Cultural Resources Technical Report

Volume 2:

Archaeological and Historic Architectural Gap Analysis and Assessment

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MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

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1 INTRODUCTION

The Federal Highway Administration (FHWA), as the Lead Federal Agency and Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, are preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (MLS). The I-495 & I-270 MLS is the first element of the broader I-495 & I-270 Public Private Partnership (P3) Program. The Program considers improvements along the entire length of I-495 (Capital Beltway), as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. The I-495 & I-270 MLS EIS will evaluate the potential environmental impacts of alternatives that address congestion within the specific study scope of I-495 from south of the American Legion Bridge in Fairfax County, Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west I-270 spurs (Figure 1).

This Archaeological and Historic Architectural Gap Analysis and Assessment was prepared as a technical document to support the EIS. Due to the federal involvement, the work follows Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and it's implementing regulations (36 CFR Part 800). This document presents a detailed analysis of the potential for Maryland archaeological and historic architectural resources that may be affected by the I-495 & I-270 MLS by presenting project information, identifying previously recorded cultural resources, presenting the potential for encountering archaeological resources, and making recommendations for National Register of Historic Places (NRHP) evaluations of historic architectural resources. Section 106 requirements for both archaeology and historic architecture in Virginia for this project are being addressed separately by the Virginia Department of Transportation for their ongoing project to extend the American Legion Memorial Bridge High Occupancy Toll (HOT) Lanes to the George Washington Parkway.

Figure 1: I-495 & I-270 Managed Lane Study Corridor

This Archaeological and Historic Architectural Gap Analysis and Assessment was created through a collaboration between RK&K and MDOT SHA. Karen Hutchins-Keim (RK&K) and Richard Ervin (MDOT SHA) completed the archaeological assessment with the assistance of J. Andrew Ross (RK&K) and Tom Earp (RK&K). The historic architectural gap analysis was completed by Christeen Taniguchi (RK&K) and Matt Manning (MDOT SHA) with assistance from Jacob Bensen (RK&K). Project oversight was provided by Jason Shellenhamer (RK&K) and Steve Archer (MDOT SHA). Liz O'Keefe (RK&K) served as the GIS analyst. The report was authored by Karen Hutchins-Keim (RK&K), Christeen Taniguchi (RK&K), Jacob Bensen (RK&K), Richard Ervin (MDOT SHA) and Matt Manning (MDOT SHA). All the report authors meet standards set out in the Secretary of the Interior's Professional Qualification Standards (48 Federal Register 44738–44739; 36 CFR Part 61).

1.1 Study Background and Existing Conditions

I-495 and I-270 in Maryland are the two most heavily traveled freeways in the National Capital Region, each with Average Annual Daily Traffic (AADT) volume up to 260,000 vehicles per day in 2016 (MDOT SHA 2017). I-495 is the only circumferential route in the region that provides interregional connections to many radial routes in the National Capital Region, such as I-270, US 29 (Colesville Road), I-95, and MD 295/Baltimore-Washington Parkway (Figure 1). I-270 is the only freeway link between I-495 and the fast-growing northwest suburbs of Frederick County. In addition to heavy commuter traffic demand, I-495 is merged with I-95 in Maryland for 25 miles around the east side of Washington, D.C. providing connectivity along the East Coast.

I-270 is also the predominant route for freight and long-distance travel between the National Capital Region and points west (US Department of Transportation et al., 2009). The following summarizes the background of each study corridor.

1.1.1 I-495 Study Corridor

The federal government approved construction of I-495 in 1956 and construction began in 1957. The first section, from MD 355 to MD 185, opened to traffic in 1962 and the last section was opened in 1964. The original construction of all 41.7 miles of I-495 in Maryland was six lanes, three in each direction. I-495 has been widened in segments over time to its current configuration as a six to eight-lane freeway in each direction plus auxiliary lanes in some locations. The median width varies from approximately ten feet wide to 36 feet wide.

In Montgomery County, I-495 enters Maryland on the American Legion Bridge over the Potomac River as a ten-lane section with eight through lanes and two auxiliary lanes that connect Clara Barton Parkway in Maryland and George Washington Parkway in Virginia (Figure 1). Moving east, I-495 remains eight lanes except between the I-270 spurs where it is only six-lanes wide. I-495 continues east through Prince George's County as an eight-lane roadway until east of the Woodrow Wilson Bridge where an express/local split occurs. This eastern half of I-495 is also designated I-95 and constitutes a link in the Maine to Florida I-95 system. Many radial roadway networks starting in the District of Columbia intersect I-495 over its 41.7 miles. Approximately 26 interchanges connect these radial routes to I-495 through the study corridor. Major, high volume north/south and east/west highways intersect I-495 including I-270, US 29, I-95, US 50, MD 5, and MD 210.

Numerous large and small retail centers, schools, sports stadiums, and major government and corporate employment centers are located immediately adjacent to I-495. In addition, the area surrounding the I-

495 study corridor is highly populated and consists mostly of medium to high density residential uses. Over 24 miles of noise barriers extend along both sides of I-495 in both Montgomery and Prince George's Counties.

1.1.2 I-270 Study Corridor

The oldest portions of I-270, originally known as US 240, were constructed from 1953 to 1960 between Bethesda and Frederick. These routes were incorporated into I-70S in 1956 after the creation of the US Interstate Highway System. The section of I-70S, north of the spur, was renumbered to I-270 in 1975, making a single highway designation from Frederick County to the Capital Beltway (AARoads, 2014). Today, I-270 is a fully access-controlled interstate with the number of lanes varying between four and twelve.

Where the I-270 east and west spurs intersect with I-495, I-270 carries six-lanes with the left lane of both directions used as a high-occupancy vehicle (HOV) lane during peak periods. North of the spurs, I-270 is a twelve-lane freeway with one HOV lane and five travel lanes in each direction. The median of I-270 is barrier-separated with full-width shoulders.

South of where the I-270 spurs join and the I-270/Montrose Road interchange, I-270 includes two collector-distributor (CD) lanes that are barrier-separated from the three mainline lanes and the HOV lane (Figure 1). I-270 intersects I-370 near Gaithersburg and connects to MD 200, the all-electronic toll highway that connects to I-95, north of I-495. I-370 also provides access to a park and ride lot and the Shady Grove Metro station, the northern-most station on the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Red Line. The southbound HOV restrictions end north of the interchange with MD 117 and the northbound HOV restrictions end past the MD 121 interchange. I-270 narrows to a four-lane interstate as it continues north to Frederick.

Similar to I-495, noise barriers are located along a portion of the I-270 corridor with approximately 5.8 miles located along the length of the project study area. The southern portion of I-270 near the east and west spurs consists of medium density residential land use with schools and mixed-use development. Suburban residential development and retail/commercial development continues along I-270 north of the spurs. Major government and corporate employment centers as well as commercial development are located adjacent to I-270 especially north of MD 28 to the interchange with I-370.

1.2 Limits of Disturbance and Area of Potential Effects

A preliminary area of potential effects (APE) was delineated for the purposes of this Section 106 undertaking (Appendix A). The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Part 800.16(d)). FHWA and MDOT SHA considered potential visual, audible, atmospheric, and physical effects to historic properties.

Because the precise limits of disturbance are unknown, FHWA and MDOT SHA developed a Corridor Study Boundary (CSB), the envelope within which improvements may occur. The CSB is defined as a line extending 300 feet from the centerline on either side of I-495 and I-270 within the study limits, expanding farther at certain interchanges, as shown in Appendix A. The CSB is the area where direct effects to historic properties are expected. The CSB will serve as the archaeological study area for the following archaeological assessment.

To capture anticipated indirect effects to historic architecture, the preliminary APE for historic architectural properties encompasses an additional 250 feet on either side of the CSB. This boundary on either side of I-495 and I-270 serves as the APE for the following historic architectural identification assessment.

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2 METHODOLOGY

2.1 Background Research

RK&K undertook background research to review information about known cultural resources in the vicinity of the CSB by collecting data from the archaeological site and architectural resource layers available on the Maryland Historical Trust (MHT) Medusa Cultural Resource Information System (Medusa). Easement records were obtained from the MHT Easement Administrator and cultural resources reports were obtained at the MDOT SHA Library. Desktop documentary sources were also consulted, such as historic maps and atlases from the Library of Congress and the USGS Historical Topographic Map Collection. The prehistoric and historic contexts were largely extracted and summarized from the following documents: *Phase III Data Recovery Investigation of the Adelphi Site (18PR1024), Intercounty Connector Project, Wetland Creation Site PB-85, Prince George's County, Maryland* prepared for MDOT SHA by Rummel, Klepper & Kahl (Emory et al. 2015) and *Environmental Background and Native American Context for Bladensburg and the Anacostia River* (Ebright 2011). Environmental data including soil and stream data were also consulted.

2.2 Gap Analysis

The purpose of the gap analysis was to synthesize previous cultural resources work done within the proposed archaeological study area and APE, identify remaining inventory and eligibility assessments, and propose methodologies to address both archaeology and historic architecture. The archaeological gap analysis identified areas within the archaeological study area in Maryland that may require cultural resource survey because they have not been subjected to surveys meeting the current *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). The previously unsurveyed areas within the archaeological study area were then assessed for their cultural resources potential. The archaeological gap analysis identified the areas within the archaeological study area that had not been previously subjected to Phase I archaeological survey. The areas that had been subjected to Phase I archaeological survey that met MHT's current standards were eliminated from further analysis. A desktop analysis using aerial imagery, LiDAR imagery, and NRCS soil data was conducted to eliminate areas from consideration for additional survey based on obvious disturbance or urban/suburban development; no further archaeological survey is recommended for those areas. The remaining areas were assessed for their archaeological potential and recommendations for additional survey were made based on that potential. The historic architectural gap analysis identified previously and newly identified historic architectural resources within the APE in Maryland. Those resources that

require NRHP evaluation or re-evaluation were studied and prioritized, following the *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (MHT 1996).

2.3 Archaeological Potential Assessments

RK&K developed a GIS-based spatial assessment that evaluated each of the previously unsurveyed areas within the archaeological study area for its prehistoric and historic archaeological potential. Unsurveyed areas were evaluated using eight categories: level of disturbance, parcel width, topographic relief, soil drainage, distance to water resources, distance to recorded archaeological sites, and distance to documented historic structures.

2.3.1 Categories for Assessing Archaeological Potential

The level of disturbance, parcel width, and topographic relief were determined to be necessary for determining whether intact archaeological resources may be present, but they were not, in and of themselves, sufficient for determining the likelihood that archaeological sites may be present within a given area. In addition to those three categories, five additional categories were assessed to determine prehistoric and historic archaeological potential: soil drainage, distance to water resources, distance to recorded archaeological sites, and distance to documented historic structures.

The following data were gathered for each of the archaeological assessment categories:

- The level of disturbance was assessed by using aerial imagery and LiDAR to identify areas of obvious development or disturbance and using NRCS soil data layers to identify areas of urban land;
- Parcel width was calculated in ArcGIS for all the unsurveyed area polygons;
- Topographic relief was assessed using NRCS Soil Series data layers;
- Soil drainage was assessed using NRCS Soil Series data layers;
- Distance to water was calculated in ArcGIS using a RK&K-developed stream data layer;
- Distance to recorded archaeological sites was calculated in ArcGIS using a data layer of archaeological site locations provided by the MHT; and
- Distance to documented historic structures, buildings, or settlements was calculated in ArcGIS using a data layer of georeferenced and digitized nineteenth-century atlases (Hopkins 1879; Martenet 1861, 1865), a nineteenth-century real estate map (Fava Naeff 1890), and early twentieth-century topographic quadrangles (USGS 1917, 1923).

2.3.2 Criteria for Archaeological Potential

Previously unsurveyed areas are considered to have **archaeological potential** and are **recommended for Phase I archaeological survey** if they meet the following necessary criteria:

- Contain undisturbed soils;

- Greater than 50 feet in width and length from the CSB or documented disturbance or development (the width of an archaeological survey transect); and
- Maintain a ground slope of less than 15 percent.

Those criteria are considered necessary, but not sufficient for archaeological potential.

In addition, areas are considered to have **prehistoric archaeological potential** if they meet the following criteria:

- Within 500 feet of water resources; or
- Within 500 feet of recorded prehistoric archaeological sites.

Areas are considered to have **historic archaeological potential** if they meet the following criteria:

- Within 500 feet of historically documented (mapped) historic structures; or
- Within 500 feet of a recorded historic archaeological site.

Previously unsurveyed areas are considered to have **archaeological potential** and are **recommended for limited archaeological survey**, to evaluate the level of ground disturbance, if they meet the following necessary criteria:

- Contain partially disturbed or indeterminately intact soils that require further investigation to conclusively determine archaeological potential;
- A minimum width and length of 50 feet from the CSB or documented disturbance or development (the width of an archaeological survey transect); and
- Maintain a ground slope of less than 15 percent.

Those criteria are considered necessary, but not sufficient for archaeological potential. In addition, to be recommended for limited archaeological survey, the area must meet the criteria stated above for either prehistoric or historic archaeological potential.

Previously unsurveyed areas are considered to have **no archaeological potential** and are **not recommended for archaeological survey** if they fail to meet the above stated necessary criteria, particularly if they are demonstrably disturbed, or if they fail to meet the prehistoric or historic archaeological potential criteria.

RK&K first eliminated all previously unsurveyed areas that do not meet the necessary criteria for archaeological potential. The remaining areas were then assessed for their specific prehistoric or historic potential, using the above stated criteria. Those areas determined to have prehistoric and/or historic potential were recommended for either Phase I archaeological survey or limited survey based on the level of previous disturbance identified in the desktop review.

2.4 Historic Architectural Identification Study

Previously and newly identified historic architectural resources located within the APE were identified and organized using the following methodology:

2.4.1 Previously Identified Historic Resources

RK&K began by studying the Architecture layers on Medusa, namely NRHP, Determination of Eligibility Short Forms (Short Forms), Maryland Inventory of Historic Properties (MIHP), Pending Submittal MIHP, and MHT Easements within the APE. The MIHP layer also includes the Determination of Eligibility (DOE) Forms, as relevant. Easement records obtained from the MHT Easement Administrator were also studied. The information gathered included NRHP status and criteria, build years, and easement status.

This information was further organized to better reflect gap analysis needs into six resource categories: 1) NRHP-listed (including National Historic Landmarks [NHLs]), 2) NRHP-eligible, 3) not eligible, 4) surveyed but not evaluated, 5) requiring re-evaluation, and 6) demolished. Field work was conducted by Dovetail Cultural Resource Group in May 2018 to both confirm the existence of previously identified NRHP-eligible resources and begin eligibility determinations for unevaluated MIHP resources. In addition to the previously surveyed historic architectural resources not already evaluated for the NRHP, some resources previously found not eligible will require re-evaluation since they did not meet Criteria Consideration G when last evaluated and have since reached the 50-year threshold for consideration.

Non-contributing elements of listed or eligible historic districts, as well as potentially eligible resources located within not eligible districts, were not identified as part of this current gap analysis. They will, however, be identified and individually evaluated for this project.

2.4.2 Newly Identified Historic Resources

Newly identified resources within the APE were identified using a 1978 construction date (in or prior to) as a cut off year, providing a ten-year buffer for project construction. Parcels were identified through desktop analysis conducted of Maryland State Department of Assessments and Taxation (SDAT) build years, available through Medusa, and historic and modern aerials 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. A raw number of 4,394 parcels, that included previously surveyed architectural resources, was initially identified using SDAT.

Newly identified historic architectural resources not necessarily associated with SDAT build year information, such as parks and linear resources, were identified using information from the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Montgomery and Prince George's County Parks websites, books, journal and news articles, and M-NCPPC reports. The segments of the Federal Interstate Highway System located within the APE are exempt from effects assessment consideration due to 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."

In cases where a small number of properties within the APE are part of a larger subdivision, MDOT SHA will consult with MHT to determine whether those properties can be evaluated individually on Short Forms or should be evaluated on a DOE Form as part of a larger district. Evaluations will also be completed on a plat by plat basis where subdivisions have been expanded by subsequent plats/phases, with evaluation possibly limited to those plats/phases constructed in or prior to 1978. Later plats/phases or additions by different developers may be treated as separate subdivisions. Resource names or boundaries may change as field work and additional research are conducted.

2.4.3 Prioritizations for National Register of Historic Places Evaluations

Due to the large number of resources requiring NRHP evaluation and re-evaluation for this undertaking, the resources were prioritized for documentation and consultation with MHT based on proximity to the project area and anticipated eligibility:

A. Proximity to the Project Area

Resources inside the CSB are more likely to experience direct effects and have been prioritized for evaluation over those resources exclusively within the larger APE, where if present, effects are expected to be indirect.

B. Anticipated Eligibility

Resources being recommended for NRHP evaluation or re-evaluation have been categorized based upon anticipated eligibility. These categories are not formal evaluations but are preliminary assessments based upon existing documentation and desktop survey. Final eligibility determinations may be different from the preliminary assessments.

Needs Research: Resources that require further research and consultation to determine their eligibility for the NRHP.

Anticipated Eligible: Resources that demonstrate clear and significant associations with historical trends under Criteria A, B, and/or C, and retain integrity.

Anticipated Not Eligible: Resources that clearly lack significant associations with the NRHP criteria and/or have diminished integrity, such as loss of original material, alterations or additions, or changes to the setting. Short Forms will generally be used for these resources and DOE Forms will be used for those resources with multiple buildings, when warranted.

C. Prioritization Categories

Proximity to the project area and preliminary anticipated eligibility definitions resulted in a total of six prioritization categories, listed from high to low priority:

1. CSB and Needs Research
2. CSB and Anticipated Eligible
3. APE and Needs Research
4. APE and Anticipated Eligible
5. CSB and Anticipated Not Eligible
6. APE and Anticipated Not Eligible

The NRHP evaluations will be conducted in this order of priority.

2.4.4 Evaluation Methodology

All resources with existing MIHP numbers will receive a DOE Form or, in the cases of demolished properties that require recordation, an Addendum. Of the newly identified resources, those that are clearly not eligible and do not consist of more than one building, will receive Short Forms. In addition, if properties include a primary building with secondary/ancillary structures (such as residential properties with a garage and/or sheds), or in certain cases where there is a small group of several similar buildings (under the same ownership) that together form a single complex, these may also receive Short Forms. All other resources will be evaluated using DOE Forms; no MIHP Forms will be used.

The evaluations will rely 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 *Suburbanization Historic Context Addendum* currently being drafted for the I-495 & I-270 MLS project. Property specific research will be conducted as needed. For those properties that fall outside the range of the suburbanization context or for which it does not apply, other regional historic contexts will be used, as available. Notable exceptions for using the suburbanization context will be the newly identified railroad alignments and power transmission lines located within the APE. It is assumed that with each of these linear features, the evaluated segment will be of a reasonable length to effectively conduct an NRHP evaluation.

In order to streamline the evaluation process, standards for evaluating common examples of residential subdivisions have been developed in consultation with MHT. Documentation of subdivisions will be completed using a DOE Form and will include archival quality photos of streetscapes and representative examples, with the suburbanization context referenced to reduce narrative description and history. The description may be limited to: subdivision type, street layout, housing form/style, basic materials, number of houses, approximate lot size, and common alterations. The history may be limited to (as research identifies): chronological/development period, developer, builder, architect, and advertised sale price. MDOT SHA will submit one example of an eligible subdivision and one of a non-eligible subdivision as "templates" for MHT comment prior to moving forward with additional evaluations.

3

3 ENVIRONMENTAL SETTING

The following context was largely extracted and summarized from the document entitled *Phase I Archaeological Identification Survey for the I-495 Capital Beltway Mainline Project and Stormwater Management Ponds Montgomery and Prince George's Counties, Maryland* prepared for MDOT SHA by Archaeological and Historical Consultants, Inc. (Diamanti et al. 2005). Additional research and context were added by RK&K staff to augment the context.

3.1 Physical Description and Environmental Setting

The APE crosses through two primary upland ecological system of the Southern-Central Oak-Hardwood and Pine Forest and two floodplain ecological zones of the Southern Floodplain Hardwood Forest (USGS 2018c). Upland forested areas within western portion of the APE, primarily in Montgomery County and west of the Fall Line, are part of the Central Appalachian Oak and Pine Forest. The forest is mostly-closed canopy but can include patches of more open woodlands and is dominated by a variable mixture of chestnut oak, white oak, red oak, black oak, scarlet oak, pitch pine and white pine; heath shrubs are often dense; and areas of disturbance often leads to secondary forest growth including greater proportions of pine and weedy hardwoods such as red maple. Upland forested areas within the eastern portion of the APE, primarily in Prince George's County and east of the Fall Line, are part of the Atlantic Coast Plain Dry and Dry-Mesic Oak Forest. This forest system is oak dominated. Floodplain forested areas within the western portion of the APE, including portions of Rock Creek Park and areas along the Potomac River, consist of the Southern Piedmont Small Floodplain and Riparian Forest or the Southern Piedmont Large Floodplain Forest. These forest systems consist of both non-forested bar and scour communities and the more extensive forested floodplain communities that include canopy forest. Floodplain forested areas within the eastern portion of the APE, specifically the Southwest Branch Stream Valley, areas along Indian Creek in Greenbelt, and Cherry Hill Road Park are made up of the Atlantic Coastal Plain Small Blackwater River Floodplain Forest. This forest system consists of a mosaic of cypress and gum swamps and bottomland hardwoods. The Greenbelt Park portion of the APE also consists of, in part, the Atlantic Coastal Plain Nonriverine Swamp and Wet Hardwood Forest. This forest system consists of hardwood or mixed forests of Taxodium distichum, Nyssa spp., and bottomland oaks (laurel, swamp white, and swamp chestnut).

3.2 Geology, Topography, and Hydrology

The APE is located in two physiographic provinces (Figure 2). The western portion of the project lies within the Uplands Section of the Piedmont Province and the eastern portion of the project lies within the Western Shore Uplands Region of the Coastal Plain Province (Vokes and Edwards 1974). The Uplands Section of the Piedmont Province is typified by rolling terrain and low ridges with elevations ranging from 150 to 450 feet above sea level. The Uplands Section of the Piedmont Province is typified by rolling terrain and low ridges with elevations ranging from 90 to 250 above sea level.

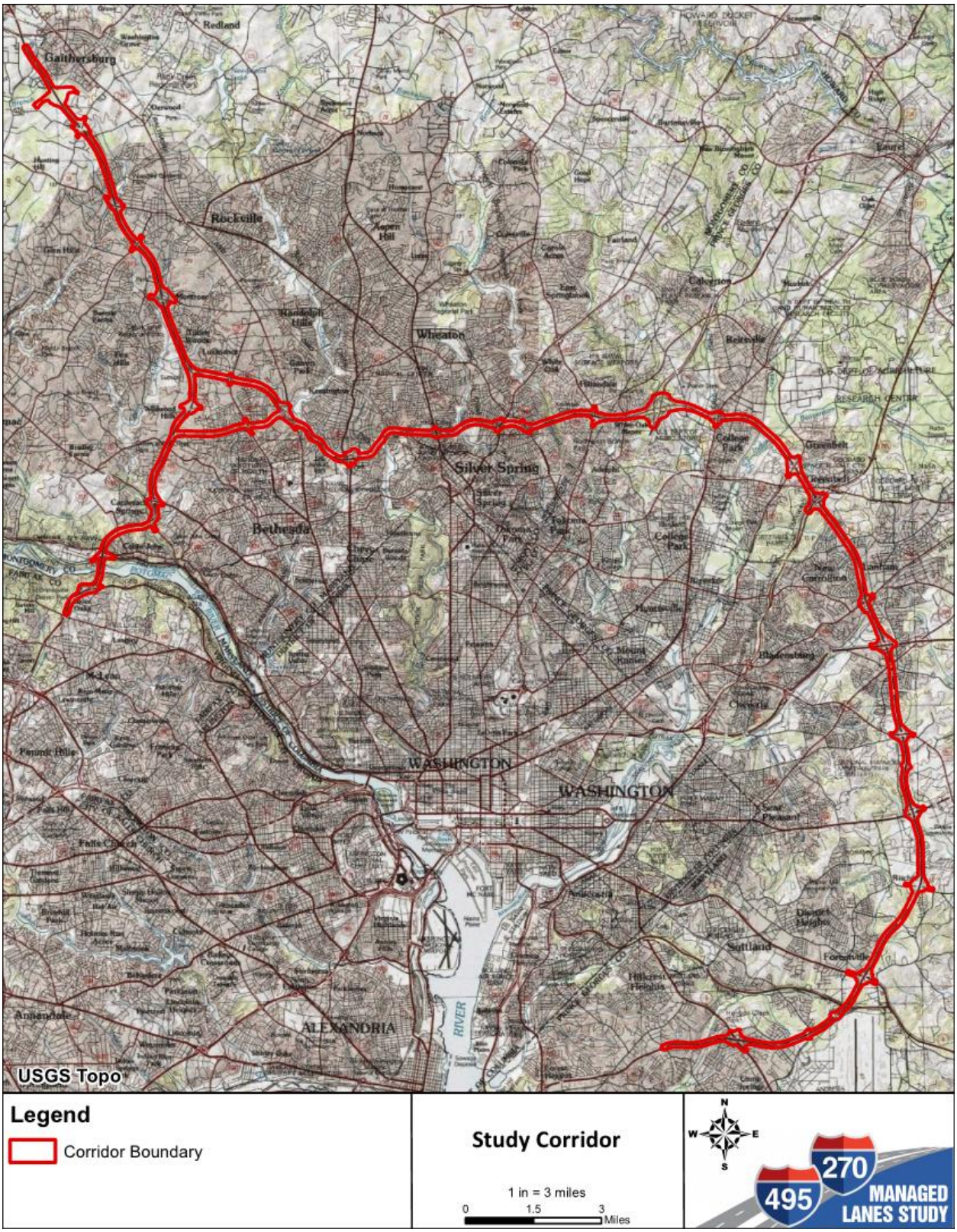
The Piedmont portion of the APE lies on several metamorphic and igneous rock formations dating from the Precambrian and Paleozoic (Cleaves et al. 1968). The Coastal Plain portion of the APE lies on two geologic formations consisting of unconsolidated gravel, sand, silt, and clay dating from the Cretaceous and Miocene.

The Potomac and Patuxent Rivers drain the region. In the Potomac River drainage, the APE extends south from Gaithersburg to the Potomac River at the American Legion Bridge, and crosses numerous tributaries such as Cabin John Creek, Seneca Creek, Rock Creek, Sligo Creek, Paint Branch, Northwest Branch, Northeast Branch, Indian Creek, Beaverdam Creek, Watts Branch, and Muddy Branch. In the Patuxent River drainage, the APE crosses Southwest Branch, Ritchie Branch, and their tributaries. The southern portion of the APE crosses Henson Creek and its tributaries.

Most Piedmont stream bottoms have moderate slopes controlled by bedrock outcrops at the surface. However, steeply sloped areas and small waterfalls exist. Most stream bottoms have a mixture of gravel and sand. Streams underlain with schist (a metamorphic rock) have bottoms of flat stones, while streams underlain by limestone bedrock are dominated by silty sediment. The bedrock in the eastern part of the Piedmont consist of gneiss and schist, gabbro (an igneous rock formed deep below the surface), and other heated and squeezed sedimentary and igneous rocks.

As streams cross from the Piedmont into the Coastal Plain, they change from hard-rock bottoms to softer, more easily eroded substrate. At the western boundary of the Coastal Plain, as streams flow across this transition (the “fall line”), they slow and begin cutting more deeply into the landscape. The most well-known section of the fall line is Great Falls on the Potomac River. The thick layers above the bedrock of the Coastal Plain consist of unconsolidated sediments, primarily gravel and sand. Some of these sediments are of oceanic origin, although many are derived from the Piedmont and were deposited in lakes, swamps, and the river floodplains.

Figure 2: MLS Corridor on USGS Topographic Quads



3.3 Soils

The project area in Montgomery County crosses three soil associations. The Manor-Glenelg-Chester association includes shallow to moderately deep, well-drained, gently sloping to moderately steep, channery soils such as Worsham silt loam, Glenville silt loam, and Manor silt loam (Balicki, et al. 1995). The Brinklow-Baile-Occoquan association includes nearly level to moderately steep, well-drained and poorly drained, moderately deep to very deep loamy soils in mostly upland settings. The Urban land-Wheaton-Glenelg association includes urban land and nearly level to strongly sloping, well-drained, very deep loamy soils. Alluvial soils include the Elk, Codorus, and Hatboro series, found along streams such as the Potomac River, Cabin John Creek, Rock Creek, Sligo Creek, Northwest Branch, and their tributaries. There is a broad area of Elk silt loam on the large alluvial area east of the American Legion Memorial Bridge at the Potomac River. Upland soils include series such as Baile, Glenelg, Wheaton, and Beltsville, all relatively shallow and formed in residuum (USDA 1995).

The project area in Prince George's County lies within four soil associations. The Beltsville-Leonardtown-Chillum association consists of moderately deep, well-drained to poorly drained, mainly gently sloping soils that have compact subsoils or substrata. The Christiana-Sunnyside-Beltsville association consists of deep, level to steep, well-drained soils with compact subsoil. The Collington-Adelphia-Monmouth association includes deep, nearly level to strongly sloping, well drained and moderately well drained soils of the uplands that developed in sediments containing glauconite. The Westphalia-Evesboro-Sassafras association is characterized by well drained to excessively well-drained soils of uplands that are mostly moderately sloping to steep. Soils on terrace and flood plain settings in these associations include Codorus silt loam, Hatboro silt loam, Cornus silt loam, and Bibb silt loam. These deeper soils occur along the margins of streams such as Paint Branch Creek, Indian Creek, Brier Ditch, and Southwest Branch. Upland soil series are dominated by the Beltsville, Collington, Christiana, Evesboro, and Westphalia series. These relatively shallow soils are formed primarily in residuum (USDA 1967).

3.4 Paleoenvironment

During the last 15,000 years, this area has undergone radical changes in environment. Climate in the mid-Atlantic region was affected by the proximity of continental glaciers until approximately 18,000 years ago, after which the glaciers gradually retreated, the climate ameliorated, and organic soil horizons developed. In the mid-Atlantic Coast Plain, the vegetation that developed in the cold moist climate following glacial retreat has been variously interpreted as tundra and/or a mosaic of tundra interspersed white spruce stands and dwarf shrubs (Maxwell and Davis 1972; Watts 1979; Carbone 1976).

The climate continued to evolve during the Pre-Boreal/Boreal episode of approximately 11,000 to 9,000 years ago. The vegetation was modified by the immigration of species such as fir, jack pine, and white pine from glacial refugia in the south. Other arboreal species, such as birch and oak, followed as the climate became warmer. Cox (1968) documents an increase in arboreal species by 12500 B.C. By approximately 9000 B.C., the pre-boreal forest had developed into a true boreal forest covering much of the landscape.

After 7000 B.C., the climate continued to become warmer and drier, culminating in the Hypsithermal interval of 6000-3000 B.C. Effects of a warmer, drier climate included a decrease in the number of low-order streams, lower water volume in streams generally, a decrease in biomass on ridges, and a

lowering of the water table (Watts 1979). Evidence provided by pollen core data suggests that the overall composition of the vegetation did not change radically (Bradstreet and Davis 1975).

The formation of deciduous forests that lasted into the historic period began by 7000 B.C. The deciduous forests were dominated by oak species, in combination with a variety of other arboreal species, and were characterized by the presence of a lush understory. Hemlock appeared relatively early, being present by 7000 B.C. in pollen profiles from the Tannersville Bog in Pennsylvania (Watts 1979), and as followed by beech, hickory, and chestnut. By 3000 B.C. a relatively stable primary forest was established in the project area. Many of the arboreal species that became established at this time represented food resources such as fruits and nuts, known to have been utilized by humans, as well as being utilized by the faunal species hunted by humans, such as deer, elk, bear, and other small mammals (David 1976).

By 3000 B.C. a relatively stable primary forest was established in the region. There were undoubtedly fluctuations in temperature and moisture after this date, but evidence suggests that these were low amplitude fluctuations of short duration that did not result in major changes in vegetation. The forest at the time of European contact would have been a mixed mesophytic community, similar in composition to the pre-1930s oak-hickory forest (Braun 1950).

4

4 REGIONAL HISTORY

4.1 Prehistoric Context

The following context has been largely extracted and summarized from the following documents: *Phase III Data Recovery Investigation of the Adelphi Site (18PR1024), Intercounty Connector Project, Wetland Creation Site PB-85, Prince George's County, Maryland* prepared for MDOT SHA by Rummel, Klepper & Kahl (Emory et al. 2015) and *Environmental Background and Native American Context for Bladensburg and the Anacostia River* (Ebright 2011). Additional research was added by RK&K staff to augment the contexts.

4.1.1 Paleoindian (ca 1100 B.C. – 8000 B.C.)

The Paleoindian Period encompasses the earliest indisputable evidence of human occupation of the North and South American contingents. Paleoindian populations are believed to have lived in small, kin-based hunter-gatherer bands and to have hunted cold-adapted animals such as caribou, mastodon, and woodland bison. Fish and plant resources were also presumably important in the diet. During this time, Paleoindian bands were mobile in response to the location of these food resources, including the migration of game animals. In addition, the locations of non-food resources such as lithic materials would have conditioned band mobility patterns.

The Paleoindian period is widely recognized as the beginning of human habitation in Maryland and the Mid-Atlantic Region. However, regionally potential earlier occupations have been documented in the archaeological record. Lithic assemblages and tools have been identified underlying Clovis occupations containing carbon samples which predate any known Clovis sites at the Cactus Hill site in southern Virginia (McAvoy and McAvoy 1997, Johnson 1997) and the Meadowcroft Rockshelter site in southwestern Pennsylvania (Adovasio et al. 1988, 1992). An unpublished excavation by Wall at the Barton site in western Maryland has also produced a pre-Clovis carbon-date, but no clear diagnostic artifacts have been identified with these early deposits (Ebright 2011).

The late Pleistocene climate was colder and drier than present conditions. During the Pleistocene era, Maryland's Fall Line area landscape was likely made up of a forest tundra mosaic consisting of spruce stands intermingled with dwarf birch. As the climate became warmer (following the retreat of the Wisconsin glaciation), fir, pine, and alder entered the mesic forest. McWeeney and Kellogg (2001) and others have provided detailed evaluations of the data for reconstructing these dynamic early post-glacial environments. Pollen analyses indicate that by 10,000 B.C. a mixed conifer-hardwood environment had

emerged in the Northeast and was sustained during the Allerod warm period, about 11,750 to 9,400 B.C., when conditions were warmer and wetter than today (McWeeney and Kellogg 2001). A mosaic of *Betula* sp. (birch) and *Alnus* sp. (alder) emerged with the more open conditions during the Younger Dryas cold stadial between 10,800 and 10,300 years ago, although Carr and Adovasio (2002) argue that deciduous forests would have been sustained at least in sheltered river valleys. As temperatures generally warmed during the fluctuating conditions between 10,000 and 9,000 years ago, boreal forests of *Pinus* sp. (pine) with *Tsuga* sp. (hemlock) and deciduous elements emerged in the north and *Quercus* sp. (oak) increased in the south (Dent 1995, McWeeney and Kellogg 2001). However, local variations in microenvironments due to topography, solar exposure, and surface water exerted a considerable influence on subsistence and adaptations.

During the Paleoindian period the Susquehanna River would have extended to the Atlantic Ocean in what is now southern Virginia, and the modern Chesapeake Bay had not yet formed. Both the Potomac and Anacostia Rivers were inland tributaries, lacking the rich estuarine and tidal attributes associated with these two rivers historically (Ebright, 2011). Cronin et al. (2007) place sea level in the Chesapeake area at about 35 meters lower than the present. Paleoindian site distribution in Maryland is likely biased by the eventual inundation of the lower river basins of the Susquehanna, Potomac and Anacostia Rivers. Rising water levels of the Holocene transformed the landscape and likely inundated many sites from this period.

In general, only a few Paleoindian sites have been identified in Maryland, but over one hundred isolated tools have been documented (Dent 1995). Few Paleoindian sites have been identified in the Maryland Piedmont and Western Shore Coastal Plain. Identified sites occur in several diverse settings: jasper outcrops located at Noland's Ferry near Point of Rocks, major stream terraces such as the Pierpoint site and surface finds along the Potomac River, and upland settings such as the Higgins site near Fall Line. The Paleoindian component at the Higgins Site is the only excavated Paleoindian component documented on the western shore of Maryland (Ebright 2011).

Other archaeological investigations of Paleoindian sites in the Mid-Atlantic Region, such as the Shawnee-Minisink site on the Delaware River (McNett 1985) and the Flint Run complex of sites in the Shenandoah Valley (Gardner 1979), have offered evidence of Paleoindian subsistence, technology, and settlement. Based on findings at the Flint Run complex of sites in the Shenandoah Valley, Gardner developed a Paleoindian settlement system model based on the distribution of cryptocrystalline lithic material sources and a delimited territory that was located within approximately 20 miles of a central base camp. The model is based on selective cyclical mobility within a territory based on access to cryptocrystalline materials as opposed to a model of highly mobile populations constantly in search of game. Custer, Cavallo, and Stewart (1983) have developed contrasting models of lithic procurement relative to the type and distribution of lithic resources in which multiple lithic sources are utilized. Serial movements involved lithic procurement embedded in other activities, as modeled by Goodyear (1979). Within the models "Base camps" are identified by the artifact variety of the site assemblage, the indication of discrete activity and the presence of pits and post molds (Gardner 1974, 1977, 1979). An example of a base camp is the Thunderbird site in Virginia (Gardner 1974). Smaller, specialized sites, such as hunting, quarries and reduction sites, were utilized for brief periods by smaller groups than those at base camps and would have radiated from the base camps (Dent 1995). The Paleoindian occupation at the Higgins

site represents a small, short-term campsite occupied by a highly mobile small band (Ebright 1992). Although a preference for high quality lithic materials is recorded at most Paleoindian sites, the two fluted points from the Higgins site were quartz and possibly made from locally curated cobbles.

Traditional theories propose that Paleoindians subsisted hunting late Pleistocene megafauna. However, the evidence from archaeological excavations at the Higgins site and other Mid-Atlantic sites, indicate that aboriginal diets included smaller game like deer, hare, turkey and fish, and plant foods such as wild grape, black walnut and blackberry (Dent 1985, 1995; Ebright 1992; Gardner 1980; McNett 1985).

Paleoindian tool kits do, however, reflect a major focus on hunting activities, and include diagnostic Clovis, Mid-Paleo, and Dalton point styles, in addition to scrapers, burins, gravers, utilized flakes, knives, and hammerstones (Gardner 1980; Custer 1984; Funk 1972).

4.1.2 Early Archaic (8000 B.C. – 6500 B.C.)

Some researchers have proposed combining the Paleoindian and Early Archaic Periods because of apparent similarities in subsistence (Gardner 1974; Custer 1985). However, this proposition remains to be tested since so little is known about the distribution of settlements in either period. Stewart (1980) interprets broad settlement patterns from the Hagerstown Valley of Maryland as a refocusing of hunter-gatherer strategies on new species during the Early Archaic. Such a pattern of changing strategies would be expected, given the gradual yet significant changes in the environment that took place throughout the period. Thus, while the Paleoindian to Early Archaic transition may not have involved radical alterations in subsistence-settlement behavior, important adaptive changes may have started to take place.

During excavations at the Indian Creek V site in Prince George's County, a site within the archaeological study area, core samples were taken from Dan's Bog to provide data to assist in a climate reconstruction of the site (LeeDecker et al. 1991; Brush 2001). Brush (2001) observed that during the period associated with the Early Archaic there was an increase of birch, oak, hazelnut, beech, walnut and ash between 8,800 and 5,660 B.C., while spruce, pine and alder decreased. Indicating a trend to more seasonable conditions and a habitat changing from open conifer land to an oak-hickory forest habitat.

The archaeological record indicates that subsistence and settlement patterns that existed during the Paleoindian period persisted during the initial Early Archaic period. This is evidenced by continued re-occupation of sites in the Early Archaic that were previously utilized during the Paleoindian period (Gardner 1974). One of the few changes noted during this period is an evolution of projectile point forms from fluted and non-fluted trianguloid forms to notched points. Gardner (1976) suggests that the stylistic change may reflect a change in tool technology. The appearance of the Corner-Notched Tradition (7500 – 6800 B.C.) and the Bifurcate Tradition (6800 – 6000 B.C.) are characteristic of tools associated with Early Archaic period sites.

The overall contents of the Paleoindian toolkits change very little in the Early Archaic. However, a couple of additions, ground stone tools and chipped-stone axes, reflect adaptations to environmental change and an expansion of exploitation strategies (Geier 1990, Dent 1995, Gardner 1989). Later site distribution patterns of the Early Archaic also suggest utilization of a greater variety of habitats and the exploitation of a wider variety of resources (Gardner 1976). By the end of the Early Archaic, sites are

found in habitats far removed from the traditional Paleo-environments utilizing a wider range of food and lithic resources (Wall 1981). The earlier preference for high quality lithic materials for tools during the Paleoindian period shifts toward more advantageously available materials, such as local quartz, quartzite, and rhyolite.

4.1.3 Middle Archaic (6500 B.C. – 3000 B.C.)

The settlement patterns that initially began during the latter part of the Early Archaic continued during the Middle Archaic period as adaptation to a more forested environment continue. Environmental fluctuations diminished, with the climate warming to an average temperature near that of the present day. An increase in precipitation also occurred during this period. In response to the stable environmental factors and continued diversification of the resource base, populations expanded over a larger geographic area. The continued growth of the oak-hickory forest provided a wider range of nutritious and storable food resources in the form of mast products (i.e. acorns, nuts) and an increase in game animals, such as turkey.

In a study of the Monocacy Valley, Kavanagh (1982) noted an increase in Middle Archaic sites away from riverine settings and tributaries, suggesting utilization of a broader resource base. Populations became more sedentary with the stability and availability of various resources, fostering a sense of territoriality based on resources located within a physiographic province or drainage basin (Custer 1986). Upland settings and interior wetland areas were utilized more often by these larger sedentary population groups. Fusion-fission settlement patterns developed during the Middle Archaic along major floodplains (Gardner 1987; Dent 1995). Small groups would congregate on a large floodplain and create a base camp when certain resources were abundantly available during various periods of the year, such as migratory birds or fish. When the food resources became scarce, the base camp would disperse back into smaller groups and move to upland settings to utilize the resources in that environmental area.

The data from the Indian Creek V site suggested a decrease in settlement activity at the site during the Middle Archaic period rather than an increase. Excavations of the site yielded an apparent absence of Middle Archaic period projectile points in the artifact collection, which indicated that the site location was abandoned during the Middle Archaic period. The authors did note that the most common diagnostic form identified on site (Vernon/Halifax) lack secured carbon dates and could potentially along with other un-typed points represent Middle Archaic activity (LeeDecker et al. 1991).

The contents of the Middle Archaic tool kits continued to resemble those of previous periods. However, the several types of ground-stone tools added for processing reflect the continually expanding resource base. The variety of grinding tools found on Middle Archaic sites, such as mortars and pestles, suggests an increased reliance on plants in the diet. The Higgins Site produced fragments of mortars and pestles within its Middle Archaic component (Ebright 1992). The presence of netsinkers and atlatl weights suggests collection of both fish and game. Atlatl weights have been found along the Nottaway River in Virginia (Egloff and MacAvoy 1990). Drills and other wood-working tools, such as adzes and celts, are also found in the Middle Archaic tool kit (Dent 1995). Diagnostic tool forms for the Middle Archaic include bifurcate/notched-base, contracting-stem, and side notched point types such as LeCroy, Kanawha, Stanly, Morrow Mountain, Guilford, and Halifax forms.

4.1.4 Late Archaic (3000 B.C. – 1000 B.C.)

Archaeological data in the Middle Atlantic region reveals a substantially higher frequency of sites during the Late Archaic period. Although the increase in site density is in part due to the increased visibility of sites, population increase is also believed to be a factor. A consequence of a population increase would have been a decrease in foraging territory available to each band and a consequent broadening of the diet to increase the productivity of the foraging area.

The Late Archaic period is marked by a greater emphasis on local resource exploitation along the major river and estuarine systems. Warm and dry conditions favored the development of open grasslands and oak-hickory forests. Rise in sea levels established more permanent waterways in the region. Late Archaic people continued fusion-fission patterns of Middle Archaic with an increase in a sedentary lifestyle. Settlement patterns tended to focus more along interior drainages of first order streams; settlements were larger and reflected an increase in a sedentary lifestyle (Mouer 1991; Steponaitis 1980; Kavanagh 1982). The Indian Creek V and Higgins site both appear to represent a single aspect of the regional Archaic settlement system located in the hinterlands, which likely incorporated major base camp sites located further downstream on the major floodplains (Ebright 2011).

Evidence of territorial development occurred within the region through the development of stylistic and territorial zones of diagnostic lithic artifacts. Diagnostic artifacts found in Late Archaic occupations include Broadspear variants, such as Savannah River and the Holmes projectile points, Notched Broadspear, Perkiomen, Dry Brook, and Dry Brook Orient projectile points. The appearance of Savannah River Broadspear form is attributed to a population migration from the Carolinas in the early portion of the period (Gardner 1987). Gardner suggests that the Holmes projectile point was a later version of the Savannah River and Susquehanna Broadspear projectile points; when it was manufactured from rhyolite, its territory was generally restricted to the Shenandoah Valley and above the fall line of the Potomac River, whereas quartz or quartzite Savannah River and Holmes types have generally been found in the southern portion of the Potomac River and the Piedmont regions.

Large flat bottom steatite (soapstone) vessels (i.e. bowls) with carved lug-handles are one of the most noted types of artifacts to be introduced to the assemblage during the Late Archaic Period (Dent 1995). Steatite was found in the western region past the fall line of the Potomac River and in the Piedmont areas. The use of heavy steatite bowls appears to demonstrate a more sedentary pattern of existence (Tuck 1978). The use of steatite bowls allowed for carrying of liquids, and cooking either over a fire or with stone boiling.

4.1.5 The Early Woodland (1000 B.C. – A.D. 500)

During the Early Woodland the sedentary subsistence pattern which began to develop in earlier previous periods increased, with larger, long-term sites serviced by outlying extraction sites (Mouer 1991). Climate conditions continued to evolve into a more stable, moister condition. Domesticated cultigens, such as corn, beans, and squash, were gradually incorporated into the daily diet. Wild grasses, amaranth, and wild plants like polygonum, mustard, and grape were collected from storage pit features in nine oval pit houses identified at the 522 Bridge Site in Front Royal, Virginia (McLearen 1991).

A rapid rise in ceramic technology occurred during the Early Woodland Period. The earliest ceramics, attributed to the Marcey Creek series, were tempered with crushed steatite and formed in a similar

shape to the steatite bowls of the previous period (Mouer 1991). Other types of early ceramics, including Selden Island, Bushnell, and Croaker Landing wares, are possibly distinctive forms for the Chesapeake Bay area (Custer 1989). Accokeek wares, featuring sand and quartz temper and coil construction, eventually replaced the Marcey Creek ceramics (Wright 1973). Early Woodland period ceramics tempered with steatite are typically limited to raw resource locations found in areas around the Fall Line and Piedmont. However, the use of sand and quartz temper expanded manufacturing of ceramic technology to other locations where steatite was absent, allowing further mobility and use of ceramics.

The flaked-tool industry of the period reflects Late Archaic technology and includes small bifaces, drills, scrapers, and utilized flakes; antler and bone tools have also been recovered (Dent 1995). Point types associated with Early Woodland ceramics include Savannah River, Dry Brook, Orient Fishtail, and Calvert points. Additional point types associated with Maryland ceramics dating to this period include Piscataway/Rossville, Teardrop or ovoid, Calvert, Clagett, and Vernon forms (Ebright 1992).

4.1.6 The Middle Woodland (A.D. 500 – A.D. 1000)

The Middle Woodland period witnessed the steady continuation of trends first evident during the Late Archaic and Early Woodland periods: increased population growth; sedentism; the establishment of trade networks; and eventually, according to Blanton (1992), more clearly defined group territories. Many scholars divide the Middle Woodland period in Eastern Maryland into two cultural phases identified by two distinctive ceramic wares; Pope's Creek and Mockley (Egloff and Potter 1982; Wanser 1982; Read 1990). Popes Creek (ca. 500 B.C. – A.D. 200) is a thick-walled, sand-tempered, net-impressed ware, and Mockley (ca. A.D. 200 – 900) is a shell-tempered, cord- and net-impressed ware (Custer 1989; Dent 1995; Wright 1973). The date ranges defining these two phases are based primarily on radiocarbon dates acquired from individual sites excavated in the region (Sperling 2008). Calvert and Rossville projectile points have been found in association with Popes Creek ceramics, and Selby Bay–Fox Creek points and notched and un-notched Jack's Reef Pentagonal points have been associated with Mockley ceramics; the latter two pentagonal forms are associated with near the end of the phase and may have been the first arrow points (Dent 1995; Cresthull 1974).

Gardner (1982) and other scholars regionally have divided the period into two similarly dated phases but use the nomenclature of Middle Woodland I and Middle Woodland II. Although ceramic wares are considered attributes within each of these phases, a greater emphasis is placed on social organization and changes in settlement systems/patterns. During the Middle Woodland I phase there was an elaboration of mortuary practices, including burial mounds and elaborate, exotic ceremonial grave goods related to the Adena culture (Griffin 1967). These grave practices and goods not only indicated a shift from a band level of social organization to complex rank societies, but also reflect an extensive trade association beyond the immediate interior of Maryland. There is also the sudden shift in ceramic style at the beginning of the Middle Woodland II phase and the emergence of a more dispersed settlement pattern. Mockley ceramics are recorded throughout the Mid-Atlantic region and in Eastern Maryland there is a higher frequency of shell middens documented with Mockley ceramics along estuarine environments than during the earlier phase.

Based the preliminary work of Henry Wright (1973), the Selby Bay phase would eventually become synonymous with the Middle Woodland II along the Western Shore of Maryland. In addition to Mockley ceramics and base camps with large shell middens, a characteristic of Selby Bay sites is the preference for non-local lithic materials such as rhyolite, and jasper. Galke (2000) speculated that an oyster surplus, as evidenced by the large shell middens, may have been traded for "exotic" lithic materials. The theory may be substantiated at the Phase II and III excavations at Site 18AN284/285, a Selby Bay phase site on the Rhode River; investigators Gibb and Hines (1997) concluded that oyster harvesting was the primary function to near exclusion of any other activities (Sperling 2008). Stewart (1989) cited fluctuations in the trade of lithic materials between the two Middle Woodland phases, noting a reduction in exotic lithic material between ca. 400 B.C. and A.D. 200 when tools were manufactured with quartz or local materials. A reversal of this trend is observed during the Middle Woodland II phase when exotic rhyolite, jasper and argillite originating in Western Maryland, Virginia and Pennsylvania largely replaced locally available lithic materials. The Adelphi Site, a nearly exclusive Middle Woodland II/Selby Bay occupation, is a short-term procurement site near the confluence of the Paint Branch and Little Paint Branch. The site assemblage contained a high percentage of jasper lithics and tools compared to locally available materials. Samples of jasper from the site submitted for neutron activation analysis revealed compositional profiles consistent with jasper from the Reading Prong complex in Lehigh County, Pennsylvania, the Hatch/Houserville district in Centre County, Pennsylvania, and the Arnold's Valley (Rockbridge) source in Bedford County, Virginia (Emory et al. 2015).

Missing from the archaeological record during the Middle Woodland II phase are the elaborate ceremonial grave goods and burial mounds identified during the Middle Woodland I phase. Gardner (1982) describes the societal and mortuary differences between the two phases as resulting from "a failure of previously evolved structures to satisfy the needs of the population effectively or to keep the system operative," citing "population growth, [and] geographic over-extension" as potential causes leading to more "loosely or non-aligned systems…" (Gardner 1982).

4.1.7 Late Woodland (A.D. 1000 – 1600)

The sedentary settlement patterns of the Late Woodland period are demonstrated by permanent villages with a subsistence base focused on grown domesticated foods, namely maize, beans, and squash. The beginning of maize horticulture occurred around A.D. 1000. Floodplain locations were favored for village sites, likely based on the availability of fertile bottomland soils for agricultural practices and the ease of clearing the land. Stockade fortifications have been found at some Late Woodland village sites, possibly indicating defensive measures (Griffin 1967). Evidence of stockaded settlements began around A.D. 1300 to 1400.

Smaller base camps and procurement sites tend to serve specialized functions with periods of multiple re-use and short-term duration. A dramatic increase in the small village sites with multiple storage pits during the Late Woodland suggests that these populations were sedentary and continually growing. The sedentary lifestyle and food surpluses were attributed to the creation of complex sociopolitical structures within ranked societies. Recognized territories developed among the complex societies, limiting movement into another territorial area (Dent 1995). Trade networks developed among the various societies, with apparent neutral trade zones established between territories.

Ceramic diversity continued with a variety of motifs likely associated with the borrowing of designs from other societies through established trade networks. The Patuxent drainage basin witnessed two phases of ceramic traditions during the Late Woodland Period. The Little Round Bay Phase (A.D. 800 to 1250) was exemplified by a thin walled and shell tempered ware with complex incised designs (i.e. Rappahannock and Townsend) (Steponaitis 1980). The Sullivan Cove Phase (A.D. 1250 to Contact) featured Rappahannock Incised, but with simpler incised designs of horizontal lines. Common projectile points associated with the Late Woodland include Jack's Reef, Levanna triangular, and Madison forms.

Three regionally significant Woodland period sites were excavated on terraces above the confluence of Rock Creek and the Potomac River in Washington, D.C.: Ramp 3, Whitehurst West and Peter House. All three sites contained Early, Middle and Late Woodland components and are good analogous sources concerning the Woodland periods for the Potomac and Anacostia watersheds (Ebright 2011). A broad range of activities and artifacts are represented at each of the sites and seem to be similar to the short-term, repeated occupations documented for the Archaic period at the Indian Creek V site (Klepper et al. 2006, LeeDecker et al. 1991). The diverse sample of ceramic wares recovered from the sites was interpreted as suggesting an occupation of the sites by population groups from a variety of regions (Kleppert et al. 2006). Ebright (2011) describes the pattern of occupations as a function of the location, the sites are located along a major drainage, the Potomac River, positioned between the Fall Line and the head of the Potomac estuary; the sites may be associated with trade/exchange activities between two regions. Based on the ceramic wares present the heaviest occupations at the Whitehurst sites pre-date major proto-historic and Contact period sites (Ebright 2011). A mortuary feature dating to the Middle Woodland contained funerary objects which appear to reflect burials associated with the Kipp Island complex located in western New York and southern Canada (Ebright 2011). The combined data from the three sites has been used to examine population movement models in attempts to address the relationship between prehistoric cultures and the tribal groups recorded in the region at the time of contact with Europeans (Potter 1993; Dent 1995; Dent and Jirokowic 2006; Knepper et al. 2006).

4.2 Historic Context

The following context has been largely extracted and summarized from the following documents: *Phase I Archaeological Identification Survey for the I-495 Capital Beltway Mainline Project and Stormwater Management Ponds Montgomery and Prince George's Counties, Maryland* (Diamanti et al. 2005), *Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland*, Volume 1, (KCI 1999), *Environmental Background and Native American Context for Bladensburg and the Anacostia River* (Ebright, 2011), and *Archaeological Investigation of Compton Bassett and Hill's Landing Along Old Baltimore Pike, Prince George's County, Maryland* (Shellenhamer et al. 2018). Additional research and context were added by RK&K staff to augment the context.

The chronology of the historic context is based on guidelines established in the Maryland Comprehensive Historic Preservation Plan (Weissman 1986). The historic sub-periods therein include Early Settlement (1674-1790), Rural Agrarian Intensification (1790-1820), Agricultural-Industrial Transition (1820-1870), Industrial-Urban Dominance (1870-1920), and the Modern Period (1920-Present).

4.2.1 Contact and Early Settlement (1608-1680)

John Smith's exploration of the upper portion of the Potomac estuary in 1608 is the first documented European contact (Fiedel et al. 2008) in the region. At the time of his exploration, Smith recorded the large village of Nacotchtank along the eastern banks of the tidal portion of the Anacostia River near the confluence with the Potomac River. For much of prehistory the Fall Line and the Potomac River estuary represented both a physical and cultural boundary for Native Americans. The Fall Line of the Potomac River separated the Iroquoian and Siouan groups of the Piedmont and interior from the Algonquian groups of the Coastal Plain (Ebright 2011). Nacotchtank appears to have served as a center of the exchange between these two regions at the time of initial European contact.

Much of the earliest local interactions between Europeans and Native groups in the region initially emanated from the English settlement in Jamestown. Initially, interactions pertained to exploration and Jamestown's quest for foodstuffs but would later also involve economically based trade and alliances with the Algonquin-speaking groups comprising of the Powhatan Confederacy, the Piscataway Confederacy, and Anacostans that occupied the Potomac and Anacostia watersheds below the Fall Line and the Iroquoian Massawomeke from above the Fall Line (Ebright 2011). During the first half of the seventeenth century relations and alliances between the English and the Algonquin-speaking based confederacies often remained in flux as alliances and antagonisms shifted between native groups and the English.

In 1629, King Charles I granted Maryland to George Calvert, the first Lord Baltimore. Official European settlement in Maryland did not occur until 1634. In that year, St. Mary's City in southern Maryland was settled by a group of colonists sent to the Chesapeake by Cecilius Calvert, second Lord Baltimore. Earlier settlers, led by William Claiborne of Virginia, had colonized Kent Island illegally in 1631. From this location, Claiborne and his fellow Virginian colonists traded European goods for furs with the nearby Susquehannock tribe. In 1637, Calvert forcibly removed Claiborne's Virginia colonists and took possession of Kent Island. Following the expulsion of the Virginians from upper Chesapeake Bay, the

Maryland colonists attempted to resume the fur trade with the local Indians. Jesuit missionaries created close contacts with the Piscataway tribe, who at the time, resided in the southern portions of present-day Prince George's County (Sperling et al. 2006:11).

From 1634 to 1680, the Calvert family promoted settlement of their Maryland colony through the headright system. Originally created in 1618 in the Virginia colony, the headright system provided 50 acres of land to new colonists who paid their own way to the colony and an additional 50 acres per person to those who funded the transport of others to the colony. More than 34,000 land patents were recorded under the system, a figure that may account for approximately 80 percent of the settlers entering Maryland prior to 1684 (Kilty 1808:3-7).

Throughout the mid-to-late seventeenth century, Maryland's colonists maintained complicated relations with both their Native American and European colonial neighbors. In 1642, the Maryland Assembly declared the Susquehannock as enemies of the colony while at the same time maintaining a peace with the local Piscataway tribe. By the end of 1642, disaster struck the settlements along the Patuxent River as the Susquehannock Indians began a raiding campaign against the Jesuit and English settlers. At the same time, the ongoing Puritan Revolution in England and Richard Ingle's rebellion in Maryland also profoundly affected settlements on the Patuxent. When the English Civil War broke out, Ingle, a Protestant ship captain and tobacco trader, sided with the Puritans. In 1645, Ingle arrived in Maryland and for two years attacked the colony in the name of Parliament. In that time, he and his men destroyed numerous properties along the St. Mary's and Patuxent Rivers and captured the Maryland Capital, St. Mary's City. These raids, along with the disruptions caused by the Susquehannock attacks, left the Patuxent River drainage largely depopulated.

Gradual displacement of the native tribes in the Potomac and Anacostia watersheds began in the second half of the seventeenth century. In Maryland the colonial government established reservations in the 1660 and 1670s to protect Indians from continued encroachment by settlers. By 1696, the individual identities of Native Americans living in Maryland were consolidated as under the jurisdiction of the "Piscttoway Emperor" (Ebright 2011). By the beginning of the eighteenth century a combination of warfare, disease, and emigration had greatly diminished the original native population of the region (Feest 1978).

The 1650s and 1660s saw a renewed settlement along the Patuxent River. On July 5, 1652, Maryland entered a peace treaty with their Susquehannock neighbors in an attempt by the colony to protect its northern borders from incursions by the Iroquois League (Sperling et al. 2006:13). During this time, settlement in Maryland expanded beyond southern Maryland as colonists developed agricultural properties along the Patuxent and Potomac Rivers in present-day Prince George's County. Despite the influx of new settlement into the Patuxent and Potomac drainages, the development of towns and non-agricultural enterprises was limited during this time. A series of legislative acts after 1667 attempted to create formal towns and ports of entry with the intent by the government to control trade on the rivers as a source of colonial revenue. Legislation enacted between 1668 and 1683 created three such towns on the Patuxent River: Calverton, Harveytown, and Harrington. However, these and other towns legislated by the Maryland colonial government in the late seventeenth century never developed into settlements larger than small villages (Shomette 1995).

During this period, tobacco was the primary cash crop in Maryland, which promoted migration to the colony as the demand for labor increased as planters acquired new lands for cultivation. From the 1630s through the mid-1660s, the population increased at a rate of approximately ten percent per year (Carr et al. 1988:104). During this first period of Maryland's colonial development, most of the immigrants were white bonded or indentured servants from England who were typically indebted to a wealthy Maryland planter for a period of five to seven years in exchange for transport to the colony. The majority of these first colonial immigrants were young, unmarried and unskilled men; however, a small percentage were women who worked as servants to artisans and planters (Carr et al. 1988:130). Indentured servants were the most readily available source of labor in the first decades of settlement in the colony; however, their use eventually gave way to the increased dependency on enslaved Africans after 1660 (Land 1969; Berlin 1998). The one-time investment in enslaved labor quickly became more appealing to Maryland's planter class as it provided a self-reproducing labor-force as opposed to bonded labor, which had to be replaced every few years.

4.2.2 Rural Agrarian Intensification (1680-1815)

The colony continued to grow during the remainder of the seventeenth century, and in 1696, the Colonial Assembly of Maryland decreed that Prince George's County be created. The new county was created from portions of Calvert and Charles Counties, and included all of what is now Prince George's County, Montgomery County, and several other Maryland counties to the north and west, although the western boundary was left vague (Dixon et al. 1997).

Largely to facilitate export of tobacco, the Colonial Assembly began to establish port towns in 1706. Early port towns include Queen Anne, Nottingham, and Milltown on the Patuxent, Marlborough on the West Branch of the Patuxent, Aire on Broad Creek, Piscataway on Piscataway Creek, and Bealltown on the Anacostia River. With a deep-water harbor, Bladensburg on the Anacostia River, established in 1742, became an important port. The port towns that flourished became central places for manufacture and commerce, in addition to the shipment of tobacco.

Throughout the period, tobacco continued to dominate agricultural production in Prince George's County, including the portion that became Montgomery County in 1776. The plantation system was firmly established in both counties. Large land holdings continued to be owned by individual families, many established from the original land grants. Tobacco was used as cash, sent back to England in exchange for goods. The plantation system, both the large households and the fields, required a large labor force, which was supplied principally by slaves. During the period, slaves made up approximately 50 percent of the population of the region (Dixon et al. 1997, Wesler et al. 1981a, 1981b).

By the onset of the eighteenth century, problems with soil exhaustion were already having an impact on the region's economy. The abandonment of fields led to a lack of suitable tobacco growing land, especially in the more southern portions of the region. Out-migration ensued, as farmers moved west in search of new land, and tobacco production dropped. The area that would become Montgomery County received an influx of settlers as a result of this process. In 1748, Frederick County was formed out of western Prince George's County, and included what is now Montgomery County. And in 1776, Montgomery County was itself was created from the southeastern portions of Frederick County (Wesler et al. 1981b).

The American Revolution had little direct impact on the region encompassed by Prince George's and Montgomery Counties, the principal battles having been fought elsewhere. However, regional inhabitants joined the Continental Army, and served for the duration. During the War of 1812, Prince George's County experienced invasion by the British in 1814, en route to their sack of the Nation's Capital (Dixon et al. 1997)

4.2.3 Agricultural-Industrial Transition (1815-1870)

In the early nineteenth century, various transportation-related developments stimulated economic growth throughout the region encompassed by Prince George's and Montgomery counties. The Delaware and Chesapeake Canal opened in 1829, allowing large vessels to move between the two water bodies. The Baltimore and Ohio Railroad (B&O) opened in 1828, and stimulated growth in the Washington-Baltimore corridor. In 1839, the Washington Branch of the B&O, which ran through the northern portion of Prince George's County, was opened. Later railroads included the Baltimore and Potomac, which also crossed Prince George's County, and the Metropolitan Branch of the B&O, which crossed Montgomery County (Dixon et al. 1997, Sween 1984). In 1828, work began on the Chesapeake and Ohio Canal, and by 1830, its first twenty miles were in operation. With the completion of another 70 miles, it transported agricultural products and coal from western Maryland to eastern markets. The early nineteenth century was also a period of intensive roadway construction, with numerous turnpikes providing rural areas with access to market centers.

Despite these improvements, both Prince George's and Montgomery counties remained predominately rural during the antebellum years. In Prince George's County, lack of adequate transportation isolated the area from markets in Washington (Wesler et al. 1981a). In Montgomery County, Tridelphia, which was founded in 1809 by Thomas Moore, was the only mill town in the county and industry was limited to the ubiquitous grist mills and scattered stone quarries (Wesler at al. 1981b, Sween 1984). In both counties, tobacco production continued, and in Prince George's County, it remained the principal focus of agriculture. Early in the century, improvements in cultivation methods were introduced and became widespread, leading to increased production and influx of new settlers, principally from Pennsylvania, New York and New Jersey, to replace the farmers who had left to go west. The plantation system remained intact, and during the first half of the nineteenth century, Prince George's County was Maryland's leading tobacco producing county, growing nearly one third of the state's total crop (Dixon et al. 1997). Nearly one half of its inhabitants were slaves. In contrast, tobacco farming gradually lost ground to agricultural diversification in most of Montgomery County during the antebellum period, as famers turned increasingly to grain and dairying (Sween 1948).

The Civil War radically transformed the agricultural economies of both Prince George's and Montgomery Counties (Figure 3 - 8). Troop movements in both areas caused extensive property damage, but what was crucial to the future of farming was the emancipation of slaves. This rendered the tobacco crop in the years immediately after the war. Sharecropping replaced plantation agriculture, and in both counties, led to further agricultural diversification (Dixon et al. 1997, Wesler et al. 1984a, 1984b). Nevertheless, Prince George's County remained Maryland's leading tobacco producer in the post war years (Dixon et al. 1997).

Figure 3: MLS Corridor depicted on detail of Montgomery County's Election District in 1865 (Martenet 1865)

Figure 4: MLS Corridor depicted on detail of Montgomery County's Election District 5 in 1865 (Martenet 1865)

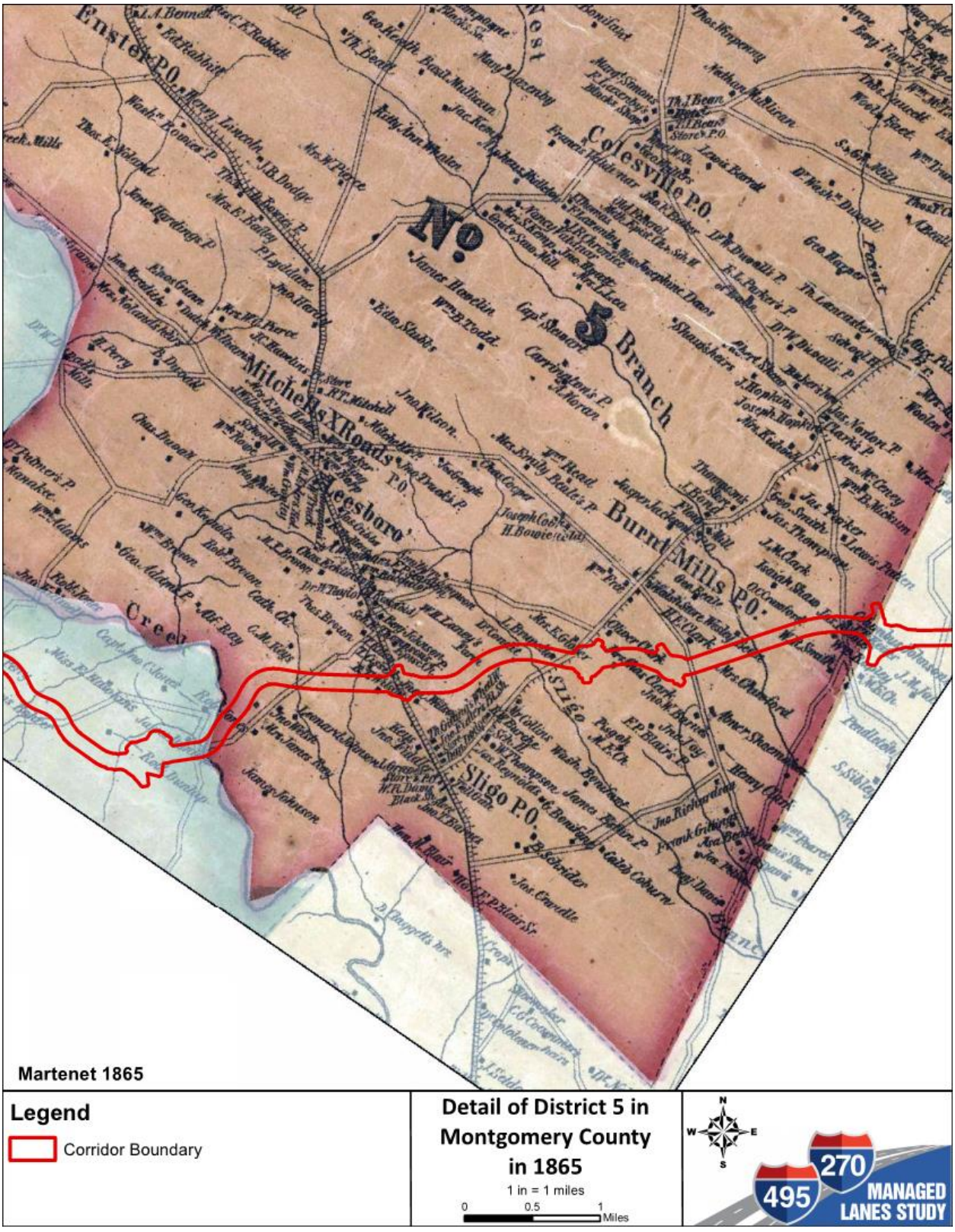


Figure 5: MLS Corridor depicted on detail of Prince George's County in 1861 (Martenet 1861)

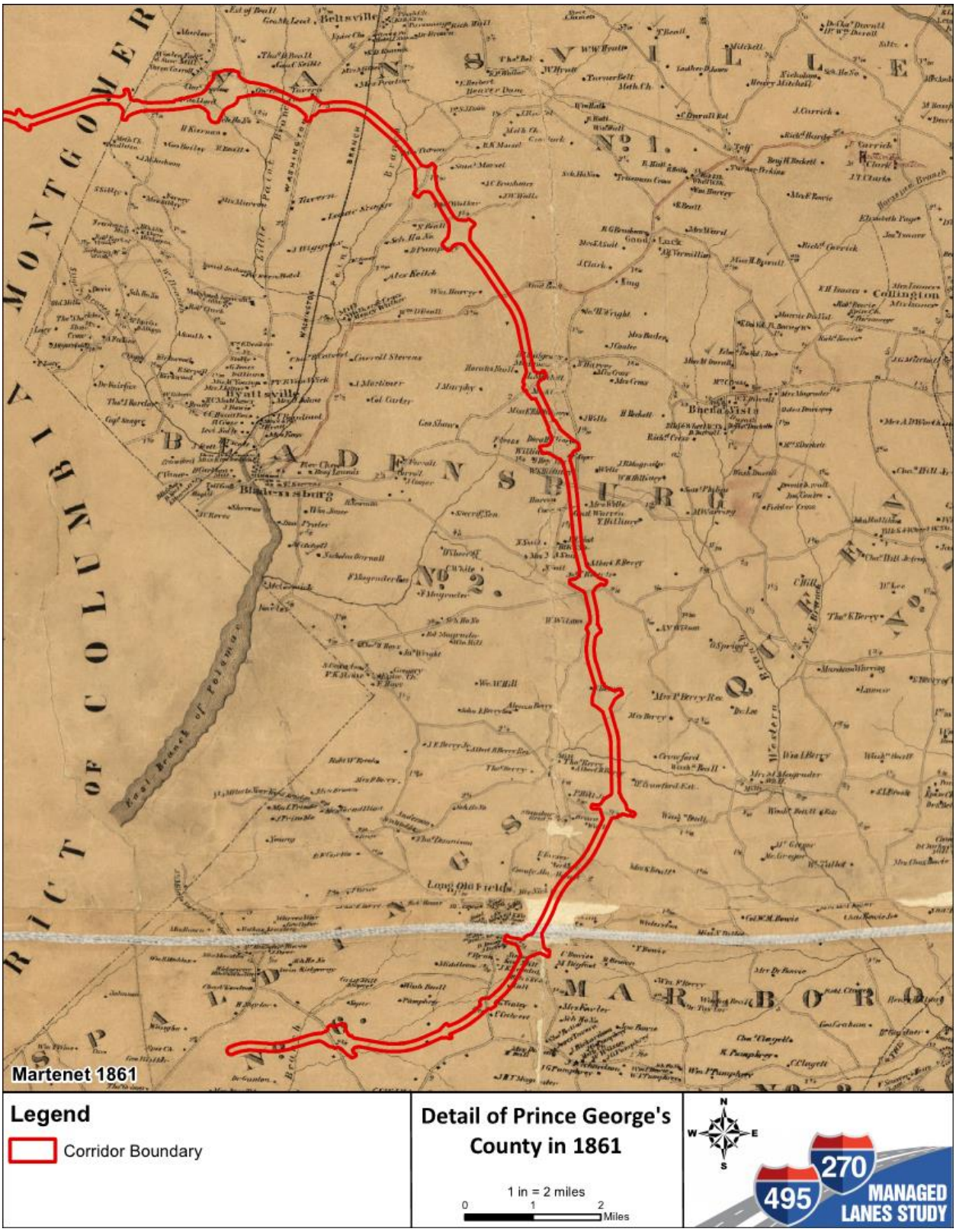


Figure 6: MLS Corridor depicted on detail of Montgomery County's Election District 4 in 1879 (Hopkins 1879)

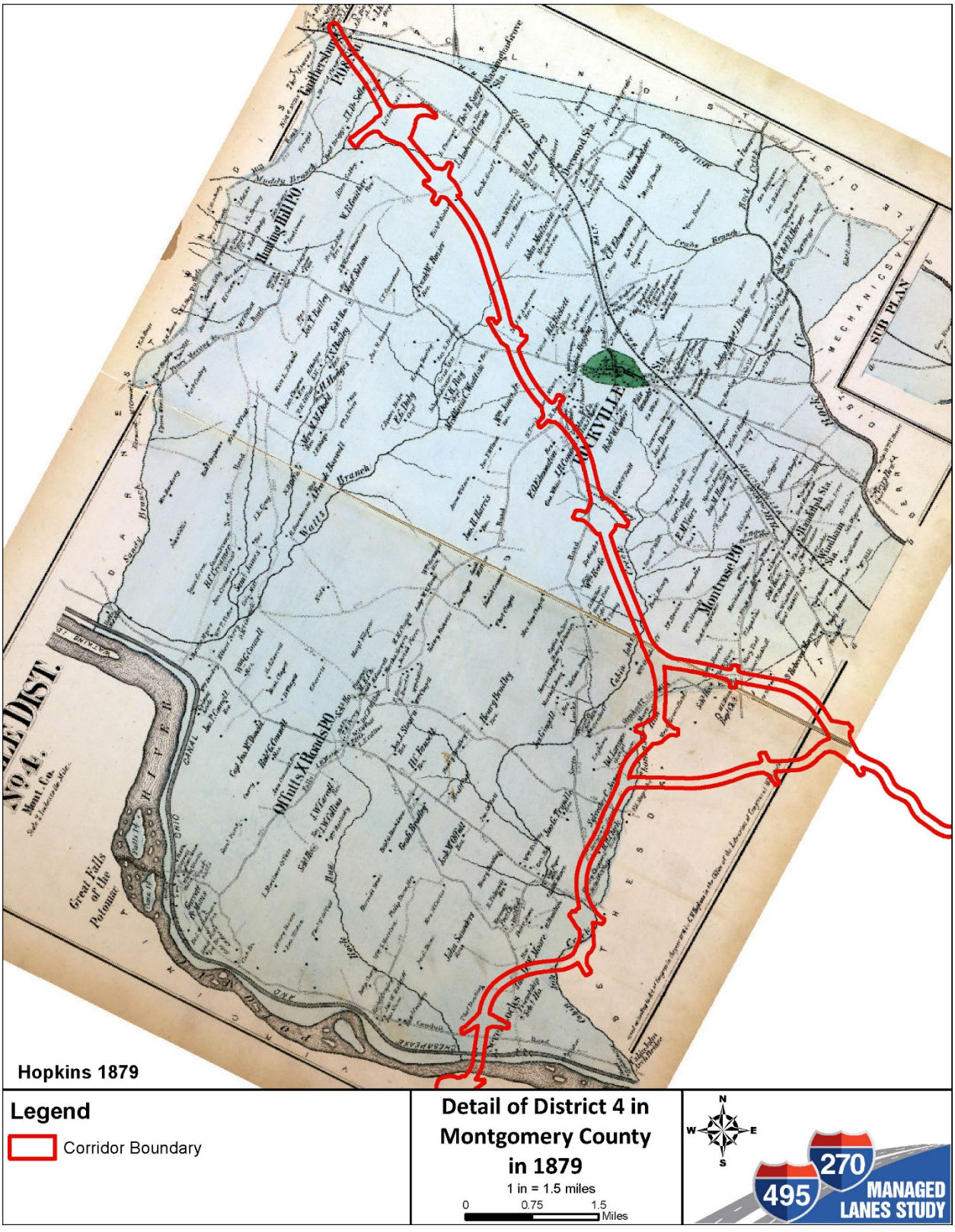
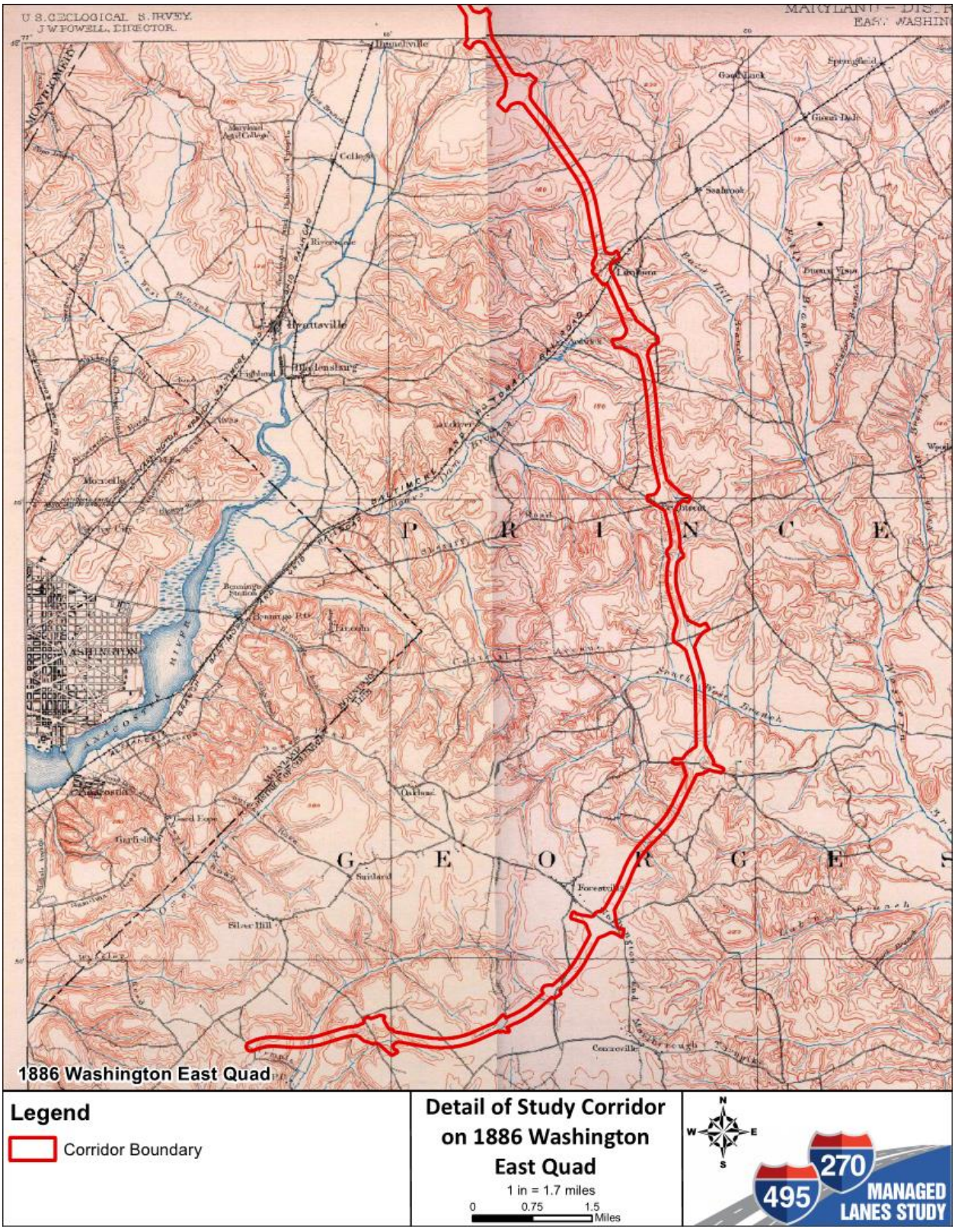


Figure 7: MLS Corridor depicted on detail in Montgomery County's Election District 5 in 1879 (Hopkins 1879)

Figure 8: MLS Corridor depicted on detail of 1886 Washington East Quad



Both counties remained rural in character during the 1870s and early 1880s (Figures 6 – 8). The District of Columbia, which shared borders with both counties, contained more farmland than city at the time (Virta 1996), and had yet to exert the enormous economic influence on hinterland rural area that it later would. In the countryside, along the route now occupied by the Capital Beltway and I-270 there were regularly space farms interspersed with small crossroads villages. In Prince George's County, villages along the route included Oxon Hill (Grimesville) in the south; Centreville, Forestville, Brightside, Suitsville, and Lanham Station to the east and northeast of Washington. In Montgomery County, Four Corners, Wheaton, Sligo, and Knowles were the villages near the Capital Beltway route, and at the far western end, Seven Locks on the Chesapeake and Ohio Canal. Villages near the I-270 route include Montrose and Hunting Hill and the larger towns of Rockville and Gaithersburg (Hopkins 1879).

4.2.4 Industrial-Urban Dominance (1870-1930)

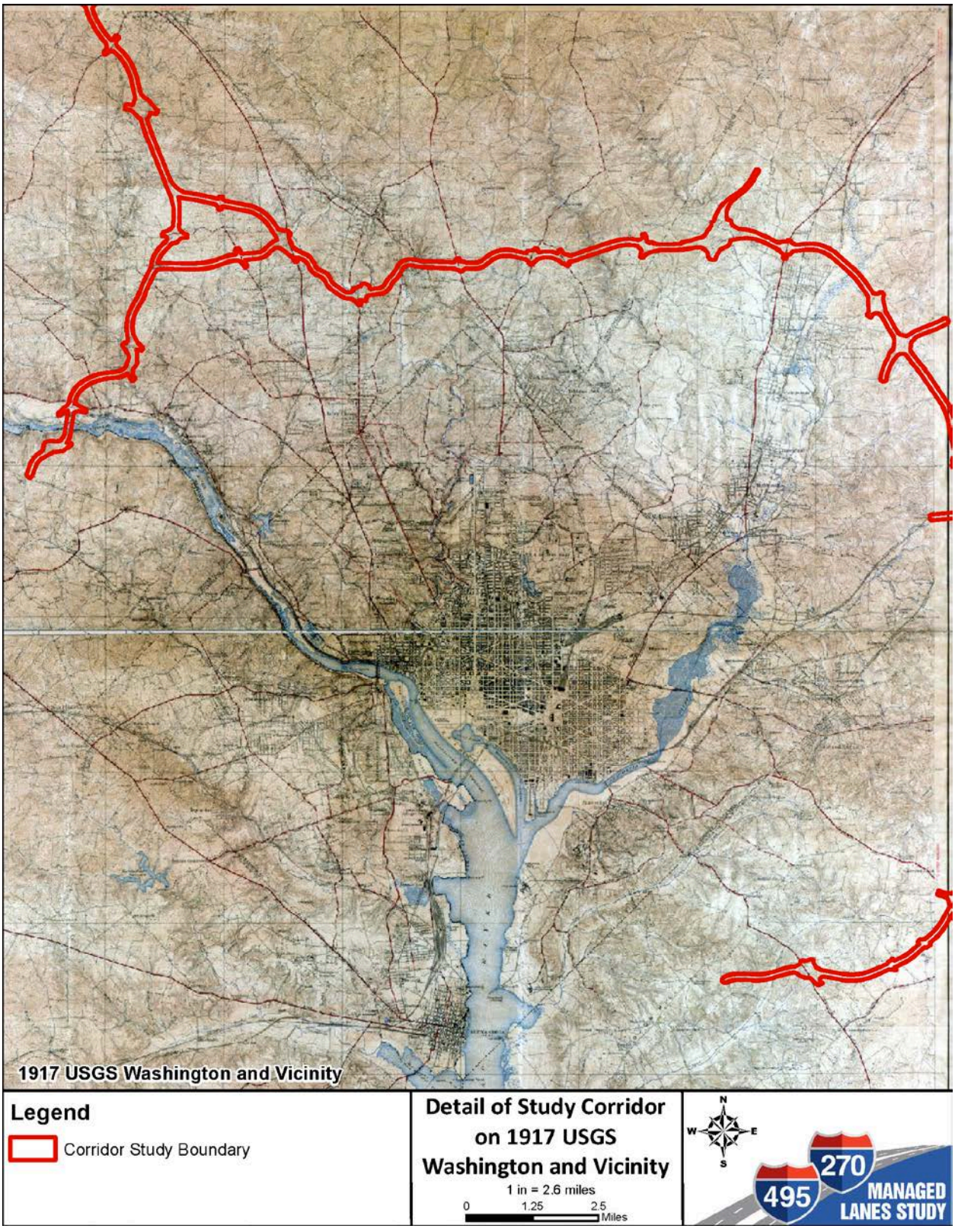
The trends that led to the suburbanization of the portions of Prince George's and Montgomery counties through which the Capital Beltway now runs began in the 1880s (Figures 6 – 8). A key event in this process was the passage of the Civil Service Act of 1883, which created a stable job market for federal employees in the District of Columbia (Sween 1984). From the relatively minor city that it was just after the Civil War, Washington began to grow, and soon its residential neighborhoods expanded into the surrounding counties. In Prince George's County, late nineteenth century suburban subdivision included Mount Rainier, Colmar Manor, Cottage City, Capitol Heights, and Fairmont Heights (Virta 1996). In Montgomery County, new subdivisions included Silver Spring, Takoma Park, Woodside, Kensington, and Garrett Park (Wesler et al. 1981b). Prior to the widespread use of the automobile, commuter traveled by rail, and numerous trolley and street car lines were put into service between the suburban areas of both counties and downtown Washington (Dixon et al.1997, Sween 1984). In general, early suburban expansion into both counties occurred just across the district/county border. As a result, late nineteenth century subdivisions tend to be located within the circle formed the Capital Beltway (Figure 9).

Outside the suburbs, both counties remained rural and agricultural during the late nineteenth century, with Prince George's County continuing to focus on tobacco cultivation as well as grains and dairying, while in Montgomery County farmers grew corn and wheat, with tobacco production much in decline (Wesler et al. 1981b). Eastern grain producers found it increasingly difficult to compete with the growing Midwestern producers and were forced to reorient to the regional production of produce and dairy products.

4.2.5 Modern Period (1930-Period)

By 1930, use of the automobile for commuting was becoming increasingly prevalent, and with expansion of Washington's suburbs, several key governmental entities either relocated or were established in these areas, including the Patuxent Wildlife Research Center, the Suitland Census Bureau, Joint Base Andrews, Goddard Space Flight Center, National Institute of Standards and Technology, and National Institutes of Health. Private companies, especially research facilities providing services to the government, also located in this area. As a result, the portions of both counties in proximity to the Capital have witnessed explosive growth during the modern period. In Prince George's County, development of the area through which the Capital Beltway now passes dates to this period and was well underway before its construction.

Figure 9: MLS Corridor depicted on detail of 1917 USGS Washington and Vicinity Quadrangle



The Depression prompted a surprising amount of development in the counties of Baltimore, Anne Arundel, Montgomery, and Prince George's, which grew by 38 percent in the 1930s. The suburbs of Greenbelt, Glenarden, and District Heights date to this period. (Callcott 1985: 19-20). This growth was largely encouraged by the New Deal's Federal Housing Authority and the Home Owners Loan Association.

For the people of Maryland, the greatest single impact of World War II was prosperity. The war did not equally impact all communities though. Population on the Eastern Shore and in the western counties declined during the war. In areas of industry and military activity, however, population boomed. Extending in a 40-mile strip along the Chesapeake Shore, Cecil, Harford, and Baltimore counties' populations grew in 1945 to five times what they had been in 1940. Across Maryland, employers brought in thousands of new residents to work in war-related industries. The development and expansion of Fort Meade and the Annapolis Naval Command in Anne Arundel County, and Andrews Air Force Base in Prince George's County, brought additional growth to those areas during the war (Callcott 1985: 40-43).

After World War II, Maryland underwent the same housing boom as many other areas, as Washington, D.C. experienced significant growth. In the 1940s, only the San Francisco and Houston regions grew faster than the Washington area (Hiebert and MacMaster 1976: 329). The first wave of government expansion after the Second World War brought new government workers from all over the nation. They worked in Washington and commuted to their jobs from the suburbs by car, train, streetcar, or bus. The older suburbs attracted higher-status employees and professionals, while the new suburbs catered to young families just starting homes and careers. The populations of Bethesda, Wheaton, Chevy Chase, Kensington, Silver Spring, Gaithersburg, and Rockville located in Montgomery County soared in this period, and new suburbs began to in-fill areas that had previously seen little growth, including the area east and southeast of the District boundaries in Prince George's County. The names of many of these new developments reflected their suburban location away from the low-lying city, and included Boulevard Heights, Carmody Hills, Green Meadows, Forest Heights, District Heights, and Landover Hills in Prince George's County, and Indian Springs Village, and Woodmoor in Montgomery County (Hiebert and MacMaster 1976: 330).

Several other forces unique to the area promoted growth outside of the city limits of Washington, D.C. The development of the atomic bomb and the realization that an entire city could be destroyed with one bomb encouraged the government to decentralize. As early as 1948, the General Services Administration was planning to disperse Federal installations. In order to allow for this dispersal, consideration had to be given to building new roads and facilities to support the movement. Military facilities had begun to locate outside the District of Columbia before and during World War II, and this trend continued after the war. The National Institutes of Health, including the Bethesda Naval Hospital, was located in Bethesda, and continued to grow through the 1950s. The Atomic Energy Commission was located in Germantown in 1956, and the Bureau of Standards located in Gaithersburg in 1959. While Federal agencies were expanding outward, industry began to locate around the D.C. area. Defense spending encouraged government-related scientific and technological research and development firms. The burgeoning space program also brought large corporations to the area, including International Business Machines (IBM) in Rockville (Hiebert and MacMaster 1976: 351-355).

To meet the immediate need for shelter to accommodate the great increase in Federal employees, Maryland Congressman J. Glenn Beall introduced, and Congress approved, a Veteran's Emergency Housing Act to authorize the sale of government barracks and government construction machinery to build civilian housing for the returning veterans. Montgomery County purchased 475 temporary units and thirty trailers, which were erected in public park land under the provision that they be torn down in five years. Prince George's County acquired 33 barracks and gave them to the University of Maryland for student housing. By 1947, the economy was stable enough to support private construction, and the housing boom began in Maryland. Firms that had previously worked as government contractors began to construct residential developments with thousands of homes each. Callcott (1985) discusses the effects of this boom on the suburban counties of Anne Arundel, Baltimore, Montgomery, and Prince George's.

Early in 1947 the four suburban counties had about 75,000 housing units; that year another 9,000 were completed; the next year 14,000 were completed; then 18,000, 20,000, 26,000. In the five years from 1947 to 1952 more new houses sprang up in the four suburban counties than had been built there in all the preceding centuries. During these five years the four counties accounted for more than 80 percent of the state's total new construction (Callcott 1985: 61).

The two largest developments were Veirs Mill Village, located southeast of Rockville in Montgomery County, and Harundale, located south of Baltimore in Anne Arundel County. When completed in 1948, Veirs Mill Village contained 1,105 identical four room Cape Cod bungalows, each with a basement, which sold for $8,700. Harundale contained 1,013 houses constructed in two different styles with three or four rooms on a concrete slab, which sold for $6,900. The homes in Harundale were prefabricated, and the community was one of largest prefabricated developments in America. Both developments were built to provide housing; they were not designed as community development projects. The builders provided their own streets and temporarily provided for sewage disposal, but other necessities such as street maintenance, schools, shopping areas, access roads, parks, and fire and police protection were ignored. The builders also gave no thought to aesthetics; the land was plowed flat, and the development included no landscaping (Callcott 1985: 61).

Other locations in Maryland had similar projects under development soon after World War II. The Queenstown Apartments were constructed in Prince George's County, with 1000 units. Similar apartment, duplex, and single-family developments were constructed in Chillum, Langley Park, District Heights, Hillcrest Heights, and Glassmanor. Twinbrook, a prefabricated community with winding streets named after important World War II battles such as Midway, Ardennes Avenues, and Coral Sea Drive, was built in Montgomery County. Other Montgomery County developments included Woodside, Parkwood, and Wheaton Woods.

All the new developments shared a few key characteristics: they were near the city line and their residents depended on automobile transportation. Forty-five percent of the developments were composed of single-family units, two- and three-story apartments made up 30 percent, and 25 percent were composed of duplexes (Callcott 1985: 62). The residents usually worked in the city, in generally non-executive white-collar positions, such as clerks, bureaucrats, accountants, teachers, and sales positions. Most of the residents in these areas were Caucasian and represented diverse religions. Catholics were scattered widely throughout the new housing, and the Jewish population, which had

earlier been excluded due to restrictive covenants, was more widely welcomed. The majority of the population in these new developments was young; the median age of a couple in Harundale was 28 years, with 1.5 children, and the median age for all residents at Veirs Mill Village was 21 years (Callcott 1985: 63). These new developments encouraged settlement in the suburbs and by the 1950s the Maryland suburban population increased by 87 percent in Anne Arundel, Baltimore, Montgomery, and Prince George's County.

Supermarkets and shopping centers were developed in the suburbs beginning in the mid-1940s. Until that time, county residents were dependent on traveling to nearby cities for shopping other than groceries and gas. In 1944, Montgomery County's first shopping center, the Silver Spring Shopping Center, opened. Within five years the town had over 600 retail establishments, indicating the need as well as the popularity of suburban shopping (Hiebert and MacMaster 1976: 356-357). Other shopping centers outside Washington, D.C. included Friendship Heights (1949), Wheaton Plaza (1954; enlarged to become the nation's fourth largest shopping center in 1963), and Congressional Plaza (1958) (Hiebert and MacMaster 1976: 356-357). These centers were instrumental in transforming the suburbs from urban bedroom communities into self-contained living and working areas. In addition to these larger centers, smaller local shopping centers also developed, both in new subdivisions as well as in older commercial areas. Government agencies and industry, sales and services, doctors and lawyers, banks and churches all went to the suburbs. From the 1940s through the 1960s public and private interest in commercial, industrial, and public facilities almost equaled investment in housing. The major public investment was for roads, built mostly to serve people on the urban outskirts (Callcott 1985: 66-67).

The character of the suburbs began to change in Maryland during the 1950s. Much of the suburban development of the 1940s had consisted of temporary housing, apartment housing, and inexpensive houses such as those found in Veirs Mill Village. These were quick measures to meet a desperate need for housing. Inexpensive housing construction declined sharply after 1951. Garden apartment construction nearly stopped, and larger, more expensive homes became prevalent. A second post-war housing boom occurred in the late 1950s and early 1960s. It differed from the first boom in the size and expense of the homes. While the average house cost was $10,000 during the first boom, the average cost had risen to $18,000 by 1959. The rise in housing expenditures was due to a combination of rising incomes, maturing suburban communities, and changing mortgage practices. In addition to these larger houses, the construction of apartment buildings increased significantly after 1960 in the D.C. suburbs due to the high cost of land. Whereas there had been 2,100 apartments in 1940 in Montgomery County (representing less than 10% of the housing units), 32,000 apartment units were constructed in the 1960s alone. By 1970, apartments accounted for 30 percent of the county's housing units. Most were located inside the beltway and along the I-270 corridor between Rockville and Gaithersburg. Finally, another significant development in housing came to the D.C. suburbs during this period. In the 1960s, Leisure World, a self-contained retirement community was constructed. It was one of only six such developments in the country (Hiebert and MacMaster 1976: 357-360).

Though the nature of the suburbs may have changed, the expanding nature of the suburbs did not. Part of the reason for the expanding suburban boundaries was the 15 major highways being constructed in Maryland. All but two were completed between 1952 and 1972 and serviced the suburbs (Table 1). While the highways made it easier to get to city jobs and increased land values in the suburbs, they

ripped through the hearts of downtown areas, displacing thousands of city dwellers. The highways also created new opportunities for suburban living, farther away from the city than ever before and less dependent on it for jobs and shopping. The number of apartments, condominiums, and town houses grew throughout the 1960s and 1970s. Typical of the new high-rise apartments were the Grosvenor Park apartments, which opened three 17-story towers south of Rockville in Montgomery County in 1963. Washington was greatly impacted by the Capital Beltway (I-495) and I-270. Completed in 1964, the Capital Beltway, a 66-mile-long double-loop road, was designed primarily to allow East Coast motorists to bypass the city. But it also became a magnet for high-rise, urban-style office and retail centers that catered to the thousands living outside the periphery of the city (Frankel and Fehr 1997:1). Montgomery and Prince George's counties both underwent rapid annual growth as a result of the beltway. In addition, the completion of U.S. Route 240 (now I-270) in 1957 which stretches from Frederick to the Capital Beltway lead to extensive development in the towns along this corridor – Rockville, Gaithersburg, Germantown, and Clarksburg. In Montgomery County, the I-270 corridor has developed into a technology hub and is now home to over-half of Montgomery County's workforce (Akundi et al. 2007).

Table 1: Major Maryland Highways

Date Constructed	Highway
1939	MD 2/Ritchie Highway, Baltimore-Annapolis
1952	First Bay Bridge
1954	Baltimore-Washington Parkway (now Maryland 295)
1955	U.S. 50/John Hanson Highway, Washington-Annapolis
1956	U.S. 40/Baltimore National Pike, Baltimore-Frederick
1957	Baltimore Harbor Tunnel
1957	U.S. 240/Washington National Pike (now I-270), Washington-Frederick
1959	I-83/Harrisburg Expressway, Baltimore-Harrisburg
1962	I-83/Jones Falls Expressway, Baltimore
1962	I-695/Baltimore Beltway
1963	I-95/John F. Kennedy Highway, Baltimore-Wilmington
1964	I-495/Washington Beltway
1970	I-70/National Freeway, Frederick-Ohio
1971	I-95, Baltimore-Washington
1982	Baltimore City Freeways

As Washington, D.C. increased in size, scale, and national importance as the center of government, the areas around the district expanded to house the thousands of people who flocked to the city for employment opportunities. Beginning in the mid-nineteenth century and extending into the present, the history of Washington, D.C. and the surrounding metropolitan area can be traced through the history of its suburbs. Unlike the rest of the country, whose suburbs were initially aimed at the wealthy, Washington's suburbs were, from the beginning, designed to appeal to the middle-class who found employment within the city. As the twentieth century progressed, the suburbs developed from being entirely dependent on the city for shopping, entertainment, and culture, to being centers of daily life themselves.

5

5 ARCHAEOLOGICAL GAP ANALYSIS

5.1 Archaeological Gap Analysis

The archaeological gap analysis first identified areas within the archaeological study area that had been subjected to Phase I archaeological survey meeting MHT's current standards, and identified previously recorded archaeological sites within the archaeological study area. Areas that were previously surveyed to current standards were eliminated from further analysis. A desktop analysis using aerial imagery, LiDAR imagery, and NRCS soil data was conducted to eliminate additional areas from further consideration based on obvious disturbance or urban/suburban development; no further archaeological survey is recommended for those areas. The remaining areas were assessed for their archaeological potential and recommendations for archaeological survey were made based on that potential. A handful of previously recorded archaeological sites within the archaeological study area have been recommended for further archaeological work to determine eligibility. There are also cemeteries that may be impacted by the proposed project.

5.1.1 Previous Archaeological Surveys

Forty-nine archaeological surveys have been conducted within the archaeological study area over the last thirty years (Table 2; Appendix B). A review of these studies provides a framework for determining the potential archaeological site types that may be located within the archaeological study area and for evaluating the level of integrity that such resources may contain.

Several surveys have included parts of the I-495 & I-270 MLS project's archaeological study area (Appendix B). For the purposes of the Gap Analysis, the following archaeological identification projects west of I-295 are considered adequate to have identified significant archaeological resources within the I-495 & I-270 MLS project's survey area, based on a review of the field methods employed. Most of the Capital Beltway was examined by Diamanti et al. (2008) for the I-495 Managed Lanes Project (MLP). This project involved the excavation of shovel tests in all apparently undisturbed parcels within the I-495 & I-270 MLS project's archaeological survey area, particularly focused on the Capital Beltway road corridor and areas that would be subject to impact by the prior design for Capital Beltway expansion. The survey included the locations of about 300 storm water management features.

Several smaller areas along the Capital Beltway west of I-295 were examined by Balicki et al. (1995), Millis and Joy (2005), and Fiedel et al. (2005). Fiedel et al. (2005) examined National Park Service (NPS) property along the C&O Canal National Historical Park, but the Phase I survey did not include lands

within the MLS archaeological study area. NPS denied access for testing within park lands by Diamanti et al. (2008); therefore, further archaeological survey is warranted within the C&O Canal National Historical Park on the north bank of the Potomac River. The surveys by Balicki et al. (1995) and Millis and Joy (2005) provide adequate coverage of the areas encompassed by those projects, and no further work is required within the survey areas of those projects.

East of I-295, in addition to identification survey by Diamanti et al. (2008), several smaller areas were examined by Gyrisco and Geidel (1990), Cheek et al. (1990), Stevens (1991), Stevens et al. (1996), and Barse et al. (2001, 2003); all but the first project were conducted for the Woodrow Wilson Bridge project, and currently lie outside the I-495 & I-270 MLS project southern terminus. Prior archaeological surveys also include a series of projects near Lanham (Hopkins and Boulton, 1996; Dixon et al. 1996; Balicki and Corle, 2004; and Kreisa et al. 2007), including several projects related to construction of the Washington NFL Stadium and its access roads.

Table 2: Previously Conducted Archaeological Surveys within the APE

Survey/ Report Number	Author	Date	Report Title
MO9	Gardner, William M. and Antonio V. Segovia	1973	Evaluation of the Proposed Northwest Branch Relief Sewer From 1300 Feet South of Route 29 To Riggs Road: Archeological-Geological Environmental Impact Statement.
PR37	Handsman, Russell G. and Kathleen Quinn	1974	An Archeological Survey of Central Avenue (Route 214), Prince George's County, Maryland.
PR20	Gardner, William M	1976	An Archeological Survey of the Washington Metropolitan Area Transit Authority's Rockville, Glenmont, New Carrolton, and Addison Routes in Maryland.
PR12	Gardner, William M. and R. Michael Stewart	1978	A Phase I Archaeological Survey of 12 Miles of Proposed Water Main in Prince George's County, Maryland, Parallel to Interstate 495.
PR42	Curry, Dennis C	1978	Archeological Reconnaissance of the Maryland Routes 450/564 Intersection, Prince George's County, Maryland.
AN46	Curry, Dennis C	1978	Archeological Reconnaissance of the Baltimore-Washington Parkway from the Washington, D.C. Line to the Baltimore City Line, Prince George's, Anne Arundel, and Baltimore Counties, Maryland.
MO14	Evans, June	1978	Preliminary Archeological Reconnaissance of the Cabin John Relief Sewer, Montgomery County, Maryland (Contracts 78CT3604-A and 78CT3604-B).
MO30	Curry, Dennis C	1978	Archeological Reconnaissance of the Proposed Maryland Route 189/ Interstate 270 Interchange, Montgomery County, Maryland.
MO24	Marshall, Brad	1978	A Report on a Preliminary Archaeological Reconnaissance Survey of Muddy Branch Road and Its Alternate Alignments, Montgomery County, Maryland.
PR27A	McNett, Charles W., Jr.	1979	Archeological Reconnaissance of U.S. 50/301 from Interstate 495 to Maryland Route 70.
MO8	Thomas, Ronald A. (Compiler)	1979	Cultural Resources Reconnaissance Investigations for the Metropolitan Washington Area Water Supply Study Early Action Report, Final Report.
MO43	Franklin, Katherine and Sarah Gregory	1980	Report on a Reconnaissance Archeological Survey of Park Service Property Affected by the Rock Run WSSC Alternate Points of Discharge.
MO35	Epperson, Terrence W.	1980	Archeological Reconnaissance of Proposed Interstate 370 in the Vicinity of Gaithersburg, Montgomery County, Maryland.
MO33	Kavanagh, Maureen	1981	Archeological Reconnaissance of Interstate 270 from Miles Corner North of MD Route 121 to the I-270 Spur, Montgomery County, Maryland.
MO37	Epperson, Terrence W.	1981	Preliminary Archeological Assessment of Proposed Inter-County Connector Alignments, Anne Arundel, Montgomery and Prince Georges Counties, Maryland.
MO37B	Curry, Dennis C	1983	Archeological Reconnaissance of the Proposed Inter-county Connector, Montgomery and Prince George's Counties, Maryland.
MO49	Curry, Dennis C	1984	Archeological Reconnaissance of Ritchie Parkway from Maryland Route 355 to Seven Locks Road, Montgomery County, Maryland.

Survey/ Report Number	Author	Date	Report Title
MO60	Leedecker, Charles H. and Amy Friedlander	1986	Preliminary Archaeological Reconnaissance of Maryland Route 29 from Jones Lane to Interstate 270 and Route 124 from Raven Rock Drive to Maryland Route 28, Montgomery, Maryland.
PR83	LeeDecker, Charles H., John W. Martin, and Amy Friedlander	1988	Archaeological Evaluation of the Greenbelt Storage Yard, WMATA Construction Segment E-11, Prince George's County, Maryland.
HO34	Ballweber, Hettie L.	1988	Archeological Reconnaissance of U.S. Route 29 from I-495 in Montgomery County to U.S. Route 40 in Howard County, Maryland.
PR104	Ballweber, Hettie L.	1989	Archeological Reconnaissance of Maryland Route 5 From U.S. 301 To North of I-95, Prince George's County, Maryland.
PR112	Gyrisco, Geoffrey M. and Richard A. Geidel	1990	Phase I Archaeological Survey of the Proposed I-95/Ritchie-Marlboro Road Interchange.
MO 78	Ervin, Richard G	1990	Archeological Survey of U.S. Route 29 Between Interstate 495 and Sligo Creek Parkway, Montgomery County, Maryland.
MO81	Sorensen, James D. and Heather Bouslog	1990	A Preliminary Archaeological Reconnaissance of Proposed Rip-Rap Areas in Rock Creek Stream Valley Unit #3, Along Beach Drive, Between Knowles Avenue and Cedar Lane.
PR134	LeeDecker, Charles H. and Brad Koldehoff	1991	Excavation of the Indian Creek V Site (18PR94), Prince George's County, Maryland. (Louis Berger & Associates, Inc.) MHT # PR 134
PR141	Thomas, Ronald A., Robert F. Hoffman, and Ted M. Payne	1992	Phase I Archaeological Survey of a Proposed USDA Office/Research Facility to Be Located in Beltsville, Prince George's County, Maryland.
MO121	Baumgardt, Kenneth	1994	A Phase I/II Cultural Resource Survey for the Anacostia River Basin Environmental Restoration Project, Montgomery and Prince George's Counties, Maryland, and Washington, District of Columbia.
PR174	Moeller, KL, DA Walitschek, M Greby, and JF Hoffecker	1995	An Archaeological and Historic Resources Inventory of Andrews Air Force Base, Maryland.
MO133	Balicki, Joseph, Stuart J. Fiedel, and Elizabeth Barthold O'Brien	1995	Phase IB Archeological Survey of the I-270 Interchanges at Maryland 187 and Democracy Boulevard, Montgomery County, Maryland.
MO131	Cultural Resources Department, Greenhorne & O'Mara, Inc.	1995	Archeological Resources Assessment: Food and Drug Administration Consolidation, Montgomery County, Maryland.
PR196	Dixon, Stuart P., Alan D. Beauregard, Elizabeth L. Roman, and Richard A. Geidel	1996	Phase IB Archeological and Historic Architectural Identification Survey and Phase II Archeological Investigations at 18PR505 and 18PR506 for the Proposed Highway Improvements Along I-95 Between US 50 and MD 214, Prince George's County, Maryland.
PR199	Hopkins, Joseph W., and Alexander O. Boulton	1996	Phase IA and IB Archeological Investigation and Historic Architectural Assessment Survey of Redskins Stadium Off-Site Roadway Improvements.
PR206	Fischler, Benjamin, and Danica L. Ziegler	1997	Phase I Archeological Survey of the Proposed Addison Road to Largo Town Center Extension of the Metrorail Blue Line Prince George's County, Maryland.
PR244	Kellogg, Douglas C., Kevin Simons, Stuart J. Fiedel, and Robert G. Kingsley	1999	Phase I Archeological Survey of the Proposed Sewer Improvement Project, U.S. Department of Agriculture Plant Industry Station, Beltsville, Maryland.
MO186	Fiedel, Stuart J., Bryan Corle, and Kerri Culhane	2001	Intensive Phase I Archeological Survey National Naval Medical Center, Bethesda, Maryland.
PR287	Jones, Lynn, Katherine Farnham and Brian Corle	2002	Phase IA Survey of Property Along the Suitland Parkway North of Andrews Air Force Base, Prince George's County, Maryland.
PR307	Child, Colby Allan Jr. and Christine Heiderich	2004	Phase I Archeological Investigations for the Proposed Andrews Air Force Base Safety Zone Tree Control Project Prince George's County, Maryland.
PR290	Millis, Heather and Deborah Joy	2004	Phase I Survey, I-95 Greenbelt Metro Interchange, Prince George's County, Maryland.
MO236	Diamanti, Melissa, David J. Rue and Conran A. Hay	2005	Phase I Archeological Identification Survey for I-495 Capital Beltway Mainline Project and Stormwater Management Ponds, Montgomery and Prince George's Counties, Maryland.
PR374	Ward, Jeanne A. and Antonia Davidson	2005	A Phase I Archaeological Investigation of the Scruggs Property Prince George's County, Maryland.
MO243	Fiedel Stuart, John Bedell, Charles LeeDecker	2005	Cohongorooto: The Potomac Above the Falls Archeological Identification and Evaluation study of C&O Canal National Historical Park Rock Creek to Sandy Hook (Mile Markers 0 to 59).
PR410	Ward Jeanne A.	2006	A Phase I Archaeological Survey of the D'Arcy Road Property Prince George's County, Maryland.

Survey/ Report Number	Author	Date	Report Title
PR511	Barrett, Thomas P.	2007	Phase I Archaeological Survey Report: Westphalia Row Property in Prince George's County, Maryland.
PR462	Kreisa, Paul P., Jacqueline M. McDowell, and Matthew Gill	2007	Phase I Archaeological Survey of the Woodmore Towne Centre at Glenarden Property, Prince George's County, Maryland.
PR314	Kreisa, Paul P., and Amy Burkholder	2007	Limited Phase I Assessment of the Toaping Castle for Capitol Cadillac, Greenbelt, Prince George's County, Maryland.
PR506	Goodwin, James, Jason L. Tyler, and Katherine Birmingham	2008	A Phase I Archaeological Investigation of the Washington Post (Jemel's Post) Property Prince George's County, Maryland.
PR545	Arford-Horne, Kelly, and Jeremy Lazelle	2009	Phase I Archeological Survey of the MD 5 Corridor (Project No. PG391A16) Prince George's County.
PR572	Tyler, Jason L. and Jeanne A. Ward	2011	A Phase I Archaeological Survey of the Andrews Federal Campus Property, Prince George's County, Maryland.
PR588	Botwick, Brad	2012	Archeological Resources Identification Survey, Construction of New Bridge Over Still Creek and Rehabilitation of Roads and Parking Area, Greenbelt Park, Prince George's County, Maryland.

5.1.2 Previously Documented Archaeological Resources in the APE

Review of the archaeological site files maintained by MHT identified ten historic and twenty-one prehistoric sites within the APE (Table 3; Appendix B). Previously documented historic archaeological sites within the APE include nineteenth and twentieth-century farmsteads, an eighteenth/nineteenth-century poor farm, an eighteenth/nineteenth-century house site, nineteenth-century house sites, a nineteenth-century school, and a nineteenth-century railroad. Prehistoric sites within the APE include Late Archaic to Late Woodland lithic scatters, Late Archaic to Late Woodland short-term resource procurement sites, Late Woodland short-term camps, and an Early to Late Archaic base camp. Of the previously documented sites, fifteen were determined not eligible for the NRHP, two were recommended not eligible by the archaeological consultant, ten sites were not evaluated, and three sites were not evaluated and have since been destroyed by development. One site – 18PR94, Indian Creek – was determined to be eligible for the National Register in 1988.

Table 3: Previously Recorded Archaeological Sites within the APE

Site#	Site Name	Resource Type	Site Topography	Association	Reference	Previous NRHP Determination/Recommendation
18MO189	Kavanagh X	Historical scatter	Ridgetop	19th-20th - century	Kavanagh 1981; Epperson 1980b	Not evaluated; Site impacted by construction of I-270/I-370 ramps
18MO190	Kavanagh XI	House foundation	Hillslope	Historic Unknown	Kavanagh 1981; Epperson 1980b	Not eligible (consultant recommendation)
18MO191	Kavanagh XII	Historic farmstead	Hilltop/Bluff	19th-20th-century	Kavanagh 1981	Not evaluated
18MO22	Potter	Indeterminate	Unknown	Prehistoric Unknown	N/A	Not evaluated; site impacted by construction of I-495/Clara Barton Pkwy interchange
18MO266	Poor Farm Cemetery	Historic Cemetery	Hillslope, Hilltop/Bluff	18th-20th-century	Curry 1984	Not evaluated
18MO457	Booze Creek	Short-term resource procurement	Floodplain	Late Archaic, Early Woodland	Evans 1978	Not evaluated
18MO510	Rock Creek Hills #1	Lithic scatter	Hillslope	Prehistoric, Unknown	N/A	Not evaluated
18MO514	Forest Glen	School, military hospital – associated with the National Park Seminary	Terrace, Hillslope	19th-mid 20th-century	Diamanti et al. 2008	Not evaluated

Site#	Site Name	Resource Type	Site Topography	Association	Reference	Previous NRHP Determination/Recommendation
18MO602	Fuster	Short-term resource procurement, Lithic scatter	Floodplain	Early Woodland	N/A	Not evaluated
18MO64	Barse# RQ2 or R2	Lithic scatter	Hilltop/ Bluff	Prehistoric, Unknown	N/A	Not evaluated
18PR220	Water Main I	Lithic scatter	Floodplain, low terrace	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR399	KCI-90-1	Short-term resource procurement	Hillslope	Late Archaic, Late Woodland	Gyrisco and Geidel 1990; Sterling et al. 1995	Not Eligible (determination)
18PR400	KCI-90-2	Short-term camp	Upland flat	Late Woodland	Gyrisco and Geidel 1990	Not Eligible (determination)
18PR401	KCI-90-3	Short-term resource procurement	Hillslope	Late Archaic, Late Woodland	Gyrisco and Geidel 1990; Sterling et al. 1995	Not Eligible (consultant recommendation)
18PR402	KCI-90-4	House Site	Hillslope	18th-19th century	Gyrisco and Geidel 1990	Not evaluated
18PR425	Area E (Site 2), Prator Farmstead	Farmstead	Upland flat	19th to early 20th-centruy	MAAR 1992; MAAR 1993	Not Eligible (determination)
18PR507		Indeterminate		Prehistoric, Unknown	Dixon et al. 1995	Not Eligible (determination)
18PR508	Arena North 2	Isolated Flake; Historic Artifact Concentration	Upland flat	Prehistoric Unknown; 19th century	Dixon et al. 1995	Not Eligible (determination)
18PR509	Arena South 1	Lithic scatter	High terrace	Prehistoric, Unknown	Dixon et al. 1995	Not Eligible (determination)
18PR605	Chesapeake Beach Railway	Historic railroad	Floodplain; Low Terrace	Late 19th-early-20th-century	Ebright 2000	Not evaluated
18PR742	B-1c	Historic Dump	Hilltop/Bluff	Early 20th-century	Diamanti et al. 2008	Not Eligible (determination)
18PR743	B-2	Lithic scatter	High terrace	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR744	B-3	Lithic scatter	High terrace	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR745	B-5	Lithic quarry/extraction	High terrace	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR746	B-6	Historic Dump	N/A	Early 20th-century	Diamanti et al. 2008	Not Eligible (determination)
18PR747	B-8	Lithic quarry/extraction; lithic scatter	High terrace	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR748	B-9	Lithic scatter	Upland flat	Prehistoric, Unknown	Diamanti et al. 2008	Not Eligible (determination)
18PR749	C-1	Lithic scatter	Low terrace	Late Archaic	Diamanti et al. 2008	Not Eligible (determination)
18PR750	B-1a	Short-term camp	Floodplain	Prehistoric, Unknown	Diamanti et al. 2008	Not Evaluated
18PR836	Woodmore #1	Farmstead	Upland flat	Late 19th-early 20th century	Kreisa et al. 2007	Not evaluated; Site impacted by Woodmore Towne Centre property
18PR94	Indian Creek V	Base camp, short-term resource procurement	Floodplain, low terrace	Early Archaic, Late Archaic	LeeDecker & Koldhoff 91; Thomas et al. 1992; Hoffman & Cosans-Zeebooker 1993	Eligible (determination); Previously mitigated and largely destroyed by the construction of WMATA station

A. National Register of Historic Places Eligible Archaeological Sites

In 1989, in anticipation of the construction of the Greenbelt Storage Yard, a Phase III data recovery was completed at the Indian Creek V Site (Site 18PR94). The effort consisted of the excavation of 124 test units and resulted in the recovery of 60,000 lithic tools and debitage as well as a diverse botanical assemblage. These artifacts suggest that the site was occupied during the Early and Late Archaic period and was likely utilized as a seasonal gathering camp and lithic procurement/foodstuff processing center. 18PR94 had been determined to be eligible for the NRHP under criterion D in 1988, following Phase I survey conducted by Louis Berger & Associates because of the site's high degree of integrity consisting of several intact features below the plowzone (LeeDecker et al. 1991: 1; MIHP n.d). The archaeological excavation report does not detail if a portion of the site was left unexcavated (LeeDecker et al. 1991), nor does it recommend future archaeological excavations. Based on the report's site map and current satellite imagery, it appears that the site was adversely impacted during the construction of the WMATA Greenbelt Rail Yard, and most but not all of the site area appears to have been destroyed.

B. Unevaluated Archaeological Sites

18MO64 is a surface lithic scatter situated on a low hill. The site was identified during a systematic surface collection by William Barse during a survey of Montgomery County sites in 1973 (Barse 1973). Four unidentified projectile points were recovered from the site. The date of occupation for the site is unknown, and the site form notes that the site has probably been disturbed by the construction of the Capital Beltway and a nearby housing development. No further archaeological investigations have been conducted at the site.

18MO189 is a historic artifact concentration situated on a ridgetop partially disturbed with a golf course at the time of its documentation in 1980 and 1981. The site was identified during a non-systematic surface search as part of Phase I reconnaissance surveys for the construction of I-370 and I-270 (Epperson 1980b; Kavanaugh 1981). The historic remains were associated with a structure that appeared in aerial photographs as late as 1957. No structural remains were identified during the Phase I surveys. Since its identification, the site has been impacted by the construction of the I-370/I-270 interchange which runs directly through the mapped boundaries of the site.

18MO191 is a historic farmstead situated on a hill above Cabin John Creek. The site is comprised of a fieldstone well and log cabin which likely date to the nineteenth century. The site was recorded by Maureen Kavanaugh during a Phase I Survey for I-270. When the site was inspected in 1981 it was heavily overgrown and Phase I archaeological investigations could not be conducted (Kavanagh 1981).

18MO266 is an eighteenth through twentieth-century pauper's cemetery located along side I-270 and Wooton Parkway. The cemetery was part of the Montgomery County Poor Farm, which provided food, shelter, and work to impoverished citizens of Montgomery County from 1789 until the mid-twentieth century (Rhodes 1987:2-3; Curry 1984:10). The cemetery (18MO266) contained interments that continued to be made through at least 1983 (Curry 1984:10; Rhodes 1987:4). The site was recorded by Dennis Curry in 1984 as part of a Phase I survey of Ritchie Highway from MD Route 355 to Seven Locks Road. The cemetery was partially investigated as a salvage operation in advance of the extension of Monroe Street (now Wooton Parkway) _in 1987 in which 60-70 burials were removed (MASS 1984). Although the site was mapped and recorded, its full extent is poorly known. An additional 38 burials

were recovered and removed by a construction crew in 2000 (MASS 1984). An unknown but substantial number of burials had previously been removed during construction of I-270 (Rhodes 1987:3,5). It is possible or even likely that the burials extend beyond the mapped boundary of site 18MO266 and may be present in the undisturbed terrain along I-270.

18MO457 is a surface lithic scatter situated on a floodplain near Cabin John Creek. The site was identified as the result of avocational, non-systematic surface collection by Richard Slattery in 1934. Late Archaic to Early Woodland period artifacts such as projectile points, ceramics, and a mortar and pestle were recovered. These artifacts suggest that the site may have been utilized as a short-term camp. No further archaeological investigations have been conducted at the site.

18MO510 is a surface lithic scatter. The site was identified during a non-systematic surface search by M-NCPPC archaeologist James Sorensen on county park land. Non-diagnostic, quartz and quartzite debitage were recovered from the site. No further archaeological investigations have been conducted at the site.

18MO514 is a late nineteenth and early twentieth-century school and seminary and a mid-twentieth-century military hospital located within the National Park Seminary Historic District. The site was first recorded by M-NCPPC archaeologist James Sorensen on county park land in 1999. Additional survey was conducted inside I-495 along the north boundary of the National Park Seminary in 2004 as part of a Phase I survey as part of the I-495 Capital Beltway Mainline Project and Stormwater Management Ponds (Diamanti et al. 2008). The National Park Seminary was a girls' school that operated from 1896 to 1942 on the site of a former resort hotel. The boundary of the site was expanded by Diamanti et al. (2008) to include the National Park Seminary property. The 2004 survey identified a light scatter of late nineteenth and early twentieth-century artifacts, mostly architectural material associated with building ruins from the National Park Seminary. Survey was limited to a forested area on upland terrain between the Capital Beltway and a stream that flows west to Rock Creek. Diamanti also identified building ruins including a former water pumping station and three cisterns, one constructed of stone. Additionally, a retaining wall, traces of a possible dam, and the abutments of two footbridges over the small stream were recorded. The artifact assemblage included a low density of artifacts found in construction fill around the pumping station ruins and in the fill of a cistern, together with two artifacts found in natural A horizon soils. The assemblage consisted predominantly of architectural materials, including brick, slate roofing tiles, flat window glass, and hardware such as two nails, a bolt, a hook, and an electrical component. Coal fragments and cinders were also recovered. The only ceramic artifact that was recovered was a single sherd of plain whiteware found in the cistern. Other domestic artifacts included one piece of container glass and two can fragments. The assemblage generally lacked chronologically diagnostic artifacts. The presence of the whiteware sherd suggests an occupation dating anywhere from the mid-nineteenth century to the present, while the presence of the electrical component is indicative of a twentieth century occupation.

18MO602 is a surface lithic scatter situated in a floodplain on the east side of Northwest Branch. The site was recorded by Marco Fuster, of M-NCPPC, on county park land, during a non-systematic surface search. A single Calvert-like projectile point was recovered from the site. This artifact suggests that the site may have been occupied during the Early Woodland period. No further archaeological investigations have been conducted at the site.

18PR402 is located on the side of knoll and overlooks a small stream. A Phase I archaeological investigation identified the site in 1990 as part of work conducted in advance of a highway interchange (Gyrisco and Geidel 1990). Artifacts such as pipe stems, Westerwald stoneware, painted tin-glazed ceramics, and olive bottle glass were recovered from the site during systematic surface collection and the excavation of a single 50cm by 1 m test unit. Further, one subsurface feature containing three iron nails was identified at the site. The feature and artifacts suggest that the site is an eighteenth to mid-nineteenth century house. A subsequent site visit in 2012 determined that the site was likely still intact below fill covering portions of the site (Raszick 2012). However, Phase II investigation of nearby sites 18PR399 and 18PR401 (Sterling 1995) showed that soils within the I-95/Ritchie Marlboro Road interchange had been subjected to heavy deflation and erosion.

18PR605 consists of a nineteenth to twentieth-century railway segment. Built between 1987 and 1900, and abandoned in 1935, the Chesapeake Beach Railway once extended from the District of Columbia line to Chesapeake Beach, Calvert County. Carol Ebright (2000) conducted Phase I investigations for the relocation of Leon Road and a proposed new wetland mitigation area between old Maryland Route 416 and Maryland Route 4, which resulted in the recordation of the Anne Arundel County portion of the railway as 18AN1168. James Gibb conducted Phase II site examination of the Anne Arundel County portion of the site in 2000 and recovered railroad spikes and cinder ballast (Gibb 2000). He recorded the Prince George's County segment as 18PR605 at this time. No further archaeological investigations have been conducted at the site.

18PR750 is a large short-short term camp first recorded by David Rue in 2005 (Diamanti et al. 2008) during a Phase I survey of I-495 in 2004 (Diamanti et al. 2008). Thirty-four shovel test pits and three test units were excavated on the site. Artifacts recovered from the excavations include quartz and quartzite bifaces, cores, flakes, and fire-cracked rock; some artifacts were recovered below the plowzone. These artifacts suggest that numerous activities such as food preparation and lithic tool manufacturing may have occurred at the site. It is possible that the site may have been utilized as a short-term base camp.

18PR836 is a 20th-century farmstead consisting of a cluster of early 20th-century buildings and structures including a wood frame structure, a collapsed outbuilding, a capped well, and several concrete piers situated near the northeast corner of the I-495/MD 202 interchange (Kreisa et al. 2007). The site was identified as a result of a systematic Phase I reconnaissance survey of the Woodmore Towne Centre property that included a pedestrian survey and shovel tests. The cluster of buildings corresponds to structures depicted on 20th-century aerial photographs and USGS topographic quadrangles. Between October 2008 and October 2009, the vicinity of the site underwent significant ground disturbance and development related to the Woodmore Towne Centre and associated storm water ponds that appear to have destroyed the architectural remains and archaeological site.

6

6 HISTORIC ARCHITECTURAL GAP ANALYSIS

6.1 Previous Architectural Surveys

MDOT SHA library research identified two major previous architectural surveys. The *Suburbanization Historic Context and Survey Methodology* (KCI Technologies, Inc. 1999, revised 2000) and the *Historic Resources Survey and Determination of Eligibility Report* (KCI Technologies, Inc. 2000). Both were completed by KCI Technologies, Inc. as part of the I-495/I-95 Capital Beltway Corridor Transportation Study.

The *Suburbanization Historic Context and Survey Methodology* (*Suburbanization*) report provides background context into the history of suburbanization from 1815 until 1960, then applies this context to a history of suburbanization in Maryland and the Washington, D.C. Area. This context establishes chronological periods of suburbanization, identifies architectural styles and community design trends for suburban areas, and identifies and describes suburban residential and non-residential property types. Research for this survey also establishes "Community Summary Sheets" for the major suburban developments and communities of the Washington, D.C. Metropolitan Area, as well as a list of relevant developers and architects. The document also provides survey and evaluation methodologies for historic resources within the I-495/I-95 area and provides a reconnaissance survey list.

The *Suburbanization* report served as the basis for the four-volume *Historic Resources Survey and Determination of Eligibility Report* (*Survey*) that followed. Using the background research and evaluation methodologies described in the *Suburbanization* report, the *Survey* report conducted NRHP evaluations of individual resources and districts within the Capital Beltway corridor. The *Survey* report consists of MIHP and DOE Forms, the survey methodology, and summaries of the evaluation results. The report identified a total of 93 architectural resources constructed prior to 1953 in the area around I-495/I-95 recommended for intensive survey.

6.2 Previously Surveyed Resources

The search of existing records identified 182 previously surveyed resources within the APE in Maryland (Appendix C). These have been divided in the following six groupings: 1) National Historic Landmarks and National Register of Historic Places Listed, 2) National Register of Historic Places Eligible, 3) Not Eligible Resources, 4) Previously Surveyed, Not Evaluated Resources, 5) Resources for Re-evaluation, and 6) Demolished Resources.

6.2.1 National Historic Landmarks and National Register of Historic Places Listed

Eleven properties have been identified as listed on the NRHP, and of these two are also NHLs (Table 4; Appendix C). The significance write-ups below for these resources were directly obtained from the MHT "Maryland's National Register Properties" and NPS "National Register of Historic Properties" webpages.

1. Baltimore-Washington Parkway (PG:69-26)

Maureen Kavanagh, Maryland Historical Trust

Location: Baltimore-Washington Parkway (MD 295), D.C. border near the Anacostia River, northeast to just below Jessup Road (MD 175)
Build Year(s): 1942, 1950-1954
Period of Significance: 1942-1954
NRHP: Listed (1991)
Criteria: A and C
Significance: The Baltimore-Washington Parkway achieves state and local significance in the areas of transportation and landscape architecture. It is associated with urban development of the National Capital as a Federal center, it exemplifies the last period of construction for this type of road and is the only fully developed parkway of its kind in Maryland. It achieves extraordinary significance as a contributing element to the National Capital Park and Parkway system developed during the first half of the twentieth century, although the parkway itself was constructed largely between 1950-1954. Although conceived and promoted from the 1920s, construction of the Baltimore-Washington parkway was not initiated until 1942. Its enabling legislation justifies it as a major scenic artery within the park and parkway system of the nation's capital; as a formal entrance to the city of Washington, D.C.; as a defense/military route among suburban federal installations and the city; and as a contributing element to the commercial and residential development of the Baltimore-Washington corridor. The parkway maintains original integrity of setting, design, and associations characteristic of the earliest parkways designed for pleasure motoring--the preservation of natural topography and vegetation for scenic purposes coupled with "high-speed" elements of modern freeway design.

2. Carderock Springs Historic District (M: 29-59)

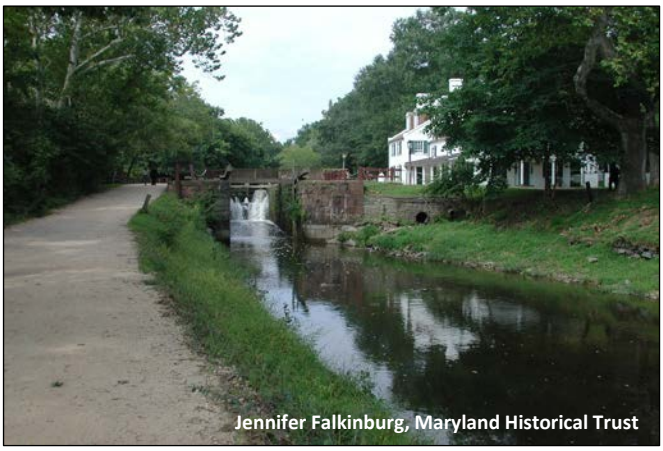

P. Kurtze, Maryland Historical Trust

Location: Roughly bounded by I-495, Cabin John Regional Park, Seven Locks & Fenway Road, Persimmon Tree Lane, Bethesda
Build Year(s): 1962-1967
Period of Significance: 1962-1967
NRHP: Listed (2008)
Criteria: A and C
Significance: The Carderock Springs Historic District is historically significant as an example of a type of residential development which resulted from the collaborative efforts of

builder Edmund J. Bennett and architects Keys, Lethbridge, and Congdon in the suburbs of Washington, D.C. The Bennett/KLC collaboration received substantial recognition in the popular and professional press in its day, as outstanding exponents of "Situated Modernism." Typical of Bennett/KLC subdivisions, Carderock Springs was planned to take full advantage of the existing landscape and topography, with curvilinear streets and cul-de-sacs serving wooded, sloping lots. Houses within Carderock Springs represent a range of models suited to varying site conditions, unified by a consistent design aesthetic to create Bennett's goal of a "visual community." The majority of the 275 properties within the Carderock Springs Historic District retain a high degree of integrity and contribute to the significance of the district.

3. Chesapeake and Ohio Canal National Historical Park (M: 12-46)

Location: North bank of Potomac River from Georgetown, Washington, D.C. to Cumberland
Build Year(s): 1828-1850
Period of Significance: 1828-1924
NRHP: Listed (1966, Revised 1980)
Criteria: A, C, and D


Jennifer Falkinburg, Maryland Historical Trust

Significance: The Chesapeake and Ohio (C&O) Canal is one of the most intact and impressive survivals of the American canal-building era. While recognizable segments of other early nineteenth century canals exist and while a few other canals of the period have been rebuilt for modern shipping, the C&O Canal is unique in that it remains virtually unbroken and without substantial modification affecting its original character for its entire length of some 185 miles. Beyond the restored and rewatered 22-mile portion from Georgetown to Violet's Lock, much of the canal now has the character of a ruin. Yet the fact that the entire towpath to Cumberland may still be traveled and the survival--in whole or in part--of most of the principal canal structures afford the many hikers and bicyclists who follow the route a fine opportunity to appreciate the magnitude of this historic engineering achievement. The site was acquired by NPS in 1938.

4. David W. Taylor Model Basin (M: 29-47)


National Register of Historic Places Nomination

Location: MacArthur Boulevard, Bethesda
Build Year(s): 1937-1939, 1944-1945
Period of Significance: 1938-1970
NRHP: Listed (1985)
Criteria: A, C
Significance: The David W. Taylor Model Basin is significant for its association with the design of the contemporary American Navy, its distinctive design, and its unique scientific facilities. When built, the model basin was the best facility of its type in the world. Due to the extension of the basin in the 1940s and upgrades of equipment over the years, it remains the best model basin in the Western world. Having opened in 1940, the model basin was heavily used during World War II. Model tests were employed to determine the characteristics of new ship designs; to measure the effects of structural modifications; to show how stability could be maintained after damage from attack; and to document the hydrodynamic characteristics of torpedoes, depth charges, and towed bodies. After the war, model basin engineers turned to exploratory development of new types of ships, including submarines, hydrofoil ships, surface effect ships, catamarans, and air cushioned vehicles. The varied uses of the basin over the years have demonstrated the soundness of its basic design and its unique significance to the Department of the Navy. Since 1940, it has served as the preeminent research facility for U.S. Navy Ship Design.

5. George Washington Memorial Parkway/Clara Barton Parkway (M: 35-61)


National Park Service

Location: Southern section: Follows Potomac River from the Arlington Memorial Bridge to George Washington's Mt. Vernon. Northern Section: Follows Potomac River from Arlington Memorial Bridge to I-495
Build Year(s): 1932-1964
Period of Significance: 1925-1949, 1950-1974
NRHP: Listed (1995)
Significance: George Washington Memorial Parkway (and the portion now named the Clara Barton) is included in the NRHP as nationally significant under criteria (listed in priority order) (C) landscape architecture and (B) commemoration of George Washington and Clara Barton. One of the last parkways completed among the many in the eastern United States, George Washington Memorial Parkway preserves a sizable amount of territory once familiar to George Washington.

6. Greenbelt Historic District (PG:67-4)


Jennifer Falkinburg, Maryland Historical Trust

Location: Just north of the intersection of the Baltimore-Washington Parkway and Capital Beltway, Greenbelt
Build Year(s): 1935-1941
Period of Significance: 1935-1941
NHL: Listed (1997)
NRHP: Listed (1980)
Criteria: A and C (Presumed)
Significance: The Greenbelt Historic District is the original developed section of the City of Greenbelt which was established and expanded between 1935 and 1941. It is presumed to have been listed under Criteria A because of its association with the New Deal social programs of the 1930s as one of three "green towns" founded by the United States government as an attempt to solve social and economic problems confronting the nation. Greenbelt differs from the other "green towns" in that the predominate type of building originally erected is the multi-storied apartment house whereas the duplex is the predominate type originally used in the other communities. Greenbelt is also listed under Criteria C due to its association with the “garden city” movement in urban design and architecture, stressing urban design based upon existing natural topography and the use of design as a solution to social problems. The architecture of the original buildings of Greenbelt, designed by Hale Walker, Harold Bursley, and Reginald Wadsworth, is designed in the International Style of Walter Gropius and the Bauhaus. Greenbelt Cemeteries (PG:67-3) consists of three non-contiguous cemeteries that all appear to be contributing elements to this district.

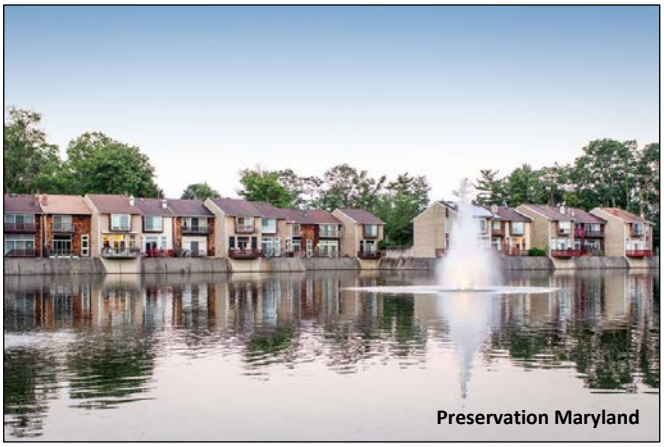
7. National Park Seminary Historic District/Forest Glen/Walter Reed A.M.C. Annex (M: 36-1)


Jennifer Falkinburg, Maryland Historical Trust

Location: Roughly bordered by Linden Lane, I-495, and CSX Rail Line, Forest Glen, Silver Spring
Build Year(s): 1894-1915
Period of Significance: 1894-circa 1930
NRHP: Listed (1972), Revised (2000)
Criteria: A and C (Presumed)
MHT Easement: 2004
Significance: In 1890, the Forest Glen Inn was built as a resort hotel. But when the Inn proved a financial disaster, it was converted into the main building of the National Park Seminary. The seminary, a finishing school for girls, opened in 1894 under the direction of Dr. and Mrs. John A. I. Cassedy. The majority of the seminary's buildings were built by the Cassedys between 1894 and 1915. National Park gained a reputation for eclecticism from its sorority houses--each one built in a different style. By the late 1930s, the National Park Seminary had converted into a junior

college. In 1942, the U.S. acquired the property to expand Walter Reed Army Hospital. During World War II, wounded soldiers spent an average of 20 days in the bucolic setting recovering from the ravages of war. National Park Seminary Historic District is significant as an architectural "folly." The naive frivolity and exuberance of the "age of innocence" has survived intact at National Park amid twentieth century Silver Spring and the Capital Beltway. Educational theories behind the concept of National Park Seminary certainly would be considered follies today. Although the "finishing school" is a dying institution in America, it did express the dominant attitudes towards women's capabilities and roles in society in the days before woman's suffrage and Women's Lib.

8. New Mark Commons (M: 26-40)


Preservation Maryland

Location: Roughly bounded by Maryland Avenue, Argyle Street, Monroe Street, Tower Oaks, and I-270, Rockville
Build Year(s): 1967-1973
Period of Significance: 1967-1973
NRHP: Listed (2017)
Criteria: A and C
Significance: New Mark Commons is historically and architecturally significant as an example of a type of residential development which resulted from the collaborative efforts of builder Edmund J. Bennett and architects Keyes, Lethbridge & Congdon (KLC) in the suburbs of Washington, D.C. New Mark Commons represents a comprehensive site plan, innovative in its time, combining clustered and free-standing houses within a rolling, wooded landscape. The Bennett/KLC collaboration received substantial recognition in the popular and professional press in its day, as outstanding exponents of “Situated Modernism.” The period of significance, 1967-1973, begins with the construction date of the first houses in the district, and ends when Edmund J. Bennett relinquished control of the New Mark Commons Homes Association, Inc.

9. Polychrome Historic District (M: 32-5)

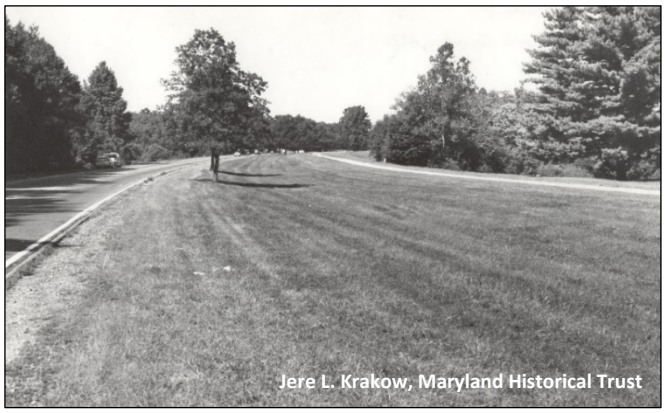

Wikimedia Commons

Location: 9900 & 9904 Colesville Road (US 29); 9919, 9923, & 9925 Sutherland Road, Woodmoor
Build Year(s): 1934-1935
Period of Significance: 1934-1935
NRHP: Listed (1996)
Criteria: A and C
Significance: The five single-family dwellings that comprise the Polychrome Historic District are outstanding examples of the Art Deco style and reflect John Joseph Earley's artistry and craftsmanship. Conventional wood frames were clad with prefabricated "mosaic concrete" panels utilizing a process Earley developed and patented in which the concrete was stripped to expose the

brilliantly colored aggregate particles, creating an effect similar to impressionist or pointillist painting. In addition to their striking, richly ornamented appearance, these houses represent a relatively rare example of pre-cast concrete panel construction in single-family housing for the period. Earley's patented structural system led to the widespread use of pre-cast architectural concrete as a major exterior cladding material. The legacy of the Polychrome houses can be seen in thousands of curtain-wall buildings nationwide. Earley was a master builder who culminated nearly three decades of engineering and architectural experience in the design and construction of the Polychrome houses. Famous for his work on several early-twentieth century projects, Earley wrote eloquently about the social changes taking place in the United States during the 1930s and the demand for what he termed "social justice." The Polychrome house represent his attempt to solve the "small house problem" by providing innovative housing at modest cost during the economic and social upheaval of the Great Depression.

10. Suitland Parkway (PG:76A-22)

Location: Suitland Parkway, Anacostia River, District of Columbia to Pennsylvania Avenue, Prince George's County
Build Year(s): 1944 (planning started in 1937)
Period of Significance: 1942-1944
NRHP: Listed (1995)
Criteria: A and C


Jere L. Krakow, Maryland Historical Trust

Significance: The various parkways of the national capital reflect the culmination of several national trends after the turn of the twentieth century: The City Beautiful movement's emphasis on integrated urban green space; automobiles and the rapid development of road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation. In Washington, D.C., the McMillan Commission's recommendation for a series of parks and parkways was coupled with the American Institute of Architects' assessment of a cityscape badly in need of formal planning and direction--in keeping with the original eighteenth century urban scheme of Pierre L'Enfant. Parkways and strip parks in the Washington, D.C. area are the culmination of efforts of Maryland, Virginia, and District interests. After the precedent-setting network of suburban New York parkways, after which it was idealized, Washington's system is the most comprehensive and monumental extant in the nation. Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital. Conceived in 1937, the parkway was constructed in 1944 as an appropriate entryway to the federal city. Suitland Parkway is principally a route of travel between the federal installations of Bolling Air Force Base in the District of Columbia, and Andrews Air Force Base. Not originally designed as a recreational drive, Suitland Parkway represents a utilitarian roadway with design features intended to move traffic expeditiously, but with elements of design intended to convey a scenic driving experience characteristic of earlier parkways.

11. Washington Aqueduct (M: 29-49)
Location: MacArthur Boulevard, Potomac
Build Year(s): 1853-1880
Period of Significance: 1853-1899 (NHL District); 1853-1939 (NRHP District)
NHL: Listed (1973)
NRHP: Listed (1995)
Criteria: A and C
Significance: The original Washington Aqueduct system is nationally significant as representative of the national pattern in nineteenth century public works in which public water systems were introduced as part of municipal services. The system is also significant for its design by Montgomery C. Meigs, an important nineteenth century architect-engineer. The period of significance extends from the approval to the completion of the Meigs plan for the water system. Since that time, the aqueduct system has undergone a series of upgrades and expansions to meet the demands of Washington's increasing population. A second distributing reservoir was created during the 1880s, with a four-mile tunnel connecting it to the Georgetown Reservoir. The new McMillan Reservoir went into operation when the tunnel was completed in 1902, with a new slow sand filter plant nearby, which became operational in 1905. A second conduit and water filtration facility were added in the 1920s, and in 1926 service was extended to provide water to Virginia. In the mid-to late-twentieth century, additional improvements and upgrades ensured that the Washington Aqueduct continues to provide an adequate and high-quality water supply to its service area.


Wikimedia Commons

6.2.2 National Register of Historic Places Eligible

Twenty-two resources were previously identified to be eligible for the NRHP (Table 4; Appendix C). The significance summaries below for these resources were directly obtained from DOE and MIHP Forms. Of these, MHT concurred with the eligibility determination for 21 resources. The Gagarin Property (M: 35-162), for which no formal MIHP documentation was found on file, is described based on information from the field work, desktop survey, and analysis of the site's MHT Easement records. MDOT SHA anticipates no currently eligible resources will require re-evaluation.

1. Beltsville Agricultural Research Center (BARC) (PG:62-14)

Location: Washington Boulevard (US 1) and Powder Mill Road, Beltsville
Build Year(s): 1887, 1910-1941
Period of Significance: 1887, 1910-1941 (Presumed)
NRHP: Concurred eligible (2017)
Criteria: A and C
Significance: The entire 2664-hectare (6582-acre) Beltsville Agricultural Research Center was determined eligible under Criterion A as an important site which reflects the development of a national center for agricultural experimentation and testing. It is the main research facility of the U.S. Department of Agriculture and is the leading and most diversified agricultural research complex in the world. The diversity of the scientific research conducted at BARC has influenced many aspects of twentieth century living for the farmer as well as the consumer. The history and development of the agricultural research facility reflects New Deal policies and programs. The Beltsville Agricultural Research Center is also eligible under Criterion C. Because the mission of the facility has remained constant over the years, the landscape reflects a strong level of integrity. The physical appearance of BARC was strongly influenced in the 1930s by the planning team of A. D. Taylor, landscape architect, and Delos Smith, architect. The Civilian Conservation Corps and the individual bureaus at BARC played important roles in shaping the landscape as well.


BARC Building 157
Susan Taylor, Maryland Historical Trust

2. Burning Tree Club (M: 35-121)

Location: 8600 Burdette Road, Bethesda
Build Year(s): 1922-1923
Period of Significance: 1922-1923
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: Burning Tree is eligible under Criterion A as an exclusive, male-only institution devoted to the pastime of golf, an example of a type of recreational organization that flourished during the 1920s. Further, through a series of legal challenges in the 1970s-80s, Burning Tree was rendered one of the last enclaves to continue the male-only tradition, when other private and historically male-only institutions modified membership rules to admit women and minorities. Eligibility under Criterion C requires that character-defining features of architectural design and setting be extant. The Burning Tree clubhouse and 18-hole course have both been altered somewhat since 1923; however, these modifications are minimal, in keeping with the scale and style of the original design, and do not alter the architectural or landscape architectural integrity of the property. Therefore, the property is eligible under Criterion C as a good example of a 1920s private golf club and course.

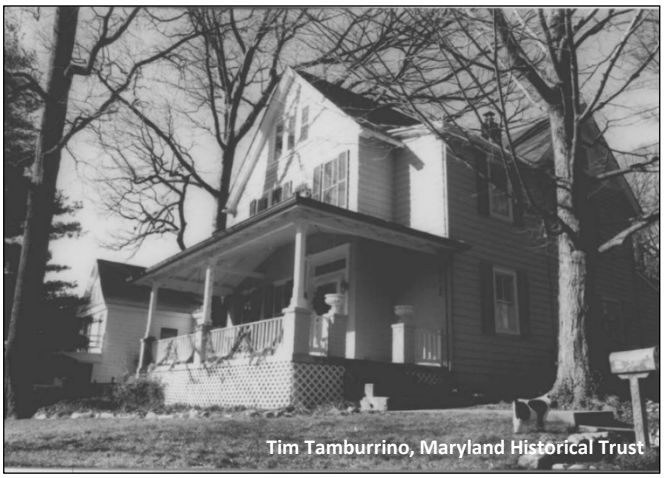

Sara Leach, Maryland Historical Trust

3. Calvary Evangelical Lutheran Church (M: 36-37)


Maryland Historical Trust

Location: 9545 Georgia Avenue (MD 97), Silver Spring
Build Year(s): 1948-1962
Period of Significance: 1948, circa 1950, circa 1965
NRHP: Concurred eligible (2013)
Criteria: C
Significance: Calvary Lutheran Evangelical Church is eligible for the NRHP under Criterion C and meets Criteria Consideration A. The original chapel and administration building are excellent examples of post-World War II suburban religious architecture. Designed by architect Phillip H. Frohman, best known for his work on the Washington National Cathedral, the buildings marry traditional styles and materials with those of the Modern Movement. The circa 1950 school building continues to draw on the traditional materials used in the chapel and administration building; so, while it is a distinct entity, it relates to the earlier buildings in design, materials, and association. The multipurpose building and sanctuary, both designed by locally prominent Modernist architect Stanley Arthur and completed in 1962, represent the evolution in suburban architecture. Further, each building phase meets the 50-year requirement. Therefore, the church complex is eligible under Criterion C. Additionally, as a religious property deriving its primary significance from its architectural design, the property meets Criteria Consideration A.

4. Capitol View Park Historic District (M: 31-7)


Tim Tamburrino, Maryland Historical Trust

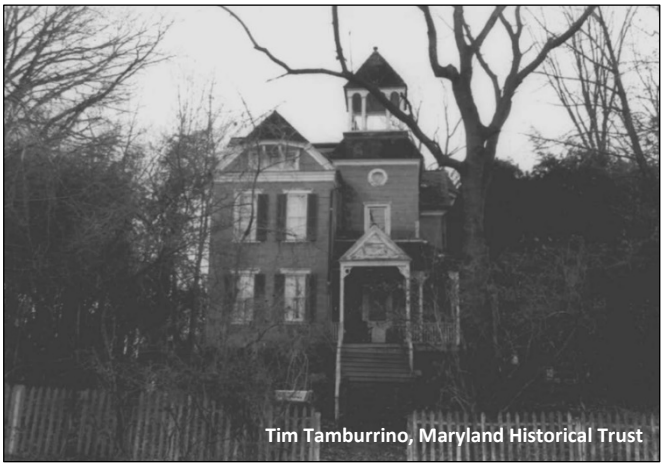
Location: Capitol View Avenue, Meredith Avenue, Pine Street, Stoneybrook Drive, Barker Street, Menlo Avenue Warner Avenue, Beechbank Road, Capitol View Park, Silver Spring
Build Year(s): 1887-1930
Period of Significance:1887-1930 (Presumed)
NRHP: Concurred eligible (2001)
Criteria: A and C
MHT Easement: Calloway-Schooley House, 9829 Capitol View Avenue (M: 31-7-54) (1988)
Significance: The Capitol View Park Historic District is eligible for the NRHP under Criteria A and C as a representative example of a planned suburban neighborhood. The district is eligible under Criterion A as one of the earliest planned suburban communities that resulted from the establishment of the Metropolitan Branch of the B&O Railroad. As such, the community represents some of the earliest suburbanization in Montgomery County. The community is also eligible under Criterion C due to the extant structures that represent popular residential building styles from the late nineteenth century through the early twentieth century. The community contains excellent examples of Victorian, Colonial Revival, and Craftsman styles, as well

as vernacular variations and modest cottages. The community is unique in its rural character and does not follow the pattern of other planned suburban neighborhoods, for example the location of the earliest houses and the street pattern was dictated by topography rather than the design conventions of the day.

5. Charles E. Brock Property (M: 31-8-5)
Location: 9701 Forest Glen Court, Silver Spring
Build Year(s): 1908
Period of Significance: 1908
NRHP: Concurred eligible (2000)
Criteria: C
Significance: The Charles E. Brock Property, constructed in 1908, is eligible for the NRHP under Criterion C, as a representative and early example of a Craftsman-style bungalow. Despite the addition of a concrete block rear porch and the loss of its historic acreage, the structure retains excellent integrity of form and materials. The building possesses such character-defining features as low-pitched roof, exposed rafters, deep eaves, intricate multi-pane windows, decorative porch supports, stone exterior chimneys, knee braces, window boxes, and balconies.


Tim Tamburrino, Maryland Historical Trust

6. Forest Glen Historic District (M: 31-8)
Location: Forest Glen Road, Rosensteel Avenue, Holman Avenue, Hollow Glen Place, Silver Spring
Build Year(s): 1887-1949
Period of Significance: 1891-early twentieth century
NRHP: Concurred eligible (2001)
Criteria: A and C
Significance: The Forest Glen Historic District is eligible for the NRHP under Criteria A and C. The historic district is eligible under Criterion A as an excellent example of early suburban development facilitated by the opening of a rail line. Forest Glen is an early residential community that illustrates the history of suburban growth in Montgomery County which was largely dependent on the 1870s completion of the Metropolitan Branch of the Baltimore & Ohio Railroad. The district retains a fair number of structures constructed by the Forest Glen Improvement Company in the late nineteenth century as well as other late nineteenth and early twentieth century structures, including the Gothic Revival St. John's Church. The Forest Glen Historic District is also eligible for the NRHP under Criterion C, for its outstanding examples of Queen Anne, Stick-style, and Gothic Revival architecture that retain an excellent degree of integrity. In addition, the setting of the historic district remains intact, despite the construction of several new


Tim Tamburrino, Maryland Historical Trust

houses along Hollow Glen Road. Two previously surveyed resources, the Forest Glen Post Office and Country Store/Fowler's Market (M: 31-8-3) and The Castle/Forest Glen Apartments (M: 31-8-4) may be contributing elements of the historic district.

7. Gagarin Property (M: 35-162)
Location: 9220 LeVelle Drive, Chevy Chase
Build Year(s): pre-circa 1908
MHT Easement: 2008
Criteria: C (Presumed)
Property Description: The existing residence predates the mid-century residential development that surrounds it. The earliest available map (circa 1908) shows a building at this location.

8. Gibson Grove A.M.E. Zion Church (M: 29-39)

Location: 7700 Seven Locks Road, Bethesda
Build Year(s): 1923
Period of Significance: 1923
NRHP: Concurred eligible (2000)
Criteria: A
Significance: Gibson Grove A.M.E. Zion Church is eligible for the NRHP under Criterion A and meets Criteria Consideration A. The church derives its significance from its association with the African American settlement of Gibson Grove that was founded in the 1880s by former slaves. The original church was a log structure that was replaced with the current edifice in 1923. It is the only remaining structure associated with the African-American Gibson Grove community, and as such it qualifies for listing in the NRHP under Criterion A and meets Criteria Consideration A. It retains integrity of location, design, setting, feeling, and association. The property was listed in the Montgomery County Master Plan for Historic Preservation in 1993

9. Greater Washington Boy's and Girl's Club (*sic*), Silver Spring Branch (Harry F. Duncan Building) (M: 31-26)

Location: 1300 Forest Glen Road (MD 192), Silver Spring
Build Year(s): circa 1950
Period of Significance: circa 1950
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: The Greater Washington Boy's and Girl's Club, Silver Spring Branch, was constructed circa 1950 in the Four Corners vicinity of Silver Spring. Four Corners was largely developed by the late 1950s. This rapidly developing area was a logical choice to locate a community facility such as a Boy's and Girl's Club. Located on land that was part of the Argyle Country Club, the club was accessible to numerous residential subdivisions. Due the educational/recreational function of the Boy's and Girl's Club facility, the building's form closely resembles school architecture of the post-World War II era.

International style influences and building functions dictate the style of the structure, as evidenced by the large volume and barrel roof of the gymnasium, and the low horizontal massing of the classroom wing. The Greater Washington Boy's and Girl's Club, Silver Spring Branch, is one of many recreational facilities in the Silver Spring area and Montgomery County.

The building utilizes a typical form, and changes to the architectural fabric have altered the property's integrity. The Greater Washington Boy's and Girl's Club, Silver Spring Branch (Harry F. Duncan Building), is eligible for the NRHP under Criteria A and C as an important community resource in the post-World War II era and the suburbanization of the Greater Washington D.C. Metropolitan Area.

10. Greenbelt Maryland National Guard Armory (PG:67-36)

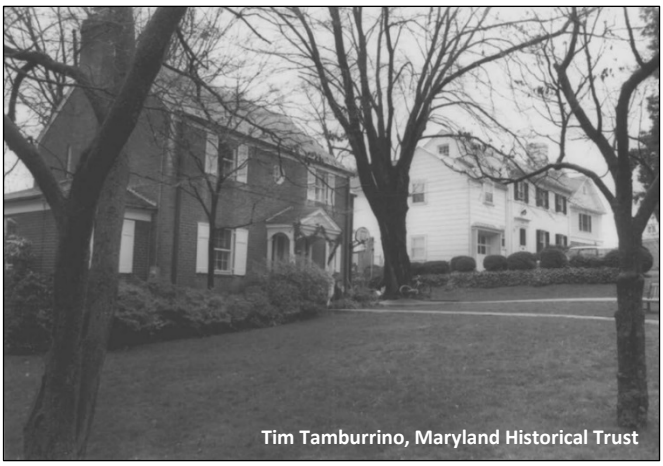

Scott Watson, Maryland Historical Trust

Build Year(s): 1955
Period of Significance: 1955
NRHP: Concurred eligible (2000, 2017)
Criteria: A, C
Significance: The majority of Maryland's National Guard Armories were built between 1913-1929, and are significant for their association with the reorganization and expansion of the National Guard system after World War I. The significance of the Greenbelt armory, built in 1955, is as representative of the expansion and growth of this military organization and the architecturally symbolic structures erected to serve its personnel and their communities following World War II.

11. In the Woods (David Fairchild Estate) (M: 35-38)

Location: 8922 Spring Valley Road, Chevy Chase
Build Year(s): 1906-1910
Period of Significance: 1906-1928
NRHP: Concurred eligible (2000)
Criteria: B and C
Significance: The property is eligible for listing in the NRHP under Criteria B and C. The property is eligible under Criterion B for its association with David Fairchild. In the Woods was the residence and home garden of David Fairchild, director of the Office of Plant Introduction at the U.S. Department of Agriculture between 1906 and 1928. Under Mr. Fairchild's direction, the office introduced more than 75,000 plants to the United States. Mr. Fairchild was also the principal promoter of the planting of the cherry trees along the Tidal Basin in Washington, D.C. The property is eligible under Criterion C as an excellent example of an early twentieth century residential design with Mediterranean and Japanese influences, and for its association with architect Edward Clarence Dean. The property, although no longer used as a residence, retains integrity of location, design, setting, materials, workmanship, feeling, and association.

12. Locust Hill Estates (M: 35-120)



Location: Bounded by the Capital Beltway (I-495), Rockville Pike, and Cedar Lane, Bethesda
Build Year(s): 1941-Early 1950s
Period of Significance: 1941-1949
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: The central section of Locust Hill Estates is eligible for the NRHP under Criteria A and C. The property is eligible for the NRHP under Criterion A as an excellent example of a planned suburban development that possesses all the character-defining elements of its type. As such, the community is significant and representative of the suburban movement in the Washington, D.C. region. Locust Hill Estates is eligible under Criterion C for its representative community design and housing stock of excellent Colonial Revival-style houses. The housing stock, primarily constructed between 1941 and the late 1940s, reflects a variety of building forms and architectural features. The central section is unified by a high level of architectural detail and ornament, and by the harmonious streetscape of Colonial Revival-style houses constructed within a relatively short time-frame. The community distinguishes itself from other circa 1940s suburban developments by the quality of building materials. The buildings have brick or wood-sided exteriors with slate roofs and detailed wood trim and moldings. The community is also distinguished by the use of a curvilinear street pattern with an extensive integration of open space and parkways into the design. The community retains a high degree of architectural and material integrity, as well as its landscape design and setting.

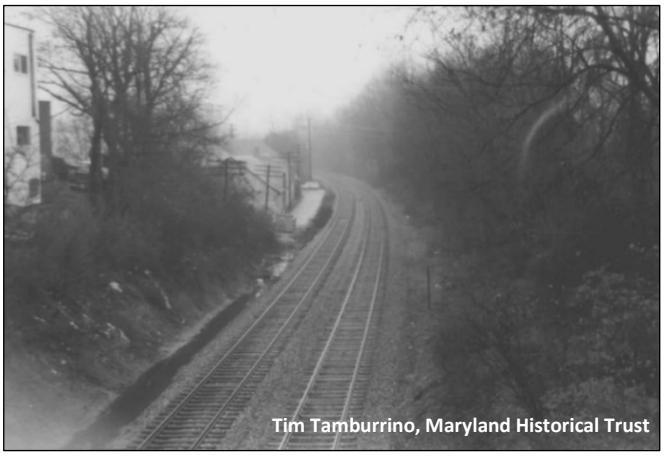
The north and south sections of Locust Hill Estates are not eligible for the NRHP. These sections do not possess architecturally significant suburban building types. A different developer constructed the north and south sections, departing from the high level of architectural style and detail found in the central section. The north and south sections of Locust Hill Estates are of lesser architectural value, utilizing common building materials and typical suburban residential design.

13. Maryland State Highway Administration (MDOT SHA) District 3 Headquarters Building (PG:67-41)
Location: 9300 Kenilworth Avenue (MD 201), Greenbelt
Build Year(s): 1966-1967
Period of Significance: 1967
NRHP: Concurred eligible (2015)
Criteria: C
Significance: The SHA District 3 Headquarters building retains integrity of design, workmanship, materials, feeling and association. Based on research conducted, the Maryland State Highway Administration's District 3 Headquarters building is eligible for the NRHP under Criterion C (architecture) as an example of the government office building by Bucher-Meyers and Associates from 1966-1967. The 1988 addition is in scale, only joins the original structure in one location, and does not diminish the integrity of design of the original part of the building.

Anne Bruder, Maryland Historical Trust

The design of the building, with the symmetrical façade, prominent window frames and an equally prominent mansard-like roof line suggests an association with the New Formalism that was championed by architect Edward Durrell Stone. The red brick, which is a traditional Maryland building material, establishes the building as a conservative example of this form of Modernism from the mid-1960s. The arch form was rarely seen in either Modern or Contemporary decisions in Washington, D.C. and its Maryland suburbs. Charles Goodman used the form in the roofs of his River Park buildings at Washington's Southwest Redevelopment area and in Prince George's County. John Samperton & Associates did the same for the Palmer Ford Showroom in Hyattsville from 1960, where it formed the entrance portico, but the arch was the opposite of the linearity of the Modern aesthetic.

14. Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16)


Tim Tamburrino, Maryland Historical Trust

Location: Railroad right-of-way extending through Montgomery County from Takoma Park NW to Dickerson
Build Year(s): 1866-1928
Period of Significance: 1866-1873
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: The Metropolitan Branch of the Baltimore and Ohio Railroad is eligible for the NRHP under Criteria A and C for its association with the transportation industry, as well as the agricultural and residential development of Montgomery County. The development of the railroad provided a needed stimulus to the stagnant economy of Montgomery County in the late nineteenth century. The railroad revived the agricultural economy of Montgomery County by allowing farmers to quickly ship perishable goods such as dairy products and produce to market. The railroad also significantly changed the residential development of the county by providing easy access from Washington, D.C. to new suburban communities. The railroad facilitated the development of the new suburban communities of Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove. In addition, the railroad is eligible under Criterion C, for its extant station buildings and engineering structures which are contributing elements to the significance of the rail line. Small Structure 15046X0 (M: 37-16-4) is a contributing element to this linear resource.

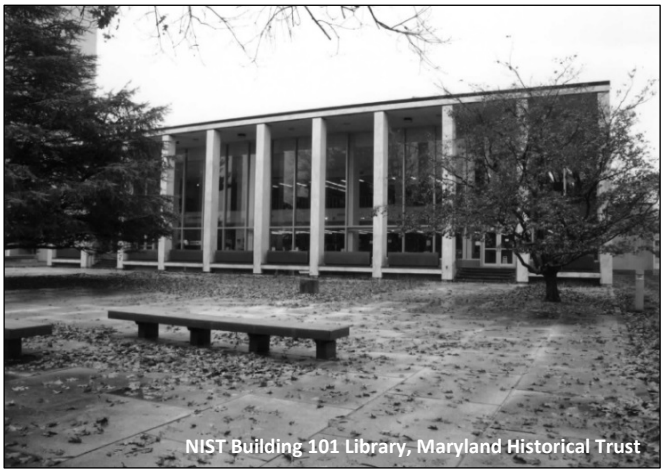
15. Morningside (PG:76A-39)


Maryland Historical Trust

Location: Woodland Rd., Forest Grove Dr., Maple Rd., Pine Grove Dr., Boxwood Dr., Elgin Ct., Allie Red., Larkspur Rod, Larches Ct., Ames St., Morgan Rd., Randolph Rd., Poplar Rd., Marianne Ct., Marianne Dr., Pickett Dr., Pickett Ct., Beauford Rd.
Build Year(s): circa 1940-circa 1955
Period of Significance: circa 1940-circa 1955
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: Morningside developed beginning in 1940 as part of the World War II and post-World War II suburban housing boom that took place in Prince George's County. This large, planned suburban development attracted employees of the nearby Andrews Air Force Base, Census Bureau and Navy Hydrographic Office. Morningside has an unusually high concentration of nearly identical Cape Cod houses which are typical of their period. The community is unusually complete with municipal, educational, and recreational facilities.

16. National Institute of Standards and Technology (NIST) Headquarters (M: 20-47)

Location: 100 Bureau Drive, Gaithersburg
Build Year(s): 1961-2015
Period of Significance: 1963-1969
NRHP: Concurred eligible (2014, 2015)
Criteria: A and C
Significance: The NIST Headquarters is significant under Criterion A for its association with events that have made important contributions to the broad patterns of history under the theme of Science and Technology. Work by NIST scientists has resulted in the standardization and measurement of nearly every facet of scientific inquiry. A small sampling of the testing and evaluation conducted by NIST scientists includes the development of standards for firefighting equipment; electricity and public utilities; and materials such as paints, cements, ceramics, rubber, paper, and leather products. The standards developed by NIST scientists have been widely adopted by private-sector industry. NIST also is an important research facility and scientists at the Gaithersburg campus conduct research and publish on a wide variety of topics. Selected areas of scientific investigation include fire research, environment and climate, physics, and law enforcement. NIST scientists continuously have made important contributions advancing scientific inquiry. Agency scientists have been recognized through numerous awards, including several Department of Commerce Gold Medals, an Emmy, and four Nobel Prizes.


NIST Building 101 Library, Maryland Historical Trust

The NIST Headquarters is also eligible under Criterion C as a recognizable entity that embodies the characteristics of Postwar Research Campus design. Buildings in the historic district were designed by an architecture and engineering firm, HLW International, with an established national practice specializing in research campuses. HLW International was the acknowledged expert in designing research laboratories and was a design innovator in the field and the NIST campus is representative of the firm's body of work.

17. Naval Surface Warfare Center Carderock Division (NSWCCD) Historic District (M: 29-52)

Location: 9500 MacArthur Boulevard (NSWCCD), Bethesda
Build Year(s): 1938-1958
Period of Significance: 1938-1958
NRHP: Concurred eligible (1996)
Criteria: A and C
Significance: The grouping of resources at Carderock represent the facility's unique mission and significance in the areas of ship modeling, aircraft design and testing, and underwater testing. These resources are eligible under NRHP Criterion A for their association with events which have made a

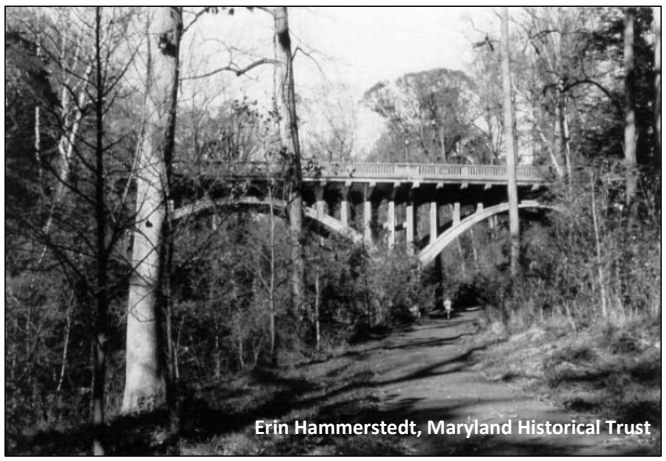

Naval Sea Systems Command

significant contribution to the broad patterns of military technology and under Criterion C as an intact collection of research, design, testing, and evaluation buildings and facilities. At the time of the 1998 evaluation, the property also met Criterion Consideration G. The period of significance for the resources extends from 1938, with the construction of the David Taylor Model Basin [NR listed, M: 29-47], to 1958, the end date for the construction of physical model testing and research facilities and the beginning of computer-aided testing and research. In this period, NSWC Carderock Division led the Navy's research, development, testing, and evaluation program for Naval vehicles. The Naval Surface Warfare Center, Carderock Division Landscape Features, Facilities 136 & 137 (flagpoles) and 183 & 184 (monuments) (M: 29-52-38) is a contributing resource to this historic district.

18. Percy Benson Sansbury Property (PG:75A-35)

Location: 7905 Marlboro Pike, Forestville
Build Year(s): circa 1930
Period of Significance: circa 1930
NRHP: Concurred eligible (2000)
Criteria: C
Significance: The Percy Benson Sansbury Property is eligible for the NRHP. The property is eligible under Criterion C as an outstanding surviving example of a Sears-Roebuck Honor-Bilt house. Although more than 100,000 Sears-Roebuck houses were built, this example retains an unusually high degree of integrity with nearly all its original materials. Alterations, such as the replacement of several windows and the addition of the rear porch, are minor and reversible and are limited to the rear elevation. Comparison of the current house to the original design reveals that it has undergone very few other changes and remains an intact example of a mail-order house.

19. Sligo Creek Parkway (M: 32-15)



Location: Sligo Creek Parkway, commencing at University Boulevard (Silver Spring) to the north, follows the Sligo Creek southeastward to New Hampshire Avenue (Takoma Park), Hyattsville
Build Year(s): 1930-1955
Period of Significance: 1930-1955 (Presumed)
NRHP: Concurred eligible (2000, 2005)
Criteria: A and C
Significance: Sligo Creek Parkway is eligible under Criterion A for its important association with trends associated with social history, recreation, transportation, and conservation during the first half of the twentieth century. The decline in the quality of city living paired with the popularization of automobiles led to a surge in outdoor recreation and road building during the first half of the twentieth century. Sligo Creek Parkway was designed and built as a scenic transportation route

connecting people in urban areas with outlying parks, and residents of suburban communities with metropolitan areas. The parkway also represents natural resource conservation efforts of the twentieth century. Sligo Creek Parkway survives as a vital component of the regional transportation network and continues to reflect the several prevalent trends in transportation, recreation, and conservation of the early- to mid-twentieth century.

Sligo Creek Parkway is also significant under Criterion C as a good example of its type and period of construction. It is an intact example of a linear or strip park that embodies the distinctive characteristics of parkways designed and constructed in the National Capital Region during the first half of the twentieth century. As is typical of such parkways, traffic is limited to non-commercial motoring; access to and from surrounding neighborhoods is limited to control the number of at-grade crossings and enhance safety; and commercial frontage and unsightly signage are prohibited. Bridges, culverts, retaining walls, and other structures are designed as harmonious complements to the natural environment, utilizing materials such as rustic rough-cut stone masonry and concrete in and eclectic way. The width of the right-of-way varies within the narrow stream valley, where the road fits the natural topographic contours, and indigenous vegetation has been encouraged and serves as a buffer from adjacent properties. The result of these design elements is a distinctive parkway, which retains a high level of integrity and continues to serve its original intended functions.

20. Small Structure 15046X0 (M: 37-16-4)
Location: Capitol View Avenue (MD 192) over Branch of Rock Creek, Silver Spring
Build Year(s): 1866-1873 or 1905-1907
Period of Significance: Unknown
NRHP: Concurred eligible (2007)
Criteria: A and C

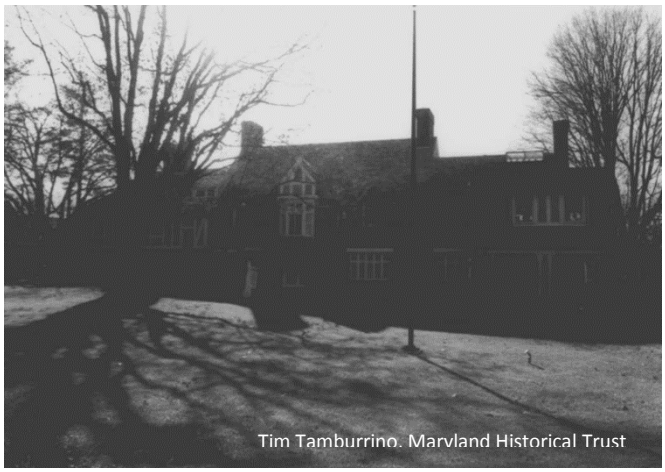

Maryland Historical Trust

Significance: Small Structure No. 15046X0, a small, masonry arched culvert that carries Capitol View Avenue over a branch of Rock Creek in the Capital View Park vicinity of Silver Spring, Maryland is eligible for the NRHP under Criterion A for its association with the Metropolitan Branch, B&O Railroad and its impact on transportation and industry in Montgomery County during the late nineteenth and early twentieth centuries. The stone culvert is not associated with the lives of persons of outstanding importance to the community, state, or nation (Criterion B). Structure No. 15046X0 is eligible under Criterion C as an engineering structure that contributes to the significance of the rail line. This resource is also a contributing element to the Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16).

21. Street Railway Service Building (PG:72-3)

Location: 8703 Martin Luther King Jr. Highway (formerly 3730 Brightseat Road), Hyattsville
Build Year(s): circa 1900
Period of Significance: circa 1900-1935 (Presumed)
NRHP: Concurred eligible (2000)
Criteria: A and C
Significance: This vernacular service structure is eligible for the NRHP. The building's architectural integrity is poor due to alterations and the absence of interior features; however, it is associated with the street-car line that served the African-American community in Prince George's County, and thereby contributed significantly to the transportation theme in local history. Despite alterations that have caused a loss of architectural integrity, as one of the few remaining architectural traces of the Washington, Baltimore and Annapolis Electric Railway, the property is eligible under Criteria A and C.

22. Wild Acres (Grosvenor Estate) (M: 30-15)



Location: 5400 Grosvenor Lane (5400-5430), Bethesda
Build Year(s): 1928
Period of Significance: 1928-1966
NRHP: Concurred eligible (2000)
Criteria: A, B, C
Significance: Wild Acres, also known as the Grosvenor Estate, is a large Tudor Revival manor house constructed in 1928 for Gilbert Grosvenor, founder of the National Geographic Society. Wild Acres is eligible for the National Register of Historic Places under Criteria A, B, and C as an excellent example of a Tudor Revival-style manor house constructed by a significant person during the suburban estate-building era of the early 20th century. The property is eligible under Criterion A as a representative example of 20th century suburban estate construction. The property retains such features as the main house, garage, historic approach to the house, and sweeping rear lawn. The property is also eligible for the National Register under Criterion B for its association with Dr. Gilbert Grosvenor, founder of the National Geographic Society. Gilbert Grosvenor and his wife Elise purchased the land in 1912 and spent summers on the property in an old farmhouse until the current house was constructed in 1928. The Grosvenors held large social functions at Wild Acres, including a birthday party for Mrs. William Howard Taft. The property remained in the ownership of Gilbert Grosvenor until his death in 1966. Since 1975 the property has been home to a consortium of earth science organizations. Finally, the property is eligible under Criterion C as an excellent example of Tudor Revival architecture. The main house retains such character-defining features as a steeply pitched roof pierced by gables and dormers, bands of multiple-light casement windows, prominent chimneys, and

false half-timbering. The stone exterior, wood shingle roof, and scale of the building distinguish this structure from other Tudor Revival-style residences constructed during the early 20th century

6.2.3 Not Eligible Resources

A total of 106 resources within the APE were previously determined to not be eligible for the NRHP (Table 5; Appendix C). The not eligible resources include residential subdivisions, individual residential dwellings, highway bridges, government buildings, and a shopping center. These resources had been previously found not eligible due to lack of integrity, being undistinguished examples of a common form, or being no longer extant.

Table 4: NRHP-Listed and Eligible Resources Within the APE

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date(s)	NRHP Status	NRHP Criteria	CSB/APE
12, 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)	Various	Prince George's	1940, 1950-1954	Listed (1991)	A, C	CSB
9, 11, 12	PG:62-14	Beltsville Agricultural Research Center (BARC)	Washington Boulevard (US 1) & Powder Mill Road	Beltsville	Prince George's	1887, 1910-1941	Eligible (2017)	A, C	CSB
3	M: 35-121	Burning Tree Club	8600 Burdette Road	Bethesda	Montgomery	1922-1923	Eligible (2000)	A, C	CSB
1, 2	M: 12-46	Chesapeake and Ohio Canal National Historical Park	North bank of Potomac River from Georgetown, D.C. to Cumberland, MD	Various	Montgomery	1828-1850	Listed (1966) Revised (1980)	A, C, D	CSB
7	M: 36-37	Calvary Evangelical Lutheran Church	9545 Georgia Avenue (MD 97)	Silver Spring	Montgomery	1948-1962	Eligible (2013)	C	CSB
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	1887-1930	Eligible (2001) MHT Easement on M:31-7-54	A, C	CSB
2, 3	M: 29-59	Carderock Springs Historic District	Roughly bounded by I-495, Cabin John Reg. Park, Seven Locks & Fenway Rd, Persimmon Tree Ln	Bethesda	Montgomery	1962-1967	Listed (2008)	A, C	CSB
6, 7	M: 31-8-5	Charles E. Brock Property	9701 Forest Glen Court	Silver Spring	Montgomery	1908	Eligible (2000)	C	CSB
1, 2	M: 29-47	David W. Taylor Model Basin	MacArthur Boulevard	Bethesda	Montgomery	1937-1939 1944-1945	Listed (1985)	A, C	CSB
6, 7	M: 31-8	Forest Glen Historic District	Forest Glen Road, Rosensteel Avenue, Holman Avenue, Hollow Glen Place	Silver Spring	Montgomery	1887-1949	Eligible (2001)	A, C	CSB
6	M: 35-162	Gagarin Property	9220 LeVelle Drive	Chevy Chase	Montgomery	pre-circa 1908	Eligible (MHT Easement) (2008)	C (presumed)	CSB
1, 2	M: 35-61	George Washington Memorial Parkway/Clara Barton Memorial Parkway	Southern section: Follows Potomac River from the Arlington Memorial Bridge to George Washington's Mt. Vernon. Northern Section: Follows Potomac River from Arlington Memorial Bridge to I-495	Various	Montgomery	1932-1964	Listed (1995)	B, C	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date(s)	NRHP Status	NRHP Criteria	CSB/APE
2	M: 29-39	Gibson Grove A.M.E. Zion Church	7700 Seven Locks Road	Bethesda	Montgomery	1923	Eligible (2000)	A	CSB
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	c. 1950	Eligible (2000)	A, C	CSB
12, 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) (1997)	A, C (presumed)	CSB
12, 13, 14	PG:67-36	Greenbelt Maryland National Guard Armory	7100 Greenbelt Road	Greenbelt	Prince George's	1955	Eligible (2000, 2017)	C	Bldg. Outside of APE Land APE
6	M: 35-38	In the Woods (David Fairchild Estate)	8922 Spring Valley Road	Chevy Chase	Montgomery	1906-1928	Eligible (2000)	B, C	CSB
5	M: 35-120	Locust Hill Estates	Bounded by the Capital Beltway (I-495), Rockville Pike, and Cedar Lane	Bethesda	Montgomery	1941-Early 1950s	Eligible (2001)	A, C	CSB
12	PG:67-41	Maryland State Highway Administration (MDOT SHA) District 3 Headquarters Building	9300 Kenilworth Avenue (MD 201)	Greenbelt	Prince George's	1966-1967	Eligible (2015)	C	Bldg. APE Land CSB
27	M: 37-16	Metropolitan Branch, B&O Railroad	Railroad right-of-way extending through Montgomery County from Takoma Park NW to Dickerson, Maryland	Various	Montgomery	1866-1928	Eligible (2000)	A, C	CSB
21	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	c.1940-c.1955	Eligible (2000)	A, C	CSB
29	M: 20-47	National Institute of Standards and Technology (NIST) Headquarters	100 Bureau Drive	Gaithersburg	Montgomery	1961-2015	Eligible (2014, 2015)	A, C	CSB
6	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	1894-1915	Listed (1972) Revised (2000)	A, C (presumed)	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date(s)	NRHP Status	NRHP Criteria	CSB/APE
1, 2	M: 29-52	Naval Surface Warfare Center Carderock Division (NSWCCD) Historic District	9500 MacArthur Boulevard (NSWCCD)	Bethesda	Montgomery	1938-1958	Eligible (1998)	A, C	CSB
27	M: 26-40	New Mark Commons	Roughly bounded by Maryland Avenue, Argyle Street, Monroe Street, Tower Oaks, and I-270	Rockville	Montgomery	1967-1973	Listed (2017)	A, C	CSB
20	PG:75A-35	Percy Benson Sansbury Property (Sansbury Property)	7905 Marlboro Pike	Forestville	Prince George's	c. 1930	Eligible (2000)	C	CSB
7, 8	M: 32-5	Polychrome Historic District	9900 & 9904 Colesville Road (US 29); 9919, 9923, & 9925 Sutherland Road	Woodmoor	Montgomery	1934-1935	Listed (1996)	A, C	CSB
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	1930-1955	Eligible (2000, 2005)	A, C	CSB
6	M: 37-16-4	Small Structure 15046X0	MD 192 over Branch of Rock Creek	Silver Spring	Montgomery	1866-1873 or 1905-1907	Eligible (2007)	A, C	CSB
17	PG:72-3	Street Railway Service Building	8703 Martin Luther King Jr. Highway	Hyattsville	Prince George's	c. 1900	Eligible (2000)	A, C	Bldg. APE Land CSB
20, 21	PG:76A-22	Suitland Parkway	Suitland Parkway, Anacostia River, District of Columbia to Pennsylvania Avenue, Prince George's County Maryland	Suitland	Prince George's	1944 (planning started in 1937)	Listed (1995)	A, C	CSB
1, 2	M: 29-49	Washington Aqueduct	MacArthur Boulevard	Potomac	Montgomery	1853-1880	Listed (NHL) (1973) Listed (NRHP) (1997)	A, C	CSB
4, 5	M: 30-15	Wild Acres (Grosvenor Estate)	5400 Grosvemor Lane (5400-5430)	Bethesda	Montgomery	1928	Eligible (2000)	A, B, C	CSB

Table 5: Not Eligible Resources Within the APE

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
22	PG:76A-43	5104, 5105 & 5109 Oakland Way	510, 5105 & 5109 Oakland Way	Suitland	Prince George's	Appear to predate surrounding c.1960s subdivision	1999	APE
22	DOE-PR-0060	5119 Auth Place	5119 Auth Place	Camp Spring	Prince George's	c.1920	2005	CSB
22	DOE-PR-0017	5301 Keppler Road	5301 Keppler Road	Temple Hills	Prince George's	1953	2003	CSB
27	DOE-MO-0413	713 West Montgomery Avenue	713 W. Montgomery Avenue (MD 28)	Rockville	Montgomery	1928	2015	CSB
5	DOE-MO-0134	9709 Bellevue Drive	9709 Bellevue Drive	Bethesda	Montgomery	c.1950s	2007	CSB
5	DOE-MO-0135	9711 Bellevue Drive	9711 Bellevue Drive	Bethesda	Montgomery	c.1950s	2007	CSB
5	DOE-MO-0136	9713 Bellevue Drive	9713 Bellevue Drive	Bethesda	Montgomery	c.1950s	2007	CSB
14	PG:70-84	Adenodi Property	6408 Princess Garden Parkway	Lanham	Prince George's	c.1930s, c.1950s	2000	CSB
12	PG:67-37	American Legion Greenbelt Post 136 Property	6900 Greenbelt Road (MD 193)	Greenbelt	Prince George's	early 20th century, mid-late 20th century	2000	CSB
7	M: 32-8	Argyle Club Estates	Forest Glen Road, Tenbrook Drive, Sidney Road, Raynor Road, and Godwin Drive	Silver Spring	Montgomery	1946-1948	2000	CSB
7	M: 32-7	Argyle Park Neighborhood	Bounded by Forest Glen Road, Dallas Avenue, Lycoming Street, Brunett Avenue, Granville Drive, and Colesville Road	Silver Spring	Montgomery	1926-c.1955	2000	CSB
21, 22	PG:76A-38	Auth Village	5700-6000 blocks Auth Road, Armand Avenue, Barto Avenue, Braymer avenue, Dublin Drive, Delta Lane, Cable Avenue, Darel Street, Walton Avenue, Wesson Drive	Suitland	Prince George's	1950-1970	2000	CSB
9	PG:65-2	Bailey-Saylor House	10001 Riggs Road (MD 212)	Hyattsville	Prince George's	early 19th century, 1930s, 1960	1988, 2000	CSB
22	DOE-PR-0130	Barbara Washington Residence	5400 Old Branch Avenue	Temple Hills	Prince George's	1950	2006	CSB
5, 6	DOE-MO-0144	Bridge 1503000 MD 185 over Rock Creek	Connecticut Avenue (MD 185) over Rock Creek	Kensington	Montgomery	1957	2008, 2011	CSB
27, 28	DOE-MO-0173	Bridge 1504800 MD 28 over I-270 and CD Roads	W. Montgomery Avenue (MD 28) over I-270 and CD Roads	Rockville	Montgomery	1955, 1976, 1985	2011	CSB
4, 5	DOE-MO-0113	Bridge 1507700 Grosvenor Lane over I-270	Grosvenor Lane over I-270	Bethesda	Montgomery	1958	2005, 2011	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
2	DOE-MO-0185	Bridge 1510500 Persimmon Tree Road over I-495	Persimmon Tree Road (MD 191) over I-495	Bethesda	Montgomery	1962	2011	CSB
2, 3	DOE-MO-0186	Bridge 1511000 MD 190 over I-495	River Road (MD 190) MD 190 over I-495	Bethesda	Montgomery	1962, 2006	2010	CSB
3, 24	DOE-MO-0187	Bridge 1511100 MD 191 over I-495 and Thomas Br.	Bradley Road (MD 191) over 1-495 and Thomas Branch	Bethesda	Montgomery	1962	2011	CSB
3, 24	DOE-MO-0188	Bridge 1511300 Greentree Road over I-495	Greentree Road over I-495	Bethesda	Montgomery	1962	2010	CSB
3, 4	DOE-MO-0189	Bridge 1511400 Fernwood Road over I-495	Fernwood Road over I-495	Bethesda	Montgomery	1962	2010	CSB
4, 5	DOE-MO-0190	Bridge 1511700 MD 355 SB over I-270 NBR	Rockville Pike (MD 355) MD 355 SB over I-270 NBR	Bethesda	Montgomery	1960, 1998	2010	CSB
4, 5	DOE-MO-0191	Bridge 1511800 MD 355 SB over I-495 OL	Rockville Pike (MD 355) MD 355 SB over I-495 Outer Loop	Bethesda	Montgomery	1960, 1998	2010	CSB
5	DOE-MO-0192	Bridge 1512000 MD 355 SB over I-495 IL	Rockville Pike (MD 355) southbound over I-495 Inner Loop	Bethesda	Montgomery	1960. 1998	2010	CSB
5	DOE-MO-0193	Bridge 1512100 MD 355 NB over I-495 IL	Rockville Pike (MD 355) MD 355 northbound over I-495 Inner Loop	Bethesda	Montgomery	1960, 1983	2010	CSB
6	DOE-MO-0194	Bridge 1512700 Forest Glen Rd over I-495 / Tributary to Rock Creek	Forest Glen Road over I-495 & Tributary to Rock Creek	Silver Spring	Montgomery	1964	2010	CSB
6, 7	DOE-MO-0195	Bridge 1512900 Seminary Road over I-495	Seminary Road (MD 391) over I-495	Silver Spring	Montgomery	1964	2010	CSB
7, 8	DOE-MO-0196	Bridge 1513500 US 29 over I-495	Colesville Road (US 29) over I-495	Silver Spring	Montgomery	1959, 2005	2010	CSB
8	DOE-MO-0197	Bridge 1513600 MD193 over I-495	University Boulevard E. (MD 193) over I-495	Silver Spring	Montgomery	1958	2010	CSB
9	DOE-MO-0198	Bridge 1513900 MD 650 Ramp F1 over I-495	New Hampshire Avenue (MD 650) Ramp F1 over I-495	Silver Spring	Montgomery	1964	2010	CSB
9	DOE-PR-0380	Bridge 1612000 MD 212 over I-495 OL	Riggs Road (MD 212) over I-495 Outer Loop	Hyattsville	Prince George's	1964, 1987	2010	CSB
11	DOE-PR-0381	Bridge 1613200 Cherry Hill RD over I-95 OL	Cherry Hill Road over I-95 Outer Loop	College Park	Prince George's	1963	2010	CSB
11	DOE-PR-0382	Bridge 1613400 US 1 over I-95	Baltimore Avenue (US 1) over I-95	College Park	Prince George's	1963	2010	CSB
12	DOE-PR-0383	Bridge 1614001 MD 201 NB over I-95	Kenilworth Avenue (MD 201) NB over I-95	Greenbelt	Prince George's	1963	2010	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
12	DOE-PR-0384	Bridge 1614002 MD 201 SB over I-95	Kenilworth Avenue (MD 201) SB over I-95	Greenbelt	Prince George's	1963	2010	CSB
12, 14	DOE-PR-0385	Bridge 1614201 MD 295 NB over I-95	Baltimore-Washington Parkway (MD 295) NB over I-95	Greenbelt	Prince George's	1963	2010	CSB
12, 14	DOE-PR-0386	Bridge 1614202 MD 295 SB over I-95	Baltimore-Washington Parkway (MD 295) SB over I-95	Greenbelt	Prince George's	1963	2010	CSB
15	DOE-PR-0387	Bridge 1614600 US 50 over I-95	John Hanson Highway (US 50) over I-95	Lanham	Prince George's	1958, 1990	2010	CSB
17	DOE-PR-0388	Bridge 1614700 MD 704 over I-95	Martin Luther King Jr. Highway (MD 704) over I-95	Hyattsville	Prince George's	1964, 1988	2011	CSB
17	DOE-PR-0389	Bridge 1614800 Ardwick-Ardmore Road over I-95	Ardwick-Ardmore Road over I-95	Hyattsville	Prince George's	1958	2010	CSB
17	DOE-PR-0390	Bridge 1614900 Glenarden Parkway over I-95	Glenarden Parkway over I-95	Lanham	Prince George's	1964	2010	CSB
17	DOE-PR-0391	Bridge 1615000 MD 202 over I-95	Landover Road (MD 202) over I-95	Lanham	Prince George's	1963, 1986	2010	CSB
19, 20	DOE-PR-0392	Bridge 1615800 D'Arcy Road over I-95	D'Arcy Road over I-95	Upper Marlboro	Prince George's	1964	2010	CSB
21	DOE-PR-0393	Bridge 1616100 Forestville Road over I-95	Forestville Road over I-95	Suitland	Prince George's	1963	2011	CSB
21, 22	DOE-PR-0394	Bridge 1616300 Auth Road over I-95	Auth Road over I-95	Suitland	Prince George's	1963	2010	CSB
23	DOE-PR-0395	Bridge 1616600 Temple Hill Road over I-95	Temple Hill Road over I-95	Temple Hills	Prince George's	1963	2010	CSB
9	DOE-PR-0396	Bridge 1617400 MD 212 over I-495 IL	Riggs Road (MD 210) over I-495 Inner Loop	Hyattsville	Prince George's	1964	2010	CSB
6	M: 31-19	Bridge M0073	Kensington Parkway over Rock Creek	Kensington	Montgomery	c. late 1930s	2001	APE
5	DOE-MO-0115	Bridge No. 1511900	Rockville Pike (MD 355) NB over I-495 WB	Bethesda vicinity	Montgomery	1960	2006	CSB
28	M: 20-33	Bridge, Gude Drive over I-270	Gude Drive over I-270	Rockville	Montgomery	1985	1995	CSB
22, 23	PG:76B-39	Brooke Investment Property	4211 Canterbury Way	Temple Hills	Prince George's	c.1930, c.1940, c.1950	2000	CSB
20	PG:75A-46	Carcamo Property	7829 Marlboro Pike	Forestville	Prince George's	c.1930	2000	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
5	DOE-MO-0083	Cedar Lane Bridge Over Rock Creek No. M-074	Cedar Lane Bridge	Bethesda	Montgomery	1959, 1996	2007	CSB
9, 10, 11	PG:66-66	Chirp Resorts Property	9800 Cherry Hill Road	College Park	Prince George's	c. 1918	2000	CSB
7, 8	M: 32-21	Choi Property	9820 Colesville Road (US 29)	Silver Spring	Montgomery	1929	2000	CSB
19	PG:78-26	Conti Mortgage Corporation Property	1605 Bauman Road	Westphalia	Prince George's	House 1: c.1930 House 2: c.1960	2000	APE
4, 24, 25	M: 30-19	Davis Farm	10500 Old Georgetown Road (MD 187)	Bethesda	Montgomery	c.1926	1984, 1986, 1995	CSB APE
7, 8	M: 32-16	Fairway, Chalfonte, Country Club Park, Country Club View	Roughly Colesville, Forest Glen and Renfrew Roads and Harding Drive	Silver Spring	Montgomery	1930s-1960s	2000	CSB
17	PG:72-57	Feliciano Property	3504 Watkins Avenue	Landover	Prince George's	c.1920-1930	2000	CSB
6	M: 35-52	Ferrero Property	3705 Husted Driveway	Chevy Chase	Montgomery	1941	2000	APE
23	PG:76B-40	Fielding Lane Subdivision	Fielding Lane, Church Way & 3500 Block of Spring Terrace	Temple Hills	Prince George's	1934-1990	2000	CSB
20	PG:75A-47	Forest Edge Subdivision	Forest Edge Road	Forestville	Prince George's	1948-1961	2000	CSB
20	PG:75A-48	Gary Property	7901 Marlboro Pike	Forestville	Prince George's	c.1950	2000	CSB
7	M: 36-88	Georgia Avenue Commercial Corridor Survey	9200-9900 Blocks Georgia Avenue (MD 97)	Silver Spring	Montgomery	1929-1988	2013	CSB
11	PG:66-64	Gilder Property	9909 Baltimore Avenue (US 1)	College Park	Prince George's	c. 1918-1925	2000	CSB
6, 7	M: 31-36	Hall Property	2500 Forest Glen Road (MD 192)	Silver Spring	Montgomery	1913	2000	CSB
20	PG:78-27	Harper Property	3304 Flowers Road	Westphalia	Prince George's	Wood-Frame House: c.1900 Stucco House: c.1900	2000	APE
6, 7	M: 31-35	Hill-Shaikh Property	2506 Forest Glen Road (MD 192)	Silver Spring	Montgomery	1918	2000	CSB
6	M: 35-151	Hogan Property	3807 Inverness Drive	Chevy Chase	Montgomery	1928	2000	CSB
11	PG:66-38	Hollywood Addition	Niagara Road through Edgewood Road	College Park	Prince George's	1948	2001	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
7, 8	M: 32-12	Indian Spring Club Estates/Indian Spring Terrace/Indian Spring Manor	Roughly Capital Beltway, University Boulevard, Franklin and Brewster Avenues, and Colesville Road	Silver Spring	Montgomery	1926-1949	2000	CSB
8	M: 32-13	Indian Spring Village	University Boulevard, Capital Beltway, St. Lawrence Drive, Big Rock Drive	Silver Spring	Montgomery	1937-1949	2000	CSB
17	PG:73-29	Jefferson St./Ardwick-Ardmore Road Neighborhood	4400-4500 block Jefferson Street & 8900 block of Ardwick-Ardmore Road	Landover	Prince George's	c.1920s-1960s	2000	CSB
15, 17	PG:73-30	Jefferson Street District	4800 block Jefferson Street	Lanham-Seabrook	Prince George's	c.1920s-1960s	2000	CSB
9	PG:65-21	Johnson Property	9804 Riggs Road (MD 212)	Hyattsville	Prince George's	1923	2000	APE
6	M: 35-164	Kenilworth Survey District	Roughly bounded by Connecticut Avenue, Jones Bridge Road, I-495, and Clifford Avenue	Chevy Chase	Montgomery	1895-1996	2009	CSB
22	DOE-PR-0148	Lawrence Prevatte Residence	5501 Deerpond Lane	Suitland	Prince George's	1935	2006	CSB
19	PG:78-29	Mayhew Property	1603 Bauman Road	Westphalia	Prince George's	c.1900-Present	2000	CSB
6	M: 31-34	McLendon Property	2600 Forest Glen Road (MD 192)	Silver Spring	Montgomery	1922	2000	CSB
6, 7	M: 36-41	Montgomery Hills Forest	Seminary Road, Birch Drive, Sharon Drive, and Gwyndale Drive	Silver Spring	Montgomery	1939-c. 1965	2000	CSB
20	PG:78-30	Moore Property	8408 Westphalia Road	Westphalia	Prince George's	1947	2000	APE
14, 15	PG:70-85	Muir Property	8818 Spring Avenue	Lanham	Prince George's	c.1900	2000	CSB
5, 6	DOE-MO-0170	Naval Support Activity Bethesda Warehouses	Grounds Road	Bethesda	Montgomery	1949-1960, 1970s, 1990, 2010	2013	CSB
7	M: 32-11	North Hills of Sligo Park	Bounded by Granville Drive, Colesville Road, and Brunett Avenue	Silver Spring	Montgomery	1931-c.1955	2000	APE
8, 9	M: 37-15	Oakview	New Hampshire Avenue, Avenel Road, East Light Drive, Dilston Road	Silver Spring	Montgomery	1948-1959	2000	CSB
14, 15	PG:70-41	O'Gray Property	6212 Princess Garden Parkway	Lanham	Prince George's	1907	2000	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
20	PG:75A-49	Paskiewicz Property	8002 Marlboro Pike	Forestville	Prince George's	c.1940	2000	CSB
1, 2	M: 29-35	Potter Farmhouse	8600 MacArthur Boulevard	Bethesda	Montgomery	1865	2000	CSB
4	M: 30-27	Queen Property	9622 Fernwood Road	Bethesda	Montgomery	1948-1960	2000	CSB
22	PG:76A-32	Roland Darcey Houses	5905 & 5909 Auth Road	Suitland	Prince George's	1934	1992	APE
14, 15	PG:70-46	Sioussa-Hanback Property	6206 Princess Garden Parkway	Lanham	Prince George's	1907	2000	CSB
15	PG:70-86	Smith Property	4920 Whitfield Chapel Road	Lanham	Prince George's	c.1930	2000	CSB
23	PG:76B-43	Spring Terrace Subdivision	Spring Terrace, Barry Drive, Dogwood Drive, & Donna Lane	Temple Hills	Prince George's	1940s-1950s	2000	CSB
6	M: 35-163	Spring Valley Survey District	Roughly bounded by Jones Bridge Road, Connecticut Avenue, and Woodlawn Road	Chevy Chase	Montgomery	1948-1957	2009	CSB
12	PG:67-40	Springhill Lake Apartment Complex	Bounded by Edmonston Road on the east, Cherrywood Lane on the northwest, and Breezewood Drive on the south	Greenbelt	Prince George's	1961-1970	2015	CSB
20	PG:75A-50	Summit Investment Property	7913-7917 Marlboro Pike	Forestville	Prince George's	c.1930	2000	CSB
7	M: 32-10	Sunset Terrace	Reddick Drive, Roswell Drive, Quinby Street, Quinby Court, Strout Street, Stirling Drive	Silver Spring	Montgomery	c.1947-1950	2000	APE
23	PG:76B-38	Temple Hills	Fielding Lane, Barry Road	Temple Hills	Prince George's	1940-Present	2003	CSB
23	PG:76B-29	Temple Hills Crossroads	Temple Hill Road between Fielding Lane and St. Barnabas Road, Hagan Road, St. Barnabas Road between Hagan Road and Temple Hill Road, Carlton Avenue, Leslie Avenue	Temple Hills	Prince George's	c.1915, c.1930-c.1960	2000	CSB
23	PG:76A-37	Temple Hills Crossroads	Temple Hill Road between Fielding Lane and St. Barnabas Road, Hagan Road, St. Barnabas Road between Hagan Road and Temple Hill Road, Carlton Avenue, Leslie Avenue	Temple Hills	Prince George's	c.1930-c.1960	2000	CSB
20	PG:75A-51	Transportation Associates Property	8014 Marlboro Pike	Forestville	Prince George's	c.1940	2000	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
2	M: 35-18	W. Lynch House	8313 Tomlinson Avenue	Bethesda	Montgomery	c. 1887	2000	CSB
8	M: 32-14	Warrenton Village/Franklin Knolls Section 1	University Boulevard, Nassau Lane/Burgess Lane, Waterford Drive, Franklin Avenue, Torrington Place	Silver Spring	Montgomery	1940-1953; 1956-1962	2000	CSB
28	DOE-MO-0329	Woodley Gardens Shopping Center	1101-23 Nelson Street	Rockville	Montgomery	1969	2014	CSB
6, 7	M: 36-40	Woodside Knolls/Carroll Springs	Bounded by Westview Drive, Georgia Avenue, Seminary Place, Riley Road, Osborn Drive and Hale Place, Four Corners vicinity	Silver Spring	Montgomery	1939-early 1950s	2000	CSB

6.2.4 Resources for Re-Evaluation

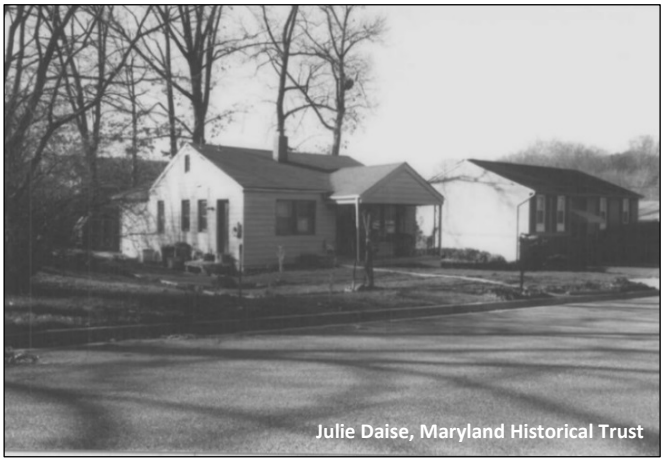
Three resources, Sunnyside & Sunnyside Knolls (PG:66-41), the Town of Glenarden (PG:72-26), and a section also called Town of Glenarden (PG:73-26), separated from the other by I-95/I-495, are recommended for NHRP re-evaluation (Table 6; Appendix C). They were originally not eligible due to their age and did not meet NRHP Criteria Consideration G, but sufficient time has passed since these initial studies to warrant re-evaluation. The summaries below for these resources were directly obtained from DOE and MIHP Forms.

1. Sunnyside and Sunnyside Knolls (PG:66-41)


Maryland Historical Trust

Location: Paducah Street to Odessa Street, College Park
Build Year(s): 1954, 1974
Description: Situated just north of I-495/95 and just east of Rhode Island Avenue, the neighborhood operates and has the feeling of one larger neighborhood, however, it was developed in two distinct periods and styles. The western portion of the neighborhood that extends from Rhode Island Avenue along Paducah and Odessa Streets to the intersection with 51st Avenue was developed in 1974. From the intersection of 51st Avenue along Paducah and Odessa Streets to Placo Place, the neighborhood was developed in 1954. The neighborhood consists of two main house types. House Type A is a 1954 side gable house with a front projecting gable forming an "L" form house. House Type B is a 1974 side gable, two-story house with a split floor plan. Other characteristics of the neighborhood include a curved road plan, sidewalks, and mature trees. The older section of the neighborhood retained many of its original building materials and have few exterior modifications when surveyed in 2000.

2. Town of Glenarden (PG:72-26 and PG:73-26)


Julie Daise, Maryland Historical Trust

Location: 1st-11th Streets, Glenarden Parkway, Johnson Avenue, Leslie Avenue, Fulton Avenue, Irvin Avenue, McClain Avenue, Weslty Street, Reed Street, Fiske Avenue, Piedmont Avenue, Grant Drive, Tyler Street, Polk Street, Church Street, Dellwood Avenue, Echols Avenue, Cawker Avenue, Hayes Street, Glenarden
Build Year(s): circa 1910-Present
Description: Glenarden is a historically African-American town located between John Hanson Highway and Landover Road in Prince George's County, Maryland. The town is bisected by the Capital Beltway. Glanarden originally consisted of three subdivisions: Glenarden Heights (1911), Glenarden (1913), and Ardwick Park (1921). The three subdivisions today are characterized by

modern, suburban single- and multi-family houses. Glenarden also includes municipal, recreational, and educational facilities.

Glenarden developed as a result of the Washington, Baltimore, and Annapolis Electric Railroad, which led through rural Prince George's County during the early twentieth century. The community was founded in 1910 and marketed to African-Americans from the beginning. Glenarden developed slowly through the first half of the twentieth century. An urban renewal movement during the 1970s resulted in the demolition of most of the early buildings, but the city has since been completely redeveloped.

Table 6: Resources Requiring Re-Evaluation Within the APE

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Date	CSB/APE
11	PG:66-41	Sunnyside & Sunnyside Knolls	Paducah Street to Odessa Street	College Park	Prince George's	1954, 1974	2001	CSB
15, 17	PG:72-26	Town of Glenarden	Between John Hanson Highway and I-95/I-495	Glenarden	Prince George's	c.1910-Present	2000	CSB
17	PG:73-26	Town of Glenarden	Between I-95/I-495 and Ardwick Ardmore Road	Glenarden	Prince George's	c.1910-Present	2000	CSB

6.2.5 Previously Surveyed, Not Evaluated Resources

Sixteen resources were discovered within the APE that had previously been surveyed for the MIHP but not individually evaluated for NRHP eligibility (Table 7; Appendix C). Four will not be individually evaluated because they are or are likely to be contributing elements to previously identified historic properties. Based on MIHP documentation, the Forest Glen Post Office & Country Store (M:31-8-3) and Castle/Glen Castle Apartments (M: 31-8-4) contribute to the Forest Glen Historic District (M: 31-8). The Naval Surface Warfare Center, Carderock Division Landscape Features, Facilities 136 & 137 (flagpoles) and 183 & 184 (monuments) (M: 29-52-38) contributes to the NRHP-eligible U.S. Naval Surface Warfare Center Carderock (M: 29-52). Pending consultation with MHT, MDOT SHA considers all three cemeteries within Greenbelt Cemeteries (PG:67-3) contributing resources to the Greenbelt Historic District (PG:67-4). Greenbelt Cemeteries consists of the non-contiguous Walker Cemetery, Turner/Greenbelt Cemetery, and Hamilton Cemetery; the Walker Cemetery alone is located within the APE. The other twelve previously identified resources to be evaluated for the NRHP as part of the I-495 & I-270 MLS project are described below:

1. 4403 Jefferson Street (PG:73-24)
Location: 4403 Jefferson Street, Landover
Build Year(s): Unknown
Description: A five-bay, one-story Ranch-style house with a side-gable roof. The structural system is clad in vinyl siding. The dwelling is accessed via a wooden pedestrian bridge which traverses a shallow ditch between the property boundary and Jefferson Street. A goat pen is located west of Jefferson Street, abutting the I-695 sound barrier.

2. 4509 Jefferson Street (PG:73-22)
Location: 4509 Jefferson Street, Lanham
Build Year(s): circa 1920
Description: A two-story, two-bay, front-gabled single-family dwelling with a shed-roof addition on the north elevation. The exterior is clad with horizontal siding and shingles. No previous MIHP survey information is on file.

3. 626 Great Falls Road (M: 26-52)
Location: 626 Great Falls Road, Rockville
Build Year(s): circa 1950
Description: A one-and-one-half story, four-bay, single-family dwelling with a front-gable roof residence built in the Minimal Traditional style circa 1950. A large, front-gabled garage is located east of the primary dwelling. It is currently associated with 628 and 622 Great Falls Road and the Chinese Jehovah's Witnesses Church of Rockville. No previous documentation exists for this property.

4. 8906 Ardwick-Ardmore Road (PG:73-23)
Location: 8906 Ardwick-Ardmore Road, Landover
Build Year(s): Early Twentieth Century
Description: A single-family, Craftsman-style bungalow with a hipped roof and central hipped dormer. No further MIHP documentation is available for this property.

5. Forest Grove Drive Neighborhood (M: 36-38)

Location: Intersection of Georgia Avenue and Forest Glen Drive, Forest Glen vicinity, Silver Spring

Build Year(s): 1940-1950

Description: A subdivision characterized by 1 ½-2 story mid-century vernacular cottages. Most cottages are constructed of brick with slate or (replacement) asphalt shingle roofs. Colonial Revival details are common, as are rear additions. At the time of construction, Montgomery County was experiencing a rapid increase in population following the end of World War II. A housing crisis, brought on by the Great Depression and World War II, an increase in automobile ownership, and the construction of the Interstate Highway System all led to extensive growth in the area.

6. John and Marie Darcey Houses (PG:76A-31)

Location: 5129 Armand Avenue and 5112 Barto Avenue, Suitland

Build Year(s): 1921-1930

Description: The John and Marie Darcey Houses are highly altered examples of the vernacular cottage house type. They are simple, frame, rectangular, one-story cottages which have been extended to the rear, side, or front with a variety of additions and porches, now enclosed. Both have replacement fenestration and were re-oriented to accommodate side or rear entrances as a result of new construction in their environs: the construction of I-495 and subdivision housing in the 1950s and 1960s. Constructed for relatives of one of the early faming families in the area, the Darceys, the acreage of these originally contiguous parcels has been reduced to less than one acre between them.

7. Linda Holmes House (PG:76A-30)
Location: 5114 Oakland Way, Suitland
Build Year(s): 1947
Description: The Holmes House is a modestly scaled, side-gable box located immediately adjacent to the I-495 right-of-way. In its basic form, it reflects the "Cape Cod" dwelling type popular amongst merchant builders during the post-World War II building boom.

8. Montgomery Bean House (M: 30-17)
Location: 9827 Old Georgetown Road, Bethesda
Build Year(s): 1844
Description: A heavily-remodeled two-story frame building. Recent additions have altered the façade significantly. It was last surveyed in 1974.

9. Montgomery Hills Baptist Church (M: 36-71)
Location: 9727 Georgia Avenue (MD 98), Silver Spring
Build Year(s): 1957-1965
Description: The simplified Colonial Revival church replaced an earlier chapel that had been constructed on the site in 1955. The church began as an extension of the Petworth Baptist Church of Washington, D.C. In 1963, the church re-combined into one congregation, meeting at Montgomery Hills. The building was expanded with the construction of an education wing in 1965.

10. New Carrollton (PG:69-000)

Location: Roughly bordered by Good Luck Road, Harland Street, Gavin Street, Westbrook Drive, Longfellow Street, 87th Avenue, and 85th Place

Build Year(s): Circa 1950s and 1960s

Description: New Carrollton is a large district primarily composed of single-family dwellings. The neighborhood is bounded on the north by Good Luck Road, on the east by I-95/I-495, on the south by Westbrook Drive and Longfellow Street, and on the west by Leahly Road, Harland Street, and Carrolton Parkway. The district contains large numbers of one- and two-story houses, dominated by one-story, three-bay, side-gable, Ranch-style houses. Typical examples have a protruding bay with a tripartite/ribbon window. Brick veneer is common exterior treatment, as is composite or vinyl siding. Typical modifications include a rear, one-story, one-bay addition or, less commonly, a second story added with multiple roof surfaces. Most streets are accompanied by pedestrian sidewalks, telephone poles, curbs, and road verges planted with trees. A water feature called Brier Ditch runs on the southwest-northeast diagonal through New Carrolton, dividing the eastbound and westbound lanes of Carrollton Parkway. Four schools, Lamont Elementary, Robert Frost Elementary, Carrollton Elementary, and Charles Carroll Middle School are located within this district.

11. Powder Mill Estates Subdivision (PG:61-43)

Location: Powder Mill Road, Collier Road, Cherry Hill Road, Beltsville

Build Year(s): 1949-1953

Description: Powder Mill Estates is a residential subdivision located at the intersection of Powder Mill Road and Cherry Hill Road in the Beltsville Vicinity, Prince George's County. The first phase of the subdivision consists of 21 lots and was laid out in 1949 by the Powder Mill Development Company. The lots are improved with 1- and 1 ½- story brick, massed plan houses with side-gable roofs, front-gables, brick chimneys, and aluminum windows. It was developed by James Campbell, the president of the Powder Mill Development Company. Campbell purchased the lands that he developed from A.W. and Cora Martin in May 1948. The area at the intersection of Powder Mill Road and Cherry Hill Road had been rural until after World War II, when Campbell capitalized on the need for housing in the growing suburban areas around Washington, D.C.

12. Reiche Cottage/Stone House (M: 26-10-56)
Location: 720 W. Montgomery Avenue (MD 28), Rockville
Build Year(s): 1887-1890
Description: This is a two-story, three-bay, single-family residential dwelling constructed in 1887 in the Vernacular Victorian style and enlarged in 1890. It was altered in the 1950s.

6.2.6 Demolished Resources

Twenty-four architectural resources within the APE are confirmed to have been demolished (Table 8; Appendix C). Of these resources, thirteen were not evaluated for the NRHP, seven were previously found not eligible for NRHP, and one was found eligible. Demolition was confirmed for these resources through MIHP documentation for 14 resources (with an asterisk note in the table below). Demolition of the other resources were verified through field work completed by Dovetail Cultural Resources Group in May 2018, and by desktop analysis of aerial imagery and Google Street View. The buildings on the Warren Amann House (PG:76A-33) property were in the process of demolition during the field work, so it is not clear whether all buildings were eventually cleared, although this seems likely. Although the 2016 demolition of the transmitter building on the WMAL Transmitter Property (M: 30-24) is confirmed by an online newspaper article dated September 20, 2016 in *Radio World*, a site visit will be required to determine the status of the transmission towers, which were decommissioned on May 1, 2018. A *Bethesda Magazine* article of June 2017 reports that the site has been sold to a residential developer, which will construct 150 townhomes and 159 single-family homes on the 75-acre site. The article states that the developer received approval from the Montgomery County Planning Board, subject to the conditions of a staff report requiring that all radio towers, equipment, and associated materials must be removed from the site prior to issuance of any permits for dwelling units. to

Table 7: Surveyed, Not Evaluated Resources within the APE

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	CSB/APE
14	PG:73-24	4403 Jefferson Street	4403 Jefferson Street	Landover	Prince George's	Unknown	CSB
14	PG:73-22	4509 Jefferson Street	4509 Jefferson Street	Lanham	Prince George's	c.1920	CSB
24	M: 26-52	626 Great Falls Road	626 Great Falls Road	Rockville	Montgomery	c.1950	APE
14	PG:73-23	8906 Ardwick-Ardmore Road	8906 Ardwick-Ardmore Road	Landover	Prince George's	Early 20th Century	APE
6	M: 31-8-3	Forest Glen P.O. and Country Store (Fowler's Market)	6 Post Office Road	Silver Spring	Montgomery	1916-1925	CSB
7	M: 36-38	Forest Grove Drive Neighborhood (Forest Grove Neighborhood)	Intersection of Georgia Avenue and Forest Glen Drive	Silver Spring	Montgomery	1940-1950	APE
11	PG:67-3	Greenbelt Cemeteries (Walker Cemetery)	Between Kenilworth Avenue, Greenbelt Road, and the Capital Beltway	Greenbelt	Prince George's	c. 19th Century	CSB
18,19	PG:76A-31	John & Marie Darcey Houses	5129 Armand Avenue 5112 Barto Avenue	Suitland	Prince George's	1921-1930	CSB
19	PG:76A-30	Linda Holmes House	5114 Oakland Way	Suitland	Prince George's	1947	CSB
4	M: 30-17	Montgomery Bean House	9827 Old Georgetown Road (MD 187)	Bethesda	Montgomery	1844	APE
7	M: 36-71	Montgomery Hills Baptist Church	9727 Georgia Avenue (MD 97)	Silver Spring	Montgomery	1957-1965	CSB
12,13	PG:69-000	New Carrollton	Roughly bordered by Good Luck Road, Harland Street, Gavin Street, Westbrook Drive, Longfellow Street, 87th Avenue, and 85th Place	New Carrollton	Prince George's	1953	CSB
1,2	M: 29-52-38	NSWCCD, Landscape Features, Facilities 136 & 137 (flagpoles) and 183 & 184 (monuments)	9500 MacArthur Boulevard (Naval Surface Warfare Center, Carderock Division)	Bethesda	Montgomery	1938-1967	APE
10	PG:61-43	Powder Mill Estates Subdivision	Powder Mill Road, Collier Road, Cherry Hill Road	Beltsville	Prince George's	1949-1953	APE
24	M: 26-10-56	Reiche Cottage/Stone House	720 W. Montgomery Avenue (MD 28)	Rockville	Montgomery	1887-1890	APE
19	M: 31-8-4	The Castle (Glen Castle Apartments)	10 Post Office Road	Silver Spring	Montgomery	1915-1967	CSB

Table 8: Demolished Resources within the APE

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Status	CSB/APE
24	M: 26-54	731 W. Montgomery Avenue, site*	731 W. Montgomery Avenue (MD 28)	Rockville	Montgomery		Not Evaluated	CSB
17	PG:78-34	8407 Westphalia Road*	8407 Westphalia Road	Westphalia	Prince George's	c.1930	2000 (Not Eligible)	APE
14,15	PG:73-10	Addison Farm, site*	McCormick Drive & Peppercorn Place	Landover	Prince George's		Not Evaluated	CSB
16	PG:75A-42	Bungalow, site*	1516 Ritchie-Marlboro Road	Capitol Heights	Prince George's	c.1940	1999 (Not Eligible)	CSB
16	PG:75A-43	Bungalow, site*	1540 Ritchie-Marlboro Road	Capitol Heights	Prince George's	c.1930	1999 (Not Eligible)	CSB
16	PG:75A-52	Cherry Hill Construction, Inc. Property, site*	1515 Ritchie-Marlboro Road	Capitol Heights	Prince George's	c.1910	2000 (Not Eligible)	CSB
24	M: 26-22-7	E.C. Smith House, site*	636 Great Falls Road (MD 189)	Rockville	Montgomery	early 20th century	Not Evaluated	CSB
13	PG:73-1	Ebenezer United Methodist Church, site*	4916 Whitfield Chapel Road	Lanham	Prince George's	c.19th century	Not Evaluated	CSB
9	PG:65-26	Eglise Baptiste du Calvaire Property, site*	10002 Riggs Road	Hyattsville	Prince George's	1937	2000 (Not Eligible)	CSB
24	M: 26-22-6	Frame House, Rockville Heights Area, site*	634 Great Falls Road (MD 189)	Rockville	Montgomery	early 20th century	Not Evaluated	CSB
26	M: 20-15	Gaither-Hawes House	9401 Gaither Road	Gaithersburg	Montgomery	19th century	Not Evaluated	APE
18	PG:77-60	Hazard Storage (AAFB Building #1990)	Allentown Road (MD 337)	Camp Springs	Prince George's	c.1925	Not Evaluated	CSB
19	PG:76A-26	Helen Knox House	5115 Auth Road	Suitland	Prince George's	1938	Not Evaluated	CSB
19	PG:76A-25	L and R Lawnmower	4901 Old Branch Avenue	Temple Hills	Prince George's	c.1945	Not Evaluated	CSB
13	PG:70-7	Lanham House*	8901 Annapolis Road (MD 450)	Lanham	Prince George's	1890, 1930, 1969	Not Evaluated	CSB
7	M: 36-36	Louis C. & Charlotte E. Dismer Property	2102 Forest Glen Drive	Silver Spring	Montgomery	c. 1920	Not Evaluated	APE
29	M: 20-24	Mills House	Muddy Branch Road at Rte. 270	Gaithersburg	Montgomery	c. early 20th century	1996 (Not Eligible)	APE
16	PG:75A-20	Nelson Farm House & Barns, site*	1514-1536 Ritchie-Marlboro Road	Capitol Heights	Prince George's	1943	1996 (Not Eligible)	CSB
24	M: 26-6	Poor Farm, site and Cemetery	Seven Locks Road	Rockville	Montgomery	c. 1787	Not Evaluated	CSB

Map#	MIHP#	Name	Street Address	City/Town	County	Build Date	DOE Status	CSB/APE
20, 21	PG:75A-5	Ryon Farmhouse, ruin*	3700 Forestville Road	Forestville	Prince George's	c.1830s, c.1912	Not Evaluated	CSB
16	PG:78-31	State Highway Administration Property, site*	1604 Fernwood Drive	Westphalia	Prince George's	c.1950	2000 (Not Eligible)	CSB
2,3	M: 29-42	Stoneyhurst Quarries	8101 River Road (MD 190)	Bethesda	Montgomery	c. 18th - 20th centuries	Not Evaluated	CSB
19	PG:76A-33	Warren Amann House	5801-5833 Auth Road	Suitland	Prince George's	1934-1984	Not Evaluated	CSB
3, 4, 21	M: 30-24	WMAL Transmitter Property	7115 Greentree Road	Bethesda	Montgomery	c.1940-1941	2000 (Eligible)	CSB

*** MHT Records Confirm Demolition**

7

7 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND SURVEY RECOMMENDATIONS

Previously unsurveyed areas within the archaeological study area were assessed for their archaeological potential and assigned one of three archaeological survey recommendations, Phase I archaeological survey, limited archaeological survey, or no archaeological survey, for each area (Appendix D).

7.1 Phase I Archaeological Survey

A total of 37 areas measuring 208.54 acres are recommended for full Phase I archaeological survey (Table 9). Phase I archaeological survey is recommended for previously unsurveyed areas that meet the following necessary criteria: contain undisturbed soils; are greater than 50 feet from documented disturbance or development and/or the CSB; and maintain a ground slope of less than 15 percent. In addition, areas are considered to have **prehistoric archaeological potential** if they meet the following criteria: within 500 feet of water resources or recorded prehistoric archaeological sites. And areas are considered to have **historic archaeological potential** if they meet the following criteria: are within 500 feet of historically documented (mapped) historic structures or a recorded historic archaeological site.

All Phase I archaeological survey, laboratory processing and analysis, reporting, and curation will be conducted in accordance with the *Consultant Specifications for Archaeological Services* (MDOT SHA 2017), the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994), and *Standards and Guidelines for Archeological Investigations in Maryland, Technical Update No. 1* (Maryland Historical Trust 2005).

Table 9: Archaeological Survey Recommendations

Map #	Survey Area	Acreage	Recommendation
24,25	S-1	1.0	Limited Survey
24	S-2	0.89	Limited Survey
24	S-3	1.64	Phase I Survey
24	S-4	5.39	Phase I Survey
24	S-5	2.65	Phase I Survey
23,24	S-6	2.82	Phase I Survey
21,23	S-7	9.55	Phase I Survey
21,22	S-8	6.61	Phase I Survey
22	S-9	4.48	Phase I Survey
4,5,22	S-10	12.33	Phase I Survey
4,5,22	S-11	6.18	Limited Survey

Map #	Survey Area	Acreage	Recommendation
1,2	S-12	7.82	Phase I Survey
1,2	S-13	18.07	Phase I Survey
2,3	S-14	6.5	Phase I Survey
4	S-15	0.76	Limited Survey
5,6	S-16	31.71	Phase I Survey
6	S-17	2.09	Phase I Survey
9	S-18	2.50	Phase I Survey
9	S-19	8.55	Phase I Survey
9,10	S-20	3.85	Phase I Survey
10	S-21	7.66	Phase I Survey
10	S-22	7.70	Phase I Survey
11	S-23	2.08	Phase I Survey
11,12	S-24	2.01	Phase I Survey
11,12	S-25	7.19	Phase I Survey
12	S-26	8.36	Phase I Survey
24	S-27	1.83	Phase I Survey
23	S-28	0.57	Phase I Survey
26	S-29	8.50	Phase I Survey
4,5	S-30	6.41	Limited Survey
5	S-31	2.01	Phase I Survey
5,6	S-32	3.61	Limited Survey
6	S-33	3.72	Phase I Survey
6	S-34	1.20	Phase I Survey
6	S-35	0.62	Phase I Survey
7	S-36	3.14	Limited Survey
9	S-37	4.38	Phase I Survey
10	S-38	5.71	Phase I Survey
11	S-39	5.27	Limited Survey
10	S-40	4.66	Phase I Survey
12	S-41	0.57	Phase I Survey
12	S-42	4.37	Phase I Survey
13	S-43	5.33	Limited Survey
14	S-44	0.67	Limited Survey
15,16	S-45	2.53	Phase I Survey
19	S-46	2.65	Limited Survey
19	S-47	3.03	Phase I Survey
19	S-48	4.29	Limited Survey
19	S-49	3.69	Phase I Survey
7	S-50	3.03	Limited Survey
7,8	S-51	0.77	Limited Survey
9	S-52	8.44	Limited Survey
21,22	S-53	5.58	Limited Survey
23	S-54	0.73	Limited Survey

7.2 Limited Archaeological Survey

A total of 17 areas measuring 59.41 acres are recommended for limited archaeological survey (Table 9). Limited archaeological survey is recommended for previously unsurveyed areas that meet the following criteria throughout the majority of the area: contain partially disturbed or indeterminately intact soils; and are greater than 50 feet wide (the width of a survey transect); and maintain a ground slope of less than 15 percent. In addition, to be recommended for limited archaeological survey, the area must meet the criteria stated above for either prehistoric or historic archaeological potential.

The limited archaeological survey is proposed to determine the level and extent of disturbance in areas with archaeological potential. Limited archaeological survey will consist of, at minimum, a field visit and pedestrian survey to assess ground conditions and may include judgmentally placed shovel tests to

assess ground disturbance. If areas of undisturbed soils with the potential to contain intact archaeological deposits are present, Phase I archaeological survey would then be undertaken within these areas.

7.3 No Archaeological Survey

A total of 2125.63 acres of previously unsurveyed property within the archaeological study area are recommended for no archaeological survey, in cases where previously unsurveyed areas are considered to have **minimal archaeological potential** for one of the following reasons: they are completely disturbed; are less than 50 feet wide (the width of a survey transect); or are situated on slopes greater than 15 percent.

7.4 Unevaluated Site Recommendations

Thirteen unevaluated archaeological sites are located within the archaeological study area (Appendix D). Four of the unevaluated sites—18MO64, 18MO457, 18MO510, and 18MO602—are isolated finds or ephemeral lithic or artifact scatters. It is recommended that the locations of these archaeological sites be reestablished, and if the sites are relocated, additional evaluation will be conducted based on site integrity and potential significance.

Four of the unevaluated sites—18MO189, 18MO22, 18PR605, and 18PR836—appear to have been significantly or completely impacted by development of the I-270/370 ramps, the I-495/Clara Barton Parkway interchange, the I-495/MD 221 interchange, and the Woodmore Town Center property, respectively. The destruction of these sites by development will be assessed through map research, an examination of aerial imagery, and limited fieldwork, if necessary.

An additional four archaeological sites—18MO191, 18MO514, 18PR402, and 18PR750will require additional investigation or evaluation. Site 18MO266, the Montgomery County Poor Farm Cemetery, is also unevaluated, and its recommendations will be discussed in section 7.5.1.

7.4.1 18MO191

Site 18MO191 is a farmstead site, located approximately 275 feet from the I-270 centerline, south of Montrose Road (Exit 4), on a promontory overlooking Cabin John Creek (Figure 10). The site consists of a fieldstone well, the remains of a log cabin, and a scattering of twentieth-century artifacts. The area was so thickly overgrown at the time of survey by Kavanagh (1981) as to prohibit further testing. Historic map research indicates that the area was the site of nineteenth- and early twentieth-century farming activities. A Phase II evaluation to determine eligibility was recommended, by Kavanagh, to determine the site limits and site significance (Kavanagh 1981: 5). It is recommended that the site be reidentified and Phase I survey conducted to determine its extent and integrity and the need for additional investigations.

7.4.2 18MO514—National Park Seminary

The National Park Seminary is located south of I-495, west of Seminary Road (Figure 11). Testing was conducted inside I-495 along the north boundary of the National Park Seminary (the following is abstracted from Diamanti et al. 2008), a girls' school that operated from 1896 to 1942 on the site of a former resort hotel. The National Park Seminary Historic District (M: 36-01) is listed on the NRHP, encompassing the grounds and surviving structures of the property, and the MHT holds a perpetual

historic preservation easement on the property. The central building was constructed in 1887 as a resort hotel along the Baltimore and Ohio Railroad (Save Our Seminary n.d.). After the girl's school closed in 1942, the grounds were taken over by the adjacent Walter Reed Army Medical Center to be used as a physical rehabilitation center (Washington Times 1995). The property was subsequently sold to a developer specializing in rehabilitation of historic properties as rental housing units (Meyer 2004), although it is not certain whether the land was formally transferred out of the hands of the federal government.

Testing identified material that was included as part of previously recorded site 18MO514, which was originally documented as a domestic trash dump in a ravine on the south side of the school property (Figure 11). Diamanti et al. (2008) identified a light scatter of late nineteenth and early twentieth century artifacts, mostly architectural material associated with building ruins from the National Park Seminary. Survey was limited to a forested area on upland terrain between the Capital Beltway and a stream that flows west to Rock Creek. Soils are mapped as Baile silt loam along the stream and Glenelg-Urban land complex along the adjacent slopes.

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Diamanti et al. (2008) also identified building ruins including a former water pumping station and three cisterns, one constructed of stone. Additionally, a retaining wall, traces of a possible dam, and the abutments of two footbridges over the small stream were recorded. The artifact assemblage included a low density of artifacts found in construction fill around the pumping station ruins and in the fill of a cistern, together with two artifacts found in natural A horizon soils. The assemblage consisted predominantly of architectural materials, including brick, slate roofing tiles, flat window glass, and hardware such as two nails, a bolt, a hook, and an electrical component. Coal fragments and cinders were also recovered. The only ceramic artifact that was recovered was a single sherd of plain whiteware found in the cistern. Other domestic artifacts included one piece of container glass and two can fragments. The assemblage generally lacked chronologically diagnostic artifacts. The presence of the whiteware sherd suggests an occupation dating anywhere from the mid-nineteenth century to the present, while the presence of the electrical component is indicative of a twentieth century occupation (Diamanti et al. 2008).

The site boundary for 18MO514 was enlarged from the original trash dump to include the full National Park Seminary Historic District property (Diamanti et al. 2008: 105). A determination of the eligibility of the National Park Seminary archaeological component was beyond the scope of the investigation by Diamanti et al. (2008). If undisturbed portions of the National Park Seminary boundary are impacted by the I-495 / I-270 MLS, additional archaeological investigations are warranted, possibly including Phase II evaluation of any resources that fall within the archaeological survey area.

7.4.3 18PR402

18PR402, recorded by Gyrisco and Geidel (1990), is an eighteenth and nineteenth-century house site located on a hillslope overlooking a small, freshwater stream at the I-495 interchange with Ritchie-Marlboro Road (Figure 12). The Phase I investigations included surface collection and the excavation of a single test unit. A wide range of eighteenth and nineteenth-century domestic artifacts including kaolin pipe stems, Westerwald stoneware, tin-glazed earthenware, stoneware, redware, wine bottle glass, and cut nails. The recovered materials were tightly clustered on the knoll overlooking the stream. A field visit by MDOT SHA staff in 2012 involved the excavation of two shovel test pits (Raszick 2012). The STP excavations encountered intact eighteenth-century A-horizon soils indicating the potential for a buried eighteenth-century occupation layer; it was recommended at that time that a Phase II evaluation be conducted if any construction work was proposed in this area. Phase II evaluations of two nearby sites in the interchange, 18PR399 and 18PR401, showed that soils within the project area had been subjected to very heavy deflation and erosion compromising site integrity (Sterling 1995). Additional testing to evaluate the integrity of the soils at 18PR402 is recommended prior to the initiation of any Phase II evaluations.

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7.4.4 18PR750

18PR750, recorded by Diamanti et al. (2008), is a large prehistoric site that may represent a habitation site. The site is situated on the wooded floodplain and terrace north of Paint Branch at the I-495 and I-95 interchange (Figure 13). Soils are mapped as Codorus silt loam on the floodplain and Manor loam, 25-60% slopes, moderately eroded on the adjacent slopes. Part of the floodplain was disturbed by a gas pipeline and by flood scouring. The site was tested by shovel test pits and two excavation units (Diamanti 2008: 108).

Prehistoric artifacts were found in low densities in the A and B1 horizon on the terrace, and in moderate densities in the A horizon and combined A / B1 horizon on the floodplain. Prehistoric artifacts were found throughout the soil profile in Test Unit B3 to a maximum depth of 126 cm below the surface. The soil profile included in situ Holocene-age alluvium overlaid by historic alluvium and recent alluvium. Artifacts recovered included quartz and quartzite debitage, two biface preforms or knives, and fire-cracked rock. Lithic manufacturing activities at the site included both early stages of biface reduction, in which unfinished tools (preforms) were shaped, and later stages of reduction in which preforms were finished to create bifacial tools. The presence of fire cracked rock suggests that a wide range of activities took place at the site, such as food preparation. No chronologically diagnostic artifacts were recovered (Diamanti 2008: 100-103).

18PR750 may simply represent a short-term camp. However, the density of artifacts, the range of activities represented at the site, and the presence of fire-related features suggest that it may have been occupied on a longer-term basis. As such, it may have served as a base camp for small bands that inhabited the area, from which they ranged to surrounding sites for resource-extraction activities such as hunting or lithic procurement. Phase II testing is recommended to evaluate its NRHP eligibility (Diamanti 2008: 108).

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7.5 Potential for Human Burials

There are three known historic cemeteries and burial grounds within the study area (the Montgomery County Poor Farm Cemetery, the Walker Family Cemetery, and the Gibson Grove Church Cemetery) and a two more possible burial grounds (the Prince George's County Alms House Cemetery and the Hillary Slave Cemetery at Professional Blvd) that may be close to or within the archaeological study area.

7.5.1 The Montgomery County Poor Farm Cemetery (18MO266)

I-270 cuts through the former Montgomery County Poor Farm, which provided food, shelter, and work to impoverished citizens of Montgomery County. It contains a cemetery area (18MO266) that was partially investigated as a salvage operation in the 1980s, and although the site was mapped and recorded, its full extent is poorly known (Figure 14).

The circa 200-acre Poor Farm property included residential buildings, agricultural fields to provide food for inmates and employees, and a cemetery. It is thought that around 20 or 30 individuals resided on the property at any one time (Rhodes 1987:3) during the nineteenth century through the early twentieth century. The County Poor Farm closed around 1950 and the Almshouse was demolished in 1959 (Curry 1984:10; Rhodes 1987:3). The site of the Almshouse itself now lies under a SWM pond on the west side of I-270, but interments continued to be made in its cemetery through at least 1983 (Curry 1984:10; Rhodes 1987:4).

It is not known how many interments were made over the 194-year period of use, but the county expenditures for "pauper's coffins" between 1899 and 1920 reflect payments for as many as 60 burials per year, or 1200 burials over this twenty-year span (Rhodes 1987:3). If the payments do not reflect an early example of fraud, expenditures for Paupers coffins represent a number of annual burials twice the average number of residents at a given time. This may not be unreasonable, as the cemetery was used for indigent residents throughout the county and other jurisdictions such as Washington D.C. (Curry 1984:10; Rhodes 1987:1). In any case, hundreds or even thousands of burials may have been made over the property's almost two-century period of use. A local informant identified one area within the archaeological site boundary that was utilized for burials post-dating the 1940s (Rhodes 1987:4). When I-270 was constructed through the Poor Farm, an unknown number of graves were relocated by Snowden's Funeral Home, and the undertaker suggested that these graves may have included earlier (late eighteenth and early to mid-nineteenth century) interments (Rhodes 1987:3,5).

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Interments were made through the early 1980s (Rhodes 1987:4), and metal markers were formerly present at recent interments. Curry (1984:10) reproduced a newspaper account (Shapiro 1983) of the 1983 interment of Viola Schaefer. The account quoted undertaker Robert Snowden as saying that such burials had been occurring once or twice a year.

It is possible or even likely that the burials extend beyond the mapped boundary of site 18MO266, as no historic maps of the cemetery have been found, and the boundaries of the cemetery may have shifted over its long history. The evidence strongly indicates that additional graves may be present in undisturbed terrain along I-270. Archival sources—previous investigations, maps, aerial photographs, and other documents—and non-invasive methods such as cadaver dogs will be required to delineate the boundaries of the Poor Farm Cemetery. Excavation of any portions of the cemetery impacted by the project will be required to conclusively determine the presence of burials.

7.5.2 The Walker Family Cemetery (PG:67-3)

The Walker Family Cemetery (PG:67-3), partially within the CSB between Kenilworth Avenue, Greenbelt Road, and the Beltway, immediately south of the ramp from northbound Kenilworth to eastbound I-495, is part of the NRHP-listed Greenbelt Historic District (PG:67-4). The cemetery is well delineated and is surrounded by widespread development but is forested and appears undisturbed (Figure 15). Because the cemetery is well defined and surrounded by development, no archaeological investigations or further delineation are warranted unless the cemetery would be impacted by the project.

7.5.3 The Gibson Grove AME Church Cemetery

The Gibson Grove AME Church Cemetery (#105 on the Montgomery County Cemetery Inventory) is located on the west side of Seven Locks Road, south of I-495, in the woods outside a fenced rear yard (Montgomery County Cemetery Inventory Project 2018) (Figure 16). The Beltway separates the cemetery and the church building. Presently the cemetery is very overgrown and not tended. Two plots are fenced with low white garden fencing. There are seven known burials within the cemetery dating from around 1921 to 1975. There are three concrete square markers with no writing and only two markers with visible writing.

Archival sources—previous investigations, maps, aerial photographs, and other documents—and non-invasive methods such as remote sensing will be required to delineate the boundaries of the Gibson Grove AME Church Cemetery.

7.5.4 Prince George's County Alms House (PG:75A-4) and Cemetery

The Prince George's County Alms House (PG:75-4) was located on a parcel west of I-495 south of D'Arcy Road (Pearl 1979) (Figure 17). The almshouse was included on the MIHP in 1973 but has since been demolished. Prince George's County established its almshouse in 1771 and the building itself was constructed in 1772. The structure that in 1973 was recorded in the MIHP was the second such building on the property, constructed in 1870. The county closed its almshouse in 1965.

The Prince George's County Alms House's cemetery was also located on the property. Today the cemetery, located at 8401 D'Arcy Road, consists of one marked burial within a rectangular fence surrounded by the Prince George's County Transit Operations and Maintenance Center development. Presently the boundaries and extent of the Almshouse interments are not known and can be expected

to have fluctuated and grown over the almshouse's two-century period of use; Chancellor (1877) indicated that the property comprised about 100 acres at that time. Today, Prince George's County is still listed as onwer of parcels around the Almshouse location totalling around 99 acres. The archaeological study area includes a small portion at the corner of the historic almshouse property according to the boundary identified by M-NCPPC. The possible cemetery area of the Prince George's County Alms House is over 300 meters northwest of the CSB.

Archival sources—previous investigations, maps, aerial photographs, and other documents—and non-invasive methods such as remote sensing will be required to delineate the boundaries of Prince George's County Almshouse Cemetery. Full excavation of any portions of the cemetery within impacted areas in the archaeological study area will be required.

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7.5.5 Hillary Slave Cemetery at Professional Blvd

Prince George's County M-NCPPC identified a slave cemetery to the south of Garden City Drive and to the north of a office building in Landover/New Carrollton (Figure 18). The Hillary Slave Cemetery location is within the worst-case limits of disturbance of the study along Garden City Drive. The cemetery location is based on informant information dated 1966 and should be considered tentative. The informant indicated that the cemetery was "immediately overlooking" the railroad (likely the Washington, Baltimore and Annapolis Electric Railway). Archival research and non-invasive methods such as remote sensing will be required to delineate the cemetery boundaries.

7.6 C & O Canal National Historical Park and the Clara Barton Parkway

The C & O Canal National Historical Park, listed on the NRHP (NR-12), is spanned by the American Legion Bridge and portions of the park are within the CSB and archaeological study area (Figure 19, including several canal locks). The portion of the CSB within the C & O Canal National Historical Park was not systematically surveyed by the *Cohongorooto: The Potomac Above the Falls Archaeological Identification and Evaluation Study of C&O Canal National Historical Park Rock Creek to Sandy Hook (Mile Markers 0 to 59* (Feidel et al. 2005). The Clara Barton Parkway (M:35-61A), which is designated as the Maryland portion of the George Washington Memorial Parkway, is also listed on the NRHP. Portions of the CSB also lie within the Clara Barton Parkway starting at the interchange with I-495 and extending a distance both east and west of the Beltway. The Clara Barton Parkway has never been systematically survey. As a result, a Phase I identification survey is recommended for the areas of the archaeological study area within the C&O Canal National Historical Park and the Clara Barton Parkway.

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8

8 NEWLY IDENTIFIED HISTORIC ARCHITECTURAL RESOURCES

8.1 Buildings and Districts

A total of 243 newly identified buildings and districts were identified within the APE that date to 1978 or earlier (Appendices E and F). These resources include apartment and condominium complexes, medical offices and hospitals, schools, office buildings, individual residential buildings, single-family residential subdivisions, townhouse developments, hotels, public/government buildings, industrial buildings, retail buildings, churches, commercial properties, power substations, and mass transit facilities.

Based on the six-point priority scale described in Chapter 2.4.3 (page 9), it is recommended that 15 properties be considered Priority 1 for evaluation, 1 property be considered Priority 2, 8 resources be considered Priority 3, 148 properties be considered Priority 5, and 64 properties be considered Priority 6 (Table 10). Of these, one Priority 1 resource and three Priority 5 resources need to be verified with further research to confirm they are of age for NRHP evaluation (1978 or older). Seven resources could not be observed during desktop research, and therefore will require field work confirmation prior to evaluation.

A total of 142 resources are recommended for evaluation using DOE Forms and 94 resources are being recommended for evaluation using Short Forms.

8.2 Parks

A total of 49 parks are within the APE. The parks are publicly owned and operated by the M-NCPPC, municipal governments, or the NPS. The identified parks range in size and features from large, naturalistic stream valley parks to small urban and suburban playgrounds. Architectural features, which are found within both the CSB and APE, include bridges, paths and trails, playgrounds, man-made landscape features, athletic fields, basketball and tennis courts, park shelters, parking lots, access roads, and multipurpose buildings.

Of the 49 parks, 18 date to 1978 or earlier and are recommended for individual evaluation (Table 10). These include large, regional parks such as Greenbelt Park and Cabin John Regional Park, as well as small parks such as Seven Locks Local Park and Christman Park. Sub-units of larger parks, such as Cabin John Stream Valley Park Units 2, 3 and 6, are recommended for evaluation together as single units. Three closely related local parks, Argyle Local Park, the Margaret Schweinhaut Senior Center, and South Four Corners Neighborhood Park are recommended for evaluation as one resource, since they function

together as a single park and share elements such as pathways and parking areas. Rock Creek Park, which extends from Washington, D.C., through Montgomery County, has been partially surveyed. The segment of the park within the borders of Washington, D.C., is listed on the NRHP. A segment of the park within Montgomery County, the Rock Creek Park Montgomery County Survey Area (M: 36-87), was reviewed and found eligible for the NRHP in 2012. Two parks are recommended Priority 1, one park is recommended Priority 2, eleven parks are recommended Priority 5, and two parks are recommended Priority 6. Of these, four Priority 5 resources need to be verified with further research to confirm they are of age for NRHP evaluation (1978 or older). All individually evaluated parks are recommended for evaluation using DOE Forms.

Seventeen parks that date to 1978 or earlier are recommended for evaluation as elements of residential districts. These small, local parks were often platted as part of the overall layout of the neighborhoods that they serve and are easily accessible from the neighborhoods. These parks generally feature recreational elements such as playgrounds, basketball or tennis courts, and athletic fields. Of these parks, two are associated with NRHP-eligible districts: Douglas E. Patterson Park with Morningside (PG:76A-39) and Locust Hill Neighborhood Park with Locust Hill Estates (M: 35-120). The current historic district boundaries may need to be revised to include the parks. In addition, three parks are associated with two districts that require NRHP evaluation: Beckett Field and New Carrollton Community Center with New Carrollton (PG:69-000) and Sunnyside Park with Sunnyside/Sunnyside Knolls (PG:66-41). The parks will be included as part of the evaluations.

Fourteen newly identified parks are not recommended for evaluation. Seven of these have been identified as undeveloped, because they lack any man-made improvements including park-designed trails or signage, and seven were developed after 1978.

8.3 Linear Resources

Four newly identified linear resources were identified within the APE, including two power transmission lines and two railroad lines (Table 10). The two railroad lines, the Baltimore & Ohio Railroad (Washington Branch) and Pennsylvania Railroad (Baltimore and Potomac Division) were originally constructed in the nineteenth century and continue to be in active use. Although the railroad infrastructure has likely been updated as technology has advanced, the railroads continue to follow their historic alignments and it is possible that remnants of their original construction remain. It is recommended that both railroad lines be evaluated as Priority 1, as more research is required to determine their eligibility. Two sets of dual power transmission lines were also discovered within the APE. Both transmission lines were originally constructed as single transmission lines during the mid-twentieth century and were doubled during the second half of the century. Electrical power transmission lines are associated with the suburbanization of the Washington, D.C. metro area and the increased need for public utilities in the years following World War II. It is recommended that both sets of dual power transmission lines be evaluated as Priority 1, as further research into electrical infrastructure and its role in suburbanization is needed to determine the eligibility of these resources. It is recommended that all four linear resources be evaluated using DOE Forms.

Table 10: Newly Identified Resources

	1 NR/CSB	2 AE/CSB	3 NR/APE	4 AE/APE	5 NE/CSB	6 NE/APE	TBD	Total
Districts	3	0	1	0	67	11	0	82
Buildings	12	1	7	0	81	53	7	161
Parks	2	1	0	0	11	2	0	16
Linear	4	0	0	0	0	0	0	4
TOTAL	**21**	**2**	**8**	**0**	**159**	**66**	**7**	**263**

9

9 SUMMARY AND RECOMMENDATIONS

9.1 Archaeological Gap Analysis and Assessment

The goal of the Archaeological Gap Analysis and Assessment was to identify areas within the archaeological study area that are likely to contain archaeological remains that may be impacted by the proposed undertaking. To that end, the Gap Analysis identified areas within the archaeological study area that might require cultural resource survey and assessed those areas for their archaeological potential. Recommendations for archaeological survey were made based on those assessments. The Gap Analysis identified a total of 54 previously unsurveyed areas, totaling 267.95 acres, within the archaeological study area that warrant archaeological survey. Of those areas, 37 areas totaling 208.54 acres are recommended for full Phase I archaeological survey, 17 areas totaling 59.41 acres are recommended for limited archaeological survey to assess the integrity of the areas, and a total of 2125.63 acres are recommended for no archaeological survey. Phase I and Limited Survey of the 54 survey areas will be conducted during the summer and fall of 2018.

9.2 Historical Architectural Gap Analysis and Assessment

9.2.1 Previously Identified Historic Properties

The Historic Architectural Gap Analysis and Assessment identified 33 architectural historic properties within the APE:

- 11 are listed on the NRHP, two of which (Washington Aqueduct and Greenbelt Historic District) are also NHLs.
- 22 are eligible for listing on the NRHP. These properties remain eligible for NRHP listing and require no re-evaluation.

Except for the three resources that did not previously meet Criteria Consideration G but are now recommended for re-evaluation (included in Chapter 9.2.2 below), none of the other 106 resources previously determined not eligible are recommended for re-evaluation.

9.2.2 National Register Evaluation Recommendations

A total of 288 historic architectural resources within the APE are recommended for NRHP evaluation re-evaluation, or Addendums. Tables 11 and 12 provide summaries of these findings, while Appendix E lists each of these resources and their recommendations, and Appendix F locates these resources on aerial-based maps.

Table 11: Total Historic Architectural Resources for Evaluation

	1 NR/CSB	2 AE/CSB	3 NR/APE	4 AE/APE	5 NE/CSB	6 NE/APE	TBD	Demo	Total
Recorded	4	0	1	0	7	3	0	10	25
Unrecorded	21	2	8	0	159	66	7	0	263
TOTAL	**25**	**2**	**9**	**0**	**166**	**69**	**7**	**10**	**288**

Table 12: MHT Form Types for Evaluation

	1 NR/CSB	2 AE/CSB	3 NR/APE	4 AE/APE	5 NE/CSB	6 NE/APE	TBD	Demo	Total
Regular	25	2	9	0	116	25	0	0	177
Short	0	0	0	0	50	44	0	0	94
Addendum	0	0	0	0	0	0	0	10	10
TBD	0	0	0	0	0	0	7	0	7
TOTAL	**25**	**2**	**9**	**0**	**166**	**69**	**7**	**10**	**288**

10

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Appendices

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Appendix A

Archaeological Study Area and APE

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Appendix B

Previous Archaeological Surveys and Identified Archaeological Sites

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Appendix C

Previously Identified Historic Architectural Resources (Maps)

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Appendix D

Archaeological Survey Recommendations

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Appendix E

Newly Identified Historic Architectural Resources (Tables)

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Appendix F

Newly Identified Historic Architectural Resources (Maps)

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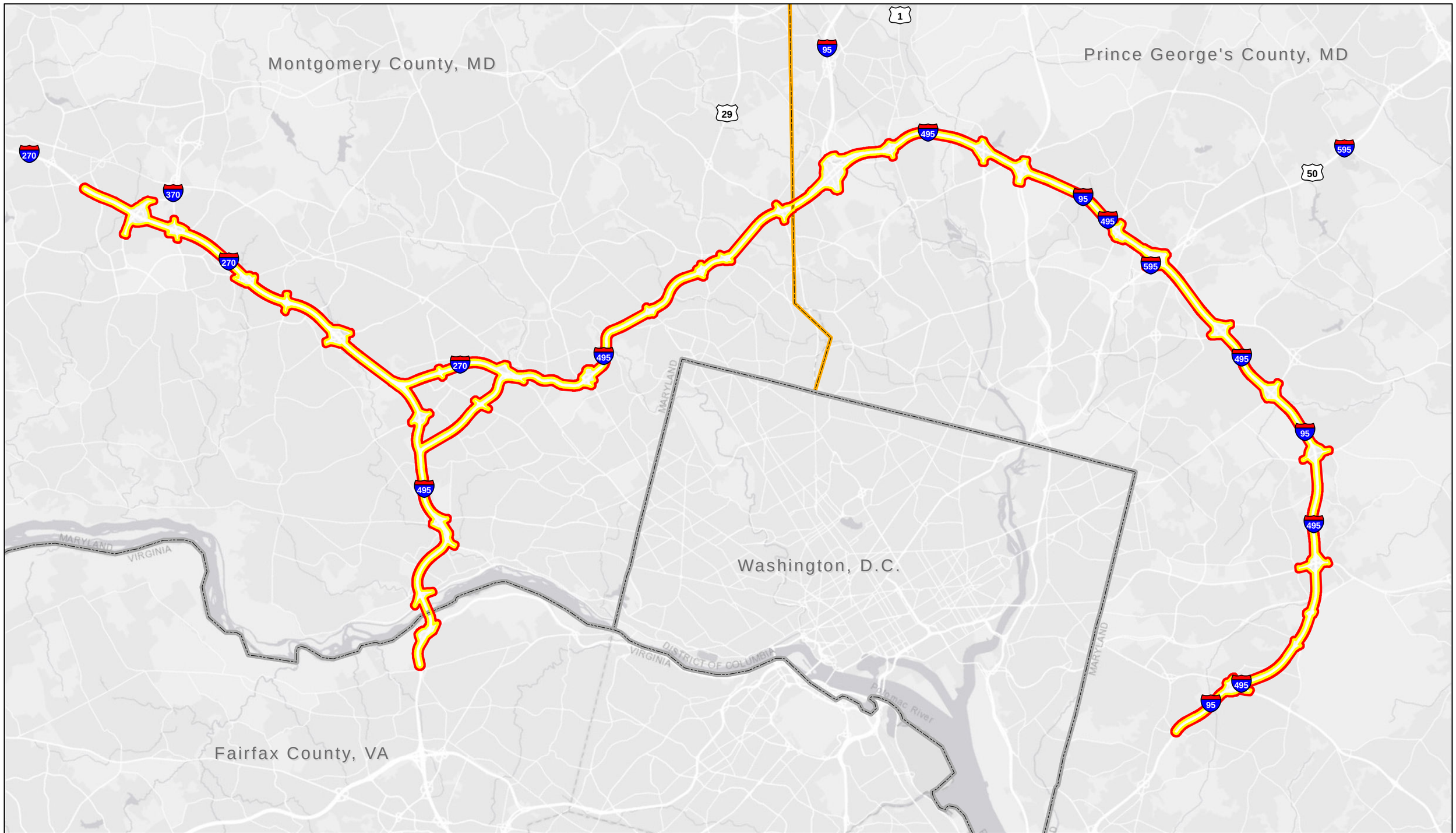


Legend

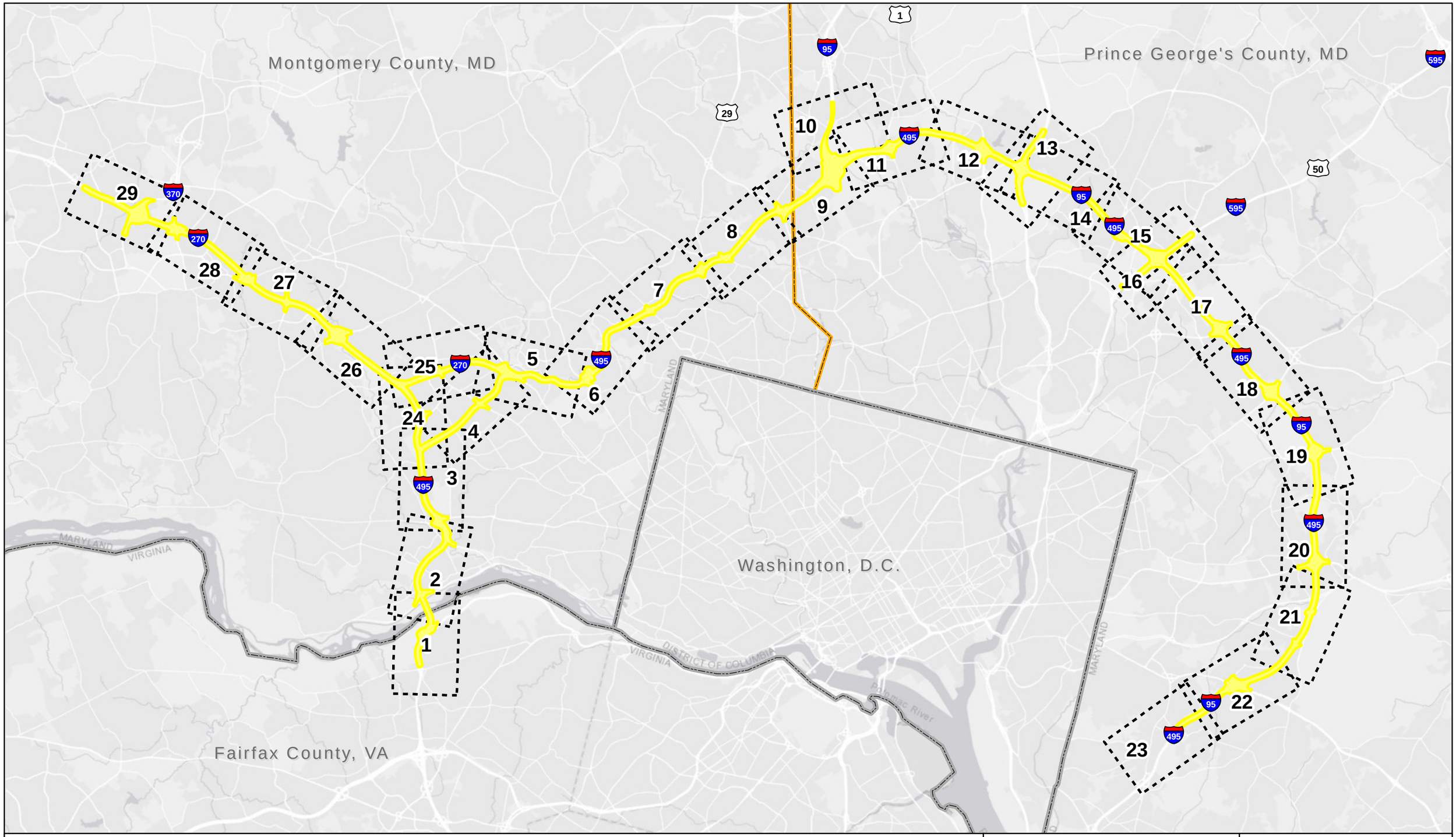
- Corridor Boundary/Archaeological APE
- Architectural APE
- State Boundary
- County Boundary

Overview Map
Date: 6/1/2018
1 in = 10,000 feet

0 3,750 7,500 15,000 Feet

Study Corridor Boundary and Architectural APE

270 495 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- State Boundary
- County Boundary
- Map Match Line

Overview Map

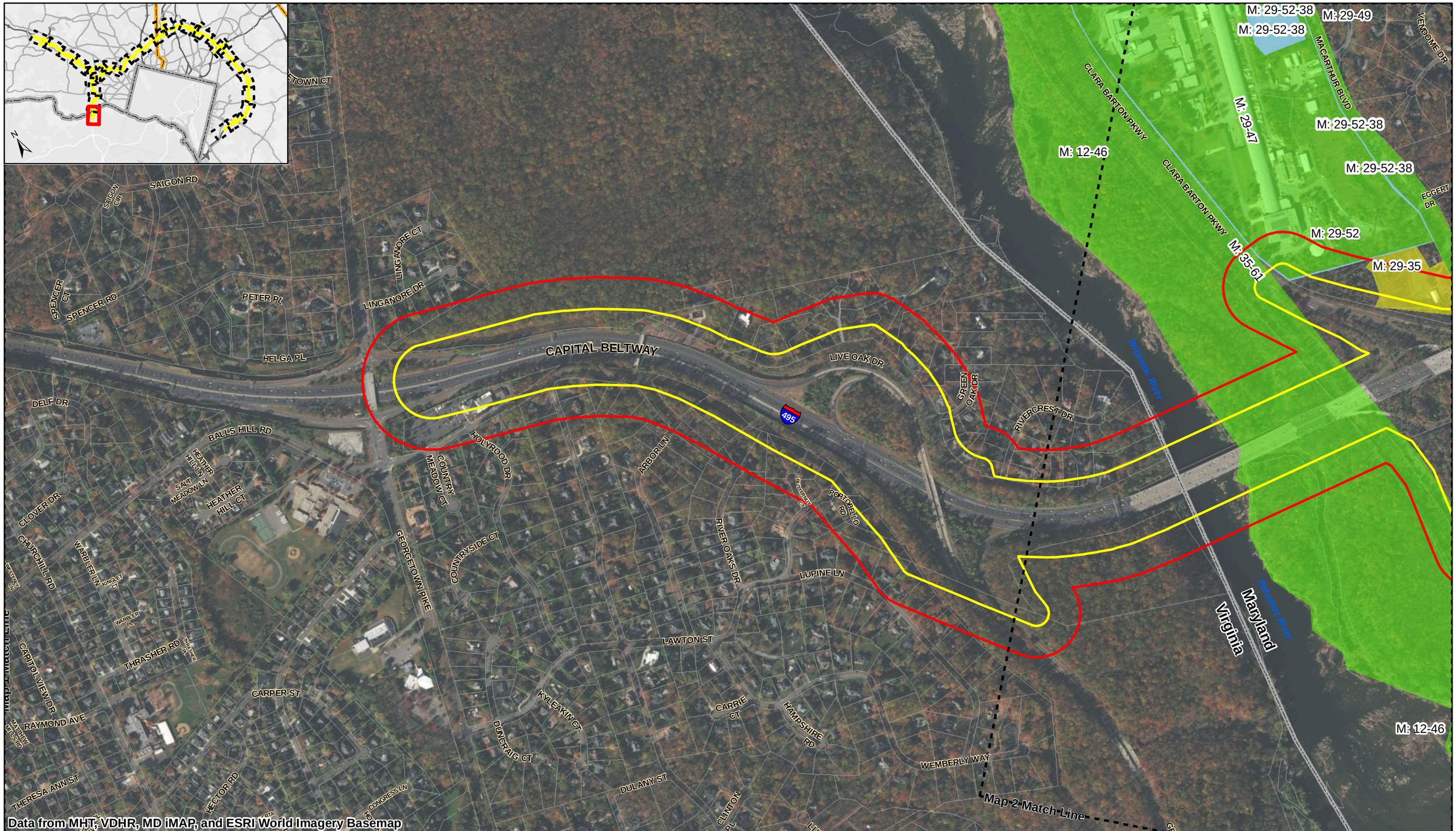
Date: 8/2/2018

1 in = 10,000 feet

0 3,750 7,500 15,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

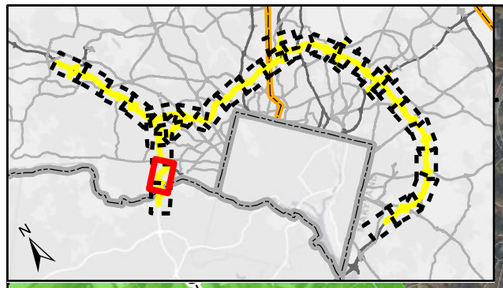
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 1 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 2 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

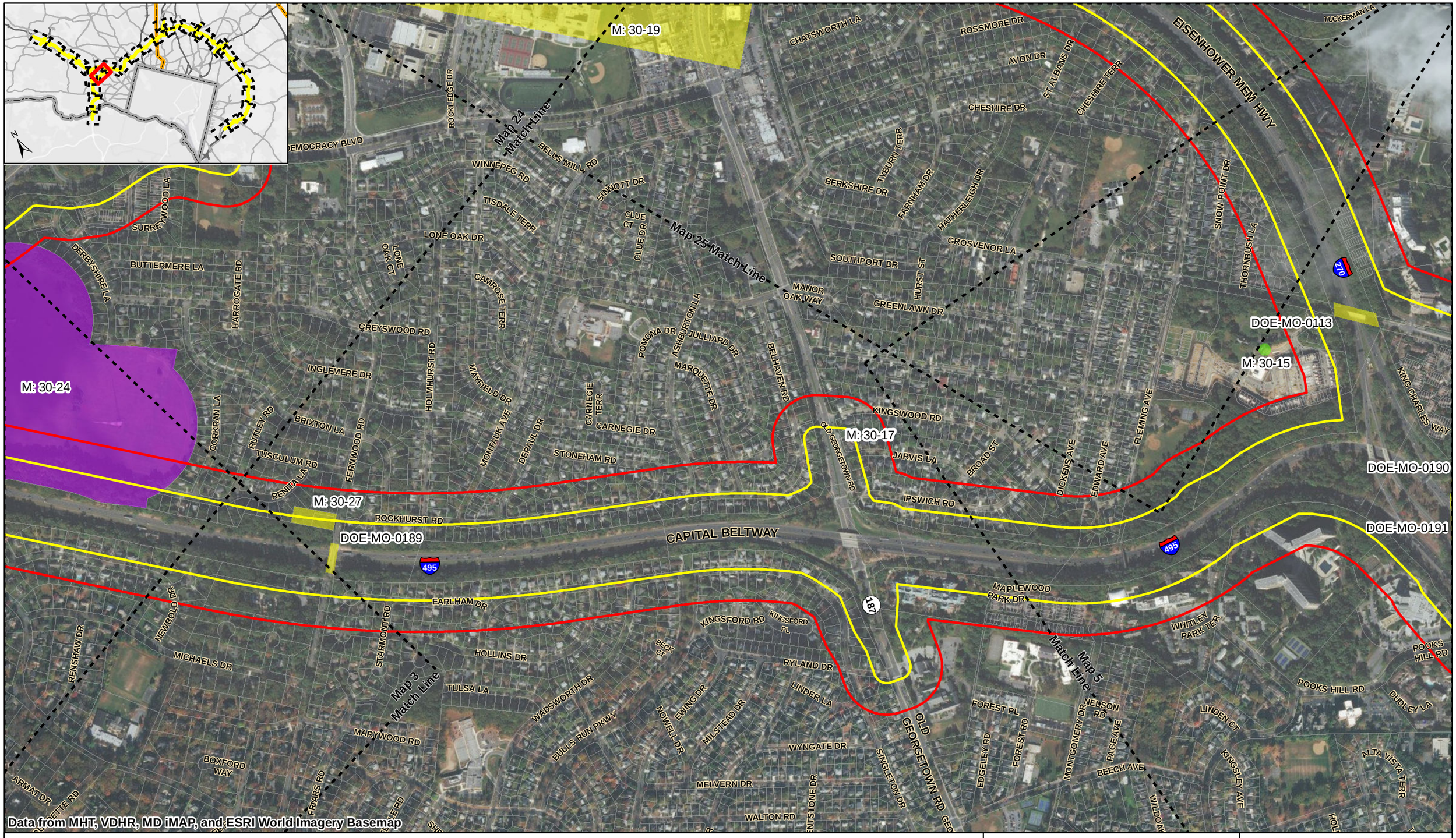
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 3 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

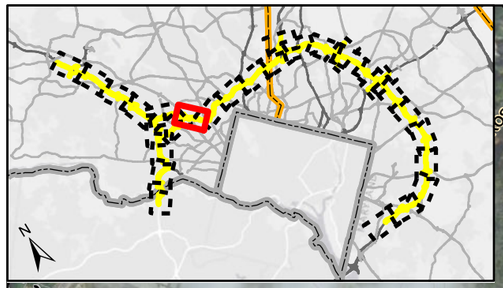
N

Map 4 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Map 6 Match Line

Map 4 Match Line

DOE-MO-0144

DOE-MO-0083

DOE-MO-0170

DOE-MO-0134

DOE-MO-0113

DOE-MO-0190

DOE-MO-0115

DOE-MO-0135

DOE-MO-0136

DOE-MO-0193

DOE-MO-0191

DOE-MO-0192

M: 30-15

M: 35-120

CAPITAL BELTWAY

EISENHOWER MEM HWY

KENSINGTON PKWY

E BEXHILL DR

W STANHOPE RD

E STANHOPE RD

CLENCREST LA

BARROLL LA

DUNWEL LA

DEWMAR LA

DEWMAR CT

DANA CT

CONNECTICUT AVE

BYEFORDE RD

GARTRELL PL

SUMMIT AVE

GLENROSE ST

CULVER ST

DELMONT LA

CONIFER LA

CABLE DR

CARRIAGE RD

BRAMBER ST

BEACH DR

DRESDEN ST

GREENFIELD ST

THORNWOOD RD

EVERETT ST

WILDWOOD RD

OLDFIELD DR

ASHWOOD DR

FRANKLIN ST

GLENRIDGE ST

CEDAR LA

CRESTWOOD RD

SAUL RD

WOODFIELD RD

EDGEFIELD RD

PARKWOOD TERR

PARKWOOD DR

ROXBURY DR

AMHERST LA

WEYMOUTH ST

KING CHARLES WAY

SNOW POINT DR

THORNBUSH LA

FLEMING AVE

GROSVENOR LA

ASBURY LA

BELLEVUE DR

ROCKVILLE PARK SERVICE RD

BROAD BROOK DR

ENFIELD RD

LOCUST HILL CT

LOCUST HILL RD

ELMHIRST PKWY

ELMHIRST LA

ELMHIRST DR

E PARKHILL DR

PARKHILL TERR

CHANUTE DR

AVAMERE ST

CRETINA ST

TRAVMORE ST

W PARKHILL DR

POOKS HILL RD

DUDLEY LA

ALTA VISTA RD

ALTA VISTA TERR

WICKETT TERR

VIKING RD

CORSICA DR

ELSMERE PL

FRESNO RD

BENTON AVE

ROCKVILLE PIKE

GREENLAWN DR

EDWARD AVE

DICKENS DR

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

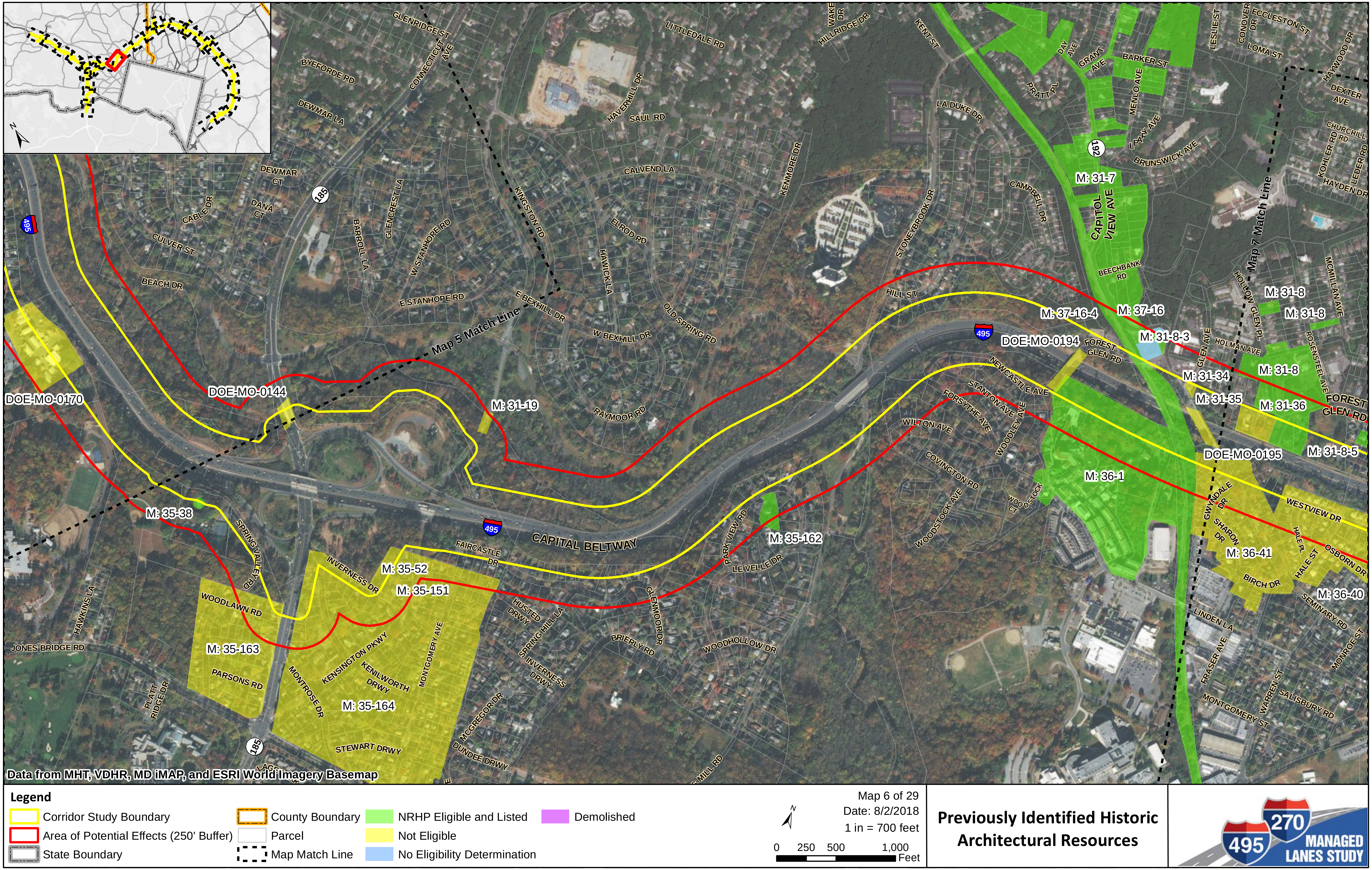
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 5 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY


Map 5 Match Line
Map 7 Match Line
CAPITAL BELTWAY
CAPITOL VIEW AVE
FOREST GLEN RD
DOE-MO-0170
DOE-MO-0144
DOE-MO-0194
DOE-MO-0195
M: 31-19
M: 31-7
M: 31-8
M: 31-8-3
M: 31-8-5
M: 31-34
M: 31-35
M: 31-36
M: 37-16
M: 37-16-4
M: 35-38
M: 35-52
M: 35-151
M: 35-162
M: 35-163
M: 35-164
M: 36-1
M: 36-40
M: 36-41
Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap
Legend
Corridor Study Boundary
Area of Potential Effects (250' Buffer)
State Boundary
County Boundary
Parcel
Map Match Line
NRHP Eligible and Listed
Not Eligible
No Eligibility Determination
Demolished
Map 6 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet
Previously Identified Historic Architectural Resources
270
495
MANAGED LANES STUDY

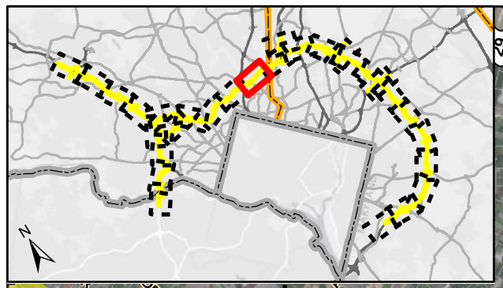
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 7 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

I-495 & I-270 MANAGED LANES STUDY



M: 32-16
M: 32-5
M: 32-21
M: 32-13
M: 32-14
M: 32-12
M: 37-15
DOE-MO-0196
DOE-MO-0197
Map 7 Match Line
Map 9 Match Line
CAPITAL BELTWAY
MARKHAM ST
LANARK WAY
ROGART RD
COLESVILLE RD
UNIVERSITY BLVD E
SUTHERLAND RD
ALLEY
PIERCE DR
RIDGEMOOR DR
SOUTHMOOR DR
CRESTMOOR CIR
DUNMOOR DR
CRESTMOOR DR
LORAIN AVE
NORTHMOOR DR
BROOKMOOR DR
MITCHELL RD
LEXINGTON DR
BRANCH DR
HILLMOOR DR
WOODMOOR DR
ROCKDALE DR
BIEBER PL
ST LAWRENCE DR
PENWOOD RD
WILLIAMSBURG DR
WILLIAMSBURG DR S
BIG ROCK RD
EDGEHILL LA
INDIAN LA
CHERRY TREE LA
WHITESTONE RD
WOODBURN RD
WATERFORD RD
MERWOOD LA
NASSAU LA
BURNT EMBER DR
E NOLCREST DR
BURNT CREST LA
SCHINDLER DR
SCHINDLER CT
CREST PARK DR
CREST PARK CT
LA GRANDE RD
ROYAL RD
RODNEY RD
LARISTON LA
DUNOON RD
BALMORAL DR
ROBROY DR
DEVERE CT
DEVERE DR
BRANCH VIEW CT
CRESTHAVEN DR
MCGOVERN DR
BROCK DR
XAVIER DR
PARKMAN RD
NAGLEE RD
OAKLAWN DR
OAKLAWN CT
OVERLOOK DR
POWDER MILL RD
SHOREY RD
HASTINGS DR
FAIRWAY AVE
LAWSON PL
MARSHALL AVE
GRANVILLE DR
LAWNDALE DR
CLEARVIEW PL
EVERGREEN ST
NORMANDY DR
INDIAN SPRING DR
TORRINGTON PL
BURGESS LA
LAWNSBERRY TERR
E FRANKLIN AVE
VANCE PL
MCALPINE RD
CORLISS ST
HEDIN DR
ARBOR HILL DR
DILSTON RD
COTTRELL TERR
MOFFET RD
CAHART PL
NEELEY RD
OAKVIEW DR
NEW HAMPSHIRE AVE SERVICE RD
DILSTON PL
BRADDOCK RD
E LIGHT DR
ARMISTEAD RD
PAULA DR
PARHAM PL
PARHAM RD
NEW HAMPSHIRE AVE
MT PISGAH RD
MADRE ST
GREYCASTLE WAY
ROYAL CREST DR
STATESIDE DR
CAMILLUS
BREWSTER AVE
WORTH AVE
SAGINAW ST
OCALA ST
BADEN ST
LEIGHTON AVE
HIGHVIEW AVE
OLINE AVE
REVERE PL
BRAEBROOK AVE
STOCKTON RD
FRANKLIN AVE
SEMINOLE ST
BILTMORE DR
CARWOOD ST
DEARBORN AVE
MINTWOOD ST
WILMER ST
MOSS AVE
E HAMILTON AVE
GLENWILL
LONG
GREER AVE
CURRAN RD
WHITAKER TERR
LOWANDER LA
GREGORIO ST
MALIBU DR
Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 8 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

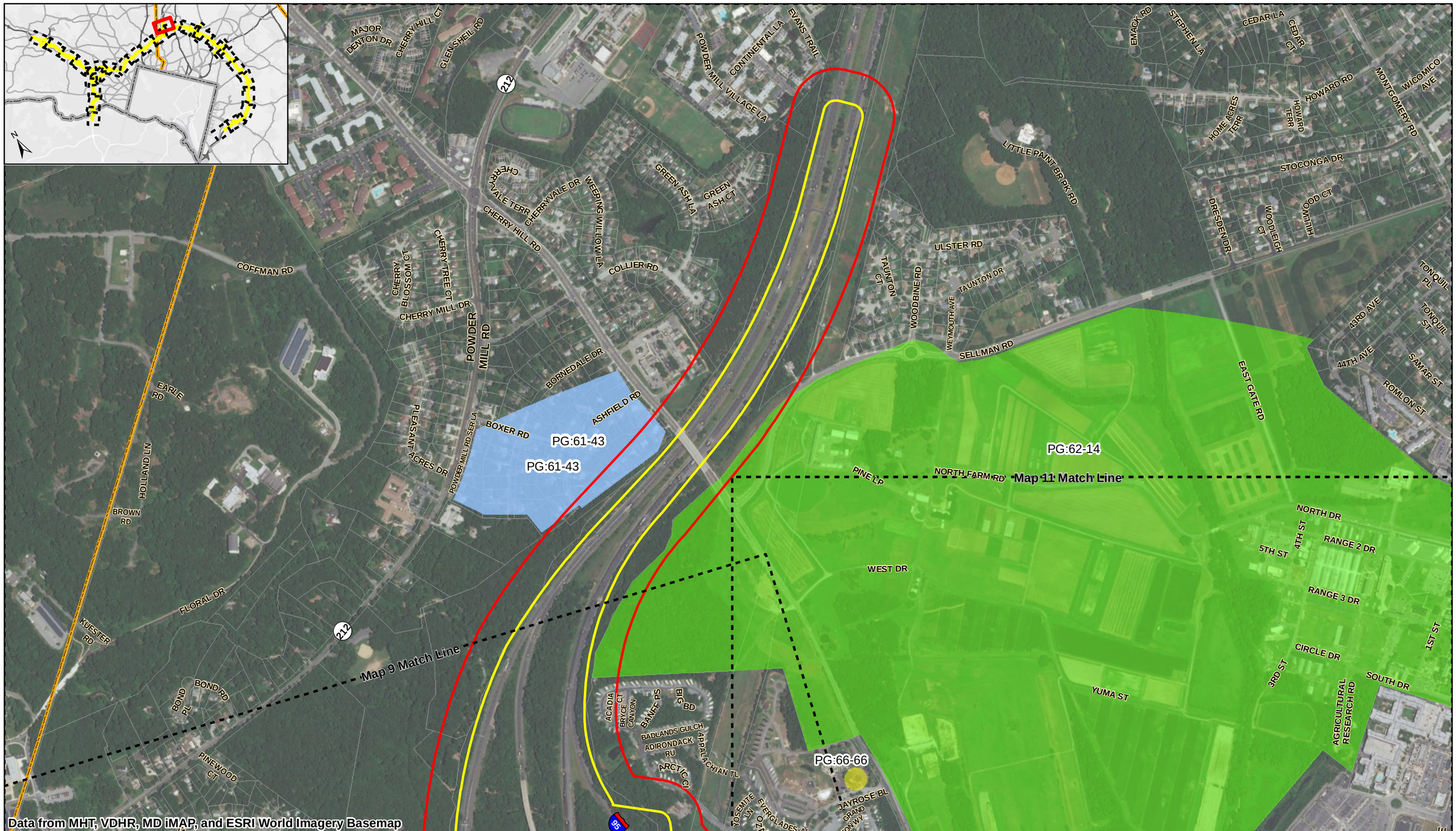
N

Map 9 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

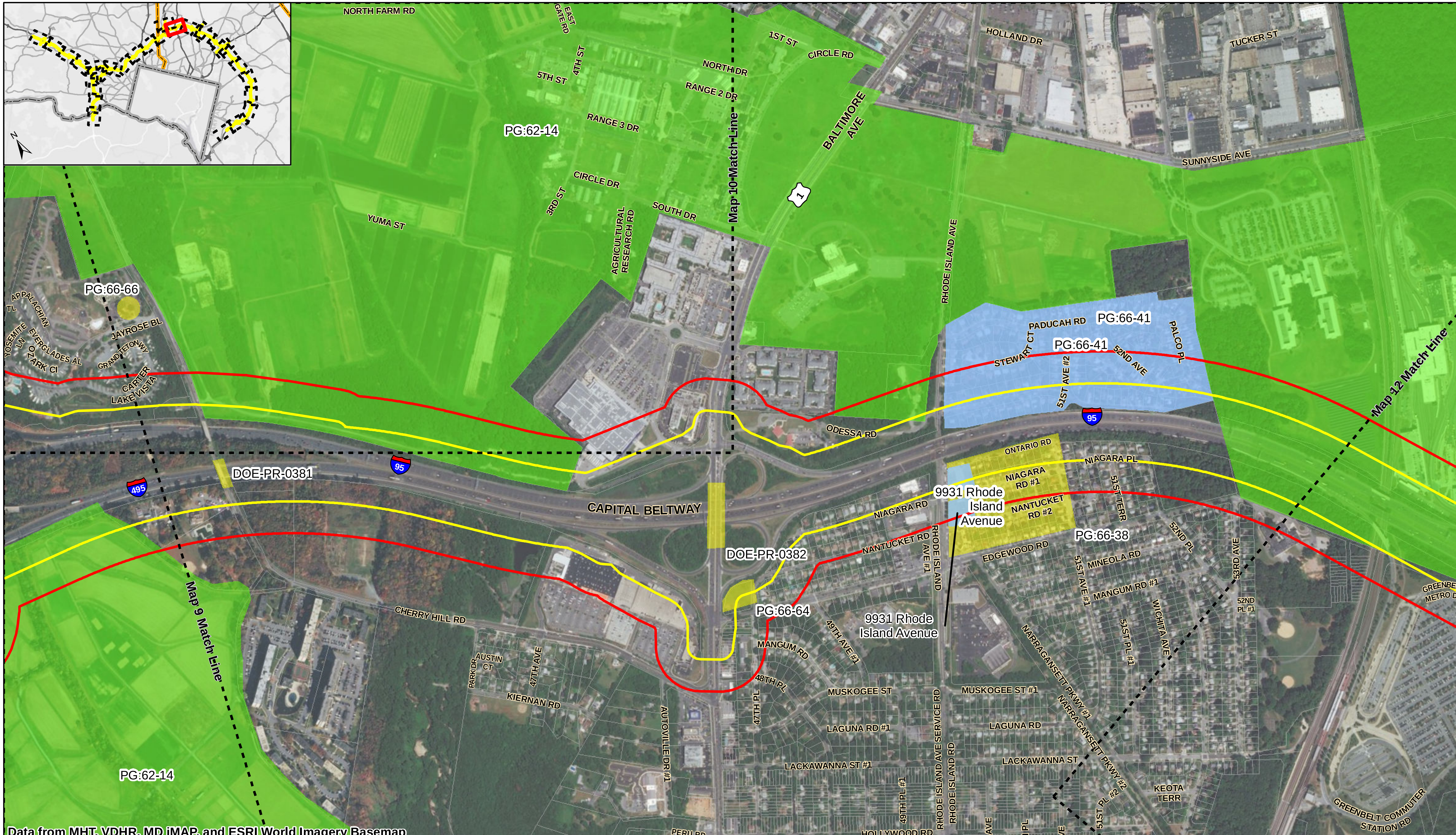
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 10 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



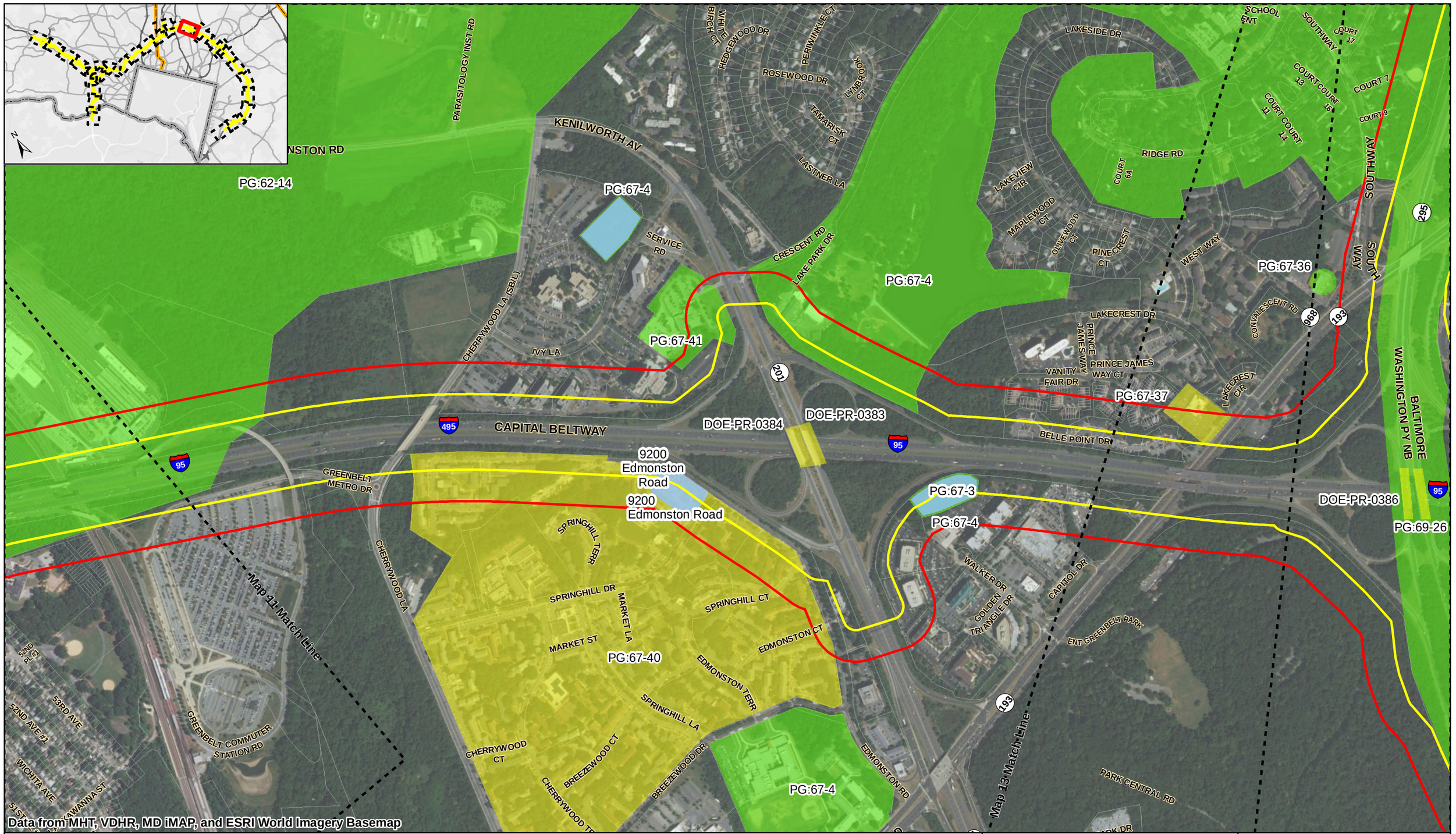
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 11 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

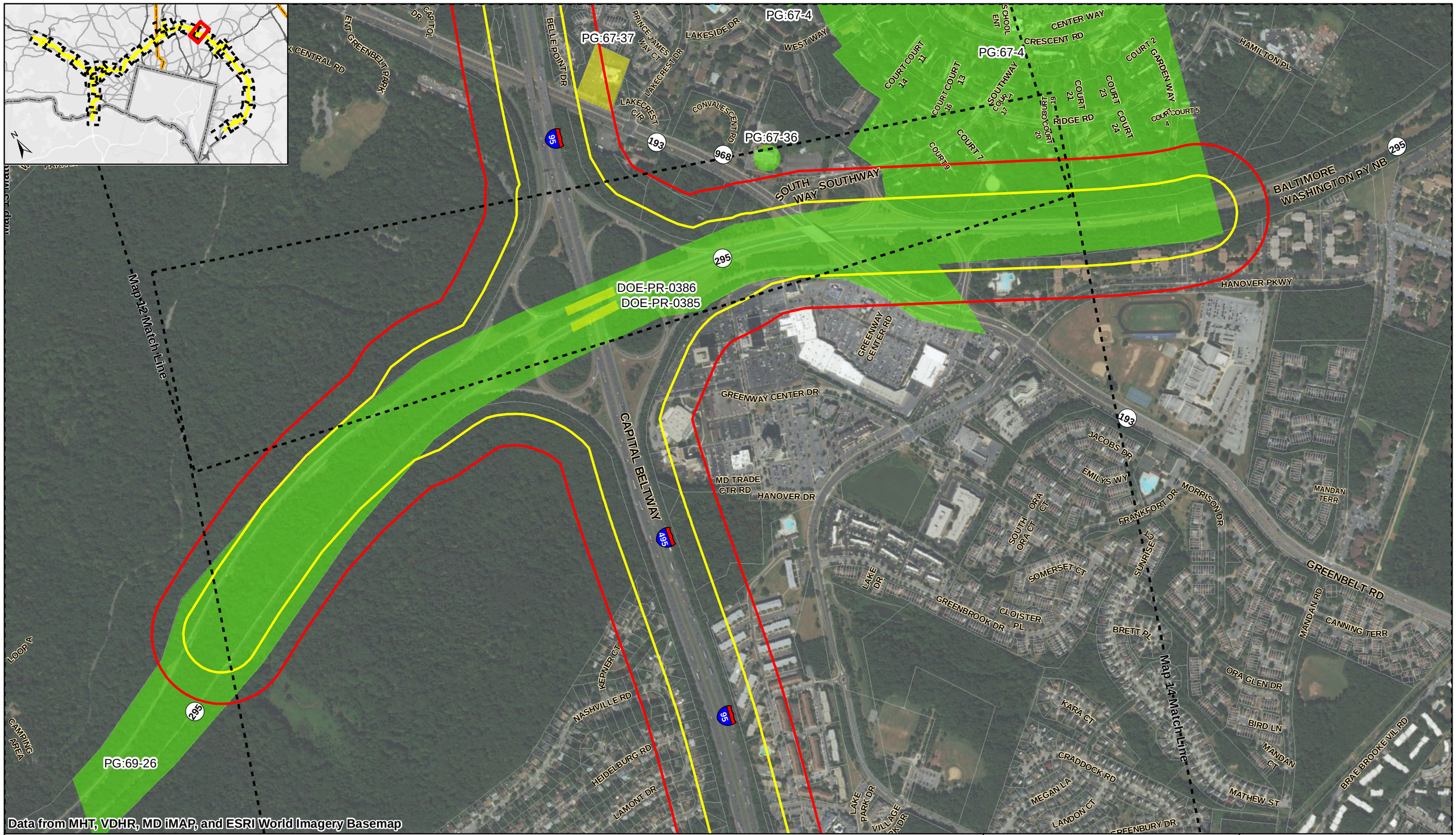
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 12 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

I-270 / I-495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

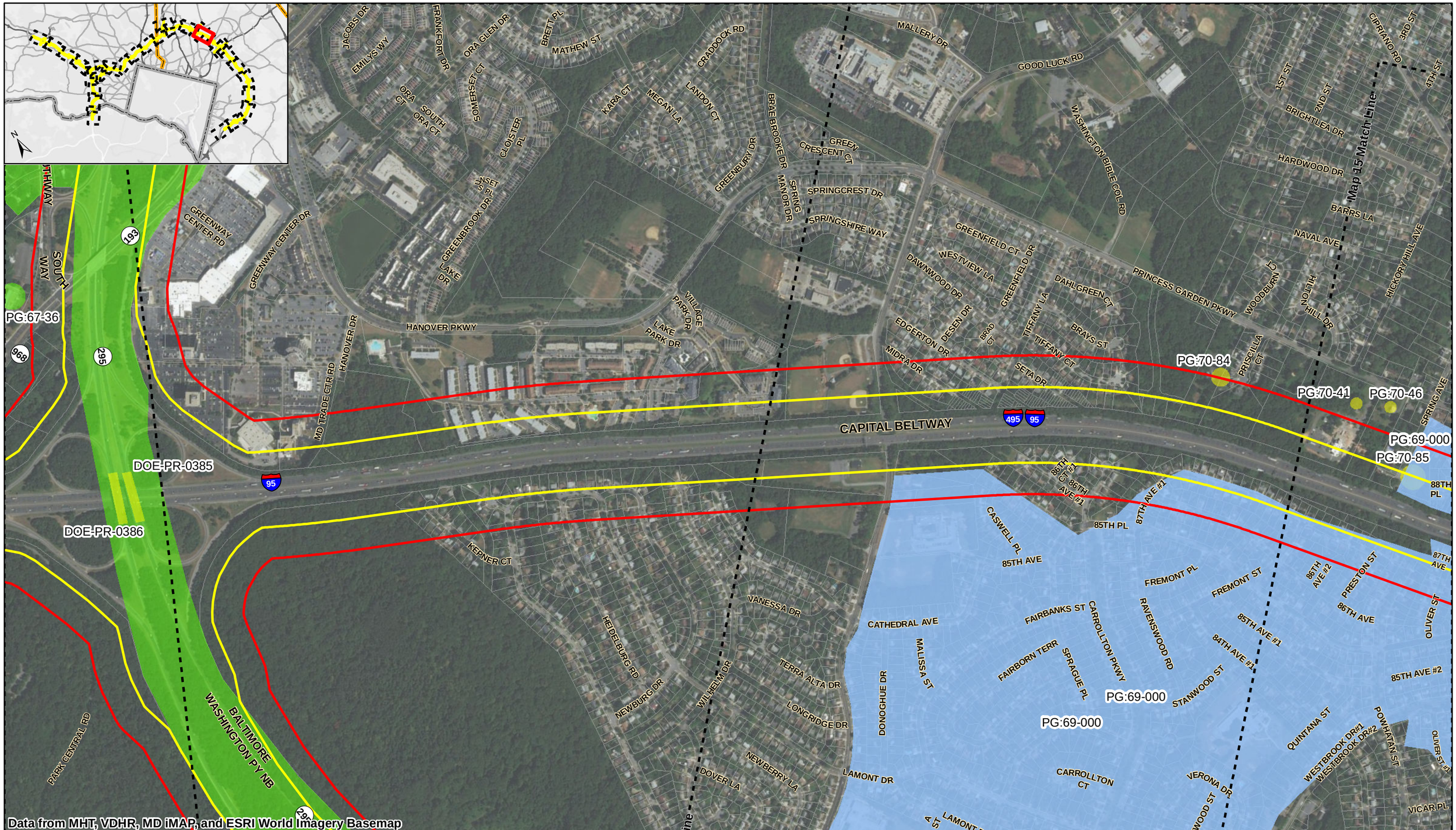
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 13 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 14 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

I-270 / I-495 MANAGED LANES STUDY

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 15 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

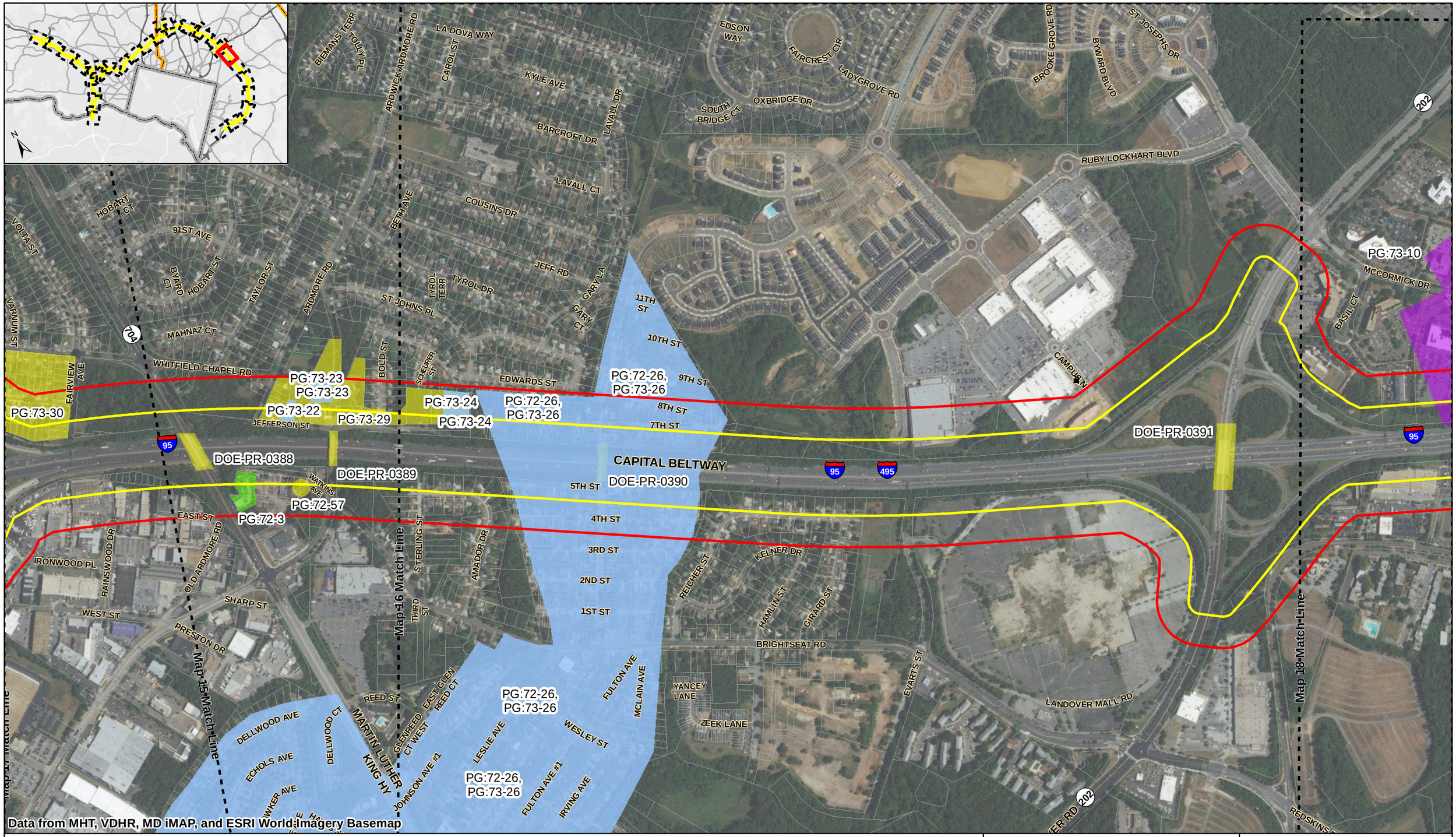
N

Map 16 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

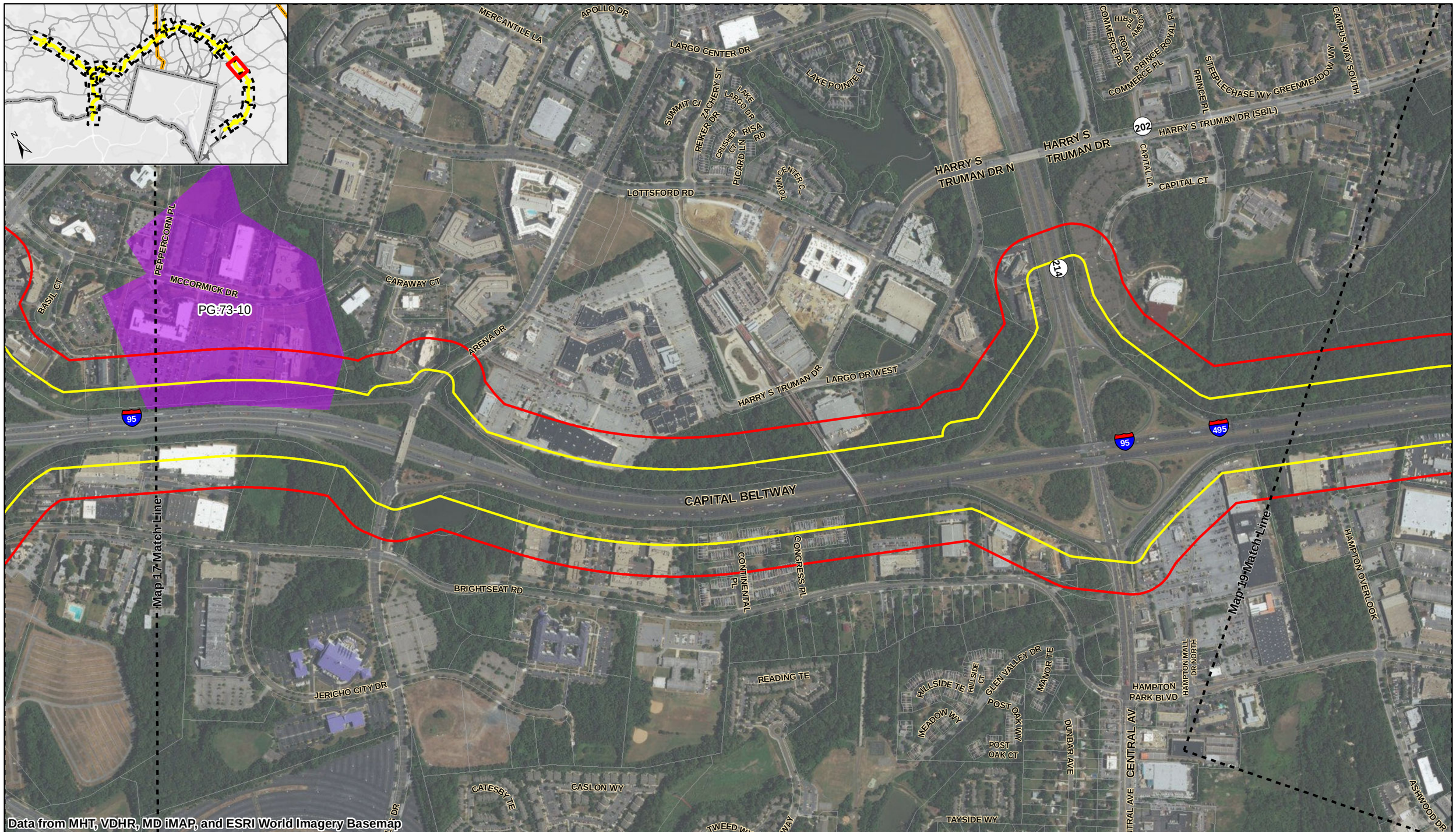
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 17 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

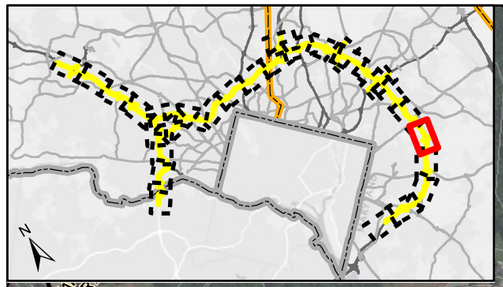
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 18 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



DREXELGATE LA
CEDAR HOLLOW LA
TREBING LA
ZORWOOD CT
NEW ORCHARD DR
AMBLER LA
TEAKWOOD DR
AVIS CT
AVIS DR
NEW ORCHARD PL
CASTLEWOOD PL
CARRIAGE HOUSE LA
CASTLEWOOD DR
CAPRICE CT
PEARSE LA
CARRY PL
PRITCHARD LA
HEARTLAND CT
SOUTHERN SPRINGS LA
RITCHIE MARLBORO RD
MERIKERM LA
VERMEIL CT
FALCONETT PL
RITCHIE MARLBORO RD
ACORN PARK ST
BEECH PARK ST
CHESTNUT PARK ST
GROVEWOOD DR
EUGENIA PARK ST
FIRTREE PARK ST
GUMTREE PARK ST
HICKORY PARK ST
IVY PARK ST
ELMWOOD PARK DR
SANSBURY RD
FERNWOOD DR
ELMWOOD PARK ST
DOGWOOD PARK ST
BAUMANN RD
PG:78-31
PG:78-29
PG:78-26
CAPITAL BELTWAY
495
95
221
PG:75A-43
PG:75A-20
PG:75A-42
PG:75A-52
WALKER MILL RD
RITCHIE STATION CT
DOE-PR-0392
EAST HAMPTON DR
Map 18-MatchLine
HAMPTON OVERLOOK
HAMPTON PARK BLVD
WALKER MILL RD
RITCHIE RD SPUR
RITCHIE RD
TULIP AVE
FOREST PARK DR
RITCHBORO RD
D ARCY RD
DARCY RD
Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

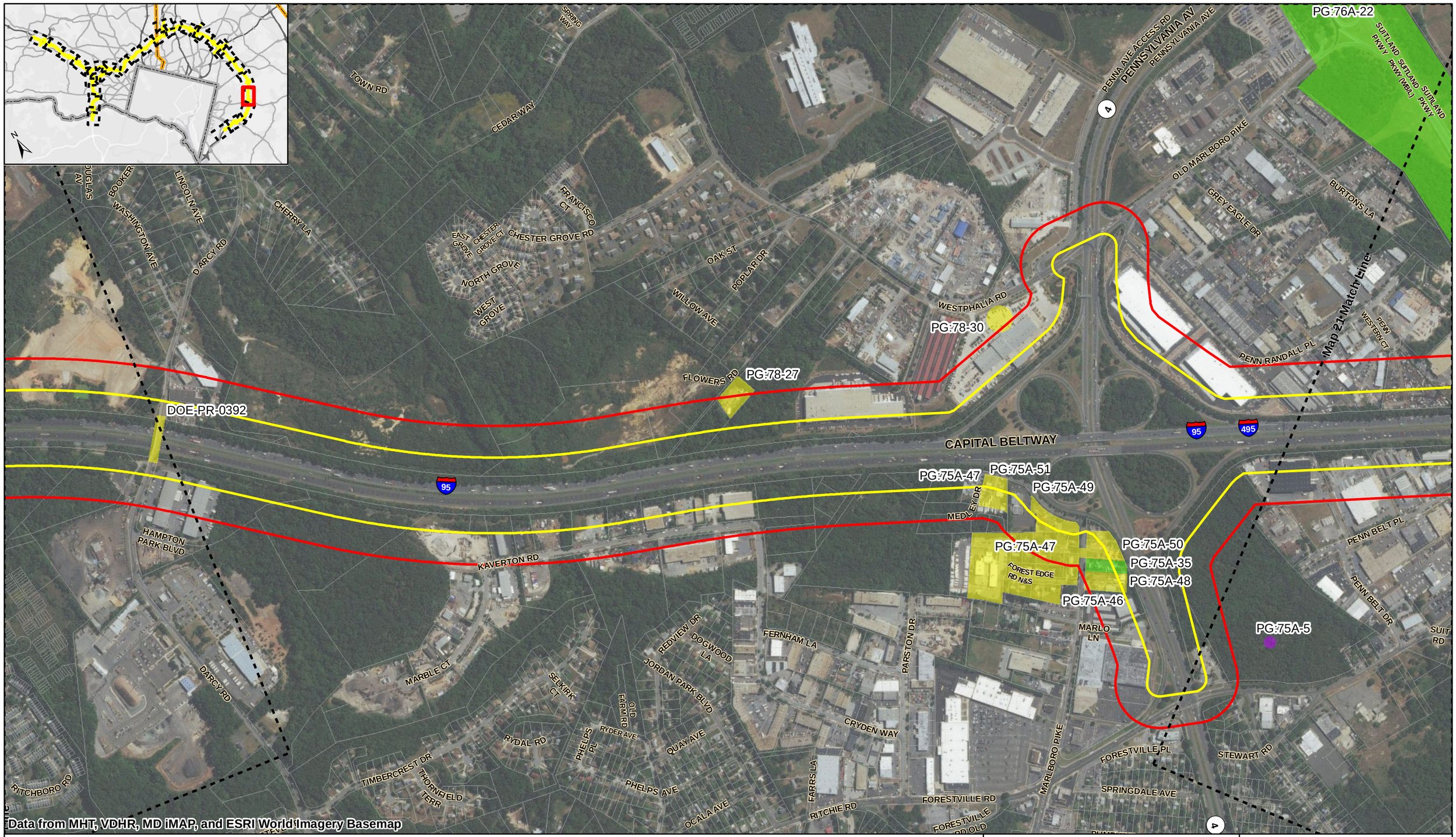
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 19 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 20 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY

Legend

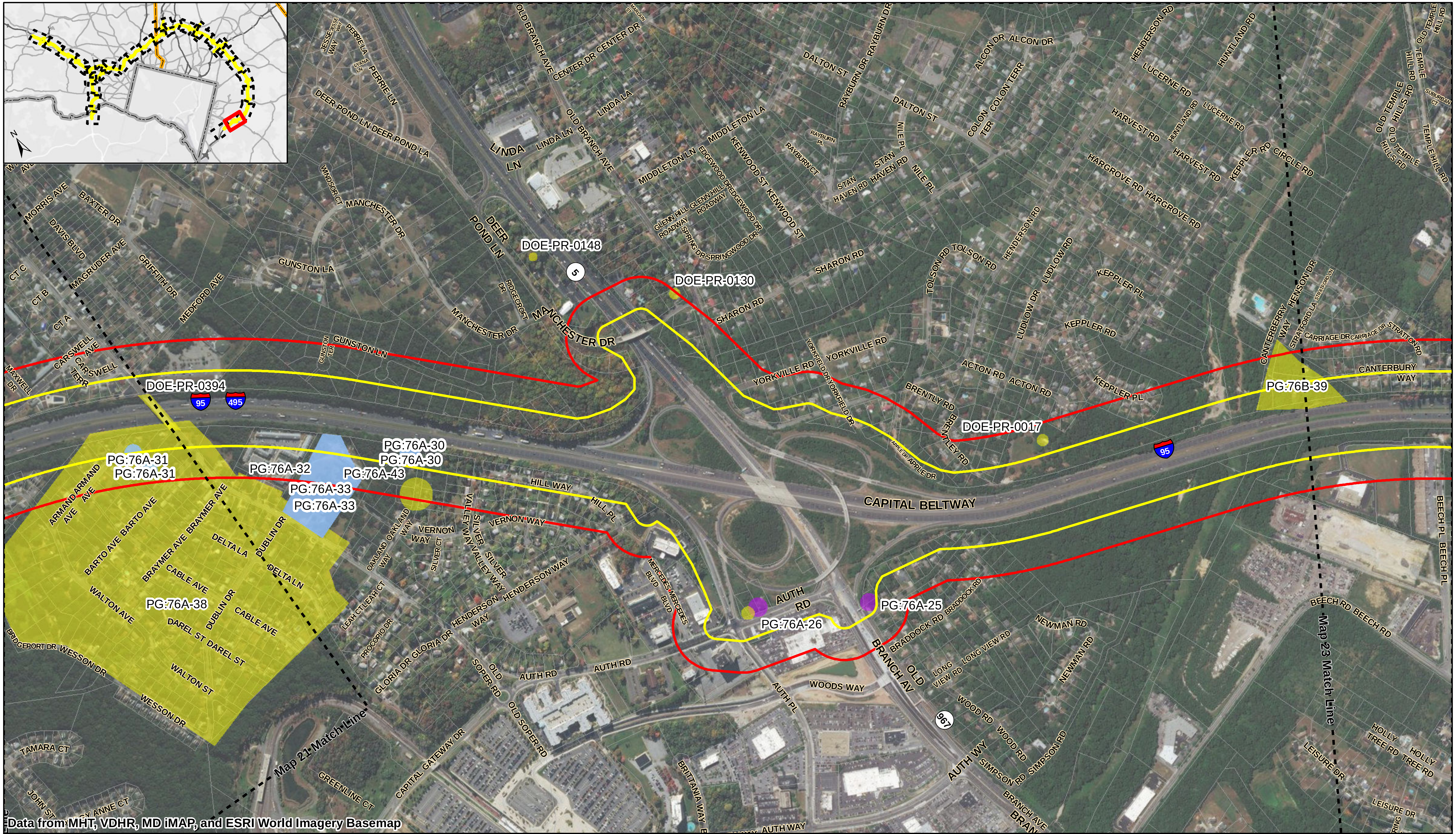
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 21 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

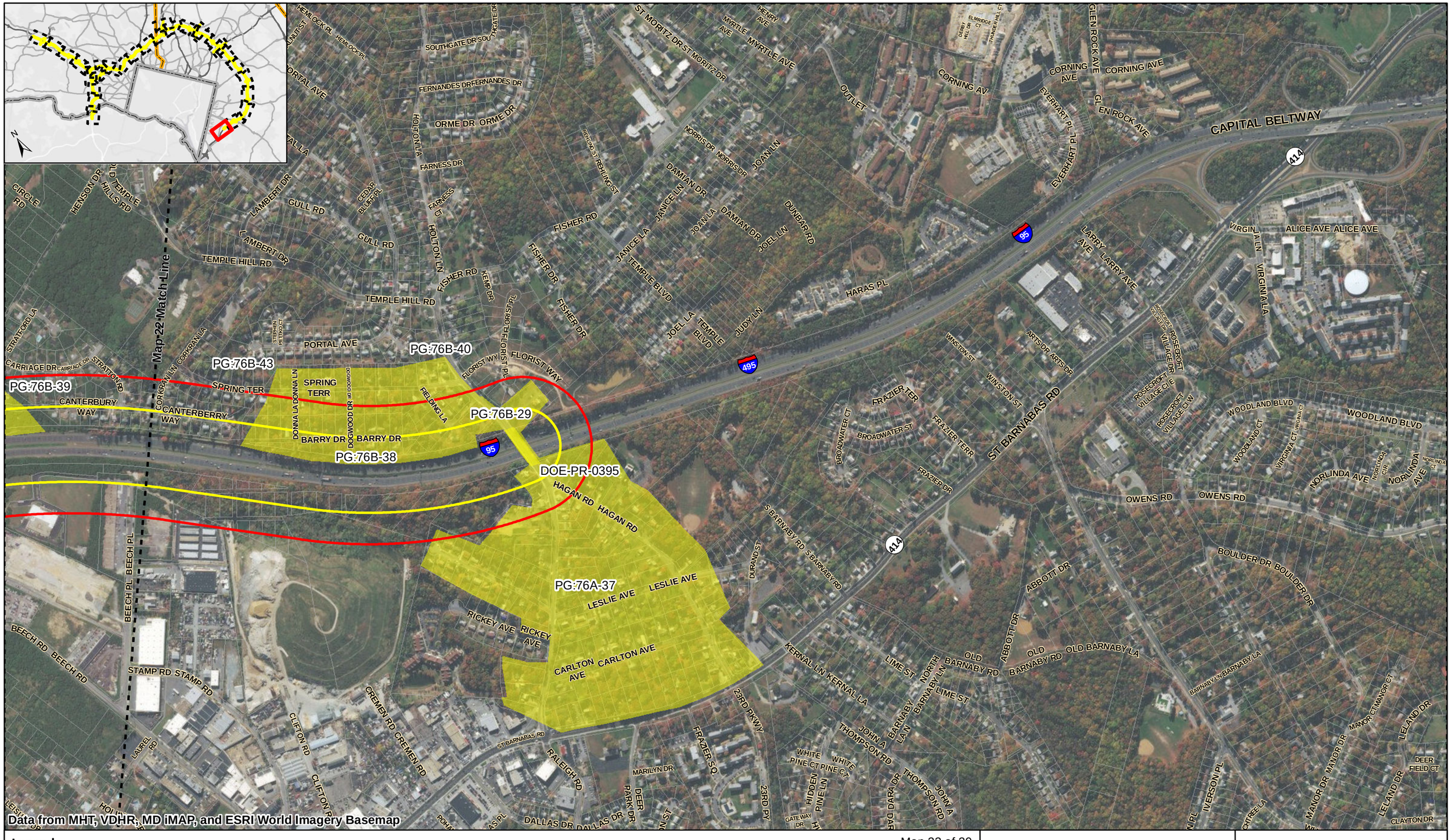
N

Map 22 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000
Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

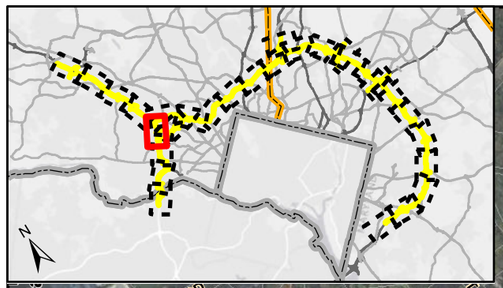
N

Map 23 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Map 3 Match Line

Map 25 Match Line

Map 4 Match Line

DOE-MO-0187

DOE-MO-0188

M: 30-24

M: 30-19

CAPITAL BELTWAY

WESTLAKE DR

WESTLAKE TERR

LAKEVIEW DR

ARIZONA CIR

DEMOCRACY BLVD

SAVANNAH DR

SAVANNAH CT

CARTER CT

CARTER RD

CRESTBERRY LA

CRESTBERRY PL

SEVEN LOCKS RD

BRADLEY BLV

GREENTREE CT

ANNLEE TERR

CARMEL CT

BARNUM RD

SEDDON RD

GLENNON DR

WOODHILL RD

TAYESHIRE WAY

BEACON TERR

BELLS MILL RD

SWANSONG WAY

COVENTRY RD

COVENTRY WAY

THOMAS BRANCH DR

AUTO PARK AVE

MOTOR CITY DR

TUCKERMAN LA

DAYBREAK CT

OLD CLUB RD

EARLSGATE LA

LANCELOT DR

EARLSGATE WAY

ROUNDTABLE CT

WHISPERWOOD LA

EISENHOWER MEM HWY

WINDERMERE CIR

WAXWOOD CT

WINDERMERE CT

CAMEO CT

RALSTON RD

MAZWOOD PL

MAZWOOD RD

ROCKLEDGE BLVD

ROSEMONT DR

ROCKLEDGE DR

WESTLEY TER

ROCK SPRING DR

FERNWOOD RD

HARROGATE RD

BRIXTON LA

DERBYSHIRE LA

BUTTERMERE LA

SURREYWOOD LA

GRUBBY THICKET WAY

BARNETT RD

BROOKE DR

LONGWOOD DR

REDWOOD AVE

ARMAT DR

GREENTREE RD

NEWBOLD DR

270

495

191

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

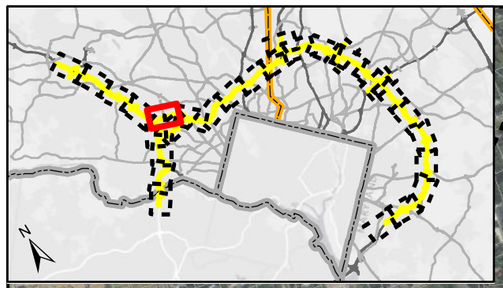
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 24 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



M: 30-15

M: 30-19

Map 4 Match Line

Map 24 Match Line

Map 26 Match Line

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

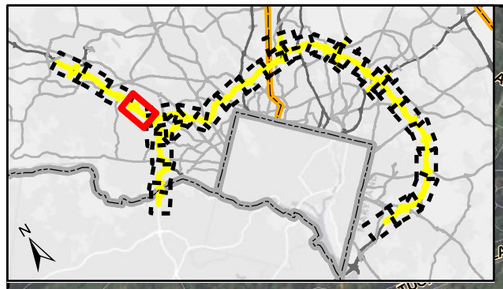
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 25 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Map 24 Match Line

PATRIOT LA
FOXGREST CT
DECLARATION LA
SEVEN LOCKS RD
POSTOAK RD
SMOKE TREE RD
DEVILWOOD DR
INSPECTION HOUSE RD
JEB STUART RD
DERBYSHIRE RD
BARTONSHIRE WAY
CANTERBURY WAY
DUNSTER LA
STRATTON DR
ARLIVE CT
TWINS OAKS DR
OAKENSHIELD DR
LOCKS POND CT
ANGUS PL
CODDLE HARBOR LA
HEATHERTON LA
GAUGUIN LA
MARY CASSATT DR
IVYMOUNT TERR
GLACKENS DR
FONTAINE ST
GREENLEAF AVE
VAN GOGH CT
TITIAN WAY
WHISTLER CT
GOYA DR
REYNOLDS AVE
GAINSBOROUGH RD
MONTROSE RD
Map 27 Match Line
GABURY AVE
PEARSON KNOLL PL
LINDA VIEW LN
ANSIN CIRCLE DR
PARK POTOMAC AVE
FORTUNE TERR
MONROE ST
WESTLAKE DR
WESTLAKE DR
270
EISENHOWER MEM HWY
EISENHOWER MEMORIAL HWY
270
DINWIDDIE DR
SPLIT RAIL CT
PLANTATION LA
HOUNDS WAY
DAYBREAK CT
EARLSGATE LA
LANCELOT DR
OLD CLUB RD
OLD CLUB CT
ROLLING HOUSE RD
OLD CABIN LA
HITCHING POST PL
OLD GATE PL
OLD STAGE CT
OLD GATE RD
WHIPPOORWILL LA
HITCHING POST LA
FARMLAND DR
OLD GATE CT
OLD GATE LA
MAGRUDER LA
TILDEN LA
RACE HORSE LA
OLD BRIDGE RD
MONTROSE RD (WEST)
NORTH FARM LA
FARM POND LA
DAIRYFIELD CT
GREEN PASTURE DR
FARM HAVEN CT
FARM HAVEN DR
CHANCELETT CT
MONTROSE RD
TOWER OAKS BLVD
PRESERVE PKWY
WHISPERWOOD LA
BUCKWOOD LA
ARROYO CT
Map 25 Match Line
BREEZEWOOD TERR
SULKY LA
WOLFTREE LA
STONEWOOD

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 26 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY

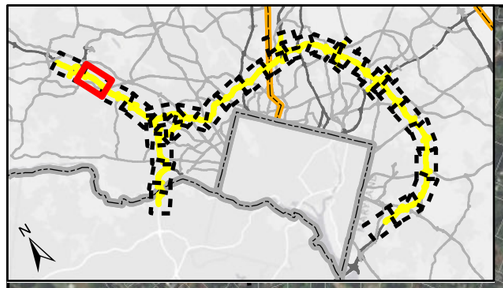
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 27 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
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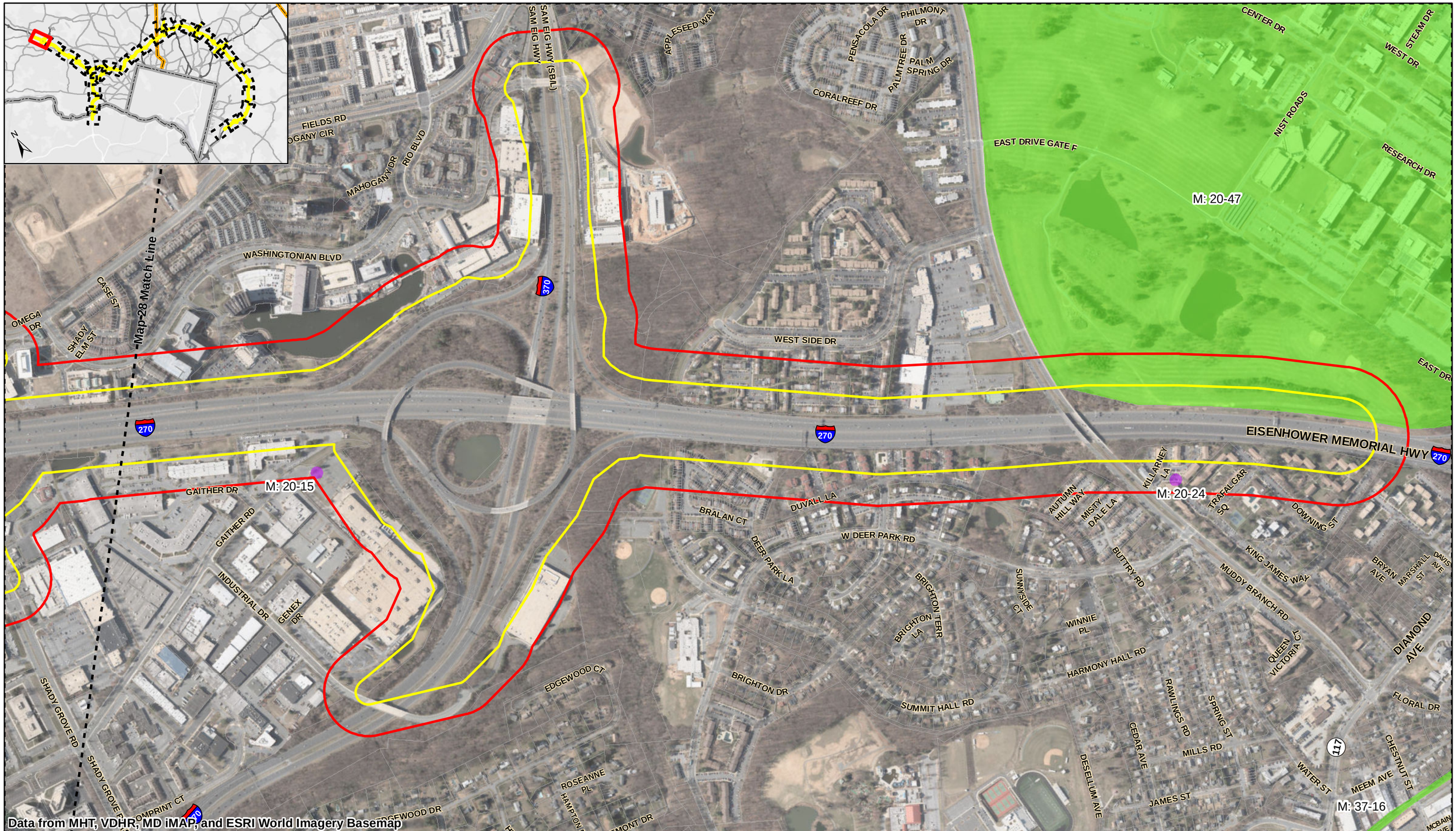
- Demolished

Map 28 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- NRHP Eligible and Listed
- Not Eligible
- No Eligibility Determination
- Demolished

Map 29 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Previously Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY

I-495/I-270 MLS: Section 106 Previously Identified Resources To Be Evaluated

MIHP #	Name of Resource	Current NRHP Status	Addendum/DOE	Assessment Priority
M: 36-71	Montgomery Hills Baptist Church	Not Evaluated	DOE	1
PG:69-000	New Carrollton	Not Evaluated	DOE	1
PG:72-26	Town of Glenarden	Not Eligible, Criteria Consideration G (2001)	DOE	1
PG:73-26	Town of Glenarden	Not Eligible, Criteria Consideration G (2001)	DOE	1
M: 26-10-56	Reiche Cottage/Stone House	Not Evaluated	DOE	3
M: 26-52	626 Great Falls Road	Not Evaluated	DOE	5
PG:73-24	4403 Jefferson Street	Not Evaluated	DOE	5
PG:73-22	4509 Jefferson Street	Not Evaluated	DOE	5
PG:73-23	8906 Ardwick Ardmore Road	Not Evaluated	DOE	5
PG:76A-31	John & Marie Darcey Houses	Not Evaluated	DOE	5
PG:76A-30	Linda Holmes House	Not Evaluated	DOE	5
PG:66-41	Sunnyside and Sunnyside Knolls	Not Eligible, Criteria Consideration G (2001)	DOE	5
M: 36-38	Forest Grove Drive Neighborhood (Forest Grove Neighborhood)	Not Evaluated	DOE	6
M: 30-17	Montgomery Bean House	Not Evaluated	DOE	6
PG:61-43	Powder Mill Estates Subdivision	Not Evaluated	DOE	6
M: 20-15	Gaither-Hawes House	Not Evaluated	Addendum (Demolished)	A
PG:77-60	Hazard Storage (AAFB Building #1990)	Not Evaluated	Addendum (Likely Demolished)	A
PG:76A-26	Helen Knox House	Not Evaluated	Addendum (Demolished)	A
PG:76A-25	L and R Lawnmower	Not Evaluated	Addendum (Demolished)	A
M: 36-36	Louis C. & Charlotte E. Dismer Property	Not Evaluated	Addendum (Demolished)	A
M: 20-24	Mills House	Not Eligible (1996)	Addendum (Demolished)	A
M: 26-6	Poor Farm, Site and Cemetery	Not Evaluated	Addendum (Likely Demolished)	A
M: 29-42	Stoneyhurst Quarries	Not Evaluated	Addendum (Demolished)	A
PG:76A-33	Warren Amann House	Not Evaluated	Addendum (Likely Demolished)	A
M: 30-24	WMAL Transmitter Property	Eligible (2016)	Addendum (Likely Demolished)	A

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
29	70-S Industrial Park	1978	1300 Piccard Drive	Rockville	Montgomery	Office building	1	DOE
3, 24	Academy Woods	early 1970s and 1942		Bethesda	Montgomery	Single-family residential subdivision	1	DOE
24, 25, 26	Bells Mill Substation	three stages: between 1957 and 1963, 1964 and 1970, 1970 and 1979	10611 Westlake Drive	Bethesda	Montgomery	Substation	1	DOE
15	Best Western	1972	5910 Princess Garden Parkway	Lanham	Prince George's	Hotel	1	DOE
2	Carderock Springs South (east section)	ca. 1970-1971		Bethesda	Montgomery	Single-family residential subdivision	1	DOE
2	Congressional Country Club	1924 original not within CSB and APE (1977 9 holes addition within CSB and APE)	8500 River Road	Bethesda	Montgomery	Golf course	1	DOE
4, 5, 22	Grosvenor Park	1966 and between 1970 and 1979	10201 Grosvenor Place	Bethesda and Rockville	Montgomery	Three apartment high rises and low rises (today condominiums)	1	DOE
15	Lanham Centre	1973	5900 Princess Garden Parkway	Lanham	Prince George's	Office building	1	DOE
29	Londonderry Apartments and Towers	ca. 1969 to 1970	17060 King James Way	Gaithersburg	Montgomery	Apartments including high rises	1	DOE
15, 16	New Carrollton Metro Station	opened 11/30/1978	4300 Garden City Drive	Landover	Prince George's	Metro station	1	DOE
22	NOAA Science Center	1974	5200 Auth Road	Suitland	Prince George's	Office building	1	DOE
4, 5	The Promenade	1973	5225 Pooks Hill Road	Bethesda	Montgomery	Apartment high rise (today condominiums)	1	DOE
28	Washington National Pike Industrial Park (Meso Scale Diagnostics)	1969	1601 Research Boulevard	Rockville	Montgomery	Industrial park	1	DOE
28	Woodley Gardens	1961-1964 (east section) and 1968-1969 (west section)		Rockville	Montgomery	Single-family residential subdivision	1	DOE
4, 24, 25	Marriott International	between 1970 and 1979	10400 Fernwood Road	Bethesda	Montgomery	Office complex	1	DOE
6	Washington DC Temple (Church of Jesus Christ of Latter-day Saints)	1974	9900 and 10000 Stoneybrook Drive	Kensington	Montgomery	Church	2	DOE
6	3526 Raymoor Road	1952	3526 Raymoor Road	Kensington	Montgomery	Single-family residence	3	DOE
2	Carderock Springs South (west section)	ca. 1967-1969		Bethesda	Montgomery	Single-family residential subdivision	3	DOE
9	Coca Cola Bottling	1969	1710 Elton Road	Silver Spring	Montgomery	Industrial	3	DOE
13, 14	Eleanor Roosevelt High School	c.1972-1979	7601 Hanover Parkway	Greenbelt	Prince George's	Public School	3	DOE
8, 9	Good Shepherd United Methodist Church	pre-1957 (south section between 1957 and 1963)	9701 New Hampshire Avenue	Silver Spring	Montgomery	Church	3	DOE
20, 21	Industrial Bank	1975	7610 Pennsylvania Avenue	District Heights	Prince George's	Bank	3	DOE
27	Potomac Valley Nursing and Wellness Center	1964	1235 Potomac Valley Road	Rockville	Montgomery	Nursing home	3	DOE
9	SunTrust	between 1957 and 1963	1700 Elton Road	Silver Spring	Montgomery	Office building and bank	3	DOE
9	2406 Muskogee Street	1973	2406 Muskogee Street	Hyattsville	Prince George's	Single-family residence	5	Short
9	2407 Muskogee Street	1960	2407 Muskogee Street	Hyattsville	Prince George's	Single-family residence	5	Short
20	4704 Medley Drive	1944	4704 Medley Drive	District Heights	Prince George's	Single-family residence	5	Short
22, 23	5000, 5006, 5020, 5022, 5030, 5038, 5050, 5060 Beech Place	1977	5000, 5006, 5020, 5022, 5030, 5038, 5050, 5060 Beech Place	Temple Hills	Prince George's	Warehouse	5	Short
3, 24	7205 Longwood Drive	1944	7205 Longwood Drive	Bethesda	Montgomery	Single-family residence	5	Short
16, 17	8803 Ardwick Ardmore Road	1945	8803 Ardwick Ardmore Road	Landover	Prince George's	Single-family residence	5	Short
8, 9	9700-9710 Mount Pisgah Road	between 1964 and 1970	9700-9710 Mount Pisgah Road	Silver Spring	Montgomery	Apartments	5	Short
9	9816 Riggs Road	1923	9816 Riggs Road	Hyattsville	Prince George's	Single-family residence	5	Short
21	Admiral Place Apartments	between 1964 and 1971	4400 Rena Road	Suitland	Prince George's	Apartments	5	DOE
21	Allentown Apartments	between 1957 and 1963	5214 Carswell Avenue	Suitland	Prince George's	Apartments	5	DOE
4, 5, 25	Alta Vista Gardens	ca. late 1940s to mid-1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
21, 22	Andrews Manor	ca. early 1960s		Suitland	Prince George's	Single-family residential subdivision	5	DOE
21	Andrews Manor (shopping center)	1963	4913 Allentown Road	Suitland	Prince George's	Shopping center	5	Short
22	Andrews Village	1966	5161-5199 Clacton Avenue	Camp Springs	Prince George's	Townhouses	5	DOE
16, 17	Ardmore Village	ca. early to mid-1960s		Landover	Prince George's	Single-family residential subdivision	5	DOE
17	Arena Plaza	1975	8585 Landover Road	Landover	Prince George's	Shopping center	5	Short

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
3, 24	Arrowood	ca. early 1960s, 1970s, and 1980s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
3, 4, 25	Ashburton	ca. late 1950s to early 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
20	Auto Body complex	1968, 1974	8901, 8951 D'Arcy Road	Upper Marlboro	Prince George's	Auto body	5	Short
21	Baskin-Robbins/Speed Unlimited/Jiffy Shoppes	1967	4767, 4771, 4773 Allentown Road	Suitland	Prince George's	Commercial (stores)	5	Short
27, 28	Best Western Plus Rockville Hotel & Suites	1970	1251 W. Montgomery Avenue	Rockville	Montgomery	Hotel	5	Short
3, 4, 24	Bradley Manor	ca. 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
29	Brighton West (townhouses)	1971-1974	West Side Drive	Gaithersburg	Montgomery	Townhouses	5	DOE
3, 24	Burning Tree Estates	ca. early 1950s to early 1970s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
2	Carderock Springs (east section)	late 1970s to early 1980s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
15	Carrollon Manor Apartments	ca. 1964	8615 Annapolis Road	Hyattsville	Prince George's	Apartments	5	DOE
15, 16, 17	Carsondale	ca. mid-1950s to early 1960s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
18	Centennial Village	1978-1979		Landover	Prince George's	Townhouses	5	DOE
15, 16, 17	Central Truck Center	1977	3839 Ironwood Place	Landover	Prince George's	Warehouse	5	Short
16, 17	Cranmore Knolls	ca. mid-1960s		Upper Marlboro	Prince George's	Single-family residential subdivision	5	DOE
22	Darcy Estates	ca. mid-1960s to early 1970s		Suitland	Prince George's	Single-family residential subdivision	5	DOE
14	Dresden Green	ca. early 1970s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
11	Edgewood Knolls	ca. 1960		College Park	Prince George's	Single-family residential subdivision	5	DOE
21	Exxon	1973	4775 Allentown Road	Suitland	Prince George's	Service station	5	Short
27	Fallswood	ca. 1977 to 1978		Rockville	Montgomery	Single-family residential subdivision	5	DOE
4	Fernwood	ca. 1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
29	Fireside Condominiums	1974	116 Duvall Lane	Gaithersburg	Montgomery	Condominiums	5	DOE
6, 7	Forest Glen Knolls	ca. 1957 to 1962		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
6	Forest Glen Park	ca. 1887-2006		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
8	Franklin Knolls	ca. early 1960s		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
15, 16, 17	Fulcrum International	1971	8520 Rainswood Drive	Landover	Prince George's	Warehouse	5	Short
26	Geico Materials Management Center	1976	2800 Tower Oaks Boulevard	Rockville	Montgomery	Warehouse	5	Short
4, 5, 6	Genetics Society of America	between 1957 and 1963 (original), by 1970 first addition, second addition between 1982 and 1988, and two new buildings, with connectors to old, between 2002 and 2005	9650 Rockville Pike	Bethesda	Montgomery	Office building	5	Short
4, 24, 25	Georgetown Village	ca. early 1950s to early 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
13, 14	Good Luck Estates	ca. mid-1960s to early 1970s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
13, 14	Greenbriar Condominiums	c. 1974	Hanover Parkway	Greenbelt	Prince George's	Condominiums	5	DOE
24, 25, 26	Heritage Walk	ca. 1970s		Rockville	Montgomery	Single-family residential subdivision	5	DOE
9	Hillandale Forest	ca. 1955 to 1961		Silver Spring/Hyattsville	Montgomery/Prince George's	Single-family residential subdivision	5	DOE
8	Hillandale Heights	between 1957 and 1964		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
8, 9	Hillandale Shopping Center	between 1957 and 1963	10155 New Hampshire Avenue	Silver Spring	Montgomery	Shopping center	5	DOE
15, 16	Hilltop Apartments	ca. 1964	5289 and 5309 85th Avenue	Hyattsville	Prince George's	Apartments	5	DOE
10, 11	Holiday Inn	1971	10000 and 10050 Baltimore Avenue	College Park	Prince George's	Hotel	5	Short
8, 9	Holly Hall	1964	10110 New Hampshire Avenue	Silver Spring	Montgomery	Apartments	5	DOE
9	Holly Hill Manor	ca. 1956 to 1968		Hyattsville	Prince George's	Single-family residential subdivision	5	DOE
11, 12	Hollywood (north section)	ca. 1940s to 1960s		College Park	Prince George's	Single-family residential subdivision	5	DOE
11	Hollywood Addition (west section)	ca. 1950s to 1960s		College Park	Prince George's	Single-family residential subdivision	5	DOE
7	Holy Cross Hospital	1963	1500 Forest Glen Road	Silver Spring	Montgomery	Hospital	5	Short
12, 13, 14	Holy Cross Lutheran Church	between 1966 and 1971	6905 Greenbelt Road	Greenbelt	Prince George's	Church	5	Short

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
13, 14	Hunting Ridge Condominiums	1974	6914 Hanover Parkway	Greenbelt	Prince George's	Condominiums	5	DOE
15, 16, 17	Interstate Moving Systems	1971	3901 Ironwood Place	Landover	Prince George's	Warehouse	5	Short
15, 16, 17	Johnson Truck Center	1970	3801 Ironwood Place	Landover	Prince George's	Warehouse	5	Short
27	Julius West Middle School	1961	651 Great Falls Road	Rockville	Montgomery	School	5	DOE
18, 19	Kingdom Square	1970	Hampton Mall Drive North	Capitol Heights	Prince George's	Shopping center	5	Short
9, 10	Knollwood	ca. 1946 to 1960		Hyattsville	Prince George's	Single-family residential subdivision	5	DOE
15	Lanham	1965	8803 Annapolis Road	Lanham	Prince George's	Shopping center	5	DOE
15, 16	Lanham Acres	ca. mid-1950s to mid-1960s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
14	Lanham Sports Park	ca. 1977	7700 Good Luck Road	Lanham	Prince George's	Recreation	5	DOE
26, 27	Life Time Athletic	1964 with ca. 1960s/1970s addition	11511 Fortune Terrace	Potomac	Montgomery	Office building	5	Short
6, 7	Linden Forest	1951, 1952, 1955		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
24, 25	Lockheed Martin Corporation	1976	6801 Rockledge Drive	Bethesda	Montgomery	Office complex	5	Short
22	Manchester Estates	ca. 1959		Temple Hills	Prince George's	Single-family residential subdivision	5	DOE
20	Marlo Plaza	1974	3300, 3302, 3306 Marlo Lane	Forestville	Prince George's	Shopping center	5	Short
20, 21	Maryland State Police Forestville Barrack	1970	3500 Forestville Road	District Heights	Prince George's	Police barrack	5	Short
21	McDonalds	1965	4777 Allentown Road	Suitland	Prince George's	Restaurant	5	Short
28	Meso Scale Diagnostics	1970	1701 Research Boulevard	Rockville	Montgomery	Office building	5	Short
15	Metro Points Hotel	1971	8500 Annapolis Road	Hyattsville	Prince George's	Hotel and commercial (stores)	5	Short
16	Metro Supply Facility	1968	8201 Ardwick Ardmore Road	Landover	Prince George's	Warehouse	5	DOE
3, 24	Montgomery Country Club (currently Bethesda Country Club)	1913	7601 Bradley Boulevard	Bethesda	Montgomery	Country club	5	DOE
27	Montgomery County Detention Center and Rockville Police Station	ca. late 1950s and early 1960s	1307 Seven Locks Road	Rockville	Montgomery	Detention center and police station	5	DOE
26, 27	Montgomery County Fleet Management	early buildings are between 1957 and 1963), primary building likely 1977	1283 Seven Locks Road	Rockville	Montgomery	Maintenance	5	DOE
24, 25, 26	Montgomery County Public Schools Transportation and Facility Maintenance	Between 1970 and 1979	10901 Westlake Drive	Bethesda	Montgomery	Maintenance	5	DOE
4, 24, 25	Montgomery Mall (currently Westfield Montgomery)	1968	7101 Democracy Boulevard	Bethesda	Montgomery	Shopping center	5	DOE
26	Montrose Woods	ca. 1962 and 1971		Rockville	Montgomery	Single-family residential subdivision	5	DOE
15	New Carrollton Municipal Center	1968	6016 Princess Garden Parkway	Lanham	Prince George's	Municipal	5	Short
21	NextCar	1971	4785 Allentown Road	Suitland	Prince George's	Commercial (store)	5	Short
4, 5, 25	North Bethesda Grove	ca. early 1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
26	North Farm	ca. 1977 to 1978		Rockville	Montgomery	Single-family residential subdivision	5	DOE
7	Northmont	ca. 1951 to 1956		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
8	Oakview (west section)	ca. late 1950s		Silver Spring	Montgomery	Single-family residential subdivision	5	DOE
24, 25, 26	Old Farm	ca. 1961 and 1969		Bethesda/Rockville	Montgomery	Single-family residential subdivision	5	DOE
3, 4	Old Georgetown Club	ca. pre-1957	9600 Fernwood Road	Bethesda	Montgomery	Community club	5	DOE
5, 6	Parkview	ca. 1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
6	Parkview Estates	ca. late 1940s to late 1950s		Chevy Chase	Montgomery	Single-family residential subdivision	5	DOE
2	Persimmon Tree	ca. 1976-1978. A few earlier properties along Persimmon Tree Road, like 1961 residence.		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
15, 16	Peterbilt	1972	8300 Ardwick Ardmore Road	Landover	Prince George's	Truck Dealership	5	Short
14	Princess Springs	ca. 1966		Hyattsville	Prince George's	Single-family residential subdivision	5	DOE
21	Quality Inn	1976	4783 Allentown Road	Suitland	Prince George's	Hotel	5	Short
19	Rambling Hills	ca. 1970S		Upper Marlboro	Prince George's	Single-family residential subdivision	5	DOE
28, 29	Red Lobster	1977	15700 Shady Grove Road	Gaithersburg	Montgomery	Restaurant	5	Short

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
6	Rock Creek Hills Sec. 2	ca. late 1960s to late 1970s		Kensington	Montgomery	Single-family residential subdivision	5	DOE
27	Rockshire	ca. 1972 to 1973		Rockville	Montgomery	Single-family residential subdivision	5	DOE
27	Rockshire Townhouses	between 1972 and 1973		Rockville	Montgomery	Townhouses	5	DOE
27	Rockville Christian Church	1964	301 Adclare Road	Rockville	Montgomery	Church	5	Short
27	Rockville Nursing Home	1976	303 Adclare Road	Rockville	Montgomery	Nursing home	5	Short
6	Rolling Hills	ca. 1950s		Chevy Chase	Montgomery	Single-family residential subdivision	5	DOE
17	Royale Gardens	ca. mid-1960s		Landover	Prince George's	Single-family residential subdivision	5	DOE
15, 16	Ryder Truck Rental & Leasing	1969	3901 Whitetire Road	Landover	Prince George's	Service garage	5	Short
27	Saddlebrook	ca. 1973 to 1974		Rockville	Montgomery	Single-family residential subdivision	5	DOE
13, 14	Schrom Hills	ca. early 1960s to early 1970s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
3	Seven Locks Hills	ca. early 1930s to mid-1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
3	Seven Locks Manor	1951, 1952, 1973, 1977, 1997, and 1998		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
28, 29	Shady Grove Development Park	1978	9204 and 15801 Gaither Road	Gaithersburg	Montgomery	Industrial park	5	Short
22	Sheehy Ford of Marlow Heights	1967	5000 Auth Road	Suitlands	Prince George's	Dealership	5	Short
22	Shell	1975	5120 Auth Way	Suitland	Prince George's	Service station	5	Short
8	Silver Spring Volunteer Fire Station 16	1968	111 University Boulevard E.	Silver Spring	Montgomery	Fire station	5	Short
6	Spring Hill	ca. late 1950s		Chevy Chase	Montgomery	Single-family residential subdivision	5	DOE
4	St. Jane Frances de Chantal Church and St. Jane de Chantal School	1954	9601 Old Georgetown Road	Bethesda	Montgomery	Church and associated school	5	DOE
3, 4, 24	Stratton Commons	1978 (SFRs and townhouses)		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
3, 4, 24	Stratton Woods	early 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
11	Sunnyside (south section)	ca. 1962		College Park	Prince George's	Single-family residential subdivision	5	DOE
22, 23	Temple Terrace	ca. early 1960s		Temple Hills	Prince George's	Single-family residential subdivision	5	DOE
9	The Chateau	between 1964 and 1970	9727 Mount Pisgah Road	Silver Spring/Adelphi	Montgomery/Prince George's	Two apartment high rise buildings	5	DOE
21	The Classics	1971	4591 Allentown Road	Suitland	Prince George's	Restaurant	5	Short
21, 22	The Courts of Camp Springs	between 1957 and 1964	5327 Carswell Avenue	Camp Springs	Prince George's	Apartment complex	5	DOE
13, 14	The Hanover Apartments	between 1966 and 1971	7232 Hanover Parkway	Greenbelt	Prince George's	Apartments	5	DOE
20, 21	Thomas Somerville Co.	1971	3900 Penn Belt Place	District Heights	Prince George's	Warehouse	5	Short
26	Treasure Oak	ca. 1970 to 1973	Various addresses along Greenleaf Avenue	Potomac	Montgomery	Townhouses	5	DOE
3, 4	Tusculum and Grubby Thicket (north section)	ca. early 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
15, 16	U-Haul Moving & Storage of Landover	1967	3900 Whitetire Road	Landover	Prince George's	Warehouse	5	Short
21	U-Haul of Andrews Air Force Base	1972	4599 Allentown Road	Suitland	Prince George's	Service station	5	Short
19	United States Postal Service (Capitol Heights)	1973 with between 1981 and 1993 addition to the north	9201 Edgewood Drive	Capitol Heights	Prince George's	USPS	5	DOE
28	Washington National Pike Industrial Park (Research Place)	1968 to 1977	Research Place and Research Boulevard	Rockville	Montgomery	Office buildings	5	DOE
18	Washington Sub Sanitary Commission	Between 1964 and 1972 and ca. 1970s	175 and 255 Brightseat Road	Landover	Prince George's	Substation	5	DOE
27, 28	West End	ca. 1948 to 1960s		Rockville	Montgomery	Single-family residential subdivision	5	DOE
9	White Oak Manor	ca. 1954 to 1970		Hyattsville	Prince George's	Single-family residential subdivision	5	DOE
15, 16	Whitfield Woods	ca. late 1960s to early 1970s		Lanham	Prince George's	Single-family residential subdivision	5	DOE
4, 5	Whitley Park Condominiums	1964	5450 Whitley Park Terrace	Bethesda	Montgomery	Apartment high rise (today condominiums)	5	DOE
3, 4, 24	Wildwood Hills	ca. 1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
4, 5, 25	Wildwood Knolls	ca. early 1960s to early 1970s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
4, 25	Wildwood Manor	ca. late 1950s to late 1960s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE
26	Willerburn Acres	ca. late 1960s to early 1970s		Rockville	Montgomery	Single-family residential subdivision	5	DOE
3, 24	Wolfe's Subdivision	ca. 1940s to 1950s		Bethesda	Montgomery	Single-family residential subdivision	5	DOE

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
22	Woodlane	ca. late 1930s to late 1960s		Temple Hills	Prince George's	Single-family residential subdivision	5	DOE
8, 9	Xaverian College (currently Amalgamated Transit Union)	ca. 1920s	10000 New Hampshire Avenue	Silver Spring	Montgomery	College	5	DOE
22	Yorkshire Village	mid-1950s to mid-1960s		Temple Hills	Prince George's	Single-family residential subdivision	5	DOE
4, 24	Bethesda Fire Department 26	between 1970 and 1979	6700 Democracy Boulevard	Bethesda	Montgomery	Fire station	5	Short
15, 16, 17	BGE Glenarden Substation	between 1964 and 1979	3803 East Street	Landover	Prince George's	Substation	5	Short
27	First Baptist Church of Rockville	between 1970 and 1979	55 Adclare Road	Rockville	Montgomery	Church	5	Short
4, 5, 25	10316 Fleming Avenue	1958	10316 Fleming Avenue	Bethesda	Montgomery	Single-family residence	6	Short
6	3315 Glenmoor Drive	1959	3315 Glenmoor Drive	Chevy Chase	Montgomery	Single-family residence	6	Short
6	3530 Raymoor Road	1950	3530 Raymoor Road	Kensington	Montgomery	Single-family residence	6	Short
16, 17	3724 Brightseat Road	1966	3724 Brightseat Road	Landover	Prince George's	Single-family residence	6	Short
28, 29	4 Choke Cherry Road	1974	4 Choke Cherry Road	Rockville	Montgomery	Office building	6	Short
21	4305 Forestville Road	1954	4305 Forestville Road	District Heights	Prince George's	Single-family residence	6	Short
11	4705 Edgewood Road	1958	4705 Edgewood Road	College Park	Prince George's	Single-family residence	6	Short
15, 16	4933 Whitfield Chapel Road	1964	4933 Whitfield Chapel Road	Lanham	Prince George's	Single-family residence	6	Short
23	5401 Florist Place	1950	5401 Florist Place	Temple Hills	Prince George's	Single-family residence	6	Short
15	6010 Princess Garden Parkway	1959	6010 Princess Garden Parkway	Lanham	Prince George's	Single-family residence	6	Short
2	6940 Seven Locks Road	1924	6940 Seven Locks Road	Bethesda	Montgomery	Single-family residence	6	Short
27	722 W. Montgomery Avenue	1955	722 W. Montgomery Avenue	Rockville	Montgomery	Single-family residence	6	Short
3	7330 Arrowood Road	1956	7330 Arrowood Road	Bethesda	Montgomery	Single-family residence	6	Short
15	7-Eleven/Lenny's Yum/ Fatima's Hair Salon	1950	9002 Lanham Severn Road	Lanham	Prince George's	Commercial (stores)	6	Short
16, 17	8904 Ardmore Road	1951	8904 Ardmore Road	Upper Marlboro	Prince George's	Single-family residence	6	Short
5, 6	9601 Parkwood Drive	1947	9601 Parkwood Drive	Bethesda	Montgomery	Single-family residence	6	Short
11	9804 47th Place	pre-1978	9804 47th Place	College Park	Prince George's	Storage	6	Short
11	9808 47th Place	1967	9808 47th Place	College Park	Prince George's	Condominiums	6	Short
11	9907 51st Avenue	1959	9907 51st Avenue	College Park	Prince George's	Single-family residence	6	Short
9	Adelphi Forest	ca. 1956 to 1967		Hyattsville	Prince George's	Single-family residential subdivision	6	DOE
7	Argyle Forest (south section)	ca. 1952		Silver Spring	Montgomery	Single-family residential subdivision	6	DOE
15, 16, 17	ARK Sign Services	1972	3622 East Street	Landover	Prince George's	Warehouse	6	Short
8, 9	Avery Park	ca. 1970	1801 Hampshire Green Lane	Silver Spring/Adelphi	Montgomery/Prince George's	Apartment complex	6	DOE
20, 21	Badinis Addition to Longfield	1953		District Heights	Prince George's	Single-family residential subdivision	6	DOE
4, 5	Bethesda Overlook	1958	5300 Pooks Hill Road	Bethesda	Montgomery	Apartments (today condominiums)	6	DOE
28, 29	Bowlmor Rockville	1972	15720 Shady Grove Road	Gaithersburg	Montgomery	Bowling alley	6	Short
6	BP	1960	2601 Forest Glen Road	Silver Spring	Montgomery	Service station	6	Short
12, 13, 14	BP	1959	20 Southway	Greenbelt	Prince George's	Service Station	6	Short
29	Brighton East Condominiums	1971	W. Deer Park Road and Duvall Lane	Gaithersburg	Montgomery	Condominiums	6	DOE
11	Ciesbd Thrift Store	ca. 1965-1966	9922 Rhode Island Avenue	College Park	Prince George's	Commercial (store)	6	Short
11	College Park Animal Hospital	1950	9717 Baltimore Avenue	College Park	Prince George's	Commercial (veterinarian hospital)	6	Short
11	Comfort Zone	1946	9721 Baltimore Avenue	College Park	Prince George's	Commercial (store)	6	Short
2	Congressional Country Club Estates	ca. 1961-1974		Bethesda	Montgomery	Single-family residential subdivision	6	DOE
20, 21	D&F Construction	1971	4017 Penn Belt Place	District Heights	Prince George's	Warehouse	6	Short
16, 17	Edwards Estates	ca. mid-1960s		Upper Marlboro	Prince George's	Single-family residential subdivision	6	DOE
21	Ephesians New Testament Church	between 1957 and 1963 (assessor indicates 1913, but not correct)	4301 Forestville Road	District Heights	Prince George's	Single-family residence (today church)	6	Short
6, 7	Forest Glen tract (west section)	1934, 1938, 1948, 1950, 1954, 1979, 2000		Silver Spring	Montgomery	Single-family residential subdivision	6	DOE

I-495/I-270 MLS: Section 106 Newly Identified Buildings and Districts

Map#	Name	Year	Street Address	City/Town	County	Type	Evaluation Priority	Form
20	Forestville Volunteer Fire Department	1956	8321 Old Marlboro Pike	Upper Marlboro	Prince George's	Fire station	6	Short
21	From the Heart Church Ministries	1971	4949 Allentown Road	Suitland	Prince George's	Warehouse (today church)	6	Short
6	Glen Manor Condominiums/Glen Knoll	between 1957 and 1963	9730-9736 Glen Avenue	Silver Spring	Montgomery	Condominiums	6	DOE
20	Gulf	1962	8405 Westphalia Road	Upper Marlboro	Prince George's	Service station	6	Short
15, 16, 17	Harris Plus	1971	8516 Rainswood Drive	Landover	Prince George's	Warehouse	6	Short
21	Herc Rentals	1978	4200 Forestville Road	District Heights	Prince George's	Warehouse	6	Short
8, 9	Hillandale Center	1950	10210-10216 New Hampshire Avenue	Silver Spring	Montgomery	Commercial (stores)	6	Short
9	Hillandale Swim and Tennis Association	ca. 1957	10116 Green Forest Drive	Silver Spring	Montgomery	Recreation	6	DOE
9	Holly Hill Terrace	1953, 1957, 1959, 1971, 1975		Hyattsville	Prince George's	Single-family residential subdivision	6	DOE
29	Horizon	1966	16031 Industrial Drive	Gaithersburg	Montgomery	Warehouses	6	Short
21	Joint Base Andrews water tower	between 1966 and 1971	South of I-495 and east of Suitland Road	Suitland	Prince George's	Military/water tower	6	Short
15	Just Tires	1965	8511 Annapolis Road	Hyattsville	Prince George's	Service garage	6	Short
17, 18	Landover Center	1975	1701 Brightseat Road	Landover	Prince George's	Warehouse	6	Short
10	Powder Mill Elementary School (currently Frances Fuchs Early Childhood Center)	between 1964 and 1970 (as Powder Mill Elementary)	11011 Cherry Hill Road	Beltsville	Prince George's	Public School	6	DOE
10	Powder Mill Village	c.1964-1970	11364 Evans Trail	Beltsville	Prince George's	Apartments	6	DOE
21, 22	Princeton	ca. 1950s to 1960s		Suitland	Prince George's	Single-family residential subdivision	6	DOE
4, 5	Rochambeau French International School	between 1957 and 1963	9600 Forest Road	Bethesda	Montgomery	School	6	DOE
27	Roxboro	ca. 1950s to 1960s		Rockville	Montgomery	Single-family residential subdivision	6	DOE
15, 16, 17	Sandow Construction	1970	3612 East Street	Landover	Prince George's	Warehouse	6	Short
26, 27	Seven Locks Plaza	1977	1065 Seven Locks Road	Rockville	Montgomery	Shopping center	6	Short
15, 16	Silver Cab of P.G. & Taxi Taxi Dispatch Center	c.1972	8316 Ardwick Ardmore Road	Landover	Prince George's	Service garage	6	Short
6	Sloan Estates	1948, 1954, 1958	9115, 9116, 9119, 9120 Levelle Drive	Chevy Chase	Montgomery	Single-family residential subdivision	6	DOE
22, 23	Snapbox Self-Storage	1978	5061 Beech Place	Temple Hills	Prince George's	Warehouse	6	Short
7	Thomas W. Riley Estate	ca. 1940 to 1958		Silver Spring	Montgomery	Single-family residential subdivision	6	DOE
15, 16, 17	Top Quality Dog Food	1972	3630 East Street	Landover	Prince George's	Warehouse	6	Short
3, 4	Tusculum and Grubby Thicket (south section)	ca. early 1960s		Bethesda	Montgomery	Single-family residential subdivision	6	DOE
22, 23	Waste Management - Temple Hills, MD	1969	4900 Beech Place	Temple Hills	Prince George's	Warehouse	6	Short
23	11807 Dinwiddie Drive	1918	11807 Dinwiddie Drive	Rockville	Montgomery	Single-family residence	Confirm with field work	
12, 13, 14	7101 Greenbelt Road	1928	7101 Greenbelt Road	Greenbelt	Prince George's	Single-family residence	Confirm with field work	
3, 24	7401 Bradley Boulevard	1953	7401 Bradley Boulevard	Bethesda	Montgomery	Single-family residence	Confirm with field work	
3, 24	7415 Bradley Boulevard	1948	7415 Bradley Boulevard	Bethesda	Montgomery	Single-family residence	Confirm with field work	
3	8601 Seven Locks Road	1977	8601 Seven Locks Road	Bethesda	Montgomery	Single-family residence	Confirm with field work	
3	8605 Seven Locks Road	1955	8605 Seven Locks Road	Bethesda	Montgomery	Single-family residence	Confirm with field work	
22	Evangelism and Discipleship Adventist Center	ca. 1957 to 1963	5203 Manchester Drive	Temple Hills	Prince George's	Church	Confirm with field work	

I-495/I-270 MLS: Section 106 Newly Identified Parks Individually Evaluate

Map #	Park Name	Year Established	Street Address	City/Town	County	Park Type	Ownership	Architectural Features in CSB	Architectural Features in APE	Evaluation Priority	Form
2, 3, 26	Cabin John Regional Park, Cabin John Stream Valley Park Unit 2, Unit 3, Unit 6	between 1950s to 1960s	7400 Tuckerman Lane	Bethesda (Cabin John)	Montgomery	Regional	M-NCPPC	Campground and Highway Loop Trails, Cabin John Trail	Trails, R.C. McDonell Campground, Cabin John Trail	1	DOE
12, 13, 14	Greenbelt Park	1950	6565 Greenbelt Road	Greenbelt	Prince George's	National	NPS	Perimeter Trail, park access road	Azalea Trail, park access road, park maintenance facility	1	DOE
5, 6	Rock Creek Stream Valley Park Unit 2, Unit 3	ca. 1941	6700 Needwood Road	Derwood	Montgomery	Regional	M-NCPPC	Rock Creek Trail, Beach Dr.	Rock Creek Trail, Beach Dr.	2	DOE
7	Argyle Local Park, Margaret Schweinhaut Senior Center, South Four Corners Neighborhood Park	ca. 1950s, ca.1970-1980, 1946	1030 Forest Glen Road, 1000 Forest Glen Road, 900 Forest Glen Road	Silver Spring	Montgomery	Local	M-NCPPC	Athletic fields, park activity building, Schweinhaut Senior Center, paths	Athletic fields, park activity building, tennis courts, basketball court, playground, parking Lots	5	DOE
7, 8	Indian Springs Terrace Local Park	1970	9717 Lawndale Drive	Silver Spring	Montgomery	Local	M-NCPPC	Athletic fields, park activity building, playground, basketball court, tennis court, paths	Parking lot, paths	5	DOE
5, 6	North Chevy Chase Local Park	between 1964 and 1970	4105 Jones Bridge Road	Chevy Chase	Montgomery	Local	M-NCPPC	None	Athletic fields	5	DOE
9, 10	Paint Branch Stream Valley Park III, Powder Mill Park	ca. 1965-1970	3101 Powder Mill Road	Adelphi	Prince George's	Regional	M-NCPPC	None	None	5	DOE
2	Seven Locks Local Park	1974	6920 Seven Locks Road	Cabin John	Montgomery	Local	M-NCPPC	None	None	5	DOE
24, 25, 26	Tilden Woods Stream Valley Park	1970	From I-270N to Sulky Lane	Bethesda	Montgomery	Regional	M-NCPPC	None	Bridge over Old Farm Creek	5	DOE
15, 16	Whitfield Chapel Park	ca. 1966	5214 Whitfield Chapel Road	Lanham	Prince George's	Local	M-NCPPC	None	Athletic fields	5	DOE
22	Henson Creek Stream Valley Park	between 1964 and 1979	5601 Old Temple Hill Road	Oxon Hill	Prince George's	Regional	M-NCPPC	None	None	5	DOE
29	Malcolm King Park	between 1970-1981	1200 West Side Drive	Gaithersburg	Montgomery	Regional	City of Gaithersburg	Trail	Trail	5	DOE
29	Morris Park	between 1970 and 1981	520 Summit Hall Road	Gaithersburg	Montgomery	Local	City of Gaithersburg	None	Tennis and wallball courts	5	DOE
27, 28	Woottons Mill Park	ca. 1970-1979	Hurley Avenue	Rockville	Montgomery	Local	City of Rockville	None	Trail, access road, basketball court	5	DOE
29	Christman Park	1967	304 West Deer Park Road	Gaithersburg	Montgomery	Regional	City of Gaithersburg	None	Path, perimeter fencing	6	DOE
22, 23	Temple Hills Community Center	ca. 1971, community center ca. 1970s	5300 Temple Hills Road	Temple Hills	Prince George's	Regional	M-NCPPC	None	None	6	DOE

I-495/I-270 MLS: Section 106 Newly Identified Parks Evaluate as Part of Residential Districts

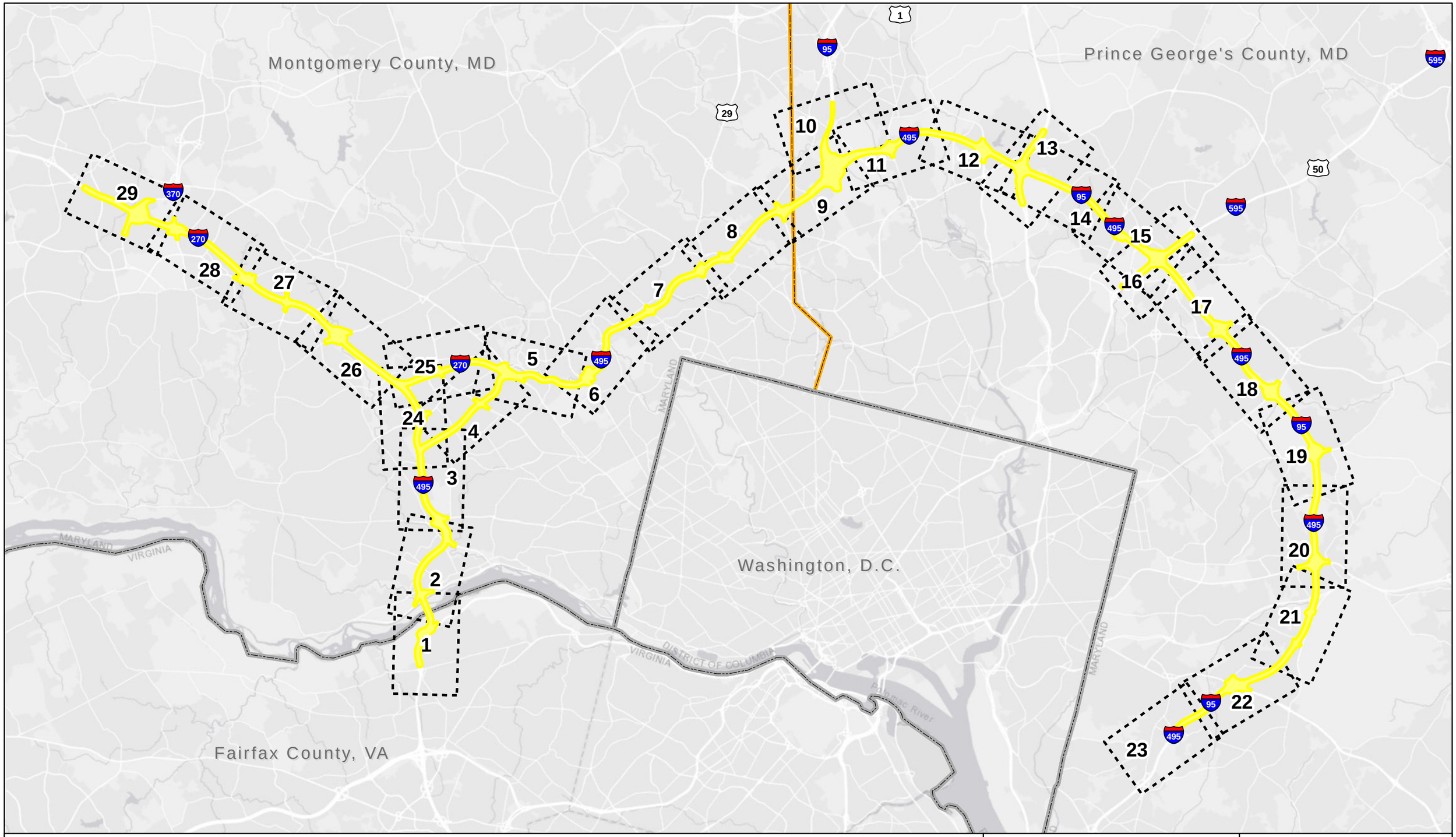
Map #	Park Name	Associated Neighborhood	Year Established	Street Address	City/Town	County	Park Type	Ownership	Architectural Features in CSB	Architectural Features in APE
15	Beckett Field	New Carrollton (PG:69-000)	between 1957 and 1963	8511 Legation Road	New Carrollton	Prince George's	Local	City of New Carrollton	Athletic fields, basketball court	Athletic fields, access road, parking lot
8	Brookview Local Park	Oakview	1958, 1992	1106 Corliss Street	Silver Spring	Montgomery	Local	M-NCPPC	Athletic field, basketball courts (shared with Roscoe Nix Elementary School)	Athletic field, playgrounds (shared with Roscoe Nix Elementary School)
21	Douglas E. Patterson Park	Morningside (PG:76A-39)	ca. 1963	7001 Marianne Drive	Suitland	Prince George's	Local	M-NCPPC	None	Athletic fields
4, 5, 25	Fleming Local Park	North Bethesda Grove	1967	9929 Fleming Avenue	Bethesda	Montgomery	Local	M-NCPPC	Paths, pedestrian bridge over I-495	Paths
6, 7	Forest Glen Neighborhood Park	Forest Glen Knolls	1969	2323 Coleridge Drive	Silver Spring	Montgomery	Local	M-NCPPC	Playground, basketball courts, Forest Glen Neighborhood Park Paths	Forest Glen Neighborhood Park Paths
12, 13, 14	Good Luck Estates Park	Good Luck Estates	ca. 1970	6777 Cathedral Avenue	Lanham	Prince George's	Local	M-NCPPC	None	Parking lot, tennis courts, athletic fields
17	Henry P. Johnson Park	Royale Gardens	ca. 1970	8710 Reicher Street	Hyattsville	Prince George's	Local	M-NCPPC	Playground, basketball court, gazebo, parking lot	Walking trail
11, 12	Hollywood Park	Hollywood	between 1957-1963	9699 53rd Avenue	College Park	Prince George's	Local	M-NCPPC	None	None
5	Locust Hill Neighborhood Park	Locust Hill Estates (M: 35-120)	1959	9621 Bellevue Drive	Bethesda	Montgomery	Local	M-NCPPC	None	None
15	New Carrollton Community Center	New Carrollton (PG:69-000)	between 1964 and 1980	8511 Legation Road	New Carrollton	Prince George's	Local	City of New Carrollton	See Beckett Field	Corner of building within APE
26	Old Farm Neighborhood Conservation Area	Old Farm	1962	7030 Tilden Lane	Rockville	Montgomery	Local	M-NCPPC	None	None
9, 10	Paint Branch Stream Valley Park III, Edgefield Drive Park	Knollwood	land purchased 1965, developed ca. 1970-1980	10401 Edgefield Drive	Adelphi	Prince George's	Local	M-NCPPC	None	None
27	Rockmead Park	Rockshire	1972	1800 Greenplace Terrace	Rockville	Montgomery	Local	City of Rockville	None	None
28	Rockville Senior Center Park (Formerly Woodley Gardens Elementary)	Woodley Gardens	school-ca. 1965, senior center-1982	1150 Carnation Drive	Rockville	Montgomery	Regional	City of Rockville	Paths, parking lot	Paths, senior center building
4, 24	Stratton Local Park	Stratton Woods	ca. 1970-1979	9925 Harrogate Road	Bethesda	Montgomery	Local	M-NCPPC	Athletic fields	Athletic fields, playground, shelter
11	Sunnyside Park	Sunnyside/Sunnyside Knolls (PG:66-41)	between 1970 and 1981	10110 Rhode Island Avenue	College Park	Prince George's	Local	M-NCPPC	None	Basketball court, playground
27, 28	Woodley Gardens Park	Woodley Gardens	1964	900 Nelson Street	Rockville	Montgomery	Local	City of Rockville	Athletic Fields	Athletic Fields

I-495/I-270 MLS: Section 106 Newly Identified Parks Not To Be Evaluated

Map #	Park Name	Associated Neighborhood	Year Established	Street Address	City/Town	County	Park Type	Ownership	Architectural Features in CSB	Architectural Features in APE	Reason for No Evaluation
22	Andrews Manor Park	N/A	Undeveloped	Triangular property between Beltway Church of Christ, Gunston Lane, and I-495	Suitland	Prince George's	Undeveloped	M-NCPPC	None	None	Undeveloped
8	Blair Local Park	Montgomery Blair High School	ca. 1998	51 University Boulevard E.	Silver Spring	Montgomery	Local	M-NCPPC	Athletic fields, football stadium	Athletic fields, football stadium	Built after 1978
2, 3	Booze Creek Stream Valley Park	N/A	1980	7514 Helmsdale Road	Bethesda	Montgomery	Regional	M-NCPPC	None	None	Built after 1978
9	Buck Lodge Community Park	Buck Lodge	ca. 1981	2621 Buck Lodge Road	Hyattsville	Prince George's	Local	M-NCPPC	None	None	Built after 1978
11	Cherry Hill Road Park	N/A	1980-ca.1990	4620 Cherry Hill Road	College Park	Prince George's	Local	M-NCPPC	None	Community garden plots, Paint Branch Trail, pond	Built after 1978
14	Dresden Green Park	Dresden Green	Undeveloped	Good Luck Road	New Carrollton	Prince George's	Undeveloped	M-NCPPC	None	None	Undeveloped
7, 8	Hastings Neighborhood Conservation Area	Indian Spring Club Estates/Terrace/Manor	1976 (property acquired)	300 Granville Drive	Silver Spring	Montgomery	Local	M-NCPPC	None	None	Undeveloped
19	Heritage Glen Park	Heritage Glen	2006 (property acquired)	1309 Southern Springs Lane	Upper Marlboro	Prince George's	Local	M-NCPPC	None	None	Undeveloped
9	Knollwood Park	Knollwood	Undeveloped	Bordered by I-495 and at the end of Floral Drive, Geranium Avenue, Killdeer Avenue	Hyattsville	Prince George's	Undeveloped	M-NCPPC	None	None	Undeveloped
22, 23	Manchester Estates Park	Manchester Estates	Undeveloped	Between Manchester Dr. and I-495	Suitland	Prince George's	Undeveloped	M-NCPPC	None	None	Undeveloped
27	Millennium Garden Park	N/A	Between 2002-2005	634 Great Falls Road	Rockville	Montgomery	Local	City of Rockville	Paths, Benches	Paths, Benches	Built after 1978
8	Northwest Branch Stream Valley Park, Unit 3	N/A	Trail: 2008, Land: ?	Follows Northwest Branch from Layhill to Langley Park	Silver Spring	Montgomery	Regional	M-NCPPC	Rachel Carson Greenway Trail	Northwest Branch Trail	Built after 1978
14	Robert Frost Park	New Carrollton	Undeveloped	Good Luck Road	New Carrollton	Prince George's	Undeveloped	M-NCPPC	None	None	Undeveloped
18, 19	Southwest Branch Stream Valley Park	N/A	Undeveloped	Harry S Truman Drive	Largo	Prince George's	Regional	M-NCPPC	None	None	Undeveloped
14	Youth Memorial Sports Park	N/A	ca. 1989	7500 Good Luck Road	New Carrollton	Prince George's	Local	City of New Carrollton	None	Athletic fields	Built after 1978

I-495/I-270 MLS: Section 106 Newly Identified Linear Resources

Map #	Name	Year Built	Location	City/Town	County	Type	Owner/Operator	Current Route Name	Evaluation Priority	Form
11, 12	Baltimore & Ohio Railroad (Washington Branch)	ca.1830s	Bisecting I-495 near PG:62-14	Beltsville	Prince George's	Railroad	CSX Transportation	MARC Camden Line	1	DOE
9, 10, 11	Dual Power Transmission Lines	ca.1942 (single) 1958-1966 (double)	Bisecting I-495 near PG:62-14	Beltsville	Prince George's	Power Line	PEPCO/Exelon		1	DOE
19	Dual Power Transmission Lines	ca.1966 (single) 1983/1993 (double)	Bisecting I-495 near interchange with Ritchie Marlboro Road	Capitol Heights	Prince George's	Power Line	PEPCO/Exelon		1	DOE
15, 16	Pennsylvania Railroad (Baltimore and Potomac Division)	1872	Bisecting I-495, parallel to MD 450	New Carrollton	Prince George's	Railroad	Amtrak	MARC Penn Line, Amtrak Northeast Corridor	1	DOE



Legend

- Corridor Study Boundary
- State Boundary
- County Boundary
- Map Match Line

Overview Map

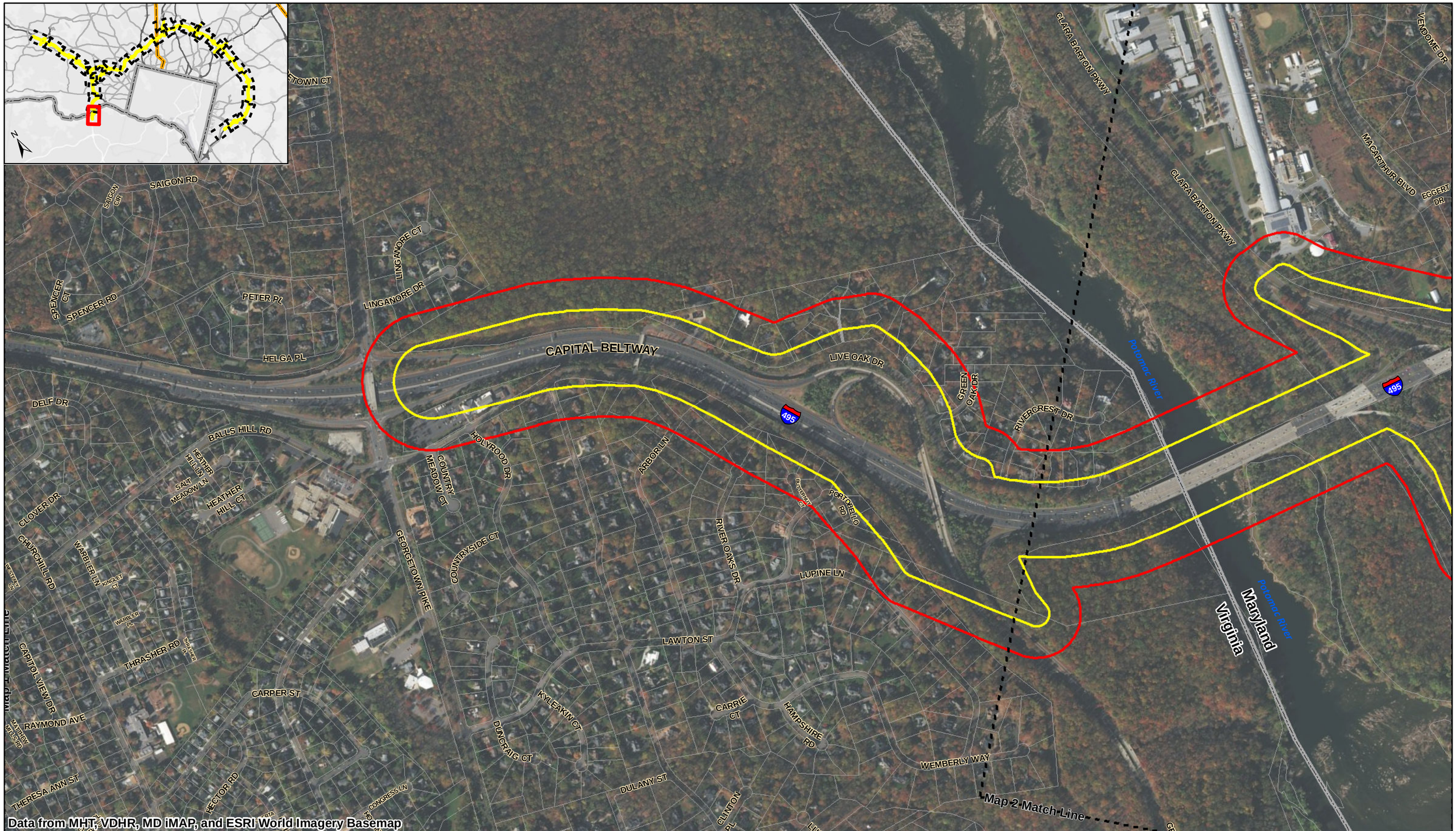
Date: 8/2/2018

1 in = 10,000 feet

0 3,750 7,500 15,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

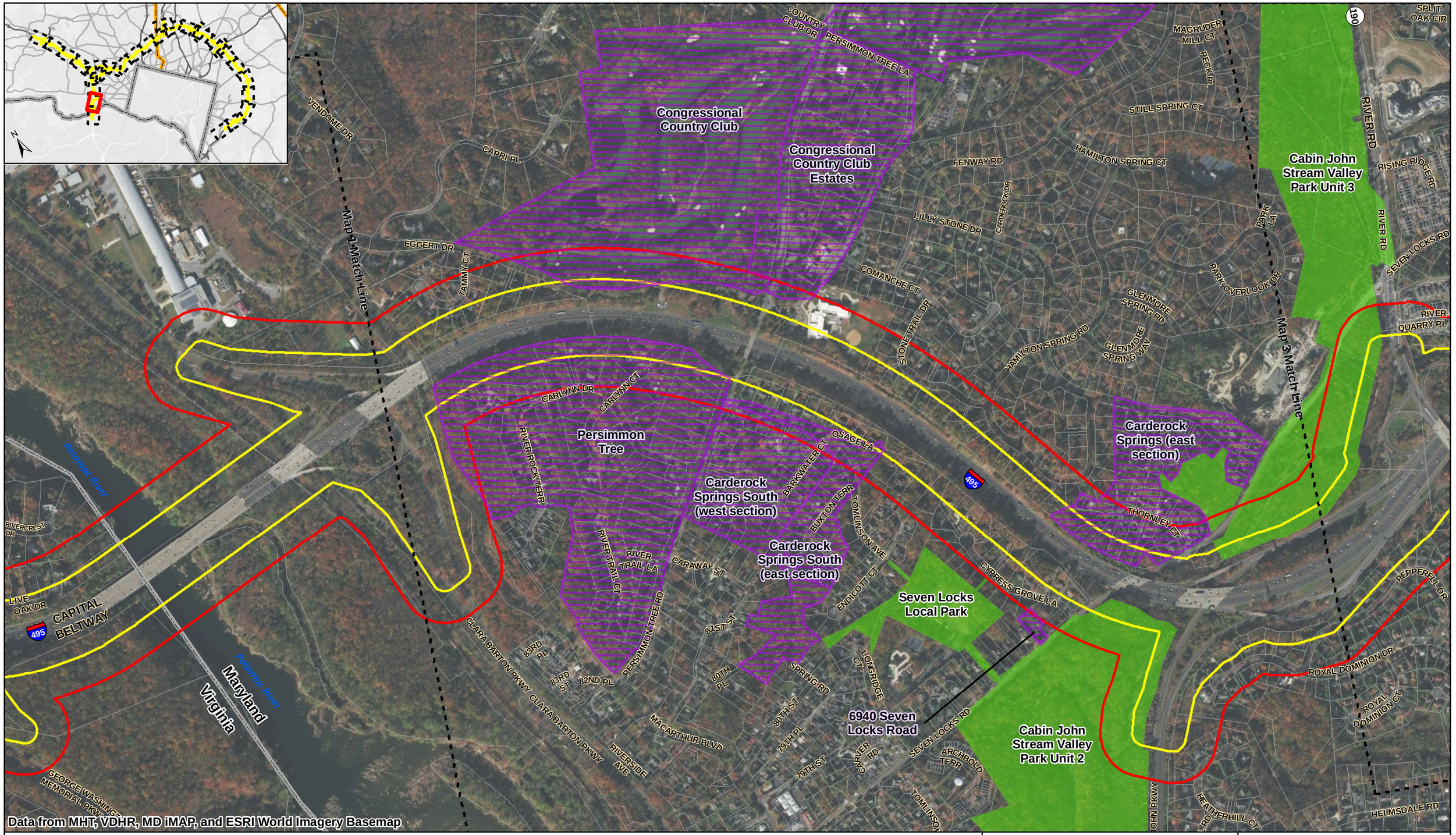
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 1 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
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- Parks To Be Individually Evaluated
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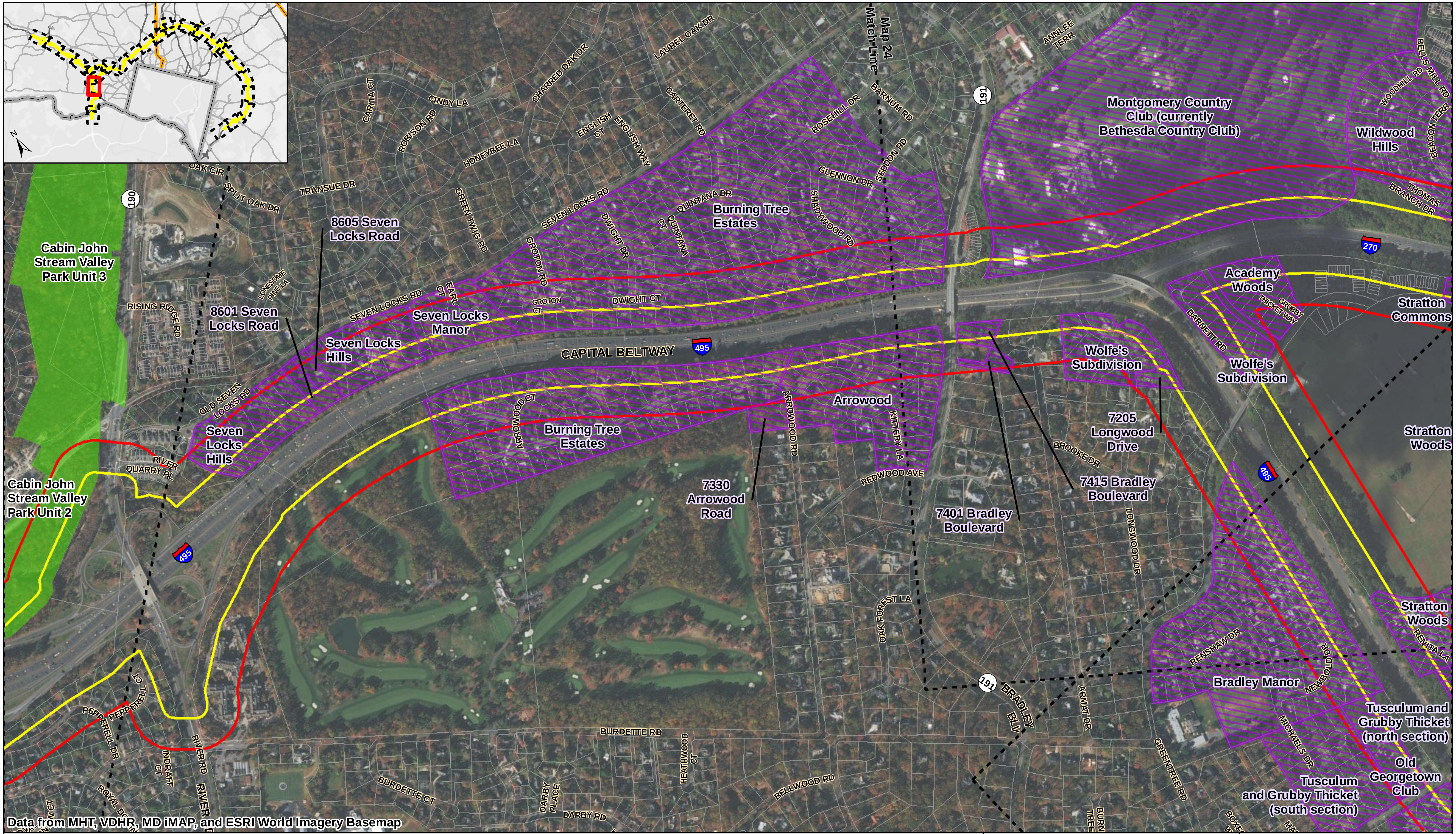
- Linear Resources

Map 2 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
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- County Boundary
- Parcel
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- Parks To Be Individually Evaluated
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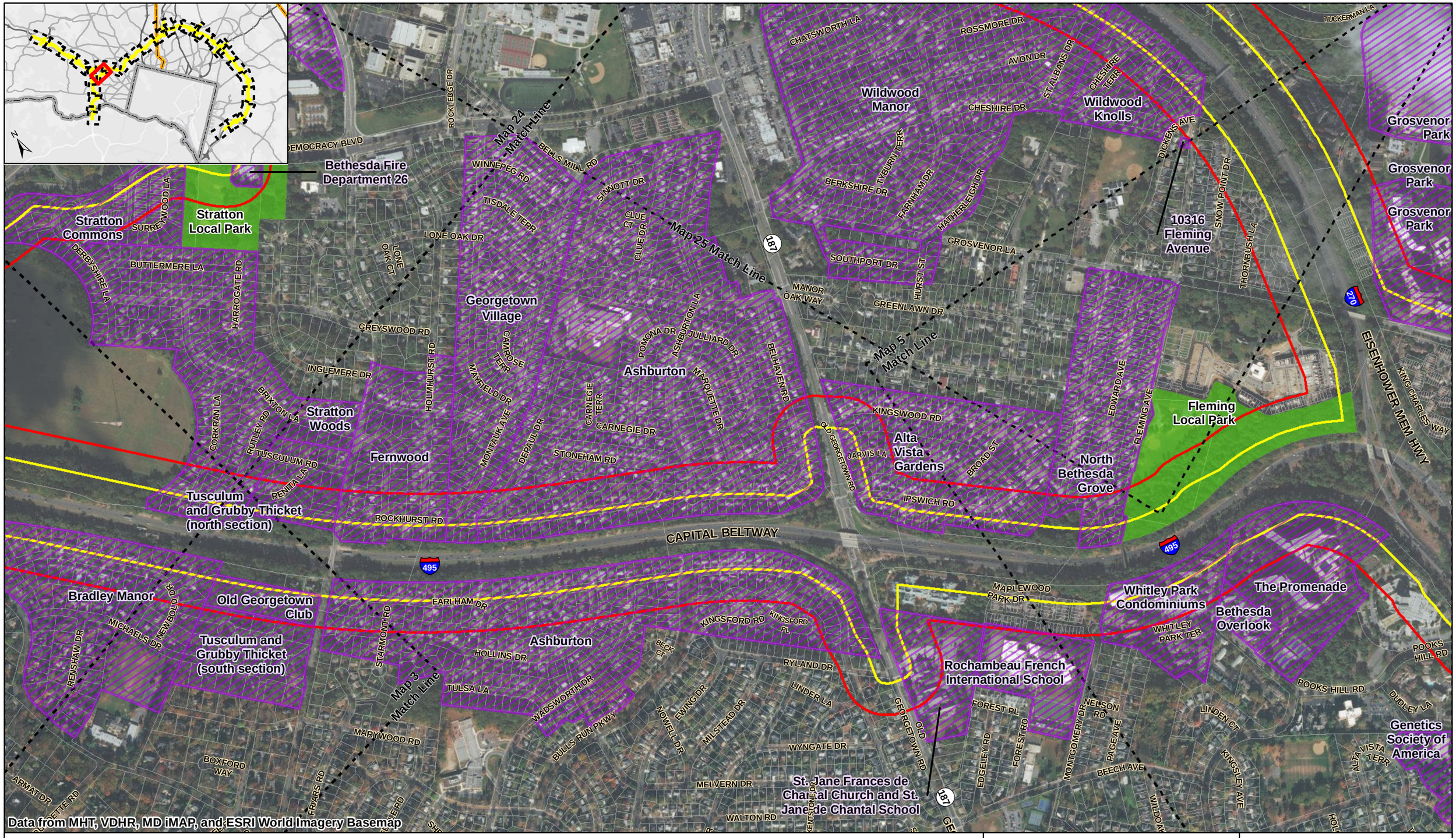
- Linear Resources

Map 3 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

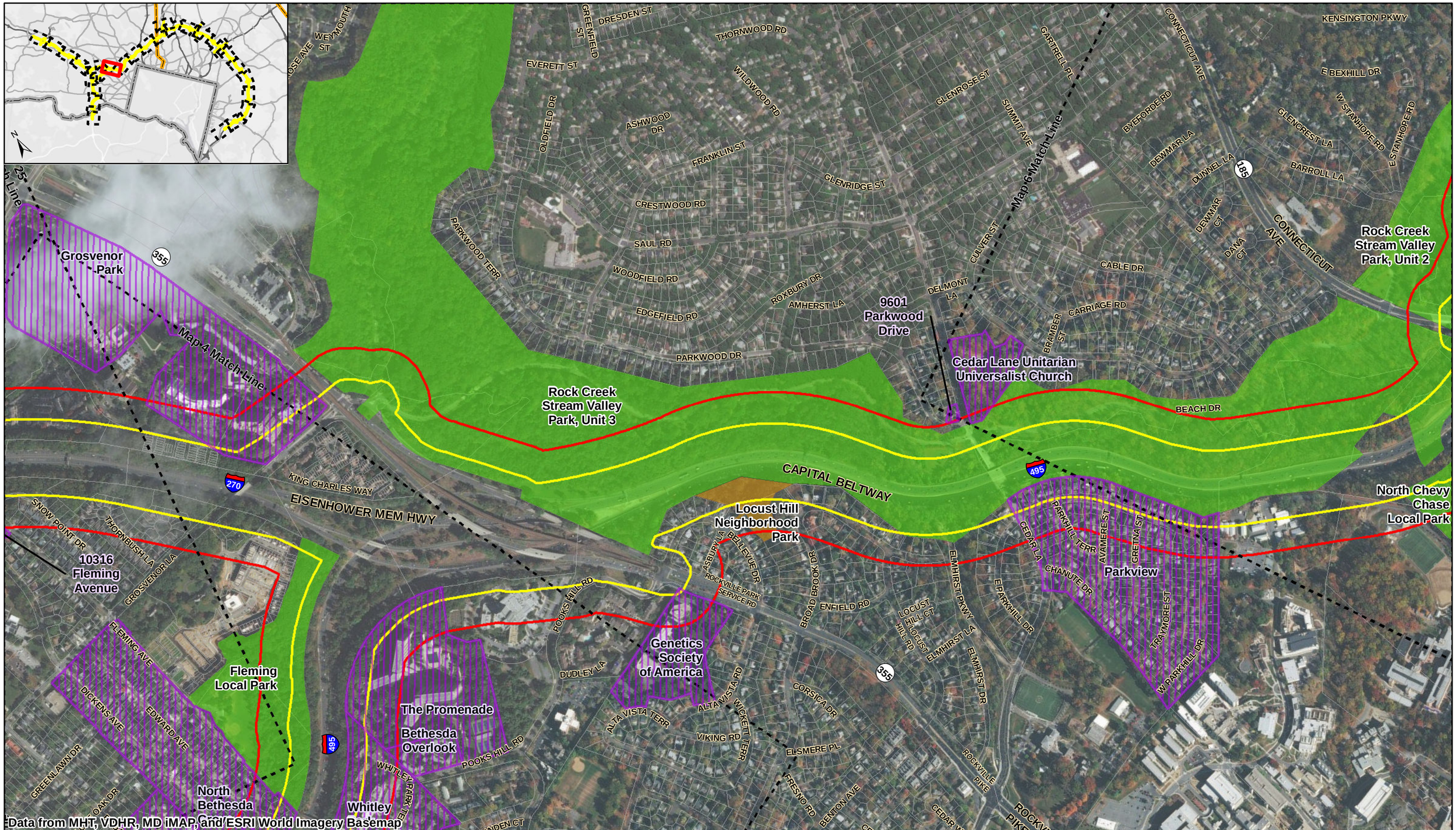
N

0 250 500 1,000 Feet

Map 4 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

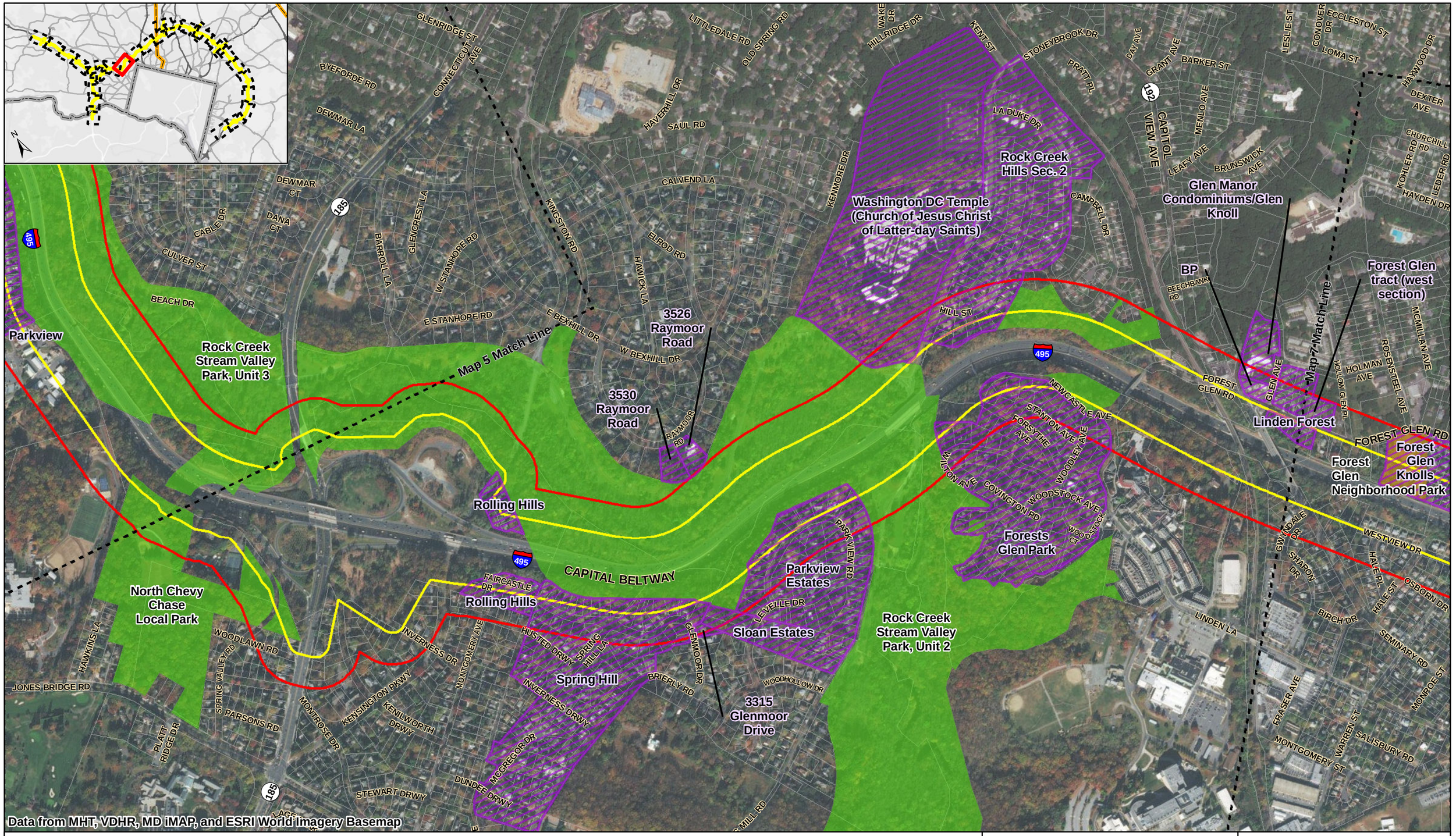
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 5 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

I-270 & I-495 MANAGED LANES STUDY



Legend

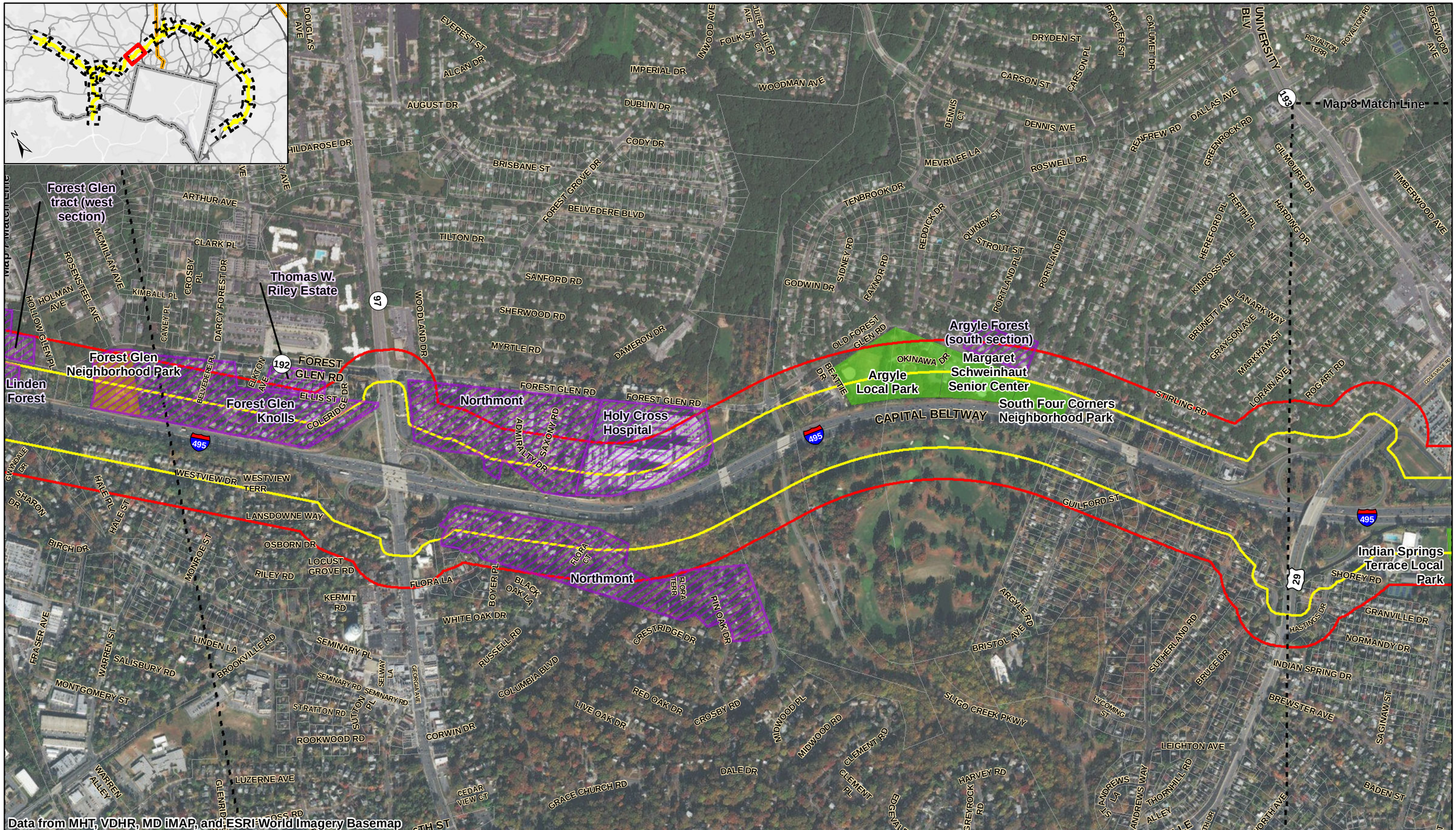
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 6 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

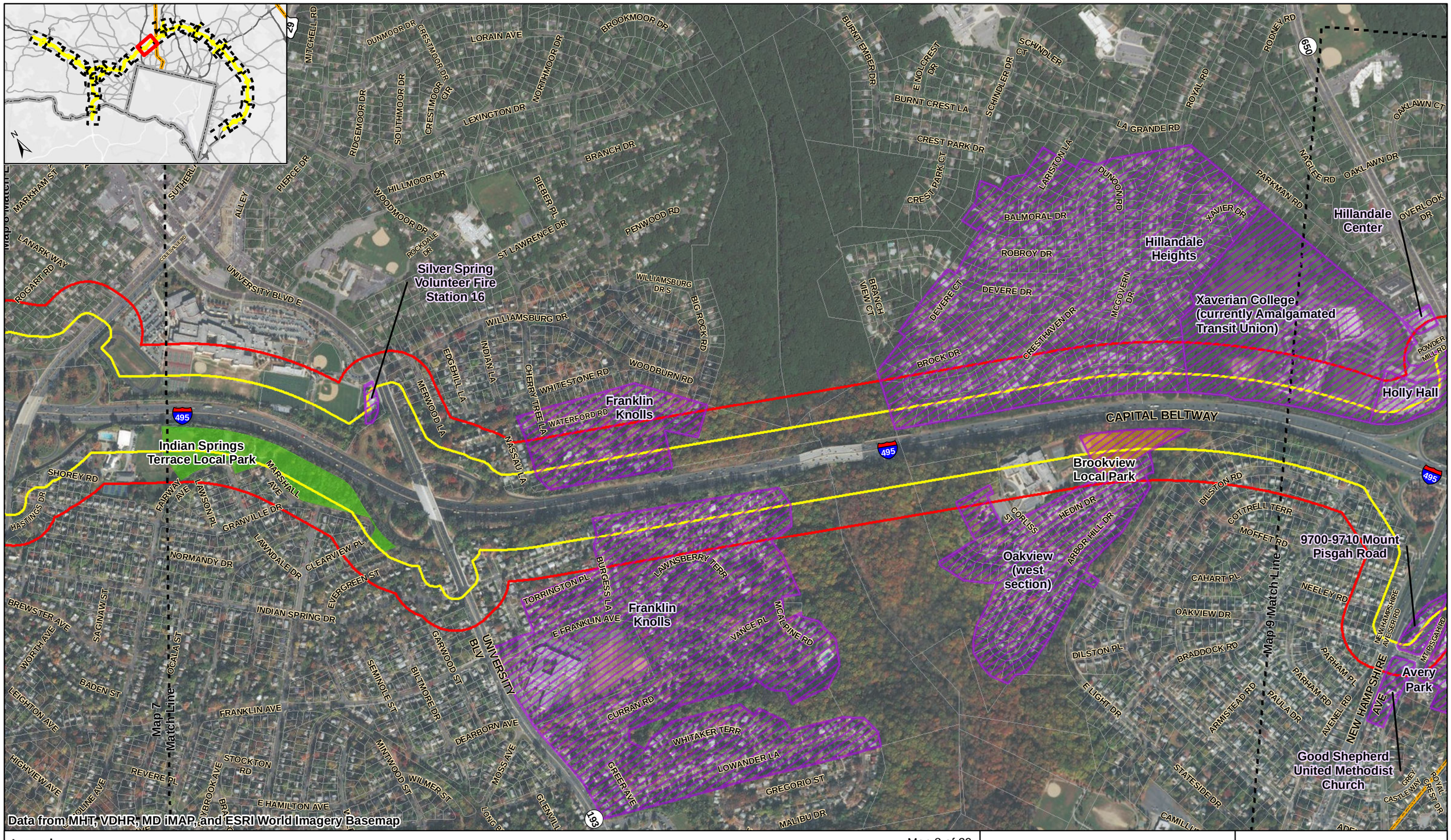
N

0 250 500 1,000 Feet

Map 7 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

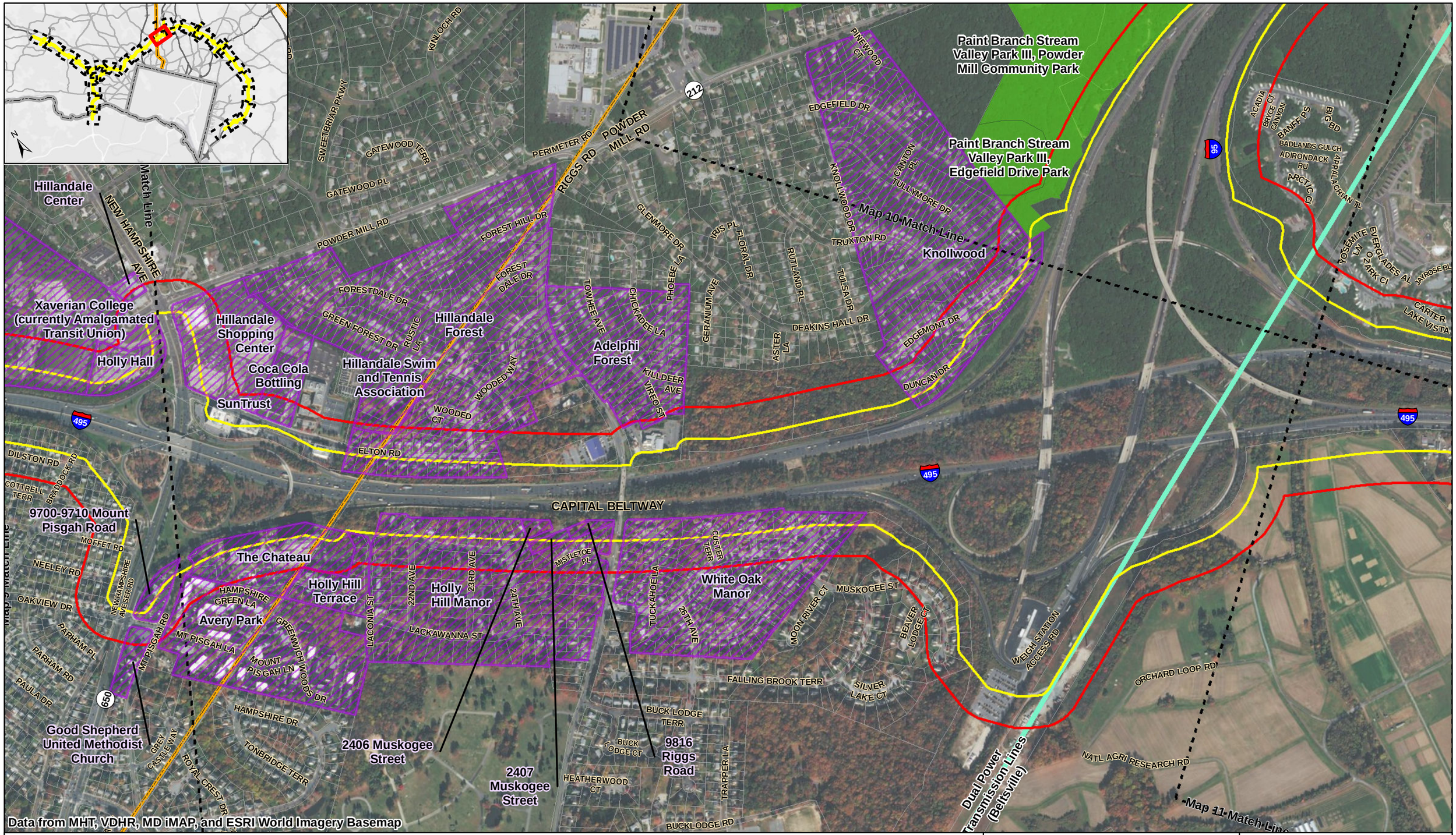
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 8 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

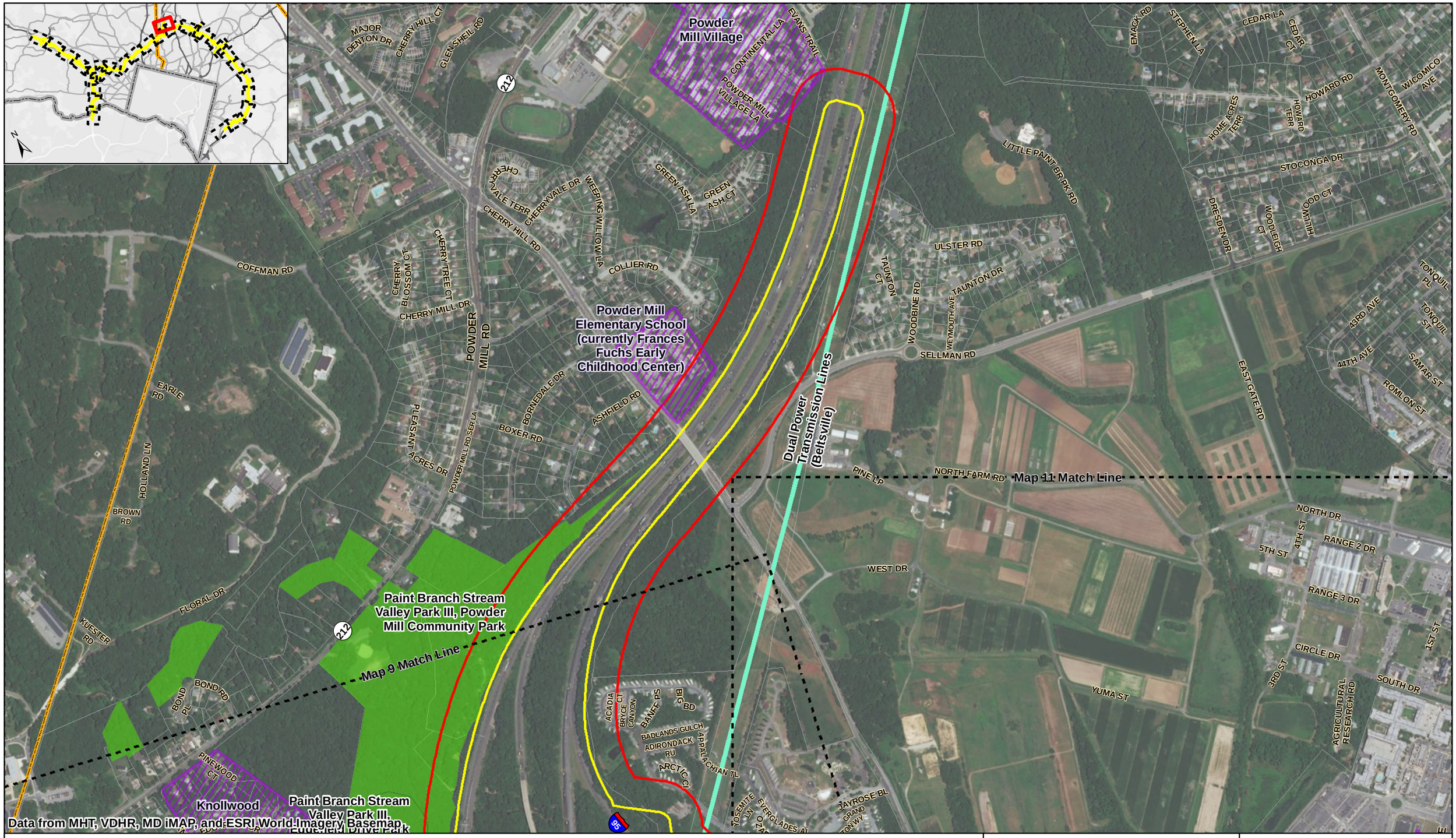
N

0 250 500 1,000 Feet

Map 9 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

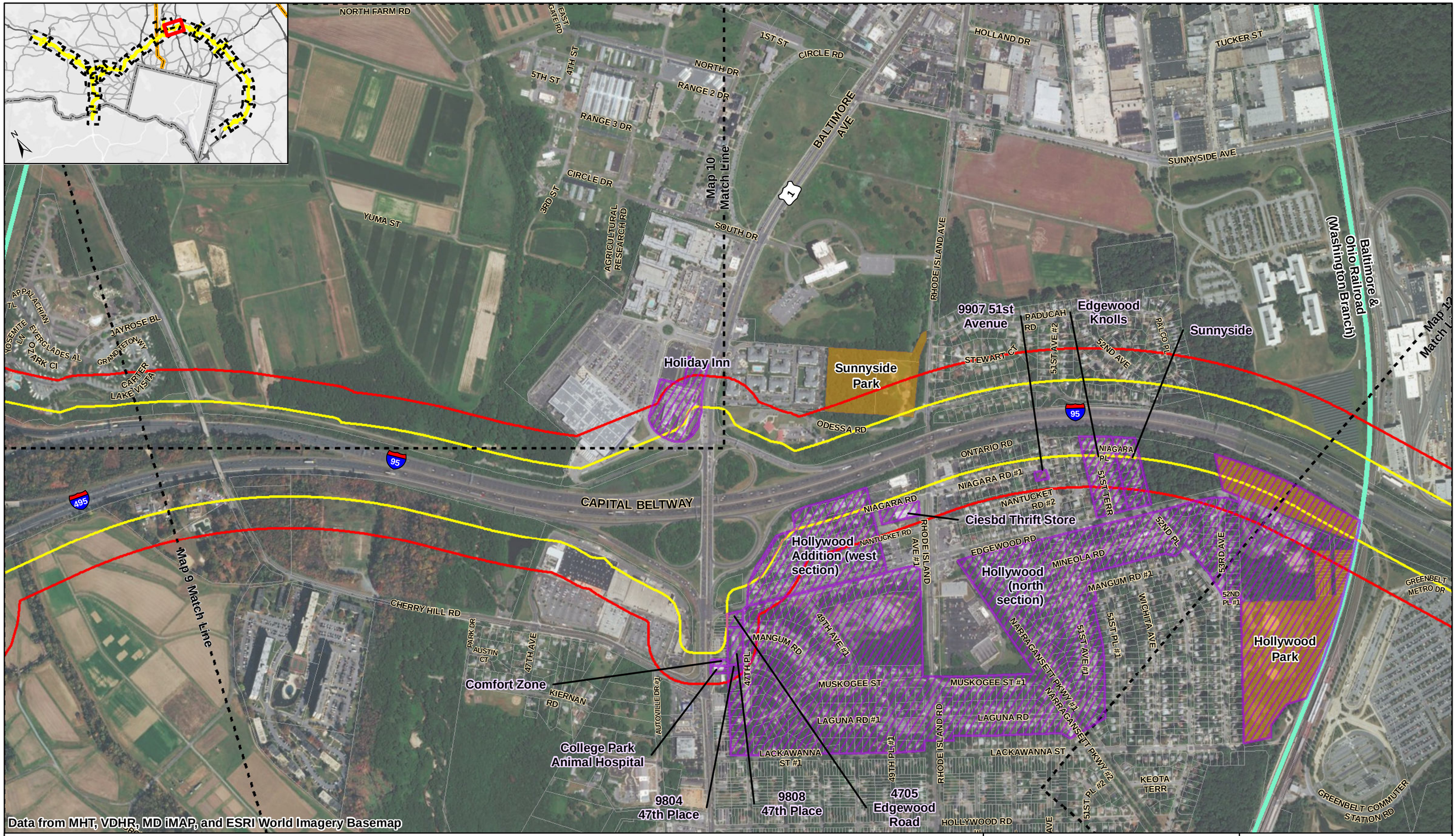
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 10 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

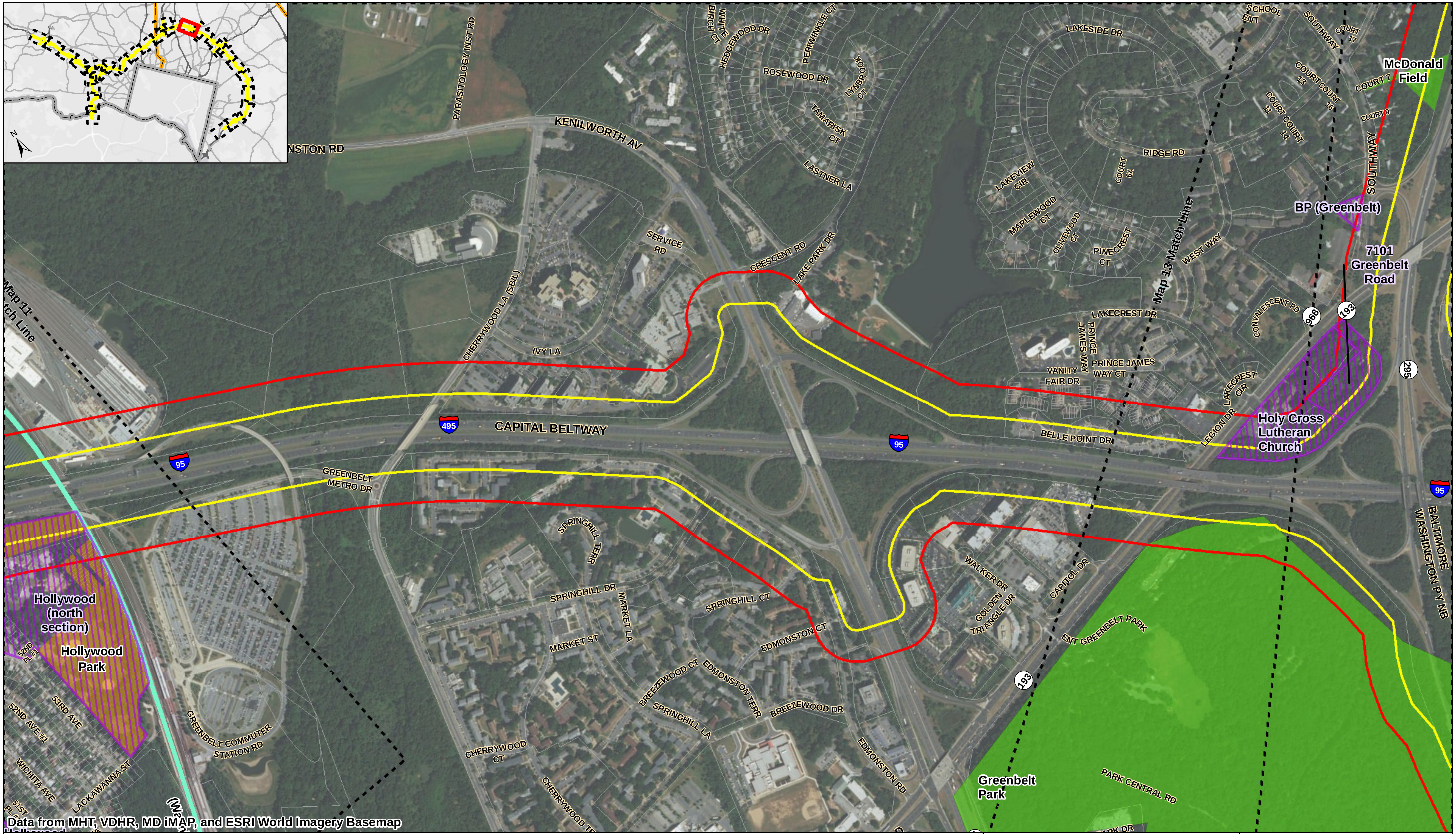
N

0 250 500 1,000 Feet

Map 11 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



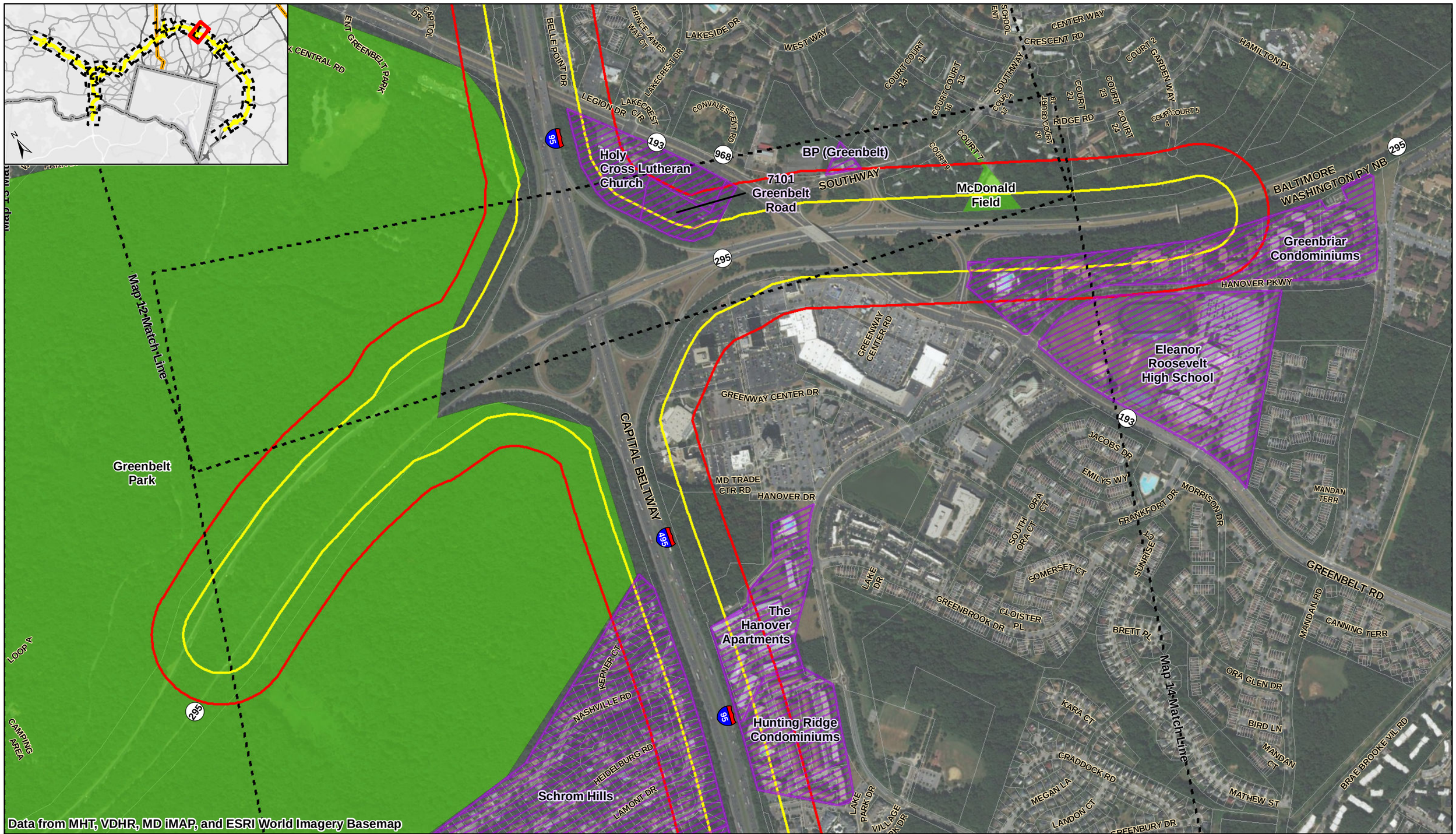
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 12 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



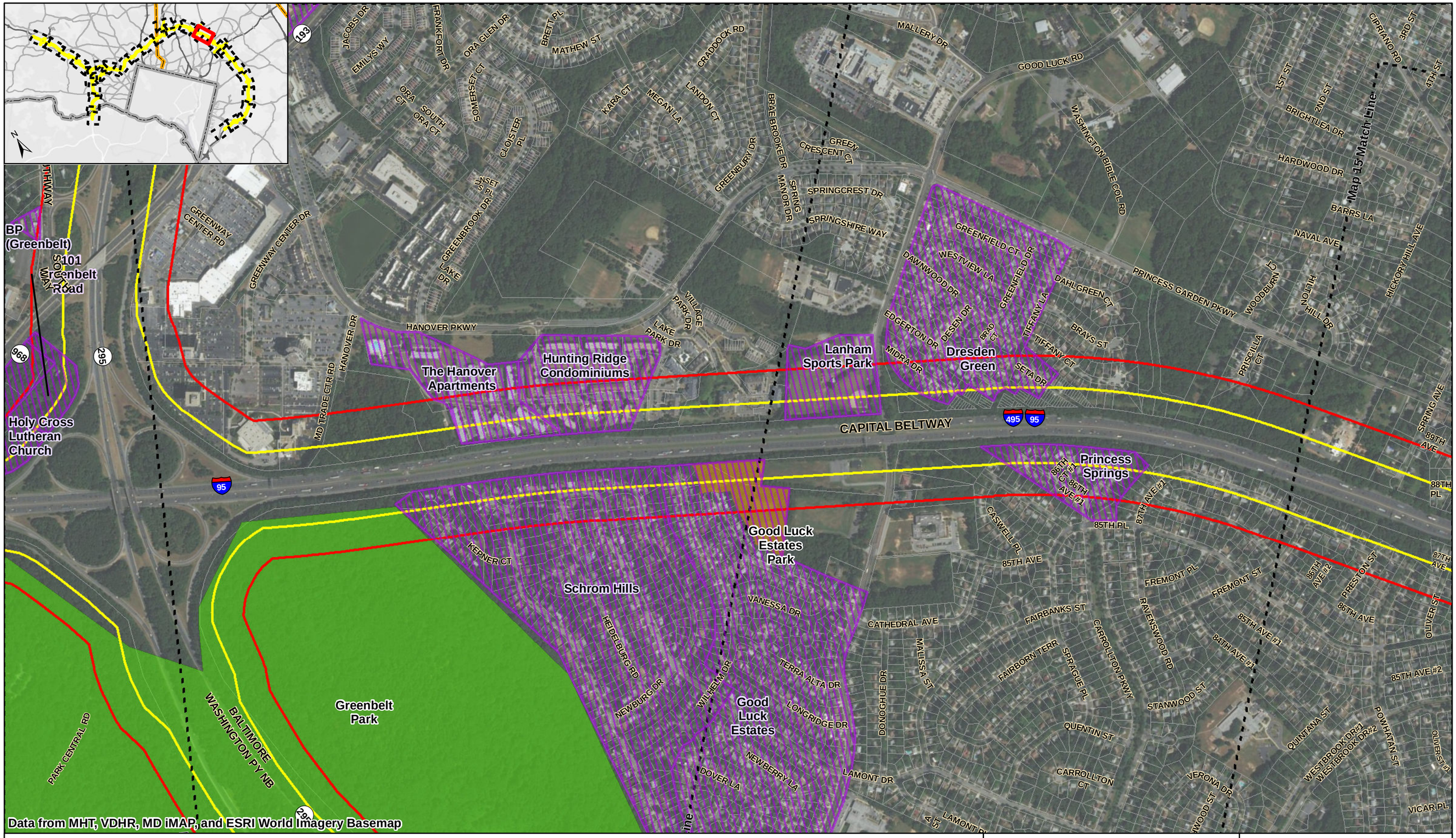
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 13 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

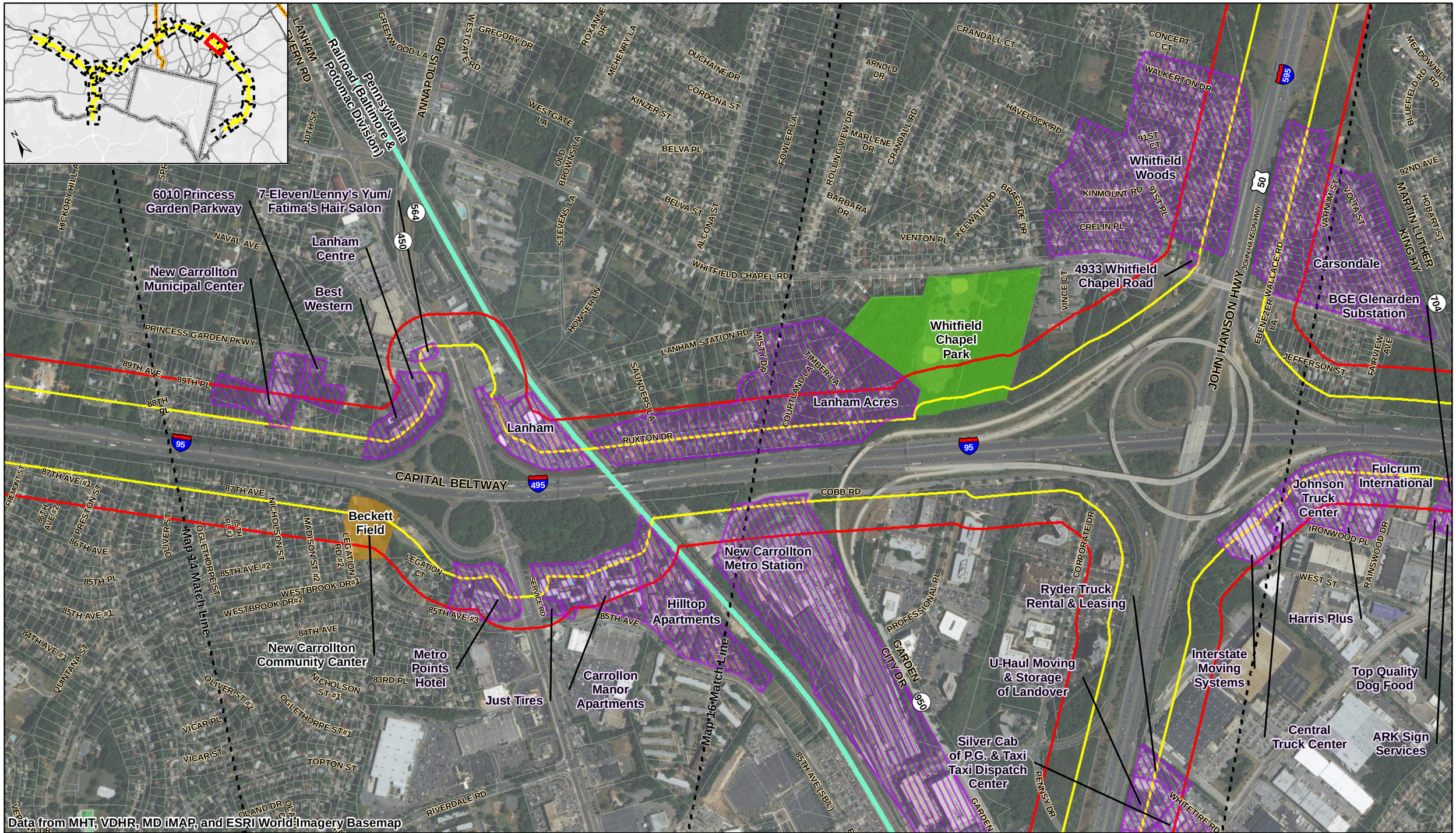
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 14 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

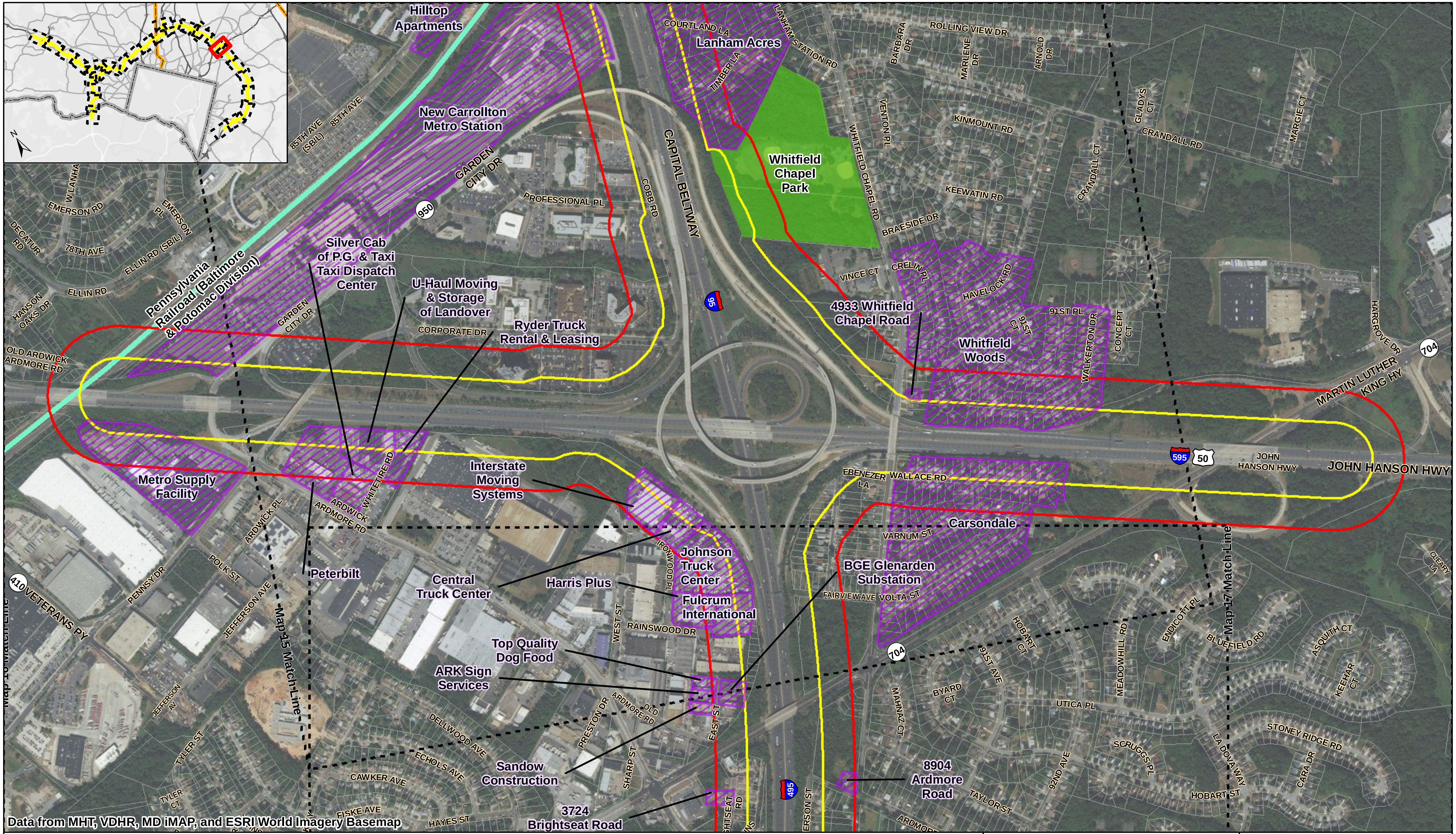
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 15 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

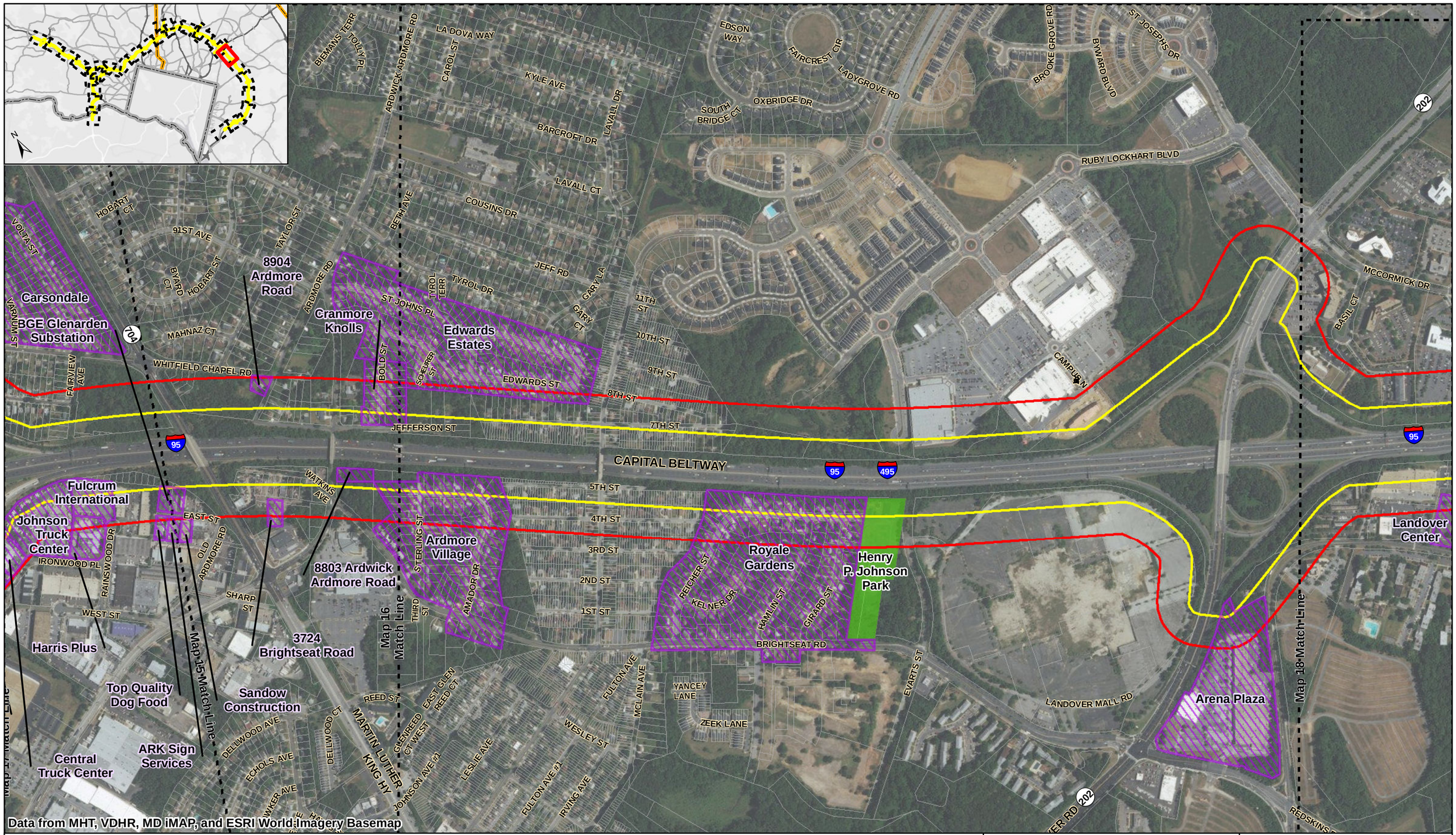
N

0 250 500 1,000 Feet

Map 16 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

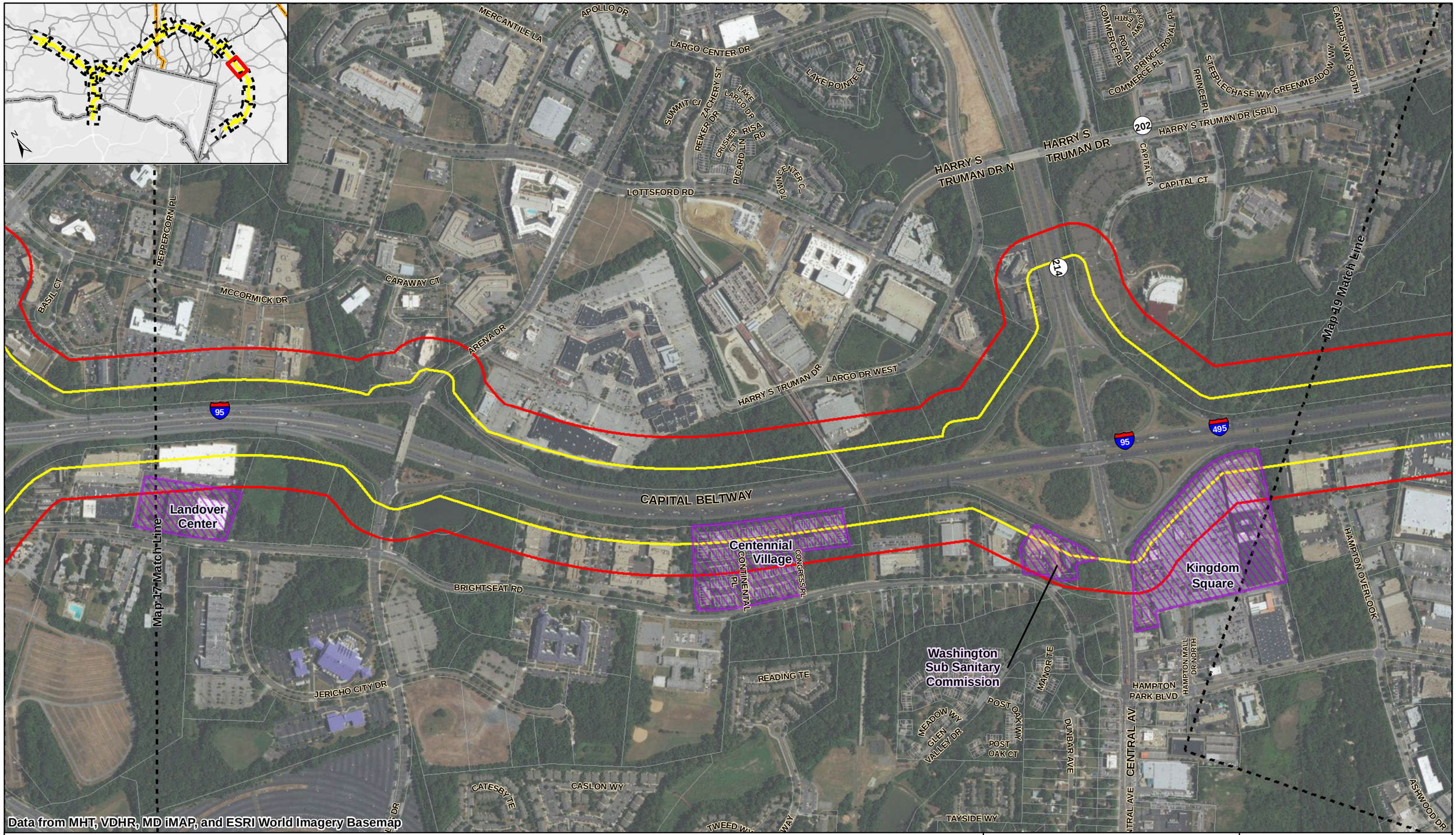
N

0 250 500 1,000 Feet

Map 17 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

N

0 250 500 1,000 Feet

Map 18 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

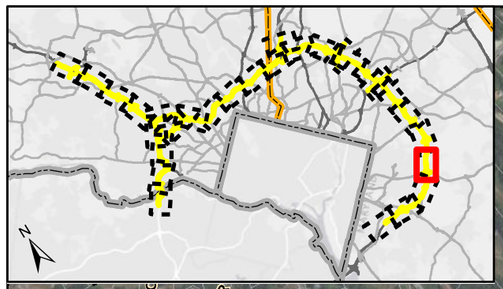
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 19 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

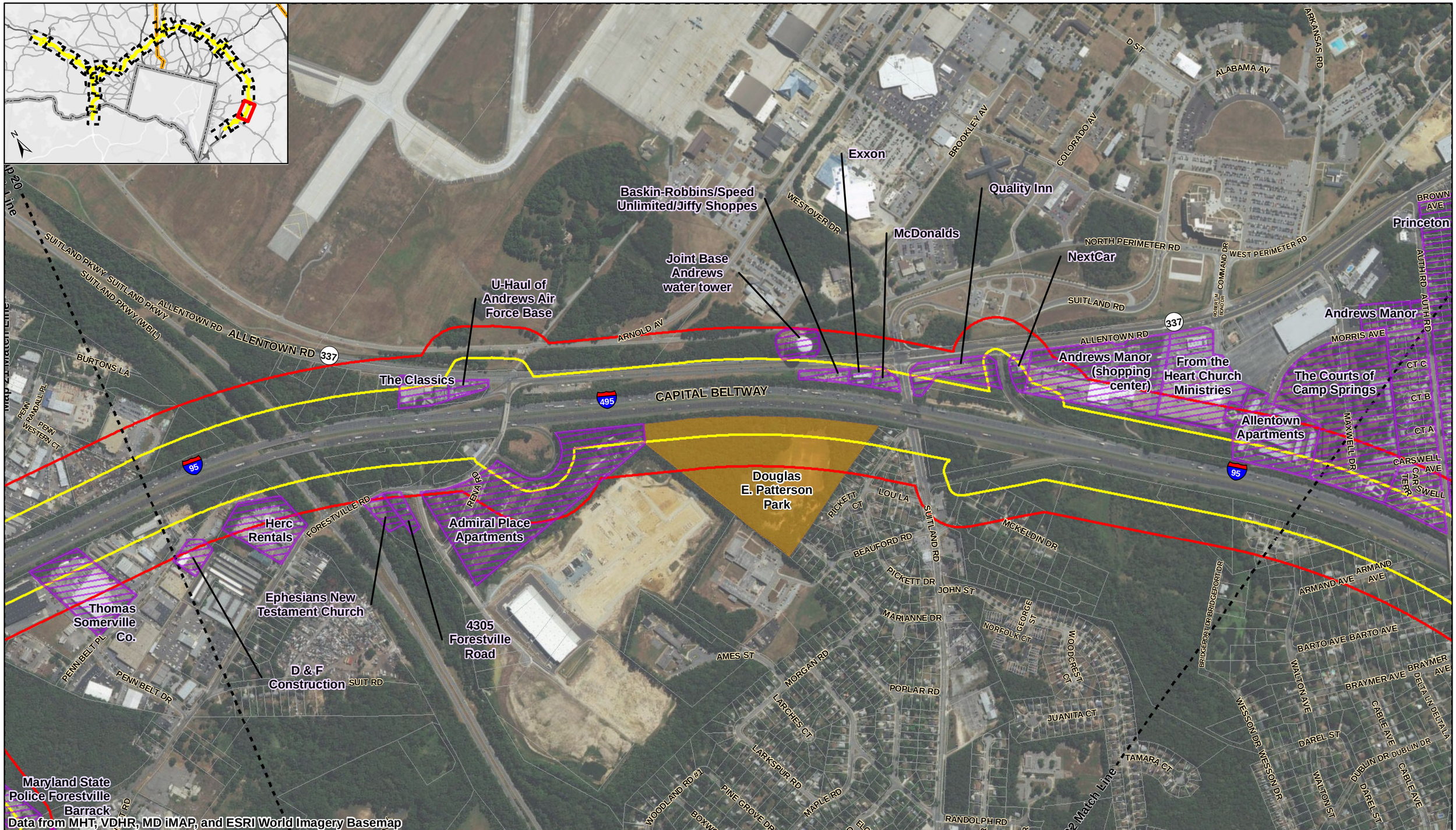
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 20 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

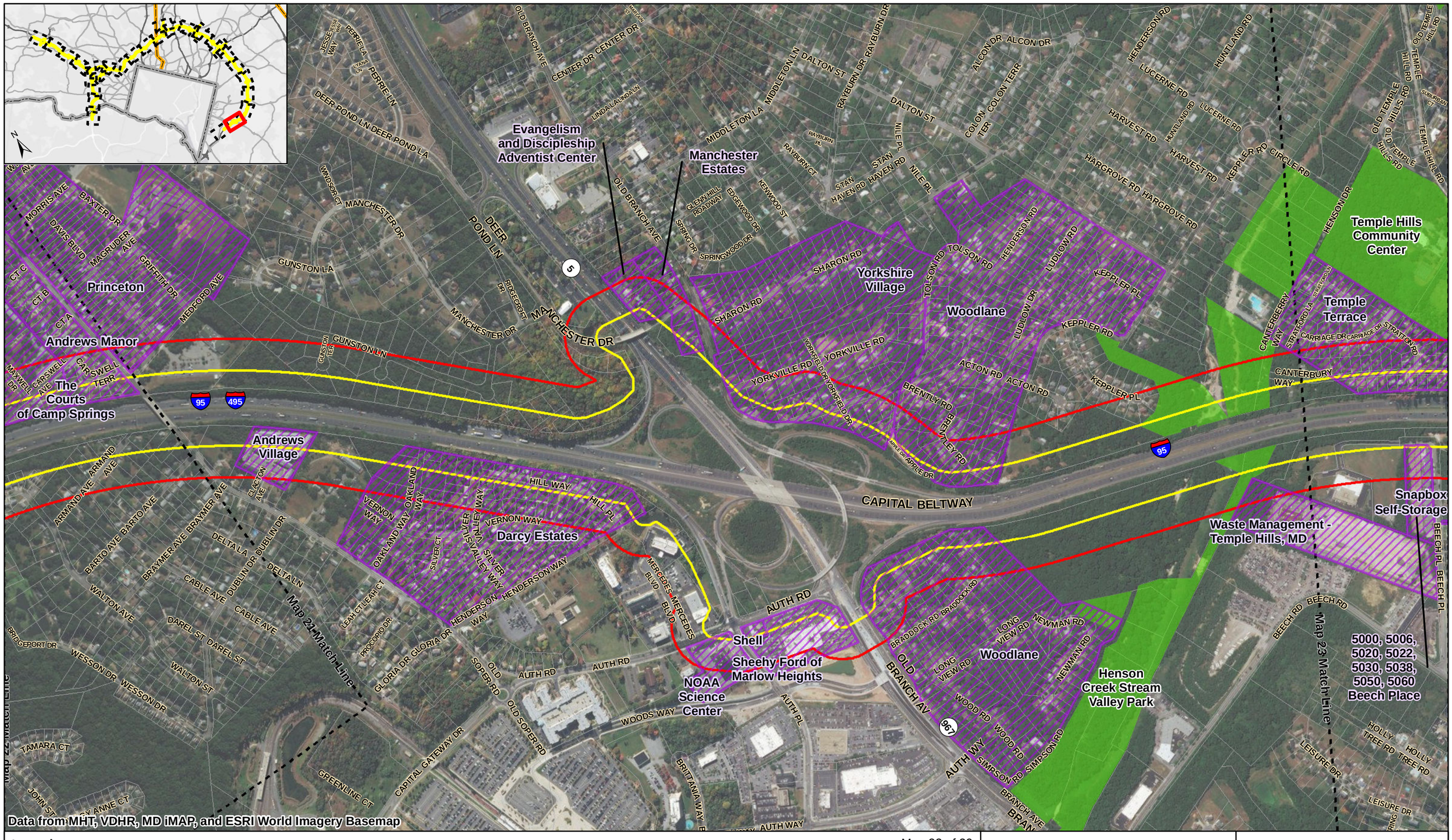
- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 21 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

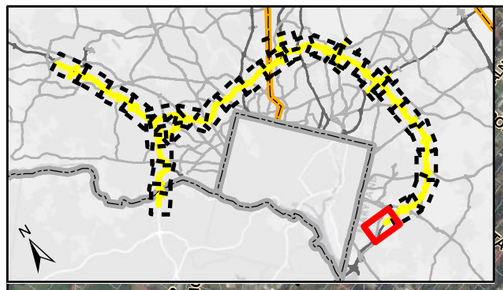
N

0 250 500 1,000 Feet

Map 22 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Temple Hills Community Center
Temple Terrace
5401 Florist Place
Snapbox Self-Storage
Waste Management - Temple Hills, MD
5000, 5006, 5020, 5022, 5030, 5038, 5050, 5060 Beech Place
CAPITAL BELTWAY
Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

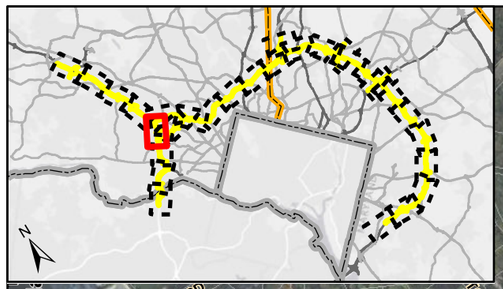
N

0 250 500 1,000 Feet

Map 23 of 29
Date: 8/2/2018
1 in = 700 feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Cabin John Regional Park

Montgomery County Public Schools Transportation and Facility Maintenance

Old Farm

Tilden Woods Stream Valley Park

Montgomery Country Club (currently Bethesda Country Club)

Map 25 Match Line

Map 3 Match Line

Bells Mill Substation

Montgomery Mall (currently Westfield Montgomery)

Wildwood Hills

Burning Tree Estates

Lockheed Martin Corporation

Heritage Walk

CAPITAL BELTWAY

Arrowood

Wolfe's Subdivision

Academy Woods

Stratton Commons

Marriott International

Map 4 Match Line

7205 Longwood Drive

7415 Bradley Boulevard

7401 Bradley Boulevard

Stratton Local Park

Stratton Woods

Bethesda Fire Department 26

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

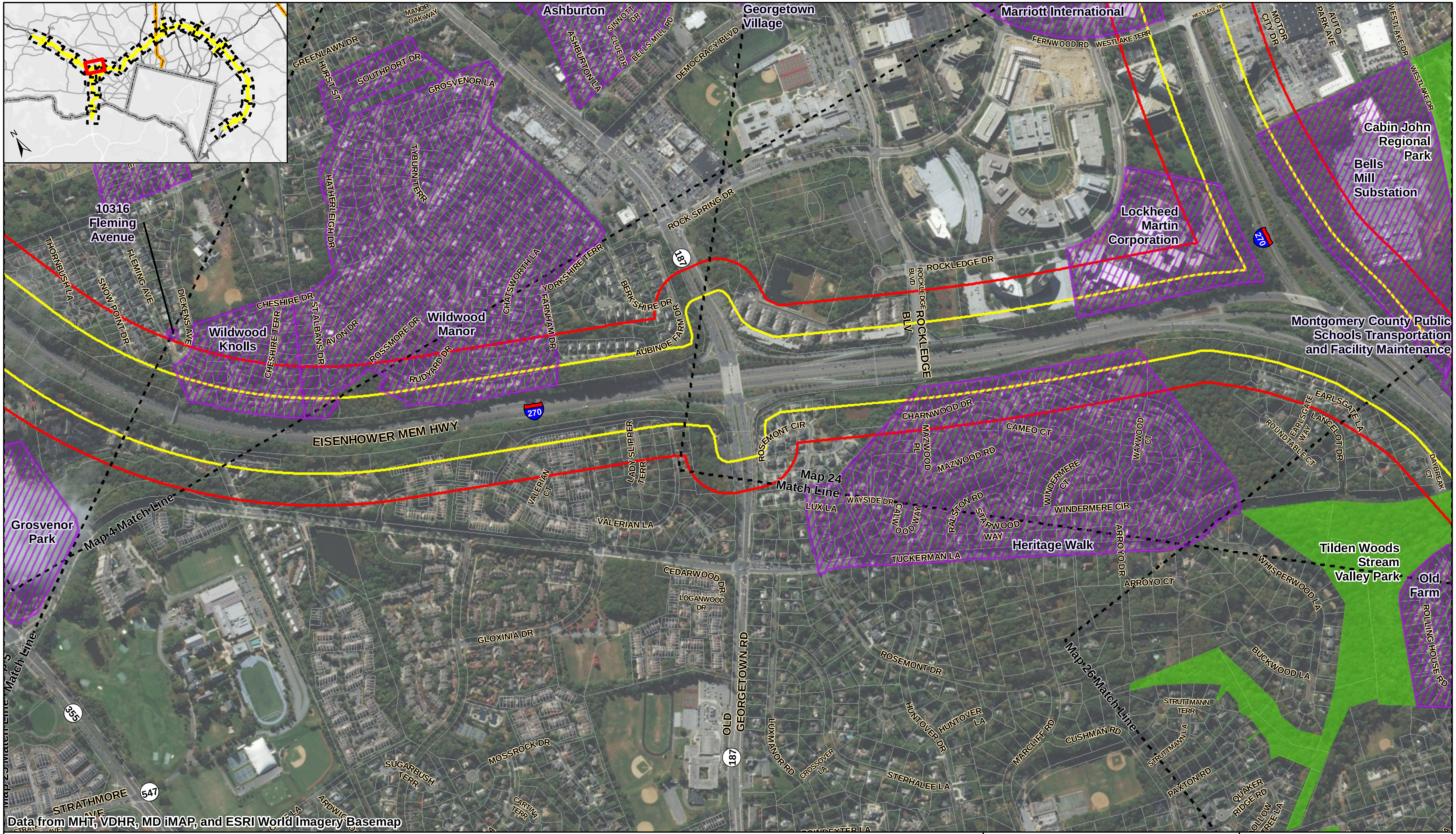
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 24 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY


Ashburton
Georgetown Village
Marriott International
Cabin John Regional Park
Bells Mill Substation
Lockheed Martin Corporation
10316 Fleming Avenue
Wildwood Knolls
Wildwood Manor
Montgomery County Public Schools Transportation and Facility Maintenance
Grosvenor Park
Heritage Walk
Tilden Woods Stream Valley Park
Old Farm
Map 24 Match Line
Map 4 Match Line
Map 26 Match Line
EISENHOWER MEM HWY
ROCKLEDGE BLV
ROCKLEDGE DR
ROCK SPRING DR
DEMOCRACY BLVD
GROSVENOR LA
SOUTHPORT DR
GREENLAWN DR
HURST ST
TYBURN TERR
HATHERLEIGH DR
CHATSWORTH LA
YORKSHIRE TERR
FARNHAM DR
BERKSHIRE DR
AUBINOE FARM DR
CHESHIRE DR
CHESHIRE TERR
ST ALBANS DR
AVON DR
ROSSMORE DR
RUDYARD DR
THORNBUSH LA
SNOW POINT DR
FLEMING AVE
DICKENS AVE
FERNWOOD RD
WESTLAKE TERR
WESTLAKE DR
MOTOR CITY DR
AUTO PARK AVE
CHARNWOOD DR
CAMEO CT
MAZWOOD RD
WINDERMERE CIR
WAYSIDE DR
RALSTON RD
STARWOOD WAY
TUCKERMAN LA
ARROYO DR
ARROYO CT
LUX LA
ROSEMONT CIR
VALERIAN LA
LADY SLIPPER TERR
EARLSGATE LA
LANCELOT DR
ROUNDTABLE CT
WHISPERWOOD LA
BUCKWOOD LA
ROLLING HOUSE RD
CEDARWOOD DR
LOGANWOOD DR
GLOXINIA DR
OLD GEORGETOWN RD
ROSEMONT DR
HUNTOVER DR
HUNTOVER LA
LUXMANOR RD
CROSSOVER LA
STEPHALEE LA
MARCLIFF RD
CUSHMAN RD
STRUTTMANN TERR
PAXTON RD
QUAKER RIDGE RD
MOSSROCK DR
SUGARBUSH TERR
STRATHMORE
187
270
355
547
Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
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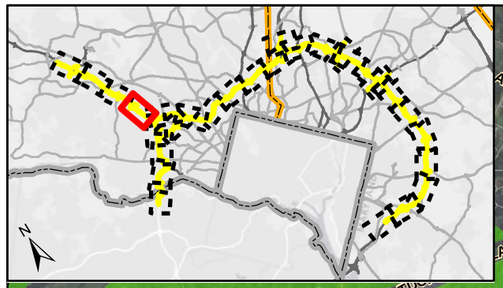
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 25 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Map 24 Match Line

Cabin John Regional Park

Willerburn Acres

Treasure Oak

Seven Locks Plaza

Life Time Athletic

Montgomery County Fleet Management

Bells Mill Substation

Montgomery County Public Schools Transportation and Facility Maintenance

Old Farm Neighborhood Conservation Area

11807 Dinwiddie Drive

Cabin John Stream Valley Park Unit 6

Old Farm

Montrose Woods

Geico Materials Management Center

Tilden Woods Stream Valley Park

Heritage Walk

North Farm

Map 25 Match Line

Map 27 Match Line

SEVEN LOCKS RD

EISENHOWER MEMORIAL HWY

EISENHOWER MEM HWY

MONTROSE RD

PARK POTOMAC AVE

DINWIDDIE DR

GAINSBOROUGH RD

Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
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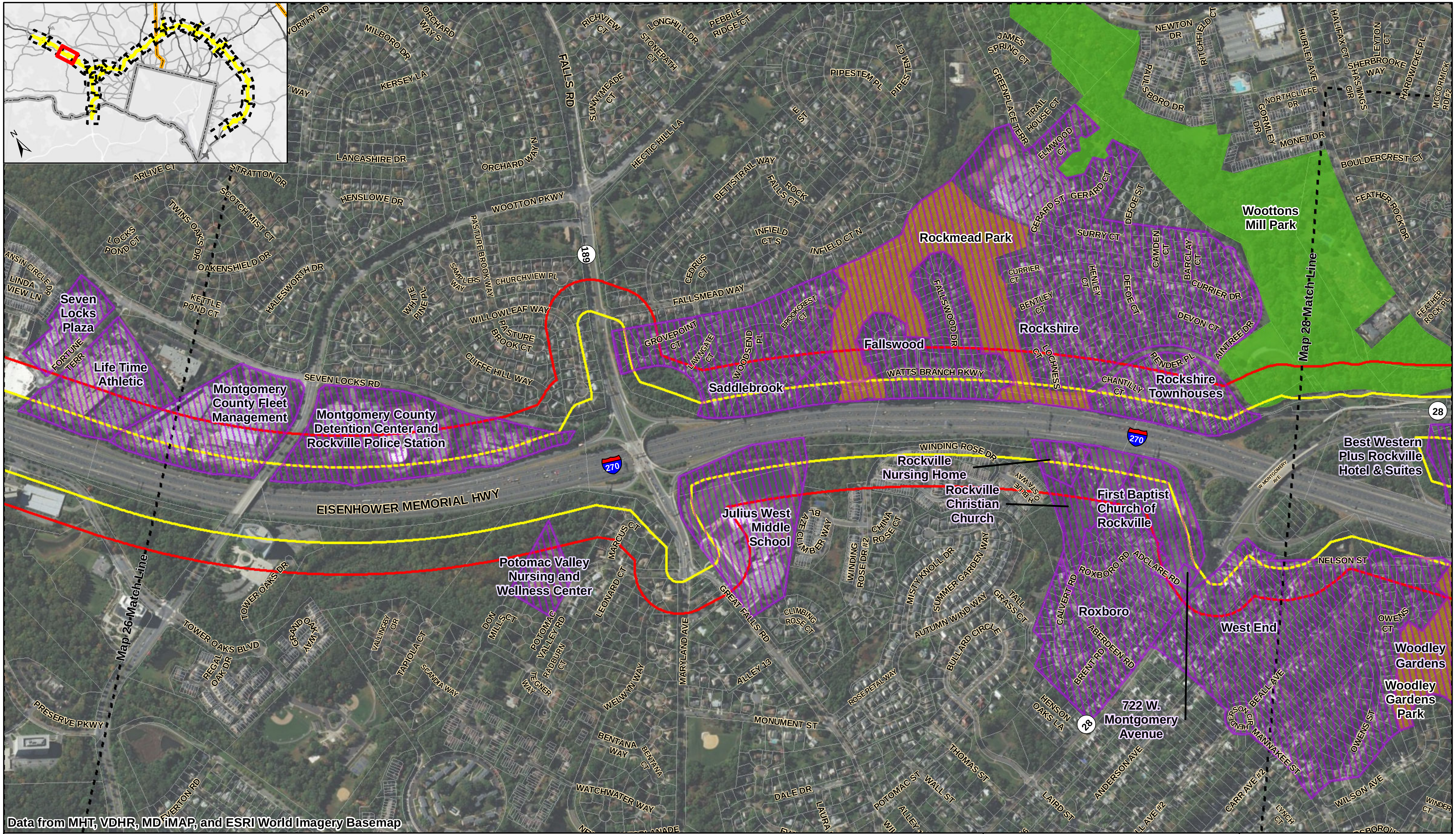
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 26 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



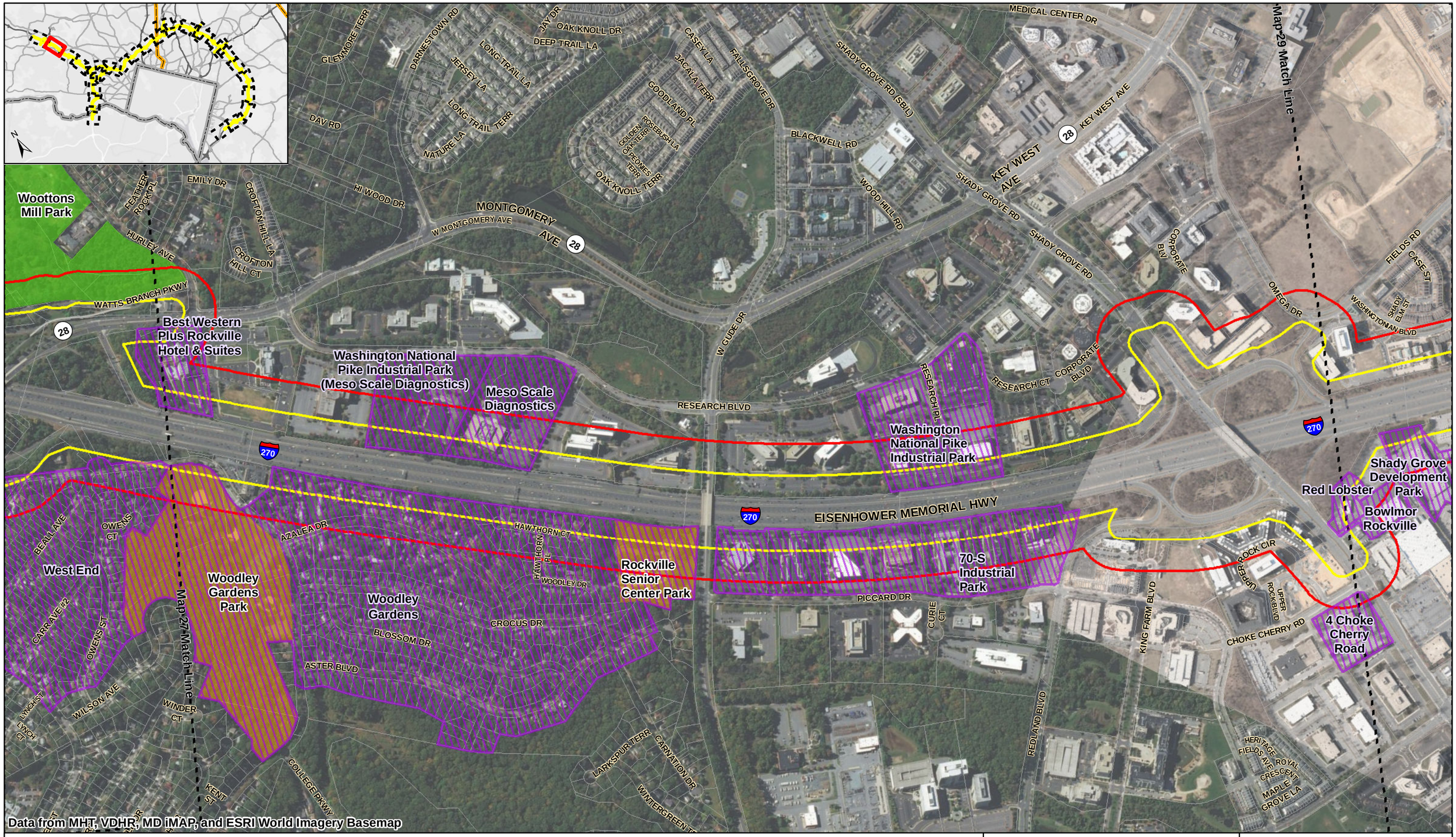
Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
- Parks To Be Individually Evaluated
- Parks To Be Evaluated as Part of Residential Districts
- Linear Resources

Map 27 of 29
Date: 8/2/2018
1 in = 700 feet
0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

495 270 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
- Area of Potential Effects (250' Buffer)
- State Boundary
- County Boundary
- Parcel
- Map Match Line
- Buildings and Districts
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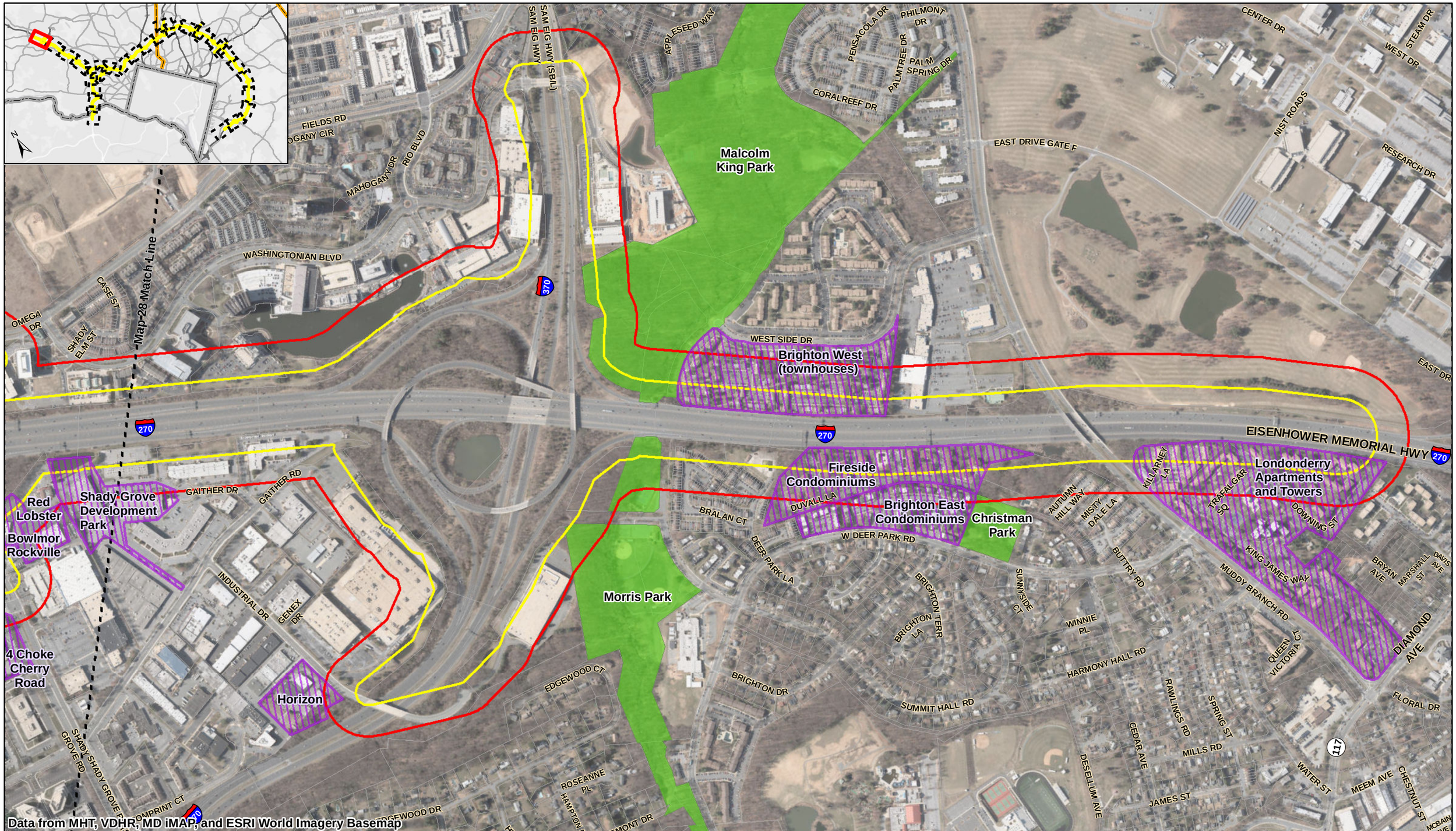
- Linear Resources

Map 28 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY



Data from MHT, VDHR, MD iMAP, and ESRI World Imagery Basemap

Legend

- Corridor Study Boundary
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- County Boundary
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Map 29 of 29
Date: 8/2/2018
1 in = 700 feet

0 250 500 1,000 Feet

Newly Identified Historic Architectural Resources

270 495 MANAGED LANES STUDY