___ VICINITY OF

STATE, zip code: Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: See Continuation Sheets D & E

Liber #:

Folio #:

STREET & NUMBER:

CITY, TOWN: STATE:

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: None

DATE:

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS:

CITY, TOWN: STATE:

7 DESCRIPTION

M:37-16

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The principal rail route from Washington to the West, the Metropolitan Branch of the B & O, has been continuously modernized and upgraded since its original construction in the period 1866-1873. When first opened, the line crossed the numerous streams along the route on wooden trestleworks; these were replaced by masonry structures about 1905-1907. The original iron bridge across the Monocacy River was replaced by a heavier and somewhat higher steel structure at the same period. Double-tracking was introduced in 1888 and substantially completed by 1907, although some stretches remained single-tracked until 1928.

Despite these modifications, and monor realignments undertaken to eliminate sharp curves, the appearance of the line today is not essentially different from what it was when it opened for service in May 1873.

STATION HOUSES

When through service between Washington and Point of Rocks began on May 25, 1873, none of today's surviving station houses yet existed, even on paper. Only at one or two points had enterprising railway agents like Walter Talbott, at Gaithersburg, improvised depots at their own expense.

It is significant that nearly all of the principal station houses that were built on the Metropolitan Branch during its first twenty-five years have an underlying feature in common: they were designed by the Baltimore architect, Ephraim Francis Baldwin. Baldwin has been widely acknowledged as the architect for the Victorian Gothic Station at Point of Rocks (1875). What has not been recognized, however, is the full extent of Baldwin's work for the B & O and the number of stations on the Metropolitan Branch that are attributable to him.

E. Francis Baldwin (1837-1916) was the architect for the B & O from 1873 to 1883. From then until his death, he worked in partnership with Josiah Pennington. During the period 1873-1896 these two men designed dozens of stations for the B & O throughout Maryland, West Virginia, Virginia, Pennsylvania, and Ohio.

The first station house erected by the Baltimore & Ohio was constructed in the autumn of 1873 at Rockville. It is one of five pre-1900 depots to survive.

The permanent station houses ranged from small one-room frame structures to large brick buildings with living quarters for their agents on the second floor. The larger stations typically had the agent's office flanked by a pair of waiting rooms, one for the ladies and one for the gentlemen.

Baldwin was the architect for the stations at Takoma Park, Woodside, and Randolph, the nearly-identical board-and-batten stations at Linden and Derwood, and the four variants of a single design at Dickerson, Germantown, Kensington, and Garrett Park. The brick station and its companion freight house at Gaithersburg were designed by Baldwin in 1884. His brick "combination" station stood at Boyds from 1887 until 1928.

The brick Victorian Gothic station houses at Rockville and Silver Spring were mirror-images of each other. These were the "first-class" station houses. Rockville's station was built in the latter half of 1873;

CONTINUE ON SEPARATE SHEET IF NECESSARY

(Continued on Attachment Sheet A)

the Silver Spring station was built in 1878. It is probable that Baldwin was the architect for these stations. The freight house at Rockville, built in 1887, is a Baldwin design.

The station house at Forest Glen, however, is thought to have been designed by T.F. Schneider of Washington, D.C., the architect who drew up the plans for Ye Forest Inne (now a part of the Walter Reed Annex).

The permanent station houses ranged from small one-room frame structures to large brick buildings with living quarters for their agents on the second floor. The larger stations typically had the agent's office flanked by a pair of waiting rooms, one for the ladies and one for the gentlemen.

ENGINEERING STRUCTURES

The bridge over the Monocacy River was the most imposing and costly engineering structure on the line at the time the railway was laid out. It was a 700-foot double-tracked iron bridge of Bollman truss pattern, resting on three masonry piers spaced 200 feet apart. The roadbed was some 96 feet above low water. 1/ The contractor for the one-mile section comprising the bridge and its approaches was E.D. Smith. Stone for the piers and abutments was partly quarried nearby and partly brought in by rail from Washington County. The iron superstructure was fabricated in the B&O workshops at Mount Clare, Baltimore. The Chief Engineer was John Greiner.

As time passed, the structure was upgraded so as to handle heavier trains and greater speeds. Intermediate piers were built to reduce the spans to approximately 100 feet, and a modern steel superstructure with heavier rails substituted for the original. Nonetheless, the bridge today preserves much of the character of the original span.

At Newport Mills (or Duvall's Mill), where the Metropolitan Branch crosses Rock Creek, was the line's only other original masonry bridge. This too utilized the Bollman truss pattern. It was 450 feet long. There were four spans of 100 feet each, supported by pillars 76 feet above the water. The bridge was designed by Capt. Philip P. Dandridge. 2/

Seneca Creek, Little Seneca (Ten-Mile Creek), Little Monocacy and other smaller streams were initially crossed by trestleworks, for lack of suitable building stone in the vicinity. The Little Seneca trestlework was 600 feet long and 100 feet above water, the Big Seneca span 400 feet long and 75 feet high, and the Little Monocacy trestle was 500 feet long and 75 feet high. Such trestleworks were low in initial cost but exceedingly expensive to maintain, requiring frequent repair and renewal. Because Seneca and Little Seneca Creeks are particularly subject to flash flooding, the B&O undertook elaborate riprapping and damming works to protect the bridges.

The Little Seneca trestling was replaced with a masonry and steel structure in 1897-98. 3/ The foundation for this structure still stands in the valley of Ten-Mile Creek, though the Metropolitan Branch no longer goes that way.

In 1906-08, when the company undertook to straighten and double-track the line between Gaithersburg and Germantown, the old trestlework across Big Seneca Creek was replaced by a permanent structure of masonry. During this same period the tortuous old single-track road between Barnesville and Dickerson was abandoned and a new and much straighter double-tracked section built. In the course of this construction the trestling across the Little Monocacy at Oakland Mills was replaced by the present handsome stone arch. 4/

The single-track span across the wild and rugged Little Seneca or Ten-Mile Creek basin remained in place through World War I -- when it was guarded day and night by troops because of its vulnerability and strategic importance -- and was not finally abandoned until the period 1926-28 when the remaining single-track portions of the line west of Germantown were at last realigned and double-tracked. Only at this late date did the nation's capital finally have a double-tracked line all the way to Chicago.

OTHER FEATURES

A wye, enabling locomotives to turn around, was installed at Gaithersburg in 1888 and enlarged in 1906. It is the only such facility on the Metropolitan Branch.

A wide variety of service facilities was constructed along the way between 1873 and 1900 -- sand houses, water reservoirs, tool sheds, signal towers, watch boxes -- as well as the station houses, waiting sheds, freight houses and cattle pens built to accommodate passengers and freight.

As traffic -- and train speeds -- increased, shocking accidents occurred from time to time along the way, spurring a demand for safety measures. The B&O responded with a variety of devices, some of which had their first trial on the Metropolitan Branch.

A safety gate was installed at New York and Boundary Avenues in 1890, and the first interlocking apparatus at Knowles (Kensington) the same year. The following year the nation's first single-track block system was installed on the Metropolitan Branch. Automatic signals were installed between Washington and Germantown in 1908, and four years later from Germantown to Point of Rocks, thus providing such protection all along the line. 5/

FOOTNOTES:

1/ Montgomery Sentinel, May 9, 1873; T. H. S. Boyd, History of Montgomery County, 81-82. The Bollman truss was the invention of Wendell Bollman, for a time Master of Road for the B&O Railroad.

2/ Sentinel, October 25. 1872, and May 9, 1873. See also plats in Montgomery County land records, liber EBP 31 folios 451 and 456.

3/ B&O, Annual Reports 71 and 72, 1897-98.

4/ B&O, Annual Reports 80 and 81, 1906-07.

5/ B&O, Annual Reports 64 (1890), 65 (1891), 82 (1908), and 86 (1912).

Table I

Extant Stations on the Metropolitan Branch

Name	Date Built	Station Generation
Barnesville*	1977	2nd
Dickerson	1891	2nd
Gaithersburg	1884	2nd
Kensington	1891	3rd
Point of Rocks	1875	1st
Rockville	1873	1st
Silver Spring	1945	2nd

*This building was moved in 1977 from Rockville, where it was constructed by the Washington Gas Light Company as a metering station.

8 SIGNIFICANCE

M:37-16

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION	
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE	
_1500-1599	_AGRICULTURE	X ECONOMICS	_LITERATURE	_SCULPTURE	
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	
_1700-1799	_ART	X ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	_COMMERCE	X EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION	
X 1900-	_COMMUNICATIONS	X INDUSTRY	_POLITICS/GOVERNMENT	X OTHER (SPECIFY) Local History	
		_INVENTION			

SPECIFIC DATES 1866-1873 BUILDER/ARCHITECT E. Francis Baldwin

The Metropolitan Branch was originally conceived as a means to end the isolation of central Montgomery County and enable the port of Georgetown to share in the rich trade with the West, then virtually a Baltimore monopoly. The line takes its name from the Metropolitan Railroad Company, a predecessor organization chartered by the Maryland General Assembly in 1853. This company surveyed the general route followed today, but proved unable to finance construction of the line. 1/

Confederate raids across the Potomac during the Civil War emphasized the vulnerability of the capital and the strategic importance of such a railway line. Responding to pleas by the citizens of Washington, President Abraham Lincoln and the Congress endorsed its construction, 2/ but it was not possible to undertake the work before war's end.

Upon expiration of the Metropolitan Railroad franchise in 1865, the Baltimore and Ohio Railroad took on the job, 3/ modifying the Metropolitan plan so as to run the line through the new community of Silver Spring then being planned by Francis P. Blair. 4/

After many delays, the line was opened to service May 25, 1873. It immediately demonstrated the soundness of its original sponsors' vision. Virtually overnight it became the main route to the West for Baltimore as well as Washington, while the old "main stem" of the B&O, which followed the Patapsco River and Bush Creek to the north of Montgomery County, became mainly a freight and feeder line.

The general course of the Metropolitan Branch was first laid out by E. French and W. H. Grant, the engineers of the Metropolitan Railroad. When this line was amended in 1866, the engineers in charge were James L. Randolph and Capt. Philip P. Dandridge of the B&O. John Greiner was the chief engineer for the bridges. Minor modifications were made in 1906-08 and 1926-28 to straighten the route and make higher speeds practicable.

The Metropolitan Branch revolutionized transportation and trade in Montgomery County, and to a lesser extent shifted the balance of trade between Washington and Baltimore. Agriculture in Montgomery County, until then a depressed area, 5/ was greatly stimulated as soon as quick, cheap shipment of produce and supplies became possible. Dairy farming, market gardening and fruit farming blossomed. Established towns like Rockville and Gaithersburg grew rapidly; rural Beallsville doubled in size within a few years. Old Germantown disappeared and the town re-established itself by the railroad. "Mouth of Monocacy" gave way to a new town at Dickerson's Station. The village of Boyds, originally a camp for railway contractor James A. Boyd's work crews, became a prosperous dairy-farming center.

(Continued on Attachment Sheet B)

CONTINUE ON SEPARATE SHEET IF NECESSARY

Attachment Sheet B

Metropolitan Branch, Baltimore & Ohio Railroad

Statement of Significance (continued)

Commercial mills, theretofore powered by erratic and generally feeble streams, moved to railside locations and purchased steam engines. A Gaithersburg resident noted in 1891 that "more wheat is now annually delivered here (at the Gaithersburg mill) than was formerly grown in the whole county." 6/ Trade and commerce flourished.

There was also a real-estate boom. It became fashionable for city people to go to the country to escape Washington summers, and spacious farm houses -- a mark of their owners' new prosperity -- were built in towns all along the railroad with rooms for summer lodgers. New suburban communities sprang up at Silver Spring, Forest Glen, Capital View Park, Kensington, Garrett Park, Boyds and Washington Grove. A few country people even began commuting by rail to jobs in Washington. 7/

In contrast, communities along the old B + O "main stem" and the Frederick pike fell into a period of relative stagnation which lasted until the 1920s when highway transport for the first time became a significant alternative to the railroad.

1/ Act establishing the Metropolitan Railroad Company, Maryland General Assembly, Session of Jan. 5, 1853; House of Representatives, Report on a memorial of the directors of the Metropolitan Railroad Company, 1860; Metropolitan Railroad Company, first (1854) and second(1855) annual reports; Benjamin H. Latrobe (jr), Report upon a reconnaissance ... etc., (Baltimore, 1856); William Tindall, Standard History of Washington (Knoxville, 1914), 386; Montgomery Sentinel, passim, esp. Jan. 19, Feb. 9 and 23, Mar. 1 and 8, Apr. 12 and June 14, 1856; William E. Hutchinson, "The Railroad in Gaithersburg," MS prepared for centennial history of Gaithersburg (1978).

2/ Washington Star, Sept. 9, 12, 16 and 22, 1862; Jan. 26, 1863; Tindall, loc. cit.

3/ Maryland General Assembly, Session of 1865, Act to authorize the Baltimore and Ohio Railroad to build ... etc., Mar. 23, 1865; Washington Star, Mar. 24, 1865.

4/ Montgomery Sentinel, Mar. 23, 1866.

5/ A mark of the relative prosperity of Frederick and Washington Counties was their population density, which was in excess of 45 persons per square mile in 1840, whereas Montgomery had only 31.2 persons per square mile. See Samuel Eliot Morison, Oxford History of the American People, map, 476-477. Montgomery County's population in 1840 was 15,456, down 22 percent since 1830 and the lowest figure since 1800. See also Scharf, Western Maryland, 653.

6/ John T. DeSellum, Montgomery Sentinel, July 10, 1891.

7/ Washington Star, June 26, 1886.

M:37-16

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Attachment Sheet C

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 515 (approx)

District of Columbia	50.+	(approx)	(Continuation Sheets D and E)
Montgomery County, Maryland	405.74		
Frederick County, Maryland	60.	(approx)	
	515	(approx)	

VERBAL BOUNDARY DESCRIPTION

The railroad extends along a narrow right-of-way from Union Station, Washington, through Montgomery and Frederick Counties to Point of Rocks, Maryland, where it connects with the original "main line" of the B&O Railroad. Stations along the way include Silver Spring, Kensington, Rockville, Gaithersburg, Germantown, Boyds, Sellman (Barnesville), and Dickerson.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
District of Columbia	
Maryland	Montgomery and Frederick

11 FORM PREPARED BY

NAME / TITLE: William E. Hutchinson/Carlos Avery

ORGANIZATION: Sugarloaf Regional Trails

DATE: February 1979

STREET & NUMBER: Box 87

TELEPHONE: 926-4510

CITY OR TOWN: Dickerson

STATE: Maryland 20753

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Attachment Sheet C

Metropolitan Branch, Baltimore & Ohio Railroad M:37-16

Major Bibliographical References (continued)

Washington Star, 1862-1865.

New York Times, 1856-1866.

Benjamin H. Latrobe (jr), Report upon a reconnaissance for a railway route from the Laurel station on the Washington branch Rail Road, to the Baltimore and Ohio Rail Road near the Monocacy River ... (Baltimore, 1856).

American Railway Journal, vols. 26-43 (1852-1869).

Baltimore and Ohio Railroad Co., annual reports 31-121 (1857 through 1947), esp. No. 40-58 (1866-1884).

Letter, Francis P. Blair to John W. Garrett, April 23, 1873, concerning station site at Silver Spring. Maryland Historical Society, MS.2003, 150:36451.

Land records of Montgomery County, passim.

Land records of Frederick County.

Lt. Col. S. H. Long and Capt. Wm. Gibbs McNeill, Narrative of the proceedings of the Board of Engineers of the Baltimore and Ohio Railroad Company from its organization ... (in MHS, Baltimore).

37th Congress, third session, Senate misc. docs. no. 9, Memorial of the corporation of the city of Washington, ... praying the immediate construction /of a railway line/ to Hagerstown (Washington, 1862).

William Tindall, Standard History of the City of Washington (Knoxville, Tenn., 1914).

Washington Topham, "First railroad into Washington and its three depots" (paper read before the Columbia Historical Society March 20, 1923). CHS Records, vol. 27 (1925), 175-247.

T. H. S. Boyd, History of Montgomery County (Baltimore, 1879).

J. Thomas Scharf, History of Western Maryland.

T. J. C. Williams and Folger McKinsey, History of Frederick County Maryland (1910), 235-245.

T. J. C. Williams, History of Washington County Maryland.

Walter S. Sanderlin, in Maryland Historical Magazine, vol. XLV no. 1.

Edward Hungerford, The Story of the Baltimore and Ohio Rail road 1827-1927. (Often inaccurate and unreliable as to facts and dates, but occasionally useful for background).

U.S. Congress, Act of 25 July 1866, "An act to authorize the extension, construction and use by the Baltimore and Ohio Railroad Company of a rail road from between Knoxville and the Monocacy Junction into and within the District of Columbia."

Acts of the Maryland General Assembly (esp. sessions 1853-1865).

Metropolitan Railroad Co., annual reports, 1854-55.

House of Representatives, Report on a memorial of the directors of the Metropolitan Railroad Co. (1860).

Montgomery Sentinel (Rockville, Md.), 1856-59, 1865-91.

CONTINUATION SHEET D

A. The real estate atlas of Montgomery County contains the following descriptions of Baltimore and Ohio Railroad Co. property along the right of way of the Metropolitan Branch:

Dist	L/F	Parcel	Description	Acreage
2	454/259 454/264	P-440	Right of way	60.89
	424/377	P-870	Abandoned right of way east of Germantown	4.66
	424/377	P-909	West of Germantown	12.51
4	EBP 31/432	P-607	Triangle between NSR and turnpike, 19,838 sq ft	0.46
			Right of way (p. 325 item 2)	14.99
			Right of way (p. 325 item 3)	24.98
			Right of way (p. 325 item 4)	26.65
			Right of way near creek (item 6)	2.16
9		P-222	Waring, 6500 sq ft	0.15
		P-222	Right of way	66.42
		P-209	Germantown station etc.	1.75
		P-475	Waring-Gunner's Branch	4.11
		P-355	Gaithersburg, 15,000 sq ft	0.34
11			Abandoned right of way west of Boyds (actually part of road east from Little Monocacy crossing)	1.61
			Right of way	133.86
13	508/292 494/126	P-108	Griffith-Perry	1.08
			Right of way (p. 635 item 11)	15.13
			Right of way (p. 635 item 12)	26.90
			Lot, cor. Georgia Ave and RR (Silver Spring)	1.27
				405.74

B. A total of some 179 separate legal descriptions of properties acquired by the Baltimore and Ohio Railroad for the Metropolitan Branch are to be found in the Montgomery County Court House, Rockville, Md. Most of those which involve portions of the right of way, especially those which represent acquisitions by condemnation proceedings between February 1868 and March 1870, are to be found in Liber EBP 31; a scattering of others are to be found in Libers EBP 4, EBP 10, and EBP 21.

M:37-16

Acquisitions in the period 1872-1895 were generally for extensions of the right of way to provide room for stations, sidings, spurs and wyes, warehouses and other facilities. There are some 46 transactions in this group, scattered through Libers EBP 10, EBP 12, EBP 17, EBP 18, EBP 21, EBP 24, and EBP 31.

Beginning 1888 additional tracts were taken as the road was double-tracked and straightened. Much of this activity was concentrated in the period 1905-1906 (Libers 180, 182, 184, 188, and 190). The rest was mostly done in 1927-1928 (Libers 424 to 462).

C. Deeds in the Frederick County Court House, Frederick, Md., relating to acquisition of the Metropolitan Branch right of way are as follows:

L/F			Acreage
CM 1/387	19 Mar 1868	Levin Thomas and wife	9.0
CM 2/101	13 Jun 1868	P. McGill West et al	
CM 3/29	5 Feb 1869	Nathan Talbott and wife	
CM 3/79	18 Feb 1869	Nathan T. Talbott and wife	
CM 3/613	22 Jun 1869	Lloyd T. Duvall et al	12.25
CM 6/386	7 Mar 1871	Samuel Clagett and wife	0.25
CM 6/467	29 Mar 1871	Catharine Harper's trustees	8.5
CM 7/192	27 Jul 1871	Otho W. Trundle et al	2.66
CM 8/440	6 May 1872	Levin C. Beall Tr	1.05
			33.71+

NOTE: The nominal width of the Metropolitan Branch right of way, as laid down in the act of the Maryland General Assembly of 21 March 1865, "An Act to authorize the Baltimore and Ohio Rail Road Company to build a rail road from a point on the line of its road within the state of Maryland between Knoxville and the Monocacy Junction, through Frederick and Montgomery Counties, to the boundary of the District of Columbia so as to make a direct connection with the city of Washington," is 66 feet. Of the total 42.75 mile length of the line as originally laid out, approximately 6.25 miles was in the District of Columbia, 30.375 miles in Montgomery County, and 6.125 miles in Frederick County. The 66-foot width is equivalent to 8 acres per mile, or

District of Columbia	50 acres
Montgomery County	243 "
Frederick County	49 "
	342 acres

In practice considerably more than this minimum was taken, although in Frederick County there was little need for extra land for stations, sidings and other construction.

M: 37-16, Metropolitan Branch of the B&O Railroad Photo Log, Montgomery County Metropolitan Branch Hiker/Biker Trail (CIP Project # 509337)

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
M; 37-16_2010-12-15_01.tif	Metropolitan Branch B&O Railroad (M: 37-16), View of Tracks Looking Southeast from Silver Spring Station	12/15/2010	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 37-16_2010-12-15_02.tif	Metropolitan Branch B&O Railroad (M: 37-16), View of Tracks and Silver Spring Station Canopy Looking Northwest	12/15/2010	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 37-16_2010-12-15_03.tif	Metropolitan Branch B&O Railroad (M: 37-16), View of Tracks and Pedestrian Walkway over Georgia Avenue Looking Northwest from Selim Road	12/15/2010	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 37-16_2010-12-15_04.tif	Metropolitan Branch B&O Railroad (M: 37-16), View of Tracks Looking Northwest from Burlington Avenue Overpass	12/15/2010	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

Metropolitan Branch of Baltimore & Ohio Railroad

M-37-16

Montgomery County, MD

12-15-2010

View of Tracks Looking Southeast from Silver Spring Station

#1/4

Metropolitan Branch of B&O Railroad

M:37-16

Montgomery County, MD

12-15-2010

View of tracks and Silver Spring Station Canopy, looking Northwest

#2/4

Metropolitan Branch of Baltimore & Ohio Railroad

M:37-16

Montgomery County, MD

12-15-2011

View of Tracks and Pedestrian Walkway over Georgia Avenue Looking Northwest from Selim Road

#3|4

Metropolitan Branch of B&O Railroad

M:37-16

Montgomery County, MD

12-15-2011

View of Tracks Looking Northwest from Burlington Avenue Overpass

4/4

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW SOUTH FROM THE LINDEN LANE, VIEW SOUTH
8. 1 OF 19

1. M: 37-16
2 METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3 MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5. DECEMBER 1999
6 MD SHPO
7. VIEW NORTH FROM LINDEN LANE, VIEW NORTH
8 2 OF 19

#3

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. RAIL LINE - VIEW SOUTH TOWARD STEEL GIRDER BRIDGE OVER CAPITOL BELTWAY, VIEW SOUTH
8. 3 OF 19

1. M:37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1994
6. MD SHPO
7. RAIL LINE - VIEW NORTH FROM FOREST GLEN AVENUE, VIEW NORTH
8. 4 OF 19

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1989
6. MD SHPO
7. NORTH APPROACH TO CSX OVER CAPITOL BELTWAY VIEW SOUTH
8) 5 OF 9

1. M:37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1996
6. MD SHPO
7. CSX OVER CAPITOL BELTWAY - SPAN OVER INNER LOOP (SOUTH SPAN), VIEW WEST
8. 6 OF 19

1. M:37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. CSX OVER CAPITOL BELTWAY - SPAN OVER OUTER LOOP (NORTH SPAN); VIEWS WEST
8. 7 OF 19

1. M:32-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. STEEL LOOK-OUT TOWER (NOW LEASED FOR CELL PHONE ANTENNAE) LOCATED IN FOREST GLEN
8. 8 OF 19

1. M:37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. RAIL LINE SOUTH FROM STONEYBROOK DRIVE IN CAPITOL VIEW PARK, VIEW SOUTH
8. 9 OF 19

1. M: 37-16
2. Metropolitan Branch of the Baltimore and Ohio Railroad
3. Montgomery County, MD
4. Tim Tamburrino
5. December 2006
6. MD SHPO
7. Rail Line North From Stoneybrook Drive in Capitol View Park, View North
8. 10 of 19

1. M:8216
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. STONEY BROOK DRIVE OVER CSX, VIEW NORTH
8. 11 OF 19

11 = 0

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1994
6. MD SHPO
7. OLD ROAD BED LEADING TO STATION SITE IN CAPITOL VIEW PARK, VIEW NORTH
8. 12 OF 19

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW NORTH ALONG RAIL LINE AT KENSINGTON. VIEW NORTH
8. 13 OF 19

BENNINGTON

1. M:37-6
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1979
6. MD SHPO
7. STATION AT KENSINGTON (SOUTHWEST CORNER), VIEW SOUTHEAST
8. 14 OF 19

1. MD 3716
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. STATION M KENSINGTON (NORTHWEST CORNER), VIEW SOUTHEAST
8. 15 OF 19

11.15

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. VIEW SOUTH ALONG RAIL LINE AT GARRETT PARK
8. 16 OF 19

1. M: 37-16
2. METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. VIEW NORTH ALONG RAIL LINE AT GARRETT PARK
8. 17 OF 19

11.19

1 M:32-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1990

6. MDSHPO

7 POST OFFICE BUILDING AND RESTAURANT AT THE RAIL LINE AT GARRETT PARK, VIEW EAST

8 18 OF 19

1 M:37-16

2 METROPOLITAN BRANCH OF THE BALTIMORE AND OHIO RAILROAD

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1988

6. MD SHPO

7 ROCKVILLE STATION, VIEW NORTHEAST

8 19 OF 19

EAC / A

Elizabeth Anderson Comer / Archaeology

S
WSSC
EJC/

RECEIVED
OCT 06 2010
By

October 5, 2010

201004473

Ms. Beth Cole
Maryland Historical Trust
Administrator, Project Review and Compliance
Maryland Department of Planning
100 Community Place
Crownsville, Maryland 21032

Re: Phase I Investigations of the Proposed WSSC Sewer Alignment Repairs, within 18MO514, the Lower Glen, National Park Seminary Historic District, Montgomery County, Silver Spring, Maryland

And

Architectural Assessment with updated photography of resources in the APE with continuation sheets for the National Register Nomination for National Park Seminary Historic District

Dear Beth:

Enclosed please find the draft version of the above referenced reports. These reports were prepared Washington Sanitary Sewer Commission under contract to Rummel, Klepper & Kahl, LLP under an emergency repairs order to the historic sewer main alignment.

Thank you in advance for your review of these draft reports. Please do not hesitate to contact me directly if you need further information.

18MO514/M: 36-1

Sincerely,

Elizabeth A. Comer
Principal

#1B BC 1/10/2011 Phl Rpt.
resources avoided
documentation completed as part of consultation for sewer repairs under tax credit/MHT easement at Collins request
cc: Colin + Amy Skinner

cc. Lucy Noya

4303 North Charles Street / Baltimore, Maryland 21218-1054
410-243-6767 Fax 410-243-8383
ecomer@eacarchaeology.com
www.eacarchaeology.com

M: 36-01

PAULA S. REED AND ASSOCIATES, INC.

ONE WEST FRANKLIN STREET, SUITE 300 • HAGERSTOWN, MD 21740 • 301-739-2070 • FAX 301-739-4596
WWW.PAULASREED.COM

July 23, 2010

National Park Seminary Historic District
Assessment of Standing Historic Structures Potentially Affected by WSSC Sewer Line Repair

General description of the project area and its setting:

The National Park Seminary Historic District (NRHP 1972) contains approximately 23 acres of wooded and formerly landscaped grounds approximately bounded by the Capital Beltway on the north, Smith Drive on the east, and Linden Lane on the south and west. Within this landscape are numerous fanciful buildings, which were once part of the National Park Seminary for women, established in 1894 and in existence through the first third of the 20th century. The buildings are clustered around the edge of a deep ravine known as "the Glen." At the base of the ravine is a small unnamed stream that flows to the northwest, and empties into Rock Creek. In addition to the buildings, the landscape contains remnants of various manmade components, including statuary, stone and concrete walkways, abutments for foot bridges spanning the ravine, niches and a grotto, crenellated stone walls and retaining walls. These landscape features are in poor condition, some destroyed when the Capital Beltway was constructed, and others deteriorating as the decorative landscape has not been maintained for many years.

Description of the APE (Area of Potential Effect):

This project involves emergency repairs of a leaking sewer line. The APE for this project constitutes a relatively narrow area along the WSSC sewer line, roughly following the old road right-of-way to the stream bed running southeast to northwest (see attached map). Historic above-ground resources (structures) identified along the projected sewer repair area include 1) Stone Retaining Wall, located along the north edge of the old road; 2) The Grotto, located on the south bank of the feeder steam; 3) Stone and Concrete Road Bridge Remnant, located at the confluence of the primary and feeder streams; 4) Concrete Foot Bridge Piers, located on the south bank of the primary stream bed, along with corresponding stone piers at the south base of the ravine with an adjacent flight of steps with crenellated stone walls leading up the hill.

1. Stone Retaining Wall

Running along the north edge of the old road leading into the Glen from the Villa dormitory is a dry-laid stone retaining wall (EAC/A Location 2, PSR photo 1). The section of the wall still visible runs approximately 125 feet along the base of the hill on which the Villa is sited.

Although the Stone Retaining Wall is in degraded condition it is still considered a contributing resource in the National Park Seminary Historic District.

2. The Grotto

On the south edge of the APE at the east end of the Glen (EAC/A Location 3, PSR photos 3-7), is a stone grotto structure, which is part of the fantasy collection of buildings and structures that make up the National Park Seminary Historic District. The grotto includes a hollow ovoid stone structure set into a crevasse or recess in the natural stone embankment of a feeder stream, adjacent to the stone niche structure is a flat stone ledge or bench and a walkway leading to the niche defined by stone walls. The walkway continues over a small stone arched bridge which spans the stream. The stone walls follow the south edge of the stream and then turn north to border the walkway and form the sides of the bridge.

The construction is of limestone with roughly coursed stones. Characteristic if early 20th century stone walls, the tops of the walls are finished with jagged upright stones or crenellation. The bridge span consists of a radial arch. The beehive-shaped niche structure is likewise formed with a radial arched opening. The grotto structure and its accompanying walls and bridge were built between 1907 and 1918, according to historic maps.

While the grotto structure and much of the accompanying stone wall and bridge remain in good condition, the southeast end of the side wall of the bridge is missing, probably from stream flooding, and the northeast end is cracked and separated from the rest of the wall.

The grotto feature is part of the historic fabric of the district and is considered contributing to its significance.

3. Stone and Concrete Road Bridge Remnant

Just downstream of the confluence of the Glen stream and its feeder stream is a stone and concrete road bridge (EAC/A location 4, PSR photos 8 & 9). This structure is located near the east end of the Glen. The bridge, consisting of one intact stone sidewall and three roadbed slabs (two are stone slabs and one is a concrete slab), appears to have been displaced. A metal pipe runs under and appears to be attached to the stone sidewall. The mortared limestone sidewall has jagged upright stones as coping, or crenellation typical of the early 20th century and is consistent in style, materials and workmanship with other stone walls in the historic district. Historic maps of the campus dating from 1918 to 1929 suggest that these features are the remains of a bridge carrying the county road that ran from the Forest Glen train station through the Glen to the Sphinx Bridge on the National Park Seminary campus.

The Stone and Concrete Road Bridge Remnant contributes to the significant history of the National Park Seminary Historic District, however the integrity of the bridge resource is compromised because most of its structure is missing.

4. Concrete Foot Bridge Piers

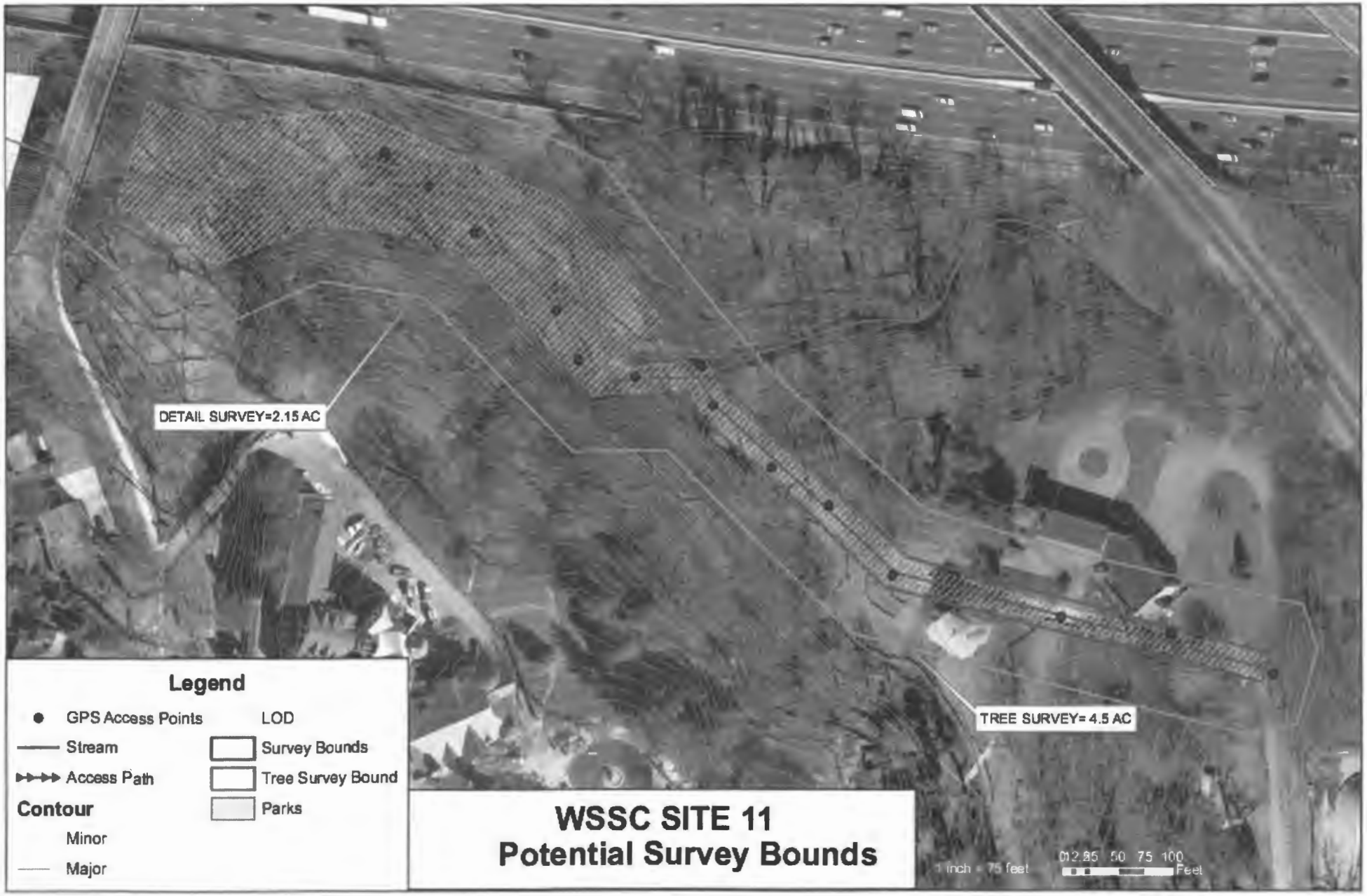
Located just down steam of the road bridge remnant are several features associated with an elevated pedestrian bridge that was an important part of the historic scene (EAC/A Location 5, PSR photos 10 &11). Remnants of this elevated steel truss pedestrian bridge, known as "the Foot Bridge," include two stone piers located approximately 25 feet up the slope on the south side of the Glen (just outside the APE, PSR photos 12 &13) where a set of concrete steps with stone walled sides lead up the slope, and four piers formed from poured concrete over stone cores located in the middle of the Glen on the south bank of the primary stream. The pedestrian Foot Bridge is seen in all four campus maps (1907 to 1929). The west stone wall of the steps has toppled over and lies on its side.

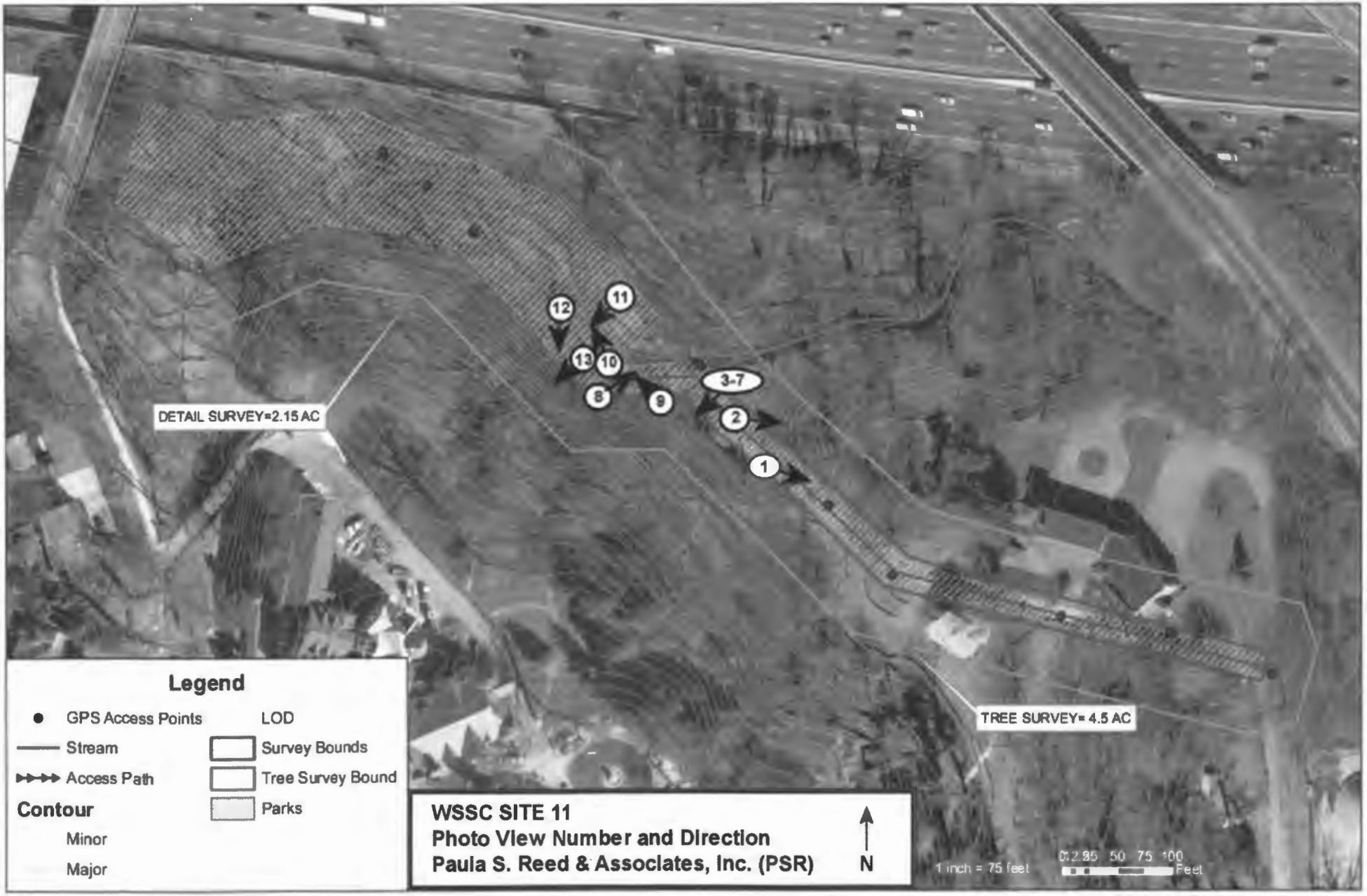
The Concrete Foot Bridge Piers along with the adjacent stone piers and steps are contributing resources in the National Park Seminary Historic District.

Assessment of effects on historic structures:

There is an existing sewer line extending along the creek bed through the glen within the National Park Seminary Historic District. The repairs, and thus the area of disturbance are for the most part limited to the creek bed and the route of the sewer. However, the movement and maneuvering of large equipment traveling to and from the work site could impact some of the close-by standing structures. No buildings will be affected. The scope of the project appears to be limited to the sewer line itself and stream banks, and the dense tree canopy and vegetation around the glen reduce visibility from the Villa, Castle and other buildings in the district. Moreover, the Villa is in a state of partial collapse and suffers from diminished visual integrity due to lost materials, workmanship and design features.

Closer to the work zone, stone retaining walls line part of the access route and could be threatened by passing equipment and vehicles. Also in the approach to the work zone is the remnant of a bridge which may have part of a county road which passed through the campus, and the poured concrete piers for the foot bridge, with their associated structures (stone piers, steps and stone walls). These resources could be affected indirectly by the work.


DETAIL SURVEY=2.15 AC
TREE SURVEY= 4.5 AC
Legend
GPS Access Points
Stream
Access Path
Contour
Minor
Major
LOD
Survey Bounds
Tree Survey Bound
Parks
WSSC SITE 11
Potential Survey Bounds
1 inch = 75 feet
0 12.5 25 50 75 100
Feet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3-7
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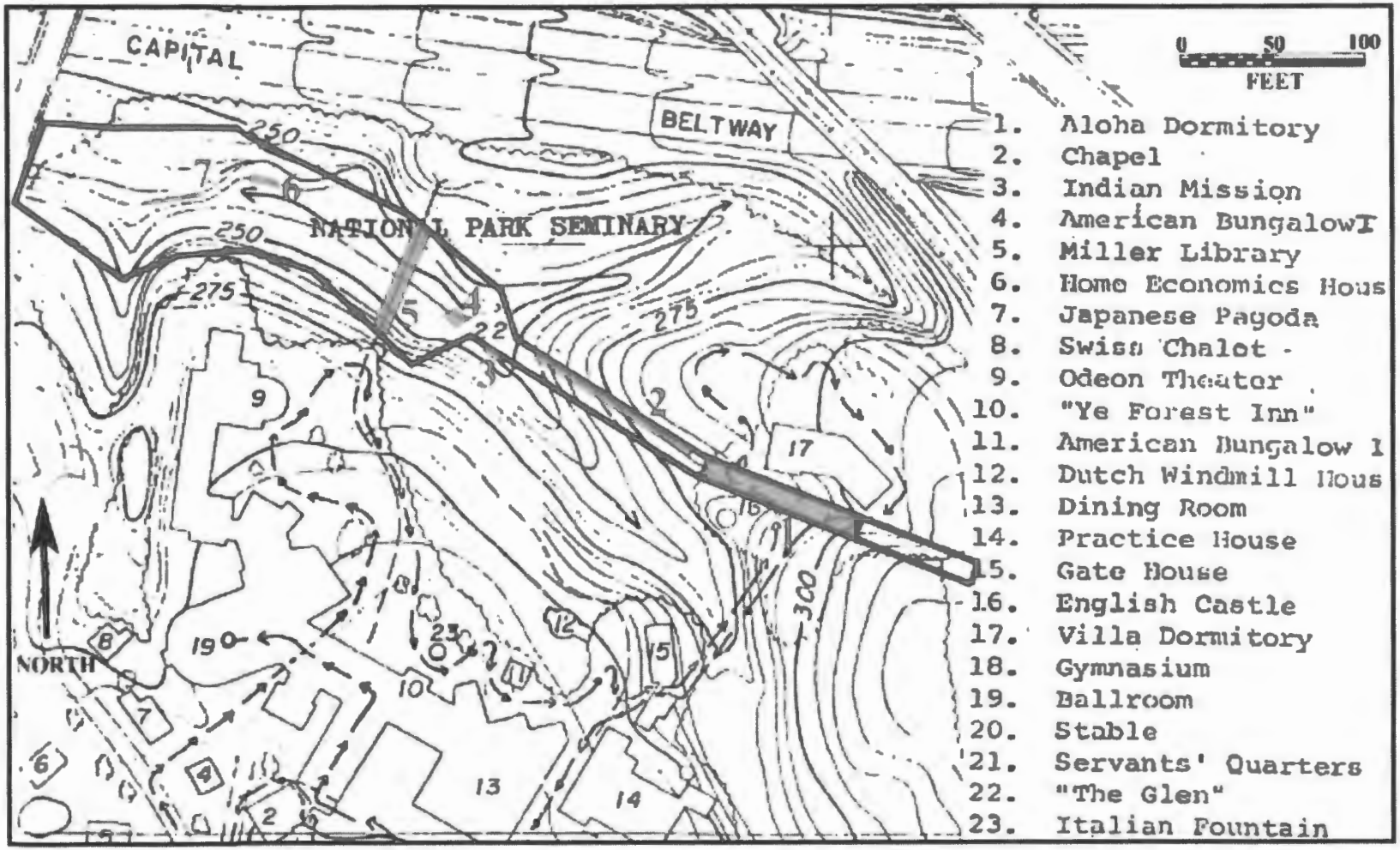
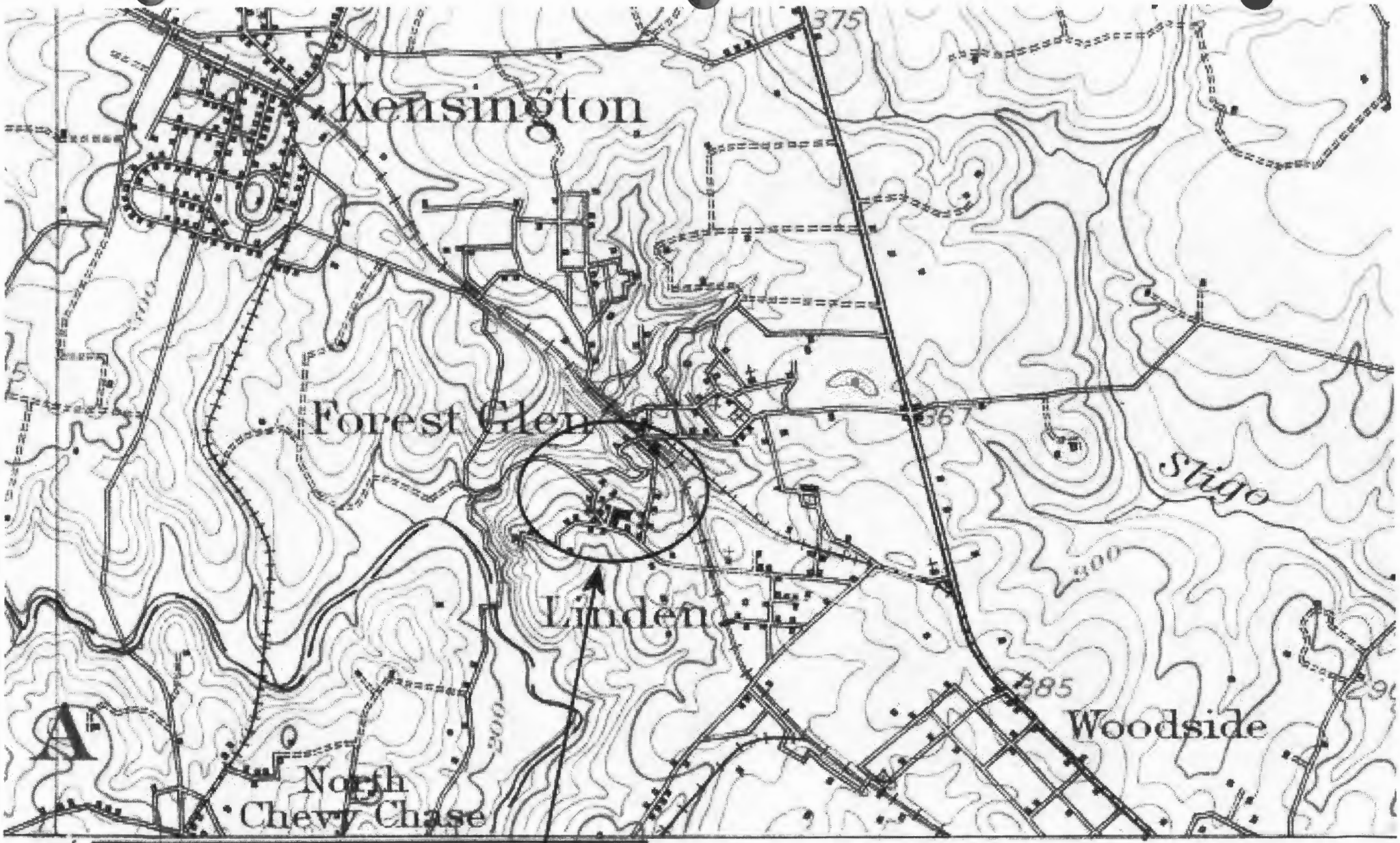
1
DETAIL SURVEY=2.15 AC
TREE SURVEY= 4.5 AC
Legend
GPS Access Points
Stream
Access Path
Contour
Minor
Major
LOD
Survey Bounds
Tree Survey Bound
Parks
WSSC SITE 11
Photo View Number and Direction
Paula S. Reed & Associates, Inc. (PSR)
N
1 inch = 75 feet
0 12.5 25 50 75 100
Feet



Historic Features within or Adjacent to the APE

APE is shown with red line. Historic feature areas within the APE are shaded in green (with green numbers keyed to the text)
Base map is a detail from the map included in the 1972 NRHP nomination form.

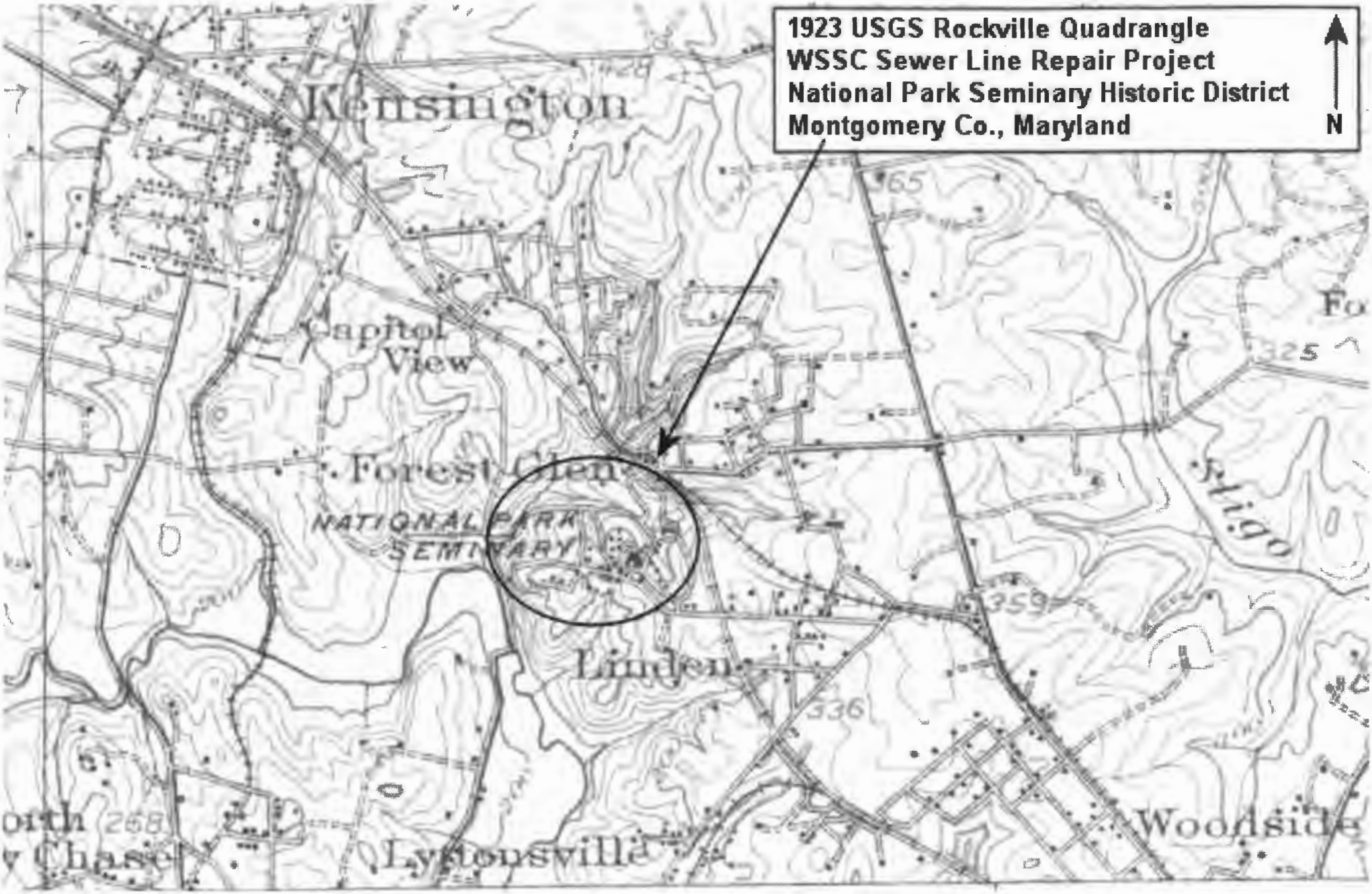
EAC/A map showing cultural resource locations referenced in Paula S. Reed & Associates recsource description.



1908 USGS Rockville Quadrangle
WSSC Sewer Line Repair Project
National Park Seminary Historic District
Montgomery Co., Maryland

N

Edition of Mar. 1908.


1923 USGS Rockville Quadrangle
WSSC Sewer Line Repair Project
National Park Seminary Historic District
Montgomery Co., Maryland
N
Kensington
Capitol View
Forest Glen
NATIONAL PARK SEMINARY
Linden
Lyttonsville
Woodside
Sligo
365
325
359
336
268

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed + Assoc. Inc
Neg Loc. MD SHPO
Old road retaining wall, view E.

1/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed + Assoc. Inc.
Neg LOC: MD SHPO
Old road, steps leading to Villa, E view

2/13

National Park Seminary Historic District
MI: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed + Assoc. Inc.
Neg Loc: MD SHPO

Grotto and stone bench, SWest view

3/13

National Park Seminary Historic District

M: 36-1

Linden Lane, Forest Glen, Montgomery Co. MD

7/10

Paula S. Reed and Assoc. Inc..

Neg Loc. MD SHPO

Stone bridge, Stone wall along Stream, grotto, stone bench, SWest view

4/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed & Assoc. Inc.
Neg Loc. MD SHPO

Stone Bridge, Grotto and stone bench, W. view

5/13

National Park Seminary Historic District
M:36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed and Assoc. Inc.
Neg loc. MD SHPO

Small stone bridge at Grotto, SWest view

6/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed and Assoc. Inc.
Neg Loc: MD SHPO

Norm abutment, stone bridge at grotto, SW view

7/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed and Assoc. Inc.
Neg Loc: MD SHPO
Lower bridge abutment and concrete/rock slab, view NE
8/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co., MD
7/10
Paula S. Reed + Assoc. Inc.
Neg Loc: MD SHPO
Lower bridge abutment, view W
9/13

National Park Seminary Historic District
M:36-1
Linden Lane, Forest Glen, Montgomery Co. MD
7/10
Paula S. Reed + Assoc Inc
Neg Loc: MD SHPO
Elevated walkway concrete piers, view NW
10/13

National Park Seminary Historic Distric
M: 36-1
Linden Lane, Forest Glen, Montgomery Co., MD
7/10
Paula S. Reed + Assoc. Inc.
Neg Loc.: MD SHPO
Elevated walkway concrete piers, view SW
11/13

National Park Seminary Historic District
M:36-1
Linden Lane, Forest Glen, Montgomery Co., MD

7/10
Paula S. Reed + Assoc. Inc.
Neg Loc: MD SHPO
Elevated walkway stone piers, view S

12/13

National Park Seminary Historic District
M: 36-1
Linden Lane, Forest Glen, Montgomery Co., MD
7/10
Paula S. Reed + Assoc. Inc.
Neg Loc: MD SHPO
Stairs to elevated walkway, view S

13/13

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM
Addendum of Boundary Confirmation

RESOURCE NAME: National Park Seminary Historic District
SURVEY NO.: M: 36-1
ADDRESS: Linden Lane, Forest Glen, Montgomery County, Maryland

Boundary Justification

The boundary of the National Park Seminary Historic District encompasses all contributing historic buildings/structures discussed in the nomination. It also includes the heavily wooded and variable terrain that provides the setting and environmental character that was so significant to the historic function of the buildings, and which continues to buffer them from nearby modern development. Inclusion of the surrounding landscape also captures within the historic boundaries a number of minor structures—rustic footbridges—that were not specifically identified on the nomination.

Verbal Description

The proposed boundaries of the National Park Seminary Historic District commence on the north along the southern edge of the Capital Beltway right-of-way, between Linden Lane and the Metrorail right-of-way. Then (clockwise) southward along the west side of the Metrorail right-of-way to the north side of the Smith Drive Loop. West along the north side of the Smith Drive Loop to the west side of Smith Drive proper. South along the west side of Smith Drive to the southwest corner of the large building (outside the boundary). From this location, establish a line southwest to the intersection of Beach Drive and Linden Lane. West along the north side of Linden Lane to the driveway/parking lot access opposite the Aloha Dormitory. South to the opposite side of Linden Lane beyond the Indian Mission Building. West and north to square off three sides of the Indian Mission Building, and north to the north side of Linden Lane to the point where it forks off into Wilton Avenue. West along the north side of Linden Lane to the point after the Home Economics House that is coterminus with the U.S. government boundary, and northeast along the same boundary to the east side of Linden Lane. From here, north along the east side of Linden Lane to the Capital Beltway right-of-way.

Boundary Map

See attached

Form Prepared By

name/title Sara Amy Leach	
organization KCI Technologies, Inc.	date January 2000
street & number 10 North Park Drive	telephone 410-316-7800
city or town Hunt Valley	state/zip Maryland, 21030

Boundary accepted [illegible] 9/11/00
[illegible] 10/12/00

M-36-1

ACHS SUMMARY FORM

1. Name National Park Seminary Historic District

2. Planning Area/Site Number 36/1

3. MNCPPC Atlas Reference Map 21 Coordinate I-6

4. Address Linden Lane, Forest Glen, Md.

5. Classification Summary

Category District
Ownership Public
Public Acquisition --
Status Occupied
Accessible Yes; restricted
Present use Military; convalescent center
Previous Survey Recording ____ Federal x State x County x Local ____
(Title and date: National Register 1972; M-NCPPC 1976)

6. Date 1890-1916

7. Original Owner John Cassedy

8. Apparent Condition

a. fair

b. unaltered

c. original site

Description: The district includes both sides of a steep, wooded ravine in which are located about 20 buildings of varying size and architectural quality. The largest structure, the Inn, is 2 stories, stucco, stone foundation, trimmed in wood, with veranda & pedimented pavilion. Other buildings: 1-story chapel (1898) attached to the south end of the Inn; Aloha Dormitory (1898) is stucco with wood trim; 3-story ballroom (1927) with spectacular arches, galleries, timbered roof, & dormers; Odeon Theater (1907) is rectangular with Ionic columns; gymnasium (1907) is 3 stories, rectangular with Greek Revival features; Japanese pagoda (after 1904); Holland windmill (c.1899); Gate House (c.1904); circular stuccoed Castle; bungalow sorority house (1896); Chalet (1899); Mission-style sorority house (1903); Italianate dormitory; formal gardens with sculpture; numerous walkways.

10. Significance: National Park Seminary Historic District is significant as an architectural "folly" unique in the State and its history as a finishing school for women makes it important in local history and to the history of women's education as well. Its wooded land and fanciful, exuberant buildings have survived intact amidst 20th century suburbia. The District's life began as the property of Daniel Carroll, & his brother John began his ecclesiastical career here. In 1890 the Forest Glen Inn was built as a resort hotel; after it proved a financial disaster, it was converted by the Cassedys into the main building of National Park Seminary, a finishing school for girls. The majority of the buildings were constructed between 1894 and 1915. Nat'l Park gained a reputation for eclecticism from its sorority houses--each one built in a different style. By the late 1930's, R.T. Davis coverted Nat'l Park into a Jr. college. In 1942, it became part of Walter Reed Army Hospital.

11. Date researched and researcher Nancy Miller, 1972

12. Compiler Eileen McGuckian

13. Date Compiled December 1978

14. Designation Approval ____

15. Acreage 23 acres

M:36-1

10

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE:	
Maryland	
COUNTY:	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON:
National Park Seminary Historic District

AND/OR HISTORIC:
National Park College

2. LOCATION

STREET AND NUMBER:
Linden Lane

CITY OR TOWN:
Forest Glen

STATE	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	Public Acquisition:	☒ Occupied	Yes:
☐ Site ☐ Structure	☐ Private	☐ In Process	☐ Unoccupied	☒ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other *(Specify)*	
☐ Educational	☒ Military	☒ Religious	convalescent center	
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
United States of America, Department of the Army, Walter Reed Hospital

STREET AND NUMBER:
16th Street

CITY OR TOWN:	STATE:	CODE
Washington	District of Columbia	11

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Montgomery County Courthouse

STREET AND NUMBER:
Montgomery Street

CITY OR TOWN:	STATE	CODE
Rockville	Maryland	24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Maryland Register of Historic Sites and Landmarks

DATE OF SURVEY: 1972 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:
Maryland Historical Trust

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN:	STATE:	CODE
Annapolis	Maryland	24

STATE: Maryland
COUNTY: Montgomery
FOR NPS USE ONLY
ENTRY NUMBER
DATE

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	☒ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

National Park Seminary is located south of the Capital Beltway, east of the Baltimore and Ohio Railroad tracks, and north and west of Linden Lane, in Forest Glen, Maryland. It is part of the Walter Reed Army Hospital and is used as a convalescent center and living quarters for army personnel.

The Seminary grounds include either side of a steep, wooded ravine in which are located approximately twenty buildings of varying size and architectural quality. The largest structure, which is also the oldest, was originally named Forest Glen Inn (1890). It is a two-story stucco building on a stone foundation, trimmed in wood in a vaguely half-timber style. At various points the roof has been raised to add a full third story. A one-story veranda runs along the north facade and a three-story pedimented pavilion juts out from the facade at the entrance (see photograph). There is a band of stained glass over the entrance which says "Ye Forest Inn." After the Inn proved a financial disaster, it was converted into the main building of National Park Seminary (1894).

A three-story stucco wing of the Inn extends to the south. The southern end is finished in a three-story colonnade (see photograph). Corinthian columns support a pediment that contains a round, traceried, stained glass window of stylized roses.

The one-story chapel (1898) is attached to the south end of the Inn. A rectangular building with three-sided bays at each end, it is of stucco with wooden trim and a bell tower. The stained glass is typical of the late nineteenth century. On the interior, the pews are arranged in a semi-circle around the altar. Originally the chapel had green plush auditorium-like seats which the army has replaced with more conventional pews.

The Aloha Dormitory (1898) is located to the southeast of the chapel. It is also stucco with wood trim. The courtyard created by the south end of the Inn, the chapel, and the Aloha Dormitory, is bounded by a one-story arcade. A series of caryatids support the brick arches of the arcade.

Attached to the east end of the Inn is the dining room.

At the west end is a three-story (plus basement) ballroom (1927). From the exterior, the ballroom consists of a tall, stucco structure with peaked dormers lining the roof. On the interior it is quite spectacular. Two-story brick arches with galleries behind them surround the dance floor. Above each bay is a row of niches, each of which contains a piece of sculpture. The ballroom has a timber roof modeled on the hammer beam ceilings of medieval architecture. There is a dormer window in each bay, creating the series of peaked dormers seen on the exterior. Numerous chandeliers hang from the ceiling.

[see continuation sheet]

SEE INSTRUCTIONS

M:36-1

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☒ 20th Century
☐ 15th Century	☐ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1894-c. 1930

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	☒ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other (Specify)
☐ Historic	☐ Industry		
☐ Agriculture	☐ Invention	☐ Science	
☒ Architecture	☒ Landscape Architecture	☒ Sculpture	
☐ Art		☐ Social/Humanitarian	
☐ Commerce	☐ Literature		
☐ Communications	☐ Military	☐ Theater	
☐ Conservation	☐ Music	☐ Transportation	

STATEMENT OF SIGNIFICANCE

National Park Seminary is a folly. The fantasy-land feeling of the Seminary in its wooded setting has charmed alumnae, city planners, visitors, local residents, and even its current owner, the United States Army.[1] The naive frivolity and exuberance of the "age of innocence" has survived intact at National Park in the midst of twentieth-century Silver Spring and the Capital Beltway.[2] The extravagances of National Park--its sorority houses, each in a different style; the countless statues throughout the grounds; the three-story ballroom--decry the functionalism of our age.

The educational theories behind the concept of National Park Seminary certainly would be considered follies today. Higher education for women no longer centers on training future gracious wives and mothers. Although the "finishing school" is a dying institution in America, it did express the dominant attitudes toward women's capabilities and roles in society in the days before woman's suffrage and Women's Lib.

The greatest humanitarian contribution of the Seminary has ocurred in the last two decades while Walter Reed Army Hospital has used the site as a convalescent center. During World War II, wounded soldiers spent an average of twenty days in the bucolic setting recovering from the ravages of war. A reporter for the Baltimore Sun described this transformation:

> [a] one-time finishing school for ritzy sweet young things becomes the healer of the sick and maimed, giving the boys in khaki a luxurious but none the less homelike atmosphere to smooth the comeback trail. There's no suggestion of the hospital about it--and for that the men are grateful.[3]

[1]See Sue LoPresti, "This is a Military Installation?", Military Living (December 1971), 26-27.

[2]Henry F. May, The End of American Innocence (Chicago 1959).

[3]The Sun (Baltimore), May 30, 1947.

[see continuation sheet]

SEE INSTRUCTIONS

M:36-1

9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Columbian Exposition Album Containing Views of the Grounds, Main and State Buildings, Statuary, Architectural Details, Interiors, Midway Plaisance Scenes, and Other Interesting Objects Which Had Place at the World's Columbian Exposition Chicago: 1893. Chicago: Rand, McNally and Company, 1893.

Crawford, James, Senior Planner, Maryland-National Capital Park & Planning Commission. Information from the Commission's files. [see continuation sheet]

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	39°	00'	49"	77°	03'	33"		°	'	"	°	'	"
NE	39°	00'	51"	77°	03'	15"							
SE	39°	00'	34"	77°	03'	11"							
SW	39°	00'	33"	77°	03'	29"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 23 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Nancy Miller, Historian

ORGANIZATION: Maryland Historical Trust
DATE: July 10, 1972

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN: Annapolis
STATE: Maryland 21401
CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Orlando Ridout IV
Orlando Ridout IV

Title State Liaison Officer for Maryland

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Maryland	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

National Park Seminary Historic District

7. DESCRIPTION, continued

The Odeon Theater (1907) is connected to the west end of the main building by the music building and a covered walk way. Basically a rectangular structure, the theater has a large semi-circular bay at its east end, and a portico of Ionic columns running along the east facade. It has a vaguely Greek Revival feeling which is much stronger in the architecture of the gymnasium (1907). The gym is a three-story, rectangular structure (see photograph) with a portico composed of six Corinthian columns supporting an entablature of wreaths and garlands. The entrance facade has two tiers of windows connected by vertical bands of trim reminiscent of Renaissance strap work patterns. At the center of the facade which contains the entrance, a two-story section protrudes. The entrance consists of two pilasters supporting an entablature and a round-arched window on top. Two round-arched windows flank the door. A balustrade runs around the entrance bay.

National Park Seminary gained a reputation for eclecticism from its sorority houses--each one built in a different style. The houses are scattered across the campus. Initially they shared the same plan: a three-story building with one meeting room on each floor. However, some of the houses have received additions which have expanded this usual plan.

The Japanese pagoda (see photograph) is perhaps the most noted of the sorority houses. Built after 1904, it is three stories tall and has the characteristic oriental roof treatment with a series of roofs--one atop each floor--each of which has a pronounced kick at the corners. Originally it was painted with a red-lacquer and had black roofs. It had been assumed that this building came from the 1893 World's Columbian Exposition. However, the pavilion at Forest Glen bears little resemblance to the copy of the Hoo-Den Temple erected in Chicago.[1]

Holland is represented by a windmill (c. 1899, see photograph) which used to have a working blade. Today the windmill is a three-story polygonal structure, pyramidal in shape, covered with blue shingles. A balustrade encircles the structure at the third story. A one-story wing was added to the east end. A gable-roofed one-story projection at the west end serves as the entrance porch.

[1]See the Columbian Exposition Album . . . (Chicago, 1893), 19.

National Park Seminary Historic District

Next to the windmill is the Gate House (c. 1904). This rectangular building has, at the north end, a two-story portico with square piers and a balustraded veranda at each floor (see photograph). The architecture was intended to represent the Georgian style. Palladian windows, cornice trim, Gothic sashes, garlands, and other details of eighteenth century derivation are scattered over the building like roses on a bakery birthday cake.

A circular, stuccoed castle (see photograph) looks across the glen to the Gate House and windmill. Both the central portion and the round tower are crenelated. The first floor lancet-shaped opening on the west side once functioned as a drawbridge which connected to a foot bridge across the ravine. A one-story stone wing was added to the east side.

The first sorority house built (1896) at National Park was the shingled one-and-one-half story structure to the northeast of the entrance to the Inn. The school chose the American bungalow as the theme for the architecture. It resembles an attempt at the revival of an early colonial style.

The Chalet (1899) originally located on the ballroom site, had as its model the vernacular houses of Switzerland. It was constructed with brown shingles which have since been replaced. The walls are flat and white. There are casement windows, a pair of second-story balconies, and wide overhanging eaves.

In 1903, one sorority built a mission-style house modeled on the Santa Barbara Mission. A stuccoed building with characteristic Spanish roofline, it had mission-style furnishings before a remodeling in the 1930's.

The other principle building on the campus is a three-story dormitory executed in the Italianate style. The low-pitched hip roof, the corner tower, and the balcony of the third story, enforce the Italian feeling. Statues were placed throughout the grounds and incorporated with the landscape plans. The sculpture is academic in form and works well in the setting. Originally, National Park had formal gardens intermixed with the natural beauty of the wooded glen. These gardens have deteriorated.

Virtually all of the buildings are connected by covered walkways. The numerous foot bridges across the glen and the ravine to the B & O station are no longer extant because the construction of the Capital Beltway cut the Seminary off from the other side. One bridge does remain providing access to the castle.

National Park Seminary Historic District

8. SIGNIFICANCE, continued

On a local level, National Park is very important to the citizens of Forest Glen, which borders on the west side of the Seminary. The 23 acres of wooded land create a rural vista in the midst of congested, suburban Washington. The Seminary grounds offer welcome open space and lend an air of bucolic dignity to the home owners in the vicinity.

The ground on which the seminary is located once belonged to Daniel Carroll, Commissioner of the District of Columbia. In 1772, his brother, John Carroll, the first bishop and first archbishop of the American Roman Catholic Church, began his ecclesiastical career on the Carroll property.

National Park Seminary opened in 1894 under the direction of Dr. and Mrs. John A. I. Cassedy. They bought the resort hotel, Forest Inn, and converted it to a seminary for women. The Cassedys built the majority of the extant structures. In 1916, James E. Ament took over the seminary. His chief contributions consisted of building the ballroom, installing the sculpture, and landscaping the grounds. By the late 1930's, Roy Tasco Davis had replaced Ament and converted National Park into a junior college. In 1942, the U. S. Army cut short Davis' tenure when the property became part of Walter Reed Army Hospital.

---

9. BIBLIOGRAPHICAL REFERENCES, continued

Getty, Mildred. "National Park Seminary." The Montgomery County Story. Vol. XIII (February 1970), 1-8.

Kennedy, George. "Army Hospital, Former National Park Seminary, Keeps Name of Forest Glen Alive." Washington Evening Star, January 22. 1951.

Lancaster, Clay. Architectural Follies in America. Rutland, Vermont: Charles Tuttle, 1960.

LoPresti, Susan. "Is This a Military Installation?" Military Living (December 1971), 26-27.

May, Henry F. The Era of American Innocence: A Study of the First Years of Our Own Time 1912-1917. Chicago: Quadrangle Paperbacks, 1959.

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Maryland M:36-1	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

National Park Seminary Historic District

The Sun (Baltimore, May 30, 1943, June 22, 1947.

The Washington Post, June 15, 1972.

M:36-1
NATIONAL PARK SEMINARY
SEMINARY RD
FOREST GLEN RD.
CAPITAL BELTWAY
Tower
307
65
250
275
300
325
N
1. Aloha Dormitory
2. Chapel
3. Indian Mission
4. American Bungalow I
5. Miller Library
6. Home Economics Hous
7. Japanese Pagoda
8. Swiss Chalet
9. Odeon Theater
10. "Ye Forest Inn"
11. American Bungalow I
12. Dutch Windmill Hous
13. Dining Room
14. Practice House
15. Gate House
16. English Castle
17. Villa Dormitory
18. Gymnasium
19. Ballroom
20. Stable
21. Servants' Quarters
22. "The Glen"
23. Italian Fountain

M-36-1

Form 10-301
(Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Maryland	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: National Park Seminary Historic District

AND/OR HISTORIC: National Park College

2. LOCATION

STREET AND NUMBER:
Linden Lane

CITY OR TOWN:
Forest Glen

STATE:	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. MAP REFERENCE

SOURCE:
U.S.G.S. 7.5 minute map; Kensington Quadrangle

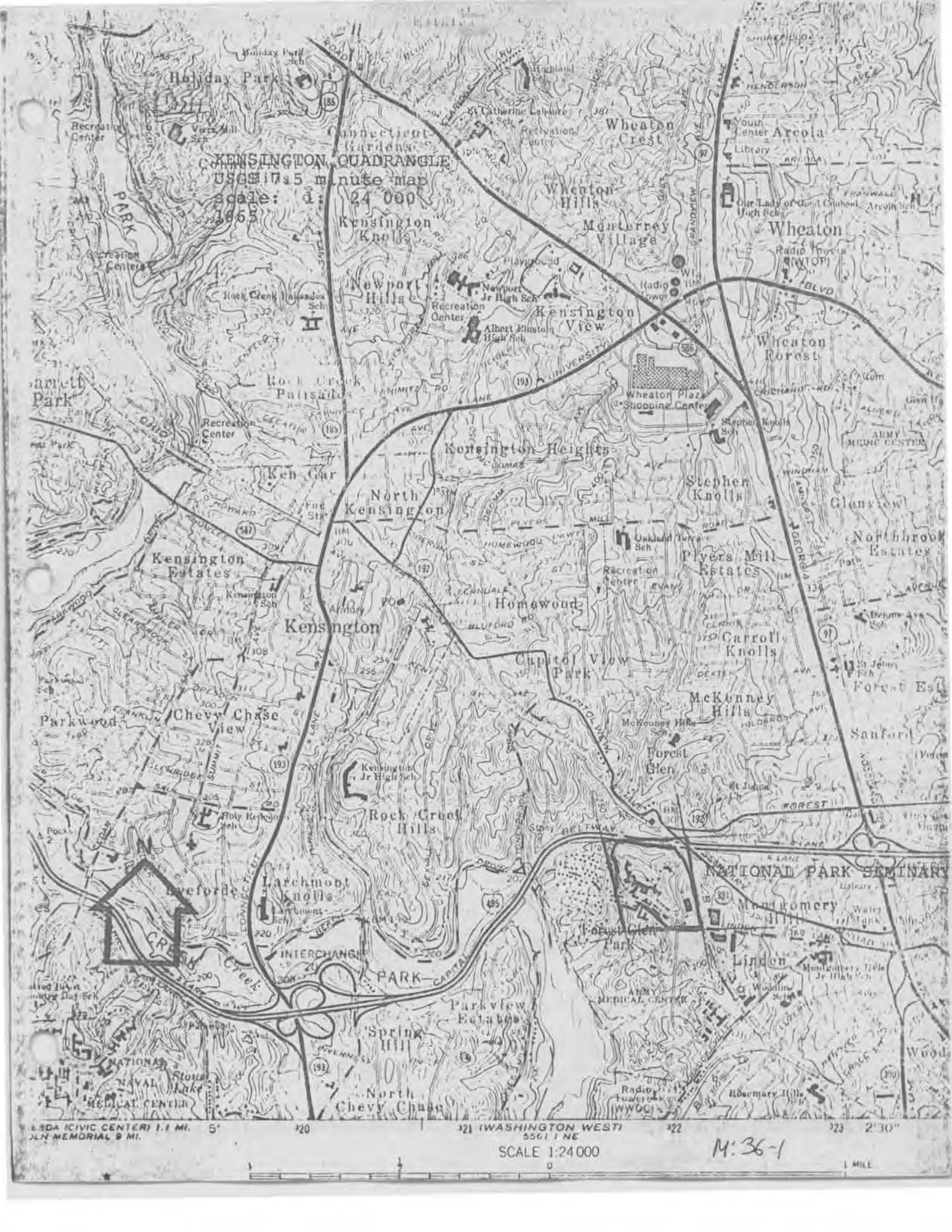
SCALE: 1: 24 000

DATE: 1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.


KENSINGTON QUADRANGLE
USGS 7.5 minute map
scale: 1: 24 000
1965
Holiday Park
Connecticut Gardens
Wheaton Crest
Arcola
Wheaton Hills
Monterrey Village
Wheaton
Kensington Knolls
Newport Hills
Kensington View
Wheaton Forest
Rock Creek Palisades
Wheaton Plaza Shopping Center
Kensington Heights
Ken Gar
North Kensington
Stephen Knolls
Glenview
Northbrook Estates
Kensington Estates
Plyers Mill Estates
Homewood
Kensington
Carroll Knolls
Capitol View Park
McKenney Hills
Forest Est
Parkwood
Chevy Chase View
Sanford
Forest Glen
Rock Creek Hills
NATIONAL PARK SEMINARY
Larchmont Knolls
Montgomery Hills
Forest Glen Park
Linden
INTERCHANGE
PARK
Parkview Estates
Spring Hill
North Chevy Chase
NATIONAL NAVAL MEDICAL CENTER
ARMY MEDICAL CENTER
SCALE 1:24 000
M:36-1
1 MILE

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

Maryland M:36-1

COUNTY: Montgomery

FOR NPS USE ONLY

ENTRY NUMBER | DATE

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STREET AND NUMBER: Linden Lane

CITY OR TOWN: Forest Glen

STATE:	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. PHOTO REFERENCE

PHOTO CREDIT: Nancy Miller

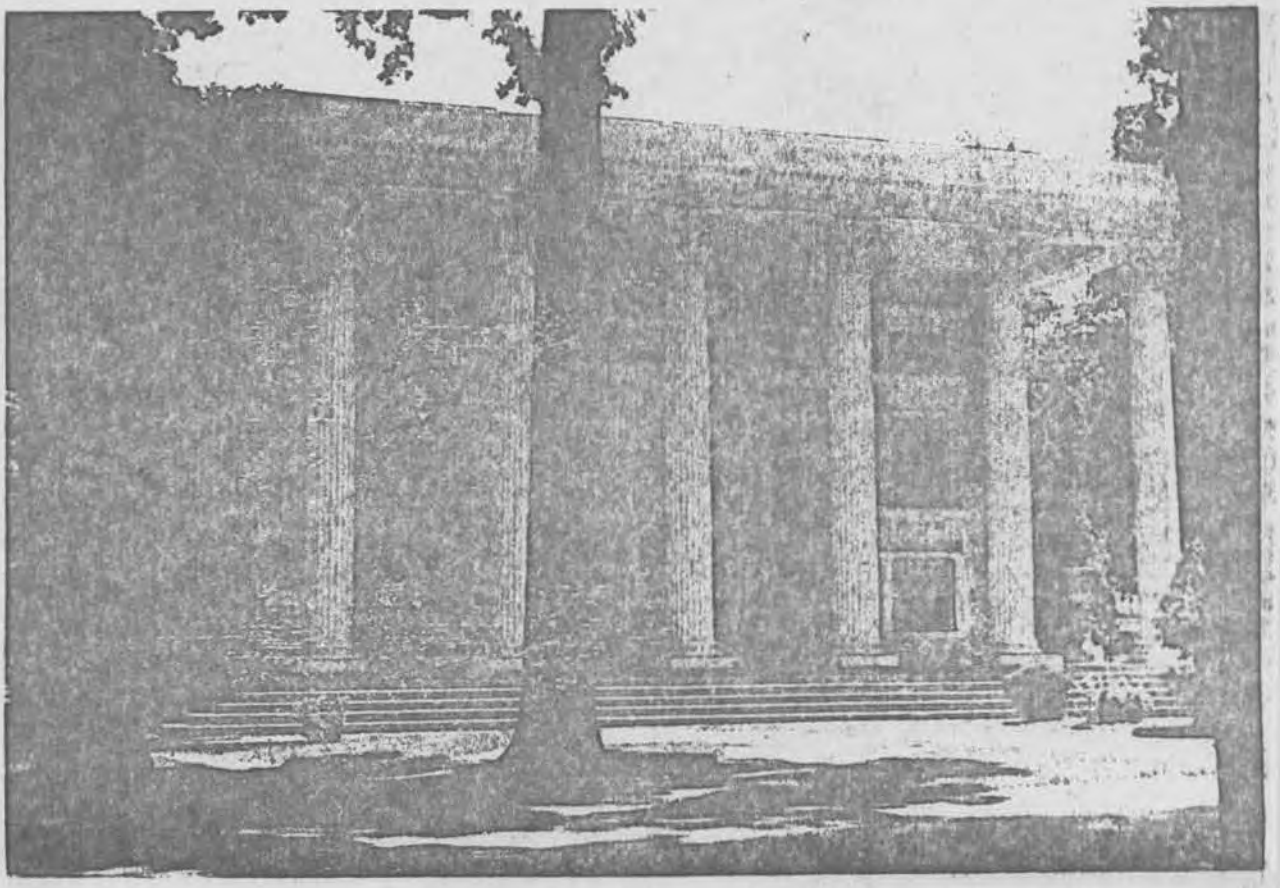
DATE OF PHOTO: May 1972

NEGATIVE FILED AT: Maryland Historical Trust
2525 Riva Rd., Annapolis, Maryland 21401

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

West facade of gymnasium



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE: Maryland M.36-1
COUNTY: Montgomery
FOR NPS USE ONLY
ENTRY NUMBER | DATE

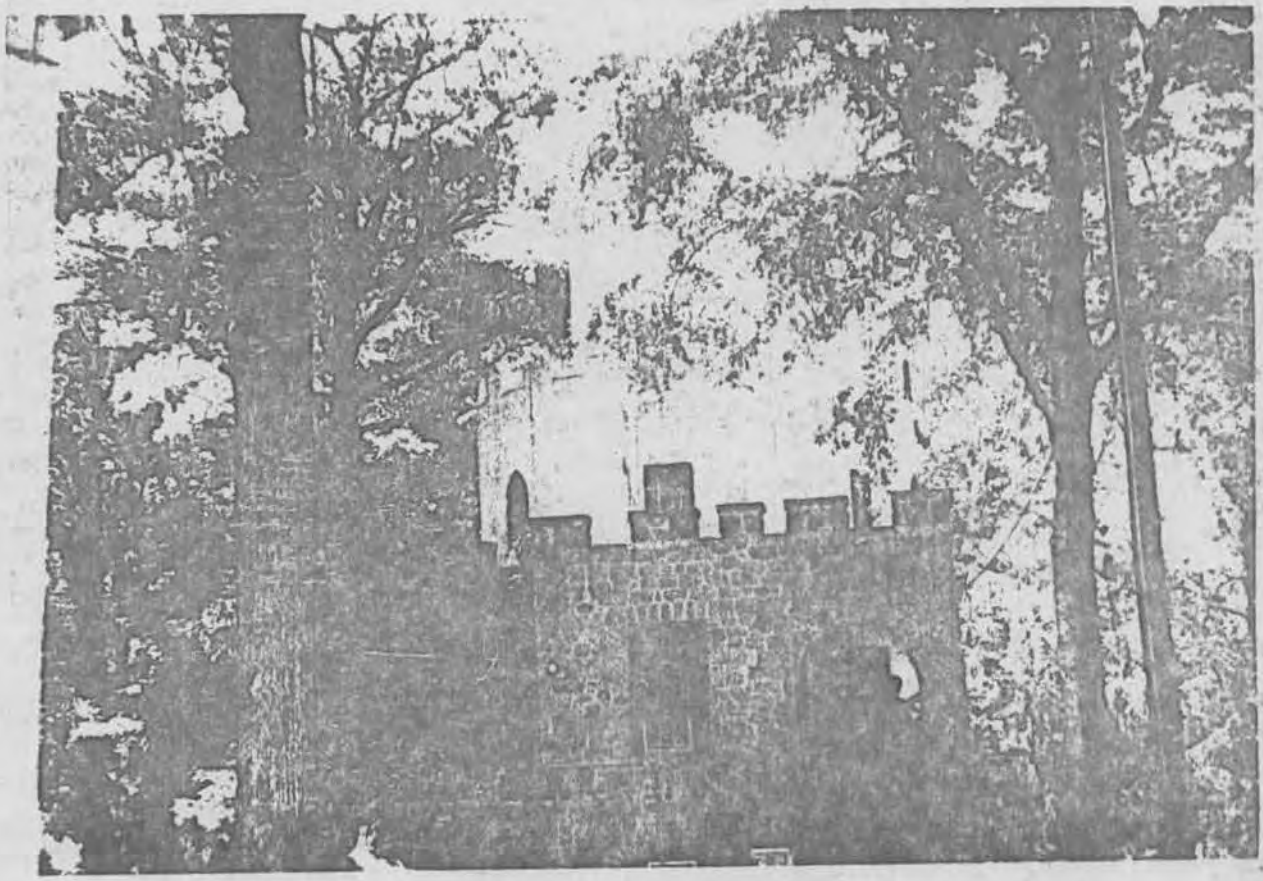
SEE INSTRUCTIONS

1. NAME
COMMON: National Park Seminary Historic District
AND OR HISTORIC: National Park College

2. LOCATION
STREET AND NUMBER: Linden Lane
CITY OR TOWN: Forest Glen
STATE: Maryland | CODE: 24 | COUNTY: Montgomery | CODE: 031

3. PHOTO REFERENCE
PHOTO CREDIT: Nancy Miller
DATE OF PHOTO: May 1972
NEGATIVE FILED AT: Maryland Historical Trust
2525 Riva Rd., Annapolis, Maryland 21401

4. IDENTIFICATION
DESCRIBE VIEW, DIRECTION, ETC.
East facade of the castle



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Maryland M:36-1	
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Montgomery	
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STREET AND NUMBER:

Linden Lane

CITY OR TOWN:

Forest Glen

STATE:	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. PHOTO REFERENCE

PHOTO CREDIT: Nancy Miller

DATE OF PHOTO: May 1972

NEGATIVE FILED AT: Maryland Historical Trust
2525 Riva Rd., Annapolis, Maryland 21401

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

North facade Japanese pagoda

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Maryland M.36-1	
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CITY OR TOWN:
Forest Glen

STATE	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. PHOTO REFERENCE

PHOTO CREDIT: Nancy Miller

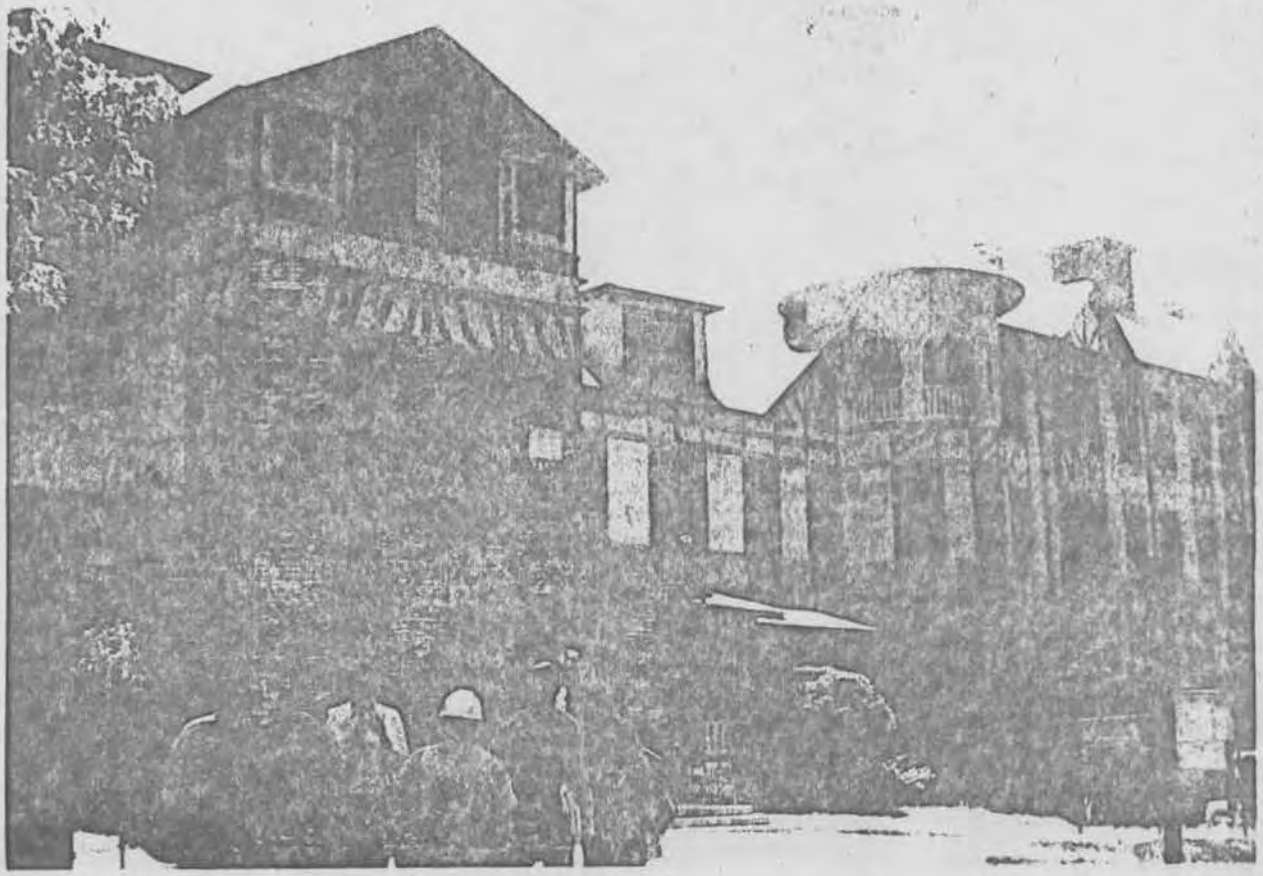
DATE OF PHOTO: May 1972

NEGATIVE FILED AT: Maryland Historical Trust
2525 Riva Rd., Annapolis, Maryland 21401

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

North facade of main building (Forest Inn)



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

M:36-1

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

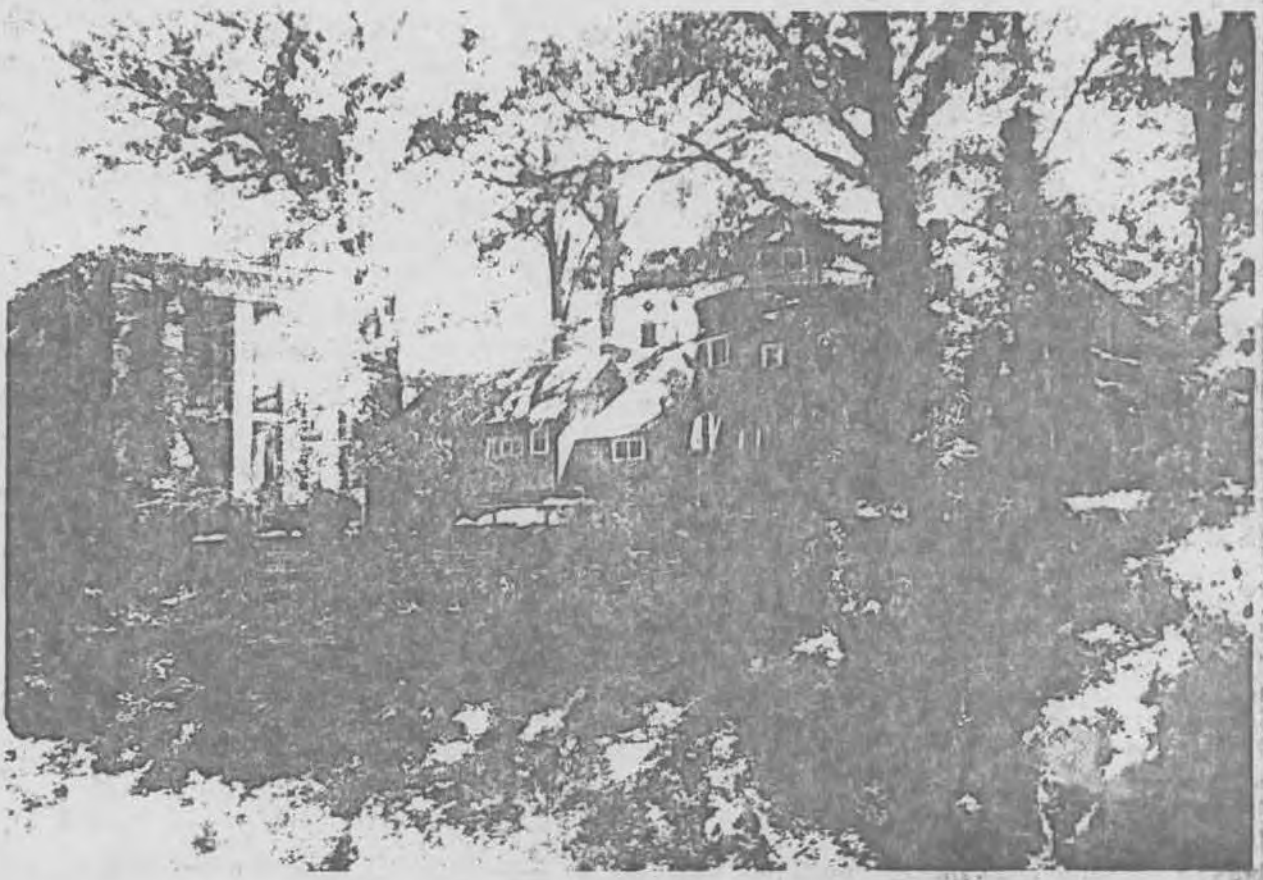
(Type all entries - attach to or enclose with photograph)

Maryland	
COUNTY: Montgomery	
* FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME
   - COMMON: National Park Seminary Historic District
   - AND/OR HISTORIC: National Park College
2. LOCATION
   - STREET AND NUMBER: Linden Lane
   - CITY OR TOWN: Forest Glen
   - STATE: Maryland — CODE: 24 — COUNTY: Montgomery — CODE: 031
3. PHOTO REFERENCE
   - PHOTO CREDIT: Nancy Miller
   - DATE OF PHOTO: May 1972
   - NEGATIVE FILED AT: Maryland Historical Trust
     2525 Riva Rd., Annapolis, Maryland 21401
4. IDENTIFICATION
   - DESCRIBE VIEW, DIRECTION, ETC.

View looking south across the glen
Gate house on the left, windmill in the center, 17th century style on the right



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

M:36-1

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

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Maryland	
COUNTY	
Montgomery	
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Forest Glen

STATE:	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. PHOTO REFERENCE

PHOTO CREDIT: Nancy Miller

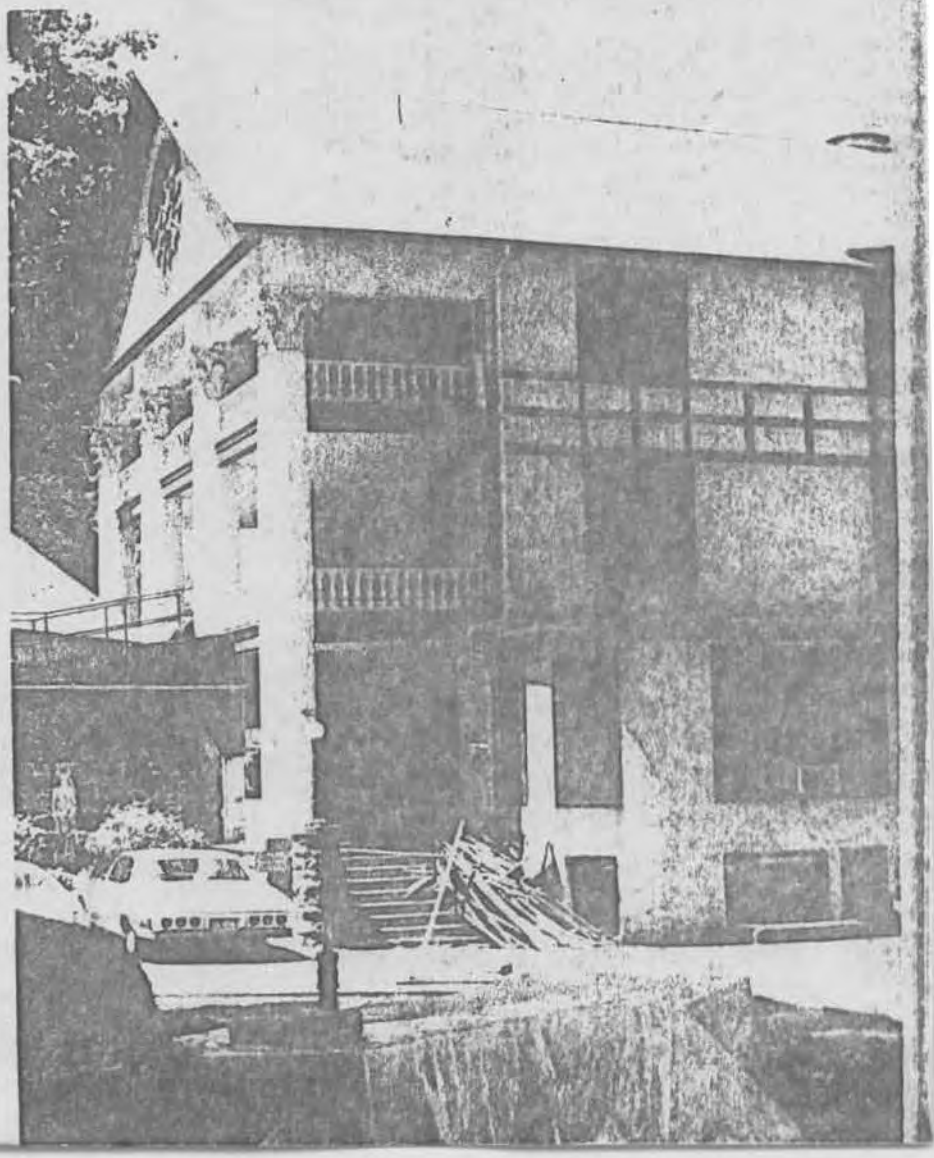
DATE OF PHOTO: May 1972

NEGATIVE FILED AT: Maryland Historical Trust
2525 Riva Rd., Annapolis, Maryland 21401

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

East facade of southern wing of main building

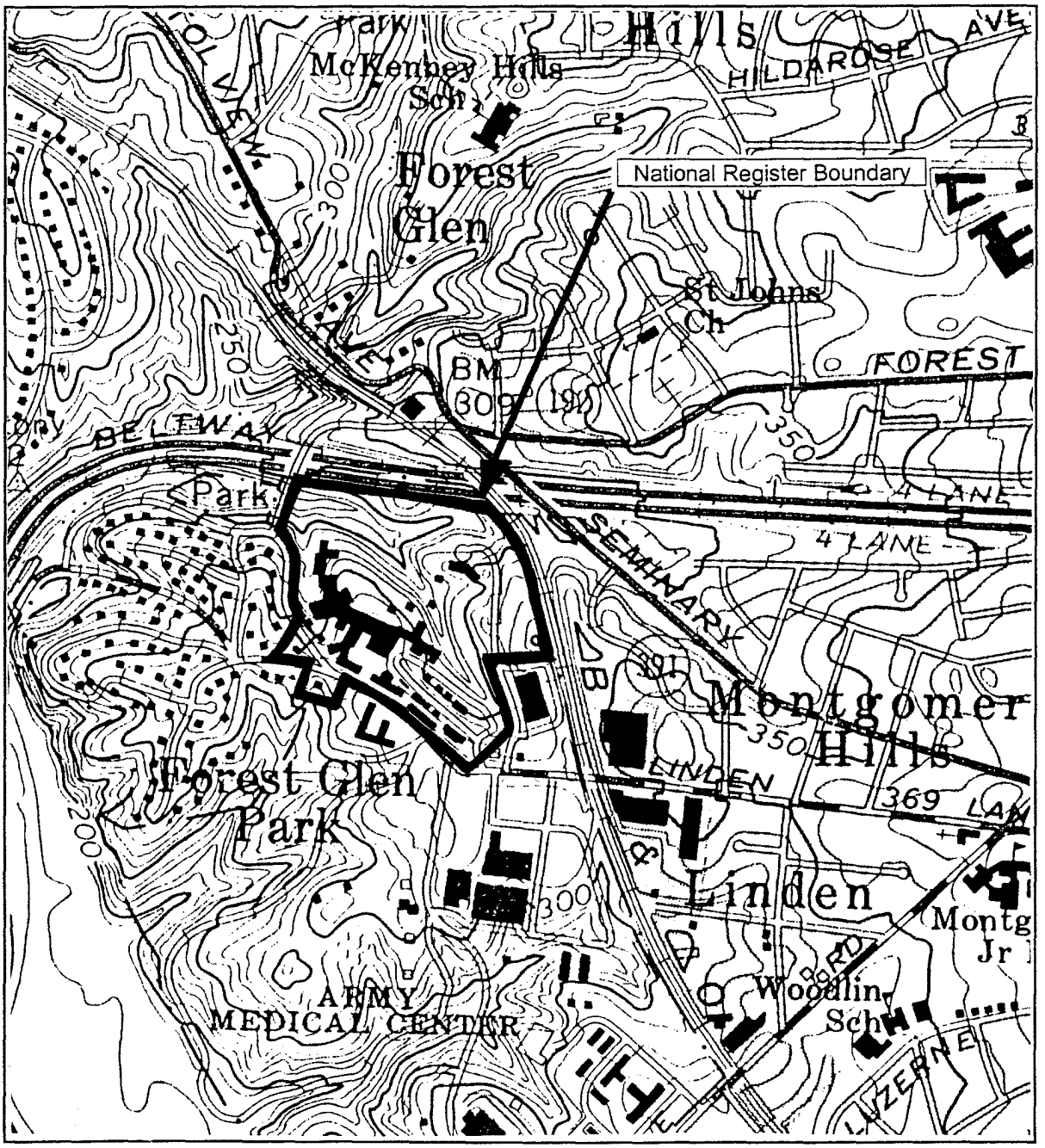


MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM
Addendum of Boundary Confirmation

RESOURCE NAME: National Park Seminary Historic District
SURVEY NO.: M: 36-1
ADDRESS: Linden Lane, Forest Glen, Montgomery County, Maryland

Boundary Map:



Natl Park Serv - M -

M:36-1

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Sligo Creek Parkway Inventory Number: M:32-15

Address: Sligo Creek Parkway City: Wheaton, Silv Spg, Tacoma Pk Zip Code: multiple

County: Montgomery USGS Topographic Map: Kensington, Washington East, Washington West

Owner: Maryland Is the property being evaluated a district? X yes

Tax Parcel Number: multiple Tax Map Number: multiple Tax Account ID Number: multiple

Project: I-495/I-95 Capital Beltway Transportation Corridor Study Agency: SHA

Site visit by MHT Staff: X no ___ yes Name: _____ Date: _____

Is the property located within a historic district? ___ yes X no

If the property is within a district District Inventory Number: _____

NR-listed district ___ yes Eligible district ___ yes District Name: _____

Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible X yes ___ no

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in: DOE form, NR-MPDF form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Sligo Creek Parkway is a linear park within the National Capital Parkway System that provides a scenic transportation link between residential suburbs and neighboring metropolitan areas. Located in a stream valley, the primary feature of the Parkway is an undivided two-lane road with associated bridges, culverts, drainage features, safety devices, and signage. Other important features of Sligo Creek Parkway include pedestrian trails with associated bridges, recreation areas and playgrounds, picnic areas, parking areas, native and ornamental plantings, a monument, and scenic viewpoints focused on Sligo Creek. The eligible portion of the Parkway is approximately five miles long with an average right-of-way 300 feet wide, comprising approximately 364 acres.

Sligo Creek Parkway is eligible under Criterion A for its important association with trends associated with social history, recreation, transportation, and conservation during the first half of the twentieth century. The decline in the quality of city living paired with the popularization of automobiles led to a surge in outdoor recreation and road building during the first half of the twentieth century. Sligo Creek Parkway was designed and built as a scenic transportation route connecting people in urban areas with outlying parks, and residents of suburban communities with metropolitan areas. The parkway also represents natural resource conservation efforts of the twentieth century. Sligo Creek Parkway survives as a vital component of the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria: X A ___ B X C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Comments:

Reviewer, Office of Preservation Services	6/20/05 **Date**
Reviewer, NR Program	6/22/05 **Date**

200500895

Sligo Creek Parkway (M:32-15)

regional transportation network, and continues to reflect the several prevalent trends in transportation, recreation, and conservation of the early- to mid-twentieth century.

Sligo Creek Parkway is also significant under Criterion C as a good example of its type and period of construction. It is an intact example of a linear or strip park that embodies the distinctive characteristics of parkways designed and constructed in the National Capital Region during the first half of the twentieth century. As is typical of such parkways, traffic is limited to non-commercial motoring; access to and from surrounding neighborhoods is limited in order to control the number of at-grade crossings and enhance safety; and commercial frontage and unsightly signage are prohibited. Bridges, culverts, retaining walls, and other structures are designed as harmonious complements to the natural environment, utilizing materials such as rustic rough-cut stone masonry and concrete in and eclectic way. The width of the right-of-way varies within the narrow stream valley, where the road fits the natural topographic contours, and indigenous vegetation has been encouraged and serves as a buffer from adjacent properties. The result of these design elements is a distinctive parkway, which retains a high level of integrity and continues to serve its original intended functions.

The Parkway is not significant under Criterion B because it is not a property that best represents the productive life of notable individuals, and its significance under Criterion D was not evaluated as part of this project.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. M:32-15

1. Name of Property (indicate preferred name)

historic Sligo Creek Parkway (preferred)

other Sligo Creek Parkway

2. Location

street and number Sligo Creek Parkway between New Hampshire Ave. & University Blvd. West not for publication

city, town Wheaton, Silver Spring and Tacoma Park vicinity X

county Montgomery

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland-National Capital Park & Planning Commission

street and number 9500 Burnett Avenue telephone 301-495-2535

city, town Silver Spring state MD zip code 20910

4. Location of Legal Description

courthouse, registry of deeds, etc. (multiple deeds) liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

___X___ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
___X___ 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
___X___ district
_____ building(s)
_____ structure
_____ site
_____ object

Ownership
___X___ public
_____ private
_____ both

Current Function
_____ agriculture
_____ commerce/trade
_____ defense
_____ domestic
_____ education
_____ funerary
_____ government
_____ health care
_____ industry
_____ landscape
___X___ recreation/culture
_____ religion
_____ social
___X___ transportation
_____ work in progress
_____ unknown
_____ vacant/not in use
_____ other:

Resource Count

Contributing	Noncontributing	
1	3	buildings
5+	6+	sites
14+	23+	structures
0	1	objects
20+	33+	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. M:32-15

Condition

___ excellent	___ deteriorated
X good	___ ruins
___ fair	___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Sligo Creek Parkway is a linear or strip park located just north of Washington, D.C. in suburban Maryland. The parkway occupies a narrow stream valley, winding from southeast to northwest over a distance of approximately five miles. The roadway was designed in 1929-1930 as a scenic transportation link between residential suburbs and neighboring metropolitan areas. The associated parkland also enhances the surrounding residential suburbs, provides a recreational facility to the public, and serves to protect the area's watershed and small wildlife. The primary feature of the Parkway is an undivided two-lane road with associated bridges, culverts, drainage features, safety devices, and signage. In addition to the road and its associated elements, other important features of the parkway include pedestrian trails with associated bridges, recreation areas and playgrounds, picnic areas, parking areas, scenic viewpoints focused on Sligo Creek, native and ornamental plantings, and a monument (Photograph 1). The parkway was constructed in phases between 1930 and 1955.

The most important element of Sligo Creek Parkway is the road of the same name, which generally follows Sligo Creek between New Hampshire Avenue in the southeast and University Boulevard West in the northwest, providing a scenic transportation link between the parkland and residential neighborhoods and the nearby metropolitan centers (Photographs 2 and 3). Over its entire length the roadway is an undivided two lanes wide with narrow shoulders. Each lane is generally ten feet wide, with wider areas (up to fourteen feet) along the insides of curves. The shoulders are generally four feet wide and slope away from the center of the roadway. The road surface is macadam, and macadam speed humps have recently been added as a traffic-calming device to improve pedestrian safety. The road's shoulders are not generally paved, but are packed gravel. There are a minimum of at-grade intersections along the route, whose width generally buffers adjacent development from the motor road, and improves the motorist' recreational experience by eliminating roadside distractions. The road is a key contributing element of the parkway. The modern speed humps do not contribute. Modern road signs are present throughout the parkway. Because they do not contribute to the historic character of the resource, they do not contribute to its significance.

In addition to the road itself, several associated features are important to the transportation function and historic character of Sligo Creek Parkway. Several types of bridges, guide rails, drainage features, and retaining walls are essential elements of the parkway. Of these ancillary roadway features, perhaps the most significant are the parkway's bridges. Perhaps the most notable bridge in Sligo Creek Parkway is the monumental open spandrel concrete arch bridge dating to 1932 that carries Carroll Avenue (MD 195) over Sligo Creek, Sligo Creek Parkway, and Sligo Trail (Photograph 4). This reinforced concrete structure has a pierced balustrade and decorative street lights along Carroll Avenue. Cantilevered sidewalks are present along both sides of the road, and a modern metal safety fence has been added to extend the height of the bridge's balustrade where the structure crosses over Sligo Creek Parkway. A plaque in the bridge reads, "Sligo Creek Bridge, Built 1932, State Roads Commission. G. Clinton Uhl, Chairman, E. Brooke Lee, Robert Lacy, H.C. Williar, Jr., Chief Engineer, W.C. Hopkins, Bridge Engineer." Photograph 1 illustrates Sligo Creek Parkway looking southward from the bridge. Other significant bridges in the parkway include the stone arch bridge that carries Park Valley Road over Sligo Creek (Photograph 5) and the stone arch bridge that carries Sligo Creek Parkway over a tributary of Sligo Creek (Photograph 6).

A modern bridge carries Sligo Creek Parkway over a tributary of Sligo Creek in Unit 1 of the parkway (Photograph 7). This arched bridge is mostly concrete with stone-faced parapet walls. Because this bridge is a modern replacement, it does not contribute to the parkway. Because the bridges located at the primary intersections with the Parkway that carry New Hampshire Avenue, Piney Branch Road, Colesville Road, Forest Glen Road, and University Boulevard West over Sligo Creek are not directly associated with Sligo Creek parkway, they do not contribute to the resource.

A variety of guide rails of differing styles and construction dates are present throughout Sligo Creek Parkway. The earlier guide rails are comprised of concrete posts with large timber rails (Photographs 8 and 9). Other types of guide rails present in the parkway include timber posts and rails, and more recent metal rails on wood or metal support posts (Photographs 10 and 11). The guide rails are most often present on winding sections of the roadway and in areas where the road is adjacent to Sligo Creek or Sligo Trail. Because guide rails are an important design element that contributes to the safety of this transportation resource, those guide rails that are over fifty years in age are contributing elements of Sligo Creek Parkway.

Although they are not particularly significant to the historic appearance of the parkway, drainage features present within the resource boundary are an important part of its design and function. The most common forms of drainage features include concrete pipes or metal pipes, often with concrete abutments/wing walls at the openings (Photographs 12 through 15). These run under the roadway, guiding run-off from the surrounding neighborhoods and hillsides into Sligo Creek. Other drainage features include stone-lined ditches and troughs, earthen troughs, and retaining basins (Photographs 16 and 17). Drainage features are most commonly located near intersections with roads leading into neighborhoods and at intersections with ravines or hollows, which serve as natural drainage courses for the adjacent hillsides. Although the specific construction dates of many of these drainage features is not known, it can generally be stated that drainage features that are over fifty years in age contribute to the historic significance of Sligo Creek Parkway.

Retaining walls are another significant feature of Sligo Creek Parkway. Throughout the parkway, stone walls built using different methods serve to support hillsides and stream banks to limit erosion and ensure unobstructed road and waterways. Stone walls are used in Unit 1 of the parkway to support trees that were planted along the parkway (Photograph 18). Where the stream turns sharply and where Sligo Creek Parkway or Sligo Trail is near the creek's edge, stone walls support the creek bank. In some places the stone is coursed and/or mortared, while in other locations the stones are dry laid (Photographs 14 and 19 through 23). All of the stone retaining walls appear to be over fifty years in age, and contribute to the significance of Sligo Creek Parkway.

Parking areas provide the link between transportation and recreation within the parkway, making it possible for those traveling by car to stop and utilize the pedestrian trail, recreation areas, picnic areas, or golf course. Parking areas within the parkway include both paved and unpaved areas with and without other amenities (Photographs 24 through 26). Some of the parking areas are associated with neighborhood parks, picnic areas, playgrounds, or playfields, while others simply provide access to Sligo Trail. Although some of the parking areas appear to be recent additions, all of those that are over fifty years in age contribute to the significance of the resource. Because of their integral function within the parkway, newer parking areas would most likely become contributing upon achieving sufficient age.

Next to the road and its associated features, Sligo Trail is perhaps the next most notable element within Sligo Creek Parkway. Sligo Trail is approximately six to ten feet wide, and is paved in macadam (Photographs 1, 3, 11, 13, 21, 24, 25, 27, and 28). The trail winds through the linear park, crossing Sligo Creek in approximately 31 locations. Originally labeled as a bridal path, this recreational trail has been part of the parkway since its inception. In several places the location of the trail has changed as bridges have been relocated, recreational facilities have been added or altered, and the course of the stream has changed. Regardless of these changes, the trail retains sufficient integrity overall to contribute to the significance of the resource. Pedestrian connections are also present between the parkway and many of the surrounding residential communities. These connectors include paved, boardwalk, or earthen paths (Photographs 9 and 28). Other segments of earthen trail are present within the parkway, and generally contribute to the resource if they are of sufficient age.

Pedestrian bridges are present where Sligo Trail crosses Sligo Creek and its tributaries. The vast majority of the pedestrian bridges in the parkway are modern half-through pony truss bridges that are slightly arched prefabricated structures made of weathering steel by either the Steadfast Bridge Company or the Continental Bridge Company. These bridges, the majority of which were manufactured in 2001, were installed between 1994 and 2002 in order to make the park more accessible (Photographs 10, 11, 22, and 29 through 32). Although these bridges are not original, they do not detract from the historic character of the resource, and although they do not contribute at this time, they should be added as contributing elements once they have reached 50 years in age. In addition to the 22 modern pedestrian bridges, nine bridges of other types were also noted. These include bridges with steel I-beam stringers and pipe railings (Photographs 33 and 34) as well as bridges with steel I-beam stringers and lumber railings (Photographs 35 through 37). While concrete abutments generally support the modern bridges, the I-beam bridges tend to stand on older stone abutments.

Although their dates of construction and/or alteration are not known, these bridges are older than the arched weathering steel structures. All of the pedestrian bridges that are over fifty years in age contribute to the significance of Sligo Creek Parkway.

Together the roadway, parking areas, and trail provide access to numerous recreation facilities within Sligo Creek Parkway. These recreation facilities include neighborhood parks, playgrounds, playing fields and courts, picnic areas, and a golf course. Several neighborhood parks are located adjacent to or within Sligo Creek Parkway and contribute to its significance because they are directly associated with the recreational function of the parkway. These parks include: Sligo Creek North Neighborhood Park, Sligo-Bennington Neighborhood Park, Forest Grove Neighborhood Park, and Sligo-Dennis Avenue Local Park. These parks often contain parking areas, playgrounds, playing fields and courts, restroom facilities, and other amenities. Those neighborhood parks that are modern additions to Sligo Creek Parkway and lie at the edges of the district have been excluded from the proposed resource boundary (see Figure 1). These parks include: Hillwood Manor Neighborhood Park, Parkside Headquarters, Argyle Local Park, Margaret Schweinhaut Center Local Park, and Forest Glen-Dallas Avenue Neighborhood Park. Parkside Headquarters, which was originally constructed as Parkside Elementary School in 1936, was taken over by M-NCPPC in 1976 following the closure of the school (Gagne 2003:139). Argyle Local Park, Margaret Schweinhaut Center Local Park, and Forest Glen-Dallas Avenue Neighborhood Park all exist on land that was formerly part of the Argyle Country Club, but was separated from the rest of the park by the construction of the Capital Beltway between 1953 and 1961. These parks are not physically connected to Sligo Creek Parkway, and their features are not historic.

In addition to the playgrounds present in neighborhood parks, several other playgrounds are present within the parkway. The playgrounds tend to be located in lightly wooded areas near parking lots, and contain modern play equipment and often benches and/or picnic tables (Photographs 38 through 40). Because they often have to be updated for safety reasons, the replacement of playground equipment does not necessarily make a playground non-contributing. If the playground is less than fifty years old it does not currently contribute to the resource. However, if a playground historically existed in a given location and only the equipment has been replaced, then the playground would contribute to the historic significance of Sligo Creek Parkway. At least one fitness area is present in the parkway as well (Photograph 41). Because the fitness area is modern, it does not contribute to the resource.

Playing fields, both open grassy areas and those with backstops and/or goals intended for organized sports, are present in the parkway (Photographs 42 and 43). Basketball courts and tennis courts are also present today (Photograph 44). Some of these resources were designed as part of the original plan for the parkway, and others have been added recently to serve the changing needs of the public. Because they are important to the recreational function of the parkway, those playing fields and courts that are over fifty years in age contribute to the significance of Sligo Creek Parkway.

A golf course, originally known as Argyle Country Club and now referred to as Sligo Golf Course, has been in use since the creation of Sligo Creek Parkway. The course was altered to accommodate the Capital Beltway between 1953 and 1961, and the clubhouse burned and was replaced in 1959 (Photographs 45 and 46). Although it has been altered to some degree, the course is a representation of the county club movement that took place during the same period that the majority of development took place in the area; as such it is a significant component of Sligo Creek Parkway. Also located on this property is one mid-twentieth century building and one or two other storage or maintenance sheds. The sheds are modern and do not contribute to the significance of the resource; however, the mid-twentieth century building is one of the only surviving buildings of between 125 and 187 temporary housing units that were erected on the soccer fields across the street in 1946, and stood there until moved to its current location in approximately 1953 (Gagne 2003:32). Although this building has been moved and is architecturally unremarkable, because it represents an important moment in the history of the parkway, the building should be considered a contributing element of Sligo Creek Parkway.

Two additional miscellaneous features, a monument and the ruins of an old waterworks, are also present in Sligo Creek Parkway. The monument is a concrete statue of two children that was installed as a Girl Schout Gold Award project sponsored by M.A.D.D., and is

surrounded by bushes and benches (Photograph 47). This monument is modern, and is not a contributing element of Sligo Creek Parkway.

The former Sligo Creek Waterworks currently consists of a dam across Sligo Creek that has been reinforced with concrete, and a stone wall that is the remains of a building foundation (Photograph 48). A M-NCPPC Department of Parks plaque at the site says:

> Dam and building foundations are remains of Sligo Creek Waterworks which served the town of Tacoma from 1900-1930. At times, Silver Spring, Chevy Chase, Kensington, and Bethesda also received water from this plant, until these expanding communities outgrew its capacity. The dam, a filtration plant, and pumper at this location, together with a 140-foot water tower on Ethan Allen Avenue, comprised the complete waterworks. Town of Tacoma sold the facility in 1919 to the Washington Suburban Sanitation Commission, which operated until its abandonment in 1930. During its 30 years of operation, the capacity increased from 100,000 to 720,000 gallons daily.

Because the waterworks pre-dates the Sligo Creek Parkway's 1929 to 1955 period of significance and does not contribute to the transportation, recreation, or conservation function of the parkway, it does not contribute to the significance of the resource.

The narrative description above is not intended to serve as a comprehensive inventory of the cultural features within Sligo Creek Parkway. Instead, its purpose is to identify and understand the types of resources that are present within the parkway, and to suggest which of those resource types contribute to the significance of the resource. Key contributing resources within the parkway include the roadway, known as Sligo Creek Parkway, three road bridges, Sligo Trail, approximately nine historic pedestrian bridges, four neighborhood parks, and Sligo Golf Course (including the post-WWII temporary housing unit that serves as an office and maintenance building). Guide rails, drainage features, playing fields/courts, playgrounds within the recommended boundary also contribute to the parkway if they are over fifty years in age. The resource count in Section 6 of this form includes the twenty key contributing resource, but does not include the guide rails, drainage features, playing fields/courts, and playgrounds that also contribute to the resource.

At least one modern road bridge, approximately twenty-two modern pedestrian bridges, five neighborhood parks three modern buildings, a modern monument, and the former Sligo Creek Waterworks do not contribute to the significance of the parkway. Similarly speed humps, road signs, and modern guide rails, drainage features, parking areas, playing fields/courts, and playgrounds are not currently contributing elements of Sligo Creek Parkway. Features that contribute to the parkway's transportation, recreation, or conservation function may become contributing features if they retain integrity when they are fifty years old. The resource count in Section 6 of this form does not include the speed humps, road signs, guide rails, drainage features, parking areas, playing fields/courts, and playgrounds that are present in the parkway, but are modern.

8. Significance

Inventory No. M:32-15

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	X entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	X conservation		__ military	__ other: ____

Specific dates unknown **Architect/Builder** M-NCPPC (Irving Root, engineer & Roland Rogers, landscape architect)

Construction dates **1930 – 1954, circa 2001**

Evaluation for:

__X__ 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.)

Sligo Creek Parkway is eligible for inclusion in the National Register of Historic Places under Criteria A and C because it is directly associated with important trends in the region's history, and it survives as a good, intact example of parkway design during the first half of the twentieth century. Designed to connect residential developments and urban centers via a scenic park, Sligo Creek Parkway is important in both transportation and recreation. The parkway also serves an important role in the conservation of land, waterways, and small wildlife. Development of the parkway is closely linked to suburbanization, which was spurred by the popularization of the automobile, and took place throughout the area at a rapid pace during the first half of the twentieth century.

Definition of a Parkway

A parkway can generally be defined as "an attenuated park with a road through it" (Leach 1990). Four general types of parkways developed during the first half of the twentieth century as automobile traffic increased. These include: 1) an elongated park; 2) an ornamental street; 3) a road whose primary purpose is to enable travel under conditions that are more enjoyable than those of a normal street—this category includes: a) single roads with planted ornamental flanks; b) dual roadways with a central planted strip and some flanking ornamentation; or c) a central road flanked by any type of landscaping with or without pedestrian amenities; and 4) border parkways, which consist of a road with a border treatment that does not attempt to buffer surrounding buildings, and often places the roadway on one side of the green space and a waterway. This fourth parkway type, the border parkway, was often used in stream valley strip parks which utilized public ownership to protect scenic easements, protected the floodplain, and assure the provision of open spaces to prevent the building-up of all areas (Leach 1990). Sligo Creek Parkway is generally a border parkway (type four), which combines the simple elongated park (type one) with the road with landscaping designed to enhance the traveling experience (type three).

Parkways involve publicly owned roads, but are different from highways and freeways in that they are devoted to recreation in addition to transportation, and that they separate pleasure traffic from heavy commercial use. Eight characteristics tended to differentiate parkways from ordinary highways. Parkways: 1) are limited to non-commercial, recreational traffic; 2) avoid unsightly roadside developments; 3) utilize a wider than average right-of-way to provide a buffer from abutting property; 4) have severely limited frontage or access rights; 5) encourage the preservation of natural scenery; 6) tend to be built on new alignments in order to avoid already congested and built-up areas; 7) have a limited number of major at-grade crossings; and 8) have well-distanced entrance and exit points to reduce traffic interruptions and increase safety (Leach 1990).

History of Sligo Creek Parkway

Groundwork for the establishment of Sligo Creek Parkway began to be laid in 1927 when the Maryland-National Capital Park & Planning Commission (M-NCPPC) was established to "provide for the acquisition of land for parks, pathways, and other public places and public works" (Leach 2000). At that time Irving Root was hired as M-NCPPC's chief planner, and taxes were levied to fund the

acquisition of parkland. In 1929 landscape architect Roland W. Rogers was hired to develop a park system. Rogers felt that stream valley parks would utilize land unfit for building purposes, while protecting natural resources and benefiting adjoining property owners. Plans for Sligo Creek Parkway were developed in 1929, and acquisition of land commenced in 1930, the same year that the Capper-Crampton Act provided federal funding to cover one-third of the cost of acquiring land along tributaries of Rock Creek and the Anacostia River (Leach 2000).

Sligo Creek Parkway was developed in six or seven units. Four of these units (and a portion of a fifth) comprise the eligible Sligo Creek Parkway. Those units that are not included in the resource boundary do not contain intact segments of the road, and therefore they do not contribute to the intended transportation function of the parkway.

Section 1 of Sligo Creek Parkway is generally a very narrow ravine with little open space. The parkway runs along the east side of the creek from Piney Branch Road to Maple Avenue, where it crosses over to the west side of the creek in an at-grade intersection. A plan for Unit 1 of Sligo Creek Parkway, which extends from the former Montgomery/Prince George's County Line south of Carroll Avenue in the south to Piney Branch Road (formerly Blair Road) in the north, was adopted in 1930 (M-NCPPC plans). Acquisition and grading of land, as well as construction of the parkway and its associated features began following approval of the plans in 1930, and by 1934 the 0.4-mile section was partially paved with a 20-foot wide macadam roadway (Leach 2000).

Plans of Unit 1 on file at M-NCPPC's Parkside Headquarters provide an interesting look at what was proposed for the parkway in comparison with what exists today. If it had been constructed as proposed, Section 1 of Sligo Creek Parkway would have consisted of two roadways, identified as East Drive and West Drive, flanking Sligo Creek. A bridal path was to be present between the two roadways, crossing the creek in approximately eight places. Bridges may have been proposed at these crossings; however, they are not clearly depicted in the plans. A community building was to be constructed south of Carroll Avenue, a large children's playfield was drawn southwest of the intersection of Maple Avenue and West Drive (now Sligo Creek Parkway), and a swimming pool and bathhouse were proposed north of Maple Avenue. Two tennis courts, a playfield with a small pool, and a basketball court were proposed farther north, just south of Park Valley Road. It is not clear which, if any, of these proposed features were actually constructed. The community building, swimming pool, tennis courts, and basketball court are not present today. The area that was to be occupied by the community building lies on a steep slope that does not appear to have ever been developed. The swimming pool, which was proposed on or very near the site of the former Sligo Creek Waterworks, the ruins of which are still present, was not built either. It is possible that the tennis courts, a playfield, and a basketball court existed historically, but the area currently contains a playground, a large parking area, and a picnic area with community bulletin board.

In addition to park features that either were not constructed as planned or have since been changed, the alignment of the roadway and pedestrian path are also currently different from their proposed arrangement. Rather than two roadways, one on each side of the creek, a single two-lane undivided roadway passes through the stream valley. In the southern portion of this section, Sligo Creek Parkway occupies the right of way of the proposed West Drive. At Maple Avenue, Sligo Creek Parkway doglegs, continuing on the proposed East Drive north of Maple Avenue. South of Maple Avenue, the current pedestrian path (Sligo Trail) follows the course of the proposed East Drive rather than the proposed Bridal Path. West Drive continues on the north side of Maple Avenue to Mississippi Avenue, serving the residential neighborhoods in that area rather than the park. Sligo Trail generally follows the proposed Bridal Path through Section 1. However, between Maple Avenue and Mississippi Avenue, in the vicinity of the former Sligo Waterworks and proposed swimming pool, the trail runs along the west side of the creek rather than on the east side of the creek and west side of the Sligo Creek Parkway, as was proposed. Within Section 1 of Sligo Creek parkway, Sligo Trail has been re-routed, eliminating at least three of the eight proposed stream crossings, and one new bridge has been added. At least two additional crossings have been moved slightly to accommodate new bridges.

Unit 1a of Sligo Creek Parkway, which occupies the area between the current Montgomery/Prince George's County line at the southern edge of Tacoma Park and the former Montgomery/Prince George's County line just south of Carroll Road, is a recent extension of Unit 1. When the county line was moved so that Tacoma Park is contained wholly within Montgomery County, this section of Sligo Creek Parkway was transferred to the authority of the M-NCPPC. Within Unit 1a, the roadway runs along one edge of the park's right-of-way. Houses with driveways with direct access onto Sligo Creek Parkway suggest that this section of the parkway was constructed after most of the homes had already been constructed, probably in the 1930s or later.

Plans for Unit 2 of Sligo Creek Parkway, which extends 1.2 miles from Piney Branch (Blair) Road to Colesville Road, were approved in 1934 and the road was paved the same year (M-NCPPC plans; Leach 2000). At least a portion of the roadway in this unit was built on the alignment of an existing road, which may account for its relatively short construction time. Prior to construction of the parkway, sewer lines had already been run through the area, and when the plans were drawn in 1934 a new concrete culvert was already under construction along the roadway. Plans indicate that during the process of constructing Unit 2 of Sligo Creek Parkway, drainage ditches were dug, drainage pipes were laid under the roadway, slopes were cut away and low areas were filled in along the roadbed, small steam channels were filled in, and Sligo Creek was filled in and re-excavated on new alignment in some places to accommodate the roadway (M-NCPPC plans). Although construction plans were not found for all sections of the parkway, it is likely that similar grading and preparation work was conducted all along the parkway prior to construction.

Plans for the one-mile stretch of the parkway between Colesville Road and Forest Glen Road (Unit 3) were approved in 1934. Although this unit was planned at the same time as Unit 2, Unit 3 was executed under a separate contract and was not necessarily completed in conjunction with Unit 2. The northern-most unit (4) within the resource boundary for Sligo Creek Parkway lies between Forest Glen and University Boulevard West (formerly Bladensburg Road). This 1 1/3-mile segment of the park includes 110 acres of land and its roadway was paved in 1954. In 1955 Sligo Creek Parkway was comprised of 382 acres in Montgomery County and 94 acres in Prince George's County (Leach 2000).

Historical Context

Influences on the construction of parkways included the City Beautiful movement, the rising popularity of outdoor recreation, and most importantly increased use of the automobile (Leach 1990). Influenced by the 1893 World's Columbian Exposition in Chicago, city planners began to design comprehensive and formally integrated plans that included a generous landscape component, referred to as the City Beautiful movement. This comprehensive designing included parks and roads, often satisfying transportation and recreation needs through parkways.

The general decline of urban living conditions due to overcrowding and poverty in cities during the late nineteenth and early twentieth centuries resulted in the popularization of outdoor recreation. People were drawn to the relatively undeveloped areas that existed at the periphery of large cities for their clean air and naturalistic environments. Early parkways generally connected centers of population with outlying parks, much like train and trolley lines had done in the past. Parkways designed during and after the 1920s were more commonly a means of travel by automobile between the growing suburbs and urban centers (Leach 1990). By this time, instead of just visiting the outlying parks and countryside, many people were living outside of the cities and commuting by automobile to work in the city.

Although the City Beautiful movement and the increased interest in outdoor recreation encouraged the development of parkways, the most important factor influencing parkway development in the National Capital Region during the first half of the twentieth century was the popularization of the automobile. Increased mobility spurred the improvement of existing roads and construction of new roads, and promoted the development of residential neighborhoods off of the primary existing roads and trolley and train lines. Parkways were designed for recreational motoring, and to provide a means of transportation to the new residential neighborhoods. In

addition to promoting the construction of roads, including parkways, the speed of motorized vehicles, as compared to horse-drawn carriages, influenced the design of roads and parkways. Convenient parking areas, service facilities, and landscaping were designed to be accessed and viewed at high speeds rather than at a meandering pace (Leach 1990).

Although planning for Sligo Creek Parkway began in 1929 and plans for the first section were approved in 1930, the Great Depression caused substantial delays in the development and construction of the parkway and its surrounding residential neighborhoods. For example, Frank Hewitt filed his plat for Argyle Park in 1926 and was advertising properties within the neighborhood by 1928. However, he sold no houses in Argyle Park prior to the Depression of 1929. The first three houses were constructed in the neighborhood in 1934, the same year that units one, two, and possibly three of Sligo Creek Parkway were completed. A total of 34 houses had been completed in the Argyle Park neighborhood prior to 1940. However, also as a result of the Depression, many developers built small houses, which were more likely to sell. The effects of the Depression on development of the parkway and its surrounding neighborhoods were felt through the 1940s (Gagne 2003:25-26).

In addition to the Great Depression, World War II also had an impact on Sligo Creek Parkway. In the wake of World War II, many temporary residences were constructed within the parkway. E. Brooke Lee, a prominent developer and politician in the area, saw to it that between 125 and 187 temporary housing units were purchased from a Federal Housing Administration demonstration site and erected on the soccer fields in Unit 3, just west of the golf course. The identical modular buildings were placed on poured concrete pilings, where they stood from 1946 to 1953. Within the temporary development, two-bedroom cottages were rented to low-income couples and families for $35 per month. Although most of the buildings were moved to unknown locations or were destroyed in 1953, two of these temporary buildings are known to exist in the area. One currently serves as a meeting an office space for employees of the Sligo Creek Golf Course, and the other has been moved to a residential neighborhood outside of the parkway (Gagne 2003:32). Many of these temporary residences stood on land now occupied by the Capital Beltway.

By 1953 (perhaps corresponding with the removal of the temporary post-WWII housing units) a proposal was submitted for construction of the Capital Beltway through Unit 3 of Sligo Creek Parkway. Although the beltway was the subject of public controversy, the section of the beltway between Georgia Avenue and University Boulevard, which crosses over Sligo Creek Parkway, was the first to open in 1961 (Gagne 2003:32). During the period when the beltway was being constructed, substantial changes took place in Sligo Creek Parkway. Because the road would cut through the former Argyle Country Club (now Sligo Golf Course) the course was redesigned. A fire during the 1950s led to the reconstruction of the golf course's main building in 1959. Sound barriers were erected along the beltway in the vicinity of Sligo Creek between 1988 and 1998, and the bridge that carries the beltway over Sligo Creek Parkway was replaced between 2000 and 2002 (Gagne 2003:35)

With the post-war suburbanization boom, traffic increased tremendously around Washington, D.C. Several highways were proposed in an attempt to alleviate this, including the 1965 North Central Freeway, which would have traveled between D.C. and I-70 passing through Tacoma Park and following Sligo Creek. In addition to condemning many acres of land along Sligo Creek, this plan would have displaced at least 1300 families. Plans for the North Central Freeway were formally abandoned in 1970, and the roadway was not constructed (Gagne 2003:35).

In addition to serving as a means of transportation and providing opportunities for recreation, parkways serve an important function in the conservation of waterways, woodlands, and small wildlife. Public ownership of these linear parks protects the area from development. Maintaining a naturalistic environment within the floodplain of local waterways allows for storm water management, helping to protect the hillsides from erosion and protecting the waterway from pollution, and provides a nearly natural habitat for small wildlife.

Managing storm water run-off is one of the primary functions of the parkway. Drainage features, including both original elements and features that have been added over time, are present throughout the parkway. The drastic increase in the amount of paved or otherwise impenetrable land associated with the construction of residential neighborhoods on the hillsides above the stream valley containing Sligo Creek has resulted in the rapid swelling of the creek following heavy rainfall. The rushing water pulls soil from the sides of the creek and dislodges tree roots. In an attempt to ensure safety within the parkway, gates were installed during the 1970s and 1980s to close the parkway during storms. The gates are still present, but are now used to bar cars from sections of the roadway on bike-only Sundays. With a focus on improving water quality and rebuilding the streambed, restoration of Sligo Creek began in 1989 (Gagne 2003:161-168).

The National Capital Parkway System

The National Capital Parkway System includes more than 8,700 acres of land and 74 miles of formal parkways, in addition to 12,000 acres of neighborhood stream valley strip parks along crucial tributaries (Leach 1990). Stream valley parks, which serve a critical role in augmenting the metropolitan street system in addition to contributing to the area's parks and recreational resources, constitute a major portion of the Metropolitan Park System. Sligo Creek Parkway was the first and largest of the stream-valley parks to be constructed. This was made possible by the fact that most of the land was donated by E. Brooke Lee (owner of the North Washington Realty Company) and adjoining property owners, who were eager to reap the benefits of having the parkway adjacent to their developing suburban residential communities. The parkland and its associated parkway were selling points used in advertisements for the surrounding neighborhoods.

Sligo Creek Parkway is a significant element of the NR-listed Parkways of the National Capital Region, 1913 – 1965. The parkway meets the registration requirements established for that resource because it incorporates several important design elements and retains a high level of integrity. Landscape features include natural terrain and topography, enhanced native vegetation, and an articulated buffer, which result in the enhancement of natural scenic features. The dual-lane roadway has limited and well-distanced access points, employs vertical and horizontal curves, and includes significant bridges as well as many drainage features, guide rails, parking areas, and recreational facilities. Sligo Creek Parkway, which is identified in the Parkways of the National Capital Region MPDF as the Sligo Branch Parkway, is eligible for inclusion in the National Register.

Significance

Sligo Creek Parkway is eligible under Criterion A for its important association with trends associated with transportation, recreation, and conservation during the first half of the twentieth century. The two-lane undivided roadway winds along Sligo Creek, where numerous picnic and recreational spots are provided in a wooded setting. The parkway reflects the early twentieth century emphasis on integrating green space in city planning, the decline in the quality of city living and resulting popularity of outdoor recreation, and the drastic increase in auto-mobility and the rapid development of road systems. The Parkway was designed in the 1920s and 30s to complement the boom in construction of adjacent suburbs. In addition to serving as a transportation corridor and recreational area, the strip park also represents natural resource conservation efforts of the twentieth century. Sligo Creek Parkway retains a high level of integrity, and continues to serve as a vital component of the regional transportation, recreation, and conservation systems, as originally intended.

Sligo Creek Parkway is also significant under Criterion C as a good, intact example of a linear or strip park that embodies the distinctive characteristics of parkways designed and constructed in the National Capital Region during the first half of the twentieth century. As is typical of such parkways, traffic is limited to non-commercial motoring; access to and from surrounding neighborhoods is limited in order to control the number of at-grade crossings and enhance safety; and commercial frontage and unsightly signage are prohibited. Bridges, culverts, retaining walls, and other structures are designed as harmonious complements to the natural environment, utilizing materials such as rustic rough-cut stone masonry and concrete in an eclectic way. The width of the right-of-

way varies within the narrow stream valley, where the road fits the natural topographic contours, and indigenous vegetation has been encouraged and serves as a buffer from adjacent properties. The result of these design elements is a distinctive parkway, which retains a high level of integrity and continues to serve its original intended functions.

9. Major Bibliographical References

Inventory No. M:32-15

Bushong, William
1990 *Historic Resource Study: Rock Creek Park, District of Columbia.* U.S. Department of the Interior, Washington, D.C.

Gagne, Sally
2003 *North Hills of Sligo Creek: History, People and Surroundings.* Published by the author. Book available through the Montgomery County Historical Society.

continued...

10. Geographical Data

Acreage of surveyed property	approximately 476 acres		
Acreage of historical setting	approximately 364 acres		
Quadrangle name	Kensington, Washington East, Washington West	Quadrangle scale:	1:24000

Verbal boundary description and justification

The boundary for Sligo Creek Parkway was established in a Maryland Historical Trust NR-Eligibility Review Form prepared by KCI Technologies, Inc. in 2000. As established at that time, the Parkway extends from New Hampshire Avenue in the southeast to University Boulevard West in the northwest. Sections of Sligo Creek Parkway that exist north and south of the roadway are not included in the boundary of this historic resource because they do not reflect the resource's intended function as a transportation link between suburban residential communities and neighboring metropolitan areas. Similarly, recent expansions of the park were excluded from the boundary when located at the edges of the linear resource because they do not contribute to the parkway. Within its boundary, the linear parkway varies greatly in width, with an average right-of-way of approximately 300 feet. The established boundary includes approximately 364 of the 476 acres that comprised Sligo Creek Parkway in 1955, at the end of the resource's period of significance. The Parkway includes the road, creek, and trail, in addition to a number of associated transportation- and recreation-related features. This boundary encompasses, but does not exceed, the entire land area that comprises the significant resource, and excludes acreage that does not contribute directly to the significance of the property.

11. Form Prepared by

name/title	Erin Hammerstedt		
organization	Archaeological & Historical Consultants, Inc.	date	January 2005
street & number	101 North Pennsylvania Avenue	telephone	814-364-2135
city or town	Centre Hall	state	PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: *Maryland Historical Trust*
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. M:32-15

Name
Continuation Sheet

Number 9 Page 1

KCI Technologies, Inc.
2003 *Historic Context Report: Suburbanization Historic Context and Survey Methodology.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

Krakow, Jere L.
1990 *Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, Baltimore-Washington Parkway.* U.S. Department of the Interior, Washington, D.C.

Leach, Sara Amy
2000 Maryland Historical Trust NR-Eligibility Review Form: Sligo Creek Parkway. Produced by KCI Technologies, Inc. Document on file at the Maryland Historical Trust.

1990 National Register of Historic Places Multiple Property Documentation Form: Parkways of the National Capital Region, 1913 – 1965. Produced by the National Park Service. Document on file at the Maryland Historical Trust.

Parsons Brinckerhoff Quade & Douglas, Inc.
1997 *Historic Context Report: Small Structures on Maryland's Roadways.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

Spero, P.A.C. & Company and Louis Berger & Associates
1995 *Historic Context Report: Historic Highway Bridges in Maryland: 1631-1960.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

Attachment 1

SHA'S COMMENTS REGARDING SLIGO CREEK PARKWAY MIHP FORM

1. The reinforced concrete structure mentioned in paragraph 3 of Section 7 is SHA Bridge No. 15033 and it too is eligible for the NRHP. Please include the bridge number in the description.
2. Please complete a spell check search for the word "bridal" and replace it with "bridle," since the path was designed for horseback riding.
3. On page 7-2 in the last line, spell check the Girl Scout Gold Award.
4. On page 8-3, initial capitalize the word Beltway in the third full paragraph, second-to-the-last line.
5. On the DOE, it would perhaps be helpful to include a listing of the numerous tax maps that the Parkway crosses. In Montgomery County, the list includes JQ21, JQ31, JP22, JP31, JP33, and JP41.

Sligo Creek Parkway (M: 32-15)
Wheaton, Silver Spring, and Tacoma Park
Montgomery County, Maryland
Kensington, Washington East, and Washington West
USGS Topographic Quads

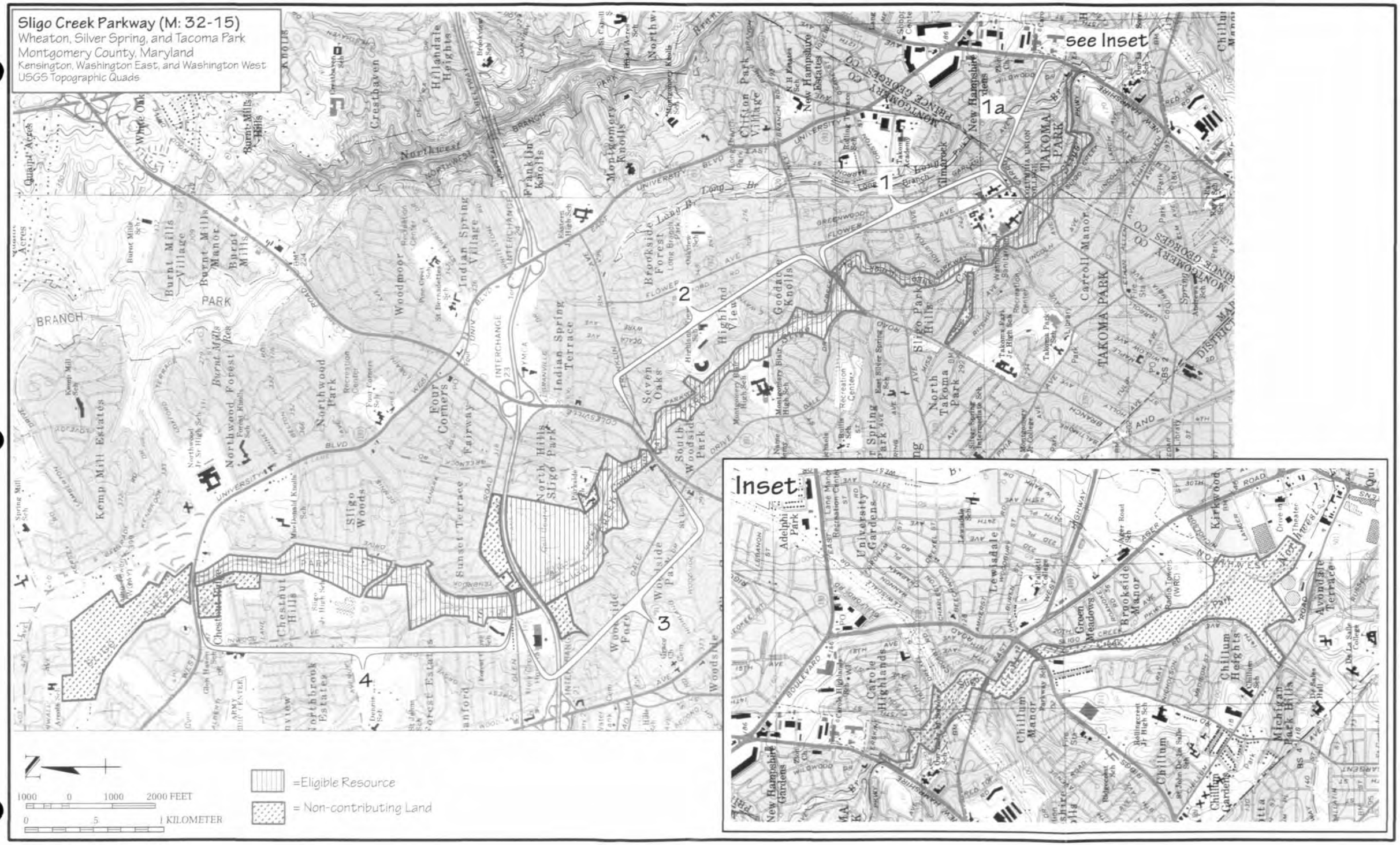


Figure 1: Locational Map

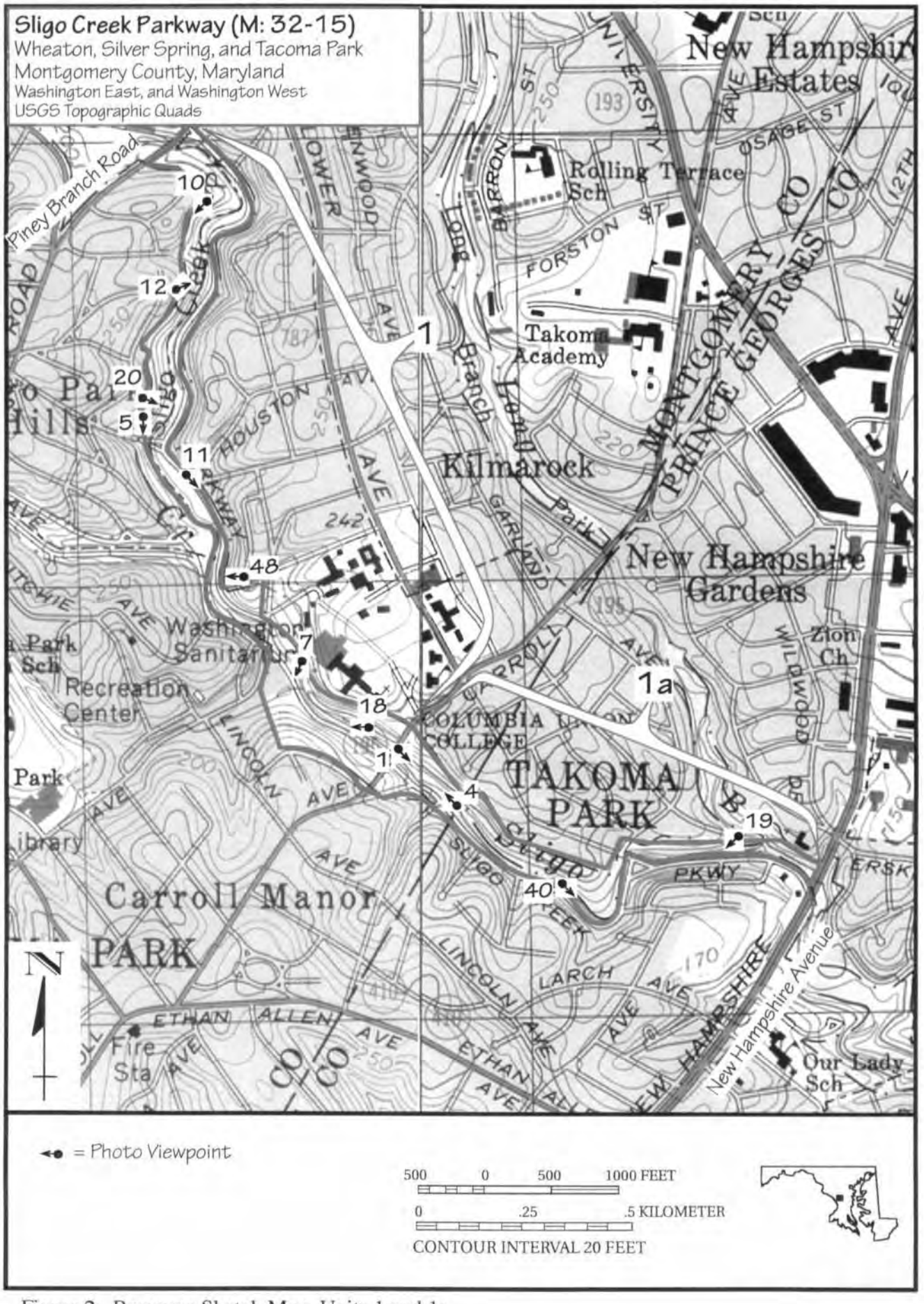


Figure 2: Resource Sketch Map, Units 1 and 1a

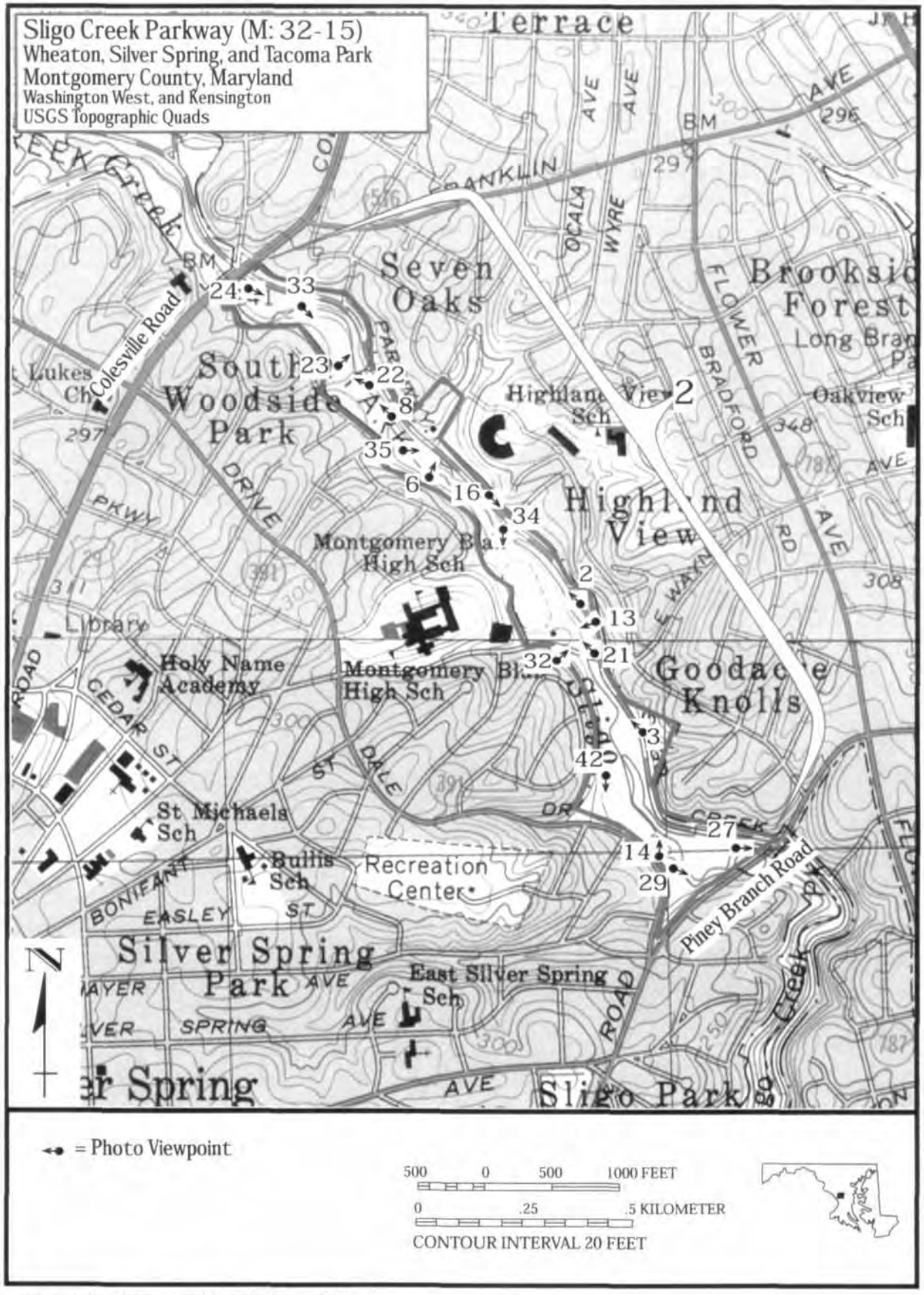


Figure 3: Resource Sketch Map, Unit 2

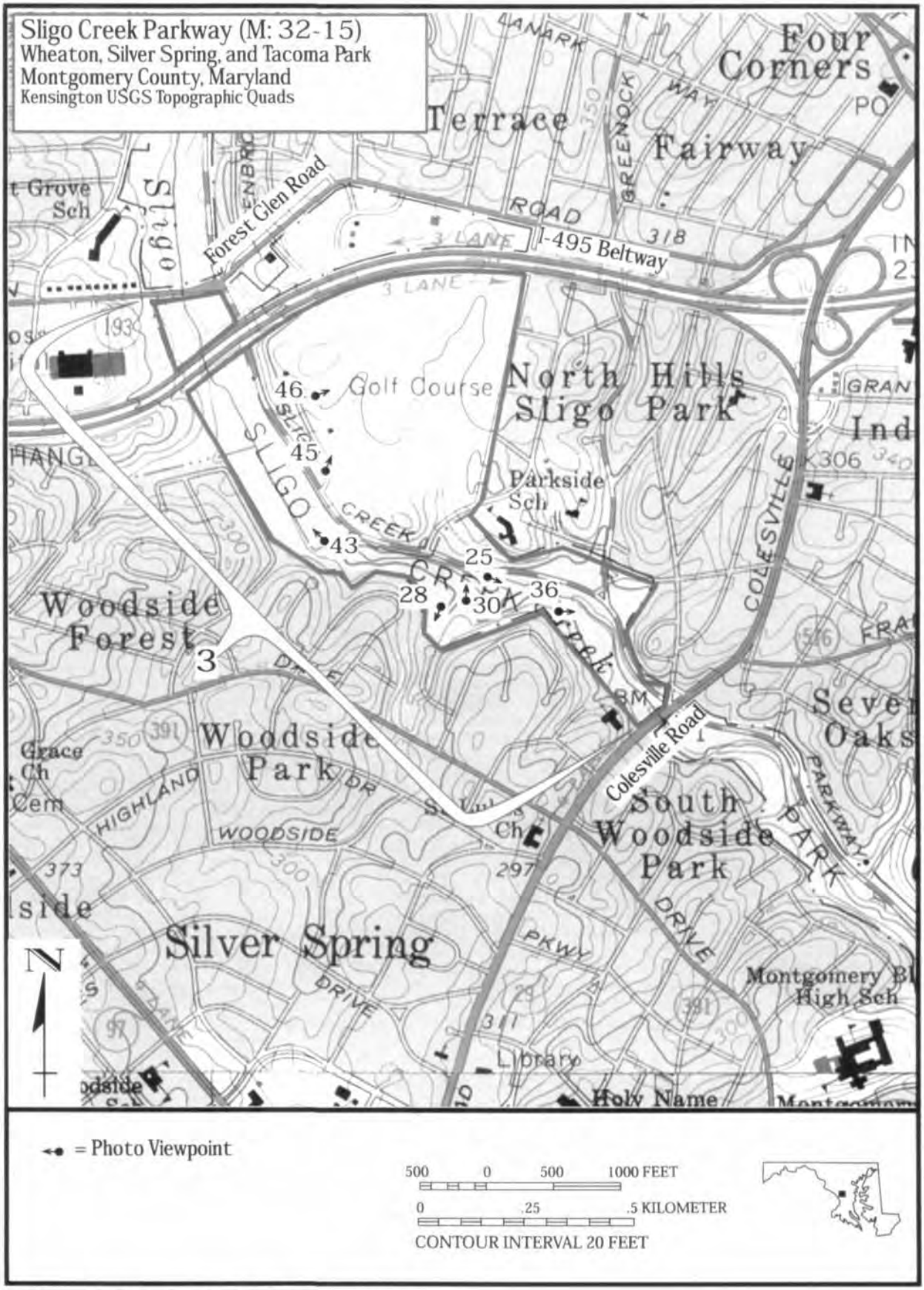


Figure 4: Resource Sketch Map, Unit 3

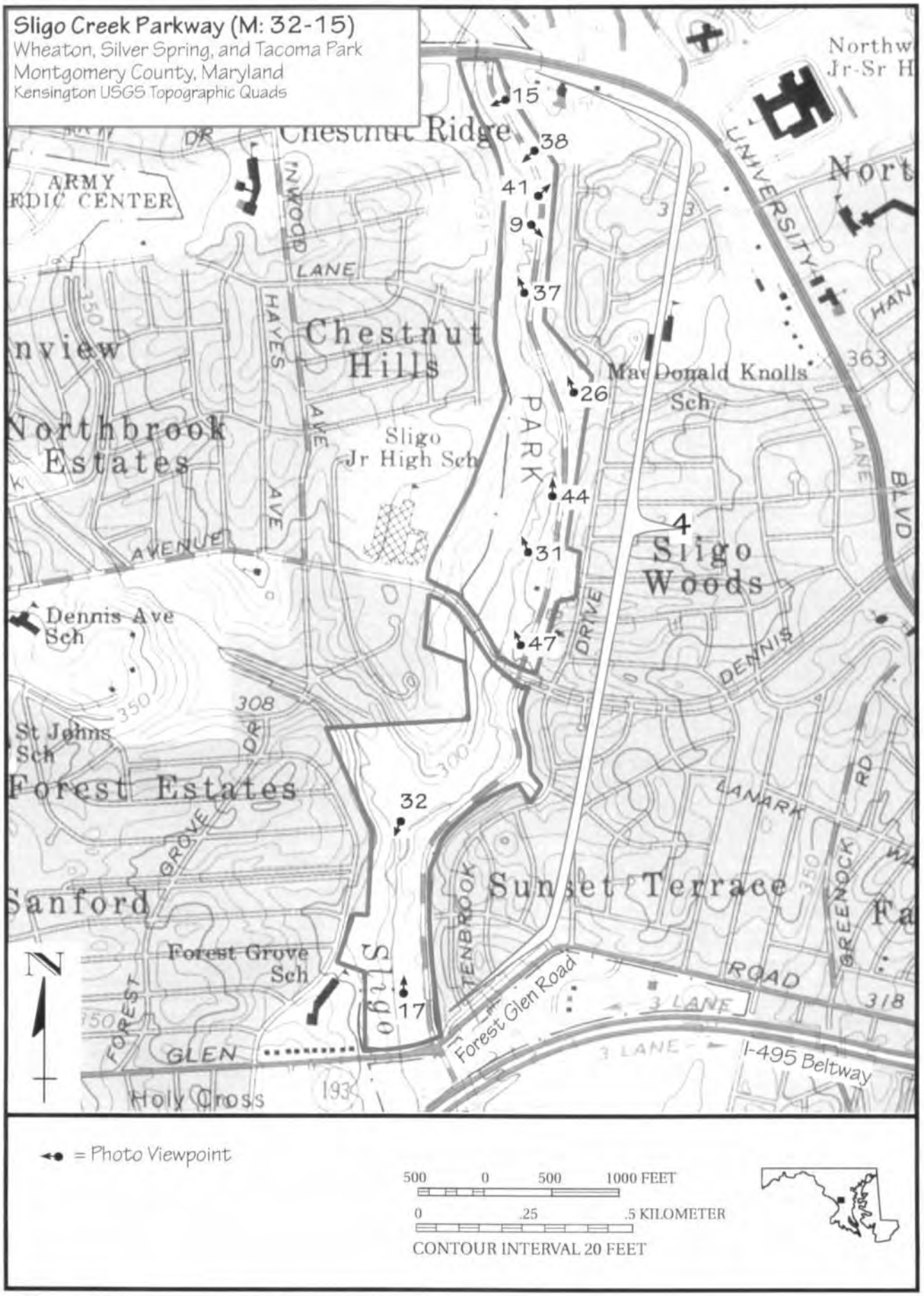


Figure 5: Resource Sketch Map, Unit 4

Photograph Labels (This information will be printed in pencil on the back of the photographs, once this draft has been approved)
(C) following the resource identification indicates that the feature is a contributing element of Sligo Creek Parkway.
(NC) following the resource identification indicates that the feature is not a contributing element of Sligo Creek Parkway.

Photograph 1 of 48: Overview, Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Overview of Sligo Creek Parkway looking southeast from bridge Carroll Avenue Bridge (Unit 1/1a)

Photograph 2 of 48: Roadway (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of Sligo Creek Parkway looking northwest (Unit 2)

Photograph 3 of 48: Roadway (C), Guide Rail (NC), and Sligo Trail (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of Sligo Creek Parkway looking northwest (Unit 2)

Photograph 4 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Open spandrel concrete arch bridge carrying Carroll Avenue over Sligo Creek Parkway looking NW (Unit 1)

Photograph 5 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone arch bridge carrying Park View Avenue over Sligo Creek, looking south (Unit 1)

Photograph 6 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone arch bridge carrying Sligo Creek Parkway over a tributary of Sligo Creek, looking north (Unit 2)

Photograph 7 of 48: Bridge (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Modern stone faced concrete arch bridge carrying Sligo Creek Parkway over a tributary, looking SE (Unit 1)

Photograph 8 of 48: Guide Rail (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Early guide rail with concrete posts and timber rails, looking northwest (Unit 2)

Photograph 9 of 48: Guide Rail (C), Drainage Feature (C), and Stairs to adjacent Neighborhood (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View illustrating several minor features within Sligo Creek Parkway, looking south southeast (Unit 4)

Photograph 10 of 48: Sligo Creek Parkway (C), Guide Rail (NC), and Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking southwest (Unit 1)

Photograph 11 of 48: Parking Area (C), Guide Rail (NC), Pedestrian Bridge (NC), Playground (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking southeast (Unit 1)

Photograph 12 of 48: Two Drainage Features (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of two concrete drainage features, looking northeast (Unit 1)

Photograph 13 of 48: Drainage Feature (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of concrete and steel drainage feature looking southwest (Unit 2)

Photograph 14 of 48: Drainage Feature (C) and Retaining Wall (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of concrete drainage feature and loose stone retaining wall, looking north (Unit 2)

Photograph 15 of 48: Guide Rail (C) and Drainage Feature (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of concrete drainage feature and early concrete and wood guide rail, looking southwest (Unit 4)

Photograph 16 of 48: Drainage Ditch (C) and Guide Rail (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone-lined drainage ditch and guide rail with combination of concrete and wood, looking southeast (Unit 2)

Photograph 17 of 48: Drainage Features (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Retaining basin with concrete inlet and outlet, looking north (Unit 4)

Photograph 18 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone wall that serves to contain tree roots off of Sligo Creek Parkway, looking west (Unit 1)

Photograph 19 of 48: Retaining Wall (C) and Drainage Feature (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Dry-laid stone retaining wall along creek bed with metal drain pipe, looking southwest (Unit 1a)

Photograph 20 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Decoratively coursed stone retaining wall along creek bed, with metal guide rail beyond, looking east (Unit 1)

Photograph 21 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone retaining wall along creek bed, looking northwest (Unit 2)

Photograph 22 of 48: Retaining Wall (C) and Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone-lined creek bed at confluence with tributary and modern pedestrian bridge, looking northwest (Unit 2)

Photograph 23 of 48: Retaining Wall (C), Pedestrian Bridge (NC), and Fence (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Stone channel wall, looking northeast. Chain link fence near tennis courts to control balls (Unit 2)

Photograph 24 of 48: Roadway (C), Parking Area (C) and Guide Rail (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking southeast (Unit 2)

Photograph 25 of 48: Roadway (C), Sligo Trail (C), and Parking Area (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking southeast (Unit 3)

Photograph 26 of 48: Parking Area (C) and Picnic Area (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View of a gravel parking area with picnic facilities, looking northwest (Unit 4)

Photograph 27 of 48: Roadway (C), Sligo Trail (C) and Guide Rails (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking east toward the intersection of Piney Branch Road with Sligo Creek Parkway (Unit 2)

Photograph 28 of 48: Sligo Trail (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Boardwalk section of Sligo Trail leading into the Woodside Park neighborhood, looking southwest (Unit 3)

Photograph 29 of 48: Pedestrian Bridge (NC) and Drainage Feature (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View illustrating modern pedestrian and modern concrete drainage feature, looking southeast (Unit 2)

Photograph 30 of 48: Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Steadfast pedestrian bridge #991088, manufactured in January 2001, looking north (Unit 3)

Photograph 31 of 48: Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Continental pedestrian bridge, looking northwest (Unit 4)

Photograph 32 of 48: Pedestrian Bridge (NC/C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Town & Country pedestrian bridge (NC), and "stepping stone" bridge (C) looking southwest (Unit 4)

Photograph 33 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Older steel stringer pedestrian bridge with pipe railing, looking southeast (Unit 2)

Photograph 34 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Older steel stringer pedestrian bridge with pipe railing, looking south (Unit 2)

Photograph 35 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Older steel stringer pedestrian bridge with wood railings and stone abutments, looking east (Unit 2)

Photograph 36 of 48: Pedestrian Bridges (NC/C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Modern Steadfast pedestrian bridge and older steel stringer bridge with wood railing, looking east (Unit 3)

Photograph 37 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Steel stringer pedestrian bridge with wood railings, looking east (Unit 4)

Photograph 38 of 48: Playground (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking southwest (Unit 4)

Photograph 39 of 48: Playground (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Wayne Avenue Playground, looking northwest (Unit 2)

Photograph 40 of 48: Playground (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Playground in the Sligo Creek North Neighborhood Park, looking southeast (Unit 1a)

Photograph 41 of 48: Fitness Area (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Modern fitness area, looking northeast (Unit 4)

Photograph 42 of 48: Playing Fields (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Informal playing fields, looking south (Unit 2)

Photograph 43 of 48: Playing Fields (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Sligo soccer fields, looking northwest. Many low-income housing units stood here from 1946-1953 (Unit 3)

Photograph 44 of 48: Basketball Courts (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Basketball courts and parking area in the Sligo-Dennis Avenue Local Park, looking north (Unit 4)

Photograph 45 of 48: Sligo Colf Course Clubhouse (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
1959 clubhouse built to accompany Sligo Golf Course, looking northeast (Unit 3)

Photograph 46 of 48: Sligo Colf Course (C), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
View looking northeast (Unit 3)

Photograph 47 of 48: Monument (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Statue and associated benches and bushes, with Sligo-Dennis Ave. LP in the background, looking NE (Unit 4)

Photograph 48 of 48: Sligo Creek Waterworks (NC), Sligo Creek Parkway (M:32-15)
Montgomery County, Maryland
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA
Ruins of the former Sligo Creek Waterworks, looking west (Unit 1)

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15 PG: 65-25

Address: Sligo Creek Parkway

Owner: Maryland-National Capital Park & Planning Commission

Tax Parcel Number: Multiple Tax Map Number: Multiple

Project: I-495/I-95 Capital Beltway Corridor Transportation Study Agency: State Highway Administration

Site visit by: _____ Staff: ☐ No ☐ Yes Name: _____ Date: _____

Eligibility recommended: _____ Eligibility not recommended: _____

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Is property located within a historic district? ☐No ☐Yes Name of District: _____

Is district listed? ☐No ☐Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Study Historic Resources Survey and Documentation of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*:

Maryland's Sligo Creek Parkway is one of a number of parkways in the Capital Beltway area. Most have been addressed in the 1991 National Register of Historic Places Multiple Property Nomination: "Parkways of the National Capital." The purpose of this DOE form is to amend the previous nomination with the addition of the Sligo Creek Parkway.

Maryland's Sligo Creek Parkway, located in a stream-valley park of the same name, is approximately 5 miles long with an average right-of-way of 300'. It is one of the smallest of Montgomery County's stream-valley parks, but the single-longest parkway in the county not affiliated with other jurisdictions. The roadway commences at University Boulevard near Silver Spring to the north, and winds southeastward to New Hampshire Avenue in Takoma Park (now unified into Montgomery County); additional Sligo Creek Park lands continue beyond the north terminus of the road to Dennis Avenue, and southward to the confluence of the Northwest Branch. One of the largest recreational areas affiliated with the parkway is Sligo Golf Course, located on the east side of the creek/road just below the Capital Beltway. Sligo Golf Course and Sligo Creek Parkway total 450.46 acres, excluding park areas without a scenic road.

Prepared by: Sara Amy Leach, KCI Technologies, Inc., January 2000

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: X X Eligibility not recommended:

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Comments: HOWEVER WE RECOMMEND THAT AN INDIVIDUAL NR FORM WHICH IDENTIFIES ALL OF THE CONTRIBUTING RESOURCES BE PREPARED.

Reviewer, Office of Preservation Services 9/14/00 Date

Reviewer, NR Programs 10/12/00 Date

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15
PG: 65-25

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

The parkway was a project conceived by planning officials and developers to complement the boom in the construction of suburbs during the 1920s-30s. Within the park, a two-lane undivided roadway meanders along Sligo Creek, accessing numerous foot paths, bridges, picnic and playground areas, and a golf course. There are a minimum of at-grade intersections along the route, whose width generally buffers adjacent development from the motor road, and improves the motorists' recreational experience by eliminating roadside distractions. The parkway's road-related features include stone retaining walls and bridges, metal foot bridges, vistas along the curvilinear route to intersecting bridges/stream views, reinforced-timber guardrail, and parking areas. Although there are a number of 1-story frame buildings in the vicinity of the Capital Beltway and Sligo Creek Parkway, none are original to the site and older than ca. 1950 (Hewitt interview). The current 9-hole Sligo Golf Course is located just south of the Beltway on a portion of the old Argyle Country Club lands, served by a new 1959 clubhouse. North of the Beltway and south of Forest Glen Road are a number of non-contributing structures currently operated by the Argyle Park/YMCA.

An intensive field survey is recommended to identify the precise number of contributing and non-contributing buildings and structures for the purposes of National Register listing.

Historical Context

In 1927, a bill was passed in the Maryland General Assembly to establish a Maryland-National Capital Park & Planning Commission (M-NCPPC) to "provide for acquisition of land for parks, pathways, and other public places and public works..." in the suburban Montgomery and Prince George's Counties. Planning engineer Irving Root was hired as the commission's chief planner. Two years later, landscape architect Roland W. Rogers was hired to develop a park system for the community (McMaster and Hiebert, 9). The acquisition of green space was furthered in the late 1920s, concurrent with the formation of the MNCP&PC, with the passage of a property tax of 7 cents per $100 valuation levied in Montgomery County; Prince George's County instituted a 2-1/2 cents tax. The monies went toward the purchase of land for and the development of parks (Orlin, 233). The Capper-Crampton Act of 1930 encouraged this activity even more, by providing one-third the cost in federal funding for the acquisition of park land along the tributaries of Rock Creek and the Anacostia River.

Rogers foresaw that stream valleys could be used as parks because they were unfit for building purposes, and that the parks--which could be bounded by curvilinear roads--would benefit the adjoining property owners. Sligo Creek Parkway was the first of several stream-valley parks constructed, Rogers observed, because most of the land for it was donated by E. Brooke Lee and adjoining property owners (McMaster and Hiebert, 287-88).

Home buyers were helped to recognize the benefit of the M-NCPPC's parks and parkways through advertisements. In the 1930s, Lee's own North Washington Realty Company, for instance, promoted the "Beautiful Parks, Arterial Highways, and Planned Home Communities in the Silver Spring Area," which included those snuggled up against Sligo Creek Park, and the Argyle and Indian Springs country cubs (McMaster and Hiebert, 269).

E. Brooke Lee (1893-1984), a native of the area whose family owned a substantial amount of land in southern Montgomery County, was known by the 1920s as "Mr. Silver Spring," thanks to his prolific political, social, and real estate dealings. He was involved in the subdivision of land and home construction in more than half of the subdivisions platted in Silver Spring throughout the 1920s and early 1930s. Like his father, he entered politics and influenced the development of the county through policy and administration. Lee introduced the legislation establishing the M-NCPPC, helped draft the Capper-Crampton legislation, and worked with state roads commissions to develop new thoroughfares in the county (Sechrist 57-58, 61-62).

Plans for Sligo Creek Parkway, as well as Rock Creek Parkway in Maryland, were developed by 1929. Montgomery County began acquiring land along Rock Creek, Sligo Creek and the Northwest Branch in 1930, and by 1941 it had amassed a 958-acre system (McMaster and Hiebert, 287-88). Sligo passed through a narrower valley than Rock Creek, so the number of its facilities was more limited.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15
PG: 65-25

The parkway was probably developed in six units. In Montgomery County, Unit 1 included 0.4 miles between Blair Road and Carroll Road, which in 1934 was partially paved with a 20' wide macadam roadway. Unit 2 was a 1.2-mile length from Blair Road to Colesville Road, paved the same year. Unit 3 was a 1-mile stretch from Forest Glen Road to Colesville Road Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

(Minutes, 24 May 1934). Some portions of the roadway had to be supported with masonry walls; recreational facilities included ballfields, basketball and tennis courts, pools, playgrounds, and a stable/bridle path.

Some park construction was carried out through the Works Progress Administration program in the mid 1930s, including: building drains along existing concrete roads, ditch digging, laying storm drains, creek cribbing, footbridges, masonry headwalls; clearing, grubbing, grading and seeding park land; building a running track, foot paths, playground equipment, drinking fountains, and shelters (Minutes, 12 March 1936).

By 1942, Units 1-3 in Montgomery County totaled almost 160 acres, reaching as far north as Forest Glen Road; in Prince George's County, more than 24 acres was amassed ("Looking Forward...," 20). Unit 4 linked Forest Glen Road and Old Bladensburg Road, a distance of 1-1/3 miles encompassing 110 acres; it was paved in 1954 at a cost of $120,000. Facilities here—which would be lost to Beltway construction within a few years, contained tennis courts, ball fields, badminton, and a parking area. The park's proximity to Montgomery Blair Senior High School offered the opportunity for a recreational partnership. (M-NCP&P *Annual Report*, 1953-54).

> Between Piney Branch Road and Colesville Road, which is bordered by the largest concentration of population in the Silver Spring area, the parkway has been more intensively developed. Here, one finds tennis courts, game areas, and a small field house which is used intensively both day and night by various groups on outings and picnics. ("A Program for Park..," 3)

By 1955, officials were building passive and active facilities in Unit 6, north of Old Bladensburg Road. By this time, Montgomery County had 382 acres of Sligo Creek Park and Parkway lands, Prince George's, 94 acres.

The complementary relationship between exclusive suburban enclaves and country clubs in Montgomery County began during the last years of the 19th century with the Chevy Chase Club, organized in 1895, followed soon after by the Columbia County Club (1909). Woodmont and Burning Tree country clubs opened in 1922, Congressional Country Club in 1924. These were the most exclusive of venues. Others, such as Argyle Country Club and Indian Spring Country Club, built along Colesville Road during the1920s, were less so (McMaster and Hiebert, 266).

The M-NCPPC operated public clubs, Glenbrook in the Bethesda area, and in the Silver Spring area, "Sligo Club is [its] fashionable offering to the public." Glenbrook "offers those who cannot pay the high costs of private club membership, right-fancy surroundings, minus a cocktail lounge, in which to indulge their fancies for club-life." (*Record*, 28 December 1951)

In about the early 1950s, M-NCPPC acquired the Argyle County Club lands, located east of the creek, south of Forest Glen Road and west of Dallas Avenue; the purchase included 9 holes and a single building, which later burned (Hewitt, interview). Once the Capital Beltway plans were revealed to "make a portion of the Sligo Golf Club unusable" in the mid 1950s, park officials began to clear portions of Sligo Park to accommodate a new course, "so there will be no interruption in play when the road is built" (M-NCPP, 1955-56 *Annual Report*). The former Sligo Golf Clubhouse, a 1-1/2-story bungalow-like building was replaced with a Modern structure that was dedicated in 1959 (M-NCP&P *Annual Reports*, 1954-55, 1960).

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15
PG: 65-25

The registration requirements for a parkway under the Multiple Property nomination includes the following. Sligo Creek Parkway encompasses the vast majority of these elements, and is therefore eligible for listing in the National Register of Historic Places under Criteria A and C.

A. Landscape Architecture:
   1. natural terrain and topography
   2. existing and enhanced native vegetation
   3. an articulated buffer
   4. vistas

B. Architecture/structures
   1. dual-lane roadway
   2. culverts/guard rails
   3. bridges
   4. monuments/statuary

C. Site
   1. limited and well-distanced access
   2. vertical and horizontal curves
   3. enhancement of natural scenic features
   4. roadside overlooks, parks, parking areas

Bibliography

"Country Clubs, and Smart Hunts Numerous Here." *The Record*, 28 December 1951.

Interview. Jack Hewitt, former director of Maryland-National Capital Parks, 27 January 2000.

KCI Technologies, Inc. *Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland, Volumes I and II.* Prepared for the Maryland Department of Transportation, State Highway Administration, November 1999.

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo).* (CONT'D)

Leach, Sara Amy. National Register of Historic Places Multiple Property Nomination "Parkways of the National Capital," 1991.

"Looking Forward with the Maryland-National Capital Park and Planning Commission." Silver Spring, 1942.

Maryland-National Capital Park & Planning Commission. *Annual Reports:* 1952, 1954-55, 1955-56, August 1960.

Maryland-National Capital Park & Planning Commission. Minutes. 1927-1937 (Microfilm roll 1)....

Maryland-National Capital Park & Planning Commission. "A Program for Park Purchase in the Maryland-Washington Regional District," 18 September 1946.

McMaster, Richard, and Ray Eldon Hiebert. *A Grateful Remembrance: The Story of Montgomery County, MD.* Rockville: Montgomery County Historical Society, 1976.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15
PG: 65-25

Bibliography continued

Orlin, Glenn. "The Evolution of the American Urban Parkway." Doctoral thesis, George Washington University, 1992.

Sechrist, Stephanie Ann. "Silver Spring, Maryland: Residential Development of a Washington Suburb, 1920-1955." M.A. thesis, George Washington University, 1994.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15
PG: 65-25

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☐ Agricultural-Industrial Transition A.D. 1815-1870
- ☐ Industrial/Urban Dominance A.D. 1870-1930
- ☒ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☐ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☐ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☒ Social/Educational/Cultural
- ☐ Transportation

IV. Resource Type:

Category: Road/Park

Historic Environment: Suburban

Historic Function(s) and Use(s): Transportation/Recreation

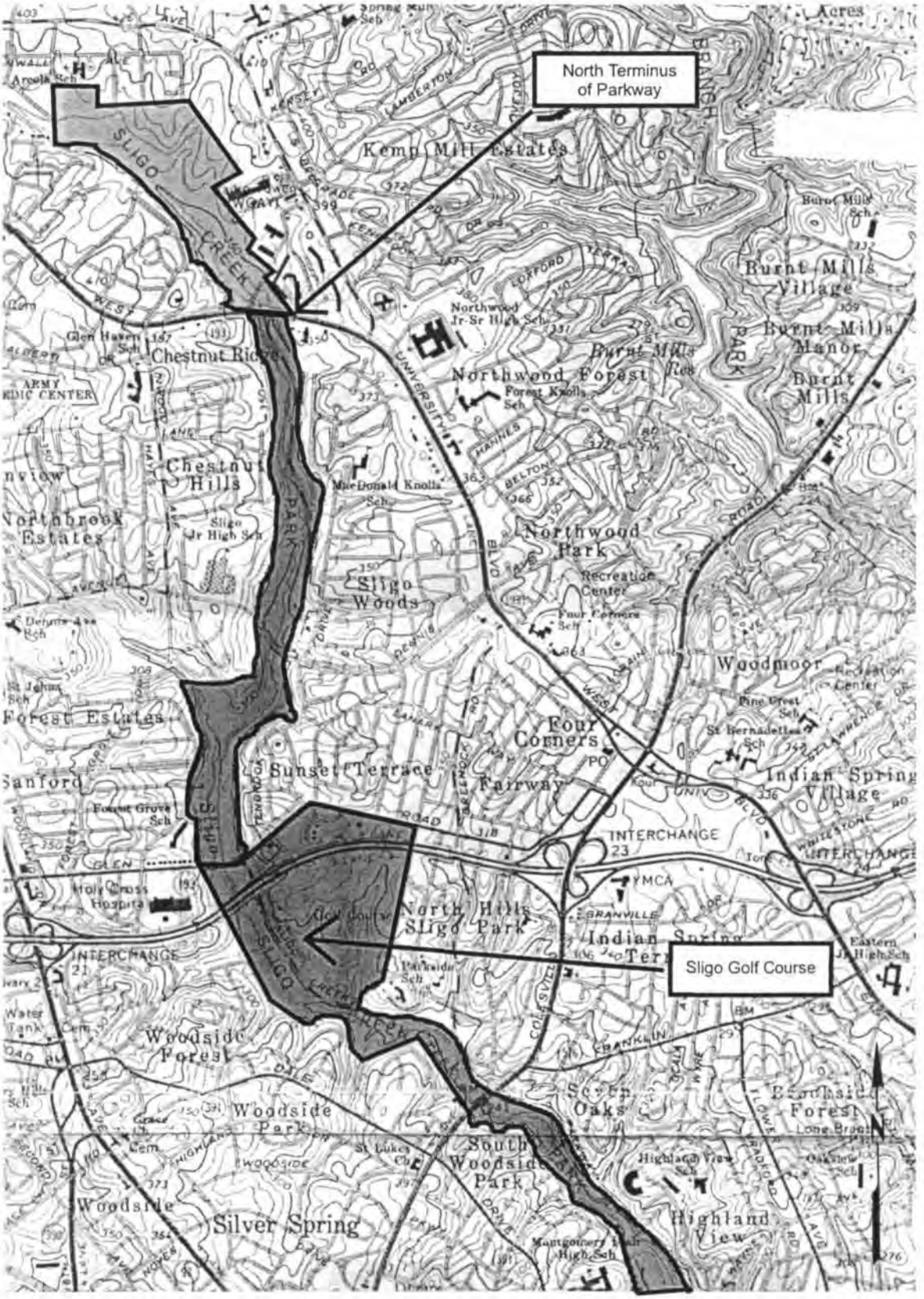
Known Design Source: None

M: 32-15 / PG: 65-25

Sligo Creek Parkway
National Register Boundary
Map 2 of 2

M: 32-15 / PG: 65-25

Sligo Creek Parkway
National Register Boundary
Map 1 of 2



1. M:32-15
2. Sligo Creek Parkway
3. Montgomery County, MD
4. Sara Amy Leach
5. 1/00
6. MD SHPO
7. Sligo Creek Parkway from Beltway, view N
8. 1/14

1. M: 32-15

3.4

2. Sligo Creek Parkway

3. Montgomery County, MD

4. Sara Amy Leach

5. 12/99

6. MDSHPO

7. Sligo Creek Parkway at North Avenue,
Residences on East Side, View NE

8. 2/14

1. M:32-15

2. SLIGO CREEK PARKWAY

3. MONTGOMERY COUNTY, MD

4. SARA AMY LEACH

5. 1999

6. MNCPPC

7. VIEW OF CREEK, TRAIL, LOOKING S, VIEW SW

8. 3/14

1. M:32-15

2. SLIGO CREEK PARKWAY

3. MONTGOMERY COUNTY, MD

4. SAPA AMY LEACH

5. 12/09

6. MD SHPO

7. SCP + FOREST GLEN RD, WESTSIDE at NORTH END,

8. 4/14

1. M:32-15

3,6

2. Sligo Creek Parkway

3. Montgomery County, MD

4. Sara Amy Leach

5. 12/99

6. MD SHPO

7. Golf Club Building, South Elevation, View NW

8. 5/14

Shop
MNCPPC

1. M:32-15

2. Sligo Creek Parkway

3. Montgomery County, MD

4. Sara Amy Leach

5. 12/99

6. MD SHPO

7. Golf Club Building, West Elevation, View NE

8. 6/14

1. M:32-15
2. Sligo Creek Parkway
3. Montgomery County, MD
4. Sara Amy Leach
5. 12/99
6. MD SHPO
7. Sligo Creek Parkway at Old Carroll Rd- North to Bridge Access; View N
8. 7/14

1. M:32-15
2. Sligo Creek Parkway
3. Montgomery County, MD
4. Sara Amy Leach
5. 12/99
6. MD SHPO
7. Sligo Creek Parkway at Old Carroll Rd.
   View South to Pedestrian Bridges
8. 8/14

1. M: 32-15
2. ARGYLE PARK (COMMUNITY PARK) / YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999

05IM NNNN--- 12DEC99 E0IOIM86E

6. MD SHPO
7. YOUTH SERVICES BUILDING, EAST ELEVATION, VIEW NORTHWEST
8. 9/14

1. M:32-15
2. ARGYLE PARK (COMMUNITY PARK)/YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999

05IM NNNN--- 12DEC99 E0I0IMAGE

6. MD SHPO
7. ARGYLE PARK GROUNDS
8. 10/14

6.17

YMCA

1. M:32-15

2. ARGYLE PARK (COMMUNITY PARK) / YMCA PROPERTY

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

05IM NNNN--- 12DEC99 E0IOIMAGE

6. MD SHPO

7. YOUTH SERVICES BUILDING, WEST ELEVATION, VIEW EAST

8. 11/14

1. M:32-15
2 ARGYLE PARK (COMMUNITY PARK) / YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999

05IM NNNN--- 12DEC99 E01OIMAGE

6. MD SHPO
7. YOUTH SERVICES BUILDING, SOUTH ELEVATION, VIEW NORTH
8. 12/14

1. M:32-15

9.16

2. SLIGO CREEK PARKWAY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/99
6. MD SHPO
7. 1030 FOREST GLEN RD, MARGARET SCHWEINHAUT
   SENIOR CITIZEN CENTER, VIEW SE
8. 13/14

1. M: 32-15
2. ARGYLE PARK (COMMUNITY PARK), / YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. YMCA BUILDING WITH YOUTH SERVICES BUILDING IN BACKGROUND, VIEW SOUTH
8. 14/14

05IM NNNN--- 12DEC99 E0IOIM005E

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Suitland Parkway

other names/site number: N/A

2. Location

location: Anacostia River, District of Columbia to Pennsylvania Avenue, Prince Georges

street & number: County Maryland [ ] not for publication

city or town: [ ] vicinity

state: DC and Maryland code: DC and MD county: District of Columbia and Prince Georges code: 001 and 033

zip code:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register Criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ ] locally. [ ] See continuation sheet for additional comments.

Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet for additional comments.

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

[ ] entered in the National Register
[ ] See continuation sheet.
[ ] determined eligible for the National Register
[ ] See continuation sheet.
[ ] determined not eligible for the National Register

[ ] removed from the National Register
[ ] other (explain): _____

Signature of Keeper Date of Action

5. Classification

ownership of property (check as many boxes as apply): [ ] private [ ] public-local [ ] public-State [x] public-Fe al

category of property (check only one box): [ ] building(s) [x] district [ ] site [ ] structure [ ] object

number of resources within property:	contributing	noncontributing	
	____	____	buildings
	____	____	sites
(structures)	85	2	structures
	2.89 miles stone curbing	____	objects
	0.14 stone-lined ditches	____	Total

number of contributing resources previously listed in the National Register:

name of related multiple property listing: Parkways of the National Capital Region, 1913-1965

enter "N/A" if property is not part of a multiple property listing:

6. Function or Use

historic functions (enter categories from instructions)

category: transportation/vehicle-road related

subcategory: transportation/parkway

current functions (enter categories from instructions)

category: _____ subcategory: _____

7. Description

architectural classification (enter categories from instructions)

category: other/parkway

other/National Park Service Landscape Architecture

materials (enter categories from instructions)

foundation _____

roof _____

walls _____

other steel, concrete, asphalt, stone, native vegetation

8. Statement of Significance

applicable National Register criteria (mark "x" in one or more boxes for the criteria qualifying the property for National Register listing

[x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
[ ] B. Property is associated with the lives of persons significant in our past.
[x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[ ] D. Property has yielded, or is likely to yield information important in prehistory or history.

criteria considerations (mark "X" in all the boxes that apply)

[ ] A. Property is owned by a religious institution or used for religious purposes.
[ ] B. Property has been removed from its original location.
[ ] C. Property is a birthplace or a grave.
[ ] D. Property is a cemetery.
[ ] E. Property is a reconstructed building, object,or structure.
[ ] F. Property is a commemorative property.
[ ] G. Property is less than 50 years of age or achieved significance within the past 50 years.

areas of significance (enter categories from instructions)
transportation/vehicle-road related
landscape architecture

period of significance
1942-1944

significant dates
1937, 1943, 1944

significant person
(complete if criterion B is marked above)

cultural affiliation
N/A

architect/builder
NPS and Bureau of Public Roads
(Federal Highway Administration)

narrative statement of significance (explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

references (cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

previous documentation on file (NPS)

[ ] preliminary determination of individual listing (36 CFR 67) has been requested
[ ] previously listed in the National Register
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #
[ ] recorded by Historic American Engineering Record #

primary location of additional data

[ ] State Historic Preservation Office
[ ] other State agency
[x] Federal agency
[ ] local government
[ ] university
[ ] other

name of repository: National Archives and Records Service, Federal Highway Administration

10. Geographical Data

acreage of property: NPS - 418.9 acres, DC

UTM References (place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	xxx	xxxxxx	xxxxxx	3	xx	xxxxxx	xxxxxx
2	xxx	xxxxxx	xxxxxx	4	xx	xxxxxx	xxxxxx

[x] See continuation sheet.

verbal boundary description: The boundary of the nominated district is delineated by an elongated polygon whose vertices are marked by the UTM coordinate points A-Z for the Suitland Parkway.

boundary justification: The boundary is coterminous with the original right-of-way determined by the Bureau of Public Roads (Federal Highway Administration) and maintained by the National Park Service and the District of Columbia. It encompases numerous features: bridges, culverts, landscape architectural elements, and the natural topographic features.

11. Form Prepared By

name/title: Jere L.Krakow

organization: National Park Service, Denver Service Center — date: August 1993

street & number: 12795 W. Alameda Parkway, PO Box 25287 — telephone: (303)969-2909

city or town: Denver — state: Colorado — zip code: 80225-0287

Additional Documentation

submit the following items with the completed form:

[ ] continuation sheets

[X] maps
one USGS map (7.5 or 15 minute series) indicating the property's location
one sketch map for historic districts and properties having large acreage or numerous resources

[X] photographs
representative black and white photographs of the property

[ ] additional items (check with the SHPO or FPO for any additional items)

Property Owner

(complete this item at the request of the SHPO or FPO)

name: National Park Service, National Capital-East

street & number: 1900 Anacostia Drive SE — telephone: (202) 690-5185

city or town: Washington, D.C. — state: — zip code: 20020

Paperwork Reduction Act Statement

This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement

Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NPS Form 10-900-a
(8/93)

OMB No. 1024-0018

United States Department of the Interior
National Park Service
National Register of Historic Places Continuation Sheet

SUMMARY DESCRIPTION

Suitland Parkway, which links Andrews Air Force Base with Washington, D.C., is one of the parkways that make up the network of entryways into the capital. It has hosted both triumphal and mournful processions of public officials: from presidents returning from diplomatic achievements to the funeral procession of President John F. Kennedy. Presently its use is by commuters and local traffic.

It consists of 9.18 miles of roadway (2.8 in the District of Columbia and 6.38 in Maryland) through a park corridor comprised of 418.9 acres managed by the National Park Service and the balance managed by the District of Columbia. The roadway extends from the Anacostia River to Marlboro Pike at the North Gate of Andrews Air Force Base.

Suitland Parkway came into existence during World War II to improve transportation for defense industry employees. It has provided many foreign dignitaries with their first glimpse of the nation's capital, albeit an inauspicious one with traffic delays caused by several at-grade crossings and stretches where only two lanes have been completed. Despite increased usage, it still remains essentially unfinished some 45 years after it officially opened.

For purposes of this parkway nomination the multiple property nomination historic context statement, "Parkways Of The National Capital Region, 1913 to 1965," is attached to this document.

DEVELOPMENT AND HISTORY

As part of the effort to design and build parkways in the Washington, D.C., area the National Capital Park and Planning Commission (NCP&PC) decided by 1937 to locate a parkway that would connect South Capitol Street with Bolling Field and Camp Springs Field. The planning commission agreed that Suitland Parkway would "be a dual highway with separate east and westbound two-lane traffic arteries."[1] Because of a lack of funding sources and the impending war, however, the plans did not materialize until 1943.

Designer T.C. Jeffers "submitted a preliminary study" for the parkway to the NCP&PC in early 1942, ostensibly to connect the building sites of the Suitland, Maryland, government offices with a new bridge proposed for South Capitol Street.[2] Jeffers' expressed rationales for building the road included a heavy concentration of government workers at Suitland and several defense housing projects in the area.[3] Jay Downer of the Public Buildings Administration (former chief engineer of the Westchester County, New York, Parkways) urged that Suitland Parkway extend westward from Naylor Road at the District line and connect with South Capitol Street.[4] He explained that utilities could be provided to the area, enabling development of more offices. In February 1942, the NCP&PC approved the staff recommendation for the project within the District of Columbia.[5] The land acquired comprised 87.79 acres, which consisted of 425 lots, seven parcels, and 93 improvements with an assessed valuation of $205,817.[6]

The commission then agreed to submit the request to the Public Buildings Administration as a desirable project. Furthermore, the land should be acquired under the auspices of the Capper-Cramton Act and the "Federal Works Agency [should]

1. *Washington Times-Herald*, December 17, 1944, National Archives, Record Group 328, Box 545/100.
2. National Capital Park and Planning Commission Meeting Minutes, January 15-16, 1942, National Archives, Record Group 328, Box 545/100.
3. Ibid.
4. Ibid.
5. National Capital Park and Planning Commission Meeting Minutes, February 19-20, 1942, National Archives, Record Group 328, Box 545/100.
6. Jeffers to Nolen, February 27, 1942, National Archives, Record Group 328, Box 545/100.

undertake construction of the road with Federal funds."[7] Noted by the commission was the parkway location relative to the site of the proposed Camp Springs airport. Funding to acquire the lands would be sought through a budget request for a supplementary appropriation.[8] Frederic A. Delano, chairman of the NCP&PC, sent the request for support to the commissioner of the Public Buildings Administration in late February. In it he emphasized how the planning commission "revived a proposal considered some years ago for a parkway extending from the proposed South Capitol Street Bridge, up the valley of Stickfoot Creek, through the Barry Farm area, to Suitland, with possible further extension to Camp Springs."[9]

Delano added that the land chosen for acquisition seemed "ideally suited for a grade-separated parkway of high design standards."[10] Though he reiterated the assessed value noted above, he estimated the actual cost of acquisition at somewhere between $400,000 and $500,000. The first response came from J.C. Nichols, Kansas City real estate developer and member of the Public Buildings Administration. Nichols believed the idea had much merit but sought a delay until Public Buildings Commissioner W.E. Reynolds could be consulted.[11] In March 1942, the NCP&PC received an unqualified endorsement of the parkway from Reynolds who emphasized the access it provided to the Suitland area and the connection with Camp Springs airport.[12] He questioned whether the federal government could fund it and stated that arrangements for construction were underway with the Public Roads Administration on the portion from Silver Hill to Suitland.[13] In addition, he asked the commission to fund the right-of-way in the District. Reynolds also opened communication with representatives of the Army Air Corps regarding a road to Camp Springs.[14] The planning commission unanimously passed a motion that Suitland Parkway be added "to its comprehensive plan for the park, parkway and playground system of the National Capital."[15] This eastern portal represented a significant addition to the plan for parkways in the Washington, D.C., area. And once the concept obtained approval, construction began almost immediately.

In May 1942, the planning commission requested $600,000 from the Bureau of the Budget for acquisition of land for Suitland Parkway. Land appraisers had arrived at this amount, which only pertained to land in the District. Land outside District boundaries would be acquired by the Public Buildings Administration.[16] Chairman Delano underscored that the recommendations for the parkway emanated from Jay Downer and Gilmore Clark, consultants to the Public Buildings Administration on matters regarding "more adequate highway facilities between Suitland and downtown Washington."[17] Delano emphasized the need for acting quickly because land development underway was driving up land values.

During the summer of 1942, Public Roads Administration Engineer H.J. Spelman estimated the costs for the area from the end of the bridge on South Capitol Street to the District line, with a special notation of the need to cross the railroad tracks.[18]

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7. National Capital Park and Planning Commission Meeting Minutes, February 19-20, 1942, National Archives, Record Group 328, Box 545/100.

8. Ibid.

9. Delano to Reynolds, February 27, 1942, National Archives, Record Group 328, Box 545/100.

10. Ibid.

11. Nichols to Delano, March 2, 1942, National Archives, Record Group 328, Box 545/100.

12. Reynolds to Delano, March 18, 1942, National Archives, Record Group 328, Box 545/100.

13. Ibid.

14. Ibid.

15. National Capital Park and Planning Commission Meeting Minutes, March 19-20, 1942, Record Group 328, Box 545/100.

16. Smith to Delano, May 22, 1942, National Archives, Record Group 328, Box 545/100.

17. Ibid.

18. Spelman to Vint, June 11, 1942, National Archives, Record Group 328, Box 545/100.

Grading	$ 300,000
Drainage	100,000
Concrete pavement	300,000
Landscaping and erosion control	60,000
Miscellaneous items	40,000
Engineering landscape and contingencies	120,000
Total road items	$ 920,000
Total bridge items	$1,285,000
Total for both	$2,205,000

Spelman went on to calculate the length of the road to be 2.8 miles and the pavement estimated to include two 24-foot roadways.

Supportive letters urged action from the Bureau of the Budget, though the commissioners of the District thought the federal government should fund it and not use monies from the Capper-Cramton Act. District officials thought benefits would accrue to the federal government with the offices located at Suitland and the Camp Springs facility on east; they were not persuaded by arguments that a tax base improvement for the District would result from the development of southeast Washington, D.C.

During August 1942, the issue continued to be raised at planning commission meetings. As for Baltimore-Washington Parkway, participants noted the possibility of getting "some government agency to certify that this is a war necessity," so that funding for the portion beyond the district line would be covered.[19] Construction of the South Capitol Street bridge hindered declaration of the parkway as a war necessity. Word arrived later in August that the secretary of war had approved Camp Springs for a new airport.[20] A strategy to fund the parkway now seemed apparent: persuade the president to include the road right-of-way in the purchase of land for the new airport.[21] This idea originated with Brig. Gen. Thomas M. Robins and received the endorsement of Brig. Gen. John J. Kingman.[22] Quickly the strategy took form when President Franklin D. Roosevelt wrote the secretary of war:

> In connection with the installation of an army air base camp at Camp Springs Meadows, you are directed to acquire the necessary land for the proposed installation at Camp Springs including the right of way for a suitable access road from the Camp Springs site via the contemplated Suitland Parkway route to Bolling Field or an alternate route. This road upon completion of the South Capitol Street Bridge will afford quick access to the city of Washington, not only from the Camp Springs airfield but also from the Federal buildings and the Suitland area.[23]

The U.S. Army Corps of Engineers designated Col. J.J. O'Brien, chief of real estate branch, as land acquisition officer for the new parkway. By early September, he had approached the NCP&PC for detailed maps of the land to be acquired.[24] President Roosevelt "allocated $6,000,000 for acquisition and construction of Camp Springs Airport, including Suitland Parkway and its extension to Camp Springs."[25] Commission minutes reveal a sensitivity to evicting occupants of

19. National Capital Park and Planning Commission Meeting Minutes, August 13-14, 1942, National Archives, Record Group 328, Box 545/100.

20. Nolen to Delano, August 17, 1942, National Archives, Record Group 328, Box 545/100.

21. Ibid.

22. Ibid.

23. Roosevelt to Secretary of War, August 25, 1942, National Archives, Record Group 328, Box 545/100.

24. Settle to Nolen, September 5, 1942, National Archives, Record Group 328, Box 545/100.

25. Demaray to Director, September 11, 1942, National Archives, Record Group 79, Box 2835.

properties. Brig. Gen. U.S. Grant III asked that the War Department not evict anyone until the property was needed because housing shortages existed, in particular for "people of small incomes."[26] District officials submitted plans and accompanying documents in late September for use by the Office of the Chief of Engineers. Plans for the Maryland portion received priority attention, followed by the portion from the District line to the Suitland office buildings, and then by the last section to Camp Springs.

A reluctant War Department, despite the directive of the president, delayed purchasing right-of-way and instead pressed the Public Roads Administration to acquire it.[27] The National Defense Highway Act of 1941 lacked clarity, and even the Public Roads Administration seemed hesitant. After an exchange of correspondence, Commission Chairman Delano, in a strongly worded letter, appealed to the War Department for interpretation of the Highway Act and the seeming need for a roadway connecting the various government installations along the parkway corridor. Action, however, was not forthcoming until the summer of 1943. Prompting action then was a coordinating committee from the NCP&PC and a considerable lobbying effort by the many parties interested in the proposed parkway.

An important result of the effort consisted of reasons for the parkway. Advocates pointed to the lack of suitable roads and justification that the road would "serve nine war housing projects immediately adjacent totalling 4000 units, of which more than 3200 are family dwellings."[28] Buildings already in use at Suitland included the Hydrographic Office of the Navy and the Bureau of the Census. Supporters reported the lengths of various sections:[29]

S. Capitol St. Bridge to D.C. Line	2.9 miles
D.C. Line to Suitland Building Area	1.3
Through Suitland Building Area to Silver Hill Road	.8
Silver Hill Road To Camp Springs Entrance	4.1

During the first half of 1943, a coordinating committee was established to resolve differences on funding land acquisition and on various other matters. A complication arising in the land purchases phase stated "that a number of the owners of improved properties have refused to sign leases and others have stated that they do not see why they need to sell their property now when no construction is contemplated."[30] This, of course, complicated the issue of land acquisition for defense purposes. The logjam could only be broken by President Roosevelt. That occurred in July when a directive from the acting secretary of war informed the commanding general of the army service forces to proceed with construction of a military highway on the parkway route.[31] Various officials from District, state, and federal agencies and the planning commission met in early August to "consider recommended action on street closings, highway changes, land transfers, standards of construction, grade separation widths and clearances, and other details of design and construction."[32] The chief of engineers, U.S. Army Corps of Engineers, delegated matters of land acquisition, planning, and easements to the District Engineer Col. Clarence Renshaw.[33] The same letter spoke of construction having been authorized between the District and Camp Springs.

Lead for parkway design and construction fell to the Public Road Administration, in close coordination with the District of Columbia engineer, NCP&PC, National Park Service, Commission of Fine Arts, and relevant Maryland authorities. For

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26. National Capital Park and Planning Commission Meeting Minutes, September 17-18, 1942, Record Group 328, Box 545/100.

27. Nolen to Grant, October 21, 1942, National Archives, Record Group 328, Box 545/100.

28. Grant to Somervell, December 12, 1942, National Archives, Record Group 328, Box 545/100.

29. Nolen to Grant, December 28, 1942, National Archives, Record Group 328, Box 545/100.

30. Demaray to Grant, July 21, 1943, National Archives, Record Group 328, Box 545/100.

31. Nolen to Grant, July 31, 1943, National Archives, Record Group 328, Box 545/100.

32. Ibid.

33. Renshaw to Demaray, August 18, 1943, National Archives, Record Group 328, Box 545/100.

example, the National Park Service/National Capital Parks had responsibility for designing five major bridges along the parkway, but these designs had to be approved, particularly by the Commission of Fine Arts.[34] Likewise, authorities communicated on issues such as placing utility lines underground (NCP&PC policy) or aboveground; however, all agreed to place them underground after the war, and upon completion of the parkway.[35]

After all the preliminaries had been completed, construction of the parkway commenced on September 27, 1943. A rather remarkable set of conditions had led to this point, following the initial presidential direction of August 1942. The NCP&PC had conceptualized a parkway layout and then the division engineer of the Public Roads Administration prepared drawings showing the land needed from the District boundary to Camp Springs. The making of topographic surveys and maps from these drawings began in September.[36] The maps were then used by the commission to establish taking lines for right-of-way. This information formed the basis of a detailed survey made by the U.S. engineers supervised by the District Engineer's office.[37] The Real Estate Branch of the War Department completed the land acquisition phase for the parkway project.

The request to begin construction came to the administrator of the Federal Works Agency from the Secretary of War. Actual responsibility for the work was delegated to the Public Roads Administration which assigned it to division 15.[38] All would be reviewed by the planning commission, by the Commission of Fine Arts, and by the National Park Service, the ultimate manager, when it no longer was deemed necessary as a defense highway. The request specified

> that the construction should include the grading, drainage and structures necessary to provide for an ultimate four-lane divided highway but to construct only one two-lane pavement strip at this time; that grade separations be constructed where necessary but it was contemplated they would be needed at Nichols Avenue and Alabama Avenue in the District of Columbia, and at Branch Avenue, Suitland-Silver Hill Road and the Camp Springs Air Base entrance to Prince Georges County, Maryland.[39]

For construction purposes management divided the length of the parkway into four sections, A, B, C, and D. The roadway surface proper varied to some extent by section. From Firth Sterling Avenue to just east of the Nichols Avenue bridge, bituminous surfacing covered the roadway, no curbs were added, and the width varied between 24 and 36 feet.[40] This design would accommodate the eventual construction of the South Capitol Street bridge over the Anacostia River. Extending from Nichols Avenue to the north entrance of Camp Springs (Andrews Air Base), the road surface consisted of reinforced concrete 25 feet wide and 9 inches thick.[41] A parkway-type curb added to this section measured 3 inches high and 6 inches wide, uncolored, to contrast with the darkened concrete road surface.[42]

The entire length of Suitland Parkway opened in mid-December 1944, although short sections saw some use earlier in the fall. The planners from both the Maryland National Capital Park and Planning Commission and the NCP&PC intended for the parkway to eventually extend all the way to Chesapeake Bay; numerous residents of the Washington, D.C., area

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34. Thompson to Clarke, August 27, 1943, National Archives, Record Group 328, Box 545/100.

35. Nolen to Peters, November 9, 1943; Nolen to Peters, November 27, 1943; both in National Archives, Record Group 328, Box 545/100.

36. "Military Highway Part I," *Federal Works Agency Public Roads Administration, FINAL CONSTRUCTION REPORT MILITARY HIGHWAY, From Bolling Field In The District Of Columbia To Camp Springs Army Air Base In Prince Georges County Maryland, Part I Grading and Drainage*, January 1946. Federal Highway Administration Files, Arlington, Virginia, p. 11. (Hereafter cited as, *FINAL CONSTRUCTION REPORT*).

37. Ibid.

38. Ibid., p. 12.

39. Ibid.

40. "Military Highway Introduction," *FINAL CONSTRUCTION REPORT PART III*, p. 6.

41. Ibid.

42. Ibid.

traveled to the shore for recreational purposes. Not only would the parkway enhance movement near the District but it would facilitate transportation to outlying areas—a "definite asset" according to planners. The expenditure of approximately $3.6 million for the parkway would have been augmented by an estimated $55 million for the extension. Upon the opening of the parkway in 1944, management of the parkway became the responsibility of Capital Parks. This arrangement began with an agreement between the Department of the Interior and the Department of the Army. It became secure when the parkway became surplus property in the late 1940s.

Legislation

During World War II, the War Department considered the parkway connecting Bolling Field and Camp Springs to be of inestimable value for defense purposes.[43] As one official indicated, the creation of Suitland Parkway was predicated on the strategic importance of establishing "an airfield of major proportion to protect the Atlantic Coast during the early stage of the war.[44] After the war, the War Department proclaimed Suitland Parkway surplus to defense needs and burdensome to maintain. In other respects, however, the road was considered important because of the increasing government work force at Suitland. In fact, the service to federal employees living near the parkway and the parallel desire to control the density of government workers in downtown Washington, D.C., became the principal reasons that the route was considered a regular component of the federal highway system. Further, the parkway was viewed as providing one of several major radial arteries bringing general traffic into Washington, D.C. It was determined that the parkway could best be administered by the Department of the Interior under the auspices of the National Park Service, and temporary provisions for this were arranged.

In 1949, legislation was introduced for the permanent transfer of the parkway along with "all [its] lands and easements heretofore or hereafter acquired by the United States." Backed by such offices as the Federal Works Agency, the Department of the Army, the War Assets Administration (which held jurisdiction over the surplus property), and the National Capital Park and Planning Commission, H.R. 2214 passed Congress on August 17, 1949.[45] This law specified that the parkway be "developed, operated, and administered as a limited access road primarily to provide a dignified, protected, safe, and suitable approach for passenger-vehicle traffic to the National Capital and for an uninterrupted means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia."[46]

PRESENT CONDITION

The Suitland Parkway crosses the Atlantic Coastal Plain from the Anacostia River easterly to its terminus at Marlboro Pike. A variety of hardwoods historically covered this road corridor, principally oak and sweet gum. Topographically, the area is gently rolling and crosses or follows several creek drainages. The median is a grassy strip mown to present a park-like character for users, and most of the structures are stone clad in the traditions of parkway design stemming from the Westchester County New York antecedents. The uncompleted portion (B road) is grass-covered except for a barren lane made so by users on foot, bike, horseback, or vehicle.

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43. National Archives, Record Group 79, Box 2835. Records of the National Park Service. National Capital Park and Planning Commission, "House of Representatives Hearings before the Committee on Public Works," April 11, 1949, pp. 3-4, 21; U.S. Congress, House, *Providing for the Development, Administration, and Maintenance of the Baltimore-Washington Parkway and the Suitland Parkway in the State of Maryland as an Extension of the Park System, of the District of Columbia and Its Environs by the Secretary of the Interior*, H. Rept. No. 767, 81st Cong., 1st sess., 1949, pp. 1-6; U.S. Congress, Senate, *Providing for the Development, Administration, and Maintenance of the Suitland Parkway in the State of Maryland as an Extension of the Park System of the District of Columbia and Its Environs by the Secretary of the Interior.* S. Rept. No. 747, 81st Cong., 1st sess., 1949, pp. 1-2; U.S., *Statutes at Large*, LXIII, pp. 612-13.

44. National Archives, Record Group 79, Hearings, April 11, 1949. p. 45.

45. National Archives, Record Group 79, Hearings, April 11, 1949, pp. 18-20, 42-43, 49; H. Rept. No. 767, pp. 1-6; No. 747, pp. 1-2.

46. U.S., *Statutes at Large*, LXIII, p. 613.

A design speed of 55-60 miles per hour permitted motorists to travel the length of the parkway and over or under five grade separations without major delays. Curve design and cloverleafs allowed a steady driving pace. The planning commission recommended that utility lines be placed underground, though the power company refused to do so.

Landscape

Landscaping along the parkway corridor commanded attention from the beginning. Journalists reporting the opening noted how the scenery was enhanced because larger trees were left standing in the medians, grass was planted after topsoil dressing on cuts and fills, and developments were screened where necessary to present a rural-like setting. Topsoil specifications included 4 inches to be placed on the cut and fill slopes outside the paved lanes and in the median. An Italian rye was seeded on the prepared bed, however, steeper slopes had sod applied to them. Guardrails were to be of a wood post and rail type, and concrete was to be colored with lamp-black.

Bridges, Culverts, Curbing, Ditches, and Drop Inlets

The Public Roads Administration contracted for and had seven bridges constructed on the alignment of the Suitland Parkway during 1944. Nineteen years later a set of bridges carrying Interstate 95 over the parkway brought the total number of bridges on the parkway to nine. Concrete arch bridges with stone facing and generous parapets closely followed designs initially used on the Westchester parkways and subsequently on Mount Vernon Memorial Highway and on Blue Ridge Parkway.

All but the interstate bridges consist of "double reinforced concrete rigid frame arches" that have stone-faced wing walls and spandrels, trimmed with "granite dimensioned masonry."[47] Stone for facing the concrete came from quarries in Maryland; it was chosen because of its similarity to that used on the Mount Vernon Memorial Highway near the Pentagon.[48] Granite used in the dimensioned masonry came from a quarry at Mt. Airy, North Carolina, where it was cut to specifications; it was placed by numbers, with concrete poured behind them and held by steel anchor bars between the joints extending back into the concrete.[49]

Some 38 culverts are located along the parkway and include a variety of small tubes, multiple tubes, and box culverts. Most have stone-faced headwalls, some of which have been recently restored and tuck pointed on the newly rehabilitated portions of the parkway. Several headwalls have fallen off and are covered with silt from erosion problems over the years since construction. There are 39 drop inlets along the parkway, 0.14 miles of stone lined ditches, and 2.89 miles of curbing.

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47. *Federal Works Agency Public Roads Administration, FINAL CONSTRUCTION REPORT MILITARY HIGHWAY, from Bolling Field In The District Of Columbia To Camp Springs Army Air Base In Prince Georges County, Maryland*
, Part II, January 1946. Federal Highway Administration Files, Arlington, Virginia.

48. Ibid.

49. Ibid.

INVENTORY OF STRUCTURES:

Listed from the Anacostia River eastward to Marlboro Pike with bridge inspection report numbers where available.
* = noncontributing

Bridge Under Martin Luther King Jr. Avenue (Nichols Avenue): Built in 1944; 0.4 miles east of Interstate 295; concrete, rigid frame, double arches, stone-faced spandrels and wing walls; two lanes; 0.02766 mile long; carries Nichols Avenue over parkway; completion cost $132,850.

Bridge Under Alabama Avenue: Built in 1944; 0.4 miles west of District of Columbia line; concrete, rigid frame, double arches, stone-faced spandrels and wing walls; two lanes; 0.0195 mile long; carries Alabama Avenue over parkway; completion cost $122,005.

Parkway Over Branch Avenue (3564-001P): Built 1944; 0.1 miles to Naylor Road; concrete frame; four lanes; one span, 65 feet; carries parkway over Branch Avenue; completion cost $80,939.

Bridge Under Silver Hill Road: Built in 1944; 0.8 miles east of Route 5 (Branch Avenue); concrete, rigid frame, double arches, stone-faced spandrels and wing walls; two lanes; 0.018 mile long; carries Silver Hill Road over parkway.

Parkway Over Suitland (Mayhew) Road (3564-002P): Built 1944; 1.0 miles to Meadowview Drive; concrete frame; stone-faced wing walls; two lanes; one span, 55 feet; carries parkway over Suitland Road; completion cost $103,799.

*Interstate 95 Bridge (16 160 5): Built in 1963; 0.78 miles south of Maryland Route 4; steel, stringer/multi-beam or girder; eight lanes; seven spans, 392 feet; carries interstate highway clockwise over parkway.

*Interstate 95 Bridge (16 160 6) : Built in 1963; 0.78 miles south of Maryland Route 4; steel, stringer/multi-beam or girder; eight lanes; seven spans, 387 feet; carries interstate highway counterclockwise over parkway.

Parkway Over Texas (Patrick) Avenue (3564-003P): Built 1944; 0.5 miles to Allentown Road; concrete frame; two lanes; two spans, 94 feet; carries parkway over Texas Avenue.

Bridge at North Entrance to Andrews Air Force Base: Built in 1944; concrete rigid frame, double arches, stone-faced spandrels and wing walls; four lanes; 700 feet west of Pennsylvania Avenue; carries parkway over entrance to air base; completion cost $208,127.

Culverts: The culverts represent a variety of sizes, designs, and physical conditions along the parkway. There are 38 of them and some are box culverts, while others are small tube, and multiple tubes. Most have stone-faced headwalls, though some are in a state of disrepair.

Curbing: Rock curbing exists along portions of the parkway, and total 2.89 miles.

Ditches: A very small number of stone-lined ditches are to be found along the parkway. They comprise 0.14 miles.

Drop Inlets: There are 39 drop inlets along the entire parkway.

HISTORICAL SIGNIFICANCE

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movements' emphasis on integrated urban green space; automobiles and the rapid development of road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation. In Washington, D.C., the McMillan Commission's recommendation for a series of parks and parkways was coupled with the American Institute of Architects's assessment of a cityscape badly in need of formal planning and direction – in keeping with the original eighteenth-century urban scheme of Pierre L'Enfant. Parkways and strip parks in the Washington, D.C., area are the culmination of efforts of Maryland, Virginia, and District interests. After the precedent-setting network of suburban New York parkways, after which it was idealized, Washington's system is the most comprehensive and monumental extant in the nation. Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital.

The Suitland Parkway, one of several in the Washington, D.C., area, was conceived by the National Capital Park and Planning Commission as an appropriate entryway to the federal city. This parkway is a descendant of the parkways built earlier in the century in Westchester County, New York, and subsequently in Virginia, North Carolina, and Mississippi (Mount Vernon Memorial Highway, Blue Ridge Parkway, and Natchez Trace Parkway). Unlike the forenamed, however, Suitland Parkway is principally a route of travel between federal installations: it connects Bolling Air Force Base and the District of Columbia to Andrews Air Force Base. Not originally designed as a recreational drive, it falls on the parkway end of the continuum of parkway to freeway. Like Baltimore-Washington Parkway, Suitland Parkway represents a utilitarian roadway with design features intended to move traffic expeditiously, but with elements of design intended to convey a scenic driving experience characteristic of earlier parkways.

The Suitland Parkway, in conjunction with George Washington Memorial Parkway, Rock Creek and Potomac Parkway, and Baltimore-Washington Parkway, should be included in the National Register of Historic Places. As a multiple-property nomination of national significance, it should be considered in criteria (A) transportation and (C) landscape architecture. It achieves extraordinary significance under criteria (G) as a contributing element to the national capital park and parkway system developed during the first half of the 20th century, though the parkway is not 50 years old.

When the planners for the nation's capital promulgated the McMillan Plan in 1902, they advocated a system of roads and parkways consistent with L'Enfant's earlier design, including entryway to the capital commensurate with its stature. Suitland Parkway continues to serve that purpose as the entryway used by numerous foreign dignitaries arriving in the United States via Andrews Air Force Base. It provides a "dignified, protected, safe, and suitable approach for passenger vehicle traffic to the National Capital." The design concepts used on parkways throughout the metropolitan Washington, D.C., area are identifiable on Suitland Parkway too. Significant individuals, who were involved in several other parkways, incorporated the same design features in Suitland Parkway.

As with the other parkways in the Washington, D.C., area, Suitland Parkway is associated with key historical figures who played important roles in planning and design including Gilmore D. Clarke and Jay Downer, principal designers in the Westchester County and Virginia parkways. NCP&PC Chairman Frederick Delano and Thomas Jeffers of the Maryland National Capital Park and Planning Commission had substantial roles in the origins of the parkway, especially when funding sources seemed exhausted because of the depression and World War II.

Though not 50 years old, the parkway merits significance under criteria (A) broad patterns of history and (C) landscape architecture related to the parkway system developed during the first half of the 20th century. Suitland Parkway manifests integrity of topography, design, and architecture with bridges, culverts, and drainage installations.

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SUITLAND PARKWAY

	ZONING/EASTING	NORTHING	USGS QUAD
A	18/326470	4303500	Anacostia, DC - MD
B	18/327160	4302900	Anacostia, DC - MD
C	18/327170	4302450	Anacostia, DC - MD
D	18/327390	4302270	Anacostia, DC - MD
E	18/328500	4302410	Anacostia, DC - MD
F	18/328840	4302080	Anacostia, DC - MD
G	18/330900	4302360	Anacostia, DC - MD
H	18/332370	4301310	Anacostia, DC - MD
I	18/333150	4300320	Anacostia, DC - MD
J	18/334000	4300090	Anacostia, DC - MD
K	18/335720	4300360	Anacostia, DC - MD
L	18/337240	4299630	Upper Marlboro, MD
M	18/338700	4299600	Upper Marlboro, MD
N	18/338960	4299080	Upper Marlboro, MD
O	18/337230	4299120	Upper Marlboro, MD
P	18/335660	4299860	Anacostia, DC - MD
Q	18/334000	4299610	Anacostia, DC - MD
R	18/332800	4299920	Anacostia, DC - MD
S	18/332280	4300560	Anacostia, DC - MD
T	18/330750	4301670	Anacostia, DC - MD
U	18/329000	4301420	Anacostia, DC - MD
V	18/328460	4301990	Anacostia, DC - MD
W	18/327400	4301860	Anacostia, DC - MD
X	18/326810	4302340	Anacostia, DC - MD
Y	18/326800	4302800	Anacostia, DC - MD
Z	18/326260	4303260	Anacostia, DC - MD

Suitland Parkway
Photographic Index
National Register of Historic Places

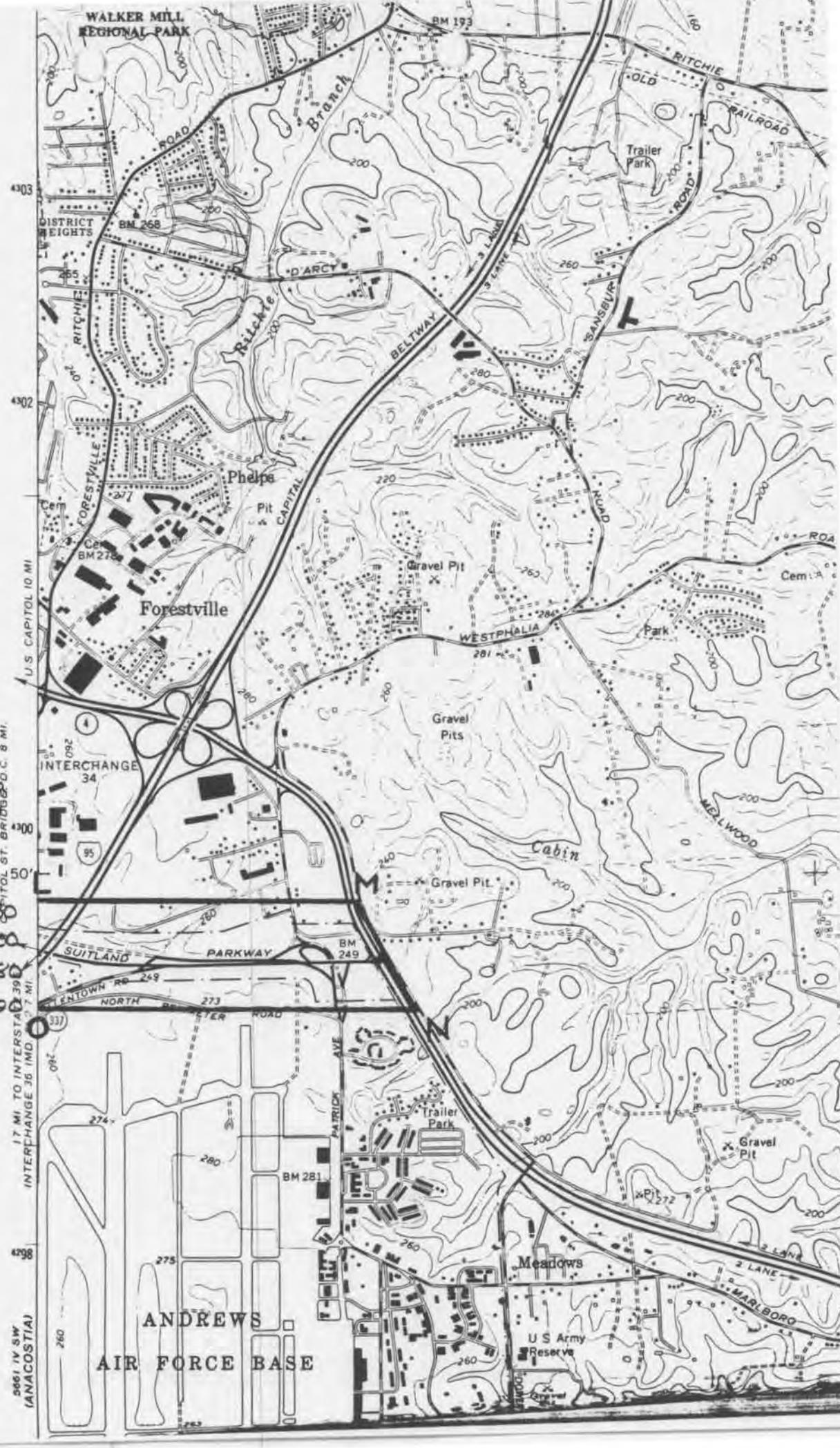
Suitland Parkway

Photographer: Jere L. Krakow

Date: September 1990

Negatives: Denver Service Center, National Park Service
12795 W. Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

No.	Subject	Direction Camera Pointing
1	Retaining Wall Anacostia Ave.	SSE
2	Silver Hill Road bridge	W
3	parkway landscape	E
4	parkway landscape	W



PG: 76A-22

Suitland Parkway
District of Columbia
Prince Georges, Maryland

UTM References:

L. 18/337240/4299630
M. 18/338700/4299600
N. 18/338960/4299080
O. 18/337230/4299120

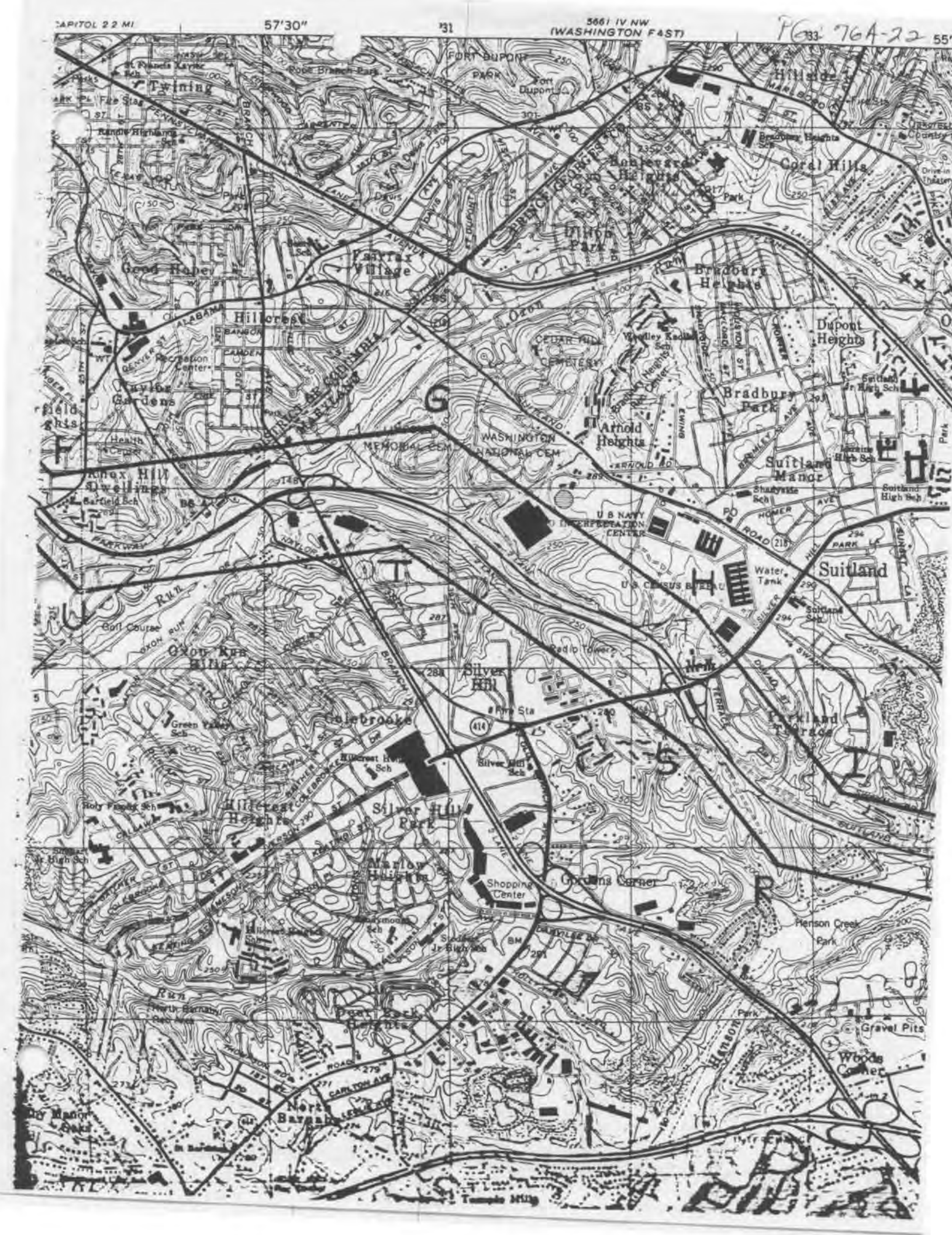
PG: 76A-22

Suitland Parkway
District of Columbia
Prince Georges County, Maryland

UTM References:

A. 18/326470/4302500
B. 18/327160/4302900
C. 18/327170/4302450
D. 18/327390/4302070
E. 18/328500/4302410
F. 18/328840/4302080
G. 18/330900/4302360
H. 18/332370/4301310
I. 18/333150/4300320
J. 18/334000/4300090
K. 18/335720/4300360

P. 18/335660/4299860
Q. 18/334000/4299610
R. 18/332800/4299920
S. 18/332280/4300560
T. 18/330750/4301670
U. 18/329000/4301420
V. 18/328460/4301990
W. 18/327400/4301860
X. 18/326810/4302340
Y. 18/326800/4302800
Z. 18/326260/4303260


CAPITOL 2.2 MI
57'30"
5661 IV NW
(WASHINGTON EAST)
PG 76A-22
FORT DUPONT PARK
Fort Dupont
Twining
Hillside
Coral Hills
Boulevard Heights
Dillon Park
Fairfax Village
Good Hope
Bradbury Heights
Hillcrest
Dupont Heights
CEDAR HILL CEMETERY
Bradbury Park
Arnold Heights
WASHINGTON NATIONAL CEM
MEMORIAL CEM
Suitland Manor
Knox Hill Dwellings
U S NAVY INTERPRETATION CENTER
Suitland
Water Tank
U S CENSUS BUREAU
Golf Course
Oxon Run Hills
Silver Hill
Colebrooke
Parkland Terrace
Hillcrest Heights
Silver Hill Park
Marlow Heights
Shopping Center
Gordons Corner
Henson Creek Park
Deer Park Heights
Gravel Pits
Woods Corner
North Barnaby
Temple Hills

PG: 764-22

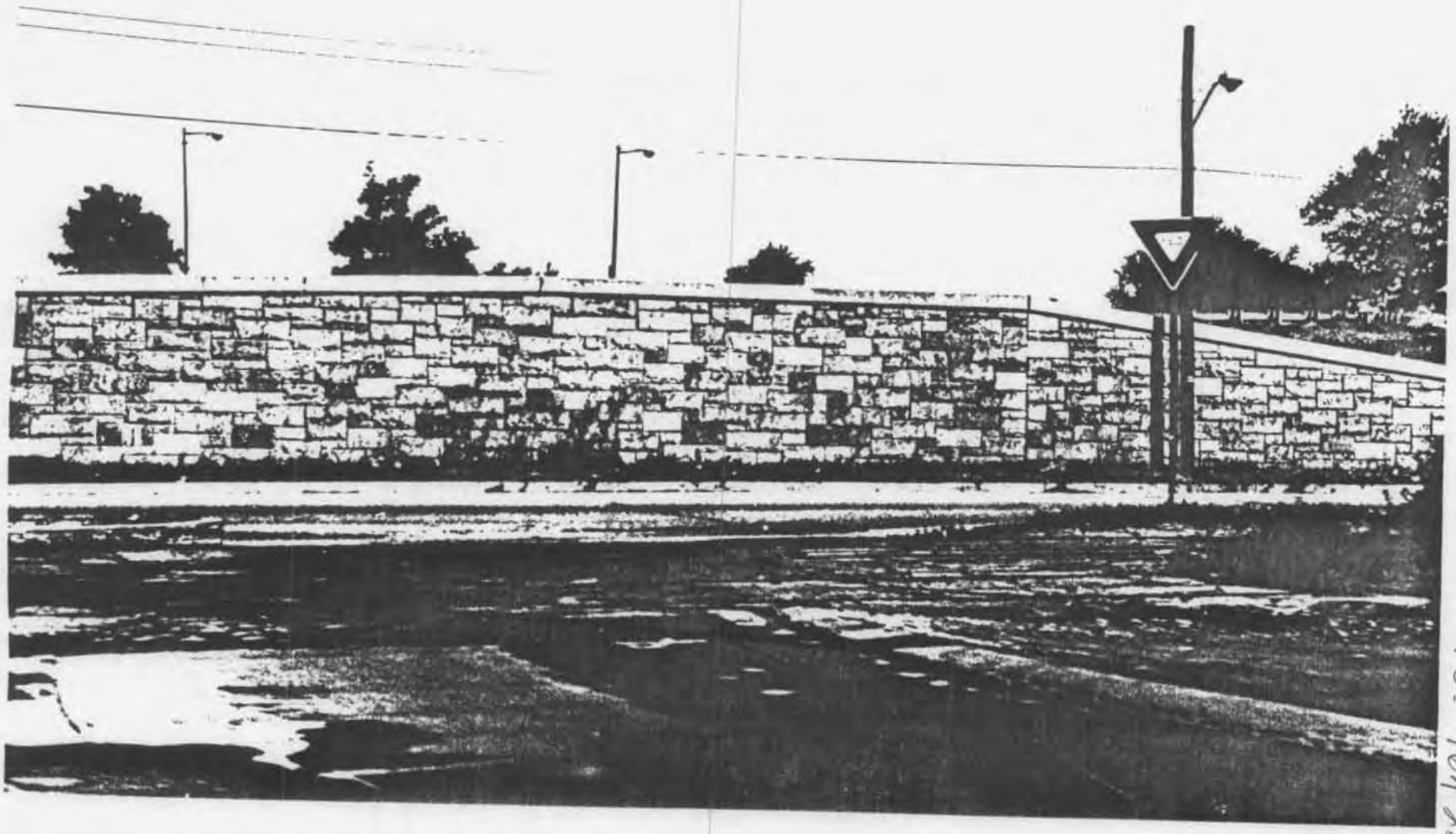
ANACOSTIA QUADRANGL
DISTRICT OF COLUMBIA–MARYL
7.5 MINUTE SERIES (TOPOGRAPHIC–BA

DISTRICT OF COLUMBIA–MARYLAND

7.5 MINUTE SERIES (TOPOGRAPHIC–BATHYMETRIC)

PG: 76A-22

#1



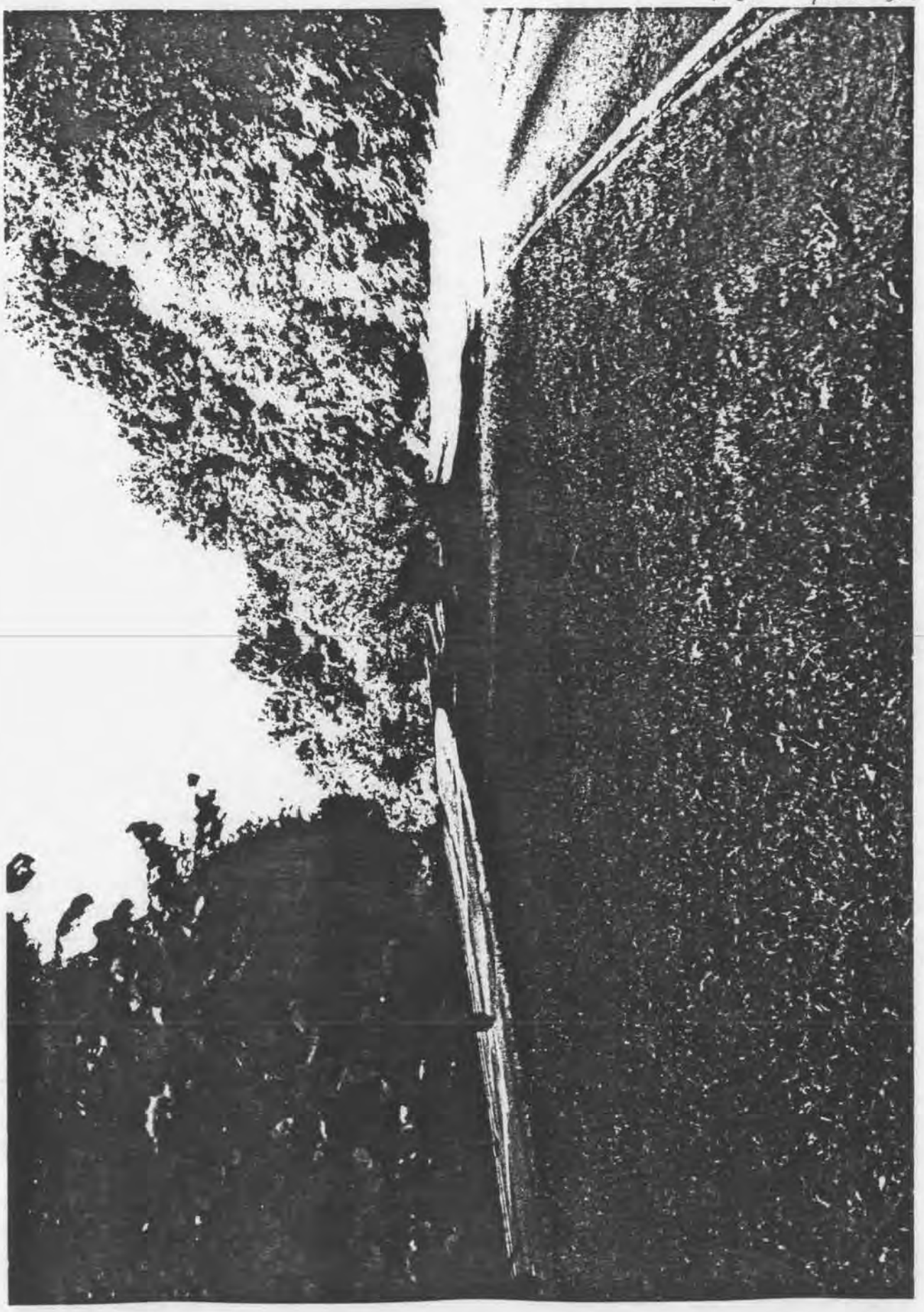
PG: 764-22

#2

PG: 764-22

M
#

PG: 76A-22



#4

PG: 764-22

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Wild Acres / Grosvenor Estate Inventory Number: M:30-15

Address: 5400-5430 Grosvenor Lane, Bethesda, Montgomery County, Maryland 20814

Owner: Renewable Natural Resources Foundation

Tax Parcel Number: P65 and P71 Tax Map Number: HP122

Project: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Agency: State Highway Administration

Site visit by: _____ Staff: ☐ No ☐ Yes Name: _____ Date: _____

Eligibility recommended: X Eligibility not recommended: _____

Criteria: ☒ A ☒ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Is property located within a historic district? ☒No ☐Yes Name of District: _____

Is district listed? ☐No ☐Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Improvement Study Historic Resources Survey and Determination of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*:

Wild Acres, also known as the Grosvenor Estate, is a large Tudor Revival manor house constructed in 1928 for Gilbert Grosvenor, founder of the National Georgraphic Society. The property was previously surveyed by Michael Dwyer of the M-NCPPC in 1976 and by Marsha Mai and Roy Gauzza of Sugarloaf Regional Trails in 1978. Not mentioned in the prior survey forms are several structures located on the Wild Acres Property, including a 2-story cottage located at 5420 Grosvenor Lane, an agricultural outbuilding and a silo. Since the prior surveys two brick and steel-frame modern commercial structures have been constructed on the property. The property is accessed by a paved driveway extending south from Grosvenor Lane. The driveway passes the cottage at 5240 Grosvenor Lane, then splits to extend west toward the main house and south to the parking areas for the modern office buildings on the property. The main house has not changed since the previous survey. The cottage at 5420 Grosvenor Lane is a 2-story wood-frame structure with a brick foundation, wood shingle siding, and a cross-gable roof covered with asphalt shingles. It has a cut-away porch at the southwest corner of the front elevation, a central brick chimney, wood 6/6 double-hung windows, wood shutters, exposed rafter ends and an enclosed rear porch. To the north of this cottage are a 1-story wood-frame agricultural outbuilding and a concrete silo structure located within a fenced area.

Prepared by: Tim Tamburrino, KCI Technologies, Inc., January 2000

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended: X Eligibility not recommended:

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐ None

Comments: _____

Reviewer, Office of Preservation Services Date 9/14/00

Reviewer, NR Programs Date 10/12/00

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Wild Acres / Grosvenor Estate Inventory Number: M:30-15

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*: (CONT'D)

The two modern office buildings on the property were constructed circa 1980 and are 2-story steel-frame structures with a brick and glass exterior. Though unmistakably modern, the use of brick, glass, ornamental timber-framing with corner braces, and dormers lessens their impact on the property. The parking lots associated with these structures are not visible from the main house.

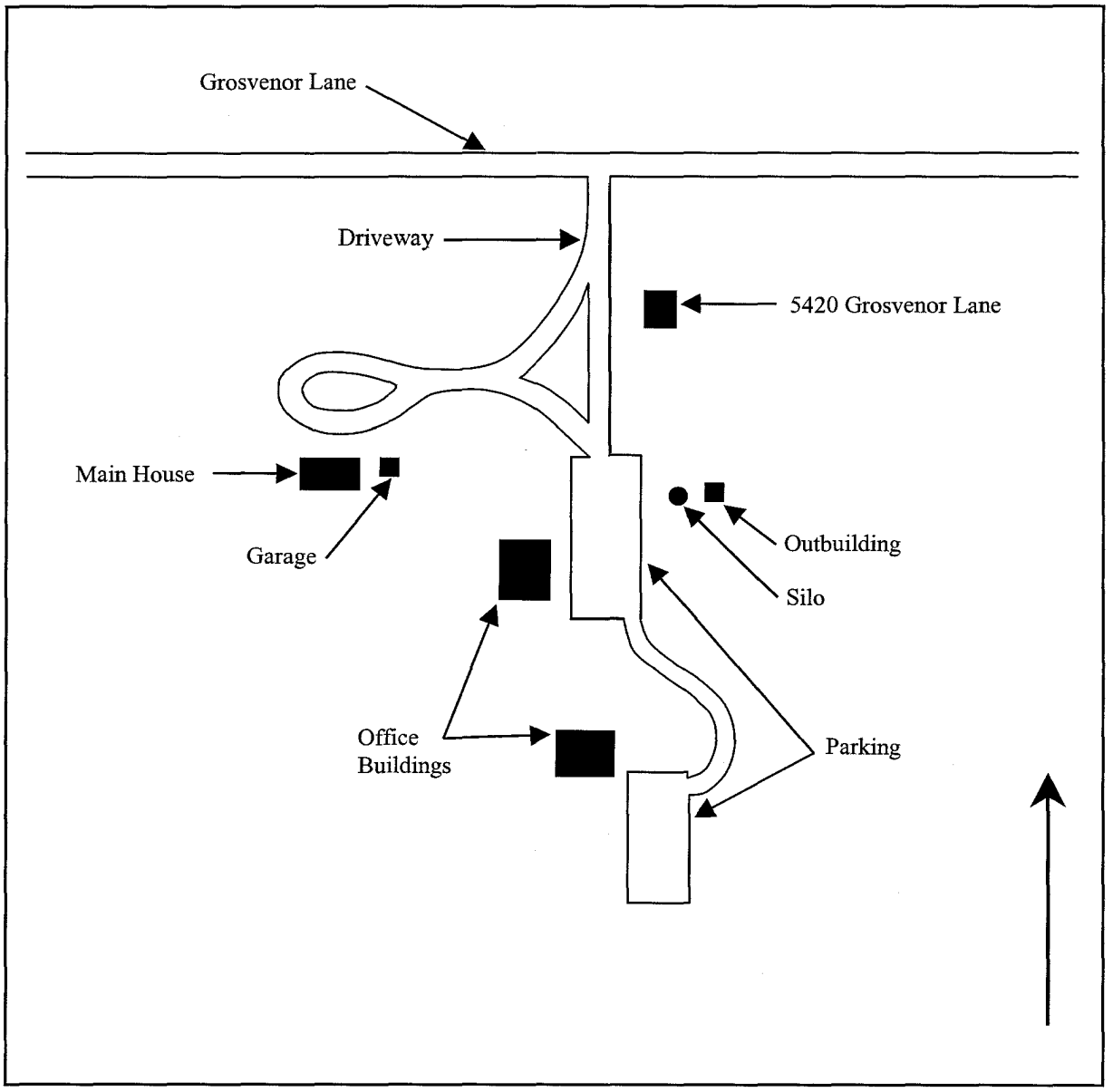
Wild Acres, the Grosvenor Estate, is eligible for the National Register of Historic Places under Criteria A, B, and C as an excellent example of a Tudor Revival-style manor house constructed by a significant person during the suburban estate-building era of the early twentieth century. The property is eligible under Criterion A as a representative example of twentieth century suburban estate construction. The property retains such features as the main house, garage, historic approach to the house, and sweeping rear lawn. The property is also eligible for the National Register under Criterion B for its association with Dr. Gilbert Grosvenor, founder of the National Geographic Society. Gilbert Grosvenor, and his wife Elsie purchased the land in 1912 and spent summers on the property in an old farmhouse until the current house was constructed in 1928. The Grosvenors held large social functions at Wild Acres, including a birthday party for Mrs. William Howard Taft. The property remained in the ownership of Gilbert Grosvenor until his death in 1966. Since 1975 the property has been home to a consortium of earth science organizations. Finally, the property is eligible under Criterion C as an excellent example of Tudor Revival architecture. The main house retains such character-defining features as a steeply pitched roof pieced by gables and dormers, bands of multiple-light casement windows, prominent chimneys, and false half-timbering. The stone exterior, wood shingle roof, and scale of the building distinguish this structure from other Tudor Revival-style residences constructed during the early twentieth century. Investigations have not been conducted to determine whether the property has the potential to yield information important in history or pre-history, therefore, National Register Criterion D can not be assessed at this time.

The National Register Boundary for Wild Acres, the Grosvenor Estate, includes all land remaining from its association with Gilbert Grosvenor and the property's period of significance of 1928-1966. The boundaries consist of tax parcels P65 and P71 on Montgomery County tax map HP122. The boundary includes 14 hectares (34.7 acres), the main house, garage, outbuilding, silo, and cottage at 5420 Grosvenor Lane as contributing structures. Non-contributing structures within the National Register boundary include the two modern office buildings and all associated parking areas.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Wild Acres / Grosvenor Estate Inventory Number: M:30-15

Resource Sketch Map:

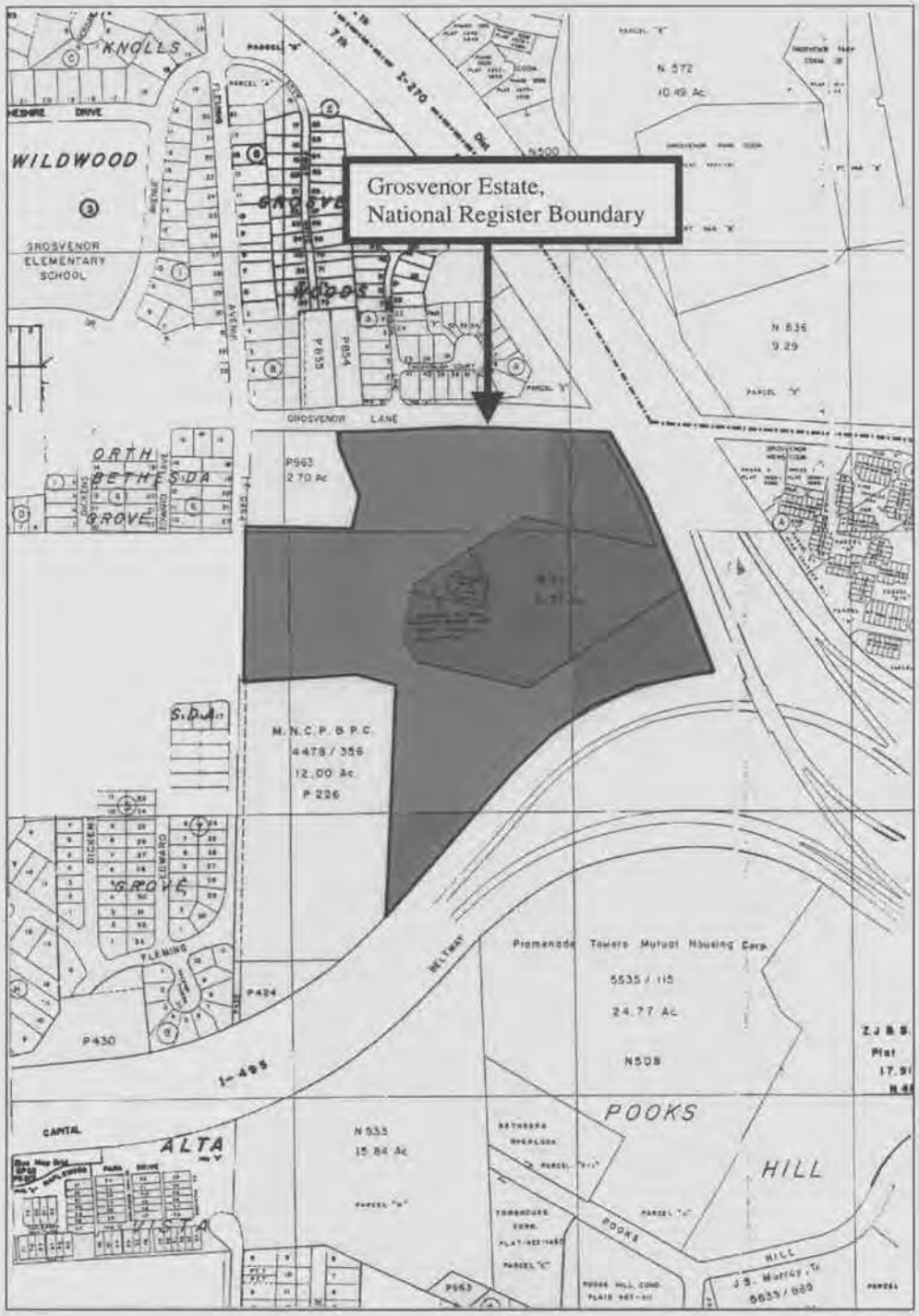


MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Wild Acres / Grosvenor Estate Inventory Number: M:30-15

National Register Boundary Map:

Montgomery County Tax Map HP122, Parcel 65 and 71



MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Wild Acres / Grosvenor Estate Inventory Number: M:30-15

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☐ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☒ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☐ Agriculture
- ☒ Architecture, Landscape Architecture, and Community Planning
- ☐ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☐ Transportation

IV. Resource Type:

Category: Building

Historic Environment: Rural

Historic Function(s) and Use(s): Private Residence

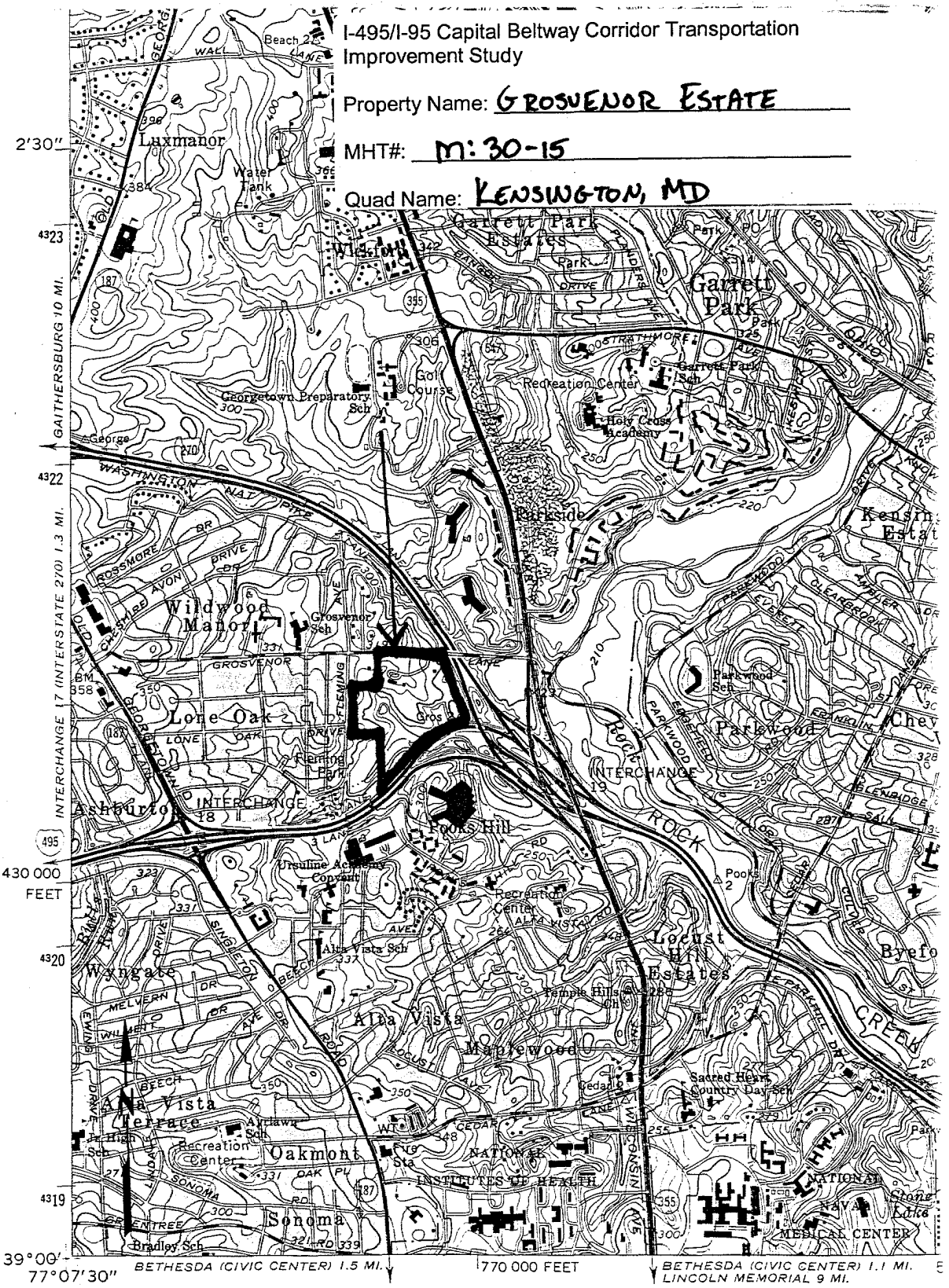
Known Design Source: Arthur B. Heaton (original design), Skidmore, Owings and Merrill (1975-1976 interior renovations)

I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: GROSVENOR ESTATE

MHT#: M: 30-15

Quad Name: KENSINGTON, MD



(FALLS CHURCH) 5561 I NW

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and WSSC

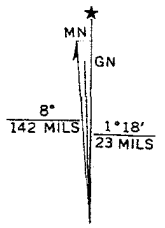
Topography by photogrammetric methods from aerial photographs taken 1955. Field checked 1956. Revised 1965

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

Areas covered by dashed light-blue pattern are subject to controlled inundation to 351

1) M-30-15

2) BROSIUS ESTATE / WILD ACRES

3) MONTGOMERY COUNTY, MD

4) TIM TAMBORRINO

5) DECEMBER 1995

6) MD SHPO

7) 5460 BROWNING LANE, FRONT ELEVATION OF HOUSE, VIEW EAST

8) 1 OF 18

1 M: 30-15

2 GROSVENOR ESTATE / WILD ACRES

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5. DECEMBER 1999

6 MD SHPO

7 5400 GROSVENOR LANE, FRONT ELEVATION OF MAIN HOUSE, VIEW SOUTH

8) 2 OF 18

1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1991
6. MD SHPO
7. 5400 GROSVENOR LANE, REAR ELEVATION OF HOUSE, VIEW NORTHEAST
8. 3 OF 18

1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 5400 GROSVENOR LANE, REAR ELEVATION OF MAIN HOUSE, SOUTHEAST CORNER, VIEW NORTHWEST
8. 4 OF 18

1. M: 30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 5400 GROSVENOR LANE, MAIL BUILDING, NORTHEAST CORNER VIEW SOUTHWEST
8. 5 OF 18

1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER [illegible]
6. MD SHPO
7. 5400 GROSVENOR LANE, FRONT ELEVATION OF GARAGE, VIEW SOUTHEAST
8. 6 OF 18

1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 1995
6. MD SHPO
7. 5400 GROSVENOR LANE, REAR ELEVATION OF GARAGE. VIEW NORTH
8. 7 OF 18

1. M:30-15
2. GREENACRE ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1994
6. MD SHPO
7. 5400 GROSVENOR LANE, GARAGE, EAST ELEVATION, VIEW WEST
8. 8 OF 18

1. M: 30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1990
6. MD SHPO
7. 5400 GROSVENOR LANE, OUTBUILDING AND SILO; VIEW SOUTHEAST
8. 9 OF 18

1 M:30-15

2 GROSVENOR ESTATE / WILD ACRES

3 MONTGOMERY COUNTY, MD

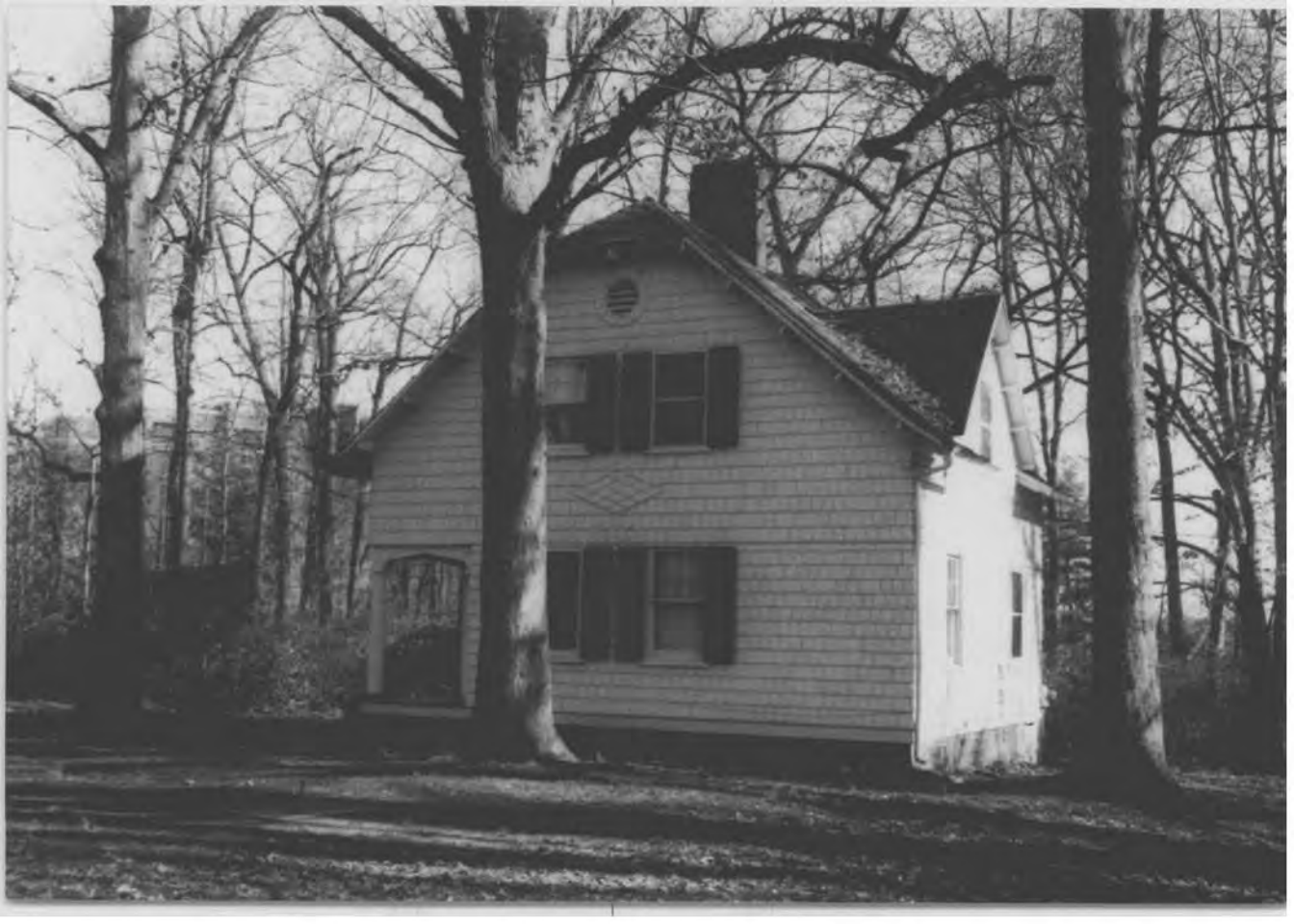
4. TIM TAMBURRINO

5 DECEMBER 1994

6. MD SHPO

7. 5420 GROSVENOR LANE, VIEW FROM PARKING LOT, VIEW NORTHEAST

8. 10 OF 18



1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 5430 GROSVENOR LANE, SOUTHWEST CORNER, VIEW NORTHEAST
8. 11 OF 18

1. M:30-15
2. GROSVENOR ESTATE / WILDACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1994
6. MD SHPO
7. 5420 GROSVENOR LANE - NORTHEAST CORNER
   VIEW SOUTHWEST
8. 12 OF 18

T.17

1. M:30-15
2. GROSVENOR ESTATE / WILD ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD SHPO
7. 5400 GROSVENOR LANE, VIEW OF MODERN OFFICE BUILDING FROM REAR OF HOUSE VIEW SOUTHEAST
8. 13 OF 18

1 M: 30-15
2 GROSVENOR ESTATE / WOOD ACRES
3 MONTGOMERY COUNTY, MD
4 TIM TAMBURRINO
5 DECEMBER 1993
6 MD SHPO
7 5100 GROSVENOR LANE, MODERN OFFICE BUILDING, VIEW SOUTHEAST
8 14 OF 18

1 M:30-15

2 GROSVENOR ESTATE / WILD APPLE

3 MONTGOMERY COUNTY, MD

4 TIM TAMBURRINO

5 DECEMBER 1985

6 MD SHPO

7 EH10 GROSVENOR LANE, VIEW FROM CANAL, VIEW SOUTH

8 15 OF 18

1. M-30-15
2. GROSVENOR 'ESTATE' WILD ACRES
3. MONTGOMERY COUNTY MD
4. TIM TAMBURRINO
5. DECEMBER 2009
6. MD SHPO
7. 5430 GROSVENOR LANE - SULLIVAN BUILDING, VIEW SOUTHWEST
8. 16 OF 18

1 M:30-15

2 GROSVENOR ESTATE / WILD ACRES

3 MONTGOMERY COUNTY MD

4 TIM TAMBURRINO

5 DECEMBER 1999

6 MD SHPO

7 5430 GROSVENOR LANE - SULLIVAN BUILDING, VIEW SOUTHEAST

8 17 OF 18

1. M:30-15
2. GROSVENOR ESTATE / LAND ACRES
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1919
6. MD SHPO
7. 5410-5430 GROSVENOR LANE, VIEW NORTHWEST
8. 18 OF 18

ACHS SUMMARY FORM

M: 30-15

1. Name: Wild Acres (Grosvenor Estate)

2. Planning Area/Site Number: 30/15 3. M-NCPPC Atlas Reference: Map 21 B-4

4. Address: 5400 Grosvenor Lane, Bethesda

5. Classification Summary

Category building
Ownership private
Public Acquisition NA
Status occupied
Accessible yes: restricted
Present use educational/scientific

Previous Survey Recording M-NCPPC
Title and Date: Inventory of Historical Sites - 1976

Federal ___ State X County X Local ___

6. Date: 1928 7. Original Owner: Gilbert Grosvenor

8. Apparent Condition

a. excellent b. altered c. original site

9. Description: This large Tudor-influenced estate house was built in 1928 for for Gilbert Grosvenor. Built in two distinctive sections, the west section is constructed of uncoursed rubblestone quarried from the nearby River Road Quarry. The east section is constructed of brick and the second level has wattle and daub designs applied to clay block walls. There are six-over-six double-hung windows arranged as singles, pairs, and triples. There is a second level bay window on the south (front) door. The gable roof above the west section and the hipped roof above the east section are covered by slate tiles.

10. Significance: Wild Acres was for almost 40 years the home of Dr. Gilbert Grosvenor, founder of the National Geographic Society, and his wife Elsie, daughter of Alexander Graham Bell.

The three parcels which total the original 105 acre estate were consolidated in 1910 by Leigh and Jessie Hunt; this land was improved by an old farmhouse. The Grosvenors bought the land in 1912, and spent summers in the old farmhouse, until they built the mansion in 1928. The mansion had 14 bedrooms, 8 baths, and 3 libraries. The house was the scene of frequent social functions, attended by many world-famous personalities.

After Dr. Grosvenor's death in 1966, Wild Acres was offered to Montgomery County for use as a cultural or community center. The offer was refused, and in 1973, 47 acres and the house were sold to the Renewable Natural Resources Foundation, a combination of 11 earth science professional organizations. The interior was remodeled in 1975 by Skidmore, Owings and Merrill.

11. Researcher and date researched: Marsha Mai - Fall 1978 Candy Reed
Roy Gauzza Arch. Description

12. Compiler: Gail C. Rothrock 13. Date Compiled: 2/79 14. Designation Approval ___

15. Acreage: 47 acres

M: 30/15
Magi #

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
Wild Acres

AND/OR COMMON
Grosvenor Estate

2 LOCATION

STREET & NUMBER
5400 Grosvenor Lane

CITY, TOWN
Bethesda — VICINITY OF

CONGRESSIONAL DISTRICT
8

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	X EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	X SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Renewable Natural Resources Foundation Telephone #: 897-8720

STREET & NUMBER
5400 Grosvenor Lane

CITY, TOWN
Bethesda — VICINITY OF

STATE, zip code
Maryland 20014

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Montgomery County Courthouse

Liber #: 4478
Folio #: 335

STREET & NUMBER

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
MNCPPC Historical Sites Inventory

DATE
1976 — FEDERAL X STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Park Historian's Office

CITY, TOWN
Derwood

STATE
Maryland 20855

M:30-15

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This large Tudor-influenced estate house was built in 1928 for Gilbert Grosvenor and his family.

There are two visually distinctive parts to this estate. Built on stone foundations the west section is constructed of uncoursed rubblestone quarried from the nearby River Road quarry. The east section is constructed of brick, and at the second story, imitation wattle and daub is applied to clay block walls.

On the south elevation, west section, there is a three part door. The center piece is a door of diamond panes and wooden panels flanked by sidelights of diamond panels and surmounted by a diamond-paned transom. A conical metal hood shelters the doorway. On the south elevation, east section, there is a French door. On the north elevation, west section, there is a projecting pavilion. A pair of glass doors with wrought iron decoration built into the interior side of the door is set into a round arch. Above the arch is the carved stone Grosvenor family shield which supports a bay window. The window is composed of four eight light casement windows surmounted by four light transom windows. At the peak of the bay window is a modern skylight.

At the west end of the structure is a porch which wraps around from the northwest corner of the north elevation around the west elevation, and onto the southwest corner of the south elevation. The gable roof of the house extends out over the porch and is supported at the outer corners by stone posts and at the center by chamfered wooden posts. The porch has a flagstone floor.

There are two large bay windows flanking the main door on the south elevation. At the second story there are paired eight by eight light casement windows. At the third story there are five dormer windows with three by three light casement windows. On the south elevation, east section, there are large picture windows at the first and second stories. The exterior wall is decorated by applied balusters.

On the north elevation, east of the projecting pavilion, there are six over six light double hung windows arranged as singles, pairs, and triples. In the west section these windows have wooden lintels and brick sills. There are two dormer windows above the east section. There are six by six light casement windows with pent roofs. At the extreme west end of the west section there is a large triple dormer window composed of two six over six double hung windows flanking an equal sized blank wall which is bisected by a wooden post flush against the daubing.

There is a gable roof over the west section of the house. At the east section however, the roof is hipped. The roof is covered by slate tiles imported from England. There are four brick chimneys.

The interior of the house was extensively remodeled and renovated for the present owners by Baltimore Architect Rurick Ekstrom, in 1975. All the walls have been covered by various types of vertical wooden paneling; all ceilings are white pine. At the west end of the house the former living room has been partitioned to provide both a conference room and an office for the President of the Society of American Foresters. The bird frieze and corner plaques of barn owls mounted in the four corners of the living room were created by Hashime Murayama and now are covered by the wooden paneling. The marble fireplaces are all that remain of the days when the Grosvenor family lived here.

~~CONTINUE ON SEPARATE SHEET IF NECESSARY~~

8 SIGNIFICANCE

M:30-15

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	X SOCIAL/HUMANITARIAN
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER
_1800-1899	_COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION
X 1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	X OTHER (SPECIFY)
		X INVENTION		Important Owners

SPECIFIC DATES 1928 BUILDER/ARCHITECT Arthur B. Heaton, Skinker & Garrett

STATEMENT OF SIGNIFICANCE

Wild Acres was for many years the home of Dr. Gilbert Grosvenor, founder of the National Geographic Magazine, and his wife Elsie, daughter of Alexander Graham Bell. It was the scene of frequent social functions, attended by many world-famous personalities.

The three parcels which total the 105 acres of Wild Acres were consolidated in 1910 by Leigh & Jessie Hunt; this land was improved by an old farmhouse.[1] After a brief ownership by Julian Hite Miller,[2] the Grosvenors bought the land in 1912[3] and spent summers in the old farmhouse for 16 years.

Construction of the mansion was begun in spring of 1928. It had 14 bedrooms, 8 baths, and 3 libraries. Woodwork and doors were brought from lexander G. Bell's house in Washington, D.C., demolished in 1927, and from the maternal home of Gilbert Grosvenor in Massachusetts.

The Grosvenors entertained often at Wild Acres. Mrs. Grosvenor belonged to several local clubs and organizations. Dr. Grosvenor was the editor and president of the National Geographic Magazine from 1899 to 1954 when he retired. In 1929 the Grosvenors held a birthday party for Mrs. William Howard Taft, and in 1950 the Grosvenors celebrated their 50th wedding anniversary at Wild Acres with 400 guests.

After Dr. Grosvenor's death in 1966 at his home in Nova Scotia, Wild Acres was rented to the National Graduate University as the residence of its President, Dr. Walter E. Bock. This University never materialized, and in 1970 the Grosvenor heirs offered the mansion to Montgomery County for use as a cultural or community center. This never materialized and 3 years later 47 acres and the house were sold to the Renewable Natural Resources Foundation, a combination of eleven earth science professional organizations. The Foundation engaged Skidmore, Owings and Merrill to remodel the interior of the house in 1975.

FOOTNOTES

1 Land Records of Montgomery County, Md. 218/473,475, and 476.
2 Ibid, 230/237.
3 Ibid, 230/260.

(See Attachment Sheet A for Personal Significance of Gilbert H. Grosvenor)

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:30-15

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(1) Land Records of Montgomery County, Md.(2)Interview with Albert J. McClur[illegible] Exec. Dir., RNRF, 897-8720.(3)Farquhar, R.B.,Old Homes & History of Montgo[illegible]y County(1962)pp. 320-322.(4) Reed,Pat, Editor, The Tiger's Territory, North Bethesda Junior High School PTSA, Bethesda, Md., Nov. 1976 (5) The Renewable Natural Resources Foundation booklet, 1974.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 47 acres

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
NONE	
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Marsha Mai /Roy Gauzza

ORGANIZATION
Sugarloaf Regional Trails

DATE
Fall 1978

STREET & NUMBER
Box 87

TELEPHONE
926-4510

CITY OR TOWN
Dickerson

STATE
Maryland 20753

The Maryland Historic Sites Inventory 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~~
~~The Shaw House, 21 State Circle~~
~~Annapolis, Maryland 21401~~
~~(301) 267-1438~~

SUGARLOAF REGIONAL TRAILS
Box 87, Stronghold
Dickerson, Md. 20753
(301) 926-4510

PS-1108

Attachment Sheet A M: 30/15

Wild Acres -- Grosvenor Estate

Personal Significance of Gilbert H. Grosvenor

Gilbert Harvey Grosvenor, scientist and educator, is widely known as the former director and president of the National Geographic Society and editor of the society's monthly magazine for over fifty years. Under his guidance the society became the world's largest organization of its kind. The major exploratory expeditions sponsored by National Geographic were made possible by Grosvenor's success in economic management of the Society in its earliest days. Included in such explorations were the discovery trip to the North Pole, the discovery of the oldest dated work of man in the Americas, and the greatest undersea descent in the Atlantic. Gilbert Grosvenor was also responsible for the Society's famous map service, one of the standard sources of reference throughout the country today.

A mountain range in Antarctica, a lake in Alaska, a fish, and a glacier in the Peruvian Andes were given Grosvenor's name in recognition of his distinguished services to the science of geography. He received many honorary degrees, and the first Grosvenor Medal Award from the National Geographic Society. He has been decorated by France, Norway, and Belgium.

M #30-15
1608075704

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
Wild Acres

AND/OR COMMON
Grosvenor Estate

2 LOCATION

STREET & NUMBER
5400 Grosvenor Lane

CITY, TOWN
Bethesda

__ VICINITY OF

CONGRESSIONAL DISTRICT

STATE
Maryland

COUNTY
Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	✓OCCUPIED	__AGRICULTURE	__MUSEUM
✓BUILDING(S)	✓PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	✓EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	✓YES: RESTRICTED	__GOVERNMENT	✓SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Renewable Natural Resources Foundation Telephone #:

STREET & NUMBER
5400 Grosvenor Lane

CITY, TOWN
Bethesda

__ VICINITY OF

STATE, zip code
Maryland

5 LOCATION OF LEGAL DESCRIPTION

Liber #:
Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN
Rockville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:30-15

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	√ ORIGINAL SITE
√ GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is a large, Colonial Revival estate home, built in 1928-29, of local, dressed quarry stone. It has a five-bay main facade with a central door. Bay windows flank this doorway. The steep A-roof is covered with slate shingles and has five dormer windows. Huge, brick chimney stacks rise flush with each end of the house. Gable-ends are covered with siding. There are lower wings of similar design-extending east and west from the main house. An original, hewn-stone boundary marker (from Colonial times?) is located here.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:30-15

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
EHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
✓1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This was the home of Dr. and Mrs. Gilbert Grosvenor for over 30 years. Dr. Grosvenor was the founder of National Geographic Magazine, and his wife was the daughter of Alexander Graham Bell. They bought the land here in 1912, and spent summers in an old farm house located here-until they built the present mansion in 1928-29. This was the scene of many social functions, that usually included many world-famous personalities. One such occasion (shown in Farquhar's book), was a birthday party for Mrs. Taft, wife of the former U.S. President, in 1929.

The building and grounds have recently become the international headquarters for the Renewable Natural Resources Foundation-a coalition of environmental and conservation organizations.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:30-15

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Farquhar, R.B. OLD HOMES & HISTORY OF MONT. CO. (1962) pp. 320-322.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Michael F. Dwyer, Senior Park Historian

ORGANIZATION
M-NCPPC

DATE
Winter, 1976

STREET & NUMBER
8787 Georgia Ave.

TELEPHONE
589-1480

CITY OR TOWN
Silver Spring

STATE
Maryland

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The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSIO

M:30-15

FOR ADDITIONAL INFORMATION

See correspondence dated June 12, 1984

ACTION TAKEN

The following sites have been reviewed and found not suitable for regulation under the Historic Preservation Ordinance. Those sites also listed on the Locational Atlas will no longer be subject to regulation under the Moratorium on Alteration and Demolition.

Site No.
10/2
10/9
10/11
10/22
10/25
10/54
10/71
10/73
10/74
11/8
12/14-1
12/16
12/26
13/15
13/16
13/28
13/32
14/1
14/15
14/18
14/19
14/23
14/30
14/31
14/40
14/48
14/54
15/10
15/11
15/18
*15/62

Site No.
15/68
15/69
16/19
*17/4
17/55
18/1
18/9
18/22
18/27
18/29-1
19/8
19/18
19/20
20/6
20/14
20/27
22/5
22/6-1
22/18
22/21
22/22
22/23
22/24
23/13

Site No.
23/70
23/98-1
24/12
24/14
24/15
25/1
25/10-1
27/5
27/7
*27/11
*27/13
28/15
28/26
30/3
30/7
30/9
30/15
30/17
30/19
31/9
33/3
33/5
33/11
*34/1
*34/9

Site No.
35/6
36/9
*37/4

*Recommended for designation by the Mont. Co. Historic Preservation Commission.

**These sites were previously considered by the County Council and found not to warrant regulation under the Historic Preservation Ordinance. They are listed here to bring the functional Master Plan in conformance with Council's actions.