

# Cultural Resources Technical Report Volume 3: Architectural Historic Properties Identification

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**Prepared by:** 



For:



Federal Highway Administration





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#### 1 INTRODUCTION

The Federal Highway Administration (FHWA), as the Lead Federal Agency, and the Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, are preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (Study). The Study evaluates potential transportation improvements to portions of the I-495 and I-270 corridors in Montgomery and Prince George's Counties, Maryland, and Fairfax County, Virginia. MDOT SHA will be following a Public-Private Partnership (P3) Program delivery method by seeking a private concessionaire to design, build, finance, operate, and maintain the project.

This report documents architectural historic properties identification efforts for the Study. The work complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations at 36 CFR Part 800. All field investigations and technical reporting meet the qualifications specified in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:190:44716–44742) and the guidelines presented in Maryland Historical Trust's (MHT) Standards and Guidelines for Architectural and Historical Investigations in Maryland (MHT, 2000), Guidelines for Compliance-Generated Determinations of Eligibility (DOEs) (MHT, 2002), and Standards for Submission of Digital Images to the Maryland Inventory of Historic Properties (MHT, effective January 2008, revised January 2015).

The Study's area of potential effects (APE), the geographic area within which the undertaking may cause alterations in the character or use of historic properties, is based on the worst-case limits of disturbance (LOD) for Alternative 10 and generally encompasses 250 feet on either side of the Alternative 10 LOD (**Appendix A**). Potential archaeological effects would only occur within the LOD.

Development of the APE began in April 2018, when FHWA and MDOT SHA delineated a preliminary APE based on the Corridor Study Boundary (CSB). The CSB was developed because the precise LOD were unknown at that time. In May 2019, the APE in the vicinity of the American Legion Bridge, C&O Canal National Historical Park, and within the Commonwealth of Virginia was revised as a result of coordination with the Virginia Department of Transportation (VDOT) and additional constructability analysis for replacement of the American Legion Bridge. The latest revision to the APE, in November 2019, reflects refinements to the Alternative 10 LOD.



MDOT SHA identified a total of 329 resources within the APE that required additional documentation or evaluation for the National Register of Historic Places (NRHP). Resources were divided into a series of batched submittals to facilitate review by the MHT and additional consulting parties. MDOT SHA's survey and evaluation effort identified a total of 51 previously evaluated and newly identified architectural historic properties (NRHP-eligible or listed resources) within the APE.

For the Study, MDOT SHA also completed the *Archaeological and Historic Architectural Gap Analysis and Assessment* (Gap Analysis) (August 2018) and *Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland* (Suburbanization Context Addendum) (May 2019).



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#### 2 NATIONAL REGISTER OF HISTORIC PLACES EVALUATION RESULTS

#### 2.1 The National Register of Historic Places

The NRHP, authorized by the NHPA of 1966, is the official list of resources within the United States worthy of preservation for their historical significance. Section 106 of the NHPA requires federal agencies, such as FHWA, to consider the effects of projects they carry out, approve, or fund on historic properties, defined as any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion on, the NRHP. Therefore, MDOT SHA and FHWA identified historic properties within the undertaking's APE; assessed effects to those properties; and is consulting with MHT, representing Maryland's State Historic Preservation Officer (SHPO), and additional consulting parties throughout the Section 106 process.

A resource listed on the NRHP must have historical significance and retain integrity. A historic property's significance relates to its ability to meet at least one of the four Criteria for Evaluation established through the National Park Service. These criteria identify the range of resources and the kinds of significance that would qualify resources for listing on the NRHP. Integrity, the ability of a resource to convey its significance, is determined by the condition of the physical features of a resource and its surroundings. For a resource to qualify for the NRHP it must meet one of the criteria and retain historic integrity of those features necessary to convey its significance. For many properties where the significance of trends, events, or associations are not immediately apparent, evaluation is bolstered by the development of specific written historic contextual information, either specific to the property, or for groups of similar resources.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and that meet of or more of the following four criteria:

- Criterion A that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B that are associated with the lives of persons significant in our past; or



- Criterion C that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D that have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is the ability of a resource to convey its significance. To be listed on the NRHP, a resource must not only be shown to be significant under the NRHP criteria, but it must also have integrity. A resource either has integrity or it does not. A historic property will retain several, and usually most, of the seven aspects of integrity:

- Location the place where the historic property was constructed or the place where the historic event occurred;
- Design the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting the physical environment of a historic property;
- Materials the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling a property's expression of the aesthetic or historic sense of a particular period of time;
   and
- Association the direct link between an important historic event or person and a historic property.

Certain kinds of resources are not usually considered for listing on the NRHP: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past fifty years. These resources can be eligible for listing, however, if they meet special requirements, called Criteria Considerations, in addition to being significant under one or more of the four criteria and possessing integrity:

- Consideration A a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Consideration B a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- Consideration C a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or



- Consideration D a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or
- Consideration E a reconstructed building when accurately executed in a suitable environment
  and presented in a dignified manner as part of a restoration master plan, and when no other
  building or structure with the same association has survived; or
- Consideration F a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- Consideration G a property achieving significance within the past 50 years if it is of exceptional importance.

A resource that meets the above requirements for listing in the NRHP may be nominated to the NRHP and submitted to the Keeper of the NRHP for final review and listing. However, most resources are usually not nominated and submitted to the Keeper but are instead only determined eligible in consultation with SHPOs. Under Section 106, both listed and eligible resources are considered historic properties and must be taken into consideration in the same way by federal agencies when determining project effects.

#### 2.2 The National Register Evaluation Process under Section 106

Section 106 of the NHPA is a procedural requirement consisting of several steps for federal agencies to consider effects to historic properties resulting from undertakings. MDOT SHA, through delegated authority, assists in performing several of the steps on behalf of FHWA. The process is initiated by determining the undertaking and identifying appropriate consulting parties. An APE is established in consultation with the SHPO(s), wherein historic properties, should they exist, may be affected by the proposed undertaking. MDOT SHA and FHWA then identify historic properties within the APE, and, if not previously evaluated, determine their eligibility for the NRHP, in consultation with consulting parties. Through the Section 106 process, MDOT SHA and FHWA consult with MHT and provide interested parties and the public an opportunity to comment on eligibility determinations.

As the Maryland SHPO, MHT maintains a list of identified architectural resources in Maryland, called the Maryland Inventory of Historic Properties (MIHP). Resources included on the MIHP may be listed or eligible for listing on the NRHP or they may be documented but unevaluated. The MIHP does not include all architectural resources in Maryland that are 50 years of age or older, only those that have been identified and recorded.

MHT provides guidelines for compliance-generated DOEs, used to fulfill federal agencies' historic properties identification responsibilities under Section 106. Under MHT's guidance, a DOE form is used if a resource has not been evaluated in the past, has an MIHP number, is in a historic district, or appears to have any reasonable possibility of being eligible for listing in the NRHP. A DOE Short Form for Ineligible Properties (Short Form) is sufficient if a resource has not been evaluated in the past, does not have an MIHP number, is not in a historic district, and is unquestionably ineligible (e.g., a building that has been greatly modified in recent decades and displays very little integrity from any time more than 50 years ago). Additionally, MHT provides MIHP forms, used to document resources and record them in the MIHP,



and Addendum Forms, used to provide supplemental information on existing MIHP resources, such as when the main house of a complex was documented but not the outbuildings, or an existing intensive form was prepared for a property that has been significantly altered or demolished.

Following these guidelines, MDOT SHA submits eligibility determinations to MHT and requests the SHPO's concurrence following a 30-day review period. Simultaneously, MDOT SHA provides DOE forms to other consulting parties for comment. If MHT agrees with MDOT SHA's determinations, the respective resources are considered eligible or not eligible. If there is disagreement between MDOT SHA and MHT regarding an eligibility determination, MDOT SHA will work with MHT to identify an appropriate solution. If no consensus on eligibility is reached, MDOT SHA will submit a request to the Keeper of the NRHP, who makes a final eligibility determination.

#### 2.3 National Register Evaluation Methodology for the Study

MDOT SHA began the evaluation process by identifying existing unevaluated MIHP resources in the APE, using information from Medusa, MHT's online cultural resources database. To identify additional architectural resources 50 years or older within the APE, MDOT SHA established a survey period using a construction date of 1978 or earlier, providing a ten-year buffer for project construction. MDOT SHA determined construction dates by retrieving Maryland State Department of Assessments and Taxation (SDAT) build years, studied in combination with aerial imagery on an APE map set. Using these maps, all parcels within the APE were individually analyzed using historic and modern aerial imagery, and USGS topographic maps, available online through Google Maps (including Google Street View), Historic Aerials by NETROnline, Montgomery County Atlas, and Prince George's County Atlas. For parcels with an SDAT build year of 1978 or before, the desktop analysis confirmed the construction date. For parcels without an SDAT build year, the desktop analysis first used online imagery to identify any buildings or structures present and then established and confirmed construction dates. Parcels with a post-1978 SDAT build year were assumed to be accurate unless contradictory evidence was uncovered during the course of research or field survey. If necessary, site visits were conducted at questionable parcels to confirm the accuracy of the SDAT data.

Unrecorded architectural resources without SDAT build year information, such as parks and tax-exempt resources, were identified using information from historic aerial imagery and topographic maps, books, journals, and newspaper articles. The segments of the Federal Interstate Highway System located within the APE are exempt from effects assessment consideration in accordance with the Advisory Council on Historic Preservation (ACHP) "Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System" and are not on FHWA's "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System," and therefore are not NRHP eligible. Post-1945 concrete bridges located within the APE, none of which have been listed in or determined eligible for the NRHP, are exempt due to the ACHP "Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges."

Field survey, completed between August 2018 and November 2019, verified the status of previously identified NRHP-eligible resources and documented unevaluated resources. Survey teams, typically operating in pairs, photographed architectural resources using a combination of tablet computers and digital cameras. Photographs were uploaded to Google Photos and shared amongst the project team. Field notes containing additional information supplemented the photographic documentation.



The majority of evaluations relied on the existing *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) (November 1999, revised May 2000) and the supplemental Suburbanization Context Addendum developed for the Study. These documents provided the necessary framework for determining the eligibility of the large number of suburban and post-1960 resources in the APE.

As needed, property-specific research was conducted to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. Historic maps and photographs, deed records, newspapers, and other documentation related to the history, geography, and architecture of the project area were consulted during the research. Most of the research was conducted online at sites such as:

- **Dat.state.md.us** current property ownership and build years
- Historicaerials.com historic aerial photographs and US Geological Survey topographic maps
- Mdlandrec.net deed records
- Montgomerycountymd.gov historic aerial photographs
- Mcatlas.org Montgomery County plat maps and parks information
- Pgatlas.com Prince George's County plat maps
- **ProQuest.com** Newspaper articles, primarily in *The New York Times, The Washington Post*, and *The Washington Post and Times Herald*

Onsite repository research was conducted at Montgomery County Parks and the University of Maryland, College Park. Peerless Rockville provided research information electronically during consultation. Property owners, such as the U.S. Postal Service and The Church of Jesus Christ of Latter-day Saints, also provided information during field visits or via email.

For those architectural resources for which the suburbanization contexts do not apply, other regional historic contexts and NRHP Multiple Property Documentation Forms were used, as available. Notable exceptions for using the suburbanization contexts included railroad alignments and a U.S. Postal Service property located within the APE.

MHT DOE Forms, Short Forms, and Addendum Forms were completed for NRHP evaluations, using the Gap Analysis as a guide for consultation with MHT and the additional consulting parties. In accordance with MHT guidelines, all extant unevaluated resources with existing MIHP numbers received a DOE Form. Addendum Forms were used to provide updates to previously identified architectural resources, such as documentation of demolition.

Of the newly identified resources, those that are common examples or clearly lack integrity received Short Forms. Generally, resources evaluated using a Short Form consist of only one building; however, Short Form evaluations may include a primary building with secondary/ancillary structures (such as residential properties with a garage and/or sheds) or a small group of several similar buildings (under the same ownership) that together form a single complex. All other resources were evaluated using DOE Forms.



Rather than individual buildings, most resources were organized into districts, or "developments," reflecting the nature of planning and construction during the survey period. Development types include residential subdivisions, office and industrial parks, and shopping centers.

In cases where a small number of properties within the APE are part of a larger subdivision, MDOT SHA consulted with MHT to determine whether those properties could be evaluated individually on Short Forms or should be evaluated on a DOE Form as part of a larger district. For subdivisions expanded by subsequent plats/phases, evaluations were completed on a plat-by-plat basis, with evaluation typically limited to those plats/phases constructed in or prior to 1978. Later plats/phases or additions by different developers were treated as separate subdivisions.

To streamline the evaluation process, standards for evaluating common examples of residential subdivisions were developed in consultation with MHT and the additional consulting parties. Subdivisions were documented using DOE Forms which include archival quality photographs of streetscapes and representative examples, with the suburbanization contexts referenced to reduce narrative description and history. Descriptions were typically limited to: subdivision type, street layout, housing form/style, basic materials, number of houses, approximate lot size, and common alterations. Histories were typically limited to (as available): chronological/development period, developer, builder, architect, and advertised sale price.

In consultation with MHT, MDOT SHA created DOE templates, generated through an ArcGIS Online-based platform, that contain the same information as current MHT DOE and Short Forms. MHT approved the necessary minor formatting modifications for this project as acceptable. Printed copies of the forms were provided to MHT via regular batch submittals. Furthermore, MDOT SHA and MHT agreed to use the submittals for the Study to pilot planned changes to MHT's photo documentation standards. The DOE Forms for the Study feature printed photo sheets rather than hand-labeled images processed on archival photo paper. Digital images meeting MHT standards, along with the photo logs in Word, and PDF compilations of the DOE Forms, were submitted on archival discs. An Access database containing all DOE and Short Forms was provided to MHT following the Batch 10 submittal.

MDOT SHA coordinated with VDOT to identify historic properties south of the American Legion Bridge, where the APE extends into Virginia. As part of their process to identify historic properties for their 495 Express Lanes Northern Extension (NEXT) Project, VDOT surveyed resources built in 1978 and earlier. As documented in the report, *Cultural Resources Survey for the Interstate 495 Express Lanes Northern Extension Project, Fairfax County, Virginia, VDOT Project No.: 0495-029-419, P101; UPC: 113414; VDHR File No.: 2018-0473* (April and May 2019), none of the resources evaluated by VDOT were found to be eligible for the NRHP. MDOT SHA has determined VDOT's architectural evaluation effort is sufficient to assess effects from the Study, and no additional historic architectural survey is required. MDOT SHA does not anticipate additional coordination with DHR on eligibility of architectural historic properties. VDOT's survey identified one existing historic property within the APE for the Study: the George Washington Memorial Parkway (Virginia Department of Historic Resources [DHR]# 029-0228), which extends into the District of Columbia and into Maryland (M: 35-61). The APE in Virginia extends beyond the VDOT project APE within the George Washington Memorial Parkway. Therefore, MDOT SHA considered additional effects by the Study on the Parkway at those extended areas.



#### 2.4 National Register Evaluation Results

MDOT SHA identified a total of 329 Montgomery and Prince George's County resources within the APE that required NRHP evaluation or additional documentation (**Appendices A, B, and C**). These included residential, community, commercial, office, industrial, recreational, and transportation resources.

MDOT SHA submitted a total of 328 forms (177 DOE Forms, 136 Short Forms, 14 Addendum Forms, and 1 MIHP Form) to MHT and additional consulting parties for review and comment. One identified resource, Greenbelt Park (PG:67-69), is eligible for the purposes of Section 106 in accordance with consultation between NPS and MHT that took place in May and June 2019 (**Appendix A of Volume 1**).

MHT accepted or concurred with all but one of the survey forms submitted by MDOT SHA. The agency did not concur with MDOT SHA's eligible recommendation for the Marriott International Corporate Headquarters (M: 30-40), stating it primarily reflects a 1980s expansion of the facility. Upon review of MHT's comments, MDOT SHA finds the resource will not reach the 50-year threshold for evaluation by the Study's anticipated end of construction in 1978. In place of a DOE, MDOT SHA submitted an MIHP Form documenting the history of the Marriott headquarters.

Five resources, constructed within the survey period but currently less than 50 years old, are historically significant under the NRHP Criteria but do not meet Criteria Consideration G requirements. However, because these resources will reach or surpass the 50-year threshold before completion of the undertaking and represent important themes, they are treated as NRHP-eligible for the purposes of the Study. Including these five, a total of 20 previously unevaluated resources identified for the Study are eligible for listing in the NRHP (**Table 2-1**).

Table 2-1: New NRHP-Eligible Properties Identified for the Study

Map #	Name	MIHP#
4, 24	Academy Woods+	M: 30-38
11, 12	Baltimore & Ohio Railroad, Washington Branch	PG:LAU-29
15, 16	Baltimore & Potomac Railroad, Washington City Branch	PG:71A-54
15, 16	Capitol Car Distributors	PG:70-95
1, 3	Carderock Springs South	M: 35-194
15, 16, 17	Carsondale	PG:73-36
5	Cedar Lane Unitarian Church	M: 31-72
1, 3	Congressional Country Club	M: 29-79
15, 16, 17	Glenarden Historic District	PG: 72-26
		and PG:73-26
12, 13, 14	Greenbelt Park*	PG:67-69
5, 25	Grosvenor Park+	M: 30-39
5	Hawley Estate (Federation of American Societies for	M: 35-199
	Experimental Biology)	
7, 8	Indian Spring Club Estates and Indian Spring Country	M: 32-34
	Club	
20	Little Washington	PG:78-39
15, 16	New Carrollton Metrorail Station and Yard+	PG:72-76
5, 6	Rock Creek Stream Valley Park, Units 2 and 3	M: 36-87



Мар#	Name	MIHP#
28	Ward Building+	M: 26-72-1
9	Washington Coca-Cola Bottling Plant (Silver Spring)	M: 33-31
6	Washington DC Temple (Church of Jesus Christ Latterday Saints)+	M: 31-71
27, 28	Woodley Gardens	M: 26-71

<sup>+</sup> Eligible upon reaching 50 years

#### 2.5 Historic Properties Within the APE

There are a total of 51 architectural historic properties within the APE (**Table 2-2, Appendices D and E**); of these, 50 are entirely located in Maryland. The George Washington Memorial Parkway/Clara Barton Parkway (M: 35-61 and DHR# 029-0228) is in both Maryland and Virginia, as well as the District of Columbia. The Greenbelt Historic District (PG:67-4) and Washington Aqueduct (M: 29-49) are National Historic Landmarks (NHLs).

MDOT SHA believes it has evaluated all architectural resources located within the currently defined APE, an effort based on identification results in the Gap Analysis. Because Study design information is presently limited, MDOT SHA anticipates consultation for additional architectural evaluations may be required as part of the Section 106 Programmatic Agreement.

<sup>\*</sup> In accordance with consultation between NPS and MHT



**Table 2-2: Historic Properties Within the Area of Potential Effects** 

Map#	MIHP#/DHR#	Name	Street Address	City/Town	County	Period of Significance	NRHP Status	NRHP Criteria
4, 24	M: 30-38	Academy Woods	Grubby Thicket Way	Bethesda	Montgomery	1967-1974	Eligible (Upon reaching 50 years)	С
11, 12	PG:LAU-29	Baltimore & Ohio Railroad, Washington Branch	13.8-mile railroad segment from Prince George's County/Anne Arundel County border to border with Washington D.C.	Multiple	Prince George's	1835-1945	Eligible	А, С
15, 16	PG:71A-54	Baltimore & Potomac Railroad, Washington City Branch	13-mile railroad segment from Prince George's County/Anne Arundel County border to border with Washington D.C.	Multiple	Prince George's	1872-1945	Eligible	А, С
12, 13, 14	PG:69-26	Baltimore-Washington Parkway	Baltimore-Washington Parkway (MD 295), D.C. border near the Anacostia River, northeast to just below Jessup Road (MD 175)	Multiple	Prince George's	1942-1954	Listed	А, С
9, 10, 11, 12	PG:62-14	Beltsville Agricultural Research Center (BARC)	Washington Boulevard (US 1) & Powder Mill Road	Beltsville	Prince George's	Unspecified	Eligible	A, C
3, 4	M: 35-121	Burning Tree Club	8600 Burdette Road	Bethesda	Montgomery	1922-1923	Eligible	A, C
7	M: 36-37	Calvary Evangelical Lutheran Church	9545 Georgia Avenue (MD 97)	Silver Spring	Montgomery	1948, ca. 1950, ca. 1965	Eligible	C, Criteria Consideration A
15, 16	PG:70-95	Capitol Car Distributors	9300 Martin Luther King Jr. Highway	Lanham	Prince George's	1965	Eligible	С
6	M: 31-7	Capitol View Park Historic District	Capitol View Avenue, Meredith Avenue, Pine Street, Stoneybrook Drive, Barker Street, Menlo Avenue, Warner Avenue, Beechbank Road, Capitol View Park	Silver Spring	Montgomery	1887-1941	Eligible	A, C
3	M: 29-59	Carderock Springs Historic District	Roughly bounded by I-495, Cabin John Reg. Park, Seven Locks & Fenway Road, Persimmon Tree Lane	Bethesda	Montgomery	1962-1967	Listed	А, С
1, 3	M: 35-194	Carderock Springs South	6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court	Bethesda	Montgomery	1966-1971	Eligible	С
15, 16, 17	PG:73-36	Carsondale	East of Whitfield Chapel Road, south of I- 495, north of Martin Luther King Jr. Highway	Lanham	Prince George's	1955-1962	Eligible	А



Map#	MIHP#/DHR#	Name	Street Address	City/Town	County	Period of Significance	NRHP Status	NRHP Criteria
5	M: 31-72	Cedar Lane Unitarian Church	9601 Cedar Lane	Bethesda	Montgomery	1958-1963	Eligible	C, Criteria Consideration A
7	M: 31-8-5	Charles E. Brock Property	9701 Forest Glen Court	Silver Spring	Montgomery	1908	Eligible	С
1, 2, 3	M: 12-46	Chesapeake and Ohio Canal National Historical Park	North bank of Potomac River from Georgetown, D.C. to Cumberland, Maryland	Multiple	Montgomery	1828-1924	Listed	A, C, D
1, 3	M: 29-79	Congressional Country Club	8500 River Road	Bethesda	Montgomery	1924-1978	Eligible	A, C
1, 2	M: 29-47	David W. Taylor Model Basin	MacArthur Boulevard	Bethesda	Montgomery	1938-1970	Listed	A, C
6, 7	M: 31-8	Forest Glen Historic District	Forest Glen Road, Rosensteel Avenue, Holman Avenue, Hollow Glen Place	Silver Spring	Montgomery	1891-early 20 <sup>th</sup> century	Eligible	А, С
1, 2, 3	M: 35-61 and 029-0228 (Virginia)	George Washington Memorial Parkway/Clara Barton Memorial Parkway	George Washington Memorial Parkway	Multiple	Montgomery/ Arlington and Fairfax (Virginia)/District of Columbia	1930-1966	Listed	В, С
3	M: 29-39	Gibson Grove A.M.E. Zion Church	7700 Seven Locks Road	Bethesda	Montgomery	1923	Eligible	A, Criteria Consideration A
15, 16, 17	PG:72-26 and PG:73-26	Glenarden Historic District	East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50	Lanham, Upper Marlboro, Landover	Prince George's	1939-1977	Eligible	А
7	M: 31-26	Greater Washington Boy's and Girl's Club, Silver Spring Branch (Harry F. Duncan Building)	1300 Forest Glen Road (MD 192)	Silver Spring	Montgomery	ca. 1950	Eligible	А, С
12, 13, 14	PG:67-4	Greenbelt Historic District	Just north of the intersection of the Baltimore-Washington Parkway and Capital Beltway	Greenbelt	Prince George's	1935-1941	Listed (NHL)	А, С
12, 13, 14	PG:67-36	Greenbelt Maryland National Guard Armory	7100 Greenbelt Road	Greenbelt	Prince George's	1955	Eligible	С
12, 13, 14	PG:67-69	Greenbelt Park	6565 Greenbelt Road	Greenbelt	Prince George's	1945-1972 (for Mission 66 era)	Eligible (for the purposes of Section 106)	A, C, D



Map#	MIHP#/DHR#	Name	Street Address	City/Town	County	Period of Significance	NRHP Status	NRHP Criteria
5, 25	M: 30-39	Grosvenor Park	10200-10500 Rockville Pike, 10101-10401 Grosvenor Place	Rockville	Montgomery	1963-1966	Eligible (Upon reaching 50 years)	А, С
5	M: 35-199	Hawley Estate (Federation of American Societies for Experimental Biology)	9650 Rockville Pike	Bethesda	Montgomery	1929-1954	Eligible	С
6	M: 35-38	In the Woods (David Fairchild Estate)	8922 Spring Valley Road	Chevy Chase	Montgomery	1906-1926	Eligible	В, С
7, 8	M: 32-34	Indian Spring Club Estates and Indian Spring Country Club	Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive	Silver Spring	Montgomery	1939-1957	Eligible	А, В, С
20	PG:78-39	Little Washington	Cherry Lane South, Washington Avenue, Booker T Avenue, Douglas Avenue, Lincoln Avenue, D'Arcy Road, and Sansbury Road	Upper Marlboro	Prince George's	1938-1969	Eligible	А
5	M: 35-120	Locust Hill Estates	Bounded by the Capital Beltway (I-495), Rockville Pike, and Cedar Lane	Bethesda	Montgomery	1941-1949	Eligible	А, С
12	PG:67-41	Maryland State Highway Administration (MDOT SHA) District 3 Headquarters Building	9300 Kenilworth Avenue (MD 201)	Greenbelt	Prince George's	1967	Eligible	С
6, 7, 29	M: 37-16	Metropolitan Branch, B&O Railroad	Railroad right-of-way extending through Montgomery County from Takoma Park NW to Dickerson, Maryland	Multiple	Montgomery	1866-1873	Eligible	A, C
21, 22	PG:76A-39	Morningside*	Woodland Road, Forest Grove Drive, Maple Road, Pine Grove Drive, Boxwood Drive, Elgin Court, Allie Road, Larkspur Road, Larches Court, Ames Street, Morgan Road, Randolph Road, Poplar Road, Marianne Court, Marianne Drive, Pickett Drive, Pickett Court, Beauford Road	Suitland	Prince George's	ca.1940- ca.1955	Eligible	А, С
29	M: 20-47	National Institute of Standards and Technology (NIST) Headquarters	100 Bureau Drive	Gaithersburg	Montgomery	1963-1969	Eligible	A, C
6, 7	M: 36-1	National Park Seminary Historic District/Forest Glen/ Walter Reed A.M.C. Annex	Roughly bordered by Linden Lane, I-495, and CSX Rail Line, Forest Glen, Silver Spring, Maryland	Silver Spring	Montgomery	1894-ca. 1930	Listed (MHT Easement)	Unspecified



Map#	MIHP#/DHR#	Name	Street Address	City/Town	County	Period of Significance	NRHP Status	NRHP Criteria
1, 2	M: 29-52	Naval Surface Warfare Center Carderock Division (NSWCCD) Historic District	9500 MacArthur Boulevard (NSWCCD)	Bethesda	Montgomery	1938-1958	Eligible	A, C
15, 16	PG:72-76	New Carrollton Metrorail Station and Yard	4700 Garden City Drive	New Carrollton	Prince George's	1978-1983	Eligible (Upon reaching 50 years)	А, С
21	PG:75A-35	Percy Benson Sansbury Property	7905 Marlboro Pike	Forestville	Prince George's	ca. 1930	Eligible	С
6	M: 35-162	Philip F. Gormley House/Gagarin Property	9220 LeVelle Drive	Chevy Chase	Montgomery	ca. 1912	Eligible (MHT Easement)	С
7, 8	M: 32-5	Polychrome Historic District	9900 & 9904 Colesville Road (US 29); 9919, 9923, & 9925 Sutherland Road	Woodmoor	Montgomery	1934-1935	Listed	A, C
5, 6	M: 36-87	Rock Creek Stream Valley Park, Units 2 and 3	Rock Creek Stream Valley between East- West Highway and B&O Railroad Stone Arch Viaduct	Multiple	Montgomery	1931-1970	Eligible	А
7	M: 32-15	Sligo Creek Parkway	Sligo Creek Parkway, commencing at University Boulevard (Silver Spring) to the north, follows the Sligo Creek southeastward to New Hampshire Avenue (Takoma Park)	Hyattsville	Montgomery	Unspecified	Eligible	A, C
16, 17	PG:72-3	Street Railway Service Building	8703 Martin Luther King Jr. Highway	Hyattsville	Prince George's	Unspecified	Eligible	А, С
21, 22	PG:76A-22	Suitland Parkway	Suitland Parkway, Anacostia River, District of Columbia to Pennsylvania Avenue, Prince George's County Maryland	Suitland	Prince George's	1942-1944	Listed	А, С
28	M: 26-72-1	Ward Building	1300 Piccard Drive	Rockville	Montgomery	1978	Eligible (Upon reaching 50 years)	С
1, 2, 3	M: 29-49	Washington Aqueduct	MacArthur Boulevard	Potomac	Montgomery	1853-1939	Listed (NHL)	А, С



Мар#	MIHP#/DHR#	Name	Street Address	City/Town	County	Period of Significance	NRHP Status	NRHP Criteria
9	M: 33-31	Washington Coca-Cola Bottling Plant (Silver Spring)	1710 Elton Road	Silver Spring	Montgomery	1969	Eligible	С
6	M: 31-71	Washington DC Temple (Church of Jesus Christ Latter-day Saints)	9900 Stoneybrook Drive	Kensington	Montgomery	1971-1979	Eligible (Upon reaching 50 years)	А, С
5, 25	M: 30-15	Wild Acres (Grosvenor Estate)	5400 Grosvenor Lane (5400-5430)	Bethesda	Montgomery	1928-1966	Eligible	А, В, С
27, 28	M: 26-71	Woodley Gardens	Bounded by I-270, W. Gude Drive, Upper Watts Branch Park, Woodley Gardens Park	Rockville	Montgomery	1960-1970	Eligible	А, С

<sup>\*</sup> The Morningside boundary as mapped by MHT does not accurately reflect the property boundary. MDOT SHA has notified MHT of the mapping error, and an accurate boundary is shown in the appendices for Volume 3.







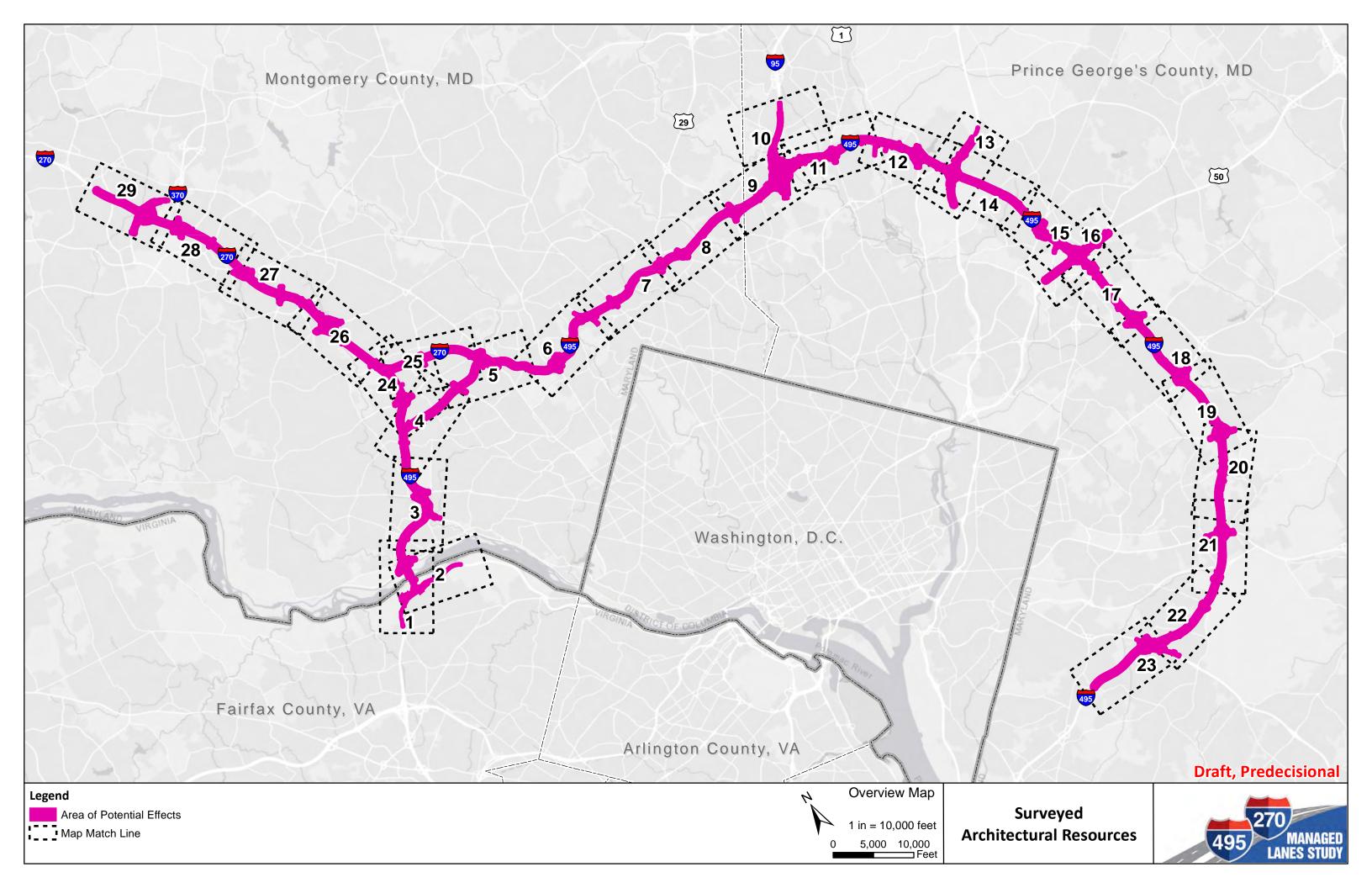


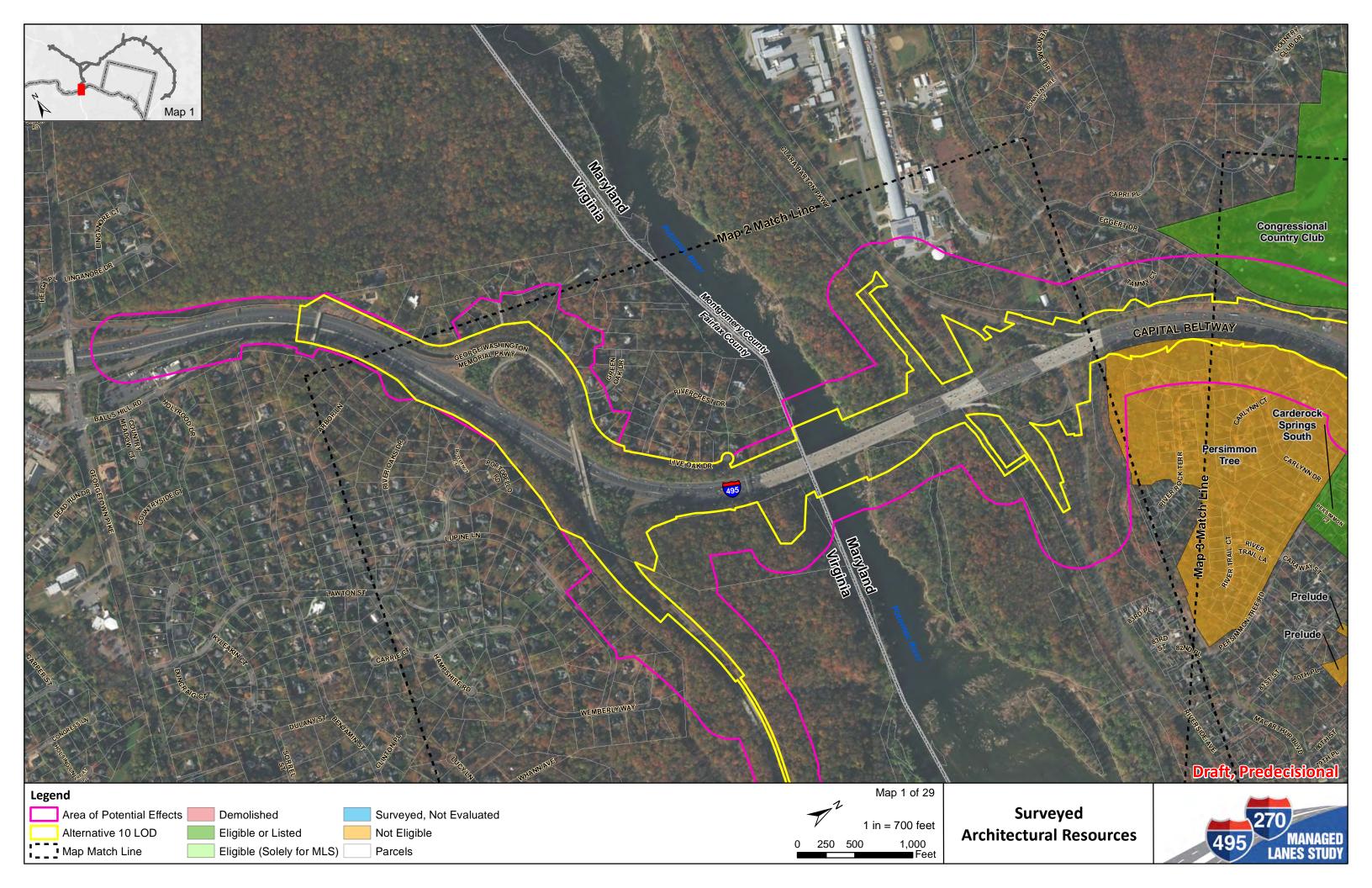


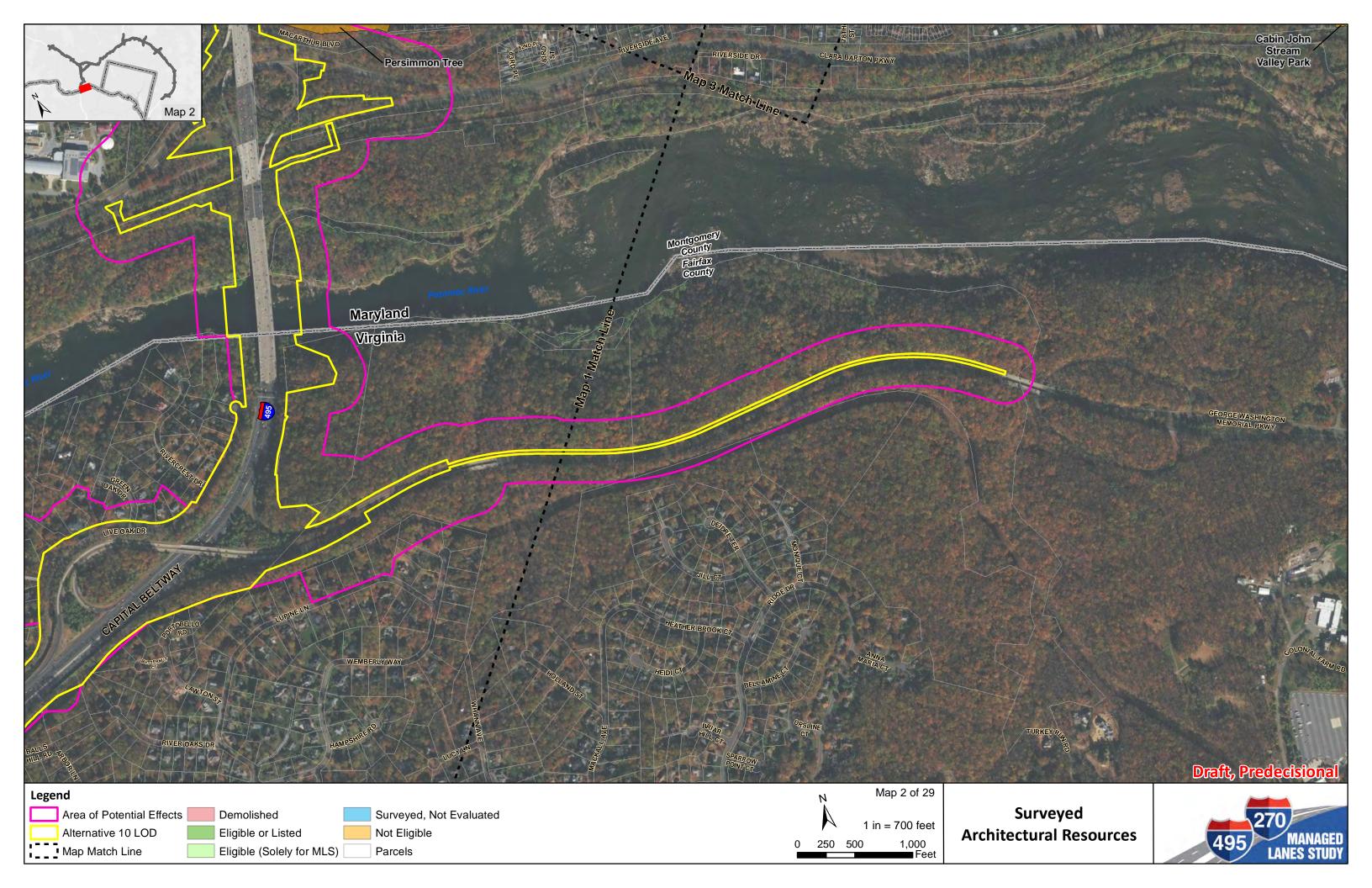
### **Appendix A**

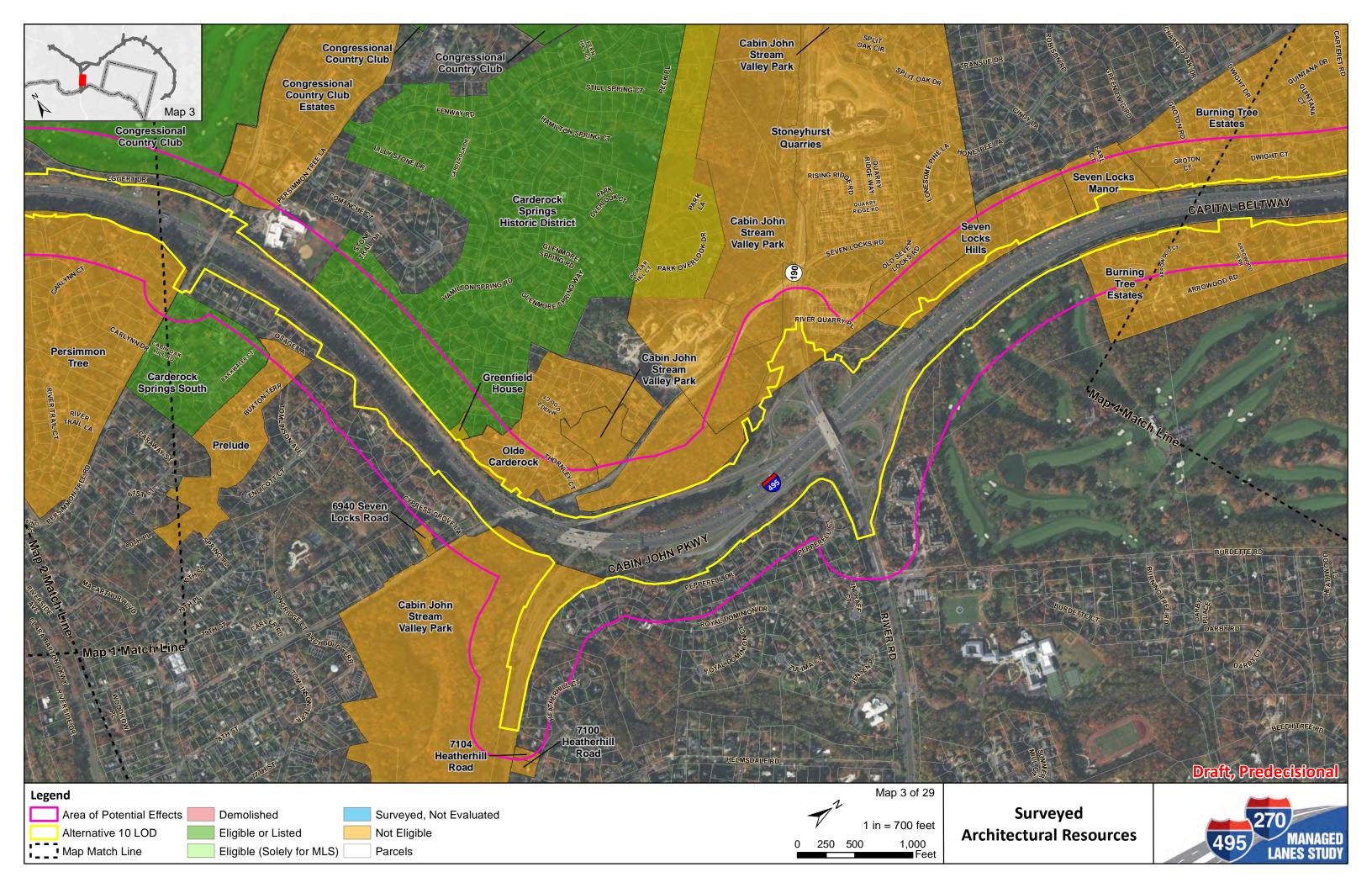
## Area of Potential Effects and Evaluated Architectural Resources Map

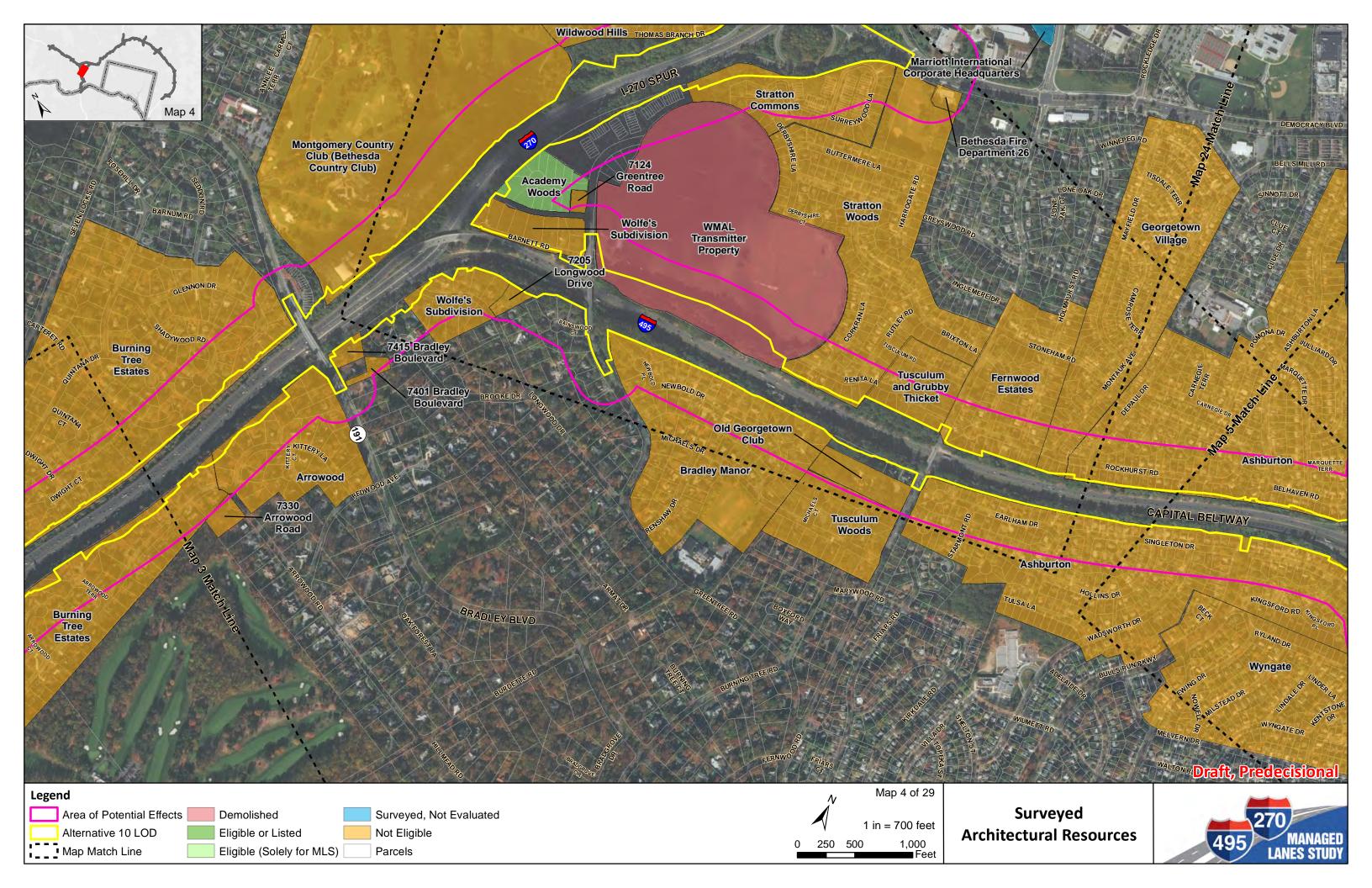


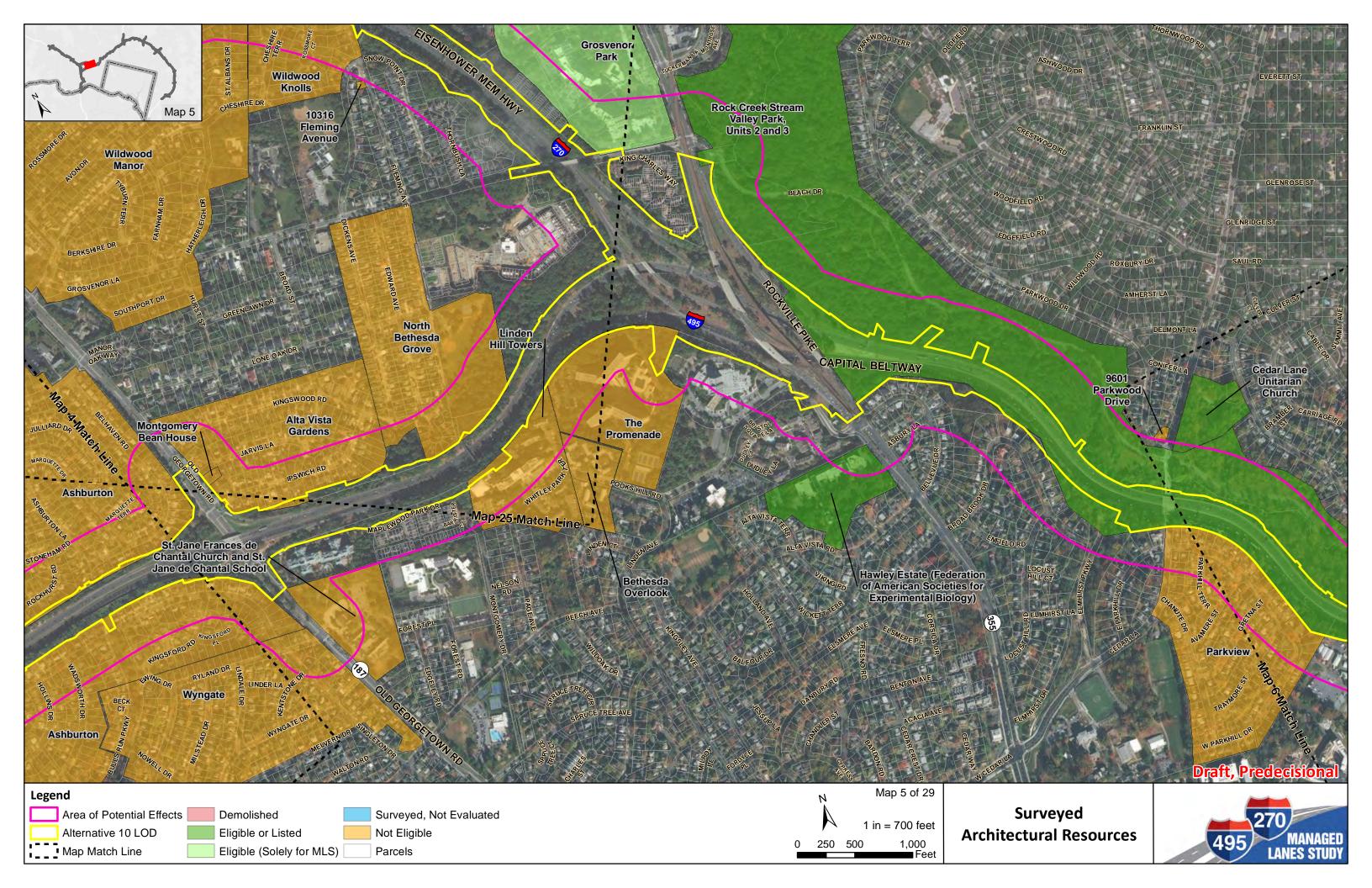


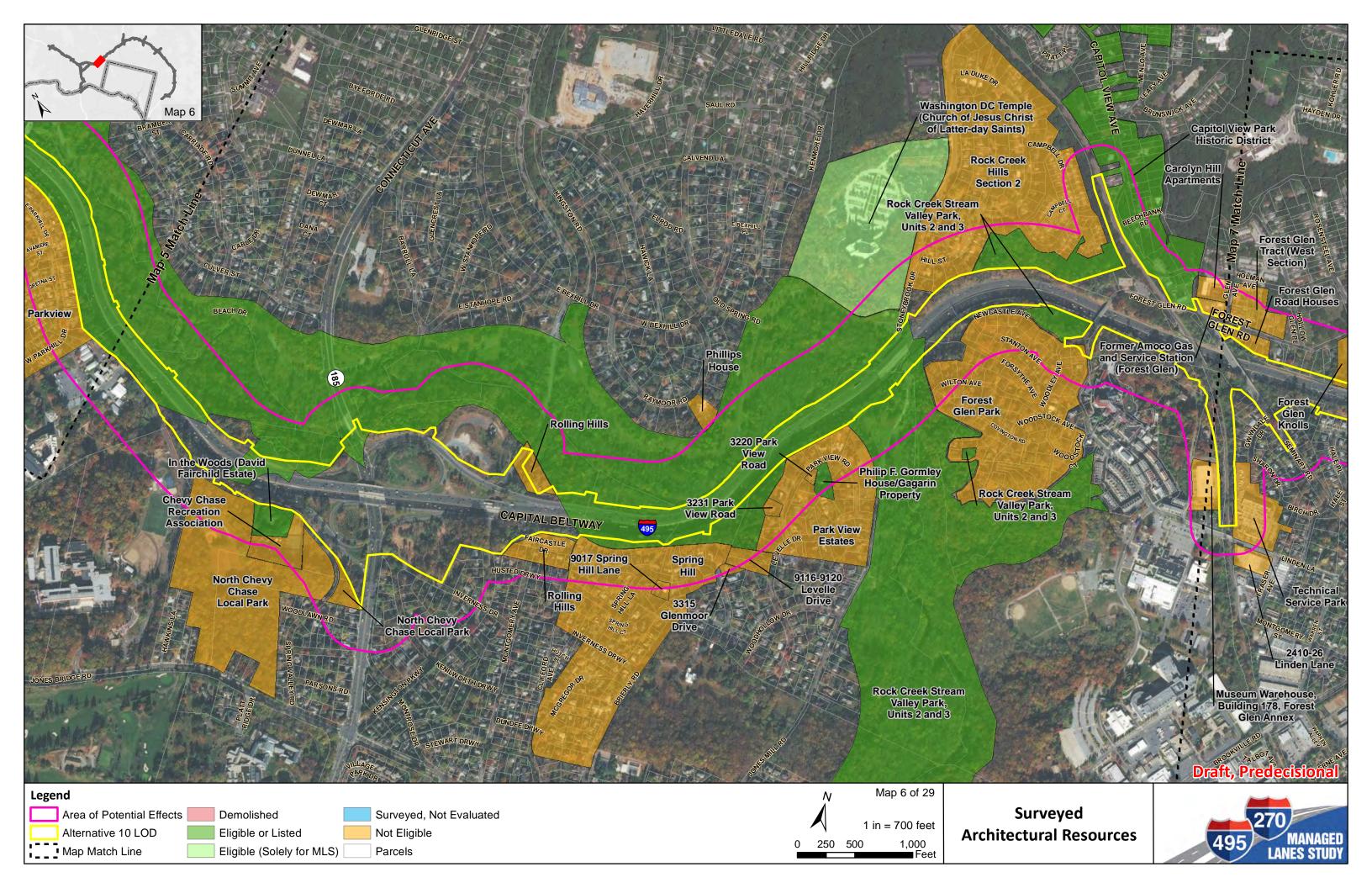


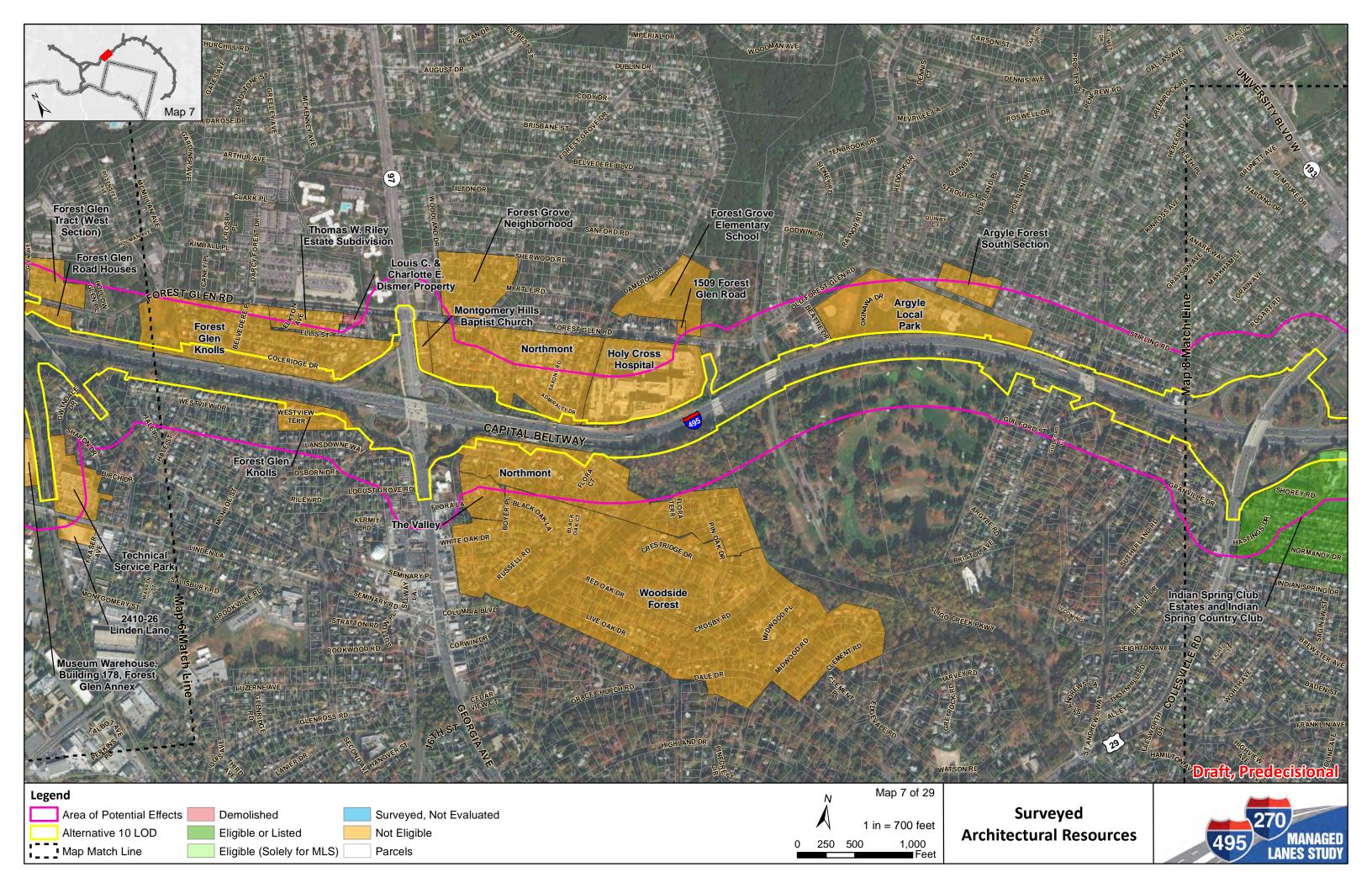


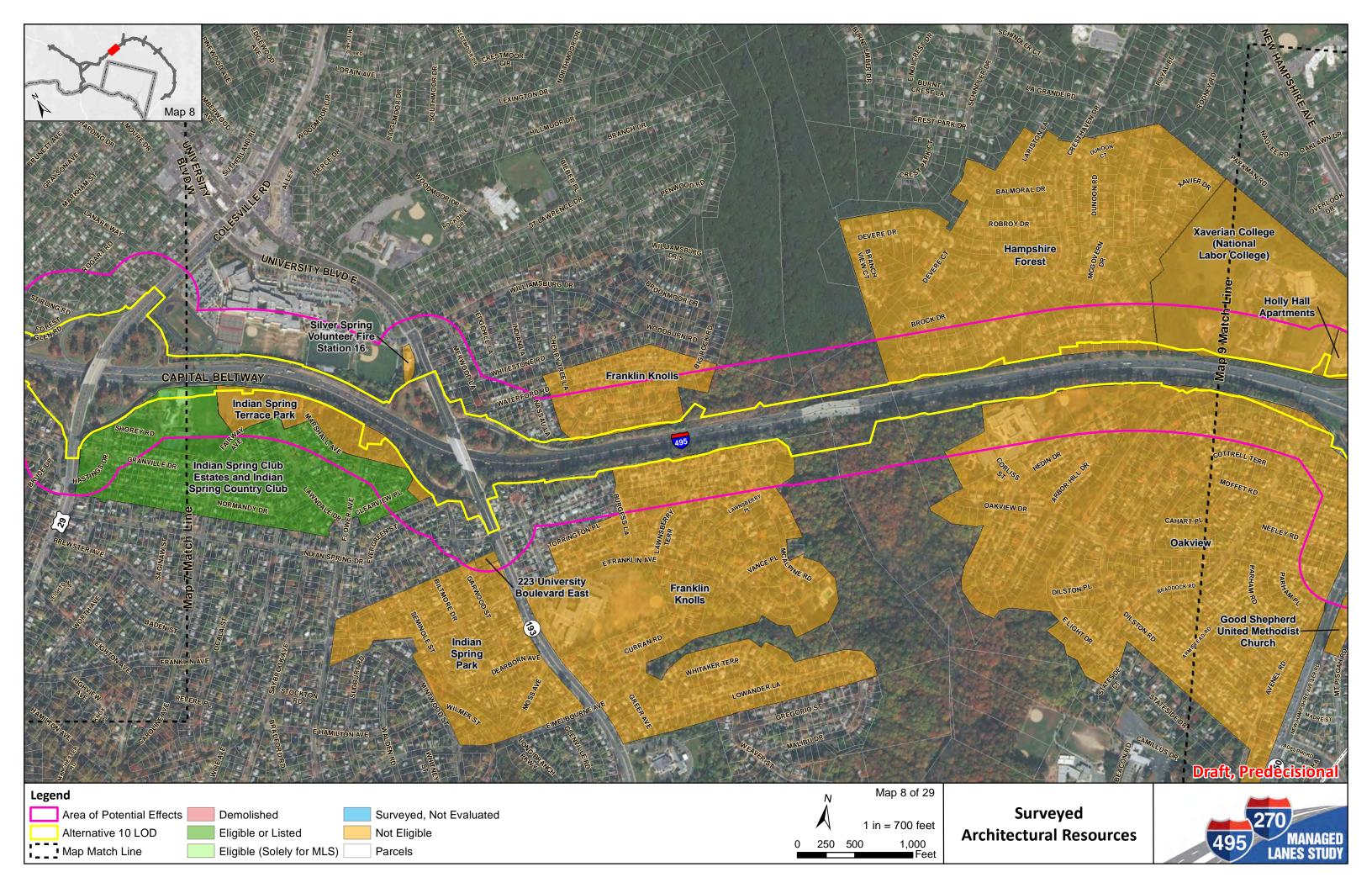


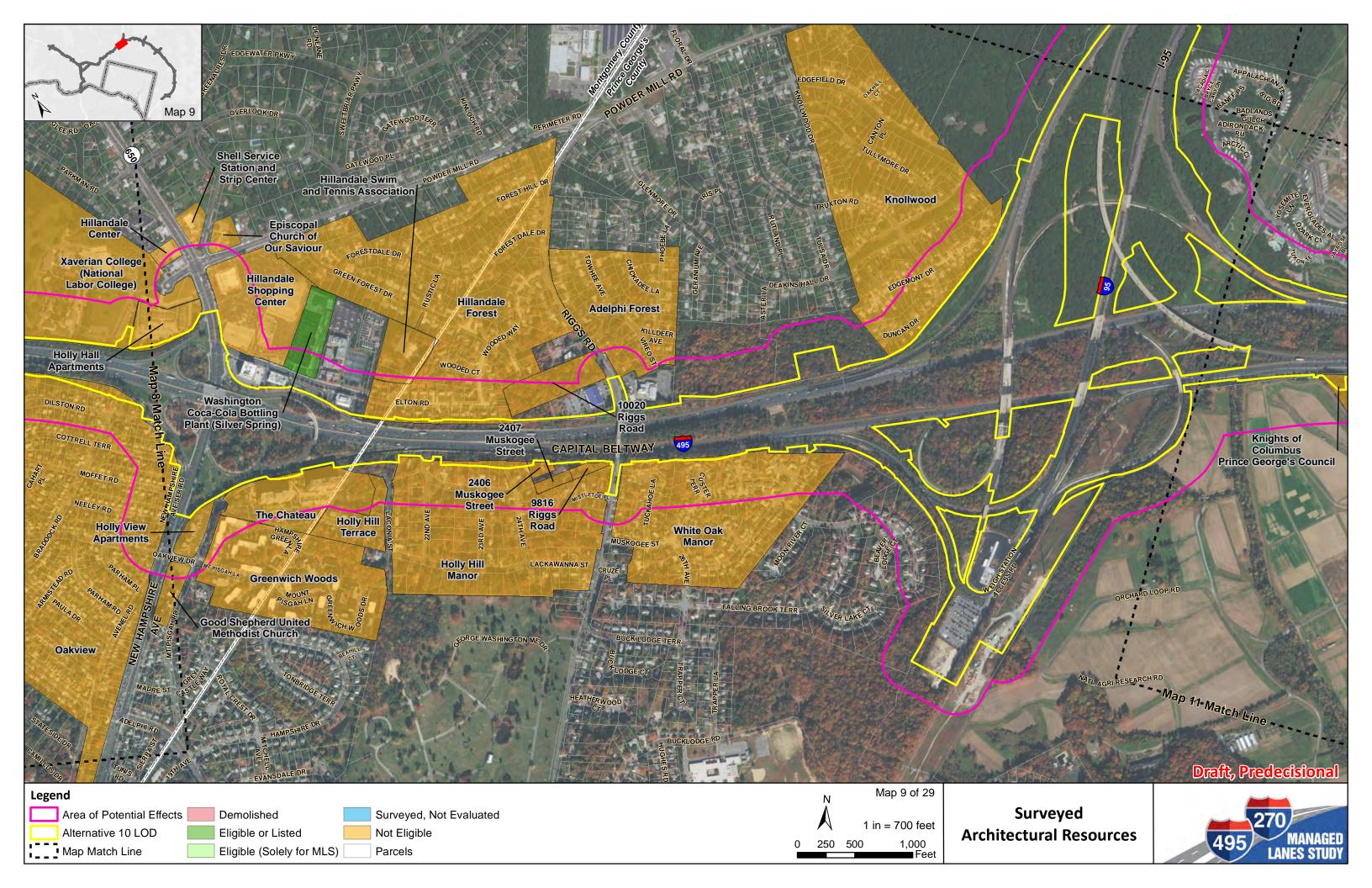


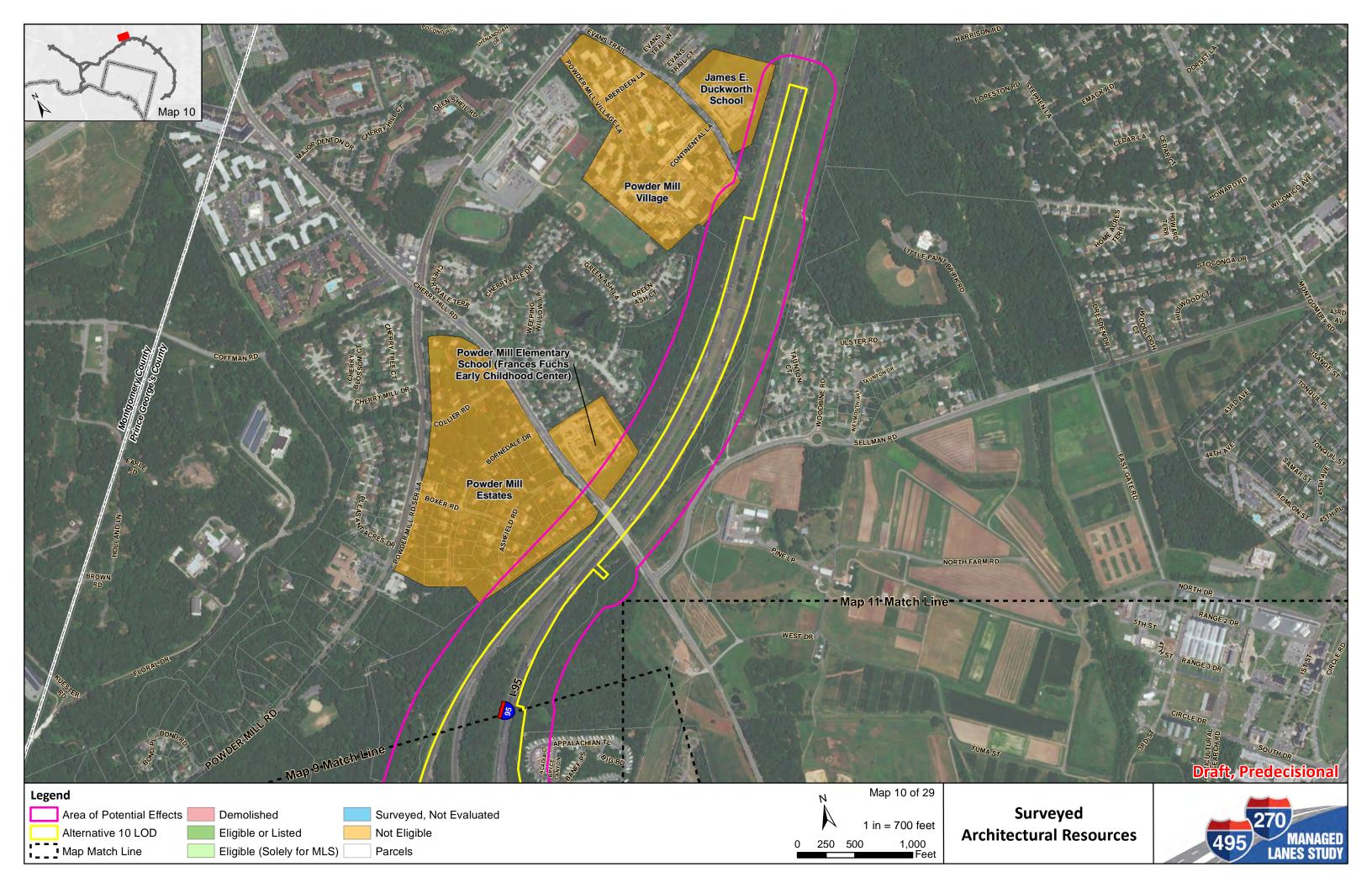


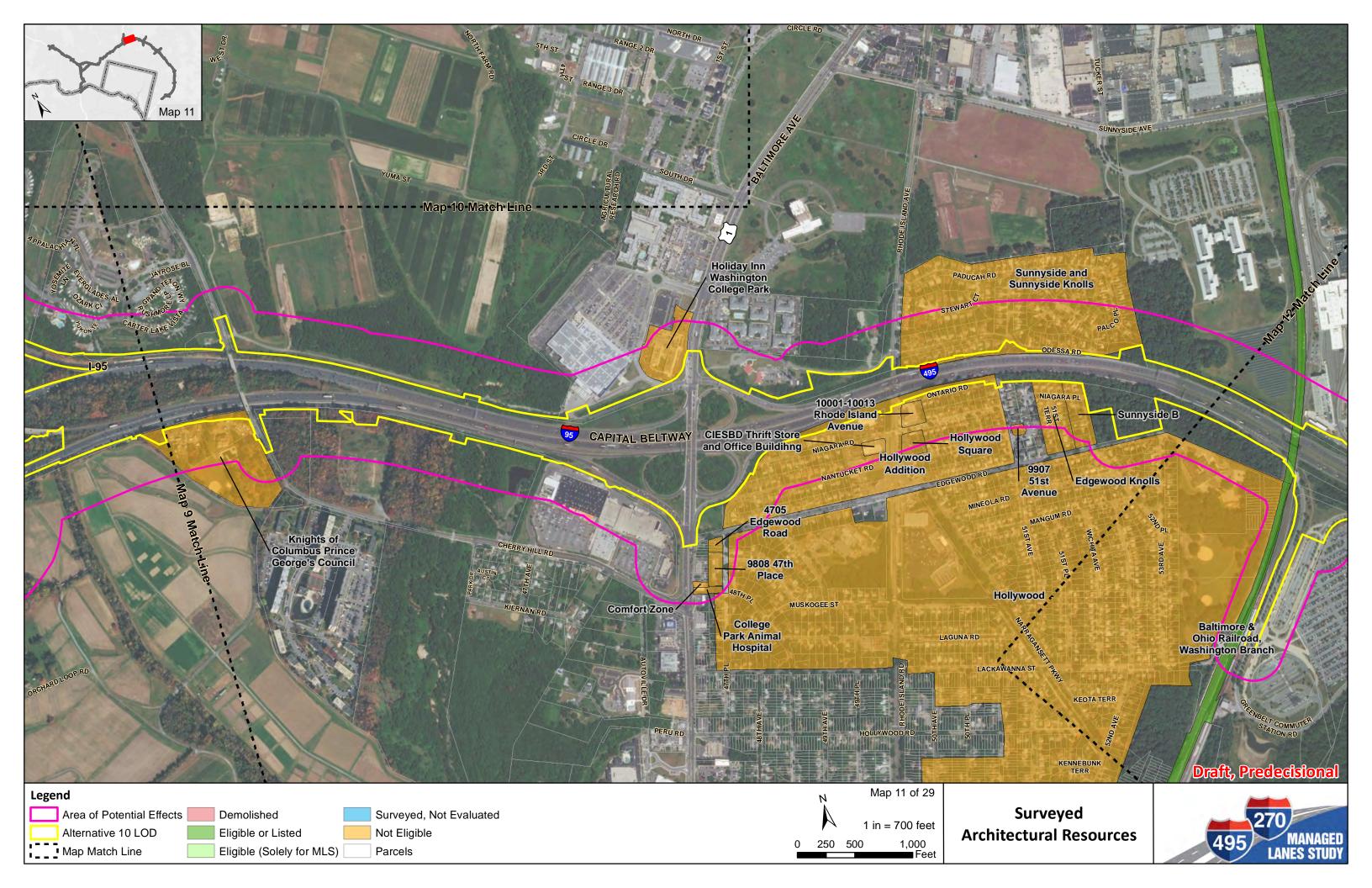


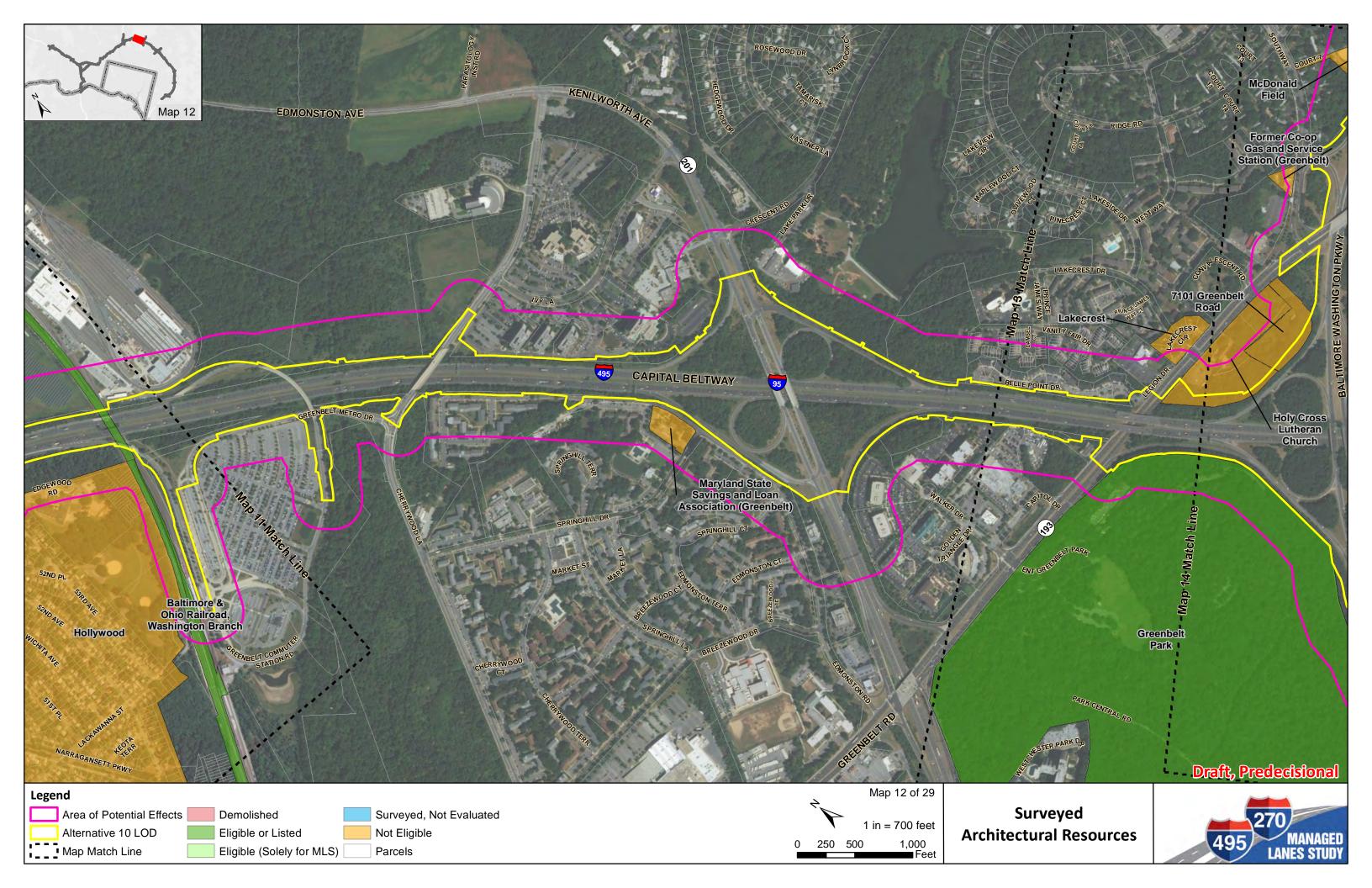


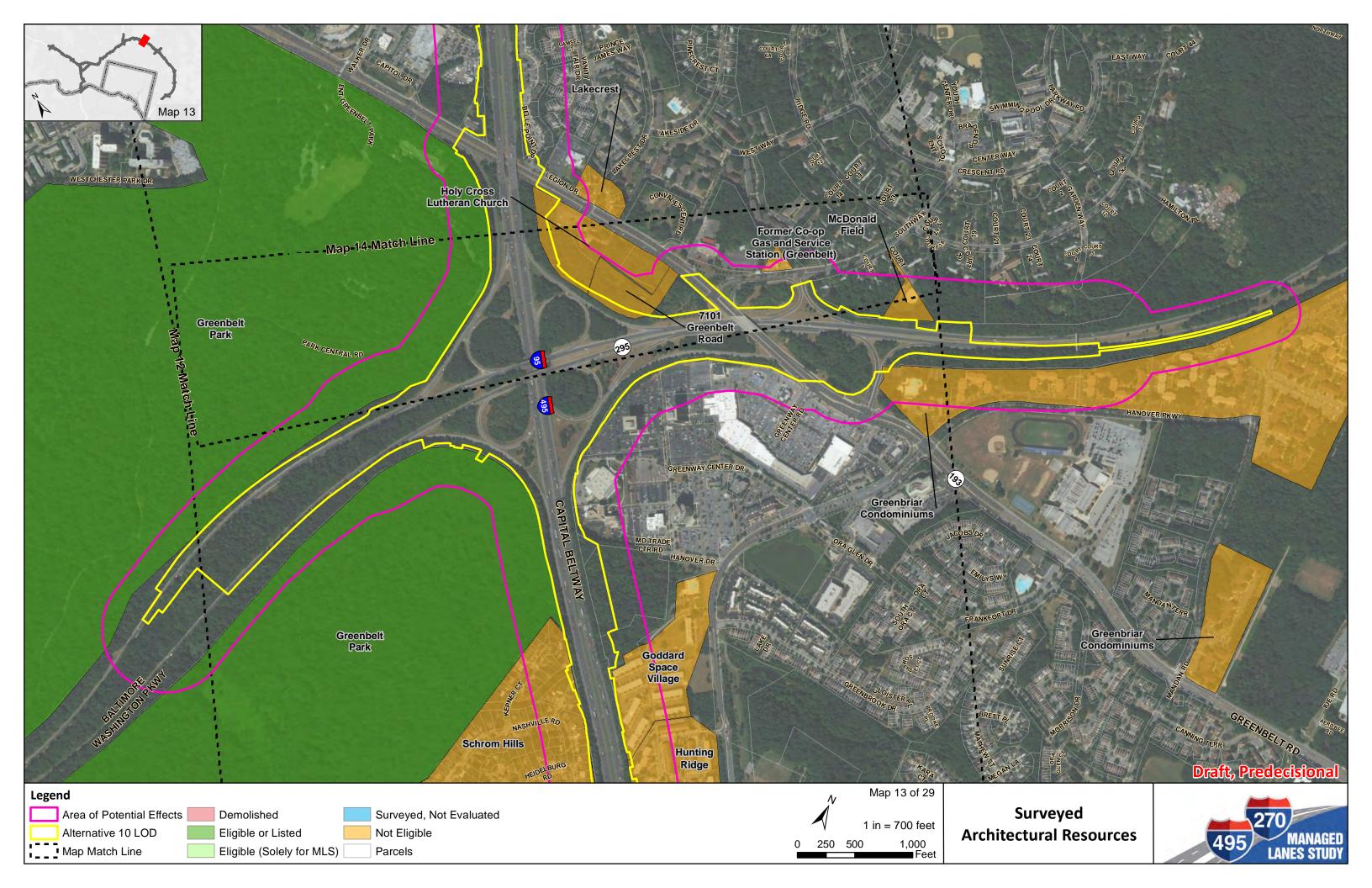


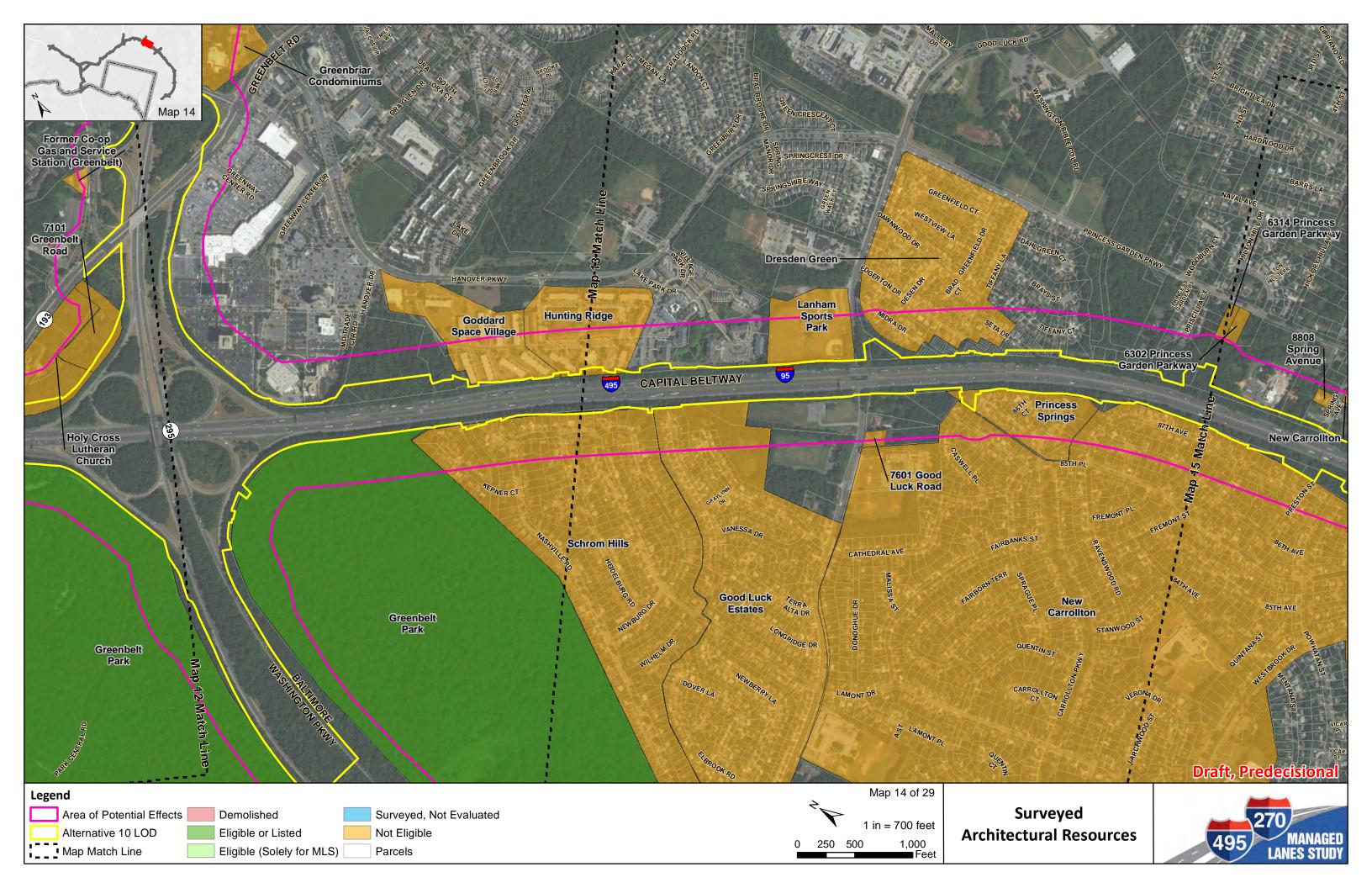


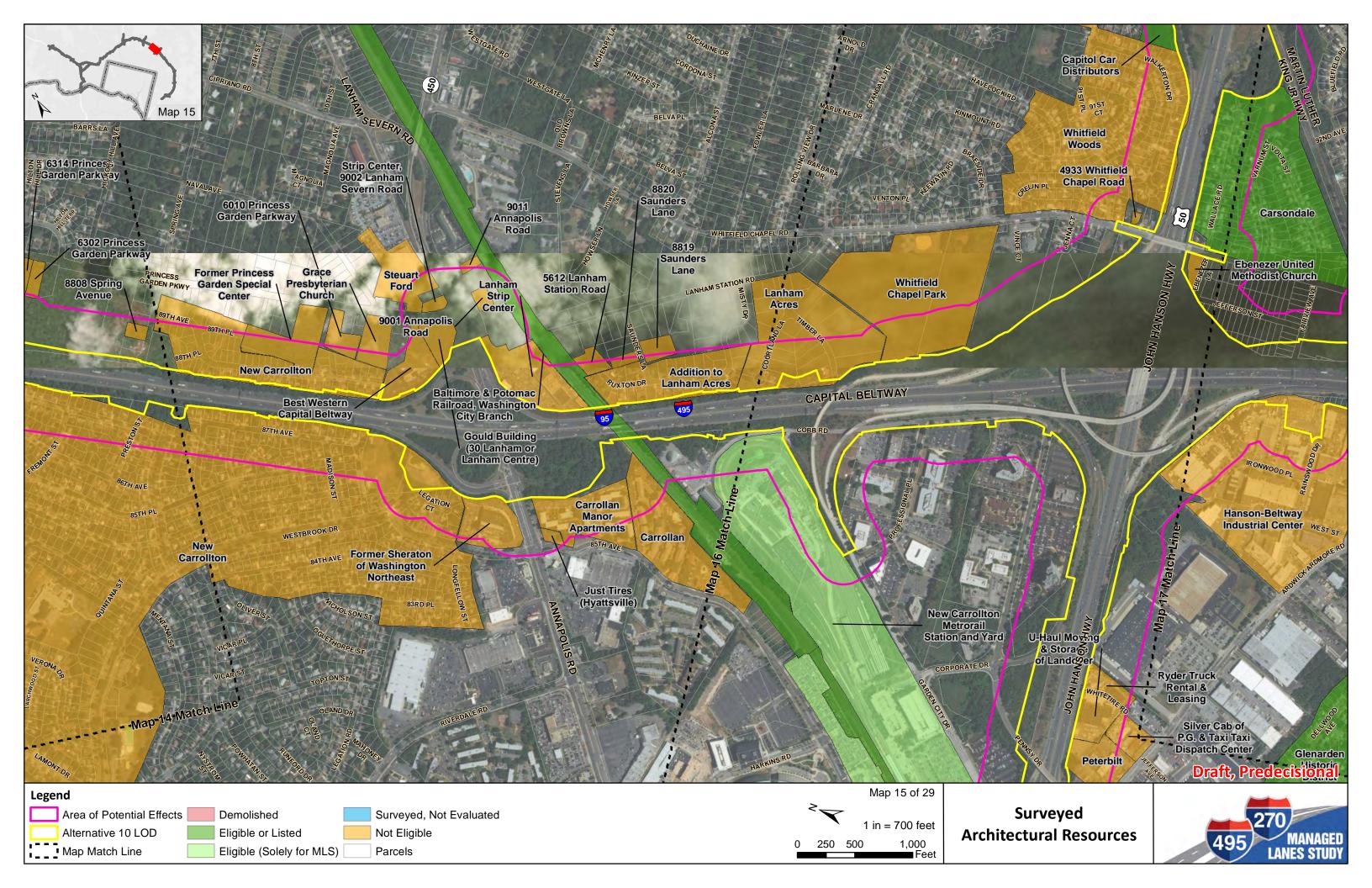


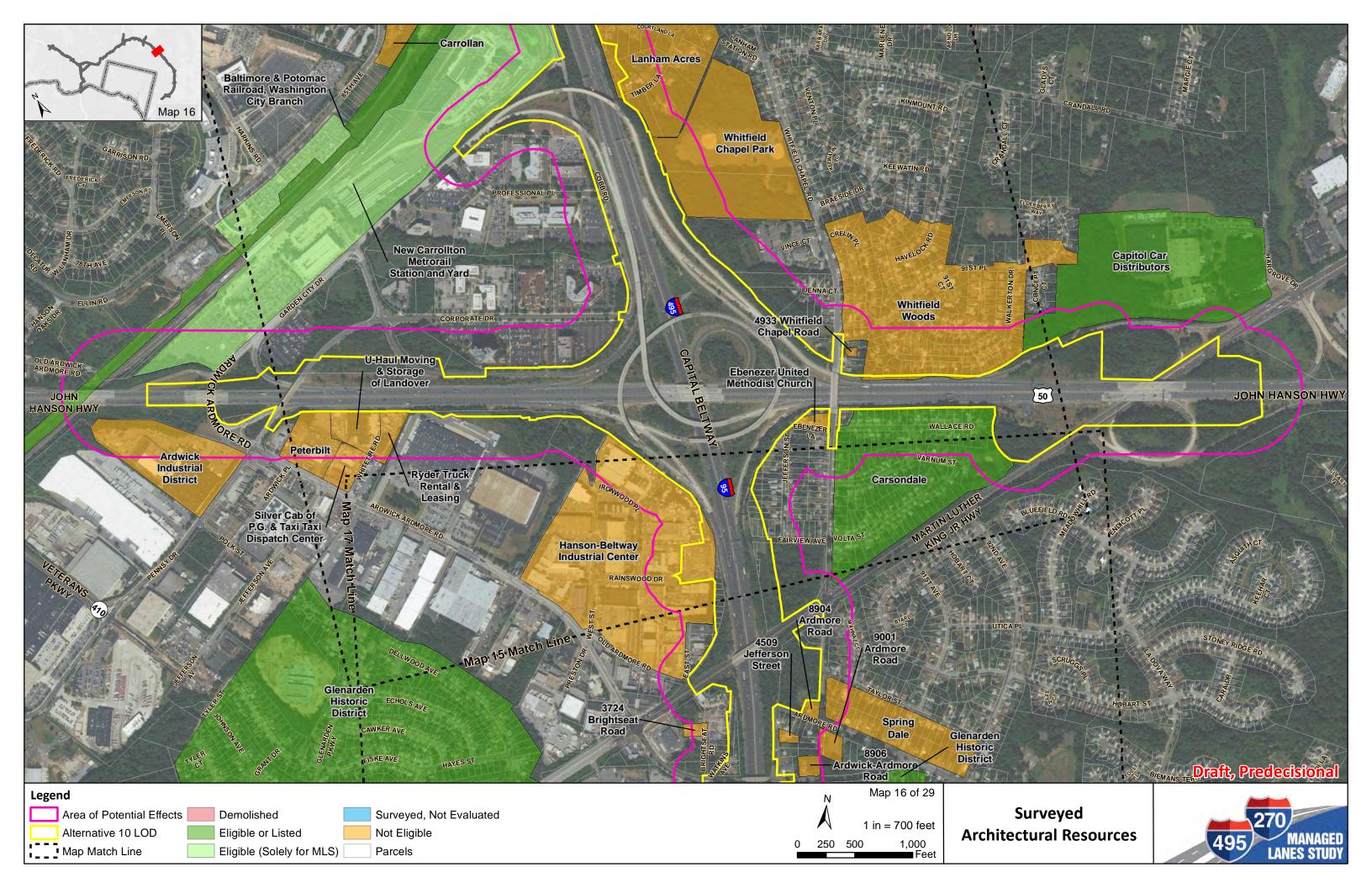


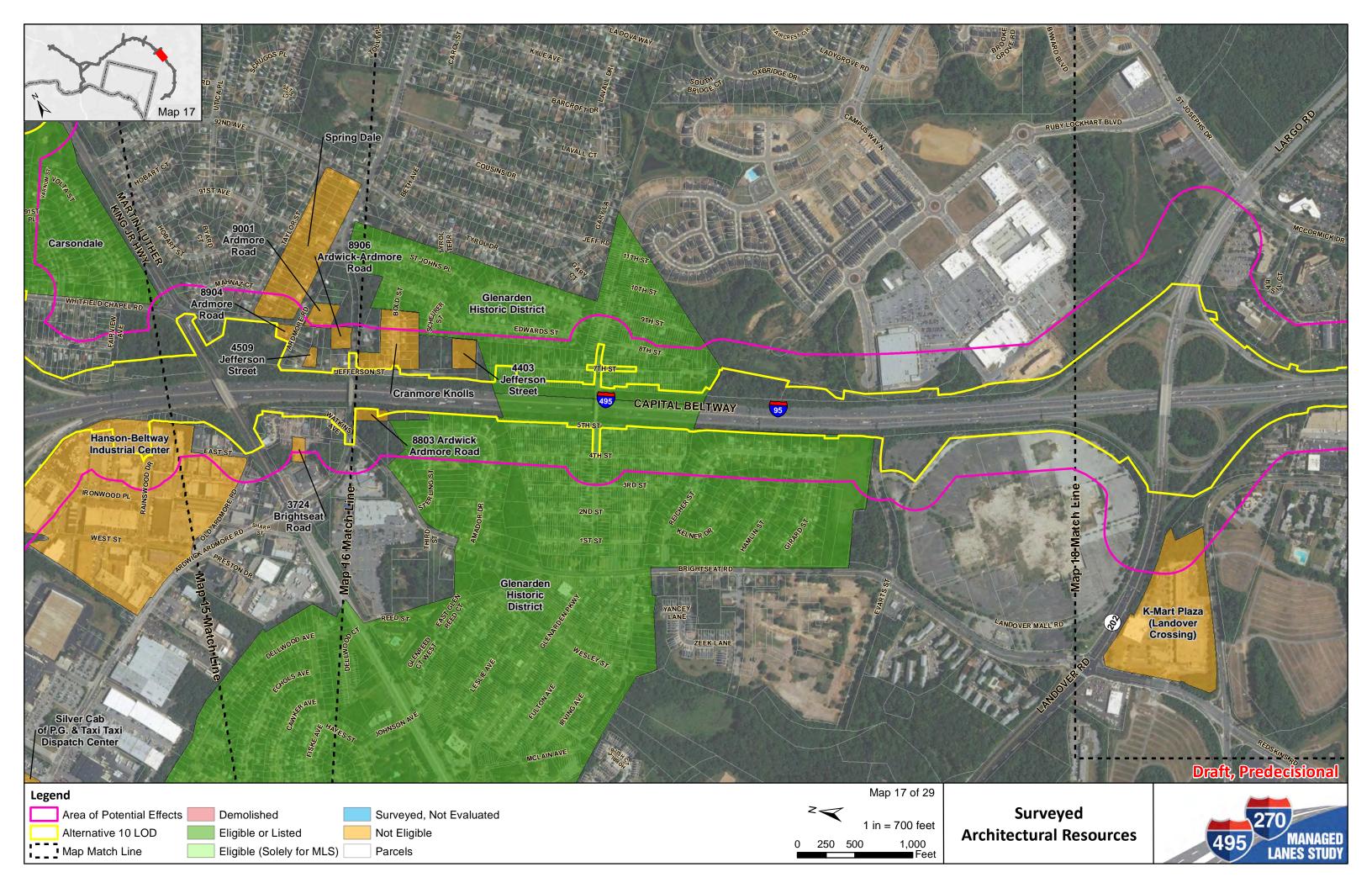


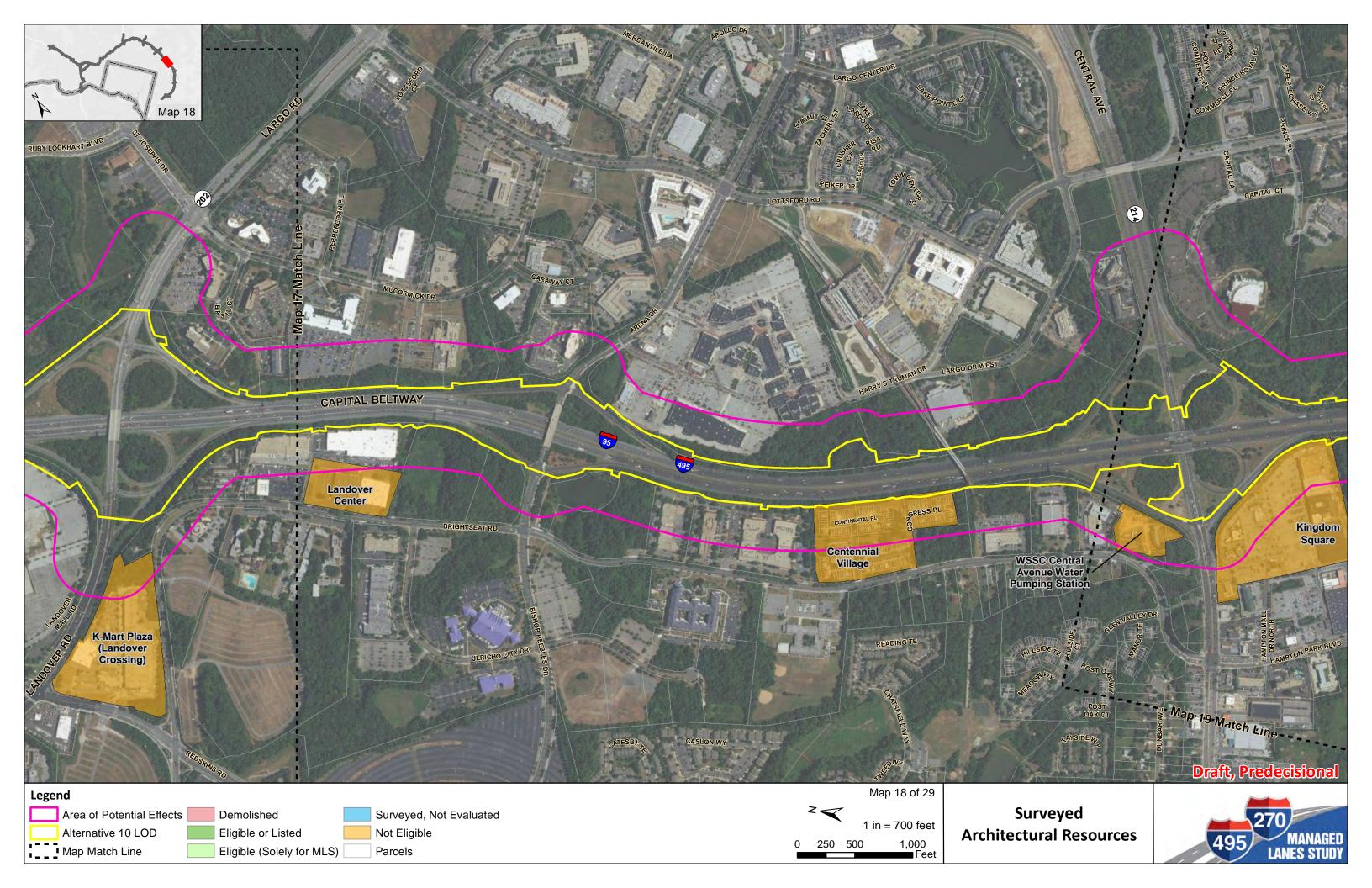


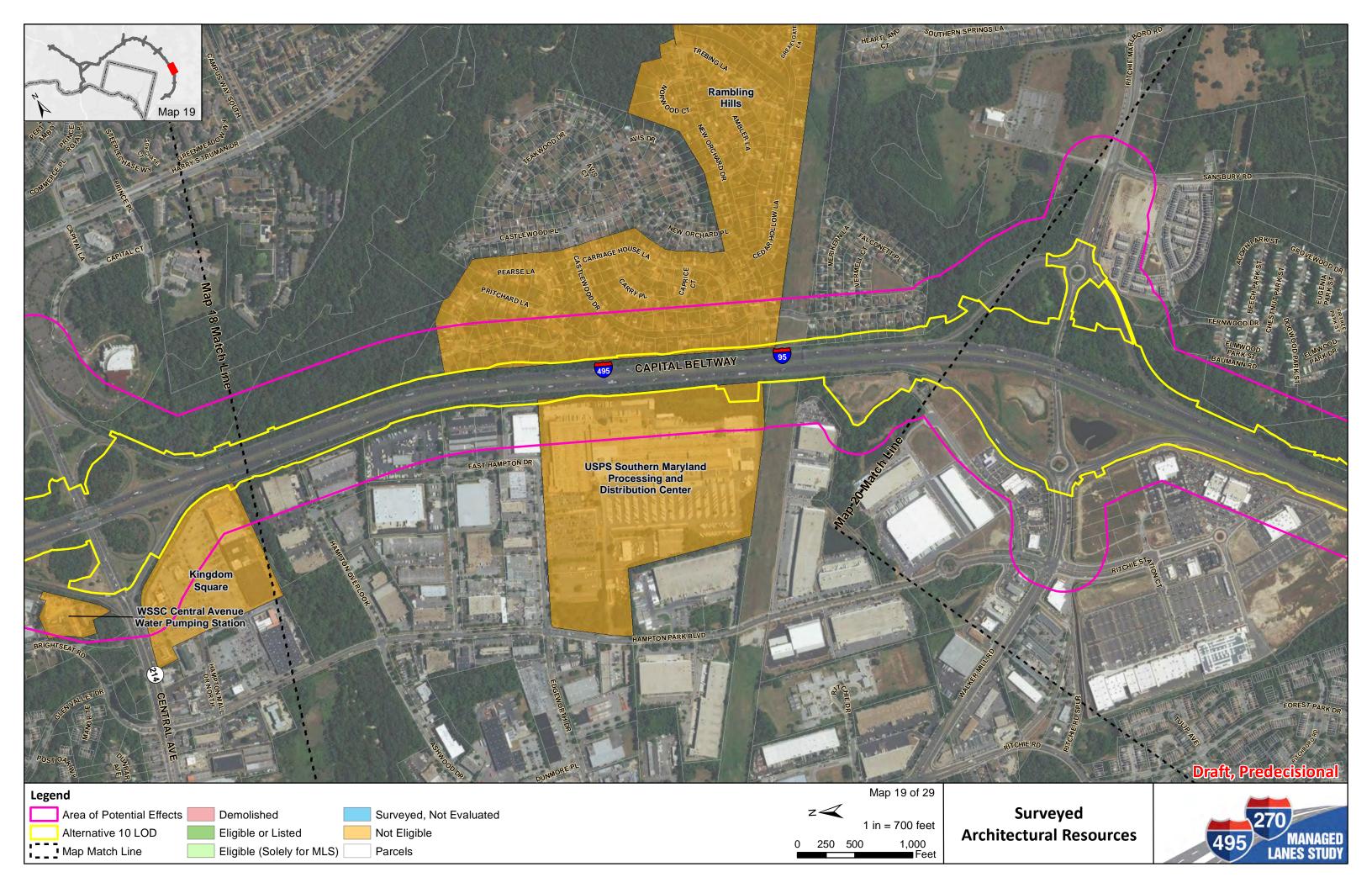


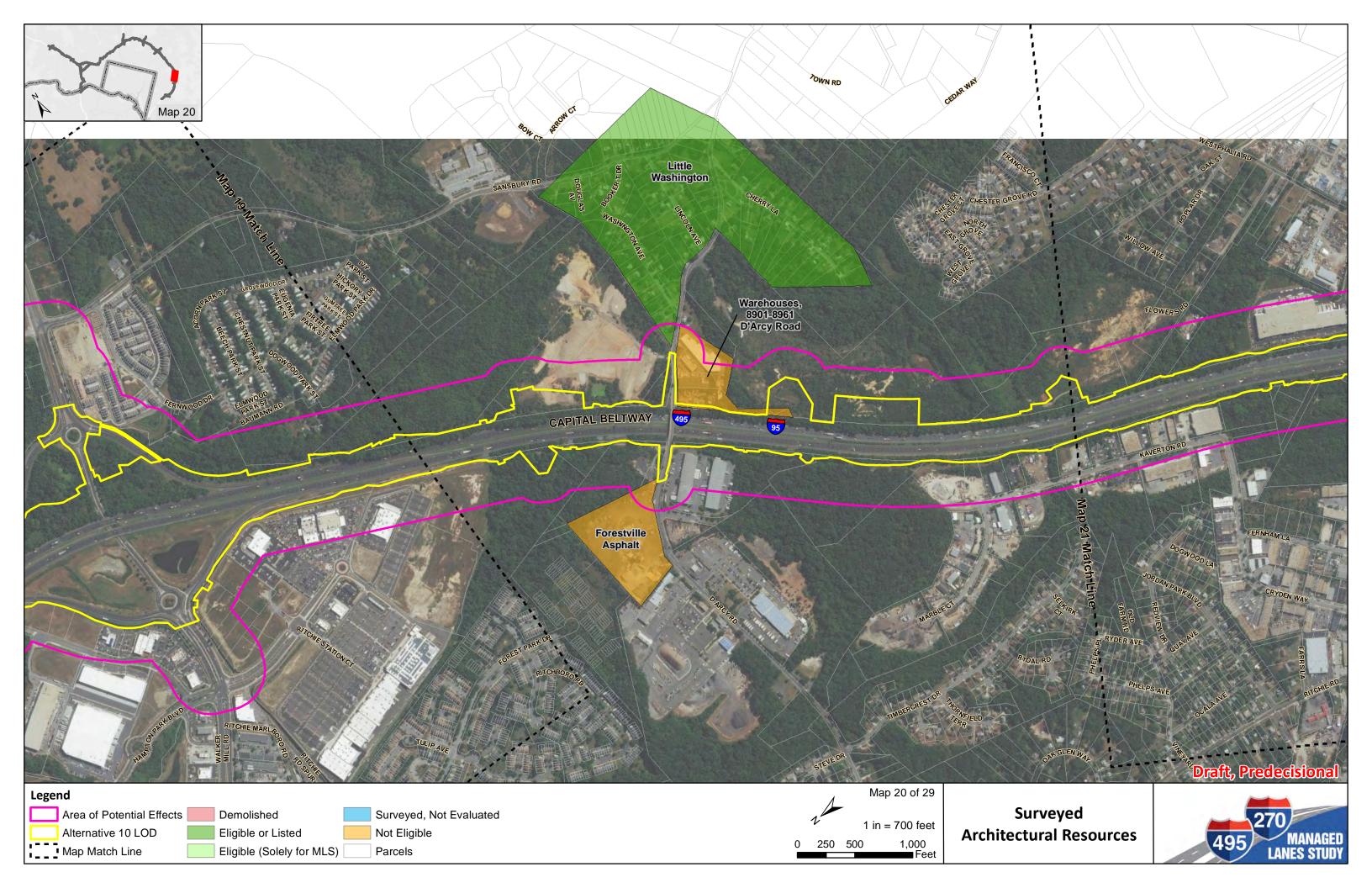


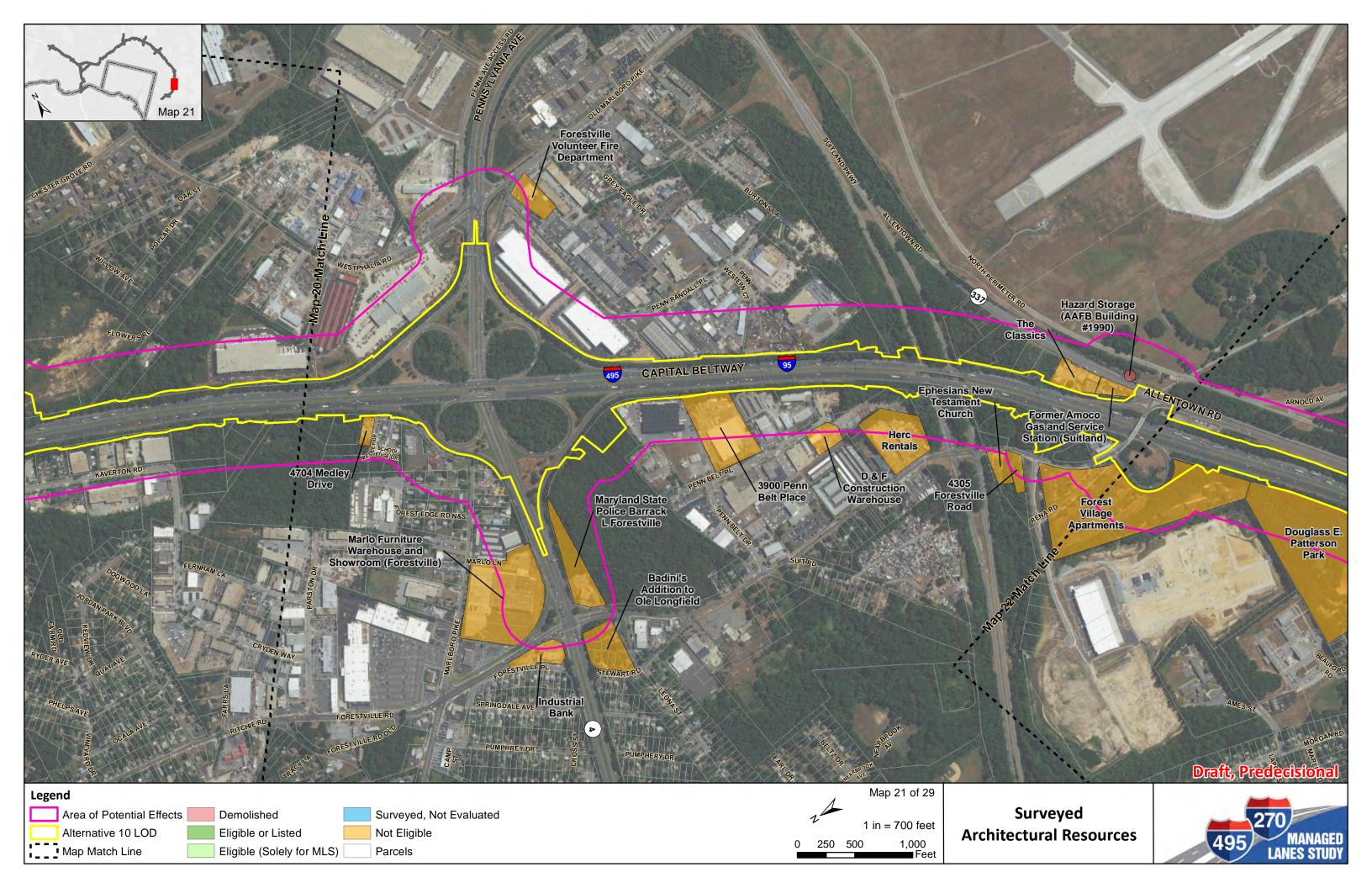


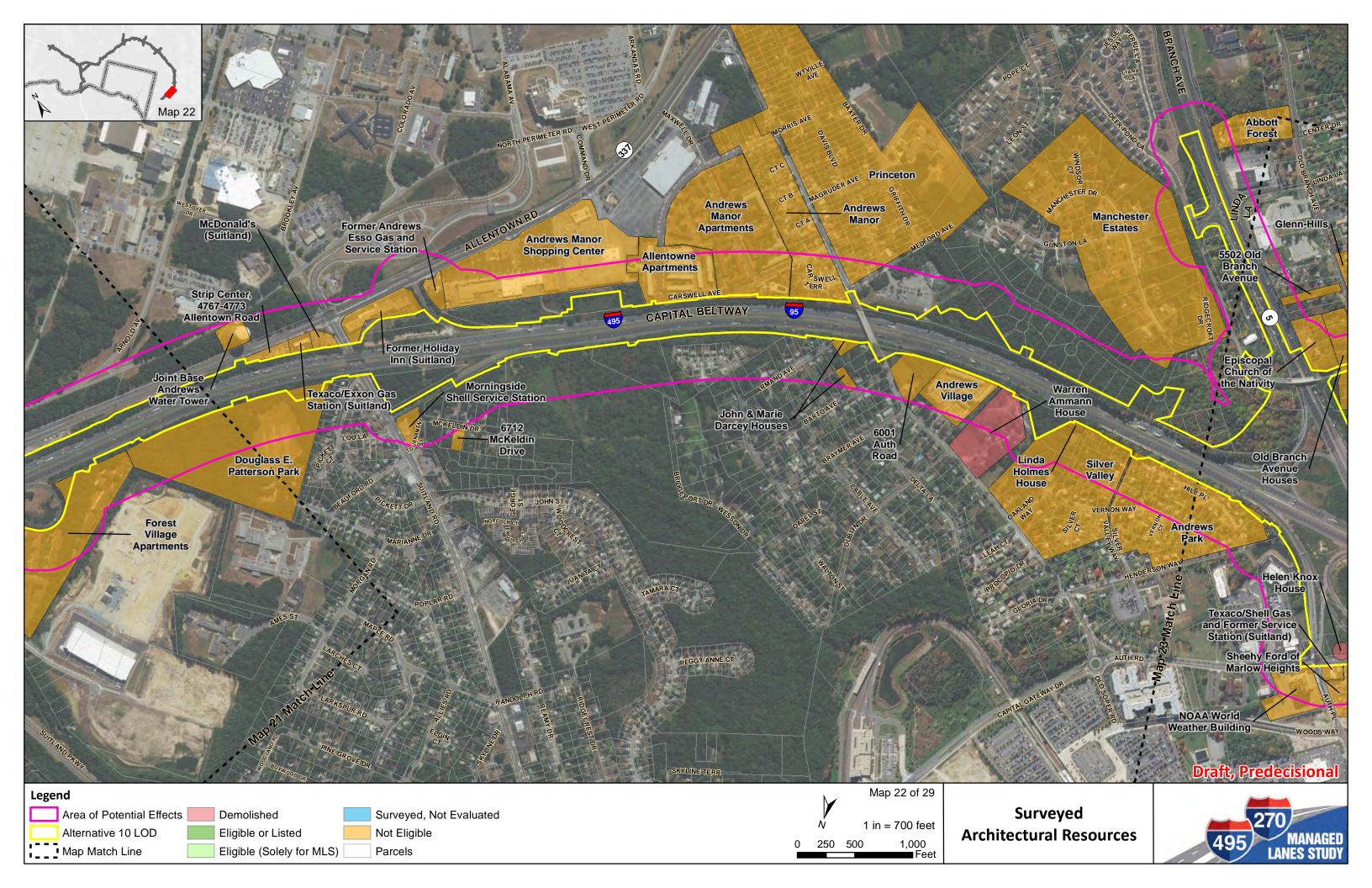


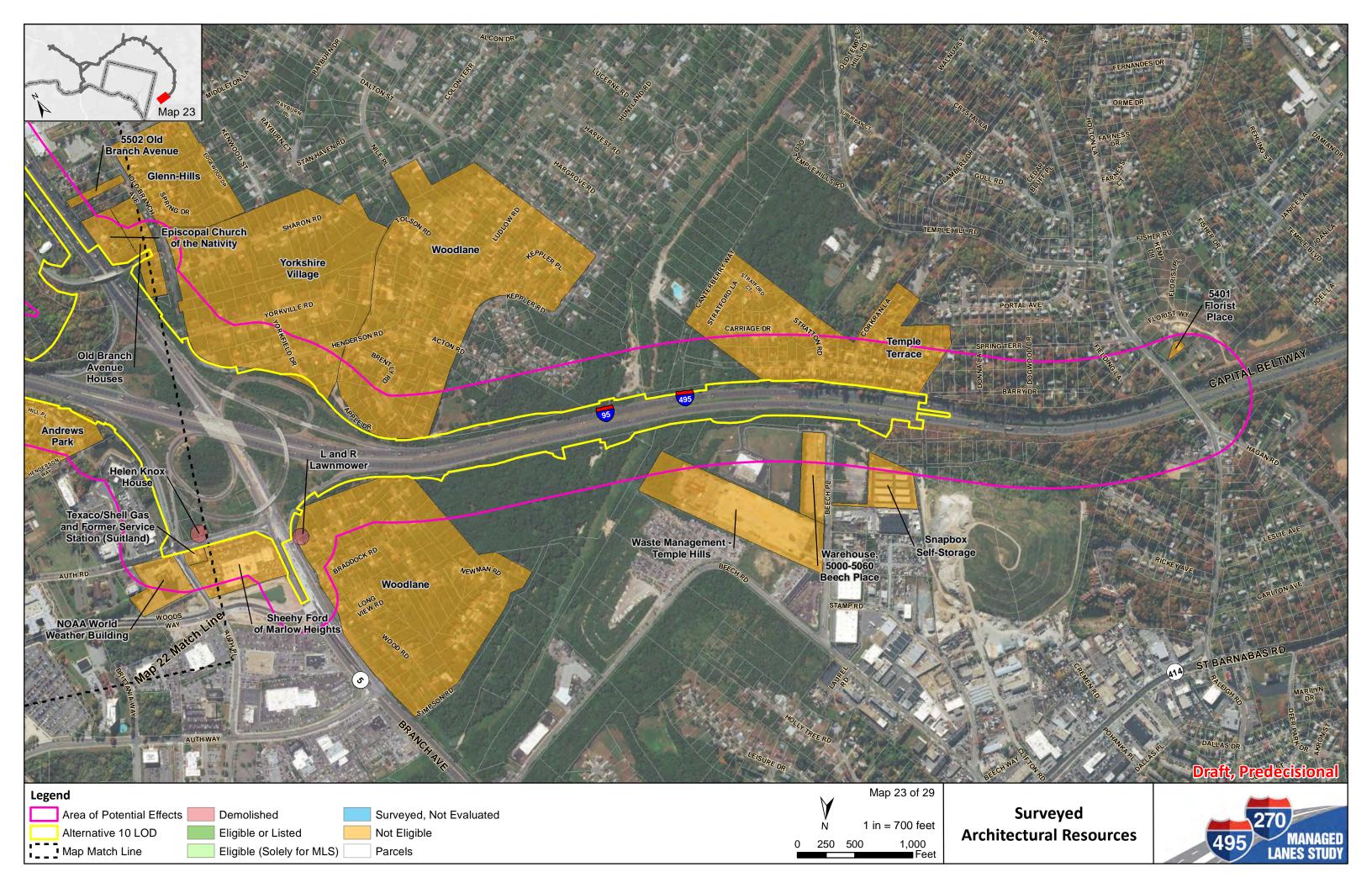


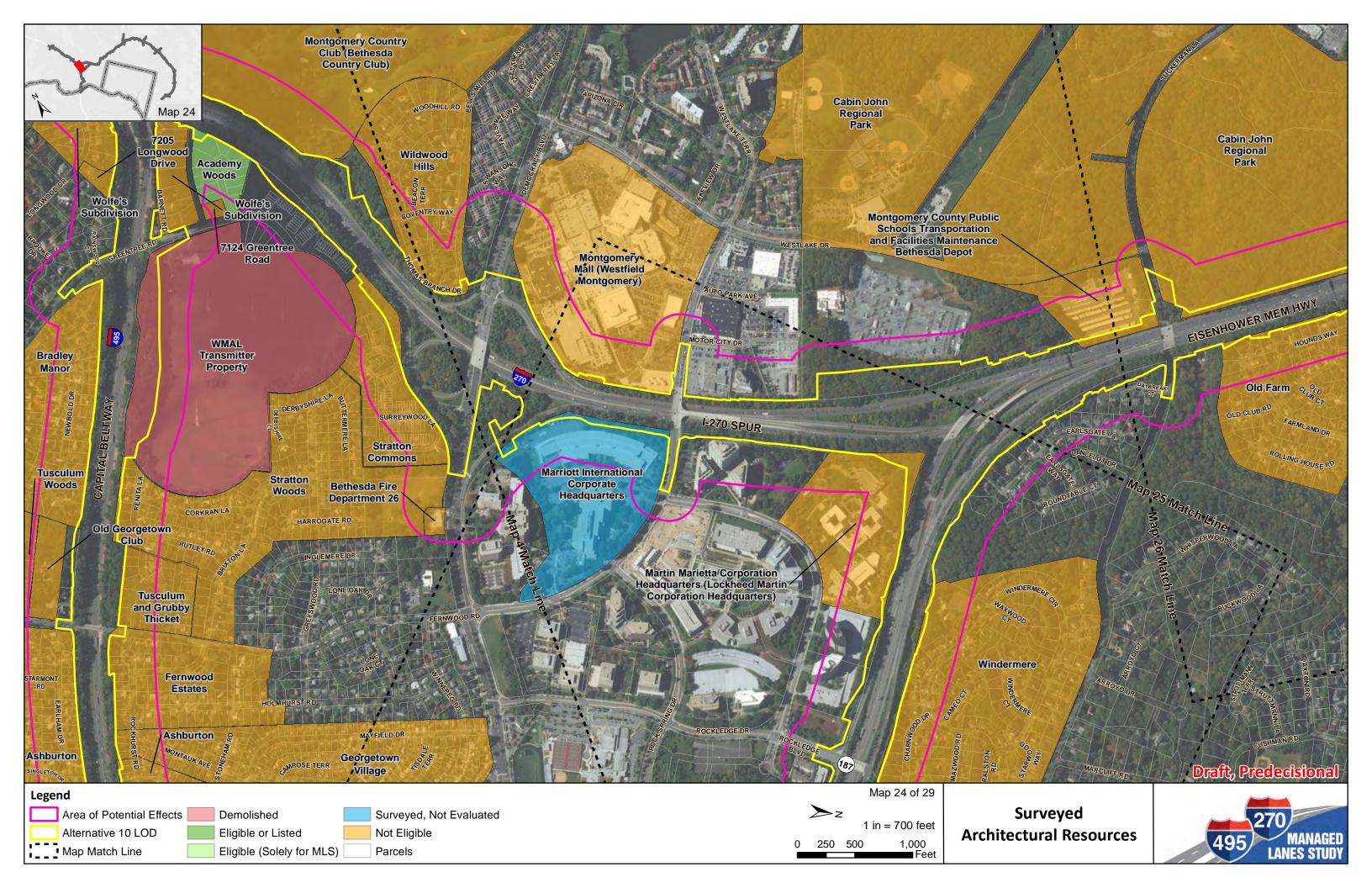


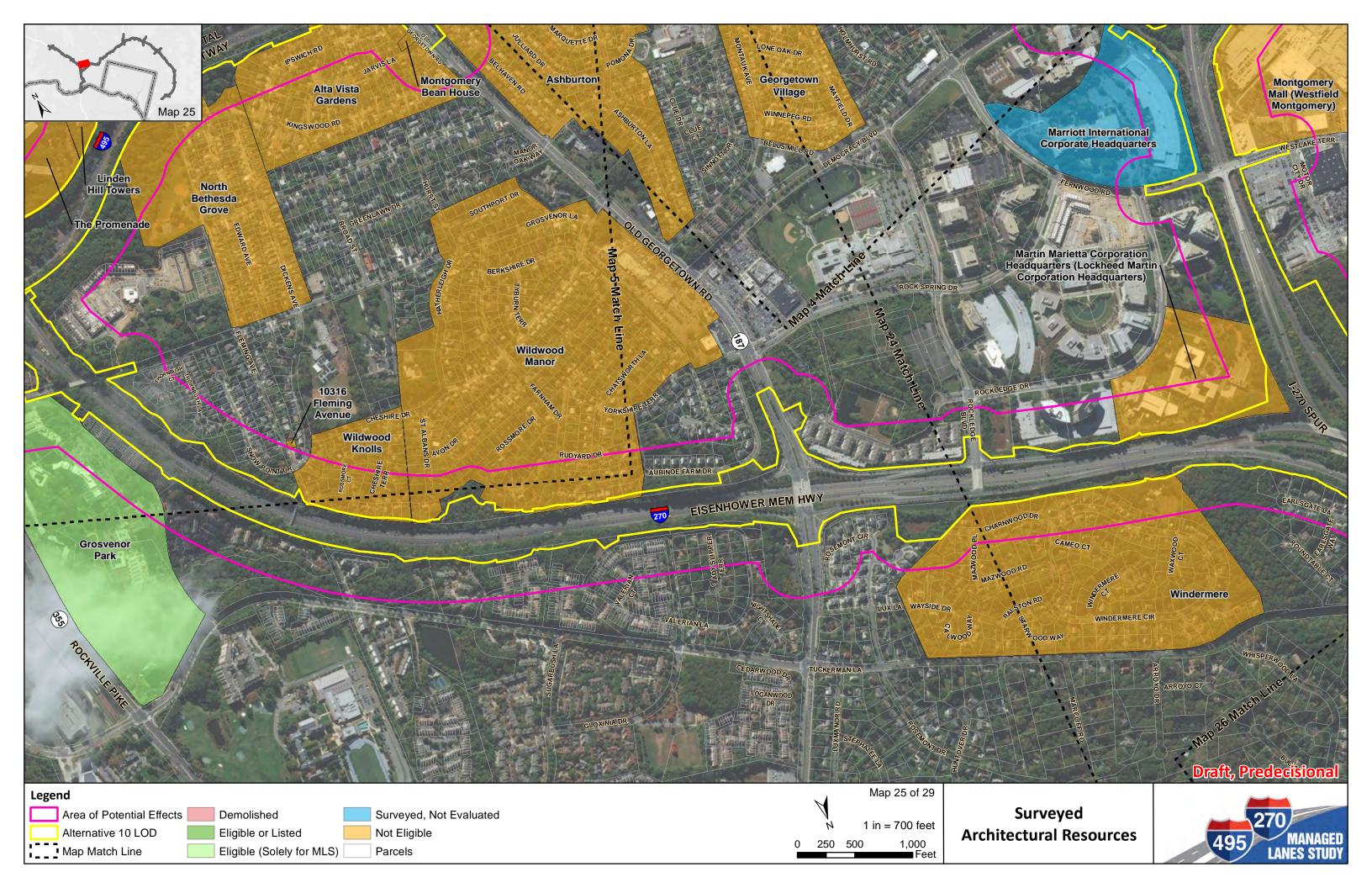


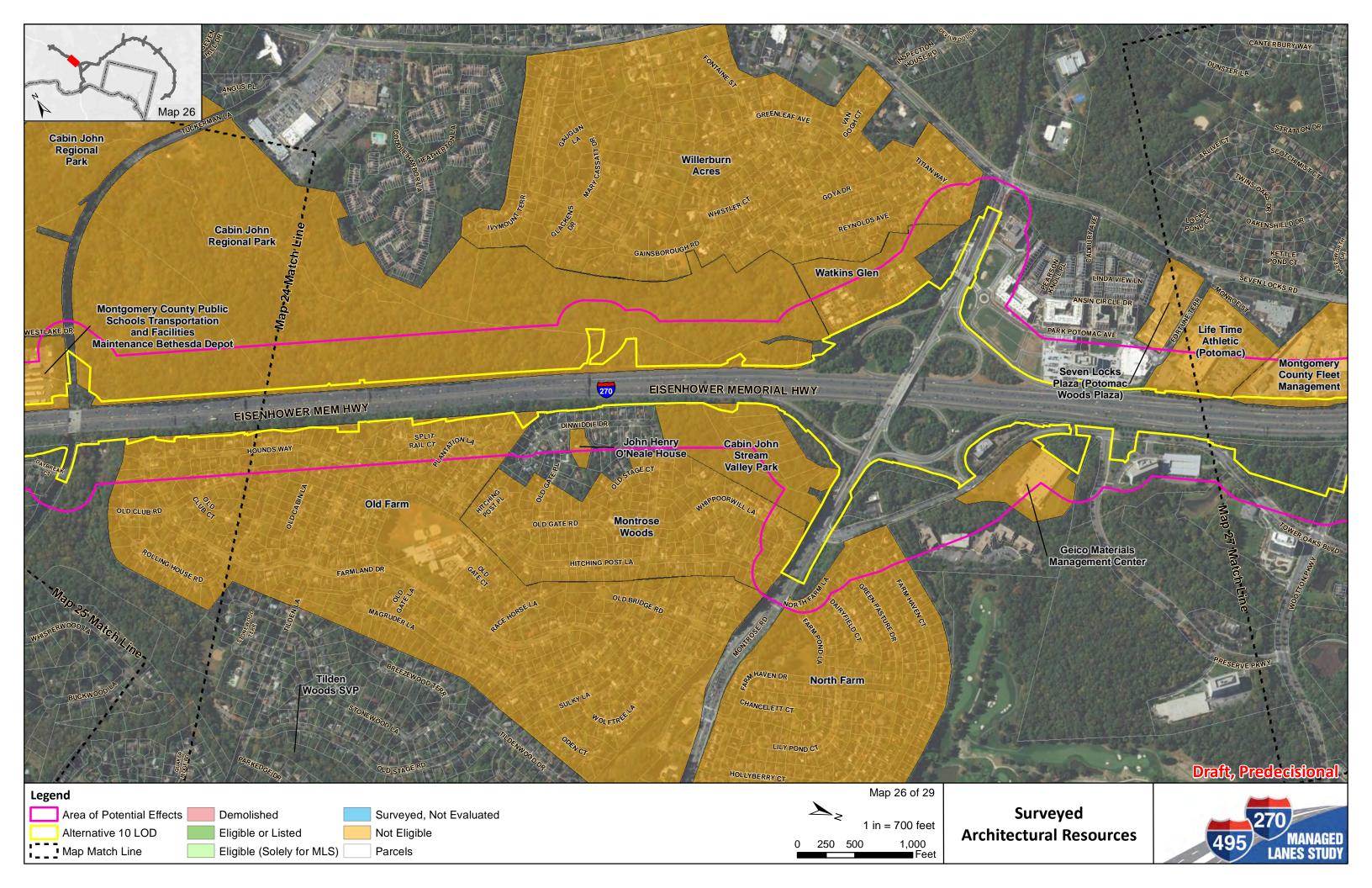


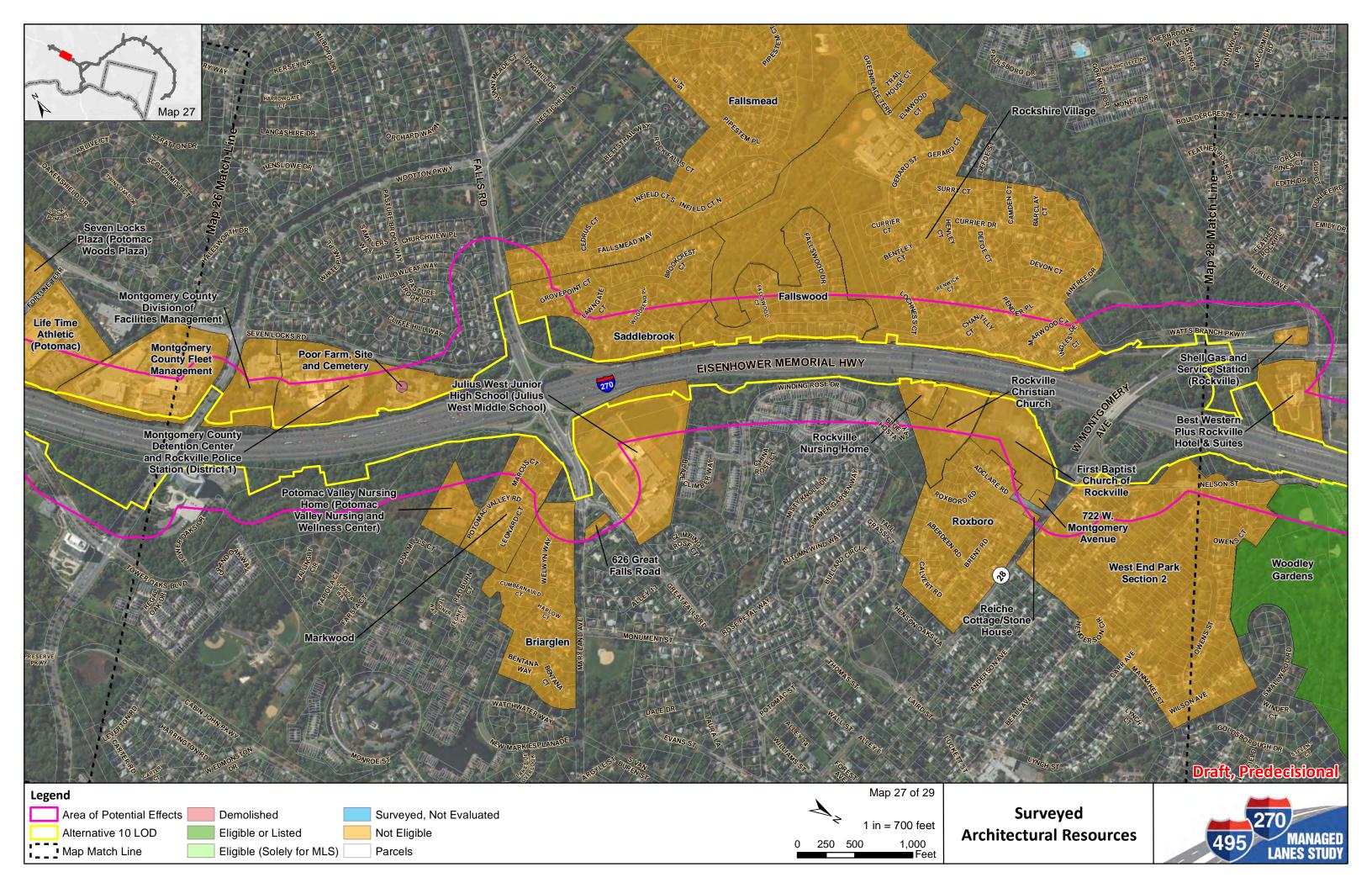


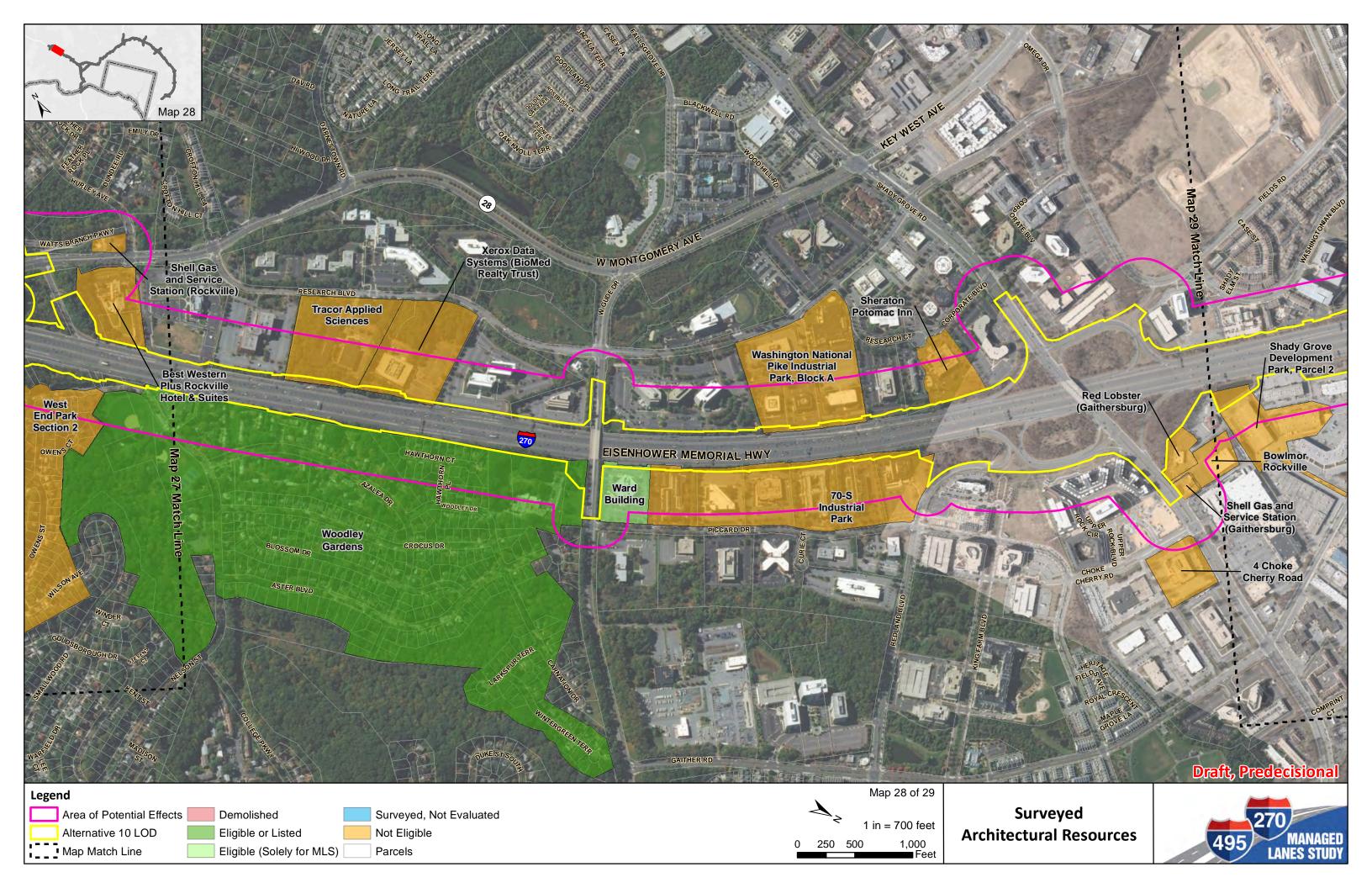


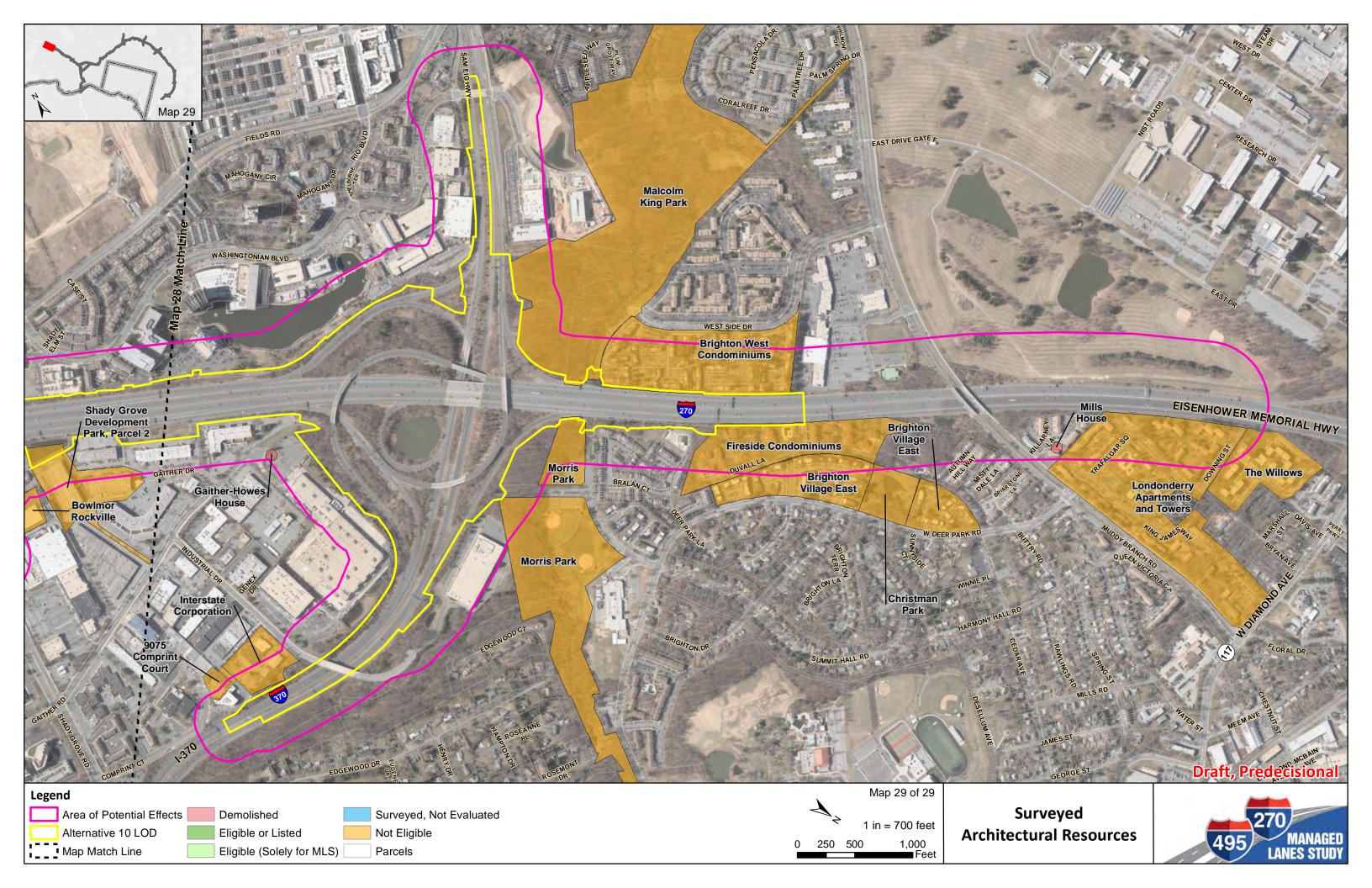












# **Appendix B**

# **National Register Evaluations Table**

(Intentionally Left Blank)



Map #	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
						Shopping center (strip		
11	10001-10013 Rhode Island Avenue	N/A	10001-10013 Rhode Island Avenue	College Park	Prince George's	center)	Short	
9	10020 Riggs Road	N/A	10020 Riggs Road	Adelphi	Prince George's	Single-family dwelling	Short	
5, 25	10316 Fleming Avenue	N/A	10316 Fleming Avenue	Bethesda	Montgomery	Single-family dwelling	Short	
7	1509 Forest Glen Road	N/A	1509 Forest Glen Road	Silver Spring	Montgomery	Single-family dwelling	Short	
8	223 University Boulevard East	N/A	223 University Boulevard East	Silver Spring	Montgomery	Single-family dwelling	Short	
9	2406 Muskogee Street	N/A	2406 Muskogee Street	Hyattsville	Prince George's	Single-family dwelling	Short	
9	2407 Muskogee Street	N/A	2407 Muskogee Street	Hyattsville	Prince George's	Single-family dwelling	Short	
6, 7	2410-26 Linden Lane	N/A	2410-26 Linden Lane	Silver Spring	Montgomery	Commercial (stores)	Short	
6	3220 Park View Road	N/A	3220 Park View Road	Chevy Chase	Montgomery	Single-family dwelling	Short	
6	3231 Park View Road	N/A	3231 Park View Road	Chevy Chase	Montgomery	Single-family dwelling	Short	
6	3315 Glenmoor Drive	N/A	3315 Glenmoor Drive	Chevy Chase	Montgomery	Single-family dwelling	Short	
16, 17	3724 Brightseat Road	N/A	3724 Brightseat Road	Hyattsville	Prince George's	Single-family dwelling	Short	
21	3900 Penn Belt Place	N/A	3900 Penn Belt Place	District Heights	Prince George's	Industrial	Short	
28	4 Choke Cherry Road	N/A	4 Choke Cherry Road	Rockville	Montgomery	Office building	Short	
21	4305 Forestville Road	N/A	4305 Forestville Road	District Heights	Prince George's	Single-family dwelling	Short	
17	4403 Jefferson Street	PG:73-24	4403 Jefferson Street	Landover	Prince George's	Single-family dwelling	Addendum	Form documents prior eligibility determination
16, 17	4509 Jefferson Street	PG:73-22	4509 Jefferson Street	Landover	Prince George's	Single-family dwelling	Addendum	Form documents prior eligibility determination
21	4704 Medley Drive	N/A	4704 Medley Drive	District Heights	Prince George's	Single-family dwelling (converted to office)	Short	
11	4705 Edgewood Road	N/A	4705 Edgewood Road	College Park	Prince George's	Single-family dwelling	Short	
	4933 Whitfield Chapel Road	N/A	4933 Whitfield Chapel Road	Lanham	Prince George's	Single-family dwelling	Short	
23	<u>'</u>	N/A	5401 Florist Place	Temple Hills	Prince George's	Single-family dwelling	Short	
22, 23		N/A	5502 Old Branch Avenue	Temple Hills	Prince George's	Single-family dwelling	Short	
15		N/A	5612 Lanham Station Road	Lanham	Prince George's	Single-family dwelling	Short	
22	6001 Auth Road	N/A	6001 Auth Road	Suitland	Prince George's	Single-family dwelling	Short	
15	6010 Princess Garden Parkway	N/A	6010 Princess Garden Parkway	Lanham	Prince George's	Single-family dwelling	Short	
27	626 Great Falls Road	M: 26-52	626 Great Falls Road	Rockville	Montgomery	Single-family dwelling	DOE	
14, 15		N/A	6302 Princess Garden Parkway	Lanham	Prince George's	Single-family dwelling	Short	
		N/A	6314 Princess Garden Parkway	Lanham	Prince George's	Single-family dwelling	Short	
22		N/A	6712 McKeldin Drive	Suitland	Prince George's	Single-family dwelling	Short	
3		N/A	6940 Seven Locks Road	Cabin John	Montgomery	Single-family dwelling	Short	
			1300, 1330, 1350, 1370, 1380, 1390, 1396 Piccard			Planned office/industrial		
28	70-S Industrial Park	M: 26-72	Drive	Rockville	Montgomery	neighborhood	DOE	
3	7100 Heatherhill Road	N/A	7100 Heatherhill Road	Bethesda	Montgomery	Single-family dwelling	Short	
12, 13, 14	7101 Greenbelt Road	N/A	7101 Greenbelt Road- Route 193	Greenbelt	Prince George's	Single-family dwelling	Short	
3	7104 Heather Hill Road	N/A	7104 Heather Hill Road	Bethesda	Montgomery	Single-family dwelling	Short	
4, 24	7124 Greentree Road	N/A	7124 Greentree Road	Bethesda	Montgomery	Single-family dwelling	Short	
4, 24	7205 Longwood Drive	N/A	7205 Longwood Drive	Bethesda	Montgomery	Single-family dwelling	Short	
27	722 W. Montgomery Avenue	N/A	722 W. Montgomery Avenue	Rockville	Montgomery	Single-family dwelling	Short	
4	7330 Arrowood Road	N/A	7330 Arrowood Road	Bethesda	Montgomery	Single-family dwelling	Short	
4	7401 Bradley Boulevard	N/A	7401 Bradley Boulevard	Bethesda	Montgomery	Single-family dwelling	Short	
4	7415 Bradley Boulevard	N/A	7415 Bradley Boulevard	Bethesda	Montgomery	Single-family dwelling	Short	
14	7601 Good Luck Road	N/A	7601 Good Luck Road	Lanham	Prince George's	Single-family dwelling	Short	

Map#	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
17	8803 Ardwick Ardmore Road	N/A	8803 Ardwick Ardmore Road	Landover	Prince George's	Single-family dwelling	Short	
14, 15	8808 Spring Avenue	N/A	8808 Spring Avenue	Lanham	Prince George's	Single-family dwelling	Short	
15	8819 Saunders Lane	N/A	8819 Saunders Lane	Lanham	Prince George's	Single-family dwelling	Short	
15	8820 Saunders Lane	N/A	8820 Saunders Lane	Lanham	Prince George's	Single-family dwelling	Short	
16, 17	8904 Ardmore Road	N/A	8904 Ardmore Road	Springdale	Prince George's	Single-family dwelling	Short	
<u> </u>					Ü	, ,		Form documents prior eligibility
16, 17	8906 Ardwick-Ardmore Road	PG:73-23	8906 Ardwick-Ardmore Road	Landover	Prince George's	Single-family dwelling	Addendum	determination
15	9001 Annapolis Road	N/A	9001 Annapolis Road	Lanham	Prince George's	Restaurant	Short	
16, 17	9001 Ardmore Road	N/A	9001 Ardmore Road	Upper Marlboro	Prince George's	Single-family dwelling	Short	
15	9011 Annapolis Road	N/A	9011 Annapolis Road	Lanham	Prince George's	Service station	Short	
6	9017 Spring Hill Lane	N/A	9017 Spring Hill Lane	Chevy Chase	Montgomery	Single-family dwelling	Short	
29	9075 Comprint Court	N/A	9075 Comprint Court	Gaithersburg	Montgomery	Warehouse	Short	
6	9116-9120 Levelle Drive	N/A	9116-9120 Levelle Drive	Chevy Chase	Montgomery	Single-family dwellings	Short	
5	9601 Parkwood Drive	N/A	9601 Parkwood Drive	Bethesda	Montgomery	Single-family dwelling	Short	
11	9808 47th Place	N/A	9808 47th Place	College Park	Prince George's	Garden apartments	Short	
9	9816 Riggs Road	N/A	9816 Riggs Road	Hyattsville	Prince George's	Single-family dwelling	Short	
11	9907 51st Avenue	N/A	9907 51st Avenue	College Park	Prince George's	Single-family dwelling	Short	
			Southwest of Branch Avenue, Northeast of Old		, ,	Planned residential		
22	Abbott Forest	PG:76B-85	Branch Avenue	Camp Springs	Prince George's	development	DOE	
						Planned residential		Eligible upon reaching 50 years of
4, 24	Academy Woods	M: 30-38	Grubby Thicket Way	Bethesda	Montgomery	development	DOE	age; treated as eligible for Study
15	Addition to Lanham Acres	PG:70-104	South of Baltimore and Ohio Railroad, east of I-495	Lanham	Prince George's	Planned residential neighborhood	DOE	
13	Addition to Lamian Acres	1 0.70-104	South of Bartimore and Onio Namoad, east of 1-433	Laman	Time deorge 3	Planned residential	DOL	
9	Adelphi Forest	PG:65-50	North of I-495, east of Riggs Road	Hyattsville	Prince George's	neighborhood	DOE	
22	Allentowne Apartments	PG:76B-76	5214 Carswell Avenue and 5218 Morris Avenue	Suitland	Prince George's	Garden apartments	DOE	
5 05	All No. 0		North of I-495, south of Lone Oak Drive, and east			Planned residential	205	
5, 25	Alta Vista Gardens	M: 30-45	of Old Georgetown Road  South of I-495, east of Auth Road, west of Courts of	Bethesda	Montgomery	neighborhood	DOE	
22	Andrews Manor	PG:76B-77	Camp Springs	Suitland	Prince George's	Planned residential development	DOE	
22	Andrews Manor Apartments	PG:76B-78	South of I-495, north of Morris Avenue	Suitland	Prince George's	Garden apartments	DOE	
	,					Shopping center (strip		
22	Andrews Manor Shopping Center	PG:76B-79	4801-4949 Allentown Road	Suitland	Prince George's	center)	DOE	
22 22	Andrew & Bod	DC 764 63	North of LAGE and and of Breach Assess	C. Marcel	Diana Canada	Planned residential	DOF	
22, 23	Andrews Park	PG:76A-63	North of I-495 and east of Branch Avenue	Suitland	Prince George's	development	DOE	
22	Andrews Village	PG:76A-61	5104-5182 Clacton Avenue	Suitland	Prince George's	Townhouses	DOE	
16	Ardwick Industrial District	PG:72-77	8201 and 8121 Ardwick Ardmore Road	Landover	Prince George's	Warehouses Planned residential	DOE	
7	Argyle Forest South Section	M: 32-35	North of Forest Glen Road, east of Renfrew Road	Silver Spring	Montgomery	development	DOE	
7	Argyle Local Park	M: 32-37	900, 1000, 1030 Forest Glen Road	Silver Spring	Montgomery	Local park	DOE	
			East of I-495, south of Bradley Boulevard, north of		,	Planned residential		
4	Arrowood	M: 35-196	Arrowood Road	Bethesda	Montgomery	development	DOE	
4 5 24 25	Ashbadaa	14 20 44	West of Old Georgetown Road and north and	Dathards		Planned residential	DO5	
4, 5, 24, 25	Asnburton	M: 30-44	south of I-495	Bethesda	Montgomery	neighborhood	DOE	
21	Badini's Addition to Ole Longfield	PG:75A-79	Southwest of intersection of Forestville Road and Pennsylvania Avenue	District Heights	Prince George's	Planned residential neighborhood	DOE	
	Saum S Addition to Oic Longheid	1 3.73A 73	13.8-mile railroad segment from Prince George's	Sister Heights	Timee deolge 3	neignbornood		
			County/Anne Arundel County border to border					
11, 12	Baltimore & Ohio Railroad, Washington Branch	PG:LAU-29	with Washington D.C.	Multiple	Prince George's	Railroad	DOE	

Map#	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
			13-mile railroad segment from Prince George's		·			
			County/Anne Arundel County border to border					
15, 16	Baltimore & Potomac Railroad, Washington City Branch	PG:71A-54	with Washington D.C.	Multiple	Prince George's	Railroad	DOE	
15	Best Western Capital Beltway	N/A	5910 Princess Garden Parkway	Lanham	Prince George's	Lodging facility (hotel)	Short	
27, 28	Best Western Plus Rockville Hotel & Suites	N/A	1251 W. Montgomery Avenue	Rockville	Montgomery	Lodging facility (hotel)	Short	
4, 24	Bethesda Fire Department 26	N/A	6700 Democracy Boulevard	Bethesda	Montgomery	Fire station	Short	
5	Bethesda Overlook	M: 35-197	5300-5370 Pooks Hill Road	Bethesda	Montgomery	Garden apartments	DOE	
28, 29	Bowlmor Rockville	N/A	15720 Shady Grove Road	Gaithersburg	Montgomery	Bowling alley	Short	
4, 24	Bradley Manor	M: 35-198	South of I-495 and northeast of Greentree Road	Bethesda	Montgomery	Planned residential development	DOE	
1, 2 !	Studies Hand	111. 33 130	Welwyn Way and Bentana Way at New Mark	Jethesau Jethesau	Wientgemery	Planned residential	501	
27	Briarglen	M: 26-74	Esplanade	Rockville	Montgomery	development	DOE	
20	Deichten Villere Feet	NA. 24. 202	200-228, 240-298,310-528 (evens only) West Deer	Colith a sale was	Mantaganan	Tarrelanda	DOE	
29	Brighton Village East	M: 21-282	Park Road	Gaithersburg	Montgomery	Townhouses	DOE	
29	Brighton West Condominiums	M: 21-283	648-1158 (evens only) West Side Drive	Gaithersburg	Montgomery	Townhouses Planned residential	DOE	
3, 4	Burning Tree Estates	M: 29-72	South of Bradley Boulevard at I-495	Bethesda	Montgomery	neighborhood	DOE	
24, 26	Cabin John Regional Park	M: 29-78	7400 Tuckerman Lane	Bethesda	Montgomery	Regional park	DOE	
			Cabin John Creek valley from MacArthur	Bethesda, Rockville, Potomac, Cabin	<u> </u>			
2, 3, 26	Cabin John Stream Valley Park	M: 29-80	Boulevard north to Montrose Road	John	Montgomery	Stream valley park	DOE	
						Office building (with		
15, 16	Capitol Car Distributors	PG:70-95	9300 Martin Luther King Jr. Highway	Lanham	Prince George's	designed landscape)	DOE	
			Capitol View Avenue, Meredith Avenue, Pine					
			Street, Lee Street, Stoneybrook Drive, Barker Street, Menlo Avenue, Warner Avenue,					Form clarifies existing boundary
6	Capitol View Park Historic District	M: 31-7	Beechbank Road, Capitol View Park	Silver Spring	Montgomery	Single-family dwellings	Addendum	and contributing resources
			Roughly bounded by 1-495, Cabin John Regional					
			Park, Seven Locks Road, Fenway Road,					NRHP listed; form clarifies
3	Carderock Springs Historic District	M: 29-59	Park, Seven Locks Road, Fenway Road, Persimmon Tree Lane	Bethesda	Montgomery	Single-family dwelling	Addendum	NRHP listed; form clarifies contributing resources
3	Carderock Springs Historic District	M: 29-59	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13	Bethesda	Montgomery		Addendum	
1. 3			Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only)			Planned residential		
1, 3	Carderock Springs Historic District  Carderock Springs South	M: 29-59 M: 35-194	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court	Bethesda Bethesda	Montgomery  Montgomery		Addendum	
<b>1, 3</b>			Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only)			Planned residential		
1, 3 6 15, 16	Carderock Springs South	M: 35-194	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View	Bethesda	Montgomery	Planned residential development	DOE	
6	Carderock Springs South  Carolyn Hill Apartments	<b>M: 35-194</b> M: 31-76	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue	Bethesda Silver Spring	<b>Montgomery</b> Montgomery	Planned residential development  Garden apartments	<b>DOE</b> DOE	
6 15, 16	Carderock Springs South  Carolyn Hill Apartments  Carrollan	M: 35-194 M: 31-76 PG:69-70	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue 5345 85th Avenue	Bethesda Silver Spring Hyattsville	Montgomery  Montgomery  Prince George's	Planned residential development  Garden apartments  Garden apartments	DOE DOE	
6 15, 16 15	Carderock Springs South  Carolyn Hill Apartments  Carrollan	M: 35-194 M: 31-76 PG:69-70	Persimmon Tree Lane 6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue 5345 85th Avenue 8614-15 Annapolis Road	Bethesda Silver Spring Hyattsville	Montgomery  Montgomery  Prince George's	Planned residential development  Garden apartments  Garden apartments  Garden apartments	DOE DOE	
6 15, 16 15	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments	M: 35-194 M: 31-76 PG:69-70 PG:69-69	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road East of Whitfield Chapel Road, south of I-495,	Bethesda Silver Spring Hyattsville Hyattsville	Montgomery  Montgomery  Prince George's  Prince George's	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential	DOE DOE DOE	
6 15, 16 15	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway	Bethesda Silver Spring Hyattsville Hyattsville Lanham	Montgomery  Montgomery  Prince George's  Prince George's  Prince George's	Planned residential development  Garden apartments  Garden apartments  Garden apartments  Planned residential development	DOE DOE DOE DOE	
6 15, 16 15 15, 16, 17 5	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane	Bethesda Silver Spring Hyattsville Hyattsville Lanham Bethesda	Montgomery  Montgomery  Prince George's  Prince George's  Prince George's  Montgomery	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential development  Worship facility	DOE DOE DOE DOE DOE DOE	
6 15, 16 15 15, 16, 17 5	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road	Bethesda Silver Spring Hyattsville Hyattsville Lanham Bethesda Landover	Montgomery  Montgomery  Prince George's  Prince George's  Prince George's  Montgomery  Prince George's	Planned residential development  Garden apartments  Garden apartments  Garden apartments  Planned residential development  Worship facility  Townhouses	DOE DOE DOE DOE DOE DOE	
6 15, 16 15 15, 16, 17 5	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road	Bethesda Silver Spring Hyattsville Hyattsville Lanham Bethesda Landover Chevy Chase	Montgomery  Montgomery  Prince George's  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery	Planned residential development  Garden apartments Garden apartments Planned residential development  Worship facility  Townhouses Recreation center Local park	DOE  DOE  DOE  DOE  DOE  DOE  DOE  Short	
6 15, 16 15 15, 16, 17 5	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda  Landover  Chevy Chase  Gaithersburg	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Montgomery  Montgomery	Planned residential development  Garden apartments Garden apartments Planned residential development  Worship facility Townhouses Recreation center Local park Shopping center (strip	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short	
6 15, 16 15 15, 16, 17 5	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park  CIESBD Thrift Store and Office Building	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road  9920-9924 Rhode Island Avenue; 4911, 4917-4919 Niagara Road	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda  Landover Chevy Chase Gaithersburg  College Park	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Prince George's	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential development Worship facility Townhouses Recreation center Local park Shopping center (strip center) and office building	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short	
6 15, 16 15 15, 16, 17 5 18 6 29	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park  CIESBD Thrift Store and Office Building  College Park Animal Hospital	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road  9920-9924 Rhode Island Avenue; 4911, 4917-4919 Niagara Road  9717 Baltimore Avenue (US Route 1)	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda  Landover  Chevy Chase  Gaithersburg  College Park  College Park	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Prince George's  Prince George's	Planned residential development  Garden apartments  Garden apartments  Garden apartments  Planned residential development  Worship facility  Townhouses  Recreation center  Local park  Shopping center (strip center) and office building  Commercial (store)	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short  Short	
6 15, 16 15 15, 16, 17 5 18 6 29 11 11	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park  CIESBD Thrift Store and Office Building  College Park Animal Hospital  Comfort Zone	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road  9920-9924 Rhode Island Avenue; 4911, 4917-4919 Niagara Road  9717 Baltimore Avenue (US Route 1)	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda Landover Chevy Chase Gaithersburg  College Park College Park	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Prince George's  Prince George's  Prince George's  Prince George's	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential development Worship facility Townhouses Recreation center Local park Shopping center (strip center) and office building Commercial (store) Commercial (store)	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short  Short  Short  Short	
6 15, 16 15 15, 16, 17 5 18 6 29 11 11	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park  CIESBD Thrift Store and Office Building  College Park Animal Hospital	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road  9920-9924 Rhode Island Avenue; 4911, 4917-4919 Niagara Road  9717 Baltimore Avenue (US Route 1)  9721 Baltimore Avenue (US Route 1)	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda  Landover  Chevy Chase  Gaithersburg  College Park  College Park	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Prince George's  Prince George's	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential development  Worship facility Townhouses Recreation center Local park Shopping center (strip center) and office building Commercial (store) Commercial (store)	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short  Short	
6 15, 16 15 15, 16, 17 5 18 6 29 11 11	Carderock Springs South  Carolyn Hill Apartments  Carrollan  Carrollan Manor Apartments  Carsondale  Cedar Lane Unitarian Church  Centennial Village  Chevy Chase Recreation Association  Christman Park  CIESBD Thrift Store and Office Building  College Park Animal Hospital  Comfort Zone	M: 35-194  M: 31-76  PG:69-70  PG:69-69  PG:73-36  M: 31-72  PG:72-79  N/A  N/A  N/A  N/A	Persimmon Tree Lane  6801-6917 Persimmon Tree Road, 1-13 Persimmon Court, 8300-8324 (even only) Tomlinson Avenue, 7000-7037 Barkwater Court  North of Forest Glen Road, east of Capitol View Avenue  5345 85th Avenue  8614-15 Annapolis Road  East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway  9601 Cedar Lane  West of I-495 and east of Brightseat Road  8922 Spring Valley Road  304 W. Deer Park Road  9920-9924 Rhode Island Avenue; 4911, 4917-4919 Niagara Road  9717 Baltimore Avenue (US Route 1)	Bethesda  Silver Spring Hyattsville Hyattsville  Lanham  Bethesda Landover Chevy Chase Gaithersburg  College Park College Park	Montgomery  Montgomery  Prince George's  Prince George's  Montgomery  Prince George's  Montgomery  Montgomery  Prince George's  Prince George's  Prince George's  Prince George's	Planned residential development  Garden apartments Garden apartments Garden apartments Planned residential development Worship facility Townhouses Recreation center Local park Shopping center (strip center) and office building Commercial (store) Commercial (store)	DOE  DOE  DOE  DOE  DOE  DOE  Short  Short  Short  Short  Short	

Map #	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
			Southeast of the intersection of Ardwick Ardmore			Planned residential		
17	Cranmore Knolls	PG:73-37	Road and Jefferson Street	Upper Marlboro	Prince George's	development	DOE	
21	D & F Construction Warehouse	N/A	4017 Penn Belt Place	District Heights	Prince George's	Warehouse	Short	
21, 22	Douglass E. Patterson Park	N/A	7001 Marianne Drive	Morningside	Prince George's	Local park	Short	
			East of I-495, south of Good Luck Road, west of			Planned residential		
14	Dresden Green	PG:70-102	Princess Garden Parkway	Lanham	Prince George's	development	DOE	
15, 16	Ebenezer United Methodist Church	N/A	4912 Whitfield Chapel Road	Lanham	Prince George's	Worship facility	Short	
11	Edward Karlla	DC CC 02	South and west of I-495, north and west of	Cally on Bard	Ditara Caranala	Planned residential	205	
11	Edgewood Knolls	PG:66-82	Hollywood (PG:66-39)	College Park	Prince George's	development  Commercial (converted to	DOE	
21	Ephesians New Testament Church	N/A	4301 Forestville Road	District Heights	Prince George's	worship facility)	Short	
	Episcopal Church of Our Savior	N/A	1700 Powder Mill Road	Silver Spring	Montgomery	Worship facility	Short	
	<u> </u>	N/A	5203 Manchester Drive	Temple Hills	Prince George's	Worship facility	Short	
22, 23	Episcopal Church of the Nativity	N/A	5203 Marichester Drive	Temple nills	Prince George's	Planned residential	SHOLL	
27	Fallsmead	M: 26-87	Southwest of I-270 at Fallsmead Way	Rockville	Montgomery	development	DOE	
			401-509 Watts Branch Parkway, 1400-1426			Planned residential		
27	Fallswood	M: 26-79	Fallswood Drive, 1-12 Fallswood Court	Potomac	Montgomery	development	DOE	
						Planned residential		
4, 24	Fernwood Estates	M: 30-41	North of I-495 and East of Fernwood Road	Bethesda	Montgomery	development	DOE	
29	Fireside Condominiums	M: 21-284	100-138 (evens) Duval Lane	Gaithersburg	Montgomery	Garden apartments	DOE	
27	First Baptist Church of Rockville	N/A	55 Adclare Road	Rockville	Montgomery	Worship facility	Short	
						Planned residential		
6, 7	Forest Glen Knolls	M: 31-74	West of the I-495 and Georgia Avenue interchange	Silver Spring	Montgomery	neighborhood	DOE	
	Facast Clay Bayl	M. 2C 04	South of I-495 between Rock Creek Park and CSX	Cilver Cenine		Planned residential	DOE	
b 		M: 36-94	Railroad	Silver Spring	Montgomery	neighborhood		
6, 7	Forest Glen Road Houses	M: 31-75	2512-2524 Forest Glen Road (evens only)	Silver Spring	Montgomery	Single-family dwellings	DOE	
6, 7	Forest Glen Tract (West Section)	M: 31-77	Northeast of the intersection of Forest Glen Road and Glen Avenue	Silver Spring	Montgomony	Single-family dwellings	DOE	
7	, ,			· -	Montgomery	, ,	DOE	
/	Forest Grove Elementary School	M: 31-80	9801 Dameron Drive  Bounded by Forest Glen Road, Forest Grove Drive,	Silver Spring	Montgomery	School Planned suburban	DOE	
7	Forest Grove Neighborhood	M: 36-38	Sherwood Road, Woodland Drive	Silver Spring	Montgomery	neighborhood	DOE	
			Northwest of I-495 and west of the Forestville		,			
21, 22	Forest Village Apartments	PG:76A-62	Road	Suitland	Prince George's	Garden apartments	DOE	
20	Forestville Asphalt	N/A	8700 D'Arcy Road	District Heights	Prince George's	Industrial	Short	
21	Forestville Volunteer Fire Department	N/A	8321 Old Marlboro Pike	Upper Marlboro	Prince George's	Fire station	Short	
6		N/A	2601 Forest Glen Road	Silver Spring	Montgomery	Gas and service station	Short	
21		N/A	4599 Allentown Road	Suitland	Prince George's	Gas and service station	Short	
	Former Andrews Esso Gas and Service Station	N/A	4785 Allentown Road	Suitland	Prince George's	Gas and service station	Short	
	Former Co-op Gas and Service Station (Greenbelt)	N/A	20 Southway	Greenbelt	Prince George's	Gas and service station	Short	
<u> </u>	Former Holiday Inn (Suitland)	N/A	4783 Allentown Road		Prince George's			
	· · · · ·			Suitland		Lodging facility (hotel)	Short	
15	Former Princess Garden Special Center	N/A	6016 Princess Garden Parkway	Lanham	Prince George's	School	Short	
15	Former Sheraton of Washington Northeast	N/A	8500 Annapolis Road	Hyattsville	Prince George's	Lodging facility (hotel) and commercial (stores)	Short	
1.5	ormer Sheraton or washington Northeast	177	East of the interchange of I-495 and University	rryactovine	Time dedige 5	Planned residential	SHOTE	
8	Franklin Knolls	M: 32-36	Boulevard East	Silver Spring	Montgomery	development	DOE	
29	Gaither-Howes House	M: 20-15	9401 Gaither Road	Gaithersburg	Montgomery	Single-family dwelling	Addendum	Demolished
26	Geico Materials Management Center	N/A	2800 Tower Oaks Boulevard	Rockville	Montgomery	Warehouse	Short	
	1	1.7.						
<del>-</del>						Planned residential		

Map #	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
								Prior DOE; reevaluated and
		PG: 72-26 and PG:73-	East and west side of I-495 and Martin Luther					expanded upon reaching 50-year
15, 16, 17	Glenarden Historic District	26	King Jr. Highway, south of U.S. Route 50	Lanham, Upper Marlboro, Landover	Prince George's	Multiple	DOE	threshold
			Yorkshire Village subdivision to the north, Old					
22, 23	Glenn-Hills	PG:76B-86	Branch Avenue to the east, Middleton Farm subdivision to the south and west	Tomple Hills	Prince George's	Planned residential neighborhood	DOE	
<b></b>				Temple Hills	Prince George's	_		
13, 14	Goddard Space Village	PG:67-70	East of I-495 and west of Hanover Parkway	Greenbelt	Prince George's	Garden apartments	DOE	
14	Good Luck Estates	PG:67-71	Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south	Lanham	Prince George's	Planned residential development	DOE	
8, 9	Good Shepherd United Methodist Church	M: 37-35	9701 New Hampshire Avenue (MD 650)	Silver Spring	Montgomery	Worship facility	DOE	+
<del>                                     </del>	·		· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		
15	Gould Building (30 Lanham or Lanham Centre)	PG:70-101	5900 Princess Garden Parkway	Lanham	Prince George's	Office building	DOE	
15	Grace Presbyterian Church	N/A	5924 Princess Garden Parkway	Lanham	Prince George's	Worship facility	Short	David and the last
12, 13, 14	Greenbelt Park	PG:67-69	6565 Greenbelt Road	Greenbelt	Prince George's	Regional park	NPS letter to MHT	Based on consultation between NPS and MHT
			Baltimore-Washington Parkway to the north, NASA					
13, 14	Greenbriar Condominiums	PG:67-72	Goddard to the east	Greenbelt	Prince George's	Garden apartments	DOE	
3	Greenfield House	M: 29-59-1	7608 Hamilton Spring Road	Bethesda	Montgomery	Single-family dwelling	DOE	
		M: 37-36 and PG:65-			Montgomery/Prince			
9	Greenwich Woods	55	I-495 to the north, Mt. Pisgah Road to the west	Silver Spring/Adelphi	George's	Garden apartments	DOE	
			10200-10500 Rockville Pike, 10101-10401			High-rise elevator apartments and garden		Eligible upon reaching 50 years of
5, 25	Grosvenor Park	M: 30-39	Grosvenor Place	Rockville	Montgomery	apartments	DOE	age; treated as eligible for Study
-, -			North of I-495 between Northwest Branch Stream		,	Planned residential		, , , , , , , , , , , , , , , , , , , ,
8	Hampshire Forest	M: 33-33	Valley Unit 3 and New Hampshire Avenue	Silver Spring	Montgomery	development	DOE	
			Bounded by US 50, I-495/I-95, East Street, Old					
			Ardmore Road, Ardwick Ardmore Road, and the			Planned industrial		
15, 16, 17	Hanson-Beltway Industrial Center	PG:72-80	property at 8400 Ardwick Ardmore Road	Hyattsville	Prince George's	neighborhood	DOE	
5	Hawley Estate (Federation of American Societies for Experimental Biology)	M: 35-199	9650 Rockville Pike	Bethesda	Montgomery	Country estate, office building	DOE	
21	Hazard Storage (AAFB Building #1990)	PG:77-60	Allentown Road (MD 337)	Camp Springs	Prince George's	Military/warehouse	Addendum	Demolished
22, 23	Helen Knox House	PG:76A-26	5115 Auth Road	Suitland	Prince George's	Single-family dwelling	Addendum	Demolished
21	Herc Rentals	N/A	4200 Forestville Road	District Heights	Prince George's	Warehouse	Short	
		· · · · · · · · · · · · · · · · · · ·			, , , , , , , , , , , , , , , , , , ,	Shopping center (strip		
9	Hillandale Center	N/A	10210-10222 New Hampshire Avenue	Silver Spring	Montgomery	center)	Short	
		M: 33-35	N 5. 405 NV 60: 5	C1	Montgomery/Prince		205	
9	Hillandale Forest	PG:65-54	North of I-495, West of Riggs Road	Silver Spring/Hyattsville	George's	neighborhood	DOE	
9	Hillandale Shopping Center	M: 33-32	10101-10171 New Hampshire Avenue and 1600- 1640/1700 Elton Road	Silver Spring	Montgomery	Shopping center (strip center)	DOE	
9	Hillandale Swim and Tennis Association	M: 33-36	10116 Green Forest Drive	Silver Spring	Montgomery	Swim and tennis club	DOE	
11	Holiday Inn Washington College Park	N/A	10000 Baltimore Avenue	College Park	Prince George's	Lodging facility (hotel)	Short	
<b></b>								
8, 9	Holly Hall Apartments	M: 33-34	North of I-495, west of Route 650 Southeast of Intersection of I-495 and New	Silver Spring	Montgomery	Garden apartments Planned residential	DOE	
9	Holly Hill Manor	PG:65-51	Hampshire Avenue	Hyattsville	Prince George's	neighborhood	DOE	
<del>                                     </del>	·		•		0	Planned residential		
9	Holly Hill Terrace	PG:65-52	Southeast of I-495 and Route 650 Interchange	Hyattsville	Prince George's	neighborhood	DOE	
9	Holly View Apartments	N/A	9700-9710 Mount Pisgah Road	Silver Spring	Montgomery	Garden apartments	Short	
			South side of I-495, east of Baltimore Avenue, west			Planned residential		Prior DOE; updated form expands
11, 12	Hollywood	PG:66-39	of Greenbelt Metro Station	College Park	Prince George's	development	DOE	boundary
			South of I-495, east of Baltimore Avenue, west of			Planned residential		Prior DOE; updated form expands
11	Hollywood Addition	PG:66-38	Rhode Island Avenue	College Park	Prince George's	development	DOE	boundary
11	Hollywood Square	N1/A	0021 Bhada Island Average	Callaga Bark	Drings Coords	Shopping center (strip	Chart	
11	Hollywood Square	N/A	9931 Rhode Island Avenue	College Park	Prince George's	center)	Short	

Map #	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
						Healthcare facility		
7	Holy Cross Hospital	N/A	1500 Forest Glen Road	Silver Spring	Montgomery	(hospital)	Short	
12, 13, 14	Holy Cross Lutheran Church	N/A	6905 Greenbelt Road	Greenbelt	Prince George's	Worship facility	Short	
13, 14	Hunting Ridge	PG:67-73	East of I-495 and west of Hanover Parkway	Greenbelt	Prince George's	Garden apartments	DOE	
	Laborate (South Establish Estate)		and Color Welling Board	Character Character			DOS	Prior DOE; updated form reduces
6	In the Woods (David Fairchild Estate)	M: 35-38	8922 Spring Valley Road  Roughly bounded by Colesville Road, I-495,	Chevy Chase	Montgomery	Country estate	DOE	boundary
			Fairway Avenue, Marshall Avenue, E. Granville					
			Drive, and the rear property lines south of			Country club and planned		
7, 8	Indian Spring Club Estates and Indian Spring Country Club	M: 32-34	Clearview Place and Normandy Drive	Silver Spring	Montgomery	suburban development	DOE	
			Southwest of the interchange of I-495 and			Planned residential		
8	Indian Spring Park	M: 32-38	University Boulevard East	Silver Spring	Montgomery	development	DOE	
8	Indian Spring Terrace Park	N/A	9717 Lawndale Drive	Silver Spring	Montgomery	Local park	Short	
24	Lad a cital Paral		7610 Pennsylvania Avenue/3408 and 3410	District Heights	Diana Cananala	David.	Charat	
21	Industrial Bank	N/A	Forestville Place	District Heights	Prince George's	Bank	Short	
29	Interstate Corporation	N/A	16031 Industrial Drive	Gaithersburg	Montgomery	Warehouses	Short	
10	James E. Duckworth School	N/A	11201 Evans Trail	Beltsville	Prince George's	School	Short	
22	John & Marie Darcey Houses	PG:76A-31	5129 Armand Avenue & 5112 Barto Avenue	Suitland	Prince George's	Single-family dwellings	DOE	
26	John Henry O'Neale House	M: 30-47	11807 Dinwiddie Drive	Rockville	Montgomery	Single-family dwelling	DOE	
22	Joint Base Andrews Water Tower	N/A	North Perimeter Road	Suitland	Prince George's	Military/water tower	Short	
27	Julius West Junior High School (Julius West Middle School)	M: 26-84	651 Great Falls Road	Rockville	Montgomery	School	DOE	
15	Just Tires (Hyattsville)	N/A	8511 Annapolis Road	Hyattsville	Prince George's	Service station	Short	
						Shopping center (strip		
18, 19	Kingdom Square	N/A	9005 Central Avenue (MD 214)	Capitol Heights	Prince George's	center)	Short	
17 10	K Mart Diara (Landouer Creesing)	N1/A	SEGO SELL SESE Landover Book	Landavar	Drings Coorgo's	Shopping center (strip	Chart	
17, 18	K-Mart Plaza (Landover Crossing)	N/A	8503, 8511-8585 Landover Road	Landover	Prince George's	center)	Short	
9, 11	Knights of Columbus Prince George's Council	N/A	9450 Cherry Hill Road	College Park	Prince George's	Community (fraternal organization)	Short	
,			North of I-495, west of I-95, east of Knollwood			Planned residential		
9	Knollwood	PG:65-53	Drive, south of Powder Mill Road	Hyattsville	Prince George's	development	DOE	
23	L and R Lawnmower	PG:76A-25	4901 Old Branch Avenue	Temple Hills	Prince George's	Commercial (store)	Addendum	Demolished
						Planned residential		
12, 13	Lakecrest	PG:67-75	1-6 Lakecrest Circle	Greenbelt	Prince George's	development	DOE	
18	Landover Center	N/A	1701 Brightseat Road	Hyattsville	Prince George's	Warehouse	Short	
			West of Lanham Station Road, east of I-495, north			Planned residential		
15, 16	Lanham Acres	PG:70-105	of Whitfield Community Park	Lanham	Prince George's	neighborhood	DOE	
14	Lanham Sports Park	N/A	7700 Good Luck Road	Lanham	Prince George's	Local park	Short	
15	Lanham Strip Center	N/A	8801, 8805, 8807-8845, 8855 Annapolis Road	Lanham	Prince George's	Shopping center (strip center)	Short	
26, 27	Life Time Athletic (Potomac)	N/A	11511 Fortune Terrace	Potomac	Montgomery	Office building	Short	
22	Linda Holmes House	PG:76A-30	5114 Oakland Way	Suitland	Prince George's	Single-family dwelling	DOE	
144	Linua Hollites House	1 G.70A-30	JII- Oakialiu vvay	Suitanu	Time deorge's	High-rise elevator	DOL	
5, 25	Linden Hill Towers	M: 35-203	5450 Whitley Park Terrace	Bethesda	Montgomery	apartments	DOE	
			Cherry Lane South, Washington Avenue, Booker T					
20		20.20	Avenue, Douglas Avenue, Lincoln Avenue, D'Arcy			African American	205	
20	Little Washington	PG:78-39	Road, and Sansbury Road	Upper Marlboro	Prince George's	settlement	DOE	
			17001-17060 King James Way, 10004-10060 Trafalgar Square, 17101-17230 King James Way,			Garden apartments, townhouses, and high-rise		
29	Londonderry Apartments and Towers	M: 21-281	17000-17150 Downing Street	Gaithersburg	Montgomery	elevator apartments	DOE	
7	Louis C. & Charlotte E. Dismer Property	M: 36-36	2102 Forest Glen Road	Silver Spring	Montgomery	Single-family dwelling	Addendum	
29	Malcolm King Park	N/A	1200 West Side Drive	Gaithersburg	Montgomery	Local park	Short	
	manager in thing i with	,	West side Dilve	- Cartier Sourie	onegonici y	-ocai pai k	10	

Map#	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
IVIAP #	Name	IVIIII W	Southeast of the I-495 and Branch Avenue	enty, rown	County	Planned residential	Tom	Notes
22	Manchester Estates	PG:76B-87	Interchange	Camp Springs	Prince George's	development	DOE	
			Potomac Valley Road at Leonard Court and Marcus		_	Planned residential		
27	Markwood	M: 26-75	Court	Rockville	Montgomery	development	DOE	
						Shopping center (strip		
21	Marlo Furniture Warehouse and Showroom (Forestville)	N/A	3300-3312 Marlo Lane	Forestville	Prince George's	center)	Short	
						Office building (with		Determined to be outside survey
4, 24, 25	Marriott International Corporate Headquarters	M: 30-40	10400 Fernwood Road	Bethesda	Montgomery	designed landscape)	MIHP	period; not evaluated
24, 25	Martin Marietta Corporation Headquarters	M: 30-55	6801 Rockledge Drive	Bethesda	Montgomery	Office building (with designed landscape)	DOE	
-	· · · · · · · · · · · · · · · · · · ·		_			. ,		
21	Maryland State Police Barrack L Forestville	N/A	3500 Forestville Road	District Heights	Prince George's	Police barrack	Short	
12	Maryland State Savings and Loan Association (Greenbelt)	PG:67-40-1	9200 Edmonston Road	Greenbelt	Prince George's	Office building	DOE	
12, 13	McDonald Field	N/A	13 Southway	Greenbelt	Prince George's	Local park	Short	
22	McDonald's (Suitland)	N/A	4777 Allentown Road	Suitland	Prince George's	Fast-food restaurant	Short	
29	Mills House	M: 20-24	Muddy Branch Road	Gaithersburg	Montgomery	Single-family dwelling	Addendum	Demolished
5, 25	Montgomery Bean House	M: 30-17	9827 Old Georgetown Road (MD 187)	Bethesda	Montgomery	Single-family dwelling	DOE	
4, 24	Montgomery Country Club (Bethesda Country Club)	M: 29-81	7601 Bradley Boulevard	Bethesda	Montgomery	Country club	DOE	
<u> </u>	Montgomery County Detention Center and Rockville Police Station		,		0 /	Detention center and		
27	(District 1)	M: 26-82	1307 and 1451 Seven Locks Road	Rockville	Montgomery	police station	DOE	
						Maintenance and office		
27	Montgomery County Division of Facilities Management	N/A	1301 Seven Locks Road	Rockville	Montgomery	complex	Short	
						Maintenance and office		
26, 27	Montgomery County Fleet Management	M: 26-83	1283 Seven Locks Road	Potomac	Montgomery	complex	DOE	
24.26	Montgomery County Public Schools Transportation and Facilities	NI/A	10001 Westleke Prive	Dathasda	Montgomon	Maintenance and office	Chart	
24, 26	Maintenance Bethesda Depot	N/A	10901 Westlake Drive	Bethesda	Montgomery	complex	Short	
7	Montgomery Hills Baptist Church	M: 36-71	9727-9735 Georgia Avenue (MD 97)	Silver Spring	Montgomery	Worship facility	DOE	
24, 25	Montgomery Mall (Westfield Montgomery)	M: 29-73	7101 Democracy Boulevard	Bethesda	Montgomery	Shopping center (mall)	DOE	
			Southeast corner of I-270 and Montrose Road			Planned residential		
26	Montrose Woods	M: 30-48	intersection	Rockville	Montgomery	development	DOE	
22	Morningside Shell Service Station	N/A	6815 Suitland Road	Morningside	Prince George's	Gas station	Short	
29	Morris Park	N/A	520 Summit Hall Road	Gaithersburg	Montgomery	Local park	Short	
6, 7	Museum Warehouse, Building 178, Forest Glen Annex	N/A	Linden Lane at Smith Drive	Silver Spring	Montgomery	Warehouse	Short	
	National Oceanic and Atmospheric Administration (NOAA) World							
22, 23	Weather Building	PG:76A-60	5200 Auth Road	Suitland	Prince George's	Office building	DOE	
			Westbrook Drive, Powhatan Street, 85th-87th					
			Avenues, Preston Street, Carrollton Parkway,			Planned suburban		
14, 15	New Carrollton	PG:69-000	Fremont Street	Hyattsville	Prince George's	development	DOE	
45 46	No. Consulto Adalanti Cirilana and Vand	20.72.76	4700 Carda Cir D. Car	No. of the second secon	D. (		205	Eligible upon reaching 50 years of
15, 16	New Carrollton Metrorail Station and Yard	PG:72-76	4700 Garden City Drive	New Carrollton	Prince George's	Metro station	DOE	age; treated as eligible for Study
F 2F	North Bathanda Craya	M: 30-43	Grosvenor Lane at Dickens Avenue, Edward Avenue, and Fleming Avenue	Datharda	Montgomon	Planned suburban	DOL	
5, 25	North Bethesda Grove		, ,	Bethesda	Montgomery	development	DOE	
6	North Chevy Chase Local Park	N/A	4105 Jones Bridge Road	Chevy Chase	Montgomery	Local park	Short	
	L		Northwest of the Montrose Road and I-270			Planned residential	205	
26	North Farm	M: 26-80	intersection	Rockville	Montgomery	development	DOE	
	Northerna	NA: 26 05	Forest Glen Road on the north, I-495 on the south,	Silver Serine	Mantagan	Planned residential	DOE	
/	Northmont	M: 36-95	Seminary Road on the west	Silver Spring	Montgomery	development	DOE	2: 205 1: 15
	Oakviow	M: 37-15	Southwest of intersection of I-495 and New	Silver Spring	Montgomon	Planned residential	DOE	Prior DOE; updated form expands
8, 9	Oakview	1	Hampshire Avenue (MD 650)	Silver Spring	Montgomery	development		boundary
22, 23	Old Branch Avenue Houses	PG:76B-80	South of I-495, east of Old Branch Avenue	Temple Hills	Prince George's	Residential subdivision	DOE	
			East of I-270, south of North Farm neighborhood,			Planned residential		
24, 26	Old Farm	M: 30-54	and north of Tuckerman Lane	Rockville	Montgomery	development	DOE	

Map#	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
4, 24	Old Georgetown Club	M:35-209	9600 Fernwood Road	Bethesda	Montgomery	Swim and tennis club	DOE	
4, 24	Old Geol Berowil Club	101.55-209	Seven Locks Road, Thornley Court, Edenwood	Detriesua	ivioritgomery	Planned residential	DOE	
3	Olde Carderock	M: 29-69	Court Court	Bethesda	Montgomery	development	DOE	
	orde curueroux	141. 23 03	Court	Detriesad	Wienegomery	Planned residential	501	
6	Park View Estates	M: 35-206	South and east of I-495, west of Rock Creek Park	Chevy Chase	Montgomery	neighborhood	DOE	
<del> </del>			South and west of I-495, east of Rockville Pike, and		0 /	Planned residential		
5, 6	Parkview	M: 35-205	north of Taylor Road	Bethesda	Montgomery	development	DOE	
						Planned residential		
1, 2, 3	Persimmon Tree	M: 35-200	Carlynn Drive at Persimmon Tree Road	Bethesda	Montgomery	development	DOE	
15, 16	Peterbilt	N/A	8300 Ardwick Ardmore Road	Hyattsville	Prince George's	Truck dealership	Short	
								Existing MHT easement; DOE
6	Philip F. Gormley House/Gagarin Property	M: 35-162	9220 LeVelle Drive	Chevy Chase	Montgomery	Single-family dwelling	DOE	completed to document eligiblity
6	Phillips House	M: 31-73	3526 Raymoor Road	Kensington	Montgomery	Single-family dwelling	DOE	
			Almshouse: Approx. 1307 Seven Locks Road					
			(Montgomery County Detention Center)					
27	Poor Farm, Site and Cemetery	M: 26-6	Known Cemetery: Approx. 1101 Wooton Parkway	Rockville	Montgomery	Alms house (former)	Addendum	Demolished
	Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness					Healthcare facility (nursing		
27	Center)	M: 26-86	1235 Potomac Valley Road	Rockville	Montgomery	care facility)	DOE	
	Powder Mill Elementary School (Frances Fuchs Early Childhood							
10	Center)	PG:61-86	11011 Cherry Hill Road	Beltsville	Prince George's	School	DOE	
10	Devide Adill Salata	DC C4 42	North of the I-95/I-495 intersection, between	U - 11 - 21 -	Data and Constants	Planned residential	205	
10	Powder Mill Estates	PG:61-43	Powder Mill Road and Cherry Hill Road	Hyattsville	Prince George's	neighborhood	DOE	
10	Powder Mill Village	PG:61-85	North of I-95, South of Powder Mill Road, West of Evans Trail	Beltsville	Drings Goorgo's	Cardon anartments	DOE	
10	rowder will village	PG.01-03		Deitsville	Prince George's	Garden apartments	DOE	
4 2	Doub do	14 25 405	7000-7036 Buxton Terrace, 8209-8221 Tomlinson	Datharda		Planned residential	205	
1, 3	Prelude	M: 35-195	Avenue	Bethesda	Montgomery	development	DOE	
			South and west of I-495, east and north of New			Planned residential		
14	Princess Springs	PG:69-71	Carrollton (PG:69-000)	Hyattsville	Prince George's	development	DOE	
			South of the intersection of Medford Avenue and			Planned residential		
22	Princeton	PG:76B-81	Auth Road	Suitland	Prince George's	neighborhood	DOE	
			East of I-495, north of White House Road, west of			Planned residential		
19	Rambling Hills	PG:73-38	Largo Road	Upper Marlboro	Prince George's	neighborhood	DOE	
28	Red Lobster (Gaithersburg)	N/A	15700 Shady Grove Road	Gaithersburg	Montgomery	Restaurant	Short	
27	Reiche Cottage/Stone House	M: 26-10-56	720 W. Montgomery Avenue (MD 28)	Rockville	Montgomery	Single-family dwelling	DOE	
			North of I-495 and west of the Metropolitan			Planned residential		
6	Rock Creek Hills Section 2	M: 31-78	Branch, B&O Railroad	Kensington	Montgomery	development	DOE	
			Rock Creek Stream Valley between East-West	9	<u> </u>	·		
5, 6	Rock Creek Stream Valley Park, Units 2 and 3	M: 36-87	Highway and B&O Railroad Stone Arch Viaduct	Multiple	Montgomery	Stream valley park	DOE	
						Planned residential		
27	Rockshire Village	M: 26-76	West of I-270, southeast of Woottons Mill Park	Rockville	Montgomery	development	DOE	
27	Rockville Christian Church	N/A	301 Adclare Road	Rockville	Montgomery	Worship facility	Short	
						Healthcare facility (nursing		
27	Rockville Nursing Home	N/A	303 Adclare Road	Rockville	Montgomery	care facility)	Short	
						81 1 11 11 11		
6	Rolling Hills	M: 35-207	I-495 on the south and north, Kensington Parkway on the west, and Clifford Avenue on the east	Chevy Chase	Montgomory	Planned residential development	DOE	
5	VOILIR LIIII2	IVI. 33-20/	on the west, and chinora Avenue on the east	Chevy Chase	Montgomery	-	DOE	
27	Roxboro	M: 26-78	South of MD 28 at Adclare Road	Rockville	Montgomery	Planned suburban development	DOE	
<u> </u>			3901 Whitetire Road				Short	
15, 16	Ryder Truck Rental & Leasing	N/A	2301 Multefile Koad	Hyattsville	Prince George's	Service garage	TIUITE	
27	Saddlebrook	M: 26-77	Southwest of I-270 at Watts Branch Parkway	Potomac	Montgomery	Planned residential development	DOE	
۷,	Saddlebi Ook	IVI. 20-77	I-495 to the north and east, Greenbelt Park to the	i otomac	Montgomery	Planned residential	1	
13, 14	Schrom Hills	PG:67-74	west, Good Luck Estates to the south	Lanham	Prince George's	development	DOE	
,-:	1		,	<u> </u>	1	1	<u> </u>	

3 S	Name Seven Locks Hills	MIHP#	Street Address West of I-495 and East of Seven Locks Road at	City/Town	County	Туре	Form	Notes
3 S	Seven Locks Hills		ivvest of 1-495 and east of Seven Locks Road at					
		M: 29-71	Cindy Lane	Bethesda	Montgomery	Planned neighborhood	DOE	
			8800-8815 Earl Court, 7707 Cindy Lane, 8801			Planned residential		
26, 27 S	Seven Locks Manor	M: 29-74	Seven Locks Road	Bethesda	Montgomery	neighborhood	DOE	
26, 27			1073-1097 Seven Locks Road and 350 Fortune			Shopping center (strip		
T	Seven Locks Plaza (Potomac Woods Plaza)	N/A	Terrace	Potomac	Montgomery	center)	Short	
1			15801, 15805, 15813 Gaither Drive and 9200-9232					
28, 29 S	Shady Grove Development Park, Parcel 2	M: 20-50	Gaither Road	Gaithersburg	Montgomery	Warehouses	DOE	
22, 23 S	Sheehy Ford of Marlow Heights	N/A	5000 Auth Road	Suitland	Prince George's	Auto dealership	Short	
28 S	Shell Gas and Service Station (Gaithersburg)	N/A	15730 Gaithersburg Road	Gaithersburg	Montgomery	Gas station	Short	
27, 28 S	Shell Gas and Service Station (Rockville)	N/A	1250 W. Montgomery Avenue	Rockville	Montgomery	Gas and service station	Short	
1						Gas station and shopping		
9 S	Shell Service Station and Strip Center	N/A	10201-03 New Hampshire Avenue	Silver Spring	Montgomery	center (strip center)	Short	
28 S	Sheraton Potomac Inn	N/A	3 Research Court	Gaithersburg	Montgomery	Lodging facility (hotel)	Short	
15, 16, 17 S	Silver Cab of P.G. & Taxi Taxi Dispatch Center	N/A	8316 Ardwick Ardmore Road	Hyattsville	Prince George's	Service garage	Short	
8 5	Silver Spring Volunteer Fire Station 16	N/A	111 University Boulevard East	Silver Spring	Montgomery	Fire station	Short	
<del>i                                    </del>			North of I-495, east of Branch Avenue, south of			Planned residential		
22 5	Silver Valley	PG:76A-64	Auth Road	Suitland	Prince George's	neighborhood	DOE	
23 (	Snapbox Self-Storage	N/A	5061 Beech Place	Temple Hills	Prince George's	Commercial	Short	
	5.1.2.5.5.1.5.1.5.1.5.1.5.1.5.1.5.1.5.1.	•	East of the intersection of Whitfield Chapel Road	· emple mile		Planned residential	5.10.10	
16, 17 S	Spring Dale	PG:73-39	and Taylor Street	Springdale	Prince George's	neighborhood	DOE	
	<u> </u>		I-495 and Rock Creek Park to the north, Audubon			Planned residential		
6 5	Spring Hill	M: 35-208	Naturalist Society to the east	Chevy Chase	Montgomery	development	DOE	
						Worship facility and		
5 S	St. Jane Frances de Chantal Church and St. Jane de Chantal School	M: 35-201	9701 Old Georgetown Road (MD 187)	Bethesda	Montgomery	associated school	DOE	
15 S	Steuart Ford	N/A	9020 Lanham Severn Road	Lanham	Prince George's	Auto dealership	Short	
3 5	Stoneyhurst Quarries	M: 29-42	8101 River Road (MD 190)	Bethesda	Montgomery	Industrial	DOE	
<del>i T</del>						Planned residential		
4, 24 S	Stratton Commons	M: 30-49	I-270 to the North, Stratton Park to the East	Bethesda	Montgomery	development	DOE	
			North of I-495, south of Democracy Boulevard, east			Planned residential		
4, 24 S	Stratton Woods	M: 30-50	of I-270	Bethesda	Montgomery	development	DOE	
						Shopping center (strip		
22 5	Strip Center, 4767-4773 Allentown Road	N/A	4767, 4771, 4773 Allentown Road	Suitland	Prince George's	center)	Short	
						Shopping center (strip		
15 5	Strip Center, 9002 Lanham Severn Road	N/A	9002 Lanham Severn Road	Lanham	Prince George's	center)	Short	
						Planned residential		Prior DOE; reevaluated upon
11 S	Sunnyside and Sunnyside Knolls	PG:66-41	North of I-495 and east of Rhode Island Avenue	College Park	Prince George's	developments	DOE	reaching 50-year threshold
	<u>`</u>				, ,	Planned residential		
11 5	Sunnyside B	PG:66-83	South of I-495 and east of Rhode Island Avenue	College Park	Prince George's	development	DOE	
<del>-                                    </del>						Office and warehouse		
6, 7 T	Technical Service Park	M: 36-99	2415 Linden Lane	Silver Spring	Montgomery	building	DOE	
			South of I-495, north of Temple Hill Road, west of			Planned residential		
23 T	Temple Terrace	PG:76B-82	Henson Drive	Temple Hills	Prince George's	development	DOE	
22 T	Texaco/Exxon Gas Station (Suitland)	N/A	4775 Allentown Road	Suitland	Prince George's	Gas station	Short	
	Texaco/Shell Gas and Former Service Station (Suitland)	N/A	5120 Auth Road	Suitland	Prince George's	Gas and service station	Short	
-,	The second secon	M: 37-37 and PG:65-			Montgomery/Prince	High-rise elevator		
9 1	The Chateau		9727 and 9737 Mt. Pisgah Road	Silver Spring/Adelphi	George's	apartments	DOE	
21 T		N/A	4591 Allentown Road	Suitland	Prince George's	Restaurant	Short	
<u></u>						High-rise elevator		
t	The Promenade	M: 35-193	5225 Pooks Hill Road	Bethesda	Montgomery	apartments	DOE	

Map#	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
ινιαμ #	Name	Willie #	Street Address	City/Town	County	Planned residential	Form	Notes
7	The Valley	M: 36-97	South of I-495, east of Georgia Avenue	Silver Spring	Montgomery	development	DOE	
29	The Willows	M: 21-285	17200 Davis Avenue	Gaithersburg	Montgomery	Garden apartments	DOE	
23	The willows	141. 21 203	17200 Bavis Avenue	Garriersburg	Wionigomery	Planned residential	501	
7	Thomas W. Riley Estate Subdivision	M: 31-79	West of the I-495 and Georgia Avenue interchange	Silver Spring	Montgomery	neighborhood	DOE	
20	Tracor Applied Sciences	M: 26-73	1601 Research Boulevard	Rockville		Office buildings	DOE	
20	Tracor Applied Sciences	IVI. 20-73	1001 Nesearch Bodievard	Nockville	Montgomery		DOL	
4, 24	Tusculum and Grubby Thicket	M: 30-51	I-495 to the north, Fernwood Road to the east	Bethesda	Montgomery	Planned residential development	DOE	
1, 21	Tubedium and Grabby Finance	141. 30 31	·	Detriesda	Wiening Gimer y	Planned residential	501	
4, 24	Tusculum Woods	M: 35-202	South of Old Georgetown Club, west of Fernwood Road	Bethesda	Montgomery	development	DOE	
	U-Haul Moving & Storage of Landover	N/A	3900 Whitetire Road	Hyattsville		Warehouse	Short	
15, 16	O-Haul Moving & Storage of Candover	N/A	3500 Willetile Road	nyattsville	Prince George's	US postal distribution	311011	
						center (with modern post		
19	USPS Southern Maryland Processing and Distribution Center	PG:75A-78	9201 Edgewood Drive	Capitol Heights	Prince George's	office)	DOE	
								Eligible upon reaching 50 years of
28	Ward Building	M: 26-72-1	1300 Piccard Drive	Rockville	Montgomery	Office building	DOE	age; treated as eligible for Study
23	Warehouse, 5000-5060 Beech Place	N/A	5000-5060 Beech Place	Temple Hills	Prince George's	Warehouse	Short	
20	Warehouses, 8901-8961 D'Arcy Road	N/A	8901, 8941-8961 D'Arcy Road	Upper Marlboro	Prince George's	Warehouses	Short	
	,		· · ·			Single-family dwelling.		
						office, warehouse		
22	Warren Ammann House	PG:76A-33	5801-5822 Auth Road	Suitland	Prince George's	buildings	Addendum	Demolished
9	Washington Coca-Cola Bottling Plant (Silver Spring)	M: 33-31	1710 Elton Road	Silver Spring	Montgomery	Manufacturing plant	DOE	
								Eligible upon reaching 50 years of
6	Washington DC Temple (Church of Jesus Christ Latter-day Saints)	M: 31-71	9900 Stoneybrook Drive	Kensington	Montgomery	Worship facility	DOE	age; treated as eligible for Study
			2-5 and 44 Research Place, 2301 Research			Planned office/industrial		
		M: 26-85	Boulevard	Rockville	Montgomery	neighborhood	DOE	
	Washington Suburban Sanitary Commission (WSSC) Central Avenue	20 70 70	475 10550:11 10 1	l			205	
	Water Pumping Station	PG:72-78	175 and 255 Brightseat Road	Landover	Prince George's	Sanitation substation	DOE	
23	Waste Management - Temple Hills	N/A	4900 Beech Place	Temple Hills	Prince George's	Warehouse	Short	
26	Watkins Glen	M: 29-75	12210-12299 Greenleaf Avenue	Potomac	Montgomery	Townhouses	DOE	
27.20	Most Ford Pool Continue 2	NA 3C 04	Northeast of the I-270 and W. Montgomery	De de Ma		Planned residential	205	
27, 28	West End Park Section 2	M: 26-81	Avenue interchange	Rockville	Montgomery	neighborhood Planned residential	DOE	
9	White Oak Manor	PG:65-56	South of I-495, east of Riggs Road	Hyattsville	Prince George's	development	DOE	
15, 16			5214 Whitfield Chapel Road	Lanham	Prince George's	Local park	Short	
15, 10	William Chaperrank	11/1	3214 William Chaper Road	Laman	Time dedige 3	Planned residential	Short	
15, 16	Whitfield Woods	PG:70-103	Northeast of intersection of Route 50 and I-495	Lanham	Prince George's	development	DOE	
			West of the intersection of I-270 and Democracy			Planned suburban		
4, 24	Wildwood Hills	M: 29-76	Boulevard	Bethesda	Montgomery	neighborhood	DOE	
						Planned residential		
5, 25	Wildwood Knolls	M: 30-52	South of I-270 and north of Grosvenor Lane	Bethesda	Montgomery	neighborhood	DOE	
r 2r	NACIdade and Nacidade	M. 20 F2	South of I-270 and east of Old Georgetown Road	Bathanda	Mantagan	Planned residential	DOE	
5, 25	Wildwood Manor	M: 30-53	· ·	Bethesda	Montgomery	development Planned residential	DOE	
26	Willerburn Acres	M: 29-77	South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park	Potomac	Montgomery	neighborhood	DOE	
		23 //	North of I-495, south of Tuckerman Lane, and west		опършет у	Planned residential		
24, 25	Windermere	M: 30-46	of Old Georgetown Road	Rockville	Montgomery	development	DOE	
			<u> </u>		<u> </u>	'		Determined eligible in 2000;
								however, radio transmitter building
						Ī.		- 1
4, 24	WMAL Transmitter Property	M: 30-24	7115 Greentree Road	Bethesda	Montgomery	Commercial (radio station)	Addendum	demolished in 2016
	· <i>'</i>	M: 30-24 M: 35-204	7115 Greentree Road I-495 on the south, I-270 on the west, and Greentree Road on the east	Bethesda Bethesda	Montgomery	Commercial (radio station) Planned residential neighborhood	Addendum  DOE	demolished in 2016

### I-495 & I-270 Managed Lanes Study

### Surveyed Architectural Resources Table

Map #	Name	MIHP#	Street Address	City/Town	County	Туре	Form	Notes
						Planned residential		
23	Woodlane	PG:76B-83	West of Branch Avenue, north and south of I-495	Temple Hills	Prince George's	neighborhood	DOE	
			Bounded by I-270, W. Gude Drive, Upper Watts			Planned residential		
27, 28	Woodley Gardens	M: 26-71	Branch Park, Woodley Gardens Park	Rockville	Montgomery	development	DOE	
			South of I-495, east of Georgia Avenue, west of			Planned residential		
7	Woodside Forest	M: 36-98	Colesville Road, and north of Highland Drive	Silver Spring	Montgomery	development	DOE	
			Southwest of interchange of I-495 and Old			Planned residential		
4, 5	Wyngate	M: 35-210	Georgetown Road	Bethesda	Montgomery	development	DOE	
8, 9	Xaverian College (National Labor College)	M: 33-37	10000 New Hampshire Avenue	Silver Spring	Montgomery	College	DOE	
28	Xerox Data Systems (BioMed Realty Trust)	N/A	1701 Research Boulevard	Rockville	Montgomery	Office building	Short	
						Planned residential		
23	Yorkshire Village	PG:76B-84	South of I-495, west of Old Branch Avenue	Temple Hills	Prince George's	development	DOE	

# **Appendix C**

**National Register Evaluation Forms** 

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## MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	10001-10013	Rhode Island A	<u>Avenue</u>

Address: 10001-10013 Rhode Island Avenue

City: College Park Zip Code: 20740 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0025</u>

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

Agency: MDOT SHA

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

Preparer's Name: <u>Jacob Bensen, Nicole A. Diehlmann</u>

Date Prepared: <u>Mar 8, 2019</u>

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)

10001-10013 Rhode Island Avenue is located at the west end of the boundary for Hollywood Addition (PG:66-38), a 1948 single-family residential district determined not eligible for the National Register of Historic Places (NRHP) in 2001. This strip center, first constructed some time between 1964 and 1970 with subsequent additions, was not included as part of the previous evaluation. In addition, this survey is based on field work completed before a fire damaged part of the strip center's center portion in December 2018 (NBC Washington 2018).

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

This U-plan Modernist strip center has north and south portions on an east-west axis, with a center portion on a north-south axis. The southern L-plan section of this one-story Modernist strip center was likely constructed in two stages some time between 1964 and 1970; the northern L-shaped section was constructed some time between 1970 and 1980 (Historic Aerials 2019). The strip center sits on a 0.9-acre parcel and is part of a commercial corridor along Rhode Island Avenue; to the north is the Capital Beltway (I-495) and to the east is

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

#### 10001-10013 Rhode Island Avenue

the Hollywood Addition neighborhood. This strip center is located on the east side of Rhode Island Road, a service road for Rhode Island Avenue, and between Ontario and Niagara Roads. There are two driveways off Rhode Island Road, and one each off Ontario and Niagara Roads. The building is located at the parcel's northwest end, which otherwise has asphalt parking lots; the area adjacent to the building's north end is landscaped with grass, brick planters, and planting beds. Fencing borders the property's east side. In addition, a concrete retaining wall, topped with chain link fencing, separates the east parking lot into north and south sections. A former store signage pole near the street, consisting of a metal pole with a cross bar, has two lamps and is located at the property's southwest corner.

The building's north portion is clad in tan brick with metal coping along the roofline. The coping continues along the top of the center portion and the south portion is surfaced with white-painted brick. The roof is flat with mechanical equipment; there is an interior end brick chimney at the south portion's east elevation.

The north portion's main storefront entrance is at the south elevation. Its metal and glass door is surrounded by a framed glass panel wall and is sheltered by a metal hood. Lighted signs are located above the entrance and on the west elevation. The entrance is accessed by a concrete pedestrian walkway that extends the south elevation length and is connected to concrete steps with metal handrail leading to the parking lot. The center portion has storefront entrances at the façade, and consist of single metal and glass doors surrounded by a framed glass panel wall. Store signs are mounted above the entrances which are sheltered by a flat roof canopy. The entrances are accessed by a concrete pedestrian walkway that extends the façade length.

The south portion storefront entrance is at the southwest corner. This entrance consists of paired black metal and glass doors with a transom above and an adjacent black-framed glass wall. A secondary entrance is located at the south elevation, consisting of paired metal and glass doors with a transom above. The façade and south elevation are sheltered by a flat roof canopy, with black corrugated metal siding, supported by slender metal poles. A continuous concrete pedestrian walkway extends across all four south portion elevations, with a concrete ramp extending from the walkway near the storefront entrance. Two rectangular plastic and metal backlit signs are mounted on the canopy at the façade and south elevation.

Each portion has a service entrance at the east elevation. The north and center portion entrances consist of single metal doors with small lights, covered by a dropped secondary flat roof. The south portion has a single metal door.

10001-10013 Rhode Island Avenue is an altered and undistinguished example of a mid-twentieth-century strip center common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the NRHP under Criterion A or B. Since its construction, the building has had additions and was recently modified with new painted brick surfaces, siding, doors and windows. In addition, a Googie-inspired sign, mounted in the brick planters at the north portion, has been removed and a recent fire damaged the building. The building has lost integrity due to these changes. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.9 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0025, Parcel 0000 (2017).

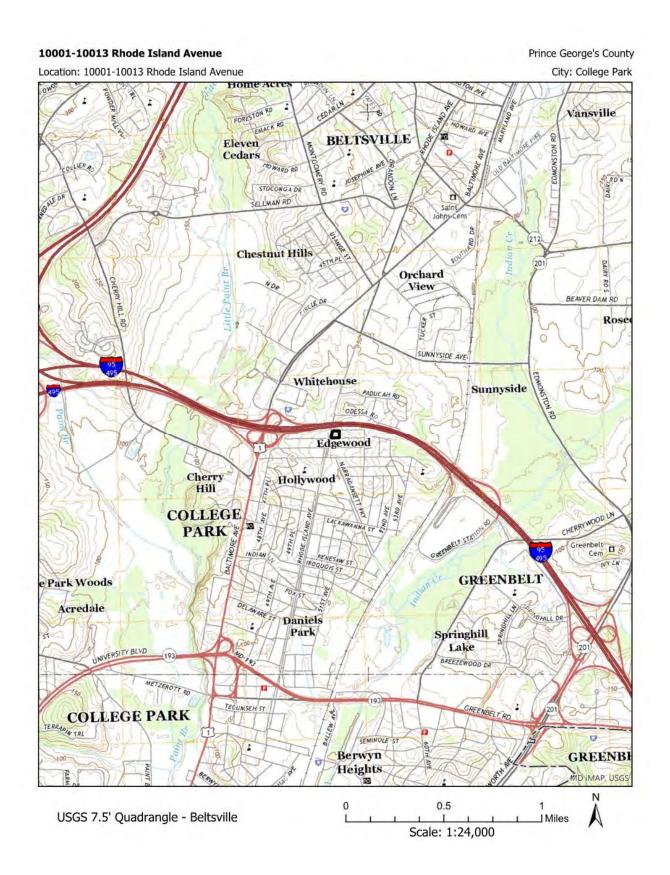
Resources

#### 10001-10013 Rhode Island Avenue

"Arson Fire Extensively Damages College Park Recovery Center, 1 Arrested." NBC4 Washington, December 15, 2018. https://www.nbcwashington.com/news/local/Arson-Fire-Extensively-Damages-Prince-Georges-Wellness-Center-1-Arrested-502775031.html.

NETROnline. 1999-2018. "Historic Aerials," accessed January 2019. https://www.historicaerials.com/viewer.

#### 10001-10013 Rhode Island Avenue



## 10001-10013 Rhode Island Avenue



West facade



Facade and south elevation

Property Name: 10020 Riggs Road	

Address: 10020 Riggs Road

City: Adelphi Zip Code: 20783 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0014</u> Tax Map Number: <u>0017</u>

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: <u>Jacob Bensen</u>

Date Prepared: <u>Jun 21, 2019</u>

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 single-family dwelling at 10020 Riggs Road (MD 212) is a one-story cross-gabled ranch house. The building occupies a 5.20-acre parcel southwest of MD 212 in Prince George's County. According to state tax data, the property was constructed in 1951. The house is oriented on an approximately northwest-southeast axis, and the facade faces northeast toward Riggs Road. It is set back from the road, sited on a densely wooded lot with numerous mature trees, bushes, and planting beds. An asphalt driveway leads from the road to a north-facing garage, which is attached to the northwest side of the house via a breezeway. A brick pedestrian walkway runs along the façade. A circa 2008 square, wood, false well with pyramidal roof, and metal and glass light standard are located in the planting bed east of the garage.

The dwelling consists of a four-bay main building with two projecting bays at the façade. The house is clad with running-bond red brick, and a wood fascia board runs below the eaves. The entrance and gable ends are clad with painted wood siding, vertically-oriented at the façade and horizontally-oriented at the side elevations. A projecting front-gable porch, supported by square wood posts, shelters a concrete slab floor and the recessed main entrance. The main entrance consists of a single wood door with a glass-and-metal storm door, flanked by carriage-style light fixtures; three-dimensional numbers reading "10020" are affixed to the

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

### 10020 Riggs Road

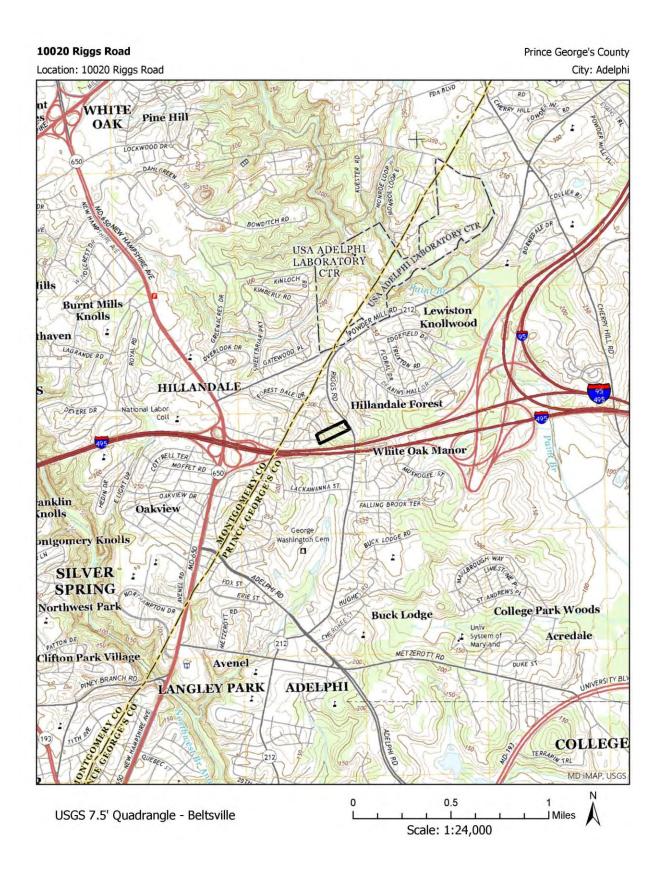
wall southeast of the door. A planter clad with uncoursed stone is located at the façade southeast of the entrance. The windows are primarily double-hung, horizontal two-over-two, metal-sash units of multiple sizes; the window on the projecting bay at the façade is flanked by applied wood shutters. Southeast of the main entrance is a large, metal-sash picture window flanked by double-hung units. A square metal vent is in the gable at the southeast elevation and triangular vents are located at the side gables. The low-pitched roof is clad in asphalt shingles and a rectangular brick chimney pierces the roof near the ridge.

A running-bond, red-brick garage, oriented roughly east-west, is connected to the house via a gable-roof breezeway that is oriented roughly north-south. The breezeway is supported by square wood posts and has a poured-concrete floor. The garage's north elevation contains a wood roll-up garage door with four lights; a carriage-style light fixture is mounted above. Vertical wood siding is in the gable end of the east elevation, as is a triangular vent. Secondary entrances, located at the garage's south elevation, consist of a single wood-and-glass door and a single wood door with four lights.

The property at 10020 Riggs Road is an undistinguished example of a mid-twentieth-century dwelling 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. Although the building retains integrity, it is an undistinguished example of a common form, does not represent the work of a master or possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 5.20 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0017, Parcel 0014 (2019).

#### 10020 Riggs Road



## 10020 Riggs Road



Northeast facade



Northeast facade and garage north elevation

Property Name: 10316 Fleming Avenue
Address: 10316 Fleming Avenue
City: Bethesda Zip Code: 20814 County: Montgomery
USGS Quadrangle(s): Kensington
Tax Map Parcel Number(s): 0000 Tax Map Number: HP13
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: 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)
between 1958 and 1959. The dwelling faces east toward Fleming Avenue, resting on a nearly square-shaped parcel with a grassy lawn with a single mature tree and ornamental bushes lining the façade. A poured-concrete parking pad extends west from the road and fills the southeast corner of the parcel, while a poured-concrete sidewalk runs parallel to it. A square stepping stone walkway leads from the sidewalk to the main entrance. A small pre-fabricated storage shed is located near the southwest corner of the property.  This four-bay house is built into a gentle slope with a full-height basement accessible at the rear (west) elevation. The dwelling comprises a three-bay, side-gabled main block with a one-bay, partial-width wing attached to its north elevation. The building sits on a continuous foundation clad in a brick veneer. The main block has a six-to-one Flemish-to-Common-bond brick veneer (Flemish bond every seventh course), while its gable ends and the north wing are both clad with replacement vinyl siding. Windows are primarily one-over-one double-hung vinyl sash replacements with simulated divided lights. The house's asphalt-shingled, side-gabled roof is lined by a denticulated wood cornice at the façade and features two gabled dormers over the main block at the east elevation and a long shed-roof dormer along much of the west elevation. A metal flue pierces the roof near the center of the ridge on the west slope. The main entrance is located in the east elevation's south-center bay and accessed by a concrete-block stoop with brick treads, likely a later modification. The original four-paneled, single-leaf wood door is topped by four small lights flanked on either side by original light fixtures a replacement tringetive has varied as a replacement tringetive.
elevation features a replacement tripartite bay window. The north wing's north elevation features a single, one-over-one, replacement window to the east and a secondary entrance on the first story and a single window at the half story. This secondary entrance is accessed by a brick-clad stoop with poured-concrete stairs lined by an original, ornamental, metal railing. A small, circa-2000, side-gabled, pre-fabricated, storage shed clad in T1-11 siding is situated at the southwest corner of the back yard.  MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended Eligibility not recommended MHT Comments:
Reviewer, Office of Preservation Services Date

Date

Reviewer, National Register Program

#### NR-ELIGIBILITY REVIEW FORM

#### 10316 Fleming Avenue

#### Page 2

The property at 10316 Fleming Avenue is a fairly modified example of a mid-twentieth-century, suburban house common throughout Maryland. It is not known to be associated with any significant events or individuals that have made a significant contribution to local, state, or national history, and is therefore not eligible for listing in the National Register of Historic Places (NRHP) under Criteria A or B. The introduction of replacement features like windows, siding, and front stoop have diminished its historic integrity of design and materials. This house does not reflect the work of a master, possess high artistic value, or serve as an excellent example of its property type. Therefore, it is also not eligible for the NRHP under Criterion C. This resource was not evaluated under Criterion D as part of this assessment.

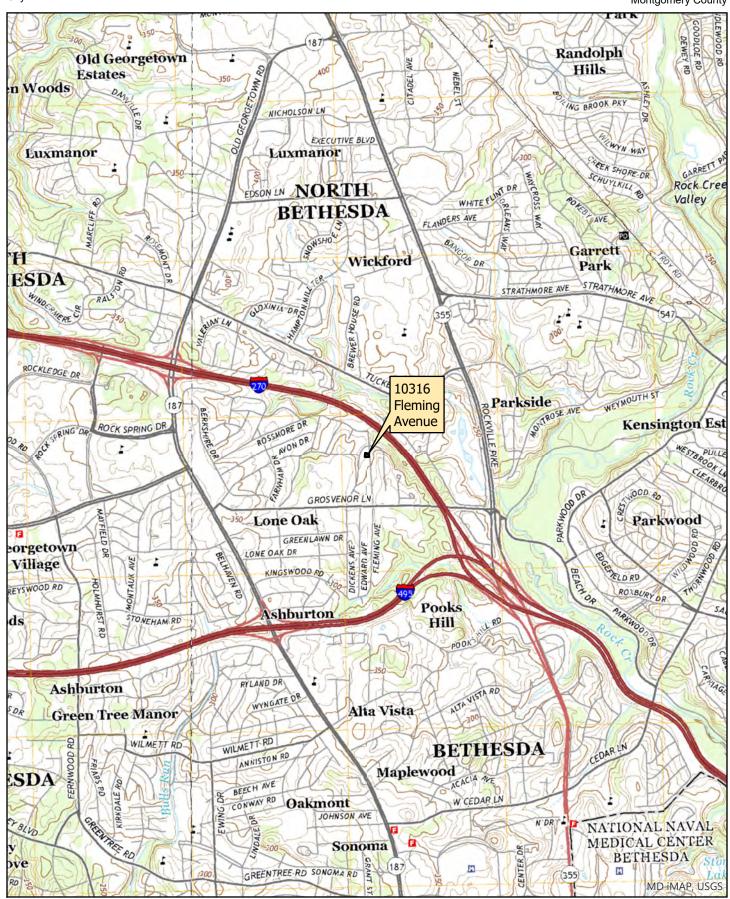
The boundary for this resource includes the 0.14-acre tax parcel on which it is located, which is found on the Montgomery County Tax Map HP13, Parcel 0000.

#### References:

Montgomery County Subdivision Plat 3698. 1953. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

MARY	LAND HISTORICAL TRU	ST REVIEW		
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	Reviewer, Office of Pr	eservation Services	Date	
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	Reviewer, National	kegister Program	Date	

City: Bethesda Montgomery County



0.3

Scale: 1:24,000

0.6

Miles

## 10316 Fleming Avenue



East elevation (façade)



Northeast oblique and view of secondary entrance

Property Name:	1509 Forest Glen Road	

Address: 1509 Forest Glen Road

City: Silver Spring Zip Code: 20910 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s): <u>00000</u> Tax Map Number: <u>JP12</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Mical Tawney Date Prepared: Aug 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 1509 Forest Glen Road is a one-and-one-half story, three-bay, side-gabled, Cape Cod-form house. The house occupies a 0.211-acre parcel northwest of I-495, west of Sligo Creek Parkway, east of Dameron Drive, and south of the Forest Grove Neighborhood Park and Sligo Creek Park. According to state tax data, the house was constructed in 1949. The house, which is situated on the north side of Forest Glen Road, is oriented on an approximate east-west axis, and the façade faces south towards Forest Glen Road. The house is set back from the road, and a gravel driveway connects with Forest Glen Road on the east side of the house. A stone retaining wall lines the west side of the driveway and a wooden fence encloses the rear yard.

The original core of the house has a linear form, and a flat-roofed, two-bay addition extends from the east elevation. The house is clad in brick veneer and vinyl siding. The façade (south elevation) includes a central entrance with a door surround with a modest entablature and pilasters accessed by several concrete steps. The entrance has a single-leaf fiberglass door with an integrated decorative light. Windows are vinyl frame and comprise one-over-one, double-hung-sash and sliding units. Two gabled dormers pierce the roof slope along the façade, and a shed dormer sits on the north (rear) elevation. The roof is sheathed in asphalt shingles, and an exterior-end brick chimney is located on the west side of the house.

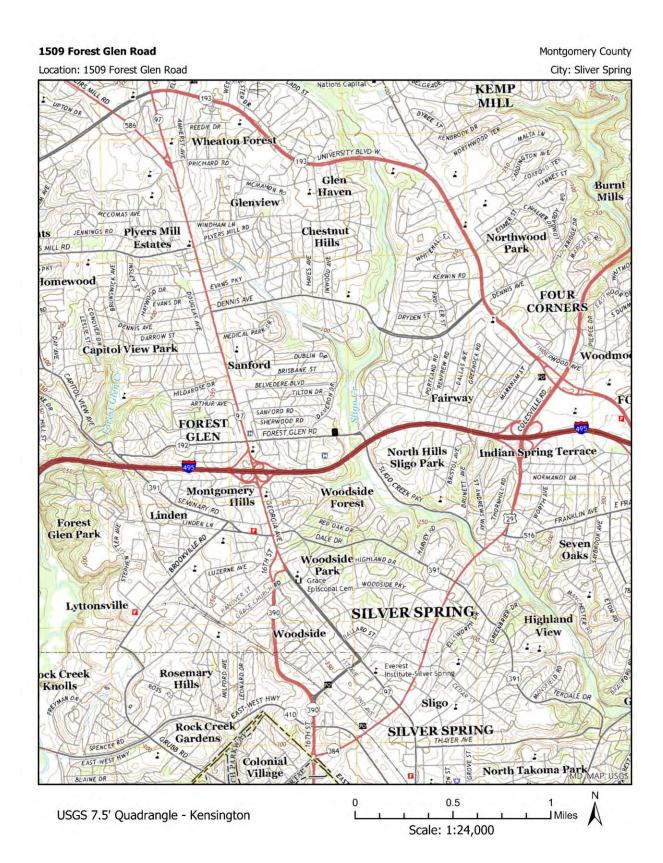
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

### 1509 Forest Glen Road

The dwelling at 1509 Forest Glen Road is an example of an altered mid-twentieth-century, single-family residence common in Montgomery County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.211 acre and is confined to the current tax parcel which is found on Montgomery County's Tax Map JP12, Parcel 0000, Lot 9.

#### 1509 Forest Glen Road



## 1509 Forest Glen Road



South elevation of 1509 Forest Glen Road.



Southeast oblique of addition at 1509 Forest Glen Road.

**Property Name:** 223 University Boulevard East

Address: 223 University Boulevard East

City: Silver Spring Zip Code: 20901 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s): P797 Tax Map Number: JP52

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: <u>No</u> Listed: <u>No</u>

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

The .356-acre property is located on the west side of University Boulevard East, just south of its intersection with E Indian Spring Drive. This parcel is characterized by mature trees planted along the north, west, and south, with a lawn fronting the dwelling. The house, built in 1917, is set back farther from the road than the surrounding houses and likely was constructed prior to most of the houses in the immediate area. In addition to the house, a one-story two-bay side-gable wood-frame garage is located at the northwest corner of the property, accessible by a paved concrete driveway that runs west from University Boulevard East along the north end of the parcel.

The dwelling is a one-and-on-half story, three-bay bungalow. The wood-frame structure rises from a continuous brick (or brick-faced) foundation and is clad with vinyl and composite siding. Windows are primarily one-over-one double-hung vinyl sash with wood surrounds. Its asphalt-shingle side-gable roof has exposed rafter ends on its unboxed eaves and exposed beam ends at the gables. The roof's east slope has a gable dormer with paired windows, while the west slope has a shed roof dormer. The dwelling has a single exterior-end brick chimney at the east end of its south elevation. The first story of the façade (east elevation) has a center, single-leaf wood door flanked by paired windows. It is covered by a full-width shed-roof porch, supported by battered posts set on brick piers. The porch's north bay has been enclosed; its north and east sides now hold large screened openings.

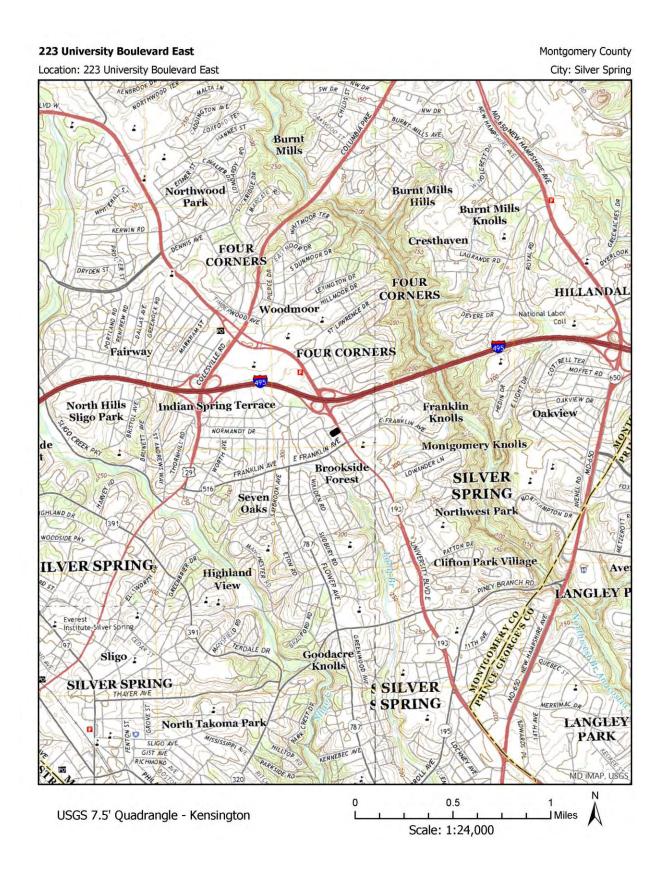
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### **223 University Boulevard East**

223 University Boulevard East is a common example of an early twentieth century bungalow 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 .356 acres and is defined as Parcel P797 on Montgomery County Tax Map JP52.

#### **223 University Boulevard East**



## 223 University Boulevard East



223 University Boulevard East, East Elevation Looking West



223 University Boulevard East, Southeast Oblique Looking Northwest

<b>Property Name:</b>	2406 Muskogee	Street

Address: 2406 Muskogee Street

City: Hyattsville Zip Code: 20783 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0024</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Morgan Fries Date Prepared: Jan 31, 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 single-family residence at 2406 Muskogee Street is a one-story, side-gabled, Ranch house. The dwelling occupies a 0.52-acre parcel south of I-495 in Prince George's County. According to state tax data, the property was built in 1973. The house is oriented on an approximate east-west axis, and the façade faces south toward Muskogee Street. It is set back slightly from the road, sited on a slightly sloped, grassy lawn with a few mature trees. A concrete driveway leads from the road to an attached carport as well as a shed on the east side of the house.

The four-bay house, resting on a continuous concrete foundation, is clad with a running-bond brick veneer. The primary entrance is off-centered, located on the east end of the dwelling and is approached via a brick stoop with concrete steps and an iron railing. The entrance is a single-leaf metal door with five diamond-shaped lights. The two bays on the west end of the house contain replacement vinyl-clad windows flanked by louvered shutters: a double one-over-one double-hung-sash window and a one-over-one double-hung-sash window. One tripartite window is immediately west of the primary entrance, comprising a center single-pane, vinyl-clad window flanked by two-over-two, double-hung-sash units. A side entrance is located on the east elevation, approached via the driveway and three concrete steps. It is a half-glazed, single-leaf wood door,

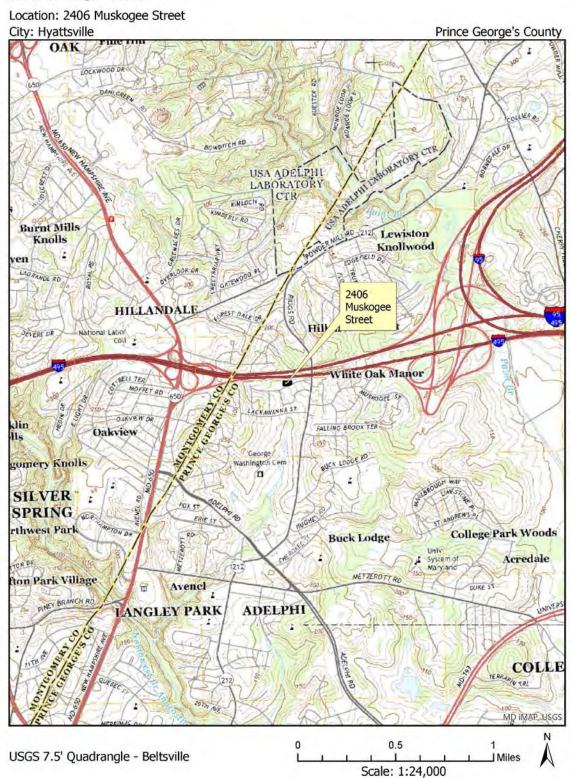
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

with three individual panes in the glass half. The roof is clad with asphalt shingles with one metal flue piercing the center on the northern slope. Vinyl siding clads the apex of the side gable ends of the main house and the carport attached to the east end of the primary resource. A double-flue chimney is located on the exterior of the east elevation, clad in the same running-bond brick veneer as the house. A carport and one-story, front-gabled shed are located immediately east of the house.

The property at 2406 Muskogee Street is an example of a mid-to late-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.52 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0024, Parcel 0000 (2018).

#### 2406 Muskogee Street





Southwest oblique.



Carport detail and shed, south elevation.

Property Name: 2407 Muskogee Street	

Address: 2407 Muskogee Street

City: <u>Hyattsville</u> Zip Code: <u>20783</u> County: <u>Prince George's</u>

**USGS Quadrangle(s):** Beltsville

Tax Map Parcel Number(s): 2 Tax Map Number: 0024

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Morgan Fries Date Prepared: Jan 31, 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 single-family residence at 2407 Muskogee Street is a one-story, side-gabled, Ranch house. The building occupies a 0.77-acre parcel south of I-495 in Prince George's County. According to state tax data, the property was built in 1960. The house is oriented on an approximate east-west axis, and the façade faces north toward Muskogee Street. It is set back slightly from the road, sited on a slightly sloping, grassy lawn with one ornamental tree. A concrete driveway leads from the road to the attached two-bay garage on the east side of the house.

The four-bay house, resting on a continuous concrete foundation, is clad with a running-bond brick veneer. The primary entrance, a single-leaf, four-paneled wood door with four glass lights in a horizontal line along the top, is nearly centered on the façade and is approached via a stepped concrete path to a concrete stoop with four steps and painted iron railings. The entrance is covered by a front-gabled entry porch supported by square pillars. Other fenestration includes single and paired vinyl replacement windows, all of which are one-over-one, double-hung-sash, vinyl-framed units, except for the tripartite window located immediately east of the primary entrance. The roof is clad in asphalt shingles. The interior-end, double-flue chimney pierces the roof's northern slope at the east elevation. A rear addition is clad in synthetic siding and covered by a side-

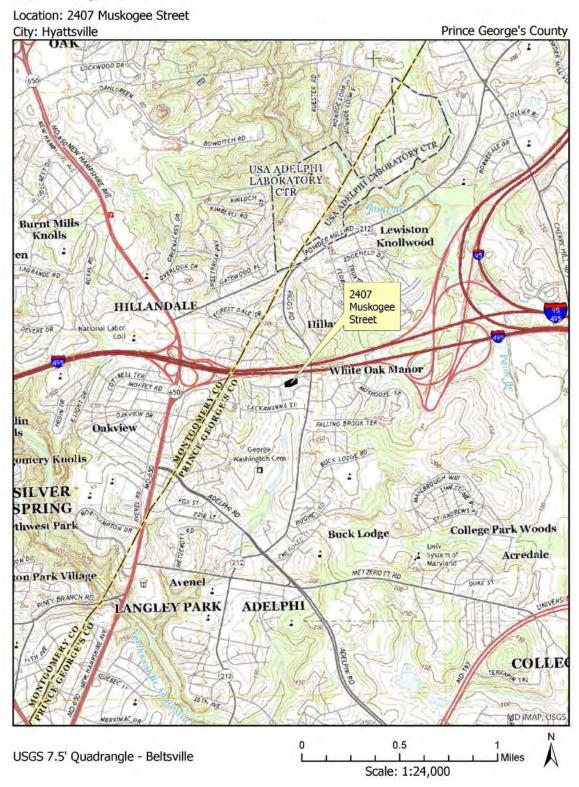
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

gabled roof sheathed in asphalt shingles. A one-story garage addition extends from the easternmost side of the north elevation. Clad in vinyl siding and covered by a front-gabled roof, this garage features two vehicle entrances on the north elevation and a pedestrian entrance on the west elevation.

The property at 2407 Muskogee Street is an example of a mid- to late-twentieth-century residence 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 for Historic Places under Criteria A or B. The house does not retain its integrity of design due to additions and does not represent the work of a master or possess high artistic value; therefore it is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.77 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0024, Parcel 0000 (2018).

#### 2407 Muskogee Street





North elevation.

<b>Property Name</b>	e: 2410-26 Linden Lane	

Address: 2410-26 Linden Lane

City: Silver Spring Zip Code: 20910 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>HP561</u>

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Adminstration

Preparer's Name: Sarah Groesbeck Date Prepared: Aug 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)

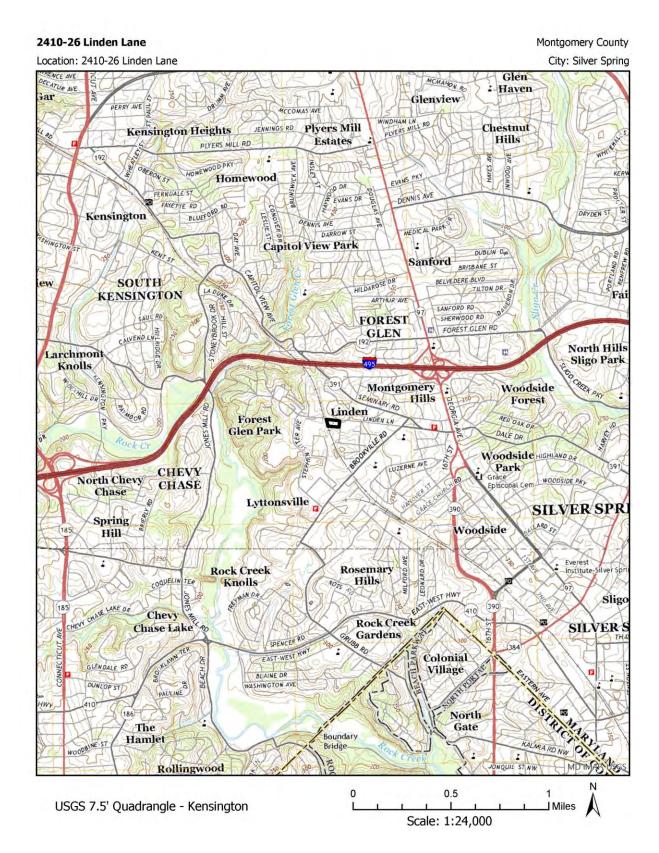
2410-26 Linden Lane is located on the south side of Linden Lane, east of the road's intersection with Fraser Avenue and west of the CSX railroad. The property is in an area characterized by mid-twentieth century commercial and residential development. The property comprises five parcels totaling 1.34 acres. The buildings, joined by shared party walls, were constructed in three distinct phases: the three middle, one-story sections (2412, 2418, and 2424 Linden Lane) were constructed in 1950; the easternmost concrete block section (2410 Linden Lane) in 1957; and the two-story section at 2426 Linden Lane was built in 1962.

2412-2424 Linden Lane are all one-story flat-roof buildings with stretcher-bond brick facades. Each has a different fenestration pattern; 2412 and 2418 both have replacement fixed metal sash windows and glazed metal double-leaf doors. Many of the windows on 2424 are enclosed and the remaining windows are multi-light metal sash. To the east, 2410 is a one-story concrete-block flat-roof building with a higher roofline than the adjacent buildings. Windows appear to be original, multi-light metal sash, but the main entrance has replacement glazed metal doors with glazed sidelights and transom. The two-story 2426 Linden Lane building is brick with a flat roof. On the façade, its first story windows are replacement double-hung vinyl sash and second story windows are three-light sliding sash. The entrance, located on the façade's east end, is a single-leaf glazed metal door with a large two-light sidelight. The buildings' rear and side elevations have service entrances with roll-up garage doors for each building.

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

2410-26 Linden Lane is a common example of twentieth-century shared-wall commercial buildings 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 1.34 acres and is defined as Block 1, Lots 1, 4, 7 and 10 on Montgomery County tax map HP61 and Block 1, Lot 13 on Montgomery County Tax Map JP11.





2410 Linden Ave, North Elevation Looking South



2412 Linden Ave, North Elevation Looking Southwest



2418 Linden Ave, North Elevation Looking South



2424 Linden Ave, North Elevation Looking South



2426 Linden Ave, North Elevation Looking South

Property Name: 3220 Park View Road	

Address: 3220 Park View Road

City: Chevy Chase Zip Code: 20815 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s):P181Tax Map Number:HP51

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler Date Prepared: May 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 single-family residence at 3220 Park View Road is a one-story, two-bay, pyramidal-roofed house with Contemporary-style additions. The building occupies a 0.21-acre parcel east of I-495 in Montgomery County. According to state tax data, the property was constructed circa 1882. The building may have originally functioned as a milk house and later as a guest house for the Philip F. Gormley House/Gagarin Property (M: 35-162) at 9220 Levelle Drive. The building was subdivided from the Gagarin Property in the mid-twentieth century and large additions made to the northeast and southwest corners of the building circa 1960. The house, which is situated on the east side of Park View Road, is oriented on an approximate north-south axis, and the façade faces northwest towards Park View Road. The dwelling is set close to the street on a flat, grassy lot with trees. An asphalt driveway extends east from Park View Road. The only secondary resource is a circa 1960 pool situated southeast of the dwelling.

The original core of the house is a one-story, one-bay, rectangular building with hipped roof sheathed in asphalt shingles with one-story, one-bay, flat roof additions that extend from the north and south elevations. The building rests on a continuous foundation and is clad in a vertical wood siding. The façade includes an off-center primary entrance filled with a single-leaf, paneled door with single-light transom and sidelight. The primary entry is accessed via a set of concrete stairs leading from Park View Road. Additional fenestration includes aluminum, one-over-one, double-hung-sash windows, and fixed, aluminum ribbon windows.

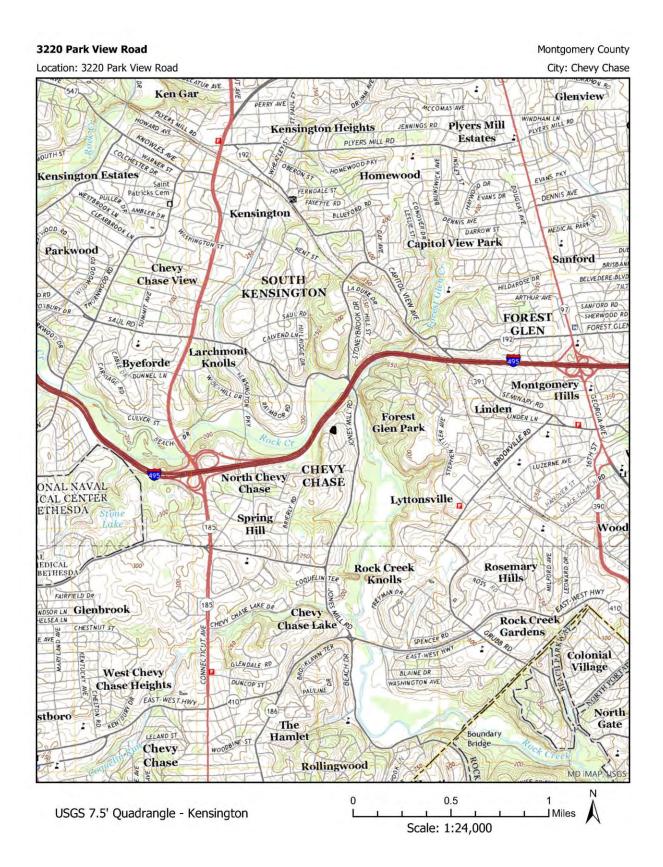
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### 3220 Park View Road

The property at 3220 Park View Road is an example of a heavily altered late-nineteenth-century dairy/milk house. 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 or possess high artistic value and is not eligible under Criterion C. Although the property was originally associated with the Philip F. Gormley House/Gagarin Property, it has been highly altered by the circa 1960 additions and no longer has integrity to convey its association. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.21 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP51, Parcel P181.

#### 3220 Park View Road



### 3220 Park View Road



View of 3220 Park View Road, northwest oblique.



View of 3220 Park View Road, west elevation.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Montgomery

**Tax Map Number:** HP51

Date Prepared: May 17, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 3231 Park View Road

**Zip Code:** 20815

Address: 3231 Park View Road

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): 0000

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Adriana Moss

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

City: Chevy Chase

Description of Property and Justification: (Plea			
The single-family residence at 3231 Park View Road is a one-story, side-gabled house. The building occupies a 0.46-acre parcel east of I-495 and west of Jones Mill Road in Park View Estates in Montgomery County. According to local records, the property was constructed circa 1913. It was originally constructed as part of the Philip F. Gormley House/Gagarin Property (M: 35-162), part of a larger complex of buildings associated with that house and its farm. The building may have functioned originally as a tenant or guest house but was sold later in the twentieth century when the original 55-			
		acre property was subdivided.	iouse but was sold later in the twentieth century when the original 55-
		The house, which is set back from the west side of Park View Road, is oriented on an approximate north-south axis and faces east towards the road. The dwelling, lined with bushes, sits on a square parcel lined with wood picket fencing and dotted by matured trees and bushes. It is accessed by an asphalt driveway lined with a stone retaining wall that extends from the road on the north side of the house towards an attached garage. A walkway composed of pavers leads from the road towards the primary entrance of the dwelling.	
The three-bay main block is rectangular with tw	o additions extending from the north elevation, including a one-bay		
hyphen that connects the main block to the one-bay garage. It rests on a crawl space foundation and the frame			
structural system is clad in vinyl siding. The main block's façade includes a center bay window; the primary entrance is			
MARYLAND HISTORICAL TRUST REVIEW			
Eligibility recommended:	Eligibility not recommended:		
MHT Comments:			
Reviewer, Office of Preservation Services	Date		
Reviewer, National Register Program	Date		

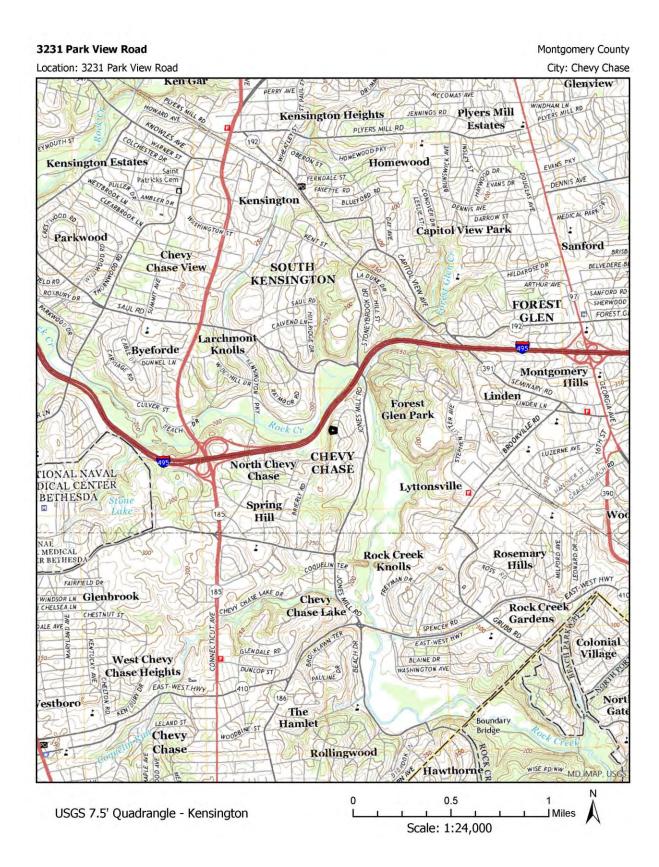
#### 3231 Park View Road

located on the hyphen, a single-leaf, fiberglass door accessed by a concrete stoop and flanked by sidelights with a wood Colonial Revival door surround. Garage doors are located in the north elevation of the garage. Windows are vinyl frame and comprise one-over-one, double-hung-sash, awning, and bay units.

The property at 3231 Park View Road is an example of an altered early-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. Although the property was originally associated with the Philip F. Gormley House/Gagarin Property, it has been highly altered and is separated by later residential development and no longer has integrity to convey its association. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.46 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP13, Parcel 0000, Tax Account ID 07-00426062 (2019).

#### 3231 Park View Road



#### 3231 Park View Road



East elevation of 3231 Park View Road.



Northeast oblique of 3231 Park View Road.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Montgomery

**Tax Map Number:** HP51

Date Prepared: Jan 31, 2019

Listed:

Agency: MDOT SHA

**Zip Code:** 20815

Property Name: 3315 Glenmoor Drive

Address: 3315 Glenmoor Drive

**USGS Quadrangle(s):** Kensington

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

Tax Map Parcel Number(s): <u>17</u>

City: Chevy Chase

recent alterations. The house, constructed in Montgomery County and faces southwest too slightly elevated, grassy lawn with small shruk	e attach map and photo) r Drive is a one-story Ranch house with complex roof reflecting 1959, occupies a 0.31-acre parcel southeast of I-495 in ward Glenmoor Drive. It is set back from the road, situated on a bs. The front lawn features two small ornamental trees, while the poured-concrete driveway leads from Glenmoor Drive to the
foundation is clad in brick veneer. The entrar path with two low-set stone steps. The front	y clad in brick veneer with one section clad in vinyl siding. The nce, located in the east-center bay, is approached via a concrete door features a stone veneer surround. The fiberglass front door t. On either side of the door are two leaded side lights with a
	Itely west of the primary entrance, framed by two columns. This arge central fixed light set between two one-over-one sash units.
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### 3315 Glenmoor Drive

A secondary entrance fills the west side of the integral porch. A bay window occupies the façade's west bay, to the west of this secondary entrance; the bay window is also framed by two columns, supporting the overhanging hip roof eave that extends across the west two bays of the façade.

A small vinyl-sided, hip-roof addition extends from the west side of the house and features two vinyl, oneover-one windows on the south elevation and three of the same on the west elevation. A brick planter box extends from the south side of the addition towards the façade.

East of the primary entrance is a second bay window, wider than the one in the west bay. East of this bay window is a fifth bay formed by the enclosure of a former garage, indicated by its placement at the end of the driveway. The roof extends well beyond the solid brick walls to both the south and east and is supposed by four columns.

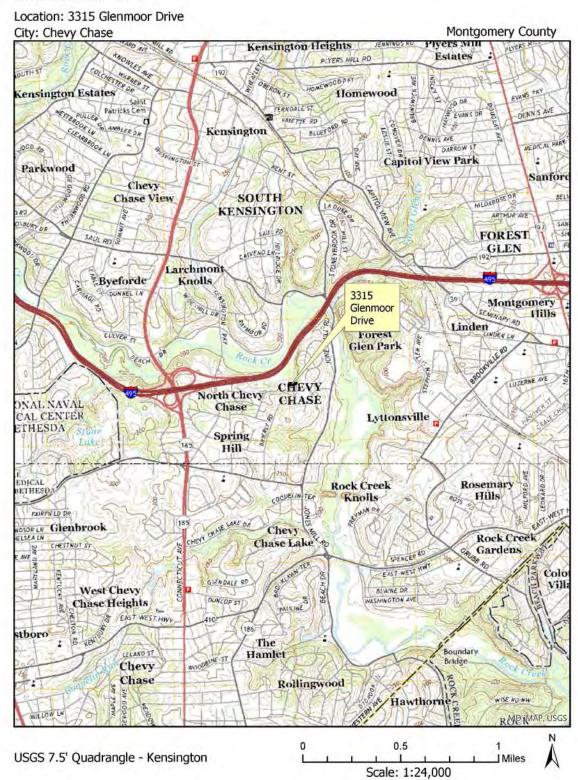
The house's roof is comprised of a main side-gabled roof and three lower cross-hips of varying widths. Aerial photographs indicate the cross-hips were added ca. 2007. The entire roof is sheathed in asphalt-composition shingles and features a boxed eave. A rectangular interior-slope brick chimney extends through the southwestern side of the roof.

The property at 3315 Glenmoor Drive is an altered example of a mid-twentieth-century residence type common both throughout Montgomery County and the nation as a whole. It is not associated with events or person that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the house has been modified with multiple additions and has lost its integrity of materials and design. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of his assessment.

The property encompasses 0.31 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP51, Parcel 0000, Lot Number 17.

#### 3315 Glenmoor Drive

#### 3315 Glenmoor Drive



## 3315 Glenmoor Drive



View of east elevation.



View of front door, looking east.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0052

Date Prepared: May 21, 2019

Listed:

Agency: MDOT SHA

Property Name: 3724 Brightseat Road

**Zip Code:** 20785

Address: 3724 Brightseat Road

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

City: <u>Hyattsville</u>

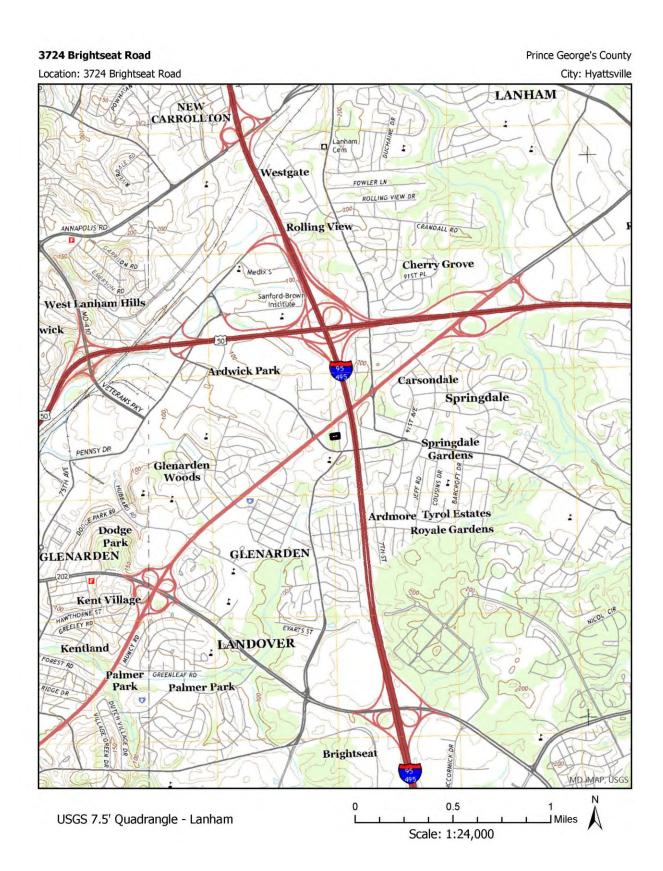
	attach map and photo) eat Road is a one-story, four-bay, side-gabled, Ranch house. The orth of Ardwick Ardmore Road, and south and east of Martin Luther
King Jr. Highway. According to state tax data, the house was constructed in 1966. The dwelling is located at the end of a gravel driveway off of Ardwick Ardmore Road; it is currently used for commercial purposes and sits within a large industrial lot with a trailer to the north, two sheds to the west, and a metal, work-shop to the east. A gravel lot surrounds the property.	
extends from the west elevation. The building has a siding, and concrete-block infill at the southeastern off-center recessed entrance accessed by concrete vinyl frame sliding or replacement glass block units addition made of parged concrete and concrete blobasement, the other to the main level of the house	Road has a rectangular plan, and a one-story, shed-roofed addition a parged-concrete foundation and is clad in vinyl siding, vertical wood in corner; the roof is clad in asphalt shingles. The façade includes an estairs. The entrance has a single-leaf, fiberglass door. Windows are is. Interior-slope flues pierce the roof. The west elevation has an ock; there are two single-leaf, fiberglass doors — one leads to the e via a set of concrete stairs.  e of an extensively modified mid-twentieth-century, single-family
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### 3724 Brightseat Road

residence common to Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.50 acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0000, Lot 09.

#### 3724 Brightseat Road



## 3724 Brightseat Road



East elevation of 3724 Brightseat Road, looking west.



Southwest oblique of 3724 Brightseat Road, looking northeast.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 3900 Penn Belt Place

Address: 3900 Penn Belt Place

City: District Heights Zip Code: 20747 County: Prince Georges

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

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0090</u>

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew Date Prepared: Jun 29, 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: <u>No</u> Listed: <u>No</u>

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

The property at 3900 Penn Belt Place in District Heights, Maryland (Prince George's County) is a 6.3-acre parcel on the east side of Penn Belt Place and west of I-495. The property has a single, large building comprised of two adjoining gabled-roofed, metal-sided pole buildings placed with parallel ridge lines running east-west and a one-story, flat-roofed showroom attached to the northwest corner of the northern pole building. The southern pole building is about two-thirds as long as the northern pole building, and they share a continuous east elevation.

The property primarily is a distribution center for the Thomas Somerville Company, a plumbing supply company, but the building is owned by an address-specific limited liability corporation. Washington Metropolitan Area Transit Authority "Metro" logos are applied to selected windows of three sides of the showroom, but research did not identify this location as a Metro facility.

The one-story showroom and the entire west facade exhibit stylistic architectural elements, unlike the larger pole buildings, which are more utilitarian. The L-shaped showroom features a flat, cantilevered roof and is enclosed with tinted, full-height glass curtain walls supported on a narrow foundation of black brick. The

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

cantilevered roof has a wide overhang beyond the curtain walls; the soffit of the cantilever is divided into square panels that generally align with the lights of the curtain walls. The overhang is two square panels wide.

The showroom's south elevation holds the main entrance, consisting of paired, glass doors with a transom. The curtain wall continues along the showroom's west and north elevations. A secondary entrance is located on the showroom's east elevation, north of where it intersects the northern pole building. The entrance is a glass-enclosed vestibule that extends to the edge of the roof overhang; the single door faces north, and the glass curtain wall continues south of the entrance. A solid white brick wall extends north from the enclosed entrance.

The west wall of the northern pole building features a white brick façade that extends two stories in height, above the gable roofline. Eight tinted vertical ribbon windows divide the brick façade into nine sections; the three northern-most vertical ribbon windows are bisected by the one-story showroom. The remaining five vertical ribbon windows are each set above a narrow column of black brick the same width as the ribbon window. The brick wall and windows wrap around to the north elevation, where three sections of two-story-tall, white-brick facing clad the east end of the building. They incorporate the same design effect as the west facade, with two tinted, vertical ribbon windows serving as the dividers. To the east, the north elevation has two vehicle bays, a single door with a metal awning, and an entrance signed as Thos. Somerville Co. Counter Sales along its flat-roofed entrance awning. The entrance consists of automated sliding glass doors accessed via concrete steps as well as a concrete ramp with metal railing. The east elevation has two loading dock bays along its southern half and four vehicle bays and a single door on its northern half. The south elevation is partially obscured by the southern pole building, but four loading dock bays and a single door are clustered at its exposed west end.

The gable-roofed southern pole building's south elevation has two single doors (one at each end) and two vehicle bays. Its west elevation is devoid of openings and ornament, but the east elevation has three vehicle bays.

The property at 3900 Penn Belt Place is an example of a mid-twentieth-century industrial property common to Prince George's County and is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and is not eligible under Criteria A or B. The applied elements of the International Style are limited to sections of the façade; the building does not represent the work of a master or possess high artistic value, and it is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the entirety of Prince George's County Tax Map 90, Parcel A, encompassing 274,428 square feet or 6.3 acres.





View facing northeast towards 3900 Penn Belt Place.



View facing east towards southern pole building at 3900 Penn Belt Place.



View facing north towards showroom.



View facing southwest towards showroom.



View facing southwest towards north elevation of 3900 Penn Built Place.



View facing west towards east elevation of 3900 Penn Belt Place.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 4 Choke Cherry Road

Address: 4 Choke Cherry Road

City: Rockville Zip Code: 20850 County: Montgomery

**USGS Quadrangle(s):** Rockville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>FS62</u>

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

Agency: MDOT SHA

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

Preparer's Name: <u>Jacob Bensen</u>

Date Prepared: <u>Feb 4, 2019</u>

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: <u>No</u> Listed: <u>No</u>

**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).

4 Choke Cherry Road is a two-story, Brutalist-influenced, flat-roofed office building constructed in 1974. The parcel is bound to the north and east by office buildings, to the southwest by Choke Cherry Road, and to the northwest by Shady Grove Road. The property is accessible from driveways facing onto the roads. The building is located at the center of the approximately five-acre parcel and is surrounded by asphalt parking lots with islands; lawns and trees surround the perimeter of the parcel. Trees and planting beds surround the building itself and a landscaped concrete plaza is directly southeast of the building. A concrete pedestrian walkway extends from the plaza along the south half of the southwest elevation.

Resting on a concrete foundation, 4 Choke Cherry Road is primarily rectangular in plan with "notches" at the four corners, a projecting square tower along the southwest façade, and a one-story wing extending from the southeast elevation. Most of the building's first story walls are recessed beneath the cantilevered second story. The first story and "notches" are clad with light-brown brick laid in running bond; however, the top

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

#### 4 Choke Cherry Road

seven courses of the tower are laid in stacked soldier bond. The second story walls are formed by poured concrete forms separated by a ribbon window. Incised channels in the concrete form a vertical symmetry between the concrete forms.

The façade, facing Choke Cherry Road, is signaled by the projecting brick tower and the concrete pedestrian walkway. The tower is the same height as the main roofline, but projects from the center of the façade and is devoid of windows, forming a dramatic and solid, mass. Directly to the tower's southeast is the main entrance which is accessed via splayed concrete steps with a black metal railing set between the brick tower and an angled brick retaining wall that confines a planting bed to the east. The main entrance consists of paired tinted glass doors set in a black metal frame and topped with a tinted single pane transom. To the left of the doors is a tinted glass panel wall set in a black metal frame. A white three-dimensional number "4," representing the building's street address, is affixed to the right of the door. Square light fixtures are recessed into the underside of the cantilevered second story above the entrance and adjoining planting bed. On the façade's second story, ribbon windows with tinted glass set in black metal frames extend across the building, bisected by the brick tower.

The northwest elevation has ribbon windows extending across both the first and second stories. A back-lit plastic sign reading "MES" is present on the second story. At the northeast elevation, a single glass door with a sidelight and transom, and what appear to be two small single sash windows, are present on the first story; there are ribbon windows at the second story. The center of the southeast elevation's first floor faces onto the concrete plaza, accessed from two entrances; both appear to have paired tinted glass doors with a transom above. The second floor has ribbon windows.

A service wing, with three garage doors and a single metal door pedestrian entrance at the northeast elevation, projects from this southeast elevation of the main building; a garage bay is attached to the wing's southeast elevation. Metal roll-up garage doors are present on the garage bay's northeast and southwest elevations. The roof is flat with enclosures for mechanical equipment.

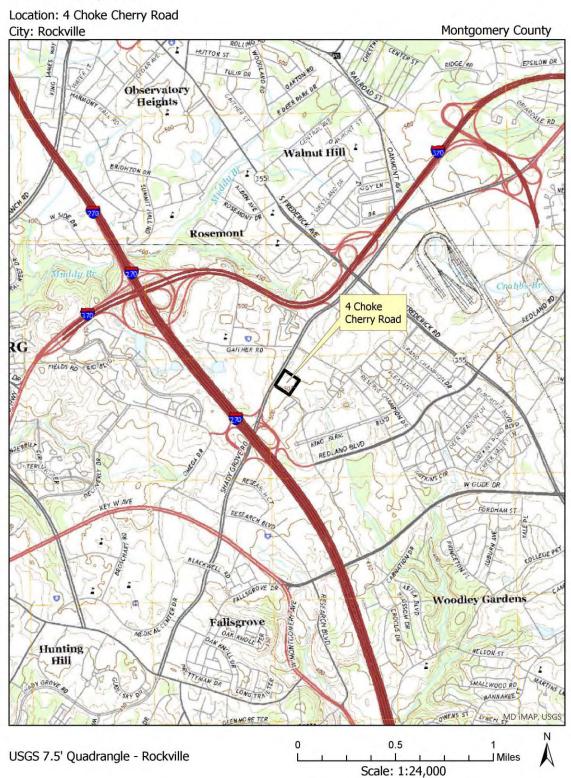
Additional landscape details include a black metal rectangular sign at the corner of Choke Cherry Road and Shady Grove Road that notes the property address and lists the building's tenants; concrete steps with metal handrails that provide pedestrian circulation to the neighboring property, 2 Choke Cherry Road, located to the east; a concrete block trash bin enclosure, metal utility structure, and two utility boxes at the east end of the property; and three flag poles on a small concrete plaza south of the building.

4 Choke Cherry Road is an undistinguished example of a mid-twentieth-century Brutalist-influenced office building; similar buildings are 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 approximately five acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map FS62, Parcel 0000 (2018).

#### 4 Choke Cherry Road

#### **4 Choke Cherry Road**



## 4 Choke Cherry Road



Northeast elevation and service wing at southeast elevation



Northwest and southwest facade

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property</b>	/ Name: 4305	Forestville Road	

Address: 4305 Forestville Road

City: District Heights Zip Code: 20747 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0060</u> Tax Map Number: <u>0089</u>

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

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Adriana Moss Date Prepared: Apr 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 4305 Forestville Road is a one-story, gable-on-hip-roofed house. The building occupies a 0.86-acre parcel west of I-495 and southwest of the intersection of Forestville Road and Suitland Parkway in Prince George's County. According to state tax data, the property was constructed circa 1954. The house, which is set back from the northwest side of Forestville Road, is oriented on an approximate northwest-southeast axis and faces southeast towards Forestville Road. The dwelling sits on an irregularly-shaped parcel dotted by matured trees and is accessed by an asphalt driveway that terminates at the garage in the rear of the dwelling. Secondary resources include an outbuilding and garage.

The three-bay building has a one-story, hipped-roof addition that extends from the southwest elevation. It rests on a basement foundation and the frame structural system is clad in stucco and T1-11 siding. The façade includes an off-center primary entrance with a single-leaf, half-glazed, fiberglass door accessed by a concrete stoop. A side entrance is located on the southwest elevation and is accessed by a concrete stoop with an iron rail. Windows are vinyl and include one-over-one, double-hung-sash units; sliding units; and a tripartite window composed of a central fixed unit flanked by double-hung-sash units. Windows on the façade are

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

#### 4305 Forestville Road

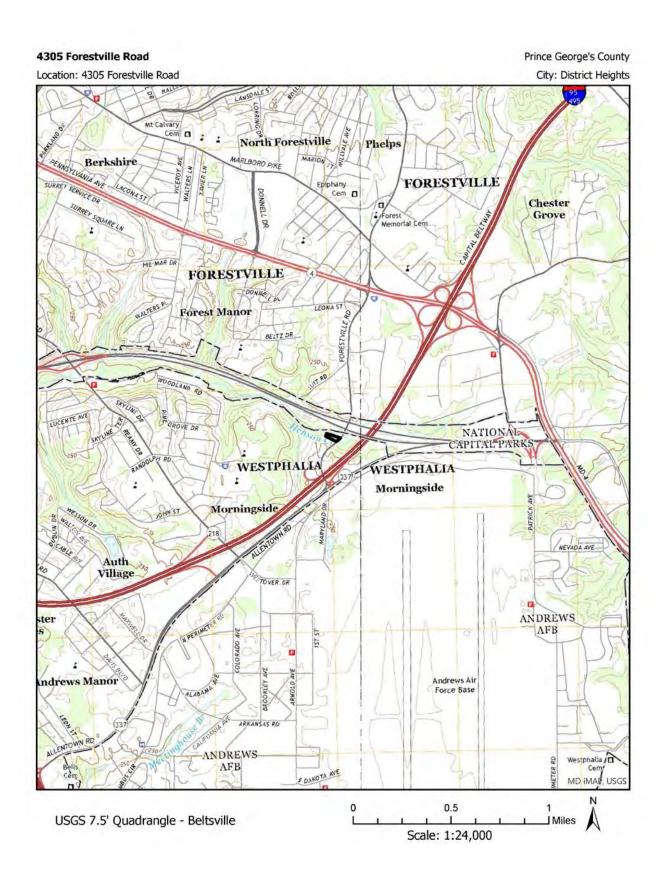
bounded by diamond-paneled wood shutters and all windows on the core feature a brick sill. An exterior-end brick chimney is situated in the south half of the southwest elevation.

A circa-1954, one-story, one-bay, flat-roof, concrete-block garage is located west of the dwelling. A circa-1960, one-story, front-gabled, frame outbuilding is located west of the building and garage.

The property at 4305 Forestville Road is an example of an early-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.86 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0060 (2019).

#### 4305 Forestville Road



## 4305 Forestville Road



South oblique.



Garage, looking northwest.

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Page 1 of 1

Name of Property: 4403 Jefferson Street

Location: 4403 Jefferson Street, Landover, Prince George's County

The purpose of this addendum is to document the Maryland Historical Trust's (MHT) prior eligibility determination for 4403 Jefferson Street. 4403 Jefferson Street was evaluated for National Register of Historic Places (NRHP) eligibility in 2000 as part of the Jefferson Street/Ardwick-Ardmore Road Neighborhood (PG:73-29). At that time, MHT determined that the district, including 4403 Jefferson Street, is not eligible for the NRHP. Two other individually listed properties within the neighborhood, 4509 Jefferson Street (PG:73-22) and 8906 Ardwick-Ardmore Road (PG:73-23), were also evaluated as part of the district and were determined not eligible at that time. The property encompasses 1.24 acres and is confined to the current property tax map, which is found on Prince George's County Tax Map 0052, Parcel 0092 (2018).

Inventory No. PG:73-24

Prepared by: Matt Manning, MDOT State Highway Administration Date: 10/15/2018

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Page 1 of 1

Name of Property: 4509 Jefferson Street

Location: 4509 Jefferson Street, Landover, Prince George's County

The purpose of this addendum is to document the Maryland Historical Trust's (MHT) prior eligibility determination for 4509 Jefferson Street. 4509 Jefferson Street was evaluated for National Register of Historic Places (NRHP) eligibility in 2000 as part of the Jefferson Street/Ardwick-Ardmore Road Neighborhood (PG:73-29). At that time, MHT determined that the district, including 4509 Jefferson Street, is not eligible for the NRHP. Two other individually listed properties within the neighborhood, 4403 Jefferson Street (PG:73-24) and 8906 Ardwick-Ardmore Road (PG:73-23), were also evaluated as part of the district and were determined not eligible at that time. The property encompasses 10,889 square feet, approximately .25 acres and is confined to the current property tax parcel, which is found on Prince George's county Tax Map 0052, Parcel 0000 (2018).

Inventory No. PG:73-22

Prepared by: Matt Manning, MDOT State Highway Administration Date: 10/16/2018

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 4704 Medley Drive	

Address: 4704 Medley Drive

City: District Heights Zip Code: 20747 County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0090</u>

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

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: <u>Katherine Watts</u>

Date Prepared: <u>May 21, 2019</u>

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The former single-family dwelling at 4704 Medley Drive is a one-story, five-bay, side-gabled Ranch house that is currently used as an office for a construction business. The building occupies a 0.57-acre parcel northwest of I-495, at the terminus of Marlboro Pike. According to plats and historic aerial and topographic maps, the building was constructed circa 1955 and occupies two connected lots (Nationwide Environmental Title Research [NETR] 1957). The building is oriented on a northeast-southwest axis and the façade (southeast elevation) faces Marlboro Pike. There are bushes along the façade and trees in the rear yard. There is metal chain-link fencing around the rear yard and wood split-rail fencing in the front yard. The gravel driveway leads to the rear, and poured-concrete sidewalks lead to Marlboro Pike and the gravel driveway. A metal flagpole is located in the front yard, south of the building. A storage shed is located in the rear yard.

The original core is linear with a shed-roofed addition on the northwest elevation and a front-gabled porch addition on the southeast elevation. The original core features a continuous concrete-block foundation and a structural system clad in vinyl siding. The central entrance holds a single-leaf wood door with three cascading lights. Windows include six-oversix, double-hung-sash or multilight, fixed vinyl windows with louvered vinyl shutters, and one wooden fanlight window in the gable end of the front porch. The front-gabled porch is supported by four round fluted vinyl columns on a concrete stoop. There is vinyl siding in the gable end, and the roof is sheathed in asphalt shingles. An interior-slope brick

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

#### 4704 Medley Drive

chimney with terra cotta flues is present on the rear slope of the roof. The shed-roofed addition has similar materials.

The circa-1990 storage shed located northwest of the building is a combination of metal shipping containers and a wood-framed, front-gabled structure clad in plywood.

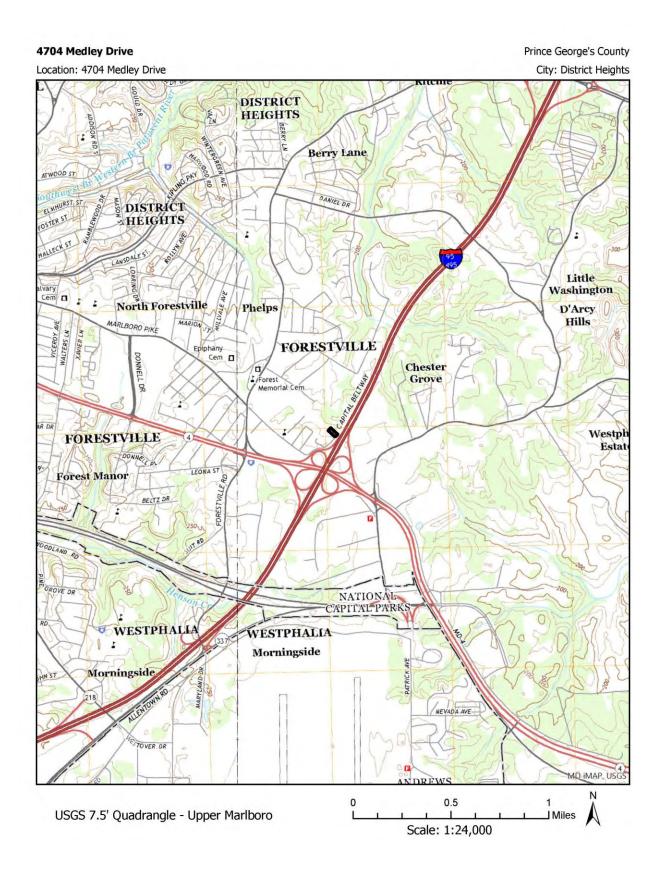
The property at 4704 Medley Drive is an altered example of a mid-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.57 acre and is confined to the current property tax parcels which are found on Prince George's County Tax Map 0090, Grid 00B1, Parcel 0000, Lots 5 and 6 (2019).

#### References:

Nationwide Environmental Title Research (NETR). 1957. Historic Aerial Mosaic, Montgomery County, Maryland. https://www.historicaerials.com/viewer.

#### 4704 Medley Drive



## 4704 Medley Drive



Southeast elevation (façade) of 4704 Medley Drive, looking northwest.



Southwest elevation of 4704 Medley Drive.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	4705 Edgewood Road

Address: 4705 Edgewood Road

City: College Park Zip Code: 20740 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0025</u>

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

Agency Prepared By: <u>Dovetail CRG</u>

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

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 4704 Edgewood Road is a one-story, four-bay, side-gabled house in the Minimal Traditional form. The building occupies a 0.22-acre parcel south of I-495 in Prince George's County. According to state tax data, the property was constructed circa 1958. The house, which is situated on the south side of Edgewood Road and east of Baltimore Avenue, is oriented on an approximate east-west axis, and the façade faces north towards Edgewood Road. The dwelling is set back from the street on a sloped, grassy lot with a few mature trees along the edges of the parcel. A concrete, walkway spans from Edgewood Road to the primary entrance located in the façade. A chain-link fence lines the northern portion of the property.

The original core of the house has a rectangular form with a one-story, side-gabled addition on the east elevation. The original, two-bay core rests on a continuous foundation and is clad in a stretcher-bond brick and stone veneer. The side-gabled roof is clad with asphalt shingles. The façade includes an off-center primary entrance, filled with a single-leaf, paneled door with single-light transom. A rear entrance is located on the south elevation. Additional fenestration includes aluminum, one-over-one, double-hung-sash windows, and a picture window filled with aluminum, one-over-one, double-hung-sash and a fixed, single pane. Louvered, wooden shutters flank the windows on 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

#### 4705 Edgewood Road

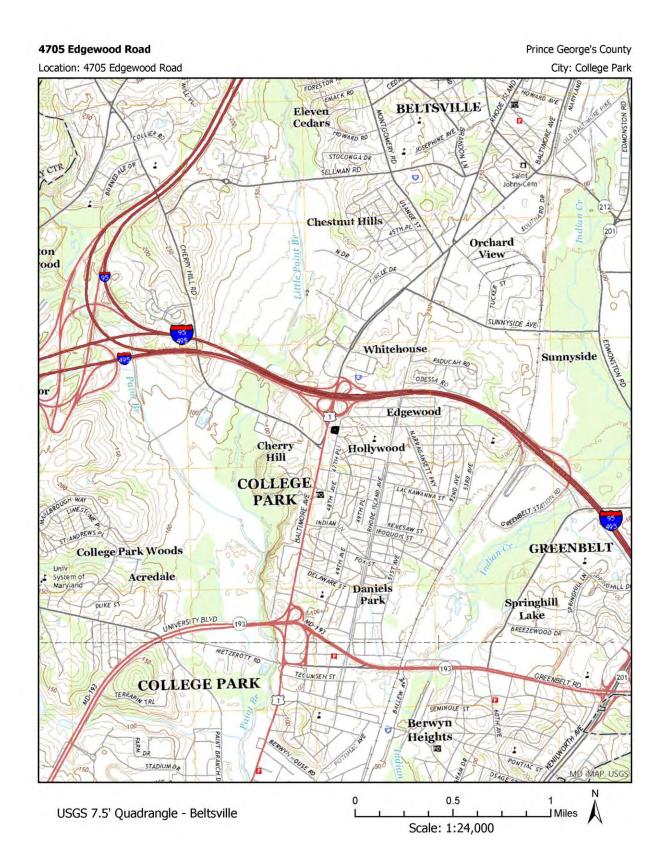
The house has a one-story, side-gabled addition that extends from the east elevation. The mid- to late-twentieth century, shed-roof addition has a solid brick and brick pier foundation and is clad in wavy-bottom asbestos shingles.

A one-story, front-gabled shed clad in T1-11 siding, is located northwest of the dwelling. It is accessed by double-leaf, wood pedestrian doors on the south elevation.

The property at 4705 Edgewood Road is an altered example of a mid-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.22 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0025, Parcel 0000, Lots 1-3 (2019).

#### 4705 Edgewood Road



## 4705 Edgewood Road



Northwest oblique.



South elevation.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

County: Prince George's

Tax Map Number: 0052

Date Prepared: Mar 26, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 4933 Whitfield Chapel Road

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code:** 20706

Address: 4933 Whitfield Chapel Road

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

**MHT Comments:** 

Reviewer, Office of Preservation Services

Reviewer, National Register Program

Preparer's Name: Madalyn Kelly

City: Lanham

Description of Property and Justification: (P	
occupies a 0.17-acre parcel east of I-495 in Prince George's County. According to soriented on an approximately north-sout set back from the road and sited on a flat	field Chapel Road is a two-story, side-gabled house. The building just south of the intersection of 91st Place and Whitfield Chapel Roastate tax data, the property was constructed circa 1960. The house is the axis and the façade faces west toward Whitfield Chapel Road. It is tot with two large trees. The rear (eastern) half of the lot is enclose near driveway leads from the Whitfield Chapel Road toward the
vinyl siding. The façade has three irregula poured-concrete stoop. This entrance ha	. It rests on a continuous concrete-block foundation and is clad in arly-spaced bays, including an off-center entrance accessed by a s a single-leaf replacement door and a metal storm door. Windows t, double-hung sash and vinyl replacements. The roof is clad with
MARYLAND HISTORICAL TRUST REVIEW	

Date

Date

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

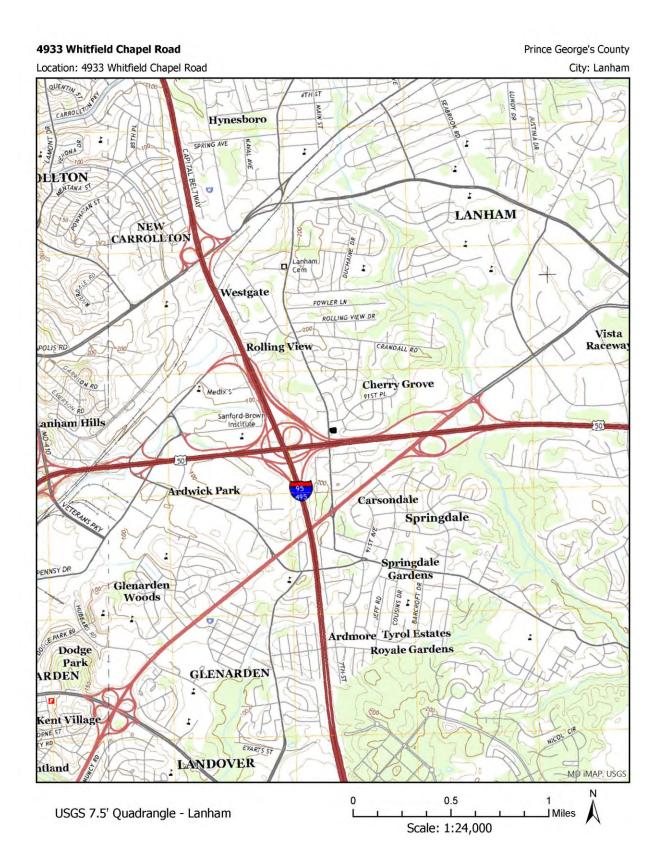
Eligible:

### 4933 Whitfield Chapel Road

The property at 4933 Whitfield Chapel Road is an altered example of a mid-twentieth-century residential form common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows, it has lost its integrity of materials, design, and workmanship. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.17 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0000, and lot 37 (2019).

## 4933 Whitfield Chapel Road



# 4933 Whitfield Chapel Road



House at 4933 Whitfield Chapel Road, east elevation.



Shed at 4933 Whitfield Chapel Road, east elevation.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0097

Date Prepared: Apr 30, 2019

Listed:

**Agency: MDOT SHA** 

**Zip Code:** 20748

Property Name: 5401 Florist Place

USGS Quadrangle(s): Upper Marlboro

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

Tax Map Parcel Number(s): 0000

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

Address: 5401 Florist Place

City: Temple Hills

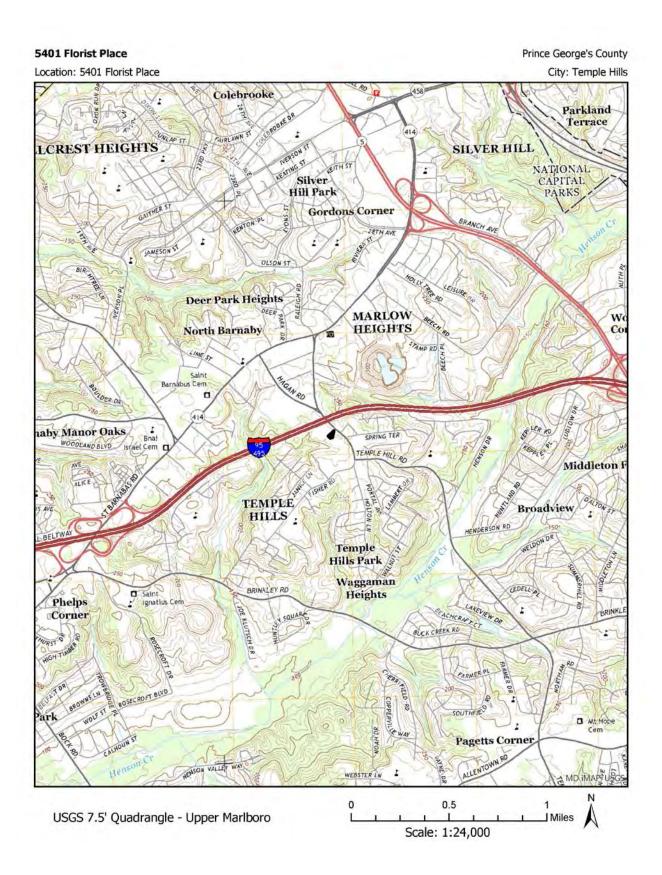
house occupies a 0.30-acre parcel south and According to state tax data, the house was co	eace is a one-story, six-bay, side-gambrel, Ranch-form house. The east of I-495, north of Fisher Road, and west of Spring Terrace. Instructed in 1950. The house is set back from the road and ree coverage and landscaped bushes. An asphalt driveway
shingles. The façade includes an off-center e covered by a front-gabled entry porch. The en	em are clad in a faux stone veneer and the roof is clad in asphalt ntrance accessed by two wooden stairs and a wooden ramp, ntrance has a single-leaf, fiberglass door with six lights at the top ws are one-over-one, double-hung vinyl sash. An off-center brick of.
to Prince George's County. It is not associated	ple of a mid-twentieth-century, single-family residence common d with events or persons that have made a significant ligible for the National Register of Historic Places under Criteria A
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

## 5401 Florist Place

or B. The house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.30 acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0097, Parcel 0000, Lot 05.

### 5401 Florist Place



## 5401 Florist Place



Oblique of 5401 Florist Place, looking northwest.



Façade of 5401 Florist Place, looking southwest.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

County: Prince George's

Tax Map Number: 0098

Date Prepared: Aug 9, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 5502 Old Branch Avenue

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code**: 207848

Address: 5502 Old Branch Avenue

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

Preparer's Name: Caitlin Sylvester

**Inventory Number:** 

City: Temple Hills

**MHT Comments:** 

Reviewer, Office of Preservation Services

Reviewer, National Register Program

Description of Property and Justificatio	n: (Please attach map and photo)
house occupies a 0.88-acre parcel northo Hills area. According to state tax data, th side of Old Branch Avenue, is oriented o	Branch Avenue is a one-and-one-half story, two-bay, front-gabled house. The east of Old Branch Avenue and southeast of Branch Avenue within the Temple he house was constructed in 1958. The house, which is situated on the northean an approximate northwest-southeast axis, and the façade faces southwesting is set back from the road, and an asphalt driveway connects with Forest Gler
	. A chain-link fence encloses the rear yard.
elevation. The house is clad in brick vene door surround composed of faux stone. decorative light covered by a storm door units as well as vinyl frame picture windo	ar form, and a hip-roofed, one-bay addition extends from the southeast eer. The façade (southwest elevation) includes an off-center entrance with a The entrance has a single-leaf, paneled wood door with an integrated r. Windows include a wood tripartite and two-over-two double-hung-sash woo ows. A full-width, one-story, hipped-roof porch spans the façade. It is set on a corted by decorative, wrought metal posts. The roof is sheathed in asphalt mney pierces the roof ridge.
The dwelling at 5502 Old Branch Avenue	e is an example of an altered mid-twentieth-century, single-family residence
MARYLAND HISTORICAL TRUST REVIEW	1
Eligibility recommended:	Eligibility not recommended:

Date

Date

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

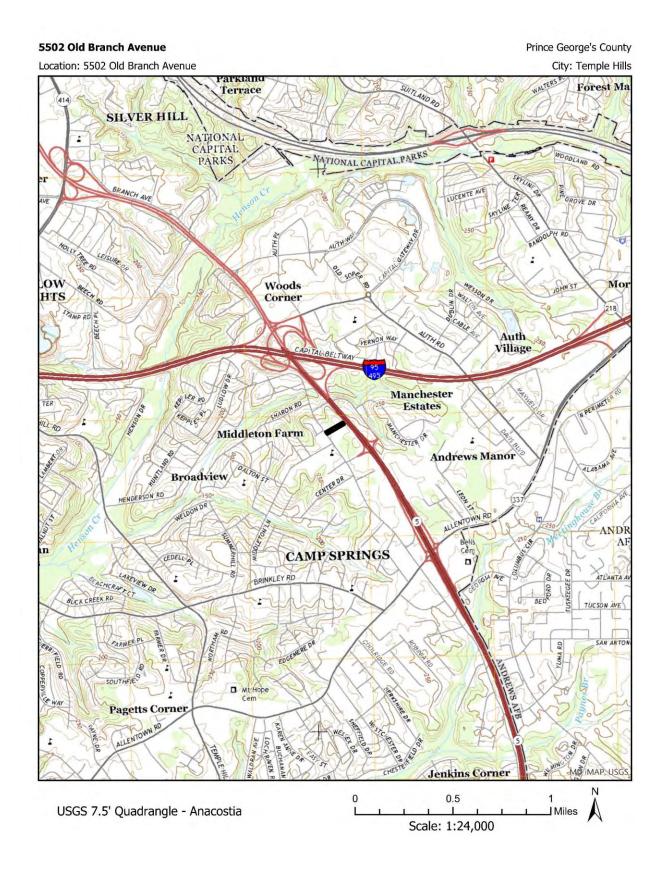
Eligible:

## 5502 Old Branch Avenue

common in Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.88 acre and is confined to the current tax parcel which is found on Montgomery County's Tax Map 0098, Parcel 0000, Lot 0000.

## 5502 Old Branch Avenue



## 5502 Old Branch Avenue



Southwest elevation of 5502 Old Branch Avenue.



East oblique of 5502 Old Branch Avenue.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

County: Prince George's

Tax Map Number: 0044

Date Prepared: May 17, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 5612 Lanham Station Road

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code:** 20706

Address: 5612 Lanham Station Road

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0119

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Adriana Moss

City: Lanham

<b>Description of Property and Justification:</b> (Please	e attach map and photo)
1.074-acre parcel east of I-495 and southeast of t George's County. According to historic mapping, t back from the west side of Lanham Station Road, northeast towards Lanham Station Road. The dwe accessed by a long gravel driveway that crosses the	on Road is a one-story, front-gabled house. The building occupies a the intersection of I-495 and Annapolis Road (Route 450) in Prince the property was constructed circa 1934. The house, which is set far is oriented on an approximate northwest-southeast axis and faces elling sits on an irregularly shaped parcel dotted by mature trees and is hrough property belonging to the National Railroad Passenger Corp. garage. Secondary resources include the garage and a mobile home.
vinyl siding. The façade includes an off-center prin	a crawl space foundation and the frame structural system is clad in mary entrance with a single-leaf, half-glazed, fiberglass door accessed d comprise one-over-one, double-hung-sash and sliding units.
A circa-2015, one-story, one-bay, gable-roofed, fr flat-roofed, mobile home is located immediately s	rame garage is located east of the dwelling. A circa-2007, one-story, southwest of the primary dwelling.
The property at 5612 Lanham Station Road is an e	example of an extensively modified early-twentieth-century residence
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

## 5612 Lanham Station Road

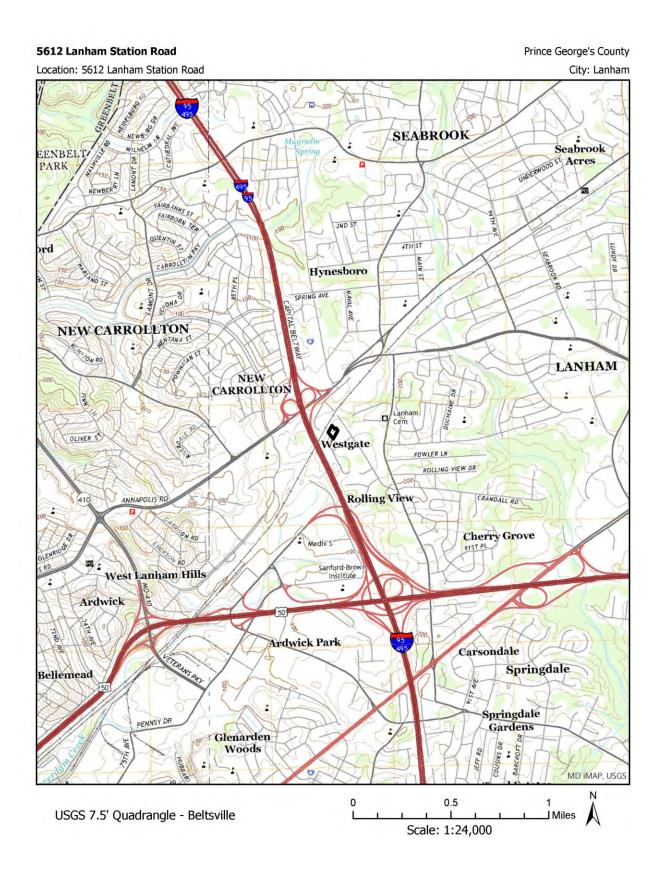
that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 1.074 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0119 (2019).

#### References:

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

## 5612 Lanham Station Road



## 5612 Lanham Station Road



Primary dwelling, looking north



Mobile home, southwest elevation

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 6001 Auth Road	

Address: 6001 Auth Road

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

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): <u>0017</u> Tax Map Number: <u>0098</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester 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 single-family residence at 6001 Auth Road is a one-and-one-half story, three-bay, side-gabled house. The building occupies a 2.669-acre parcel southwest of Auth Road and northwest of the Auth Road overpass over I-495 within the Suitland area. According to historic aerials, the house was constructed circa 1950 (Nationwide Environmental Title Research, LLC 1957). The house is oriented on an approximate northwest-southeast axis and the façade faces northeast towards Auth Road. The dwelling is set back from the road and an asphalt driveway connects Auth Road to the southeast side of the house. A prefabricated shed is located to the west of the primary dwelling.

The original core of the house has a linear form and a side-gabled roof; a two-bay addition extends from the northwest elevation and a one-bay garage addition is appended to the southeast elevation. The foundation and structural system are clad in six-to-one common-bond brick veneer. The façade (northeast elevation) includes a central entrance at a front-gabled vestibule clad in brick veneer. The entrance has a single-leaf, paneled wood door covered by a storm door. Windows include a replacement tripartite and one-over-one double-hung-sash units. A stoop clad in brick veneer with a metal railing leads to the door. The roof, which features two front-gabled dormers with vinyl siding, is sheathed in asphalt shingles and an interior-central brick chimney pierces the roof ridge. Both additions are composed of the same materials as the main block. A circa-1990, one-story, one-bay, prefabricated shed clad in vinyl is located just east of the primary resource. A circa 2000 fenced cell tower, only partially visible above the trees, is also located to the rear (south)

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

#### 6001 Auth Road

of the house.

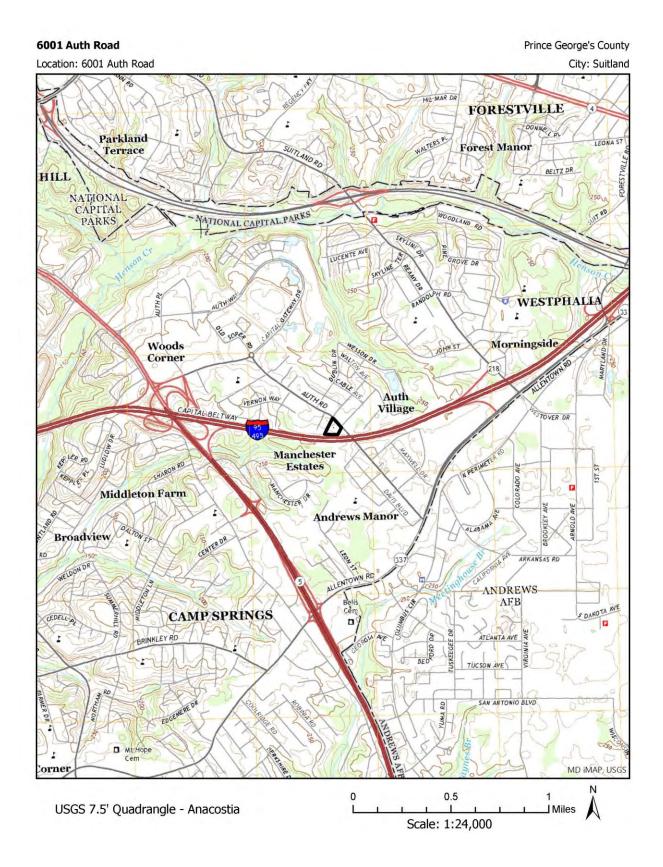
The dwelling at 6001 Auth Road is an example of an altered mid-twentieth-century, single-family residence common in Prince George's County and throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 2.669 acres and is confined to the current tax parcel which is found on Prince George's County's Tax Map 0098, Grid 00B1, and Parcel 0017 (2019).

#### References:

Nationwide Environmental Title Research, LLC. 1957. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed October 15, 2019. https://www.historicaerials.com/viewer.

## 6001 Auth Road



## 6001 Auth Road



Northeast elevation of 6001 Auth Road.



View of 6001 Auth Road and shed looking south.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0044

Date Prepared: Mar 28, 2019

Listed:

**Agency: MDOT SHA** 

**Property Name:** 6010 Princess Garden Parkway

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code:** 20706

Address: 6010 Princess Garden Parkway

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

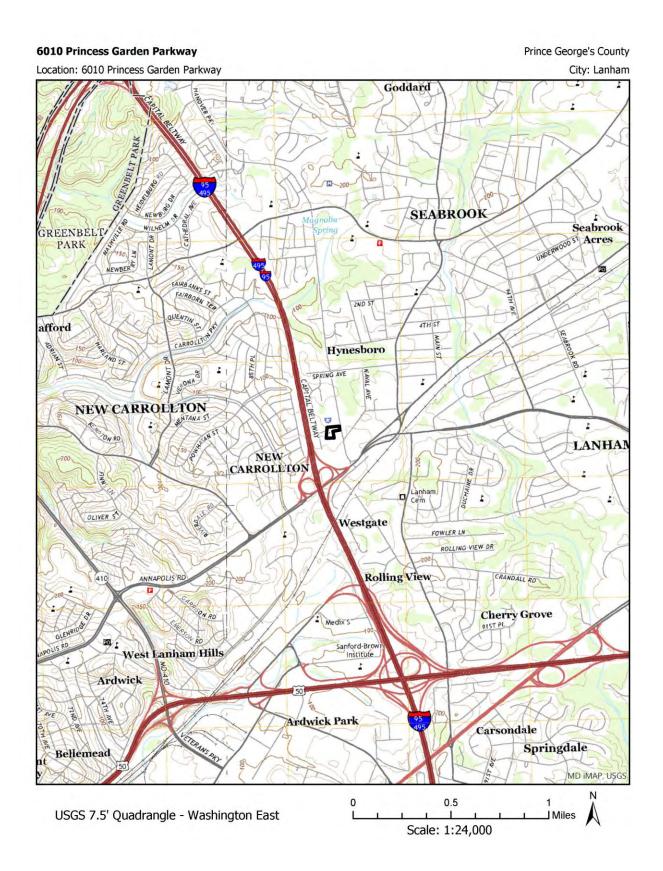
Preparer's Name: Mical Tawney

City: Lanham

<b>Description of Property and Justification:</b> (Please	attach map and photo)
Cape Cod house in the Colonial Revival-style. Parkway, south of the New Carrollton Municip to state tax data, the house was constructed in	Garden Parkway is a one-and-a-half story, four-bay, side-gabled The house occupies a 1.703-acre parcel west of Princess Garden Dal Center, west of I-495, and north of Annapolis Road. According in 1959. The building is set back from the road and features a see and landscaped bushes. An asphalt driveway connects with the house.
structural system are clad in a brick, stretcher dormers. The façade includes a centrally locat The entrance has a single-leaf, paneled, fiberg storm door. The house has six-over-one, doubt	carport on the north elevation. The building's foundation and bond veneer. The roof is clad in asphalt shingles with two sed entrance accessed by four concrete stairs with a vinyl railing. glass door with a square light at the top and a fully glazed, metal ble-hung-sash vinyl windows. An exterior-end, brick chimney is arport roof is also side-gabled and features a small, centrally ane at the top.
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

The resource at 6010 Princess Garden Parkway is an example of a mid-20th-century, single-family house common to Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 1.703 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000, Lot 000.





View of 6010 Princess Garden Parkway, looking west.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes

	M 26.52								
Property Name: 626 Great Falls Road	Inventory Number: M: 26-52								
Address: 626 Great Falls RD	Historic district: yes X no								
City: Rockville Zip Code: 28050	County: Montgomery								
USGS Quadrangle(s): Rockville									
Property Owner: Rockville MD Congregation of Jehovah's Witnesses Tax Account ID Number: 04-00147835									
Tax Map Parcel Number(s): P987 Tax Map Number	ber: GR22								
Project: I-495/270 Managed Lanes Study Agence	ey: MDOT SHA								
Agency Prepared By: Dovetail CRG									
Preparer's Name: Melissa Butler	Date Prepared:10/18/2018								
Documentation is presented in: Project review and compliance files									
Preparer's Eligibility Recommendation: Eligibility recommended	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									
Name of the District/Property:									
Inventory Number: Eligible:yo	es Listed: yes								
Site visit by MHT Staff yesX no Name:	Date:								
	Date:								
Site visit by MHT Staff yesX no Name:  Description of Property and Justification: (Please attach map and photo)  Setting:	Date:								
Description of Property and Justification: (Please attach map and photo)	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue,								
Description of Property and Justification: (Please attach map and photo) Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, an Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments and	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue,								
Description of Property and Justification: (Please attach map and photo)  Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, an Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments an landscaped with ornamental shrubberies, bushes, a grass-lawn, and pine trees.	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue, ad Taxation [SDAT] 2018). The parcel is								
Description of Property and Justification: (Please attach map and photo) Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, an Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments an landscaped with ornamental shrubberies, bushes, a grass-lawn, and pine trees.  Description:  The Jessie and B.R. James House at 626 Great Falls Road is a one-and one-half's dwelling. The continuous-concrete foundation supports a structural system clad in	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue, ad Taxation [SDAT] 2018). The parcel is								
Description of Property and Justification: ( <i>Please attach map and photo</i> )  Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, an Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments an landscaped with ornamental shrubberies, bushes, a grass-lawn, and pine trees.  Description:  The Jessie and B.R. James House at 626 Great Falls Road is a one-and one-half's dwelling. The continuous-concrete foundation supports a structural system clad in sheathed in asphalt shingles. The building has two entrances, one on the southeas	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue, ad Taxation [SDAT] 2018). The parcel is								
Description of Property and Justification: (Please attach map and photo)  Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, and Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments and landscaped with ornamental shrubberies, bushes, a grass-lawn, and pine trees.  Description:  The Jessie and B.R. James House at 626 Great Falls Road is a one-and one-half's dwelling. The continuous-concrete foundation supports a structural system clad in sheathed in asphalt shingles. The building has two entrances, one on the southeas  MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended  Eligibility not recommended	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue, ad Taxation [SDAT] 2018). The parcel is story, three-bay, circa-1950 transitional Ranch in vinyl siding and capped by a side-gabled roof it elevation and one on the southwest elevation.								
Description of Property and Justification: (Please attach map and photo)  Setting:  The Jessie and B.R. James House at 626 Great Falls Road is located northeast of Rockville. The property is bounded on the north by the Rockville Kingdom Hall Great Falls Road is used as a parsonage or congregation space. The property, and Road and Maryland Avenue, comprising 0.49 acre, contains the primary dwelling paved and gravel parking lots, and a garage (State Department of Assessments and landscaped with ornamental shrubberies, bushes, a grass-lawn, and pine trees.  Description:  The Jessie and B.R. James House at 626 Great Falls Road is a one-and one-half's dwelling. The continuous-concrete foundation supports a structural system clad in sheathed in asphalt shingles. The building has two entrances, one on the southeas	I-270 on Great Falls Road in the City of of Jehovah's Witnesses, and the dwelling at 626 irregularly shaped parcel between Great Falls g, which faces east towards Maryland Avenue, ad Taxation [SDAT] 2018). The parcel is story, three-bay, circa-1950 transitional Ranch in vinyl siding and capped by a side-gabled roof it elevation and one on the southwest elevation.								

Date

**Date** 

**Reviewer, Office of Preservation Services** 

Reviewer, National Register Program

<u>M: 26-52</u> <u>626 Great Falls Road</u>

#### Page 2

Both are filled by single-leaf, pedestrian doors protected by storm doors. A one-story, one-bay, front-gabled, entry porch supported by columns spans the southeast elevation. Additional fenestration includes vinyl, six-over-six, four-over-four, and one-over-one, double-hung-sash windows with false muntins. A one-story, three-bay, enclosed porch addition with shed roof is located on the southwest elevation. The enclosed porch is clad in horizontal vinyl siding and brick veneer.

A circa-1950, one-story, one-bay, front-gabled, garage is located southeast of the dwelling. The continuous concrete foundation supports a structure system clad in horizontal-vinyl siding. Access is granted through a metal garage door on the southwest elevation.

#### Historic Context:

Maryland's suburbanization through the nineteenth and twentieth centuries was influenced by the same national trends driving suburbanization elsewhere. The increasing availability of transportation routes such as rail and trolley lines, improvements to roadways, and early highway construction allowed for greater access to Baltimore and Washington from previously rural areas (KCI Technologies, Inc. [KCI] 1999, B-13). The Jessie and B.R. James House at 626 Great Falls Road fits into the suburbanization context for Montgomery County; however, the setting has changed through the construction of the church, and the development of Julius West Middle School opposite the property on the northwest side of Great Falls Road.

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 largescale 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 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).

Residences in the area consist of bungalow, American Foursquare, and Cape Cod forms and Tudor Revival, Minimal Traditional, Colonial Revival, and Ranch dwellings with construction dates ranging from the 1930s to the early 1960s, part of Maryland's Modern Period, 1930 to 1960 outlined in the 1999 Suburbanization Historic Context (KCI 1999, D-20-D-22, D-31-D-36, D-38). Ranch-style dwellings are described as a minimal form adapted widely: Popular in the years 1930-1960, the stylistic details in Ranch-style dwellings were drawn predominantly from the Prairie style attributed to Frank Lloyd Wright, indoor-outdoor lifestyles popularized in California, and Modernist architecture forms. Ranch houses are usually strictly rectangular in plan with side-gable, hipped, or cross-gable roofs. Some Ranch houses have a sprawling floorplan and are referred to as "Ramblers." Exterior decoration and styling can vary from Craftsman, Tudor Revival, Colonial Revival, or Modern treatments, and siding typically matches the overall styling of the dwelling (KCI 1999, D-22). The house at 626 Great Falls Road is a modified transitional Ranch house.

MARYLAND HISTORICAL TRUST REVIEW														
Eligibility recommended					Eligibility not recommend									
Criteri	ia:	A	B	C	D	Considerations:	_	A	B	C	D	E	F	G
мнт	Comr	nents:												
Reviewer, Office of Preservation Services							-			Date			_	
							_			D 4				
	Reviewer, National Register Program									Date				

M: 26-52 <u>626 Great Falls Road</u>

#### Page 3

The history of the Jessie and B.R. James House at 626 Great Falls Road mirrors the general mid-twentieth century suburbanization pattern of the Rockville area. The land on which 626 Great Falls Road was built was a part of two tracts of land, "Exchange" and "Exchange Enlarged" conveyed to William Bennett from William H. Trail in 1925 (Montgomery County Deed Book [MCDB] 384, 43). The dwelling was constructed upon the land as a single-family dwelling circa 1950 and remained in use until the 1990s (SDAT 2018). The Rockville Congregation of Jehovah's Witnesses formed in Rockville in 1972, and has owned the house at 626 Great Falls Road since they bought it from Jessie and B. R. James in January 1995 (MCDB 13195, 351). In 2012, plans were drawn for the buildings to be demolished and a new, 5,000 square-foot worship hall constructed on site linking the worship building with 628 Great Falls Road (Chinese Jehovah's Witnesses 2012). The property sits on the potential site of a large worship hall for which the church had plans drawn to add to the back of the house at 628 Great Falls Road (Chinese Jehovah's Witnesses 2012). Church expansion construction was blocked by the City of Rockville in 2013, and there are no publicly available plans for the building's current and potential use (Lewis 2013).

#### Evaluation:

The Jessie and B.R. James House at 626 Great Falls Road is a one-and one-half story, three-bay, circa-1950 transitional Ranch. It retains historic integrity of feeling, association, location, but modifications including replacement siding, roofing, and windows have diminished its integrity of design, materials, and workmanship. Construction along major transportation corridors, such as Maryland Avenue, has reduced integrity of setting.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state, or national significance were identified and the House at 626 Great Falls Road is not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, Jessie and B.R. James House at 626 Great Falls Road is not recognized to be a particularly unique or excellent example of the transitional Ranch form, and many other examples of this house type exist throughout the Montgomery County suburban area (Google 2018; KCI 1999, D-22). For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses .49 acres and is confined to the current property tax parcel, which is found on the Montgomery County Tax Map GR22, Parcel P987.

### References

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Esri. 2018. United States Geological Survey. Accessed July 30, 2018. http://services.arcgisonline.com/arcgis/services.

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MARY	MARYLAND HISTORICAL TRUST REVIEW											
Eligibility recommended			_	Eligibility not recommen								
Criteria	a:A	B	C	D	<b>Considerations:</b>	A	B	C	D	E	F	G
мнт (	Comments:											
,	Reviev	on Services			Date			_				
-	Revi	Program	_		Date	—		ь.				

#### Page 4

Lewis, Kevin. 2013. "Jehovah's Witnesses at Odds with Neighbors over Expansion." WJLA, Washington, DC. Accessed May 2018. http://wjla.com/news/local/rockville-jehovah-s-witnesses-at-odds-with-neighbors-over-expansion-94916.

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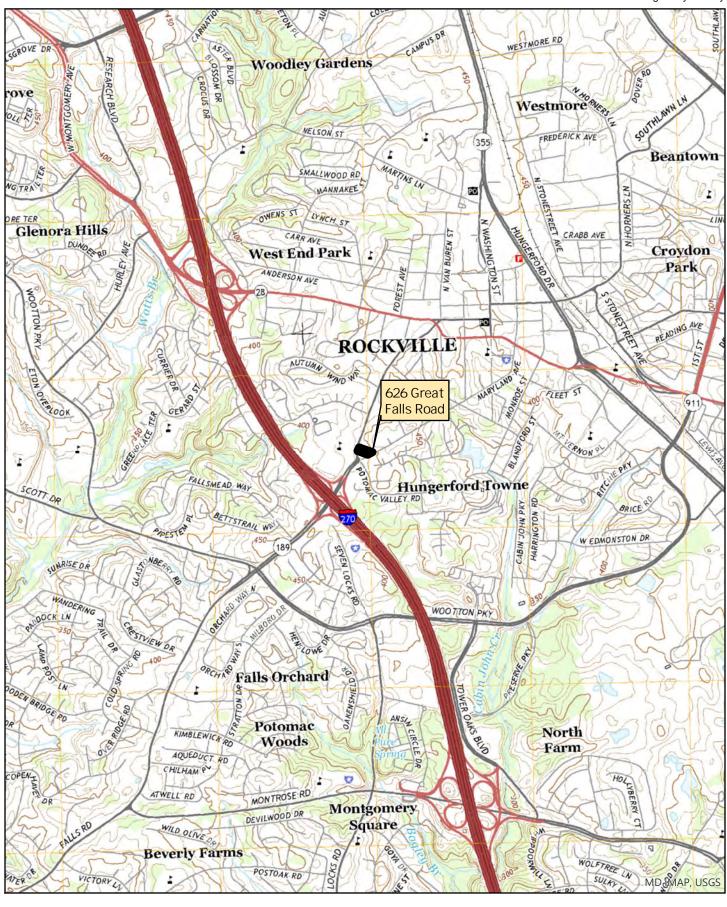
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United States Geological Survey (USGS). 1965. Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed June 30, 2018. http://historicalmaps.arcgis.com/usgs/index.html

MARY	MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended			_	Eligibility not recommen			1							
Criteri	a:	Α _	_В	C _	D	<b>Considerations:</b>	_	A	B	C	D	E	F	G
мнт (	Comments	) <b>:</b>												
,	Reviewer, Office of Preservation Services									Date			а.	
,	Reviewer, National Register Program						-			Date				



USGS 7.5' Quadrangle - Rockville

Location: 626 Great Falls Road City: Rockville

MIHP#: M: 26-52 Montgomery County



# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Name: 626 Great Falls Road

**Continuation Sheet** 

Number Photos Page 1



Photo 1 of 2: Southeast Oblique from Maryland Avenue, Looking Northwest



Photo 2 of 2: East Elevation of Garage, Facing Northwest

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

Inventory No M: 26-52

Name: 626 Great Falls Road

**Continuation Sheet** 

Number Photos Page 2

### **PHOTO LOG**

Name of Property: 626 Great Falls Road Name of Photographer: Alison Cramer **Date of Photograph: May 2018** 

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

Photographs inserted on continuation sheets.

Photo 1 of 2:

**Southeast Oblique from Maryland Avenue, Looking Northwest** 

M: 26-52\_2018-05-07\_01

Photo 2 of 2:

**East Elevation of Garage, Facing Northwest** 

M: 26-52\_2018-05-07\_02

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

**Tax Map Number:** 

**Agency: MDOT SHA** 

Date Prepared: Aug 1, 2019

Listed:

**Property Name:** 6302 Princess Garden Parkway

**Zip Code**: 20706

Address: 6302 Princess Garden Parkway

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

USGS Quadrangle(s): Lanham

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

Preparer's Name: Danae Peckler

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

City: Lanham

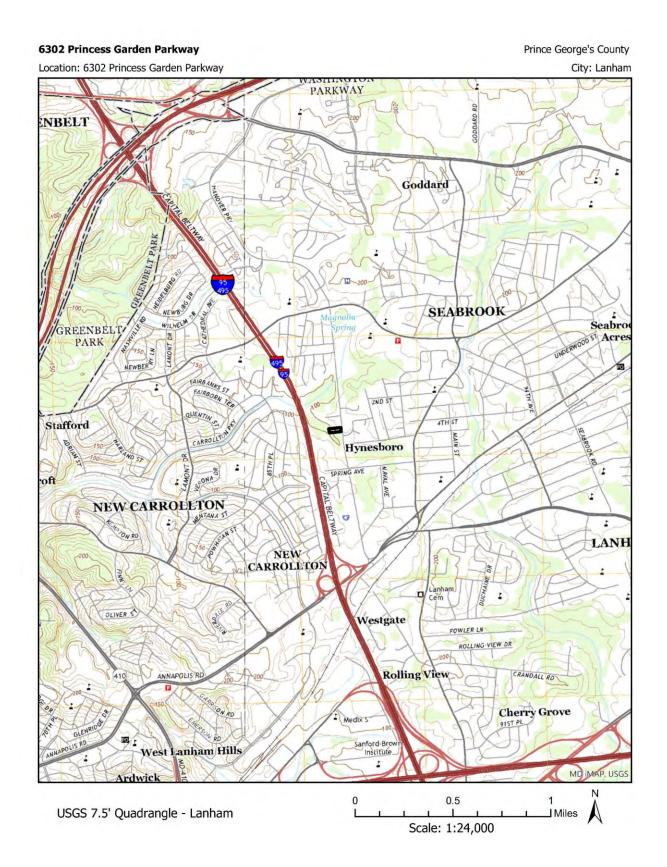
converted and expanded in its current function a 495 in Prince George's County, and faces east too property was constructed circa 1952. The dwellin backyard surrounded by mature trees. A semi-cir east elevation and Princess Garden Parkway alon side of the house west to the rear elevation when	e attach map and photo) a one-and-a-half-story, three-bay, Cape Cod house that has been as a place of worship. The building occupies a 0.8-acre parcel east of I- wards Princess Garden Parkway. According to state tax data, the ag is set back from the street on a sloped, grassy lot with a fenced recular, asphalt driveway fills much of the space between the building's ag the east side of the property. The driveway extends along the south are additional parking space is visible from aerial imagery. A wood ag to a low, brick and concrete wall at the southeast corner of the
from the north side. The foundation and structur veneer. Over the main massing, the side-gabled rethe façade (east elevation). A single-leaf door, co façade below a one-bay, gabled, entry porch. Ori	r form with a rectangular, one-story, side-gabled addition extending ral system of the original building is clad in a stretcher-bond brick roof is clad with asphalt shingles and features two gabled dormers at overed by a storm door and not visible during survey, is centered on the iginal windows are six-over-six, double-hung, wood sashes flanked by h wing addition are one-over-one, vinyl sashes with faux muntins.
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Contrasting with the original massing, the north addition rests on a continuous poured-concrete foundation and has a frame structural system clad in aluminum siding.

A one-story, two-bay, storage shed clad in T1-11 siding and topped by a shed roof is located south of the dwelling. It features two narrow, single-leaf, wood doors on the north elevation accessible from the driveway.

The property at 6302 Princess Garden Parkway is an altered example of a mid-twentieth-century residence that is common throughout Maryland. It was purchased by trustees of the Sri Hanuman Temple of North America and converted from a single-family dwelling to serve religious purposes in the early 2000s. 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 or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.8 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000, as part of Lot 22 (2019).





East elevation.



Southeast oblique.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0044

Date Prepared: Aug 9, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 6314 Princess Garden Parkway

**Zip Code:** 20706

Address: 6314 Princess Garden Parkway

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

Reviewer, National Register Program

Preparer's Name: Mical Tawney

City: Lanham

Description of Property and Justification: (P							
The single-family residence at 6314 Princess Garden Parkway is a one-and-one-half story, three-bay, side-gabled, Cape Cod-form house. The house occupies a 0.672-acre parcel east of I-495, west of Princess Garden Parkway, north of Annapolis Road, and south of Good Luck Road. According to state tax data, the house was constructed in 1947. The house, which is situated on the west side of Princess Garden Parkway, is oriented on a north-south axis, and the façade faces east towards Princess Garden Parkway. The house is set back from the road, and a wooden picket fence encloses the front yard. An asphalt driveway connects with Princess Garden Parkway on the south side of the house.							
veneer. The façade (east elevation) includes a metal decorative posts and accessed by sever fanlight and metal storm door. A secondary e gabled entry porch supported by wooden post double-hung-sash units. A shed dormer partial south side of the house. The roof is sheathed	an. The building rests on a continuous foundation and is clad in stone a central entrance covered by a front-gabled entry porch supported by ral steps. The entrance has a single-leaf, paneled fiberglass door with a entrance is located on the north side of the house and features a front-sts and metal railings. Windows are vinyl frame and comprise one-over-one, ally lines the western (rear) roof slope. One original shutter remains on the lin asphalt shingles, and an exterior-end brick chimney is located on the the house sits a front-gabled, prefabricated shed with a double-leaf door.						
MARYLAND HISTORICAL TRUST REVIEW							
Eligibility recommended:	Eligibility not recommended:						
MHT Comments:							
Reviewer, Office of Preservation Services	Date						

Date

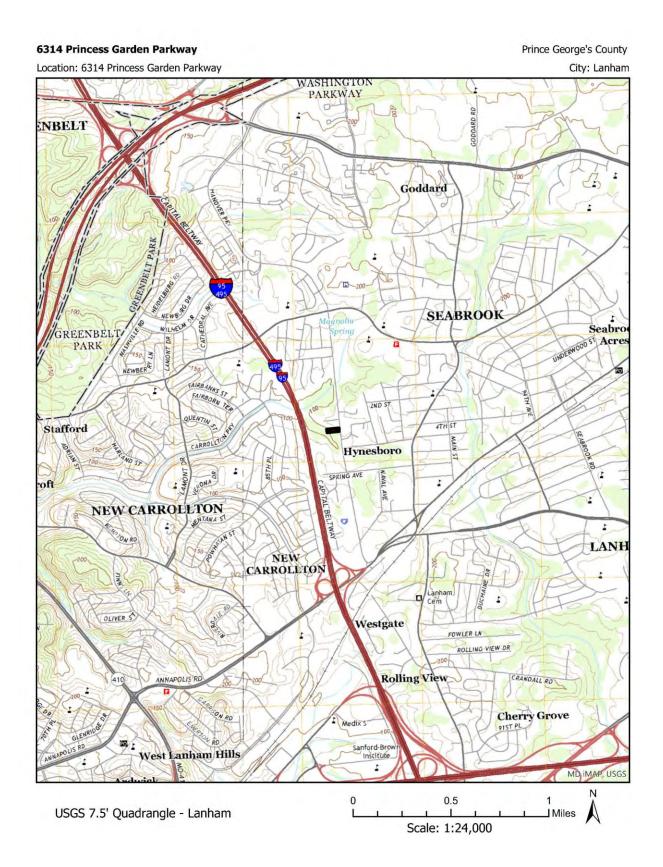
### NR-ELIGIBILITY REVIEW FORM

### 6314 Princess Garden Parkway

The dwelling at 6314 Princess Garden Parkway is an example of an altered mid-twentieth-century, single-family residence common to Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.672 acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000, Lot 22.

### 6314 Princess Garden Parkway



## 6314 Princess Garden Parkway



Southeast oblique of 6314 Princess Garden Parkway.



Detail of side entrance and shed at 6314 Princess Garden Parkway.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

County: Prince George's

Tax Map Number: 0089

Date Prepared: Oct 16, 2019

Listed:

**Agency: MDOT SHA** 

**Zip Code**: 20746

Property Name: 6712 McKeldin Drive

Address: 6712 McKeldin Drive

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

**Inventory Number:** 

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

City: Suitland

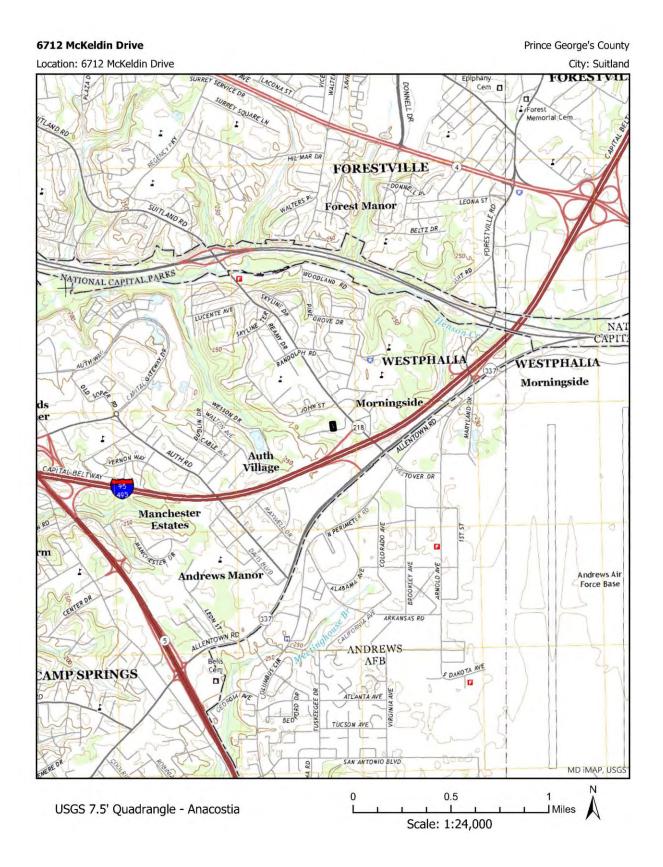
<b>Description of Property and Justification:</b> (Please	• • •									
	e is a four-bay, side-gabled, Split-Foyer house. The house occupies a									
0.459-acre parcel north of McKeldin Drive, southwest of the intersection of McKeldin Drive and Suitland Road within the Suitland area. According to state tax data, the house was constructed in 1970. The house is oriented on an approximate										
	rds McKeldin Drive. The dwelling is set back from the road and an									
	southeast corner of the house. A vinyl privacy fence encloses the rear									
yard.	southeast corner of the house. A villy, privacy reflect encloses the real									
The house has a linear form and no visible addition	ns. The structural system and foundation are clad in brick veneer. The									
	nnce with a vinyl door surround composed of multi-light side lights and									
· · · · · · · · · · · · · · · · · · ·	ed by a shed-roof overhang. It features a single-leaf, paneled									
	ows include a vinyl tripartite and one-over-one, double-hung-sash									
	shutters. The low-pitched roof with wide, overhanging eaves is									
in the easternmost bay.	al brick chimney pierces the roof ridge. An integrated garage is located									
in the custerninost buy.										
The dwelling at 6712 McKeldin Drive is an example	e of an altered mid-twentieth-century, single-family residence									
MARYLAND HISTORICAL TRUST REVIEW										
Eligibility recommended:	Eligibility not recommended:									
MHT Comments:										
Will Commence.										
Reviewer, Office of Preservation Services	Date									
Reviewer, National Register Program	Date									

### 6712 McKeldin Drive

common in Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.459 acre and is confined to the current tax parcel which is found on Prince George's County's Tax Map 0089, Grid 00D4, and Parcel 0000 (2019).

### 6712 McKeldin Drive



## 6712 McKeldin Drive



Southwest oblique of 6712 McKeldin Drive.



Southeast oblique of 6712 McKeldin Drive.

## MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 6940 Seven Locks Road	_							
Address: 6940 Seven Locks Road								
City: Cabin John Zip Code: 20818	County: Montgomery							
USGS Quadrangle(s): Washington West								
Tax Map Parcel Number(s): P609	Tax Map Number:GN22							
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA							
Agency Prepared By: Dovetail CRG								
Preparer's Name: Melissa Butler	Date Prepared:11/12/2018							
Preparer's Eligibility Recommendation: X Eligibility not recomme	ended							
Complete if the property is a non-contributing resource to a NR a	listrict/property:							
Name of the District/Property:								
Inventory Number: Eligible:	yes Listed: yes							
Description of Property and Justification: (Please attach map and photo)								
The single-family residence at 6940 Seven Locks Road is a one-and-one-half story, side-gabled bungalow house. The building occupies a 0.68-acre parcel south of Interstate 495 (I-495) in Montgomery County. According to state tax data, the property was constructed in 1924. The building faces east toward Seven Locks Road and is set back from the road, sited on a rolling, grassy lawn with shrubs and young and mature trees. An asphalt driveway leads from the road past the north side of the house toward a detached garage.  The two-story, two-bay house, resting on a continuous foundation, is clad with asbestos siding. The entrance, located in the southernmost bay on the east elevation, is filled by a six-light, paneled wood door. To its north are paired one-over-one double-hung-sash vinyl replacement windows with false muntins, giving the appearance of six-over-six windows. The first story is covered by a full-width porch with turned wood supports and a wood slat balustrade. The side-gable roof is clad with asphalt shingles and features a six-window, shed-roofed dormer on the east elevation. Dormer windows are double-hung-sash, six-over-six wood windows. The north elevation has two windows on the first story and a window centered in the gable end. A square, brick chimney pierces the roof's eastern slope. A one-story front-gabled garage with a metal garage door on its east elevation stands at the northwest end of the property.  The property at 6940 Seven Locks Road is an example of an early-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by new windows and has lost its integrity of materials. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. As an architectural resource, this property was not assessed un								
MARYLAND HISTORICAL TRUST REVIEW								
Eligibility recommended Eligibility not recommended								
MHT Comments:								
Reviewer, Office of Preservation Services	Date							

Date

Reviewer, National Register Program

City: Cabin John Montgomery County



6940 Seven Locks Road



6940 Seven Locks Road, east elevation



6940 Seven Locks Road, northeast oblique

# MARYLAND HISTORICAL TRUST

NR Eligible: yes

DETERMINATION OF ELIGIBII	LITY FORM no							
Property Name: 70-S Industrial Park	Inventory Number: M: 26-72							
Address: 1300, 1330, 1350, 1370, 1380, 1390, and 1396 Piccard Drive	_ 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): Tax Map Num	nber: FS61							
Project: I-495/I-270 Managed Lanes Study Agen	ecy: MDOT SHA							
Agency Prepared By: RK&K, LLP								
Preparer's Name: Jacob Bensen	Date Prepared:11/26/2018							
Documentation is presented in: Project review and compliance files								
Preparer's Eligibility Recommendation: Eligibility recommended	d 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 resour	rce to a NR district/property:							
Name of the District/Property:								
Inventory Number: Eligible:y	<del></del>							
Site visit by MHT Staff yesX no Name:	Date:							
Description of Property and Justification: ( <i>Please attach map and photo</i> )  The following evaluation refers to the Suburbanization Historic Context Addend George's Counties, Maryland (October 2018). Located within 70-S Industrial Page 1981.	ark, the Ward Building (MIHP# M: 26-72-1) has							
been individually evaluated for the National Register of Historic Places (NRHP).  The 270 Industrial Park, located on the east side of Piccard Drive, is not included in this survey as it was developed separately (Plat 12796), although two of its lots were initially platted to be part of 70-S Industrial Park.								
Location/Setting								
70-S Industrial Park consists of seven buildings located along the west side of Panorth by the Redland Boulevard exit ramp from the Capital Beltway (I-270), to the Washington National Pike/Dwight D. Eisenhower Highway (I-270), and to the exprise located at the west corner of its property, the buildings are each centered of surface parking lots, with access from Piccard Drive. Grass lawns, trees, and shr	the south by West Gude Drive, to the west by east by Piccard Drive. Except for 1396 Piccard on their individual parcels and surrounded by							
MARYLAND HISTORICAL TRUST REVIEW								
Eligibility recommended Eligibility not recommended								

Criteria: \_\_A \_\_B \_\_C \_\_D Considerations: **MHT Comments: Reviewer, Office of Preservation Services Date** Reviewer, National Register Program Date

M: 26-72 70-S Industrial Park

Page 2

the buildings and Piccard Drive. The surrounding area is densely developed with suburban office parks, industrial sites, and residential communities.

Architectural Description

### 1300 Piccard Drive/Ward Building (1978)

The Ward Building is a Brutalist corporate office building. 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. Primary entry is into the second level of the building, with concrete stairs at the northeast and brick stairs at the southwest entrance, both with black-painted railings. Four round windows, each surrounded by a soldier course of dark brick, flank the entrance. The building's fenestration on the second and third stories consists of ribbon windows of angular glass panels projecting from the exterior wall of the building. The hexagonal towers likely containing staircases, extending from the ground to above the roof line; each tower has one large fixed circular window. Glass skylights allow light into the lower, below grade level of the building. All windows and doors have dark tinting. The flat roof features mechanical heating, ventilation, and air conditioning equipment.

#### 1330 Piccard Drive (1978 and 1980s addition)

This is a two-story office and laboratory building currently owned by ARE Acquisitions, LLC. Extensively remodeled, the original building is simple in design, with a gray and white stucco exterior. Three horizontal bands, one red and two white, visually break up the elevations into three horizontal sections. Entrances are located at the northwest and southeast elevations, marked by awnings over each door. A glass wall surrounds the doors, topped by a peaked parapet at the roofline. The building has large one-light or two fixed-light (with single mullion) windows. An addition was built sometime in the 1980s at the southeast elevation. Most of its northeast elevation has the same exterior cladding and windows as the original building. The other elevations of the addition, however, are clad in black glass. The red band of the original building continues to the addition and visually connects the wing to the main building. A bright red covered walkway connects the entrance of the wing to the entrance of the main building on the southeast elevation. The flat roof features mechanical heating, ventilation, and air conditioning equipment. A one-story outbuilding is located on the southwest side of the property between I-270. The presence of large ventilation fans on the roof and louvres along the walls suggest that the outbuilding houses mechanical equipment for the main building.

### 1350 Piccard Drive (1980)

This three-story office building with a nearly triangular plan. It is owned by Rickman Piccard II, LLC.

#### 1370 Piccard Drive (1974)

This two-story office building is currently owned by Rickman Piccard, LLC. The building is square in plan and the exterior is clad in a dark red brick set in a running bond. The building's northwest and southeast elevations are seven bays wide and on the first-floor feature seven large, recessed two-pane fixed windows of dark glass with a single vertical mullion. The brick piers separating the windows have rounded corners. The second story features ribbon windows, also of dark glass, with black vertical mullions. The

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_			Date									

M: 26-72

Page 3

### 70-S Industrial Park

northeast and southwest elevations include the building's entrances, located at the center sections of the elevations, facing onto elevated courts and surrounded by plantings. Two sets of stairs on both sides of the elevated court lead down to the parking lot. The southwest elevation also features two brick towers, likely containing staircases, which extend from the building into the court. They are connected to the building by glass and brick walkways. The center of the southwest elevation features a rounded dark glass skylight. Raised lettering attached to the brickwork above between the first and second stories reads "ZeniMax Media, Inc.," the name of the building's principal tenant. On the northeast elevation, a brick-clad tower with rounded corners is located at the center, flanked by entry doors. Raised lettering on the tower indicates the building's address and its principal tenant. Similar to the west elevation, an elevated concrete court surrounds this entrance, connected by two sets of stairs to the parking lot below. The flat roof features mechanical heating, ventilation, and air conditioning equipment.

### 1380 Piccard Drive (1987)

This is a three-story former hotel building with a nearly rectangular plan and two courtyards. It was recently redeveloped into residential apartments. It is owned by 1380 Piccard Drive, LLC. The building replaced a Valle's Steak House Restaurant building (1977), one of the original industrial park tenants.

### 1390 Piccard Drive (1981)

This is a three-story office building with an irregular plan. It is owned by 1390 Piccard Drive, LLC.

### 1396 Piccard Drive (1970 and circa 2007 addition)

This is a three-story medical center building owned by Kaiser Foundation Health Plan of Mid-Atlantic States, Inc. The third story is set back, with the second story clad with square and rectangular panels. The building's main entrance is located on the northeast elevation facing the parking lot. It consists of a glass "greenhouse" vestibule with black metal frame. A black metal covered walkway extends from the door to the edge of the sidewalk in front of the building. A pick up/drop off lane separates the building from the parking lot. Ribbon windows wrap around the entirety of the second story. A ribbon window is also present on the first story but is interrupted by doors and the loading dock at the southeast elevation. A backlit sign featuring the name and logo of Kaiser Permanente is present near the rooflines of the northeast and southwest elevations. The third story has angled opaque panels, broken into twenty "panes" each by dark-colored mullions. A small rectangular addition, constructed circa 2007, is located near the loading dock at the southeast elevation. It is connected to the main building by an enclosed walkway. The addition is clad in rectangular panels like the main building. The addition features a single entrance at the southwest elevation and two large, eightlight windows facing the main building. A single-leaf metal door and strip window are also located on the rear, facing the loading dock. The flat roof features mechanical heating, ventilation, and air conditioning equipment.

### Historic Context

The area surrounding Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270) (then U.S. Route 240) was described in the late 1970s as the "Golden Mile" of Rockville due to its numerous development opportunities (Krucoff 1978, MD1). Prior to the late 1960s, this area was consisted mainly of corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (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 remained zoned for industrial use (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. 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

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-	Reviewer, Office of Preservation Services  Reviewer, National Register Program							Date				

Page 4

1978, MD1).

Development of 70-S Industrial Park started in circa 1970 with the construction of Piccard Drive, including road surface and sidewalks, from Redland Boulevard to the future location of West Gude Drive. The first building constructed was 1396 Piccard Drive, Lot 1, in 1970 at the intersection of Piccard Drive and Redland Boulevard, near the exit from I-270. The next development was not until four years later when an office building was developed in 1974 on Lot 3, 1370 Piccard Drive. By 1976, one of the building's tenants included the civil engineering firm of Toups and Loiederman (The Washington Post 1976, 67).

In 1975, Lot 2 was divided into two parcels: Lot 2A to the north and Lot 2B to the south. Lot 2A (1390 Piccard Drive) remained undeveloped until circa 1980-1981, but Lot 2B (1380 Piccard Drive) was developed circa 1977 as Valle's Steak House, the twenty-sixth restaurant in the steak house chain (The Washington Post 1977, C4). The restaurant, which advertised steak and seafood entrees, was described as a "white-and-orange building afloat in a sea of parking spaces" (Rhodes 1978, MD9).

Lots 5 and 6, purchased in February 1969 by Electro-Nucleonics, Inc (Deed, 2/18/1969) had remained undeveloped during the company's eight years of ownership, but both were developed within a year after their sale in 1977. The Litton Bionetics laboratory and office building at 1330 Piccard Drive and the Ward Building at 1300 Piccard Drive were constructed in March and June of 1978, respectively (Krucoff 1978, MD1). The Ward Building is named for its developer and principal tenant, the Ward Corporation, and was designed by Donald N. Coupard Associates (The Washington Post 1977, E29).

In 1980, the office building at Lot 4, 1350 Piccard Drive, was built. In the same year, the investment group that had subdivided the 70-S Industrial Park re-platted the property on the east side of Piccard Drive as the 270 Industrial Park, formally separating it from the completed 70-S Industrial Park (Plat 12796). One year later, the office building at Lot 2A, 1390 Piccard Drive was built, completing the 70-S Industrial Park.

Valle's Steak House at 1380 Piccard Drive closed circa 1984 and became Sebastian's, closing briefly due to health code violations that same year (The Washington Post 1984, B9). The establishment shutdown permanently two years later (circa 1986) and was completely replaced by a hotel building in 1987 (Arocha 1987, B1). Aside from this hotel, which was converted into apartments in 2017, the other 70-S Industrial Park buildings continue their original uses as offices or light industry.

### Eligibility Determination

70-S Industrial Park was evaluated for significance under NRHP Criteria A, B, and C, using the Suburbanization Historic Context Addendum (1961-1980). The resource was not evaluated for eligibility under Criterion D.

As a planned office/industrial neighborhood, 70-S Industrial Park would need to demonstrate clear and significant associations with important historical trends, such as transportation improvements or demographic changes, to be eligible under Criterion A. The park does not contain early examples of businesses relocating to the suburbs, nor is it associated with important changes in local zoning practices. Research has not found 70-S Industrial Park to have exceptional association with any specific historical events. Therefore, the resource is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. The investment group that developed the 70-S Industrial Park was one of many land development groups established during the Suburban Diversification Period to capitalize on the building boom occurring in Montgomery and Prince George's Counties. Its investors, although individually involved in other land speculation, were not involved in innovative or significant developments in the county or state. The individual members of the group are not known to have made specific contributions to local, state, or national history.

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Criteria	a:A	B	C	D	Considerations:	A	B	C	D	E	F	G
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-	Reviewer, National Register Program							Date				

### Page 5

Therefore 70-S Industrial Park is not eligible under Criterion B.

To be eligible under Criterion C, planned neighborhoods will often be a first example or one of the last intact examples. Because of their ubiquity, planned developments will more often be considered under Criterion C if they are the work of a master or they possess high artistic value. Research has not shown the 70-S Industrial Park to be the work of a master architect or planner, nor does it possess high artistic value as a planned industrial park. In addition, the 70-S Industrial Park was not the first example of the planned industrial park along I-270, nor is it an intact example. 70-S Industrial Park does not embody distinctive characteristics of a type, period, or method of construction. The demolition and replacement of original buildings and construction of infill buildings after the Suburban Diversification Period has greatly diminished its integrity as a planned development. The 70-S Industrial Park is a mix of building uses, styles, and dates of construction. Therefore, 70-S Industrial Park is not eligible under Criterion C.

70-S Industrial Park encompasses 35.16 acres and is confined to the current resource tax parcels, which are found on Montgomery County Tax Map FS61, Parcel 0000 (2018).

### References

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Arocha, Zita. "Rockville Hotel Site Accident Hurts Five." The Washington Post, May 19, 1987, B1. ProQuest.

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"Food Establishments Closed For Health Code Violations." The Washington Post. December 9, 1984, B9. ProQuest.

"Help Wanted: Toups & Loiederman." The Washington Post. May 30, 1976, 67. ProQuest.

Kozel, Scott. "Capital Beltway History." Roads To the Future. Updated 2007. http://www.capital-beltway.com/Capital-Beltway-History.html.

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.

Montgomery County Land Records. Deed Book 3391: 397, July 27, 1965. MDLandRec.

---. Deed Book 3835: 648, February 18, 1969. MDLandRec.

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Eligibility recommended				Eligibility not recommended								
Criteri	a:A	B	C	D	Considerations:	A	B	C	D	E	F	G
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-	Reviewer, National Register Program							Date				

M: 26-72

### 70-S Industrial Park

Page	6
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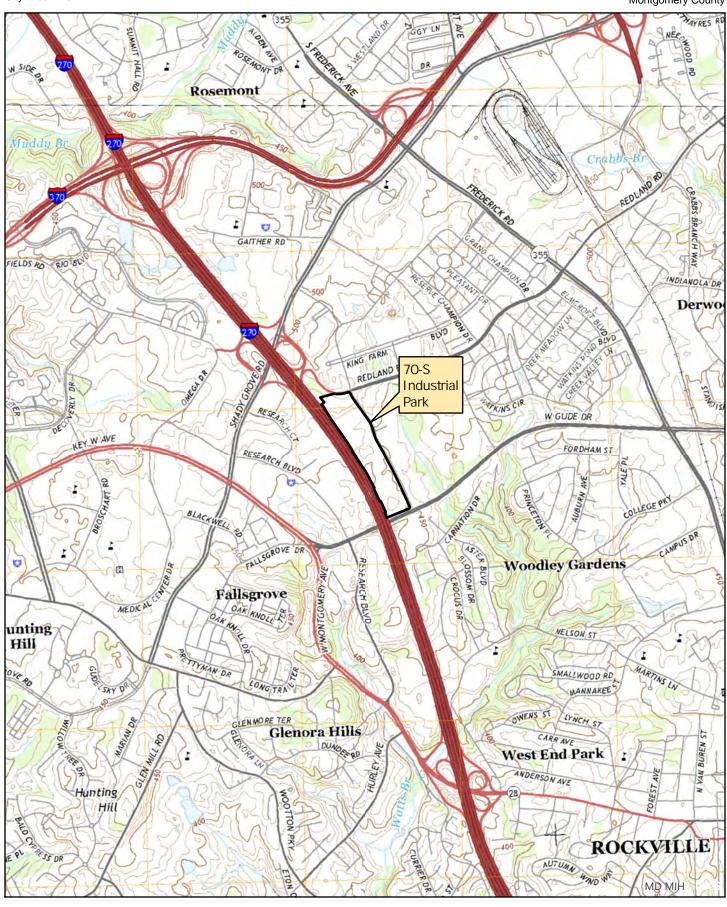
---. Deed Book 4294: 17, March 28, 1977. MDLandRec.

"Real Estate Notes." The Washington Post. October 29, 1977, E29. ProQuest.

Rhodes, Kathy. "Family Out: A Weekly Guide to Family Dining." The Washington Post. March 30, 1978, MD 9. ProQuest.

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Reviewer, National Register Program						Program			Date				

MIHP#: M: 26-72 Montgomery County



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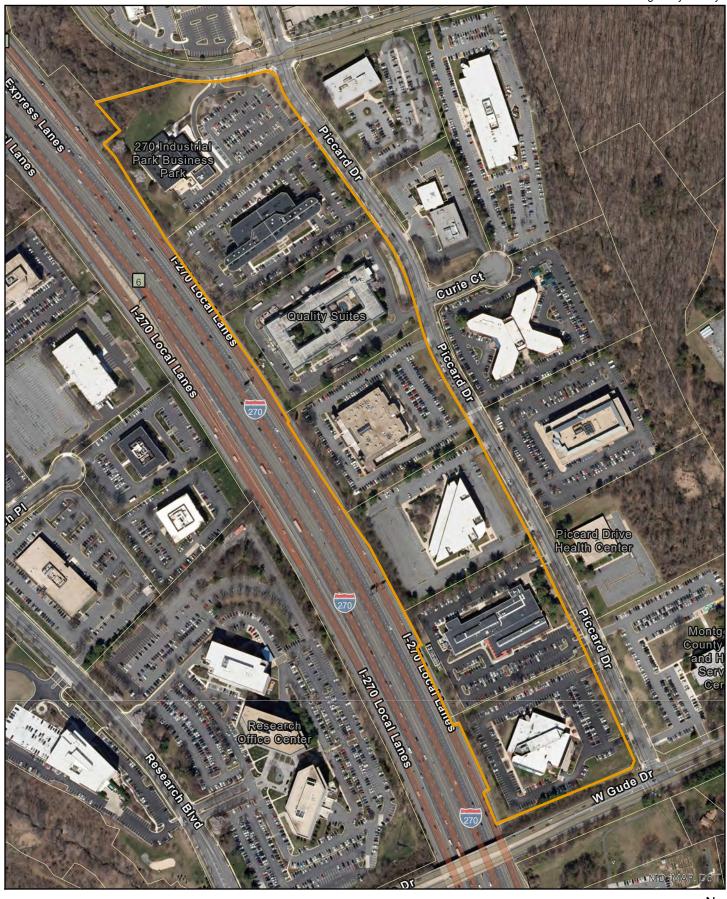
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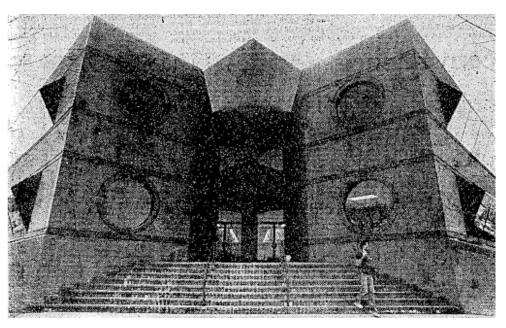
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USGS 7.5' Quadrangle - Rockville

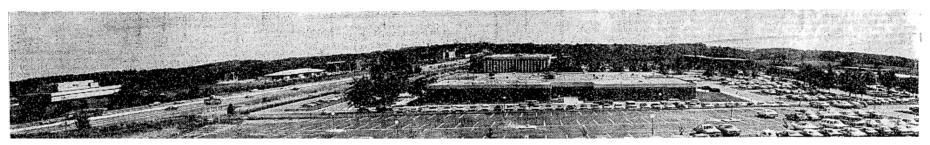
Location: 1300, 1330, 1350, 1370, 1380, 1390, 1396 Piccard Drive City: Rockville

MIHP#: M: 26-72 Montgomery County

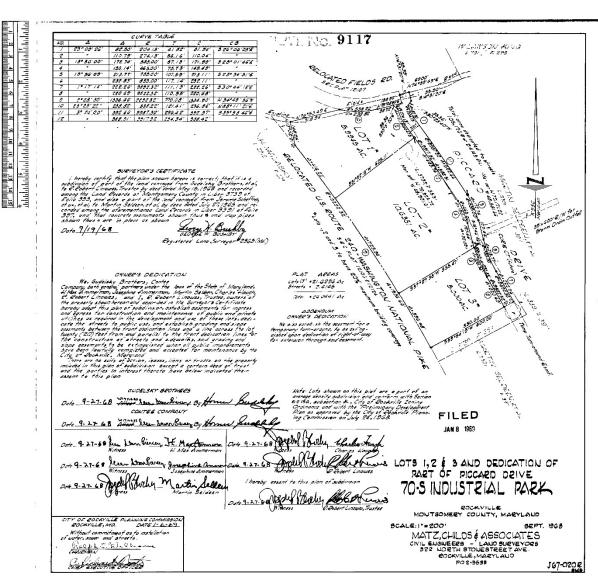




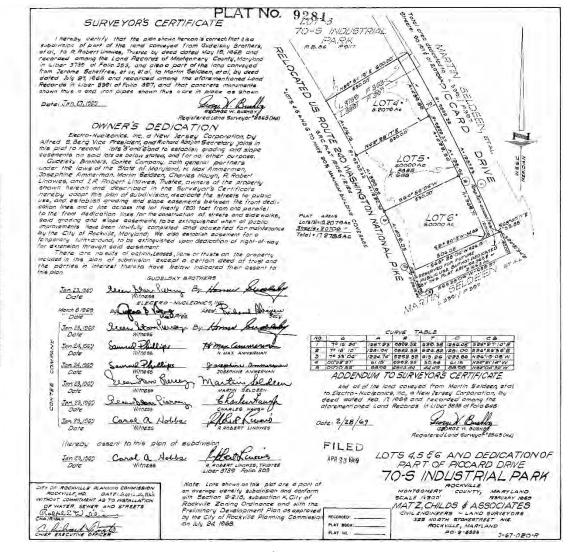
Historic Image 1: Ward Building (1300 Piccard Drive) Entrance, 1978. Photo by Craig Herndon, *The Washington Post*, November 16, 1978.



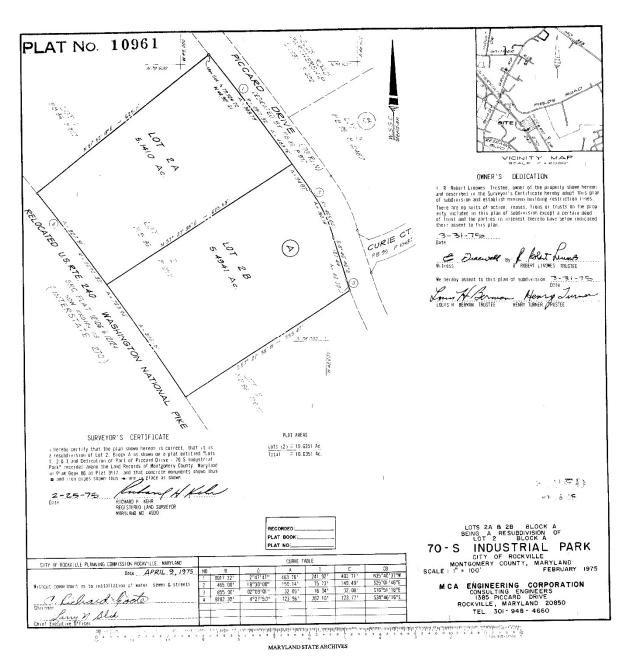
Historic Image 2: I-270 "Golden Mile," 1978 Photo by Craig Herndon, *The Washington Post*, November 16, 1978.



Historic Image 3: Plat No. 9117, 1969. From Montgomery County Land Records, www.plats.net.



Historic Image 4: Plat No. 9281, 1969. From Montgomery County Land Records, www.plats.net.



Historic Image 5: Plat No. 10961, 1975. From Montgomery County Land Records, www.plats.net.

Name 70-S Industrial Park Continuation Sheet



Photo 1 of 8: West side of Piccard Drive. View from driveway of 1330 Piccard Drive, looking north.



Photo 2 of 8: Ward Building, 1300 Piccard Drive, east entrance. View from parking lot looking west.

Name 70-S Industrial Park **Continuation Sheet** 



Photo 3 of 8: 1330 Piccard Drive, northwest elevation. View from parking lot, looking northeast.



Photo 4 of 8: 1350 Piccard Drive, west elevation. View from parking lot, looking east.

Name 70-S Industrial Park Continuation Sheet



Photo 5 of 8: 1370 Piccard Drive, southeast oblique. View from parking lot, looking east.



Photo 6 of 8: 1380 Piccard Drive, northeast oblique. View from parking lot, looking northeast.

Name 70-S Industrial Park Continuation Sheet



Photo 7 of 8: 1390 Piccard Drive, southeast elevation. View from parking lot looking north.



Photo 8 of 8: 1396 Piccard Drive, northeast elevation. View from parking lot looking southwest.

Name 70-S Industrial Park Continuation Sheet

Number Photos Page 5

### **PHOTO LOG**

Name of Property: 70-S Industrial Park

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 8:

West side of Piccard Drive. View from driveway of 1330 Piccard Drive, looking north. M; 26-72\_2018-08-07\_01.tif

Inventory No M: 26-72

### Photo 2 of 8:

Ward Building, 1300 Piccard Drive, east entrance. View from parking lot looking west. M; 26-72\_2018-08-07\_02.tif

### Photo 3 of 8:

1330 Piccard Drive, northwest elevation. View from parking lot, looking northeast. M; 26-72\_2018-08-07\_03.tif

### Photo 4 of 8:

1350 Piccard Drive, west elevation. View from parking lot, looking east. M; 26-72\_2018-08-07\_04.tif

### Photo 5 of 8:

1370 Piccard Drive, southeast oblique. View from parking lot, looking east.

M; 26-72\_2018-08-07\_05.tif

### Photo 6 of 8:

 ${\bf 1380\ Piccard\ Drive,\ northeast\ oblique.\ View\ from\ parking\ lot,\ looking\ northeast.}$ 

M; 26-72\_2018-08-07\_06.tif

### Photo 7 of 8:

1390 Piccard Drive, southeast elevation. View from parking lot looking north. M; 26-72\_2018-08-07\_07.tif

#### Photo 8 of 8:

1396 Piccard Drive, northeast elevation. View from parking lot looking southwest. M; 26-72 2018-08-07 08.tif

Digital image files only, located at the Maryland Historical Trust.

### None

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 710	00 Heatherhill Road	

Address: 7100 Heatherhill Road

City: Bethesda Zip Code: 20817 County: Montgomery

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

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>GN32</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Katherine M. Watts Date Prepared: Jul 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 single-family dwelling at 7100 Heatherhill Road is a two-story, three-bay, side-gabled house with elements of the Colonial Revival style. The building occupies a 0.64-acre parcel near the intersection of Heatherhill Road and Helmsdale Road, north of Cabin John Parkway, southeast of I-495, and west of River Road. According to state tax data and historic aerial photography, the building was constructed circa 1973 (Nationwide Environmental Title Research [NETR] 1970, 1979). The Government of Japan has owned the property since 1974. The building is oriented on a northwest-southeast axis, and the façade (northeast elevation) faces Heatherhill Road. The lot is sloped, allowing for a basement, with the house towards the front (northeast) of the parcel. There are bushes along the façade and the front lawn is dotted with trees, while the rear yard has moderate tree coverage. There is a circular paved asphalt driveway that connects to Heatherhill Road on the north and south ends of the lot, while also branching southwest toward the attached garage. A small stone-veneer retaining wall is located at the east corner of the house. No secondary resources are associated with this building.

The primary core of the house is rectilinear with a one-and-a-half-story, one-bay hyphen and a one-story, one-bay garage appended to the northwest elevation, both of which are visible on the 1979 aerial photograph (NETR 1979). The side-gabled roof with two engaged front-gabled dormers and one front-gabled dormer is sheathed in asphalt shingles. The foundation and structural system on the front elevation are sheathed in a running-bond brick veneer while all other

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

### 7100 Heatherhill Road

elevations are sheathed in vinyl siding. The slightly recessed primary entrance features a single-leaf, paneled wood door with an elaborate door surround that features fluted pilasters, a keystone, and a denticulated cornice. The front entrance is approached by brick steps and a brick stoop. The windows are mostly replacement vinyl units, one-over-one, double-hung-sash with faux muntins; original windows include wood-framed, likely fixed, round and octagonal units. Louvered vinyl shutters with metal S-shaped shutter dogs flank the windows on the primary core's façade. The one-story, one-bay garage features a metal, two-car garage door. One exterior-end brick chimney is centered on the northwest elevation, and one exterior-end brick chimney is located on the southeast elevation.

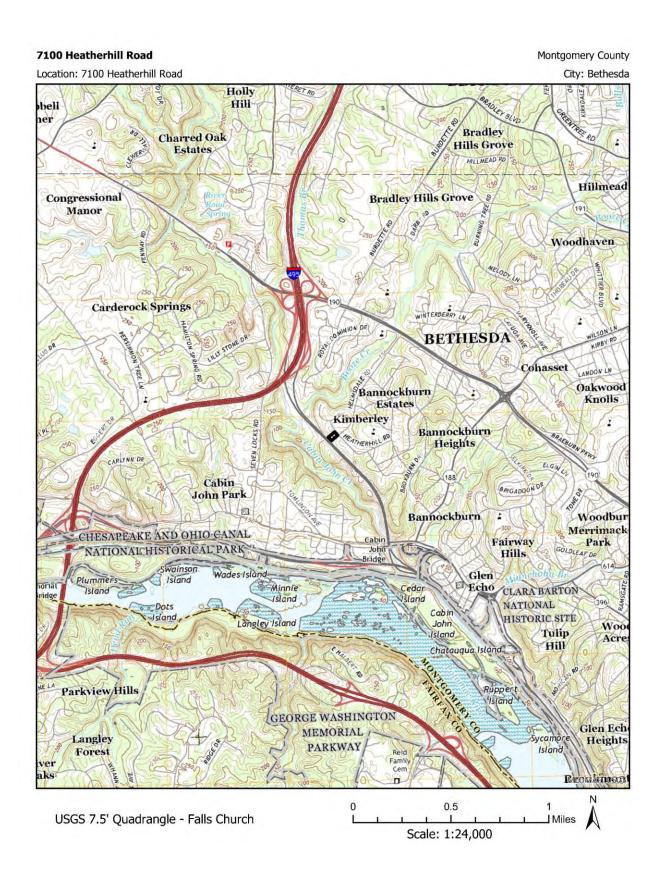
The dwelling at 7100 Heatherhill Road is an altered example of a late-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is therefore not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.64 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map GN32 (2019).

### References:

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

### 7100 Heatherhill Road



## 7100 Heatherhill Road



Oblique of 7100 Heatherhill Road, looking south.



Elevation and entrance detail of 7100 Heatherhill Road, looking southwest.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	7101 Greenbelt Road	

Address: 7101 Greenbelt Road

City: Greenbelt Zip Code: 20770 County: Prince George's

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

Tax Map Parcel Number(s): <u>0030</u> Tax Map Number: <u>00E1</u>

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

Agency: MDOT SHA

Agency Prepared By: **Dovetail CRG** 

Preparer's Name: Adriana Moss Date Prepared: Mar 28, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 7101 Greenbelt Road is a circa-1928, one-and-one-half-story, side-gabled, Minimal Traditional-form house. The building occupies a 3.87-acre parcel north of the I-495 and I-295 intersection in Prince George's County. According to state tax data, the property was constructed circa 1928. The house, which is set back from the south side of Greenbelt Road (Route 193) and is oriented on an approximate north-south axis, faces north towards Greenbelt Road. The dwelling sits on an irregularly shaped tree-covered parcel and accessed by a long asphalt driveway that terminates in a turnaround at the dwelling. Secondary resources include an outbuilding and garage with a carport.

The three-bay building rests on a continuous basement foundation and the frame structural system is clad in flat-bottom asbestos siding. The façade includes a projecting gable-front bay on its west end and, to its east, a centered primary entrance with a single-leaf, half-glazed, paneled wood door and a metal storm door beneath a one-story, two-bay, shed-roof porch supported by decorative iron posts. A side entrance is located on the north elevation and is accessed by a shed-roof, concrete entry porch supported by square wood posts. Windows are primarily metal-frame and comprise six-over-six, double-hung-sash units; eight-light, casement; and a tripartite window with a central fixed unit flanked by three-light casements. Wood-frame awning

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

### 7101 Greenbelt Road

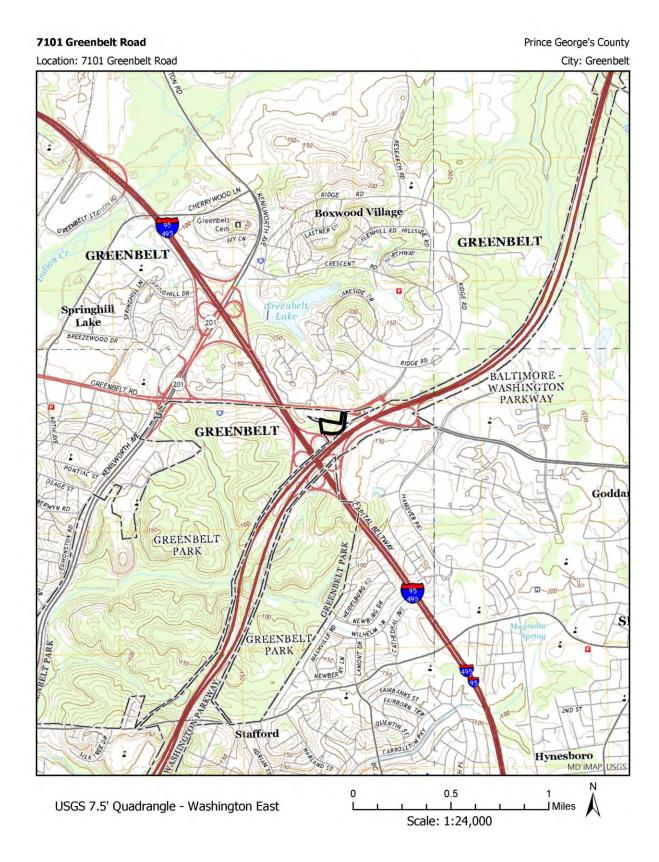
windows are in the crawl space. The roof is clad with asphalt shingles and features a partial-width shed roof dormer on its south slope. An exterior-end brick chimney is situated in the east half of the north elevation.

A mid-twentieth-century, one-story, two-bay, concrete-block garage is located northwest of the dwelling. An early-twentieth-century, one-story, wood-frame outbuilding is situated west of the dwelling and garage.

The property at 7101 Greenbelt Road is an example of an early-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 3.87 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map 00E1, Parcel 0030 (2019).

### 7101 Greenbelt Road



## 7101 Greenbelt Road



Northeast oblique.



View of garage and shed, looking west.

<b>Property Name:</b>	7104 Heatherhill Road
	·

Address: 7104 Heatherhill Road

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Falls Church

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>GN32</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: <u>Danae Peckler</u> Date Prepared: <u>Aug 1, 2019</u>

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 single-family dwelling at 7104 Heatherhill Road is a one-story, three-bay, Ranch house with simplified ornament suggestive of the Georgian Revival style. The building occupies a 0.5-acre parcel northeast of I-495 in Prince George's County, and faces northeast towards Heatherhill Road. The house was custom built circa 1966 for Dr. Leon M. Liverett and family, though research did not uncover the name of any builder or architect associated with the property (Montgomery County Deed Book CKW 3492, 122). The dwelling is set back from the street and built into the side of a sloped, grassy lot with a walk-out basement accessible along the east elevation. An asphalt-paved driveway leads southwest from Heatherhill Road along the east side of the house to a built-in garage at its northeast corner. Two prefabricated sheds are visible along the southeast property line.

The house has a U-shaped plan, creating a central courtyard at the rear (southwest elevation), visible in aerial imagery. The main block is covered by a hipped roof while two rectangular wings extending from the rear elevation are topped by gabled roofs, both of which are sheathed with slate shingles. The dwelling's foundation and structural system are clad in a stretcher-bond brick veneer. The primary entrance is filled by a set of double-leaf wood doors and recessed below a decorative brick surround at the center of the façade. Window openings mark either bay at the façade, but are filled by louvered wood shutters. Little other fenestration is visible from the road. Two sets of paired, sliding, vinyl-sash windows are seen at the south end of the lower level on the east elevation, while a large fixed vinyl-framed window marks the

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

### 7104 Heatherhill Road

upper level of the house at the southeast corner.

Two small pre-fabricated sheds resting on two-by-four skids are located southeast of the house along the edge of the property line, but were not clearly visible from the road. Aerial imagery indicates that an in-ground pool is located in the backyard.

The property at 7104 Heatherhill Road was built by Dr. Leon M. Liverett and his wife, artist Jane M. Liverett (The Washington Post 2013). Advertisements for the property's sale in the mid-1970s detail a four-bedroom, five-bath dwelling with a studio-greenhouse and great attention to privacy in its design priced between \$217,000 and \$220,000 (The Washington Star 1975, D-17; 1976, F-8). The house has a unique design, but was not identified as the work of an important architect or builder in these advertisements. Its Ranch form and rear courtyard are not unique to the period in which it was built nor are the Georgian Revival-style architectural features that ornament it. It is not associated with events or individuals 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 or possess high artistic value and is also not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.5 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map GN32, Parcel 0000, and referred to as Lot 15 of Block E in the Brannockburn Estates subdivision (2019).

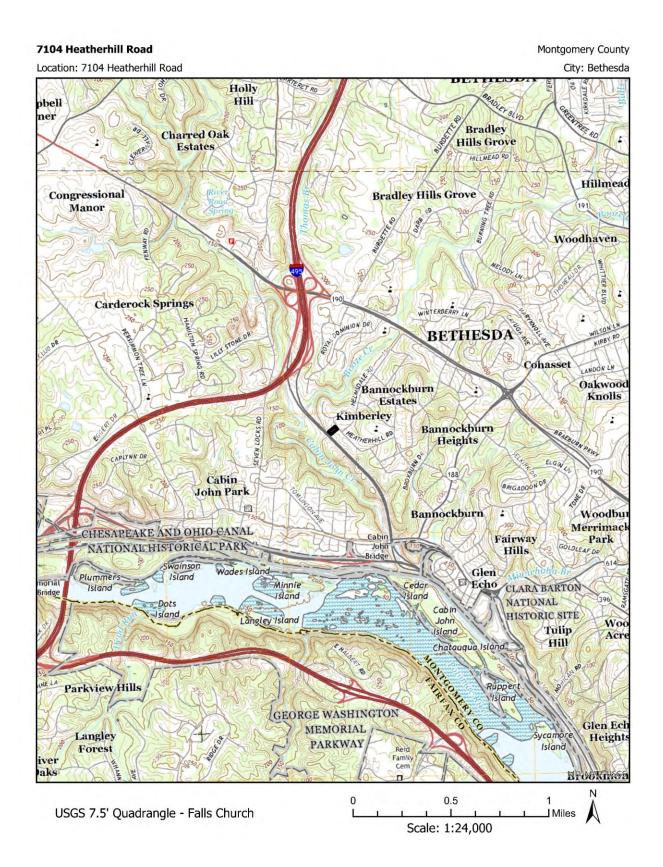
#### References:

Montgomery County Deed Book (PGCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed July 16, 2019. http://www.mdlandrec.net/

The Washington Post. 2013. Obituary for Jane Martin Liverett, October 9, 2013. Legacy.com. Accessed July 16, 2019. https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=jane-m-liverett&pid=167447781.

The Washington Star. 1975. Advertisement for 7104 Heatherhill Road. October 26, 1975, D-17. --- 1976. Advertisement for 7104 Heatherhill Road. February 22, 1976, F-8.

### 7104 Heatherhill Road



### 7104 Heatherhill Road



Northeast elevation.



East Oblique.

Property Name: 7124 Greentree Road	

Address: 7124 Greentree Road

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>GP32</u>

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

Agency: MDOT SHA

Agency Prepared By: **Dovetail CRG** 

Preparer's Name: Katherine M. Watts Date Prepared: Jul 26, 2019

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 single-family dwelling at 7124 Greentree Road is a two-story, four-bay, cross-gabled house with elements of the Colonial Revival style. The building occupies a 0.595-acre parcel at the corner of Greentree Road and Grubby Thicket Way, north of I-495 and east of I-270. According to state tax data and aerial photography, the building was constructed circa 1942. The house is within the Academy Woods subdivision. The building is oriented on a north-south axis, and the façade (east elevation) faces Greentree Road. The house, lined with bushes, sits at the crest of a sloped lot dotted with trees. The rear yard is enclosed by a wood privacy fence. The paved asphalt driveway curves northeast from Greentree Road toward the attached garage, with a stacked stone retaining wall along the north side and steps up to the pedestrian path to the primary entrance. The slope of the parcel allows for a basement on the side and rear. An inground swimming pool is present in the rear yard (Google Earth 2019).

The original house is a T-shaped, gable front and wing form, with a side-gabled garage addition on the south elevation and a side-gabled sunroom addition on the north elevation. The gable front and wing features a foundation and structural system clad in a six-course common bond brick veneer. The primary entrance, centered and located at the intersection of the wing and gable, is filled with a single-leaf paneled wood door with storm door. A pent hipped roof awning sheathed in slate shingles covers the primary entrance. There are two engaged front-gabled dormers on the façade of the side-gabled wing. Windows are all replacement vinyl, double-hung-sash units. Fixed, louvered, vinyl

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

#### 7124 Greentree Road

shutters flank the windows on the façade. A leaded block window to the south of the primary entrance may be the only remaining original window on the façade. The roof is sheathed in slate shingles. Two exterior-end brick chimneys are located on the north elevation.

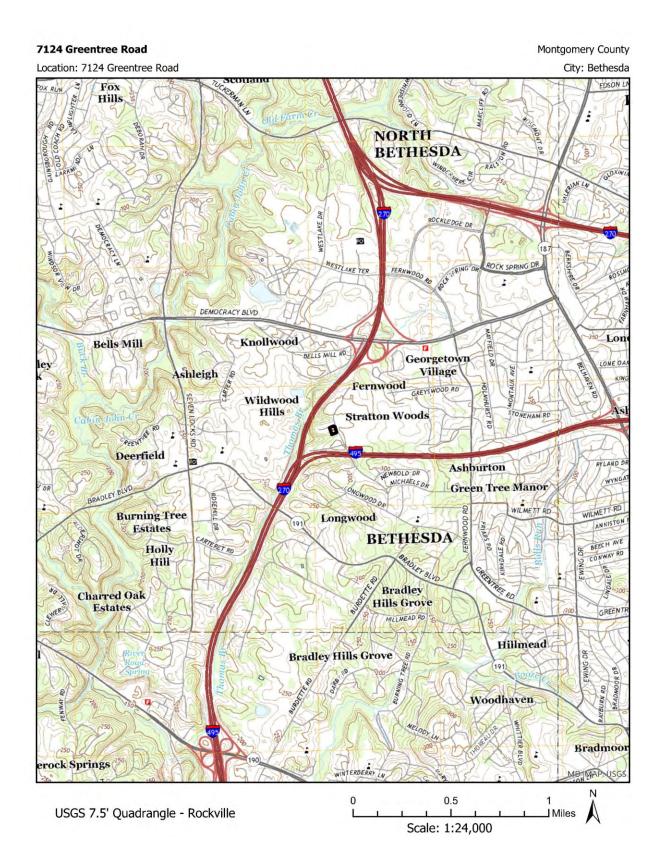
The dwelling at 7124 Greentree Road is an altered example of a mid-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is therefore not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.595 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP32 (2019).

#### References:

Google. 2019. Google Earth [Computer Program]. Accessed July 16, 2019. http://www.google.com/earth/download/ge/agree.html.

### 7124 Greentree Road



### 7124 Greentree Road



East elevation (façade) of 7124 Greentree Road.



Southeast oblique of 7124 Greentree Road.

Property Name: 7205 Longwood Drive	
Address: 7205 Longwood Drive	
City: Bethesda Zip Code: 28017	County: Montgomery
USGS Quadrangle(s): Rockville	
Γax Map Parcel Number(s):	Tax Map Number: GP32
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA
Agency Prepared By: Dovetail CRG	
Preparer's Name: Katherine Watts	Date Prepared:11/12/2018
Preparer's Eligibility Recommendation: X Eligibility not recommendation	mended
Complete if the property is a non-contributing resource to a NI	R district/property:
Name of the District/Property:	
Inventory Number: Eligible:	yes Listed: yes
The single-family dwelling at 7205 Longwood Drive is a two-story, five a 1.038-acre parcel, known as Lot 28 in Block 4 in the subdivision know Interstate-495 Spur in Montgomery County. According to state tax data, appears to have been built circa 1955. The house faces southwest toward sloping lot with a grassy lawn featuring one mature tree, ornamental bus parcel boundaries. A circular asphalt driveway extends from Longwood at the western parcel boundary. A stacked-stone stoop and slate-paving-shouse to the driveway.  This five-bay house is composed of an L-shaped main block with an originarge) attached to the main block's east elevation via a one-bay hypher to the north end of the main block's west elevation. The entire dwelling in a six-course common-bond brick veneer and is capped by a side-gable. The second-story of the front-gambrel, the hyphen, and the addition are double-hung vinyl sash replacements. The main entrance is located in the single-leaf wood door with a stacked stone stoop. A secondary entrance glazed door with flanking full-length fixed windows, giving the appearant stacked-stone stoop and metal railings. At the southwestern end of the fact multi-light fixed window and fanlight above. At the southwestern end of projection with a second-story wood balcony featuring two one-over-one A large three-story, two-bay, front-gambrel addition is located on the not gambrel and front-gabled projections, all clad in wood shingles, has a deather.	In as Longwood, located east of the Interstate-270 and the property was constructed in 1944, however the house als Longwood Drive. It is set back from the road, on a hes partially lining the façade, and mature trees along the Drive at the southern parcel boundary to Longwood Drive stone pedestrian walkway lead from the entrance of the ginal one-story front-gabled wing (likely originally a has a continuous foundation and structural system covered and roof with front-gabled and front-gambrel projections. Clad in vinyl siding. Windows are primarily one-over-one e center bay of the main block and features a six-paneled, is located on the hyphen, featuring a single-leaf fully nee of French doors. This secondary entrance features a gade is a one-bay, front-gabled projection with a large the façade is a two-story, two-bay, gambrel roof e double-hung-sash vinyl windows and French doors.
MARYLAND HISTORICAL TRUST REVIEW Eligibility recommended Eligibility not recommend	ed
MHT Comments:	
Reviewer, Office of Preservation Services	

Date

Reviewer, National Register Program

#### NR-ELIGIBILITY REVIEW FORM

### 7205 Longwood Drive

#### Page 2

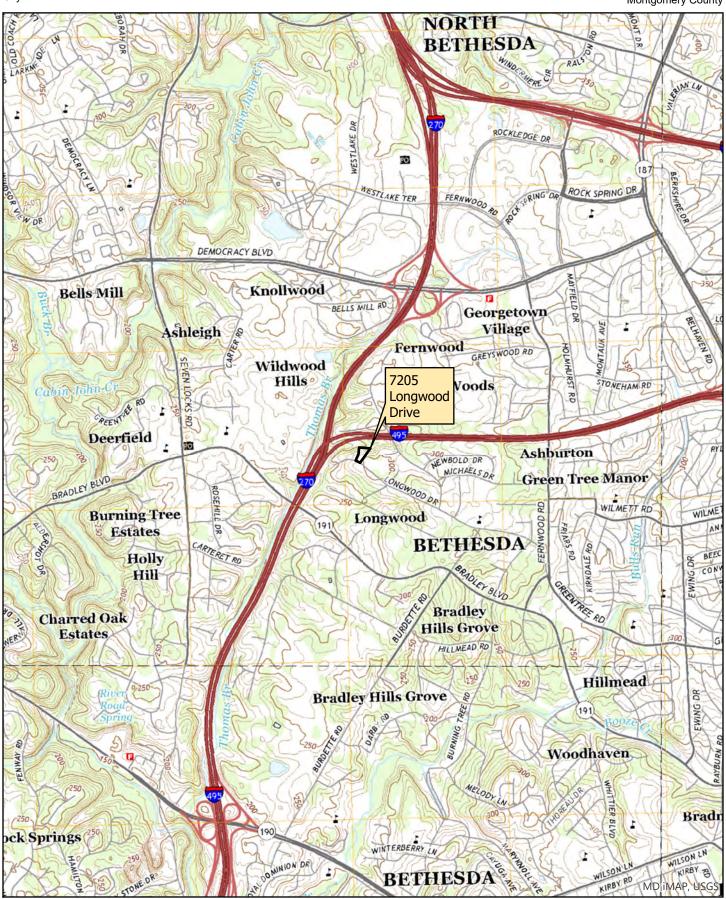
stretcher-bond brick veneer with corbel detail, interior chimney pierces the roof at the ridge above and slightly to the right of the primary entrance.

The property at 7205 Longwood Drive is a heavily altered example of a mid-twentieth-century Colonial Revival-style suburban residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by additions, new windows, and has lost its integrity of materials. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.038 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP32, Parcel 0000 (2018).

MARY	LAND HISTORICAL TRUST R	EVIEW		
	Eligibility recommended Eligibility not recommended			
MHT (	MHT Comments:			
,	Reviewer, Office of Preserv	vation Services	Date	
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	Reviewer, National Regis	ster Program	Date	

City: Bethesda Montgomery County



## 7205 Longwood Drive



Southwest elevation (façade)



Detail of primary and secondary entrances at southwest elevation

Property Name: 722 W. Montgomery Avenue		
Address: 722 W. Montgomery Avenue		
City: Rockville Zip Code: 20850 County: Montgomery		
JSGS Quadrangle(s): Rockville		
Fax Map Parcel Number(s): P184 Tax Map Number: GR12		
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA		
Agency Prepared By: Dovetail CRG		
Preparer's Name: Heather Staton 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 residence at 722 W. Montgomery Avenue is a one-and-one-half story, single-family house reflecting the Minimal Traditional form. The building occupies a 0.42-acre parcel east of Interstate-270 (I-270), south of W. Montgomery Avenue, and west of Adclare Road in Rockville. According to state tax data, the property was constructed in 1955. The house is oriented to face southeast toward Adclare Road. It is set back from the road, sited on a gently sloping, grassy lawn with several mature hardwood trees. A gravel driveway spans in a diagonal direction from Adclare Road to the north side of an access road for the First Baptist Church of Rockville.  The three-bay house, resting on a poured-concrete basement foundation, is clad with aluminum siding. It is covered by moderately pitched, side-gabled roof sheathed in asphalt shingles. An interior brick chimney pierces the roof's northwestern slope. The primary entrance is centered on the southeast elevation and filled with a single-leaf, original wood door and metal storm door. Access to this entryway is gained by a poured-concrete stoop and steps lined with a metal hand rail. Above the door is a metal, shed-roofed awning. Window openings are filled with two-over-two (horizontal muntins), double-hung-sash, wood-framed units and replacement one-over-one units within the gabled ends. A secondary entrance is on the northwest (rear) elevation and is surrounded by a one-story, shed-roofed entry porch. Also associated with this resource is a circa-1960, one-story gable-front garage located immediately north of the dwelling.  The property at 722 W. Montgomery Avenue is an example of a mid-twentieth-century residence common throughout Rockville and Maryland as a whole. 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 slightly modified with some window replacement. It does not repre		
MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended Eligibility not recommended		
MHT Comments:		
Reviewer, Office of Preservation Services Date		

Date

Reviewer, National Register Program

### NR-ELIGIBILITY REVIEW FORM

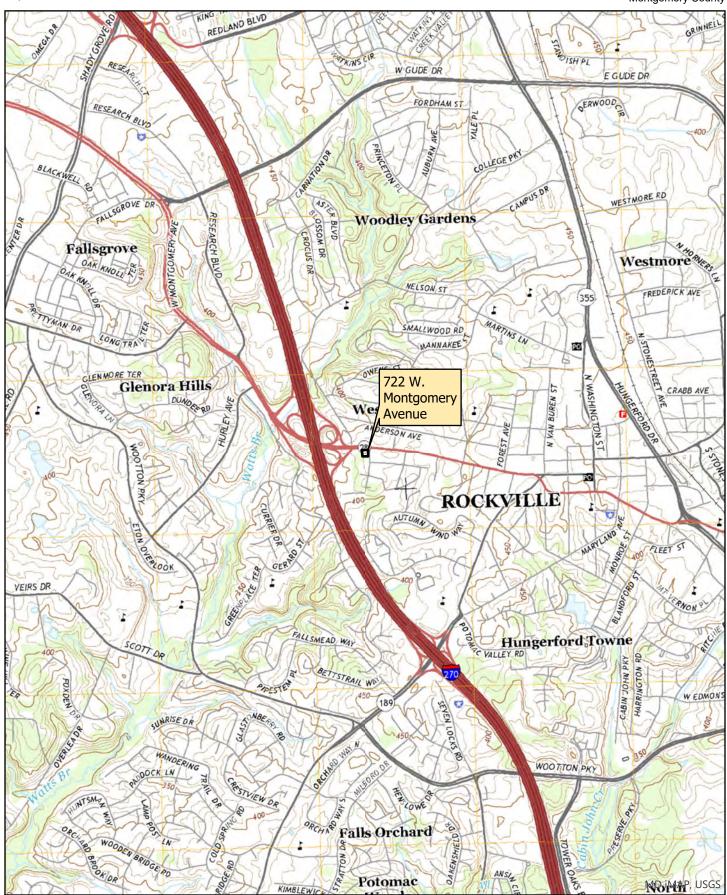
### 722 W. Montgomery Avenue

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Pag	e	Ζ

The boundary for the property encompasses 0.42 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GR12, Parcel P184 (2018).

MARY	LAND HISTORICAL TRUST R	EVIEW		
Eligibi	igibility recommended Eligibility not recommended			
MHT (	MHT Comments:			
,	Reviewer, Office of Preserv	vation Complete	Date	
	Reviewer, Office of Freser	vation Services	Date	
,	Reviewer, National Regis	ster Program	Date	

City: Rockville Montgomery County



722 W. Montgomery Avenue



Resource overview, showing dwelling and garage, looking west



South oblique of dwelling

Property Name: 7330 Arrowood Road

Address: 7330 Arrowood Road

City: <u>Bethesda</u> Zip Code: <u>20817</u> County: <u>Montgomery</u>

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): <u>17</u> Tax Map Number: <u>GP31</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Morgan Fries Date Prepared: Jan 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: No Listed: No

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

The single-family residence at 7330 Arrowood Road is a one-story, side-gabled ranch house with Contemporary-style influences. The building occupies a 1.6-acre parcel east of I-495 in Montgomery County. According to state tax data, the property was constructed circa 1956. The house is oriented on an approximately east-west axis, and the façade faces north, toward Arrowood Road. It is set back on the lot from the road and sited on a flat, heavily treed lot. A U-shaped brick driveway leads from the asphalt road to the façade and garage. A tall, brick wall, painted to match the house's exterior walls, encloses the area immediately north of the building, creating an enclosed courtyard accessed by a metal gate and obscuring the front façade.

The house rests on a continuous foundation and is clad with vertical, painted wood siding. The entrance is located off-center in the façade and is approached via a path of concrete pavers, lined on the east side by a brick wall that subdivides the courtyard. The primary entrance, off-center on the north elevation, is a single-leaf, undecorated, solid, wood door. Two floor-to-ceiling windows with single glass lights are immediately west of the entrance. A row of ribbon windows raised above eye-level is set below the eaves on the eastern side of the north elevation. A flat-roofed two-car garage projects from the western half of the façade; a single

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

### 7330 Arrowood Road

paneled garage door and a of row lights are set at the western end of the courtyard wall. The remaining section of the façade's western half is not visible due to the surrounding walls. The house's primary roof is clad with asphalt shingles. A triple-flue brick slab chimney pierces the roof's southern slope in the section of the house south of the garage. An open-air, raised patio extends from the southern elevation of the house, surrounded by a partial painted brick wall.

The property at 7330 Arrowood Road is an altered example of a mid-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by replacement windows and has lost its integrity of materials. It does not represent the work of a master or possess a high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D for this assessment.

The boundary for the property encompasses 1.6 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP31, Parcel 17 (2018).

### 7330 Arrowood Road

Location:7330 Arrowood Road

Montgomery County City: Bethesda 187 SOLK SPRING DR ROCK SPRING DR WESTLAKE TER FERNWOOD RO DEMOCRACY BLVD Knollwood Bells Mill BELLS MILL RO. Georgetown McAuley Village shleigh Park Fernwood REYSWOOD RD Wildwood Hills Stratton Woods STONEHAM RD Cabin John-C PEENTAL RD. Deerfield Ashburton EWBOLD DR MICHAELSOR 7330 BRADLEY BLVD Green Tree Manor Arrowood WILMETT RD Road **Burning Tree** Longwood Estates BETHESDA ARTERET RO Holly Hill U Bradley Charred Oak Hills Grove Estates HILLMEAD RO Hillmead essional **Bradley Hills Grove** 191 anor Woodhaven Carderock Springs WINTERBERRY LN DOMINION DE VILSON'L BETHESDA Cohasset LANDON LN Oakwood Bannockburn Estates Knolls Estates Kimberley Bannockburn HEATHERHILL RO PAEBLIND IMAP, USGS Heights

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

# I-495/I-270 Managed Lanes Study Short Form DOE Photographs, page 1 of 1

# 7330 Arrowood Road



North elevation (façade)



North elevation window detail

Property Name: 7401 Bradley Boulevard

Address: 7401 Bradley Boulevard

City: <u>Bethesda</u> Zip Code: <u>20817</u> County: <u>Montgomery</u>

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): P090 Tax Map Number: GP31

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

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Morgan Fries 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: <u>No</u> Listed: <u>No</u>

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

The single-family residence at 7401 Bradley Boulevard is a one-story, side-gabled Ranch house. The house is currently in use as an assisted living facility. The building occupies a 0.96-acre parcel east of I-495 in Montgomery County. According to state tax data, the property was constructed circa 1953. The house is oriented on an approximately east-west axis, with the façade facing southeast towards Bradley Boulevard. It is set back from the road, sited on a flat grassy lawn and surrounded by multiple mature trees. A long asphalt driveway, also lined with mature growth trees, leads from the road to the house.

The house has a gabled ell on the east end and side-gabled addition to the west. It rests on a continuous foundation and is clad with a stretcher-bond brick veneer with vinyl siding on the gable ends. Metal vents are located in the apexes of the end gables. The façade includes multiple entrances beneath a pair of recessed porches separated by a two-bay projection. The east entrance, located at the intersection of the main block and gabled ell, with square columns supporting the recessed porch, holds a paneled wood door. Additional entrances are located beneath the west porch. A single leaf, wood door containing twelve clear glass panes, is located on the southwest side of the projection. A second, similar entrance is located on the opposite side of the porch and provides access to the west addition. Windows appear to be vinyl replacements. Most are one-

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

over-one, double-hung-sash windows with faux muntins. The only difference between these windows is overall size. On the west addition there is a large, 15-light picture window composed of three rows and five columns.

The roof is clad with asphalt-composition shingles. There are three chimneys: one centrally located, one at the west end, and one exterior chimney at the gabled ell. The central chimney appears to be located on the northwestern slope of the side gabled roof line and is a triple chimney. The exterior-end chimney is in line with the northeastern slope of the gabled ell. A detached, shed-roofed structure stands to the west of the main house, on a continuous masonry foundation, with a double leaf entrance and one single-pane large window. This structure is clad in the same brick veneer on the main façade, with vertical wood siding visible on the southern elevation. Fencing between the structure and the main dwelling gives the appearance that the two buildings are connected.

The property at 7401 Bradley Boulevard is an altered example of a mid-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.96 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP31, Parcel 090 (2018).

Location:7401 Bradley Boulevard

Montgomery County City: Bethesda ROCKLEDGE DR 187 ACH SERING DA WESTLAKE TER FERHWOOD RO ROCK SPRING DR SEW DR DEMOCRACY BLVD Knollwood Bells Mill BELLS MILL RO. Georgetown Auley Village shleigh ark Fernwood GREYSWOOD RD Wildwood Hills STONEHAM RD Stratton Woods Cabin John-C PEENTALE 7401 Bradley **Boulevard** Deerfield Ashburton NEWBOLD DR MICHAELSDR BRADLEY BLVD ONGWOOD DI Green Tree Manor WILMETT RD **Burning Tree** Longwood Estates BETHESDA CARTERET RO Holly Hill Bradley Charred Oak Hills Grove Estates HILLMEAD RO Hillmead **Bradley Hills Grove** nal 191 Woodhaven rderock Springs WINTERBERRY LN DOMINION DE BETHESDA Cohasset LANDON LN 0.5 0 1

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

# I-495/I-270 Managed Lanes Study Short Form DOE Photographs, page 1 of 1

# 7401 Bradley Boulevard



Southeast elevation (façade)



Southwest oblique

Property Name: 7415 Bradley Boulevard

Address: 7415 Bradley Boulevard

City: <u>Bethesda</u> Zip Code: <u>20817</u> County: <u>Montgomery</u>

**USGS Quadrangle(s):** Rockville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>GP31</u>

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

Agency: MDOT SHA

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: <u>Katherine Watts</u> Date Prepared: <u>Jan 7, 2019</u>

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: <u>No</u> Listed: <u>No</u>

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

The resource, a single-family dwelling and carport at 7415 Bradley Boulevard, features a one-story, hippedroof, Ranch house with Contemporary-style exterior elements and a carport. The resource occupies a 1.269-acre parcel east of I-495 in Montgomery County. According to state tax data, the primary resource, the dwelling, was constructed in 1948. The resource is set back from the road on a sloped lot with scattered mature trees and bushes lining the driveway and facade. From Bradley Boulevard, most of the house, the façade of which faces southeast, is obscured by trees and the slope of the lot. An enclosed entry garden is surrounded by a brick screen, concealing the primary entrance. A paved asphalt driveway leads up the hill from Bradley Boulevard to the house and detached carport. Two brick gateposts with an iron gate flank the driveway near the edge of the parcel boundary.

The foundation and structural system of the house are mostly clad in a stretcher-bond brick veneer, with vertical siding near the primary entrance. This entry, double-leaf wood doors with eight panels each, is located in the eastern bay of the façade, mostly obscured by the brick-screened entry garden. A paving-stone pedestrian path leads through the entry garden to the primary entrance from the driveway. The bays to the

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

west of the primary entrance include fixed vinyl windows and one-over-one, double-hung-sash vinyl replacement windows, some of which are corner windows with corner supports.

An attached garage mentioned in a 1955 real estate advertisement for the house (The Evening Star 1955, 58) has been converted to living space. The former garage forms an L-shape with the house and is mostly hidden behind the brick screen. The former attached garage has a flat roof, while the complex hipped roof of the house is clad in asphalt shingles. There are two central, interior, brick-veneered chimneys with corbel details and metal flues that pierce the slope of the hipped roof. A large, Contemporary-style carport is located southwest of the primary resource and oriented parallel to the attached garage. The carport has a flat roof clad in corrugated metal and features exposed rafters. Four rectangular wood posts support the roof. Flanking each side of the driveway near the parcel boundary and Bradley Boulevard are two brick-veneered gate posts with concrete caps and a single-leaf iron gate that swings from one side to the other.

The resource at 7415 Bradley Boulevard is a heavily modified example of a mid-twentieth- century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by alterations to the original form and by replacement materials such as new windows and has therefore lost its integrity of materials and design. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 1.269 acres and is confined to the tax parcel which is found on Montgomery County Tax Map GP31, Parcel 0000 (2018).

#### References:

The Evening Star. 1955. Advertisement for 7415 Bradley Boulevard. October 9, 1955, B-17.

Location:7415 Bradley Boulevard

Montgomery County City: Bethesda ROCKLEDGE DR 187 ROLL SERING OR WESTLAKE TER FERNWOOD RO ROCK SPRING DR WDR DEMOCRACY BLVD Knollwood Bells Mill BELLS MILL RD Georgetown IcAuley Village shleigh Park Fernwood GREYSWOOD RD Wildwood Hills STONEHAM RD Stratton Woods Cabin John-C 7415 Bradley **Boulevard** Deerfield Ashburton NEWBOLD DR MICHAELSOR VATEN OR BRADLEY BLVD Green Tree Manor ONGWOOD DI ROSEHILL WILMETT RD FERNWOOD RD. **Burning Tree** Longwood PR Estates BETHESDA ARTERET RO Holly Hill Bradley Charred Oak Hills Grove Estates HILLMEAD RO Hillmead **Bradley Hills Grove** sional or Woodhaven Carderock Springs WINTERBERRY LN DOMINION DE LILLY STONE DR BETHESDA Cohasset LANDON LN OAKWOOD USGS 0.5 0 1

K

**J** Miles



South oblique



Southeast elevation (façade)



Southeast elevation and partial view of primary entrance



Carport

Property Name	7601 Good Luc	k Road	

Address: 7601 Good Luck Road

City: <u>Lanham</u> Zip Code: <u>20706</u> County: <u>Prince George's</u>

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): <u>0012</u> Tax Map Number: <u>0034</u>

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning Date Prepared: Nov 6, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 7601 Good Luck Road is an altered one-story side-gabled house. The building occupies a 0.64-acre parcel west of I-495 in Prince George's County. According to state tax data, the property was constructed in 1955. The house has been enlarged and is currently in use as a veterinary clinic. It is oriented on an approximately eastwest axis, and the facade faces north toward Good Luck Road. It is set back from the road behind a narrow lawn and an asphalt parking lot that continues to the rear of the building. Asphalt driveways at the east and west sides of the parcel lead from Good Luck Road to the parking lot. An interior-lit monument sign stands along the road, between the entrance drives.

The house, originally a side-gabled Minimal Traditional, has been enlarged to the west and south. The six-bay house, resting on a stone-clad foundation, is finished with vinyl siding. A three-bay cross gable occupies the west side and contains the primary entrance, located in the east bay beneath a gabled porch. The porch, approached via stairs from the west and a ramp from the east, features square stone-clad columns, and painted shingles finish the gable. The double-leaf entrance consists of paneled metal doors with glazing in the upper half. The two west bays contain paired, vinyl casement windows. The three-bay east half, which incorporates the original structure, encompasses an off-center secondary entrance flanked by paired, vinyl sliding windows. The entrance, located beneath a partially enclosed front-gabled porch, includes a single-leaf, paneled wood door with six-light glazing. At the enclosed part of the porch to the

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

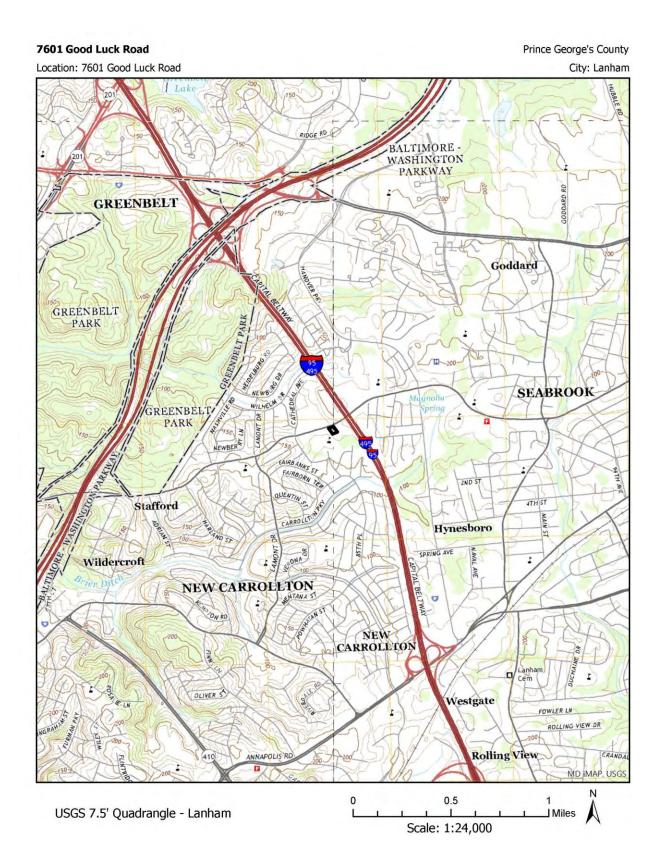
### 7601 Good Luck Road

east, windows are fixed, vinyl units with false muntins. Like the other porch, the gable is clad with painted shingles. The building has an asphalt-composition shingle roof with a close-set rake and eave. An interior brick chimney pierces the north slope east of the secondary entrance porch. Two hipped-roof, wood-framed sheds border the property line east of the house, along the rear parking area. A fenced area for animals is located at the building's southwest corner.

The property at 7601 Good Luck Road is an altered example of a mid-twentieth-century residence 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 enlarged and modified by new materials, including doors and windows. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.64 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0034, Parcel 0012 (2019).

### 7601 Good Luck Road



### 7601 Good Luck Road



View south from Good Luck Road



Oblique showing north facade and west elevation

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Page 1 of 1

Name of Property: 8214 Stone Trail Drive, Carderock Springs Historic District

**Location: Montgomery County, MD** 

8214 Stone Trail Drive is not included in the 2008 Carderock Springs Historic District NRHP form. This addendum corrects the oversight and provides the contributing status of the property.

Inventory No. M: 29-59

8214 Stone Trail Drive, completed in 1968, is a split-level constructed by Edmund Bennett following the "Clubview" model designed by Keyes, Lethbridge, & Condon for the Carderock Springs development. The property was sold by Edmond J. Bennett Associates, Inc. on May 17, 1968, indicating that construction of the dwelling likely began in 1967 (Montgomery County Deed Book 3743:51, 1968). This date falls within the district's period of significance of 1962-1967; the house is clearly contemporary with the other Bennett models in Carderock Springs and is part of the development's original construction, which the period of significance is intended to encompass.

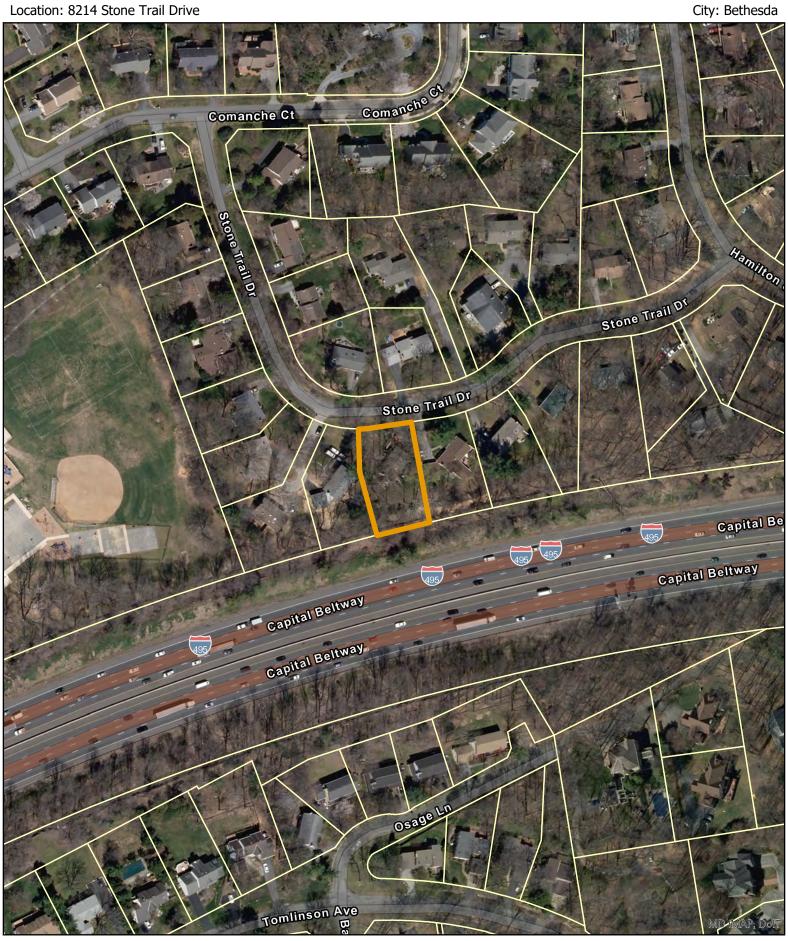
The dwelling is relatively unmodified and displays the same high degree of integrity as adjacent Clubview models (such as 8212, 8215, and 8216 Stone Trail Drive). The NRHP form indicates that properties will contribute to the district if they retain integrity as examples of their type and are associated with the theme of Bennett/KLC collaboration. 8214 Stone Trail Drive meets these qualifications and contributes to the Carderock Springs Historic District.



8214 Stone Trail Drive (credit: Google Street View – April 2012)

Prepared by: Sarah Groesbeck Date: June 25, 2019

Location: 8214 Stone Trail Drive



0.04 Scale: 1:2,000

0.07

\_ Miles

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

Eligible:

**County:** Prince George's

Tax Map Number: 0052

Date Prepared: May 21, 2019

Listed:

**Agency: MDOT SHA** 

Property Name: 8803 Ardwick Ardmore Road

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code:** 20785

Address: 8803 Ardwick Ardmore Road

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0083

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

City: Lanham

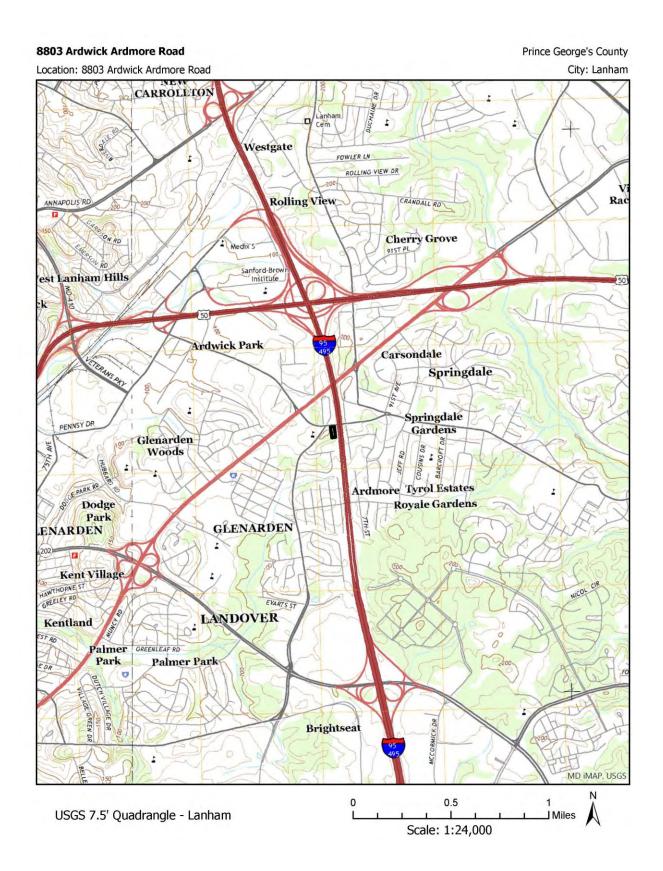
house. The house occupies a 0.74-acre parcel wes and north of Glenarden Parkway. According to sta from the road, and a large wooden picket privacy	e attach map and photo) nore Road is a one story, five-bay, cross-gabled, Minimal Traditional st of I-495, south of Ardwick Ardmore Road, east of Brightseat Road, ate tax data, the house was constructed in 1945. The house is set back fence obscures a majority of the house and eastern side of the driveway connects with Ardwick Ardmore Road on the northwest side
building is clad in vinyl siding and has a foundation elevation) includes an off-center entrance covered accessed by several steps. The entrance has a sing frame and comprise one-over-one, double-hung-sbrick chimney is located on the west side of the howith a double-leaf door.	Ind a gable-roofed addition extends from the west elevation. The in of parged concrete, but no structural system. The façade (northed by a front-gabled entry porch supported by square wooden posts and gle-leaf, fiberglass door with an integrated fanlight. Windows are vinyl sash units. The roof is sheathed in asphalt shingles and an exterior-end ouse. To the southwest of the house sits a front-gabled, plywood shed in example of an altered mid-twentieth-century, single-family residence
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer National Register Program	Date

### 8803 Ardwick Ardmore Road

common to Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.74 acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0083, Lot 00.

### 8803 Ardwick Ardmore Road



## 8803 Ardwick Ardmore Road



Northwest oblique of 8803 Ardwick Ardmore Road.



North elevation of 8803 Ardwick Ardmore Road.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	8808 Spring Avenue	

Address: 8808 Spring Avenue

City: Lanham Zip Code: 20706 County: Prince George's

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0044</u>

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

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann Date Prepared: Jun 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 single-family dwelling at 8808 Spring Avenue is a one-and-a-half-story Colonial Revival-inspired Cape Cod house. The building occupies a .95-acre lot in a residential area east of the Capital Beltway (I-495). According to state tax data, the dwelling was constructed circa 1953. The south-facing house sits on a level lot and is oriented east-west. A lawn with trees, bushes and planting beds lies between the house and the street. A wide asphalt driveway leads from the street to the attached garage. A curved concrete walkway, lined by wooden railroad ties, leads from the driveway to the front door. A combination of tall chain-link and wood-board fencing encloses the rear yard. There are wooden gates on the south side of the fence. A rectangular pool and concrete deck are north of the house. A gable-front shed with paired doors is in the northwest corner.

The south façade of the brick-clad dwelling has three bays and a central doorway accessed by a brick and concrete stoop. A narrow concrete walkway lines the façade on either side of the stoop. The door is paneled and covered by a metal storm door flanked by applied shutters. Replacement eight-over-eight vinyl windows with applied shutters flank the door. Two gable-front dormers project from the roof slope above the first-story windows. The dormers have six-over-six wood windows covered by metal storm windows, surrounded by horizontal aluminum siding. Other window openings include six-over-six vinyl replacement windows on the

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

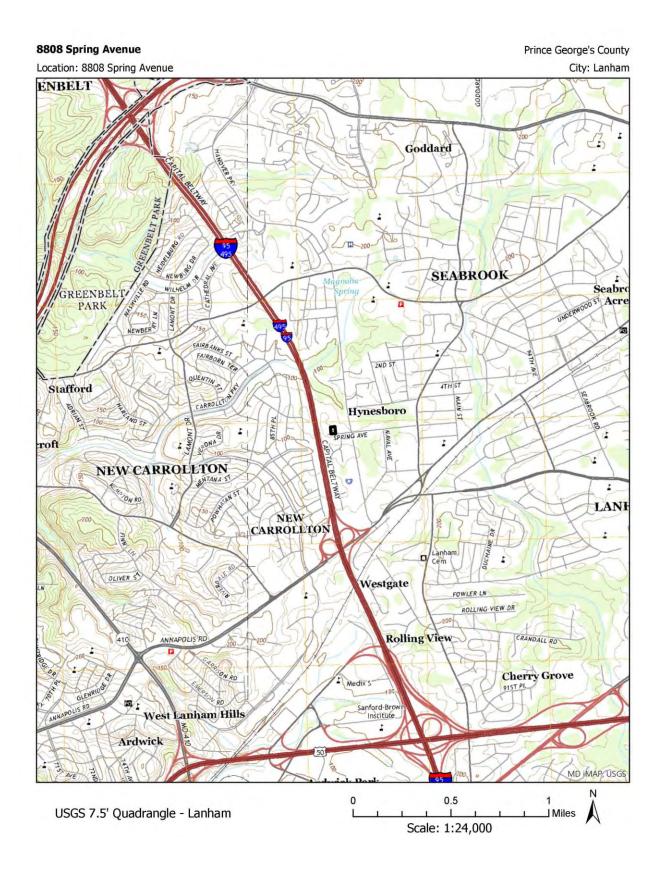
### 8808 Spring Avenue

first floor and possibly original six-over-six wood windows with metal storm windows on the second. At the west end, and recessed from the façade, is a one-bay, side-gable attached garage with a paneled wooden roll-up door with four lights. A dentiled cornice runs along the roofline of both the façade and the garage. A one-story frame addition, covered in vinyl siding, extends from the north elevation. A shed-roof addition clad in vinyl siding with a balcony extends from the second-story of the garage. A brick exterior-end chimney with corbelled cap is on the east elevation; triangular vents are located at the gables on the west elevation. The roof is clad in asphalt shingles.

The property at 8808 Spring Drive is an undistinguished, altered example of a mid-twentieth-century residential form common throughout Maryland. The first-floor windows have been replaced and additions constructed on the north elevation. 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 or possess high artistic value; therefore, the property is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses .95 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, parcel 0000, property identifier 20-2273837.

### 8808 Spring Avenue



## 8808 Spring Avenue



South facade



South facade and east elevation

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: <u>0044</u>

Date Prepared: May 21, 2019

Listed:

**Agency: MDOT SHA** 

**Zip Code**: 20706

Property Name: 8819 Saunders Lane

Address: 8819 Saunders Lane

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

City: Lanham

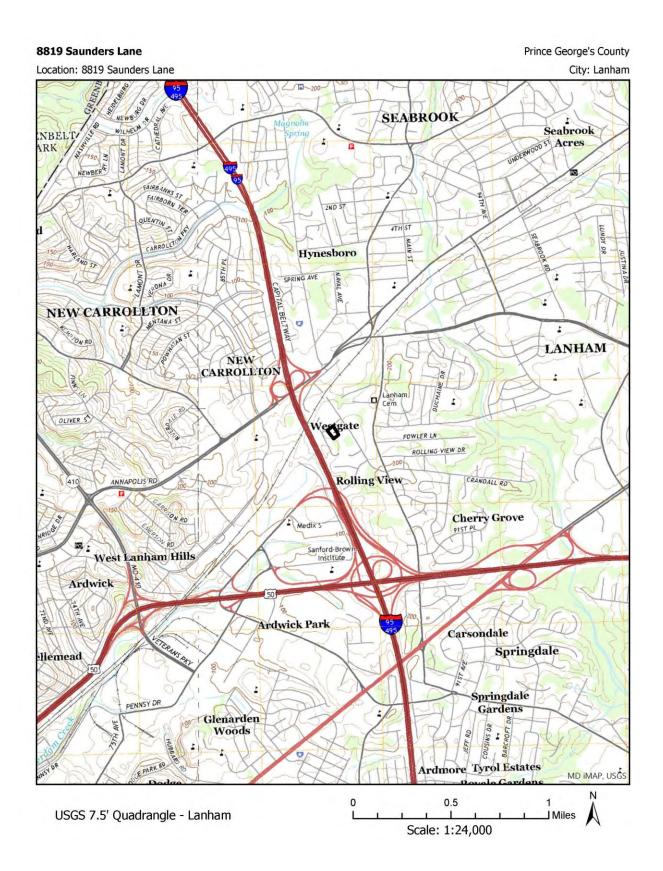
<b>Description of Property and Justification:</b> (Pleas	se attach map and photo)
occupies a 1.2-acre parcel east of I-495, south of	ne is a one-story, four-bay, side-gabled, Ranch house. The house f Saunders Lane, west of Lanham Station Road, and north of Misty Drive. tructed in 1959. The house is set back from the road and features a
	ge and several bushes. A wooden fence encloses the rear yard. A semi-
structural system are clad in brick, stretcher-bon accessed by two steps. The entrance has a single the door and a metal storm door. Windows are vinclude a bay-window unit at the center of the fa	rojection from the north elevation. The building's foundation and not veneer. The façade (north elevation) includes an off-center entrance e-leaf, fiberglass door with a four-light transom on the western side of vinyl frame and comprise one-over-one, double-hung-sash units and açade. The roof is sheathed in asphalt shingles, and a central-interior buth of the house is a side-gabled shed covered in vinyl siding.
Prince George's County. It is not associated with	ole of a mid-twentieth-century, single-family residence common to events or persons that have made a significant contribution to history gister of Historic Places under Criteria A or B. The house does not
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

### 8819 Saunders Lane

represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 1.2 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0000, Lot 00.





Northwest elevation of 8819 Saunders Lane, looking southeast.



Northeast elevation of 8819 Saunders Lane, looking southwest.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0044

Date Prepared: May 21, 2019

Listed:

**Agency: MDOT SHA** 

**Zip Code:** 20706

Property Name: 8820 Saunders Lane

Address: 8820 Saunders Lane

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0120

**Agency Prepared By:** Dovetail CRG

**Inventory Number:** 

Preparer's Name: Madalyn Kelly

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

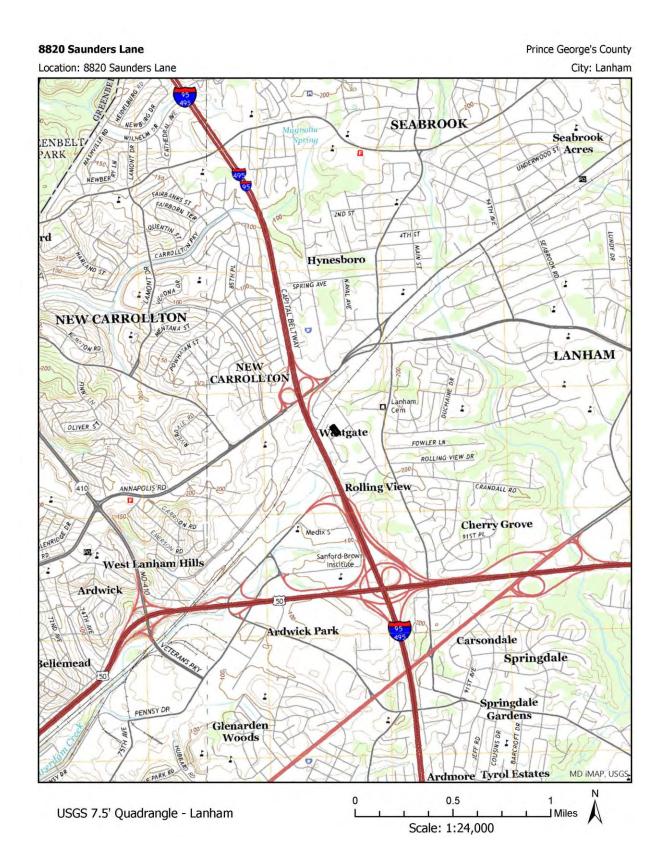
Preparer's Eligibility Recommendation: Not Recommended

City: Lanham

<b>Description of Property and Justification:</b> (Please	e attach map and photo)
The single-family residence at 8820 Saunders Lan The building occupies a 0.54-acre parcel east of I- Prince George's County. According to state tax da an approximately northwest-southeast axis, and to	e is a one-and-one-half-story, side-gabled, Minimal Traditional house. 495 and east of the intersection of Ruxton Drive and Saunders Lane in ata, the property was constructed circa 1949. The house is oriented on the façade faces southeast toward Saunders Lane. It is set back from ear driveway leads from Saunders Lane to a carport on the southwest
siding. The façade includes an off-center entrance replacement door with a central vertical light. Ad replacement windows with faux muntins. The rood dormer. An exterior-end, brick chimney is located. The dwelling at 8820 Saunders Lane is an altered throughout Maryland. It is not associated with every contract the second contract of the secon	and has a structural system clad in stretcher-bond brick veneer and vinyle accessed by a wood stoop. This entrance has a single-leaf ditional fenestration includes one-over-one, double-hung-sash vinyle of is clad with asphalt-composition shingles and features a shed-roofed don the southwest elevation of the dwelling.  Example of a mid-twentieth-century residential form common tents or persons that have made a significant contribution to history ster of Historic Places under Criteria A or B. Because the building has
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

been modified with new windows and siding, it has lost its integrity of materials, design, and workmanship. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.54 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0120, and lot 2 (2019).





8820 Saunders Lane, house, east oblique.



8820 Saunders Lane, house and carport, looking north.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Prince George's

Tax Map Number: 0052

Date Prepared: May 22, 2019

Listed:

**Agency: MDOT SHA** 

**Zip Code**: 20774

Property Name: 8904 Ardmore Road

Address: 8904 Ardmore Road

**USGS Quadrangle(s):** Lanham

Tax Map Parcel Number(s): 0000

Agency Prepared By: Dovetail CRG

**Inventory Number:** 

Preparer's Name: Mical Tawney

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

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

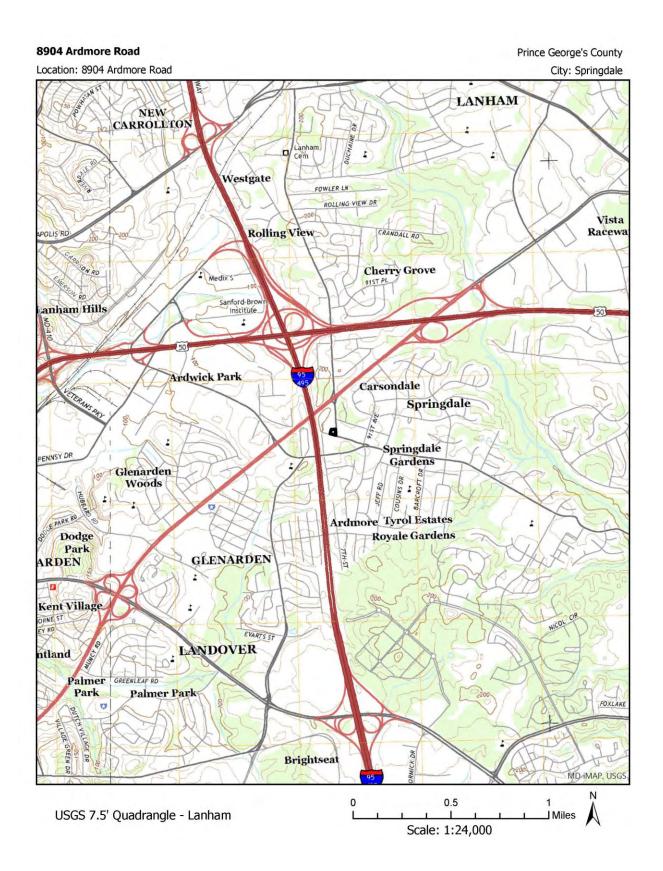
City: Springdale

<b>Description of Property and Justification:</b> (Please a	attach map and photo)		
•	is a one-and-a-half story, three-bay, side-gabled, Cape Cod house.		
·	, north of Ardwick Ardmore Road, west of Whitfield Chapel Road, and		
	to state tax data, the house was constructed in 1951. The house is		
	lawn with moderate tree coverage. An asphalt driveway connects of the house. A chain link fence surrounds the property on all sides. A		
concrete sidewalk connects with Ardmore Road and	· · · ·		
, ,	rame structural system is clad in vinyl siding. The southern elevation		
includes a central entrance accessed by three concrete stairs covered by a front-gabled entry porch. The entrance has a			
	single-leaf, fiberglass door with an integrated four-light fanlight and a fully glazed, metal storm door. Windows are vinyl frame and comprise one-over-one, double-hung-sash units. The roof is clad with asphalt shingles and features two front-		
	end brick chimney is located on the east side of the house. The rear		
·	ass door covered with a half-glazed, metal storm door. A small entry-		
porch covered by an awning and a small flight of sta	•		
North of the house sit two sheds: the one-story, the	ree-bay shed on the west has a side-gambrel roof with two windows		
MARYLAND HISTORICAL TRUST REVIEW			
Eligibility recommended:	Eligibility not recommended:		
MHT Comments:			
Reviewer, Office of Preservation Services	Date		
B. G. Aleksand Bardala Bardala Bardala	P. I.		
Reviewer, National Register Program	Date		

and a central entrance via a double-leaf door, and the one-story, one-bay, cinder block shed on the east has a front-gable roof, no windows, and a double-leaf, central entrance on the south side.

The resource at 8904 Ardmore Road is an example of a mid-twentieth-century, single-family residence common to Prince George's County. 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 house does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.42 acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0000, Lot 00.





Oblique with sheds in rear, looking northeast.



Northeast oblique of 8904 Ardmore Road, looking southwest.

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Page 1 of 1

Name of Property: 8906 Ardwick-Ardmore Road

Location: 8906 Ardwick-Ardmore Road, Landover, Prince George's County

The purpose of this addendum is to document the Maryland Historical Trust's (MHT) prior eligibility determination for 8906 Ardwick-Ardmore Road. 8906 Ardwick-Ardmore Road was evaluated for National Register of Historic Places (NRHP) eligibility in 2000 as part of the Jefferson Street/Ardwick-Ardmore Road Neighborhood (PG:73-29). At that time, MHT determined that the district, including 8906 Ardwick-Ardmore Road, is not eligible for the NRHP. Two other individually listed properties within the neighborhood, 4403 Jefferson Street (PG:73-24) and 4509 Jefferson Street (PG:73-22) were also evaluated as part of the district and were determined not eligible at that time. The property encompasses 31,951 square feet, approximately 0.73 acres, and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0052, Parcel 0098 (2018).

Inventory No. PG:73-23

Prepared by: Matt Manning MDOT State Highway Administration Date: 10/16/2018

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: 9001 Annapolis Road

Address: 9001 Annapolis Road (MD 450)

City: <u>Lanham</u> Zip Code: <u>20706</u> County: <u>Prince George's</u>

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0044</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney Date Prepared: Oct 15, 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 9001 Annapolis Road is a one-story, five-bay, fast-food restaurant. The building occupies a 0.585-acre parcel east of I-495, south of Annapolis Road and north of the former B&P Railroad (PG:71A-54). According to state tax data, the building was constructed in 1970. The commercial building is set back on the southern side of Annapolis Road among other commercial enterprises. It is surrounded by an asphalt parking lot on the west, south, and east sides, and manicured grass on the north. Concrete sidewalks line the building and lead to multiple entrances on the northwest, southwest, and southeast elevations. A metal sign is situated on the northwest side of the building along Annapolis Road.

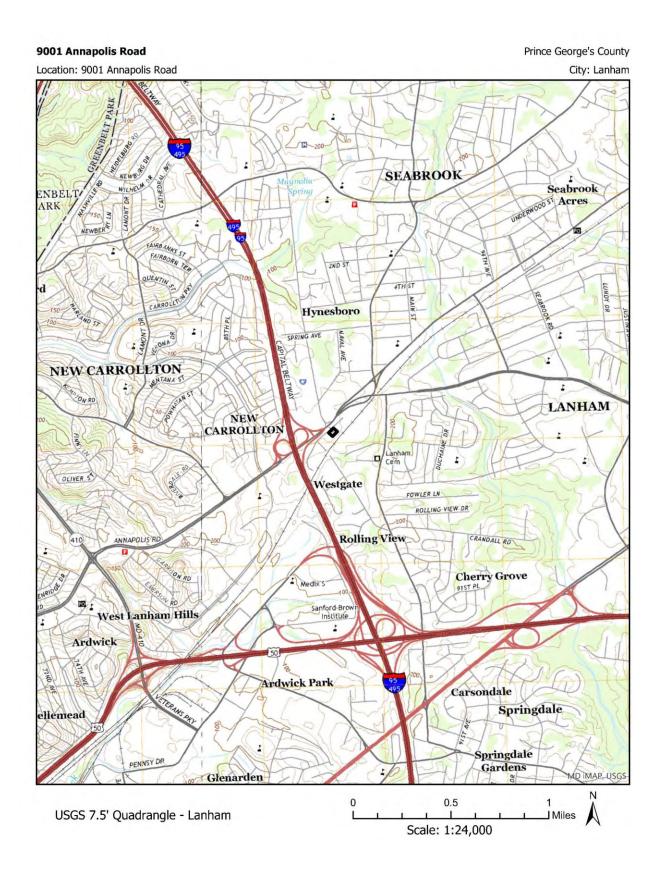
The building has a linear form and no visible additions. The restaurant has a continuous brick-clad foundation and the structural system is sheathed in stucco; the mansard roof is clad in asphalt shingles. The façade (northwest elevation) includes a central entrance accessed by concrete stairs; it is filled with a double-leaf, glazed, metal-frame door flanked by large fixed sidelights. A secondary public entrance centered on the southwest elevation is filled with a single-leaf, glazed, metal-frame door and sidelights. An additional entrance on the southeast elevation features a single-leaf metal door. The entrances are accessed by concrete steps and ramps lined with metal rails; those on the northwest and southwest elevation also feature a shed entry porch supported by square posts. Windows are of the fixed, rectangular metal-frame variety and one metal-frame bay window is located on the northwest elevation. The southern portion of

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

the roof is pierced by two large vents and two mechanical units. A metal sign is centered on the northwest elevation advertising "Peru's Chicken," the name of the restaurant.

The resource at 9001 Annapolis Road is an example of a commercial building common to Prince George's County and throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The building does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.585-acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000, Lot 00 (2019).





South oblique of 9001 Annapolis Road.



North oblique of 9001 Annapolis Road.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	9001 Ardmore Road
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Address: 9001 Ardmore Road

City: <u>Upper Marlboro</u> Zip Code: <u>20774</u> County: <u>Prince George's</u>

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): <u>0063</u> Tax Map Number: <u>0052</u>

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

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: <u>Danae Peckler</u> Date Prepared: <u>Jul 30, 2019</u>

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 single-family dwelling at 9001 Ardmore Road is a one-and-a-half-story, three-bay, bungalow that occupies a 1.11-acre parcel east of I-495 in Prince George's County, and faces north towards Ardmore Road. State tax data notes a 1943 construction date, but the house's form and materials suggest earlier origins, likely circa 1928 (Prince George's County Deed Book [PGCDB] 323, 455). The parcel is lined by a decorative metal-and-stucco fence along Ardmore Road while the house is setback from the street and accessed by a poured-concrete sidewalk. Mature trees dot the front yard and line the south side of the property, while most of the lot is covered in grass. A gravel driveway extends south from Ardmore Road along the west side of the house and to the well and outbuildings located south and east of the dwelling. Three outbuildings on the property, a chicken house, machine shed, and another outbuilding that may have served as a summer kitchen, are visible in a 1957 aerial photograph (Nationwide Environmental Title Research [NETR] 1957).

The house rests on a continuous, molded, concrete-block foundation and has a frame structural system that is currently clad in vinyl siding. It is covered by an asphalt-shingled, cross-gabled roof. An interior, corbelled, brick chimney rises from the northeast corner of the house. The main entrance is located in the center of the façade (north elevation) under a one-story full-length front porch that is supported by corbelled brick posts. It is filled by a single-leaf door of recent construction, flanked by sidelights and topped by a transom, which are also of recent construction. Most windows in the house are one-over-one vinyl replacement units, though one original two-over-two (vertical muntins),

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

double-hung, wood-sash window remains near the southwest corner of the house. Other replacement windows include three fixed, square, lights in a small bay window at the northwest corner of the house and several glass-block windows at the foundation.

A small, square, stone-and-concrete well and metal pump is situated close to the southeast corner of the house, while three other outbuildings are clustered together a short distance south of the dwelling. These include a one-story, concrete-block, shed-roofed chicken house with a wall of wood-frame windows and a single-leaf door on the southeast elevation; a one-story, concrete-block, machine shed likely open to the elements on the south elevation; and a one-story, frame, gabled-roof building with a metal flue. The frame outbuilding has been readapted to serve as a chicken house; however, its architectural features suggest that it may have been a summer kitchen and cellar with wood-framed windows at the lower level, suggesting use for gardening or food storage.

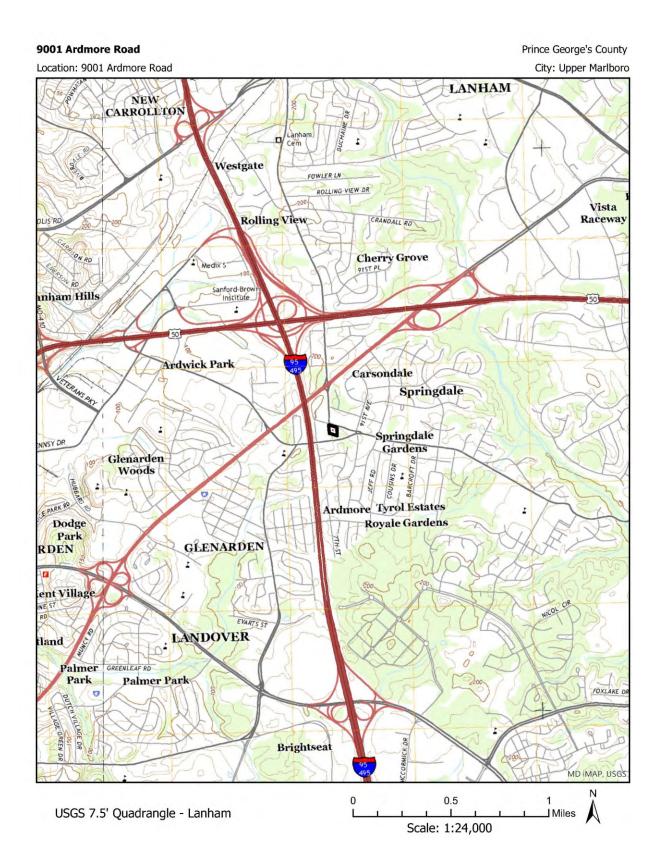
The property at 9001 Ardmore Road is an altered example of an early-twentieth-century rural residence that is fairly common Prince George's County and throughout Maryland. It appears on a 1934 topographic map of the area and was likely constructed around the same time that the parcel was created from the division of widow Hulda Coomes' property in 1928 (NETR 1934; PGCDB 323, 455). This property 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 or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 1.11 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0063 (2019).

#### References:

Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic and USGS Topographic Quadrangles, Prince George's County, Maryland. https://www.historicaerials.com/viewer.

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 16, 2019. http://www.mdlandrec.net





North elevation



Northeast oblique and view of outbuildings at rear, looking south



Southwest oblique





View of chicken house and machine shed, looking southwest.



Northeast oblique of machine shed and outbuilding.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

City: Lanham	<b>Zip Code:</b> 20706	County: Prince George's
Address: 9011 Annapolis Road	(MD 450)	
Property Name: 9011 Annapon	<u>s Ruau</u>	

**USGS Quadrangle(s):** Lanham

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Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0044</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney Date Prepared: Oct 15, 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 9011 Annapolis Road is a one-story, multi-bay, automobile service station. The building occupies a 0.336-acre parcel southeast of Annapolis Road, east of I-495, and northwest of the former B&P Railroad (PG:71A-54). According to state tax data, the building was constructed in 1968. The building, set back from Annapolis Road, is currently used as a National Tire and Battery (NTB) and is set among other commercial enterprises. It is surrounded by an asphalt parking lot, and a concrete sidewalk runs the length of the main entrance. Decorative shrubs are situated on the northwest elevation.

The building has a linear form and no visible additions. The service station has a continuous parged foundation and the concrete-block structural system is stuccoed. The flat roof features metal coping. The main pedestrian entrance is located in the west corner of the southwest elevation and provides access to the office. It features a single-leaf, glazed, metal-frame door surrounded by fixed, metal-frame windows. The remainder of the southwest elevation contains eight garage bays filled with aluminum sectional garage doors with six lights, accessing the service space. Other fenestration includes single-leaf, metal doors. A metal sign is set atop the roof in the northwest portion of the building.

The resource at 9011 Annapolis Road is an example of an automobile service station common to Prince George's County and throughout Maryland. It is not associated with events or persons that have made a significant contribution to

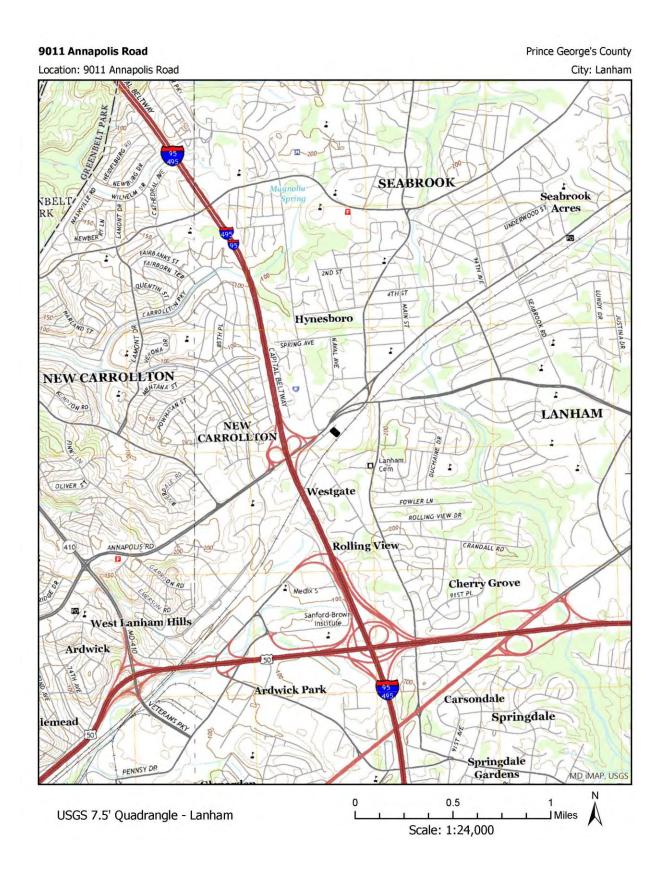
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### NR-ELIGIBILITY REVIEW FORM

### 9011 Annapolis Road

history and is therefore not eligible for the National Register of Historic Place under Criteria A or B. The building does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.336-acre and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000, Lot 00 (2019).





West oblique of 9011 Annapolis Road.



East oblique of 9011 Annapolis Road.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b> 9017 Spring Hill Lane	

Address: 9017 Spring Hill Lane

City: Chevy Chase Zip Code: 20815 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>HP51</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: <u>Katherine Watts</u> Date Prepared: <u>May 21, 2019</u>

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 altered single-family dwelling at 9017 Spring Hill Lane in Chevy Chase is a two-story, three-bay, front-gabled house built circa 1920. The building occupies a 0.46-acre lot at the top of a hill in the middle of Spring Hill, a mid-twentieth-century subdivision. A gravel driveway provides access to the dwelling, branching east off of Spring Hill Lane. The house is oriented on an east-west axis, with the façade (south elevation) facing the driveway. The house is surrounded by a grassy lawn with scattered trees. A stone retaining wall borders the driveway on the east side. A wooden handicap ramp provides access to the front porch. A stepping stone path also leads from the driveway toward the house.

The house at 9017 Spring Hill Lane features a small original core with multiple large additions added to the east, north, and west elevations. The additions primarily have single, paired, and tripartite, double-hung sash, vinyl windows with faux muntins. The original core of the house, which appears as a cross-gabled wing at the façade, features a continuous foundation and structural system clad in weatherboard. The gabled roof is sheathed in asphalt shingles. Fenestration on the original core includes six-over-six and eight-over-eight, double-hung-sash, wood-frame windows. Two sets of replacement French doors are located at the south gable end. A hipped-roof wrap-around porch covers the south and west elevations, supported by Tuscan columns. The original core contains two chimneys: an exterior-end brick chimney on the west elevation and a central-interior chimney clad in vinyl. The house's primary entrance, facing south at the intersection of the original core and west addition, includes a six-light, single-leaf, wood door.

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

#### 9017 Spring Hill Lane

The circa-2008 addition to the west side of the house has a parged concrete foundation and a structural system clad in vinyl siding. The side-gabled roof has dormers and is sheathed in asphalt shingles. Two garage bays as well as a single-leaf wood door with three-light transom are located on the south elevation.

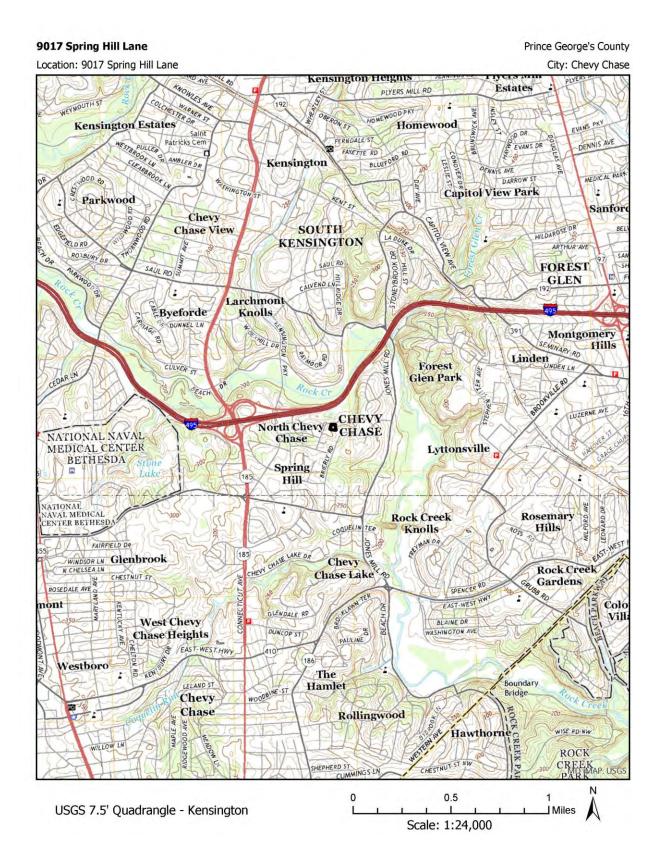
The two-and-a-half-story north addition, which may date to the mid-twentieth century, features a high-pitched side-gabled roof and includes a partially exposed basement and two shed roof dormers on the north elevation.

According to the homeowner, the log cabin addition to the east of the original core was moved to the site from West Virginia. It has full dovetail corner notches with chinking and features vinyl siding in the gable ends. The side-gabled roof is sheathed in standing-seam metal and has skylights. An exterior-end stone and brick chimney is located on the east elevation. This south elevation has two sets of French doors.

The dwelling at 9017 Spring Hill Lane is an extensively altered example of a common house form that no longer reflects its early-twentieth-century construction date. It does not demonstrate important associations 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 or possess high artistic value. In addition, the modifications, such as two large additions, have compromised its historic integrity. Therefore, it is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.4568 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP51, Parcel 0000 (2019).

#### 9017 Spring Hill Lane



## 9017 Spring Hill Lane



South elevation (façade) of 9017 Spring Hill Lane, looking north.



Oblique of 9017 Spring Hill Lane, looking northwest.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

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

Eligible:

**County:** Montgomery

**Tax Map Number:** 

**Agency: MDOT SHA** 

Date Prepared: Oct 9, 2019

Listed:

**Property Name:** 9075 Comprint Court

Project: <u>I-495 & I-270 Managed Lanes Study</u>

Name of the District/Property:

Preparer's Eligibility Recommendation: Not Recommended

**Zip Code:** 20877

Address: 9075 Comprint Court

**USGS Quadrangle(s):** Rockville

**Agency Prepared By: MDOT SHA** 

Preparer's Name: Anne Bruder

**Inventory Number:** 

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

City: Gaithersburg

Description of Property and Justification: (Please attach map and photo)  The Community Support Services, Inc. building standing at 9075 Comprint Court in Gaithersburg is a 2-story, L-shaped beige brick and glass curtain wall warehouse with 8 bays that is used as offices. Some of the windows, those identifiable by thicker metal frames, are operable. All windows are non-orginal replacements. The entrance, located at the intersection of the two wings, consists of a pair of single-leaf glazed metal doors. The roof is flat and includes the HVAC system. The building dates to at least circa 1980, when it appears in the aerial taken that year.			
The warehouse/office building is a ubiquitous resource found throughout Montgomery and Prince George's counties. Designed to provide large enclosed spaces that can easily be converted to different purposes, from churches and office buildings to light manufacturing, these buildings are generally adjacent to main roads, but not directly accessible from them. The resource took hold during the last quarter of the twentieth century as business owners chose less expensive business locations.			
MDOT SHA has determined that 9075 Comprint Court is not eligible for inclusion in the National Register of Historic Places (NRHP). Research conducted as part of this study did not identify events or persons of local, state or national significance and the building is not eligible under Criteria A (events) or B (persons). The building at 9075 Comprint Court is a common resource found throughout Montgomery County and lacks architectural significance; it is not eligible for			
MARYLAND HISTORICAL TRUST REVIEW			
Eligibility recommended:	Eligibility not recommended:		
MHT Comments:			
Reviewer, Office of Preservation Services	Date		
Reviewer, National Register Program	Date		

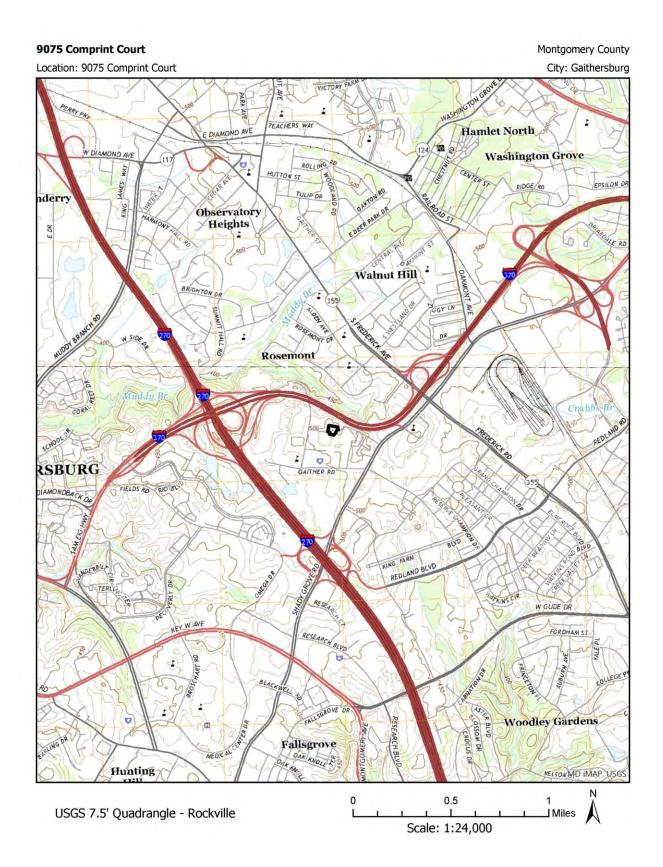
### NR-ELIGIBILITY REVIEW FORM

### 9075 Comprint Court

the NRHP under Criterion C (architecture). NRHP Criterion D (information potential) was not included in this study.

The resource boundary is confined to the tax parcel shown on Montgomery County Tax Map FS62, Parcel 005 in the amount of 49,692 square feet.

#### 9075 Comprint Court



## 9075 Comprint Court



View south along east elevation to south ell



Entrance and window detail at west elevation

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

**Property Name:** 9116-9120 Levelle Drive

Address: South of I-495, west of Jones Mill Road

City: Chevy Chase Zip Code: 20815 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s):MultipleTax Map Number:HP51

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

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 dwellings at 9116-9120 Levelle Drive are a pair of connected, one-story, side-gabled Ranch houses. The buildings occupy two parcels totaling 1.56 acres west of Levelle Drive, and south of I-495 in Montgomery County. According to state tax data, the two dwellings were constructed circa 1948. The houses form an L: the north building (9120 Levelle Drive) is oriented east-west, and the south building (9116 Levelle Drive) extends from its east end on a north-south axis. The buildings face east toward Levelle Drive. The dwellings are situated a short distance from the road and are located on a flat lot with large trees, bushes, and other plantings. They share a gravel driveway, which leads west from Levelle Drive.

The buildings rest on shared basement foundations; 9120 Levelle Drive is clad in wood siding, and 9116 Levelle Drive is clad in a combination of concrete block and poured concrete. The façade of 9116 Levelle Drive has been extensively remodeled and includes an off-center, recessed, entrance filled by a single-leaf, wood-paneled door. The east gable-end entrance to 9120 Levelle Drive is filled by a single-leaf, wood-paneled door with lights and is accessed by a concrete and brick stoop. Windows on both include fixed aluminum, single-light, and multi-light wood windows. The roofs are clad with asphalt shingles and v-crimp metal roofing. A single brick interior chimney is located on each building. A covered patio connects the dwellings at 9116 and

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

#### 9116-9120 Levelle Drive

9120 Levelle Drive. The north end of 9120 Levelle Drive contains an attached, front-gable garage with two metal garage doors on the east elevation.

The property at 9116-9120 Levelle Drive is an altered example of a mid-twentieth-century residential form common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Research indicates the two dwellings are pre-fabricated Gunnison houses (The Washington Post 2002, FNH1). However, because the buildings have been modified extensively with a renovation circa 2001 with new windows, siding, and a large addition on the west side, they have lost integrity of materials, design, and workmanship. They do not represent the work of a master or possess high artistic value; therefore, the property is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 1.56 acres and is confined to the current property tax parcels which is found on Montgomery County Tax Map HP51, as defined on Montgomery County Plat 2156.

#### References:

The Evening Star. 1958. "Home Design Hobbist." August 1, 1958, C-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.

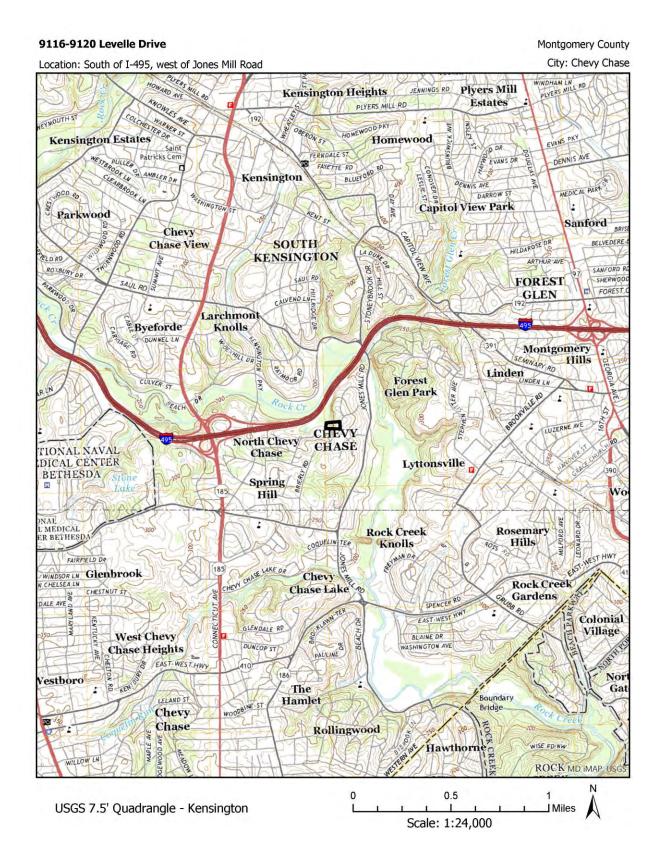
Montgomery County Plat (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, 1948. Archives of Maryland Online. Accessed November 20, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

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

The Washington Post. 1981. "Margaret H. Sloan, 66, Dies." December 16, 1981, B18.

--- 2002. "Home Again, In A Whole New Light." August 8, 2002, FNH1.

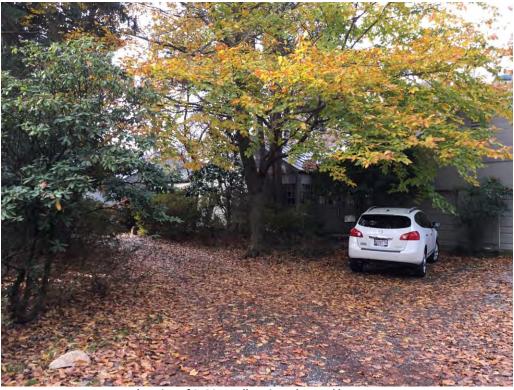
#### 9116-9120 Levelle Drive



## 9116-9120 Levelle Drive



Northeast elevation of 9116 Levelle Drive.



East elevation of 9120 Levelle Drive, obscured by tree cover.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	9601 Parkwood Drive	

Address: 9601 Parkwood Drive

City: Bethesda Zip Code: 20814 County: Montgomery

**USGS Quadrangle(s):** Kensington

Tax Map Parcel Number(s):0000Tax Map Number:HP32

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Morgan Fries Date Prepared: Feb 18, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 9601 Parkwood Drive is a two-story, side-gabled, Colonial Revival-style house. The building occupies a 0.23-acre parcel north of I-495 in Montgomery County. According to state tax data, the property was constructed circa 1947. The house, which is situated at the northwest side of the intersection of Parkwood Drive and Cedar Lane, is oriented on an approximate east-west axis, and the façade faces south towards Parkwood Drive. The dwelling is set back from the street on a grassy lot with a few mature trees along the edges of the parcel. A concrete driveway leads from Cedar Lane to the east side of the house and a concrete, stepped walkway spans from Parkwood Drive to the primary entrance located in the façade. A metal lamppost is adjacent to the walkway.

The original, three-bay core rests on a continuous foundation and is clad in a stretcher-bond brick veneer. The façade includes a centered primary entrance beneath a one-story, one-bay entry porch supported by square, wooden posts. This entrance holds a paneled wood door with two lights at the top and a metal storm door. A rear entrance is located on the north elevation. A two-story, cross-gabled addition extends from the original core's east elevation and has two garage doors and a single-leaf pedestrian door on its east elevation. Windows appear to be vinyl replacements, most of which are one-over-one, double-hung-sash windows with

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

#### 9601 Parkwood Drive

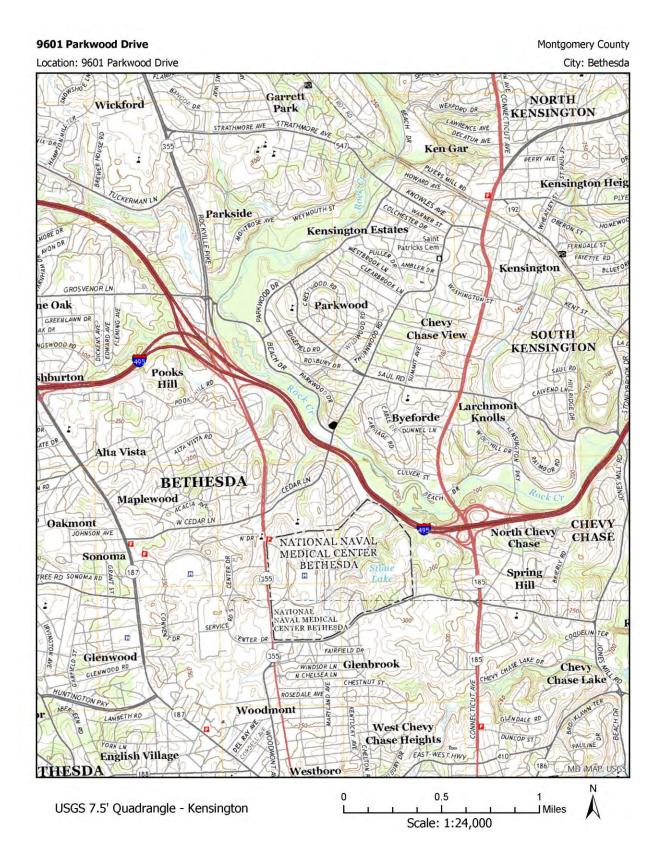
faux muntins. The only difference between these windows is the overall size. A circular, wood-framed window is centered on the second story of the south elevation. Louvered, wooden shutters flank the double-hung-sash windows on the façade's second story.

The roof is clad with asphalt-composition shingles. A brick chimney, originally an exterior-end chimney, is in line with the roof's ridge at the east elevation. The circa-2014 cross-gabled addition has a poured-concrete foundation and is clad in vinyl siding.

The property at 9601 Parkwood Drive is an altered example of a mid-twentieth-century residence that is common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. 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 as part of this assessment.

The boundary for the property encompasses 0.23 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP32, Parcel 0000, Lot 1 (2019).

#### 9601 Parkwood Drive



## 9601 Parkwood Drive



South elevation.



East elevation and addition.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b> 9808 47th Place	

Address: 9808 47th Place

City: College Park Zip Code: 20740 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0025</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney Date Prepared: Mar 28, 2019

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 garden apartment building at 9808 47th Place is a three-story, 14-bay, Colonial Revival-style, gable-on-hip roof, multi-family residence. Constructed in 1967, it occupies a 0.814-acre parcel east of Baltimore Avenue/Route 1, south of Edgewood Road, west of Hollywood Elementary School, and north of Lackawanna Street. The apartment building is situated on a small, grassy lawn with a concrete walkway to the front entrance along 47th Place. The building has moderate tree coverage and landscaped bushes. Two asphalt parking lots are located on both the north and south sides of the building. A dumpster surrounded by a wooden fence sits on the south side of the apartment building.

The three-story apartment building rests on a continuous foundation and has a structural system clad in a stretcher-bond brick veneer. The façade is divided into three parts, each comprising five bays. The center section is covered by a full-height, flat-roofed portico that features square columns and a central, hanging decorative light. The primary entrance, at the center of the elevation, has a single-leaf, paneled, wood door and is surrounded by vinyl siding. Above it on the second story is a similar door lined by a metal railing. Both doors are flanked by windows; these three bays on the first and second stories are enclosed by simplified pilasters and a cornice. Windows on the building are one-over-one, double-hung sash, vinyl windows. The

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

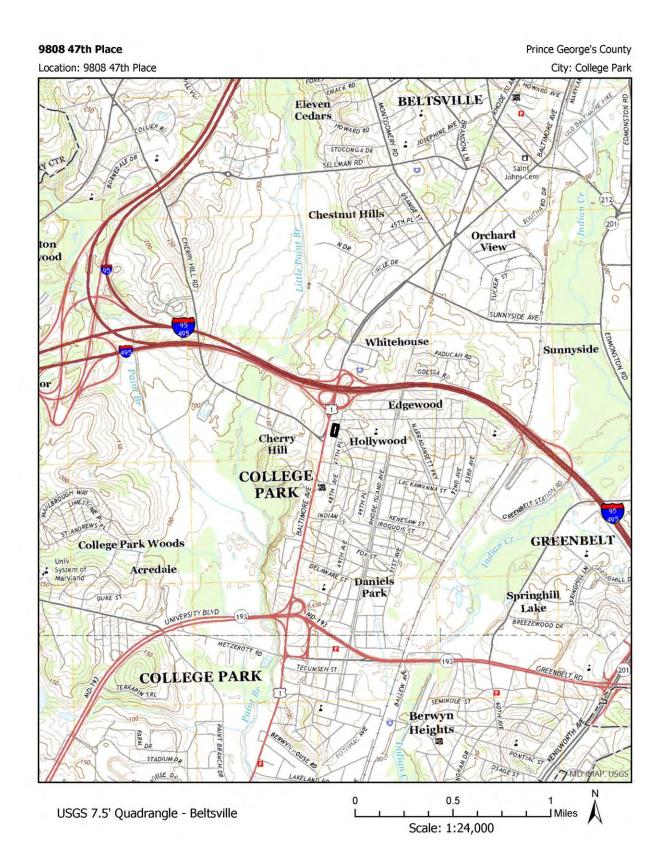
#### 9808 47th Place

center bays of the north and south sections of the façade contain balcony on each story: each balcony features a glazed, single-leaf wooden door with a storm door and two original sidelights on either side of the door. The balconies feature metal railings and concrete bases. The south and north elevations of the building have exterior-end, brick chimneys. Four metal-clade chimneys pierce the slope on both the east and west slopes of the roof.

The resource at 9808 47th Place is a late example of a mid-century garden apartment building common to Montgomery County. As an isolated building, it is not a good example of the type of garden apartments constructed in the Maryland suburbs during the Suburban Diversification Period (1961-80). 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 or possess high artistic value and is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The resource encompasses 0.814 acre and is confined to the current property tax parcel which is found on Montgomery County Tax Map 0025, Parcel 0000, Lot 000.

#### 9808 47th Place



## 9808 47th Place



View of 9808 47th Place, looking west.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b> 9816 Riggs Road	

Address: 9816 Riggs Road

City: <u>Hyattsville</u> Zip Code: <u>20783</u> County: <u>Prince George's</u>

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0024</u>

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

Agency Prepared By: <u>Dovetail CRG</u>

Preparer's Name: Morgan Fries Date Prepared: Feb 18, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

The single-family residence at 9816 Riggs Road is a two-story, side-gabled house with Colonial Revival-style features. The building occupies a 0.57-acre parcel south of I-495 just west of the intersection of Muskogee Street and Riggs Road in Prince George's County. According to state tax data, the property was constructed circa 1923. The house is oriented on an approximately north-south axis and the façade faces east toward Riggs Road. It is set back from the road and sited on a slightly sloped lot, with several large trees and little grass. An asphalt, circular driveway leads from the Riggs Road toward the façade.

The original core of the house has a linear form with a one-story, shed-roofed addition on the south elevation and two-story, shed-roofed addition on the rear (west) elevation. The circa-1923 section rests on a continuous foundation and the structural system is clad in a stretcher-bond brick veneer. The façade includes an off-center entrance accessed by a concrete stoop. This entrance has a paneled wood door and a metal storm door. There are also two entrances on the one-story shed-roof addition, both of which are single-leaf doors. Windows appear to be vinyl replacements, most of which are one-over-one, double-hung sash with faux muntins. The second-story windows on the façade are paired and have louvered shutters and the roof is clad

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

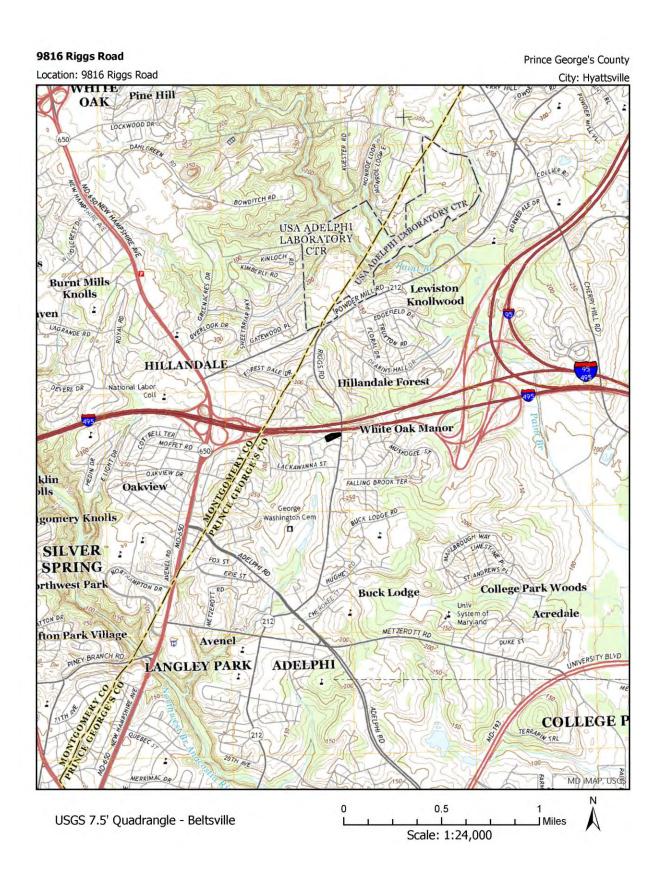
#### 9816 Riggs Road

with asphalt-composition shingles. A brick, exterior-end chimney is off-center on the south elevation. Both additions are clad in vinyl siding.

The property at 9816 Riggs Road is an altered example of an early-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows and two additions, it has lost its integrity of materials, design, and workmanship. 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 as part of this assessment.

The boundary for the property encompasses 0.57 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0024, Parcel 0000 (2019).

### 9816 Riggs Road



## 9816 Riggs Road



East elevation (façade).



Southeast oblique.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

<b>Property Name:</b>	: 9907 51st Avenue	

Address: 9907 51st Avenue

City: College Park Zip Code: 20740 County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): <u>0000</u> Tax Map Number: <u>0025</u>

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: <u>Katherine Watts</u> Date Prepared: <u>Mar 27, 2019</u>

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 single-family dwelling at 9907 51st Avenue is a one-story, four-bay, side-gabled, Transitional Ranch-form house. The building occupies a 0.257-acre parcel south of I-495 and east of Rhode Island Avenue. The dwelling was constructed in 1959 and occupies a corner lot at 51st Avenue and Nantucket Road. The house is oriented on a north-south axis, and the façade (west elevation) faces 51st Avenue. The house is built into the slope, allowing for a partially-exposed basement on the south and east elevations. There are bushes and trees throughout the lot and a wood retaining wall supporting plant beds in the rear yard. Two stairways lead down the slope to a brick patio in the rear yard. A poured-concrete driveway connects 51st Avenue to the one-bay attached garage.

The house features a continuous foundation and structural system clad in brick veneer. The entrance is off-center, approached by a concrete stoop and stairs with metal railings. There is an original single-leaf, wood door with three cascading lights and a storm door. Windows include a bay window and paired two-over-two, double-hung-sash wood-frame windows with horizontal muntins. The side-gabled roof is sheathed in asphalt shingles. An interior-slope brick chimney with corbeled cap pierces the roof above the primary entrance. The north end of the west elevation contains the one-bay garage featuring a metal door with ribbon lights.

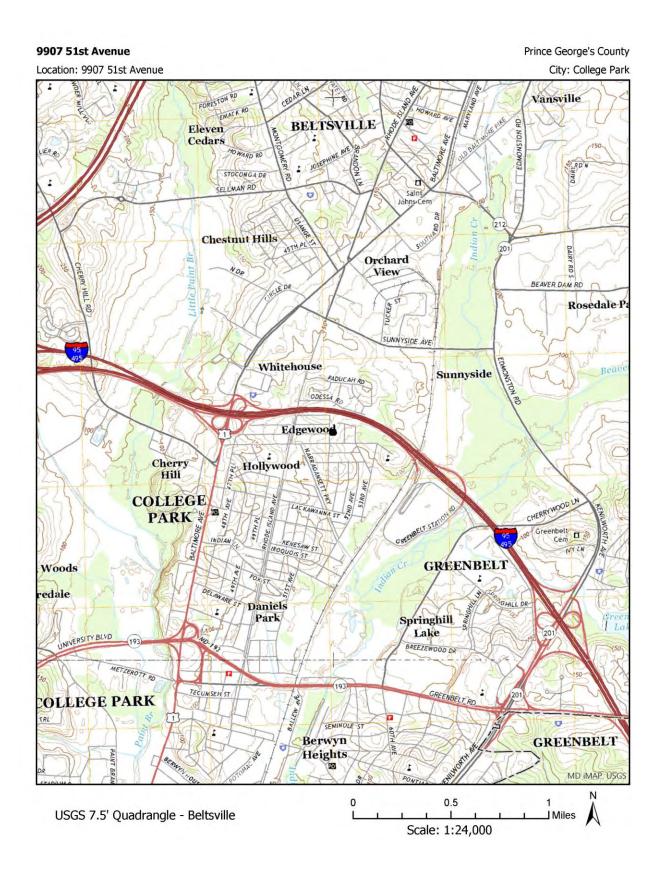
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

#### 9907 51st Avenue

The property at 9907 51st Avenue is an altered example of a mid-twentieth-century residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D.

The boundary for the property encompasses 0.257 acre and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0025, Grid 00F1, Parcel 0000, Lot 27 (2019).

### 9907 51st Avenue



## 9907 51st Avenue



West elevation (façade) of 9907 51st Avenue, looking east.



Southeast oblique of 9907 51st Avenue, looking northwest.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		No	

Property Name: <u>Abbott Forest</u>	Inventory Number: PG:76B-85		
Address: Southwest of Branch Avenue, Northeast of Old Branch Avenue Historic District: Yes			
City: Camp Springs Zip Code: 20748	County: Prince George's		
USGS Quadrangle(s): Anacostia			
Property Owner: <u>Multiple</u>	Tax Account ID: Multiple		
Tax Map Parcel(s): Multiple	Tax Map: <u>0098</u>		
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA		
Agency Prepared By: <u>Dovetail CRG</u>			
Preparer's Name: Melissa Butler	Date Prepared: Jul 31, 2019		
Documentation is presented in: Project review and complian	<u>ce files</u>		
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-con	ntributing resource to a NR district/property:		
Name of the District/Property:			
Inventory Number: Eligib	le: Listed:		
Site visit by MHT Staff yes no Name	e: Date:		
Description of Property and Justification:			
Setting:			
Abbott Forest, constructed between 1957 and 1959, is a planned residential development located southwest of Branch Avenue in Camp Springs. The development is bounded on the north by the intersection of Linda Lane and Branch Avenue, by Branch Avenue to the east, and by Old Branch Avenue to the west. The 4.14-acre Abbott Forest development comprises one street (Center Drive), which has a concrete curb and terminates in a cul-de-sac. The subdivision includes 14 single-family dwellings on lots between 0.2 and 0.3 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Aluminum fencing is present on some individual lots. A concrete sidewalk leads from the primary entry of each dwelling to Center Drive. Secondary buildings are rare, but if present, include sheds.			
Description:			
Abbott Forest is a planned residential development with sing	le-family dwellings constructed between 1957 and 1959. (National		
MARYLAND HISTORICAL TRUST REVIEW			
	ity not recommended:		
	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:		

PG:76B-85

**Abbott Forest** 

Page 2

Environmental Title Research, LLC [NETR] 1957, 1963). The single-family dwellings appear to be variations of a similar side-gabled, basement-foundation model, adapted to the development's sloping topography.

Dwellings in Abbot Forest are constructed in the one-story Ranch form and are four to six bays, most with central projecting front-gabled bays. Dwellings are clad in stretcher bond brick veneer and have asphalt-shingled side-gabled roofs; some feature vinyl siding in the projecting front-gable. Entrances are located at the side of the projecting bays or adjacent to the bay and comprise single-leaf wood or fiberglass doors with storm doors. Tripartite picture windows, including aluminum and vinyl-clad replacements, are located on the primary elevation. Additional fenestration includes single vinyl or aluminum-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units. Vinyl or aluminum tripartite windows are also common throughout the neighborhood. Many dwellings have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most dwellings feature an interior brick chimney.

#### Historic Context:

In 1953, Daniel A. and Annie C. Abbott purchased 4.3 acres from William J. and Aurelia J. Wood (Prince George's County Deed Book [PGCDB] 1633,201). Annie passed away in 1955, and in 1956, Daniel and Marie Abbott, his second wife, platted Abbott Forest on 4.14 of the original 4.3 acres with 14 residential lots (Prince George's County Plat Book [PGCPB] A-2851). Between 1957 and 1959 (NETR 1957) the Abbotts either constructed the houses or sold the lots to a single builder or multiple builders who then constructed and sold completed houses to individual buyers. Edward Walter, a local builder, was responsible for the construction of at least several of the dwellings on Center Drive. This is the only subdivision found to be associated with the Abbotts.

Research did not reveal the architects or builders of the houses in Abbott Forest. Due to its proximity to other neighborhoods which have amenities such as parks, churches, and schools, and to Andrews Airforce Base, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this development could not be found, although a 1959 classified listing for a dwelling in Abbott Forest noted it was a three-bedroom rambler with two fireplaces and a basement (Washington Post and Times Herald 1959, C6). A price was not listed.

#### Evaluation:

Abbott Forest 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.

Abbott Forest is typical of the ubiquitous planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Modern Period. 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, David A. Abbott, Annie Abbott, and Marie Abbott, 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.

Abbott Forest is not a good example of a planned residential development constructed during the Modern Period. The subdivision is small in scale, and the 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, which have been modified or replaced over time. Because Abbott Forest 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. Abbott Forest was not evaluated under Criterion D.

This property encompasses approximately 4.14 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0098 and in Prince George's County plat records book A--2851. The neighborhood is bound on the north by the intersection of Linda Lane and Branch Avenue, by Branch Avenue to the east, and by Old Branch Avenue to the west.

PG:76B-85

**Abbott Forest** 

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#### References:

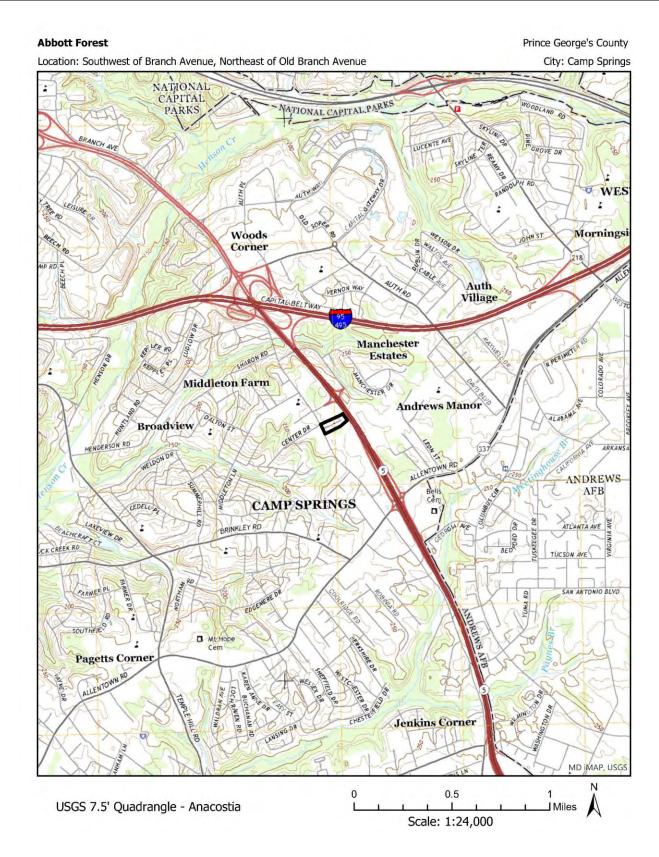
KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. https://www.roads.maryland.gov/.

Nationwide Environmental Title Research, LLC. (NETR). Misc. years. Historic Aerial Mosaic of Prince George's County, Maryland. Accessed July 16, 2019. http://www.historicaerials.com/viewer.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 17, 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 17, 2019. http://plats.net/pages/index.aspx.

The Washington Post and Times Herald. 1959. "Classified Ad 73." February 14, 1959, C6.

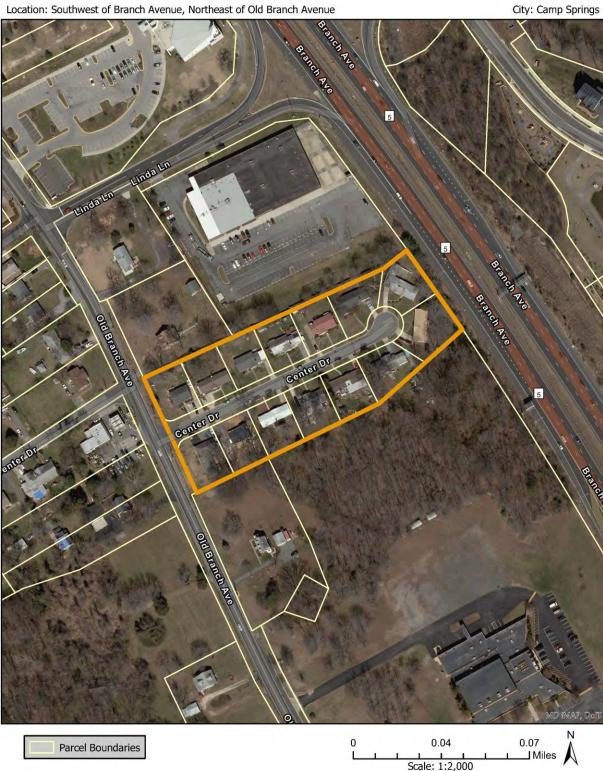


**Abbott Forest** 

Parcel Boundaries

Prince George's County

Location: Southwest of Branch Avenue, Northeast of Old Branch Avenue



Scale: 1:2,000



Oblique of 5711 Center Drive, looking northeast.



Primary elevation of 5704 Center Drive, looking south.



Oblique of 5705 Center Drive, looking northeast.



Oblique of 5702 Center Drive, looking southeast.



Primary elevation of 5708 Center Drive, looking south.



Primary elevation of 5701 Center Drive, looking north east.



Streetscape of Center Drive, looking northeast.

#### Abbott Forest

#### **PHOTO LOG**

Number of Photos: 7

Name of Photographer: Mical Tawney and Katherine Watts

Date of Photographs: 2019-07-09

Location of Original Digital File: MD SHPO File Format: PG:76B-85\_2019-07-09\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Oblique of 5711 Center Drive, looking northeast.

02.tif

Primary elevation of 5704 Center Drive, looking south.

03.tif

Oblique of 5705 Center Drive, looking northeast.

04.tif

Oblique of 5702 Center Drive, looking southeast.

05.tif

Primary elevation of 5708 Center Drive, looking south.

06.tif

Primary elevation of 5701 Center Drive, looking north east.

07.tif

Streetscape of Center Drive, looking northeast.

# DF

MARYLAND HISTORICAL TRUST ETERMINATION OF ELIGIBILITY FORM	NR Eligible: ye	es

Property Name: Academy Woods	Inventory Number: M: 30-38				
Address: Grubby Thicket Way	Historic district: yes X no				
City: Bethesda Zip Code: 20817	County: Montgomery				
USGS Quadrangle(s): Rockville					
Property Owner:multiple	Tax Account ID Number: multiple				
Tax Map Parcel Number(s): Multiple Tax Map Num	ber:				
Project: I-495/I-270 Managed Lane Study Agend	cy: MDOT SHA				
Agency Prepared By: Dovetail CRG					
Preparer's Name: Melissa Butler Danae Peckler	Date Prepared: 12/6/2018				
Documentation is presented in:					
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 resour	ce to a NR district/property:				
Name of the District/Property:					
Inventory Number: Eligible:y	res Listed: yes				
Site visit by MHT Staff yesX no Name:	Date:				
The Planned Residential Development known as Academy Woods is located in Nounded by Greentree Road on the east and Interstate-270 (I-270) on the west. If which terminates at a cul-de-sac, and 13 single-family dwellings on residential lot (Montgomery County Map 2018). The residential properties are landscaped with ornamental foliage and feature paved driveways that extend from Grubby Thicke Several street lights line the road and are original to the design of the neighborhoswimming pools.  Description:  Platted in 1967, Academy Woods is a development of 13 single-family dwellings Way (Montgomery County Plat Book [MCPB] 8744). Two of the thirteen houses MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended.  Eligibility recommended.	t consists of one street, Grubby Thicket Way, ats of approximately 0.2-0.5 acres each in small and mature trees, shrubs, and other at Way to an attached garage at each house. The sood. Secondary resources include sheds and as on the north and south sides of Grubby Thicket				
Eligibility recommended Eligibility not recommended	_				
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Reviewer, National Register Program	Date				

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constructed between 1973 and 1974. (Montgomery County Deed Book [MCDB] 4159, 855; 4745, 246; 5414, 591; 5462, 343; 4920, 874). The houses in this subdivision are between one and two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature small sections of wood or vinyl siding.

The two circa-1971 Contemporary-style dwellings in Academy Woods, located at 7208 and 7209 Grubby Thicket Way, are one-story, split-foyer houses with incorporated garages and a full basement set below grade, according to lot topography. These dwellings are four bays wide and covered by side-gabled, asphalt-shingled roofs with moderate overhanging eaves along the façade and rear elevations. They have asymmetrical elevations with each bay delineated by vertical expanses of wood or glass. The main entrance is located near the center of the façade and features a single-leaf entry door enclosed in a bay of floor-to-ceiling, wood-framed, fixed windows. A large expanse of window units also fills the bay above the garage door, where three large fixed windows surmount paired sliding units lined by a low wood-picket rail, matching the garage door's size and width at the upper level. The house at 7209 Grubby Thicket Way has original gold-colored globe lights on either side of the primary entrance, whereas the house at 7208 features Colonial-style lanterns and a replacement door.

Advertised in The Washington Post as "Super Contemporary", the 11 post-1971 single-family dwellings in Academy Woods borrow elements from several styles and were constructed with two postmodern footprints (The Washington Post 1978, C27).

The first type of Postmodern dwelling shares similar architectural characteristics to Shed-style dwellings. Examples of this type, including 7204, 7212, 7216, and 7217 Grubby Thicket Way, are two-story, three-bay, brick houses with asymmetrical façades and irregular juxtaposed shed roofs. These houses feature a projecting one-story garage topped by a shed roof. Some have a side-gabled roof over the remaining bays of the elevation, while others feature shed roofs that slope to the rear of the house. All examples feature recessed central entries with single-leaf doors set at an angle away from the plane of the façade, obscuring them from street view.

The other Postmodern dwellings, including 7220 and 7221 Grubby Thicket Way, are two-story, four- or five-bay, brick houses also with asymmetrical façades and irregular juxtaposed massings. These models feature a central rounded, brick tower adjacent to the primary entry, which is filled by a single-leaf door.

Primary entrances in the basic models of Postmodern dwellings are filled with mixed types of doors, some half-glazed wood, solid wood, and some metal varieties, suggesting that many have been replaced over time. Both split-foyer dwellings contain original solid wood doors along with original, aluminum-framed, paired, sliding-sash windows. Windows in the Postmodern-houses vary greatly in form and materials. Some feature paired, aluminum-framed, sliding sashes, but a majorityare vinyl-framed, single-light, fixed and casement-sash windows. A few of the Postmodern dwellings have also been altered by small additions, including a one-story, two-bay brick addition to the northwest corner of 7220 Grubby Thicket Way and clerestory additions made to the main massing as seen at 7216 and 7217 Grubby Thicket Way. Secondary resources include rear sheds and pools not visible from the roadway (Google 2018).

#### Historic Context:

In the early-twentieth century, little development was occurring in the immediate vicinity of Academy Woods. In 1913, land west of what was to become the Academy Woods subdivision was purchased for the development of the Montgomery Country Club (Bethesda Country Club 2018). An existing circa-1942 house at 7124 Greentree Road and the WMAL Radio station east of Greentree Road are evident on topographic maps by 1944 (United States Geological Survey [USGS] 1944). As the I-270 spur was constructed between 1957 and 1965, Bethesda was rapidly suburbanizing, and the developers of Academy Woods planned the neighborhood as infill to accompany an earlier subdivision to the south known as Longwood (USGS 1957, 1965).

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Land was conveyed in 1965 from the Evening Star Broadcasting Corporation, Thomas and Flora Gladwin, and Albert and Signe Marie Betts to Fred P. Sawczyn and Edward W. Schultze, builders and developers who worked extensively in the Washington, D.C. metropolitan area (MCPB 8744, Montgomery County Deed Book [MCDB] 3629, 617; 3343, 422; 3346, 411; The Washington Post 1997, 2002). Edward W. Schultze purchased the lots in Academy Woods from Carolyn Sawczyn, Fred's wife, in 1971, and constructed dwellings on those lots in two stages, in 1971, and from 1973-1974 (MCDB 4159, 885). Archival research did not reveal more detailed information about the developer, builder, or architect of this subdivision beyond the construction dates circa 1971 to 1974.

The platting and development of Academy Woods did not include any amenities like community centers or other facilities, as it was a small development of only 13 houses, and it was located near the Montgomery Country Club (now the Bethesda Country Club). Research into historic newspapers did not indicate great publicity or advertising for the development of Academy Woods, possibly due to the small number of houses within the subdivision.

### **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).

Academy Woods is an example of a planned residential development, the most common type of residential subdivision constructed during the Suburban Diversification Period (Manning et al. 2018, B-1). For this property type to be considered eligible for listing in the National Register of Historic Places (NRHP) under Criterion A, it most often demonstrates significant associations with local or regional residential development and planning or demographic changes (Manning et al. 2018, E-6). This property has neither significant association; therefore, it is recommended as not eligible under Criterion A. "Planned developments significant under Criterion B must exhibit direct associations with the life and career of an individual who made important contributions to the history of a locality or metropolitan area" (Manning et al. 2018, E-6). While the developers of this subdivision were noted as having worked in both residential and commercial development in the D.C. area, no notable projects were identified during archival research. Therefore, the Academy Woods subdivision is recommended not eligible under Criterion B.

"Planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be a first example or one of the last intact examples." (Manning et al. 2018, E-11). As a traditional cul-de-sac street without additional amenities, Academy Woods demonstrates none of the innovations in community design that appeared in the Suburban Diversification Period and is not a good example of a planned residential development of the period (Manning et al. 2018, E-7). The architecture of many single-family dwellings within much of the neighborhood is relatively rare in Montgomery County, particularly the Postmodern houses. Postmodern dwellings have "exaggerated or distorted" combinations of forms and irregular footprints with playful historical references as seen in the juxtaposition of shapes and irregular brick bonds in examples at Academy Woods (Manning et al. 2018, D-7). For these reasons, this resource is eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The neighborhood is largely filled with atypical examples of residential architecture, and modifications to the dwellings over time have minimally diminished the historic integrity of design, materials, and workmanship throughout much of the development. Character defining features of the subdivision inclde the cul-de-sac street layout, dwelling design and lot orientation, and original street lights. The subdivision retains overall integrity of design, feeling, and association with a period of significance of 1967-1974.

MARYI	MARYLAND HISTORICAL TRUST REVIEW											
Eligibility recommended			_	Eliş	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			-	
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M: 30-38 Academy Woods

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The resource encompasses approximately 6.35 acres and is confined to Plat 8744, which is found on Montgomery County Tax Map GP32.

### References:

Bethesda Country Club. "History." 2018. Accessed September 2018, https://www.bethesdacountryclub.org.

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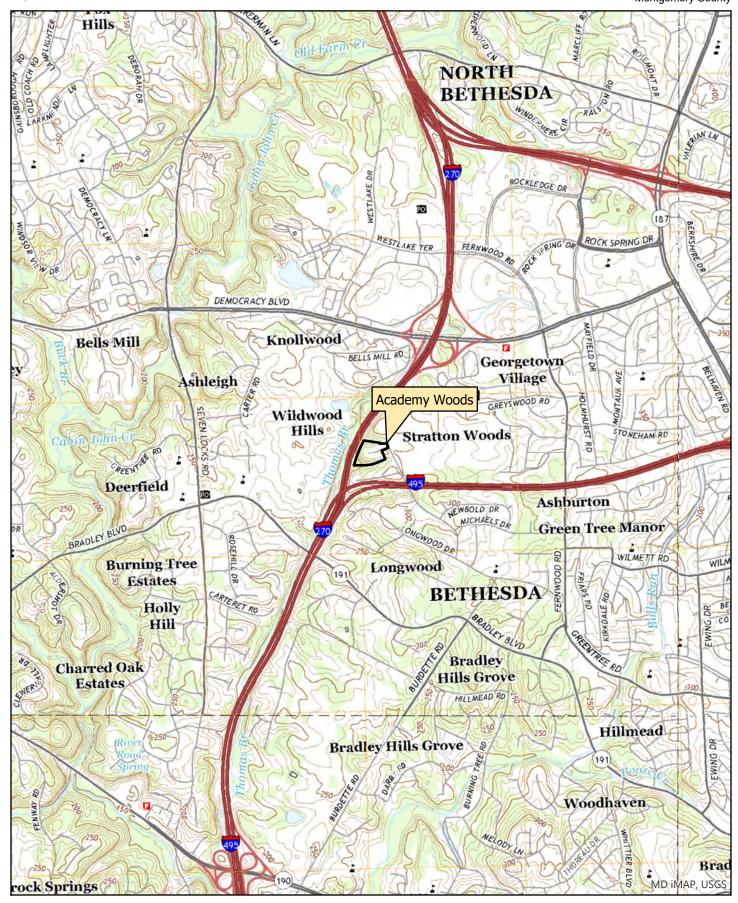
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The Washington Post. 1997. "Obituaries." April 17, 1997.

The Washington Post. 2002. "Edward Schultze Dies." December 7, 2008.

The Washington Post. 1978. "7221 Grubby Thicket." September 17, 1978.

MARY	MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended		_	Eligibility not recommend		ended	l								
Criteri	a:	_A	В	C	D	<b>Considerations:</b>	_	A	В	C	D	E	F	G
мнт (	Commen	nts:												
,	Reviewer, Office of Preservation Services					n Services				Date				
,	Reviewer, National Register Program					Program	-			Date				



Location: Grubby Thicket Way City: Bethesda

MIHP#: M: 30-38 Montgomery County



Name Academy Woods Continuation Sheet



Photo 1 of 7: North elevations of 7216 and 7220 Grubby Thicket Way from cul-de-sac, facing south.



Photo 2 of 7: Northwest oblique of 7208 Grubby Thicket Way.

Name Academy Woods Continuation Sheet



Photo 3 of 7: North elevation of 7220 Grubby Thicket Way.



Photo 4 of 7: Southeast elevation of 7217 Grubby Thicket Way.

Name Academy Woods Continuation Sheet



Photo 5 of 7: Streetscape on Grubby Thicket Way, facing northeast



Photo 6 of 7: View of south elevation of 7209 Grubby Thicket Way, facing north.

Name Academy Woods Continuation Sheet



Photo 7 of 7: View of 7216 Grubby Thicket Way, facing southeast.

## Inventory No M: 30-38

## Maryland Historical Trust Maryland Inventory of Historic Properties Form

Name Academy Woods Continuation Sheet

Number Photos Page 5

## PHOTO LOG

Name of Property: Academy Woods

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:

North elevations of 7216 and 7220 Grubby Thicket Way from cul-de-sac, facing south.

M; 30-38-2018-08-07\_01.tif

### Photo 2 of 7:

Northwest oblique of 7208 Grubby Thicket Way.

M; 30-38-2018-08-07\_02.tif

## Photo 3 of 7:

North elevation of 7220 Grubby Thicket Way.

M; 30-38-2018-08-07\_03.tif

### Photo 4 of 7:

Southeast elevation of 7217 Grubby Thicket Way.

M; 30-38-2018-08-07\_04.tif

## Photo 5 of 8:

Streetscape on Grubby Thicket Way, facing northeast.

M; 30-38-2018-08-07\_05.tif

#### Photo 6 of 7:

View of south elevation of 7209 Grubby Thicket Way, facing north.

M; 30-38-2018-08-07\_06.tif

## Photo 7 of 7:

View of 7216 Grubby Thicket Way, facing southeast.

M; 30-38-2018-08-07\_07.tif

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes_	
No.	

Property Name: Addition to Lanham Acres		Inventory Number: PG:70-104	
Address: South of Baltimore and Ohio Railroad, e	east of I-495	Historic District: Yes	
City: <u>Lanham</u> Zip Code: <u>207</u>	<u>'06</u>	County: Prince George's	
USGS Quadrangle(s): <u>Lanham</u>			
Property Owner: <u>Multiple</u>		Tax Account ID: Multiple	
Tax Map Parcel(s): <u>Multiple</u>		Tax Map: <u>0044</u>	
Project: I-495 & I-270 Managed Lanes Study		Agency: MDOT SHA	
Agency Prepared By: <u>Dovetail CRG</u>			
Preparer's Name: <u>Heather Staton</u>		Date Prepared: Mar 26, 2019	
Documentation is presented in: Project review ar	nd compliance files		
Preparer's Eligibility Recommendation: Not Reco	mmended		
Criteria: A B C D			
Considerations: A B C D E F G			
Complete if the property is a contributing	g 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 Addition to Lanham Acres is a planner residential subdivision, east of I-495, and subdivision is approximately 9.49 acres a 0.25 and 0.38 acre. There are two streets without sidewalks or streetlamps. The low manicured lawns feature moderate tree paved-asphalt driveways, and secondary Description:	I south of the Balti and contains 30 sir s (Ruxton Drive an ts range from eve coverage, bushes,	imore and Ohio Railroad in Lanham. Th ngle-family dwellings on lots ranging be d Saunders Lane) with concrete curbs nly graded to moderately sloped and t and fencing of some rear lawns. All lo	ne etween but he
MARYLAND HISTORICAL TRUST REVIEW			
Eligibility recommended:	Eligibility not re	commended:	
Criteria: A B CD	Considera	ations: A BCDE	FG
MHT Comments:			
Reviewer, Office of Preservation Services:		Date:	

**Reviewer, National Register Program:** 

Date:

Page 2

The Addition to Lanham Acres is a planned residential neighborhood comprising 30 single-family dwellings constructed between 1963 and 1968 during the Suburban Diversification Period (1961-1968), with one example of infill that dates to 1986. The houses were built in variations of the Colonial Revival style and the Ranch, Split-Level, or Split-Foyer forms.

Dwellings are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in brick veneer. Other cladding includes stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of materials. Roofs are cross or side gabled and sheathed in asphalt shingles. Chimneys are not common in the subdivision, but when present, they are exterior-end brick chimneys on a side elevation. Some houses have metal flues.

Primary façade entrances are typically off-center with a single-leaf wood or fiberglass door and storm door. Entrances are accessed by partial-width porches, full-height porches, or concrete stoops. Original windows are two-over-two (horizontal muntin), wood-frame, double-hung-sash or wood-frame bow units; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters flanking windows on the façade are common. Many dwellings within the Addition to Lanham Acres have attached garages or carports that were part of the building's original design. Additions are typically at the rear or side elevation and in scale with the building's core.

## **Historic Context:**

In September 1962 and November 1963, M. Leo and Hannah Storch purchased over 10 acres of land through two transactions: the first from Herdis J. and Robert Anderson and the second from Marius C. and Katherine M. Jeppeson (Prince George's County Deed Book [PGCDB] 2733, 550; 2896, 255). Between January 1963 and May 1964, the Storches subdivided 9.46 acres into 30 lots along Ruxton Drive and Saunders Lane and called the neighborhood "Addition to Lanham Acres" (Prince George's County Plat Book [PGCPB] WWW 46, 65; WWW 51, 90). Soon thereafter, the individual lots were sold to Wolmar Development Corporation and subsequently purchased by Hendricks Brothers, Inc. (e.g., PGCDB 3115, 446; 3298, 520). State tax data suggests that it is likely that the Hendricks Brothers, Inc., constructed the houses during their ownership after which, they sold the houses to individual home buyers. Prospective buyers could choose from several models, predominately variations of the Split-Level and Split-Foyer forms.

Early advertisements refer to the Addition to Lanham Acres as Lanham Acres and note ramblers and Split-Levels with three or four bedrooms and two-and-a-half bathrooms. Priced from the mid to high \$20,000s, the real estate agent noted that there were multiple models, but did not describe them further (The Evening Star 1966, F-25). The subdivision did not have any community features or amenities.

M. Leo Storch worked as a lawyer and resided in Baltimore; in the 1950s and 1960s, he was involved in Prince George's County real estate (The Evening Star 1972, F-7; United States City Directory 1958, 1166). In the 1950s and 1960s, advertisements taken out by his self-named development firm suggest that Storch was prolific in real estate development. He purchased tracts of land and platted them into subdivisions, and, as in Addition to Lanham Acres, sold the lots to builders (The Sunday Star 1960, E-17). Examples of this include Brock Hall near Marlboro, Sherwood Manor on U.S. 301, and Hillmeade Manor near Glen Dale Country Club (The Sunday Star 1960, E-17; 1962, D-21).

Page 3

The Hendricks Brothers, Inc., specialized in building and development in small-scale subdivisions in Prince George's County following World War II. Other examples of their work include Springfield Manor near Bowie and four dwellings on Osage Street near Berwyn Heights (The Evening Star 1956, B-3; 1965, C-6). No additional information on projects completed by Wolmar Development Company was found.

### **Evaluation:**

The Addition to Lanham 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.

As an addition to an existing subdivision, Addition to Lanham Acres is not representative of planned neighborhoods constructed 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 resource is not eligible under Criterion A.

Although M. Leo Storch was a real estate broker in Prince George's County during the 1950s and 1960s, he had no significant influence on suburbanization in Maryland. The other individuals involved in the Addition to Lanham Acres development, those associated with Henricks Brothers, Inc., and Wolmar Development Corporation, are not known to have made significant contributions to suburbanization or the homebuilding industry in Prince George's County. The subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

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 the Addition to Lanham 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. The Addition to Lanham Acres was not evaluated for eligibility under Criterion D.

The Addition to Lanham Acres encompasses 9.49 acres bounded on the north by the Baltimore and Ohio Railroad, on the east by Lanham Station Road, on the south by Lanham Acres, and on the west by I-495, as defined in Prince George's County Plats WWW 46 page 65 and WWW 51, page 90. It includes multiple parcels found on Prince George's County Tax Map 0044.

## References:

The Evening Star. 1956. "Hendricks Brothers." June 30, 1956, B-3.

- ---1965. "Bowie Subdivision Planned by Hendricks." May 7, 1965, C-6.
- ---1966. "New Homes Lanham Acres." April 24, 1966, F-25.
- ---1972. "M. Leo Storch Dies; Lawyer, Realty Broker." February 6, 1972, F-7.

## Addition to Lanham Acres

Page 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). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed February 8, 2019. http://www.mdlandrec.net/.

Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. http://www.mdlandrec.net/.

The Sunday Star. 1960. "Advertisements." March 20, 1960, E-17. ---1960. "Advertisements." April 1, 1962, D-21.

United States City Directory. 1958. "Baltimore, Maryland City Directory 1958." https://search.ancestry.com/search/db.aspx?dbid=2469.

## **Addition to Lanham Acres** Prince George's County Location: South of Baltimore and Ohio Railroad, east of I-495 City: Lanham SEABROOK Seabrook ENBELT ARK NEWBER FAIRB ANKS ST FAIRBORN TEA CARROLLTOMPE Hynesboro NEW CARROLLTON TON RD LANHAM NEW CARROLLTON Lanham Cem OLIVER 5 Vestgate ROLLING VIEW DR Rolling View CRANDALL RO ANNAPOLIS RD Cherry Grove Medix S Sanford-Brow West Lanham Hills Ardwick Ardwick Park Carsondale Springdale ellemead Springdale PENNSY DR Gardens Glenarden \*\* THOWART Woods Ardmore Tyrol Estates Royale Gardens MD IMAP, USGS 0 0.5 USGS 7.5' Quadrangle - Lanham **∠** Miles Scale: 1:24,000

**Addition to Lanham Acres** 

Prince George's County

Location: South of Baltimore and Ohio Railroad, east of I-495

City: Lanham



Scale: 1:2,000



8816 Saunders Lane, south elevation.



8815 Saunders Lane, east oblique.



Overview of Ruxton Drive, looking southeast toward 5513 Ruxton Drive.



5511 Ruxton Drive, northwest oblique.



5505 Ruxton Drive, northwest oblique.



Ruxton Drive streetscape, looking east.

## PHOTOGRAPHS



Ruxton Drive streetscape, looking northwest toward 5500 Ruxton Drive.

## PG:70-104

## Addition to Lanham Acres

## **PHOTO LOG**

Number of Photos: 7

Name of Photographer: **Heather Staton** Date of Photographs: **2019-01-21** 

Location of Original Digital File: MD SHPO File Format: PG:70-104\_2019-01-21\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

8816 Saunders Lane, south elevation.

02.tif

8815 Saunders Lane, east oblique.

03.tif

Overview of Ruxton Drive, looking southeast toward 5513 Ruxton Drive.

04.tif

5511 Ruxton Drive, northwest oblique.

05.tif

5505 Ruxton Drive, northwest oblique.

06.tif

Ruxton Drive streetscape, looking east.

07.tif

Ruxton Drive streetscape, looking northwest toward 5500 Ruxton Drive.

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

NR Eligible: Yes _	
No	

Property Name: Adelphi Forest		Inventory Number: PG:65-50					
Address: <u>North of I-495, East of F</u>	Riggs Road	Historic District: <u>Yes</u>					
City: <u>Hyattsville</u>	Zip Code: <u>20783</u>		County: Prince George's				
USGS Quadrangle(s): <u>Beltsville</u>							
Property Owner: <u>Multiple</u>			Tax Account ID: Multiple				
Tax Map Parcel(s): Multiple			Tax Map: <u>0017</u>				
Project: <u>I-495 &amp; I-270 Managed L</u>	anes Study		Agency: MDOT SHA				
Agency Prepared By: <u>Dovetail CR</u>	<u>G</u>						
Preparer's Name: <u>Melissa Butler</u>			Date Prepared: Feb 18, 2019				
Documentation is presented in: <u>F</u>	Project review and co	ompliance files					
Preparer's Eligibility Recommend	lation: Not Recomm	<u>ended</u>					
Criteria: A B C D							
Considerations: A B C D	E F G						
Complete if the property  Name of the District/Pro	•	non-contributing	resource to a NR district/property:				
Inventory Number:		Eligible:	Listed:				
Site visit by MHT Staff yes _	no	Name:	Date:	_			
Description of Property and Justi	fication:						
Setting:							
Adelphi Forest, a planned ro	esidential neighb	orhood, is bou	unded by Riggs Road and Knollwood Pa	ırk on the			

east, Interstate 495 (I-495) to the south, and Hillandale Forest, another single-family housing community, to the north and west. The neighborhood is composed of single-family dwellings with individual lots ranging between 0.23 acre and 0.39 acre, totaling about 21.77 acres. Streets within Adelphi Forest are laid in a curvilinear pattern with sidewalks lining the public streets. Entry to the community is gained via two access points at Towhee Avenue and Glenmore Drive. Chickadee Lane, Viero Street, Killdeer Avenue, and Towhee Avenue terminate at dead ends. Individual lots have slightly sloped grassy lawns, light tree coverage, bushes, and other ornamental foliage. Secondary resources include sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: A B CD	Considerations: A BCDEFG
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

PG:65-50

Page 2

## Adelphi Forest

## Description:

Adelphi Forest is a planned residential neighborhood comprising 60 single-family dwellings constructed between 1957 and 1963 during the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. Most of the houses are variations of the Colonial Revival and Contemporary styles in the Ranch, Split-Level, Two-Story Massed, and Split-Foyer forms.

Dwellings in Adelphi Forest are primarily three to six bays wide and one to two stories tall. They rest on continuous foundations and are clad primarily in stretcher-bond brick veneer, stone veneer, and aluminum and/or vinyl siding. Roofs vary and include hipped, side-, front-, and cross-gabled, and gable-on-hipped roofs sheathed in asphalt shingles. Many dwellings feature interior and/or exterior-end, brick chimneys, some of which pierce the roof slope.

Primary entrances are typically centered or off-center on the primary elevation and are filled by single-leaf wood or composite doors. These entrances are often accessed via a concrete or brick stoop or larger set of stairs on sloped ground. It is typical for entrance bays to be slightly recessed or sheltered by one-story, partial-width porches.

Additional fenestration includes double-hung-sash vinyl windows with false muntins, aluminum jalousie windows, and wood-framed bay, ribbon, or fixed windows. Paneled or louvered shutters are common throughout the subdivision. Many dwellings feature either attached, single-car garages or carports.

## **Historic Context:**

The land on which Adelphi Forest is located was subdivided by Dr. Charles P. and Zella Saylor (Prince George's County Deed Book [PGCDB] 366, 27). Dr. Saylor was a senior chemist at the National Bureau of Standards and neither he or Zella had previous experience in real estate development. They lived immediately south of present-day Adelphi Forest on Riggs Road, in the Bailey-Saylor Property (PG:65-2) where the Hindu Temple of Metropolitan Washington stands today (Prince George's County Deed Book [PGCDB] 366, 27). They purchased 36.1 acres from Walton C. and Clara Louise John in 1931, and created the first plat for the new neighborhood in 1956 (PGCDB 366, 27). Construction of dwellings began soon after, and was complete by 1964 (Nationwide Environmental Title Research [NETR] 1957, 1963, 1964). Although the Saylors subdivided the property, they were not responsible for construction of the houses in Adelphi Forest. Instead, the couple sold lots to various builders, each of whom built houses according to their own designs. Advertisements for dwellings within Adelphi Forest do not describe the larger neighborhood; rather they highlight features of dwellings for sale, such as four-bedroom Ramblers from \$24,950, large living rooms, and wooded lots (The Washington Post 1960a, C7; 1960b, D22; 1961, D8; 1964, E15). Adelphi Forest did not include any neighborhood amenities.

## Evaluation:

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

Page 3

Adelphi Forest is a typical example of a planned residential neighborhood from the late 1950s and early 1960s. The development did not introduce design innovations influential to later developments 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, Adelphi Forest is not eligible under Criterion A.

The subdivision was platted by people not involved in the building and development profession, and archival research has not revealed any information on builders and developers involved with particular dwellings within the neighborhood. 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.

Adelphi Forest is a late example of a planned residential neighborhood and does not represent the type of residential development most common in Maryland during the late Modern and early Suburban Diversification periods. The single-family dwellings include standard features typical of the period and demonstrate common stylistic details, materials, and forms. Adelphi Forest does not convey any distinctive characteristics or artistic value; therefore, the neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 21.77 acres and is confined to the current property tax parcels, which can be found on Prince George's County Tax Map 17 and also as seen in Prince George's County plat records A2361, 38-80, and 31-141.

## 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.

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

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed January 18, 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 February 13, 2018. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Washington Post. 1960a. "Adelphi Forest." February 20, 1960, C7.

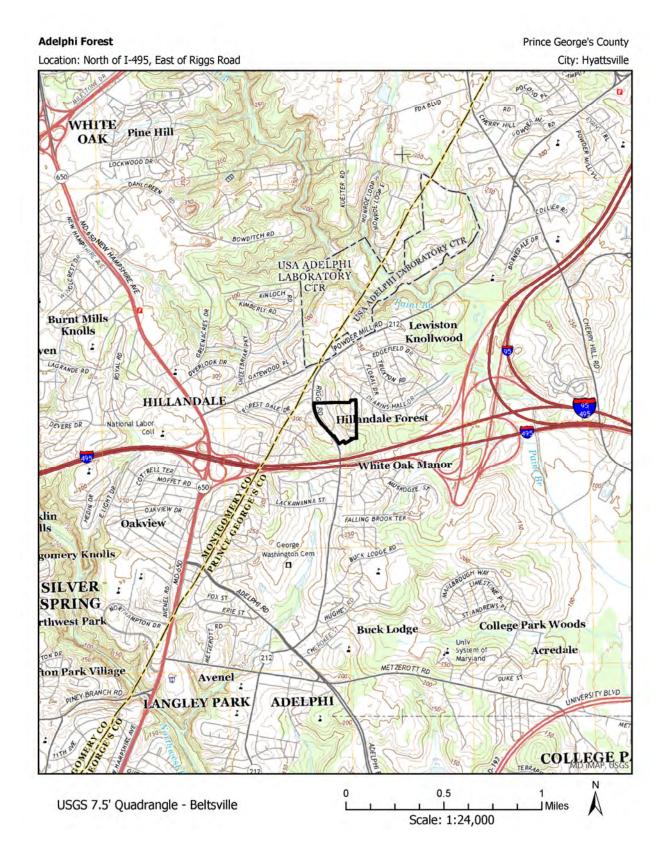
- --- 1960b. "Adelphi Forest." Advertisement. March 13, 1960, D22.
- --- 1961. "Adelphi Forest." March 11, 1961, D8.

PG:65-50

Adelphi Forest

Page 4

<sup>--- 1964. &</sup>quot;Adelphi Forest." August 29, 1964, E15.



**Adelphi Forest** 

Prince George's County

Location: North of I-495, East of Riggs Road

City: Hyattsville



Parcel Boundaries





West elevation of 10115 Phoebe Lane.



Streetscape, facing north on Towhee Avenue.



East elevation of 101001 Towhee Avenue.



Northwest oblique of 10005 Riggs Road.



Southwest oblique of 10103 Phoebe Lane.



East elevation of 10104 Phoebe Lane.



Southwest oblique of 10103 Chickadee Lane.

## PG:65-50

## **PHOTO LOG**

Number of Photos: 7

Name of Photographer: Katherine M. Watts

Adelphi Forest

Date of Photographs: 2019-01-08

Location of Original Digital File: MD SHPO File Format: PG:65-50\_2019-01-08\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

West elevation of 10115 Phoebe Lane.

02.tif

Streetscape, facing north on Towhee Avenue.

03.tif

East elevation of 101001 Towhee Avenue.

04.tif

Northwest oblique of 10005 Riggs Road.

05.tif

Southwest oblique of 10103 Phoebe Lane.

06.tif

East elevation of 10104 Phoebe Lane.

07.tif

Southwest oblique of 10103 Chickadee Lane.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Property Name: Allentowne Ap	<u>eartments</u>	Inventory N	Inventory Number: PG:76B-76			
Address: 5214 Carswell Avenue	and 5218 Morris Avenue	Historic Dist	rict: <u>No</u>			
City: Suitland	Zip Code: <u>20746</u>	County: Prir	nce George's			
USGS Quadrangle(s): Anacostia						
Property Owner: Bridgerail Suit	land, LLC	Tax Account	t ID: <u>Multiple</u>			
Tax Map Parcel(s): 0000		Тах Мар: <u>00</u>	<u> </u>			
Project: I-495 & I-270 Managed	Lanes Study	Agency: <u>MD</u>	OT SHA			
Agency Prepared By: <u>Dovetail C</u>	<u>RG</u>					
Preparer's Name: <u>Heather State</u>	<u>on</u>	Date Prepar	red: <u>Apr 16, 2019</u>			
Documentation is presented in:	Project review and complia	ance files				
Preparer's Eligibility Recommer	ndation: Not Recommended	<u> </u>				
Criteria: A B C D						
Considerations: A B C I	D E F G					
Complete if the proper	ty is a contributing or non-c	ontributing resource to	n NR district/property:	7		
Name of the District/P	roperty:					
Inventory Number:	Elig	rible:	Listed:			
Site visit by MHT Staff yes	no Nai	me:	Date:	_		
Description of Property and Jus	tification:					
Setting:						
located south of I-495 in S Courts of Camp Springs (A Ministries on the east. Allo complex consists of eight and and 1964. The resource co The parcel has grassy publ concrete sidewalks connec	uitland. The resource is ndrews Manor) apartmentowne Apartments sparden apartment build apartment build apartment build ic areas, mature trees, at the buildings to one apartment buildings to one apartment buildings to one apartment.	s bound by I-495 and nent complex to the pans both the west a dings, a pool house, nat total 7.74 acres. and bushes at the e	is a garden apartment comp I Carswell Avenue on the no south and west, and From t and east sides of Morris Ave and a pool constructed betw entrances of buildings. Poure creet parking along Carswell	orth, the he Heart nue. The ween 1963		
MARYLAND HISTORICAL TRUS						
Eligibility recommended:		oility not recommended				
Criteria: A B C  MHT Comments:	D	Considerations: A	BCDE _	FG		
Wiff Comments.						
Reviewer, Office of Preservati	on Services:		Date:			

Reviewer, National Register Program:

Date:

## **Allentowne Apartments**

Page 2

Morris avenues. A playground is located near the southwestern corner of the resource, and the pool and pool house are at the complex's eastern edge. A wooden "Allentown Apartments" sign stands on the east side of Morris Avenue.

## Description:

Allentowne Apartments is a garden apartment complex constructed between 1963 and 1964 and features 178 studio, one-, two-, and three-bedroom units contained within eight garden apartment buildings. The buildings are two to three stories tall and nine to 19 bays wide, with minimal exterior decoration. The continuous foundation and structural system are clad in a brick veneer with vinyl siding between windows. The flat roof has a low, brick parapet on side elevations. Metal flues pierce the roof.

Each building has multiple open-air passageways with wooden staircases that provide access to the single-leaf, metal door associated with each individual unit. Vinyl-clad sliding glass doors that exit onto a poured-concrete patio or balcony are located at the rear of each unit. Railings line the balconies, but ground-level patios are not enclosed. Fenestration includes sliding vinyl metal windows.

A one-story, brick-clad pool house constructed in 1964 is located east of the apartment buildings. It has a flat roof and features a central walkway that extends to the small pool just east of this building. The keyhole-shaped in-ground pool is surrounded by a poured-concrete patio.

## **Historic Context:**

In February 1963, Andrews Manor, Inc., owned by Burton Reiner and Charles S. Bresler, purchased multiple parcels south of I-495 from Rose Iacovone (PGCDB 2354, 229; 2789, 177; PGCPB WWW 46, 10; WWW 48, 73). Andrews Manor, Inc., immediately began construction on a new apartment complex; following completion, they sold the buildings to Allentown (sometimes referred to as Allentowne) Limited Partnership, at which time the complex became known as Allentowne Apartments (PGCDB 2823, 43; 3032, 354; The Sunday Star 1963, D-11; 1964, D-9). Allentown Limited Partnership owned the apartment complex until March 2019, when they sold to Bridgerail Suitland, LLC, the current owners, for \$18,000,000 (PGCDB 41863, 452).

In the early to mid-1960s, Allentowne Apartments was frequently advertised as a garden apartment community with amenities such as individual heaters and air conditioners, laundry and storage facilities, playgrounds, and private balconies. Rent initially started at \$95/month for the studio (sometimes referred to as efficiency), \$123/month for a furnished studio, \$107.50/month for a one-bedroom, \$122.50/month for a two-bedroom, and \$165-\$167.50/month for a three-bedroom unit (The Sunday Star 1963, D-11; 1964, D-9). The advertisements touted easy access to transportation and proximity to schools, churches, shopping centers, and Andrews Air Force Base. According to later advertisements, interior renovations took place around 1989, including updated kitchens and new ceiling fans (The Washington Post 1989, C20).

The date the name changed from Allentowne to Allentown Apartments is unknown. Today, studio units rent for \$918/month, one-bedroom units are \$927-\$1211/month, two-bedroom units are \$1,112-

## **Allentowne Apartments**

Page 3

\$1,453/month, and three-bedroom units are \$1,312-\$1,683/month. The playground, balconies, laundry, air-conditioning continue to be selling points for the apartment complex (CoStar Group, Inc. 2019).

Charles S. Bresler was a Washington, D.C., aide to Maryland Governor Spiro Agnew and a local builder-developer in Greenbelt and other locations in Prince George's County (The Sunday Star 1968, B-5). Newspaper articles related to his political career stated that he was responsible for more than 2,000 developments, including apartments and housing developments, in the Washington, D.C., area (The Sunday Star 1966, E-4). During the third quarter of the twentieth century Bresler and Burton J. Reiner, also a local developer, owned Charles Burton Builders, Inc. Projects completed by this company include Town Square, a 180-townhouse development completed as part of the urban renewal area in southwest Washington, D.C., Olde Colonial Woods, a single-family subdivision in Olney, and Heritage Valley, a single-family subdivision in Damascus (The Evening Star 1965, F-2; 1974, C-6; National Park Service n.d.; Washington Star-News 1973, E-8).

## **Evaluation:**

Allentowne Apartments was evaluated as a garden 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.

Allentowne Apartments is an example of a garden apartment complex of the Suburban Diversification Period (1961-1980) and is a basic example of a type commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the 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.

Burton Reiner and Charles S. Bresler were involved in the development of Allentowne Apartments and worked throughout the Washington, D.C., region; 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, the resource is not eligible under Criterion B.

Allentowne Apartments is representative of a common mid- to-late twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, such as replacement windows, have impacted the building's integrity of design and materials. 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 7.74 acres and is roughly defined by I-495 and Carswell Avenue on the north, the Courts of Camp Springs apartment complex to the south and west, and From the Heart Ministries on the east. It is confined to tax parcels 06-441923, 06-441931, 06-3030590, and an additional parcel that is listed as "account unknown" with an ID of "9999999," found on Prince George's County Tax Map 0098.

## **Allentowne Apartments**

Page 4

## References:

CoStar Group, Inc. 2019. "Allentown Apartments." Accessed April 11, 2019. https://www.apartments.com/allentown-suitland-md/dkx14qh/.

The Evening Star. 1965. "Town Square Opens in Southwest." May 21, 1965, F-2. ---1974. "Heritage Valley in Lovely Damascus." May 1, 1974, C-6.

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National Park Service. n.d. Southwest Washington, Urban Renewal Area. HABS DC-856. Photographs, Written Historical and Descriptive Data. Library of Congress. Accessed April 11, 2019. https://www.loc.gov/pictures/item/dc1017/.

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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 February 20, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Sunday Star. 1963. "Enjoy Family Life to Fullest at the New Allentowne Apts." September 22 1963, D-11.

- ---1964. "Immediate Occupancy Allentowne Apts." March 22, 1964, D-9.
- ---1966. "GOP's Bresler to Ru for Comptroller Post." June 12, 1966, E-4.
- ---1968. "Greenbelt Furor: Bresler's Libel Suit Heard." January 7, 1968, B-5.

Washington Star-News. 1973. "Olde Colonial Woods." October 26, 1973, E-8.

# **Allentowne Apartments** Prince George's County Location: 5214 Carswell Avenue and 5218 Morris Avenue City: Suitland FORESTVILLE dand Forest Manor race BELTZ DR VATIONAL CAPITAL PARKS WESTPHALIA WESTPHA Morningsi WESSON OR Morningside Woods ad walter Corner Auth Village VERNON WAL CAPITAL BELTWAY TOVER DR Manchester Estates THE STER OF dleton Farm Andrews Manor CENTER DR ARKANSAS RD ANDREWS AFB DAKOTA AVE CAMP SPRINGS BRINKLEY RD ATLANTA AVE SAN ANTONIO BLVD Mt Hope MD IMAP, USGS

0

USGS 7.5' Quadrangle - Anacostia

0.5

Scale: 1:24,000

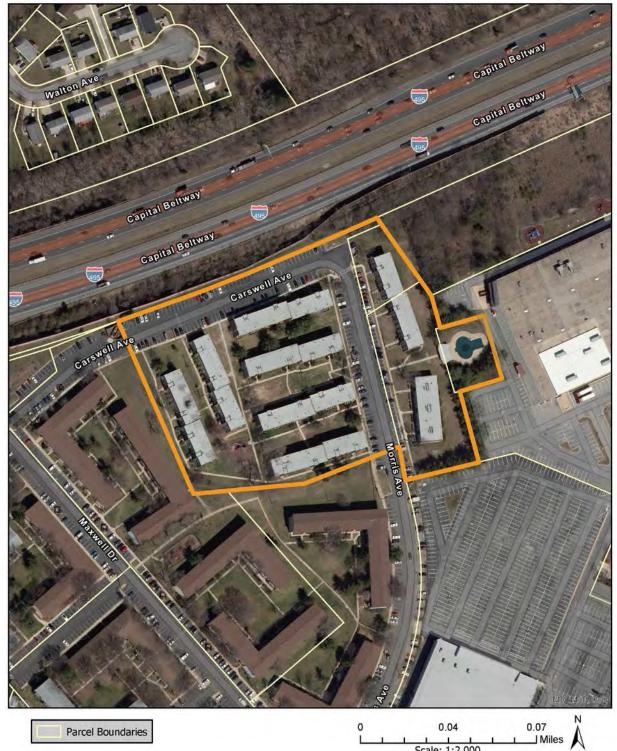
**J** Miles

# **Allentowne Apartments**

Prince George's County

Location: 5214 Carswell Avenue and 5218 Morris Avenue

City: Suitland



Scale: 1:2,000



Sign of Allentown Apartments from Morris Avenue, looking northeast.



5208-5216 Morris Avenue, looking northwest.





5209-5211 and 5213-5215 Morris Avenue, looking west.



Rear elevation detail of 5200-5206 Carswell Avenue, looking northwest.



Stairwell detail on 5202 Morris Avenue, looking south.



Playground, looking west.



Gated pool, looking north.

#### PG:76B-76

# Allentowne Apartments

# **PHOTO LOG**

Number of Photos: 7

Name of Photographer: Katherine Watts

Date of Photographs: 2019-02-14

Location of Original Digital File: MD SHPO File Format: PG:76B-76\_2019-02-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Sign of Allentown Apartments from Morris Avenue, looking northeast.

02.tif

5208-5216 Morris Avenue, looking northwest.

03.tif

5209-5211 and 5213-5215 Morris Avenue, looking west.

04.tif

Rear elevation detail of 5200-5206 Carswell Avenue, looking northwest.

05.tif

Stairwell detail on 5202 Morris Avenue, looking south.

06.tif

Playground, looking west.

07.tif

Gated pool, looking north.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

Inventory Number: M: 30-45

Property Name: Alta Vista Gardens

NR Eligible: Yes	-
No	

Address: North of I-495, south of Lone Oak Drive, and east of Old Georgetown Road Historic District: Yes			
City: <u>Bethesda</u> Zip Code: <u>20814</u> County: <u>Montgomery</u>			
USGS Quadrangle(s): Kensington			
Property Owner: <u>Multiple</u> Tax Account ID: <u>Multiple</u>			
Tax Map Parcel(s): Multiple Tax Map: HP12, GP62			
Project: <u>I-495 &amp; I-270 Managed Lanes Study</u> Agency: <u>MDOT SHA</u>			
Agency Prepared By: <u>Dovetail CRG</u>			
Preparer's Name: Mical Tawney Date Prepared: Jan 31, 2019			
Documentation is presented in: Project review and compliance files			
Preparer's Eligibility Recommendation: Not Recommended			
Criteria: A B C D			
Considerations: A B C D E F G			
Complete if the property is a contributing or non-contributing resource to a NR district/property:			
Name of the District/Property:			
Inventory Number: Eligible: Listed:			
Site visit by MHT Staff yes no Name: Date:			
Description of Property and Justification:			
Setting:			
The planned residential neighborhood known as Alta Vista Gardens is bound by I-495 to the south, Old Georgetown Road to the west, the North Bethesda Grove neighborhood to the east, and the Loan Oak neighborhood to the north. Alta Vista Gardens is comprised of single-family dwellings at 9800–9903 Broad Street, 5709–5717 Kingswood Court, 5704–5915 Kingswood Road, 5802–5911 Jarvis Lane, and 4101 and 5800–5918 Ispwich Road. The residential area totals 38.4 acres with 127 single-family dwellings on lots between 0.069 acre and 0.394 acre. Portions of the neighborhood have concrete sidewalks, and street lamps attached to utility poles are found throughout. All driveways are paved, and most properties feature a paved walkway from the street to the building's façade. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Some yards are fenced (picket [vinyl and wooden], chain-link, and split rail). Kingswood Court has a landscaped circular traffic island at the center of a cul-de-sac; Broad Street ends in			
MARYLAND HISTORICAL TRUST REVIEW			
Eligibility recommended: Eligibility not recommended:  Criteria: A B C D			
Criteria:         A         B         C         D         Considerations:         A         B         C         D         E	<u>r</u> u		
Reviewer, Office of Preservation Services: Date:			
Reviewer, National Register Program: Date:			

M: 30-45

## Alta Vista Gardens

Page 2

a cul-de-sac as well. The streets are curvilinear, following the natural setting. Secondary resources include detached garages, sheds, and swimming pools.

# Description:

Alta Vista Gardens contains single-family dwellings constructed primarily between 1948 and 1958 along with many examples of modern infill. The development includes Ranch, modified Cape Cod, Split-Levels, and Minimal Traditional forms. The houses are one to two stories and range from three to five bays. They feature a variety of roof types, nearly all of which are sheathed in asphalt shingles. Front- and side-gabled are most common, although other types include mansard, gable-on-hipped, and cross gabled. Attached and detached garages, both single- and double-car, are present throughout the neighborhood.

A majority of the resources are clad in stretcher-bond brick veneer and vinyl siding, including some houses that exhibit both exterior materials. Cape Cod houses include dormers. Most resources feature an exteriorend, brick chimney as well as metal flues.

Primary entrances are set in the center of the façade and feature single-leaf wood or fiberglass paneled or half glazed doors. The house at 5812 Ipswich Road retains an original wooden door with cascading lights. Some doors feature metal storm doors. A variety of porches are present and include recessed entries. Windows include bay picture windows, tripartite windows, and sliding windows. Six-over-six and one-over-one hung-sash windows are also present. Many houses feature fixed shutters. Secondary resources include carports, sheds, garages, and swimming pools.

## **Historic Context:**

Construction for Alta Vista Gardens began in 1948. The property was developed by Eugene M. Fry and his company, E. M. Fry & Sons (The Washington Post 1965, B2). As noted in Eugene Fry's obituary, Eugene was "active in the development of Bethesda" and was a member of several real estate boards (The Washington Post 1965, B2). In April of 1946, Eugene purchased over 28 acres east of Old Georgetown Road that included the circa-1844 Montgomery Bean House (M: 30-17) at 9827 Old Georgetown Road (Montgomery County Deed Book [MCDB] 913, 428; 1015, 273). It was on this land that he platted and developed Alta Vista Gardens.

Alta Vista Gardens was developed as an extension of Alta Vista, another development to the south. James Graham noted in a 1949 article that Alta Vista Terrace, the first "Alta Vista" neighborhood, "has developed so rapidly in the past two years that population growth has outstripped community services." (Graham 1949, A2). He estimated that roughly 235 houses were built in that area from 1947 to 1949 and that another 150 were under construction (Graham 1949, A2). Topographical maps and aerial photographs show that Alta Vista Gardens was well developed by 1958, and by 1966, additional development had engulfed the surrounding area (Nationwide Environmental Title Research, LLC [NETR] 1957, 1958, 1966).

Advertisements for Alta Vista Gardens primarily focused on individual houses as opposed to the development as a whole and were sold by various realtors, including Eugene Fry. This suggests that Eugene Fry sold the lots to other builders. Most of the houses advertised were listed as ramblers (Ranch houses) with two to three bedrooms, maid's toilets, a living room, a dining room, and basements (The Washington

M: 30-45

## Alta Vista Gardens

Page 3

Post 1949a, R9; The Washington Post 1957, C9). A different advertisement calls the houses "modern new bungalows" and describes them as "attractive brick homes with living room and fireplace, large picture window . . . 2 big bedrooms . . . [and a] fine basement." (The Washington Post 1949b, R8). Other advertisements note the neighborhood's proximity to certain amenities such as the Naval Hospital, National Public Health, elementary schools, and one parochial school (The Washington Post 1953, R7; The Evening Star 1957). Convenience was integral to advertisements for the neighborhood; even an advertisement for Safeway noted the grocer's proximity to a variety of neighborhoods, including Alta Vista Gardens. (The Evening Star 1956, A14). Prices ranged from \$15,500 to \$28,500, depending on the model.

# **Evaluation:**

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

Alta Vista Gardens is a typical example of a planned residential neighborhood from the late 1940s and 1950s in suburban Maryland. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

Eugene M. Fry, the developer for Alta Vista Gardens, worked throughout the Bethesda area, but was not particularly influential to the suburbanization of Maryland. Furthermore, research has not shown that the neighborhood and encompassing properties are associated with the lives of other people significant in the past. Therefore, the property is not eligible under Criterion B.

Alta Vista Gardens is a modest and basic example of a planned residential neighborhood, with lots sold to a variety of builders. The neighborhood's houses include standard features typical of the period and demonstrate common stylistic details. The houses are not the work of master architects and feature common materials and forms. Finally, the integrity of the neighborhood has been compromised by the high volume of new infill. Because Alta Vista Gardens is an undistinguished example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic value, the neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 38.4 acres and bounded by the Capital Beltway to the south, Old Georgetown Road to the west, Lone Oak Drive to the north, and Dickens Drive to the east. It can be found on Montgomery County Tax Maps HP12 and GP62 and in Montgomery County plat records 1684, 1771, and 3329.

## References:

The Evening Star. 1956. Advertisement. October 4, 1956, A14. --- 1957. Advertisement. December 7, 1957, 22.

Graham, James. "Alta Vista Building Up Very Fast: New Roads, Schools Planned in Alta Vista Terrace." The Washington Post. November 13th, 1949: A2.

## Alta Vista Gardens

Page 4

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Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed December 21, 2018. https://www.historicaerials.com/viewer.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 30 - 17). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

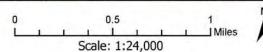
The Washington Post. 1949a. Advertisement 40. January 11, 1949: R9.

- --- 1949b. Advertisement 51. July 10, 1949: R8.
- --- 1953. Advertisement 55. September 13, 1953: R7.
- --- 1957. Advertisement 41. June 15, 1957: C9.
- --- "Eugene M. Fry Dies, County Developer." April 26th, 1965: B2.

**Alta Vista Gardens** Location: North of I-495, south of Lone Oak Drive, and east of Old Georgetown Road Montgomery County City: Bethesda Luxmanor Luxmanor SCHUYLKILL B EDSON LN NORTH BETHESDA FLANDERS AVE Garrett NORTH Wickford Park BETHESDA STRATHMORE AVE STRATHMORE AVE BREWER HOUSE RD ROCKLEDGE DR TUCKERMAN LN AOUTROSE AVE Parkside ROSSMORE DR Kens Alta Vista 100D. A Gardens Lone Oak Par GREENLAWN DE Georgetown AVE LONE DAK DR DEFT FLORD -Village MONTAUK HOLMHURST nwood GREYS WOOD RD ROYBURY Pooks STONEHAM RD tton Woods RD RYLAND DR Ashburton NEWBOLD DR WYNGATE OR Alta Vista MICHAELSOR Green Tree Manor WILMETT RD BETHESDA ANNISTON RD Maplewood BETHESDA BEECH AVE CONWAY RD Oakmont W CEDAR LN NATIONAL MEDICAL Sonoma Bradley BETHE Hills Grove CENTER GREENTREE RD SONOMA RD m HILLMEAD RO NATIONAL NAVAL MEDICAL CENTER BETHE Hillmead DR DR AYBURN RD BRADMOOR DR

USGS 7.5' Quadrangle - Kensington

Woodhaven



Glenwood

CLENWOOD RE

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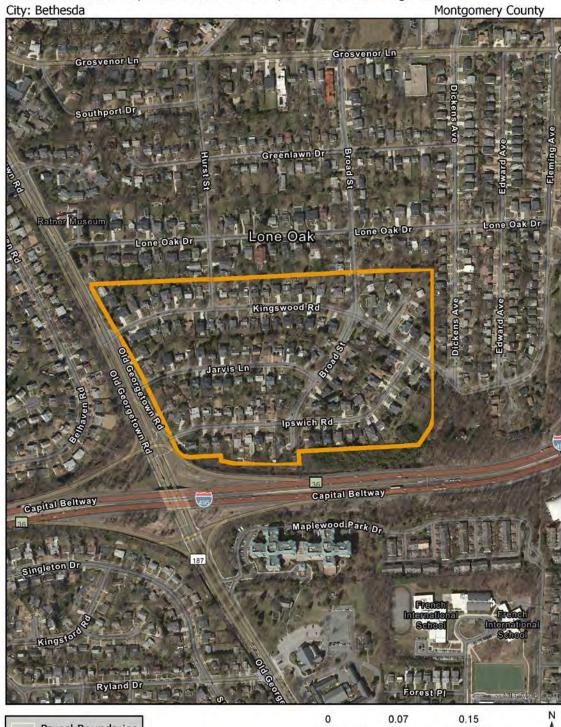
(355)

WINDSORL

N CHELSEAL MDIMAR USES

# **Alta Vista Gardens**

Location: North of I-495, south of Lone Oak Drive, and east of Old Georgetown Road



Parcel Boundaries





View of 5809-5813 Jarvis Lane, looking north.



View of 5816 Kingswood Road, looking south.



View of 5817 Kingswood Road, looking north.



View of 5900 Kingswood Road, looking south.



View of 5901 Kingswood Road addition, looking west.



View of 5905 Ipswich Road, looking north.



View of 5908 Kingswood Road, looking south.



View of Montgomery Bean House (9827 Old Georgetown Road, M: 30-17), looking southwest.



View of 5900 Ipswich Road, looking southwest.



Streetscape featuring 5915 and 5913 Ipswich Road, looking northeast.



Streetscape of Kingswood Court, looking northeast.

#### M: 30-45

## Alta Vista Gardens

PHOTO LOG

Number of Photos: 11

Name of Photographer: Katherine McCarthy Watts and Mical Tawney

Date of Photographs: 2018-12-06

Location of Original Digital File: MD SHPO File Format: M: 30-45\_2018-12-06\_01.tif... etc.

Photographs inserted on continuation sheets:

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View of 5809-5813 Jarvis Lane, looking north.

02.tif

View of 5816 Kingswood Road, looking south.

03.tif

View of 5817 Kingswood Road, looking north.

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View of 5900 Kingswood Road, looking south.

05.tif

View of 5901 Kingswood Road addition, looking west.

06.tif

View of 5905 Ipswich Road, looking north.

07.tif

View of 5908 Kingswood Road, looking south.

08.tif

View of Montgomery Bean House (9827 Old Georgetown Road, M: 30-17), looking southwest.

09.tif

View of 5900 Ipswich Road, looking southwest.

10.tif

Streetscape featuring 5915 and 5913 Ipswich Road, looking northeast.

11.tif

Streetscape of Kingswood Court, looking northeast.

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

NR Eligible: Yes	_
No	

Property Name: <u>Andrews Manor</u>		Inventory Number: PG:76B-77	
Address: South of I-495, east of Auth	Road, west of Courts of Camp Sp	orings Historic District: Yes	
City: <u>Suitland</u> Z	ip Code: <u>20746</u>	County: Prince George's	
USGS Quadrangle(s): Anacostia			
Property Owner: <u>Multiple</u>		Tax Account ID: Multiple	
Tax Map Parcel(s): <u>Multiple</u>		Tax Map: <u>0098</u>	
Project: <u>I-495 &amp; I-270 Managed Lane</u>	es Study	Agency: MDOT SHA	
Agency Prepared By: <u>Dovetail CRG</u>			
Preparer's Name: <u>Heather Staton</u>		Date Prepared: Apr 16, 2019	
Documentation is presented in: Proj	ect review and compliance files		
Preparer's Eligibility Recommendation	on: Not Recommended		
Criteria: A B C D			
Considerations: A B C D E	F G		
Name of the District/Proper Inventory Number:		g resource to a NR district/property:  Listed:	
	no Name:	Date:	
Description of Property and Justifica	tion:		
Setting:			
Andrews Manor is a planned r	esidential develonment on t	he south side of I-495 in Suitland It i	s hounded

Andrews Manor is a planned residential development on the south side of I-495 in Suitland. It is bounded by I-495 on the north, Auth Road on the west, Super 8 at Camp Springs on the south, and the Courts of Camp Springs on the east. The 48 single-family dwellings sit on lots ranging between 0.16 and 0.3 acre. Individual lots are evenly graded with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway and are occasionally fenced. Andrews Manor has seven streets, three of which terminate in cul-de-sacs. Within the 13.7-acre development, all streets are lined with a concrete curb and sidewalks. Secondary resources include sheds.

# Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: A B CD	Considerations: A BCDEFG
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Page 2

Andrews Manor is a planned residential development platted in 1958 comprising 48 single-family dwellings constructed between 1961 and 1962. Most of the houses are constructed in variations of the Ranch and Transitional Ranch forms.

Dwellings are primarily four to seven bays wide and one story tall. Cladding on the houses includes stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of the two. Roofs are side gable and sheathed in asphalt shingles. Most dwellings feature a single brick chimney placed at a side elevation or metal flues that pierce the roof's slope.

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 partial-width porch. Original windows include metal- or wood-framed ribbon or metal-framed sliding units. Many houses in the development have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car garages are incorporated into the original design of many houses; in many dwellings, the garages have been converted into living space.

# Historic Context:

In September 1958, Lovell O. and Gertrude Dallas Minear sold 106.48 acres to Rose Iacovone (Prince George's County Deed Book [PGCDB] 2255, 252; Prince George's County Plat Book [PGCPB] WWW 33, 59). That same month, Iacovone created a plat for Andrews Manor, a subdivision on 13.7 acres south of the proposed Washington Circumferential Highway and east of Auth Road. It contained four blocks with 48 lots, four streets, and three cul-de-sacs. Following the submission of the plat, Iacovone sold the lots to Robin Hood Homes, Inc., a building firm operated by members of the Lucente family, including Frank, Sr., John, and Frank, Jr. (The Evening Star 1964a, 27). Robin Hood Homes, Inc., completed construction on the houses by 1962 and sold the developed lots to individual home buyers, often for around \$15,000 (e.g., PGCDB 2616, 288, 556; 8348, 835). This developer was involved with the project through completion, resulting in a comprehensively planned subdivision.

Early newspaper advertisements do not note the name of the subdivision, but instead touted the name of the builder, Robin Hood Homes, Inc., which was common for this firm (The Evening Star 1961, B-3; 1964b, 29). The houses were marketed as three-bedroom ranch ramblers near many conveniences such as shopping centers in Penn-Mar and Marlow Heights, schools, religious facilities, bus routes, and the proposed Andrews Plaza Shopping Center (The Evening Star 1961, B-3). Prices for the houses started at \$15,650 and Federal Housing Administration and conventional financing was available with no down payment for veterans (The Evening Star 1961, B-3).

Frank Lucente, Sr. was involved in house construction from the mid 1940s through the 1960s with several members of his family, including his sons, although the firm was not officially called Robin Hood Homes, Inc., until the early 1960s (The Evening Star 1964, 27). The firm was responsible for other subdivisions in Prince George's County throughout the 1960s and early 1970s, including Robin Hood Plains and King's Grant in Oxon Hill and Country Village in District Heights (The Evening Star 1964a, 27; 1964b, 29; 1966, E-5; 1967, D-13).

PG:76B-77

**Andrews Manor** 

Page 3

## **Evaluation:**

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

Andrews Manor is typical of planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type constructed during the early Suburban Diversification Period. 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, Andrews Manor is not eligible under Criterion A.

Although Robin Hood Homes, Inc., built houses in southern Prince George's County throughout the third quarter of the twentieth century, neither the firm, nor the individuals associated with it, including Frank Lucente, Sr., John Lucente, and Frank Lucente, Jr., had a 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.

Andrews 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. The development's Ranch and Transitional Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Andrews Manor 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. Andrews Manor was not evaluated under Criterion D.

The boundary for the resource encompasses 13.7 acres and is bounded by I-495 on the north, Auth Road on the west, Super 8 at Camp Springs on the south, and the Courts of Camp Springs on the east, as defined in Prince George's County Plat Book WWW 33, page 59. It includes multiple parcels found on Prince George's County Plat Tax Map 0098.

# References:

The Evening Star. 1961. "Grand Opening Robin Hood Homes." April 22, 1961, B-3.

- ---1964a. "Whole Family Participates in Building these Houses." April 10, 1964, 27.
- ---1964b. "Grand Opening Robin Hood Homes." April 17, 1964, 29.
- ---1966. "Country Village." September 16, 1966, E-5.
- ---1967. "Ground is Broken for King's Grant." May 26, 1967, D-13.

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.

PG:76B-77

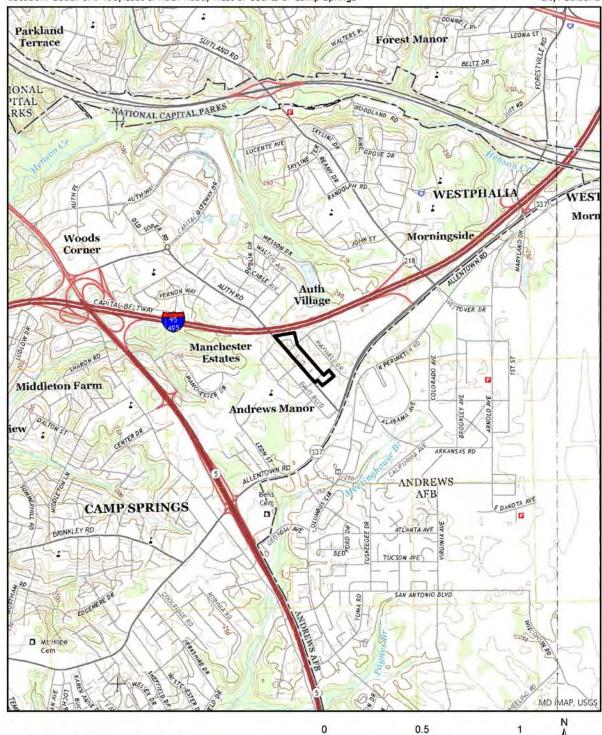
**Andrews Manor** 

Page 4

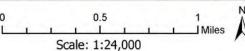
Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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USGS 7.5' Quadrangle - Anacostia



## **Andrews Manor**

Prince George's County

Location: South of I-495, east of Auth Road, west of Courts of Camp Springs

City: Suitland



0.15 Miles Scale: 1:4,000



6102 Carswell Terrace, looking north.



6206 Auth Road, looking south.



6226 Auth Road, looking northeast.



Streetscape of Morris Avenue, looking south.





5481 Morris Avenue, looking north.



6114 Auth Road, looking northwest.

# **PHOTO LOG**

Number of Photos: 6

Name of Photographer: Katherine Watts

Date of Photographs: 2019-02-14

Location of Original Digital File: MD SHPO File Format: PG:76B-77\_2019-02-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

6102 Carswell Terrace, looking north.

02.tif

6206 Auth Road, looking south.

03.tif

6226 Auth Road, looking northeast.

04.tif

Streetscape of Morris Avenue, looking south.

05.tif

5481 Morris Avenue, looking north.

06.tif

6114 Auth Road, looking northwest.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Property Name: Andrews Manor Apartments	Inventory Number: PG:76B-78
Address: South of I-495, north of Morris Avenue	Historic District: <u>No</u>
City: <u>Suitland</u> Zip Code: <u>20746</u>	County: Prince George's
USGS Quadrangle(s): Anacostia	
Property Owner: Bristol Pines, Ltd. Partnership	Tax Account ID: Multiple
Tax Map Parcel(s): Multiple	Tax Map: <u>0098</u>
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA
Agency Prepared By: <u>Dovetail CRG</u>	
Preparer's Name: <u>Heather Staton</u>	Date Prepared: Apr 19, 2019
Documentation is presented in: Project review and com	pliance files
Preparer's Eligibility Recommendation: Not Recommend	ed
Criteria: A B C D	
Considerations: A B C D E F G	
Complete if the property is a contributing or no.	n-contributing resource to a NR district/property:
Name of the District/Property:	
Inventory Number:	Eligible: Listed:
Site visit by MHT Staff yes no I	Name: Date:
Description of Property and Justification:	
Setting:	
complex located south of I-495 in Suitland. The north, the Allentowne Apartments, another ap family subdivision, to the west, and Morris Ave apartment buildings, a pool, a pool house, and total 19.79 acres and is enclosed with metal fe The complex's landscaping includes grassy pub	as the Courts of Camp Springs, is a garden apartment resource is bounded by I-495 and Carswell Avenue on the artment complex, to the east, Andrews Manor, a single-nue to the south. The complex consists of 13 garden a leasing office. The resource comprises five parcels which noting.  lic areas, mature trees, and bushes at the entrances of dings to one another and to parking areas that are located
MARYLAND HISTORICAL TRUST REVIEW	
	gibility not recommended:
Criteria: A B CD	Considerations: A B C D E F G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
<u> </u>	

**Reviewer, National Register Program:** 

Date:

Page 2

between buildings and along Maxwell Drive. The apartment complex has two playgrounds. A wooden sign for the complex, supported by brick posts, stands on the south side of Carswell Avenue, and metal lamp posts are found throughout the resource.

# Description:

Andrews Manor Apartments is a garden apartment complex constructed between 1959 and 1961. It features 414 studio, one-, two-, and three-bedroom units. In addition to one-story apartment units, this complex also has two-story townhouse-like units. The 13 garden apartment buildings are two to three stories tall and multiple bays wide with minimal exterior decoration. The continuous foundation and structural system are clad in a brick veneer with vinyl siding located between windows. Roofs are gabled, sheathed in asphalt shingles, and pierced by metal flues.

The primary entrance for individual units is located within an enclosed stairwell. Units also have a secondary entrance that provides access to a patio or wood balcony lined with a metal railing. Those buildings that contain the two-story townhouse floor plans have an exterior primary entrance for each unit surrounded by a wooden trellis. All doors are made of metal or fiberglass. Windows include sliding and fixed vinyl-clad or metal units.

A one-story, concrete pool house constructed between 1959 and 1961 is located north of Carswell Avenue. It has a low-pitched roof and has single-leaf doors on the west elevation. Immediately west of the pool house are a pool and a children's wading pool, both of which are surrounded by poured-concrete and enclosed with metal fencing.

A circa-2008 leasing office is located east of the pool house and north of Carswell Avenue (Google 2019). The southernmost portion of the office is covered by a front-gabled roof and has a single-leaf storm doors on the west and east elevations. A one-story hyphen connects the southernmost portion of the office to another circa-2008 building that holds the leasing office. This northernmost portion section is covered by a side-gabled roof and clad in fiber cement siding.

Two playgrounds, one near Carswell Avenue and one near Maxwell Drive, and a wooden sign south of Carswell Avenue are also associated with Andrews Manor Apartments.

## **Historic Context:**

The land on which the Andrews Manor Apartments currently stands was part of a late-1950s land subdivision known as Andrews Manor. In September 1958, Lovell O. and Gertrude Dallas Minear sold 106.48 acres to Rose Iacovone (Prince George's County Deed Book [PGCDB] 2255, 252). Following this purchase, Iacovone created Plat No. 2 of Andrews Manor Section 2, a 26-acre subdivision located just east of a single-family neighborhood of the same name, in October of the same year. The Andrews Manor Apartments development was limited to five of the seven lots on the 1958 plat: A, B, C, D, and E (PGCPB WWW 33, 72). Wanted advertisements for carpenters and plumbers to work on the Andrews Manor Apartments project in April, May, and June 1959 suggest that the buildings were constructed during lacovone's ownership (The Evening Star 1959, A-17; The Sunday Star 1959a, D-3; 1959b, E-2).

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Following construction of the apartments, Iacovone sold the five lots to Eleanor Pace of Webb and Knapp, Inc., through transactions in 1960 and 1961 (PGCDB 2441, 536). In April 1963, Andrews Manor, Inc., purchased the apartment complex and sold it to Andrews Manor Associates in October of the same year (The Evening Star 1963, B-5; PGCDB 2808, 193; 2808, 572). Andrews Manor Associates, composed of general partners Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch, remained the owner of the apartment complex until 2005, at which time it was sold to the current owner, Bristol Pines Ltd. Partnership (PGCDB 22744, 613). It is likely that the name change from Andrews Manor Apartments to the Courts of Camp Springs occurred around this transaction (The Washington Post 2007, T.9; Whitlock 1999, B-7).

The earliest advertisements for Andrews Manor Apartments described the buildings as being of the New California Ranch style (The Sunday Star 1960a, A-3). The apartments featured amenities such as air conditioners, courtyards, private patios and balconies, and a swimming pool. When the apartments opened, rent started at \$79.50/month for the studio, \$89.50/month for a one-bedroom, \$110/month for a two-bedroom, and \$135/month for a three-bedroom unit (The Sunday Star 1960a, A-3). The advertisements touted easy access to transportation and proximity to schools, shopping centers, and Andrews Air Force Base (The Sunday Star 1960b, E-9). In 1967, the apartment complex became desegregated and accepted residents of all races (The Evening Star 1967, A-7).

Today, studio units rent for \$1,000/month, one-bedroom units are \$1,100/month, two-bedroom units are \$1,350-\$1,375/month, and three-bedroom units are \$1,600/month (CoStar Group, Inc. 2019). Easy access to public transportation and Andrews Air Force Base playground, balconies, laundry, air-conditioning continue to be selling points for the apartment complex.

Research could not associate Rose lacovone with any other development or real estate projects in Maryland other than the subdivision of Andrews Manor in the late 1950s and early 1960s. Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch were involved with several real estate and development firms throughout the Washington, D.C., region during the 1960s and 1970s. Goldberg and Kirsch were associated with Portal Enterprises, the developer for the River Forest subdivision in Fort Washington, and in the mid-1960s, Goldberg was the head of MHA Associates (The Evening Star 1965, A-12; 1969, 54). Friendlander worked for the Robert H. Kent and Co. firm, which was responsible for Layhill Village in Silver Spring and Crest Park in Hillandale (The Sunday Star 1964, G-17; 1966, H-21).

## **Evaluation:**

Andrews Manor Apartments was evaluated as a garden apartment complex spanning 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.

Andrews Manor Apartments is a basic example of an apartment type commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the resource is not known to be associated with any other events that

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have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch were involved in the development of Andrews Manor Apartments and were in real estate development throughout the Washington D.C. region; however, 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 resource is not eligible under Criterion B.

Andrews Manor Apartments is representative of a common mid- to late-twentieth-century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, such as replacement windows, have impacted the building's integrity of design and materials. 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 19.79 acres and is roughly defined by I-495 and Carswell Avenue on the north, the Allentowne Apartments, another apartment complex, to the east, and Andrews Manor, a neighborhood, to the west, and Morris Avenue to the south. It is confined to five tax parcels (06-417642, 06-417626, 06-0417618, 06-0417659, and 06-0417634) found on Prince George's County Tax Map 0098.

### References:

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- ---1963. "Andrews Manor Sold." May 4, 1963, B-5.
- ---1965. "Managers Elect Officers." December 31, 1965, A-12.
- ---1967. "Pentagon Housing Bias Ban, Realty Men Assess Andrews Ruling." June 23, 1967, A-7.
- ---1969. "River Forest." June 13, 1969, 54.

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.

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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Page 5

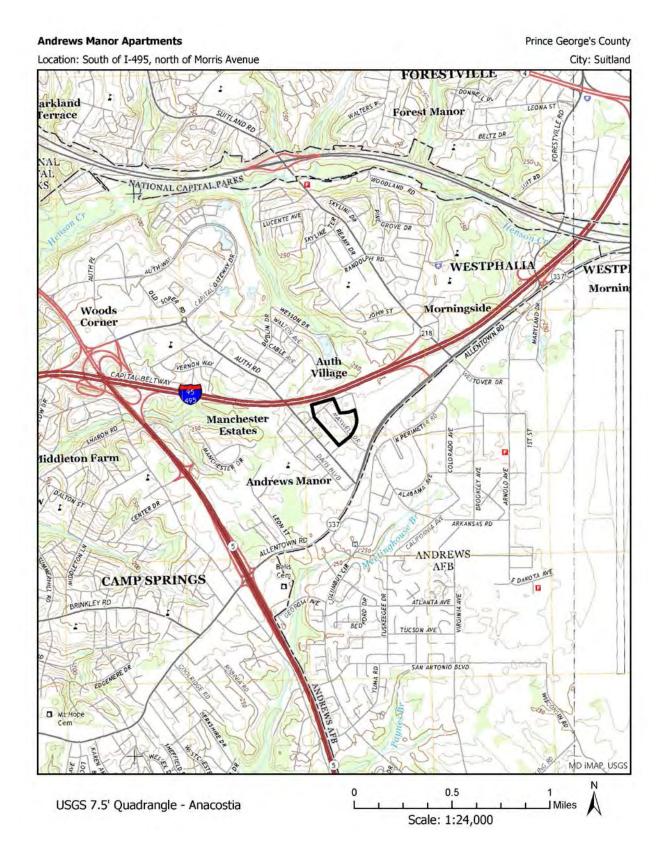
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 20, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

The Sunday Star. 1959a. "Plumbers." April 2, 1959, D-2.

- ---1959b. "Carpenters Wanted." June 7, 1959, E-2.
- ---1960a. "Grand Opening Andrews Manor." May 1, 1960, A-3.
- ---1960b. "Cool Air Cond. Andrews Manor." June 26, 1960, E-9.
- ---1964. "Crest Park. Hillandale." September 27, 1964, G-17.
- ---1966. "Silver Spring-Layhill Village." March 13, 1966, H-21.

The Washington Post. 2007. "In Brief" September 6, 2007, T.9.

Whitlock, Craig. 1999. "Confusion over police shooting; Pr. George's man may have tried to break up drug deal." September 29, 1999, B-7.



## **Andrews Manor Apartments**

Location: South of I-495, north of Morris Avenue

Prince George's County



Parcel Boundaries

0.1 \_\_\_ Miles 0.05 Scale: 1:3,000





Entrance sign on Carswell Avenue, looking east.



Grassy areas and walkways between buildings from Maxwell Drive, looking west.



6206 and 6208 Maxwell Avenue, looking east.



Playground overview, looking east from Maxwell Drive.



6243-6267 Maxwell Drive, looking northwest.



6202-6204 Maxwell Drive, looking east.



Rear elevation of apartment building, from Carswell Avenue, looking south.



Overview of wading pool, pool house, leasing office, looking northeast from Carswell Avenue.



Pool house, looking northeast.



Lampost on Carswell Avenue, looking northwest.

## PG:76B-78

## **Andrews Manor Apartments**

## **PHOTO LOG**

Number of Photos: 10

Name of Photographer: Katherine Watts

Date of Photographs: 2019-02-14

Location of Original Digital File: **MD SHPO** File Format: **PG:76B-78\_2019-02-14\_01.tif... etc.** 

Photographs inserted on continuation sheets:

01.tif

Entrance sign on Carswell Avenue, looking east.

02.tif

Grassy areas and walkways between buildings from Maxwell Drive, looking west.

03.tif

6206 and 6208 Maxwell Avenue, looking east.

04.tif

Playground overview, looking east from Maxwell Drive.

05.tif

6243-6267 Maxwell Drive, looking northwest.

06.tif

6202-6204 Maxwell Drive, looking east.

07.tif

Rear elevation of apartment building, from Carswell Avenue, looking south.

08.tif

Overview of wading pool, pool house, leasing office, looking northeast from Carswell Avenue.

09.tif

Pool house, looking northeast.

10.tif

Lampost on Carswell Avenue, looking northwest.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

Inventory Number: PG:76B-79

Historic District: No

Property Name: **Andrews Manor Shopping Center** 

Address: 4801-4949 Allentown Road

NR	Eligible:	Yes	
		Nο	

City: Suitland	Zip Code: <u>20746</u>	County: Prince George's	
USGS Quadrangle(s): Anacostia			
Property Owner: American Prope	rty Andrews Manor, LLC/Consort	ium One Andrews, LLC Tax Account ID: Multiple	
Tax Map Parcel(s): 0000		Tax Map: <u>0098</u>	
Project: I-495 & I-270 Managed La	anes Study	Agency: MDOT SHA	
Agency Prepared By: RK&K, LLP			
Preparer's Name: <u>Jacob Bensen</u>		Date Prepared: May 9, 2019	
Documentation is presented in: P	roject review and compliance file	<u>25</u>	
Preparer's Eligibility Recommend	ation: Not Recommended		
Criteria: A B C D			
Considerations: A B C D	E F G		
Complete if the property	is a contributing or non-contribu	ting resource to a NR district/property:	
Name of the District/Pro	perty:		
Inventory Number:	Eligible:	Listed:	
Site visit by MHT Staff yes	no Name:	Date:	
Description of Property and Justif	ication:		
Montgomery and Prince Ge- Location/Setting		Historic Context Addendum (1961-1980), October 2018).	,
property is in a densely development of the comment of the south by I-95/I-495, to the south be commercial and residential	eloped area of the county, sercial developments. Andrew by Allentown Road (MD 337) developments, and to the e	and, Prince George's County. The 21.33-a surrounded by apartment buildings, single ws Manor Shopping Center is bordered to ) and Joint Base Andrews, to the west by east by commercial developments and the red from I-95/I-495 by trees and separate	e-family the north highway
MARYLAND HISTORICAL TRUST	REVIEW		
Eligibility recommended:		t recommended:	
Criteria: A B C	D Consi	derations: A B C D E _	FG
MHT Comments:			
Reviewer, Office of Preservation	n Services:	Date:	
		_	
Reviewer, National Register Pro	gram:	Date:	

Page 2

Allentown Road by tree- and grass-landscaped islands and concrete sidewalks. Access is provided by two driveways from Allentown Road and a driveway to the former service station at the corner of Allentown Road and the I-95/I-495 access ramp. There are six buildings on the property, surrounded by asphalt parking lots with tree-landscaped islands, a metal flag pole, metal bollards, and light standards. A metal, plastic, and synthetic stucco Andrews Manor Shopping Center sign with a clock and tenant names and a metal and plastic sign for From the Heart Church Ministries Annex are located along Allentown Road. The rear area of 4949 Allentown Road, including two playgrounds surrounded by a metal fence, are secured by a set of swing-arm gates adjacent to the building's southwest elevation and chain-link gates at the northeast elevation. A cellular communications tower and two associated outbuildings are located at the northeast corner of the property, adjacent to the northeast elevation of 4801 Allentown Road, and surrounded by a wood-plank fence.

## **Architectural Description**

The Andrews Manor Shopping Center is an extensively altered planned commercial development consisting of a 1963 strip center, a 1965 former movie theater, a 1971 former furniture store/warehouse, a small 1975 store/office building, a circa 1981 restaurant building, and a drive-thru restaurant building constructed some time between 1995 and 2002. The 1963 strip center and 1965 former movie theater were renovated with unifying architectural features and ornament sometime between 1995 and 2002. The 1971 former furniture store/warehouse received a small circa 2013 addition at the façade.

The 1963 strip center and 1965 former movie theater occupy the northeast section of the property, the 1971 former furniture warehouse/showroom occupies the northwest section, the 1975 store/office building occupies the southwest section, and the two newest buildings are located in the parking lot to the southeast of the strip center. All buildings sit on a concrete slab foundation and have a flat roof with mechanical equipment.

Strip Center, 4801-4917 Allentown Road (1963, façade renovation some time between 1995 and 2002)

This large, roughly rectangular, one-story building with no architectural style, is clad at the southeast façade in synthetic stucco above painted brick set in a running bond, at the southwest and northeast elevations in painted brick set in a running bond, and at the northwest elevation in painted concrete block. A covered pedestrian walkway, supported by square metal posts, runs along the façade, with a tall synthetic-stucco clad parapet wall with back-lit plastic and metal signs above. Synthetic-stucco-clad towers, topped with pyramidal-roofed lanterns, stand at intervals along the facade. Main tenant entrances consist of single and paired metal-and-glass doors with transoms, flanked by storefront windows. At the northeast anchor store, the storefront windows wrap around to the northeast elevation. Some storefronts include fabric awnings or metal security shutters.

Secondary entrances are located at the sides and rear of the strip center. The southwest elevation has paired metal doors and two bricked-in doors at ground level, and a single metal door accessed by a metal staircase and sheltered by a metal awning. Service entrances, including loading docks; single and paired metal doors opening onto concrete loading platforms, ramps, and staircases; and metal roll-up garage doors are located at the northwest (rear) elevation. The service entrances to the southwest anchor store are sheltered by projecting metal hoods, and a service entrance to the northeast anchor store is sheltered

Page 3

by a wood-shingled awning. The northeast elevation has a concrete loading platform, built between 2015 and 2019, with a single metal door and a roll-up garage door, both sheltered by a projecting standing-seam metal awning.

Former Andrews Manor Theatre/Andrews Manor Twin (1965, 'twinned' in early 1970s, façade renovation some time between 1995 and 2002)

This rectangular plan one-story building with no architectural style is clad in brick set in a running bond, painted on the southwest façade, and southeast and northeast (side) elevations. Synthetic stucco panels are present above the brick cladding on the façade and southeast elevation. The main entrance is located on the façade and consists of paired metal-and-glass doors with a metal security shutter flanked by a metal-and-glass window wall. The entrance is sheltered by a flat-roofed, irregular-shaped canopy supported by posts identical to those on the strip center. Secondary entrances consist of single and paired metal doors north of the main entrance, and a single metal door flanked by metal-and-glass window walls on the southeast elevation. The northeast elevation has no fenestration and the northwest elevation was not accessible during this survey.

Former Levitz Furniture Warehouse and Showroom (1971, circa 2013 renovation and in-fill addition)

This nearly rectangular plan, one-story former Levitz Furniture Warehouse and Showroom with no architectural style has a concrete block foundation and is clad in synthetic stucco panels. Historic aerial images show a circa 2013 addition near the south end of the southeast façade, filling in a previously open space. Large, three-dimensional lettering reading "JESUS IS LORD/FROM THE HEART CHURCH MINISTRIES" and the church's logos are present at the façade, lit by projecting light fixtures. The main entrance is located at the center of the façade, consisting of four sets of metal-and-glass paired doors with sidelights and two sets of metal-and-glass paired doors flanked by multi-light sidelights, with multi-light transoms. The entrance is sheltered by a flat-roofed metal canopy and opens onto a concrete pedestrian walkway with the church logo. Secondary façade entrances are paired metal doors with small rectangular windows sheltered by metal-framed fabric awnings, located southwest of the main entrance, and metal-and-glass paired doors sheltered by metal-framed fabric awnings on the projecting bay southeast of the façade. Paired metal doors are also located on the southeast elevation of the projecting bay. Fixed-metal sash windows are located between the entrances on the projecting bay.

A secondary entrance, consisting of paired metal doors with small rectangular windows, is located on the southwest elevation; the entrance opens onto a concrete ramp with metal railings and is sheltered by a metal awning. The northeast elevation includes a recessed secondary entrance, consisting of metal-and-glass paired doors with transoms opening onto a concrete staircase with metal railings; a loading dock; and fixed-metal sash windows. The northwest elevation was not accessible during this survey.

Small Store/Office Building, 4929/4941 Allentown Road (1975)

This rectangular plan, one-story store/office building with no architectural style is clad in painted running-bond brick and diagonal painted wood siding. Synthetic stucco-clad canopies shelter the continuous concrete pedestrian walkway surrounding the entire building. The main entrance to the None Suffer Lack Federal Credit Union (4929 Allentown Road) is located at the southeast façade and consists of paired

Page 4

metal-and-glass doors with a transom flanked by storefront windows above spandrel panels, which wrap around to the northeast elevation. Secondary entrances are located on the façade, northwest, and northeast elevations and consist of single and paired metal-and-glass doors with transoms and single metal doors. Windows at each elevation consist of storefront windows above spandrel panels and fixed-metal sash windows.

# 4921 Allentown Road (circa 1981)

The roughly square restaurant building at 4921 Allentown Road was built circa 1981, according to historic aerial images, and is clad in painted split face concrete block and vinyl siding. The main entrance at the northwest façade consists of paired metal-and-glass doors opening onto a concrete staircase with metal railings, sheltered by a metal-framed fabric awning. Secondary entrances, with metal or metal-and-glass doors, are located on each elevation.

## 4827 Allentown Road (some time between 1995 and 2002)

The T-shaped drive-thru restaurant building at 4827 Allentown Road was built some time between 1995 and 2002, according to historic aerial images. It is clad in tile with synthetic stucco above and metal-cladding at the roofline. Glass block is incorporated into the southeast façade, and metal-clad canopies shelter the drive-thru windows. The walk-up service windows at the façade are sheltered by a flat-roofed hood. A back-lit metal-and-plastic pole sign stands at Allentown Road.

# **Historic Context**

The Andrews Manor Shopping Center was first platted in 1962 as a single parcel. The strip center at the northeast corner of the property was developed in April of 1963 by the Ziegler Corporation with 25 storefronts and a 1,000-car parking lot (Washington Post 1963, B11). The Ziegler Corporation was a small Washington, DC-based commercial real estate developer that also developed Plaza del Mercado in Wheaton, Maryland (1969) and re-developed the Bel Air Shopping Center in Bowie, Maryland (1979) (Washington Post 1969, D9; 1970, E25; Davidson 1979, MD12). Early tenants at Andrews Manor included anchor stores Food Fair supermarket and Woolworth's variety store and a mix of smaller businesses including Val's Hairstylist, Triangle Shoes, Andrews TV & Radio Company, and G.A.C. Finance Corporation (Porter 1961, B8; Washington Post 1963, B14 & F6; Washington Post 1965, B2 & B9; Washington Post 1966, C7). In 1965, the Andrews Manor Theater (4801 Allentown Road) opened at the northeast corner of the strip center. The movie theater was a part of the Showcase Theatres chain owned by John Broumas and opened with a showing of Circus World (Coe 1965, B10). In the early 1970s the theater was "twinned" and a second screen was added. It is unclear if this required an addition to the building or if the work was entirely to the interior (Coursey, n.d.).

In 1970, Zeigler Corporation advertised that a 135,000 square foot site, with room for a 30,000 square foot "build to suit" retail building was available at Andrews Shopping Center (Washington Post 1970, D10). A year later, the shopping center property was re-platted and split it into two parcels, with the existing strip center and movie theater on parcel W-5 and the available property on parcel W-4 (Plat 76-78). According to state tax records, a Levitz Furniture Warehouse and Showroom (4949 Allentown Road) was constructed on parcel W-4. The store opened for business in January of 1972 (Washington Post 1972, A16). The land

Page 5

was re-platted again in 1974, and parcel W-4 was split into parcel W-4A to the north and W-4B to the south (Plat 91-13). According to state tax records, the small store/office building at 4929/4941 Allentown Road was built on parcel W-4B in 1975. Research has not shown what the building's original tenants were, but by the early 1980s it housed a One Hour Photo store and an office of the Routh Robbins Coldwell Banker realty company (Washington Post 1980, B17; 1982, MD9).

Two pad sites were added to the Andrews Manor Shopping Center after 1980. The first, a restaurant at 4921 Allentown Road (currently Kachi's Chicken), was built circa 1981 and second, the restaurant at 4827 Allentown Road (currently Checker's), was built sometime between 1989 and 1995 (Historic Aerials, 2019). The strip center's façade was remodeled sometime between 1995 and 2002, and the former Levitz Furniture Warehouse and Showroom was renovated and received an addition circa 2013 (Historic Aerials, 2019; M-NCPPC, 2013).

As of 2019, the strip center building remains in commercial use, anchored by a La Colonia International Supermarket and Family Dollar variety store; the Andrews Manor Theatre/Andrews Manor Twin has been converted into a restaurant (Fast Eddie's); the Levitz Furniture Warehouse and Showroom is in use as From the Heart Church Ministries and Christian School; and the small store/office building at 4929/4941 Allentown Road is in use as None Suffer Lack Federal Credit Union, a credit union associated with From the Heart Church Ministries.

## **Eligibility Determination**

The Andrews Manor Shopping Center was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as a planned commercial development. The property was not evaluated for eligibility under Criterion D.

The Andrews Manor Shopping Center does not demonstrate strong associations with social and demographic changes. This planned commercial development introduced no new commercial types, and research does not show that it served as an important community gathering place. Its tenant mix was not unique or influential; the variety store, supermarket, and small retail and service businesses were common features of planned commercial developments during the Suburban Diversification Period. 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 Andrews Manor Shopping Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the Andrews Manor Shopping Center is not eligible under Criterion B.

The Andrews Manor Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. As a planned commercial development with pad sites later added to a standalone shopping center, it is not a good example of the type constructed in the Suburban Diversification Period. Andrews Manor Shopping Center is not an early example or one of the last intact examples of its type and has diminished integrity due to alterations and additions in the years following the Suburban Diversification Period, such as the replacement of original fabric at the building façades, construction of an addition to the former Levitz Furniture Warehouse and Showroom, and addition of post-1980 pad sites.

Page 6

Research has shown the shopping center has no known association with a master architect and that Ziegler Corporation was one of many small commercial development companies in the Washington, DC, region during the time period; the commercial development also does not possess high artistic value. Therefore, the Andrews Manor Shopping Center is not eligible under Criterion C.

The property encompasses 21.33 acres and is confined to the three current property tax parcels, which are found on Prince George's County Tax Map 0098, Parcel 0000 (2018). Tax accounts are 06-0417683, 06-0417667, 06-0417675.

## References

"Advertisement: Andrews TV & Radio Co." The Washington Post, November 23, 1965, B9. ProQuest.

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Page 7

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# **Andrews Manor Shopping Center** Prince George's County Location: 4801-4949 Allentown Road City: Suitland FORESTVILLE SUITLANDRO Forest Manor BELTZ DR NATIONAL CAPITAL PARKS LUCENTE AVE CAPI WESTPHALIA WESTPHALIA Morningside Morningside ods rner Auth Village VERNON WAY CAPITAL BELTWAY TOVER DR Manchester Estates arm Andrews Manor Andrews Ai Force Base CENTER DR ANDREWS AFB DAKOTA AVE CAMP SPRINGS ATLANTA AVE SAN ANTONIO BLVD MD IMAP, USGS 0 0.5 USGS 7.5' Quadrangle - Anacostia **J** Miles Scale: 1:24,000

**Andrews Manor Shopping Center** 

Location: 4801-4949 Allentown Road

Prince George's County City: Suitland







Strip center southwest anchor store, southeast facade, looking northwest.



Strip center southeast facade, looking north.



Former Andrews Manor Theatre/Andrews Manor Twin southwest facade, looking northeast.



Former Levitz Furniture Warehouse and Showroom, southeast facade, looking northeast.



Small Store/Office Building, 4929-4941 Allentown Road northwest elevation, looking southeast.



4921 Allentown Road northwest facade, looking southeast.



4827 Allentown Road southeast facade, looking northeast.

## PG:76B-79

## **PHOTO LOG**

Number of Photos: 7

Name of Photographer: **Mical Tawney** Date of Photographs: **2019-02-13** 

Location of Original Digital File: MD SHPO File Format: PG:76B-79\_2019-02-13\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Strip center southwest anchor store, southeast facade, looking northwest.

02.tif

Strip center southeast facade, looking north.

03.tif

Former Andrews Manor Theatre/Andrews Manor Twin southwest facade, looking northeast.

04.tif

Former Levitz Furniture Warehouse and Showroom, southeast facade, looking northeast.

05.tif

Small Store/Office Building, 4929-4941 Allentown Road northwest elevation, looking southeast.

06.tif

4921 Allentown Road northwest facade, looking southeast.

07.tif

4827 Allentown Road southeast facade, looking northeast.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Property Name:	: <u>Andrews Park</u>	In	ventory Number: <u>PG:76A-63</u>	
Address: North	of I-495 and east of Branch Ave	<u>nue</u> Hi	storic District: <u>Yes</u>	
City: <u>Suitland</u>	Zip Code: <u>20</u>	<u>)746</u> Co	ounty: Prince George's	
USGS Quadrang	(le(s): <u>Anacostia</u>			
Property Owner	r: <u>Multiple</u>	Та	x Account ID: <u>Multiple</u>	
Tax Map Parcel(	(s): <u>Multiple</u>	Та	x Map: <u>0098</u>	
Project: <u>I-495 &amp;</u>	I-270 Managed Lanes Study	A	gency: <u>MDOT SHA</u>	
Agency Prepare	d By: <u>Dovetail CRG</u>			
Preparer's Name	e: <u>Danae Peckler</u>	Da	ate Prepared: <u>May 21, 2019</u>	
Documentation	is presented in: Project review	and compliance files		
Preparer's Eligib	oility Recommendation: Not Rec	<u>ommended</u>		
Criteria: A B	C D			
Considerations:	A B C D E F G			
Comple	ete if the property is a contributi	ng or non-contributing res	source to a NR district/property:	]
Name o	of the District/Property:			
Invento	ory Number:	Eligible:	Listed:	
Site visit by MH	T Staff yes no	Name:	Date:	_
Andrews Park is Suitland known Henderson Way development in Curvilinear street arms attached tand some fence detached garage Description:	as Camp Springs. The wedge-shad and on the northeast and east cludes 60 single-family dwelling ets are 50 feet wide and flanked to telephone poles. Individual lo	aped subdivision is bound by Silver Valley Way and s with consistent setbacks by concrete curbs, but de ts are landscaped with gra	side of I-495, east of Branch Avenue in a pled on the south by I-495, on the northwest another single-family subdivision. The 18.9 s on lots ranging between 0.15 and 0.38 acrevoid of sidewalks. Streetlights consist of states lawns, shrubs, ornamental plantings, feare associated with roughly half of the house	t by -acre e. andard lamp ew trees,
Eligibility reco		Eligibility not recor	nmended:	
	BCD	Consideration		
MHT Commen	ts:			
Reviewer, Offi	ce of Preservation Services:		Date:	

**Reviewer, National Register Program:** 

Date:

PG:76A-63

**Andrews Park** 

Page 2

Andrews Park contains 60 single-family dwellings built between 1960 and 1965 in five basic models of Ranch, Split-Foyer, and Split-Level forms. One outlier is the Transitional Ranch house at 5401 Henderson Way. The most popular model in the subdivision is a two-story, four-bay, Split-Foyer house with two variations: one featuring a two-bay, full-height porch and the other with a stylized, projecting, gabled bay at one end of the façade. More than 50 percent of the dwellings are one of these two variants. Most houses in the subdivision lack a distinct architectural style, but some have Colonial Revival, Neoclassical, Storybook, or Contemporary elements.

These 1,000- to 1,200- square-foot houses have continuous concrete foundations with walls predominantly clad in aluminum or T1-11 siding with smaller sections of brick veneer or decorative wood siding adding interest to the façade. Ranch houses in the subdivision clustered along the south side of Hill Way are clad in a stretcher-bond brick veneer. All houses are covered by side-gabled roofs sheathed in asphalt shingles with the exception of the Transitional Ranch house that has a hipped, asphalt-shingled roof. About a dozen houses have an interior chimney, many of which are seen in the Transitional Ranch and Ranch forms and clad in brick or metal.

Primary entrances are located near the center of the façade and have a single-leaf wood or metal door. Entries to the Split-Foyer houses are often topped by a four-light fixed transom or flanked by full-length aluminum shutters. A few have been augmented by Colonial Revival-style features like decorative aluminum surrounds topped by a pediment. Entries to Split-Level-type houses are set below a pent roof or the roofline of a projecting garage bay. In the latter instance, a low brick wall supports three square wood posts to create a small stylized porch. A majority of the doors and windows throughout this subdivision are replacement units. Original wood-framed picture windows, multi-light bay windows, or paired, aluminum-framed, sliding sashes remain extant in less than a handful of houses. Original windows are two-over-two (horizontal muntins) or six-over-six, wood-framed, double-hung sashes. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters.

Most houses in Andrews Park were built without garages, but have a driveway to provide off-street parking space. Roughly 10 Ranch houses in the subdivision have an original carport. A few Split-Level houses feature a built-in, one-car garage, while two Split-Foyer, Garrison-type houses have a built-in, two-car garage. Detached garages are rare and likely were added at a later date.

Additions to houses commonly include one-bay carports to a side elevation or small-scale additions to the rear elevation. Replacement materials such as new front doors, vinyl-framed windows, and vinyl siding, as well as the conversion of carports or garage bays into additional living space, are common.

#### **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, 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). Created by the Darcey and related Ammann families in 1950, Auth Village (PG:76A-38) and Silver Valley, platted in 1946 by Lee R. Hendricks and William D. Thomas, were some of the earliest subdivisions along Auth Road, followed by Darcey Estates Section One in 1956 (Prince George's County Plat Book [PGCPB] BB 12, 43; WWW 27, 28; Suffness 1997, 8.4).

Andrews Park was platted as Darcey Estates Section Two in December 1959 by homebuilder-turned-developer Michael Cappacchione, president of the Michael G. Cappy Construction Company, Inc. (Prince George's County Deed Book [PGCDB] 2321, 338; 2432, 30; PGCPB WWW 37, 90). Cappacchione worked to secure the property in conjunction with Robert and Brittania Ammann and several trustees. He then subdivided a portion of the Darcey farm and a portion of the adjacent Silver Valley subdivision, re-platting its lots and altering roads to allow for denser development and account for construction of I-495. The Michael G. Cappy Construction Company also worked with the Ammanns to build new Ranch and Contemporary-style Split-Level houses in Darcey Estates Section One (The Evening Star 1959, B-7).

Michael Cappacchione was elected to the board of the Prince George's Chapter of the Home Builders Association of Metropolitan Washington in December 1960 (The Washington Post 1960, B3). He remained affiliated with the group into the

PG:76A-63

**Andrews Park** 

Page 3

mid-1960s, and used some of the same National Homes models in Andrews Park in other Prince George's County residential developments, including Wilburn Estates located roughly 4 miles north, off E. Addison Road (PGCDB 2868, 257). In the 1970s, he shifted his business interests, developing high-rise condominiums and large-scale commercial properties, working with architects like Charles W. Englehart of Annapolis to develop a 21-story apartment building in Ocean City, Maryland, and designing a \$23-million luxury hotel and trade center near Dulles Airport (The Washington Post 1972, C3; Willmann 1979, E5).

The earliest advertisements indicate that Cappacchione initially marketed the subdivision as part of Darcey Estates, showcasing the all-electric "Somerset" model in the Split-Level houses at 5413-5417 Henderson Way (The Evening Star 1960, D-9). Starting in May 1962, the name Andrews Park was increasingly used in conjunction with builder, Cappacchione and his new company, Andrews Park, Inc. (Willmann 1962, B29). In September 1962, two new models called the Berkeley (Split-Foyer with two-bay, Neoclassical-style porch) and the Broadmoor (Split-Level with built-in garage) were marketed as part of the Homes of '62, priced from \$16,900 and \$17,990, respectively (The Washington Post 1962, D38). These dwellings also were advertised with the National Homes logo and Andrews Park was noted as one of the subdivisions in which manufactured houses from the Lafayette, Indiana, and National Homes Corporation were being built exclusively (The Washington Post 1963, D7). Historic aerial images indicate that the majority of the lots within this subdivision were developed by April 1963 (United States Department of Agriculture 1963).

Andrews Park is typical of many planned residential developments from the early 1960s as it was not designed to include community amenities like parks or recreational areas. Its street network and layout repeated previously established patterns in the surrounding area, while the appearance of the subdivision was also regulated by standard restrictive covenants to control use, building setbacks, and size for a period of 30 years (PGCDB WWW 2936, 0241).

## Evaluation:

Andrews Park 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 and created by small-scale homebuilder using a limited number of models, Andrews Park 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, it is not eligible under Criterion A.

The individuals involved in the development of Andrews Park 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, it is not eligible under Criterion B.

Andrews Park 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. This resource was not evaluated under Criterion D.

The boundary for Andrews Park contains 18.9 acres defined by I-495 on the south, Henderson Way on the northwest, and Silver Valley Way and another residential development on the northeast. The resource is detailed in three Prince George's County plats (PGCPB WWW 37, 90; 43, 68; 50, 76). The development includes multiple parcels found on Prince George's County Tax Map 98 (2019).

## References:

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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 April 11, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.

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The Washington Post. 1960. "The State of Real Estate." December 3, 1960, B3.

- --- 1962. Advertisement for Andrews Park by Michael G. Cappy Construction. September 8, 1962, D38.
- --- 1963. "More Manufactured Homes Seen in Area." October 26, 1963, D7.
- --- 1972. Photo caption for Capri Condominium in Ocean City, Maryland. March 4, 1972, C3.

Willmann, John B. 1962. "Hundreds of Model Homes Await Area's New-Address Seekers." The Washington Post. May 5, 1962, 829.

--- 1979. "Trade Center Planned Near Dulles International Airport." The Washington Post. January 21, 1979, E5.

# **Andrews Park** Prince George's County City: Suitland Location: North of I-495 and east of Branch Avenue HIL MAR DR FOREST Parkland Forest Manor Terrace 414 SILVER HILL NATIONAL CAPITAL VATIONAL CAPITAL PARKS PARKS BRANCH AVE LUCENTE AVE LEISURE 1 Walton An WESSONOR Mornin Woods Corner Auth Village Manchester Estates COLORADO MAN OF STER OF Middleton Farm Andrews Manor CENTER DR Broadview WELDON DR ANDREW AFB CAMP SPRINGS CEDELL DI LAKEVIEW OR BRINKLEY RD SEACHCRAFT CT BUCK CREEK RD YUMA RD SOUTHFIE ☐ Mt Hope MD IMAP, USGS 0 0.5 USGS 7.5' Quadrangle - Anacostia **J** Miles

Scale: 1:24,000

**Andrews Park** 

Prince George's County

Location: North of I-495 and east of Branch Avenue

City: Suitland



Scale: 1:3,000



Northwest elevation of house at 5415 Henderson Way.



Houses at 5417 to 5411 Henderson Way along east side of road, looking south.



North elevation of house at 5505 Vernon Way.



Northeast elevation of house at 5007 Silver Valley Way.



Northeast oblique of house at 5521 Hill Way.



Southeast oblique of house at 5520 Hill Way.



West elevation of house at 5401 Henderson Way.



Split-Foyer model at 5513 Vernon Way, looking south.

## PG:76A-63

# 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-63\_2019-03-19\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Northwest elevation of house at 5415 Henderson Way.

02.tif

Houses at 5417 to 5411 Henderson Way along east side of road, looking south.

Andrews Park

03.tif

North elevation of house at 5505 Vernon Way.

04.tif

Northeast elevation of house at 5007 Silver Valley Way.

05.tif

Northeast oblique of house at 5521 Hill Way.

06.tif

Southeast oblique of house at 5520 Hill Way.

07.tif

West elevation of house at 5401 Henderson Way.

08.tif

Split-Foyer model at 5513 Vernon Way, looking south.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible	: Yes
	Nο

Propert	ty Name: <u>Andrews Vill</u>	lage_		Inventory Numb	oer: <b>PG:76A-61</b>	
Address: 5104 –5182 Clacton Avenue		Historic District: Yes				
City: <u>Su</u>	<u>itland</u>	Zip Code: <u>207</u> 4	<u> 16</u>	County: Prince (	George's	
USGS C	Quadrangle(s): <u>Anacost</u>	<u>tia</u>				
Propert	ty Owner: <u>Multiple</u>			Tax Account ID:	<u>Multiple</u>	
Тах Ма	p Parcel(s): <u>Multiple</u>			Tax Map: <u>0098</u>		
Project	: <u>I-495 &amp; I-270 Manag</u> e	ed Lanes Study		Agency: MDOT	<u>SHA</u>	
Agency	Prepared By: <u>Dovetail</u>	l CRG				
Prepare	er's Name: <u>Mical Tawn</u>	ney		Date Prepared:	Apr 16, 2019	
Docum	entation is presented	in: <u>Project review an</u>	d compliance files			
Prepare	er's Eligibility Recomm	endation: Not Recon	nmended			
Criteria	: A B C D					
Conside	erations: A B C	D E F G				
	Complete if the prop	perty is a contributing	or non-contributir	ng resource to a NF	R district/property:	
	Name of the District	/Property:				
	Inventory Number:		Eligible:		Listed:	
Site vis	it by MHT Staff ye	s no	Name:		Date:	
Descrip	tion of Property and J	ustification:				
Settin	g:					
west, sectio Avenu individ attach	and Auth Road to the noftownhouses had lead to a wadual lots have fence	the north and eas las an asphalt par alkway in front of ed, grass rear yar Clacton Avenue	st. The 4.45-acre king lot. Concre each unit. Ther ds. Some lots ha	de development in the sidewalks ling is minimal trease bushes lining	south, the Darcy E includes 80 townhore e the parking lots a e coverage in the a ng the façade. Stree s asphalt parking lo	ouse units. Each and Clacton area, but et lamps are
Descri	ption:					
	LAND HISTORICAL TR	UST REVIEW				
	lity recommended:			ecommended:		
	ia: A B	_CD	Conside	erations: A	BCD	EFG
WHT (	Comments:					

**Reviewer, Office of Preservation Services:** 

**Reviewer, National Register Program:** 

Date:

Date:

Page 2

Andrews Village is a townhouse development constructed in 1966 during the Suburban Diversification Period (1961–1980). The Colonial Revival-style townhouses all follow a sequential pattern: a central single or paired cross-gabled unit, sometimes with a garrison overhang, flanked by two or more side-gabled units on either side. The units are all two bays with three stories, including a basement level. Cladding includes brick veneer and vinyl siding. Roofs are sheathed in asphalt shingles. Units have metal flues located on the rear field of the roof.

Primary entrances include single-leaf wood or fiberglass doors with fanlights or centered glazed inserts and metal storm doors. All doors on units that are not of the garrison subtype feature arched or broken triangular pediments. Outlines remaining on some units suggest some pediments have been replaced. Primary entrances on the garrison units feature a post-and-lintel surround on the door. All units have a set of concrete stairs to a small concrete stoop with decorative, metal railing. Townhouses have one-over-one, double-hung-sash, vinyl windows; only two units (5117 and 5111 Clacton Avenue) have original, six-over-six, double-hung-sash, wood windows. Occasionally, bay windows are located on either the side or the rear elevation (5105 Clacton Avenue). Townhouses have fixed shutters; the facades of some units feature fixed, metal decorative railings below windows, suggestive of balconies.

## **Historic Context:**

In October 1964, W. Ladd Prohaska, Frank G. Principe, and Edward J. Delisio, trustees of the Andrews Village Joint Venture, purchased land from Robert W. Ammann, Brittania P. Ammann, Mcleod H. Farr, and Dolores K. Farr. In 1965, they platted the development called Andrews Village (Prince George's County Plat Book [PGCPB] 55, 100). Andrews Village Joint Venture built all 80 units of Andrews Village, which were designed by Zupkus, Zemaitis and Associates and managed by T. D. Burgess Company (The Evening Star 1966, C8). The first 40 units were completed by February of 1966 with the other 40 finished in April of that same year (The Evening Star 1966, C8).

In March of 1973, tenants in common of Andrews Village, Ladd Prohaska, Frank G. Principe, Edward and Olga Delisio, LeRoy and Sylvia Houck, Elmo H. Denton, and Robert Fastnaught, Inc., sold the development to the Condo Corporation (Prince George's County Deed Book [PGCDB] 3954, 64; 4197, 560). The townhouses were converted into condominiums that same year. The development featured four floor plans, all of which were sold for \$34,950 with Shannon and Luchs handling sales (The Evening Star 1973, C12). Advertisements noted that the units were townhouse condominiums and had an associated condominium fee that covered all maintenance and responsibilities such as lawn work or snow shoveling (The Washington Post 1973, E3). Andrews Village's proximity to I-495 and surrounding shopping facilities was also noted in advertisements. Each unit had three floors, with three bedrooms, a bath and a half, a recreation room, laundry room, a kitchen with new appliances, and a dining room (The Washington Post 1973, E3).

## **Evaluation:**

Andrews Village was evaluated as a townhouse 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.

Page 3

Andrews Village is an example of a common type of residential construction during the Suburban Diversification Period (1961-1980). It is not an early example of a townhouse development, nor did it introduce design innovations influential to later developments. 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.

W. Ladd Prohaska, Frank G. Principe, Edward and Olga Delisio, LeRoy and Sylvia Houck, Elmo H. Denton, and Robert Fastnaught, Inc., owned and developed properties throughout Maryland and northern Virginia, but research indicates that their work was not significant to 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.

Andrews Village is a basic example of a townhouse development, created by developers in the Colonial-Revival style typical of this period. The townhouses include standard features typical of the period and demonstrate no distinctive stylistic details. The townhouses are not the work of a master and do not convey any distinctive characteristics or artistic value. The resource is not eligible under Criterion C. Andrews Village was not evaluated under Criterion D.

This resource encompasses 4.45 acres and is located north of I-495, south and west of Auth Road, and east of Darcy Estates, as seen on Prince George's County Tax Map 0098. The development can also be seen in Prince George's County plat record A-8103.

## References:

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The Washington Post. 1973. Display Ad 43. June 23, 1973, E3.

**Andrews Village** 

Prince George's County



Parcel Boundaries

0.07 \_\_\_\_ Miles \_\_\_\_\_ 0.04 Scale: 1:2,000



View of parking lot and front elevation of 5115-5125 Clacton Avenue, looking west.



View of 5137 Clacton Avenue, looking south.





View of 5119 – 5121 Clacton Avenue, looking west.



View of 5146 – 5152 Clacton Avenue, looking north.



View of parking area, looking towards 5157-5175 Clacton Avenue, looking southwest.



View of rear fences and sheds near 5141 Clacton Avenue.



Detail of pediment modification over door on 5182 Clacton Avenue.

## PHOTOGRAPHS



Detail of original bay window on 5105 Clacton Avenue.

#### PG:76A-61

#### Andrews Village

#### **PHOTO LOG**

Number of Photos: 9

Name of Photographer: Katherine Watts

Date of Photographs: 2019-02-14

Location of Original Digital File: MD SHPO File Format: PG:76A-61\_2019-02-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

View of parking lot and front elevation of 5115-5125 Clacton Avenue, looking west.

02.tif

View of 5137 Clacton Avenue, looking south.

03.tif

Front elevation of 5105-5113 Clacton Avenue, looking north.

04.tif

View of 5119 – 5121 Clacton Avenue, looking west.

05.tif

View of 5146 – 5152 Clacton Avenue, looking north.

06.tif

View of parking area, looking towards 5157-5175 Clacton Avenue, looking southwest.

07.tif

View of rear fences and sheds near 5141 Clacton Avenue.

08.tif

Detail of pediment modification over door on 5182 Clacton Avenue.

09.tif

Detail of original bay window on 5105 Clacton Avenue.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes	
No	

Property Name: <u>Ardwick Industrial District</u>	Inventory Number: <u>PG:72-77</u>
Address: 8201/8121 Ardwick Ardmore Road	Historic District: Yes
City: Landover Zip Code: 20785	County: Prince George's
USGS Quadrangle(s): <u>Lanham</u>	
Property Owner: <u>Multiple</u>	Tax Account ID: Multiple
Tax Map Parcel(s): <u>0000</u>	Tax Map: <u>0051</u>
Project: <u>I-495 &amp; I-270 Managed Lanes Study</u>	Agency: MDOT SHA
Agency Prepared By: <u>RK&amp;K, LLP</u>	
Preparer's Name: <u>Jacob Bensen</u>	Date Prepared: Feb 4, 2019
Documentation is presented in: Project review and compliar	nce 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-co	ntributing resource to a NR district/property:
Name of the District/Property:	
Inventory Number: Eligib	ole: <u>No</u> Listed: <u>No</u>
Site visit by MHT Staff yes no Nam	e: 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 Ardwick Industrial District is a small industrial neighborhood located at 8201 and 8121 Ardwick Ardmore Road in Landover, Prince George's County. The resource is in a densely developed area of the county, surrounded by industrial buildings and located near the John Hanson Highway (US 50) and Veterans Parkway (MD 410) interchange. The district is bounded by Ardwick Ardmore Road and John Hanson Highway to the north, industrial development to the south, Amtrak's Northeast Corridor/Metro's Orange Line to the west, and Pennsy Drive to the east. Beaverdam Creek flows through a forested area that separates the industrial neighborhood and John Hanson Highway.

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

Page 2

### **Architectural Description**

The Ardwick Industrial District is a planned industrial neighborhood, divided by its 1966 and 1979 plat maps into three parcels: N-1, N-3, and N-4 (re-division of parcel N-2). Parcel N-1 consists of a circa 1968 warehouse, built and originally occupied by the Joseph M. Zamoiski Company, and parcel N-4 is occupied by a 1970 warehouse, built and originally occupied by the Georgia-Pacific Corporation. Both are accessed from Ardwick Ardmore Road by a shared driveway, located on Parcel N-3, and by rail from a spur line on the southwest end of the property connected to Norfolk Southern using Amtrak's Northeast Corridor. The spur tracks are overgrown and no longer appear to be in use. The buildings are separated from Ardwick Ardmore Road and Pennsy Drive by lawns and trees. A gated alley runs between the two warehouses.

Joseph M. Zamoiski Company Warehouse (circa 1968, post-2013 addition)

Due to limited access, the southwest elevation could not be observed during this survey and its description is based on aerial imagery.

The Joseph M. Zamoiski Company Warehouse is a one-story, nearly rectangular plan warehouse with no architectural style. It is located at the southwest end of parcel N-1, faces Ardwick Ardmore Road, and is fronted by an asphalt parking lot and the shared driveway. Islands, planted with trees, bushes and grass, are located throughout the parking lot and a small planting bed is situated near the building's pedestrian entrance. The building is clad in white brick set in a running bond pattern and topped with black-painted metal coping. Three-dimensional letters reading "Metro Supply Facility" and including the Metro logo are affixed to the top center of the northeast façade. The building's flat roof has small rectangular skylights, likely plastic, and houses mechanical and telecommunications equipment.

The building's main entrance is located at the warehouse offices, which sits on concrete piers and projects from the northwest end of the façade. The entrance consists of paired glass doors in a black-painted metal frame. The doors are flanked on both sides by two large glass panes. A glass transom, with "METRO SUPPLY FACILITY" painted in white lettering, is located above the doors. Above the entrance are five solid black panels. The central panel, above the transom, features a half-round protruding light fixture and the building number, 8201, painted in white. A six-step concrete staircase and curved concrete ramp, with black-painted metal railings, connect the entrance to the parking lot. The windows, located on the façade and northwest elevation of the warehouse offices, each consist of a tall glass pane set in a black-painted frame. The windows are set back into the wall, with a white-painted stucco panel above and below the window. Two of the windows on the northwest elevation differ from the others, and feature a glass pane with a white, flat panel above, rather than a full glass pane.

Truck access to the building is provided by four large garage bays which project from the center of the façade and by loading docks located at the southeast end of the façade. There are thirteen loading dock openings, with one converted to a single solid panel pedestrian door with metal staircase. Three of the remaining openings have modern truck bumpers. Six openings on the southwest elevation face onto the railroad siding.

Page 3

On the northwest elevation, a metal canopy extends from the building to cover a concrete platform. Historic aerials show this to be a post-2013 addition to the building. Beneath the metal canopy are window openings, each consisting of a single tall, likely translucent panel. The southeast elevation has rectangular vented openings but no fenestration.

Georgia-Pacific Corporation Warehouse (1970, 1972-1979 addition)

Due to limited access, the northwest and southwest elevations were not observed during this survey. The description of the southwest elevation is based on aerial imagery.

The Georgia-Pacific Corporation Warehouse is a one-story, rectangular plan warehouse with a one- and two-story L-shaped Mansard-style office wing projecting from the northeast façade. The building is located at the southwest end of parcel N-4. An asphalt parking lot, the shared driveway, and materials storage area are located to the northeast and northwest of the building. The property is surrounded by a tall chain link fence topped by razor wire.

The office wing is clad on the first story with tan brick set in a running bond pattern. A mansard, clad in white-painted aluminum siding, covers the second story and forms a parapet for the flat roof. The one-story portion of the office wing directly connected to the warehouse also has a flat roof with a mansard parapet, in imitation of the adjacent two-story section, which conceals mechanical equipment. Two pedestrian entrances are located on the northwest elevation. The northernmost entrance consists of a single glass door in a silver metal frame with a glass transom above; the second entrance is at the corner formed by the office wing, but could not be directly observed. Windows, consisting of tall, rectangular panes in a metal frame, are located throughout the first story, and are inset into the mansard roof on the northwest and southeast elevations. A glass panel wall, located on the southeast elevation and set in a metal frame, consists of four tall panes topped by four rectangular panes.

The warehouse portion is a concrete block building, painted gray. Its flat roof has small, likely plastic, rectangular skylights. According to historic USGS topographic maps, the northwestern portion of the warehouse is an early addition constructed some time between 1972 and 1979; at the northeast façade, it also features a mansard parapet, clad with white-painted, aluminum siding in imitation of wood shingles, which wraps around to the northwest elevation. Vehicular access to the warehouse is through four large garage doors at the façade and one garage door on the southwest elevation. A long loading dock, sheltered by the main roof of the building, is located at this elevation and faces onto the railroad siding.

## **Historic Context**

Historic aerials show that development of the area surrounding the Ardwick Industrial District began when the land was cleared of trees between 1957 and 1963. One building east of the Ardwick Industrial District was completed by 1963, and the United Parcel Service warehouse at 8322 Ardwick Ardmore Road was completed by 1966 (Historic Aerials 2018/Washington Post 1966, C2). The Ardwick Industrial District was platted that year by the Manor Real Estate Company and the Joseph M. Zamoiski Company. The land was subdivided into three parcels, N-1 and N-2, and N-3. Parcel N-3 was reserved as a right-of-way to allow

Page 4

both parcels access to Ardwick Ardmore Road. A twenty-five-foot right-of-way was also reserved on the southwest side of the property for a railroad spur to serve both parcels (Plat A-6262).

In 1967, construction began on the first building in the new industrial neighborhood, 8201 Ardwick Ardmore Road (Parcel N-1). This warehouse, designed by the Baltimore architecture firm of Bacharach + Bacharach, was constructed for the Joseph M. Zamoiski Company of Washington, D.C., an appliance distribution firm (The Washington Post 1967, M2). Although research did not reveal whether the warehouse was completed by the projected date of December 1967, by April 1968 the company was advertising jobs for truck drivers at the facility (The Washington Post 1968, C14). In 1984 the warehouse was sold to the Washington Metropolitan Area Transit Authority (WMATA). A metal canopy, extending from the building to cover a concrete platform at the northwest elevation, was constructed post-2013 (Historic Aerials 2018).

The second parcel, N-2, was sold in 1968 to the Georgia-Pacific Corporation. State tax records show the company constructed a warehouse on the parcel in 1970. Historic USGS topographic maps show the northwest section of the warehouse was added some time between 1972 and 1979 (Historic Aerials 2018). Undeveloped land to the northwest, currently a materials storage area, was added to the parcel in 1979. The new, larger parcel was re-named parcel N-4. In 2001, Georgia-Pacific sold the warehouse and property to Prince George's Development Associates, Inc. As of 2018, the warehouse is occupied by Rew Materials, a construction supply distributor.

#### **Eligibility Determination**

The Ardwick Industrial District was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It is an example of the planned industrial neighborhood development type. The property was not evaluated for eligibility under Criterion D.

Ardwick Industrial District does not have significant associations with important historical trends such as transportation improvements or demographic changes. It is not an early example of businesses relocating to the suburbs, since by the time of the buildings' construction in 1968 and 1970, at least two other industrial properties in the area had already been developed. Therefore, the Ardwick Industrial District is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Ardwick Industrial District is not eligible under Criterion B.

Ardwick Industrial District is not a notable first example nor is it the last intact example of an industrial neighborhood in Prince George's County. Research has not shown Ardwick Industrial District to be the work of a master, nor does it possess high artistic value. Therefore, the Ardwick Industrial District is not eligible under Criterion C.

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The property encompasses 13.57 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0051, Parcel 0000 (2018). Tax accounts are 20-2219178, 20-2204840, and 20-2246890.

#### References

"Classified Advertisement: Career Opportunities-United Parcel Service." The Washington Post, October 30, 1966. ProQuest.

"Classified Advertisement: Truck Drivers." The Washington Post, April 19, 1968. ProQuest.

Google. 2019. "Maps." Accessed January 4, 2019. https://www.google.com/maps.

LoopNet. 2009, 2011, 2014, 2016. "8121 Ardwick Ardmore Road." Accessed January 4, 2019. https://www.loopnet.com/Listing/17115215/8121-Ardwick-Ardmore-Road-Landover-DC/.

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.

Microsoft. 2019. "Bing Maps." Accessed January 4, 2019. https://www.bing.com/maps.

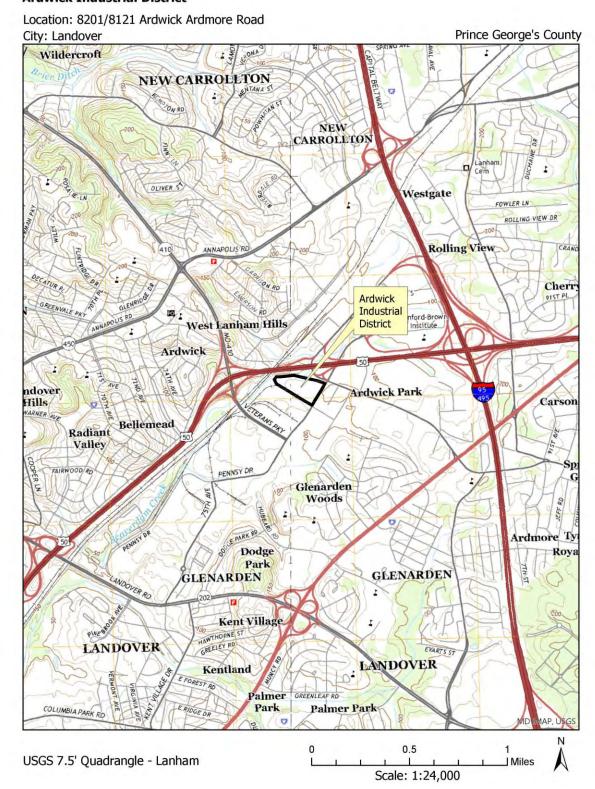
NETROnline. 2018. "Historic Aerials." Accessed December 18, 2018. https://www.historicaerials.com/viewer.

"Pride of Zamoiski." The Washington Post, March 5, 1967. ProQuest.

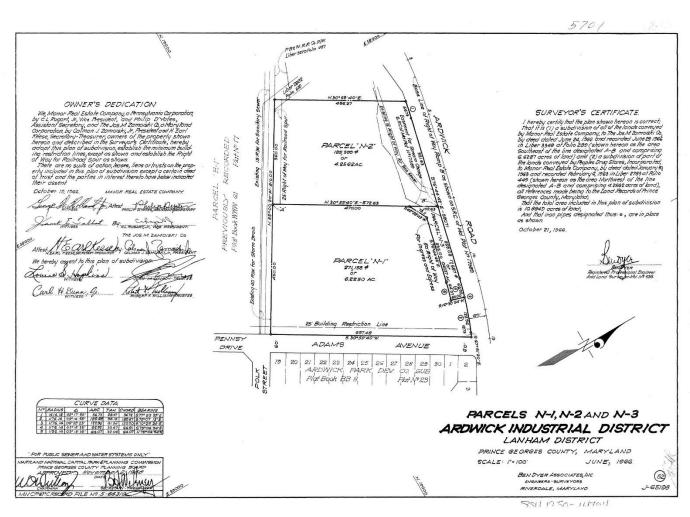
Prince George's County Land Records. Deed Book 5952: 0906, August 2, 1984. MDLandRec.

Prince George's County Land Survey, Subdivision, and Condominium Plats. Plat A-6262, October 1966. Plats.net.

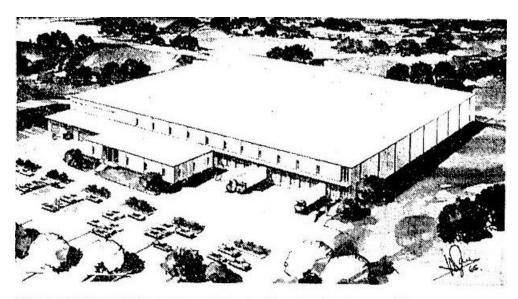
Prince George's County Land Survey, Subdivision, and Condominium Plats. Plat 103-30, March 1979. Plats.net.







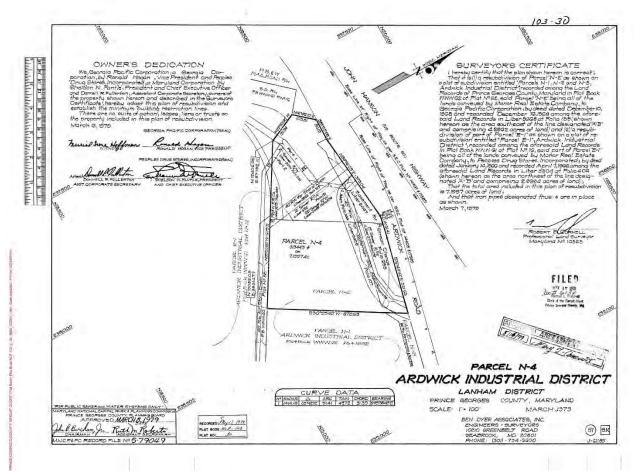
Historic Image 1: Ardwick Industrial District, Plat A-6262, 1966. Image from Plats.net.



PRIDE OF ZAMOISKI-Artist's sketch of the new office-warehouse home of The Jos. M. Zamoiski Co. of Washington, now under construction in the Ardwick-Ardmore Industrial Park in Landover, The

Zamoiski firm is one of the country's largest appliance distributors. Completion is expected in late December. Architect is Bacharach & Bacharach of Baltimore. Builder is the Minkoff Construction Co.

Historic Image 2: Architect's drawing of Joseph M. Zamoiski Company warehouse, 1967 Image from *The Washington Post*, March 5, 1967, page M2.



Historic Image 3: Ardwick Industrial District, Plat Book NLP 103, p. 30, 1979. Image from Plats.net

PG:72-77 Ardwick Industrial District 8201/8121 Ardwick Ardmore Road Landover, Prince George's County, Maryland



Historic Image 4: 8121 Ardwick Ardmore Road, 2016 Image from LoopNet Commercial Real Estate



Joseph M. Zamoiski Company Warehouse, northeast facade, view from parking lot looking southwest.



Joseph M. Zamoiski Company Warehouse, main entrance at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, garage bays at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, loading docks at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, front section of northwest elevation, view from alley, looking north.



Joseph M. Zamoiski Company Warehouse, rear section of northwest elevation, view from alley looking south.



Georgia-Pacific Corporation Warehouse, oblique view looking west.



Georgia-Pacific Corporation Warehouse, northeast facade, view looking southwest.





Georgia-Pacific Corporation Warehouse, southeast elevation, view from alley looking west.

#### PG:72-77

**PHOTO LOG** 

Number of Photos: 9

Name of Photographer: Mical Tawney, Dovetail Cultural Resource Group

Date of Photographs: 2018-09-05

Location of Original Digital File: MD SHPO File Format: PG:72-77\_2018-09-05\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Joseph M. Zamoiski Company Warehouse, northeast facade, view from parking lot looking southwest.

02.tif

Joseph M. Zamoiski Company Warehouse, main entrance at facade, view from parking lot looking south.

03.tif

Joseph M. Zamoiski Company Warehouse, garage bays at facade, view from parking lot looking south.

04.tif

Joseph M. Zamoiski Company Warehouse, loading docks at facade, view from parking lot looking south.

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Joseph M. Zamoiski Company Warehouse, front section of northwest elevation, view from alley, looking north.

06 tif

Joseph M. Zamoiski Company Warehouse, rear section of northwest elevation, view from alley looking south.

07.tif

Georgia-Pacific Corporation Warehouse, oblique view looking west.

08.tif

Georgia-Pacific Corporation Warehouse, northeast facade, view looking southwest.

09.tif

Georgia-Pacific Corporation Warehouse, southeast elevation, view from alley looking west.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes	_
No	

Property Name: <u>Argyle Forest Sou</u>	uth Section		Inventory Number: M: 32-35	
Address: <u>North of Forest Glen Roa</u>	nd, East of Renfrew I	Road	Historic District: Yes	
City: <u>Silver Spring</u>	Zip Code: <u>20901</u>		County: Montgomery	
USGS Quadrangle(s): Kensington				
Property Owner: <u>Multiple</u>			Tax Account ID: Multiple	
Tax Map Parcel(s): Multiple			Tax Map: <u>JP32</u>	
Project: <u>I-495 &amp; I-270 Managed La</u>	nes Study		Agency: MDOT SHA	
Agency Prepared By: <u>Dovetail CRC</u>	<u>i</u>			
Preparer's Name: Melissa Butler			Date Prepared: Feb 18, 2019	
Documentation is presented in: Pr	roject review and co	mpliance files		
Preparer's Eligibility Recommenda	ation: <u>Not Recomme</u>	ended_		
Criteria: A B C D				
Considerations: A B C D	E F G			
Complete if the property  Name of the District/Pro	Ţ.	non-contributing	resource to a NR district/property:	
Inventory Number:		Eligible:	Listed:	
Site visit by MHT Staff yes	no	Name:	Date:	
Description of Property and Justifi	ication:			
Setting:				
٠,	•	•	ment in Silver Spring, is bounded by Fo	

Argyle Forest South Section, a planned residential development in Silver Spring, is bounded by Forest Glen Road on the south, Renfrew Road on the east, and residential developments to the north (Argyle Forest) and west (Sunset Terrace). The community is composed of 17 single-family dwellings on individual rectangular lots that range between 0.15 acre and 0.18 acre, totaling about 2.86 acres. Individual lots have grassy lawns and light tree coverage, bushes, and other ornamental foliage; some have rear and side yards fully or partially enclosed with chain-link metal fencing. Sidewalks are located on the southern portion of the subdivision, along Forest Glen Road. Several houses have asphalt or concrete driveways leading towards the east or west side of the dwelling from the street. Secondary resources include sheds.

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

#### **Argyle Forest South Section**

Page 2

The northern portion of Argyle Forest was previously determined not eligible for listing in the National Register of Historic Places (NRHP) in 2000 and is recorded as M: 32-9.

#### Description:

Argyle Forest South Section is a planned residential development comprising 17 single-family dwellings constructed between 1952 and 1957. Most of the houses reflect variations of the Colonial Revival styles in the Minimal Traditional and Ranch forms.

Dwellings in Argyle Forest South Section are primarily three to four bays wide, and one to two stories tall. The dwellings rest on continuous foundations and are clad primarily in stretcher-bond brick veneer, with sections of aluminum or vinyl siding in gable-ends. Roof types vary and include side, front, and cross gables, sheathed in asphalt shingles. Many dwellings feature interior- and/or exterior-end, brick chimneys.

Primary entrances are typically centered or off-center on the primary elevation and are filled by single-leaf wood or composite doors. These entrances are often accessed via a concrete or brick stoop on sloped ground. It is common for entrance bays to be slightly recessed, or sheltered by one-story, partial-width porches.

Original windows include eight-over-eight, double-hung-sash wood windows. Additional fenestration throughout the subdivision includes replacement double-hung-sash vinyl windows with false muntins, as well as original bay or ribbon windows. Front-gabled dormers and paneled and/or louvered shutters are common throughout the subdivision. Few dwellings feature either attached, single-car garages or carports.

#### **Historic Context:**

Argyle Forest was initially platted in 1947 by Michael and Mary Anselmo, local residential real estate developers, and comprised Bocks A-I (Montgomery County Plat 1974). The south section of Argyle Forest, Block B, was subdivided into 13 individual lots in 1952 by George E. Pontious and Paul W. Taltamus, and construction began soon after and was complete by 1957 (Nationwide Environmental Title Research [NETR] 1957). An additional four lots from Block A were also developed between 1952 and 1957. Advertisements for single-family houses throughout Argyle Forest South Section highlighted the brick houses with large wooded lots, fireplaces, screened-porches, and powder rooms in some models, priced from \$13,930-16,350 (The Washington Post 1948, B14). As there were a selection of models constructed within the community, Argyle Forest South Section qualifies as a planned residential development. The Argyle Forest South Section location was praised for being convenient to both shopping centers and schools in a "choice neighborhood" (The Washington Post 1955, D7). Argyle Forest South Section did not include any neighborhood amenities as it is located in proximity to Argyle Local Park and Sligo Creek Golf Course.

## Evaluation:

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

#### **Argyle Forest South Section**

Page 3

Argyle Forest South Section is a typical example of a planned residential development from the early to mid-1950s. 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, Argyle Forest South Section is not eligible under Criterion A.

The subdivision was platted by Michael and Mary Anselmo and George E. Pontious and Paul W. Taltamus, small-scale local residential developers, and archival research has not revealed any information on builders or architects involved with particular dwellings within the community. The people involved in its formation had no significant influence on suburbanization in Maryland. Research has not shown that the subdivision is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Argyle Forest South Section is a basic example of a planned residential development. The neighborhood was constructed as an addition to an existing subdivision, and its single-family dwellings include standard features typical of the period with common stylistic details, materials, and forms. Argyle Forest South Section does not convey any distinctive characteristics or artistic value and is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 2.86 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map JP32 and also in Montgomery County Plat record 3098.

#### 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 Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed February 4, 2019. http://www.msa.md.gov/.

Nationwide Environmental Title Research (NETR). 1957. Historic Aerial Mosaic, Montgomery, Maryland. https://www.historicaerials.com/viewer.

The Washington Post. 1948. "Argyle Forest." May 3, 1948. B14. --- 1955. "Argyle Forest." April 3, 1955, D7.

#### **Argyle Forest South Section** Montgomery County City: Silver Spring Location: North of Forest Glen Road, East of Renfrew Road WHILE OAK Yeshiva Coll of the SISSON ST BELGRADE RD Nations Capital KEMP (193) MILL PRELUDE OF NORTHWOOD TER REEDIE DR MALTA LA Wheaton Forest UNIVERSITY BLVD W AGTON AVE HANNES ST MCMAHON RO Glen Burnt Haven Mills Glenview PLYERS MILL RD lyers Mill Chestnut Northwood Hills Estates Park OD DR FOUR DENNIS AVE EVANS DR CORNERS DRYDEN ST MEDICAL PARK DARROW ST iew Park DUBLIN Do Woodmoor Sanford-BRISBANE ST HILDAROSE DR BELVEDERE BLVD TILTON DR FOUR CORNERS ARTHUR AVE SHERWOOD RD FOREST FOREST GLEN RD GLEN North Hills North Hum. Indian Spring Terrace NORMANDY DR Montgomery Woodside SEMWARY RD Hills Forest Brookside RED OAK OR Forest DALE DR Seven Oaks Woodside HIGHLAND DA LUZERNE AVE Park Episcopal Cem WOODSIDE PK SILVER SPRING Highland 5 View Woodside THE O Rosemary Poss Hills Goodacre & TERDALE DR Sligo Rock Creek SILVER SPRING Gardens Gardens MD IMAR USG

USGS 7.5' Quadrangle - Kensington

0.5

Scale: 1:24,000

**J** Miles

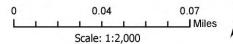
#### **Argyle Forest South Section**

Montgomery County

Location: North of Forest Glen Road, East of Renfrew Road

City: Silver Spring Strout St Quinby Ct Stirling Rd Forest Glen Rd Forest Glen Rd Argyle Park Capital Beltway Capital Beltway Capital Beltway Capital Beltway

Parcel Boundaries





Southeast oblique of 1011 Forest Glen Road.



Southwest oblique of 1001 Forest Glen Road.



West elevation of 9901 Portland Road.



East elevation of 9902 Portland Road.



Streetscape of Forest Glen Road, facing northwest.



West elevation of 9903 Portland Road.



North elevation of 1006 Stirling Road.

#### M: 32-35

## **PHOTO LOG**

Number of Photos: 7

Name of Photographer: Katherine M. Watts

Date of Photographs: 2018-11-14

Location of Original Digital File: MD SHPO File Format: M: 32-35\_2018-11-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Southeast oblique of 1011 Forest Glen Road.

02.tif

Southwest oblique of 1001 Forest Glen Road.

03.tif

West elevation of 9901 Portland Road.

04.tif

East elevation of 9902 Portland Road.

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Streetscape of Forest Glen Road, facing northwest.

06.tif

West elevation of 9903 Portland Road.

07.tif

North elevation of 1006 Stirling Road.

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

NR Eligible: Yes	-
No	

Property Name: Argyle Local Park Inventory Number: M: 32-37 Address: 900, 1000, 1030 Forest Glen Road Historic District: No City: Silver Spring Zip Code: 20901 County: Montgomery USGS Quadrangle(s): Kensington Property Owner: Maryland-National Capital Park and Planning Commission Tax Account ID: 13-0096885, 13-00968668 Tax Map Parcel(s): P604, P706 Tax Map: JP32 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 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 Name: Date: Description of Property and Justification:

This resource is within the boundaries of Sligo Creek Parkway (M: 32-15), which was determined eligible for the National Register of Historic Places (NRHP) in 2000 and 2005. Argyle Local Park was determined to be a non-contributing element of M: 32-15 in 2000 and recommended for exclusion from the M: 32-15 boundary during the 2005 re-evaluation. Therefore, it is being evaluated separately.

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

Location/Setting

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: A B CD	Considerations: A BCDEFG
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

**Argyle Local Park** 

Page 2

Argyle Local Park is a 15.04-acre public park in a densely developed area of single-family residential subdivisions, bounded by Forest Glen Road to the north, the Capital Beltway (I-495) to the south, Sligo Creek Stream Valley Park Unit 4 and the former Greater Washington Boy's and Girl's Club (M: 31-26) to the west, and Dallas Avenue to the east. The park includes within its boundary the Forest Glen Senior Center (currently known as the Margaret Schweinhaut Senior Center) and the South Four Corners Neighborhood Park.

As of 2019, the Maryland-National Capital Park and Planning Commission (M-NCPPC) identifies the west section of the park as Argyle Local Park, the center section of the park as the Margaret Schweinhaut Senior Center, and the east section as South Four Corners Neighborhood Park. The three sections are interconnected and share features, acting as a single cohesive park. The resource contains a recreation center, senior center, and several recreation structures on gently rolling land with mature trees. Trees and grass separate the property from Forest Glen Road and Dallas Avenue, and trees screen the park from the Capital Beltway. The property is accessed by four driveways (two concrete, two asphalt) from Forest Glen Road, which lead to asphalt parking lots with landscaped islands and an internal circulation road. Light standards, metal street signs, utility poles, metal flag poles, a metal-roofed wood bulletin cabinet, wood-and-metal benches, concrete pedestrian walkways, and an asphalt trail are located throughout the park. Rustic wood-board park signs with incised lettering are located along Forest Glen Road at South Four Corners Neighborhood Park and between the driveways of the senior center; a metal modular pavilion is located east of the senior center.

### Architectural Description

Silver Spring YMCA Youth Services (sometime between 1957 and 1963)

Possibly originally constructed as a single-family dwelling, this Minimal Traditional building is located within Argyle Local Park. With three-bays and a cross-gabled roof, it rests on a parged basement foundation and is clad in vinyl siding. The entrance, located at the west façade, is approached via a wood porch with wood steps and railings, sheltered by a shed roof supported by square wood posts. All windows on the main level are one-over-one, double-hung, vinyl-sash. The basement windows are two-light sliding vinyl sash. The roof is clad with asphalt-composition shingles. A square brick chimney pierces the roofline east of the ridge near the house's north end.

Forest Glen Senior Center/Margaret Schweinhaut Senior Center (1972, 1981-1982 addition)

The Forest Glen Senior Center, now known as the Margaret Schweinhaut Senior Center, is located in the center section of the park, just north of the Capital Beltway and surrounded by asphalt parking lots. A 10,000 square foot addition was constructed to the east between 1981 and 1982. The senior center is a one-story, Shed-style building with an L-shaped plan, resting on a concrete slab foundation. The building is clad with vertical ribbed-metal siding and has multi-direction shed roofs clad in standing-seam metal. The two main entrances are located on the north façade and consist of paired metal-and-glass doors with electric openers and sidelights, sheltered by projecting metal-frame fabric awnings with round metal posts. Three-dimensional letters attached to the wall between the main entrances read "MARGARET SCHWEINHAUT SENIOR CITIZENS CENTER FOREST GLEN/MONTGOMERY COUNTY DEPARTMENT OF RECREATION." Secondary entrances are located on the other three elevations and consist of single or

### **Argyle Local Park**

Page 3

paired metal-and-glass doors with sidelights and single or paired metal doors. Single-light, vinyl fixed-sash windows of various sizes are located on all four elevations, and a two-light vinyl-sash sliding window is located on the west elevation. Square plastic-and-glass light fixtures are also located on all elevations. The roof is pierced by several chimney vents enclosed by square wood boxes. An asphalt path, the Margaret Schweinhaut Senior Center Trail, loops around the south and east elevations of the building.

### Argyle Recreation Center (1992)

The Argyle Recreation Center is located in Argyle Local Park and replaced the original recreation center building, which was destroyed by fire in 1989. Argyle Recreation Center is a one-story, Shed-style building with a T-shaped plan, resting on a concrete slab foundation. The building is clad in brick set in a running bond and synthetic stucco. The main entrance is located on the north façade and consists of a single metal-and-glass door with sidelight sheltered by a projecting roof supported by a brick post. Secondary entrances consist of single metal doors. Windows are enclosed by projecting metal screen boxes and are large, multi-pane, and metal fixed-sash. The steeply-sloped roof is clad in asphalt-composition shingles. The roof is pierced on the east slope by skylights and on the west slope by several small vents.

### **Recreation Structures**

Within Argyle Local Park, northeast of the Argyle Recreation Center, are asphalt-paved tennis courts surrounded by a chain link fence. The courts were likely originally built circa 1924 by the Argyle Country Club and have since been renovated several times by M-NCPPC. The baseball/softball field, with chain link backstop, and large rectangular field within Argyle Local Park and the large lawn in South Four Corners Neighborhood Park were built between 1957 and 1963. Argyle Local Park's full-sized asphalt basketball court, with chain link fence along its north side, was built between 1964 and 1970. The large playgrounds in Argyle Local Park and South Four Corners Neighborhood Park were built between 1988 and 2002. They have wood, metal, and plastic equipment on mulch contained by a low wall of wooden railroad ties. Historic aerials show the playground in South Four Corners Neighborhood Park was expanded between 2002 and 2005.

### **Historic Context**

The land currently occupied by Argyle Local Park, the Forest Glen Senior Center/Margaret Schweinhaut Senior Center, South Four Corners Neighborhood Park, and the Sligo Golf Course was originally developed as the Argyle Country Club. The Argyle Country Club was founded in 1923 in Washington, DC, by the merger of the Argyle Tennis Club and Brightwood Caddie's Association. One year later, the club leased land along Sligo Creek, bordered by Sligo Creek Parkway, Forest Glen Road, and Dallas Avenue in Silver Spring from the Argyle Land Company (Argyle Country Club, 2019). The club used an old farmhouse on the property as a clubhouse and constructed a nine-hole golf course and several tennis courts. In 1945, the club relocated to a former dairy farm in Silver Spring and sold the Sligo Creek property to the M-NCPPC, which established the public Sligo Golf Course on the site (Argyle Country Club, 2019). A portion of the property to the west was subdivided from the park circa 1950 to construct the Greater Washington Boys' and Girls' Club, Silver Spring Branch (M: 31-26) (Tamburrino 2000, 3).

**Argyle Local Park** 

Page 4

By 1953, plans for the Capital Beltway were revealed showing that the new highway would run directly through the Sligo Golf Course, splitting the property into a large section to the south and a smaller section to the north (Hammerstadt 2005, 8-3). As a result, the property was re-designed starting in 1953; the golf course was rebuilt south of the Capital Beltway and the northern section re-developed into a separate park, which became Argyle Local Park (Hammerstedt 2005, 7-2). The tennis courts and golf course constructed by the country club remained in public use during the re-development. By 1957, a baseball field was constructed on the west section of the new park. The Argyle Recreation Center was built on the property sometime between 1957 and 1960, replacing the farmhouse/clubhouse used by the Argyle Country Club that burned in a fire, and a small Minimal Traditional building was built southeast of the recreation center between 1957 and 1963 (Historic Aerials, 2019; Hammerstadt 2005, 8-3; Washington Post 1960, F17). Historic aerials show a rugby field was painted on the grass area east of the baseball field sometime between 1957 and 1963 and removed by 1964. Construction of the Capital Beltway through the area of the Sligo Golf Course property began in 1960, and the highway opened to traffic in 1964, permanently separating the Sligo Golf Course from the north section of the property (Kozel, 2007).

The Forest Glen Senior Center and its associated parking lot were built in 1972. Forest Glen Senior Center was one of several senior centers operating in Montgomery County in the 1970s (Glickfield 1976, MD4). Between 1981 and 1982, the center received a 10,000 square foot addition. The center was later renamed in honor of Maryland State Delegate Margaret Schweinhaut (Montgomery Parks, 2019; Prager 1979, MD10).

The Argyle Recreation Building was destroyed by arson in 1989 and rebuilt in 1992 (Kaiman 1992, MD6). Two playgrounds were added between 1988 and 2002: one to the South Four Corners section near the Capital Beltway, and one adjoining the tennis courts along Forest Glen Road. The South Four Corners playground was expanded sometime between 2002 and 2005 (Historic Aerials, 2019).

As of 2019, Argyle Local Park, Forest Glen Senior Center, and South Four Corners Neighborhood Park are owned and operated by M-NCPPC, providing sports, recreational, and senior center amenities.

### **Eligibility Determination**

Argyle Local Park was evaluated in accordance with the Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as an example of a mid-twentieth-century local and neighborhood park. It was not evaluated for eligibility under Criterion D.

Argyle Local Park does not have a significant association with any important historical trends such as the environmental movement or local planning initiatives. The park was created using land separated from the Sligo Creek Golf Course by the planning and construction of the Capital Beltway in the 1950s and 1960s and is not associated with the planning or development of the surrounding neighborhoods. It is also not associated with the planning or development of the nearby Sligo Creek Parkway or the Capital Beltway. Therefore, Argyle Local Park is not eligible for the NRHP under Criterion A.

Research has not shown Argyle Local Park to be associated with events or persons that have made a significant contribution to history. Although currently named for her, the senior center does not have a

Page 5

significant association with Maryland State Delegate Margaret Schweinhaut. Therefore, the park is not eligible for the NRHP under Criterion B.

Argyle Local Park is not the work of a master and is not the first example or one of the last intact examples of its type. The park is a common example of a local and neighborhood park. Furthermore, replacement of the Argyle Recreation Center in 1992 and the addition of new playgrounds between 1988 and 2002 has diminished the overall integrity of the park. The Forest Glen Senior Center no longer retains the integrity of its original design due to the substantial addition constructed between 1981 and 1982. Therefore, Argyle Local Park is not eligible for the NRHP under Criterion C.

The evaluated property encompasses 15.04 acres and is confined the north end of the current tax parcels, found on Montgomery County Tax Map JP32, Parcels P604 and P706 (2019), and bound to the south by the Capital Beltway.

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**Argyle Local Park** 

Page 6

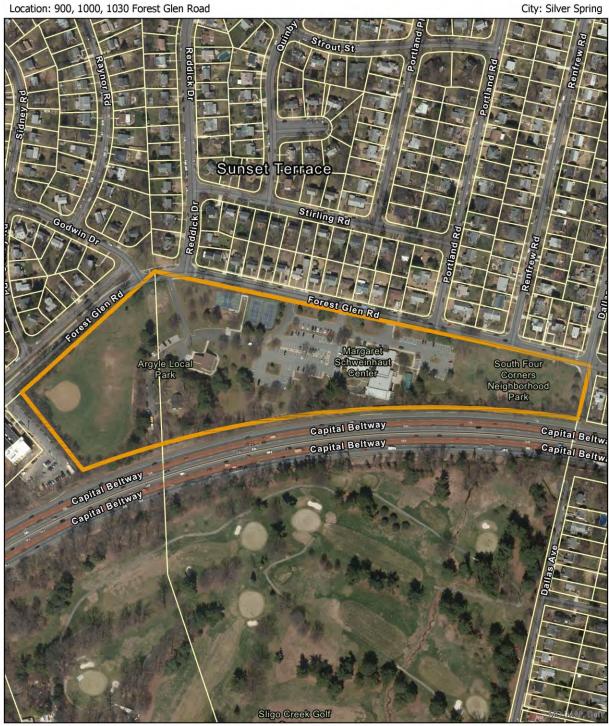
Tamburrino, Tim. "Greater Washington Boy's and Girl's Club, Silver Spring Branch." Determination of Eligibility Form M: 31-26, January 2000, on file at Maryland Historical Trust, Crownsville, MD.

#### **Argyle Local Park** Montgomery County Location: 900, 1000, 1030 Forest Glen Road City: Silver Spring Yeshiva Coll of the Nations Capital SISSON ST BELGRADE RD KEMP MILL AENBROOK DR NORTHWOOD TER REEDIE DR MALTA LA Wheaton Forest UNIVERSITY BLVD W COXFORD TER PRICHARD RO MCMAHON R Glen Burnt - Haven Mills Glenview WINDHAM LN PLYERS MILL RD Plyers Mill Chestnut Northwood Hills Estates Park KERWIN RD EVANS PKY NOOP DR FOUR DENNIS AVE CORNERS DRYDEN ST MEDICAL PARK DARROW ST View Park DUBLIN Do Woodmoor Sanford BRISBANE ST HILDAROSE DR BELVEDERE BLVD Fairway FOUR CORNER ARTHUR AVE SANFORD RD SHERWOOD RD FOREST FOREST GLEN RD GLEN North Hills Indian Spring Terrace North Park Sligo Park NORMANDY DR Montgomery Woodside SEMINARY RD Hills Forest Linden LINDEN LN Brookside RED OAK OR Forest DALE DR Seven Oaks 3 Woodside HIGHLAND DA Park Grace Episcopal Cem WOODSIDE PK) lle SILVER SPRING Highland 5 Woodside View Rosemary Garage Goodacre Froils Poss Hills TERDALE DR Sligo Rock Creek SILVER SPRING Gardens Colonial MD IMAP, 0 0.5 USGS 7.5' Quadrangle - Kensington Scale: 1:24,000

### **Argyle Local Park**

Montgomery County

Location: 900, 1000, 1030 Forest Glen Road



Parcel Boundaries

0.05 \_ Miles Scale: 1:3,000





Silver Spring YMCA Youth Services, facade and north elevation, looking southeast.



Forest Glen Senior Center/Margaret Schweinhaut Senior Center, facade, looking south.



Forest Glen/Margaret Schweinhaut Senior Center, west elevation, looking east.



Forest Glen/Margaret Schweinhaut Senior Center, east elevation, looking southwest.



Argyle Recreation Center, facade, looking south.



Argyle Local Park, playground, basketball court, and tennis courts, looking northeast.



Argyle Local Park, baseball/softball field and large sports field, looking southwest.



South Four Corners Neighborhood Park, playground, looking southeast.

### **PHOTO LOG**

**Argyle Local Park** 

Number of Photos: 8

Name of Photographer: **Melissa Butler** Date of Photographs: **2018-11-14** 

Location of Original Digital File: MD SHPO File Format: M: 32-37\_2018-11-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Silver Spring YMCA Youth Services, facade and north elevation, looking southeast.

02.tif

Forest Glen Senior Center/Margaret Schweinhaut Senior Center, facade, looking south.

03.tif

Forest Glen/Margaret Schweinhaut Senior Center, west elevation, looking east.

04.tif

Forest Glen/Margaret Schweinhaut Senior Center, east elevation, looking southwest.

05.tif

Argyle Recreation Center, facade, looking south.

06.tif

Argyle Local Park, playground, basketball court, and tennis courts, looking northeast.

07.tif

Argyle Local Park, baseball/softball field and large sports field, looking southwest.

08.tif

South Four Corners Neighborhood Park, playground, looking southeast.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes
No

Date:

Property Name: Arrowood	Inventory Number: M: 35-196
Address: East of I-495, South of Bradley Blvd, North of Arrowoo	d 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: GP31
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA
Agency Prepared By: <u>Dovetail CRG</u>	<i>,</i>
Preparer's Name: Katherine Watts	Date Prepared: Jan 4, 2019
Documentation is presented in: Project review and compliance	· ——
Preparer's Eligibility Recommendation: Not Recommended	11103
Criteria: A B C D	
Considerations: A B C D E F G	
Complete if the property is a contributing or non-contrib	uting resource to a NR district/property:
Name of the District/Property:	
Inventory Number: Eligib	le: <u>No</u> Listed: <u>No</u>
Site visit by MHT Staff yes no Name	e: Date:
Description of Property and Justification:	
Setting:	
The planned residential development known as Arr northwest, Bradley Boulevard and Redwood Avenu the south. The primary street of Arrowood is Kitter branching off to the southeast from Kittery Lane. O (7323 Arrowood Road) and the houses on the south	e on the northeast, and Arrowood Road on y Lane, with a small cul-de-sac, Kittery Court, one property is located on Arrowood Road
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended: Eligibility not reco	mmended:
Criteria: A B CD Considerations:	ABCDEFG
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
The state of the s	2 3001

Reviewer, National Register Program:

M: 35-196 Arrowood

Page 2

Redwood Avenue and I-495 are also included in the survey area. Arrowood contains 34 dwellings, the majority of which were built between 1962 and 1972 and are situated on 0.5-acre lots with grassy lawns, bushes, and mature trees. Most houses have attached two-car garages with paved driveways, some of which are semi-circular. The neighborhood does not have sidewalks, but many of the properties have brick, stone, or concrete walks leading from the main entrance to the road or driveway. Secondary resources include swimming pools.

### Description:

First platted in 1961, Arrowood is a development of 34 single-family dwellings, the majority (27) of which were built between 1962 and 1972. Of the remaining seven houses, five were built between 1979 and 1989, and two were built in 1997 and 2000 that replaced 1960s houses (Montgomery County Plat Book [MCPB] 69, 6466; MCPB 69, 6529).

Houses in Arrowood are predominately Colonial Revival; those built by the developer prior to 1973 consist of six Colonial Revival models and one Contemporary model. Along Bradley Boulevard, houses were built between 1965 and 1989 in a variety of styles including one Contemporary model, one Tudor Revival model and several Colonial Revival homes similar to those along Kittery Lane. The Colonial Revival-style models include: two-story massed with a side-gabled roof (some with full-height porches); one-and-a-half-story with a side-gabled roof and dormers; two-story massed with a hipped roof; one-and-a-half-story with a side-gambrel roof; split level; and one-and-a-half-story with a mansard roof. The houses in Arrowood are between four and seven bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature sections of stone veneer or wood siding.

The majority of houses in Arrowood have symmetrical facades with centered primary entrances featuring single- or double-leaf doors. Doors vary between wood paneled, half-glazed wood, wood with decorative lights, fully glazed, and metal or fiberglass replacements. Windows are typically double-hung sash wood windows with divided lights, most commonly twelve-over-twelve on the first floor and eight-over-eight on the upper levels. Some one-over-one double-hung-sash vinyl replacements are present. Replacement doors are more common than replacement windows. A notable example of both replacement windows and doors is at 1 Kittery Court. Most houses were built with attached two-car garages, but additions to the side or rear of houses are common, such as the two-bay, hipped-roof garage addition at 9112 Kittery Lane and the rear two-story addition at 9110 Kittery Lane.

The only Contemporary-style model in Arrowood (7316 Bradley Boulevard) is a one-story, five-bay, stone and brick-veneered house. Not long after its construction, the house was advertised as an "unusual custom stone and brick contemporary" that "must be seen to be appreciated" (The Washington Post 1967, C42).

M: 35-196 Arrowood

Page 3

According to state tax data, 9116 and 9120 Kittery Lane were built in 2000 and 1997, respectively, replacing 1960s-era houses. The original house at 9116 Kittery Lane was a Mansard-roofed, one-and-a-half-story dwelling, looking much like the house that still stands at 9126 Kittery Lane (The Washington Post 1971, E19). The houses at 9116 and 9120 Kittery Lane are both infill at a much larger scale than the adjacent 1960s houses.

### **Historic Context:**

In 1913, land north of what was to become the Arrowood subdivision was purchased for the development of the Montgomery Country Club (Bethesda Country Club 2018). In 1922-1923, the Burning Tree Club (M: 35-121) began as a men's-only private golf course immediately south of what would become Arrowood (KCI Technologies, Inc. 2000). By the time the Capital Beltway (I-495) was built between 1955 and 1964, Bethesda was rapidly suburbanizing, with homeowners eager to buy a home with more space but conveniently located to their jobs and the city of Washington, D.C. (Manning et al. 2018, B-4). Arrowood was ideally situated next to I-495.

Land was conveyed from Gabriella Placht to Spotswood I. Quinby Inc., and Arrowood was first platted in 1961 (Montgomery County Deed Book [MCDB] 2888, 111; MCPB 69, 6466). The remainder of Kittery Lane and Bradley Boulevard from the surveyed area was platted in 1964 when Jack A. Pappadeas and REB, Inc. conveyed land to Spotswood I. Quinby (MCDB 3222, 448; 3266, 609; MCPB 77, 7656). The plats also note that parts of Arrowood were resubdivisions of land previously surveyed as the Kefauver and Haney Tracts of Bradley Hills. Quinby was a residential builder in the Montgomery County area from the 1940s through the 1960s (The Washington Post 1981, C5).

The platting and development of Arrowood did not include any amenities like community centers or recreational facilities, as it is a fairly small development of 34 lots, and it is located very near the Burning Tree Club and also near the Montgomery Country Club (now the Bethesda Country Club) (The Washington Post 1977, 57). Historic newspaper research indicates that Arrowood was known for high quality, large homes sited on wooded, landscaped 0.5-acre lots. Advertisements stated that houses in Arrowood were "designed and built for the discriminating buyer" (The Evening Star 1963, C-14) and emphasized the Colonial Revival style, large interiors, wooded lots, high quality materials, and "close-in" suburban location (The Evening Star 1966, E-24; The Washington Post 1965, E4).

In 1974, two houses in Arrowood were purchased by foreign governments, that of Japan and Sierra Leone (MCDB 4543, 263; MCDB 4510, 776). Although their exact function is unknown, they retain foreign ownership today and are perhaps used as overflow space from embassies located downtown in Washington, D.C.

### **Evaluation:**

Page 4

Arrowood was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum" and National Register of Historic Places Criteria A, B, and C.

Arrowood is a planned residential development constructed during the Suburban Diversification Period (Manning et al. 2018, B-1). The development did not introduce influential design innovations, has no significant associations with local or regional residential development and planning or demographic changes, and is not known to be associated with other events that have made a significant contribution to the broad patterns of history. Therefore, Arrowood is not eligible under Criterion A.

The developer of Arrowood, Spotswood I. Quinby, was active in the Montgomery County-area as a builder and later as a real estate salesman, but no notable or influential projects were identified during archival research. Therefore, Arrowood is not eligible under Criterion B.

As a planned residential development, Arrowood is not the first example, nor is it the last intact example. Planned residential developments with Colonial Revival-style houses are prevalent in the Maryland suburbs, and Arrowood demonstrates none of the housing innovations that appeared during the Suburban Diversification Period. The development's Colonial Revival forms include standard features typical of the period and demonstrate no distinctive stylistic details. Modifications to the dwellings over time, such as additions, replacement windows and doors, as well as the two tear-downs with new construction, have diminished the historic integrity of design and materials throughout the development. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The resource, encompassing approximately 23 acres, is bounded by I-495 on the northwest, Bradley Boulevard and Redwood Avenue on the northeast, and Arrowood Road on the south and is found on Montgomery County Tax Map GP31 (2018).

### References:

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Page 5

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----1965 Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed November 2018. http://historicalmaps.arcgis.com/usgs/index.html

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- --- 1967. Advertisement for 7316 Bradley Boulevard. February 19, 1967, C42.
- --- 1971. Advertisement for 9116 Kittery Lane, Arrowood. April 17, 1971, E19.
- ---1977. Advertisement for Bethesda-Arrowwood Estate Area, Near Burning Tree Club. July 10, 1977, 57.
- --- 1981. Obituary for Spotswood I. Quinby, Ex-Builder and Salesman. April 7, 1981, C5.

### **Arrowood**

Location: East of I-495, South of Bradley Blvd, North of Arrowood Road MIHP#: M: 35-196 City: Bethesda Montgomery County ROCKLEDGE DR 187 WESTLAKE TER FERNWOOD RO ROCK SPRING DR DEMOCRACY BLVD Knollwood **Bells Mill** BELLS MILL RD. Georgetown McAuley Village Ashleigh Park Fernwood GREYSWOOD RD Wildwood Hills STONEHAM RD Stratton Woods Deerfield Arrowood BOLD DR NCHAELS DR Ashburton HATEN OR BRADLEY BLVD Green Tree Manor NGWOOD DI WILMETT RD **Burning Tree** Longwood Estates BETHESDA Holly Hill Bradley Charred Oak Hills Grove Estates HILLMEAD RO Hillmead sional **Bradley Hills Grove** or Woodhaven Carderock Springs WINTERBERRY LN LILLY STONE OR WILSON BETHESDA KIRBY RD Cohasset ANDON LN Oakwood Bannockburn Knolls Estates MD IMAP, USGS Kimberley

USGS 7.5' Quadrangle - Rockville

0 0.5 1

L 1 L 1 Miles

Scale: 1:24,000

**Arrowood** Location: East of I-495, South of Bradley Blvd, North of Arrowood Road MIHP#: M: 35-196 City: Bethesda **Montgomery County** Fadley Blvd Bradley Blvd Bradley Blvd Kittery Ln Kittery Ln Arrowood Rd

**Parcel Boundaries** 

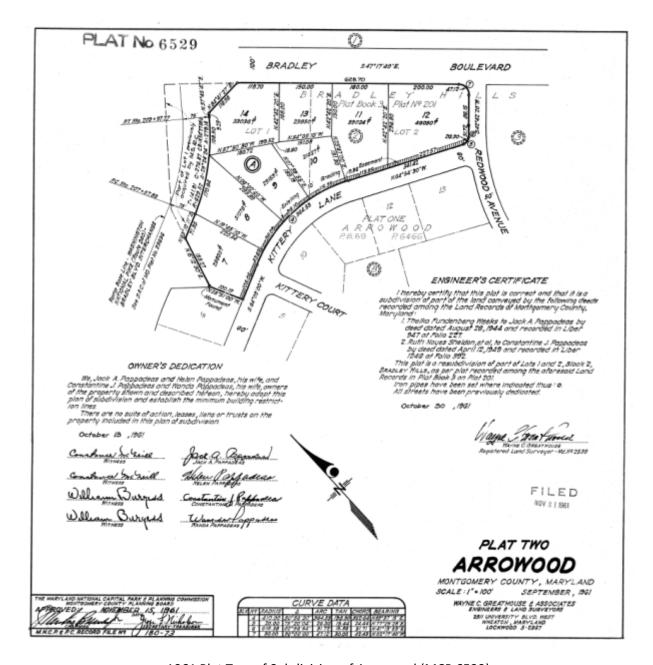
0 0.05 0.1 L 1 1 Miles Scale: 1:3,000 M

## 9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only) Bethesda, Montgomery County, Maryland



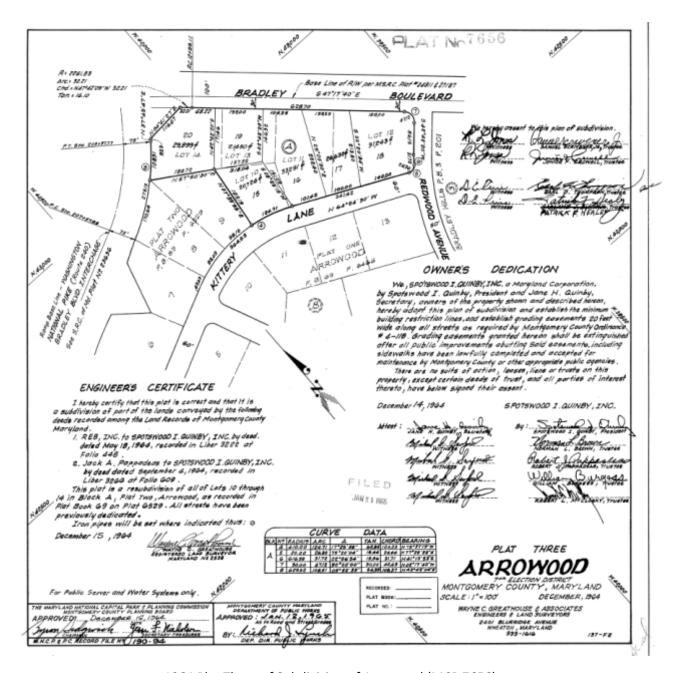
1961 Plat One of Subdivision of Arrowood (MCP 6466).

## 9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only) Bethesda, Montgomery County, Maryland



1961 Plat Two of Subdivision of Arrowood (MCP 6529).

## 9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only) Bethesda, Montgomery County, Maryland



1964 Plat Three of Subdivision of Arrowood (MCP 7656).

Name Arrowood Continuation Sheet

Number Photos Page 1



Photo 1 of 6: View of 9108-9110 Kittery Lane, looking north, from 9102 Kittery Lane.



Photo 2 of 6: 9104 Kittery Lane, east elevation.

Name Arrowood Continuation Sheet

Number Photos Page 2



Photo 3 of 6: 6 Kittery Court, northeast elevation.



Photo 4 of 6: 7312 Bradley Boulevard, north oblique.

Name Arrowood Continuation Sheet

Number Photos Page 3



Photo 5 of 6: 7316 Bradley Boulevard, northeast elevation.



Photo 6 of 6: 7320 Bradley Boulevard, northeast elevation.

Name Arrowood
Continuation Sheet

Number Photos Page 4

#### **PHOTO LOG**

Name of Property: Arrowood

Name of Photographer: Adriana Moss and Melissa Butler

Date of Photographs: 10/2/2018

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

Photographs inserted on continuation sheets.

#### Photo 1 of 6:

View of 9108-9110 Kittery Lane, looking north, from 9102 Kittery Lane M; 35-196\_2018-10-02\_01.tif

### Photo 2 of 6:

9104 Kittery Lane, east elevation. M; 35-196\_2018-10-02\_02.tif

### Photo 3 of 6:

6 Kittery Court, northeast elevation.

M; 35-196\_2018-10-02\_03.tif

### Photo 4 of 6:

7312 Bradley Boulevard, north oblique.

M; 35-196\_2018-10-02\_04.tif

### Photo 5 of 6:

7316 Bradley Boulevard, northeast elevation.

M; 35-196\_2018-10-02\_05.tif

### Photo 6 of 6:

7320 Bradley Boulevard, northeast elevation.

M; 35-196\_2018-10-02\_06.tif

Inventory No M: 35-196

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

Property Name: Ashburton

NR Eligible: Yes	_
No	

**Inventory Number: M: 30-44** 

Address: West of Old Georgetown Road	d and North and South of I-495	Historic District: Yes
City: Bethesda	<b>Zip Code</b> : <u>20817</u>	County: Montgomery
USGS Quadrangle(s): Kensington		
Property Owner: Multiple		Tax Account ID: Multiple
Tax Map Parcel(s): Multiple		<b>Tax Map:</b> <u>GP52, GP62, GP63</u>
Project: 1-495 & I-270 Managed Lanes S	<u>tudy</u>	Agency: MDOT SHA
Agency Prepared By: <u>Dovetail CRG</u>		
Preparer's Name: Danae Peckler		Date Prepared: Jan 4, 2019
Documentation is presented in: Project	t review and compliance files	
Preparer's Eligibility Recommendation	: <u>Not Recommended</u>	
Criteria: A B C D		
Considerations: A B C D E	F G	
Complete if the property is a co	 ntributing or non-contributing re	source to a NR district/property:
Name of the District/Property:		
Inventory Number:	Eligible: <u>No</u>	Listed: <u>No</u>
<u> </u>		
Site visit by MHT Staff yes no	Name:	Date:
Description of Property and Ju	 stification:	
Setting:		
Ashburton is a planned resid	ential neighborhood straddlin	g the north and south sides of I-495
•	I-270 and the I-270 Spur in Be	
_	_	d Academy Woods subdivisions to the
_	_	t subdivisions to the west, and the
Marymount subdivision and	Bells Mill Road to the north. T	he Ashburton neighborhood has
MARYLAND HISTORICAL TRUST	review	
Eligibility recommended:	Eligibility not recommend	
Criteria: A B C	Considerations: A	BCDEFG
MHT Comments:		
Reviewer, Office of Preservatio	 n Services:	Date:
, , , , , , , , , , , , , , , , , , , ,		
Reviewer, National Register Pro	ogram:	Date:

Page 2

approximately 650 single-family residential dwellings and is divided into two sections containing an estimated 96.7 acres to the north of I-495 and 79.3 acres to the south. Residential lots are between 0.14 and 0.39 acres containing single-family dwellings with modest setbacks. Individual lots are relatively flat and landscaped with grassy lawns, ornamental plantings, few trees, and some fenced-in yards. Secondary buildings are not common but include small storage sheds and detached garages. The streets are 60 feet wide and flanked by curbs and sidewalks throughout much of the neighborhood, although a few areas that developed later at the fringes of the development do not have sidewalks.

### Description:

Ashburton contains single-family dwellings primarily constructed between 1956 and 1963, with at least a dozen houses constructed post-1995 replacing older ones. Current tax records indicate that these houses range from approximately 1,800 to 5,400 square feet of finished living space. Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Modern Colonial, Garrison Colonial, and Cape Cod subforms), Ranch, Split-Level, and Split-Foyer forms. Some of the original houses include features of the Contemporary and Storybook styles, while more recently constructed or heavily modified dwellings depict Millennium Mansion and New Traditional styles (McAlester 2013, 707-750). As houses in this neighborhood were erected by a number of different builders that purchased a series of lots, clusters of similar house models and styles appear in scattered groupings throughout various sections.

Dwellings in Ashburton are between one and two-and-a-half stories tall and three to six bays wide. Many houses are clad in brick, but some include a mix of materials such as a stone veneer, stucco, weatherboard, Masonite, aluminum, vinyl, or T1-11 siding. Rooflines vary to include side-gabled, front-gabled, or hipped roofs, and also combinations of these types. Roofs are predominantly sheathed in asphalt shingles, though some recently constructed dwellings feature small sections covered by standing-seam metal. Most dwellings feature at least one brick chimney that is either centrally located or set along a side or rear elevation. Most of the Cape Cod-type houses feature two gabled dormers at the façade, while some other Colonial Revival-style dwellings feature a three-bay, shed-roofed dormer across the primary elevation. Gabled, hipped, and shed-roofed dormers have been added to other houses in the neighborhood over time, often at the rear elevation.

Primary entrances to dwellings in Ashburton are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Roughly a dozen houses along either side of Bulls Run Parkway feature this centrally located main entrance and a secondary entrance positioned close to the driveway on the side elevation. Many of these doors appear to be original, while window types in the neighborhood vary greatly and are overwhelmingly filled with replacement units. Where present, original units include double-hung, two-over-two

Page 3

(horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture windows; groupings of fixed, wood-framed lights; paired, sliding, metal-framed sashes; or multi-light, metal-framed, bay windows. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters, particularly those houses with Colonial Revival styling. One- and two-car garages or carports were incorporated into the original design of many houses in this development; however, an equal number of houses were built without them but feature off-street parking space to one side of the façade. The few detached garages observed during the survey likely date from the original construction period (6116 Lone Oak Drive).

Additions and modifications to the houses are common in Ashburton. Many houses have been modified through the enclosure of carports or conversion of attached garages into living space, while others have enlarged front porches or entrances (9715 De Paul Drive and 9829 Singleton Drive). Several houses feature additions at the rear elevation or have been expanded vertically with an additional full or half story on the façade (6109 Lone Oak Drive and 6214 Rockhurst Road). More than a dozen houses scattered throughout the development have been constructed since 1995 in architectural forms and styles that are not in keeping with the character of the neighborhood. Over time, in-ground swimming pools have been added to some back yards in the neighborhood, while other modest alterations have been commonly made to front yards, including newly constructed terrace walls, planting beds, and driveways.

### **Historic Context:**

Located roughly 2.3 miles northwest of downtown Bethesda, land within the Ashburton subdivision was part of a 213-acre farm sold to the Kaufman-Goldnamer Company in 1939, developers of the Wyngate subdivision between 1939 and 1947 (Montgomery County Deed Book [MCDB] CKW 728, 444). In 1955, the Kaufman Company gained full control of the property and sold it to real-estate developers, H. Max Ammerman and the Bancroft Construction Corporation, who promptly created the residential neighborhood of Ashburton from the remaining acreage (MCDB CKW 2157, 434).

The Bancroft Construction Corporation, led by brothers Marvin and Herschel Blumberg, got its start in 1948 building single-family tract houses. The Blumberg brothers and Bancroft construction were involved in the development of many residential neighborhoods, including Bancroft Park, Sherwood Forest Manor, Rock Creek Palisades, and the award-winning Rock Creek Woods (M: 31-37). A smaller-scale development with 78 single-family dwellings, Rock Creek Woods was designed in collaboration with architect Charles M. Goodman and acknowledged by McCall's magazine and its Congress for Better Living in 1958 for outstanding new houses that catered to a modern lifestyle (The Washington Post 1958a, B4).

Like Bancroft Construction and the Blumberg brothers, H. Max Ammerman was involved in many other real estate developments in the D.C. region. At the time of his death in 1988, he

Page 4

was acknowledged for the pivotal role he had in creating suburban malls, including Tysons Corner shopping center in Virginia and Montgomery County's Wheaton Plaza (Barnes 1988, D7).

In Ashburton, Ammerman and the Blumbergs took a collaborative approach to development, selling groupings of lots to various homebuilding companies and marketing the neighborhood's resulting architectural diversity of form and style as a desirable alternative to the monotony that typically plagued such suburban communities (The Washington Post 1957, E52).

Largely platted between December 1955 and January 1957, Ashburton continued residential development patterns established by surrounding neighborhoods, tying into and extending several pre-existing streets. In December 1959 and March 1961, Ammerman and the Blumbergs subdivided the remaining land at the north end of the property. In the southern section, land at the western end of Earlham and Hollins Drive was platted in September 1961 by a different company, Sheraton Developers, which created roughly 30 lots, constructed two basic variations of Contemporary-style houses, and established landscaped islands in the cul-de-sacs.

Ashburton is typical of many planned neighborhoods as it did not include any communally owned amenities like parks or recreational areas. The 8.2-acre parcel currently occupied by Ashburton Elementary School at 6314 Lone Oak Drive appears to have been set aside for a public school. The Montgomery County School Board agreed to purchase the property from the Bancroft Corporation in 1956, but the property was not platted as part of the Ashburton subdivision (The Evening Star 1956, A-16). Advertisements printed between 1956 and 1960 regularly touted the development's proximity to public schools, numerous churches, shopping centers, and country clubs, but land platted in association with the neighborhood was regulated to single-family residential lots with two lots reserved for storm drainage near the area that became I-495. Archival research indicates that no architectural covenants or restrictions beyond building setbacks were placed on lots within the neighborhood.

Aerial images indicate that all lots within the subdivision were filled by April 1963, reflecting the success of the developers' strategy, the area's significant population growth, and the desire for new suburban houses near the recently completed Capital Beltway (I-495) (United States Department of Agriculture, 1963).

### **Evaluation:**

Ashburton was evaluated as a planned residential neighborhood in the Modern Period (1930-1960) and the Suburban Diversification Period (1961-1980) in accordance with Maryland's "Suburban Historic Context and Survey Methodology" and "Suburbanization Historic Context Addendum" with respect to National Register of Historic Places Criteria A, B, and C.

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Ashburton is typical of most planned residential neighborhoods in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County in the Modern and Suburban Diversification Periods. 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 Ashburton 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.

Ashburton is a modest and basic example of a planned residential neighborhood, with lots created by a developer and little to no constraints on the architecture that emerged within its boundaries. The subdivision demonstrates none of the innovations in residential developments that appeared following World War II in Montgomery County. As such, it is not a good example of a planned residential neighborhood from this era. The development's Two-Story Massed, Cape Cod, Ranch, Split-Level, and Split-Foyer forms include standard features typical of the period and common 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 Ashburton is not a good example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values as a collective development, the property is not eligible under Criterion C. Ashburton was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for this resource is divided into two sections totaling 176 acres. The northern half encompasses 96.7 acres and is roughly defined by Old Georgetown Road on the east; I-495 on the south; the Georgetown Village and Marymount subdivisions and Ashburton Elementary School on the west; and the Marymount subdivision and Bell Mills Road on the north. The southern half contains 79.3 acres and is roughly bounded by Old Georgetown Road on the east, I-495 on the north; and the Academy Woods, Tusculum, Fernwood, and Wyngate subdivisions on the west and south sides. The Ashburton development includes multiple parcels found on Montgomery County Tax Maps GP52, GP62, and GP63 (2018).

### References

Barnes, Bart. 1988. "H. Max Ammerman Dies; Developed Suburban Malls." November 1, 1988, D7.

The Evening Star. 1956. "County Board Will Pay Record School Site Price." February 28, 1956, A-16.

Page 6

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. 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.

McAlester, Virginia Savage. 2013. A Field Guide to American Houses. Revised and Expanded from the Original Edition written by Virginia and Le McAlester. New York: Alfred A. Knopf.

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United States Department of Agriculture. 1963. 1VAQW00050066, Aerial Photography Single Frames Record Collection. https://earthexplorer.usgs.gov/.

The Washington Post. 1957. "Harmonious Variety Achieved in Ashburton by Many Builders." September 7, 1957, E52.

- ---- 1958a. "Two Area Builders Cited for Outstanding Homes." October 11, 1958, B4.
- ---- 1958b. "Community in the Making: Pre-Planned Ashburton Keeps to Its Timetable." May 24, 1958, C1.

### **Ashburton**

Location: West of Old Georgetown Road and North and South of I-495 MIHP#: M: 30-44 **Montgomery County** City: Bethesda EDSON LN NORTH WHITE BETHESDA FLANDERS AVE NORTH Wickford BETHESDA STRATHMO WIND COMERE ROCKLEDGE DR UCKERMAN L PO Parksid ROSSMORE DR WESTLAKE TER FERNWOOD RO ROCK SPRING DR NON DR GROSVENOR LN ood **Ashburton** EDWARD AVE BELLS MILL RO. Georgetown LONE OAK DR Village KINGSWOOD RO Fernwood GREYSWOOD RD ood Pooks shburton Stratton Woods VEHAM RD Hill RYLAND DR Ashburton NEWBOLD DR WYNGATE OR MICHAELSOR Alta Vista Green Tree Manor ONGWOOD OF WILMETT RD WILMETT RD FERNWOOD RD BETHESDA Longwood ANNISTON RD 191) Maplewood BETHESDA BEECH AVE CONWAY RD Oakmont W CEDAR LN OLEY BLVD JOHNSON AVE Bradley Sonoma Hills Grove CENTER. GREENTREE RD SONOMA RD HILLMEAD RO RO S Hillmead **Bradley Hills Grove** DR SERVICE 191) BURN RD Glenwood CLENWOOD RD Woodhaven MD IMAP, USGS

> 0 0.5 1 L | Miles Scale: 1:24,000

### **Ashburton**

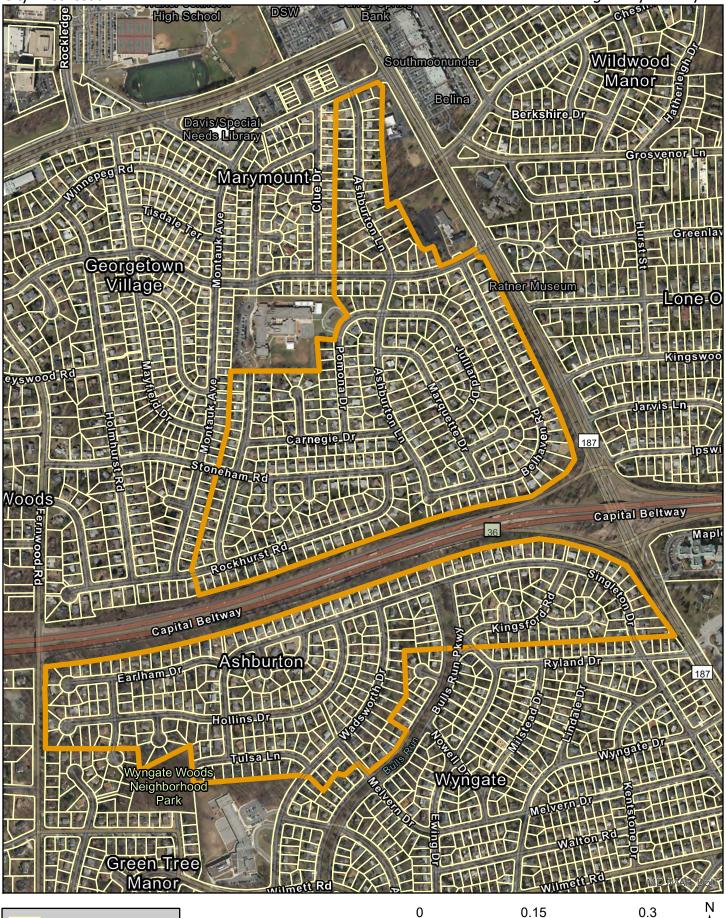
Parcel Boundaries

Location: West of Old Georgetown Road and North and South of I-495

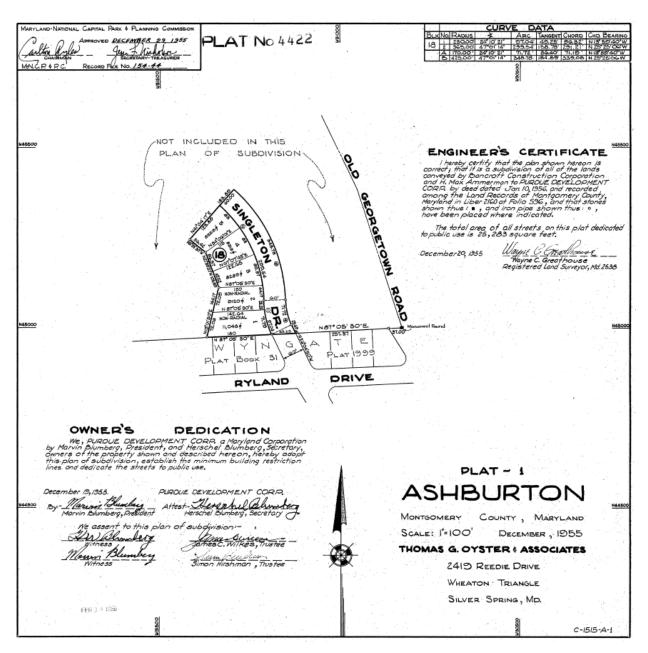
City: Bethesda

MIHP#: M: 30-44

Montgomery County

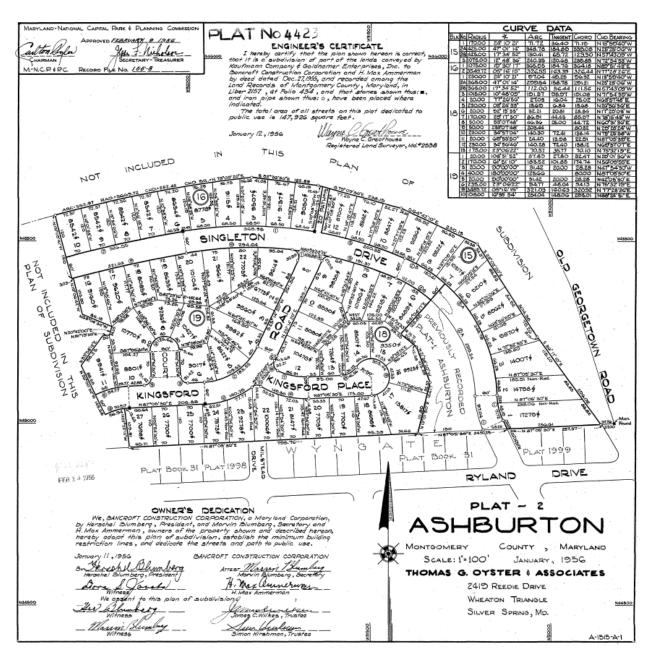


Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr. Bethesda, Montgomery County, Maryland

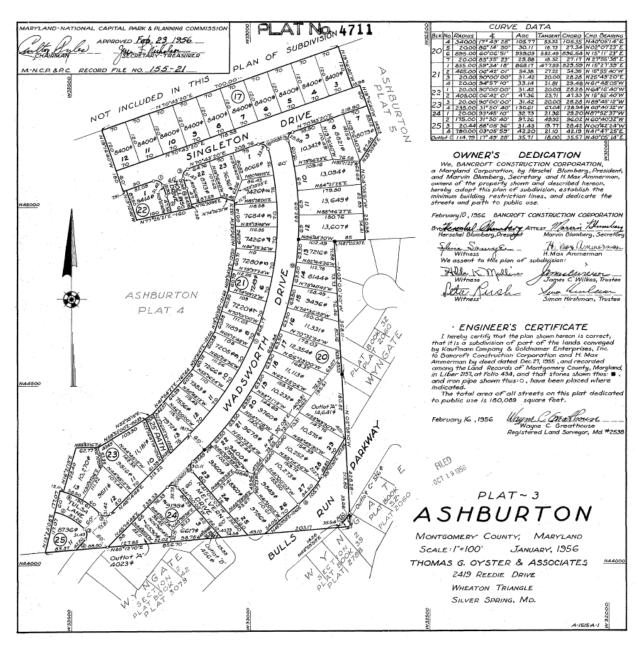


Blumbergs' Purdue Development Corporation December 1955 Plat 1 of Ashburton (Montgomery County Plats [MCP] 4422).

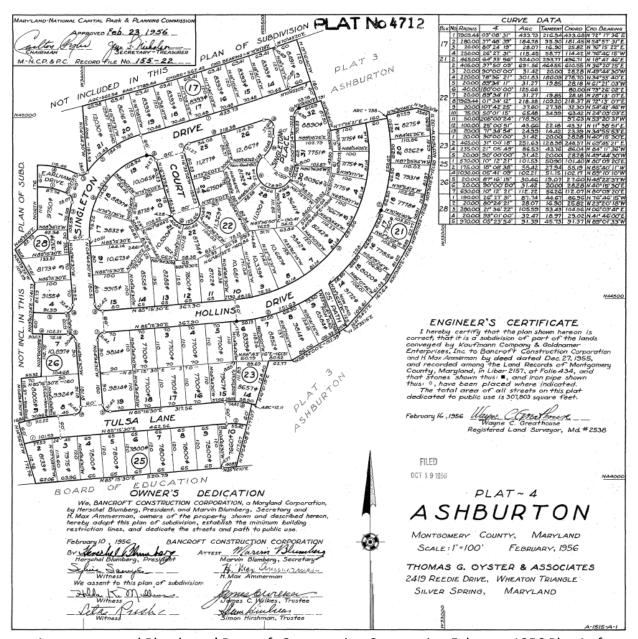
Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr. Bethesda, Montgomery County, Maryland



Ammerman and Blumbergs' Bancroft Construction Corporation January 1956 Plat 2 of Ashburton (MCP 4423).



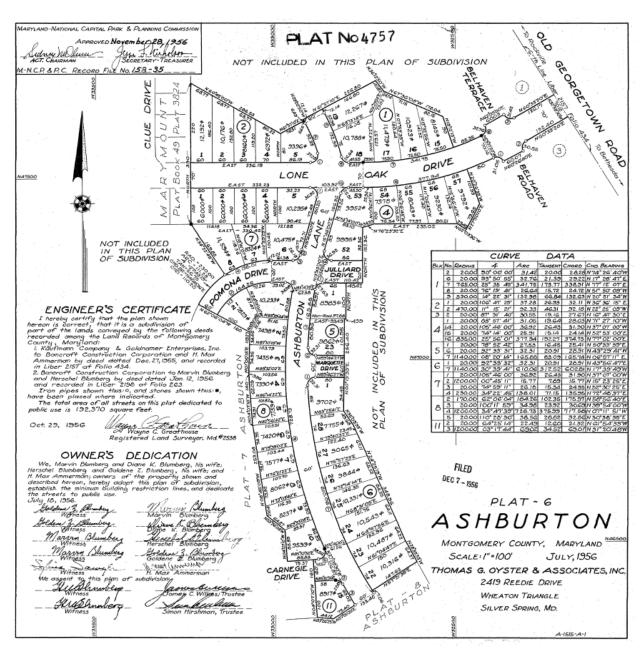
Ammerman and Blumbergs' Bancroft Construction Corporation January 1956 Plat 3 of Ashburton (MCP 4711).



Ammerman and Blumbergs' Bancroft Construction Corporation February 1956 Plat 4 of Ashburton (MCP 4712).



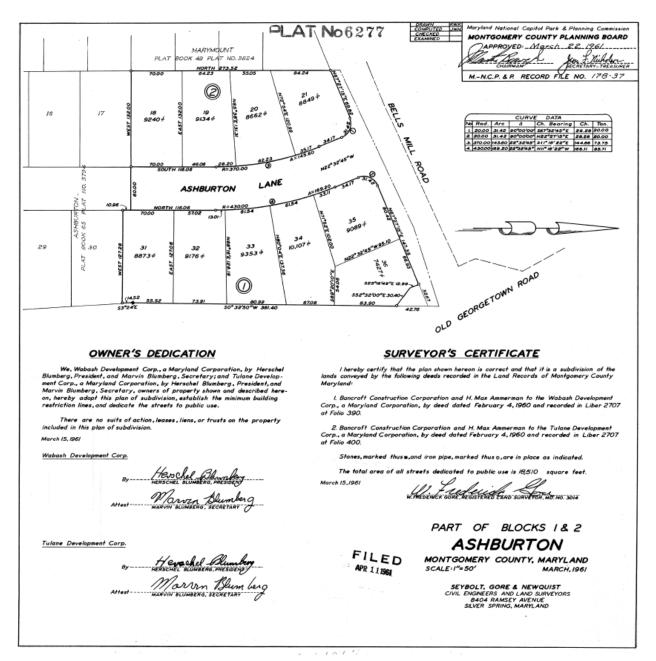
Ammerman and Blumbergs' February 1956 Plat 5 of Ashburton (MCP 4756).



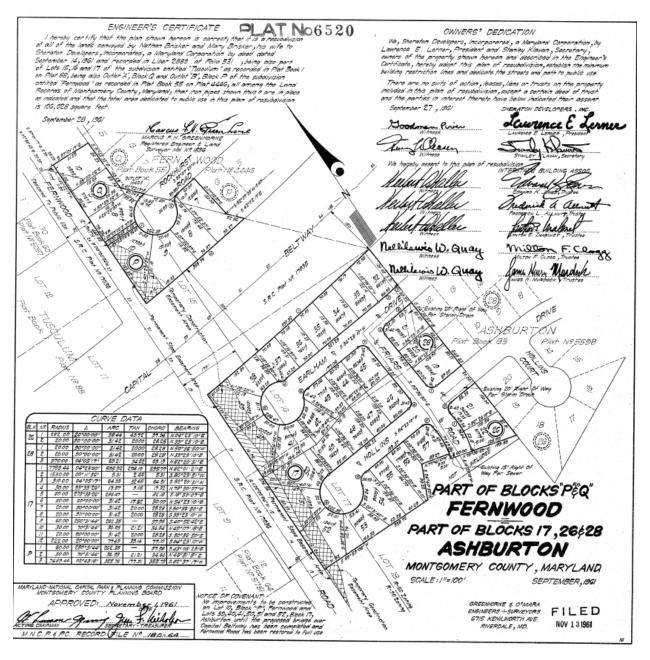
Ammerman and Blumbergs' July 1956 Plat 6 of Ashburton (MCP 4757).



Ammerman and Blumbergs' July 1956 Plat 8 of Ashburton (MCP 4759).



Blumbergs' Wabash Development Corporation and Tulane Development Corporation March 1961 plat of blocks 1 and 2 of Ashburton (MCP 6277).



Lerner and Klaven's Sheraton Developers, Inc. September 1961 plat of blocks 17, 26, and 28 of Ashburton (MCP 6277).

Name Ashburton Continuation Sheet



Photo 1 of 12: View of Marquette Drive streetscape from intersection with Ashburton Lane, looking east.



Photo 2 of 12: View of 6222 and 6224 Stoneham Court and cul-de-sac, looking south.

Name Ashburton Continuation Sheet



Photo 3 of 12: View of lots in block 2 looking south along west side Ashburton Lane, looking south.



Photo 4 of 12: View of west elevation of 9911 De Paul Drive, looking east.

Name Ashburton Continuation Sheet



Photo 5 of 12: West elevation of 10123 Ashburton Lane, looking east.



Photo 6 of 12: North elevation of 6416 Earlham Drive, looking south.

Name Ashburton Continuation Sheet



Photo 7 of 12: East elevation of 9914 Ashburton Lane, looking west.



Photo 8 of 12: View of 6210 Stoneham Road, looking southeast.

Name Ashburton Continuation Sheet



Photo 9 of 12: South elevation of 6427 Earlham Drive, looking north.



Photo 10 of 12: View of newly constructed house at 9800 Ashburton Lane, looking southwest.

Name Ashburton Continuation Sheet



Photo 11 of 12: Southeast elevation of 9828 Belhaven Road, looking northwest.



Photo 12 of 12: North elevation of 6310 Rockhurst Road, looking south.

Name Ashburton Continuation Sheet

Number Photos Page 7

## **PHOTO LOG**

Name of Property: Ashburton

Name of Photographer: Melissa Butler and Katherine Watts

Date of Photographs: 12/05/2018

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

Photographs inserted on continuation sheets.

Photo 1 of 12:

View of Marquette Drive streetscape from intersection with Ashburton Lane, looking east. M; 30-44\_2018-12-05\_01.tif

Photo 2 of 12:

View of 6222 and 6224 Stoneham Court and cul-de-sac, looking south.

M; 30-44\_2018-12-05\_02.tif

Photo 3 of 12:

View of lots in block 2 looking south along west side Ashburton Lane, looking south.

M; 30-44 2018-12-05 03.tif

Photo 4 of 12:

View of west elevation of 9911 De Paul Drive, looking east.

M: 30-44\_2018-12-05\_04.tif

Photo 5 of 12:

West elevation of 10123 Ashburton Lane, looking east.

M; 30-44\_2018-12-05\_05.tif

Photo 6 of 12:

North elevation of 6416 Earlham Drive, looking south.

M; 30-44\_2018-12-05\_06.tif

Photo 7 of 12:

East elevation of 9914 Ashburton Lane, looking west.

M; 30-44\_2018-12-05\_07.tif

Photo 8 of 12:

View of 6210 Stoneham Road, looking southeast.

M; 30-44\_2018-12-05\_08.tif

Inventory No M: 30-44

Name Ashburton Continuation Sheet

Number Photos Page 8

Photo 9 of 12:

South elevation of 6427 Earlham Drive, looking north.

M; 30-44\_2018-12-05\_09.tif

Photo 10 of 12:

View of newly constructed house at 9800 Ashburton Lane, looking southwest.

Inventory No M: 30-44

M; 30-44\_2018-12-05\_10.tif

Photo 11 of 12:

Southeast elevation of 9828 Belhaven Road, looking northwest.

M; 30-44\_2018-12-05\_11.tif

Photo 12 of 12:

North elevation of 6310 Rockhurst Road, looking south.

M; 30-44\_2018-12-05\_12.tif

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes	_
No	

Property Name: <u>Badini's Addition to Ole Longfield</u>	Inventory Number: PG:75A-79
Address: Southwest of intersection of Forestville Road and Pennsylva	nnia Avenue Historic District: Yes
City: District Heights Zip Code: 20747	County: Prince George's
USGS Quadrangle(s): Anacostia	
Property Owner: Multiple	Tax Account ID: Multiple
Tax Map Parcel(s): Multiple	Tax Map: <u>0089</u>
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA
Agency Prepared By: <u>Dovetail CRG</u>	
Preparer's Name: Adriana Moss	Date Prepared: May 21, 2019
$\label{eq:project_review} \textbf{Documentation is presented in: } \underline{\textbf{Project review and compliance files}}$	
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-contributin	g 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:	
Badini's Addition to Ole Longfield is a planned residential neighborho interchange in District Heights. The neighborhood is bounded on the Road, on the south by Leona Street, and on the west by Stewart Road acres and contains nine single-family dwellings on lots ranging betwee streets (Leona Street and Steward Road) are both dead ends; there are relatively level with moderate tree coverage, plant beds, and busyards. All lots feature a concrete, asphalt, or gravel driveway, and was entrance of each dwelling. Secondary buildings include sheds.  Description:	north by Pennsylvania Avenue, on the east by Forestville d. Badini's Addition to Ole Longfield is approximately 2.928 een 0.234 acre and 0.287 acre. The neighborhood's two are no curbs, sidewalks, or street lighting. The individual lots thes and have fenced rear yards and occasionally front
MARYLAND HISTORICAL TRUST REVIEW	
	ecommended:
	rations: A BCDEFG
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
The state of the s	

**Reviewer, National Register Program:** 

Date:

## **Badini's Addition to Ole Longfield**

Page 2

Badini's Addition to Ole Longfield is a planned residential neighborhood of single-family dwellings constructed between 1946 and 1953 during the Modern Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Transitional Ranch or Cape Cod forms.

Dwellings in the subdivision are primarily three to five bays wide and one to one-and-one-half stories tall. The buildings are set on a level terrain and sit atop a crawl space or basement foundation clad in brick veneer. Most dwellings are clad in a six-to-one common-bond brick veneer, asbestos siding, vinyl siding, or a combination thereof. Single exterior-end chimneys are clad in brick and located on a side elevation. Dormer types are gable.

Primary entrances on the facade are mainly off-center with a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, at times lined by an iron or wood rail. Windows are single one-over-one, vinyl-frame, double-hung-sash or sliding units, occasionally with faux muntins. Many houses feature vinyl paneled or louvered shutters flanking windows in the façade. Additions are typically at a side or rear elevation and in scale with the building.

#### **Historic Context:**

In 1942, Inez Park and George M. Lange sold 4.95 acres of the Ellen R. Bayne Estate to Forrest R. and Sara E. McCavett (Prince George's County Deed Book [PGCDB] 787, 487). Marie and John Aherns purchased an interest in the 4.95-acre property in 1949 (PGCDB 1164, 90). Two dwellings (3506 and 3508 Stewart Road) were constructed on this tract before the group sold the remainder of the land to Badini Brothers, Inc., in 1952 (PGCDB 1567, 1). Badini Brothers, Inc., submitted a plat of subdivision on the remainder of the 4.95-acre tract as Badini's Addition to Ole Longfield (Prince George's County Plat Book WWW 22, 40). Ole Longfield was a subdivision platted and developed in the 1940s and 1950s immediately west and north of the current resource (Nationwide Environmental Title Research, LLC 1949, 1957). The plat of Badini's Addition to Ole Longfield featured three streets (Forestville Road, Cross Street, and an unnamed street) separating two blocks (Blocks A and B) with a total of 14 lots. However, the construction of Pennsylvania Avenue eliminated Block A entirely, and only seven of the lots in Block B were developed by Badini Brothers, Inc. Forestville Road was extended south on the east side of Block B and the street on the west side of Block B was renamed Stewart Road. The unnamed street became Leona Street. Advertisements for the houses constructed by the McCavetts or Badini Brothers, Inc., were not identified during current research efforts.

Information regarding the McCavetts was very limited. Badini Brothers, Inc., owned and operated by Angelo J. and Louis Badini, were builders who worked primarily in the metropolitan Washington, D.C., area during the 1950s and 1960s. Their other works include Bethesda Woods in Bethesda and Burnt Mills Manor in Silver Spring (The Washington Post and Times Herald 1957, C13; 1961, B9).

#### **Evaluation:**

Badini's Addition to Ole Longfield was evaluated as a planned residential neighborhood from the Modern Period (1930-1960) in accordance with Maryland's Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Badini's Addition to Ole Longfield is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs from the Modern Period. The subdivision is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Badini's Addition to Ole Longfield is not eligible under Criterion A.

Forrest McCavett, Angelo Badini, or Louis Badini are not known to have had any 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, Badini's Addition to Ole Longfield is not eligible under Criterion B.

Badini's Addition to Ole Longfield is not a good example of a planned residential neighborhood of the Modern Period. 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 construction of Pennsylvania Avenue through the neighborhood resulted in a portion of the subdivision never coming to fruition. For these reasons, this resource is not eligible under Criterion C. It was not

PG:75A-79

## Badini's Addition to Ole Longfield

Page 3

evaluated under Criterion D.

This property encompasses 2.928 acres and is bounded on the north by Pennsylvania Avenue, on the east by Forestville Road, on the south by Leona Street, and on the west by Stewart Road. It can be found on Prince George's County Tax Map 0089 and Prince George's County WWW 22 page 40.

#### 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.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Prince George's County, Maryland. Accessed May 17, 2019. https://www.historicaerials.com/viewer.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed May 17, 2019. http://www.mdlandrec.net/.

Prince George's County Plat Book. Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed May 17, 2019. http://plats.net/pages/plats.aspx?cid=PG.

The Washington Post and Times Herald. 1957. Advertisement. October 19, 1957, C13.

--- 1961. Advertisement. May 6, 1961, B9.

# **Badini's Addition Ole Longfield** Prince George's County Location: Southwest of intersection of Forestville Road and Pennsylvania Avenue City: District Heights HEIGHTS Berry Lane ELMHURST ST DANIEL DR DISTRICT DISTRICT HEIGHTS PKY FOSTER ST HEIGHTS Mt Calvary Cem North Forestville Phelps MARLBORO PIKE Berkshire LACONA ST FORESTVILLE Epiphany Cem 🗖 Chester SURREY SQUARELY Forest Memorial Cem Grove HIL MAR DR FORESTVILLE Forest Manor NATIONAL CAPITAL PARKS WESTPHALIA WESTPHALIA Morningside Morningside NEVADA AVE Auth Village TOVER DR ANDREWS AFB MD IMAR, USO

0

0.5

Scale: 1:24,000

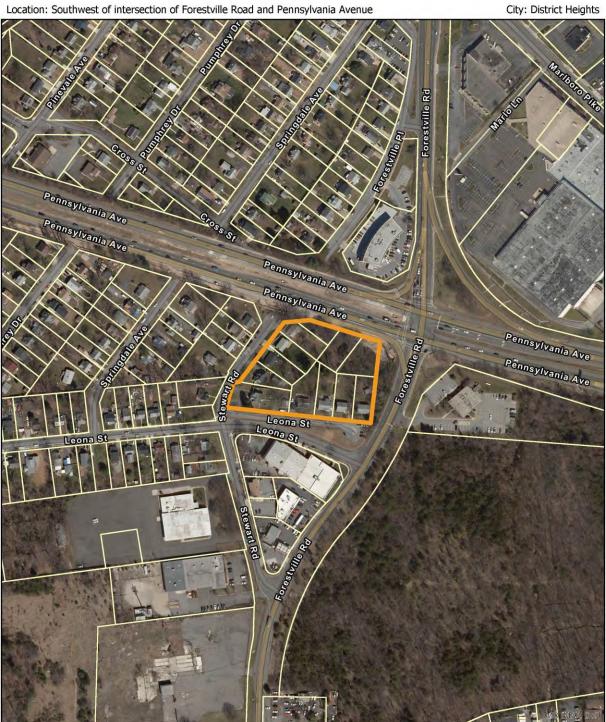
**J** Miles

USGS 7.5' Quadrangle - Anacostia

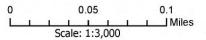
## **Badini's Addition to Ole Longfield**

Prince George's County

Location: Southwest of intersection of Forestville Road and Pennsylvania Avenue



Parcel Boundaries





7612 Leona Street, southwest oblique.



Streetscape of Leona Street, looking west.



3504 Stewart Road, west elevation.



3500 Stewart Road, west oblique.

## PG:75A-79

## **PHOTO LOG**

Number of Photos: 4

Name of Photographer: **Melissa Butler** Date of Photographs: **2019-02-13** 

Location of Original Digital File: MD SHPO File Format: PG:75A-79\_2019-02-13\_01.tif... etc.

Photographs inserted on continuation sheets:

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7612 Leona Street, southwest oblique.

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Streetscape of Leona Street, looking west.

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3504 Stewart Road, west elevation.

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3500 Stewart Road, west oblique.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible:	yes	
	no	

Property Name: Baltimore &	C Ohio RR, Washington I	Branch	Inventory	PG:LAU-2	29	
Address: 13.8 mile railroad so to border with Wash	regment from P.G./Anne hington D.C.	Arundel County bord	ler Historic d	district:	X yes _	no
City: Multiple	Zip Cod	de: Multiple	County	y: Prince	George's	
USGS Quadrangle(s): Laurel,	, Beltsville, Washington	East		_		
Property Owner: CSX Transp	portation		Tax Accoun	nt ID Number:	: <u>N/A</u>	
Γax Map Parcel Number(s):	N/A	Tax Map N	Number: N/A		_	
Project: I-495/I-270 Managed	Lanes Study	A	gency:MDOT	SHA		
Agency Prepared By: RK&K						
Preparer's Name: Jacob Ben	isen		Date Prer	pared: 11	1/26/2018	-
Documentation is presented in:	Project review and co	impliance files				
Preparer's Eligibility Recommend	dation: X	Eligibility recommer	nded _	Eligibi	ility not recor	mmended
Criteria: X A B X C	CD Consi	iderations:A	BC	D _	_EF	FG
	—— perty is a contributing or					
Name of the District	/Property:					
Inventory Number:		Eligible:	yes	Listed: _	yes	
Site visit by MHT Staff	yes X no	Name:			Date:	
The Baltimore and Ohio (B&O Maryland and Washington, D.C Arundel County border at the P near Mount Rainier (MP# 35.0 The Washington Branch conne the south. This is an active rail Rail Commuter (MARC) trains  This documentation expands up have been determined eligible of 16) in 2000 and B&O Railroad determined not eligible in 2002	D) Railroad, Washington C. It is approximately 13 Patuxent River north of L (4). The entire Washington ets Baltimore's modern line, used by CSX Transs.  The pool previous surveys of for the National Register Baltimore Belt Line (B-12).	Branch was a freight a 3.8 miles of railroad rig Laurel (MP# 21.28) to con Branch is 36 miles Camden Station in the asportation freight and Cother B&O Railroad by of Historic Places (N	ght-of-way from to Prince George's long and is curred e north to Washin Maryland Transit branches in Maryl NRHP): Metropoli	the Prince Ge is County/Wash ently owned by ngton, D.C.'s it Administrati yland. The foll litan Branch, E	eorge's Counshington, D.Coy CSX Trans Union Statio tion's daily M lowing railro B&O Railroa	nty/Anne C. border asportation. on (1907) in Maryland oad branches ad (M: 37-
MARYLAND HISTORICAL				_	_	_
	Eligibility					
Criteria:AB	CD Cons	siderations:A	ABC	D _	EF	₹ <u></u> G
MHT Comments:						
Reviewer, Offic	ce of Preservation Servi	ices	D/	ate		
Reviewer, Nat	tional Register Progran	Da	ate			

The following survey was conducted from the public right-of-way.

## Location/Setting

The evaluated district traverses a largely suburban area bordered by housing developments, commercial properties, industrial areas, and government facilities. Between its College Park and Greenbelt stations, the 1993 Washington Metropolitan Area Transit Authority (WMATA) Green Line runs parallel with and to the east of the Washington Branch.

# Architectural Description

The B&O Railroad, Washington Branch is being maintained to modern railroad standards, with the alignment following the right-of-way established for the branch in 1835.

Sidings and spur lines, both in use and abandoned, branch off from the main track to allow access to nearby industrial and commercial properties. For example, near MP# 25 in Muirkirk a siding serves industrial properties to the east, at MP# 28 in Beltsville a spur line serves industrial properties to the west, and at MP# 30 a siding serves the University of Maryland's Severn Building. These sidings and spur lines are not part of this survey.

The evaluated alignment includes the following elements (listed generally in order from north to south):

- •Railroad tracks, throughout (rails, ties, ballast, and prisms: modern), Non-contributing Elements. The railroad is double tracked, with modern continuous weld steel rail on wooden ties set in a railbed of gravel ballast. In many areas, the track is supported by an engineered earthen prism. The height of the prisms varies, depending on the topography of the area. In the surveyed area near College Park, for example, the prism is approximately four feet high. The rails, ties, ballast, and prisms are not contributing elements because they have been continuously upgraded and replaced.
- •Four stone mile markers (circa 1835), Contributing Element, if Extant. These date to the nineteenth century, and possibly to the alignment's original construction. They were located during 2003-04 observations of the rail corridor (www.trainweb.org). Due to access restrictions, it is unknown whether these markers are still extant. Further investigation is required to determine if any remain extant.
- •Signals, throughout (circa 1920s), Contributing Element, if Extant. Although many signals have been replaced by CSX, an unknown number of circa 1920s B&O color position light-type signals may remain extant within the district. For example, an informal survey in December 2014 located one at the spur at MP# 28 in Beltsville.
- •Bridge over Main Street, Laurel (substructure: circa 1884, superstructure: twentieth century), Contributing Element. This was possibly first constructed at the same time as the current Laurel Railroad Station since the circa 1861 Martenet's Map of Prince George's County, Maryland shows Main Street did not extend beyond the railroad depot. The wood and steel bridge is set on abutments of rock face cut granite. One traffic lane and one sidewalk pass beneath the railroad.
- •Laurel Railroad Station (1884) (PG:LAU-6, NR# 73002165), Contributing Element. This NRHP-listed (March 30, 1973) railroad station building is located on East Main Street in Laurel. The station, a one-story Queen Anne style brick building with a granite base, was constructed by the B&O Railroad and replaced an earlier station. The 1884 building was designed by architect Francis E. Baldwin. He is noted for designing numerous buildings, primarily railroad stations, for the B&O during the late nineteenth century. The building was heavily damaged by fire in January of 1992 but was repaired and continues to serve passengers on the MARC

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Camden Line.

- •Waiting shelter for Laurel Railroad Station (circa 1884), Contributing Element. This is a small, three-sided wood waiting shelter present on the east platform of this station stop. The structure has a slate shingle roof and decorative brackets. It is likely contemporary to the station, although not included as part of the station's NRHP-listing.
- •Waiting shelter for Laurel Railroad Station (circa 1990s), Non-contributing Element. This wood waiting shelter faces northwest within the station's parking lot. The structure has two open sides and minimal ornamentation. This shelter was likely constructed when the parking lot was created in the 1990s.
- •Bridge over Bowie Road, Laurel (substructure: circa 1884, superstructure: twentieth century), Contributing Element. This is a wood and steel bridge set on abutments of rock face cut granite and concrete. Most of the stone portions of the bridge abutments appear to be original and of a similar build date as the bridge over Main Street. Early alterations include incorporation of concrete at the top sections of the stone abutments and additional stone reinforcements directly beneath the bridge. One traffic lane and one sidewalk pass beneath the railroad.
- •Muirkirk MARC Station (1994), Non-Contributing Element. This is a simple concrete and asphalt low-level platform with waiting shelters made of metal, glass, and plastic.
- •Grade crossings, Non-Contributing Elements (circa late nineteenth century and circa 1926). The evaluated segment includes two at-grade crossings, Queensbury Road, Riverdale (circa late nineteenth century) and Sunnyside Avenue, Beltsville (circa 1926). Both have been upgraded with modern crossing gates, warning lights/bells, and signage.
- •Stone culvert over an Indian Creek tributary, Beltsville (circa 1835 or 1864), Contributing Element. This stone culvert, located parallel to Maryland Avenue E, is made of cut granite. It either dates to the construction of the line in 1835 or to the double-tracking of the line in 1864 (which could have resulted in the widening of the alignment). A photograph taken in December 2014 confirmed its existence at that time (www.trainweb.org).
- •Stone culverts (circa 1835 or 1864), Contributing Elements, if Extant. These elements either date to the construction of the line in 1835 or to the double-tracking of the line in 1864. Due to access restrictions, these culverts, such as those that allow small tributaries to flow into Indian Creek in Greenbelt, could not be field verified for this survey. Further investigation is required to determine if any remain extant.
- •Concrete culverts (circa latter twentieth century), Non-Contributing Elements. At least two large streams, the Bear Branch in Laurel and the Wells Run in Riverdale, flow through concrete channels into concrete culverts.
- •Greenbelt MARC Station (1993), Non-Contributing Element. This is an elevated concrete platform with waiting shelters made of metal, glass, and plastic. The station is connected to the adjacent WMATA Metro Greenbelt Station.
- •Bridge over Paint Branch, College Park (substructure: 1835 or 1864, superstructure: twentieth century), Contributing Element, if Extant. The stone supports of the substructure date to the original construction in 1835 or to the double-tracking construction in 1864 for this metal bridge. Note this structure could not be observed from the public right-of-way, so the description is based on observations made in November 2003 (www.trainweb.org). This could be a contributing element but requires further investigation.
- •College Park MARC Station (1993), Non-Contributing Element. This is a simple low-platform concrete and asphalt station with

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glass and metal waiting shelters. The station is connected to the adjacent WMATA Metro College Park Station.

- •Steel bridge over Campus Drive, College Park (circa 1990s), Non-Contributing Element. This bridge was constructed when Campus Drive was extended through the area. The road follows the alignment of a former Washington Branch spur line.
- •Riverdale MARC Station (1994), Non-Contributing Element. This station includes two low-level concrete and asphalt platforms, a one-story brick replica of a turn-of-the-century railroad station to the east, and a one-story brick replica of a passenger waiting shelter to the west. It is located within the NRHP-listed Riverdale Park Historic District (PG:68-4, NR# 02001608), developed in the late nineteenth and early twentieth centuries.
- •Bridge over Charles Armentrout Drive, Hyattsville (circa 1990s), Non-Contributing Element. This is a steel and concrete bridge, including concrete abutments.
- •Steel and concrete bridge over Northwest Branch Anacostia River, Hyattsville (circa 1950s), Non-Contributing Element. This was constructed as part of flood control for the river, likely replacing an earlier bridge at the same location.

The following previously evaluated elements on this alignment are no longer extant:

- •Alexandria Junction Tower (PG:68-8). This was determined eligible for NRHP inclusion in 1981 and destroyed by fire in 1993.
- •Beltsville (B&O) Railroad Station (PG:61-8). This was surveyed but not evaluated in 1973 and demolished as of September of 1980.
- •B&O Railroad Building (PG:68-41-12). This small building was part of the Hyattsville Station complex. It was surveyed on an undated MIHP form, likely in the 1970s, but not evaluated. Historic aerials show the building was demolished between 1994 and 2002.

#### Historic Context

The B&O Railroad, Washington Branch was the first railroad to access Washington, D.C., linking the nation's capital to the national railroad network. The American railroad network was still very limited during the first half of the nineteenth century and the expansion of the system to Washington, D.C. replaced slow and unreliable boat and coach service (Harwood 1990, 12-14).

Survey work for the Washington Branch began in 1831 under the direction of civil engineer Benjamin Latrobe II. By the end of 1832, Latrobe had surveyed and planned several routes that could connect the end of the B&O's existing Main Stem at Relay, Maryland (near Baltimore) to the nation's capital. Chief B&O engineer Jonathan Knight selected a route that would be most advantageous to the railroad, featuring low grades and easy curves that could be handled by the railroad's early steam locomotives (Stover 1995, 40). Latrobe also designed the National Historic Landmark Thomas Viaduct (BA-143, HO-80, NR# 66000388), which crosses the Patapsco River between Baltimore and Howard counties, for the Washington Branch. Constructed in 1835, the viaduct is massive, the largest in the country at the time, and exceptionally designed, although initially nicknamed "Latrobe's Folly" by skeptical engineers. The viaduct marked the real beginning of the major railway structures in the United States (Heintelman 1974, 3). Latrobe was West Point-educated and worked at the B&O for many years, surveying new rail lines for the rapidly growing system. His brother, John H.B. Latrobe, was the railroad's general counsel (Stover 1995, 48). The Latrobe brothers were the sons of architect Benjamin H. Latrobe, Sr., who had designed the U.S. Capitol Building in Washington and the Basilica of the Assumption in Baltimore (Moss 2018).

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The State of Maryland officially chartered the Washington Branch on March 9, 1833 and subscribed to \$500,000 worth of stock in the new line. To gain their support, the B&O Railroad agreed to pay the state 20% of the annual passenger revenues on the line in addition to the normal declared dividends. This increased tax led to greater fares, with prices as high as \$2.50 for a one-way ticket, a large sum when the average worker made only \$1 a day. This would continue until the 1870s, when the tax was repealed (Stover 1995, 41).

The Washington Branch officially opened on August 25, 1835. Four trains were pulled along the new line by the B&O's "grasshopper" locomotives, the Thomas Jefferson, James Madison, James Monroe, and J.Q. Adams (Stover 1995, 41). These locomotives were among the earliest steam engines used by the B&O, designed to replace horse power with mechanical steam power. They were referred to as "grasshoppers" due to the distinctive up and down motion of their main rods (B&O Museum 2018). Despite the high cost of fares on the new line, the Washington Branch's passenger and freight trains soon proved to be very profitable for the B&O. Passenger totals for the first year (October 1, 1835 to September 30, 1836) equaled 75,416 persons (Stover 1995, 41).

Eight years after its opening, the Washington Branch would be the site of a second major technological achievement, the country's first telegraph line. In 1843, the U.S. Congress paid Samuel Morse \$30,000 to install an experimental telegraph line between Washington, D.C. and Baltimore. The B&O's Washington Branch, which already provided a direct link between the two cities, was selected to be the route of the experimental line (Stover 1995, 59-60). On May 24, 1844, Samuel Morse himself sent the first telegraph message, "What hath God wrought," over the wire from the Capitol Building in Washington to the Pratt Street B&O Station in Baltimore (National Museum of American History, n.d.). Upon receiving the message, Alfred Vail re-transmitted it over the wire back to Morse. With government officials watching in the Capitol Building, Morse received the message and proved that telegraph communications in the United States were possible. Earlier in the month, a message had been partially sent by wire from Baltimore to Washington, announcing Henry Clay's presidential nomination at the Whig Convention being held in Baltimore. This earlier message was sent by wire as far as the line was complete along the Washington Branch, at which point a written version of the message was delivered to Washington by a B&O train (Stover 1995, 60).

From 1835 until 1851, B&O trains terminated at a boardinghouse-turned-train station on Pennsylvania Avenue, NW. In 1851, the B&O relocated its trains to a new station under construction at New Jersey Avenue, NW and C Street, NW. Completed in 1852, the now demolished Washington Depot (also known as New Jersey Avenue Station), was built in the Italianate style. In addition to providing better accommodations for waiting passengers, the new station eliminated the need for horse-powered hauling for the stretch of the alignment approaching the station, thus improving service (Harwood 1990, 16).

By the 1860s, the Washington Branch had proven itself to be a vital link between Washington, D.C. and the rest of the growing country. B&O trains now served the major East Coast cities of Washington, Baltimore, Philadelphia, and New York. Rapid industrial growth meant raw materials and finished products were frequently shipped by the B&O trains. Congressmen from the northern and western states could now travel from their districts to the nation's capital quickly and efficiently (Stover 1995, 61). The outbreak of the Civil War brought further attention to the importance and vulnerability of the only rail connection between the federal capital and the northern states. Both freight and passenger service increased dramatically along the line during the Civil War, with as many as 200 freight cars a day arriving in Washington, D.C. to support the Union war effort. B&O passenger trains along the Washington Branch became a critical means of moving federal troops from the northern states into Washington to guard against Confederate attack. The increase in traffic soon overwhelmed the railroad, leading to delayed and slower trains. To relieve congestion along the line (and prevent the construction of a competing line), the B&O double tracked the Washington Branch, with construction being completed by the end of 1864 (Stover 1995, 114).

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The Washington Branch's most famous passenger during the Civil War was President Abraham Lincoln, who used the line frequently when traveling to the northern states and to his home in Illinois. In February of 1861, President-elect Lincoln traveled on the Washington Branch by night from Baltimore, seeking to avoid potential attack by Confederate sympathizers along the line. In mid-November of 1863, he traveled this railroad on his way to Gettysburg, where he delivered his famed Gettysburg Address during the consecration of the Gettysburg National Cemetery (Stover 1995, 110).

The B&O's Washington Branch held a monopoly over train travel in and out of Washington, D.C. until after the Civil War when, in 1873, the Pennsylvania Railroad financed construction of the Baltimore and Potomac Railroad (Harwood 1990, 24). However, the Washington Branch continued to be successful, as streetcar suburbs began developing near the alignment during the last quarter of the nineteenth century. Workers in the newly expanded federal government could live outside the city and commute by rail. Stations were constructed at Laurel, Bladensburg (later Hyattsville), Paint Branch, Beltsville, and Muirkirk (Rowlands 2018). Many of the nineteenth century stations constructed along this segment are no longer extant and have been demolished and replaced with modern buildings. From this era, only the 1884 Laurel station still exists (Morgan 1972, 3).

A major change to the Washington Branch came in 1907, when trains were re-routed from the B&O's Washington Depot to the new Union Station on Massachusetts Avenue, NW. Union Station consolidated the passenger facilities of the B&O and B&P railroads within the capital into a single facility and eliminated the need for railroad tracks to cross the National Mall. This fulfilled a major goal of the U.S. Senate Park Commission and architect Daniel Burnham's plan to improve Washington, D.C (Amtrak 2018).

Throughout the first half of the twentieth century, the B&O Railroad and its Washington Branch continued to play an important role in travel to and from the nation's capital. During the 1910s, the railroads dominated both freight and passenger traffic throughout the nation. In 1916, seventy-seven percent of intercity freight and ninety-eight percent of intercity passenger traffic traveled by rail (Stover 1995, 244). This was especially true during times of war when, as it had during the Civil War, the B&O was a vital link between Washington and the rest of the nation. During World War I the American railroads, including the B&O, were nationalized by President Woodrow Wilson in order to handle the surge of both freight and passenger traffic (Stover 1995, 238-239). From January 1, 1918 until the Armistice of November 11, 1918, the railroads carried an average of 20,000 men each day (Stover 1995, 240). On March 1, 1920, the government returned control of the railroads to private ownership.

During World War II, the B&O was again called upon to aid in the war effort. Unlike World War I, the B&O and other American railroads remained under private control, with the exception of two months due to labor issues, for the duration of the war (Stover 1995, 302-303). Freight and passenger traffic during the war, especially to and from Washington, D.C., exploded in volume. In 1945, the B&O carried 1,563,000 servicemen over its lines. Combined with increased civilian travel, the B&O carried nearly fourteen million passengers in 1945. Throughout the war years President Franklin Roosevelt often traveled on the B&O's rails between Washington, D.C. and the northeastern states aboard his armored private car, the Ferdinand Magellan (Stover 1995, 311). Freight traffic also dramatically increased, with freight revenue growing from \$158 million in 1940 to \$293 million in 1945 (Stover 1995, 312).

Despite a decrease in passengers and freight due to the end of World War II, the B&O continued both passenger and freight service along the Washington Branch in the post-war years. However, the number of passengers and amount of freight hauled by the railroad declined rapidly as passengers and freight customers turned to cars, buses, trucks, and airplanes. The share of freight hauled by railroads nationally decreased from 67.3 percent in 1945 to 52.5 percent in 1953, while the share hauled by trucks dramatically increased from 6.5 percent to 17.7 percent. Decreases in passenger traffic were more drastic, with the share hauled by the railroads falling from 72.9 percent in 1945 to 46.4 percent in 1953 (Stover 1995, 322).

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The decline in the B&O's intercity passenger service continued until 1971, when the newly formed Amtrak took over, although today it no longer services this branch. The B&O retained ownership of the line and operated intercity freight and commuter service from the suburbs into Washington, D.C. (Samuelson 1971, C1). In 1975, the State of Maryland, after a year of providing 50% of the funding for the B&O's commuter service, agreed to take over responsibility for the service along the Washington Branch. Under this agreement, Maryland would own and operate the equipment and stations while the B&O (by then a part of the Chessie System of railroads) would retain ownership of the tracks and right-of-way and continue freight service on the line. In 1984, the state combined the commuter rail lines it had acquired from the private railroads, including the B&O, into one commuter rail system called MARC. After a series of mergers, the B&O became part of CSX Transportation, which continues to own and maintain the Washington Branch for its freight service (Rowlands 2018). The Camden Line of the MDOT MARC system still serves these communities with its nineteenth century Laurel station, and modern stations in Muirkirk, Greenbelt, College Park, and Riverdale (MDOT MTA 2018).

## Eligibility Determination

The railroad district was evaluated for significance under NRHP Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The resource was not evaluated for eligibility under Criterion D.

The evaluated district is part of the first railroad connection between Washington, D.C. and Baltimore. The B&O Railroad's Washington Branch proved its military significance, during the Civil War and two world wars, as a vital link between the federal capital and the rest of the nation. The Washington Branch also played an important role in serving and helping to fuel the growth of the early suburban communities surrounding Washington in Prince George's County.

This railroad district also has an important association with improvements in nineteenth century communications technology, when in 1844 the first intercity telegraph line connected Baltimore and Washington, D.C. using the railroad right-of-way. Based on the foregoing information, the B&O Railroad, Washington Branch is eligible under Criterion A.

Although numerous significant individuals have traveled over the Washington Branch during its lifetime, research does not indicate this resource illustrates their important achievements. Therefore, the B&O Railroad, Washington Branch is not eligible under Criterion B.

Despite continuous modifications, historic elements such as the original alignment, NRHP-listed Laurel Railroad Station, bridges over Laurel's Main Street and Bowie Road, and the Paint Branch Bridge remain. It is likely the original stone culvert near Beltsville and others are still intact. As the railroad engineer, Benjamin Latrobe II is a recognized master having designed such structures as the Thomas Viaduct. His contributions to surveying and planning the Washington Branch can be considered a noteworthy example of his work as a master engineer. Therefore, the B&O Railroad, Washington Branch is eligible under Criterion C.

Based on the NRHP criteria, the evaluated segment of the B&O Railroad, Washington Branch is eligible for listing under Criteria A and C. The period of significance is 1835 (when the Washington Branch opened) to 1945 (beginning of decline in traffic). The 13.8-mile B&O Railroad, Washington Branch is in good condition and retains sufficient integrity of location, setting, feeling, and association. Upgrades and replacements of elements such as the railroad ties and prisms have taken place continuously since its opening; however, these physical elements are not significant, and they only serve to define the rail corridor. Even the loss of railroad elements, such as stations and junction towers, does not significantly diminish the railroad's integrity of design, materials, and workmanship.

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The B&O Railroad, Washington Branch encompasses 136.42 acres and is confined to the railroad right-of-way from the Prince George's County/Anne Arundel County border at the Patuxent River north of Laurel (MP# 21.28) to the Prince George's County/Washington, D.C. border near Mount Rainier (MP# 35.04).

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MARY	LAND HIST	ORICAI	L TRUST	ΓREVI	EW							
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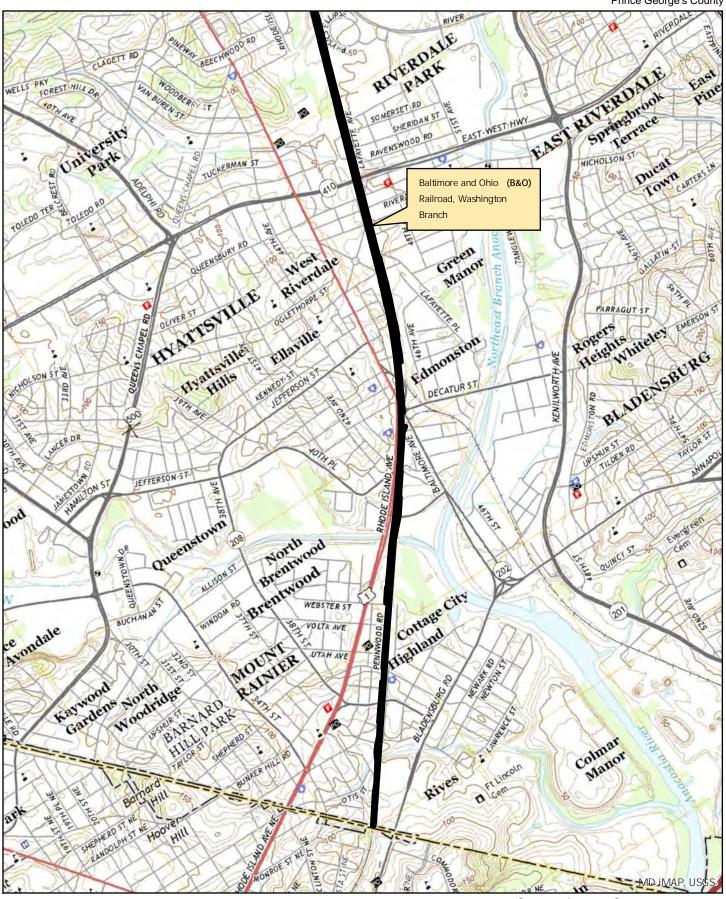
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MARYI	LAND HIST	ORICAI	L TRUST	REVI	EW							
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City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

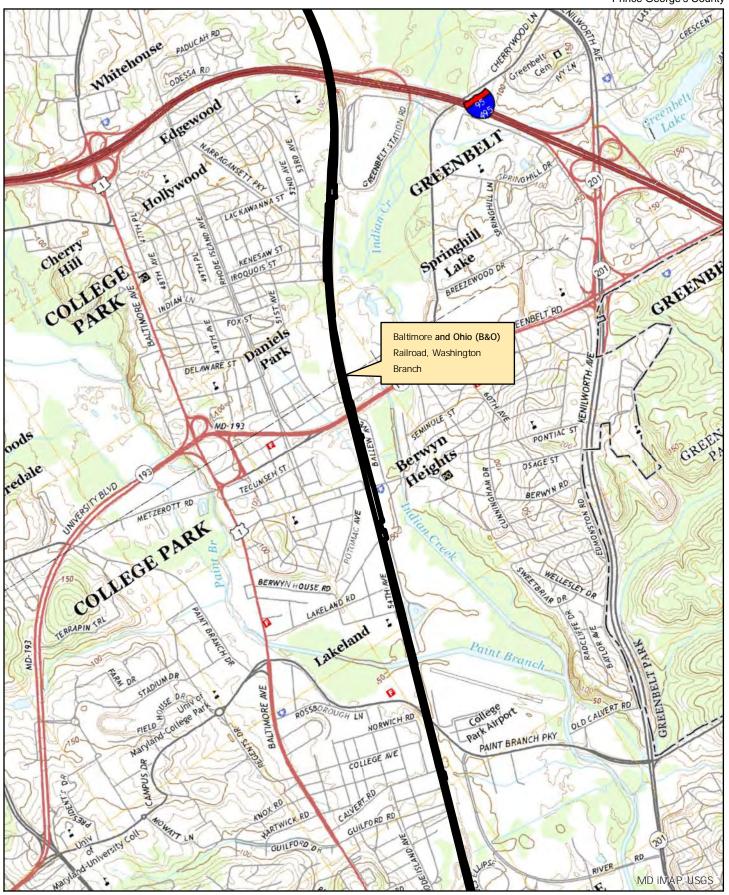
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**ILLL** Miles

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

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USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

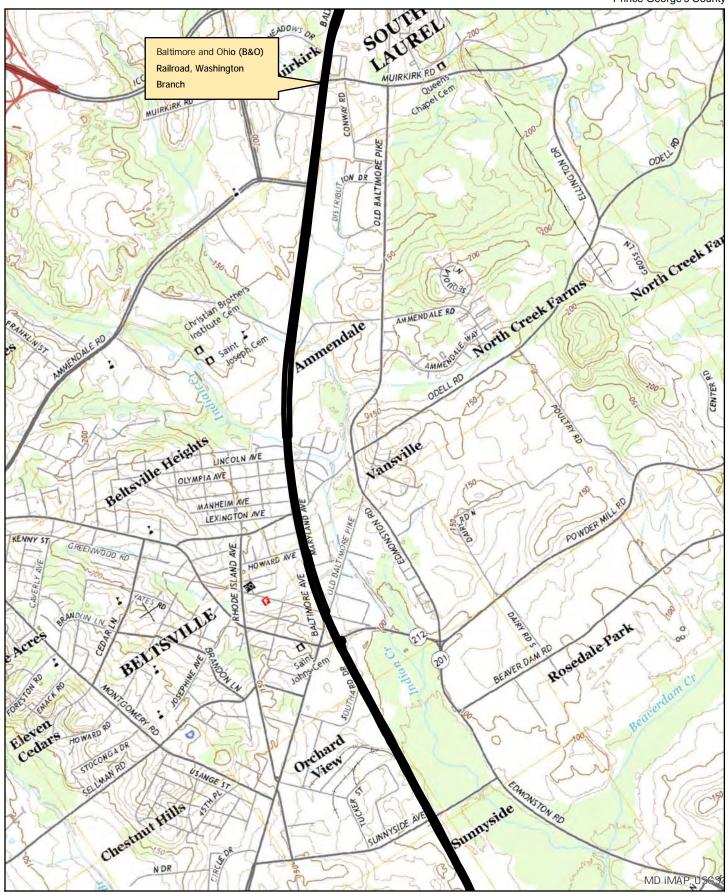
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Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

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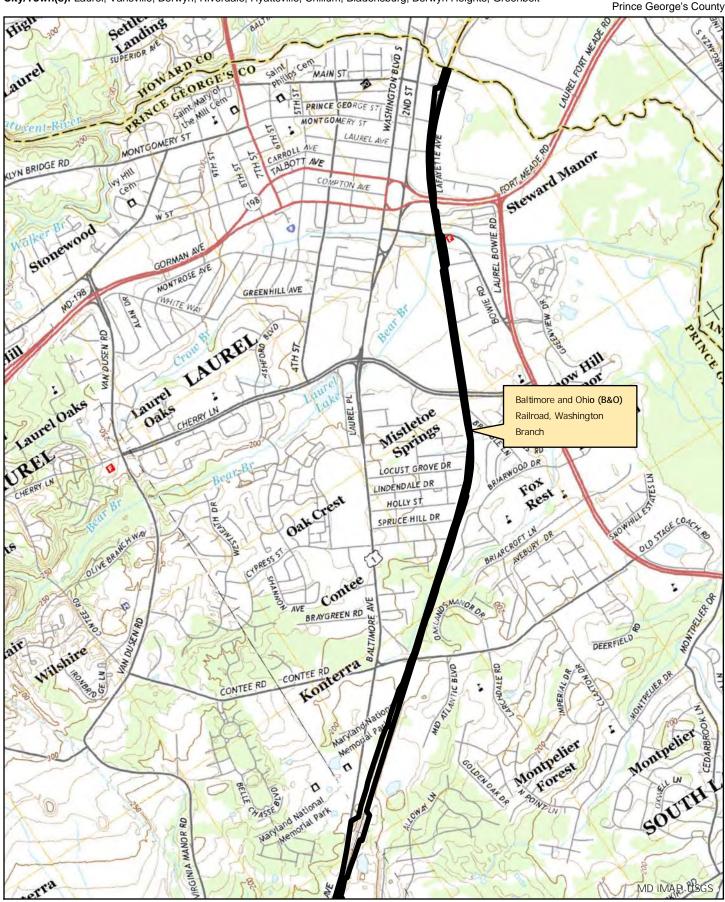
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USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

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City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29 Prince George's County



**Parcel Boundaries** 

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



LIII Miles

Scale: 1:12,000

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29 Prince George's County



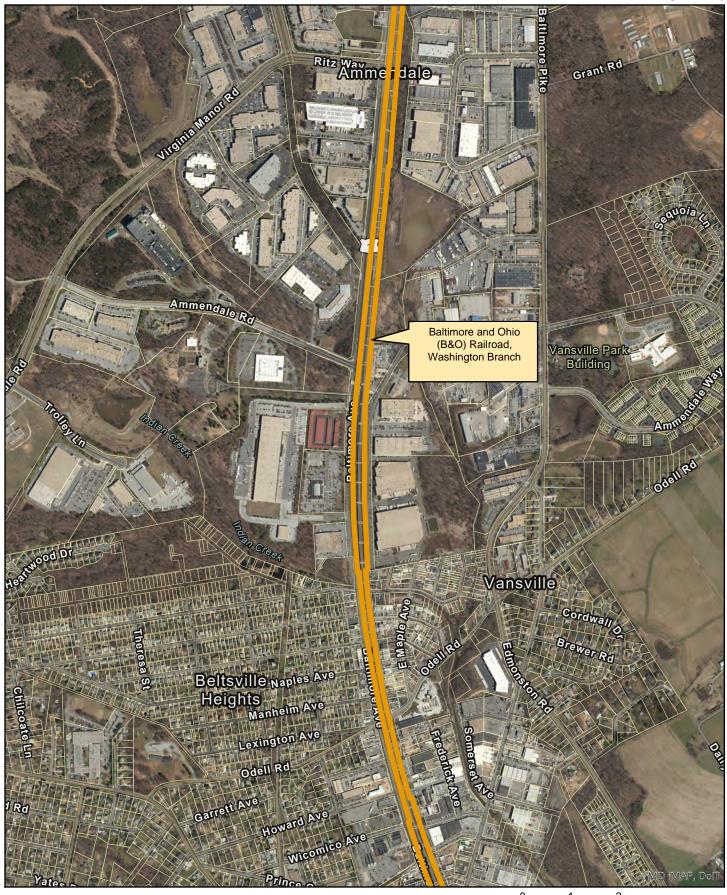
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**Parcel Boundaries** 

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County

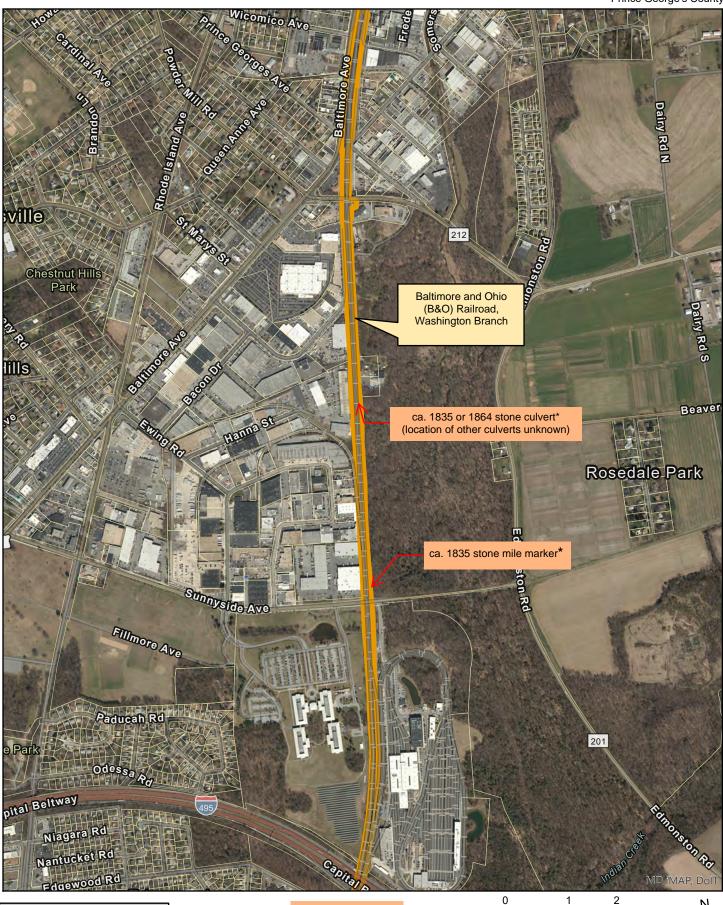


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City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29 Prince George's County



**Parcel Boundaries** 

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

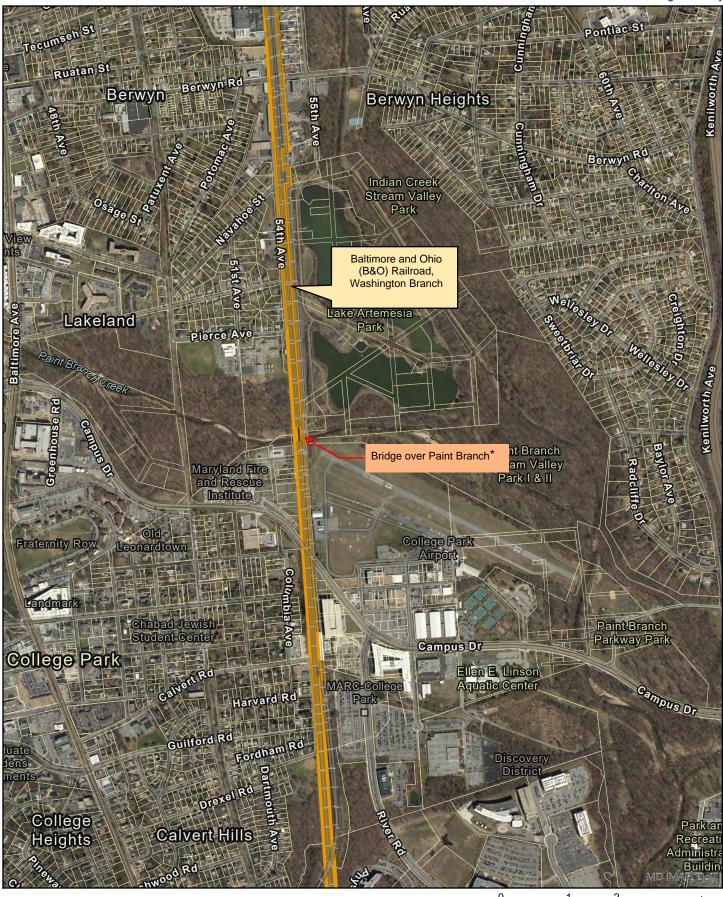
MIHP#: PG:LAU-29 Prince George's County



\*=Unable to Field Verify

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

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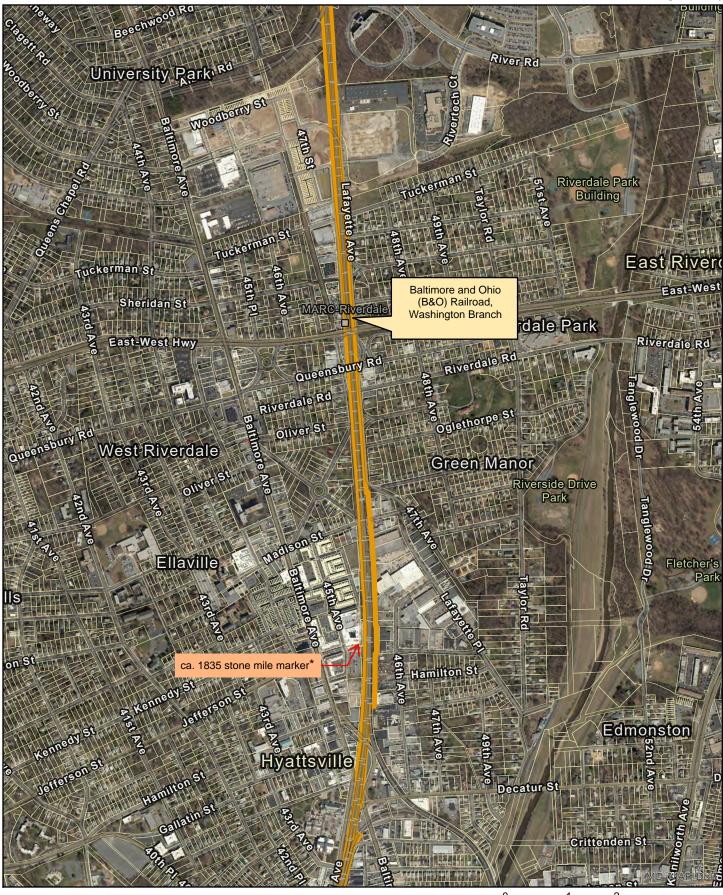


**Parcel Boundaries** 

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



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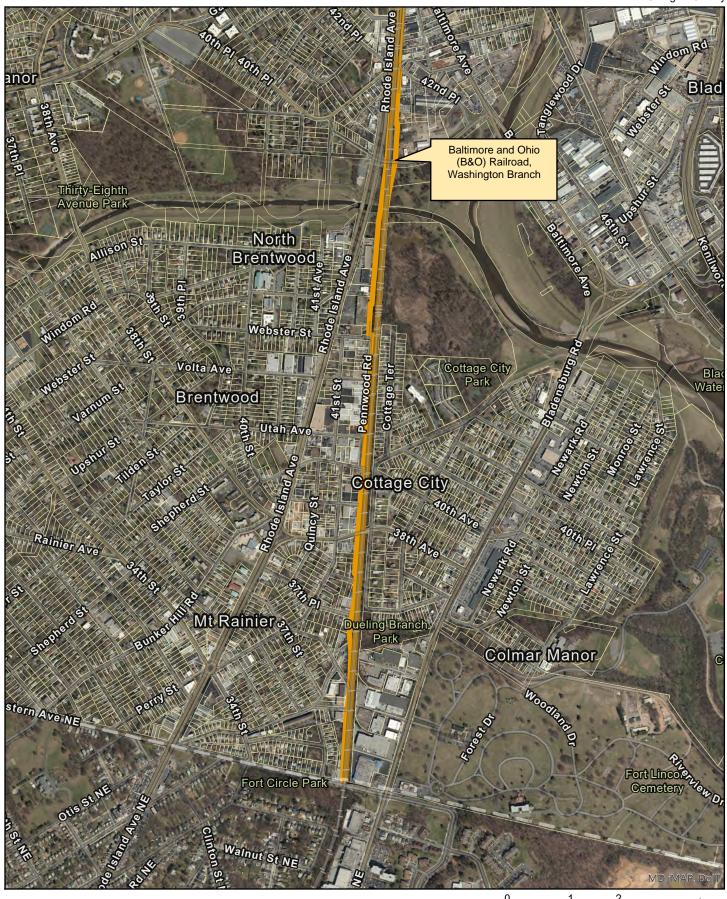
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Prince George's County



Scale: 1:12,000

#### Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt Prince George's County, Maryland



Historic Image 1: Stone Mile Marker #23 (Circa 1835) is Seen at Far Right. Photographed December 2003. From www.trainweb.org.



Historic Image 2: Muirkirk MARC Station (1994) is Seen at Right. Photographed February 2000. From www.trainweb.org.

### Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt Prince George's County, Maryland



Historic Image 3: Stone Culvert Over an Indian Creek Tributary (Circa 1835 or 1864).

Photographed December 2014. From www.trainweb.org.



Historic Image 4: Signal (Circa 1920s) A B&O Color Position Light-Type Signal at MP#28 Photographed December 2014. From www.trainweb.org.

### Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt Prince George's County, Maryland



Historic Image 5: Typical view of Washington Branch, Circa 1970s, with B&O freight train. From www.trainweb.org.

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 



Photo 1 of 9: Bridge over Main Street, Laurel, looking west.



Photo 2 of 9: Laurel Railroad Station, looking west.

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 



Photo 3 of 9: Laurel Railroad Station platforms, looking south.



Photo 4 of 9: Laurel Railroad Station passenger waiting shelter, looking east.

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 



Photo 5 of 9: Laurel Railroad Station parking lot waiting shelter, looking northeast.



Photo 6 of 9: Bridge over Bowie Road, looking east.

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 



Photo 7of 9: Bridge over Northwest Branch, Anacostia River, looking east.



Photo 8 of 9: View of right-of-way from Eastern Avenue, looking north.

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 



Photo 9 of 9: View of right-of-way from Eastern Avenue, looking south.

### Inventory No PG:LAU-29

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

Name Baltimore and Ohio (B&O) Railroad, Washington Branch Continuation Sheet

Number Photos Page 6

#### **PHOTO LOG**

Name of Property: Baltimore and Ohio (B&O) Railroad, Washington Branch

Name of Photographer: Dovetail Cultural Resource Group

Date of Photographs: September 6, 2018 Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:

Bridge over Main Street, Laurel, looking west.

PG;LAU-29\_2018-09-06\_01.tif

Photo 2 of 9:

Laurel Railroad Station, looking west.

PG;LAU-29\_2018-09-06\_02.tif

Photo 3 of 9

Laurel Railroad Station platforms, looking south.

PG;LAU-29\_2018-09-06\_03.tif

Photo 4 of 9

Laurel Railroad Station passenger waiting shelter, looking east.

PG;LAU-29\_2018-09-06\_04.tif

Photo 5 of 9

Laurel Railroad Station parking lot waiting shelter, looking northeast.

PG;LAU-29\_2018-09-06\_05.tif

Photo 6 of 9

Bridge over Bowie Road, looking east.

PG;LAU-29\_2018-09-06\_06.tif

Photo 7 of 9

Bridge over Northwest Branch Anacostia River, looking east.

PG;LAU-29 2018-09-06 07.tif

### Inventory No PG:LAU-29

## Maryland Historical Trust Maryland Inventory of Historic Properties Form

Name Baltimore and Ohio (B&O) Railroad, Washington Branch **Continuation Sheet** 

Number Photos Page 7

#### Photo 8 of 9:

View of right-of-way from Eastern Avenue, looking north. PG;LAU-29\_2018-09-06\_08

#### Photo 9 of 9:

View of right of way from Eastern Avenue, looking south. PG;LAU-29\_2018-09-06\_09

Digital image files only, located at the Maryland Historical Trust.

None

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_\_

DETERMINATION OF ELIGIBILITY FORM no										
Property Name: Baltimore & Potomac RR, Washington City Branch Inventory Number: PG:71A-54										
Address: 13 mile railroad segment from P.G. County/Anne Arundel County border to border with Washington D.C.  Historic district: X yes no										
City: Multiple Zip Code: Multiple County: Prince George's										
USGS Quadrangle(s): Laurel, Lanham, Washington East										
Property Owner: National Passenger Railroad Corporation (Amtrak) Tax Account ID Number: N/A										
Tax Map Parcel Number(s): N/A Tax Map Number: N/A										
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA										
Agency Prepared By: RK&K, LLP										
Preparer's Name: Jacob Bensen 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: 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 yesX no Name: Date:										
Description of Property and Justification: (Please attach map and photo)										
The Baltimore and Potomac (B&P) Railroad (Pennsylvania Railroad [PRR], Baltimore and Potomac Division), Washington City Branch was a passenger and freight railroad that helped connect Union Station in Washington, D.C. to the major cities of the East Coast and beyond. It is approximately 13 miles of railroad right-of-way from the Prince George's/Anne Arundel County border at the Patuxent River near Bowie (MP# 118) to the Prince George's County/Washington D.C. border near Cheverly (MP# 131). The entire Washington City Branch is 35.5 miles long and is currently owned by Amtrak and operates as the Northeast Corridor. The Washington City Branch connects Baltimore's Pennsylvania Station (1911) in the north to Washington, D.C.'s Union Station (1907) in the south. The Washington City Branch is used by Amtrak's intercity passenger trains (including the high-speed Acela Express), the Maryland Department of Transportation's Maryland Rail Commuter (MARC) trains, and Norfolk Southern Railway's freight trains.  This documentation expands upon previous surveys of the B&P Railroad in Maryland. In Baltimore City, the Baltimore and Potomac Railroad/Philadelphia, Baltimore, & Wilmington (PB&W) Railroad (B-5164) was determined eligible for inclusion in the National Register of Historic Places (NRHP). In Anne Arundel County, the Baltimore and Potomac Railroad Survey District (AA-										
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 \_\_\_\_ Date

1097) was determined not eligible in 2012.

The following survey was conducted from the public right-of-way.

#### Location/Setting

The evaluated district traverses a largely suburban area and is bordered by housing developments, commercial properties, industrial areas, and government facilities. Just north of MP# 121 at Bowie, the line meets with the B&P Railroad/CSX Transportation (CSX) Pope's Creek Subdivision that goes into Southern Maryland. The CSX Transportation (formerly Baltimore and Ohio [B&O] Railroad) Alexandria Extension crosses over the alignment, just south of the Cheverly Metro Station near MP# 131.

#### Architectural Description

The B&P Railroad, Washington City Branch is being maintained to modern railroad standards, with the alignment generally following the right-of-way established for the branch in 1872. Just south of the Landover Substation and MP# 129, the line splits into two alignments by 1907. One alignment continues into Washington, D.C. with an eventual terminus at Union Station. The other also enters Washington, D.C., following a southern route through to Virginia. Both alignments are part of this survey.

Sidings and spur lines, both in use and abandoned, branch off from the main tracks to provide freight service to commercial and industrial properties in the area. These sidings are located between MP# 122 and #123 in Glenn Dale, between MP# 127 and MP# 128 at Landover, and at MP# 131 at Cheverly. These sidings and spur lines are not included in this survey.

The evaluated district includes the following elements (listed generally in order from north to south):

- •Railroad tracks, throughout (rails, ties, ballast, and prisms: modern), Non-contributing Elements. The tracks consist of modern continuous welded steel rail on concrete ties set in a railbed of gravel ballast on an engineered-earth prism. The majority of the alignment has three tracks, but it expands to four tracks between MP# 128 and MP# 129 south of Landover. The height of the prisms varies, depending on the topography of the area. In the surveyed area near Bowie State University MARC Station, for example, the prism is approximately four feet high. The rails, ties, ballast, and prisms have been continually modernized and are non-contributing elements.
- •Catenary system, throughout (circa 1934-1935), Contributing Element. A catenary system, consisting of overhead wire suspended in tension from support poles on both sides of the tracks, runs throughout the district alignment. The system provides power to the Amtrak and MARC trains on this segment. Many, if not all, of the extant catenary support poles date to the railroad's original electrification between 1934 to 1935, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance.
- •Signals, throughout (circa 1934-1935), Contributing Elements, if Extant. Although many signals have been replaced by Amtrak, beginning in 1976, it is possible some signals may remain extant within the district. These signals were installed as part of the PRR electrification of the line, fully replacing earlier signals used by steam locomotives. Further investigation is required to determine if any remain extant.
- •Signal Bridges, throughout (circa 1934-1935), Contributing Elements. These structures consist of two catenary support poles with a metal framework spanning between them to support signals. The signal bridges remain extant, both with and without signals.

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#### PG:71A-54

Page 3

Signal bridges with replacement signals often are accompanied by a modern small shed-like structure.

- •Culverts (circa 1870s and/or circa 1934-1935), Contributing Elements, if Extant. Watercourses such as Newstop Branch, Folly Branch, Bald Hill Branch, and Beaverdam Creek cross under the railroad, presumably through culverts. Due to access restrictions, field verification of these structures was not possible. Further investigation is required to determine if any remain extant.
- •Bowie State University MARC Station (1989), Non-Contributing Element. A high-level concrete station consisting of two platforms with metal passenger waiting shelters and lighting fixtures. It replaced the Bowie station, further south (see immediately below).
- •Bowie Railroad Buildings/Bowie Railroad Museum (circa 1910-circa 1930, moved 1992) (PG:71B-2-9, NR# 98001261), Contributing Elements. The complex includes three frame buildings that formerly comprised the Bowie depot for the B&P, including a one-story freight depot/passenger ticket office building (circa 1930), two-story interlocking tower (built circa 1913, moved to Bowie circa 1930), and one-story, open passenger waiting shed (circa 1910). These buildings were moved off the railroad right-of-way and currently operate as part of a City of Bowie museum. The complex of buildings was listed on the NRHP in 1998 under Criterion A for their contribution to the development of rail transportation in the region and Criterion C as rare examples of intact early twentieth century railroad junction buildings. While the buildings have been moved, their association with railroad development remains strong and they retain high integrity.
- •Bowie Substation (circa 1934-1935), Contributing Element. This is a railroad electrical substation adjacent to the tracks near the line's intersection with the Pope's Creek Subdivision. The substation was constructed as part of the electrification of the line. The structure consists of a central control building surrounded by a tall metal framework supporting insulators and electrical wiring. Large electrical transformers are connected to the catenary wiring above the tracks. The entire substation is surrounded by a tall chain-link fence topped with barbed wire. The substation framework is likely original, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance. A small, rectangular building with no windows, constructed circa 2005, is located nearby and is connected by wiring to the substation.
- •Three rectangular buildings, Bowie (circa 2002), Non-Contributing Elements. These are located on the west side of the tracks at the intersection with the Pope's Creek Subdivision. All are one-story and have rectangular plans. Due to access restrictions, a detailed study of these buildings was not possible.
- •Seabrook MARC Station (1987), Non-Contributing Element. This is a high-level concrete station constructed as a replacement for an earlier station. It consists of two platforms with metal passenger waiting shelters and lighting fixtures.
- •New Carrollton Station (Metro: 1978, Amtrak/MARC: 1983), Non-Contributing Element. This concrete, Brutalist-style station is built beneath the tracks for the Metro Orange Line and the Amtrak Northeast Corridor. The New Carrollton station was constructed in stages, beginning with the opening of the Metro portion of the station. The Amtrak/MARC portion of the station was opened last as a replacement for the Capital Beltway Station (opened 1970), formerly located to the north. For the purposes of this evaluation, the rest of this multi-modal station, such as the parking lots/garages and a maintenance facility for Metro trains are not included.
- •Two clusters of small buildings on the west side of the tracks near the New Carrollton Metro maintenance facility (circa 1980s or 1990s), Non-Contributing Elements. These are two small clusters of one-story, rectangular-plans buildings. There are three at the northernmost cluster and six at the southern cluster. Due to access restrictions, field verification of these buildings was not possible.

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	Revie	ewer, Na	 tional R	egister	Program			Date				

- •Small building near a Pepco substation, New Carrollton (circa 1980s or 1990s), Non-Contributing Element. A small, one-story building with a rectangular plan. Due to access restrictions, field verification of this building was not possible.
- •Wilson's Station Railroad Tower, Landover (circa 1900) (PG:72-1), Contributing Element. This switching and signal tower was determined eligible for the NRHP in 2002. When last surveyed, this was a two-story, T-shaped, wood-framed building on a brick foundation. Asbestos-shingle siding had been added and there were asphalt-shingles on its roof. The windows were covered or replaced with plywood. A passenger waiting shed, noted in the 1974 survey, was no longer extant. The tower was no longer in active use. A metal control shed was constructed circa 1990 directly next to the tower, likely performing the same job that the tower once did for the railroad. Due to access limitations, it was not possible to field verify this tower; however, June 2018 Google mapping confirms its existence.
- •Landover Substation (circa 1934-1935), Contributing Element. This is a railroad electrical substation constructed as part of the electrification of the line. It consists of a central control building surrounded by a tall metal framework supporting insulators and electrical wiring. Large electrical transformers are connected to the catenary wiring above the tracks. The entire substation is surrounded by a tall chain-link fence topped with barbed wire. The substation framework is likely original, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance.

#### Historic Context

The B&P Railroad was first chartered in 1853 as a railroad connecting Baltimore to Popes Creek, Maryland; however, the project languished for several years. In 1860, Owden Bowie became B&P president, but was unable to continue the project due to financial, material, and manpower shortages during the Civil War. Following the war, Bowie sought financial backing from the B&O Railroad to assist with construction of the new line. When the B&O declined, Bowie turned to the B&O's rival, the PRR, which was looking to expand its system beyond Baltimore, but were blocked from entering Washington, D.C. (Churella 2013, 357).

Since constructing its Washington Branch in 1835, the B&O had held a monopoly on freight and passenger service into Washington, D.C. and to the southern railroads beyond it. This monopoly was sanctioned by the State of Maryland, who would not issue charters for any new railroads into the nation's capital. The PRR found a loophole in a key provision in the charter for the B&P Railroad that would allow their trains access to Washington, D.C. B&P was permitted to construct branch lines up to twenty miles long from its main line. The railroad's proposed route would put it close enough to Washington that a branch line could be built into the federal city, breaking the B&O's monopoly (Churella 2013, 357).

Construction of the B&P Railroad, under the control of the PRR, began in September of 1868. At Bowie, the Washington City Branch separated from the Pope's Creek Branch (later Pope's Creek Subdivision). The railroad's original charter was to Pope's Creek, but the Washington City Branch was soon used by the PRR as part of the railroad's main line between New York and Washington, D.C. In June of 1870, the U.S. Congress approved the B&P's plan to enter Washington and, by 1872, a temporary wood-frame station was constructed in Washington. In 1873, the wood station was replaced by a permanent brick and stone station at 6th and B Streets, NW, on the National Mall. The B&P Railroad opened from Baltimore to Washington on July 2, 1872. Meanwhile, construction was continuing on the Union and B&P Tunnels in Baltimore. Upon the tunnels' completion in 1873, PRR trains could run through Baltimore and Philadelphia to New York (Churella 2013, 358).

The completion of the B&P Railroad in the early 1870s helped fuel suburban growth along the newly established line, as people working in the nation's capital could live outside of the city and commute in by rail. Early stations within the evaluated segment

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included Seabrook (a modern MARC station now stands on the site), Wilson's (near the current Landover Metro Station), and the newly plotted Bowie. The B&P ran several trains between these stations and Washington, D.C. daily, including to a stop in the city for workers at the Navy Yard (Rowlands 2018).

On July 2, 1881, President James A. Garfield was shot by Charles J. Guiteau while waiting for a train at the B&P station in Washington. He died three months later from infection. In 1891, the Philadelphia, Wilmington, and Baltimore (PW&B) Railroad, another PRR-owned company, took over operations of the B&P Railroad. In 1902, the two companies consolidated, creating the Philadelphia, Baltimore, and Washington (PB&W) Railroad (Coverdale and Colpitts 1946, 285).

In 1901, the U.S. Senate Park Commission invited architect and planner Daniel Burnham to develop a new plan for the nation's capital, using the original design (circa 1791) of the city by Major Peter Charles L'Enfant as a guide. Burnham's new plan included "cleaning up" the National Mall by removing the B&P and B&O railroad stations and railroad tracks (Amtrak 2018). In 1903, Congress approved of a site on the north side of Massachusetts Avenue, NW for a new Union Station, which would consolidate passenger facilities for these railroads into a single terminal (Hankey and Wright 2018). The B&P Railroad, Washington City Branch, would be split just south of Landover, with freight traffic continuing along the old alignment and passenger trains following a new alignment to Union Station. The new station opened in 1907.

In 1928, the PRR began a project to electrify its entire line from New York to Washington, D.C. Although other railroads had experimented with electrification, including the PRR itself, none had attempted such a large and complicated project before. The PRR Board of Directors made the decision to electrify the entire line between New York and Washington, D.C. because it would allow the railroad company to handle denser traffic, run larger trains, and increase speeds in comparison to using traditional steam power. However, the innovative program was halted in 1932 by the Great Depression. The world-wide financial crisis led to a lack of funds and the railroad was unable to find private financing for such an ambitious project. The PRR applied for and received assistance from the federal government to continue its electrification project that same year with money borrowed from the Public Works Administration, a New Deal-employment program. In 1935, the PRR completed electrification of the segment of their railroad between Baltimore and Washington (Ludwig 1934, 4-6). Electrification required the construction of new power substations; fabrication and installation of new signals, catenary poles, and wiring; and included the installation of a third track (Ludwig 1934, 11, 17-21). The completion of electrification allowed the PRR to eliminate the use of steam power on its main line between New York and Washington, although the use of steam on branch lines outside of the electrified corridor continued until the 1950s when they converted to diesel (Reutter 1994, 16). During the 1930s, the PRR began experimenting with high-speed passenger service along the newly electrified line. The company developed the GG1 electric locomotive, "the most powerful electric passenger locomotives ever built." The GG1 was capable of a regular operating speed of 90 miles per hour (Ludwig 1934, 31) and would remain in service under the PRR and its successors into the 1980s (Museum of the American Railroad 2016).

Commuter service continued along the newly electrified route, with as many as six trains in each direction serving the suburban stations in the 1930s. Into the 1950s, there were at least two computer trains daily inbound and outbound from Washington (Rowlands 2018). Intercity passenger and freight trains continued along the lines as well through World War II and into the post-War years, but the PRR began to see a downturn in business as air travel and the Interstate Highway System grew. The share of freight hauled by railroads nationally decreased from 67.3 percent in 1945 to 52.5 percent in 1953, while the share hauled by trucks dramatically increased from 6.5 percent to 17.7 percent. Decreases in passenger traffic were more drastic, with the share hauled by the railroads falling from 72.9 percent in 1945 to 46.4 percent in 1953 (Stover 1995, 322). In 1968, the PRR and the New York Central Railroad merged, creating the Penn-Central Railroad. With 20,000 miles of track, including the evaluated segment, Penn-Central was the largest railroad in the United States (Edwards 1968, A1). In cooperation with the U.S. Department of Transportation, Penn Central began testing a new high-speed passenger service between New York and Washington D.C., the Metroliner, in December of 1969. The Metroliner, was an electric train capable of making a non-stop trip between Washington and

MARY	LAND H	IISTC	PRICAL	TRUST	REVI	EW							
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New York in under three hours (Edwards 1969, E1). The Metroliner tests proved successful and it soon became a regular service along the Northeast Corridor (Trains, 2006).

Financial issues continued for the Penn Central until the mid-1970s, when the company declared bankruptcy. To prevent a collapse of the railroad industry in the northeastern United States, a new company, the Consolidated Rail Corporation (ConRail), was created with \$6.8 billion in aid and loan guarantees from the federal government (Jones 1976, A3). While ConRail controlled freight rail operations, Amtrak, created in 1971, took control of all inter-city passenger railroad service, including that of the PRR (Samuelson 1971, C1). Amtrak took ownership of the Northeast Corridor In 1976, controlling trains and track personnel, dispatching, signaling, and maintenance of the line. While continuing to operate the Metroliner trains that it had inherited from Penn Central, Amtrak began developing its own high-speed electric train for the Northeast Corridor, Acela Express, in 1995 (Railway Technology, n.d.)

In 1996, CSX agreed to a merger with ConRail, but the merger was halted by a hostile bid from rival Norfolk Southern Corporation (Norfolk Southern 2018). After months of negotiations, CSX and Norfolk Southern agreed in 1997 to a joint purchase of ConRail, with each railroad taking half of the system. Norfolk Southern gained the right to operate freight trains over the Northeast Corridor, including the evaluated segment (Phillips 1997, C11). This ownership and operational relationship continues today. In 2006, Amtrak retired the remaining Metroliner trains, leaving Acela Express as the only high-speed train in the United States (Trains, 2006). Amtrak plans to replace the current Acela Express trains with a more advanced version in 2021 (Trejos, 2018).

#### **Eligibility Determination**

The railroad district was evaluated for significance under NRHP Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The resource was not evaluated for eligibility under Criterion D.

The B&P Railroad is significant for breaking the monopoly on rail travel between the northeastern states and Washington, D.C. that had been held by the B&O Railroad since 1835. The evaluated district also played an important role in Washington's rapid growth during the late nineteenth century, due to increased rail travel to Washington suburban communities around its commuter rail stations. In addition, the railroad proved its military significance, during the two world wars, as a vital link between the federal capital and the rest of the nation.

The PRR's experimentations with electrification and high-speed service between New York and Washington D.C. were significant as major engineering projects spurring the ongoing development of high-speed rail in the United States. No electrification of a railroad line of this size had been previously attempted in the United States. Therefore, the B&P Railroad, Washington City Branch is eligible under Criterion A.

Although significant individuals have traveled over the B&P Railroad during its lifetime, research does not indicate this resource illustrates their important achievements. Therefore, the B&P Railroad, Washington City Branch is not eligible under Criterion B.

The evaluated B&P Railroad district has been in continuous railroad use since opening in 1872. Despite alterations as railroad technology improved, the segment retains historic elements that have integrity to both its original construction in the nineteenth century and to its modernization in the 1930s. Features from pre-electrification include the circa 1872 alignment of the railroad, the circa 1907 alignment to Union Station, and the circa 1900 Wilson's Station Railroad Tower. Many of the contributing elements remain from the circa 1934 to 1935 modernization and electrification period of the railroad. These features include the Bowie

MARY	LAND HIST	ORICAI	L TRUST	revi	EW							
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Substation, Landover Substation, signal bridges, and catenary poles. This railroad alignment is distinctive enough to be considered a true representative of railroad engineering. Therefore, the B&P Railroad, Washington City Branch is eligible under Criterion C.

Based on the NRHP criteria, the evaluated segment of the B&P Railroad, Washington City Branch is eligible for listing under Criteria A and C. The period of significance for Criterion A is 1872 (opening of the line) to 1945 (beginning of decline in traffic following World War II). The period of significance for Criterion C is 1872 (original construction) to 1935 (completion of electrification). The 13-mile segment is in good condition and retains sufficient integrity of location, feeling, and association. Upgrades and replacements of elements such as the railroad ties and prisms have taken place continuously since its opening; however, these physical elements are not significant, and they only serve to define the rail corridor. Even the loss of railroad elements, such as stations and junction towers, does not significantly diminish the railroad's integrity of design, materials, and workmanship.

The B&P Railroad, Washington City Branch encompasses 284.44 acres and is confined primarily to the railroad right-of-way between the Prince George's County/Anne Arundel County border and the Prince George's County/Washington, D.C. border. The boundary also includes the parcels containing the Bowie Substation, Bowie Railroad Buildings, Landover Substation, and Wilson's Station Railroad Tower. At Bowie, a small portion of unowned land connecting the railroad right-of-way to the Bowie Railroad Buildings property is included to prevent a discontinuous district.

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MARY	LAND HIS	TORICA	L TRUS	revi	EW							
Eligibil	ity recomm	ended		Eligibility not recommended								
Criteria	B	C	D	<b>Considerations:</b>	A	В	C	D	E	F	G	
<b>МНТ С</b> -	Comments:	ewer, Off	ice of Pre	servatio	on Services			Date			-	
-	Re	viewer, N	ational R	egister	Program			Date				

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MARY	LAND HIST	ORICAI	TRUST	REVI	EW							
Eligibili	ity recomme	nded		Eligibility not recommended								
Criteria	ı:A	В	C	D	Considerations:	A	B	C	D ,	E	F	G
мнт с	omments:											
	Reviev	ver, Offic	e of Pres	servatio	on Services			Date				
_	Revi	Program	Date									

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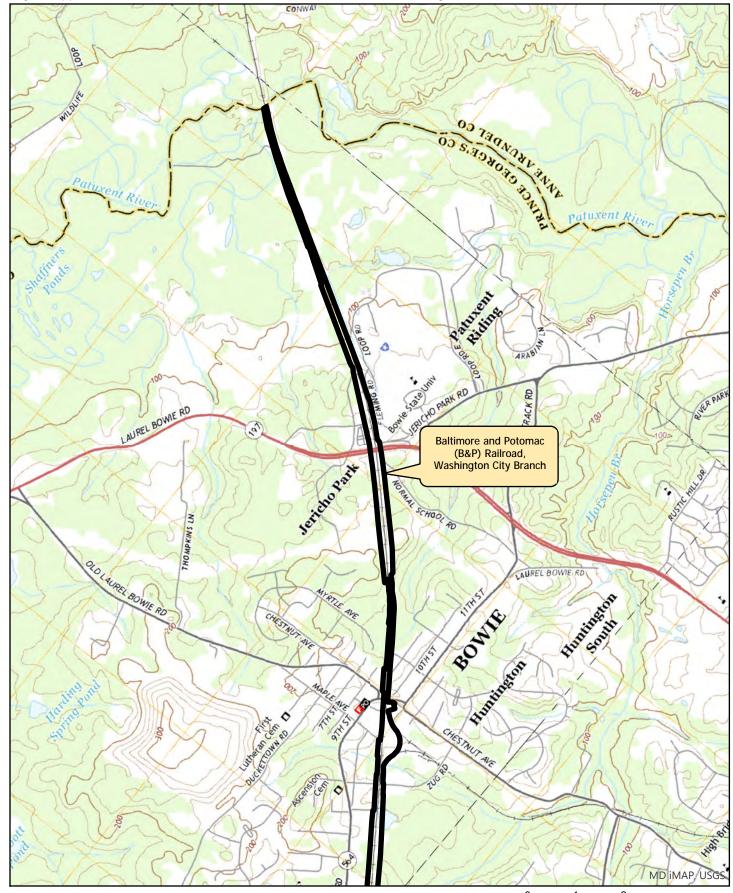
MARYLAND HISTORICAL TRUST REVIEW												
Eligibi	lity recomm	ended		Eligibility not recommended								
Criteri	a:A	B	C	D	<b>Considerations:</b>	A	B	C	D	E	F	G
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-	Revie	wer, Offic	e of Pre	servatio	on Services			Date				
	Rev	viewer, Na	tional R	egister ]	Program			Date				

City/Town(s): Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg

MIHP# PG:71A-54
Prince George's County

**\_\_\_\_\_** Miles

Scale: 1:24,000



M: 35-198 Bradley Manor

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Fernwood Park) and the 73 individual lots ranging between 0.36 and 0.895 acre. Streets in the development are curvilinear; Newbold Place and Newbold Court are both cul-de-sacs with landscaped circular traffic islands. The lots have a uniform setback and contain single-family dwellings with paved driveways and paved walkways from the main street to the building's façade. Individual lots have grassy lawns with bushes and moderate mature tree coverage. Some rear yards are fenced (picket or split rail). No sidewalks or street lamps are present in the neighborhood. Fernwood Park contains moderate tree coverage, an open field for baseball, soccer, or lacrosse, a playground, and a tennis court. Secondary resources include sheds and swimming pools.

#### Description:

Bradley Manor contains single-family dwellings constructed between 1963 and 1968. Houses in Bradley Manor are Ranch, Split-Level, or Two-Story Massed forms with Colonial Revival attributes. The dwelling at 9320 Renshaw Drive is distinct from other houses in the development with its Tudor Revival stylistic details. Attached garages are used throughout the neighborhood (single and double) with double-car garages being used most frequently.

Most houses in Bradley Manor range from one to two-and-a-half stories and are primarily three to five bays wide. A majority are clad in stretcher-bond brick veneer on the primary elevation. Some houses have a mix of brick veneer and vinyl siding. One house has a mix of vinyl siding with stone veneer on the primary elevation (9312 Renshaw Drive). Most rooflines are side or front gabled with asphalt shingles; one example of wooden shingles is present (9320 Renshaw Drive). A few houses feature dormers; 9309 Renshaw Drive features both dormers and a partial width porch which was unique to houses with dormers. A majority of the residences have exterior-end, brick chimneys; some feature brick central chimneys. Colonial Revival-style details range from pedimented and columned entries, use of double-hung sash windows, and attention to symmetrical detailing.

Primary entrances are set in the center of the façade and feature single-leaf wood or vinyl paneled doors with transom lights, half glazed doors, or double-leaf wood or vinyl doors (9312 Renshaw Drive). There is a wide variety of window types in Bradley Manor. Many houses have eight-over-eight or nine-over-nine double-hung sash windows in either wood or vinyl. Several houses also feature bay picture windows close to the front door of the house. The house at 6716 Newbold Drive has diamond-pane Tudor Revival windows. Most houses have fixed shutters. Additions are present in the form of garages.

Fernwood Park is located within Bradley Manor; a sign is located on the north side entrance along Michaels Drive. It reads "Fernwood Park – M-NCPPC Department of Parks, Montgomery County." Situated within the park (towards the southeastern section) are tennis courts, a playground, and a swing-set. The tennis courts are enclosed by a tall metal chain-link fence with

M: 35-198

**Bradley Manor** 

Page 3

one entrance. Further northwest from the courts is an open field that serves as a baseball, soccer, and lacrosse field. A metal, chain-link batting cage sits in the field as does a soccer and lacrosse goal.

#### **Historic Context:**

Construction for Bradley Manor began in 1963. The property was developed by Gruver and Cooley, a family owned corporation which originally started as Gruver Construction Co. by Benjamin Gruver in 1919. Gruver Construction Co. became Gruver and Cooley Construction in 1946 when Charles Cooley joined forces with Benjamin Gruver's son Dorie Gruver (Willmann 1962a, D1). Gruver and Cooley was an influential development company in the Washington, D.C., metropolitan area and worked on other Maryland neighborhoods such as Walnut Woods and Lux Manor. In a 1962 article, it was estimated that they completed and sold 55 houses a year (Willmann 1962b, D1). The same article notes that Lux Manor and Bradley Manor had some of their more expensive houses (averaging \$50,000 each at the time). The houses were designed by Peterson and Worland (Willmann 1962b, D1).

Advertisements for Bradley Manor emphasize Gruver and Cooley's 56 years of experience and attention to quality and detail (The Washington Post 1964a, E13). One such ad mentioned "meticulous individual site-grading" and describes how each lot is "graded to permit every house to be situated above street level without resorting to make-do artificial terracing" and that "each site is individually graded to direct surface water away from every side of the home" (The Washington Post 1965a, E5). Advertisements boasted three models (the New Orleans, the Farmington, and the New Englander), as well as plaster walls, wood frame windows, natural wood cabinets, clear white oak flooring, lifetime asbestos roofs, six panel doors, and concrete drives (The Washington Post 1964b, E2; 1964c E8; 1965b, D5). Houses were listed as split-levels, ramblers, and colonials in advertisements (The Washington Post 1965b, D5). Gruver and Cooley also advertised that they could "custom build a home to your specifications" in any of their neighborhoods (The Evening Star 1967, D6).

No amenities, such as a pool or club house, were listed in any of the advertisements for Bradley Manor, but the community's proximity to the Bethesda Country Club was mentioned in several advertisements (The Washington Post 1965c, F4). The "exceptional access to the new Beltway" was also noted as a benefit to the neighborhood development (The Washington Post 1964c, E8). Fernwood Park, which sits within the neighborhood today, does not appear in the original plats for the development. According to topographic aerial maps, the area of Fernwood Park was undeveloped during the construction of Bradley Manor, but an image of a marked field and tennis courts appear by 1970 strongly indicating that the park was constructed around that time (Nationwide Environmental Title Research, LLC [NETR] 1970).

#### **Evaluation:**

M: 35-198

#### **Bradley Manor**

Page 4

Bradley Manor was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961 – 1980)" and National Register of Historic Places Criteria A, B, and C.

Bradley Manor is a typical example of a planned residential development from the early 1960s in suburban Maryland. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developers Gruver and Cooley worked throughout the Washington, D.C., metropolitan area to develop single-family subdivisions. While they developed several neighborhoods in the area, there was no real 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.

Bradley Manor is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The neighborhood does not demonstrate any of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Ranch houses include standard features typical of the period and demonstrate common Colonial-Revival and Tudor Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Due to the fact that Bradley Manor does not convey any distinctive characteristics or artistic value, the neighborhood is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 46.4 acres (including 5.61 acre for Fernwood Park) and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map GP42 and also as seen in Montgomery County plat records 6420 and 6421.

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### **Bradley Manor**

Page 5

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- --- 1964a. Advertisement 172. October 3, 1964: E13.
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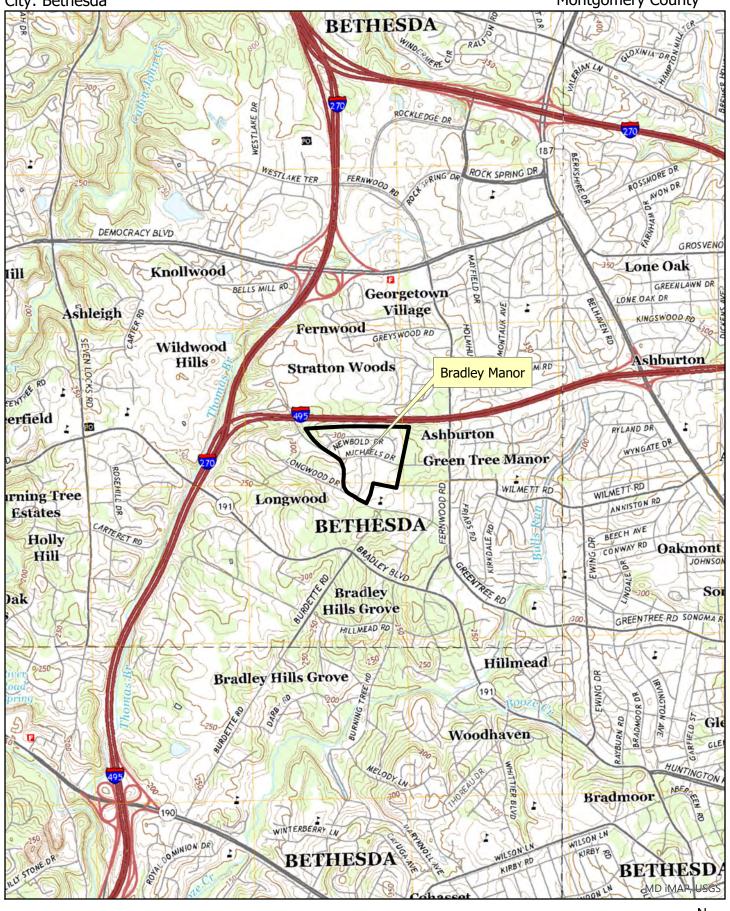
### **Bradley Manor**

Location:South of I-495 and Northeast of Greentree Road

City: Bethesda

MIHP#: M: 35-198

Montgomery County

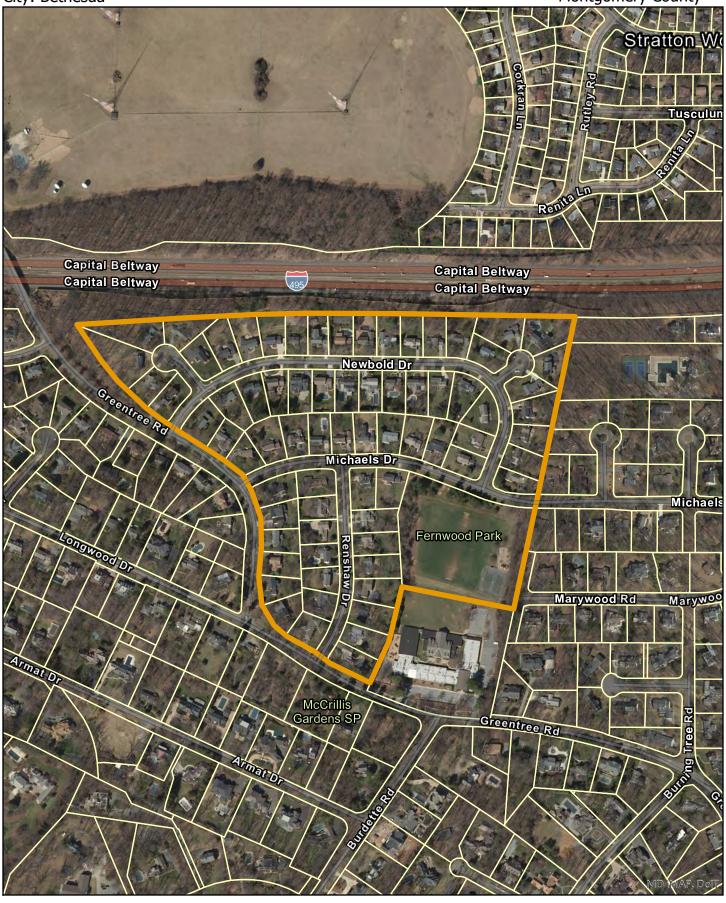


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### **Bradley Manor**

Parcel Boundaries

Location: South of I-495 and Northeast of Greentree Road MIHP#: M: 35-198 City: Bethesda **Montgomery County** 



0 0.07 0.15 \_l Miles

Scale: 1:5,000

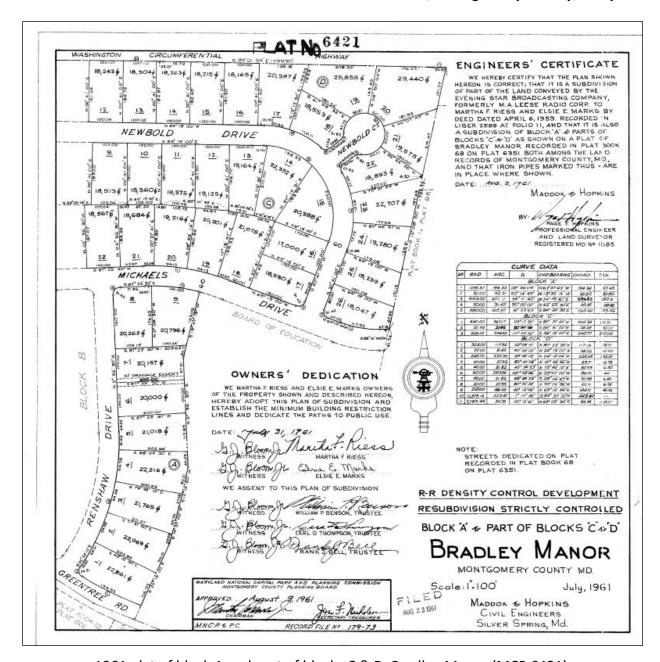


6704 -6825 Newbold Drive, 9501 -9509 Newbold Place, 6621 -6737 Michaels Drive, 9300 9325 Renshaw Drive and Fernwood Park
Bethesda, Montgomery County, Maryland



1961 plat of block B and part of Blocks C & D, Bradley Manor (Montgomery County Plat [MCP] 6420).

6704 -6825 Newbold Drive, 9501 -9509 Newbold Place, 6621 -6737 Michaels Drive, 9300 9325 Renshaw Drive and Fernwood Park
Bethesda, Montgomery County, Maryland



1961 plat of block A and part of blocks C & D, Bradley Manor (MCP 6421).

Name Bradley Manor Continuation Sheet



Photo 1 of 11: View of 9309 Renshaw Drive, looking east from Renshaw Drive.



Photo 2 of 11: View of 9304 Renshaw Drive, looking west from Renshaw Drive.

Name Bradley Manor Continuation Sheet



Photo 3 of 11: View of 9312 Renshaw Drive, looking west.



Photo 4 of 11: View of 9320 Renshaw Drive, looking west.

Name Bradley Manor Continuation Sheet



Photo 5 of 11: View of 9501 and 9505 Newbold Place, looking northwest.



Photo 6 of 11: View of Streetscape on Newbold Drive, looking east.

Name Bradley Manor Continuation Sheet



Photo 7 of 11: View of 6721 Newbold Drive, looking northeast.



Photo 8 of 11: View of 6716 Newbold Drive, looking southwest.

Name Bradley Manor Continuation Sheet



Photo 9 of 11: View of entrance to Fernwood Park, looking south.



Photo 10 of 11: View of tennis courts and playground at Fernwood Park, looking southwest.

Name Bradley Manor Continuation Sheet



Photo 11 of 11: View of swing-set at Fernwood Park, looking south.

Name Bradley Manor Continuation Sheet

Number Photos Page 7

#### **PHOTO LOG**

Name of Property: Bradley Manor (including Fernwood Park)
Name of Photographer: Melissa Butler and Heather Dollins Staton

Date of Photographs: 10/2/2018

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

Photographs inserted on continuation sheets.

#### Photo 1 of 11:

View of 9309 Renshaw Drive, looking east from Renshaw Drive.

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#### Photo 2 of 11:

View of 9304 Renshaw Drive, looking west from Renshaw Drive.

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#### Photo 3 of 11:

View of 9312 Renshaw Drive, looking west.

M; 35-198\_2018-10-02\_03.tif

#### Photo 4 of 11:

View of 9320 Renshaw Drive, looking west.

M; 35-198\_2018-10-02\_04.tif

#### Photo 5 of 11:

View of 9501 and 9505 Newbold Place, looking northwest.

M; 35-198\_2018-10-02\_05.tif

#### Photo 6 of 11:

View of Streetscape on Newbold Drive, looking east.

M; 35-198\_2018-10-02\_06.tif

#### Photo 7 of 11:

View of 6721 Newbold Drive, looking northeast.

M; 35-198\_2018-10-02\_07.tif

#### Photo 8 of 11:

View of 6716 Newbold Drive, looking southwest.

M; 35-198\_2018-10-02\_08.tif

#### Photo 9 of 11:

View of entrance to Fernwood Park, looking south.

M; 35-198\_2018-10-02\_09.tif

Inventory No M: 35-198

Name Bradley Manor Continuation Sheet

Number Photos Page 8

Photo 10 of 11:

View of tennis courts and playground at Fernwood Park, looking southwest. M; 35-198\_2018-10-02\_10.tif

Inventory No M: 35-198

Photo 11 of 11:

View of swing-set at Fernwood Park, looking south.

M; 35-198\_2018-10-02\_11.tif

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

Property Name: Briarglen

NR Eligible: Yes	
No	

**Inventory Number: M: 26-74** 

Address: Welwyn Way & Bentana Way at	New Mark Espl.	Historic District: Yes
City: Rockville Z	ip Code: <u>20850</u>	County: Montgomery
USGS Quadrangle(s): Rockville		
Property Owner: Multiple		Tax Account ID: Multiple
Tax Map Parcel(s): Multiple		Tax Map: <u>GR21, GR22, GR31</u>
Project: I-495 & I-270 Managed Lanes Stu	<u>dy</u>	Agency: MDOT SHA
Agency Prepared By: Dovetail CRG		
Preparer's Name: Katherine Watts		Date Prepared: Jan 4, 2019
Documentation is presented in: Project re	eview and compliance files	
Preparer's Eligibility Recommendation: $\underline{N}$	<u>lot Recommended</u>	
Criteria: A B C D		
Considerations: A B C D E F	: G	
Complete if the property is a conti	 ributing or non-contributing r	resource to a NR district/property:
Name of the District/Property:		
Inventory Number:	Eligible: <u>No</u>	Listed: No
,		
Site visit by MHT Staff yes no	Name:	Date:
Description of Property and Justi		
Setting:		
Driarglan is a planned residenti	ial davolanment in Rackvill	e, Montgomery County, bounded on
,	<u>.</u>	Mark Esplanade and New Mark
	•	Road. Briarglen comprises eleven
curvilinear cul-de-sacs (Welwyr	n Way, Stevenage Circle, Br	racknell Circle, Letchworth Circle,
Cumbernauld Court, Basildon C	Circle, Harlow Court, Benta	na Way, and Bentana Court). Briarglen
MARYLAND HISTORICAL TRUST R	KEVIEW	
Eligibility recommended:	Eligibility not recommen	ded:
Criteria: A B CD	Considerations: A	BCDEFG
MHT Comments:		
Reviewer, Office of Preservation S	Services:	Date:
neriene, emee en reservation e		3333.
Reviewer, National Register Progr	am:	Date:

M: 26-74 Briarglen

Page 2

includes 68 single-family dwellings on lots ranging between 0.16 and 0.32 acres. Briarglen encompasses approximately 22 acres. Sidewalks line the main streets of Welwyn Way and Bentana Way. Streetlamps are present throughout Briarglen, although they do not continue down shorter cul-de-sacs like Letchworth Circle. Landscaped circular traffic islands are present in the ends of all cul-de-sacs. Individual lots, some of which are sloped to allow for basement garages, have grassy lawns with bushes and moderate tree coverage. Several rear yards are fenced. Secondary buildings are not present.

#### Description:

Briarglen contains single-family dwellings constructed between 1970 and 1972. The streets are curvilinear, following the natural terrain. Unlike the Contemporary designs in nearby New Mark Commons (M: 26-40), Briarglen features six Colonial Revival-style models including Split-Foyers, Split-Levels, and Two-Story Massed (with side-gabled, hipped, and side-gambrel roofs). One- and two-car attached garages are common, and some are basement-level garages when topography allows (3 Letchworth Circle).

Dwellings in Briarglen are between five and six bays wide, clad in a stretcher-bond brick veneer on primary elevations with siding on secondary elevations. Rooflines are primarily side gabled, sheathed in asphalt shingles. Exterior-end, brick chimneys are present on most houses. Dormers are only used on side-gambrel roofs (1 Bentana Way and 7 Bentana Court). Colonial Revival-style details range from brick quoins on a hipped-roof, two-story house (2 Letchworth Circle) to a semi-circular entry porch (4 Bracknell Circle).

Primary entrances are usually centered on the façade and comprise single- or double-leaf paneled wood or fiberglass doors. Some doors have decorative or ribbon lights. Metal storm doors are common. On Split-Level houses, the primary entrance is recessed, and both single-leaf doors with sidelights (3 Stevenage Circle) and double-leaf doors are present (9 Welwyn Way). When original windows are still in place, they are six-over-six, double-hung-sash units, but the majority of houses in Briarglen have one-over-one, double-hung-sash vinyl replacement windows. The majority of houses have louvered, fixed shutters. Additions are rare, but when present, they typically are one-story tall and extend from the rear elevation.

#### **Historic Context:**

Construction began on Briarglen in 1970. The land was initially platted as part of the adjacent New Mark Commons (M: 26-40) development, but was sold to Louis A. Zuckerman of Metro Investment and Development Company around 1969. Metro Investment and Development Company was started by Zuckerman and Louis G. Meltzer in 1963 (The Washington Post 1964a, A3). They were known as builders of small apartment buildings and single-family neighborhoods in suburban Maryland and Virginia (The Washington Post 1964b, C6). The previously platted 79 lots were reorganized into 68 individual lots (University of Maryland,

M: 26-74 Briarglen

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Department of American Studies 2015, 8-4). The Colonial Revival-style homes in Briarglen differed from New Mark Commons, which was composed of townhouses and single-family dwellings styled in what the architects described as "Situated Modernism," but both featured similar "lush foliage," curvilinear sidewalks, and easy access to recreation areas and nearby shopping in Rockville and at Montgomery Mall (The Washington Post 1970, D21). Homeowners in Briarglen were also offered memberships to the year-round recreational club and pool at New Mark Commons (The Evening Star 1970, F-8).

With its proximity to New Mark Commons, Briarglen itself did not include any community amenities. Advertisements for Briarglen marketed its new homes with master bedroom suites and "family room kitchen combinations" in an already established community setting with parks, schools, shopping centers, and recreational facilities (The Washington Post 1970, D21). The location near the "70-S 'space-age corridor' and the Beltway" was also emphasized (The Washington Post 1970, D21). Houses were aimed at the "value minded family" and priced from the mid \$40,000s (The Evening Star 1970, F-8; The Washington Post 1970, D21).

#### **Evaluation:**

The following evaluation is written in reference to the National Register of Historic Places (NRHP) Criteria A, B, and C and the Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980).

When the New Mark Commons (M: 26-40) NRHP nomination was originally written in 2015, the area now known as Briarglen was included within those boundaries and all of the Briarglen houses were listed as non-contributing resources. However; since that nomination, the boundaries for New Mark Commons have been redrawn and reduced and Briarglen is no longer within the NRHP-listed boundary.

Briarglen is a typical planned residential development from the 1970s in suburban Maryland. The development is neither an early example nor the last of its kind, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not significant under Criterion A.

The Briarglen developers from Metro Investment and Development Company worked throughout the Washington DC metro area to develop apartment buildings as well as single-family subdivisions. 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 significant under Criterion B.

M: 26-74 Briarglen

Page 4

Briarglen is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The subdivision is an addition to an existing development and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development of the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate common Colonial-Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Because Briarglen is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, the property is not eligible under Criterion C.

Briarglen was not evaluated for eligibility under Criterion D.

Briarglen encompasses approximately 22 acres and is bounded by Maryland Avenue on the northwest, by New Mark Esplanade and New Mark Commons (M: 26-40) on the south, and on the west by Potomac Valley Road. It includes multiple parcels found on Montgomery County Tax Maps GR21, GR22, and GR31 (2018).

#### References:

The Evening Star. 1970. "Briarglen." Advertisement. October 4, 1970: F-8.

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 Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 26, 2018. http://www.msa.md.gov.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 26-40). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 1970. "Briarglen." Advertisement. June 6, 1970: D21.

- ---1964a. "4 Vacationing Area Couples Among Dead in Plane Crash." February 26, 1964: A3.
- ---1964b. "The State of Real Estate." January 4, 1964: C6.

### **Briarglen**

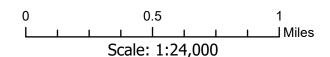
Location: Welwyn Way & Bentana Way at New Mark Espl. MIHP#: M: 26-74 City: Rockville Montgomery County SILR BLVD WESTMORE RD Woodley Gardens Westmore NELSON ST FREDERICK AVE 355 Beantown SMALLWOOD RD MANNAKEE PO OWENS ST LYNCH ST LINCOLN ST nora Hills CRABB AVE Croydon West End Park ANDERSON AVE Park ROCKVILLE Briarglen FLEET ST 911 PLOOK Rock PNON FALLSMEAD WAY Hungerford Towne TOP CABIN JOHN PKY BETTSTRAIL WO BRICE PRESTEN W EDMONSTON DR 189 UNRISEDA WANDERING WOOTTON PKY OCK LN CRSTVIEW OR Palls Orchard Potomac KIMBLEWICK RD North Woods Farm AQUEDUCT RD HOLLYBERRY CHILHAM P MONTROSE RD ATWELL RD

Montgomery

Square

DEVILWOOD DR

POSTOAK RD



WOLFTREE LN

MD IMAP, USGS

VICTORY

WILD OLIVE

**Beverly Farms** 

### **Briarglen**

Location: Welwyn Way & Bentana Way at New Mark Espl.

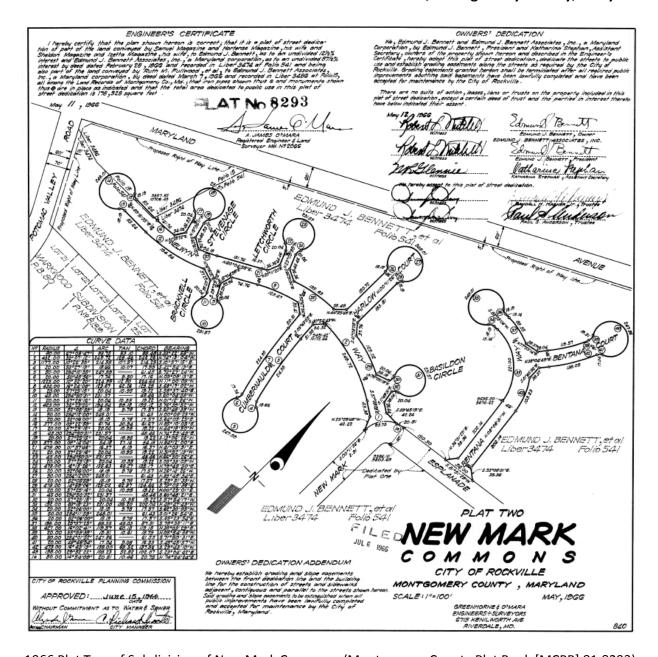
MIHP#: M: 26-74 City: Rockville **Montgomery County** 



0.05 0 0.1 \_l Miles

Scale: 1:3,000

1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir, 5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way Rockville, Montgomery County, Maryland



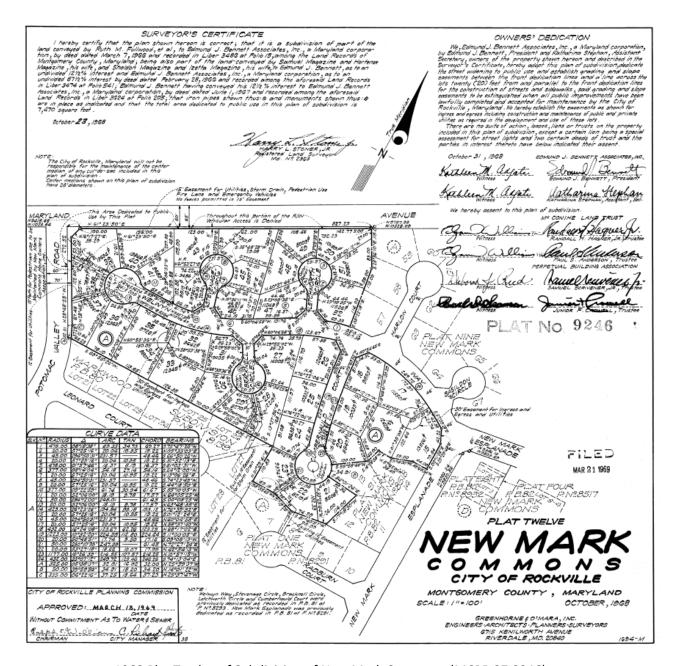
1966 Plat Two of Subdivision of New Mark Commons (Montgomery County Plat Book [MCPB] 81:8293).

1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir, 5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way Rockville, Montgomery County, Maryland



1968 Plat Nine of Subdivision of New Mark Commons (MCPB 86:9081).

1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir, 5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way Rockville, Montgomery County, Maryland



1968 Plat Twelve of Subdivision of New Mark Commons (MCPB 87:9246).

Name Briarglen Continuation Sheet



Photo 1 of 6: Street overview of Welwyn Way, looking west.



Photo 2 of 6: End of Wewlyn Way, view of facades of 12 and 11 Welwyn Way.

Name Briarglen Continuation Sheet



Photo 3 of 6: 8 Cumbernauld Court, west elevation.



Photo 4 of 6: 9 Welwyn Way, southwest oblique.

Name Briarglen **Continuation Sheet** 



Photo 5 of 6: 3 Letchworth Circle, south elevation.



Photo 6 of 6: 7 Bentana Court, south elevation.

Name Briarglen Continuation Sheet

Number Photos Page 4

#### **PHOTO LOG**

Name of Property: Briarglen

Name of Photographer: Heather Staton and Katherine Watts

Date of Photographs: 10/3/2018

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

Photographs inserted on continuation sheets.

Photo 1 of 6:

Street overview of Welwyn Way, looking west.

M; 26-74\_2018-10-03\_01.tif

Photo 2 of 6:

End of Welwyn Way, view of facades of 12 and 11 Welwyn Way.

M; 26-74\_2018-10-03\_02.tif

Photo 3 of 6:

8 Cumbernauld Court, west elevation.

M; 26-74\_2018-10-03\_03.tif

Photo 4 of 6:

9 Welwyn Way, southwest oblique.

M; 26-74\_2018-10-03\_04.tif

Photo 5 of 6:

3 Letchworth Circle, south elevation.

M; 26-74\_2018-10-03\_05.tif

Photo 6 of 6:

7 Bentana Court, south elevation.

M; 26-74\_2018-10-03\_06.tif

Inventory No M: 26-74

### MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes

Property Name: Brighton Village East	Inventory Number: M: 21-282									
Address: 200-228, 240-298,310-528 (evens only) West Deer Park Rd	Historic district: yesX no									
City: Gaithersburg Zip Code: 20877	County: Montgomery									
USGS Quadrangle(s): Gaithersburg										
Property Owner: Multiple T	Tax Account ID Number: Multiple									
Γax Map Parcel Number(s): Multiple Tax Map Number	ar:FS43									
Project: I-495 & I-270 Managed Lanes Study Agency:	: MDOT SHA									
Agency Prepared By: Dovetail CRG										
Preparer's Name: Adriana Moss	Date Prepared: 12/2018									
Documentation is presented in: Project review and compliance files										
Preparer's Eligibility Recommendation: Eligibility recommended	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										
Name of the District/Property:										
Inventory Number: Eligible: yes	Listed: yes									
Site visit by MHT Staff yesX no Name:	Date:									
Description of Property and Justification: (Please attach map and photo)										
Setting:										
The Brighton Village East complex is a multi-family development located 0.39 mile north of the Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The complex consists primarily of townhouses constructed between 1969 and 1973 (United States Departments of Agriculture [USDA] 1971, 1973). The 14.43-acre, irregularly shaped, discontiguous complex is bounded by Fireside Condominiums on the southwest, Foxwood subdivision on the northwest, W. Deer Park Road on the northeast and east, and Cedar Village subdivision on the southeast. The city-owned Christman Park, which is separated from the community by metal chain-link fencing, divides the Bright East Condominium complex towards the northern end. Access to the complex is obtained through several street entrances via W. Deer Park Road and Duvall Lane. Wood post fencing lines W. Deer Park Road.										
The property's landscape is filled with grassy lawns, scattered mature trees, shrubs, like setting. Buildings and amenities throughout the complex are connected by pour										
MARYLAND HISTORICAL TRUST REVIEW										
Eligibility recommended Eligibility not recommended										
Criteria: A B C D Considerations: A	B _C _D _E _F _G									
	,									
MHT Comments:										
MHT Comments:										

Date

Reviewer, National Register Program

#### Page 2

adjacent to the condominium buildings and tend to end at a dead-end or cul-de-sac. Grassy medians divide parking areas and direct the flow of traffic in some of these parking lots. The complex comprises 25 condominium buildings as well as street lighting and signage. Lighting consists of lantern-topped, metal street lamps that appear to be original.

#### Description:

The Brighton Village East complex is a multi-family development constructed between 1969 and 1973 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The development consists of 25 buildings of three or more townhouses laid out in three sections (I, II, and III).

The buildings in the complex are typically organized in clusters of three to six, each two stories tall and consisting of three to nine two-bay, Mansard-style townhouses. There are four townhouse configurations: three bedrooms with basement walk-out, three bedrooms with a living/ dining room walkout, four bedrooms with basement walk-out, and four bedrooms with a living/ dining room walkout. Square footage ranges from 1,337.94 to 2,891.52 depending on the unit type; units with lesser square footage appear to be concentrated in the northern section (III) while the largest units are in the central section (II) (Montgomery County Plat [MCP] 90, 158, 242). The townhouses have a linear arrangement with staggered facades. The buildings rest on a basement foundation built into the slightly sloping terrain of the site. The foundation and structural system are clad in stretcher-bond brick with T1-11 siding between slightly recessed first-story and basement-level fenestration in the rear elevations. The units have flat roofs with faux mansards over the second story. The mansards, which feature metal coping and boxed eaves, are mainly sheathed in original wood shake shingles; however, some roofs exhibit replacement asphalt shingles (466 W. Deer Park Road). The mansard functions as a parapet at the façade and side elevations. Metal-clad, interior chimney flues pierce the roof along with various HVAC units.

Primary entrances to each unit, commonly accessed by a poured-concrete stoop, are located on each building's façade. Several units feature a recessed first story creating a brick arcade with arched openings (334 and 336 W. Deer Park Road). Original doors are not common but when present are single-leaf, wood units. Replacement doors are single-leaf, metal units that are paneled and occasionally feature a fan-light or half-glazing. It is not uncommon for an entry to also contain a metal or iron storm door. Primary entrances have either one wide or two narrow, wood-framed sidelights; occasionally these are replaced with vinyl units. Other fenestration includes metal-frame, fixed or sliding windows, at times, set in a tripartite configuration, and double-leaf, sliding, metal- or vinyl-framed, glass doors; replacement vinyl units are not uncommon. Thick wood lintels are set above first story windows and doors in the primary elevation. Shutters flanking first-story windows or double-hung-sash windows are rare (464 W. Deer Park Road). Depending on unit configuration, the rear elevation either features a poured-concrete patio or a wood deck; these are partially or fully enclosed by wood privacy fencing.

Associated with the townhouses are several signs that are posted along W. Deer Park Road. They are flat metal signs supported by squared wood posts, are typically placed at entrances from the road.

#### Historic Context:

The Brighton Village East property was originally platted as Brighton East Condominium I through III between May 1969 and January 1971 by prominent county developer Milton Polinger and his companies, 70-S Associates and Polinger Company (McAleer 1971, A1, A5; Slusser 1976, B-4). W. Deer Park Road, which borders the complex on the northeast-east, was platted by Polinger, his wife, Helen, and various partners in March 1967 (MCP 8829). Construction of the complex began in 1969 and was completed by 1973 (USDA 1971, 1973). Sales for the property appear to have initially been offered by the building/developer Polinger Company. Cohen, Haft, & Associates designed the townhouses (MCP 91).

MARY	MARYLAND HISTORICAL TRUST REVIEW													
Eligibi	lity reco	mmenc	ded	_	Eliş	gibility not recomme	ended	l						
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MHT Comments:														
	Reviewer, Office of Preservation Services									Date			-	
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i		Program				Date								

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Advertisements for Brighton Village East began in 1970; however, most advertising was for the larger Brighton Village, comprising west and east sections that included more townhouses (Brighton West Townhouses, M: 21-283) and garden apartments on the west side of I-270 as well as this section of condominiums. The advertisements began as a "preview" for a new community "nestled in the charming countryside of Gaithersburg, Md. and in the heart of prosperous Montgomery's R & D areas; yet convenient to major shopping areas, schools and parks" (The Washington Post and Times Herald 1970, D25, 1971, E14). The advertisements noted additional community facilities, including a swimming pool constructed post-1970.

Developer Milton Polinger was a prolific builder and developer in Montgomery County and Washington, D.C. between the 1940s and 1970s (The Washington Post 1976, D6). He was president of multiple development companies including Polinger Company, Majestic Builders Corporation, and Polinger and Zupnik Builders Corporation. Other projects he was involved in during his career within Montgomery County include the Chevy Chase Office Building, Highland House and North Park Apartments (The Washington Post 1976, D6).

Cohen, Haft, & Associates, out of Silver Spring, was a "leading modernist architecture firm distinguished for contemporary designs integrated with natural often rigged settings" (Maryland-National Capital Park and Planning Commission 2017). The firm began in 1953 as a partnership between Leonard A. Haft and Jack Cary Cohen, and by 1972, they had designed over 200,000 residential units (Kelly 2015, 371). Other properties that they designed in Prince George's and Montgomery counties include Springhill Lake Apartments (PG:67-040), The Executive Building College Park (PG:66-074), and Temple Israel Synagogue (Kelly 2015, 371; Prince George's Modern n.d.).

#### Evaluation:

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

Although the townhouses retain most of the character-defining features of their property type, the complex is a common example of a ubiquitous property type and is not one of the earliest or last remaining examples. Alterations, such as replacement roof sheathing and fenestration, to the buildings within Brighton Village East have diminished the property's historic integrity of design, materials, workmanship, feeling, and association. Although Cohen, Haft, & Associates were prolific architects in the county, this particular development does not best represent their efforts and contributions to the history of multi-family residential complex design in Montgomery County or the Washington, D.C., region. For these reasons, this resource is not eligible for the NRHP under Criterion C.

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

This property encompasses 14.43 acres and is confined to the current discontinguous property tax parcels, which is found on Montgomery County Tax Map FS43, Parcel 0000 and also as seen in Montgomery County plat records 90-95, 158-166, and 242-

MARYLAND HISTORICAL TRUST REVIEW													
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#### Page 4

249. The current resource boundaries are discontiguous due to the location of Christman Park set between sections I and III of the Brighton Village East complex. Research did not indicate a clear association with the condominium complex and the park. Deeds and plats associated with Christman Park do not provide any clear connection to the Brighton Village East complex and furthermore, the park, measuring approximately 4.3 acres, was conveyed to the City of Gaithersburg two years prior to any plats being submitted for the complex, and the park dedicated to Lt. William J. Christman, III, a Gaithersburg veteran resident who was killed in Vietnam (Gaithersburg 2018). Historic aerials also show that the fishing pond was already in the park prior to being sold to the City; likely constructed from a branch that runs northeast-southwest in the area (Nationwide Environmental Title Research, LLC 1957).

#### References:

Gaithersburg. 2018. "Christman Park." Parks, Recreation, and Culture, City of Gaithersburg, Maryland. Accessed November 30, 2018. https://www.gaithersburgmd.gov/recreation/parks-fields/christman-park.

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

Maryland-National Capital Park and Planning Commission. 2017. Bus Tour 2017 – Cohen, Haft & Associates. Montgomery Modern Tours Accessed November 8, 2018. http://montgomeryplanning.org/planning/historic/montgomery-modern/montgomery-modern-tours/.

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.

McAleer, Charles A. 1971. "Mystery Fire Ruins 21 Houses." The Evening Star. April 20, 1971, A1, A5.

Montgomery County Plats (MCP). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 6, 2018.

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

Nationwide Environmental Title Research, LLC. 1957. Historic Aerial Mosaic of Montgomery County. Accessed November 30, 2018. https://www.historicaerials.com/viewer.

Prince George's Modern. N.d. Cohen, Haft & Associates (1958-c. 1971). Maryland National-Capital Park and Planning Commission. Accessed November 6, 2018. http://www.mncppc.org/DocumentCenter/View/5211/Cohen-Haft-Summary-PDF?bidId=.

Slusser, Richard. 1976. "Polinger Dies; Builder, Racing Panelist." The Washington Star. December 21, 1976, B-4.

United States Department of Agriculture (USDA). 1971. AR1VCRJ00030568, Aerial Photography Single Frames Record Collection. Accessed October 31, 2018. https://earthexplorer.usgs.gov/.

--- 1973. AR6239005200011, Aerial Photography Single Frames Record Collection. Accessed October 31, 2018. https://earthexplorer.usgs.gov/.

The Washington Post. 1976. "Milton Polinger, Building, Is Dead at 62." December 22, 1976, D6.

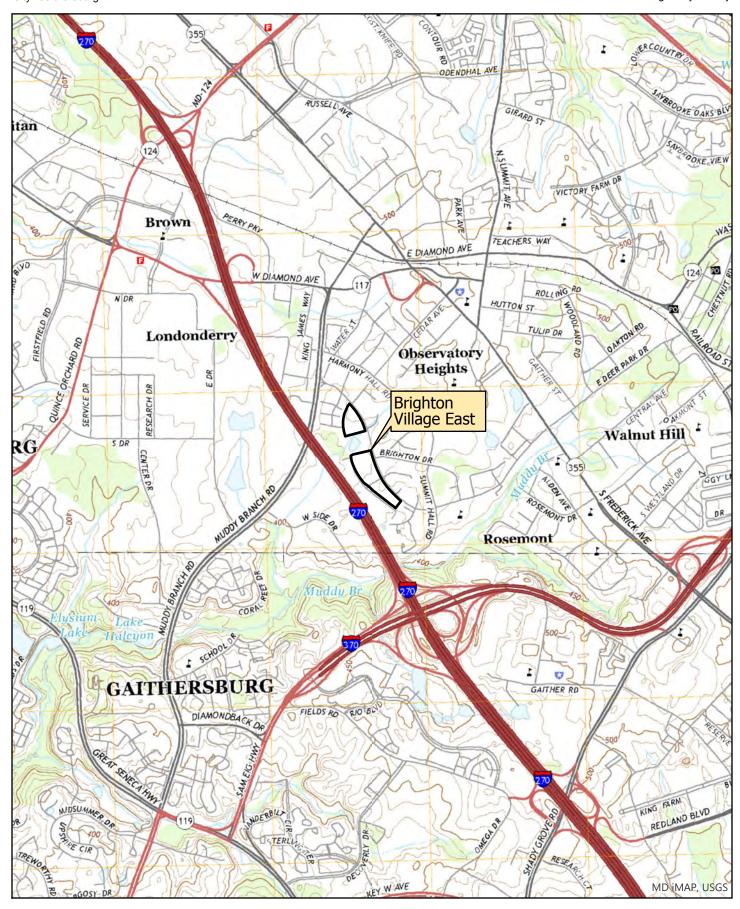
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Eligibility recommended					Eligibility not recommended								
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The Washington Post and Times Herald. 1970. "Preview Brighton Village East." August 9, 1970, D25.

--- 1971. "Opened Brighton Village." October 30, 1971, E14.

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	Reviewer, National Register Program						-			Date				

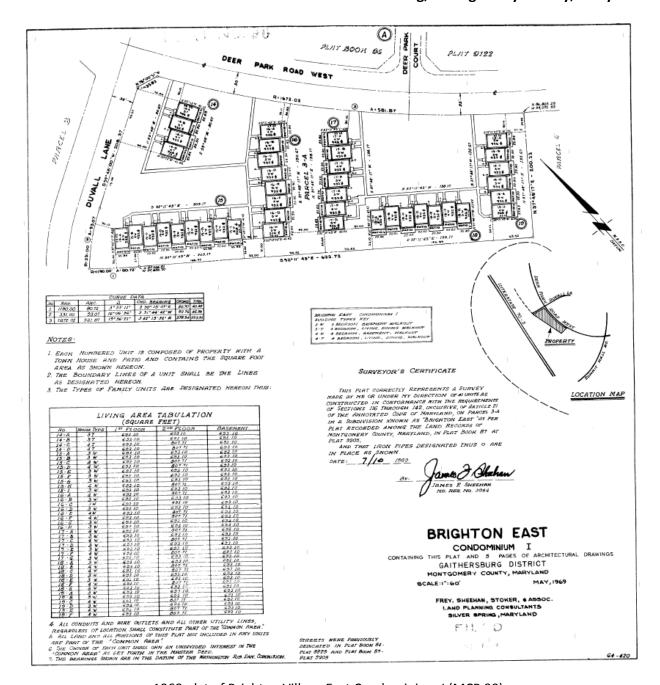


Location: 200-528 West Deer Park Rd City: Gaithersburg

MIHP#: M: 21-282 Montgomery County

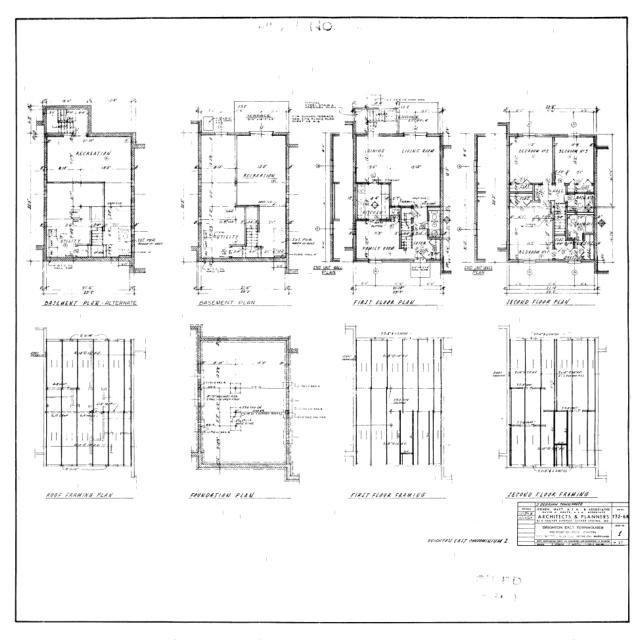


### Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



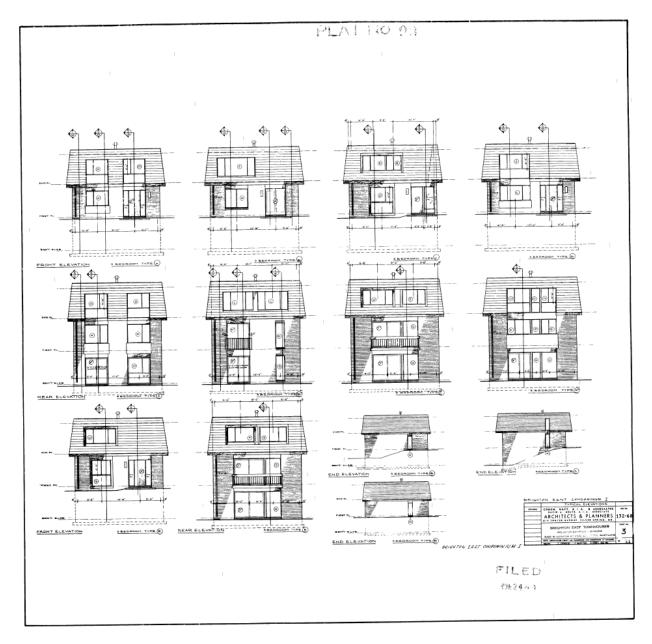
1969 plat of Brighton Village East Condominium I (MCP 90).

Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



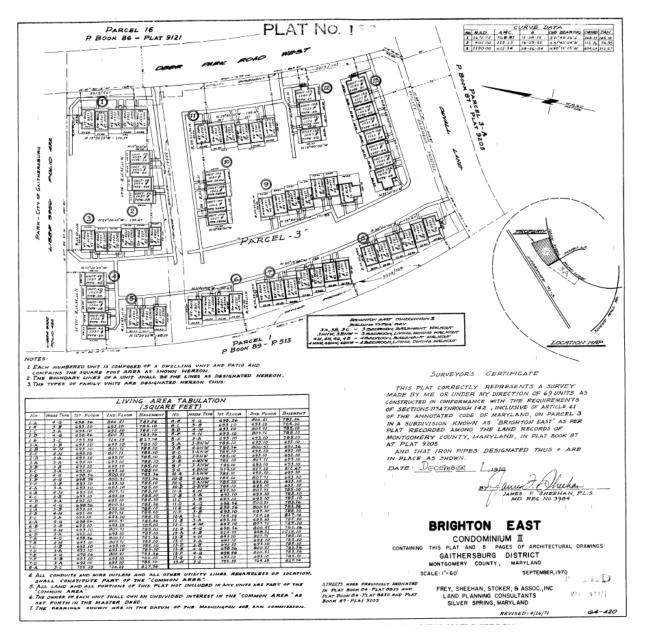
Representative example of a 1969 plat of Brighton Village East Condominiums I, showing the floor plan (MCP 91).

Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



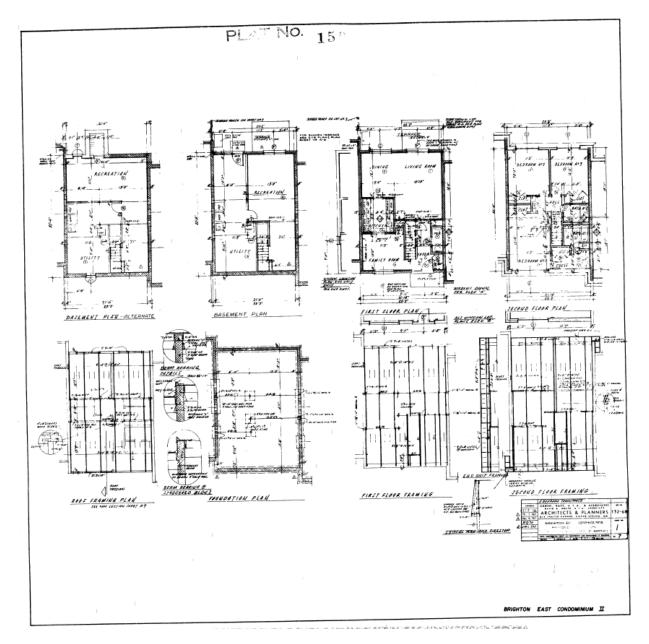
Representative example of a 1969 plat of Brighton Village East Condominiums I, showing the elevations (MCP 93).

### Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



1970 plat of Brighton Village East Condominium II (MCP 158).

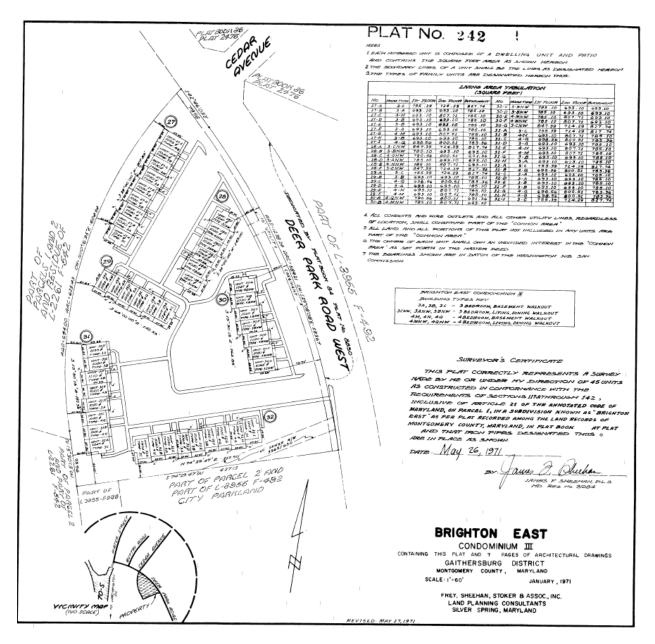
Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



Representative example of a 1970 plat of Brighton Village East Condominium II, showing the floor plan (MCP 159).

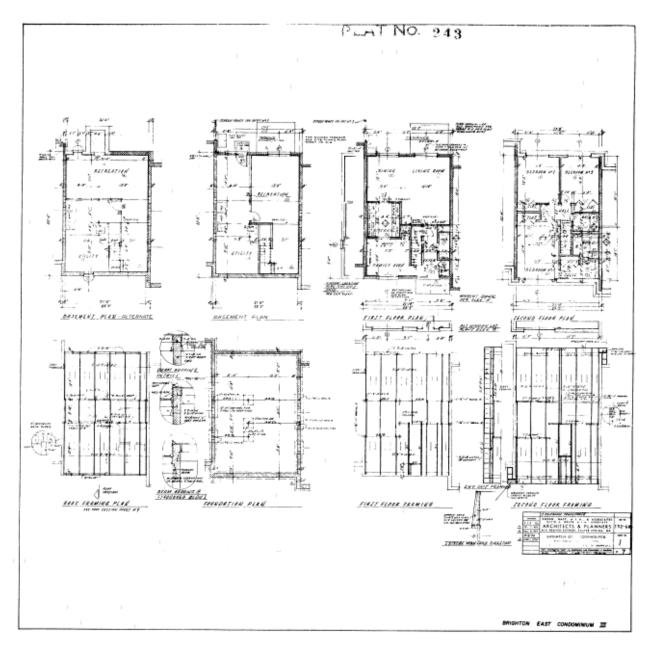
#### **Brighton Village East (M: 21-282)**

# 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



1971 plat of Brighton Village East Condominium III (MCP 242).

Brighton Village East (M: 21-282) 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road Gaithersburg, Montgomery County, Maryland



Representative example of a 1971 plat of Brighton Village East Condominium III, showing the floor plan (MCP 243).

Name Brighton Village East **Continuation Sheet** 



Photo 1 of 7: View of parking lot and 356–362 W. Deer Park Road, looking west.



Photo 2 of 7: View of 350–354 W. Deer Park Road, looking northwest.

Name Brighton Village East **Continuation Sheet** 



Photo 3 of 7: Detail of 334 and 336 W. Deer Park Road, looking northeast.



Photo 4 of 7: Overview of parking lot and complex, looking south from 350–354 W. Deer Park Road.

Name Brighton Village East **Continuation Sheet** 



Photo 5 of 7: Rear (east) elevation of 328–338 W. Deer Park Road, looking north.



Photo 6 of 7: Façade (northeast elevation) of 456–472 W. Deer Park Road, looking northwest.

Name Brighton Village East **Continuation Sheet** 



Photo 7 of 7: Sign at vehicular entrance from W. Deer Park Road, looking west.

Name Brighton Village East Continuation Sheet

Number Photos Page 5

### **PHOTO LOG**

Name of Property: Brighton East Condominiums

Name of Photographer: Adriana Moss, Heather Dollins Staton, and Melissa

**Butler** 

Date of Photographs: 10/1/2018

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

Photographs inserted on continuation sheets.

#### Photo 1 of 7:

View of parking lot and 356-362 W. Deer Park Road, looking west.

M; 21-282\_2018-10-01\_01.tif

#### Photo 2 of 7:

View of 350-354 W. Deer Park Road, looking northwest.

M; 21-282\_2018-10-01\_02.tif

### Photo 3 of 7:

Detail of 334 and 336 W. Deer Park Road, looking northeast.

M; 21-282\_2018-10-01\_03.tif

#### Photo 4 of 7:

Overview of parking lot and complex, looking south from 350–354 W. Deer Park Road.

M; 21-282\_2018-10-01\_04.tif

### Photo 5 of 7:

Rear (east) elevation of 328-338 W. Deer Park Road, looking north.

M; 21-282 \_2018-10-01\_05.tif

### Photo 6 of 7:

Façade (northeast elevation) of 456–472 W. Deer Park Road, looking northwest.

M; 21-282\_2018-10-01\_06.tif

#### Photo 7 of 7:

Sign at Vehicular entrance from W. Deer Park Road, looking west.

M; 21-282\_2018-10-01\_07.tif

Inventory No M: 21-282

### MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes

Property Name: Brighton West Condominiums	Inventory Number: M: 21-283
Address: 648-1158 (evens only) West Side Drive	Historic district: yes X no
City: Gaithersburg Zip Code: 20877	County: Montgomery
USGS Quadrangle(s): Gaithersburg	
Property Owner: Multiple T	ax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number	r: FS43
Project: I-495 & I-270 Managed Lanes Study Agency:	MDOT SHA
Agency Prepared By: Dovetail CRG	
Preparer's Name: Caitlin Sylvester	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	
Name of the District/Property:	
Inventory Number: Eligible:yes	Listed: yes
Site visit by MHT Staff yesX no Name:	Date:
Description of Property and Justification: (Please attach map and photo)	
Setting:	
The Brighton West Condominiums at 648-1159 West Side Drive is a multi-family of Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The complex townhouses constructed between 1970 and 1971 (Montgomery County Plats [MCP] southeast on a roughly rectangular lot on about 25 acres bounded by I-270 on the notand other multi-family apartment and condominium complexes to the southwest, an access is obtained from West Side Drive, which borders the complex to the southwest parking lots extend northeast from West Side Drive.  The property's landscape consists of grassy lawns, mature trees, shrubs, and other of Buildings and amenities throughout the complex are connected by poured-concrete signage throughout the complex. Parking lots are adjacent to the townhouses. The complex is a multi-family of the complex and supplied to the southwest parking lots are adjacent to the townhouses.	condominium complex consists primarily of [135, 274]. The complex runs northwest to ortheast, a recreational park to the southeast, id a shopping center to the northwest. Primary est, via Muddy Branch Road. Driveways and ornamental foliage in a park-like setting. sidewalks as well as unnamed access roads 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

Date

Reviewer, National Register Program

Page 2

### Description:

The buildings that contain the townhouses are organized into linear clusters that contain between four and ten townhouses, each two stories tall and two bays wide, with minimal Colonial Revival-style architectural features. Each townhouse is either a three- or four-bedroom unit ranging from about 1,005 to 1,058 square feet in size (MCP 135, 250, 260, 267, 274). The townhouses rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems of these buildings are clad in brick veneer, vinyl siding, or a combination of the two. Some townhouses with both brick veneer and vinyl siding have detailing that mimics half timbering (1082 and 1084 West Side Drive). The buildings are covered by a moderately pitched, asphalt-shingled, side-gabled roof dotted by metal exhaust vents. Each townhouse features its own entrance filled with a single-leaf door and topped by a decorative jack arch. Most doors have been replaced by paneled fiberglass, some of which are partially glazed. A few of the townhouses feature sidelights or a fan light (1072 West Side Drive). Access to each door is gained by a poured concrete stoop, some of which are reached by two to three steps. A front-gabled porch was observed at 864 West Side Drive. Window units, typically topped by a decorative jack arch, are predominantly singular, but paired units with two-light, vinyl, sliding windows or one-over-one, vinyl-framed, double-hung sashes are also present. Many also feature louvered, vinyl shutters.

An entry sign is located at the main entrance into the complex from West Side Drive and reads "Brighton West Condominiums" and contains directions to addresses as well as the speed limit. It is wooden and supported by square, wood posts. Other signage throughout the complex is also wood and supported by square wood posts. A pebbledash-clad noise wall runs to the east of Brighton West, along I-270.

### Historic Context

Brighton West Condominiums was originally platted as Brighton West Condominium I though Brighton West Condominium V between November 24, 1970 and October 25, 1971 by prominent developer Milton Polinger and his wife, Helen, as well as the Seventy-S Associates, a partnership of the Polinger family, on land they purchased from Mid Century Homes, Inc. in 1966 (Montgomery County Deed Book [MCDB] 3139, 359; MCP 135, 274). West Side Drive, which borders the Brighton West Condominiums to the west was platted by the same developer and company in 1969 (MCP 9210). Sales for the property appear to have initially been offered by the builder/developer Polinger Company (The Washington Post 1971, E14). The buildings and complex layout were designed by the architecture firm Cohen, Haft & Associates (MCP 250-280).

Early advertisements of the newly opened "Brighton Village" which included the Brighton West Condominiums as well as the Brighton Village Apartments directly to the west, appeared in the Washington Post in October 1971 (The Washington Post 1971, E14). The Brighton Village was advertised as a "new community ... nestled in the charming countryside of Gaithersburg, Md and in the heart of prosperous Montgomery's R & D areas; yet convenient to major shopping areas, schools and parks" (The Washington Post 1971, E14). The townhouse units were noted as containing three or four bedrooms and two-and-a-half-baths, with amenities including washer and dryer, air conditioning, paneled family room, finished recreation room (in basement), and a dishwasher and disposal (The Washington Post 1971, E14). Community amenities included a swimming pool, located in the nearby Brighton Village Apartments.

Developer Milton Polinger was a prolific builder and developer in Montgomery County and Washington, D.C between the 1940s and 1970s (The Washington Post 1976, D6). He was president of multiple development companies including Polinger Company, Majestic Builders Corporation, and Polinger and Zupnik Builders Corporation and was involved in several Montgomery County projects including the Chevy Chase Office Building and North Park Apartments (The Washington Post 1976, D6).

MARY	MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended			_	Eligibility not recommende										
Criteri	a: _	_A	B	C _	D	Considerations:	_	A	B	C	D	E	F	G
MHT	MHT Comments:													
	Reviewer, Office of Preservation Services									Date			-	
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i		Revie	wer, Na	ational Re	egister F	Program				Date				

Page 3

The architect for Brighton West Condominiums was Cohen, Haft & Associates, "a leading modernist architecture firm in the Washington, DC area, distinguished for designs integrated with their natural settings" (Maryland-National Capital Park and Planning Commission 2017). The firm began in 1953 as a partnership between Leonard A. Haft and Jack Cary Cohen, and by 1972, they had designed over 200,000 residential units (Kelly 2015, 371). Other properties they designed in Montgomery and Prince George's counties include Springhill Lake Apartments (PG:67-040), The Executive Building College Park (PG:66-074), and Temple Israel Synagogue, Wheaton House Apartments (M: 31-27) (Kelly 2015, 371; Prince George's Modern n.d.).

### Evaluation:

Brighton West Condominiums is a typical and basic example of a planned multi-family development constructed during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). Brighton West Condominiums was not the first condominium or townhouse development in the area, nor did it shape future multi-family residential design at the local or regional level. Although Milton Polinger worked in the development and construction of many types of housing developments in the county, his efforts have not made lasting or substantial contributions to the history of apartment complex design in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under National Register of Historic Places (NRHP) Criteria A or B.

Although the townhouses retain most of the character-defining features of their property type, the complex is a common example of a ubiquitous property type and is not one of the earliest or last remaining examples. Alterations to the buildings, such as replacement siding and fenestration, have diminished the property's historic integrity of design, materials, workmanship, feeling, and association. Better examples of Cohen, Haft & Associates multi-family residential projects exist elsewhere in this region, including the high-rise apartment buildings at Marlborough House (PG:75A-68) in Prince George's County and the garden-style Wheaton House Apartments (M: 31-27) in Montgomery County (Bruder 2013; Creveling and Gournay 2005). 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, Brighton West Condominiums is not eligible for listing in the NRHP.

This resource encompasses approximately 25 acres confined to the area designated on Montgomery County Plats 135 and 274, on tax map FS43.

#### References

Bruder, Anne E. 2015. Maryland Historical Trust, Maryland Inventory of Historic Properties Form: Springhill Lake Apartment Complex (PG:67-40). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Creveling, Elizabeth A., and Dr. Isabelle Gournay. 2005. Maryland Historical Trust, Maryland Inventory of Historic Properties Form: Wheaton House (M: 31-27). Form on file at the Maryland Historical Trust, Crownsville, Maryland. Kelly, Clare Lise. 2015. Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979. Silver Spring, Maryland: Maryland-National Capitol Park and Planning Commission.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban

MARY	MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended			_	Eli	gibility not recom	i								
Criteri	a:	Α _	_B	C	D	<b>Considerations:</b>	:	A	B	C	_D	E	F	G
MHT Comments:														
,	Reviewer, Office of Preservation Services									Date			-	
													_	
	R	Review	er, Na	tional Ro	egister l	Program				Date			_	

Page 4

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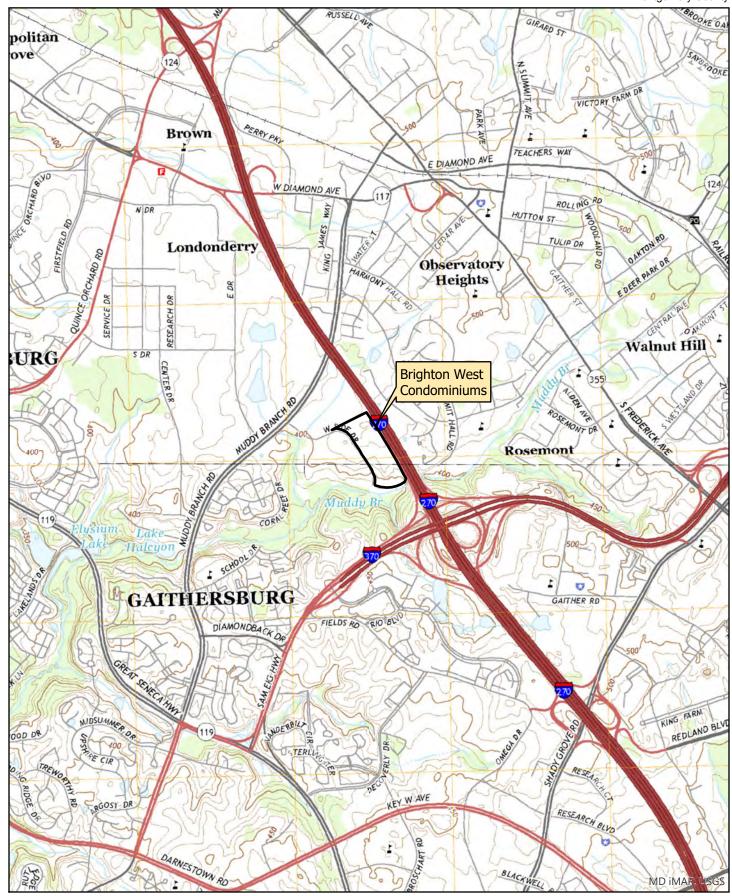
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Prince George's Modern. N.d. Cohen, Harf & Associates (1958-c. 1971). Maryland National-Capital Park and Planning Commission. Accessed November 6, 2018. http://www.mncppc.org/DocumentCenter/View/5211/Cohen-Haft-Summary-PDF?bidId=.

The Washington Post. 1971. "Opened Brighton Village." October 30, 1971, E14.

--- 1976. "Milton Polinger, Building, Is Dead at 62." December 22, 1976, D6.

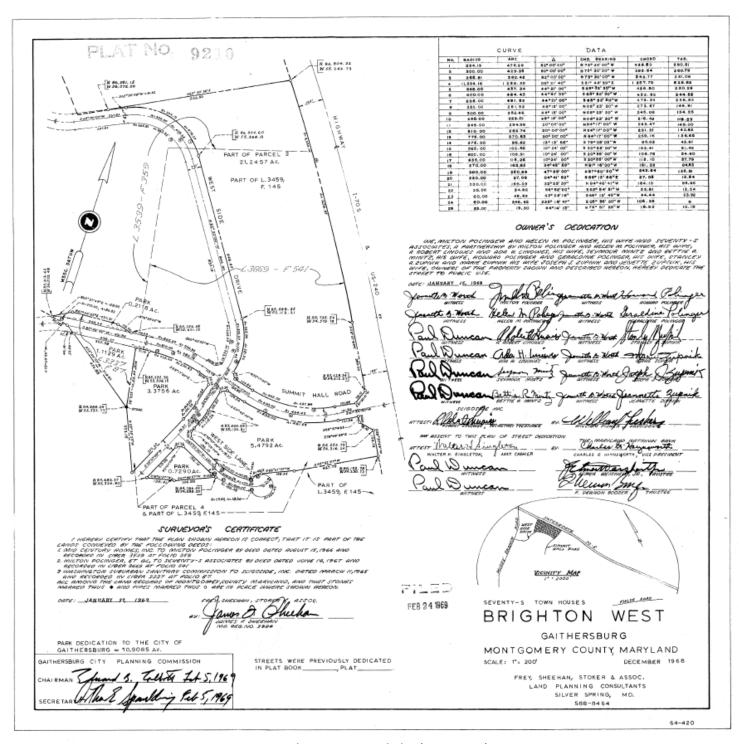
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Eligibility recommended			_	Eligibility not recommend			l							
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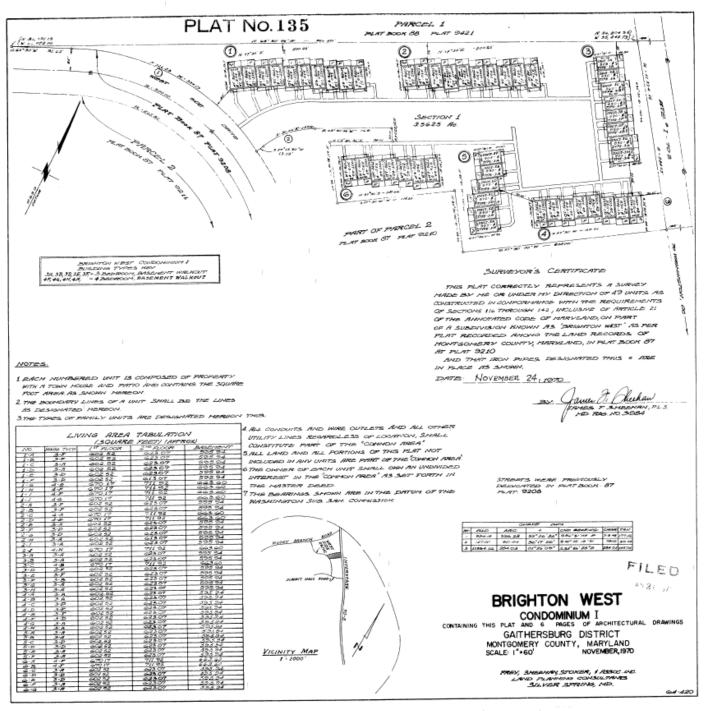


Location: 648 - 1148 West Side Drive City: Gaithersburg

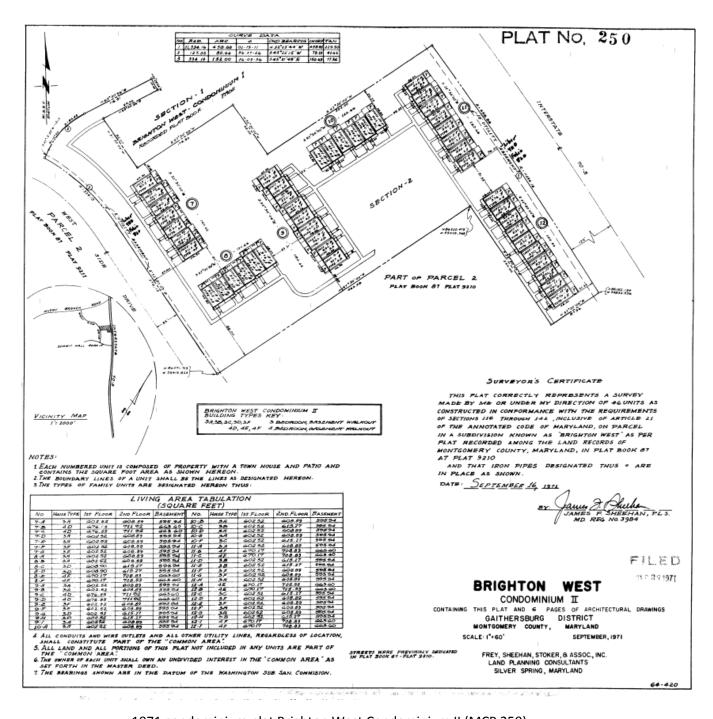
MIHP#: M: 21-283 Montgomery County

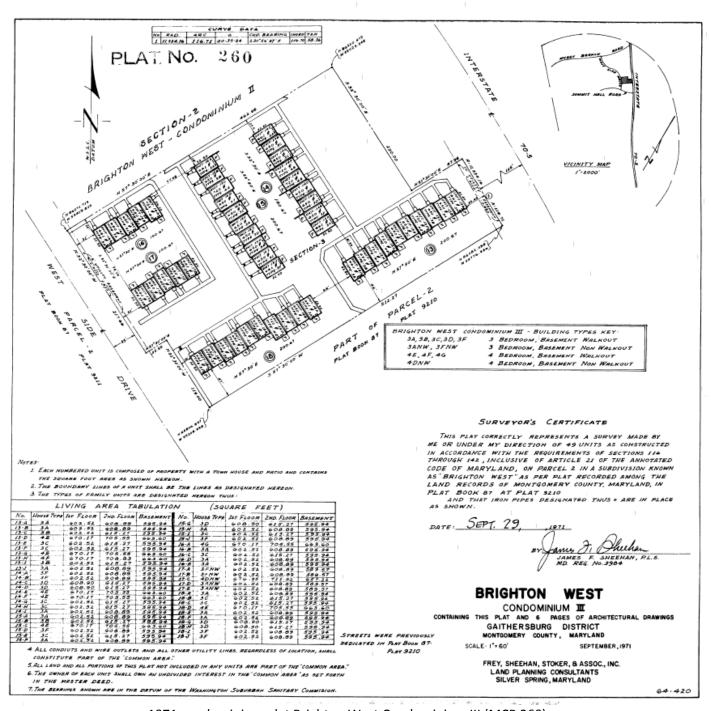


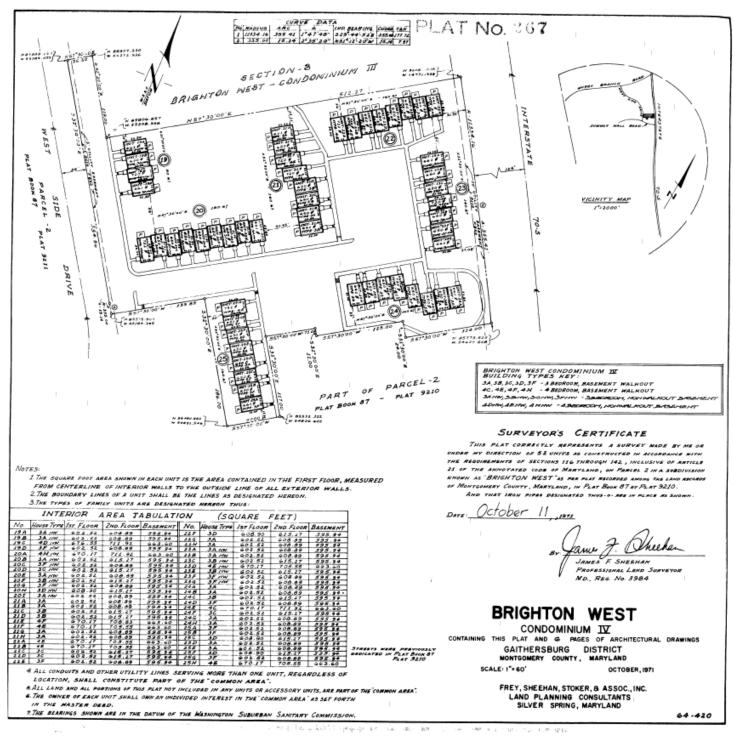


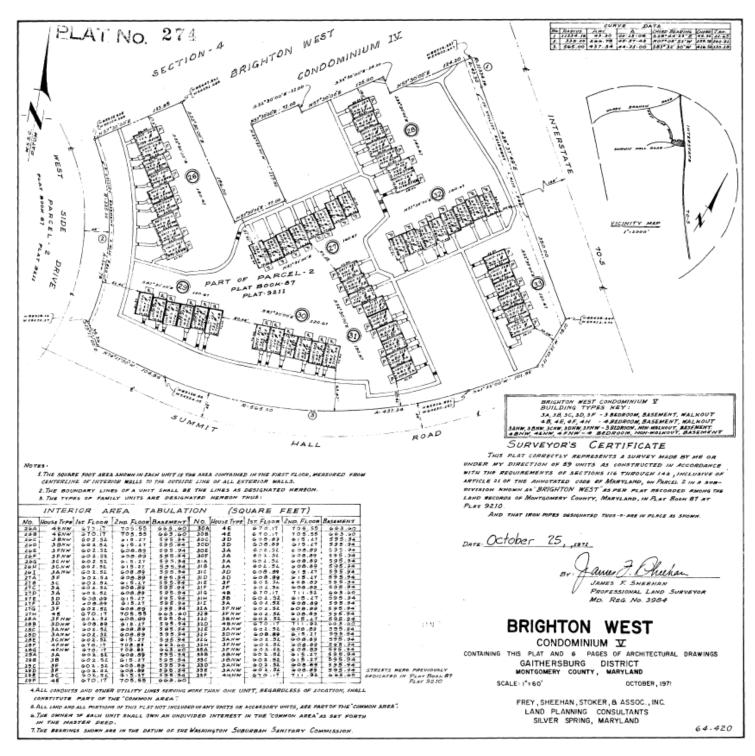


1970 condominium plat Brighton West Condominium I (MCP 135).









Name Brighton West Condominiums Continuation Sheet



Photo 1 of 7: View of 940 Block of West Side Drive, looking northeast.



Photo 2 of 7: View of 1082-1088 West Side Drive, northwest elevation.

Name Brighton West Condominiums Continuation Sheet



Photo 3 of 7: Example of rear view of typical Brighton West townhouses.



Photo 4 of 7: View of 690 block of West Side Drive, looking northwest.

Name Brighton West Condominiums Continuation Sheet



Photo 5 of 7: View of entry sign on West Side Drive, looking east.



Photo 6 of 7: Landscaping seen throughout Brighton West townhouses.

Name Brighton West Condominiums Continuation Sheet



Photo 7 of 7: View of sound wall that borders I-270, looking east.

Name Brighton West Condominiums Continuation Sheet

Number Photos Page 5

### **PHOTO LOG**

Name of Property: Brighton West Condominiums

Name of Photographer: Adriana Moss and Heather Dollins Staton

Date of Photographs: 10/1/2018

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

Photographs inserted on continuation sheets.

### Photo 1 of 7:

View of 940 block of West Side Drive, looking northeast.

M; 21-283\_2018-10-01\_01.tif

### Photo 2 of 7:

View of 1082-1088 West Side Drive, northwest elevation.

M; 21-283\_2018-10-01\_02.tif

#### Photo 3 of 7:

Example of rear view of typical Brighton West townhouses.

M; 21-283\_2018-10-01\_03.tif

### Photo 4 of 7:

View of 690 block of West Side Drive, looking northwest.

M; 21-283\_2018-10-01\_04.tif

### Photo 5 of 7:

View of entry sign on West Side Drive, looking east.

M; 21-283\_2018-10-01\_05.tif

### Photo 6 of 7:

Landscaping seen throughout Brighton West townhouses.

M; 21-283\_2018-10-01\_06.tif

### Photo 7 of 7:

View of sound wall that borders I-270, looking east.

M; 21-283\_2018-10-01\_07.tif

Inventory No M: 21-283

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes
No

Date:

Estates Inventory Number: M: 29-72
ulevard at I-495 Historic District: Yes
Zip Code: 20817 County: Montgomery
<u>e</u>
Tax Account ID: Multiple
Tax Map: <u>GP21, GP31</u>
ed Lanes Study Agency: MDOT SHA
I CRG
tler Date Prepared: Jan 4, 2019
in: Project review and compliance files
nendation: Not Recommended
D E F G
erty is a contributing or non-contributing resource to a NR district/property:
Property:
Eligible: <u>No</u> Listed: <u>No</u>
s no Name: Date:
rty and Justification:
ntial neighborhood known as Burning Tree Estates is located in Bethesda, by. Burning Tree Estates is located on the northwest and southeast side of 5). The north section is bounded on the west by Seven Locks Road, on the e south by Seven Locks Manor, and on the north by Rosehill Estates. The unded by I-495 on the west, Arrowood on the north, and Burning Tree Club
CAL TRUST REVIEW
led: Eligibility not recommended:
CD Considerations: A B C D E F G
reservation Services: Date:
reservation Services: Date:

Reviewer, National Register Program:

M: 29-72

### **Burning Tree Estates**

Page 2

(M: 35-121) to the east and south. It consists of several streets laid in a curvilinear pattern, some of which terminate at a cul-de-sac. According to state tax data, residential lots contain approximately 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 each dwelling. There are no sidewalks in the neighborhood. Secondary resources include sheds and swimming pools (Google 2018).

### Description:

Burning Tree Estates contains single-family dwellings constructed in two phases, from 1952-1953 and 1963-1970 (National Environmental Title Research [NETR] 1957, 1963). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story, Ranch, Split-Level, and Split-Foyer forms, and in variations of the Shed style.

Houses in Burning Tree Estates are between one and two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature small sections of wood, stone, or vinyl siding. Houses demonstrate a variety of roof forms, which are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end (7610 Dwight Drive) or interior chimneys. Dwellings have either attached carports (9120 Quintana Drive) or attached garages (7612 Dwight Drive). Where topography requires, basement-level garages are present. Primary entrances are typically centered on the façade and contain single- or double-leaf wood or metal doors. Windows in Burning Tree Estates vary based on building style, but are predominately single- or double-hung-sash, vinyl windows, including faux muntins (7600 Dwight Drive). However, several houses feature original units, including six-over-six, double-hung-sash wood windows (7615 Arrowood Road). Additional window types, such as picture windows on Ranch houses and casement windows are present (7413 Arrowood Road). Louvered and paneled shutters are common on Colonial Revival-style dwellings (7600 Dwight Drive). Porches are occasionally present, and may be one or two stories in height (7600 Arrowood Road), and partial or full-width (7522 Arrowood Road). Infill is rare within Burning Tree Estates (7520 Arrowood Road), but additions and other modifications are typical. When additions are present, they typically extend from the side or rear of dwellings and are one or two stories tall.

### **Historic Context:**

Burning Tree Estates was first platted in 1952, and the construction of dwellings began soon after. Advertised in The Washington Post soon after it was platted, lots were sold to homeowners on the condition that individual house plans were developer-approved to ensure "a community of attractive houses" (The Washington Post 1952, R13). It is clear that no overarching design principle was applied among the dwellings, as styles vary greatly though they generally adhere to conventional forms and common materials. Burning Tree Estates was

Page 3

initially developed by Rosehill Estates, Inc, the same developer of the Rosehill Estates subdivision to the immediate north. Shortly after platting, development of the site was taken over by Robinson Real Estate Developers, led by Mel Robinson. Burning Tree Estates was platted and developed in sections; in 1955 a new section opened overlooking Bethesda Country Club, with lots from \$3,250 to \$3,650 (The Evening Star 1955, 51). By the end of 1955, 60 custom homes were built on-site, and were priced between \$27,500-40,000 (The Washington Post 1955, G4).

The eastern section, including Dwight Drive and Arrowood Road east of I-495, was platted by Ed Jacobson Jr., Inc., in 1963 (MCP 7205). Lots were advertised for sale on Arrowood Road in 1966 as "a few half-acre lots left in this exclusive area of \$90,000 homes" (The Washington Post 1966, F1). The platting and development of Burning Tree Estates did not include any amenities like community centers or other facilities, as it was located south of Montgomery Country Club (now the Bethesda Country Club) and northwest of Burning Tree Club, and these clubs were a part of the neighborhood's appeal. Newspaper advertisements frequently referenced proximity to the clubs and the exclusivity of the area (The Evening Star 1952, 71).

### **Evaluation:**

The following evaluation is written in reference to Maryland's Suburbanization Historic Context and Suburbanization Historic Context Addendum I-495/I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980).

Burning Tree Estates is a planned residential neighborhood and an example of large-lot subdivisions established west of Washington, D.C., during the Modern and Suburban Diversification periods. Burning Tree Estates is not an early or last remaining example, nor did it introduce design innovations influential to later developments. This property demonstrates no significant associations with local or regional residential development and planning or demographic trends; therefore, it is as not eligible under NRHP Criterion A.

The developers of this subdivision worked in both residential and commercial development in the D.C. area, but their projects are not notable, and the professionals involved had no significant influence on suburbanization in Maryland. Therefore, Burning Tree Estates is not eligible under Criterion B.

Burning Tree Estates demonstrates design elements common to 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 neighborhood's single-family dwellings is not rare in Montgomery County, the houses are not the work of master architects, and they exhibit common materials and

Page 4

forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The resource encompasses approximately 103.7 acres north of I-495 and 40.4 acres on the south side of I-495, for a total of roughly 144.1 acres. This is confined to Plats 3298, 3564, found on Montgomery County Tax Maps GP21 and GP31.

### References:

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- --- 1952. "Burning Tree Estate." October 22, 1952.
- --- 1955. "Montgomery County Lots and Acreage." March 15, 1955.

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The Washington Post. 1952. "Burning Tree Estates." September 28, 1952.

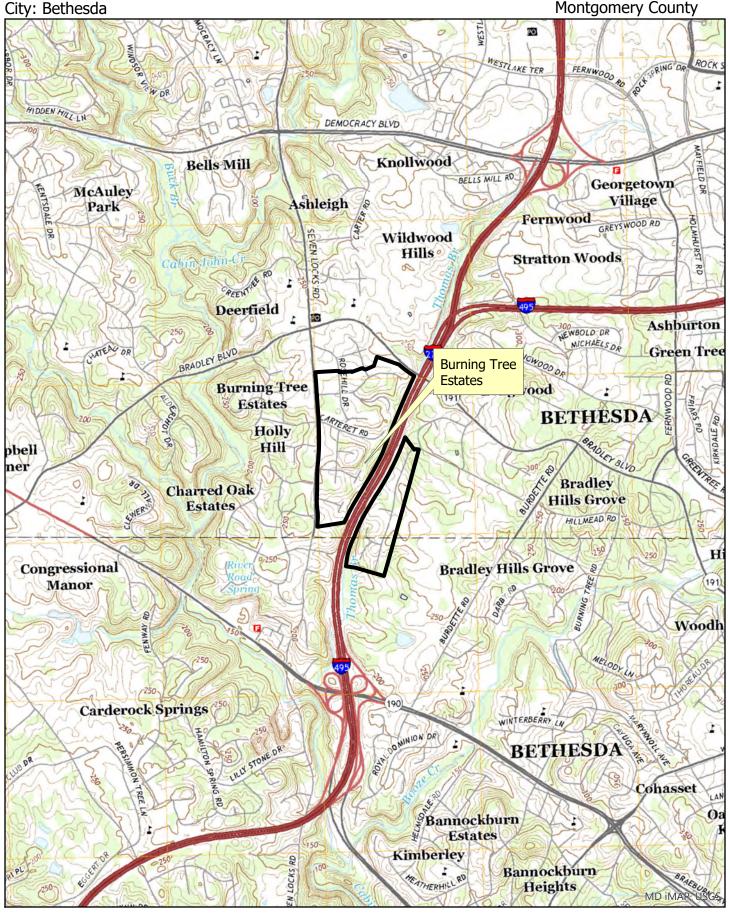
- --- 1955. "Burning Tree Estates Ready for Choppers." December 4, 1955. G4.
- ---1966. "Lots, Acreage for Sale." January 27, 1966.

Location:South of Bradley Boulevard at I-495

City: Bethesda

MIHP#: M: 29-72

Montgomery County



Parcel Boundaries

Location: South of Bradley Boulevard at I-495

City: Bethesda

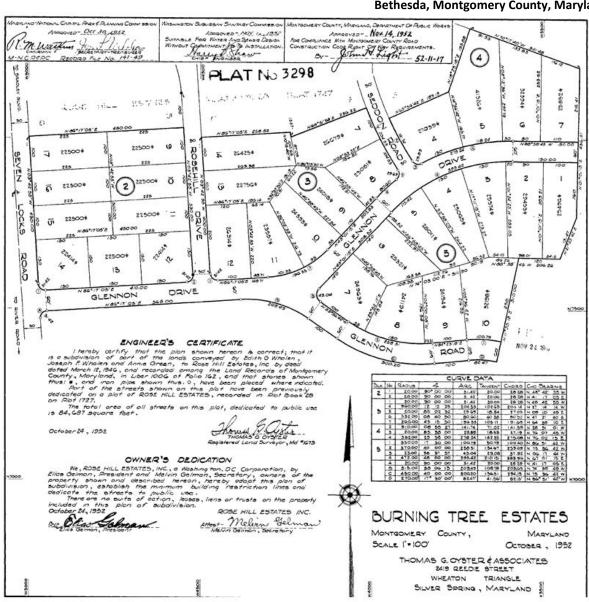
MIHP#: M: 29-72

Montgomery County



7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road

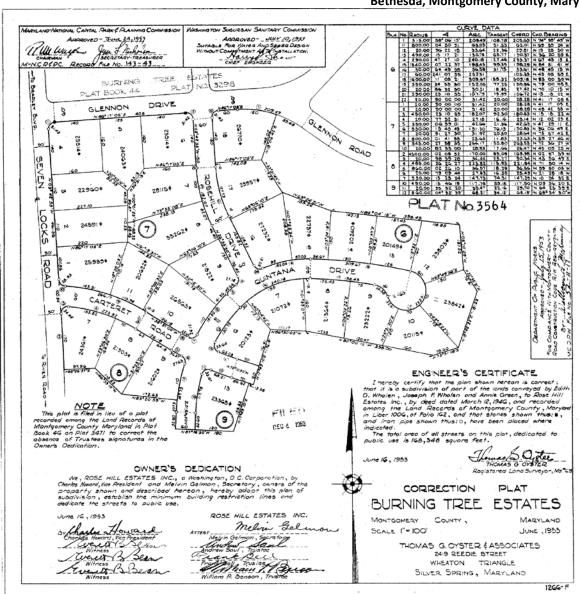
Bethesda, Montgomery County, Maryland



1952 plat of Burning Tree Estates (Montgomery County Plat [MCP] 3298).

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road

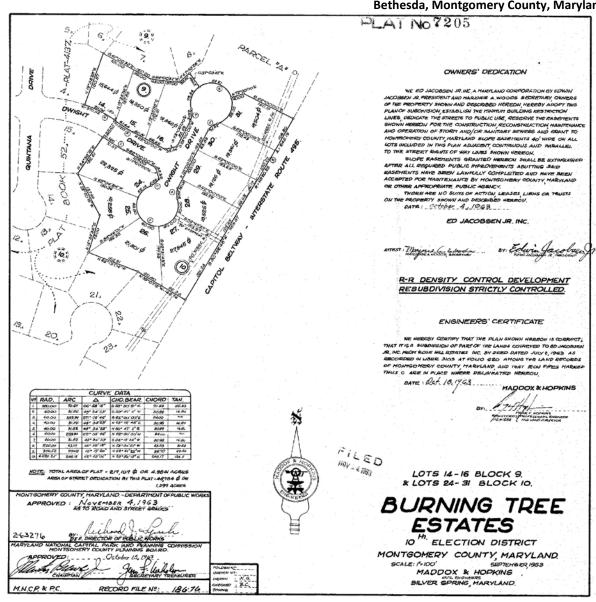
Bethesda, Montgomery County, Maryland



1953 correction plat of Burning Tree Estates, blocks 6-9 (MCP 3564).

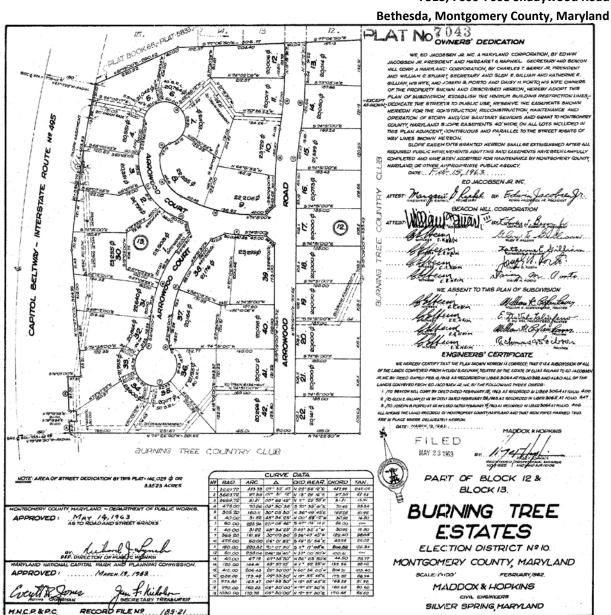
7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road





1963 plat of Burning Tree Estates, lots 14-16 block 9, lots 24-31 block 10 (MCP 7205).

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road



1962 plat of Burning Tree Estates, Parts of Block 12 and 13 (MCP 7043).

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road

Bethesda, Montgomery County, Maryland



1960 plat of Burning Tree Estates, part of Blocks 12 and 13 (MCP 5833).

Name Burning Tree Estates Continuation Sheet

Number Photos Page 1



Inventory No: M: 29-72

Photo 1 of 11: Southwest elevation of 9201 Quintana Drive.



Photo 2 of 11: Northeast elevation of 7609 Dwight Drive.

Name Burning Tree Estates Continuation Sheet

Number Photos Page 2



Inventory No: M: 29-72

Photo 3 of 11: Northwest elevation of 7600 Dwight Drive.



Photo 4 of 11: Groton Road facing northeast.

Name Burning Tree Estates Continuation Sheet

Number Photos Page 3



Inventory No: M: 29-72

Photo 5 of 11: Northeast elevation of 7715 Arrowood Court.



Photo 6 of 11: Southwest oblique of 7600 Arrowood Road.

Name Burning Tree Estates **Continuation Sheet** 

Number Photos Page 4



Inventory No: M: 29-72

Photo 7 of 11: Arrowood Road and court facing northeast.



Photo 8 of 11: Northwest elevation of 7418 Arrowood Road.

Name Burning Tree Estates **Continuation Sheet** 

Number Photos Page 5



Inventory No: M: 29-72

Photo 9 of 11: Northwest elevation of 7609 Dwight Drive.



Photo 10 of 11: Carteret Road facing west at 7617 Carteret Road.

Name Burning Tree Estates Continuation Sheet

Number Photos Page 6



Inventory No: M: 29-72

Photo 11of 11: South elevation of 7709 Arrowood Court.

#### **PHOTO LOG**

Name of Property: Burning Tree Estates

Name of Photographer: Adriana Moss, Melissa Butler

Date of Photographs: 10/01/2018

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

Photographs inserted on continuation sheets.

#### Photo 1 of 11:

Southwest elevation of 9201 Quintana Drive.

M; 29-72\_2018-10-01\_01.tif

#### Photo 2 of 11:

Northeast elevation of 7609 Dwight Drive.

M; 29-72\_2018-10-01\_02.tif

## Photo 3 of 11:

Northwest elevation of 7600 Dwight Drive.

M; 29-72\_2018-10-01\_03.tif

Inventory No: M: 29-72

Name Burning Tree Estates Continuation Sheet

Number Photos Page 7

Photo 4 of 11:

Groton Road facing northeast. M; 29-72\_2018-10-01\_04.tif

Photo 5 of 11:

Northeast elevation of 7715 Arrowood Court.

M; 29-72\_2018-10-01\_05.tif

Photo 6 of 11:

Southwest oblique of 7600 Arrowood Road.

M; 29-72\_2018-10-01\_06.tif

Photo 7 of 11:

Arrowood Road and court facing northeast.

M; 29-72\_2018-10-01\_07.tif

Photo 8 of 11:

Northwest elevation of 7418 Arrowood Road.

M; 29-72\_2018-10-01\_08.tif

Photo 9 of 11:

Northwest elevation of 7609 Dwight Drive.

M; 29-72\_2018-10-01\_09.tif

Photo 10 of 11:

Carteret Road facing west at 7617 Carteret Road.

M; 29-72\_2018-10-01\_10.tif

Photo 11 of 11:

South elevation of 7709 Arrowood Court.

M; 29-72\_2018-10-01\_11.tif

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

NR Eligible: Yes	-
No	

Inventory Number: M: 29-78			
Historic District: Yes			
ty: <u>Montgomery</u>			
Tax Account ID: Multiple			
Tax Map: <u>Multiple</u>			
Agency: MDOT SHA			
Date Prepared: May 7, 2019			
rce to a NR district/property:			
Listed:			
Date:			

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

#### LOCATION/SETTING

Cabin John Regional Park is an approximately 513.85-acre public park at 7400 Tuckerman Lane in Bethesda, Montgomery County, that was established circa 1966. It is west of Dwight D. Eisenhower Memorial Highway/Washington National Pike (I-270). The park is roughly bordered by the I-270/Montrose Road interchange to the north, multiple residential subdivisions to the west, Cabin John Stream Valley Park Unit 5 to the southwest, residential and commercial developments to the southeast, and I-270 to the east. The surrounding area is densely developed with single-family residential subdivisions, apartment

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: A B CD	Considerations: A B C D E F G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Paviouer National Posister Programs	Date

#### Cabin John Regional Park

Page 2

complexes, and commercial properties. The park's main entrance is located on Tuckerman Lane, but smaller entrances are located throughout the park, providing access to specific features.

#### **DESCRIPTION**

The park consists of four discontinuous areas interrupted by Tuckerman Lane in the northern section, Pepco transmission lines in the center, and Democracy Boulevard in the southern section. Each of the four sections are described in more detail below. The park is characterized by a mix of intensively developed active recreational areas and passive areas with woodland and trails. Park entrances and building complexes are marked by rustic wooden signs with incised lettering generally noting the facility name. Large wooden informational signage boards with asphalt-shingle, side-gable roofs are located throughout the park, and generally date to circa 1970. Smaller wooden signage boards of varying shapes, including board panels, are also throughout the park, as are directional signs. Entrance drives are typically asphalt and have metal swing-arm gates. Cabin John Creek and the natural surface Cabin John Trail run through all four park sections and continue south into Cabin John Stream Valley Park, Unit 5. Trails throughout the park are generally gravel or natural surface and have the occasional culvert, wooden or metal bridge, wooden bench, and railroad-tie stairs. Some parts of the trails have rustic board fencing. Some paths within the park are asphalt paved; these are generally located in areas with more active recreational activities. Wooden pavilions, supported by wooden posts on poured concrete foundations, stand throughout the park and generally date to the late 1960s. Most are rectangular with asphalt-shingle gable roofs, but others have different shapes, such as a hexagonal one with an open wood-board roof near the playground in the north central section. Playgrounds are mulched and contain replacement metal and plastic equipment. The ballfields date to the park's opening in 1966 and are surrounded by tall chain-link fences. Most have metal bleachers and chain-link backstops. The tennis and racquetball courts, dating to circa 1967, are surrounded by chain-link fencing and have light fixtures set on poles.

#### Northern Section

The northern section is mostly undeveloped, with hiking trails leading through wooded areas. The Cabin John Trail runs along the west side of Cabin John Creek, and a series of looping natural surface trails (Kidney Bean Loop Trail, Highway Loop Trail, and Campground Loop Trail) are between I-270 and the east bank of the creek. Several connector trails link the neighborhoods along the western park boundary to the Cabin John Trail.

At the southwest corner is an active recreation area, accessed from an asphalt parking area that abuts the northeast side of Tuckerman Lane. The area is enclosed by a chain-link fence, with a playground, softball field, large lawn, volleyball court, three horseshoe pits, two wooden circa 1970 gable-roof picnic shelters, a grilling area, and a 1999 Contemporary-style restroom building. Old Farm Creek runs through the southern corner, joining Cabin John Creek east of the picnic area.

The circa 1970 Robert C. McDonell Campground is northeast of the recreational area and is accessed via a concrete-and-metal bridge from Tuckerman Lane. A looping gravel service road provides access to the seven walk-in primitive sites campsites, two small parking areas, and a group pavilion. Chemical toilets enclosed by a vertical wood-board fence are near the western gravel parking area. The gravel eastern parking area has chemical toilets and an octagonal pavilion with a tiered metal roof supported by wood

#### Cabin John Regional Park

Page 3

posts. The pavilion is partially surrounded by a low stone wall and rests on concrete pavers. Each campsite has two tent pads on a raised railroad-tie platform, two picnic tables, a grill and a fire pit (Montgomery Parks).

#### North Central Section

The north central section is more developed. The Cabin John Maintenance Facility is located at the northwest corner, accessed by a single driveway from Tuckerman Lane. The east side includes the Southern Region Headquarters for Montgomery Parks and the Cabin John Station. The natural-surface Cabin John Trail crosses Tuckerman Lane from the north section and continues into the center of this section along the east bank of Cabin John Creek and then runs east along the southern boundary, just north of the transmission lines.

The Cabin John Maintenance Facility is a U-shaped building complex with an asphalt yard in the center. The western side has a large circa 1970 side-gable building clad in horizontal vinyl siding with several roll-up garage doors; a circa 2011 three-bay, shed-roofed, metal shed with an open side on the east elevation; and a prefabricated gambrel-roof shed. The south side has open sheds and garage buildings, with shed and gable roofs, constructed between 1988 and 2002. The eastern side has a one-and-a-half story building with a complex roofline of gable and shed forms that runs north-south that was also constructed between 1988 and 2002. The grounds are surrounded by a chain-link fence topped with barbed wire.

The main entrance for Cabin John Regional Park is east of the maintenance facility, marked by a stone and wood sign on the south side of Tuckerman Lane. The entrance road, a looped asphalt drive with parking along both sides, leads to the Southern Region Headquarters for Montgomery Parks. North of the headquarters building, the parking lot is surrounded by a circa 1974 amphitheater; several picnic shelters dating to circa 1970; a large playground area; a grill area; and two restroom buildings —the western one dating to 1985 and the eastern to 1993. A wooden totem pole is near the playground. The Cabin John Station, a station for a miniature train, is east of the headquarters building. Train tracks for the miniature train wind through the woods south and southeast of the station. Southeast of the station is a dog exercise area, and to the northeast are additional picnic shelters, a playground and a circa 2010 stone Tai Chi court. The dog park, separated into two areas for large and small dogs, is surrounded by tall chain-link fencing and has a metal gable-roof pavilion near the entrance. A second asphalt parking lot, located east of the train station, is accessed from Westlake Drive, along the park's eastern boundary. Both this lot and the looped parking lot to the north are set within wooded areas and have islands with mature trees. The buildings and building complexes identified above are further described below:

The circa 1970 Southern Region Headquarters is a one-story brick building running on a northwest-southeast axis that has the appearance of a large Minimal Traditional house. The building was constructed in two phases—the northwest side of the building is a Cape Cod type structure built prior to 1957, while the southeastern portion was built by M-NCPPC circa 1970. A circular asphalt driveway with an island is southeast of the building and a prefabricated gambrel-roof shed is south. The façade faces northeast and has cross gables at either end with horizontal vinyl siding. The off-center door is accessed via one of two concrete paths lined by square wood posts with metal pole railings. The entry is within a gable-front projection flanked by narrow 1/1 vinyl windows. An asymmetrical chimney projects east of the entry. There is a small gabled projection on the southeast elevation and a wooden deck on the southwest. The

#### Cabin John Regional Park

Page 4

brick basement is exposed on the southeast and southwest elevations. The building has a variety of wood and vinyl window openings, including paired and single 1/1, single 2/2 windows with horizontal panes, and two Chicago windows on the southwest elevation. The building is sheltered by an asphalt-shingle, sidegable roof.

The circa 1974 Shed-style amphitheater sits on a concrete-block foundation, and the walls are a combination of painted concrete block and diagonal wood siding. The façade faces southwest and has a small wooden deck accessed by wooden stairs. It has two doors and a breezeway on the south side. The doors lead to two dressing/storage areas. The northeast elevation has diagonal wood siding and a projecting angled porch on the south side. A concrete platform and stepped earthen amphitheater extend from the northeast elevation. The structure has an asphalt-shingle shed roof.

The circa 1970 Cabin John Station is a one-story, side-gabled building set on an approximately east-west axis. A brick-paver and concrete patio with benches is north of the building. The building sits on a poured concrete foundation and is frame, clad in vertical wood-board siding. The north side of the asphalt-shingle, side-gable roof has a sign reading "CABIN JOHN STATION ROCKVILLE, MARYLAND." The façade faces north and has a full-length incised porch supported by square wooden posts that wraps around to both the east and west elevations. There is also signage on the gable ends of the east and west elevations. A shed roof, extending from the south elevation, covers the open platform for passenger loading onto a miniature train. Building openings include wooden solid and glazed doors, and wooden fixed-sash windows. The building contains a party room. The miniature train carries visitors over a two-mile ride on a railroad track through wooded areas of the park south and southeast of the station.

West of the station is a circa 1970 small, brick, front-gable mechanical trash receptacle with a sign reading, "PORKY THE LITTER EATER." The building resembles a fairytale house with a crooked roof and bent chimney pipe. A fake window at the front frames the face of a three-dimensional cartoon pig with an open mouth. Above the opening is a speaker through which the pig speaks when a button is pressed. Between the trash receptacle and the station is a drinking fountain with a hippo head set on a brick and concrete platform.

#### South Central Section

The south central section is the most developed area of the park and contains multiple buildings and structures for active recreation that date to the opening of the park. This section includes two distinct active recreation areas: an indoor ice rink and sports complex accessed from Westlake Drive, and indoor tennis courts and a nature center accessed from Democracy Boulevard.

The Westlake Drive entrance leads to the circa 1969 indoor ice-skating rink at the northeast corner, surrounded on the south and southwest sides by asphalt parking lots with grass islands. Abutting the parking lots to the southwest is a circa 1970s baseball diamond and a court complex with nine lighted tennis courts, four racquetball courts, and a circa 1992 shed-style restroom building. West of the ice rink and north of the court complex is the circa 1998 Shirley Povich Baseball Field with a one-story ticket and concession stand building, a picnic shelter, and brick and concrete bleachers. Northwest of Povich Field are two circa 1970s softball diamonds. An asphalt road leads northwest from the primary parking area to two smaller parking areas north of the softball diamonds. Another asphalt road leads west from the south end

#### Cabin John Regional Park

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of the main parking area to a separate parking area. North of this parking area are two circa 1970 softball diamonds, and to the south are two circa 1980 handball courts and a circa 1988 volleyball court, a grass lawn, and a rectangular soccer field. The baseball and softball fields are surrounded by tall chain-link fences and most have metal bleachers and chain-link backstops. The tennis and racquetball courts are surrounded by chain-link fencing and have light fixtures set on poles. The northwest and western portions are undeveloped woodland with a few trails (Gooseneck Trail, Cabin John-Gooseneck Trail, Gooseneck-Cabin John Regional) on the east side of Cabin John Creek. At the far northwestern edge, the Snakeden Branch flows south into Cabin John Creek.

The circa 1969 Cabin John Ice Rink, originally a one-story, Shed-style building, has been expanded with a large, circa 1997 addition to the southeast and southwest. Oriented on a northwest-southeast axis, the current façade faces southeast and is clad in rusticated concrete blocks. A front gable projection has stickwork in the gable end. A porch with an irregular-shaped roof, supported by metal posts, projects from the gable and protects the entrance. A rusticated concrete-block pylon rises southwest of the entrance and has three-dimensional lettering spelling "Cabin John Ice Rink." The northeastern and southwestern sections housing the ice rinks are taller, with shed roofs and walls clad in what appears to be synthetic stucco. The roof between the two taller sections is flat. The interior holds three ice rinks, including one that is Olympic sized, a dance studio, three party rooms, a pro shop and café (Montgomery Parks).

The Democracy Boulevard entrance includes two driveways leading to a large asphalt parking area with grass islands. North of the parking lot is the indoor circa 1970 Pauline Betz Addie Tennis Center. East of the tennis center is a small circa 1930s log cabin. A circa 1990 metal-arch truss pedestrian bridge leads from the parking lot to a wooded area containing the circa 1978 Locust Grove Nature Center and a small frontgable wooden shed covered in vertical-board siding. Southeast of the nature center is a naturalistic play area with benches and a fire pit. Several trails (Tulip Tree, Oak Ridge, Upland Meadow) loop through the wooded area east of the nature center. The Pine Ridge Trail leads west from the tennis center parking lot to the Cabin John Trail. The Cabin John Trail winds along the northern boundary of this section, then curves south along the east and south banks of Cabin John Creek until it hits Democracy Boulevard. The trail then runs west until it crosses Seven Locks Road and enters Unit 5 of Cabin John Stream Valley Park. The rest of this portion is undeveloped woodland.

The circa 1970 Pauline Betz Addie Tennis Center consists of two gable-roofed buildings connected by a flat-roofed hyphen, oriented on an east-west axis. The buildings, set on what appears to be a concrete slab foundation, are painted concrete block on the lower half and have vertical metal panels above. Paired doors provide entry at the central metal-parapeted, flat-roofed portion of the building that is protected by a fabric barrel awning. The larger wings are sheltered by standing-seam metal gable roofs. The building contains three indoor tennis courts in each of the gable-roofed wings, and a central area with an office, a pro shop, lounge, and two locker rooms (Montgomery Parks).

The circa 1930 log cabin, named the Armstrong Cabin, is oriented on a northwest-southeast axis and a poured-concrete foundation. The building is constructed of round logs with mortar chinking and saddle-notch corners. The façade faces southwest and has two sets of paired openings with multiple lights over vertical panels. The southeast and northeast elevations have two window openings covered by wooden shutters. The northwest elevation has a single window opening with shutters and a door. A picket fence

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surrounds the cabin, and a flagstone patio is located northwest of it. The cabin, which was moved to this site in 2009, has a side-gable, wood-shingle roof.

The circa 1978 Contemporary-style Locust Grove Nature Center is set into a hill. The nature center is a complex one-story building set on a painted concrete-block foundation. Two octagonal wings are connected by a central shed-roof section that runs on a northeast-southwest axis. The frame walls are clad in vertical wood-board siding. The basement is exposed on the northwest elevation and the first story is accessed via a flight of wooden stairs. A wooden deck projects from north side of the stairs. The southeast elevation has a glazed door flanked by paired fixed-pane windows to the south that leads to a concrete patio and play area. Openings include solid doors; paired, glazed doors; paired 1/1 windows; and ribbons of large fixed windows. A stone chimney rises from the northeast end of the asphalt shingle roof.

#### Southern Section

The southern section of the park, southeast of Democracy Boulevard and Seven Locks Road, is undeveloped woodland. Cabin John Creek passes through the northwest corner. The Cabin John Trail runs outside of this section, on the west side of Seven Locks Road, entering into Cabin John Stream Valley Park Unit 5.

#### HISTORIC CONTEXT

Overall land-use planning for the Cabin John area began in 1955, when M-NCPPC planners identified the area's agricultural fields and woodlands as "ripe for development" and commissioned an aerial survey of the area. Officials knew the construction of a sewer line and the new Washington National Pike (I-270) would encourage development to spread from other areas of Montgomery County to the rural Cabin John watershed. M-NCPPC planners wanted to prevent "disorderly 'sprawl' development" by developing a master zoning and street plan for the area. This master plan for the 20-square-mile Cabin John watershed, which anticipated community needs and located potential sites for infrastructure, schools, and parks, was completed in 1956 (Stern 1955, 21). The Cabin John plan was the first in a series of plans for large open areas in Montgomery and Prince George's Counties that were expected to rapidly develop due to a growing suburban population. The Washington Post noted that the Cabin John plan was one of the more successful planning documents because it was completed prior to the installation of sewer line extensions from the city of Rockville. As part of this plan, park and school sites, such as Cabin John Regional Park, were reserved for later use (Dessoff 1962, B1).

In July 1956, a separate, but concurrent, master plan for schools, parks, and recreation in Montgomery and Prince George's Counties was also approved by M-NCPPC. This plan called for the construction of ten regional parks (seven in Montgomery County and three in Prince George's County), ten civic centers for teenagers, and 54 joint park-school developments in the region. In Montgomery, the parks approved included: Wheaton Regional Park, Cabin John Regional Park, Northwest Branch Regional Park, Patuxent Regional Park, and Rock Creek Regional Park. M-NCPPC estimated at the time that Cabin John Regional Park would be approximately 200 acres (Hagemeyer 1956, 20; O'Neill, B13). Plans for all these parks are similar in that they all provided a variety of active and passive recreational areas for a growing suburban population. It appears that Wheaton Regional Park was one of the first parks constructed, with land being acquired as early as 1960 and limited facilities opening in 1962. By 1963, the park had ball fields, tennis

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courts, a miniature train, an artificial lake, a nature center, and baby animals (Dessoff 1963, B1). An ice rink opened in Wheaton Regional Park in January 1969 (Washington Post, December 12, 1968). Features in Cabin John Regional Park duplicate popular facilities found in Wheaton, such as the ice rink and miniature train. Plans for both ice rinks were completed in 1968 by architect Robert Bruce Cousins and the New York firm Rink Consultants Inc.

In 1958, Montgomery County authorized \$100,000 towards the acquisition land for the first portion of Cabin John Regional Park, and halted lumbering operations occurring on land M-NCPPC had not yet acquired (Washington Post 1958, A13, B12). Less than a year later, Dr. John H. Soloman donated 50 acres of his cattle ranch on Bells Mill Road, the largest land gift received by M-NCPPC at the time, for incorporation into Cabin John Regional Park (Washington Post 1959, B1). In December of 1959, M-NCPPC earmarked an additional \$400,000 in bond funding to acquire property for the proposed 218-acre park (Washington Post 1959, 32). By 1966, M-NCPPC had paid a total of \$1.9 million for acquisition of the park's site and was expected to pay an additional \$1.5 million for the park's development (Washington Post 1966, B1).

The park, which had grown to over 500 acres by the time of its construction in 1966, was planned to feature numerous active and passive recreation areas for visitors to enjoy. Areas near Cabin John Creek and other streams were generally left undeveloped, except for the construction of natural-surface hiking trails, while active recreation areas were clustered in less environmentally sensitive areas. Active recreational features included a field house with lockers and showers, three playgrounds, four baseball diamonds (two lit for nighttime play), nine lighted tennis courts, four lighted handball courts, a field house, 300 picnic tables, 30 cooking grills, 12 outdoor shelters, and a miniature train with station. The train was identical to the one installed at Wheaton Regional Park, which had proven to be highly popular since that park opened in 1964 (Washington Post 1966, B1; Washington Post 1964, E5). The park officially opened on August 14, 1966, but only a playground and picnic area were ready for public use; other amenities would open later. The ball fields were scheduled to open the next week, and the tennis courts wouldn't open until spring of 1967 (Washington Post, August 11, 1966, F1; July 19, 1966, B1).

Plans for the park were ambitious, and many features were ultimately not realized. The original concept plan for the park from 1958 doesn't bear any resemblance to park as constructed, but it does show active and passive recreation areas, ball fields and tennis courts, as well as an equestrian ring and steeplechase area on the west side of the south-central section that was likely never constructed (M-NCPPC files). The 1965 plans for the park were still ambitious, but closer to what was actually constructed. The south central active recreation areas generally resemble the current field and court arrangements. Just north of the tennis courts, a Modernist-style field house, later demolished, was designed by the Department of Parks by 1965 and expected to be completed by opening day. Plans for the one-story building show an outdoor terrace, snack room, lobby, concession stand, women's restrooms and a men's locker room/restrooms (M-NCPPC files; Washington Post, July 19, 1966).

Following its 1966 opening, attractions continued to be added to the park. An ice-skating rink, designed by Robert Bruce Cousins and Rink Consultants of New York in 1968, opened on December 19, 1969 (Washington Post, December 19, 1969, B4). The building, identical to the one designed and constructed in Wheaton Regional Park, was entered through a southwestern façade and had a warming room, a snack bar, first aid facilities, and a skate rental. The large rink was in the center, oriented northwest-southeast.

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Between 1968 and 1989, a smaller studio rink was added to the northeast side of the building (M-NCPPC files; Washington Post, November 17, 1977, MD7).

By 1970, the Cabin John Station building and two-mile train track, planned since 1966, had been constructed. The original, undated plans for the train station showed dormers on the north façade and fretwork at the corner posts, but it is likely these were never constructed (M-NCPPC files). Pulling the train were small-scale replicas of an 1863 C.P. Huntington locomotive, owned by the Southern Pacific Railroad (Montgomery Parks, 2018). Another popular attraction, "Porky the Litter Eater," was installed between 1966 and 1970 near Cabin John Station. "Porky," a mechanical trash can designed to encourage children to dispose of garbage properly, was built by M-NCPPC staff based on a machine called "The Paper Eater" seen by park staff on display in Louisiana (Grubisich 1970, G1). The hippo head drinking fountain was likely constructed at this time.

The Southern Region Headquarters was established by 1970. The northwestern portion of the building was constructed as a residence prior to acquisition by M-NCPPC, and the southeastern addition was constructed by M-NCPPC between 1964 and 1970 (Historic Aerials). Land had been cleared for the indoor tennis facility by 1970, and the building was constructed shortly thereafter. The original drawings note the tennis court buildings are "pre-engineered metal buildings by American Buildings Company, Eufala, Alabama" (M-NCPPC files). The amphitheater, indicated as a dance floor on the original plans, was constructed circa 1974. The Locust Grove Nature Center was in place by 1978 (Washington Post, November 3, 1978, 32).

Distinctive elements of Cabin John Regional Park were its original circa 1966 themed playgrounds, offering children playground equipment based around three themes: Space Age, Fantasyland, and Fort Cabin John. At the Space Age playground, children could climb aboard playground equipment shaped like a rocket and atomic submarine or play on two retired U.S. Navy jet fighters (Washington Post 1966, B1). Space-themed playground equipment was a popular addition to parks and schoolyards throughout the country during the Cold War-era, with rockets, submarines, and satellites being the most popular shapes (Life 1963, 97-99). The Fantasyland playground featured equipment based off fairytales, such as King Arthur's Camelot Towers, a castle-shaped jungle gym, and a full-sized "pumpkin coach" based on the story of Cinderella. The Fort Cabin John playground featured a wood "fort" and a replica cannon (Washington Post 1966, B1). There was also a two-story Noah's Ark play area and miniature zoo designed in 1966. The Washington Post noted the ark was "filled with nanny goats, woolly sheep, a pony and, in season, kids, lambs and a colt" (Washington Post, August 24, 1969).

Cabin John was chosen for the Bethesda public indoor swimming pool in 1969 (Washington Post, September 10, 1969: D3), but the proposal proved controversial with the community and was still being debated in 1981. Some residents felt the park was already overdeveloped and the pool's construction would destroy natural areas of the park. Proponents believed the pool would be conveniently located for users from Bethesda and Potomac. The pool was ultimately constructed elsewhere.

The park once included a toboggan run with two 800-foot chutes, a warming room and a storage room for 70 sleds. The run opened in November 1972, northeast of the indoor tennis facility, and closed a few years later in December 1977. This was one of the first artificial runs in the country (Montgomery Parks, M-NCPPC files).

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Many park features were updated beginning in the late 1980s. The ice-skating rink underwent renovations in 1989 including the demolition and reconstruction of the two existing rinks (studio and main). A large new addition was constructed to the southwest and southeast circa 1997, completely altering the original façade. The northeast half of the current building is the original portion.

The playgrounds in the north central section were remodeled circa 1987, and it is likely the original circa 1966 play equipment was removed at this time. Plans for the 1987 work included a hexagonal gazebo, which is extant, but the play structures proposed at that time do not resemble what is there now; the playground has likely undergone multiple renovations since that time. Other playgrounds throughout the park have been altered with the installation of newer equipment. The Southern Region Headquarters building was remodeled circa 1987 to reorient office space and utilize space in the basement (M-NCPPC files). At that time, a large accessibility ramp was installed on the façade and other landscape improvements were made. Landscape improvements were made to the nature center in 1987, and the access bridge was replaced circa 1990. The central section of the indoor tennis building was remodeled in 1993, and the courts were resurfaced in 1995. The train track was renovated in 1994, but the extent of work completed is unclear. Drainage and fencing improvements were completed as necessary throughout the late twentieth century (M-NCPPC files).

New features were also added. The western restrooms in the north central section were constructed circa 1985, and the eastern bathrooms were added in 1993. The Modernist-style field house was demolished and replaced by Shed-style restrooms near the tennis courts circa 1992. A new bathroom building, replacing an existing facility, was constructed in the northern section circa 1999. Povich Field and its associated ticket and concession building were designed in 1998 by Alan Sparber, and the field was renovated in 2003. The log cabin was moved to the park in 2009 from Dr. Charles Armstrong's property off of Montrose Road in Rockville. The Tai Chi court was added in 2010. Cabin John Regional Park continues to be owned and operated by M-NCPPC, providing natural, sports, and recreational amenities.

#### **ELIGIBILITY DETERMINATION**

Cabin John Regional Park was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for eligibility under Criterion D.

Cabin John Regional Park was conceived as part of a larger master-planning process undertaken by M-NCPPC to protect the Cabin John watershed from haphazard suburban development and was just one of many components used to implement the overall plan. Early efforts to limit suburban intrusion on watersheds are best represented by stream valley parks such as those along Rock Creek and Sligo Creek, and Cabin John itself does not demonstrate clear and significant associations with local planning initiatives or the environmental movement. Cabin John Regional Park is one of many large parks in Montgomery County, and while the park played a role in providing amenities to new suburban residents within the Cabin John watershed, the amenities in the park were not unique to the county and were available in other parks in the system. The resource is not associated with other important historical suburban trends and is not known to be associated with any other events that have made a significant contribution to history. Therefore, Cabin John Regional Park is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore Cabin John Regional Park is not eligible under Criterion B.

Cabin John Regional Park was one of seven large regional parks planned and constructed in Montgomery County in the 1960s. It is not a notable first example or one of the last unaltered examples of its resource type. The extant Wheaton Regional Park opened several years earlier and included similar popular features such as an ice rink and miniature train. The buildings and structures within Cabin John Regional Park include repurposed buildings or undistinguished or altered examples of mid-twentieth-century park resources common throughout Maryland. In addition, many new buildings and structures have been built within the park since 1978, diminishing the resource's integrity. Furthermore, research has not shown the park design, landscaping, or buildings to be the work of a master, nor do they possess high artistic value. Therefore, Cabin John Regional Park is not eligible under Criterion C.

The boundary for the property encompasses 513.85 acres located on multiple tax parcels owned by M-NCPPC.

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Montgomery County

Cabin John Regional Park

#### Location: 7400 Tuckerman Lane City: Bethesda Park Potomac KIMBLEWICK 0 North Woods Farm AQUEDUCT RE ROLLINS AV HILHAM P MONTROSE RD ATWELL RD Montgomery DEVILWOOD DR Square WILD OLIVE Montrose **Beverly Farms** MONTROSERD WOLFTREE LN OLD STAGE RO POSTOAK RD TORY SMIOKETREE RO MONTROSE PKY Willerburn Walnut Woods Acres Old Georgetov Estates Tilden Woods Regency IVYMOUNT TER Estates TILDEN LN Luxmanor Invernes Knolls andy and Fox Hills NORTH BETHESDA ROCKLEDGE DR FERHWOOD RO HIDDEN HILL-LN Knollwood Bells Mill BELLS MILL RO. Georgetown McAuley Village shleigh Park Fernwood GREYSWOOD RD Wildwood Hills TONEHAM Stratton Woods Deerfield Ashburton MD IMAP USGS NEWBOLD DR 0.5 0 USGS 7.5' Quadrangle - Rockville **J** Miles

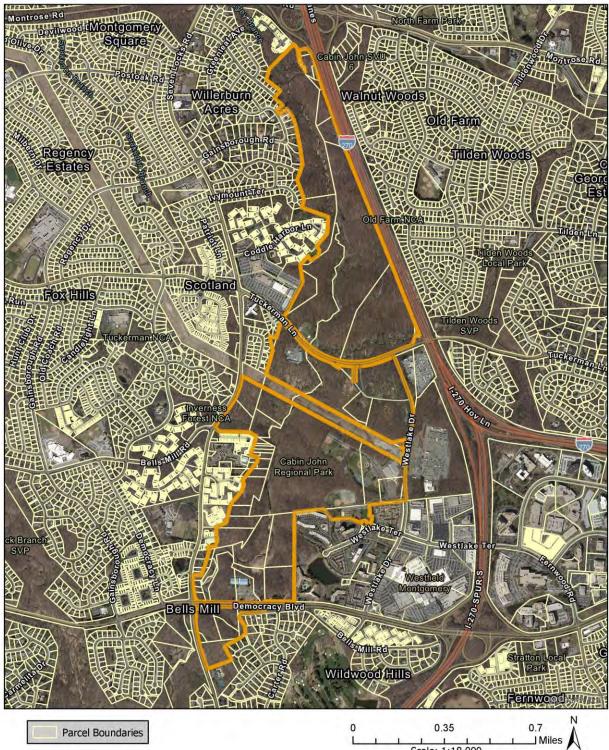
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**Cabin John Regional Park** 

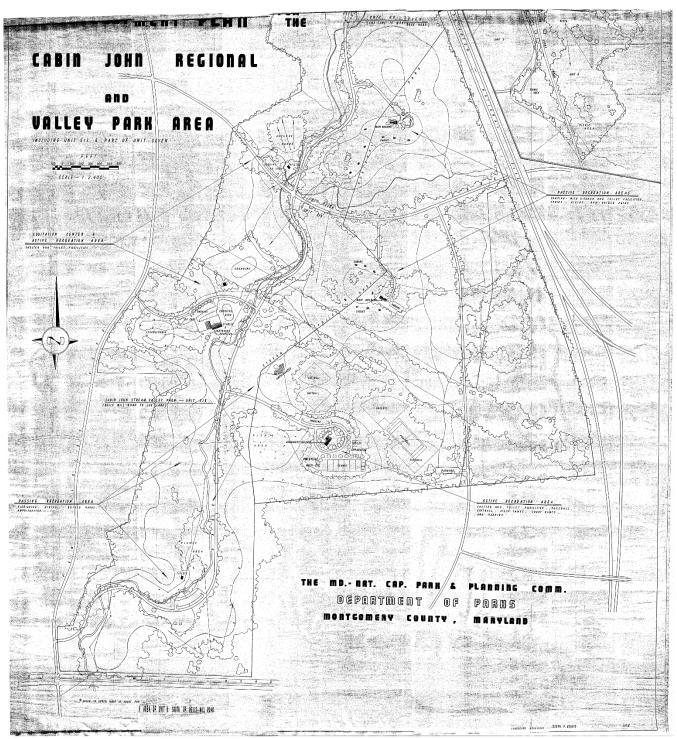
Location: 7400 Tuckerman Lane

Montgomery County

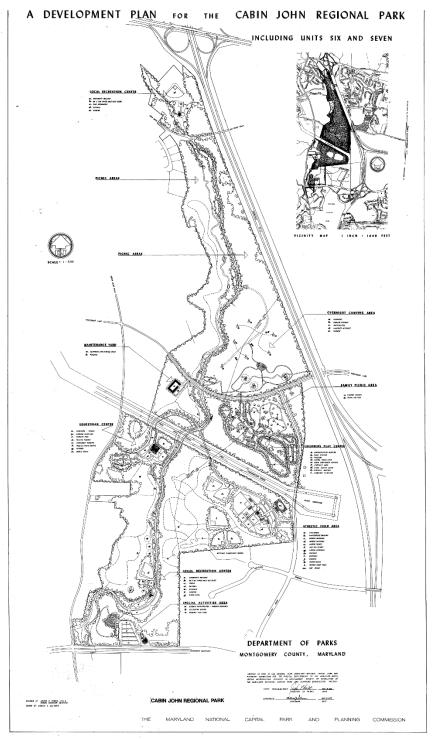
City: Bethesda



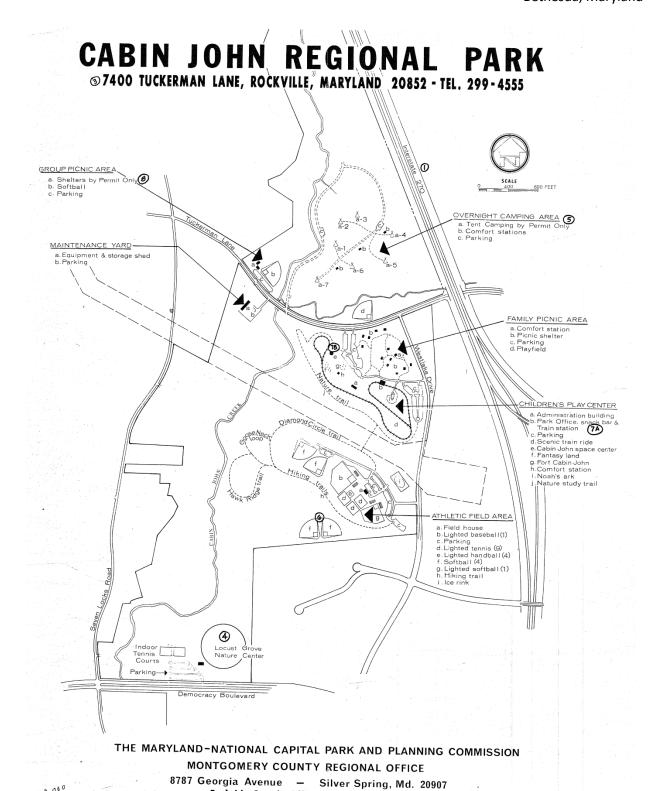
Scale: 1:18,000



1958 Cabin John Regional Plan, M-NCPPC.



1965 Cabin John Regional Park Plan, M-NCPPC.

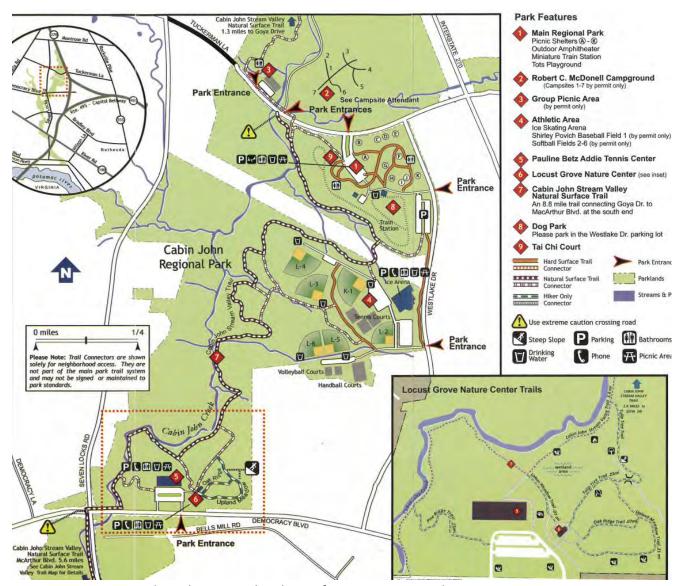


Parkside Permit Office - Tel. 565 - 7417 ②

1978 Cabin John Regional Park Plan, M-NCPPC.

2000

n.W Stock



Cabin John Regional Park Map from M-NCPPC Brochure, 2012.



Cabin John Ice Rink, circa 1970s photo, M-NCPPC.



Northern recreational area with playground, pavilions and restrooms.



Typical campsite in the Robert C. McDonell Campground.



Robert C. McDonell Campground road, typical view.



Cabin John Trail, typical view.



Cabin John Maintenance Facility, circa 1970 building at left.



Park sign at Tuckerman Lane entrance.



Cabin John Station, looking southwest.



Miniature train tracks near station.



Porky the Litter Eater and station building, looking southeast.



Amphitheater stage, looking southwest above seating area.



Southern Region Headquarters for Montgomery Parks, looking southwest.



 $\label{thm:control} \mbox{Typical picnic pavilion in north central section.}$ 



Typical signage board in north central section.



Typical picnic table with canopy in north central section.



West Lake Drive parking lot, looking south.



Cabin John Ice Rink, looking northwest, original section at right.



Tennis courts, looking southeast.



Pauline Bentz Addie Tennis Center, looking northwest.



Log cabin, looking northeast.



Locust Grove Nature Center, looking west.

**PHOTO LOG** 

Number of Photos: 20

Name of Photographer: **Jacob Bensen** Date of Photographs: **2019-02-01** 

Location of Original Digital File: MD SHPO File Format: M: 29-78\_2019-02-01\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Northern recreational area with playground, pavilions and restrooms.

02.tif

Typical campsite in the Robert C. McDonell Campground.

03.tif

Robert C. McDonell Campground road, typical view.

04.tif

Cabin John Trail, typical view.

05.tif

Cabin John Maintenance Facility, circa 1970 building at left.

06.tif

Park sign at Tuckerman Lane entrance.

07.tif

Cabin John Station, looking southwest.

08.tif

Miniature train tracks near station.

09.tif

Porky the Litter Eater and station building, looking southeast.

10.tif

Amphitheater stage, looking southwest above seating area.

11.tif

Southern Region Headquarters for Montgomery Parks, looking southwest.

12.tif

Typical picnic pavilion in north central section.

13.tif

Typical signage board in north central section.

14.tif

Typical picnic table with canopy in north central section.

15.tif

West Lake Drive parking lot, looking south.

16.tif

Cabin John Ice Rink, looking northwest, original section at right.

# M: 29-78 **PHOTO LOG**

# Cabin John Regional Park

## 17.tif

Tennis courts, looking southeast.

## 18.tif

Pauline Bentz Addie Tennis Center, looking northwest.

# 19.tif

Log cabin, looking northeast.

## 20.tif

Locust Grove Nature Center, looking west.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Property	/ Name: <u>Cabin John</u>	Stream Valley Park	. In	ventory Numbe	er: <b>M: 29-80</b>		
Address	: <u>Cabin John Creek v</u>	valley from MacArth	ur Boulevard north to Mo	ntrose Road	Historic District: Ye	<u>es</u>	
City: <u>Mu</u>	<u>ltiple</u>	Zip Code: <u>M</u>	<u>ultiple</u> Co	ounty: Montgon	<u>nery</u>		
USGS Qı	uadrangle(s): <u>Falls C</u>	hurch, Rockville					
Property	Owner: Maryland-	National Capital Par	ks and Planning Commissi	on (M-NCPPC)	Tax Account ID: M	<u>ultiple</u>	
Тах Мар	Parcel(s): Multiple		Та	x Map: <u>Multipl</u>	<u>e</u>		
Project:	<u>l-495 &amp; l-270 Mana</u>	ged Lanes Study	Ag	gency: <u>MDOT SI</u>	<u> </u>		
Agency I	Prepared By: <u>RK&amp;K,</u>	<u>LLP</u>					
Prepare	r's Name: <u>Nicole A.</u>	<u>Diehlmann</u>	Da	ite Prepared: <u>Ju</u>	<u>ın 10, 2019</u>		
Docume	ntation is presented	d in: <u>Project review</u>	and compliance files				
Prepare	r's Eligibility Recom	mendation: <u>Not Rec</u>	<u>ommended</u>				
Criteria:	A B C D						
Conside	rations: A B C	D E F G					
	Complete if the pro	pperty is a contributi	ng or non-contributing res	source to a NR o	district/property:		
	Name of the Distric	ct/Property:					
	Inventory Number	:	Eligible:		Listed:		
Site visit	by MHT Staff y	res no	Name:		Date:		
Descript	ion of Property and	Justification:					
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Cabin Jo	hn Stream Valley Pa	ark Overview					
County I course c Cabin Jo 1965 Ca	Parks, consists of six of Cabin John Creek hn Regional Park (N bin John Parkway, v	cunits totaling appro from approximately 1: 29-78) on the nor which connects the C	Park and Planning Commoximately 520 acres (Monto) the Cabin John Aqueduct th. The undeveloped Unit Clara Barton Parkway along the north side the park.	gomery Parks) (M: 35-37) alor 6 is northeast c	. CJSVP Units 1-5 ge ng MacArthur Boul of Cabin John Regio	enerally follow the evard on the sou nal Park. The cir	uth to
MARYL	AND HISTORICAL T	RUST REVIEW					
Eligibili	ity recommended:		Eligibility not recon	nmended:			
Criteria	a: A B	CD	Consideration	ns: A	_BCD	EF _	G
MHT C	omments:						
D-: 1	0#: 12				<b></b>		
Keview	ver, Office of Preser	vation Services:			Date:		
Review	ver, National Regist	er Program:		-	Date:		

#### Cabin John Stream Valley Park

Page 2

The spine of the park is Cabin John Creek, which follows a serpentine path from north to south, and ultimately leads to the Potomac River. The creek and its tributaries are surrounded on either side by forested areas with steep slopes. Other than the rugged stream valley landscape, the primary resource within most park units is the approximately nine-mile, natural-surface Cabin John Trail, portions of which date to at least 1934 (Shosteck 1934, 4). Other improvements are limited and include park signage. The park units and the Cabin John Trail are discontinuous.

#### Cabin John Parkway

The Cabin John Parkway is an asphalt, four-lane highway with wide shoulders and a metal guardrail running along a narrow gravel median. In some places, a metal guardrail also lines the eastern and western sides of the parkway. At the south end of the parkway, north of the Cabin John Aqueduct, a pair of 1963 concrete bridges with horizontal metal railings span Cabin John Creek. The southbound span, a concrete box beam structure, has one lane; the northbound span, a concrete girder structure, is two lanes. Between the bridges is a concrete median with metal guardrails on the east and west edges. At the border with Unit 2, southwest of Heatherill Road and Carmichael Avenue, the parkway exits the park. To the north, the parkway crosses Booze Creek over a three-bay concrete culvert, and the northbound lanes cross a branch of Booze Creek over a smaller concrete culvert before the parkway joins the Capital Beltway.

#### CJSVP Unit 1

The 60.94-acre CJSVP Unit 1 is north of MacArthur Boulevard and the Cabin John Aqueduct (M: 35-37); east and west are single-family dwellings. The unit is bisected by the Cabin John Parkway, resulting in an undeveloped wooded section east of the parkway and a minimally developed section with the creek and Cabin John Trail on the west. The western section of the park is accessed through the adjacent Cabin John Local Park at 7401 MacArthur Boulevard, on the southwest side of Unit 1, which contains a trailhead with wooden signboard. In Unit 1, the Cabin John Trail meanders along the west bank of Cabin John Creek until the trail enters Unit 2 east of Cabin Road. The Cabin John-75th Street Trail connects Arden Road to the Cabin John Trail. A picnic area is along the creek, northeast of Cabin John Local Park.

#### CJSVP Unit 2

The 105-acre CJSVP Unit 2 consists of three areas bisected by I-495, resulting in two smaller northern areas and a larger southern area. The two largest of these areas are bordered by the I-495/River Road interchange on the north and northeast, I-495 and Cabin John Parkway on the east, Unit 1 on the southeast, residential areas on the southwest, and Seven Locks Road on the west. The smallest area within Unit 2 is on the west side of Seven Locks Road, south of Lilly Stone Drive; this area is surrounded by the single-family houses of Olde Carderock (M: 29-69) on the north, west, and south sides.

The natural-surface Cabin John Trail enters the southern parcel of Unit 2 from Unit 1 on the south and generally follows the southern and western banks of the winding Cabin John Creek. Booze Creek flows into Cabin John Creek at the northeast corner of the southern parcel. There is a trailhead with a wooden signboard with incised lettering east of Cypress Grove Lane where the trail goes out of the park and follows a shared-use path on the east side of Seven Locks Road. The path continues north under I-495 and enters the northern area of Unit 2 just east of Thornley Court. A small gravel parking area southwest of the northern area and north of I-495, but outside the park boundary, provides access to the trail. Near the parking area, the natural-surface trail resumes, following the western and southern banks of Cabin John Creek. A concrete culvert with two pipes carries the trail over a tributary northeast of the parking lot. South of River Road, the trail exits Unit 2 again, joining a shared-use path on the east side of Seven Locks Road.

The Unit 2 area on the west side of Seven Locks Road is not developed and contains woodland.

#### CJSVP Unit 3

The approximately 56.79-acre Unit 3 is southwest of residential and commercial development along River Road, northeast of the residential Carderock Springs Historic District (M: 29-59), and northwest of Unit 2. Unit 3 consists of a large central area, a small area northwest of Carderock Springs Drive, and a small area southeast of Seven Locks Road.

M: 29-80

## Cabin John Stream Valley Park

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Following the shared-use path along the east side of Seven Locks Road, Cabin John Trail runs through the southeast corner of Unit 3 before exiting Unit 3 and continuing along the north side of River Road, outside the boundary of the park, and ultimately connecting to the Cabin John Trail in CJSVP Unit 4.

Unit 3 west of Seven Locks Road is mostly undeveloped, containing Cabin John Creek and woodland. A small portion of land at the southwest corner of Unit 3 appears to be encroached upon by the privately-owned Tri-State Stone and Building Supply/Stoneyhurst Quarries (M: 29-42) just south of the park, but there do not appear to be any permanent structures on park land. East of Carderock Springs Drive and the Cabin John Creek on the south side of River Road is a short narrow asphalt path that appears to change into a natural-surface trail leading to a rocky beach on the north bank of the creek. The unmarked natural-surface trail appears to continue from the beach along the north side of the creek to Seven Locks Road.

Carderock Springs Drive is a narrow, winding asphalt two-lane road with gravel shoulders that runs through the western portion of Unit 3. Brown metal guardrails line portions of the road. A tributary, southeast of Carderock Springs Drive, flows northeast into Cabin John Creek. Between the tributary and the road is a narrow gravel parking area lined by rocks. A stone monument sign with the words "CARDEROCK SPRINGS" incised into attached wood boards is set in a landscaped area at the southwest corner of River Road and Carderock Springs Drive. While the sign appears to be within the boundaries of Unit 3, the sign and Carderock Springs Drive are associated with the circa 1962 Carderock Springs (M: 29-59) community to the south and west.

## CJSVP Unit 4

The 91.13-acre Unit 4 follows the course of Cabin John Creek between River Road north to Bradley Boulevard. Single-family dwellings are east and west of the unit boundaries. At the southern end, north of River Road, but outside the park boundaries, is a small asphalt parking area with seven parking spaces and a short asphalt path leading from the parking lot to the Cabin John Trail. North of this parking lot are the ruins of Magruder's Mill (M: 29-43). A wooden trailhead sign with incised lettering marks the entrance to the Cabin John Trail, which meanders along the east bank of the creek. East of Clewerwall Drive a tributary flows into Cabin John Creek. North, and outside, of the Unit 4 boundaries, but south of Bradley Boulevard, is a modern metal pedestrian bridge with a wooden deck, constructed between 2004 and 2008, and a wooden trailhead sign with incised letters.

## CJSVP Unit 5

The 190.94-acre Unit 5 is the largest unit in the park. It bordered on the south end by Bradley Boulevard and on the north by Democracy Boulevard. The northeast boundary is lined by Seven Locks Road. East and west are single family dwellings. The Y-shaped unit encompasses the Cabin John Creek valley, as well as the wooded valley of Buck Branch, which flows south into Cabin John Creek east of Hemswell Place. The Ridgeleigh community of single-family dwellings lies between Bucks Branch and Cabin John Creek, south of Democracy Boulevard. Cabin John Regional Park is northeast of Unit 5.

North of Bradley Boulevard and east of the creek is a small gravel area with a wooden trailhead sign with incised letters. Thin metal bollards prevent vehicles from accessing the trail. The Cabin John Trail runs along the east bank of the creek. The unmarked Cabin John-Greentree Road access trail runs between Tusculum Way and the Cabin John Trail. The unmarked Cabin John-Seven Locks Road access trail runs between Seven Locks Road and the Cabin John Trail north of Charleston Court. On the trail near Seven Locks Road is a wooden plank bridge with no railings that crosses a small tributary, which runs southwest into Cabin John Creek. At the northeast end of the unit, the Cabin John Trail exits Unit 5, connecting to a wide shoulder, and ultimately to a sidewalk, on the west side of Seven Locks Road. The Cabin John Trail resumes in the southwest corner of Cabin John Regional Park.

Unit 5 also includes a small undeveloped woodland parcel at the northwest corner of Democracy Boulevard and Seven Locks Road.

#### CJSVP Unit 6

The discontinuous 19.79-acre Unit 6 is the smallest of the park. It is northeast of Cabin John Regional Park and southeast of the I-270/Montrose Road interchange. East and southeast are single-family dwellings. Unit 6 is undeveloped woodland.

M: 29-80

## Cabin John Stream Valley Park

Page 4

## **Historic Context**

M-NCPPC was established by the state of Maryland in 1927 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 1931, 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 in the early 1930s 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 1931, 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 continued to call for controlled growth and the preservation of open space (Kelly 2015, 102).

A major M-NCPPC responsibility was to administer the acquisition and development of parkland. Ultimately, the first M-NCPPC master plan called for setting aside all the main stream valleys, and some lesser ones, as park or parkway areas, including Rock, Sligo, and Cabin John Creeks (Rogers 1931, 13). According to Roland Rogers, a landscape architect with M-NCPPC in the 1920s and 1930s: "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 1931, 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 Park into Maryland 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, 1930). Using these federal funds, M-NCPPC acquired land along the Rock Creek valley, as well as land in stream valleys associated with Cabin John Creek, Sligo Creek, Northwest Branch, Anacostia River, and Indian Creek (Rogers 1931, 15). Rock Creek Stream Valley Park (M: 36-87) was the primary focus of early stream valley acquisition efforts in the county. Environmental advocates were concerned about the deteriorating water quality in the watershed, which flowed into the federally owned Rock Creek Park in Washington, DC, and made preserving Rock Creek a priority beginning in the late 1920s.

CJSVP, also referred to as "Cabin John Creek Park" in early documents, was the third park developed in the county using the Capper-Cramton Act funds. Sligo and Rock Creek Parks were already substantially underway when the plans for CJSVP Unit 1 were approved by M-NCPPC in the fall of 1932. A Washington Post article described the park as "rich in historic lore and in rugged natural beauty" (Washington Post 1932, 3). Initial funding to purchase land for Unit 1 of Cabin John was approved in June 1933, and the first parcels were acquired in 1934; however, it appears the acquisition process was quite prolonged (Washington Post 1933, 18; Montgomery Parks). As of 1948, only 65 acres had been acquired for Cabin John using Capper-Cramton Act funds (Washington Post 1948, B1). The county was still acquiring land for the park in the 1963, when Montgomery County received an Urban Renewal Administration grant to purchase parkland for Cabin John (Washington Post 1963, 41).

Construction of a parkway through CJSVP appears to have always been part of the plan for the park, as the Capper-Crampton Act permitted the extension of the "George Washington Memorial Parkway up the valley of Cabin John Creek ... as may be agreed upon between the National Capital Park and Planning Commission and the Maryland National Capital Park and Planning Commission" (Capper-Cramton Act, 1930); however, the parkway was not constructed until 30 years after passage of the act. Hearings on the proposed parkway through Cabin John were held in 1959 and do not appear to have been contested by local residents or environmentalists. The parkway was connected to construction of the Capital Beltway (I-495), as it was viewed as a spur that would connect the beltway at River Road to the George Washington Parkway (now called the Clara Barton Parkway), along the Potomac River. Construction of the Cabin John Parkway, which runs through Unit 1 and alongside Unit 2 of the park, began in 1963 and continued through at least 1965 (Washington Post 1965, B1). The parkway is maintained at interstate highway standards by the Maryland Department of Transportation State Highway Administration.

CJSVP continues to be a passive recreation area.

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## **Eligibility Determination**

CJSVP was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C as a stream valley park. The resource was not evaluated for eligibility under Criterion D.

CJSVP is one part of a much larger regional stream valley protection effort initiated prior to World War II. Its associations with historical trends such as regional planning and the environmental movement are not significant, and the park's passive use areas are duplicated in other nearby parks. While funds to establish the park were allocated through the federal Capper-Crampton Act, other parks with the same funding, such as Rock Creek Stream Valley Park and Sligo Creek Stream Valley Park, were established earlier and demonstrate stronger and more direct associations with the historical trends driving park development and stream protection. The park is not associated with any other important historical events. Therefore, CJSVP is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, CJSVP is not eligible under Criterion B.

CJSVP is minimally developed. The park's defining built feature, a single multiuse trail, is typical of those found in M-NCPPC parks throughout suburban Maryland. CJSVP does not embody the distinctive characteristics of a type, period, or method of construction and is not a notable early example or one of the last intact examples of a stream valley park. The Cabin John Parkway and its associated bridges are typical of interstate highways and bridges constructed in the 1960s and do not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the CJSVP have high artistic value. Therefore, CJSVP is not eligible under Criterion C.

The surveyed property encompasses 540.43 acres on multiple property tax parcels which are found on Montgomery County Tax Maps. This includes approximately 520 acres of parkland and 20.43 acres encompassing the segment of the Cabin John Parkway located outside of Unit 2.

## Resources

Capper-Crampton Act of 1930, as amended. National Park Service. https://www.nps.gov/oxhi/learn/management/upload/CapperCActwBold.pdf

"Hearing on Belt Highway Sections Set Next Month," The Washington Post, November 27, 1959, B10.

Kelly, Clare Lise, Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 19301979 (Silver Spring, MD: M-NCPPC, 2015).

"Maryland Opens Its Second Section of GW Parkway to Traffic Today," The Washington Post, January 8, 1965, B1.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2019.

"Metropolitan Park Group Adds Areas in Counties: Extension Program for Capital System Is Announced by Planning Chairman," The Washington Post, November 22, 1948, B1.

"Montgomery Is Given Grant For Park Land," The Sun, April 18, 1963, 41.

Montgomery Parks, "Cabin John Stream Valley Park," https://www.montgomeryparks.org/parks-and-trails/cabin-john-stream-valley-park/, accessed May 13, 2019.

"Park System Gets Budget Bureau Aid: Maryland Wins \$158,000 to Develop Cabin John and Sligo Valley Projects," The Washington Post, June 23, 1933, 18.

## NR-ELIGIBILITY REVIEW FORM

M: 29-80

## Cabin John Stream Valley Park

Page 6

"Preliminary Plans For Park Approved: Cabin John Creek Unit Comes Under Provisions of Cramton Act," The Washington Post, September 9, 1932, 3.

Rogers, Roland, "A Park System for the Maryland-Washington Metropolitan District," City Planning, Vol. 7, No. 1, January 1931.

Root, Irving C., "Planning Progress in Maryland-Washington Metropolitan District." City Planning, Vol. 7, No. 1, January 1931.

Shosteck, Robert, "Three Wanderbird Hikes Set Sunday to Charming Places: Butterfly Collectors to Have Outing Near Cabin John," The Washington Post, May 18, 1934, 4.

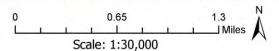
Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road City: Multiple Fernwood Wildwood Hills Stratton Woods rtield MEMBOTO EN WICHELS DA Green Burning Tree Longwood Estates BETHESDA Holly Campbell Corner Bradley Hills Grove Congressional Bradley Hills Grove Manor Carderock Springs WINTERBERRY LO BETHESDA Cohasse Bannockburn Estates Kimberley Bannockburn Heights Cabin ONGADOOH DR John Park nockburn CHESAREAKE AND OHIO CANAL Fairway NATIONAL HISTORICAL PARK Hills.

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USGS 7.5' Quadrangle - Falls Church, Rockville

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Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

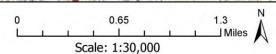
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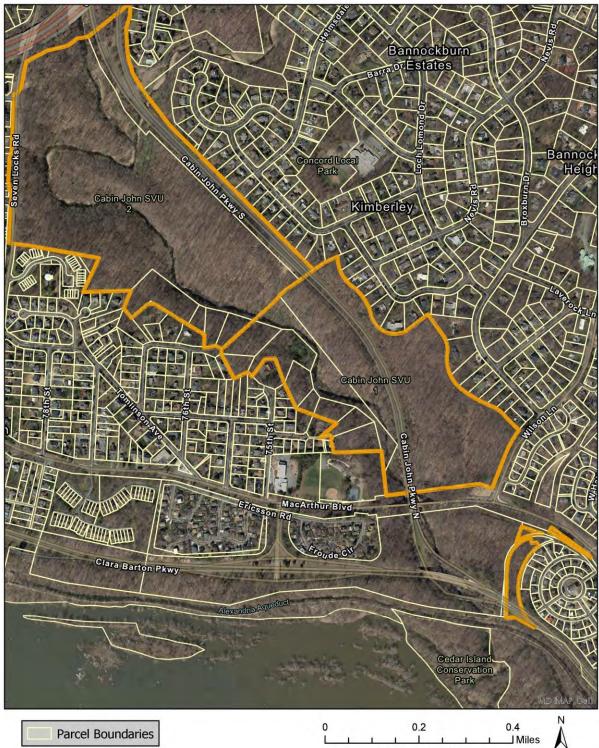
Wildwood Hills

Parcel Boundaries

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



0.2

Scale: 1:10,000

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



Scale: 1:10,000

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



Parcel Boundaries

Scale: 1:10,000

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



0.4 \_\_ Miles Scale: 1:10,000

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple





Cabin John Parkway, looking south toward the Cabin John Aqueduct (M: 35-37). Image from Google Street View, July 2012.



Cabin John Parkway, looking north from bridge at southern end of Cabin John Parkway. Image from Google Street View, October 2018.



Carderock Springs Drive pull off, looking southeast. Image from Google Street View, April 2012.



Cabin John trail head, north of Bradley Boulevard, looking north. Image from Google Street View, July 2018.



Trail off Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.



Trail sign on Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.



Concrete culvert with trail on top, Unit 2, northeast of parking lot.



Cabin John trail head, north section of Unit 2, looking northeast toward the beltway.

## M: 29-80

## Cabin John Stream Valley Park

## PHOTO LOG

Number of Photos: 4

Name of Photographer: **Danae Peckler** Date of Photographs: **2018-09-11** 

Location of Original Digital File: MD SHPO File Format: M: 29-80\_2018-09-11\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Trail off Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.

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Trail sign on Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.

03.tif

Concrete culvert with trail on top, Unit 2, northeast of parking lot.

04.tif

Cabin John trail head, north section of Unit 2, looking northeast toward the beltway.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Propert	ry Name: Capitol Car Dist	<u>ributors</u>	I	nventory Num	nber: <b>PG:7</b>	<u>0-95</u>				
Address	s: <u>9300 Martin Luther Kir</u>	ng Jr. Highway	ŀ	Historic Distric	t: <u>No</u>					
City: <u>La</u>	<u>nham</u>	Zip Code: <u>20706</u>	(	County: Prince	Georges					
USGS Q	uadrangle(s): <u>Lanham</u>									
Propert	y Owner: <u>P8 CGMG Hold</u>	ings, LLC	٦	ax Account ID	: <u>20-3755</u>	<u>717</u>				
Tax Ma	p Parcel(s): <u>0000</u>		1	ax Map: <u>0052</u>	<u> </u>					
Project	: <u>I-495 &amp; I-270 Managed</u>	Lanes Study	A	Agency: <u>MDOT</u>	SHA					
Agency	Prepared By: MDOT Stat	e Highway Administra	<u>tion</u>							
Prepare	er's Name: <u>Sarah Groesb</u> e	<u>eck</u>	[	Date Prepared	: <u>Aug 13, 2</u>	<u>:019</u>				
Docum	entation is presented in:	Project Review and Co	ompliance Files							
Prepare	er's Eligibility Recommen	dation: <u>Recommende</u>	<u>l</u>							
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Conside	erations: A B C D	E F G								
	Complete if the propert	y is a contributing or r	non-contributing r	esource to a N	R district/	property:				
	Name of the District/Pr	operty:								
	Inventory Number:		Eligible:		Lis	ted:				
Site visi	t by MHT Staff yes	no	Name:		Da	te:				
Descrip	tion of Property and Just	ification:								
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MARY	LAND HISTORICAL TRUS	T REVIEW								
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Revie	wer, National Register Pi	rogram:			Date:					

NR-ELIGIBILITY REVIEW FORM

PG:70-95

## **Capitol Car Distributors**

Page 2

Volkswagen in particular.

Capitol Car Distributors is not eligible under Criterion B because it has no known associations with significant persons.

Capitol Auto Distributors is eligible for the National Register of Historic Places under Criterion C as a good example of a New Formalist corporate office building in the 1960s. The Suburbanization Historic Context Addendum (1961-1980) outlines character-defining elements of this resource type, all of which Capitol Auto Distributors has, namely: an entrance fronting parking area; flat roof; concrete- or steel-frame structural system; and fixed windows (Manning et al. 2019, F-52). New Formalism became a popular style for corporate buildings during the 1960s. This style, a reaction to the rigidity of Modernism, drew on classical precedents while embracing advances in materials technology, most noticeably in its use of concrete. The administrative building exemplifies New Formalist design, from its rectangular massing and overhanging flat roof to the smooth exterior surfaces. Rather than grills or patterned screens, the overhanging second floor utilizes louvered vents to achieve a similar effect. Overall, the building's design emphasizes the building's horizontal lines and eschews the arches and curved lines used in some New Formalist buildings. Instead, individual elements are very linear, such as the thin second story louvers and the battered Greek cross columns. Its angular, geometric forms and extensive use of concrete suggests the influence of Brutalism on the design. Only the 1965 portions of the building, the administrative block and warehouse, are significant. The warehouse contributes as part of the original design, but is secondary in importance, through its placement behind the administrative building and its less ornate design with large expanses of concrete divided into a grid panel. The large warehouse addition, built in 1970, mimics the original warehouse and is compatible with the buildings, but does not contribute to Capitol Car Distributor's significance under Criterion C.

The property's design incorporated New Formalism's use of formal landscape, though rather than a central plaza with fountain or sculpture, the front parking area with grey stone pavers serves as a plaza. Ethelbert Furlong's Japanese garden to the east incorporates a water element into the property's design. The property won an architectural award from the Washington Board of Trade (Washington Post 1969, E2) and an industrial landscaping award from the American Association of Nurserymen (New York Times 1966, 27).

The property was not evaluated under Criterion D.

Integrity

Capitol Car Distributors has integrity of location since it remains in its original location.

The property, both the administrative building/warehouse and the surrounding landscape, has integrity of design. The building retains the character-defining features of a New Formalist corporate office building, as defined in the evaluation section. Although the large 1970 warehouse addition does not contribute to the property's significance, its design mimicking the original warehouse is compatible with the original building and lessens the impact of the addition to the overall design. Ethelbert Furlong's Japanese garden also has integrity; original larger features such as the pergola, paved terraces, stone retaining walls, the bridge, and planting beds convey the original design. The original pond was removed, but by planting the area with grass the original shape is still recognizable. The property was designed to be sheltered from surrounding properties and highway through the retention of mature trees along the peripheries. These areas of trees remain intact and contribute to the property's design.

Capitol Car Distributors retains its integrity of setting. Although the area surrounding the property has been developed subsequent to the headquarters' construction, the trees at the property's perimeter screen the modern development and have mostly preserved its isolated feeling.

The property has integrity of materials and workmanship. The buildings' exteriors retain many of their original materials, such as the exterior walls' concrete and brick, original windows and doors, and stone-paved ramps. Sidewalks and walkways, such as those leading from the west end of the administration building to the original warehouse, have original grey stone pavers that match those used in the parking area and ramp. The garden's original pergola, retaining walls, and bridges also contribute to the property's integrity of materials and workmanship.

PG:70-95

## **Capitol Car Distributors**

Page 3

Capitol Car Distributors has integrity of feeling and association. Although no longer owned by the original owner, the property is still a corporate office building and retains much of its original character.

## Period of Significance

The property's period of significance is 1965, the date when the building was completed.

## **Boundary**

Capitol Car Distributor's historic boundary encompasses the 38.64-acre parcel, (Tax Map 0052, Parcel A) that contains the building and surrounding landscaping.

## Works Cited

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland.

New York Times. 1966. "13 Businesses Honored for their Landscaping." November 16, 1966. 27.

Washington Post. 1969. "HUD Office Honored by Trade Unit." November 20, 1969. E2.

Location: 9300 Martin Luther King Jr. Highway

City: Lanham ZND ST RIDGE ST 4TH ST Hynesboro SPRING AVE LANHAM NEW RROLLTON Lincoln Lanham, Westgate FOWLER LN ROLLING VIEW DR Buena Vista Vista Rolling View Raceway CRANDALL RO ATWEL Cherry Grove Medix S Sanford-Brow Institute. (50) (50) Ardwick Park Carsondale Springdale Springdale Gardens narden COUSINS DR loods Ardmore Tyrol Estates Royale Gardens GLENARDEN MD IMAP, USGS

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Scale: 1:24,000

ال Miles

City: Lanham

Location: 9300 Martin Luther King Jr. Highway





Administration Building Southeast Corner Looking Northwest



Administration Building Southwest Corner Looking Northeast



Administrative Building South Elevation Colonnade Looking West



View of Japanese Garden from the Administrative Building Looking Southeast

## **PHOTO LOG**

Number of Photos: 4

Name of Photographer: Katherine Watts and Mical Tawney

Date of Photographs: 2019-07-09

Location of Original Digital File: MD SHPO File Format: PG:70-95\_2019-07-09\_01.tif... etc.

Photographs inserted on continuation sheets:

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Administration Building Southeast Corner Looking Northwest

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Administration Building Southwest Corner Looking Northeast

PG;70-95\_2019-07-09\_03.TIF

Administrative Building South Elevation Colonnade Looking West

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View of Japanese Garden from the Administrative Building Looking Southeast

Page 1 of 4

Name of Property: Capitol View Park Historic District

**Location: Silver Spring (Montgomery County)** 

The Capitol View Park Historic District was previously surveyed in 1975, 1979, and 2001. In 2001, the Maryland Historical Trust concurred with the Maryland State Highway Administration that the district was eligible for listing in the National Register of Historic Places under Criteria A and C as a representative planned suburban neighborhood along the Metropolitan Branch of the B&O Railroad, illustrating popular residential building styles from its period of significance, 1887-1941. Capitol View Park Historic District has an irregular boundary due to the exclusion of infill properties. The 2001 form stated the boundary was "delineated to include all structures constructed during the period of significance."

Inventory No. M: 31-7

Date: June 14, 2019

Minor inconsistencies between the mapped boundary and the contributing property list are corrected as part of this Addendum.

The original contributing resource list includes The Castle at Forest Glen at 10 Post Office Road (Map HP652, Parcel 000, Lot 7, encompassing 0.59 acres and inventoried as MIHP No. M: 31-8-4, Castle Glen Apartments). The boundary line has been corrected to incorporate the stone walls surrounding the associated parking area south of the commercial property. The parking area for The Castle at Forest Glen is located on a separate 0.16-acre parcel on Post Office Road at Map HP562, Parcel P609. This triangular parcel is southeast of Post Office Road, north of Forest Glen Road, and southwest of Capitol View Avenue. The stone walls feature posts topped by urns and curved walls between posts of different heights to create the effect of a gateway clearly associated with The Castle at Forest Glen. The walls appear to have built in the 1920s, fitting the period of significance for the Capitol View Park Historic District.

The houses at 9715, 9717, and 9723 Capitol View Avenue are included as contributing resources but are partially or entirely outside the mapped boundary. Two of these buildings also have inaccurate addresses. The houses at 9717 and 9723 Capitol View Avenue should replace those addressed as 9711 and 9719 Capitol View Avenue, neither of which exist. The map has been corrected to show these included houses.

Along Capitol View Avenue at the district's western boundary, the boundary line cut diagonally across multiple parcels. The boundary has been corrected to reflect the contributing resource list at this location.

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew

Page 2 of 4

Name of Property: Capitol View Park Historic District

**Location: Silver Spring (Montgomery County)** 

The following corrections have been made to the list of contributing properties from 2001:

- Post Office Road Parcel P609 (parking area associated with 10 Office Road)
- 9706 Capitol View Avenue (included within the mapped boundary but not previously listed; built ca.
   1908, within period of significance)

Inventory No. M: 31-7

Date: June 14, 2019

- 9717 Capitol View Avenue (replaces 9711 Capitol View Avenue, which does not exist)
- 9723 Capitol View Avenue (replaces 9719 Capitol View Avenue, which does not exist)
- 9822 Capitol View Avenue (included within the mapped boundary but not previously listed; built ca. 1923, within period of significance)
- 10245 Capitol View Avenue (M: 31-7-14, included within the mapped boundary, but not previously listed; built ca. 1893, within period of significance)
- 10106 Day Avenue (included within the mapped boundary, but not previously listed; described as
   Trimble Estate in original form, formerly 10011 Capitol View Avenue; built ca. 1914, within period of significance)

The updated list of contributing properties to the Capitol View Park Historic District is as follows:

- 2801 Barker Street (Thomas Hahn House)
- 2910 Barker Street
- 2914 Barker Street
- 2801 Beechbank Road
- 2802 Beechbank Road
- 2804 Beechbank Road
- 2808 Beechbank Road
- 9706 Capitol View Avenue
- 9708 Capitol View Avenue
- 9710 Capitol View Avenue
- 9715 Capitol View Avenue
- 9717 Capitol View Avenue
- 9723 Capitol View Avenue
- 9808 Capitol View Avenue
- 9811 Capitol View Avenue (M: 31-7-18)
- 9816 Capitol View Avenue
- 9819 Capitol View Avenue (M: 31-7-13)
- 9822 Capitol View Avenue
- 9826 Capitol View Avenue

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew

Page 3 of 4

Name of Property: Capitol View Park Historic District

Inventory No. M: 31-7

Date: June 14, 2019

**Location: Silver Spring (Montgomery County)** 

- 9829 Capitol View Avenue (M: 31-7-54)
- 9830 Capitol View Avenue
- 9834 Capitol View Avenue (Carson House)
- 9904 Capitol View Avenue
- 9906 Capitol View Avenue
- 9907 Capitol View A venue
- 9911 Capitol View Avenue
- 9913 Capitol View Avenue
- 9921 Capitol View Avenue
- 9925 Capitol View Avenue
- 9927 Capitol View Avenue
- 10012 Capitol View Avenue (M: 31-7-2)
- 10106 Capitol View Avenue
- 10110 Capitol View Avenue
- 10122 Capitol View Avenue
- 10124 Capitol View Avenue
- 10200 Capitol View Avenue
- 10210 Capitol View Avenue
- 10212 Capitol View Avenue
- 10213 Capitol View Avenue (M: 31-7-15)
- 10220 Capitol View Avenue
- 10232 Capitol View Avenue
- 10233 Capitol View Avenue (M: 31-7-17)
- 10235 Capitol View Avenue
- 10245 Capitol View Avenue (M: 31-7-14)
- 10106 Day Avenue (Trimble Estate)
- 10109 Grant Avenue (M: 31-7-20)
- 3108 Lee Street
- 3113 Lee Street
- 3120 Lee Street (Mullett House)
- 10019 Menlo Avenue (Willson House)
- 10023 Menlo Avenue (Ireland House)
- 10203 Menlo Avenue

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew

Page 4 of 4

Name of Property: Capitol View Park Historic District

**Location: Silver Spring (Montgomery County)** 

10207 Menlo Avenue (Weiss House, M: 31-7-19; individual MIHP lists incorrect address [10209])

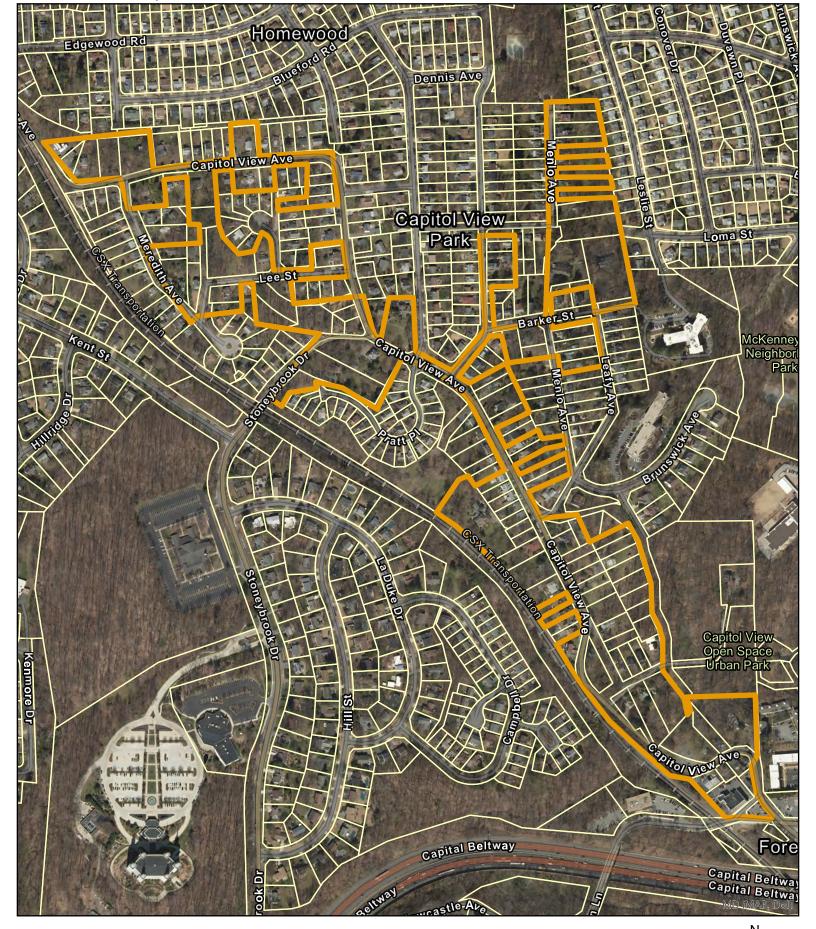
Inventory No. M: 31-7

- 10211 Menlo Avenue
- 10215 Menlo Avenue
- 10217 Menlo Avenue
- 10225 Menlo Avenue
- 10118 Meredith Street
- 10200 Meredith Street
- 10201 Meredith Street (Wolff House)
- 10203 Meredith Street
- 6 Post Office Road (M: 31-8-3)
- 10 Post Office Road (M: 31-8-4); includes associated parking area to the south at Parcel P609
- 10013 Stoneybrook Drive (M: 31-7-16)

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew Date: June 14, 2019

City: Silver Spring

Capitol View Avenue, Meredith Avenue, Pine Street, Lee Street, Stonebrook Drive, Barker Street, Menlo Avenue, Warner Avenue, Beechbank Road



# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes

		DE	TERN	IINAT	TION OF	ELIGIE	31LI'I	Y FOR	M		no	_
Property Name:	Carderock	: Springs So	outh					Inventory	Number:	M:	35-194	
					nmon Court; Barkwater C		24	Historic d	listrict:	_X_ y	res	no
City: Bethesda	a			Zip Cod	le:			County	r: Mon	itgomery	У	
USGS Quadrangle	e(s): Falls	Church										
Property Owner:	Multiple						Ta	ax Accoun	t ID Numb	er: N	Multiple	
Tax Map Parcel N	Tumber(s):	Multiple			T	ax Map N	lumber	:GN12				
Project: I-495 &	& I-270 Man	aged Lanes	Study			Ag	gency:	MDOT	SHA			
Agency Prepared	By: Dove	etail CRG										
Preparer's Name:	Danae P	eckler						Date Prep	oared: 1	2/2018		
Documentation is	presented in	: Projec	t review	and co	mpliance file	es						
Preparer's Eligibil	ity Recomm	endation:		X	Eligibility r	ecommen	ded		Elig	ibility n	ot recomm	ended
Criteria:A	B _X	C _	D	Consi	derations:	A	B	C	D	E	F	G
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Name	of the Distri	ict/Property	y:									
Invent	tory Number				Eligi	ble:	yes		Listed:		yes	
Site visit by MHT	Staff	yes	X	no	Name:					Date	»:	
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The planned resi bounded by Pers south sides. The South homeowned dwellings along southeast corner	simmon Tree resource con ers association Persimmon	Road on the Road on the Road on (Montgo Tree Road,	he west, al of 21. omery C Persimi	Tomlin 12 acres ounty P non Co	son Avenue s, of which 4 lats [MCP] 8 urt, Tomlinso	on the non.39 acres: 3477). The on Avenue	rth, and is a wo e devel e, and l	d other rest oded park opment is Barkwater	idential devolved by filled with Court. A s	velopme the Care 45 sing sign loca	ent on the ederock Spr le-family ated at the	east and ring

island. Some natural topographic features were retained along with mature trees throughout the neighborhood. Individual lots are further landscaped with grassy lawns, shrubbery, and other ornamental foliage.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_ Criteria: \_\_ A \_\_ B \_\_ C \_\_ D \_\_ E \_\_ F \_\_ G \_\_ MHT Comments:

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

**Date** 

Reviewer, National Register Program

South." The development has a naturalistic setting and is void of public sidewalks while cul-de-sacs feature a central landscaped

Description:

Carderock Springs South, advertised as the last and final section of the Carderock Springs planned residential subdivision, features four types of single-family dwellings designed by architects Keyes, Lethbridge & Condon (KLC) for developer Edmund Bennett constructed between 1967 and 1970. These Contemporary-style house types include the Overlook (Mark II), Hillcrest (Mark II and III), Pineview (Mark II and III), and Glenmore (Mark II) models, all of which are detailed in the "Subdivisions Built by Edmund Bennett and designed by Keyes, Lethbridge & Condon in Montgomery County, Maryland, 1956-1973," National Register of Historic Places (NRHP) Multiple Property Documentation (MPD) form (Gournay and Corbin Sies 2004, E-77 and E-85, Plates 41-45).

A majority of the houses in the subdivision are Pineview models, though updated versions of the Overlook and Hillcrest are equally as popular. The Glenmore model is somewhat less common given its hillside form and the gentle rolling topography of the subdivision. Most houses face the roadway from which they are accessed, although some variation is seen within the "cluster groupings" and "quad courts" (Gournay and Corbin Sies 2004, E-77). All houses in the subdivision rest on continuous poured-concrete foundations, some of which are slabs on grade. In some Overlook and Glenmore model houses, the concrete foundation is augmented by fluted concrete panels featuring rusticated or rough-edged vertical strips in keeping with the rustic natural aesthetic and use of durable materials throughout the subdivision. The frame structural systems of these dwellings are predominantly clad in a stretcher-bond brick veneer. A smaller number of houses are clad in wood siding like board-and-batten, simple-drop weatherboard, or T1-11 siding. Pineview models are predominantly clad in brick veneer with an attached garage bay clad in some type of wood siding. All houses in Carderock Springs South are covered by side-gabled roofs with wide overhanging eaves, and most feature one exterior- or interior-end brick chimney. In some houses, original metal flues indicate the placement of an interior wood-burning stove in the same location as the typical chimney stack. A majority of the roofs are clad in asphalt shingles, but two examples of cedar-shingled roofs remain at 5 Persimmon Court and 7005 Barkwater Court, though they may not be the original material.

Primary entries and other fenestration have not been substantially altered in most of the houses. The original front doors vary in design, but are all single-leaf wood doors, some with ornamental features like square panels lined by decorative trim while others are solid wood or feature three diagonally placed rectangular lights near the top. Original aluminum-framed, sliding sash windows with white wood surrounds remain a dominant visual characteristic of the neighborhood. Additions, where present, typically extend from the rear elevation of the house and are not visible from the roadway (7021 Barkwater Court and 12 Persimmon Court). The most common addition appears to be an enlarged wood deck along the rear or side elevation, most of which are not visible from the roadway. Three houses feature a small one-bay garage or carport addition to the side of the house which often matches the original in materials, while five original garage bays have been enclosed to create additional living space (7017 and 7033 Barkwater Court, 6801 and 6905 Persimmon Tree Road, and 1 Persimmon Court). The carports of several Hillcrest models have been partially framed in but continue to function as garages. Two houses have recently constructed detached garages or sheds at the rear side of the property not visible from the street, and three houses have in-ground pools visible on current satellite imagery (Google 2018).

A few houses feature alterations that have substantially changed the façade: two instances of modifications to the main entry have resulted in projecting central bays at 7016 Barkwater Court and 6913 Persimmon Tree Road, while sizeable additions have impacted the footprint and general appearance of the houses at 8304 and 8320 Tomlinson Avenue and 7000 Barkwater Court, though the design of this new construction is fairly sympathetic to the original building. Some main entry doors, window units, and wood railings along balconies have been replaced over time, but most retain original design characteristics and materials (i.e., single-leaf wood doors, overhead aluminum garage doors, or paired metal-framed, sliding sashes with white wood surrounds). One exception is the house at 7037 Barkwater Court where fenestration at the façade was altered significantly with one-over-one,

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double-hung, replacement windows and enclosure of the upper level balcony. Nearly a dozen houses in the subdivision have been painted, losing their original naturalistic color palette.

The landscape of most lots is marked by natural contours, mature trees, shrubs, ornamental ground cover, and sections of grassy lawn. Driveways typically extend from the roadway to the garage with additional pavement on one side or the other for more parking space and are often connected to the front door by similarly designed stone-paver sidewalks. About half of the lots share the same mailbox mounted on a wood stand and marked with the house number--a feature seen in other sections of Carderock Springs.

The landscape of the subdivision retains a natural setting with paved streets lacking curbs, few original streetlights (metal posts topped by a white globe), and no sidewalks (though a small stretch of sidewalk was recently added to the southeast corner of Persimmon Tree Road to facilitate access to a bus stop there). Additional small-scale streetlights, likely introduced in the 1980s, are modest in size and also can be found throughout the larger Carderock Springs neighborhood. A sign at the corner of Tomlinson Avenue and Persimmon Tree Road rests on an uncut, uncoursed, stone wall with a built-in planter topped by stacked timbers featuring "Carderock Springs South." It was likely designed by landscape architect Thurman Donovan, who was also involved in the design of the overall landscape and some individual lots (Gournay and Corbin Sies 2004, E-84). A 4.39-acre commonly owned park crosses through the subdivision in a northwest-southeast direction, connecting to the Carderock Springs Neighborhood Conservation Area (CSNCA) at the southeast corner of the subdivision. This wooded common is preserved in a natural state.

## Historic Context:

The 21.12 acres within the Carderock Springs South planned residential development was purchased by the Bennett Construction Company in 1965 and platted in August 1966 with the same 45 single-family dwelling lots and central open space configuration that remains today (Montgomery County Deed Book [MCDB] 3452, 297; MCP 8477). Identified as one of six well-preserved "visual communities" in the MPD for Bennett's subdivisions with KLC-designed houses, this development was marketed as the first "Montgomery County-approved cluster planned community," and "the final section" of the widely acclaimed Carderock Springs neighborhood situated just north of I-495 and included many similarly styled houses within a similar landscape setting (Gournay and Corbin Sies 2004, Plate 41).

Built between 1967 and 1971 during the Suburban Diversification Period (1961-1980), the four house types in Carderock Springs South illustrate Bennett's economical construction techniques and KLC's architectural expression of a "new regionalism" in a Contemporary modernist design (Gournay and Corbin Sies 2004, E-38, E-49; Manning et al. 2018). As one of two later examples of this collaboration, the neighborhood embodies Bennett's pragmatic trial and error approach in his developments, "highlighting the constant desire, on the part of the builder and his architects, to improve upon the floor plans of these suburban tract houses" (Gournay and Sies 2004, E-59). The designs for dwellings in Carderock Springs South were modified from previous models used in Carderock Springs and share similar characteristics to later houses constructed for Bennett and KLC's New Mark Commons (M: 26-40), like the use of fluted concrete panels at the lower levels of the Glenmore and Overlook models not seen in the earlier sections of Carderock Springs (Gournay and Sies 2004, E-85). Lots in Carderock Springs South were slightly smaller than those in the earlier sections of the development with two house plans decreasing slightly in size and the addition of a new "bow window motif" to the Hillcrest model's living room (Gournay and Sies 2004, E-85). Consistent patterns of landscaping on individual lots throughout the subdivision suggest that some homeowners used T.D. Donovan's landscape plans, available from the developer at a low additional cost. An example of Donovan's work, one original plan from a house in an earlier section of Carderock Springs depicted a "random flagstone walk interspersed with bushes leading from the driveway to the entrance terrace" (Gournay and Sies 2004, E-76).

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Typical of Bennett's subdivisions during this period, Carderock Springs South reflects leading design concepts in its use of cluster development, landscape preservation techniques, buried power lines, community facilities, and architectural covenants to create a picturesque and environmentally sensitive neighborhood that stood apart from the work of his contemporaries. By using cluster development techniques and reserving a large open space for passive recreation, Bennett was responding to the increasing environmental awareness of area residents. As the first locally approved cluster planned community, Carderock Springs South illustrates one of the desired goals set forth for residential development in M-NCPPC's 1964 general plan (Manning et al. 2018, C-4). Although he was not the first to have used cluster development techniques in Montgomery County, this subdivision appears to have been the first time they were officially approved for use in a single-family residential setting.

Clustering development to create larger expanses of open space had been occurring in garden apartment complexes throughout the D.C. area since the mid-1950s when Carl Freeman and landscape architect S.E. Sanders sought to preserve much of the natural topography along with mature trees to lessen new development's destructive impacts on the environment (Kelly 2012, 8-11). Bennett used similar cluster techniques in the earlier sections of Carderock Springs, where his "triad" or "quad" courts and their central landscaped islands appealed to Montgomery County planners and residents alike (Gournay and Sies 2004, E-77). Bennett also experimented with buried utility lines in the first phases of Carderock Springs, influencing Montgomery County's 1965 law requiring such work for all new subdivisions (Gournay and Corbin Sies 2004, E-44).

In addition to having localized open space, the residents in Carderock Springs South were assured membership in the communal recreation facilities of the larger Carderock Springs neighborhood, including access to its tennis and swim clubs, basketball courts, playgrounds, picnic areas, nature trails, and community center (Gournay and Corbin Sies 2004, Plate 41). In offering these shared facilities, Bennett was following recent trends in the construction of new residential communities where these communal spaces were marketed as a vehicle for inclusion and sense of belonging (Gournay and Corbin Sies 2004, Plate 41; The Washington Post 1967, E10). A leader in cultivating a "brand" identity for each of his developments, Bennett worked to lure young professionals to the subdivision as he had in the other sections of the neighborhood (The Washington Post 1967, E10). Relying heavily on market research, Bennett's efforts were in keeping with other leading developers of the period, including Carl Freeman and his "Americana" brand—initially used for single-family dwellings, but later applied to multi-family residential communities (Kelly 2012, 8-3).

To maintain the character of his subdivisions, Bennett established architectural covenants specific to each development. In April 1968, Bennett established the Carderock Springs South Homes Association, Inc., in a deed that simultaneously created provisions for membership in the organization, use and maintenance of its communal facilities, architectural controls for the subdivision, and perpetual easements over light posts and landscaping within 10 feet of all roadways (MCDB 3738, 477-486). Additional stipulations prohibited unsightly fences, temporary storage structures, and on-street parking.

## Evaluation:

Based on the "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)," Carderock Springs South retains all of the character-defining elements of a planned residential subdivision including building setbacks, scale, and architectural features reflecting the period and original streetscape design (Manning et al. 2018, E-7, E-11). As a district, Carderock Springs South also meets the registration requirements specified in the 2004 MPD as it "retains the key features of site planning, landscaping, and communal uses which are characteristic of Bennett/KLC collaboration, and the majority of houses within the subdivision... [possess] integrity of design, form, and materials to clearly identify them as representative examples of their type" (Gournay and Sies 2004, E-99).

While this development was advertised as the first approved cluster planned community in Montgomery County, the same type of

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cluster patterns had occurred elsewhere in the county, particularly in multi-family and mixed-type residential developments. Further, Bennett's initial efforts to bury power lines in the earlier sections of Carderock Springs proved to be the impetus for the change in local zoning regulations and were a local requirement by the time the South section was developed. Therefore, this subdivision is not eligible for the NRHP under Criterion A. Additional archival research did not yield any significant associations with important individuals in the past, and therefore, this resource is not eligible under Criterion B.

Typical of Bennett/KLC subdivisions, the Carderock Springs South development integrates the architecture of the buildings, streets, neighborhood and individual lot layout, with the overall landscape design to present an alternative to the "ordinary" neighborhoods constructed during the Suburban Diversification Period (Gournay and Corbin Sies 2004, E-33). (For more information about common trends and design characteristics in Planned Residential Developments during this time period, see Manning et al. 2018). The Carderock Springs South planned residential development is one of six neighborhoods identified as historically significant under Criterion C as part of the Bennett/KLC subdivisions MPD (Gournay and Corbin Sies 2004, E-4). This subdivision has not been individually recorded in the Maryland Historical Trust's (MHT) Maryland Inventory of Historic Properties (MIHP), while five such subdivisions have been recorded, including New Mark Commons (M: 26-40), Carderock Springs (M: 29-59), Kenwood Park (M: 35-156), Potomac Overlook (M: 35-157), and Flint Hill (M: 35-158).

The 2004 MPD identified four residential models for the 45 KLC-designed houses in Carderock Springs South as well as key elements of site planning, landscaping, and community amenities, including T.D. Donovan-designed signage and landscaping for some individual lots, triad courts and landscaped islands in the cul-de-sacs, and a commonly owned wooded park--all of which remain intact and in good condition (Gournay and Corbin Sies 2004, E-84-85).

For these reasons, Carderock Springs South is eligible as a district under NRHP Criterion C.

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

Although it falls within the period of significance prescribed for Montgomery County's Bennett/KLC subdivisions (1956-1973), a more specific period of significance for this resource is 1966-1971, beginning with the establishment of the park and ending when all of the houses within the subdivision were completed. The landscape and overall design characteristics of the neighborhood remain intact with a high level of historic integrity. While some of the individual houses and lot landscaping have changed over time, these alterations have not compromised the design of the individual properties. Similar modifications to houses in this development exist throughout earlier sections of Carderock Springs, likely due to the fact that exterior changes are controlled by the same Architectural Review Committee (Carderock Springs Citizens' Association 2018). Many modifications to the landscape were limited by deed restrictions established by Bennett in keeping with other properties in the older sections of Carderock Springs. Although some of the buildings have had minor modifications, they all remain recognizable as being from their period of construction and continue to contribute to Carderock Springs South's its historic significance.

The resource boundary for the Carderock Springs South subdivision includes 21.12 acres of land as it was originally platted and which remains unchanged to date (MCP 8477).

## References:

Carderock Springs Citizens' Association. 2018. Architectural Review. Accessed October 18, 2018. http://www.carderocksprings.net/article/3/architectural-review.

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Google. 2018. Google Earth [Computer Program]. Accessed September 21, 2018. http://www.google.com/earth/download/ge/agree.html

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Montgomery County Plats (MCP). Misc. years. Montgomery 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. 1967. Advertisement for Carderock Springs South. December 16, 1967. E10.

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## Carderock Springs South (M: 35-194)

## 6801–6917 Persimmon Tree Road, 1–16 Persimmon Court; 8300–8324 (even only) Tomlinson Avenue; 7000–7037 Barkwater Court Bethesda, Montgomery County, Maryland

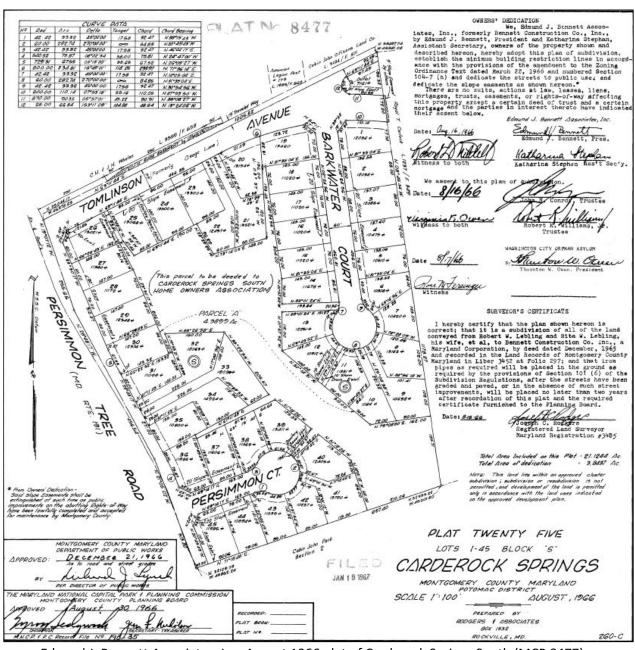
Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1 PERSIMMON CT	1968	С	
House	2 PERSIMMON CT	1968	С	
House	4 PERSIMMON CT	1968	С	
House	5 PERSIMMON CT	1968	С	
House	8 PERSIMMON CT	1968	С	
House	9 PERSIMMON CT	1968	С	
House	12 PERSIMMON CT	1968	С	
House	13 PERSIMMON CT	1968	С	
House	16 PERSIMMON CT	1968	С	
House	6801 PERSIMMON TREE RD	1968	С	
House	6805 PERSIMMON TREE RD	1968	С	
House	6809 PERSIMMON TREE RD	1968	С	
House	6813 PERSIMMON TREE RD	1968	С	
House	6817 PERSIMMON TREE RD	1968	С	
House	6821 PERSIMMON TREE RD	1968	С	
House	6901 PERSIMMON TREE RD	1968	С	
House	6905 PERSIMMON TREE RD	1968	С	
House	6909 PERSIMMON TREE RD	1968	С	
House	6913 PERSIMMON TREE RD	1968	С	
House	6917 PERSIMMON TREE RD	1968	С	
House	7000 BARKWATER CT	1969	С	
House	7001 BARKWATER CT	1969	С	
House	7004 BARKWATER CT	1969	С	
House	7005 BARKWATER CT	1969	С	
House	7008 BARKWATER CT	1969	С	
House	7009 BARKWATER CT	1969	С	
House	7013 BARKWATER CT	1969	С	
House	7016 BARKWATER CT	1969	С	
House	7017 BARKWATER CT	1969	С	
House	7020 BARKWATER CT	1969	С	
House	7021 BARKWATER CT	1969	С	

## Carderock Springs South (M: 35-194)

## 6801–6917 Persimmon Tree Road, 1–16 Persimmon Court; 8300–8324 (even only) Tomlinson Avenue; 7000–7037 Barkwater Court Bethesda, Montgomery County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7024 BARKWATER CT	1969	С	
House	7025 BARKWATER CT	1969	С	
House	7028 BARKWATER CT	1969	С	
House	7029 BARKWATER CT	1969	С	
House	7032 BARKWATER CT	1969	С	
House	7033 BARKWATER CT	1969	С	
House	7037 BARKWATER CT	1969	С	
House	8300 TOMLINSON AVE	1969	С	
House	8304 TOMLINSON AVE	1968	С	
House	8308 TOMLINSON AVE	1969	С	
House	8312 TOMLINSON AVE	1968	С	
House	8316 TOMLINSON AVE	1968	С	
House	8320 TOMLINSON AVE	1968	С	
House	8324 TOMLINSON AVE	1968	С	
Park	0 PERSIMMON TREE RD	1966	С	

### 6801–6917 Persimmon Tree Road, 1–16 Persimmon Court; 8300–8324 (even only) Tomlinson Avenue; 7000–7037 Barkwater Court Bethesda, Montgomery County, Maryland



Edward J. Bennett Associates, Inc. August 1966 plat of Carderock Springs South (MCP 8477).

Name Carderock Springs South Continuation Sheet

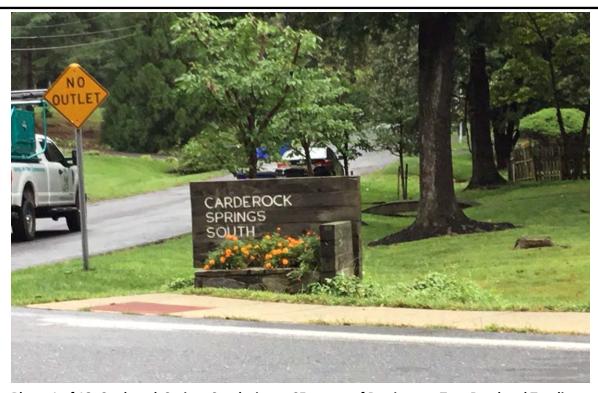


Photo 1 of 18: Carderock Springs South sign at SE corner of Persimmon Tree Road and Tomlinson Avenue.



Photo 2 of 18: View of streetscape and cul-de-sac on Persimmon Court and wooded park beyond, looking east.

Name Carderock Springs South Continuation Sheet



Photo 3 of 18: View of island in center of Barkwater Court cul-de-sac, looking south.



Photo 4 of 18: View along Barkwater Court, looking north towards Tomlinson Avenue.

Name Carderock Springs South Continuation Sheet



Photo 5 of 18: View of south elevation of 13 Persimmon Court (Overlook model), looking north.



Photo 6 of 18: View of 7004 Barkwater Court (Hillcrest model), looking southeast.

Name Carderock Springs South Continuation Sheet

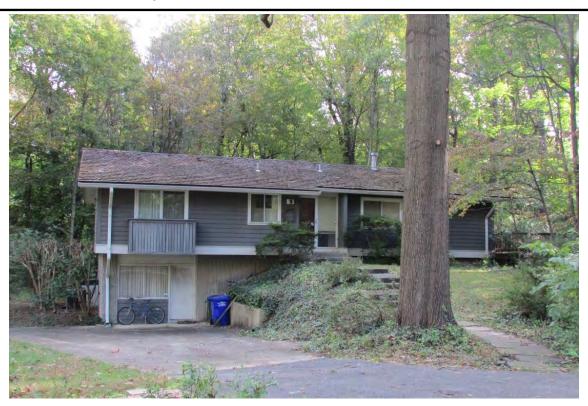


Photo 7 of 18: View of west elevation of 1 Persimmon Court (Glenmore model), looking east.



Photo 8 of 18: View of west elevation of 6909 Persimmon Tree Road (Pineview model), looking east.

Name Carderock Springs South Continuation Sheet



Photo 9 of 18: View of west elevation of 7021 Barkwater Court, looking east.



Photo 10 of 18: View of west elevation of 7029 Barkwater Court, looking east.

Name Carderock Springs South Continuation Sheet

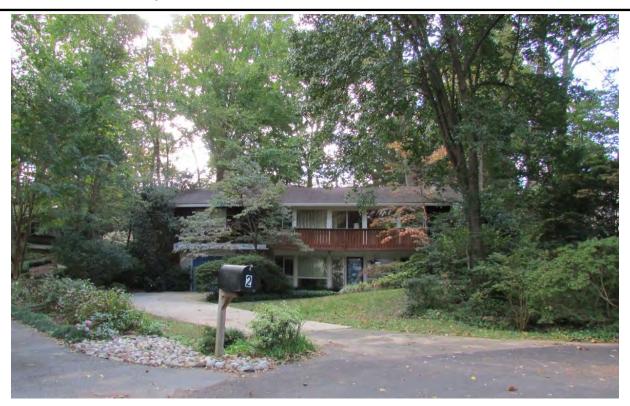


Photo 11 of 18: View of north elevation of 4 Persimmon Court, looking south.



Photo 12 of 18: View of north elevation of 16 Persimmon Court and original light post, looking south.

Name Carderock Springs South Continuation Sheet



Photo 13 of 18: View of 9 Persimmon Court showing landscape, looking northwest.



Photo 14 of 18: View of primary or north elevation of 8308 Tomlinson Avenue, looking south.

Name Carderock Springs South Continuation Sheet



Photo 15 of 18: Northeast oblique of 8316 Tomlinson Avenue, looking southwest.



Photo 16 of 18: View of communal entrance to wooded park, looking east from Persimmon Court.

Name Carderock Springs South Continuation Sheet



Photo 17 of 18: View of 6917 and 6913 Persimmon Tree Road, looking southeast.



Photo 18 of 18: View of 7024 Barkwater Court, looking north.

Name Carderock Springs South Continuation Sheet

Number Photos Page 10

#### **PHOTO LOG**

Name of Property: Carderock Springs South

Name of Photographer: Melissa Butler, Joe Blondino, and Adriana Moss

Date of Photographs: 09/10/2018

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

Photographs inserted on continuation sheets.

#### Photo 1 of 18:

View of Carderock Springs South sign at southeast corner of Persimmon Tree Road and Tomlinson Avenue.

M; 35-194\_2018-09-10\_01.tif

#### Photo 2 of 18:

View of streetscape and cul-de-sac on Persimmon Court and wooded park beyond, looking east.

M; 35-194\_2018-09-10\_02.tif

#### Photo 3 of 18:

View of island in center of Barkwater Court cul-de-sac, looking south.

M; 35-194\_2018-09-10\_03.tif

#### Photo 4 of 18:

View along Barkwater Court, looking north towards Tomlinson Avenue.

M; 35-194\_2018-09-10\_04.tif

#### Photo 5 of 18:

View of south elevation of 13 Persimmon Court (Overlook model), looking north.

M; 35-194\_2018-09-10\_05.tif

#### Photo 6 of 18:

View of 7004 Barkwater Court (Hillcrest model), looking southeast.

M; 35-194\_2018-09-10\_06.tif

#### Photo 7 of 18:

View of west elevation of 1 Persimmon Court (Glenmore model), looking east.

M; 35-194\_2018-09-10\_07.tif

#### Photo 8 of 18:

View of west elevation of 6909 Persimmon Tree Road (Pineview model), looking east.

M; 35-194\_2018-09-10\_08.tif

Inventory No M: 35-194

Name Carderock Springs South Continuation Sheet

Number Photos Page 11

#### Photo 9 of 18:

View of west elevation of 7021 Barkwater Court, looking east.

M; 35-194\_2018-09-10\_09.tif

#### Photo 10 of 18:

View of west elevation of 7029 Barkwater Court, looking east.

M; 35-194\_2018-09-10\_10.tif

#### Photo 11 of 18:

View of north elevation of 4 Persimmon Court, looking south.

M; 35-194\_2018-09-10\_11.tif

#### Photo 12 of 18:

View of north elevation of 16 Persimmon Court and original light post, looking south.

M; 35-194\_2018-09-10\_12.tif

#### Photo 13 of 18:

View of 9 Persimmon Court showing landscape, looking northwest.

M; 35-194\_2018-09-10\_13.tif

#### Photo 14 of 18:

View of primary or north elevation of 8308 Tomlinson Avenue, looking south.

M; 35-194 M; 35-194 M; 35-194\_2018-09-10\_14.tif

#### Photo 15 of 18:

Northeast oblique of 8316 Tomlinson Avenue, looking southwest.

M; 35-194\_2018-09-10\_15.tif

#### Photo 16 of 18:

View of communal entrance to wooded park, looking east from Persimmon Court.

M; 35-194\_2018-09-10\_16.tif

#### Photo 17 of 18:

View of 6917 and 6913 Persimmon Tree Road, looking southeast.

M; 35-194\_2018-09-10\_17.tif

#### Photo 18 of 18:

View of 7024 Barkwater Court, looking north.

M; 35-194\_2018-09-10\_18.tif

Inventory No M: 35-194

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes \_\_\_\_ No \_\_\_

Property Name: Carolyn Hill Apartments	Inventory Number: <u>M: 31-76</u>
Address: North of Forest Glen Road, east of Capitol View Avenue	Historic District: <u>No</u>
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: <u>HP62</u>
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA
Agency Prepared By: <u>Dovetail CRG</u>	
Preparer's Name: Mical Tawney	Date Prepared: Mar 5, 2019
$\label{eq:project_review} \textbf{Documentation is presented in: } \underline{\textbf{Project review and compliance files}}$	
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-contributin	g 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:	
Carolyn Hill Apartments, currently known as Glen Manor, Montgomery County. It is bounded by I-495 to the south, the north, Hollow Glen Place to the east, and Capitol View Apartments consists of an L-shaped apartment building for tree coverage surrounds the building, and bushes line the secondary structures.	the Glen Knolls and Glen Briar developments to w Avenue to the west. The 1.226-acre Carolyn Hill raming an adjacent asphalt parking lot. Moderate
Description:	
MARYLAND HISTORICAL TRUST REVIEW	
	recommended:
	erations:ABCDEFG
MHT Comments:	

**Reviewer, Office of Preservation Services:** 

**Reviewer, National Register Program:** 

Date:

Date:

M: 31-76

#### Carolyn Hill Apartments

Page 2

Carolyn Hill Apartments is a L-shaped garden apartment building built in 1960 during the Modern Period (1930 – 1960). The building, designed in the Modernist style, has 18 apartment units. The front of the building overlooks the parking lot, with entrances along both ells. The building is two stories tall with an exposed basement on the rear elevations. The west ell has 11 bays and the east ell has 15 bays. Windows are a combination of fixed and sliding vinyl or metal. The foundation is brick and the siding is common bond brick. The roof is flat; metal flues serve as chimneys. There are three main entrances into the building: one on the west ell, one on the east ell, and one at the elbow between the two. All provide access to interior stairwells behind two-story metal-framed window walls. Entrances, sheltered beneath rounded, flat-roofed canopies, feature fully-glazed, single-leaf, metal framed doors with wide sidelights. The entrance at the intersection of the two ells features stone veneer around the doorway. The rear elevations feature single-leaf wooden doors with cascading lights and metal storm doors.

#### **Historic Context:**

The resource was originally part of the Forest Glen Investment Company's Subdivision that was surveyed in 1887 (Montgomery County Plats [MCP] A, 17). The Carolyn Hill Apartment building was constructed in 1960 (MCP 1407 and 1148). The building is adjacent to a development historically called Glen Manor Gardens, built in 1954, which has been split into two sections that are now called Glen Knolls and Glen Briar. Although they are close in proximity, they do not share a direct history and were developed and constructed separately. Between 1973 and 1974, the L+S Investment Co. acquired Glen Manor Gardens and Carolyn Hill Apartments, converting both to condominiums and combining the two parcels into one.

No articles were found that advertised the new construction of the Carolyn Hill Apartments; however; several articles were found advertising openings in the building in the year of its construction. In February of 1960, an advertisement provides details on renting the apartment; makes note of amenities such as air conditioning, free parking, and the inclusion of utilities in the rent; and mentions the proximity to local schools and shopping (The Washington Post 1960a). It advertised one-bedroom and two-bedroom apartments; all three-bedroom apartments had already been rented. The one-bedroom was \$108.75 and the two-bedroom was \$129.95 a month (The Washington Post 1960a). By 1961, pricing for all units had increased: a one-bedroom was \$118, a two-bedroom was \$137, and a three-bedroom apartment was \$159.50 (The Evening Star 1961). The advertisements do not include the names of the developers or builders.

Newspaper articles and plats from this period suggest Carolyn Hill Apartments was renamed Glen Manor in the early 1970s, most likely when the building was purchased by L+S Investment. (The Evening Star 1975, F5). An article in July of 1974 notes that Glen Manor Gardens, inclusive of Glen Manor (Carolyn Hill Apartments), was being converted to condos: "A section of 31, one, two and three-bedroom apartments, known as Glen Manor, also are being converted, with prices from the mid-\$20,000s" (The Evening Star 1974, F12). Most advertisements from that time list Glen Manor and Glen Knoll, the townhouse complex to the north, together. An advertisement in May of 1974 notes their exclusive atmosphere, with prices for units in Glen Manor starting at \$24,200 (The Washington Post 1974, E6). Advertisements also noted that the condominiums featured refrigerators, dishwashers, central air, and proximity to local modes of transportation (The Washington Post 1974, E6).

#### **Evaluation:**

Page 3

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

Carolyn Hill Apartments is a modest and basic example of a garden apartment building from ca. 1960. The building did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the building is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Carolyn Hill Apartments is not eligible under Criterion A.

Research has not shown that the building is associated with the lives of people significant in the past, and the resource is not eligible under Criterion B.

Carolyn Hill Apartments is a late example of single-building garden apartments constructed in the Washington, DC, suburbs during the Modern Period. The building includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms, which have been altered over time. Carolyn Hill Apartments does not convey any distinctive characteristics or artistic value and is not a good example of a mid-twentieth century garden apartment building; therefore, the resource is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The building encompasses 1.226 acres and is confined to 9730, 9732, 9734, and 9736 Glen Avenue on the southern half of its current tax parcel. The apartment is north of Forest Glen Road, east of Capitol View Avenue, south of Glen Knolls and Glen Briar developments, and west of Hollow Glen Place. The boundary can also be found on Montgomery County Tax Maps HP62 and seen in Montgomery County plat records A17, 1148, 1149, 1150, 1151, 1152, and 1153.

#### References:

The Evening Star. 1961. Advertisement. May 19, 1961, B12.

- --- 1974. "Glen Knolls." July 12, 1974, F12.
- --- 1975. "Only Colonials at Carroll Park." June 21, 1975, F5.

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.

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

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

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed February 26, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html. M: 31-76

#### **Carolyn Hill Apartments**

Page 4

State Department of Assessments and Taxation (SDAT). 2019. Assorted Montgomery County Tax Records. Accessed February 26, 2019. http://sdatcert3.resiusa.org/rp\_rewrite/index.aspx?county=16.

The Washington Post. 1960a. Display Ad 121. February 21, 1960, D9.

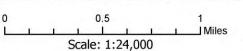
- --- 1960b. Display Ad 114. April 3, 1960, D9.
- --- 1974. Display Ad 51. May 18, 1974, E6.

#### **Carolyn Hill Apartments**

Montgomery County

Location: North of Forest Glen Road, east of Capitol View Avenue City: Silver Spring Newport Hills RUELLOR (586) REEDIE DR Wheaton Forest UNIVERSITY BLVD W NORTH WEXFORD DR PRICHARD RO KENSINGTON Glen MCMAHON RO DECATUR AVE Haven Ken Gar Glenview PERRY AVE 3 MCCOMAS AVE PLYERS MILL RO PLYERS MILL RD JENNINGS RD Plyers Mill Chestnut Kensington Heights Hills Estates PLYERS MILL RD HOMEWOODPKY EVANS PKY Homewood FERNDALE ST DENNIS AVE FAYETTE RD BLUEFORD Kensington MEDICAL PARK DARROW S Capitol View Park DUBLIN Do Sanford BRISBANE ST Chevy BELVEDERE BLVD HILDAROSE DR SOUTH ase View TILTON DR KENSINGTON ARTHUR AVE R SANFORD RD SAUL RO SHERWOOD RD FOREST FOREST GLEN RD CALVENO LIVERDOE GLEN Nort Larchmont Slige ST. CO CREEK orde Knolls Montgomery Woodside SEMINARY RD Hills Forest Linden RED OAK OR Forest INDEN LA Glen Park DALE DR Woodside HIGHLAND DR LUZERNE AVE Park CHEVY North Chevy CHASE Chase Lyttonsville SILVER Spring Woodside Hill Rosemary Rock Creek Institute COQUELIN TEA Pos Hills Knolls REYMAN DA Chevy Chase Lake Rock Creek SIL Gardens SPENCER RO EAST-WEST HWY Colonial GLENDALE RD Village MD IMAP DUNLOP'ST WASHINGTON AVE

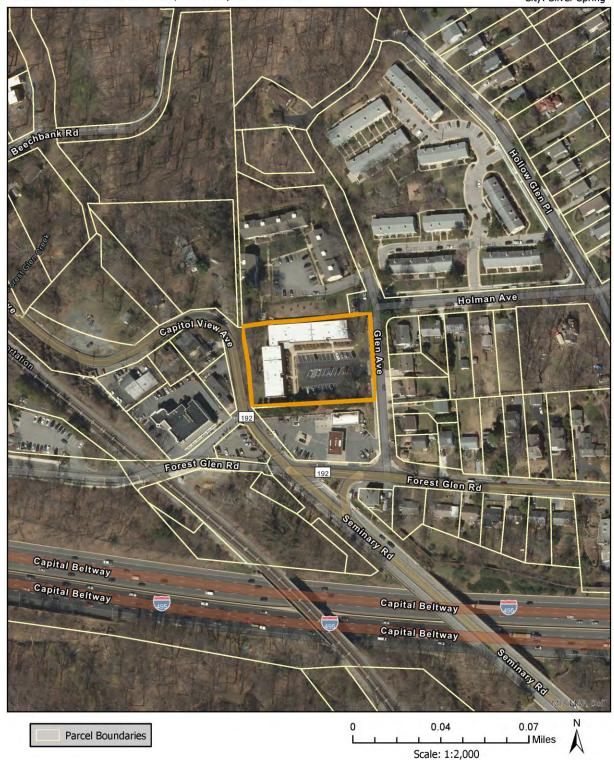
USGS 7.5' Quadrangle - Kensington



#### **Carolyn Hill Apartments**

Location: North of Forest Glen Road, east of Capitol View Avenue

Montgomery County
City: Silver Spring







Carolyn Hill Apartments entrance sign, looking northwest.



View of front elevation, looking west.



View of central entrance, looking northwest.



Window detail, looking west.

## PHOTOGRAPHS



Partial rear elevation, looking south.

#### Carolyn Hill Apartments

#### M: 31-76

**PHOTO LOG** 

Number of Photos: 5

Name of Photographer: Katherine Watts

Date of Photographs: 2018-11-14

Location of Original Digital File: MD SHPO File Format: M: 31-76\_2018-11-14\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Carolyn Hill Apartments entrance sign, looking northwest.

02.tif

View of front elevation, looking west.

03.tif

View of central entrance, looking northwest.

04.tif

Window detail, looking west.

05.tif

Partial rear elevation, looking south.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes	_
No	

Property Name: <u>Carrollan</u>	Inventory Number: PG:69.70					
· · · · · · · · · · · · · · · · · · ·	Inventory Number: PG:69-70					
Address: 5345 85th Avenue	Historic District: No					
City: <u>Hyattsville</u> Zip Code: <u>20784</u>	County: Prince George's					
USGS Quadrangle(s): <u>Lanham</u>						
Property Owner: <u>PG Hilltop Owner</u>	Tax Account ID: <u>20-2258234, 20-2218154</u>					
Tax Map Parcel(s): Multiple	Tax Map: <u>0044</u>					
Project: <u>I-495 &amp; I-270 Managed Lanes Study</u>	Agency: MDOT SHA					
Agency Prepared By: <u>Dovetail CRG</u>						
Preparer's Name: Melissa Butler	Date Prepared: May 28, 2019					
Documentation is presented in: <u>Project review and compliance files</u>						
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-contributin	ng 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:						
Carrollan, now called Hilltop Apartments, is an approximately 12-acre garden apartment complex in New Carrollton. It is bounded by Carrollon Manor apartments on the north, the New Carrollton Metro Station on the east and 85th Avenue on the west. The apartment complex comprises 12 buildings arranged in staggered groupings and is accessed by three points, two of which connect to form a loop, on 85th Avenue and lead to linear, asphalt parking areas associated with the apartment units. Two pools and pool sheds/restrooms are located east of the apartment buildings. A new wood sign on a stone base flanked by two flag poles, which reads "Hilltop Apartments," is situated at the middle vehicular entrance to the complex. Lampposts illuminate the parking areas around the complex. Sidewalks line the perimeter of						
MARYLAND HISTORICAL TRUST REVIEW						
	recommended:					
	erations:ABCDEFG					
MHT Comments:						
Reviewer, Office of Preservation Services:	Date:					

**Reviewer, National Register Program:** 

Date:

PG:69-70 Carrollan

Page 2

each building and connect to the driveways and parking lot. The resource has grassy lawns and moderate tree coverage.

#### Description:

Carrollan is a garden apartment complex constructed in two phases between 1963 and 1964 during the Suburban Diversification Period (1961-1980). Both the earlier, northern section and later, southern section share similar architectural characteristics. The complex features 12 residential buildings composed of two to four staggered attached sections that are two to three stories tall and three to five bays wide. All buildings are covered in stretcher-bond brick veneer with sections of aluminum or vinyl siding. Roofs are side gabled and covered by asphalt shingles, with occasional three-bay, front-gable projections. Each building features small, rectangular, metal flues.

A central primary entrance bay on each building's façade provides access to individual apartments through a two-story, open, interior stairwell. These stairwells are partially sheltered by a fabric awning displaying the section's address. Original windows are metal-frame sliding units. Units that have balcony or patio access have secondary entrances, filled by a single-leaf, metal-frame, glass door with screen door. Balconies are lined with a metal rail.

Secondary buildings include two sheds located on the eastern central portion of the property. Both circa-2010, front-gabled sheds are situated on a concrete slab foundation and have structural systems clad in T1-11 siding. They are accessed by double-leaf, wood doors.

Two circa-1964 pools and adjoining pool houses, enclosed with metal fencing around the pool deck perimeter, are located within the apartment complex, one in the north phase and the other in the south phase. The north pool house, a side-gabled, one-story, four-bay building, is accessed via a single-leaf, metal and glass door with single-light side-lights on the northern elevation. A secondary pool building, also constructed circa-1964, is located on the southern end of this pool deck, and is a one-story, two-bay, flat-roof building with engaged entryways on the east and west sides of the north elevation. The south pool has a one-story, flat-roof pool building, located on the southwest side of the pool deck. The south pool, pool building, and pool deck are surrounded by a metal fence. A circa-2009 playground is located north of the northeast pool (Nationwide Environmental Title Research (NETR) 2007, 2009).

Two metal trash receptacles are located on the eastern central portion of the complex. They rest on a concrete pad and are surrounded by wood fence on three sides.

#### **Historic Context:**

In 1960, Maxbee Investments, Inc., run by Edward J. Cook, purchased 41.06 acres in separate transactions from Humphrey Beckett, et al., and from Richard F. and Helen Katherine Downes (Prince George's County Deed Book 2439, 114; 2434, 117). Maxbee Investments, Inc., platted the first seven parcels of Carrollan in March 1961, and an additional parcel called Parcel 9 was platted in 1964 (Prince George's County Plat Book [PGCPB] WWW 40, 26). Koch and Kehoe of Bethesda was selected to construct the apartment complex (The Evening Star 1961a, B-4).

PG:69-70

Carrollan

Page 3

In 1963, Carrollan opened with three different models: a one-bedroom unit at \$118.50 per month, a one-bedroom with den at \$128.50, and a two-bedroom unit at \$137.50, some of which allowed pets (The Evening Star 1963a, D-11). Advertisements emphasized the convenience of the apartments' proximity to the National Aeronautics and Space Administration (NASA) Goddard Space Flight Center (The Evening Star 1963a, D-11). Plans for the apartment complex's expansion to the south were already underway during the construction of the northern section. Parcel 9 of Carrollan was platted in 1964 by David A. Sills, Sam Novak, and Howard Bernstein, partners in Kim Associates, a development firm involved with the Carrollan enterprise, who acquired the land from Samuel and Lena Rosenkroff and Edward R. Cook (PCGPB A-5239, PGCDB 2959,97; 2941, 647). Construction of the complex was complete by the end of 1964 (NETR 1964).

Over the next few decades, the apartment complex changed management groups several times, and it is unclear when the name changed to Hilltop Apartments (PGCDB 2452, 432; 23160, 521; 1672, 652). Cambridge Crossing Investment, LLC, conveyed the property to PG Hilltop Owner, LLC, in December 2016 (PGCDB 38839, 316). A fire in September 2018 caused \$2.2 million in damages to a portion of the apartment complex and displaced about 130 residents (Bui 2018). PG Hilltop Owner, LLC, continues to own the property, which is managed by Quest Management Group, LLC.

Research suggests Maxbee Investments, Inc., was not involved in other developments in the region. Builders Koch and Kehoe were experienced in apartment construction, including the Wilson Bridge Apartments and Holly Hill Apartments (PG:75A-72) in Prince George's County and Falls Plaza Apartments in Virginia (The Evening Star 1961b, 31; 1963b, 27)

#### **Evaluation:**

Carrollan was evaluated as a garden apartment complex of the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Carrollan is a modest and basic example of a garden apartment complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the building is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore Carrollan is not eligible under Criterion A.

Maxbee Investments, Inc., and Kim Associates were moderate-scale residential and commercial real estate developers active in the Washington, D.C., region during the Suburban Diversification Period, but research indicates their efforts did not have a significant influence on suburban development in Maryland. Likewise, Koch and Kehoe were not known to have a significant influence on suburban design trends or development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a garden apartment complex, Carrollan includes standard features typical of the period. It is not the work of master architects and exhibits common materials, forms, and stylistic details. Carrollan is a

Page 4

common example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. Carrollan not evaluated under Criterion D.

The property encompasses approximately 12 acres and is confined to the current property tax parcels, which can be found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat records WWW 40, 26; and A-5239.

#### References:

Bui, Lynh. 2018. "Woman Upset with Boyfriend Set Bedsheets on Fire, Igniting Blaze that Displaced 130 People, Officials Say." The Washington Post. October 5, 2018.

https://www.washingtonpost.com/local/public-safety/woman-upset-with-ex-boyfriend-set-three-alarm-fire-that-displaced-130-people-fire-officials-say/.

The Evening Star. 1961a. "Maxbee Announces Carrollan Builder." March 4, 1961, B-4.

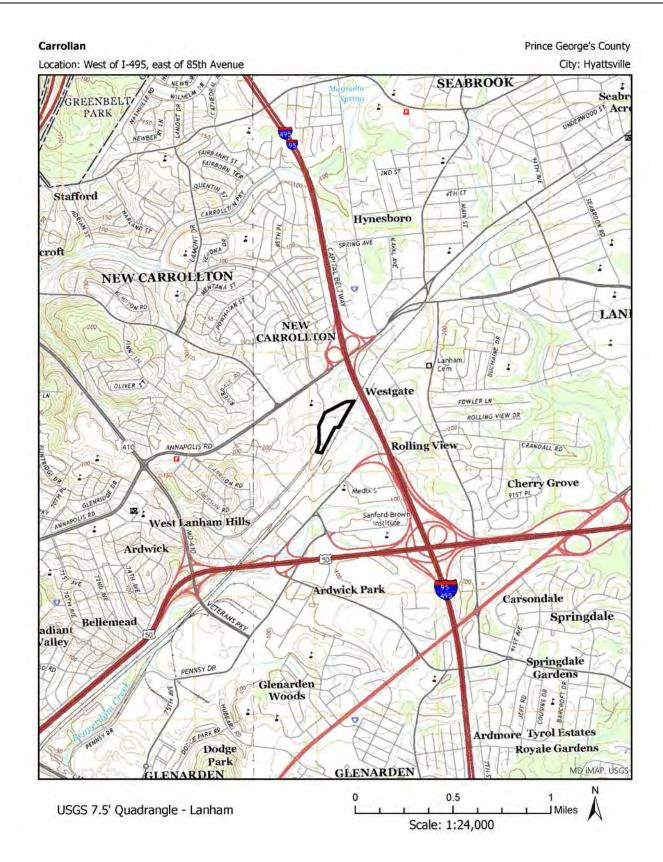
- ---1961b. "New Apartment Construction Set." August 5, 1961, 31.
- ---1963a. "Carrollan." August 14, 1963, D-11.
- ---1963b. "New Apartments Underway." August 24, 1963, 27.

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

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

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 20, 2019. http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html.



Carrollan Prince George's County

Location: West of I-495, east of 85th Avenue City: Hyattsville 0.1 \_\_ Miles 0.05 Parcel Boundaries

Scale: 1:3,000



Southernmost building in complex, 5289-5293, facing southwest.



View of building 5299 facing northwest.



Entry detail of building 5295.



View of entry sign from 85th Avenue, facing east.



View of storage sheds, facing southeast.



View of pool area, facing southwest.

PG:69-70 Carrollan PHOTOGRAPHS



View of parking area on the eastern portion of complex, facing north.

PG:69-70 Carrollan

#### **PHOTO LOG**

Number of Photos: 7

Name of Photographer: **Mical Tawney** Date of Photographs: **2019-01-09** 

Location of Original Digital File: MD SHPO File Format: PG:69-70\_2019-01-09\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Southernmost building in complex, 5289-5293, facing southwest.

02.tif

View of building 5299 facing northwest.

03.tif

Entry detail of building 5295.

04.tif

View of entry sign from 85th Avenue, facing east.

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View of storage sheds, facing southeast.

06.tif

View of pool area, facing southwest.

07.tif

View of parking area on the eastern portion of complex, facing north.

## MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

Inventory Number: PG:69-69

Property Name: Carrollan Manor Apartments

NR Eligible: Yes _	
No	

Address: 8614-8615 Annapolis Road	Historic District: No										
City: <u>Hyattsville</u> Zip Code: <u>20784</u>	County: Prince George's										
USGS Quadrangle(s): <u>Lanham</u>											
Property Owner: <u>HGLC Associates</u>	Tax Account ID: 20-2245249 and 20-2245231										
Tax Map Parcel(s): 0000	Tax Map: <u>0044</u>										
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA										
Agency Prepared By: <u>Dovetail CRG</u>											
Preparer's Name: Adriana Moss Date Prepared: Mar 28, 2019											
Documentation is presented in: Project review and cor	npliance files										
Preparer's Eligibility Recommendation: Not Recommen	nded_										
Criteria: A B C D											
Considerations: A B C D E F G											
Complete if the property is a contributing or n	on-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:											
Carrollan Manor Apartments, currently named Carrollon Manor Apartments, is a garden apartment complex located at 8416 Annapolis Road (Route 450) on a 7.8-acre lot in New Carrollton. It is bounded by a heavily-wooded tract and I-495 to the east, Annapolis Road to the north, 85th Avenue to the west, and the Hilltop Apartments to the south. The apartment complex consists of 15 buildings, some of which are partially connected, a playground, a pool facility, and fenced trash enclosures. The pool facility consists of an in-ground swimming pool, a wading pool, a pool house, and several lampposts enclosed by metal fencing. The complex is accessed by two points on 85th Avenue that lead to linear, asphalt parking areas. A wood sign is situated at the southern vehicular entrance to the complex and another wood sign is set on the north side of the pool house; both read "Carrollon Manor Apartments."											
MARYLAND HISTORICAL TRUST REVIEW											
	Eligibility not recommended:										
Criteria: A B CD  MHT Comments:	Considerations: A B C D E F G										
With Comments.											
Reviewer, Office of Preservation Services:	Date:										
Reviewer, National Register Program:	Date:										

PG:69-69

### **Carrollan Manor Apartments**

Page 2

Poured-concrete walkways traverse manicured grass lawns with scattered mature trees and connect buildings to parking areas. Apartment buildings are occasionally lined by plantings and bushes. Portions of the complex property boundaries are lined by metal chain-link fencing.

### Description:

Carrollan Manor Apartments is a garden apartment complex constructed in 1964 during the Suburban Diversification Period (1961-1980). The complex is composed of 15 linear apartment buildings, some of which are partially connected, laid out in various configurations, including U-shapes and staggered diagonals. The three-story buildings are six to eight bays wide, sit on a continuous foundation, and are clad in stretcher-bond brick veneer with T1-11 siding set between window bays, mainly on the primary elevations. Apartments feature open balconies and ground-floor patios. Mechanical equipment areas for each apartment, typically next to the balconies, feature brick ventilation screens with protruding headers. Roofs are side-gabled with open eaves. Interior-slope, metal-clad chimneys pierce the roof.

Two primary entrances on each building's façade provide access to individual apartments through an interior stairwell and contain a single-leaf, metal-frame, glass door flanked by metal-frame sidelights with a transom above that stretches to the roof eave. The entrances are framed by protruding brick walls and feature a cloth awning with the building address number. Original windows are metal-frame sliding units. Metal balconies and concrete patios are accessed via glass, metal-frame sliding doors. Balconies are lined with a metal rail.

The pool facility, enclosed in metal fencing, was constructed in 1964 and features an in-ground concrete pool, a wading pool, and a pool house. It is located in the northeast portion of the complex. The one-story pool house is clad in the same materials as the apartment buildings and covered by a flat roof with metal coping and wide eaves. The primary (east) elevation contains a recessed entrance comprising three single-leaf, metal doors. Fixed or awning, metal-frame windows are set beneath the roof eave on the façade.

Although the playground area location to the west of buildings 5429 to 5435 appears to be contemporary with the remainder of the complex, the metal equipment appears to be new. Several metal and wood benches are set around the playground.

Circa-1980 trash enclosures are scattered throughout the complex. They are either fully enclosed by metal chain-link fencing or partially enclosed by wood fencing.

### **Historic Context:**

In 1963, the Builders and Developers Corporation sold an approximately 7.8-acre tract to developers David L. Stearman and William Kaplan (Prince George's County Deed Book [PGCDB] 2793, 612). Stearman and Kaplan platted this lot as Parcel 8 of the Carrollan subdivision in September 1963; the first seven parcels of the neighborhood, situated to the south of the current resource and filled by Carrollan Gardens and Hilltop Apartments, were platted by Maxbee Investments, Incorporated in March 1961 (Prince George's County Plat Book [PGCPB] WWW 40, 26; WWW 49, 21). Research has shown no relationship between Maxbee and Stearman and Kaplan.

### **Carrollan Manor Apartments**

Page 3

Construction on the Carrollan Manor Apartments was completed by 1964, and advertisements for a formal opening and immediate availability appeared by November of that year (Nationwide Environmental Title Research, LLC 1964; The Washington Post and Times Herald 1964, C10).

Initial advertising touted luxury garden apartments with modern kitchens with General Electric appliances, laundry facilities in every building, and concrete balconies and patios in the one-, two-, or three-bedroom configuration. Units ranged in price from \$118 for a one-bedroom to \$173 for a three-bedroom per month with all utilities included (The Washington Post and Times Herald 1964, C10). Advertisements noted the swimming pool and its proximity to I-495 and the convenience of travel to College Park, Bethesda, Washington, D.C., and Northern Virginia. No architect was named in any of the advertisements.

William Kaplan, a Washington, D.C., native, formed a residential construction company with his brother-in-law, David L. Stearman, in 1954 (The Washington Post 2009, C10). The company, Stearman and Kaplan, operated for 30 years and built 2,000 houses, apartment buildings, and townhouses throughout the Washington, D.C., region. Examples include the Ben Mor high-rise apartments in Chillum, Regency Estates in Potomac, and Fernwood Estates in Bethesda (The Evening Star 1961, 32; 1963, 32; The Washington Post and Times Herald 1965, L12). Research did not uncover any additional information regarding David L. Stearman or William Kaplan.

In 1969, the apartment complex was sold to Jerome S. Murray for \$2,037,000 (The Washington Post and Times Herald 1968, D6). Prices rose slightly to \$149 for a one-bedroom apartment around 1970 and by 1989, apartments were advertised for rent starting at \$510 per month (The Evening Star 1970, 25; The Washington Post 1989, C29). In December 1980, a two-alarm fire broke out in one of the apartment buildings in the complex which caused \$310,000 worth of damage to 10 of the buildings (Burgess Post 1980, B7). Currently, the complex is owned by HGLC Associates (PGCDB 5400, 186). It is not clear when the name was changed to Carrollon Manor Apartments. Recent rental rates range from \$1,198 for a one-bedroom unit to \$1,780 for a three-bedroom unit (Carrollon Manor Apartments 2009).

### **Evaluation:**

Carrollan Manor Apartments was evaluated as a garden apartment complex constructed in the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Carrollan Manor Apartments is a modest and basic example of a garden apartment building complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Carrollan Manor Apartments is not eligible under Criterion A.

Stearman and Kaplan worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a garden apartment complex, Carrollan Manor Apartments includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms. Carrollan Manor Apartments does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 7.8 acres and is confined to the current property tax parcels 20-2245249 and 20-2245231, which can be found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat in book WWW 49, page 21.

### References:

Burgess, John. 1980. "Fire Routs 26 Families in Apartments." The Washington Post. December 14, 1980, B7.

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The Evening Star. 1961. "Builders Buy Fernwood Tract." June 24, 1961, 32.

- --- 1963. "Kaplan and Stearman Buy Lots at Potomac." October 12, 1963, 32.
- --- 1970. Apartment Complex Advertisement. January 16, 1970, 25.

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

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed March 20, 2019. https://www.historicaerials.com/viewer.

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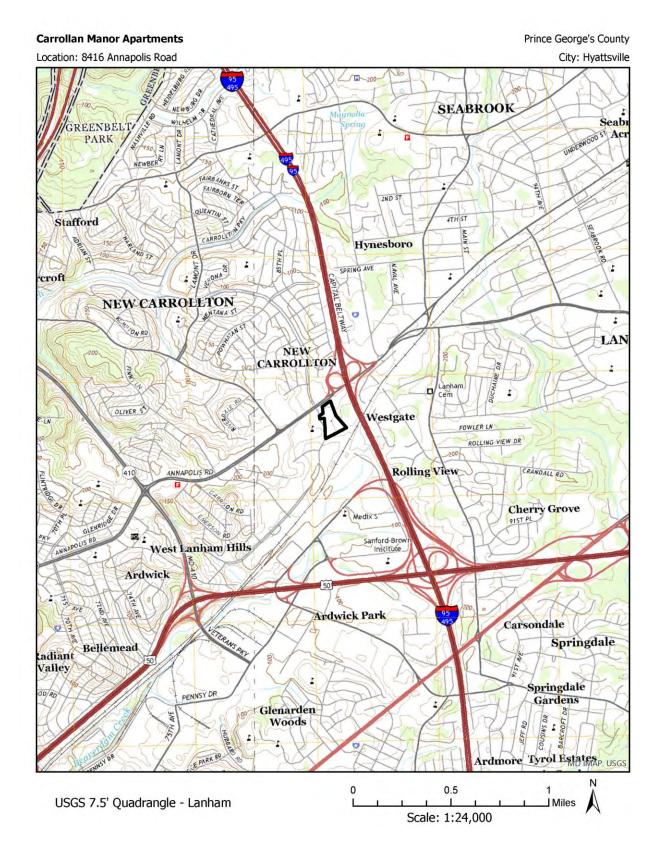
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. http://plats.net/pages/plats.aspx?cid=PG.

The Washington Post. 1989. Classified Ad 14. January 21, 1989, C29.

--- 2009. Obituaries. February 22, 2009, C10.

The Washington Post and Times Herald. 1964. "Formal Opening, Carrollan Manor." November 7, 1964, C10.

- --- 1965. "Ben More Apartments Completed." May 23, 1965, L12.
- --- 1968. "Recent Washington Area Realty Transfers." June 28, 1969, D6.



**Carrollan Manor Apartments** 

Location: 8416 Annapolis Road

Prince George's County City: Hyattsville



Scale: 1:2,000



Building 5441-5451, looking east.



Buildings 8625-8629 and pool, looking west.



Buildings 8625-8629 and pool house, looking northwest.



Detail of primary entrance on building 5431, looking west.





Buildings 5425-5437 and playground, looking southeast.



Rear of buildings in southern portion of complex, looking northeast from Hilltop Apartments.



Signage on 85th Avenue, looking north.

### PG:69-69

### **Carrollan Manor Apartments**

### **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: PG:69-69\_2019-03-18\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Building 5441-5451, looking east.

02.tif

Buildings 8625-8629 and pool, looking west.

03.tif

Buildings 8625-8629 and pool house, looking northwest.

04.tif

Detail of primary entrance on building 5431, looking west.

05.tif

Buildings 5441-5445 and trash enclosure, looking northwest.

06.tif

Buildings 5425-5437 and playground, looking southeast.

07.tif

Rear of buildings in southern portion of complex, looking northeast from Hilltop Apartments.

08.tif

Signage on 85th Avenue, looking north.

## MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes	_
No	

Property Name: Carsondale	Inventory Number: PG:73-36				
Address: East of Whitfield Chapel Road, south of I-495, north of Martin	n Luther King Jr. Highway Historic District: Yes				
City: <u>Lanham</u> Zip Code: <u>20706</u>	County: Prince George's				
USGS Quadrangle(s): <u>Lanham</u>					
Property Owner: <u>Multiple</u>	Tax Account ID: Multiple				
Tax Map Parcel(s): Multiple	Tax Map: <u>0052</u>				
Project: I-495 & I-270 Managed Lanes Study	Agency: MDOT SHA				
Agency Prepared By: <u>Dovetail CRG</u>					
Preparer's Name: Melissa Butler	Date Prepared: May 21, 2019				
Documentation is presented in: <u>Project review and compliance files</u>					
Preparer's Eligibility Recommendation: Recommended					
Criteria: <u>X</u> 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:					
Carsondale is a planned residential development located east of I-495 Martin Luther King Jr. Highway in Lanham. The subdivision is approxin lots ranging between 0.17 and 0.31 acre. Carsondale Park, an approxin subdivision. There are four curvilinear streets (Wallace Road, 91st Plac sidewalks. The lots are either evenly graded or moderately sloped, and and fenced yards. All lots feature a paved-asphalt or concrete drivewal	nately 35.1 acres and contains single-family dwellings on mately 4.3-acre recreational area, is on the east side of the ce, Varnum Street, and Volta Street) with curbs and d the manicured lawns feature light tree coverage, bushes,				
Description:					
Carsondale is a planned residential development comprising single-far several dwellings (9002-9013 Wallace Road) constructed between 196					
MARYLAND HISTORICAL TRUST REVIEW					
Eligibility recommended: Eligibility not re					
	ations:ABCDEFG				
MHT Comments:					
Reviewer, Office of Preservation Services:	Date:				

Reviewer, National Register Program:

Date:

PG:73-36 Carsondale

Page 2

form, with one base model replicated throughout the subdivision. The brick houses on Wallace Road vary from this base model as they were constructed later.

Most dwellings in Carsondale have central façade entrances with a single-leaf wood or fiberglass door and storm door. Entrances are accessed by a concrete stoop. Original windows are one-over-one, aluminum-frame, double-hung-sash windows, and aluminum tripartite windows; however, many houses have vinyl replacement windows, sometimes with faux muntins.

The most prevalent house model in Carsondale (distinct from those on the west end of Wallace Road) is three bays wide and one story tall. These houses have a central entrance flanked by a ribbon of three sliding windows on one side and a bay window or picture window on the other side. Paneled or louvered shutters are common. A few houses have an attached carport. Although rare, additions are typically at the rear or side elevation and in scale with the building's core. The houses are clad in a variety of materials, including stretcher-bond brick veneer, stone veneer, vinyl or aluminum siding, or a combination of materials. Most houses have a single brick interior-slope chimney or exterior-end chimney set along a side or rear elevation.

Dwellings on the west end of Wallace Road, constructed by Arthur August, are four bays wide and sit atop a basement, depending on slope. Entrances may be off-center or in an end bay. This group of dwellings is clad in stretcher-bond brick veneer. Roofs are side gabled and sheathed in asphalt shingles, and some dwellings have a front-gabled peak above the primary entry. Most houses have a single brick interior-slope chimney or exterior-end chimney set along a side or rear elevation.

Carsondale Park, at the east end of Varnum Street, includes two tennis courts, a basketball court, a playground, and a short asphalt loop trail with exercise equipment. A pyramidal-roofed picnic pavilion adjoins the playground, east of the basketball court. A small brick utility building, owned by the Washington Suburban Sanitary Commission and surrounded by a chain link fence, stands west of the park at the entrance from Varnum Road.

### **Historic Context:**

In 1951, Louis and Ruth Bowdler conveyed 81.34 acres to Spiller Homes, Inc., a New York-based real estate development corporation. Spiller Homes, Inc., changed their name to Carsondale Homes, Inc., in early 1952. Carsondale was platted in 1952 by Jeremiah C. Ingersoll, president of Carsondale Homes, Inc. (Prince George's County Plat Book [PGCPB] A-2390; A-2204). Little is known about Ingersoll, except that he was a veteran of World War II and a real estate developer from New York (The New York Times 1961, 43). By 1954, Isidore Frank was president of the company (Prince George's County Deed Book [PGCDB] 1639, 48-49; PGCPB A-2390; A-2204;). In August 1954, the land was conveyed to The District Corporation, run by Clarence Dodge and Edward A. Allnut (PGCPB WWW 26, 71; PGDB WWW 1763, 119).

Carsondale was platted in five sections, three of which were built. Advertised as a new suburban community of detached homes, Carsondale was the first community in the Washington, D.C., area in which African American service members could finance a home using the zero-down payment, low interest Veterans Administration (VA) loans established by the G.I Bill. The development was backed by the Metropolitan Life Insurance Company, in association with the Weaver Brother's financial company, and was described in newspaper articles as the "first large detached housing project to receive VA-guaranteed financing for colored families in the Washington area" (The Evening Star 1954, B-2). The District Corporation, run by Clarence Dodge and Edward A. Allnut in association with E. W. Pittman, was responsible for construction, and John M. Walton and Dennis W. Madden were project architects (The Evening Star 1955, B-6). Clarence Dodge was a moderate-scale real estate developer in the Washington, D.C., suburban area, and was most closely associated with a different firm, Weaver Brothers, Inc. (The Washington Post 1957, B5). Walton and Madden established a joint architecture firm in 1954 and designed residential and institutional buildings throughout Prince George's County, including the campus of Prince George's Community College, and libraries in Bowie, Adelphi, and Greenbelt (The Washington Post, Times Herald 1969, D24).

The District Corporation initially proposed 230 homes in 1954, and construction began in 1955. The subdivision was originally planned to occupy 81 acres, including a four-acre shopping center that was never developed. By 1956, only 72 out of 95 homes constructed were occupied, and the number of houses proposed had been reduced to 215 (The Evening Star 1956, B-5).

In advertisements, Carsondale was promoted as "Washington's outstanding colored community" (The Washington Post and Times Herald 1956a, 18; 1956b, 20). Houses were priced from \$11,750 to \$13,200, and newspaper advertisements promised no

PG:73-36 Carsondale

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money down offers for qualified veterans and similarly attractive deals for civilians (The Washington Post and Times Herald 1956a, 18; 1956b, 20).

Advertisements for the three-bedroom ramblers show minimal amenities compared to other similar subdivisions, but the houses did include tiled bathrooms, dining areas, sliding-door closets, oak hardwood floors, outdoor storage room, and 52-gallon capacity electric water heaters (The Washington Post and Times Herald 1956a, 18; 1956b, 20).

Carsondale Park, located east of the residential subdivision, was not part of the original development plans. In 1960, the 4.3-acre park was planned as a part of a \$3.3 million land purchase made by Prince George's and Montgomery counties as a part of a dual-county recreation program expansion and was constructed shortly after (Willard 1960, B4). The exact construction date of the park could not be determined, but it appears on USGS maps by 1966.

### Evaluation:

Carsondale 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 (NRHP) Criteria A, B, and C.

Carsondale is one of the earliest examples of a development advertised to African American veterans in the early 1950s, and the first to offer financing through VA loans. In the decade following World War II, much of the Washington, D.C., suburban area was governed by restrictive covenants that prohibited, formally or informally, African Americans from buying property in certain areas. Carsondale served an important purpose in making housing available for African Americans in Prince George's County and is one of few communities advertised to African Americans during the 1950s. Therefore, Carsondale is eligible under Criterion A.

The individuals behind Spiller Homes, Inc., which became Carsondale Homes, Inc., in 1952, were based in New York and invested in Maryland's suburbs for a short period of time. They were involved with few developments and had no significant influence on suburbanization in Maryland. Arthur August, builder of the dwellings on the west side of Wallace Road, was a small-scale builder-developer in the Washington, D.C. suburban area, and had no significant influence on suburbanization in Maryland. The District Corporation, which was responsible for the construction of Carsondale, excluding the west end of Wallace Road, was a small-scale residential development company. Architects Walton and Madden designed residential and institutional buildings in Prince George's County and the surrounding area. Carsondale, as a small residential development, is not the most significant example of their work. 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.

Carsondale was the first planned residential development in Prince George's County VA loans available for African American families. However, aesthetically the subdivision is not an exemplary or unique example of its resource type. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, Carsondale was not evaluated under Criterion D.

Based on the evaluated Criteria, Carsondale is eligible for listing in the NRHP with a period of significance of 1955-1962, encompassing initial construction to the sale of the last dwelling.

Within Carsondale, there have been minimal alterations to the development and dwellings, and the resource maintains integrity of feeling, location, design, setting, materials, workmanship, and association. While many individual dwellings have been modified over time with replacement windows and siding, the dwellings continue to function as single-family houses and remain in their original locations. The additions, replacement materials, and infill minimally impact the overall aesthetic of the community and its historic integrity of design and workmanship.

Contributing buildings were built within the period of significance and remain recognizable as being from that period. Roads within Carsondale are curvilinear and are lined with sidewalks, reflecting a unifying design. Landscaping throughout Carsondale is in keeping with the scale of the development. Individual dwellings retain integrity of setting, feeling, association, location, design, and workmanship. Character defining features of dwellings within Carsondale include one-story, side-gabled forms, consistent set-backs, pedestrian-friendly sidewalks throughout the neighborhood, and cohesive architectural style.

PG:73-36 Carsondale

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While minor modifications, such as the replacement of windows, doors, and siding, have resulted in minimal loss of integrity of material, they have not affected the overall feeling of the neighborhood. As a result, all dwellings within Carsondale are contributing, including those on the west end of Wallace Road, as they were also available to African American families with VA financing. Carsondale Park was planned separately from Carsondale as part of a county-wide recreation initiative and is not associated with Carsondale's significance as the first community with VA financing available to African Americans; it is not included as a contributing resource. A complete list is included as part of this DOE.

Carsondale encompasses approximately 35.1 acres east I-495 and northwest of Martin Luther King Jr. Highway. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0052 and on Prince George's County plat records 24, 38; 24, 39.

### References:

The Evening Star. 1954. "Metropolitan Finances Projects for Colored Vets." December 11, 1954. B-2.

- --- 1955. "Prince Georges Okay Projects." December 17, 1955. B-6.
- --- 1956. "More Homes Under Roof in Carsondale." August 25, 1956. B-5.

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

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed February 8, 2019. http://www.mdlandrec.net/.

Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. http://www.mdlandrec.net/.

The New York Times. 1961. "Jeremiah C. Ingersoll is Dead." December 13, 1961. 43.

The Washington Post and Times Herald. 1956a. "Carsondale." September 8, 1956. 18.

- --- 1956b. "Carsondale." July 7, 1956. 20.
- --- 1957. "660,500 Estate Left by Clarence Dodge." April 24, 1957. B5.
- --- 1969. "Architecture Firms Merge." May 3, 1969. D24.

Willard, Harold M. 1960. The Washington Post, Times Herald. "Suburban Planners ask \$6.5 Million for Parks." February 17, 1960. B4.

# Carsondale (PG:73-36) Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place Carsondale, Prince George's County, Maryland

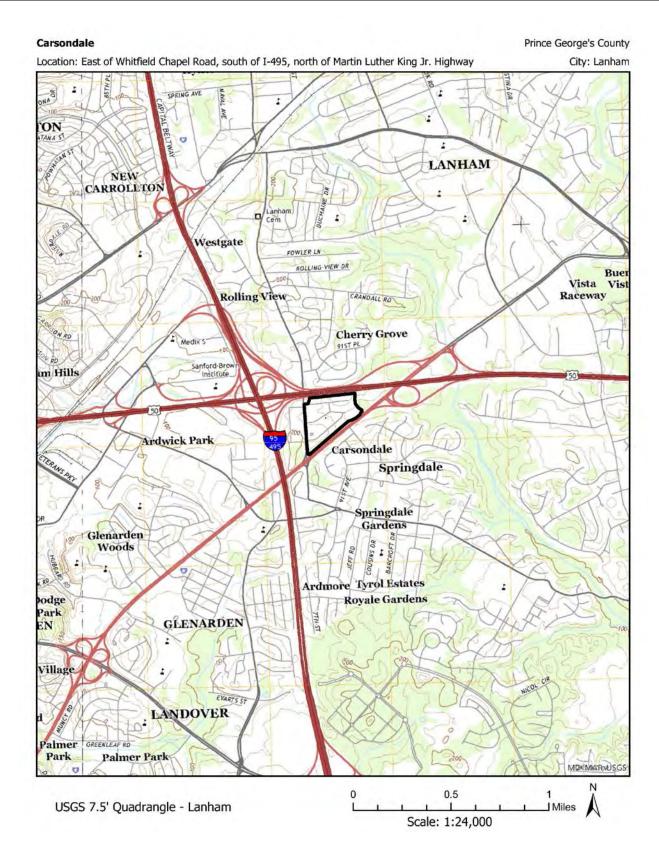
T 4.	A 11			Decree:		
Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning		
House	4705 WHITFIELD CHAPEL RD	1956	С	Characteristic		
	4707 WHITFIELD					
House	CHAPEL RD	1956	C	Characteristic		
**	4801 WHITFIELD	1076	G			
House	CHAPEL RD	1956	С	Characteristic		
House	4803 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4805 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4807 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4809 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4902 91ST PL	1956	C	Characteristic		
House	4903 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4904 91ST PL	1956	С	Characteristic		
House	4905 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	4907 WHITFIELD CHAPEL RD	1956	С	Characteristic		
House	9002 VARNUM ST	1956	С	Characteristic		
House	9002 WALLACE RD	1956	C	Characteristic		
House	9004 VARNUM ST	1956	C	Characteristic		
House	9004 WALLACE RD	1962	C	Characteristic		
House	9005 VARNUM ST	1956	C	Characteristic		
House	9005 WALLACE RD	1961	C	Characteristic		
House	9006 VOLTA ST	1956	C	Characteristic		
House	9006 WALLACE RD	1960	C	Characteristic		
House	9007 VOLTA ST	1956	C	Characteristic		
House	9007 WALLACE RD	1961	C	Characteristic		
House	9008 VARNUM ST	1956	C	Characteristic		
House	9008 VOLTA ST	1956	C	Characteristic		
House	9008 WALLACE RD	1960	C	Characteristic		
House	9009 VOLTA ST	1956	C	Characteristic		
House	9009 WALLACE RD	1961	C	Characteristic		
House	9010 VARNUM ST	1956	C	Characteristic		
House	9010 VARGUSTST	1956	C	Characteristic		
House	9010 WALLACE RD	1960	C	Characteristic		
House	9011 VARNUM ST	1956	C	Characteristic		
House	9011 VARCON ST	1956	C	Characteristic		
House	9012 VARNUM ST	1956	C	Characteristic		
House	9013 WALLACE RD	1961	C	Characteristic		
House	9014 VARNUM ST	1956	C	Characteristic		
House	9014 WALLACE RD	1956	C	Characteristic		
110000	, or i iii librich id	1,750		Characteristic		

Carsondale (PG:73-36)
Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place
Carsondale, Prince George's County, Maryland

Function	Address	Date of	Contributing	
		Construction	Status (C/NC)	Reasoning
House	9015 VARNUM ST	1956	С	Characteristic
House	9015 VOLTA ST	1956	С	Characteristic
House	9015 WALLACE RD	1961	С	Characteristic
House	9016 VOLTA ST	1956	С	Characteristic
House	9016 WALLACE RD	1956	С	Characteristic
House	9017 VARNUM ST	1956	С	Characteristic
House	9017 VOLTA ST	1956	С	Characteristic
House	9018 VOLTA ST	1956	С	Characteristic
House	9018 WALLACE RD	1956	С	Characteristic
House	9019 VARNUM ST	1956	С	Characteristic
House	9020 VOLTA ST	1956	С	Characteristic
House	9021 VOLTA ST	1956	С	Characteristic
House	9022 VOLTA ST	1956	С	Characteristic
House	9023 VOLTA ST	1956	С	Characteristic
House	9024 VOLTA ST	1956	С	Characteristic
House	9025 VOLTA ST	1956	С	Characteristic
House	9026 VOLTA ST	1956	С	Characteristic
House	9027 VOLTA ST	1956	С	Characteristic
House	9029 VOLTA ST	1956	С	Characteristic
House	9030 VOLTA ST	1956	С	Characteristic
House	9033 VOLTA ST	1956	С	Characteristic
House	9035 VOLTA ST	1956	С	Characteristic
House	9037 VOLTA ST	1956	С	Characteristic
House	9039 VOLTA ST	1956	С	Characteristic
House	9100 WALLACE RD	1956	С	Characteristic
House	9101 WALLACE RD	1956	С	Characteristic
House	9102 VARNUM ST	1956	С	Characteristic
House	9103 VARNUM ST	1956	С	Characteristic
House	9104 VARNUM ST	1956	С	Characteristic
House	9104 WALLACE RD	1956	С	Characteristic
House	9105 WALLACE RD	1956	С	Characteristic
House	9106 VARNUM ST	1956	С	Characteristic
House	9106 WALLACE RD	1956	С	Characteristic
House	9108 VARNUM ST	1956	С	Characteristic
House	9108 WALLACE RD	1956	С	Characteristic
House	9109 WALLACE RD	1956	С	Characteristic
House	9110 WALLACE RD	1956	С	Characteristic
House	9111 WALLACE RD	1956	С	Characteristic
House	9112 WALLACE RD	1957	С	Characteristic
House	9113 WALLACE RD	1956	С	Characteristic
House	9114 WALLACE RD	1956	С	Characteristic
House	9115 WALLACE RD	1956	С	Characteristic
Carsondale Park	Varnum Street	ca. 1960s	NC	Not associated with original development or VA loan program

# Carsondale (PG:73-36) Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place Carsondale, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Utility Building	Varnum Street	ca. 1960s	NC	Not associated with original development or VA loan program



### Carsondale

Prince George's County

Location: East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway

City: Lanham



Parcel Boundaries

0 0.05 0.1 L J J Miles Scale: 1:3,000





9016 Wallace Road, facing north.



9104 Wallace Road, facing north.



Rear view of houses on Varnum Street, facing west.



Streetscape of Wallace Road, facing west.



Streetscape of Whitfield Chapel Road, facing southeast.



4904 Whitfield Chapel Road, facing east.



Streetscape of Wallace Road, facing east.



9005 Wallace Road, facing south.



9103 Wallace Road, facing south.



Carsondale Park, facing east.

### PG:73-36

### **PHOTO LOG**

Number of Photos: 10

Name of Photographer: **Melissa Butler** Date of Photographs: **2019-04-22** Location of Original Digital File: **MD SHPO** 

File Format: **PG:73-36\_2019-04-22\_01.tif... etc.** 

Carsondale

Photographs inserted on continuation sheets:

01.tif

9016 Wallace Road, facing north.

02.tif

9104 Wallace Road, facing north.

03.tif

Rear view of houses on Varnum Street, facing west.

04.tif

Streetscape of Wallace Road, facing west.

05.tif

Streetscape of Whitfield Chapel Road, facing southeast.

06.tif

4904 Whitfield Chapel Road, facing east.

07.tif

Streetscape of Wallace Road, facing east.

08.tif

9005 Wallace Road, facing south.

09.tif

9103 Wallace Road, facing south.

10.tif

Carsondale Park, facing east.

### MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes

Property Name: Cedar Lane Unitarian Church	Inventory Number: M: 31-72
Address: 9601 Cedar Lane  City: Pethodo 7in Codo: 20814	Historic district: yes X no
City: Bethesda Zip Code: 20814	County: Montgomery
USGS Quadrangle(s): Kensington	
Property Owner: Cedar Lane Unitarian Universalist Church	Tax Account ID Number: 13-01370980
Tax Map Parcel Number(s): 0000 Tax Map Num	mber: HP31
Project: I-495 & I-270 Managed Lanes Study Agen	ncy: MDOT SHA
Agency Prepared By: Dovetail CRG	
Preparer's Name: Melissa Butler	Date Prepared: 12/19/2018
Documentation is presented in: Project review and compliance files	
Preparer's Eligibility Recommendation: X Eligibility recommended	ed 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 resour	
Name of the District/Property:	
	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 Cedar Lane Unitarian Church (the CLU Church), located at 9601 Cedar Lar and Rock Creek Park in Bethesda. This resource consists of two irregularly shap approximately 6.26 acres, and contains a church, playground, parking lots, secon The parcel is bounded by Cedar Lane on the west and Culver Street on the east, of single-family dwellings on the north side. The lot is largely covered by a many bushes and ornamental gardens around the building complex. The primary elevathe complex can be accessed by pedestrians and vehicles from Cedar Lane and C filled with single-family dwellings, though access to Rock Creek Park south of the church. This property has been owned by Cedar Lane Unitarian Church (previous Montgomery County) since 1955 (Montgomery County Deed Book [MCDB] 50	ped parcels of 5.77 and 0.49 acres, totaling ondary worship facility, and designed landscaping. and Beach Drive to the south, and a neighborhood nicured grassy lawn with scattered mature trees with ation of the church sanctuary faces northwest and Culver Street. The surrounding area is primarily the CLU Church establishes a natural setting for the usly known as the Unitarian Church of
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended Eligibility not recommended	
Criteria: A B C D Considerations: A	B C D E F G
MHT Comments:	
Reviewer, Office of Preservation Services	Date

**Date** 

Reviewer, National Register Program

Description:

The church is a one-story, multi-bay building that rests on a continuous foundation and has a structural system clad in uncoursed stone, wood and glass window-walls, and vertical wood siding. Due to the slope of the lot and the position of the building on it, the southern end of the church is two stories tall and has a partially sunken first story along the southeast elevation which houses offices and classrooms. It is covered by a low-pitched, front-gabled roof sheathed in asphalt shingles. A gabled ell which runs northwest-southeast and southwest-northeast is located along the northwest and northeast elevations of the resource and is sheathed in asphalt shingles. A stone interior chimney pierces the roofline on the northwest portion of the assembly space.

The primary entry, a glass and metal double-leaf door, is located on the northwest elevation and is situated in the north-facing interior corner, leading to an interior lobby. The double-leaf door appears to be a later modification. The primary entrance to the church is accessed by a concrete walkway from the interior court. A secondary entry is located on the northwest elevation north of the main entrance, and it is filled by identical metal and glass, double-leaf doors. An additional entrance, a glass and metal, single-leaf door located on the southeast elevation, leads into the classroom and office wing of the building and is accessible from a paved walkway.

Original stained-glass window walls composed of narrow, metal-framed, rectangular windows on the northwest and southeast elevations assembly space are glazed in clear, gray, and gold colors. Additional fenestration includes original fixed metal and glass windows filled with the same multi-colored glass in the gable ends of the building on the northeast elevation. Metal and glass window walls are present on the northeast and northwest elevation of the building, facing the interior court.

### Interior Description:

Interior access was not permitted during this survey, however, interior photographs available online give a sense of the church's interior arrangement. The primary entry on the main floor leads to an interior vestibule with access to the lobby to the south, a library and lounge on the west side of the church, and classroom and additional congregation space on the east side. A floating stairway, trimmed with wood, is located on the lobby's northwest interior wall.

Interior ornamentation is minimal throughout the building. Repeated vertical, narrow, wood paneling appears in many interior spaces, including the lobby and auditorium. Geometric, linear screens are also a repeated motif, and variations on the idea are located in the auditorium and lobby space, and are echoed by the stained glass walls in many places. Tile floors are located in the vestibule, and laminate flooring is typical elsewhere in the church. Wall surfaces are either plain or are adorned with vertical wood paneling or stone. Ceilings vary throughout the church and are either drop-ceilings or drywall in the office, lobby, and classroom spaces. Globe light fixtures appear in the auditorium and secondary worship space, but it is unclear if they are original lights or replacement fixtures.

The primary worship space is the open auditorium, where full-height stained-glass windows, set in a grid pattern with a combination of clear, gray, and gold glazing, occupy the east and west walls. A geometric folding screen, echoing the pattern of the windows, fills the stage at the auditorium's south end. The south wall and ceiling are clad in the same wood paneling present throughout the building. A balcony to the north holds a pipe organ and additional seating space. A secondary worship space, a small chapel, is located at the north end of the building's classroom wing. Its interior wall surface is covered in stone, except for the east wall, which features a full-height stained-glass window like those in the auditorium. The same glass is present at the gable over the north wall. The northwest section of the building contains the library and lounge with stone fireplace on the southeast wall.

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Secondary Structures:

A former parsonage, referred to as the Chalice House, is located northeast of the primary building, and it was also constructed circa 1958 (National Environmental Title Research [NETR] 1957). It is a one-story, six-bay, Contemporary-style meeting space, with a multiple-gable roof sheathed in asphalt shingles. It is supported by a continuous foundation with a structural system clad in vertical wood siding. The primary entry of this building is located on the northwest elevation and is filled by a double-leaf, metal and glass door. Two additional single-leaf, metal and glass entry doors are located along the southwest elevation and are accessed by a concrete and slate pathway through an ornamental garden.

A small playground is located south of the church complex and is surrounded by a wood-rail fence.

#### Historic Context:

The Unitarian Church of Montgomery County was organized in 1951 and held their early meetings at the Women's Club of Chevy Chase at 7931 Connecticut Avenue (The Washington Post 1955, 8). The 6.2-acre Cedar Lane site was purchased by the Unitarian Church of Montgomery County at a cost of \$50,000 from the Gruver-Cooley Construction Company in 1955, and construction on the "first of four building units, containing an auditorium, classrooms and offices" began in the fall of that year (The Washington Post 1955, 8). Despite the multi-phased plans, only the first phase of the church complex was completed, and it opened in 1958. At the time of construction, about 400 people were registered as church members (The Washington Post 1955, 8). The congregation changed the name to the Cedar Lane Unitarian Church in 1961 and voted in 1996 to add "Universalist" to their name, thus becoming the Cedar Lane Unitarian Universalist Church (CLUU Church 2018a).

During the Suburban Diversification Period (1961-1980), the number of worship facilities increased in great numbers across the region. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. Organized religion pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape" (Gournay and Corbin Sies 2002, 59). The CLU Church chose a property site that at the time, likely met many of the needs of prospective members. The large lot allowed for a larger church complex and automobile access and parking spaces, which was essential in the suburban environment (Gournay and Corbin Sies 2002, 59).

The architecture firm of Keyes, Lethbridge and Condon (KLC), with Pietro Belluschi as a consulting architect, designed and built the church. Edward Bennett, parishioner, developer, and member of the building committee, was likely instrumental in hiring KLC to design the new church. Bennett collaborated with the firm on many of his projects, including Carderock Springs (M: 29-59), in a relationship that began in 1953. For his contribution to the building fund, Bennett gifted the church a parsonage (now the Chalice House) (The Washington Post 1964, C1). The Chalice House bears similarities to many of KLC's Contemporary-style designs and may be the work of the firm.

KLC's residential designs, "constructed mostly of wood in modular units, with carports, clean lines, minimally peaked roofs and lots of large windows for views and light, [...] were modest, straightforward, unencumbered affairs built for the mobile modern life" (The Washington Post 1992, 2). The design of CLU incorporates many aspects of KLC residential design, such as use of wood, moderate roof-pitch and clean lines, and large windows, especially in the auditorium.

Belluschi served as the dean of the Massachusetts Institute of Technology [MIT] School of Architecture during the 1950s (Gazet.net 2008). It is unclear how the association between KLC and Belluschi formed, but there are no other known collaborative projects between the two entities. He collaborated with other architects for several projects, including the Lutheran Church in

MARY	MARYLAND HISTORICAL TRUST REVIEW												
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Eugene, Oregon with Skidmore, Owings & Merrill. The Lutheran Church structure" consists of laminated-wood beams, with 2-in. tongue-and groove roof planks and curtain walls of wood, brick, and cathedral glass" (Progressive Architecture 1959, 122). The wood framing system was selected as a product of the region and lightness of interior created by the system, a motif repeated in the CLU Church. Another example of Belluschi collaboration is his work with Carl Koch for a Synagogue in Swampscott/Marblehead, Massachusetts. In their design of the synagogue, Belluschi and Koch used window walls around a flexible auditorium space, similar to the design of the CLU Church (Progressive Architecture 1959, 1924).

Belluschi's church designs were well-regarded. Belluschi's Church of the Redeemer (MIHP#: B-1381) in Baltimore, constructed between 1954-1958, is eligible for the National Register of Historic Places (NRHP) under Criterion C. Belluschi's design for the Church of the Reedemer is notable for its site-specificity, use of natural materials, and unconventional use of stained glass. The CLU Church shares the Church of the Redeemer's interesting application of stained glass and use of natural materials.

In a retrospective article, The Baltimore Sun noted Belluschi's collaborative ability for ecclesiastical architecture; as he was "a leading interpreter of mankind's spiritual dreams, collaborating equally well with Roman Catholics, Episcopalians, Presbyterians, Lutherans, Jews and Unitarians. Whatever denomination or faith they were for, the best of his works always had a certain refinement and understated elegance, an eloquent simplicity" (The Baltimore Sun 1994).

The original CLU Church design included a three-phased approach, which was common with suburban churches. "Typically, the project plan would be for three stages: social hall (used as a temporary sanctuary), classroom wing, and main sanctuary" (Kelly 2015, 167-169). Though only the first two phases of the church were constructed, architectural drawings show plans for full enclosure of the courtyard, and the addition of a sanctuary northwest of the current structure. As the CLU Church is a multi-faith spiritual congregation, the architecture of the building does not reflect a western Christian design, but rather employs architectural traits of a meeting space or congregation center. The church intentionally lacks a steeple, as direction of the gaze towards the sky to emphasize a heavenly connection is not a part of the Unitarian Universalist belief, and the current building was initially designed as an auditorium and not the permanent worship space (Gazet.net 2008). As described by Belluschi, construction materials were chosen based on their code compliance and propriety to the natural setting; "due to code requirements, [the] structure is reinforced concrete with steel purlins and gypsum decking; to blend the building with its setting, wood is used for exterior siding and window muntins; shingles are cedar. The assembly hall is steel framed. Stone-wall areas are a local red-brown sandstone" (Progressive Architecture 1959, 118).

KLC and Belluschi designed this worship facility in the Contemporary style, which contrasted starkly with many nearby Colonial Revival-influenced Baptist and Methodist churches of the period (Gourney and Corbin Sies 2002, 60). The choice of experimental modern forms by some congregations were intentional in hopes of attracting new and younger members (Manning et al. 2018, F-25). Unlike many nearby churches constructed during this period, the architects and designers defied the typical road-oriented site placement that was so common. Instead, they used its location and the proximity to Rock Creek Park to create a serene setting emphasizing a spiritual connection with nature disconnected from nearby busy thoroughfares (Gournay and Corbin Sies 2002, 59). The CLU church is one of few Unitarian churches built at this time in Maryland, and one of the earliest organized congregations in Montgomery County, which is a factor in the uniqueness in its design, even among other Modernist-influenced examples (The Washington Post 1953, 12). After Cedar Lane Unitarian Church, two additional Unitarian churches opened in Montgomery County in short succession; the Unitarian Universalist Church of Rockville (1964), designed by Stanley H. Arthur, and the River Road Unitarian Church (1965), also designed by KLC.

Writing for Progressive Architecture in 1959, Belluschi anticipated the final execution of the design, saying: "it is apparent that when the chapel wing, the church proper, and the landscaped entry court are built, the whole complex will be greatly improved..." as "the court will provide a landscaped transition space as well as a needed tie to the ground" (Progressive Architecture 1959, 118-

MARY	MARYLAND HISTORICAL TRUST REVIEW													
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119). However, although the chapel and entry court were completed in December 1963 (The Washington Post 1963a, C6; 1963b, A12), the final phase original to the church's design, the church proper, was not constructed. Church leadership has expressed satisfaction with the size of the facility; "according to the Rev. Roger Fritts, Cedar Lane's senior minister, there has been little desire to complete the job. 'The auditorium worship space is so beautiful people are happy with what we have." (UU World 2008). Upon completion of the first phase, the building received acclaim from architecture professionals. In 1960, the Potomac Valley chapter of the American Institute of Architects (AIA) presented the team with a merit award for their design (Washington Post 1960, B1). In 1962, KLC, along with builder E. A. Baker Co., received an award from the Board of Trade in the church category (The Washington Post 1962, B18).

The church exterior has been minimally altered since the 1960s. The most visible modification has been the partial enclosure of the entrance porch at the courtyard. At the west end, this vestibule includes a new door into the library and lounge area; at the east side, a set of double doors provides direct access to the classroom wing via a reconfigured 1963 classroom. However, the original north window wall facing the courtyard is preserved behind the enclosure, and the new windows match the appearance of the original units in the library and lounge to the west. Other modifications including the replacement of exterior doors, and likely roof sheathing. In the late-twentieth century, a playground was added to support the church's educational and childcare facilities.

### Evaluation:

The CLU Church was built in 1958 in the Contemporary style, which reflects popular trends in the construction of worship facilities, often Jewish temples and Catholic churches, in the mid-twentieth century. Although the CLU Church fits with the general pattern of church development in suburban areas as residential development increased in the Modern (1936-1960) and Suburban Diversification Periods (1961-1980), this resource was not an early or influential example and does not otherwise demonstrate a significant association with this trend. (KCI Technologies, Inc. [KCI] 1999, B-40; Manning et al. 2018, F-26). Therefore, the CLU Church is not eligible for the NRHP under Criterion A. Archival research did not yield information on any notable individuals associated with this church who made significant impacts to local, state, or national history and, therefore, it is also not eligible under Criterion B.

Designed by Keyes, Lethbridge and Condon in collaboration with Pietro Belluschi, the CLU Church is a Contemporary worship facility with architectural features typical of KLC and Belluschi's work. Its use of natural materials, emphasis on wood interior elements, and the integration of the building into its wooded environment are characteristic of KLC's residential designs. The use of geometric stained glass and the play between areas of shade and light, are similar to Belluschi's designs for Baltimore's Church of the Redeemer and other worship facilities, as highlighted in Progressive Architecture (Progressive Architecture 1959, 120-130).

The special collaboration on the CLU Church between KLC and Belluschi, two highly regarded contemporaries, resulted in a unique and excellent example of a Contemporary-style worship facility in Montgomery County. The CLU Church is significant under Criterion C for its high artistic value. According to the National Park Service, religious properties may be eligible for the NRHP only if their significance comes from architectural or artistic distinction or historical importance (Shrimpton et al. 1997). The CLU Church draws its importance as an excellent example of the Contemporary style and therefore meets Criteria Consideration A.

In sum, the Cedar Lane Unitarian Church is eligible for the NRHP under Criterion C and meets Criteria Consideration A. As an architectural resource, the resource was not evaluated under Criterion D.

MARY	MARYLAND HISTORICAL TRUST REVIEW													
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Period of Significance:

The period of significance for the Cedar Lane Unitarian Church is 1958-1963, encompassing the phased construction of the church and construction of the Chalice House. The Chalice House demonstrates a design consistent with the church, dates to the same period, and served as an important companion space to the CLU church. The church complex retains high integrity of location, setting, feeling, and association, workmanship, materials, and design with minimal modifications. The alterations at the entrance are minor; the original configuration remains discernible, and the changes have not had a deleterious effect on integrity. The church retains all of the character-defining elements of its original design, including window walls, courtyard orientation, and low-pitched gabled roof. It defies typical features of its property type, as it lacks vertical emphasis, visibility, and road emphasis, in favor of a more naturalistic setting, an unusual feature for a suburban church (Manning et al. 2018, F-27). The forested setting of the church retains integrity and is an essential component to the designed landscape setting.

This property encompasses a total of approximately 6.26 acres, confined to Parcel 0000 on Montgomery County Tax Map HP32.

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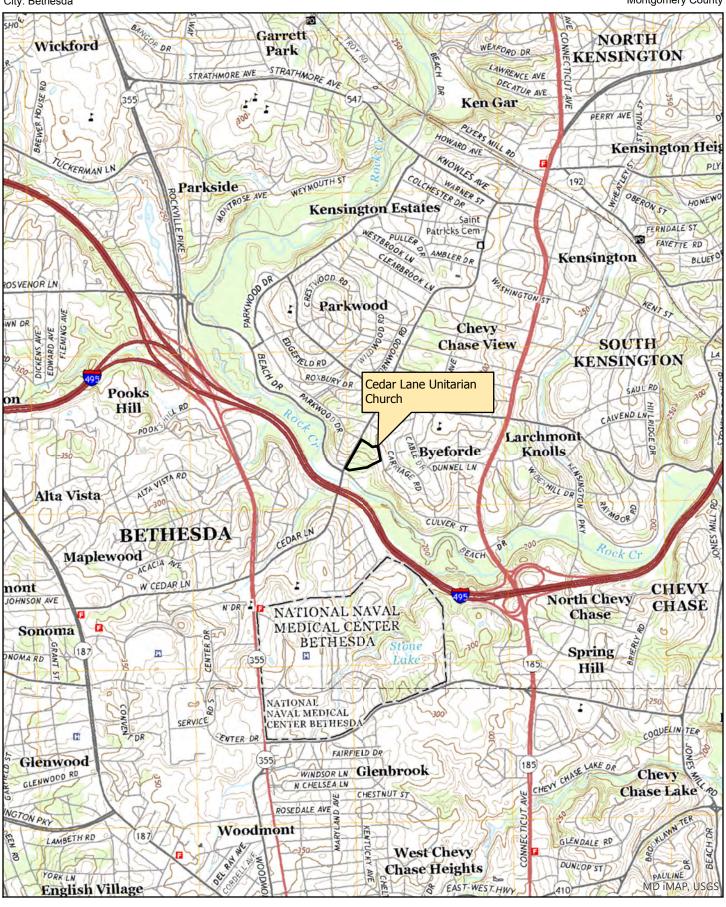
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MARYLAND HISTORICAL TRUST REVIEW												
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_	Reviewer, Office of Preservation Services					Date						
_	Revie	Program	 Date									

Location: 9601 Cedar Lane

MIHP#: M: 31-72
City: Bethesda

Montgomery County



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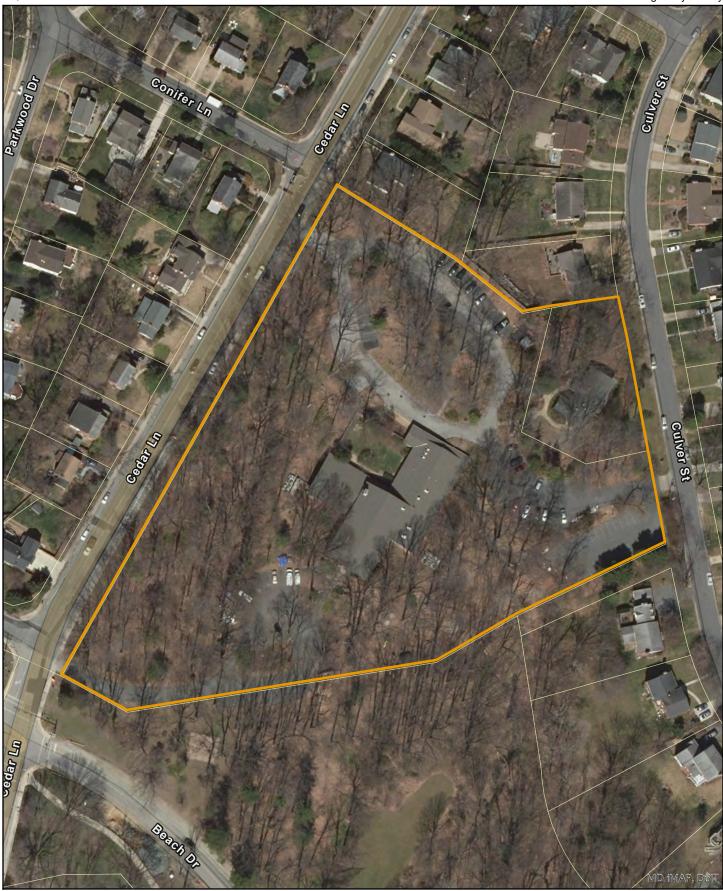
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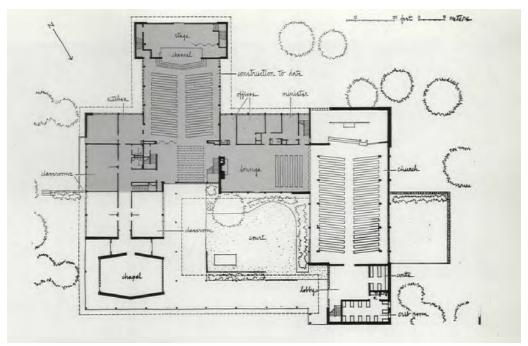
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Location: 9601 Cedar Lane
City: Bethesda

MiHP# M: 31-72
Montgomery County



### Cedar Lane Unitarian Church (M: 31-72) 9601 Cedar Lane Bethesda, Montgomery County, Maryland



Architect's drawing of proposed Unitarian church (Progressive Architecture 1959).



Interior of auditorium, facing south (Google 2018).

## Cedar Lane Unitarian Church (M: 31-72) 9601 Cedar Lane Bethesda, Montgomery County, Maryland



Interior of lobby, facing north (Google 2018).



Interior of secondary worship space (Google 2018).

Name Cedar Lane Unitarian Church Continuation Sheet

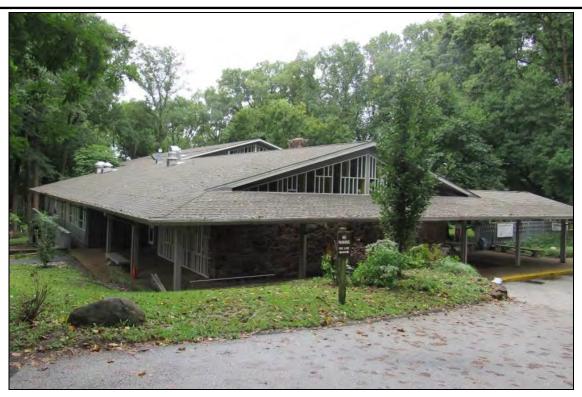


Photo 1 of 15: View of Cedar Lane Unitarian Church (CLU Church) from parking lot northeast of the church, looking SW.



Photo 2 of 15: North oblique of primary entry from south side of parking lot.

Name Cedar Lane Unitarian Church Continuation Sheet



Photo 3 of 15: View of northeast elevation of church.



Photo 4 of 15: Southeast elevation of church from parking lot.

Name Cedar Lane Unitarian Church Continuation Sheet



Photo 5 of 15: Detail of southeast elevation of church and secondary entry.



Photo 6 of 15: View of sanctuary (left) and office section of church, looking west.

Name Cedar Lane Unitarian Church Continuation Sheet



Photo 7 of 15: Southwest elevation of the CLU Church.



Photo 8 of 15: West oblique from southwest parking lot.

Name Cedar Lane Unitarian Church Continuation Sheet

Number Photos Page 5



Photo 9 of 15: View of playground on southeast portion of the property, facing south.



Photo 10 of 15: Southeast oblique of offices and classrooms, facing north.

Name Cedar Lane Unitarian Church Continuation Sheet



Photo 11 of 15: View of stairs leading to Chalice House and memory garden, from northeast parking lot facing northeast.



Photo 12 of 15: Chalice House, facing northeast.

Name Cedar Lane Unitarian Church Continuation Sheet

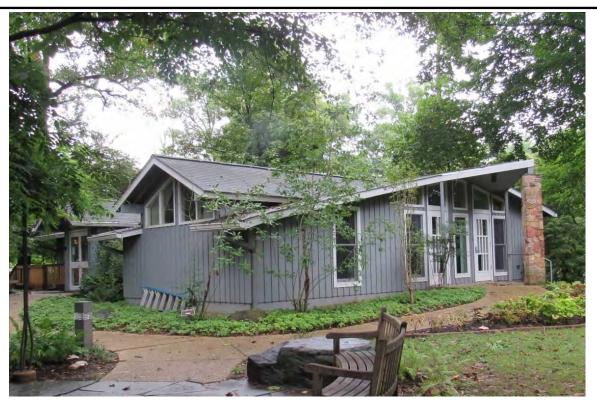


Photo 13 of 15: View of Chalice House, west oblique.



Photo 14 of 15: View of primary entry, facing south.

Name Cedar Lane Unitarian Church Continuation Sheet



Photo 15 of 15: Detail of primary entry on northeast elevation.

Name Cedar Lane Unitarian Church Continuation Sheet

Number Photos Page 9

#### PHOTO LOG

Name of Property: Cedar Lane Unitarian Church Name of Photographer: Melissa Butler, Joe Blondino

Date of Photographs: September 10, 2018 Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 15:

View of Cedar Lane Unitarian Church (CLU Church) from parking lot northeast of the church,

Looking Southwest M: 31-72 2018-09-10 01

Photo 2 of 15:

North Oblique of primary entry from south side of parking lot

M: 31-72\_2018-09-10\_02

Photo 3 of 15:

View of northeast elevation of church.

M: 31-72\_2018-09-10\_03

Photo 4 of 15:

Southeast elevation of church from parking lot.

M: 31-72\_2018-09-10\_04

Photo 5 of 15:

Detail of southeast elevation of church and secondary entry.

M: 31-72\_2018-09-10\_05

Photo 6 of 15:

View of sanctuary (left) and office section of church, looking west.

M: 31-72\_2018-09-10\_06

Photo 7 of 15:

Southwest elevation of the CLU Church.

M: 31-72\_2018-09-10\_07

Photo 8 of 15:

West oblique from southwest parking lot.

M: 31-72\_2018-09-10\_08

Photo 9 of 15:

View of playground on southeast portion of the property, facing south.

M: 31-72\_2018-09-10\_09

Inventory No M: 31-72

Name Cedar Lane Unitarian Church Continuation Sheet

Number Photos Page 10

Photo 10 of 15:

Southeast oblique of offices and classrooms, facing north.

M: 31-72\_2018-09-10\_10

Photo 11 of 15:

View of stairs leading to Chalice House and memory garden, from northeast parking lot facing northeast.

Inventory No M: 31-72

M: 31-72\_2018-09-10\_11

Photo 12 of 15:

Chalice House, facing northeast.

M: 31-72\_2018-09-10\_12

Photo 13 of 15:

View of Chalice House, west oblique.

M: 31-72\_2018-09-10\_13

Photo 14 of 15:

View of primary entry, facing south.

M: 31-72\_2018-09-10\_14

Photo 15 of 15:

Detail of primary entry on northeast elevation.

M: 31-72\_2018-09-10\_15

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR	Eligible:	Yes	
		Nο	

Property Name: <u>Centennial Village</u>			Inventory Number: P	<u>G:72-79</u>		
Address: West of I-495 and east of Brightseat Road		Historic District: Yes				
City: <u>La</u>	<u>ndover</u>	Zip Code: <u>20785</u>	County: Prince Georg	<u>ge's</u>		
USGS Q	uadrangle(s): <u>Lanham</u>					
Property Owner: <u>Multiple</u>		Tax Account ID: Mult	Tax Account ID: <u>Multiple</u>			
Tax Map Parcel(s): <u>Multiple</u>		Tax Map: <u>0067</u>	Tax Map: <u>0067</u>			
Project: <u>I-495 &amp; I-270 Managed Lanes Study</u>			Agency: MDOT SHA			
Agency Prepared By: <u>Dovetail CRG</u>						
Preparer's Name: <u>Adriana Moss</u>			Date Prepared: May 2	<u>17, 2019</u>		
Documentation is presented in: Project review and compliance files						
Preparer's Eligibility Recommendation: Not Recommended						
Criteria	: A B C D					
Conside	erations: 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/Prope	erty:				
	Inventory Number:	Eligible:		Listed:		
Site visi	t by MHT Staff yes	no Name:		Date:		
Descrip	tion of Property and Justifica	ation:				
Setting						
Centennial Village is a 15.62-acre, multi-family residential development located on the east side of Brightseat Road in Hyattsville. It is bounded by I-495 to the east, Brightseat Road to the west, an office building to the north, and a wooded tract to the south. The complex consists of 157 townhouses in 19 linear building groups and one playground. The complex is accessed by two points on Brightseat Road that lead to Congress Place and Continental Place; they provide access to asphalt parking areas between groupings of townhouses. Concrete walkways traverse the property, which is lighted by metal lantern lampposts. Mature trees are present throughout the development, and shrubs and plantings line the façade of most townhouse buildings; rear yards are enclosed by wood fencing. A wood sign is situated on the north side of each vehicular entrance.						
Description:						
Centennial Village is a multi-family residential development constructed between 1977 and 1980 during the Suburban						
MARYLAND HISTORICAL TRUST REVIEW						
Eligibility recommended: Eligibility not recommended:						
Criteria: A B CD Considerations: A B CD E F G						
MHT Comments:						
Revie	wer, Office of Preservation S	Services:	Date	<u>.</u> 2:		
				<del></del>		
Revie	ver, National Register Progr	am:	Date	 2:		

PG:72-79

#### Centennial Village

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Diversification Period (1961-1980). The complex is composed of 19 linear buildings containing 157 townhouses with Colonial Revival-style elements. The one-and-a-half- or two-story townhouse units are two bays wide on raised basement concrete-block foundations, and are clad in a combination of stretcher-bond brick and siding such as wood, vinyl, or T1-11. Roofs are side gabled or gambrel covered with asphalt shingles. Gambrel roofs have two gabled dormers on the façade.

Each townhouse has a primary entrance on the façade filled with a single-leaf fiberglass door and storm door. They are accessed by a concrete stoop, at times lined with metal railings, or full-width porches with squared wood posts. Original windows are vinyl-frame, double-hung-sash units and are at times paired. Vinyl, paneled or louvered shutters flank most façade fenestration. Double-leaf, fiberglass or sliding metal-framed glass doors are situated on the rear elevation of each unit.

A playground is situated in the southeast portion of the complex on the north side of Congress Place. It is accessed by a set of concrete steps that lead to a paved asphalt walking path. The playground contains a circa-1980 metal swing set.

#### Historic Context:

In 1964, National Pence Manufacturing Co., Inc., sold 21.42 acres to Gerald J. Miller, Donald A. Brown, and Joseph B. Gildenhorn, acting as part of a joint venture called Brightseat Road Associates (Prince George's County Deed Book [PGCDB] 2954, 83). In January 1976, Brightseat Road Associates submitted five plats of subdivision for a townhouse community encompassing 17.42 acres of the original tract and called it Centennial Village (Prince George's County Plat Book [PGCPB] NLP 94, 38-42). In total, 157 townhouses were platted in groups of five to 13. Initial development began the following year, and the community was completed by 1980 (Nationwide Environmental Title Research, LLC 1977, 1980). Construction was completed by C.V. Land Company and Fairland Corp. (The Washington Star 1977a, D-8; 1977b, 44).

Initial advertising touted three- to four-bedroom townhouses with full unfinished basements and three spacious living levels featuring six distinctive exterior styles with insulation at no extra cost. Features could include columned porches, gabled windows, wall-to-wall carpeting, and over-sized family room and kitchens. Proximity to Landover Mall, Capital Center, and Prince George's County Community Center was noted as a community convenience. Prices began at \$45,450 with the option of 10-year Home Owners Warranty protection plans and Veteran's Affairs and Federal Housing Administration financing (The Washington Star 1977a, D-8; 1978, E-4). No architect was named in any of the advertisements.

Gerald J. Miller was a real estate developer and lawyer who worked throughout the metropolitan Washington, D.C., area during the 1960s and 1970s. Miller was president of The Miller Companies, a family-held corporation that developed and managed garden and high-rise apartments, mixed-use commercial properties, and office buildings (Palm Beach Daily News 1986, A2). Other works include the 12-story New England Life Insurance Co. building and the Governmental Affairs Institute building, both in northwest Washington, D.C.

Donald A. Brown was the founder of the major Washington, D.C.-area real estate investment firm known as JBG Companies, where Joseph B. Gildenhorn was one of his founding partners (Taylor 2019). Gildenhorn served as the company's president from 1960 to 1989, and then served as the United States' Ambassador to Switzerland until 1993 (Bloomberg L.P. 2019). The company began purchasing multi-family communities in Prince George's County then continued to Washington, D.C., and Virginia. Some of their best-known works include the Wolf Trap music and arts center in Vienna, Virginia, the Four Seasons Hotel in Georgetown, and the Geico headquarters in Chevy Chase, Maryland.

Fairland Corp., led by builder John Dorment, was a construction firm that built several residential communities in Prince George's County including Squires Woods, Landings at Piscataway, and Briar Village townhouses. Research did not provide any information regarding the C.V. Land Company.

#### Evaluation:

Centennial Village was evaluated as a multi-family residential development constructed in the Suburban Diversification Period (1961-1980), in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

#### Centennial Village

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Centennial Village is a modest and basic example of a townhouse complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Centennial Village is not eligible under Criterion A.

Miller, Brown, and Gildenhorn worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a townhouse complex, Centennial Village includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms. Centennial Village does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 15.62 acres and is confined to the current property tax parcels, which can be found on Prince George's County Tax Map 0067and also as seen in Prince George's County plat in book NLP 94, pages 38-42.

#### References:

Bloomberg L.P. 2019. Executive Profile: Joseph B. Gildenhorn. https://www.bloomberg.com/research/stocks/private/.

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

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Prince George's County, Maryland. Accessed April 23, 2019. https://www.historicaerials.com/viewer.

Palm Beach Daily News. 1986. Gerald J. Miller, 56, Dies in Chevy Chase. June 1-4, 1986, A2.

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. http://plats.net/pages/plats.aspx?cid=PG.

Taylor, Dan. 2019. Found of Major DC Developer JBG Dies At 90: Report. https://patch.com/district-columbia/washingtondc/founder-dc-real-estate-firm-jbg-dies-report.

The Washington Star. 1977a. Advertisement. September 30, 1977, D-8. --- 1977b. Centennial Village Townhouses. January 28, 1977, 44.

Prince George's County

Centennial Village

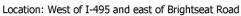
## Location: West of I-495 and east of Brightseat Road City: Landover LANDOVER Palmer Palmer Park Park FOXLAKE DR Brightseat NALLEY PO LAKE SUMMERFIELD TIELD SUMMERFIELD FH SITE #1 DUNBAR AVE Ridgley Zion Cem Prince George's 1 Community Coll Randolph Village NORTHAMPTO E HAMPTON DR WALKER MILL LARGO MD IMAP, USGS 0 0.5 USGS 7.5' Quadrangle - Lanham **J** Miles

Scale: 1:24,000

#### Centennial Village

Prince George's County

City: Landover





Parcel Boundaries

0 0.05 0.1 L 1 1 1 1 Miles Scale: 1:3,000





Sign at corner of Continental Place and Brightseat Road, looking north.



View of 8900-8914 Continental Place, looking southwest.



Northeast oblique of 8932 Continental Place.



Detail of 8912 Congress Place, looking west.



View of 9001–9019 and 9021–9035 Continental Place, looking south.



Streetscape of Continental Place, looking north.





Rear elevation of 8930–8948 Congress Place, looking southwest.



Playground next to 8930 Continental Place, looking east.

#### PG:72-79

#### Centennial Village

PHOTO LOG

Number of Photos: 8

Name of Photographer: **Mical Tawney** Date of Photographs: **2019-04-24** 

Location of Original Digital File: MD SHPO File Format: PG:72-79\_2019-04-24\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Sign at corner of Continental Place and Brightseat Road, looking north.

02.tif

View of 8900-8914 Continental Place, looking southwest.

03.tif

Northeast oblique of 8932 Continental Place.

04.tif

Detail of 8912 Congress Place, looking west.

05.tif

View of 9001–9019 and 9021–9035 Continental Place, looking south.

06.tif

Streetscape of Continental Place, looking north.

07.tif

Rear elevation of 8930–8948 Congress Place, looking southwest.

08.tif

Playground next to 8930 Continental Place, looking east.

# MARYLAND HISTORICAL TRUST SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Chevy Chase Recreation Association

Address: 8922 Spring Valley Road

City: Chevy Chase Zip Code: 20815 County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): P600 Tax Map Number: HP41

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number: Eligible: <u>No</u> Listed: <u>No</u>

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

The Chevy Chase Recreation Association (CCRA) sits on a 4.95-acre parcel on Spring Valley Road, just southwest of the intersection of I-495 and MD 185 (Connecticut Avenue). The parcel is surrounded on the east, south, and west by North Chevy Chase Local Park and is characterized by mature trees. The north end of the parcel contains National Register of Historic Places-eligible In the Woods (M: 35-38), which is leased to the Outdoor Nursery School and operates separately from the CCRA. In the Woods is also visually separated from CCRA, with fences and trees dividing the two distinct sections of the property. The CCRA section is roughly L-shaped, comprising the east and south sides of the parcel.

The east side of the parcel includes an asphalt-paved parking area to the north and two sets of tennis courts to its south. The southernmost tennis courts were constructed in the early 1960s; the courts to the north were added during the 1970s. A prefabricated shed sits between the two sets of courts, on the east end of the parcel.

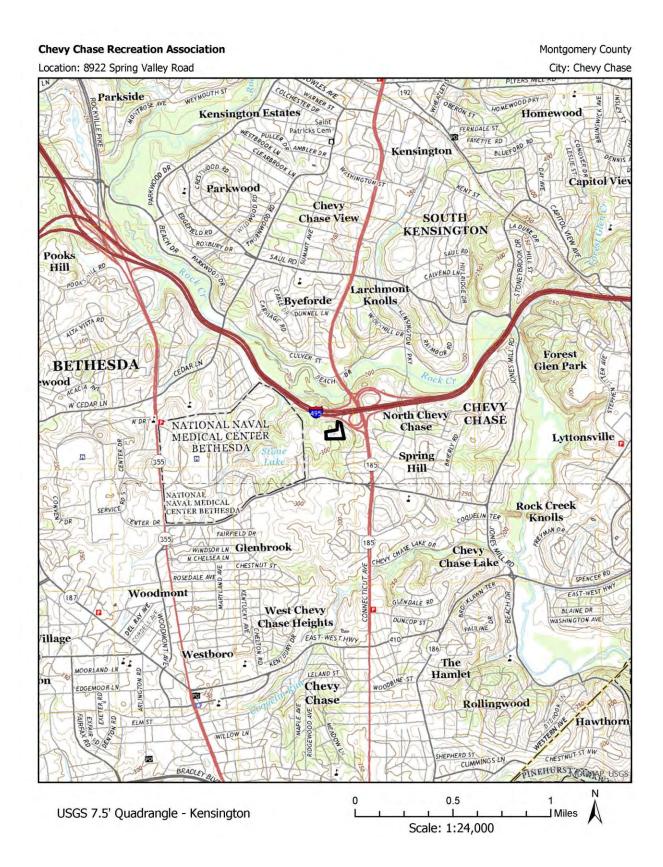
The pool complex is west of the tennis courts. The oldest extant component of the complex is the center z-shaped pool, built 1960. The remainder of the building and pool facilities were added in the twenty-first

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

century. The lap pool, located southwest of the center pool, was constructed in 2000. The bath house to the east, guard and pool house to the west, kiddie pool to the north, and screened-in pavilion to the south were all added during 2009-2010 renovations. A small shed sits just north of the kiddie pool area. The bath house is a one-story T-shaped frame building faced with synthetic stucco. Its asphalt-shingle side-gable roof has three regularly-spaced cupolas and interior-end chimneys. The façade is symmetrical and regularly fenestrated with a center entrance covered by a pyramidal-shaped roof entrance porch. The guard and pool house and pavilion match the style of the bath house.

The Chevy Chase Recreation Association is an altered example of a mid-twentieth-century swim club. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because most of the facilities have been constructed since the turn of the twenty-first century, it has lost its integrity of design, materials, workmanship, and feeling. 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 2.953 acres and is confined to east and south portion of Parcel P600 on Montgomery County Tax Map HP41.





**Bath house Looking Northwest** 



**North Tennis Court Looking Southeast** 



View of Pool Facilities Looking Southwest