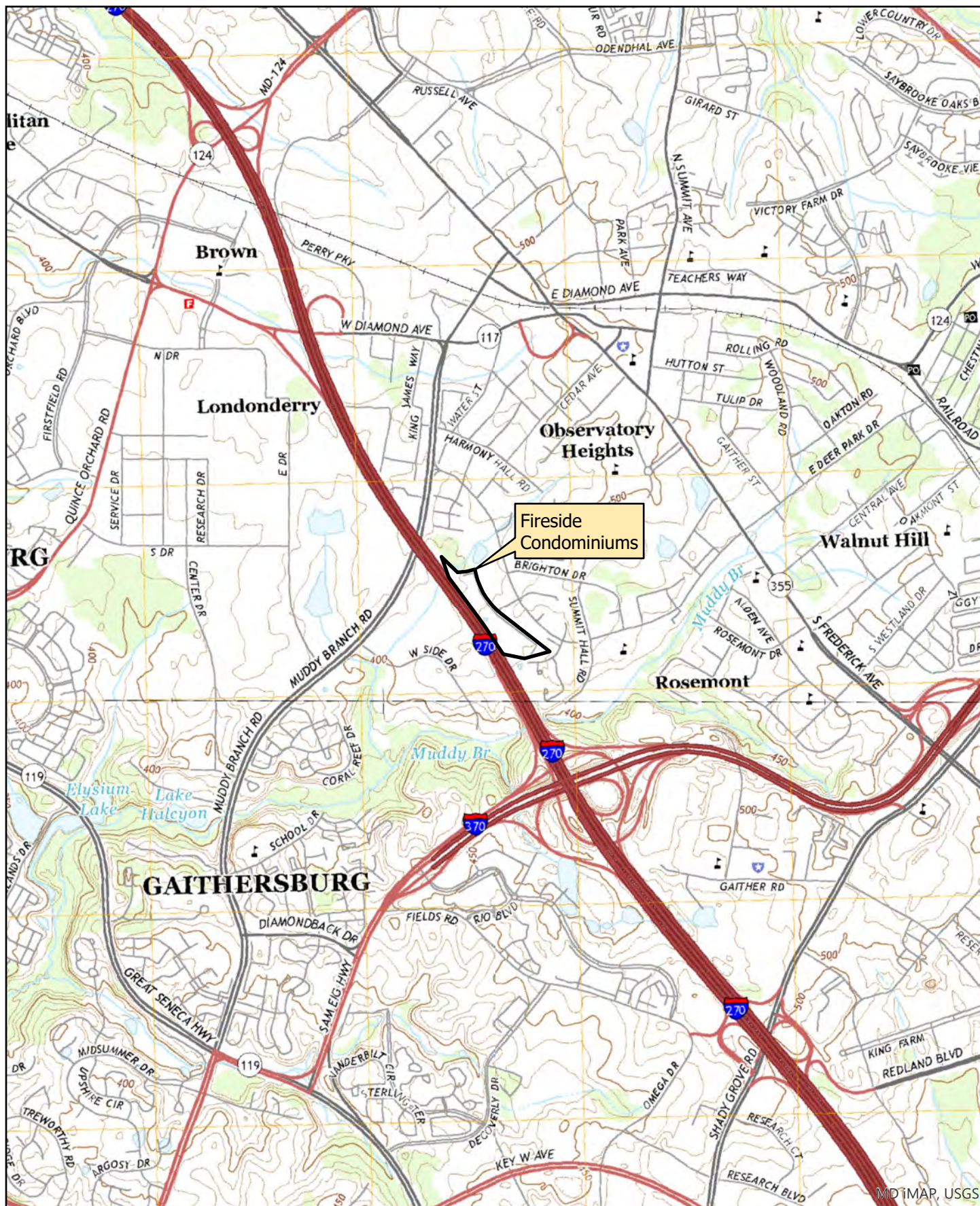


Fireside Condominiums

Location: 100-138 Duval Lane
City: Gaithersburg

MIHP#: M: 21-284
Montgomery County



USGS 7.5' Quadrangle - Gaithersburg

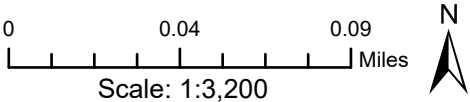
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Miles
Scale: 1:24,000



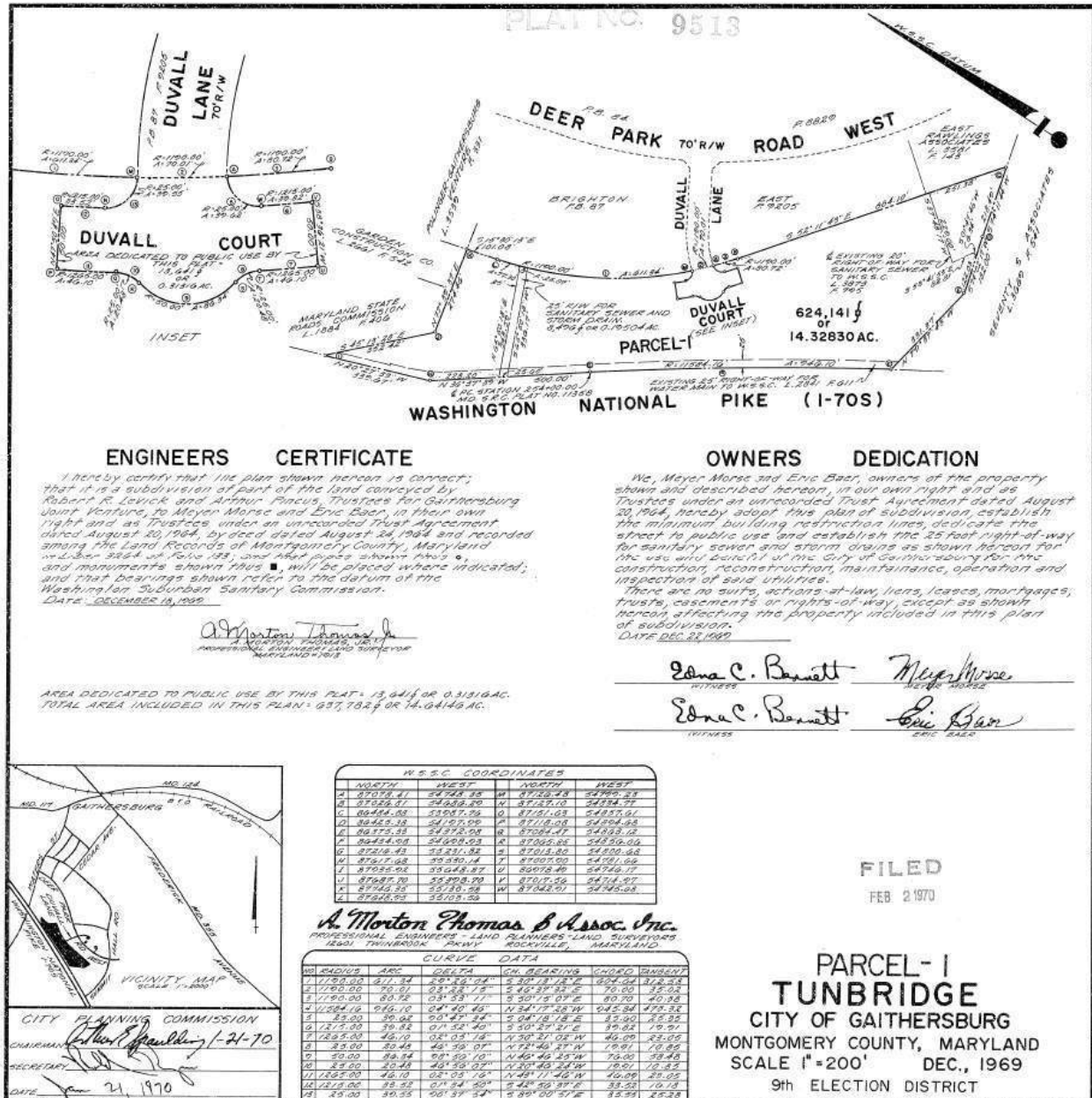
Fireside Condominiums

Location: 100-138 Duval Lane
City: Gaithersburg

MIHP#: M: 21-284
Montgomery County

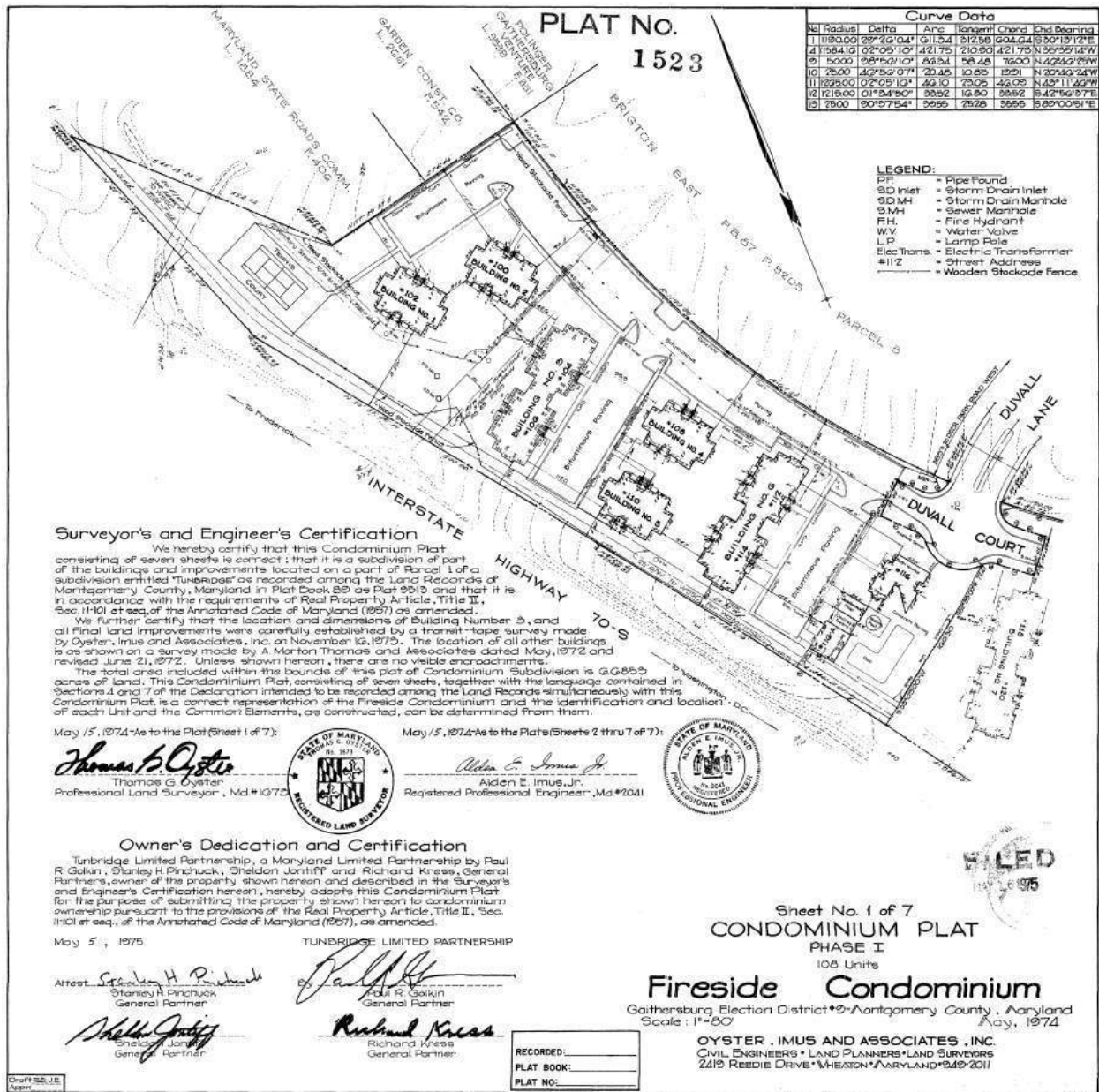


**Fireside Condominium (M: 21-284)
100-138 Duvall Lane (evens only)
Gaithersburg, Montgomery County, Maryland**



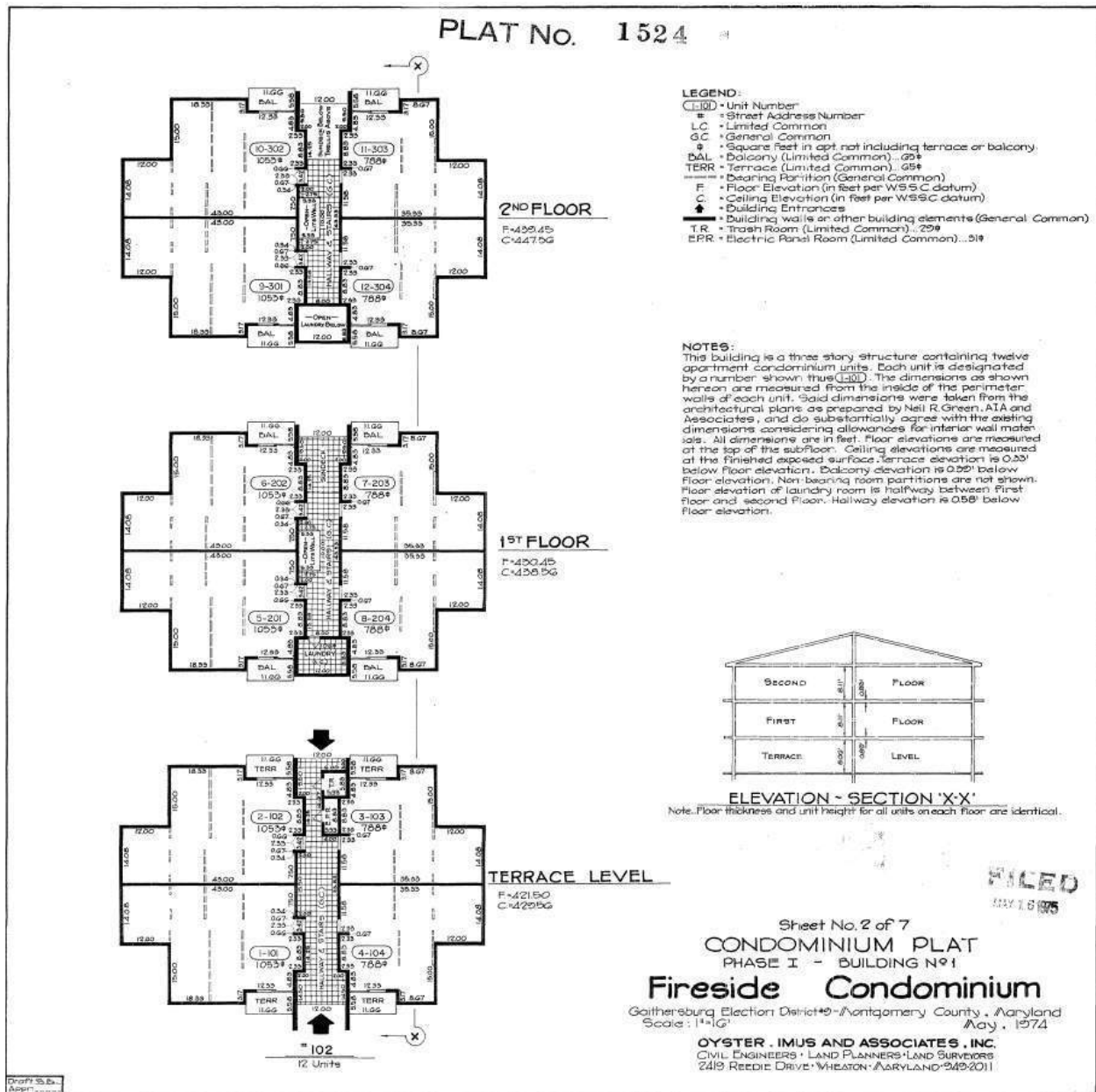
1969 plat of Parcel-I of Turnbridge (MCP 9513).

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



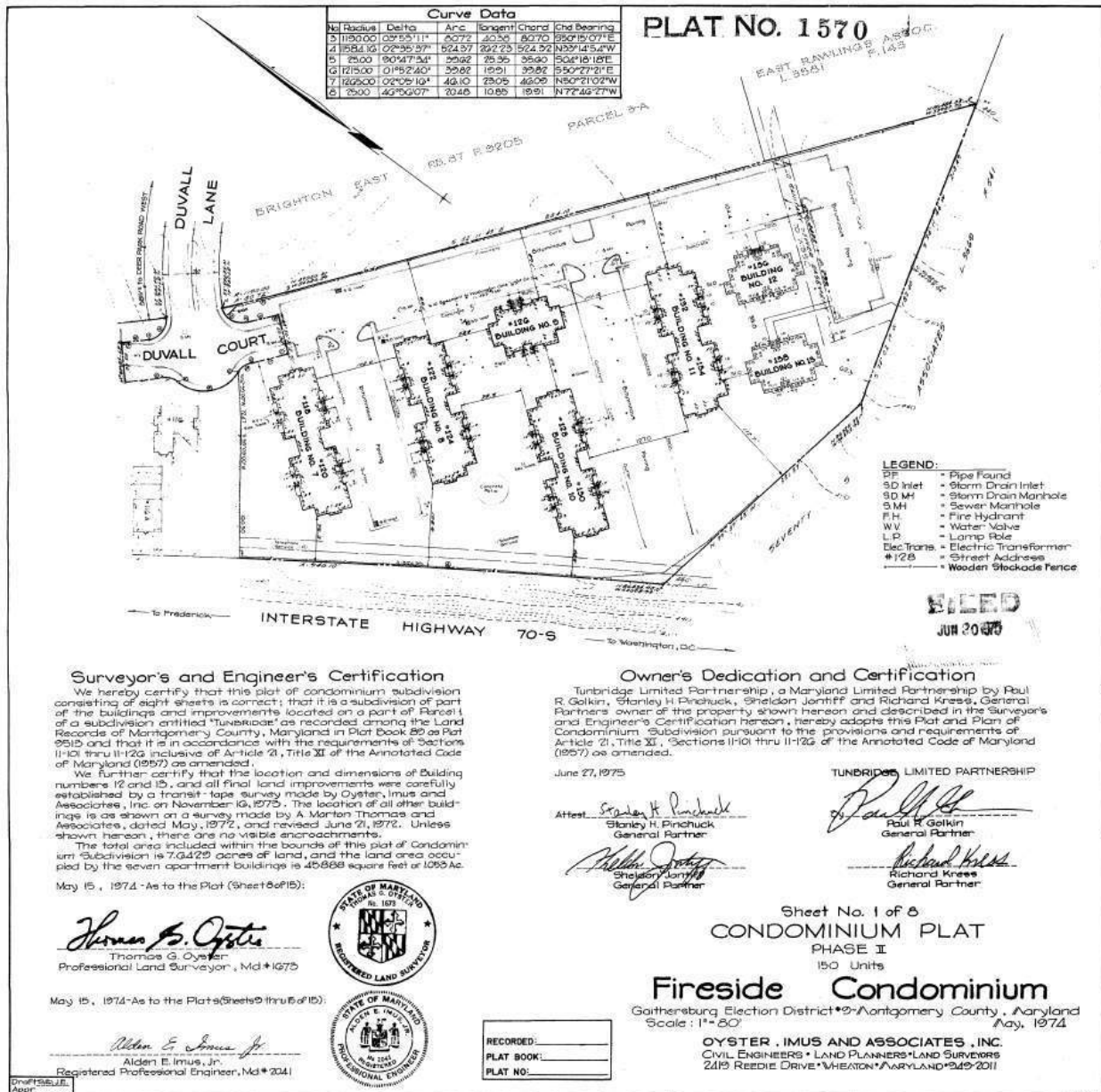
1974 condominium plat, phase I of Fireside Condominium (MCP 1523).

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



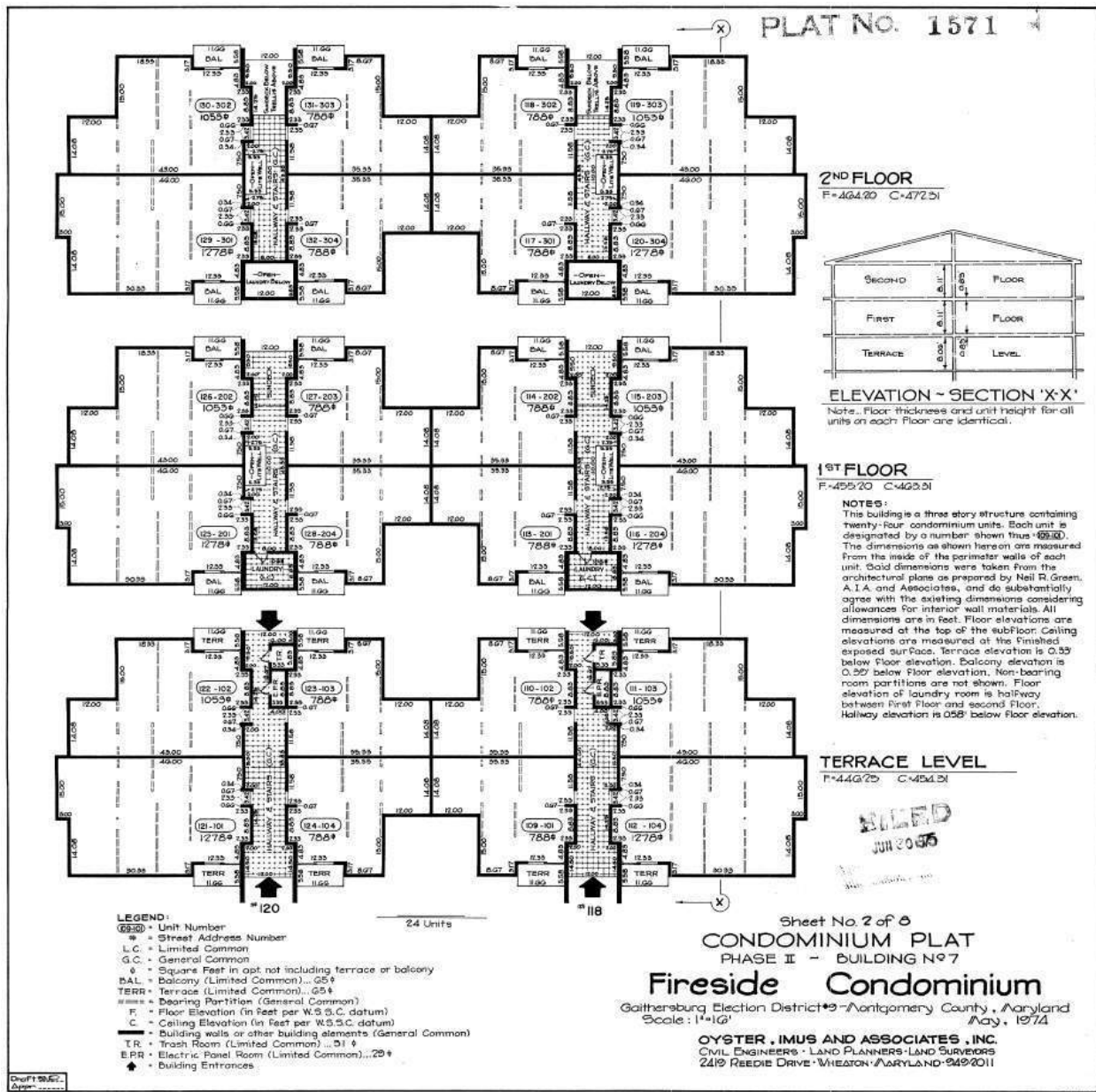
Representative example of a 1974 condominium plat, phase I of Fireside Condominium showing the floor plans (MCP 1524).

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



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

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



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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 1



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



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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 2



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



Photo 4 of 10: Tennis court, looking west.

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 3



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



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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 4



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



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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 5



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



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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 6

PHOTO LOG

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

Photographs inserted on continuation sheets.

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

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

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

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

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

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

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

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

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

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

Inventory No M: 21-284

Name Fireside Condominium
Continuation Sheet

Number Photos Page 7

Photo 10 of 10:

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

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

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

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

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

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

First Baptist Church of Rockville

Page 2

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

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

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

References:

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

MHT Comments:

Reviewer, Office of Preservation Services

Date

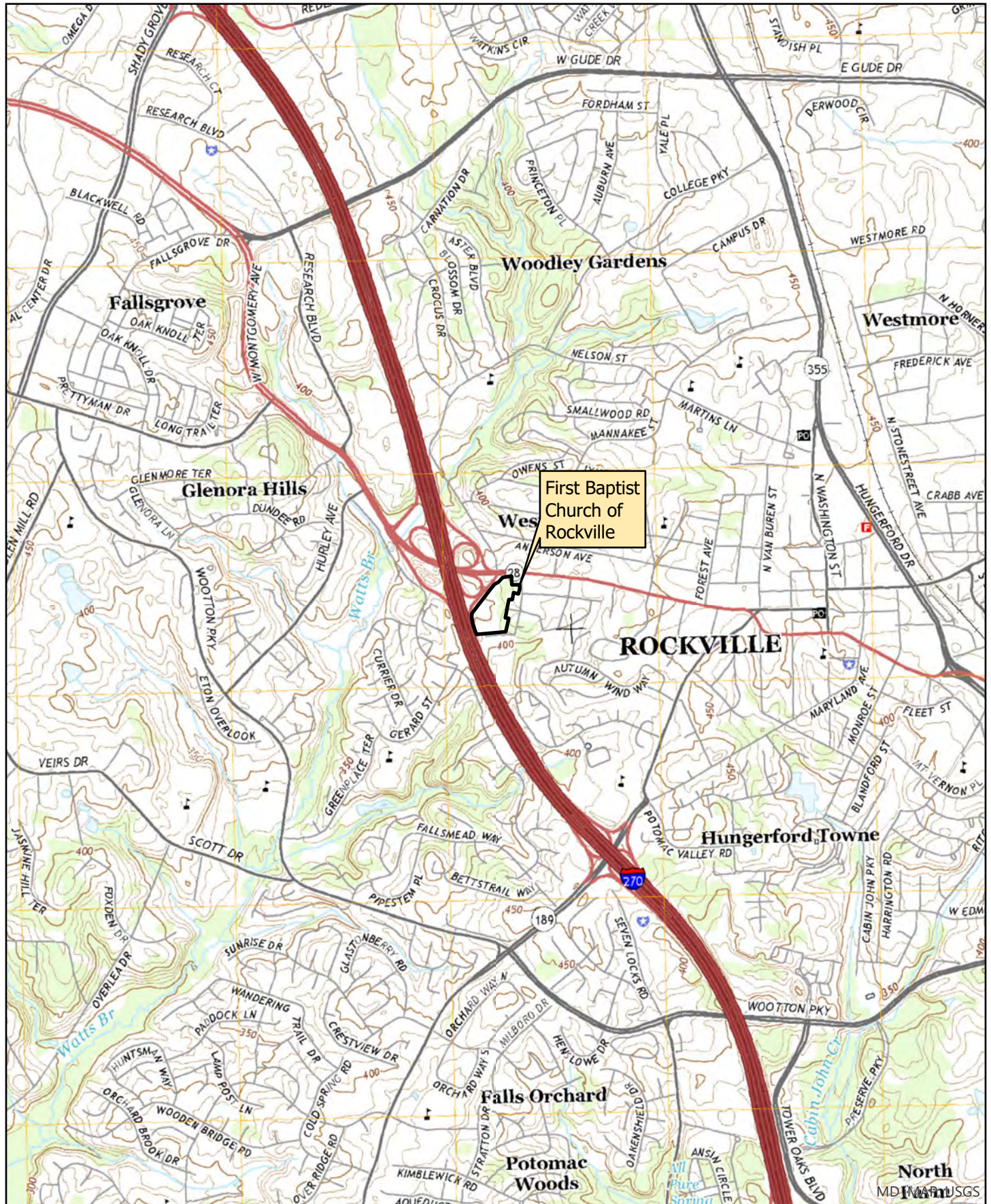
Reviewer, National Register Program

Date

First Baptist Church of Rockville

Location: 55 Adclare Road
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6
Miles
Scale: 1:24,000



First Baptist Church of Rockville



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



View of First Baptist Church of Rockville, south elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Forest Glen Knolls

Inventory Number: M: 31-74

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

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP12

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

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

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

Historic Context:

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

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

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

Evaluation:

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

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

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

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

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

References:

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

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

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

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

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

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

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

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

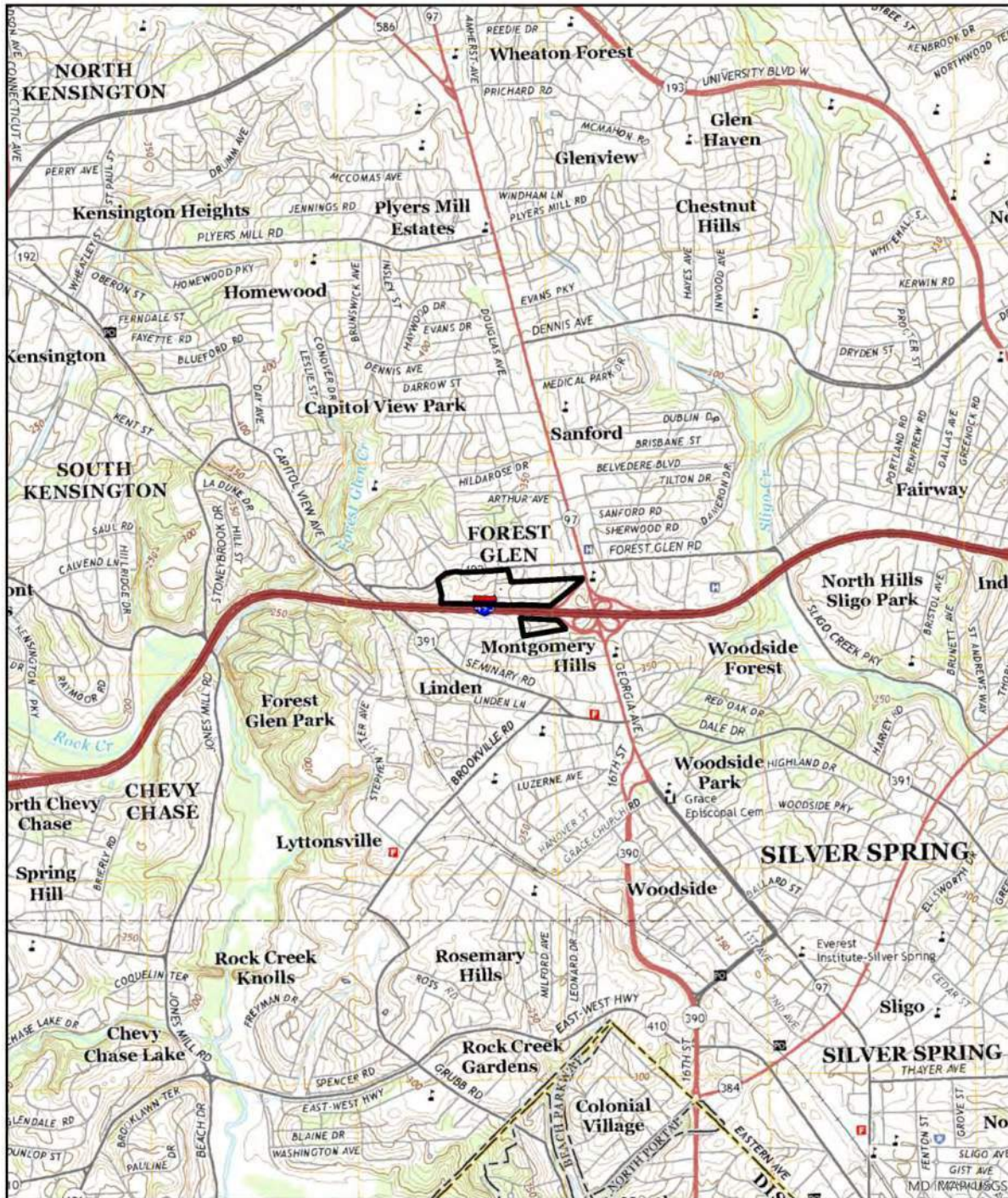
---1960. "Forest Glen Estates" advertisement. February 6, 1960, BF.

Forest Glen Knolls

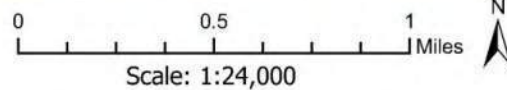
Location: West of the I-495 and Georgia Avenue interchange

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

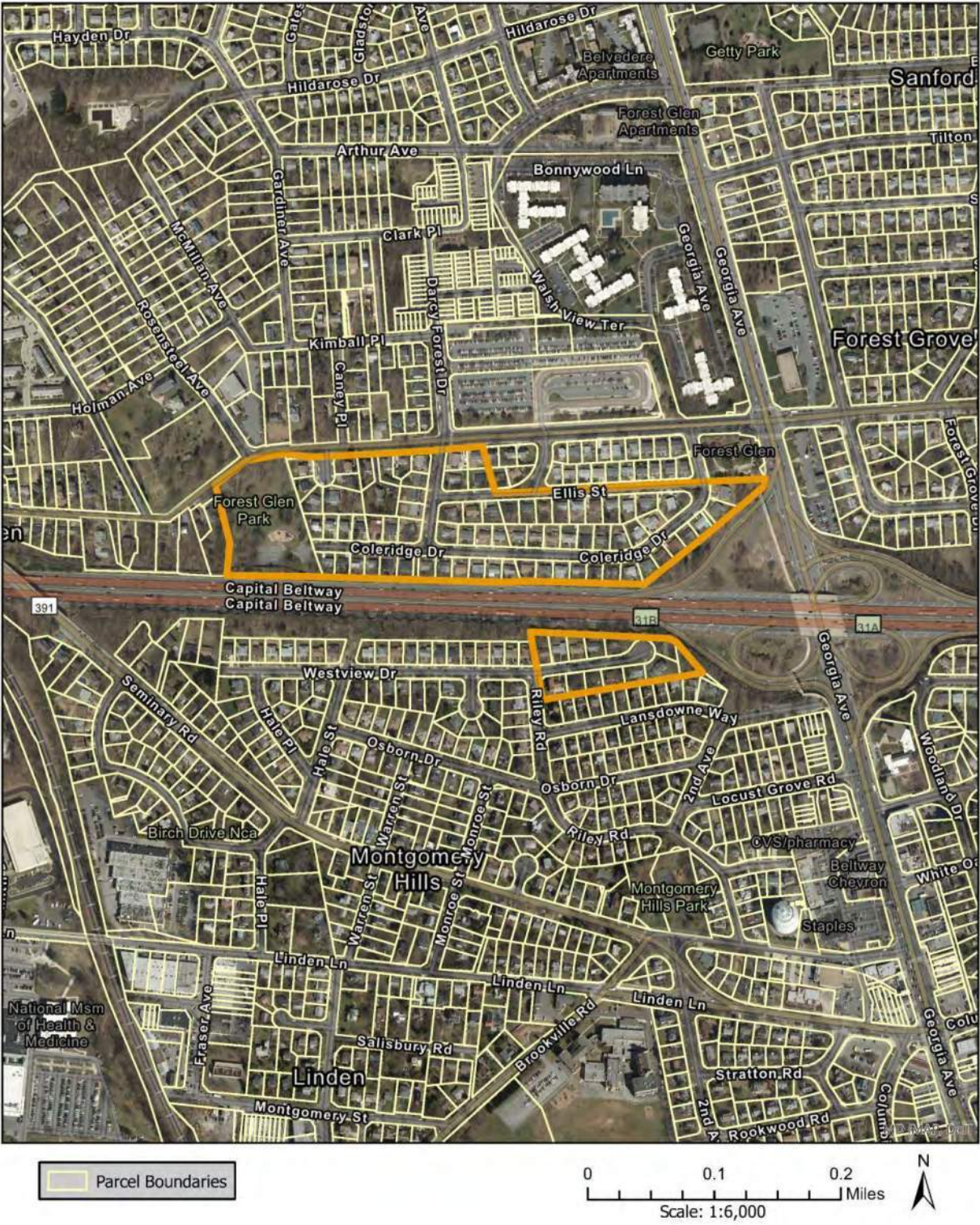


Forest Glen Knolls

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

Montgomery County

City: Silver Spring





2110 Coleridge Drive, northwest elevation.



2113 Coleridge Drive, south elevation.



2200 Ellis Street, north elevation.



2300 Coleridge Drive, north elevation.



View of north side of Coleridge Drive, looking northeast.



View of west side of Belvedere Place, looking northwest.



Forest Glen Neighborhood Park, looking northwest towards basketball court.



Forest Glen Neighborhood Park, looking north towards walking trails.



Forest Glen Neighborhood Park, looking north from parking lot.



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

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Mical Tawney**

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

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

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

Photographs inserted on continuation sheets:

01.tif

2110 Coleridge Drive, northwest elevation.

02.tif

2113 Coleridge Drive, south elevation.

03.tif

2200 Ellis Street, north elevation.

04.tif

2300 Coleridge Drive, north elevation.

05.tif

View of north side of Coleridge Drive, looking northeast.

06.tif

View of west side of Belvedere Place, looking northwest.

07.tif

Forest Glen Neighborhood Park, looking northwest towards basketball court.

08.tif

Forest Glen Neighborhood Park, looking north towards walking trails.

09.tif

Forest Glen Neighborhood Park, looking north from parking lot.

10.tif

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

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Forest Glen Park Inventory Number: M: 36-94
Address: South of I-495 between Rock Creek Park and CSX Railroad Historic District: No
City: Silver Spring Zip Code: 20910 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: HP61; HP62; HP52
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: Mar 5, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

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

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

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

Historic Context:

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

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

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

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

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

Evaluation:

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

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

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

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

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

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

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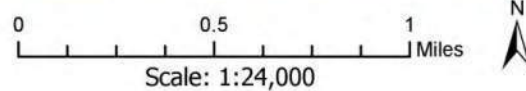
State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed December 20, 2018. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

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

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

Montgomery County

City: Silver Spring



Forest Glen Park

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

Montgomery County

City: Silver Spring





Northwest oblique of 2806 Woodstock Avenue.



View along south side of Forsythe Avenue, looking west.



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



View of 2815 and 2813 Covington Road, looking southeast.



North elevation, 2912 Forsythe Avenue.



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



View of 2902 Stanton Avenue, looking southeast.



Northwest elevation of 9521 Woodley Avenue.



View of 2924 Wilton Avenue, looking southwest.



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

PHOTOGRAPHS



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

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Michal Tawney**

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

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

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

Photographs inserted on continuation sheets:

01.tif

Northwest oblique of 2806 Woodstock Avenue.

02.tif

View along south side of Forsythe Avenue, looking west.

03.tif

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

04.tif

View of 2815 and 2813 Covington Road, looking southeast.

05.tif

North elevation, 2912 Forsythe Avenue.

06.tif

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

07.tif

View of 2902 Stanton Avenue, looking southeast.

08.tif

Northwest elevation of 9521 Woodley Avenue.

09.tif

View of 2924 Wilton Avenue, looking southwest.

10.tif

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

11.tif

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

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Forest Glen Road Houses

Inventory Number: M: 31-75

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

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP42

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

Description:

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

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

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

Historic Context:

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

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

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

Evaluation:

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

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

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

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

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

References:

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---1963. Advertisement. September 30, 1963, 37.

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Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 3, 2018.
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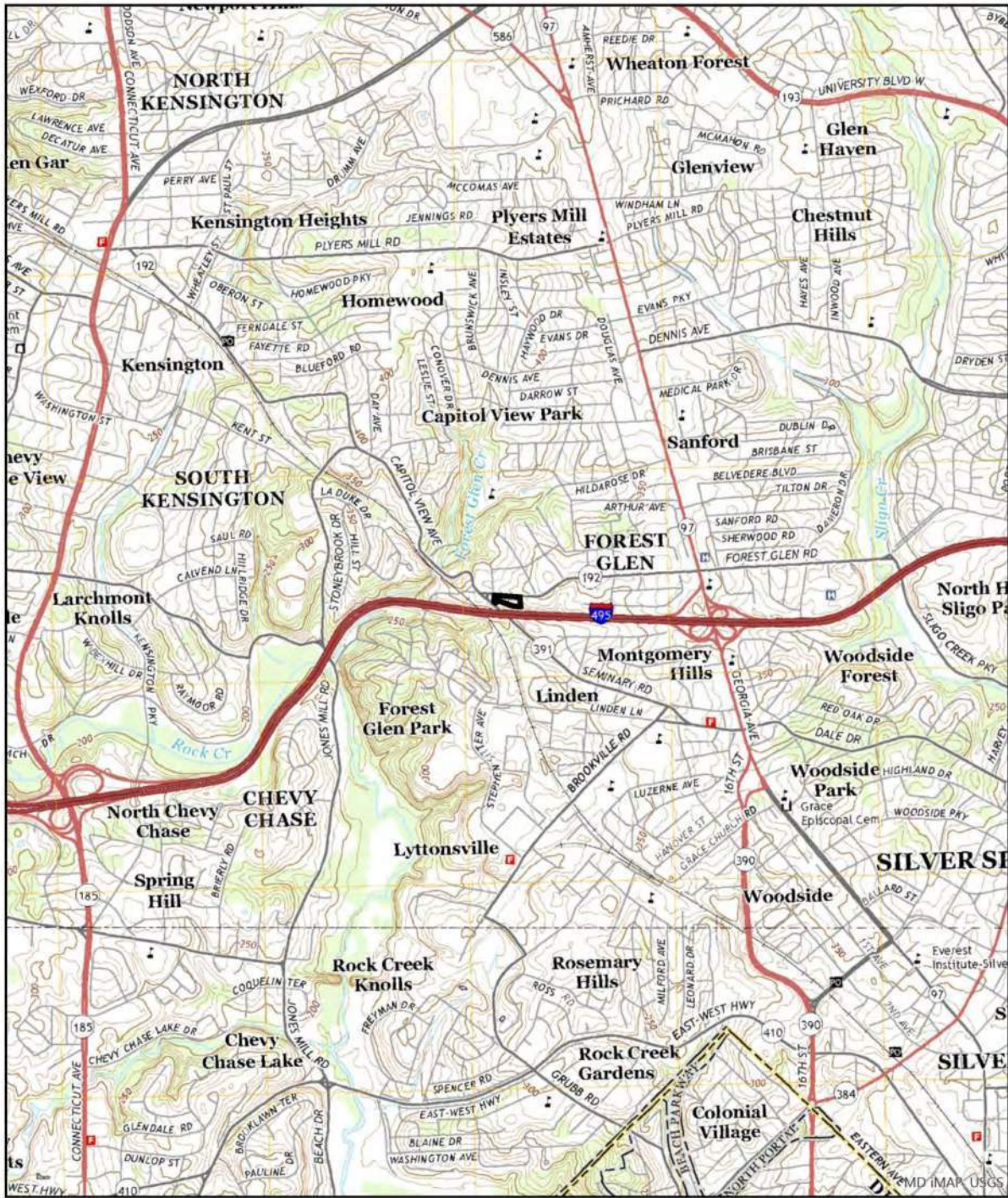
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Forest Glen Road Houses

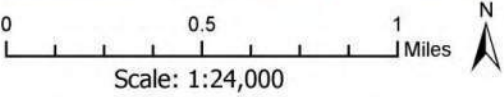
Location: 2512-2524 Forest Glen Road (evens only)

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Rockville



Forest Glen Road Houses

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

Montgomery County

City: Silver Spring





2524 Forest Glen Road, north elevation.



2522 Forest Glen Road, north elevation.



2518 Forest Glen Road, north elevation.



2512 Forest Glen Road, north elevation.



Forest Glen Road streetscape, looking southwest.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Katherine Watts**

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

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

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

Photographs inserted on continuation sheets:

01.tif

2524 Forest Glen Road, north elevation.

02.tif

2522 Forest Glen Road, north elevation.

03.tif

2518 Forest Glen Road, north elevation.

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2512 Forest Glen Road, north elevation.

05.tif

Forest Glen Road streetscape, looking southwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Forest Glen Tower

Inventory Number: M: 31-81

Address: 0 Linden Lane Silver Spring, MD 20910

Historic District: No

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: MDOT SHA

Tax Account ID: 13-00982124

Tax Map Parcel(s): P939

Tax Map: HP62

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine M. Watts

Date Prepared: May 4, 2020

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Forest Glen Tower sits upon an approximately 0.1-acre parcel that is bounded by Linden Lane on the north, the Baltimore & Ohio (B&O) Railroad, Metropolitan Branch (M: 37-16) on the west, Seminary Road on the east, and a wooded area and I-495 on the south. The tower is a prominent vertical feature of the intersection of Seminary Road and Capitol View Avenue, and Linden Lane and Forest Glen Road, standing atop a hill overlooking I-495. The tower and an associated equipment shelter building are enclosed by a metal chain-link fence with a gate at the northwest corner. The area is accessed by a gravel driveway that extends southeast off of Linden Lane. The area outside of the fence enclosure is moderately wooded with significant underbrush.

Description:

The Forest Glen Tower property includes the metal trestle tower and a small equipment shelter building, both enclosed by a metal chain-link fence. The Forest Glen Tower is constructed on four steel legs mounted in concrete footings and has steel

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

diagonal and cross-braces. An exact height was not able to be measured at the time of survey, but according to Montgomery County telecommunication permits, the tower itself is approximately 65 feet tall, with a four-foot tall platform on top, totaling approximately 69 feet (Montgomery County Telecommunications Transmission Facility Coordinating Group 2018). The tapered trestle tower is constructed in nine segments with two exterior stair ladders. At the crown of the tower is a square metal platform or catwalk. There are modern telecommunications equipment mounted around the platform now, as the tower today serves as a cell tower leased to AT&T (George E. Fabula, Jr., personal communication 2020). These additions appear to include antennae, splitters, couplers, and attenuators (KGP Company 2018).

A small, circa-2000 equipment shelter building is located to the southeast of the tower. The building is likely a prefabricated, modular building. The one-story, one-bay building is topped by a flat roof with metal coping. The structural system is clad in an aggregate concrete veneer. The primary entrance is a single-leaf metal door on the southwest elevation (façade), covered by a small metal pent awning. On the exterior of the building are several pieces of wall-mounted equipment that likely provide heat, air conditioning, and humidity control to the interior of the building (Bard Manufacturing Company, Inc., 2008). The cables and wires from the tower connect to the building at the northwest corner.

Historic Context:

The Forest Glen Tower is located on land that was home to the National Park Seminary, a finishing school for young women, between 1894 and 1936. In 1937, the site became a women's junior college known as the National Park College. By 1942, with World War II underway, the U.S. Army needed more space for the convalescence and rehabilitation of returning veterans. They bought the National Park College for \$800,000 under the War Powers Act. From 1942 until 1977 the area was known as the Walter Reed Army Convalescent Center-Forest Glen Annex and was a place where soldiers were provided services in audiology, prosthetics, speech therapy, rehabilitation, and art therapy. Throughout the latter quarter of the twentieth century, the National Park Seminary buildings were largely abandoned by the U.S. Army (DCMilitary.com 2015). In 2004, the land was transferred through Montgomery County to a partnership of two development companies, The Alexander Company and EYA, to create a variety of housing opportunities for civilians and preserve the historic Seminary buildings (Save Our Seminary n.d.).

No historical records were found documenting the location or construction of the Forest Glen Tower. Historical aerial photographs are not conclusive, but the tower appears to have been in place by 1952. It was most likely constructed between 1942 and 1977, when the property was in use by the U.S. Army, but the exact date is unknown. Local historian Rich Schaffer believes the tower was built between 1942 and 1950 and served as a World War II-era airplane spotter's tower before radar was invented and widely used (Rich Schaffer, personal communication 2020). The Forest Glen Tower design follows a fairly standard metal trestle tower form and could have been constructed for a variety of purposes. U.S. Forest Service lookout towers, air raid spotter towers, aircraft beacons, and air raid siren towers share similar designs.

The tower at Forest Glen is reminiscent in form and scale to U.S. Forest Service towers built in the early-twentieth century to serve as lookout towers for fire. Beginning around 1926, the Aeromotor Windmill Company began designing and building U.S. Forest Service observation towers and "Bilby" towers that were used by the U.S. Army Corps of Engineers, in addition to their windmill towers (Aeromotor Windmill Company n.d.). The U.S. Forest Service models were typically 30 to 120 feet tall (United States Department of Agriculture, Forest Service 1938). However, the Forest Glen Tower does not have a shelter or structure at the top, as most fire lookout towers do, nor does it have interior staircases, much safer for daily access than exterior ladders (Forest Fire Lookout Association n.d.). In addition, Forest Glen has been part of suburban Washington, D.C., since the late nineteenth century, and is an unlikely location for a fire lookout tower. As a result, it is unlikely that the Forest Glen Tower was used as a fire lookout tower.

World War I was the first time that planes were strategically used in combat against civilian populations. It became clear that civilian defense to protect the general public during an air strike or bombing would be necessary for all future wars (Department of Homeland Security 2006). Before radar was widely introduced, tall towers were used as spotter's towers to watch for enemy airplanes that might attack (Department of Homeland Security 2006). The Forest Glen Tower could have possibly been used as an aircraft spotter's tower during World War II or the Cold War, given its location and association with the U.S. Army's Forest Glen Annex. A November 4, 1950 newspaper article in the Washington Post reported that air raid spotters' skills would be tested over that weekend in the Washington, D.C., region. The article included a map of the 42 observation posts in the civil defense area, including counties in Maryland and Virginia. There was no location noted in Forest Glen or Silver Spring; the

closest nearby observation post was at Chevy Chase (Roberts 1950). Additionally, as with forest lookout towers, the lack of any shelter or secure on the platform for someone to be stationed, and that it only has two external ladders and not an interior staircase, makes it unlikely that the tower was intended to be accessed on a daily basis. While this does not conclusively prove that the Forest Glen Tower was not a spotter's tower, it does make it unlikely.

Prior to the invention of radar, radio communication, and other more sophisticated flight guidance systems, airplane pilots relied on ground-based landmarks, such as the railroad, to guide them. This made flying during inclement weather or at night nearly impossible. By 1924, the U.S. Postal Service developed a system of ground-based navigational beacons to help airmail planes travel from coast to coast. The beacons were placed on top of 50-foot-tall towers with rotating lights and large concrete arrows on the ground to help guide pilots. By the 1930s, the use of the beacons declined because other navigation and radio technology had improved. The beacon program continued to operate in a limited capacity in the 1940s, but was not officially terminated until 1973 (Sometimes Interesting 2013). However, review of the Sectional Aeronautical Charts for Washington, D.C., that are on file at the Library of Congress do not show any aircraft beacons near Forest Glen on the maps between 1942 and 1951 (U.S. Coast and Geodetic Survey 1942, 1946, 1950, 1951). By that time, new flight guidance technologies, such as radar, had replaced the beacon system, and new beacons were not being constructed. It is therefore unlikely the Forest Glen Tower served as an aircraft beacon.

Another possibility for the original function of the Forest Glen Tower is that it was an air raid siren tower. One of the first electric air raid sirens in Montgomery County was installed in 1942 on an old windmill tower at the Chevy Chase Fire Department. It was said the siren could be heard for miles (The Washington Post 1942:28). An article in August 1952 marked the installation of the first of 24 air-raid warning sirens in Montgomery County. The first one to be installed was atop the County Building in Bethesda. Based on its performance and range, other locations in the county would be determined (The Washington Post 1952:1).

By 1954, very loud air raid sirens built by the Chrysler Corporation were being installed in Washington, D.C. The \$6,000 red steel siren had a 180-horsepower engine and six horns, with a sound intensity of 138 decibels, the loudest siren developed to that time. At the time, Washington, D.C., was to serve as a model for the rest of the country with its air raid warning preparations. The first siren was installed on the General Services Administration Regional Office Building at 7th and D Streets SW and could be heard throughout most of the city. The plan was to install at least six more of the large Chrysler sirens in the District, with six smaller sirens in between the larger ones (Unna 1954).

A 1962 Office of Civil Defense report included an appendix of existing warning systems across the country. As of June 11, 1962, Montgomery County, part of the Office of Civil Defense Region 2, had 27 gasoline-powered Chrysler sirens, six gasoline-powered Biersach or Niedermeyer rotating sirens, 194 electric motor Federal Thunderbolt rotating sirens, and 20 more Thunderbolt sirens planned. (Sattler 1962:A-7). Exact locations were not given for these sirens, but it is possible that the Forest Glen Tower held one of the Chrysler sirens. Towers similar to the Forest Glen Tower, with now defunct Chrysler air raid sirens still attached, are present in other parts of the United States. The towers and the platforms holding sirens at the tops of air raid siren towers in Los Angeles, California, Seattle, Washington, and Newark, Delaware, are very similar to the one at the Forest Glen Tower. All of these towers are tapered, metal trestle towers with external ladders and square metal platforms at the top. The tower in Seattle, the Phinney Park Tower, still includes its original siren and was listed in the National Register of Historic Places as part of the John B. Allen School in 2011. It is made of tubular steel and does not have as many cross braces as the Forest Glen Tower does at its lower levels. Some of the towers in Los Angeles County have round chutes surrounding their external ladders; this may have been a more recent safety modification (Atlas Obscura n.d., Victory Siren 2006).

Based on the physical evidence and research, the Forest Glen Tower was likely built around 1952 as a tower to hold an air raid siren. The abovementioned Washington Post article in August 1952 about the air raid siren tower on the Montgomery County office building in Bethesda suggests that others were installed soon thereafter. Historic aerial photographs and oral history from a local historian, as well, suggest that the tower was in place around 1952.

During the early years of the Cold War there was generally widespread public participation in and acceptance of civil defense, but by the late 1970s and continuing until the end of the Cold War, most of the American population had little faith that civil defense preparations would lessen the impact of a nuclear attack (Department of Homeland Security 2006). It is likely that the Forest Glen Tower went out of service in the 1980s.

In order to accommodate the construction of I-495 in the 1950s and 1960s, the B&O Railroad, Metropolitan Branch (M: 37-16), located just to west of the tower, was realigned slightly to the west between 1957 and 1964, and a new railroad bridge was constructed over the highway. This realignment of the track moved it farther from the Forest Glen Tower (Trainweb n.d.). The construction of I-495 further separated the tower from the remainder of the U.S. Army buildings at the Forest Glen Annex. This has contributed to the uncertainty and speculation as to what purpose the Forest Glen Tower historically served, and whether or not it was related to the B&O Railroad. Research on the Metropolitan Branch, however, did not find any relation between the Forest Glen Tower and the railroad.

The parcel where the Forest Glen Tower is located was part of a larger, discontinuous parcel (separated by I-495) that contains the Museum Warehouse, Building 178 of the Forest Glen Annex, a U.S. Army installation. In 1962, the Department of the Army conveyed to the Maryland State Road Commission easements needed for the Beltway construction that included the parcel where the tower is located (Montgomery County Deed Book [MCDB] 2932:197). In early 1978, the Department of the Army conveyed control of the parcel to the United States General Services for the transfer of the property to the Maryland Department of Transportation State Highway Administration (MDOT SHA), through the Federal Highway Administration (Brooks 1978). On October 26, 1978, the property was officially conveyed to MDOT SHA, the current owner (MCDB 5297:379).

Evaluation:

The Forest Glen Tower was evaluated under the National Register of Historic Places Criteria A, B, and C.

Although the Forest Glen Tower's original use could not be verified during research, it is likely that it was an air raid siren tower. The tower may have been associated with civilian defense during the Cold War, but it lacks its original equipment and would have been one of several hundred in the Washington, D.C., area to serve as part of a larger civil defense system. Therefore, the property is not eligible under Criterion A.

While the tower was likely built by the U.S. Army or the Department of Civil Defense, specific details on its construction were not able to be ascertained during research. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

The tower has a common form and materials. Metal trestle towers are present throughout Maryland and the United States, used for various purposes from fire lookout towers to cell towers. The Forest Glen Tower is not the work of a master and does not demonstrate high artistic value or engineering achievement. Now in use as a cell tower, it no longer has its original function, and was likely abandoned and not in use for at least a decade before the modern telecommunications equipment was installed. The equipment the tower held, most likely an air raid siren, has been removed, and the tower lacks integrity of design, materials, feeling, and association. Therefore, the property is not eligible under Criterion C. The Forest Glen Tower was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 0.1 acre and is roughly defined by Linden Lane on the north, the B&O Railroad, Metropolitan Branch (M: 37-16) on the west, Seminary Road on the east, and I-495 on the south. It encompasses parcel P939 found on Montgomery County Tax Map HP62 (2019).

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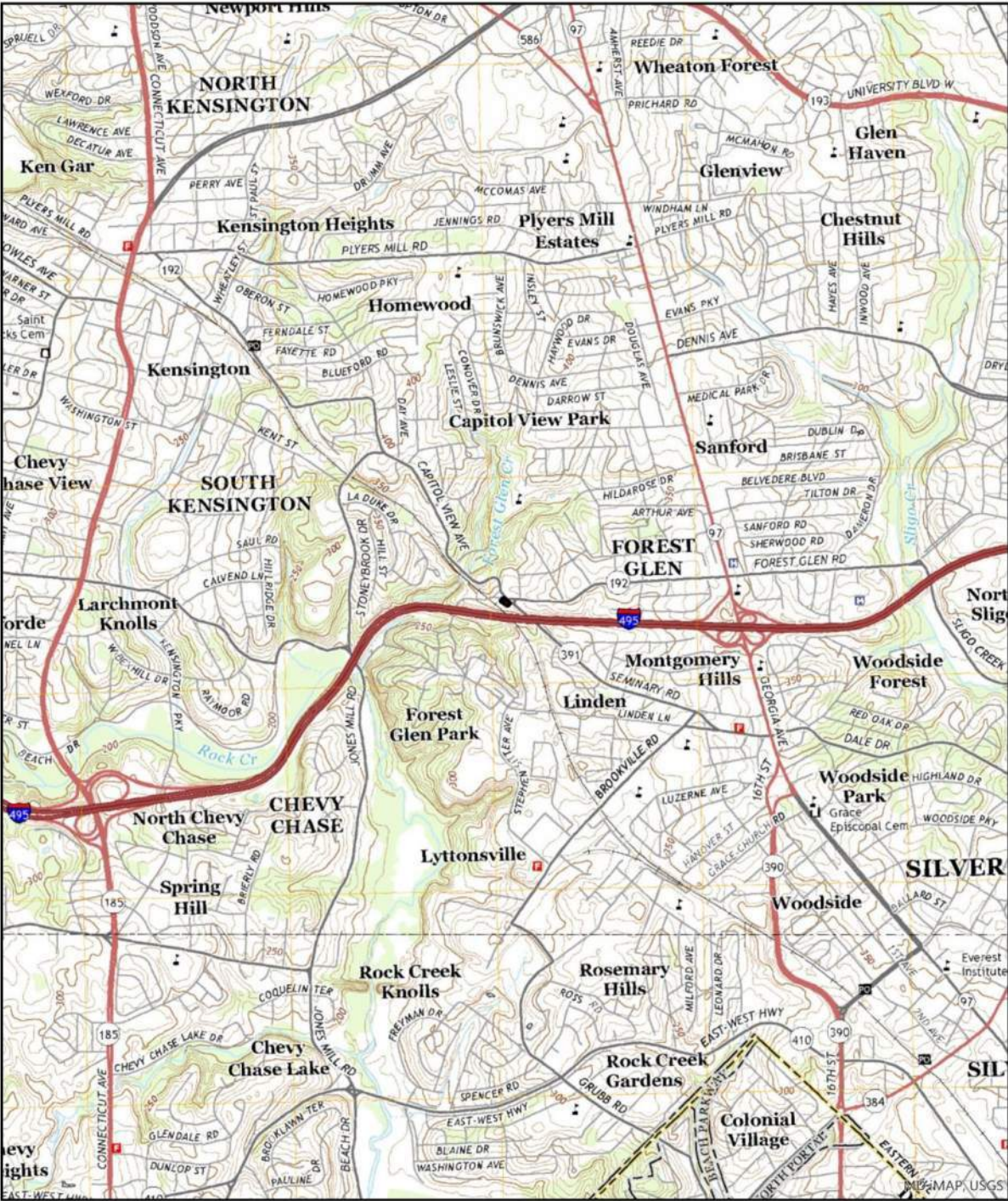
The Washington Post. 1942. "Air Raid Siren on High Perch." February 26, 1942, 28.
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Forest Glen Tower

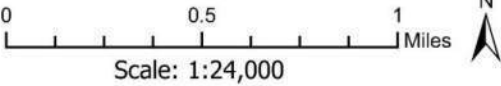
Location: 0 Linden Lane Silver Spring, MD 20910

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

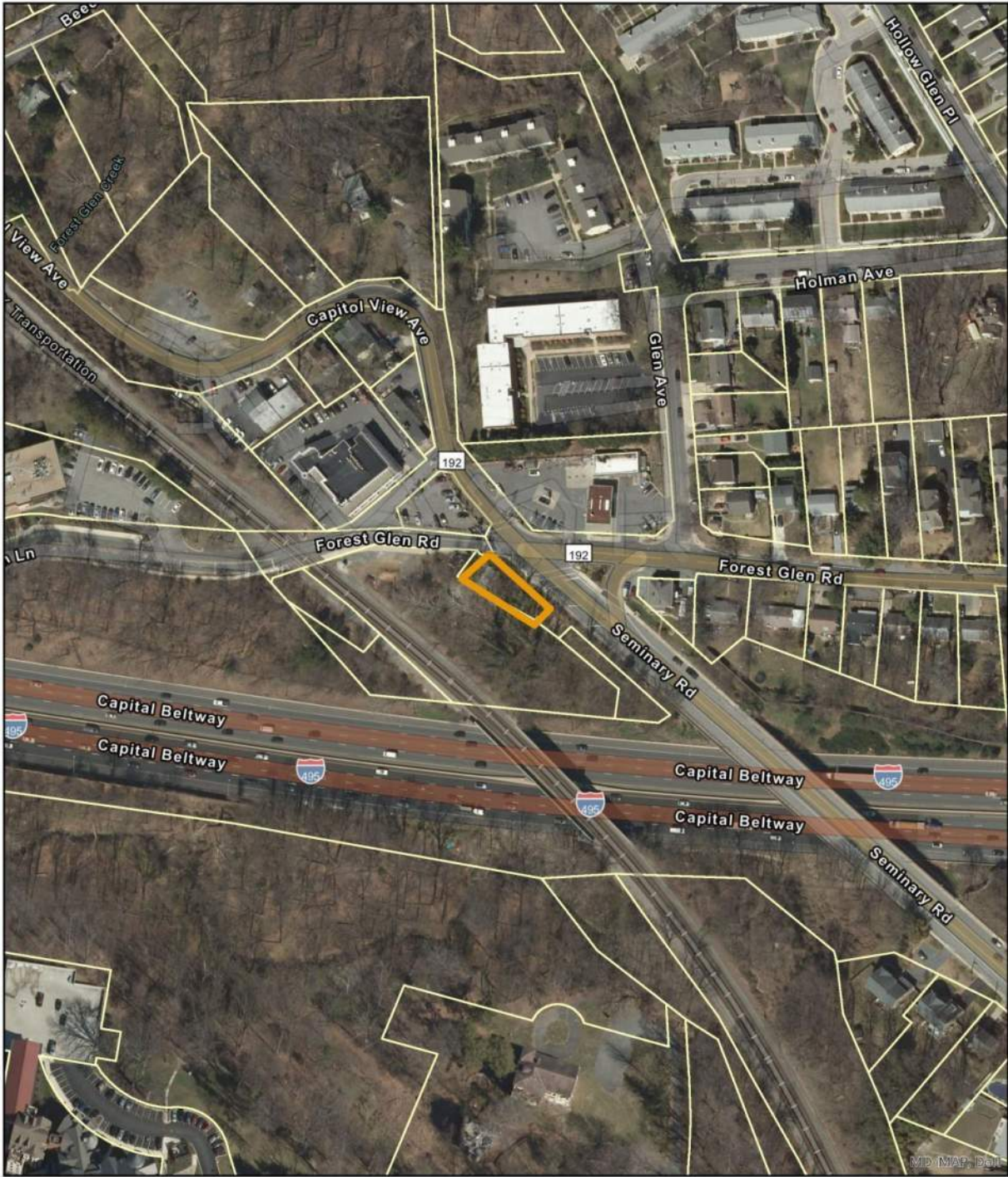


Forest Glen Tower

Location: 0 Linden Lane Silver Spring, MD 20910

Montgomery County

City: Silver Spring



Parcel Boundaries

0 0.04 0.07 Miles
Scale: 1:2,000





Overview of intersection with tower, looking west/northwest.



View of tower looking south/southwest.



View of tower looking south.



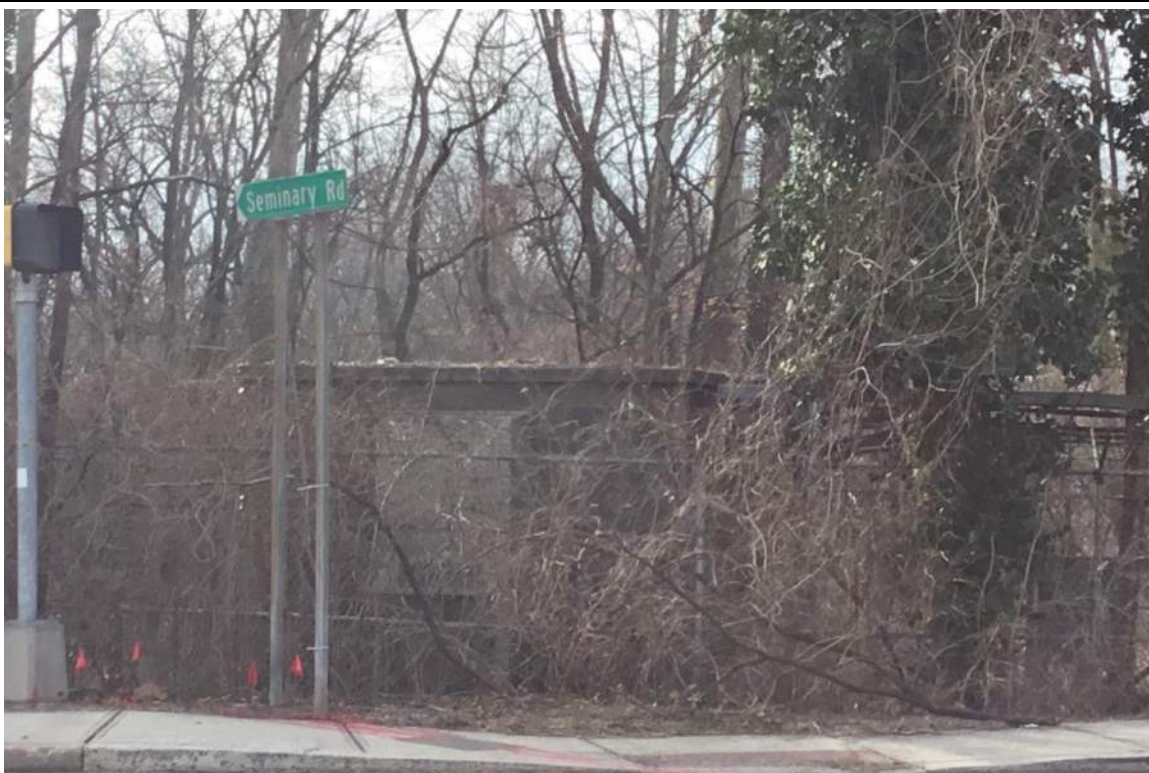
View of tower and gravel driveway, looking east.



Detail of tower platform, looking west.



Detail of tower platform, looking west/southwest.



View of small equipment building at base of tower, looking west/southwest.



Detail of cladding and wires attachment on small equipment building, looking south.



View of tower looking west/northwest.



Detail of tower platform, looking west.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Katherine M. Watts**

Date of Photographs: **01/28/2020**

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

File Format: **M: 31-81_01/28/2020_01.tif... etc.**

Photographs inserted on continuation sheets:

001.tif

Overview of intersection with tower, looking west/northwest.

002.tif

View of tower looking south/southwest.

003.tif

View of tower looking south.

004.tif

View of tower and gravel driveway, looking east.

005.tif

Detail of tower platform, looking west.

006.tif

Detail of tower platform, looking west/southwest.

007.tif

View of small equipment building at base of tower, looking west/southwest.

008.tif

Detail of cladding and wires attachment on small equipment building, looking south.

009.tif

View of tower looking west/northwest.

010.tif

Detail of tower platform, looking west.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

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

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

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

Historic Context:

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

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

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

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

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

Evaluation:

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

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

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

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

This resource encompasses approximately 3.25 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP62 and Montgomery County plat records book A page 17, as well as plats 2609 and 12421. The area is bounded by Holman Avenue to the north, Glen Avenue to the west, Forest Glen Road to the south, and the Forest Glen Historic District (M: 31-8) to the east

References:

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

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<https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?fhid=6151&n=james-c-conley&pid=171182643>.

Forest Glen Tract (West Section)

Montgomery County

Location: Northeast of the intersection of Forest Glen Road and Glen Avenue

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000

Montgomery County

City: Silver Spring





2505 Forest Glen Road, south elevation.



2509 Forest Glen Road, southeast oblique.



2511 Forest Glen Road, south elevation.



9709 Glen Avenue, southwest oblique.



9705 Glen Avenue, west elevation.



9707 Glen Avenue, west elevation.

PHOTOGRAPHS



View of south side of Holman Avenue, looking east.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Mical Tawney**

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

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

File Format: **M: 31-77_2018-11-29_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

2505 Forest Glen Road, south elevation.

02.tif

2509 Forest Glen Road, southeast oblique.

03.tif

2511 Forest Glen Road, south elevation.

04.tif

9709 Glen Avenue, southwest oblique.

05.tif

9705 Glen Avenue, west elevation.

06.tif

9707 Glen Avenue, west elevation.

07.tif

View of south side of Holman Avenue, looking east.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Forest Grove Elementary School

Inventory Number: M: 31-80

Address: 9801 Dameron Drive

Historic District: No

City: Silver Spring

Zip Code: 20902

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Montgomery County Maryland

Tax Account ID: 13-01115403

Tax Map Parcel(s): 0000

Tax Map: JP12

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Rebecca Crew

Date Prepared: Aug 9, 2019

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Forest Grove Elementary School at 9805 Dameron Drive in Silver Spring was built in 1949 and expanded in 1953 by an eight-classroom addition. The school was leased to Holy Cross Hospital in 1982 and re-purposed as the Holy Cross Resource Center, which continues to occupy the building today.

Description

Forest Grove Elementary School is located on the east side of Dameron Drive and along the west side of Sligo Creek Park. The site slopes downhill towards the north, and the northeast end of the school encompasses two stories due to the lower ground level at this location. The school has an angled footprint with a short south wing oriented north-south and a longer wing that extends to the northeast. The building has concrete masonry construction with brick veneer, and it features monitors of frame construction covered by composite cladding. The common bond brick has a header row every seventh course. . The façade faces west toward Dameron Drive. Paved parking lots are located both to the southwest of the school and along the north end of the school building, accessed via driveways from Dameron Drive. A flagpole stands in a small traffic island in front of the primary

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

entrance, at the intersection of the two wings. A concrete sidewalk with steps leads from Dameron Drive along the south half of the northeast wing to the primary entrance.

The primary entrance, facing west, is set in the one-story hyphen between the two wings and has an entrance canopy supported by V-shaped metal-pipe columns. The entrance itself consists of two metal doors with vertical rectangular lights recessed within a painted and beveled surround. A narrow window is to the right of the entrance surround.

North of the entrance, the hyphen's west elevation has three brick-silled windows: a tripartite opening with a fixed central light flanked by fixed one-over-one lights to the right of two windows that have six horizontal rectangle lights set in a three by three arrangement.

The one-and-a-half-story south wing, which originally held a multipurpose room and mix of classrooms, has a low-slope roof, and a tall brick chimney extends between the entrance hyphen and the south wing. The south wing's west façade comprises three sections. The north section has a projecting one-story storage space (with a solid metal door on its south elevation) and two one-over-one sash windows set in a single concrete surround. The center section has a large window wall, dramatically reduced by composite clapboard siding that covers the upper three-fifths of the window. The south section is devoid of openings.

The south wing's south elevation is divided into two halves, with the west half being slightly taller than the east half. The west half has a reduced-size window wall with a ribbon of six square lights in fixed metal sashes above a concrete sill and below composite clapboarding. The east half has a secondary entrance that consists of a pair of metal doors with vertical-rectangular lights sheltered by a flat awning supported by metal pipe posts. Two single, one-over-one sash windows with concrete sills are to the left of the entrance, and a triple window of one-over-one sash units forms an abbreviated ribbon between a concrete sill and composite clapboarding above.

The south wing's east elevation holds two former window walls, both significantly reduced by the addition of composite cladding. Each window wall has a single ribbon of nine, one-over-one windows that remain exposed.

The northeast wing, formerly classrooms, originally consisted of a central hallway with window monitors and flanking classrooms. The east and west elevations have recessed walls, sheltered by overhanging shed roofs and brick dividing walls between the former classrooms. The monitor roof of the northwest wing is highly altered. Originally, the school design had two parallel monitors on the northeast wing, with clerestory windows on both sides of the monitors lighting the classrooms for a trilateral natural lighting scheme. The channel between the two monitors has been covered by a single roof that unifies both monitors and composite panels cover the clerestory windows that remain on the exterior.

The northeast wing originally had three classrooms along each side of a central hallway; these classrooms have individual exterior entrances composed of wood doors with glazing. The entrances adjoin the dividing walls, and ribbons of eight-over-one windows extend to one side (the arrangement of the windows and doors varies). Composite siding extends above the door, across the ribbon window, and to the opposite dividing wall, illustrating the original size of the window walls.

The 1953 addition to the northeast wing extended the parallel monitor roofs and the recessed window walls and brick dividing walls that divide the addition into four bays, each two stories in height. The window walls have been reduced in size by the addition of composite clapboarding and the clerestory windows have also been covered.

An interior stair tower is at the northeast end of the northeast wing and includes multiple fixed sash windows of varying combinations: a six-by-six unit lighting the stairs, a single triple unit on each story of the northwest elevation, and a nine light unit over a recessed, secondary entrance on the northeast elevation.

Fenced areas with play equipment adjoin the west side of the school building, providing private outdoor play space for the day care center that now uses part of the building. Nearby Sligo Creek Park areas include additional recreational facilities.

Architect Ronald S. Senseman (1912-2001) designed the Forest Grove Elementary School for Montgomery County Public Schools. Senseman, who was educated at Washington Missionary College and Catholic University, designed approximately 150 schools during his career, along with hospitals, office buildings, churches, hotels, nursing homes, and a small number of private residences (Montgomery County Planning Department, n.d.).

In 1950, *Progressive Architecture* magazine featured Forest Grove Elementary in a critique of four recently constructed school buildings from fast-growing communities across the country. *Progressive Architecture* praised the Forest Grove Elementary as “an unusually good illustration of the essentially plastic quality of architectural design”, and that the problems presented by the site and budget led to an architectural and engineering solution that was a “good argument for the adaptability of progressive design” (*Progressive Architecture* 1950).

The south wing originally housed the Kindergarten and First grade classrooms, as well as an all-purpose room with stage, and a kitchen; its central corridor had a skylight. The hyphen originally held restrooms, the school office, library, and a room that served as both the teacher’s lounge and nurse’s station. The northeast wing’s corridor, which sloped downwards towards the northeast, also had skylights. The building was planned to accommodate future expansion to the northeast, and the all-purpose room contained folding partitions so that the space could be used as temporary classrooms. The school’s trilateral lighting system provided ample natural light, and the use of hopper windows, high ceilings, and radiant floor heating provided more natural systems of heating and ventilation than later school designs. The Soulder Construction Company built the northeast addition to Forest Grove Elementary School in 1952-1953 for approximately \$133,000 (*The Washington post* 1952).

Montgomery County, like many other suburban jurisdictions, built numerous schools in the post-World War II period to accommodate a growing numbers of students, the result of both mass migration to the suburbs and the large number of children born as part of the Baby Boom population bubble.

According to the Suburbanization Historic Context Addendum (1961-1980), in the 1970s, changes to building facility norms led to most school buildings relying on HVAC systems for heating and cooling (Manning et al, 2019, 119). Not surprisingly, the system of functional windows for ventilation and natural lighting at Forest Grove Elementary School came to an end. Aerial imagery indicates the two separate monitors remained until at least 1970, but the new roof was added by 1981.

In the 1980s, Montgomery County closed many of its public schools due to declining student population numbers. By 1984, this number was 64 schools in Montgomery County: three schools had been razed, two were available for lease, 21 had been adapted or were under consideration for other public uses; 13 were utilized by the Board of Education for offices and storage; 23 were leased to non-profit organizations, and 1 had been leased to a for-profit business (*The Washington Post* 1984). Many of the public-school buildings were leased to other organizations to operate private schools, but other common uses included recreational centers and senior citizens centers.

Beginning in 1982, Holy Cross Hospital leased Forest Grove Elementary School for \$35,000 a year to house the Kensington Day Care Center and an adult day-care program. The two programs often combined activities such as sing-alongs and storytelling. Holy Cross Hospital also used the school building for prenatal classes and health seminars (Svenarski 1982). The combined use of the property as a day care center and adult day care center reflects the changes in demographic patterns in the 1980s, with more women in the workforce and longer life expectancy (Manning et al., 2019, 23). Currently, the Holy Cross Resource Center still incorporates the Kensington-Forest Glen Children’s Center, Medical Adult Day Care, a Caregiver Resource Center, Prenatal Education, and Community Health and Fitness.

Significance Assessment

Forest Grove Elementary School is not eligible for listing in the National Register of Historic Places. Montgomery County built the school during a rapid era of suburbanization, along with scores of other schools. This association with a common historical trend is not significant under Criterion A. While the building’s use as a day care center, for both children and adults, beginning in the 1980s, reflects demographic changes typical of that period, this use has not occurred for a long enough period to be considered historic. The building is not associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Forest Grove Elementary School is not associated with significant individuals, and it is not eligible under Criterion B.

Ronald S. Senseman's design for Forest Grove Elementary School was a noteworthy example of innovative contemporary modern style, particularly the implementation of a trilateral lighting scheme utilizing parallel monitors with clerestory lights. However, due to extensive changes to the school building that have significantly reduced the size of the window walls and covered the clerestory windows on the two-sided monitors, the original design is no longer apparent, and character defining features have been eliminated. As a result, Forest Grove Elementary School has diminished integrity of design and materials and does not convey any distinctive characteristics or artistic values. It is not eligible for listing under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The surveyed limits consist of the 6.9 acres, encompassing Parcel A of Forest Grove Section 1 (Montgomery County Tax Map JP12).

Reference List

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The Washington Post. 1952. "D.C. Builder Fined \$1600 By County." The Washington Post, October 27, 1952, pg. 22.

The Washington Post. 1982. "Day Care Center for Elderly, Handicapped." The Washington Post, September 8, 1982, pg. MD14. ProQuest Historical Newspapers: The Washington Post.

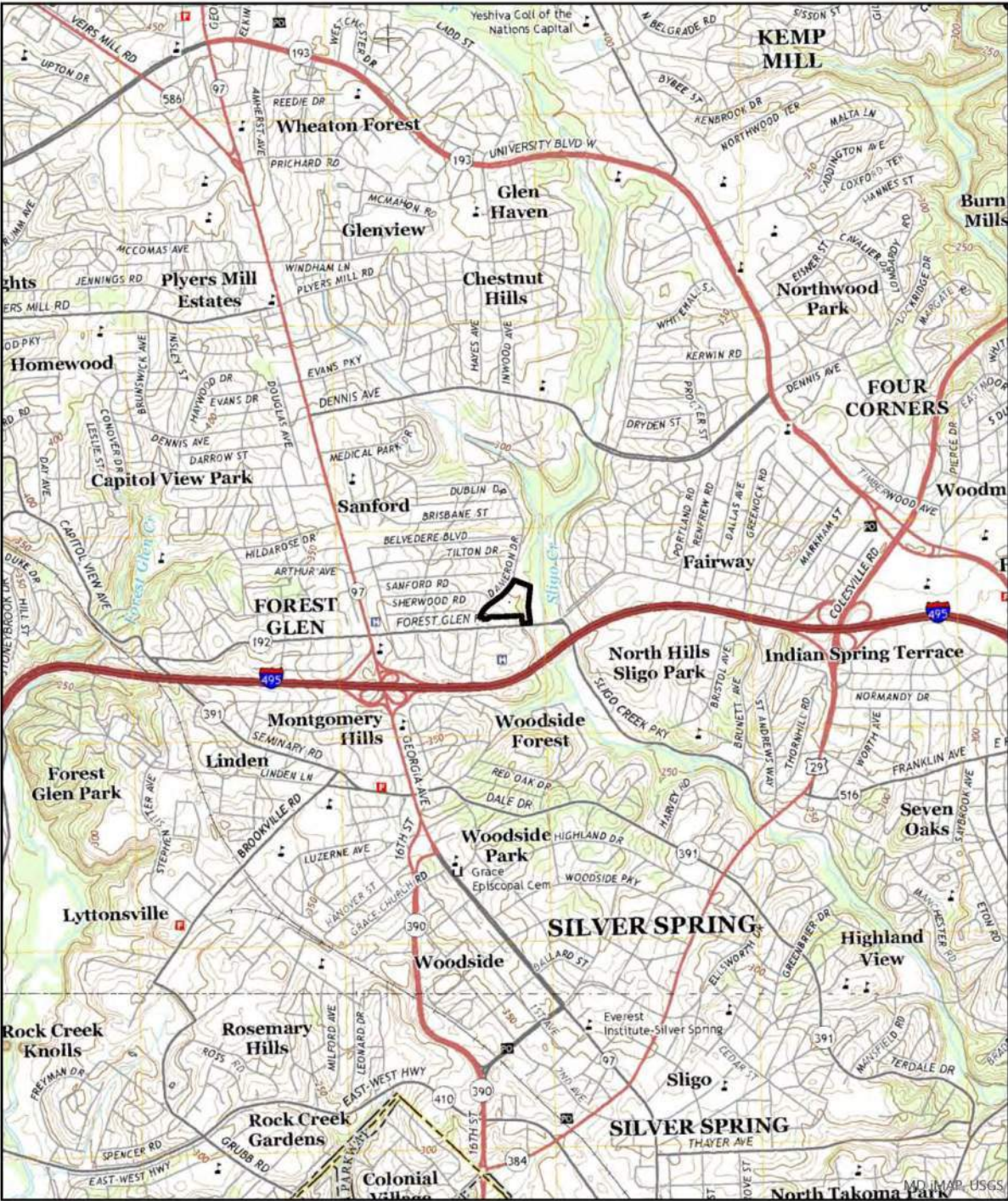
The Washington Post. 1984. "Closed Montgomery Schools." The Washington Post, September 27, 1984, pg. MD9. ProQuest Historical Newspapers: The Washington Post.

Forest Grove Elementary School

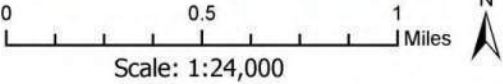
Location: 9801 Dameron Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



Forest Grove Elementary School
Location: 9801 Dameron Drive

Montgomery County
City: Silver Spring





View facing east towards main entrance and facade



View facing southeast towards west elevation



Detail, facing east, of main entrance



Oblique view, facing southeast, towards addition to northeast end of the building



View facing northeast towards the south elevation

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Mical Tawney and Katherine Watts**

Date of Photographs: **2019-07-09**

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

File Format: **M: 31-80_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View facing east towards main entrance and facade

02.tif

View facing southeast towards west elevation

03.tif

Detail, facing east, of main entrance

04.tif

Oblique view, facing southeast, towards addition to northeast end of the building

05.tif

View facing northeast towards the south elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Forest Grove Neighborhood Inventory Number: M: 36-38
Address: bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr Historic district: X yes ☐ no
City: Silver Spring Zip Code: 20902 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: JP12
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: 10/18/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The planned suburban neighborhood known as Forest Grove is located within the Forest Glen vicinity of the City of Silver Spring, Montgomery County, just northeast of the Interstate-495 (I-495) and George Avenue (MD Route 97) interchange. It is bounded on the west by Woodland Drive, on the north by Sherwood Road and the residential subdivision known as Sanford, the east by Forest Glen Drive and Sanford, and on the south by Forest Glen Road (Darsie 1998). The resource was previously recorded in 1998 by P.A.C. Spero & Company but was never given an eligibility determination by Maryland Historical Trust (MHT) staff (Darsie 1998). Platted in 1936 by William J. Brown and Daisy Brown, his wife, on land purchased from Richard J. Hewitt, the current resource boundaries, as defined by P.A.C. Spero & Company, for Forest Grove contains two full blocks and four partial blocks filled with single-family dwellings constructed between 1937 and 1953 on lots ranging between approximately 60 to 107 feet of street frontage and 78 to 122 feet in depth (Darsie 1998; Montgomery County Plat Book [MCPB] 10, 737; State Department of Assessments and Taxation [SDAT] 2018).

MARYLAND HISTORICAL TRUST REVIEW

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

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Reviewer, National Register Program

Date

The vast majority of the single-family dwellings on the 40 manicured and landscaped lots in Forest Grove were built in variations of the Colonial Revival or Tudor Revival styles. The subdivision contains an estimated 12.9 acres of land divided by two linear streets, Myrtle Road and Sherwood Road, and one curvilinear street, Forest Grove Drive (MCPB 10, 737). Buildings are set on lots that measure less than 0.25 acre and at times, rear yards are fenced in with wood picket or metal chain-link fencing. It was rare to observe a front yard that was also enclosed by fencing. Most streets do not have a sidewalk, with portions featuring a rounded asphalt curb and are dotted by modern street lamps. Private concrete, brick, or paver walkways typically extend from the driveway or the road towards the main entrance of each house.

Description:

According to current tax data, most houses in this subdivision were built between 1938 and 1953, with one split-level dwelling standing at 9808 Forest Grove Drive constructed in 1960 (SDAT 2018). A vast majority of buildings in Forest Grove are built in some variation of the of the Tudor Revival or Colonial Revival style, primarily in the side-gabled type or Cape Cod form. It was not uncommon to observe a gabled entrance projection in a dwelling's façade (e.g., 1806 and 1807 Myrtle Road and 9806 Forest Grove Drive). All dwellings in the subdivision range between one and two stories tall and three to four bays wide, with a limited number with attached garages. Many dwellings are clad in a brick or stone veneer and Tudor Revival examples feature some type of half-timbering with stucco infill (McAlester 2013, 450). Where present, house siding is most commonly vinyl, but original aluminum and asbestos siding was also observed (e.g., 9806 and 9808 Forest Grove Drive). It was not uncommon to see a mix of materials at the façade of dwellings, particularly in Tudor Revival versions. Rooflines are primarily side gabled, with a minimal amount of hipped examples, and are sheathed in either asphalt or slate shingles. Most dwellings feature a single brick chimney set along a side or primary elevation. Dormers, set along the façade as a single, pair, or triple, were either of the gabled or shed examples and are typically clad in siding (e.g., 1807 Myrtle Road and 1809 Myrtle Road).

Primary entrances are typically either centered or off-centered in the façade and filled with a single-leaf wood or replacement door. It was not uncommon to observe metal-and-glass storm doors as well. Several entrances were topped by a wood or vinyl transom (e.g., 1811 Sherwood Road). Some Tudor Revival examples retained an original rounded top door, a popular element of that style (e.g., 9810 Forest Grove Drive) (McAlester 2013, 452). Other fenestration observed included single or paired double-hung-sash, replacement windows with faux muntins; however, several examples retain original wood windows (e.g., 9804 Sherwood Drive). It was rare to observe a bay window (e.g., 1811 Sherwood Road) or casement window (e.g., 1815 Myrtle Road). Some dwelling's windows are flanked by board-and-batten or louvered shutters. Primary entrances are commonly accessed by a brick- or stone-veneered stoop, at times covered by a gabled or shed awning (e.g., 1815 Myrtle Road). Many one-story and one-and-one-half-story examples feature a one-story, enclosed porch extension from a side elevation (e.g., 1810 Sherwood Road). A moderate amount of dwellings feature an attached garage; however, a majority of the lots in Forest Grove include a driveway. It was not common to observe additions; however, when present, they typically are one story tall and extend from the rear elevation (Google 2018).

Common secondary buildings associated with a dwelling within the Forest Grove Neighborhood include one-story sheds or detached garages. These outbuildings, typically set behind the dwelling, were primarily of frame or concrete-block construction and covered by gabled or shed roofs.

Historic Context:

The Forest Grove Neighborhood is located in the Forest Glen vicinity of the City of Silver Spring. For further information regarding the history and development of the Forest Glen vicinity, please reference the previous Determination of Eligibility (DOE) form written by P.A.C. Spero & Company (Darsie 1998). In 1928, Richard J. Hewitt conveyed a 51.17-acre tract of land to William J. Brown (Montgomery County Deed Book [MCDB] 454, 106). The parcel was made up of portions of several other

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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Date

tracts known as "Joseph's Park," "Labyrinth," and "Stoney Point" (MCDB 454, 106). It was not until 1936 that William and Daisy T. Brown, his wife, platted Section One of Forest Grove (MCPB 10, 737). The plat included a total of 64 lots on seven blocks divided by Sherwood and Myrtle Roads (east-west) and Woodland and Forest Grove Drives (north-south). The section was bounded by the west side of Woodland Drive on the west, the north side of Forest Glen Road on the south, the east side of Forest Grove Drive on the east, and the north side of Sherwood Road on the north. There were no covenants established by the developers found to be associated with the lots when they were sold individually to customers.

It does not appear that dwellings were constructed all at once, but rather sporadically constructed by individual property owners during a nearly 20-year period between 1937 and 1953, with a singular outlier in 1960 (SDAT 2018). According to the previous DOE form by P.A.C. Spero & Company, the dwellings within the Forest Grove Neighborhood "are examples of vernacular cottages. Between 1870 and 1940 the vernacular cottage style was typically built for Americans of modest means" (Darsie 1998). These building types are typically "characterized by simple ornamentation and mass-produced components" and designs were obtained by popular magazines, or builder's journals such as "American Builder" and "House Beautiful" (Darsie 1998). However, what was designated as Block 1 in the 1936 plat, which was to include multiple residential lots similar to the remainder of Forest Grove, never came to fruition and instead a medical office building was constructed there 1967 (MCPB 10, 737; SDAT 2018).

Evaluation:

Forest Grove is a Planned Suburban Neighborhood as detailed in the suburbanization context for Montgomery and Prince George's counties prepared by KCI Technologies, Inc. (KCI) in 1999. In the Modern Period (1930-1960), these property types are defined as consisting of a grid or curvilinear pattern of streets; clusters of cohesive buildings by function, construction date, and architectural styles; regular lot sizes and building setbacks, original landscape features such as sidewalks, streetlights, and tree plantings; community amenities; a focus on roads or stations; and locations near major transportation corridors (KCI 1999, D-10). "The developers sold the lots and it was the landowner's responsibility to construct the house" (KCI 1999, D-6).

For a Planned Suburban Neighborhood from the Modern Period to be significant under Criterion A or C for the National Register of Historic Places (NRHP), it must, at a minimum, retain integrity of setting, design, material, and association. As noted in the context of suburbanization in the state of Maryland:

"Planned neighborhoods constructed for the white upper- and middle-class residents derive their significance primarily from distinctive architectural design, while planned neighborhoods which catered to minorities and working classes are significant in relation to larger trends such as social development and cultural history. Therefore, greater integrity is required of neighborhoods that have primarily architectural and design significance" [KCI 1999, D-10].

Forest Grove was initially platted as a Planned Suburban Neighborhood in 1936 with construction occurring between 1937 and 1960 (MCPB 10, 737). Most of the dwellings within the neighborhood were constructed in the Colonial Revival or Tudor Revival styles excluding one resource constructed as a split-level form with Contemporary-style characteristics. Although the development contains several of the character-defining elements established in KCI's suburbanization context for this property type--such as a cohesive grouping of buildings by function and construction date, many of which share cohesion in architectural style--it does not retain a high level of historic integrity of design, setting, materials, workmanship, feeling, and association. Over time, alterations have affected the neighborhood's appearance as well as its individual buildings.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the Forest Grove Neighborhood is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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Date

Under NRHP Criterion C, the Forest Grove Neighborhood is not a particularly unique or excellent example of its resource type, nor does it retain excellent integrity due to numerous additions and material modifications to dwellings throughout and a section of the neighborhood was never constructed. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses approximately 12.9 acres of land, and the historic boundary for the Forest Grove Drive Neighborhood Survey District is confined to the district's limits as shown on plat titled "Forest Grove Section One" (MCPB 10, 737).

References:

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

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

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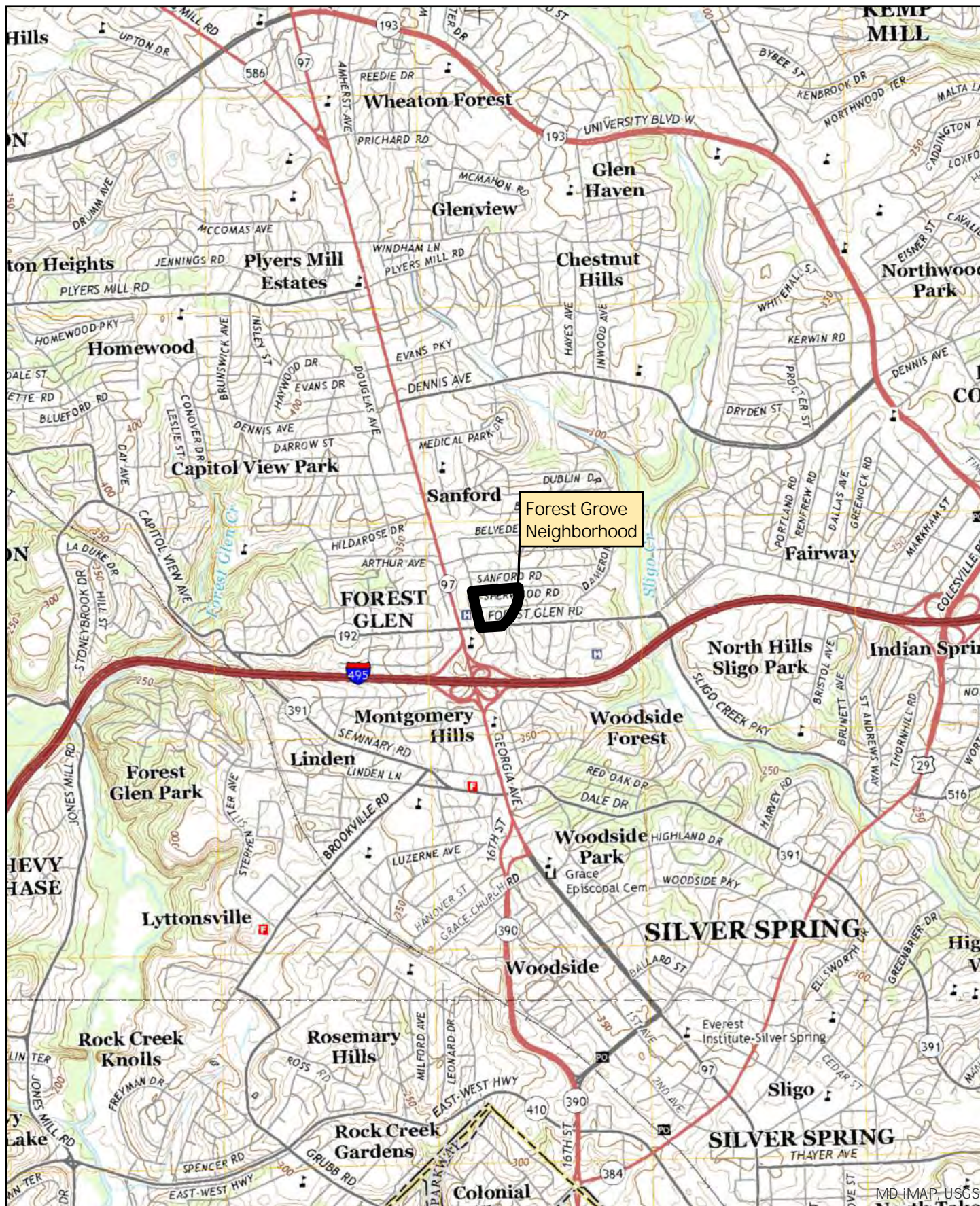
Reviewer, National Register Program

Date

Forest Grove Neighborhood

Location: Bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr
City: Silver Spring

MIHP : M: 36-38
Montgomery County



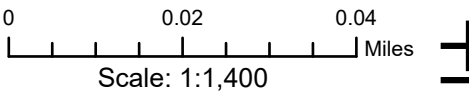
SGS 7.5 Quadrangle - Kensington

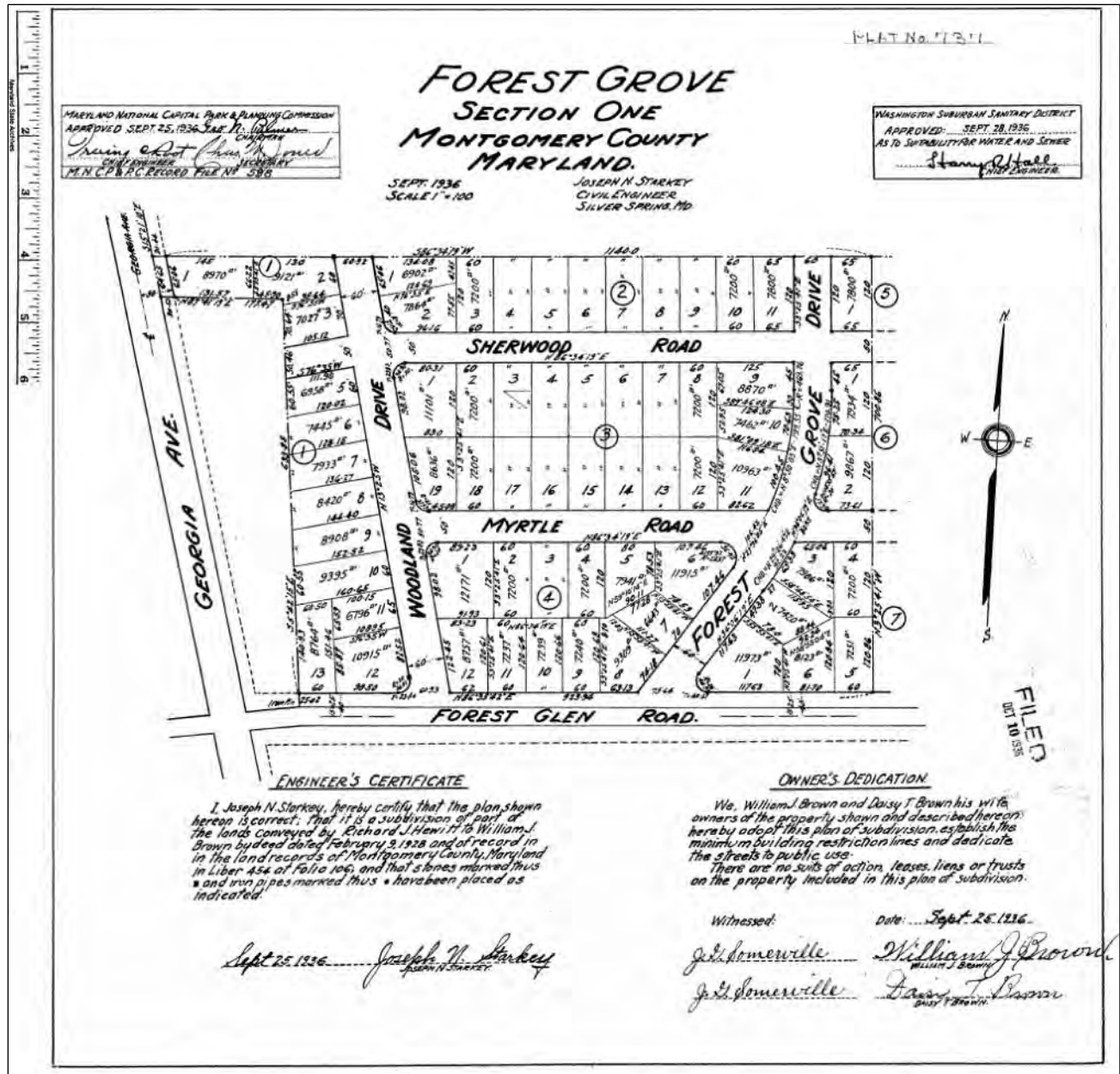
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Miles
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Forest Grove Neighborhood

Location: Bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr
City: Silver Spring

MIHP : M: 36-38
Montgomery County

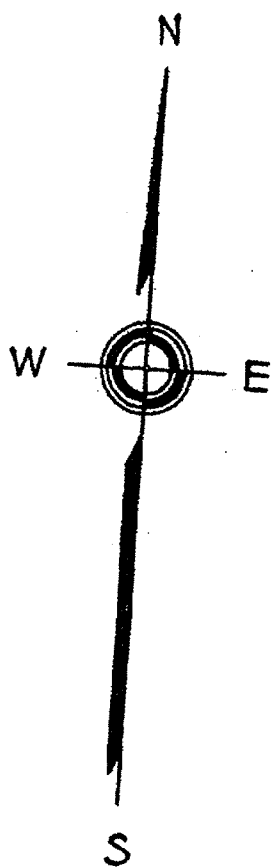




1936 Plat of Section One of Forest Grove (MCPB 10, 737)

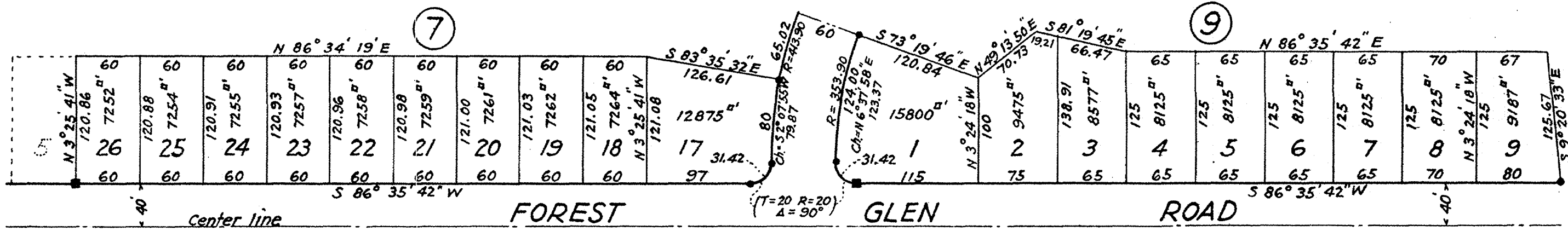
PART OF BLOCKS 7 AND 9
FOREST GROVE
SECTION ONE
MONTGOMERY COUNTY, MD.

PLAT No. 1234



SCALE: 1"=100' APRIL 1940

JOSEPH N. STARKEY, CIVIL ENGINEER
SILVER SPRING, MD.



MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
APPROVED APR. 24, 1940
DATE
Geo. N. Palmer CHAIRMAN
Frederic A. Root CHIEF ENGINEER
Thos. Hampton SECRETARY
M.-N. C. P. & P. C. RECORD FILE NO. 1236

WASHINGTON SUBURBAN SANITARY DISTRICT
APPROVED APRIL 26, 1940
AS TO SUITABILITY FOR WATER AND SEWER
Harry Shaw DEPUTY CHIEF ENGINEER

ENGINEER'S CERTIFICATE.

I hereby certify that the plan shown hereon is correct;
that it is a subdivision of part of the land conveyed by
Richard J. Hewitt to William J. Brown by deed dated
Feb. 9, 1928 and recorded in the Land Records of Montgomery
County, Maryland in Liber 454, Folio 106; and that stones
marked thus ■ and iron pipe marked thus •
have been placed as indicated.

April 24-40 *Joseph N. Starkey*
Joseph N. Starkey
Civil Engineer.

FILED
MAY 20 1940

OWNERS DEDICATION.

We, William J. Brown and Daisy T. Brown, his wife,
owners of the property shown and described hereon, hereby
adopt this plan of subdivision, establish the minimum building
restriction lines and dedicate the streets to public use.
There are no suits of action, leases, liens or trusts on the
property included in this plan of subdivision.

Witnessed: Date April 23-1940

J. L. Somerville *William J. Brown*
J. L. Somerville *Daisy T. Brown*
William J. Brown
Daisy T. Brown

WASHINGTON SUBURBAN SANITARY COMMISSION
APPROVED JULY 17, 1947
SUITABLE FOR WATER AND SEWER DESIGN
WITHOUT COMMITMENT AS TO INSTALLATION

Harry M. Lee
CHIEF ENGINEER

PARTS OF BLOCKS 5, 6, 7, 8 & 9 PLAT No. 2005

FOREST GROVE

SECTION ONE

MONTGOMERY COUNTY MD.

JUNE 1947

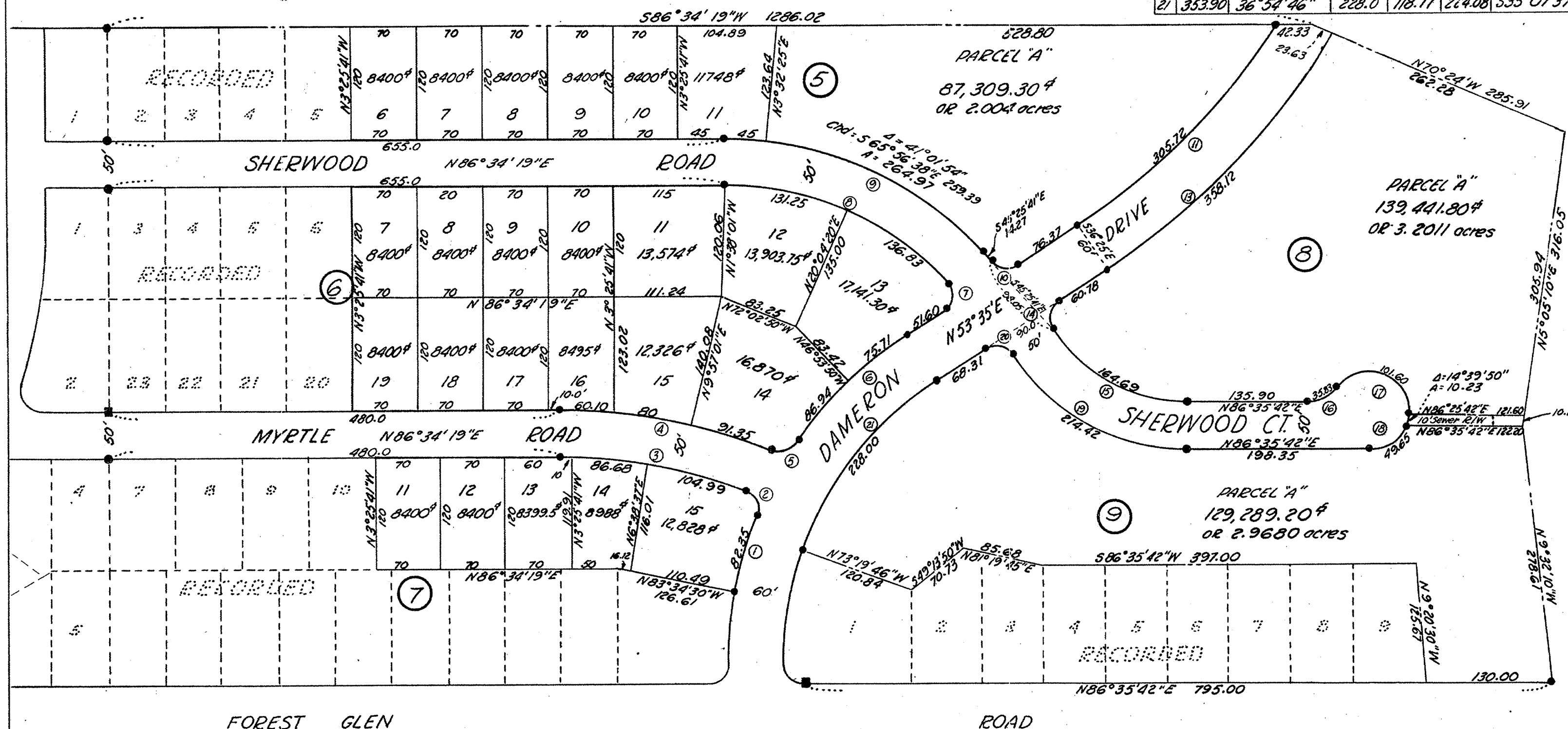
SCALE 1"=100'

JOSEPH N. STARKEY

REGISTERED ENGINEER AND LAND SURVEYOR

SILVER SPRING, MD.

CURVE DATA					
NO.	RADIUS	CENTRAL ANGLE	ARC	TAN.	CHD.
1	413.90	11° 24'	82.35	41.31	82.22
2	20	91° 29' 15"	31.94	19.49	28.65
3	550	21° 00' 36"	201.67	101.98	200.55
4	600	22° 06' 05"	231.45	117.18	230.00
5	20	77° 36' 39"	27.09	16.08	25.07
6	413.90	22° 31' 15"	162.65	82.41	161.64
7	20	99° 00' 41"	34.56	17.08	30.42
8	320	48° 00'	268.05	142.47	260.31
9	370	48° 00'	309.97	164.73	300.98
10	20	80° 59' 19"	28.27	17.08	25.97
11	725	24° 09' 38"	305.72	155.17	303.46
12	20	79° 06' 20"	27.61	17.52	25.47
13	785	26° 08' 20"	358.12	182.23	355.03
14	20	90° 00'	31.42	20.0	28.28
15	165.58	56° 59' 18"	164.69	89.88	157.98
16	40	51° 19'	35.83	19.21	34.64
17	40	145° 31' 48"	101.60	128.94	76.41
18	40	71° 07' 22"	49.65	28.60	46.52
19	215.58	56° 59' 18"	214.42	117.04	205.69
20	20	90° 00'	31.42	20.0	28.28
21	353.90	36° 54' 46"	228.0	118.17	224.08



ENGINEER'S CERTIFICATE

I, Joseph N. Starkey, hereby certify that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and recorded among the land records of Montgomery County, Maryland in Liber 454 at Folio 106, and that stones marked thus ■ and iron pipes marked thus ● are in place where indicated.

Date: June 18, 1947

Joseph N. Starkey
Joseph N. Starkey
Registered Engineer

OWNER'S DEDICATION

I, Daisy T. Brown, widow, owner of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets and sewer right of way to public use. There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

Witnessed:

George M. Linschmeider

Date: June 18, 1947

Daisy T. Brown
Daisy T. Brown

FILED
AUG 5 - 1947

MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
APPROVED - JUNE 26, 1947
John P. Brown DIRECTOR OF PLANNING
James H. Kaplan CHIEF ENGINEER
Samuel K. Doolittle ACTING SECRETARY
M.N.C.P.P.C. RECORD FILE No. 126-7

MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

APPROVED: JAN. 19, 1950

William J. Main *James F. Nicholson*
 CHAIRMAN SECRETARY-TREASURER
 M.-N.C.P.&P.C. RECORD FILE NO. 131-57

WASHINGTON-SUBURBAN SANITARY COMMISSION

APPROVED: JAN. 23, 1950

SUITABLE FOR WATER AND SEWER DESIGN
 WITHOUT COMMITMENT AS TO INSTALLATION

Harry H. Lee
 CHIEF ENGINEER

PLAT No 2459

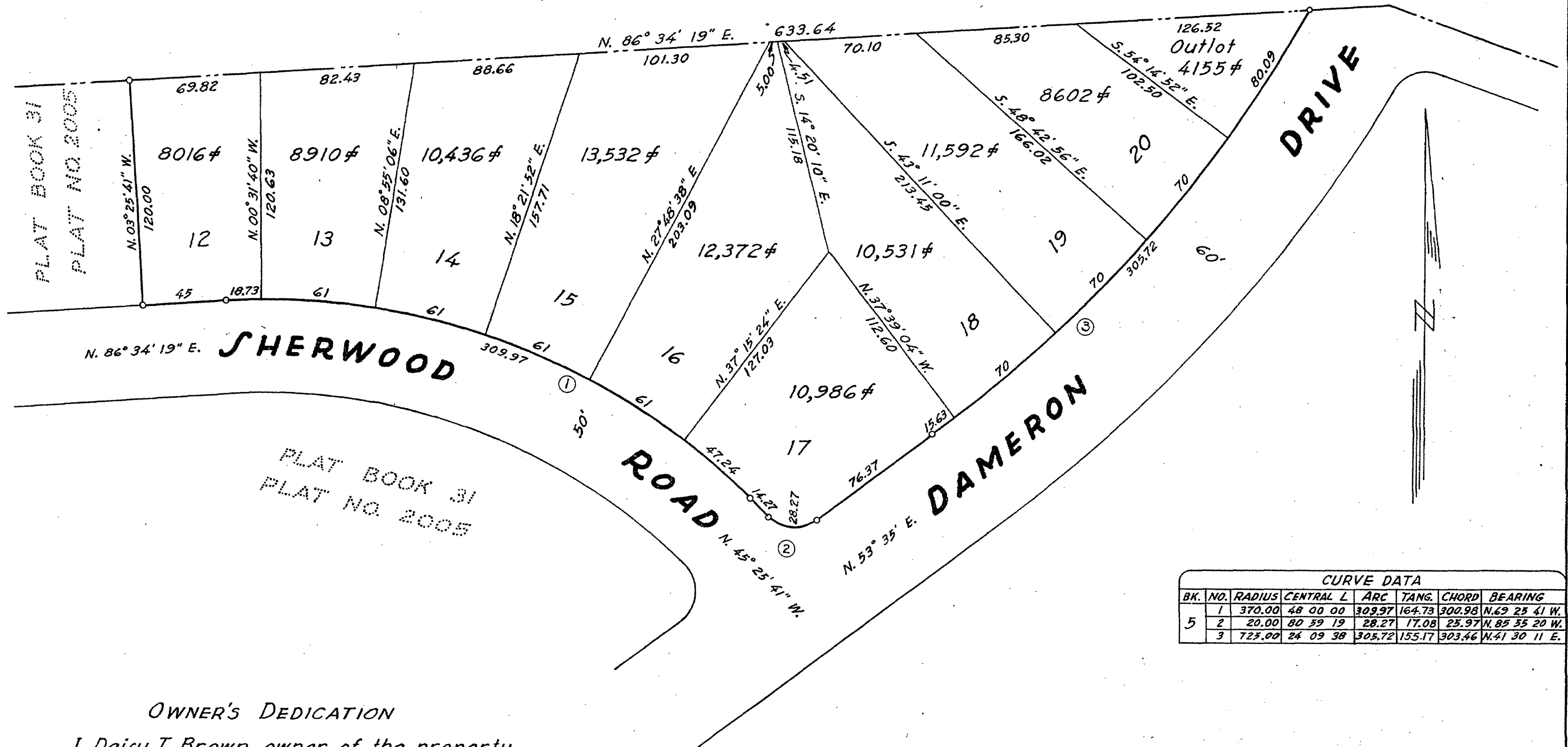
ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct,
 that it is a subdivision of part of the land conveyed by Richard
 J. Hewitt to William J. Brown by deed dated February 9, 1928
 and recorded among the land records of Montgomery County,
 Maryland in Liber 454 at Folio 106.

That iron pipes marked thus — are in place where
 indicated.

December 19, 1949

Thomas G. Oyster
 Thomas G. Oyster
 Registered Surveyor
 Maryland No. 1673



CURVE DATA						
BK.	NO.	RADIUS	CENTRAL L.	ARC	TANG.	CHORD BEARING
5	1	370.00	48 00 00	309.97	164.73	300.98 N. 69 25 41 W.
	2	20.00	80 39 19	28.27	17.08	25.97 N. 85 35 20 W.
	3	725.00	24 09 38	305.72	155.17	303.46 N. 41 30 11 E.

OWNER'S DEDICATION

I, Daisy T. Brown, owner of the property
 shown and described hereon, hereby adopt
 this plan of subdivision and establish the
 minimum building restriction lines.

There are no suits of action, leases, liens
 or trusts on the property included in this
 plan of subdivision.

Witness:

Date: Jan. 16, 1949

Thomas G. Oyster

Daisy T. Brown
 Daisy T. Brown

FILED

FEB 6 1950

PART OF BLOCK 5
 (BEING A RESUBDIVISION OF LOT 11 AND PARCELA)

FOREST GROVE
SECTION ONE

MONTGOMERY COUNTY, MD.

DECEMBER 1949

SCALE: 1"=50'

THOMAS G. OYSTER & ASSOCIATES
 WHEATON TRIANGLE
 SILVER SPRING, MD.

ENGINEERS CERTIFICATE

I hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the lands conveyed by Mitchell E. Giblo and Helen D. Giblo, his wife, to Edward A. Hyde, et. ux by deed dated April 13, 1950 and recorded among the Land Records of Montgomery County, Maryland in Liber 1340 at Folio 314 and also a resubdivision of Lots 12, 13 & 14 Block G, Section One "FOREST GROVE" as shown on a plat recorded among the Land Records in Plat Book 29, Plat 1827 and that stones marked thus ■ and pipes marked thus ○ are in place as shown hereon

Date: April 25, 1950 By: James H. Starkey
James H. Starkey
Registered Surveyor #1119

SECTION ONE
LOTS 24 thru 28 INCL.-BLOCK G
BEING A RESUB. OF LOTS 12, 13 & 14
"FOREST GROVE"
MONTGOMERY COUNTY, MD
Scale 1"=50' April 1950

Prepared in the Office of
JOSEPH. N. STARKEY
CIVIL ENGINEER
SILVER SPRING, MD

OWNERS DEDICATION

We, Edward A. Hyde and Christine M. Hyde, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, liens or trusts on the property shown in this plan of subdivision.

Witness:

Date: April 25, 1950

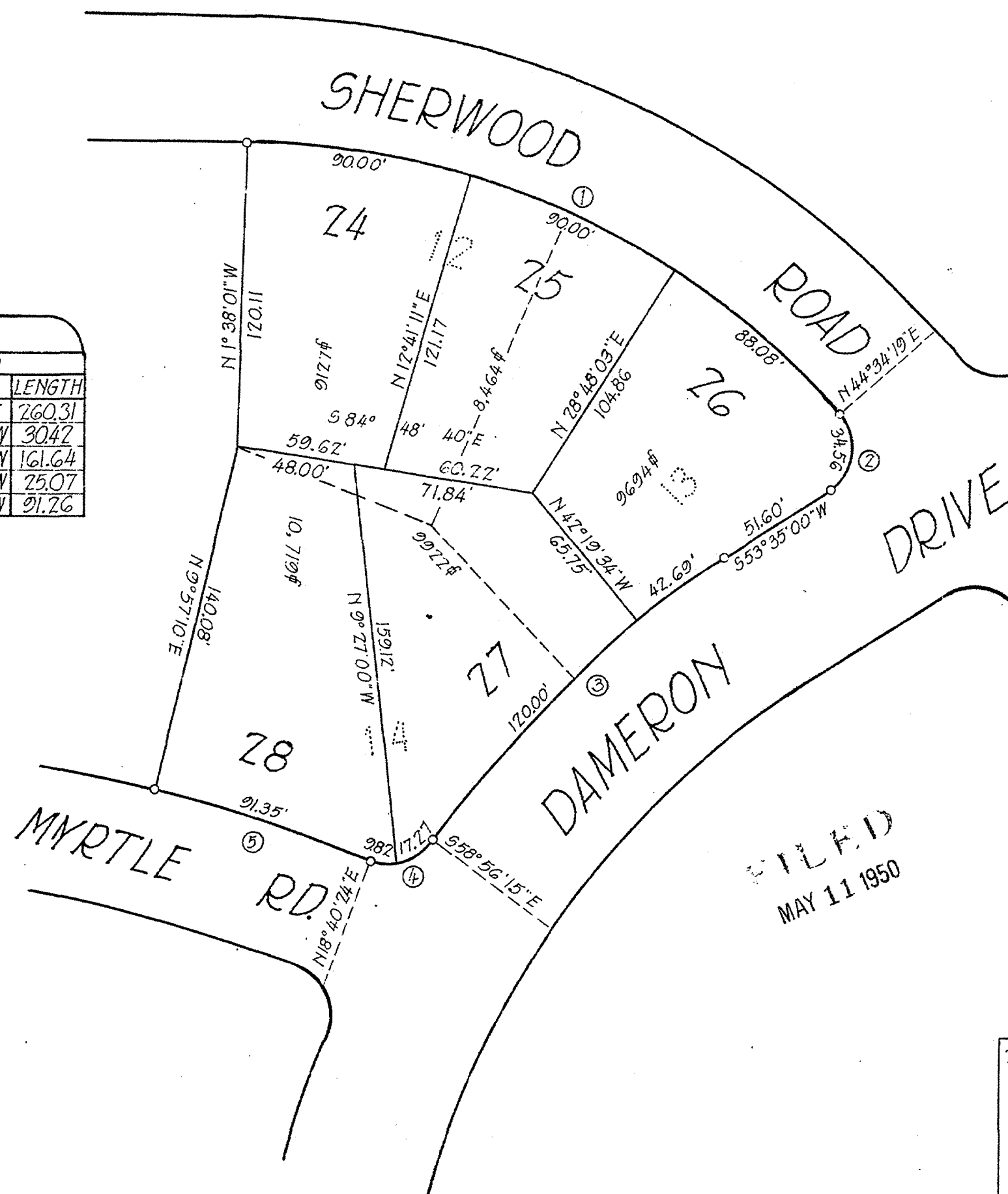
Frederic S. Armstrong

Edward A. Hyde
Edward A. Hyde

Frederic S. Armstrong

Christine M. Hyde
Christine M. Hyde

CURVE DATA					
NO	RAD	ARC	Δ	CHORD	
				BEARING	LENGTH
1	3200	268.05	48°00'00"	S62°25'41"E	260.31
2	200	34.56	99°00'41"	S4°04'40"W	30.42
3	4131	162.65	22°31'15"	S42°19'22"W	161.64
4	200	27.09	77°36'39"	S69°57'10"W	25.07
5	600.0	91.35	8°43'23"	N75°41'18"W	91.26



WASHINGTON SUBURBAN SANITARY COMMISSION
APPROVED MAY 3, 1950
SUITABLE FOR WATER & SEWER DESIGN
WITHOUT COMMITMENT AS TO INSTALLATION.
Harry M. Jell
CHIEF ENGINEER

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
APPROVED APRIL 27, 1950
Frederic S. Armstrong James F. Nicholas
CHAIRMAN SECRETARY-TREASURER
M.N.C.P. & P.C. RECORD FILE NO. 132-43

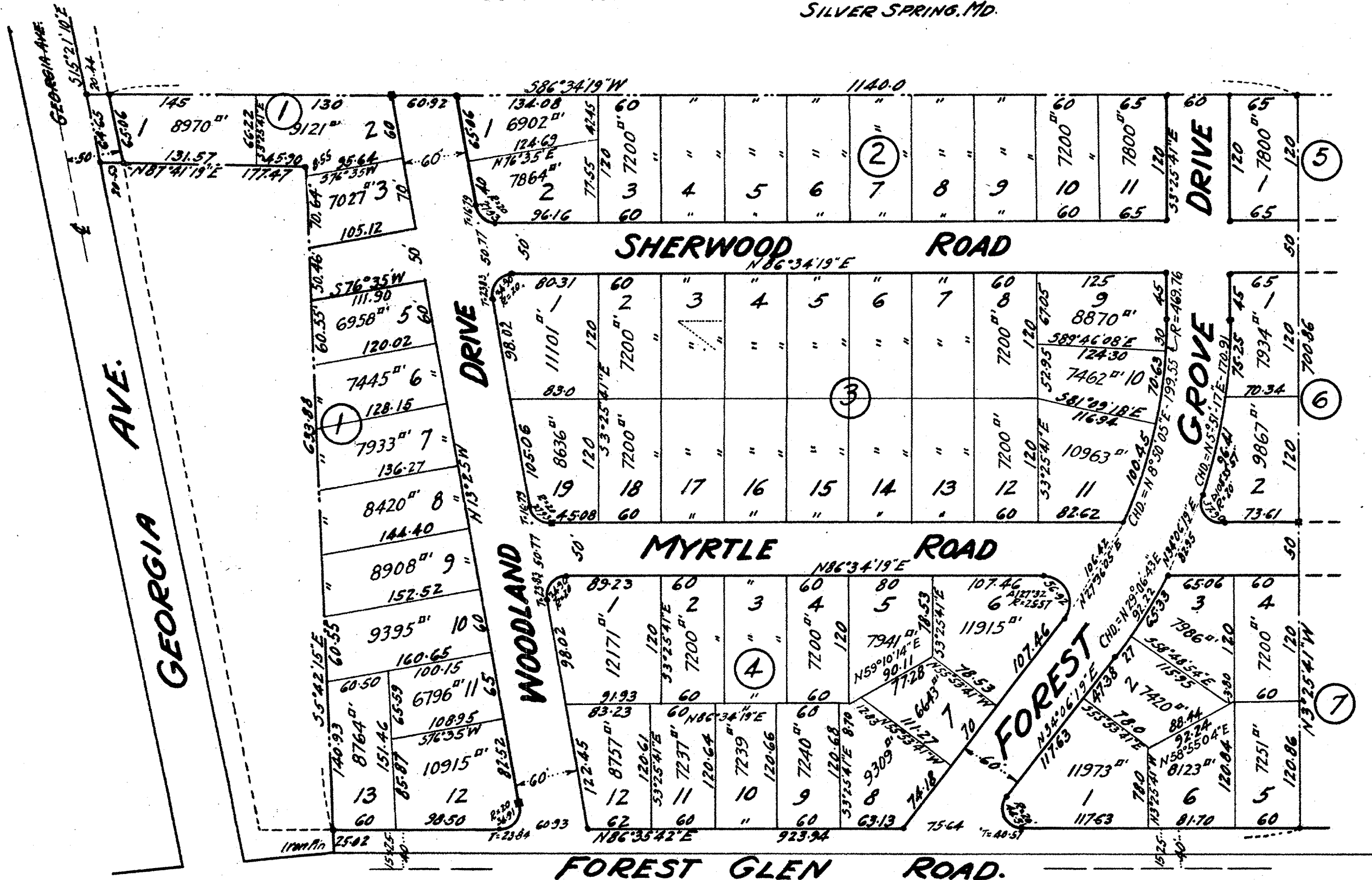
FOREST GROVE SECTION ONE MONTGOMERY COUNTY MARYLAND.

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
APPROVED SEPT. 25, 1936 *John H. [Signature]*
CHIEF ENGINEER
M.N.C.P. & P.C. RECORD FILE NO. 598



WASHINGTON SUBURBAN SANITARY DISTRICT
APPROVED: SEPT. 28, 1936
AS TO SUITABILITY FOR WATER AND SEWER
Harry [Signature]
CHIEF ENGINEER.

SEPT. 1936
SCALE 1" = 100

JOSEPH N. STARKEY
CIVIL ENGINEER
SILVER SPRING, MD.



ENGINEER'S CERTIFICATE

I, Joseph N. Starkey, hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the lands conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and of record in the land records of Montgomery County, Maryland in Liber 454 at Folio 106; and that stones marked thus  and iron pipes marked thus  have been placed as indicated.

OWNER'S DEDICATION.

We, William J. Brown and Daisy T. Brown his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.
There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

Witnessed:

Date: Sept 25, 1936

Sept 25, 1936 *Joseph N. Starkey*
JOSEPH N. STARKEY

J. E. Somerville
J. E. Somerville

William J. Brown
WILLIAM J. BROWN
Daisy T. Brown
DAISY T. BROWN

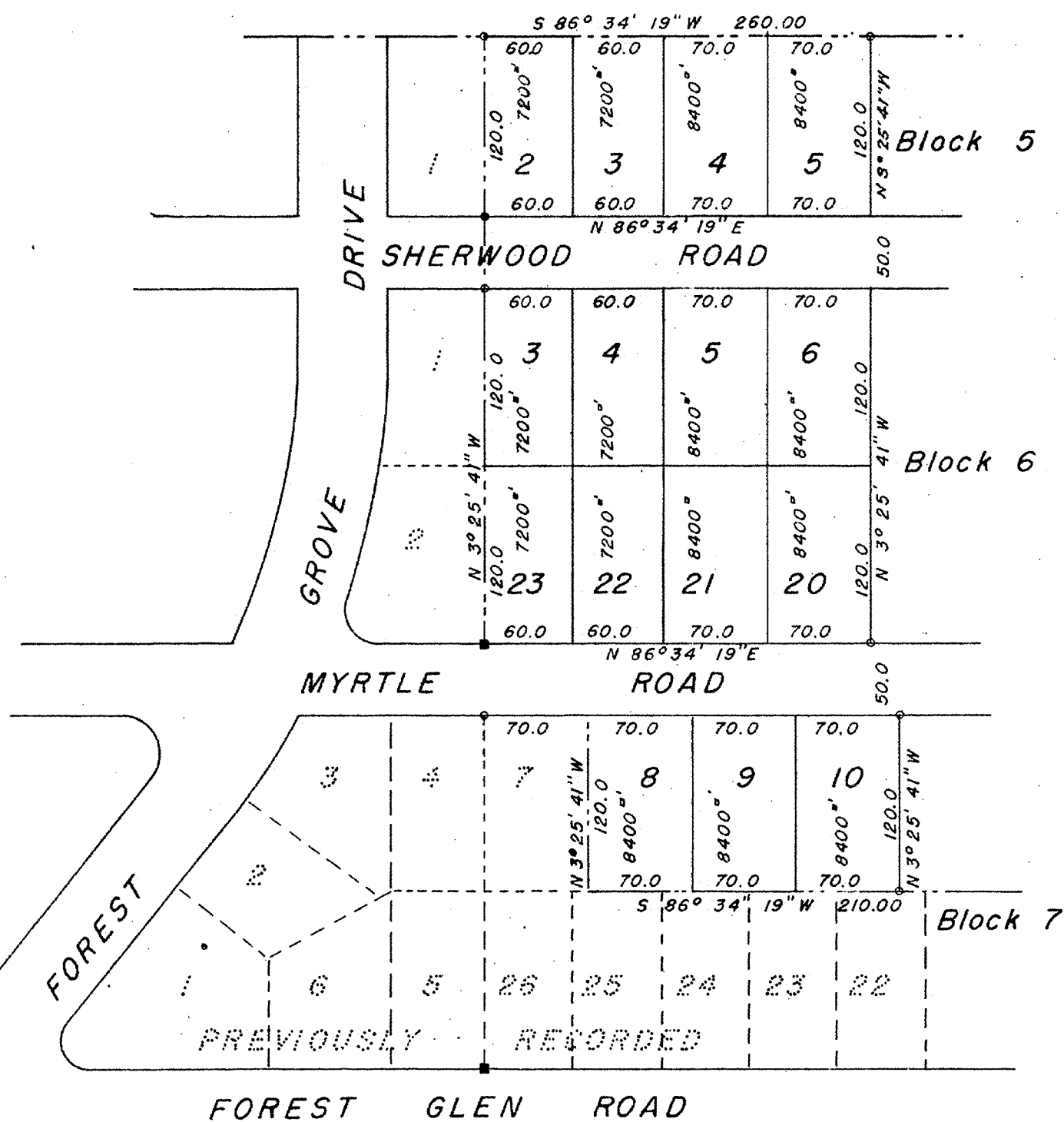
FILED
OCT 10 1936

PART OF BLOCKS 5, 6, & 7
FOREST GROVE
 SECTION ONE
 MONTGOMERY COUNTY
 MARYLAND

PLAT No. 1741

Scale 1"=100' April 1946

Joseph N. Starkey
 Civil Engineer
 Silver Spring, Md.



ENGINEERS CERTIFICATE

I, Joseph N. Starkey, hereby certify that that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and recorded in the land records of Montgomery County in Liber 454, Folio 106, and that stones marked thus ■ and iron pipes marked thus ○ have been placed as indicated.

Date *May 2, 1946*

Joseph N. Starkey
 Joseph N. Starkey
 Registered Engineer &
 Land Surveyor
 Md. No. 552

OWNERS DEDICATION

I, Daisy T. Brown, owner of the property shown and described hereon hereby adopt this plan of subdivision, establish the minimum restriction lines, and dedicate the streets to public use.

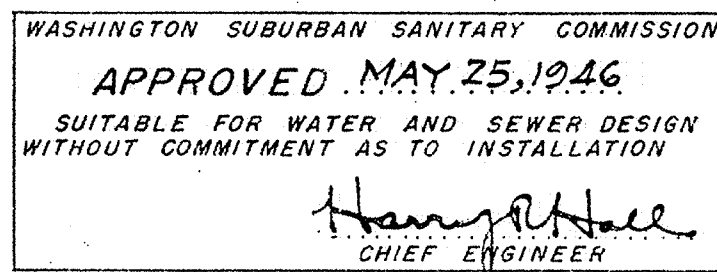
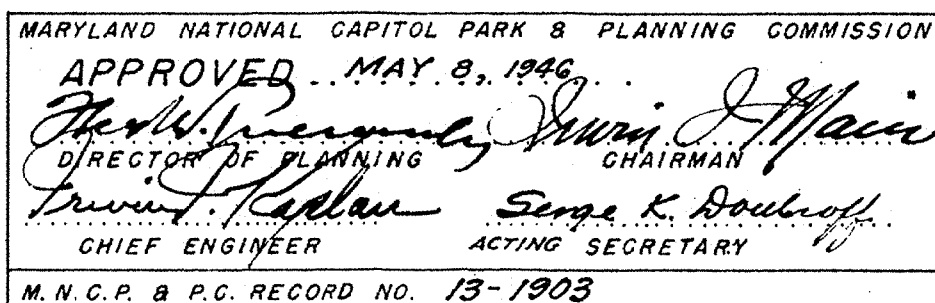
There are no suits of action, leases, liens or trusts on the property included in this plan.

Witnessed:

Date *May 2, 1946*

Wayne C. Gnatthouse
 Wayne C. Gnatthouse

Daisy T. Brown
 Daisy T. Brown (widow)



FILED
 JUN 20 1946

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

Inventory No M: 36-38

Name: Forest Grove Neighborhood
Continuation Sheet

Number Photos Page 1



Photo 1 of 8: North Side of Sherwood Road, Looking Northeast from Intersection with Woodland Road



Photo 2 of 8: South Side of Sherwood Road, Looking Southeast from Intersection with Woodland Road

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

Inventory No M: 36-38

Name: Forest Grove Neighborhood
Continuation Sheet

Number Photos Page 2



Photo 3 of 8: North Elevation of 1806 Sherwood Road



Photo 4 of 8: South Elevation of 1807 Sherwood Road

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

Inventory No M: 36-38

Name: Forest Grove Neighborhood
Continuation Sheet

Number Photos Page 3



Photo 5 of 8: Southeast Elevation of 9808 Forest Grove Drive, Looking Southwest



Photo 6 of 8: Northeast Elevation of 9806 Forest Grove Road, Looking South

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

Inventory No M: 36-38

Name: Forest Grove Neighborhood
Continuation Sheet

Number Photos Page 4



Photo 7 of 8: North Elevation of 1806 Myrtle Road



Photo 8 of 8: South Elevation of 1807 Myrtle Road

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

Inventory No M: 36-38

Name: Forest Grove Neighborhood
Continuation Sheet

Number Photos Page 5

PHOTO LOG

Name of Property: Forest Grove Neighborhood
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 8:
North Side of Sherwood Road, Looking Northeast from Intersection with Woodland Road
M: 36-38_2018-05-07_01

Photo 2 of 8:
South Side of Sherwood Road, Looking Southeast from Intersection with Woodland Road
M: 36-38_2018-05-07_02

Photo 3 of 8:
North Elevation of 1806 Sherwood Road
M: 36-38_2018-05-07_03

Photo 4 of 8:
South Elevation of 1807 Sherwood Road
M: 36-38_2018-05-07_04

Photo 5 of 8:
Southeast Elevation of 9808 Forest Grove Drive, Looking Southwest
M: 36-38_2018-05-07_05

Photo 6 of 8:
Northeast Elevation of 9806 Forest Grove Road, Looking South
M: 36-38_2018-05-07_06

Photo 7 of 8:
North Elevation of 1806 Myrtle Road
M: 36-38_2018-05-07_07

Photo 8 of 8:
South Elevation of 1807 Myrtle Road
M: 36-38_2018-05-07_08

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Forest Village Apartments

Inventory Number: PG:76A-62

Address: Northwest of I-495 and west of the Forestville Road

Historic District: No

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Forest Village United LLC

Tax Account ID: 06-0486951

Tax Map Parcel(s): 0000

Tax Map: 0089

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Forest Village Apartments, currently known as Admiral Place Apartments, is a garden apartment complex in Suitland. It is bound by I-495 to the southeast, Forestville Road to the east, an industrial facility to the west, and its access road to the north. The 19.89-acre complex consists of 31 linear apartment buildings, some of which are connected in groupings of two to four, separated by manicured green spaces and asphalt parking areas lined with concrete sidewalks. Moderate tree coverage and bushes surround the buildings. Two playgrounds, two signs, and several wood trash enclosures are associated with this resource. A concrete culvert bridge is located in the northwest portion of the complex.

Description:

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

Forest Village Apartments is a garden apartment complex containing 31 garden apartment buildings comprising 410 one-, two-, or three-bedroom units that were constructed in 1966. The linear buildings, with minimal exterior decoration, are two to three stories tall, six bays wide, and clad in stretcher-bond brick veneer. The buildings have a raised basement foundation, also clad in a stretcher-bond brick veneer, depending on the ground slope. Exterior walls are ventilated where HVAC units are housed. Roofs are side gabled and sheathed in asphalt shingles. They are pierced by interior-end, metal-clad chimney flues above each apartment unit.

Primary entrances are recessed and centrally located on each apartment building's façade and lead to enclosed stairwells that provide access to individual apartment units. They are filled with a single-leaf, metal-frame glass door flanked by metal-frame sidelights and topped by a transom. Each is accessed by a concrete stoop lined with a vinyl rail. A set of concrete stairs lined with a vinyl rail lead down or up to the stoop, depending on the ground slope surrounding the entrance. A sign with the building's number and a metal-frame, fixed, ceiling-height window is set above the entry. Vinyl-frame, sliding doors provide access to recessed concrete patios or wood balconies lined with a vinyl rail. Windows are single vinyl-frame, sliding units and feature textured concrete sills.

A circa-2014 sign is situated at the south side of the entrance from Forestville Road. It is composed of wood and flanked by stone veneer-clad posts; it reads "Admiral Place Apartments, 4400 Rena Road, 301.735.0100, AdmiralPlace.com." Another circa-2014 wood sign is located at the entrance for Building 4400.

Two circa-2000 metal playgrounds are located on the north side of Rena Road and on the north side of the entrance from Forestville Road.

Historic Context:

In 1964, acting as the Board of Directors for Forest Village Realty Co., Inc., Jerry and Nancy Wolman, Nick and Helen Basiliko, and Malvin A. and Dorothy Robinson, Daniel and Janice E. Melnick, Stanley and Harriet Reines, and Sidney and Rena Teplin submitted a plat of subdivision called Parcels A, B, and C of "Park Andrews" for a 22.13-acre parcel on the northwest side of I-495 (Prince George's County Deed Book [PGCDB] 2779, 163; 3007, 384; Prince George's County Plat Book [PGCPB] WWW 52, 54). By 1965, Reines and Teplin Construction Co. constructed the 410-unit apartment complex, designed by architect Edmund W. Dreyfuss, on 19.89 acres of the larger tract; the name was changed to Forest Village (The Evening Star 1968, A-12; The Washington Post and Times Herald 1965, P4). After its construction, the complex was sold to CH #12, Incorporated, a Maryland corporation, in 1966 (PGCDB 3415, 663). Two years later, they sold the property to Forest Village Associates, an Illinois-based limited partnership, who retained the property until 1973 when it was conveyed to Forvil Realty Corp. for \$5,900,000 (PGCDB 3586, 991; 4332, 122). In 1978, the complex was sold to Forest Village Apartments Associates for an undisclosed amount (PGCDB 5181, 58). Forest Village Apartments Associates sold the property to Forest Village United, LLC for \$31,425,000 in 2014; the name was changed to Admiral Place Apartments at this time (PGCDB 35788, 560).

Initial advertisements marketed individually controlled air-conditioned and heated units with patios and balconies, modern kitchens, walk-in closets, and large dens and living rooms. Early pricing began at \$114.50/month, which included all utilities, for five apartment layouts that included one, two, or three bedrooms with or without dens (The Washington Post and Times Herald 1966, B15). Furnished apartments were also available. Advertisements touted the complex's proximity to I-495, the Suitland Parkway, and Andrews Air Force Base, its large play areas, and swimming and wading pools. In the late-1970s, rental prices rose to begin at \$227/month (The Washington Post 1978, C12). In 1985, the apartments were renovated with gourmet kitchens and a washer and dryer installed in each apartment unit (The Washington Post 1978, C12; 1985, C14). The swimming pools were filled in between 2002 and 2005 (Nationwide Environmental Title Research 2002; 2005).

Jerry Wolman was a merchant Marine who took part of the post-World War II housing boom and was praised by the development industry for his success (Bernstein 2013). During the 1960s, Wolman had offices in Philadelphia and Chicago, purchased two Philadelphia sports teams, and became majority owner of their stadium properties. However, after a mortgage market crash, he was forced to sell multiple land holdings and filed for bankruptcy in 1968.

Edmund W. Dreyfuss, an architect from Washington, D.C., worked with Jerry Wolman on several other projects such as the Executive Building in northwest Washington, D.C. (Poole 1963, B-1). According to a 1963 article in The Evening Star, Dreyfuss and his company, Edward W. Dreyfuss + Associates, was responsible for \$350,000,000-worth of construction in the Washington, D.C., area and had about \$25,000,000 worth of projects in the works (Poole 1963, B-1). Other examples of his work include the Claridge House Apartments and Clearview Towers, both in Silver Spring (Kelly 2015).

Reins and Teplin Construction Co. were involved in both commercial and residential construction in the Washington, D.C., area during the 1960s. By 1965, they had built over 1,000,000 square feet of office space and approximately 5,000 apartment units (The Evening Star 1965, A-18). The firm also constructed the Sundial Terrace Apartments in Suitland.

Evaluation:

Forest Village Apartments was evaluated as a garden apartment complex of the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Forest Village Apartments is a one of many garden apartment complexes in the region and is an example of the type commonly built in Prince George's County and Suburban Diversification Period (1961-1980). The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Forest Village Apartments is not eligible under Criterion A.

The Jerry Wolman, Edmund W. Dreyfuss, and Reins and Teplin Construction Co. worked throughout the area, but research does not indicate their efforts had a significant influence on suburban development in

Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Forest Village Apartments is a modest and basic example of a garden apartment complex from the mid-1960s during the Suburban Diversification Period. The garden apartments include features common of their resource type from the period such as community amenities, private balconies and patios, and natural landscaping; however, the resource does not demonstrate any unique or distinctive stylistic details, and the pools have been removed. For these reasons, the complex is not eligible under Criterion C. Forest Village Apartments was not evaluated under Criterion D.

The building encompasses 19.89 acres and is bounded by I-495 to the southeast, Forestville Road to the east, an industrial facility to the west, and its access road to the north. It is confined to its current tax parcel found on Prince George's County Tax Maps 0089 and seen in Prince George's County plat book 52, page 54.

References:

Bernstein, Adam. 2013. "Jerry Wolman, developer and onetime NFL owner, dies." The Washington Post. August 8, 2013. <https://search-proquest-com.dclibrary.idm.oclc.org/docview/1418564932/BE3612432FF04C39PQ/3?accountid=46320>.

The Evening Star. 1965. "D.C. Builders Planning Big Chicago Job." November 18, 1965, A-18.
--- 1968. "Realty Equities Sells Maryland Apartments." May 14, 1968, A-12.

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

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

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

Poole, Daniel. 1963. "Design Is Only a Start." The Evening Star. March 30, 1963, B-1.

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. <http://plats.net/pages/plats.aspx?cid=PG>.

The Washington Post. 1978. Advertisement. August 7, 1978, C12.
--- 1985. Advertisement. January 13, 1985, C14.

The Washington Post and Times Herald. 1965. "Forest Village Apartments Are Near Beltway." December 12, 1965, P4.

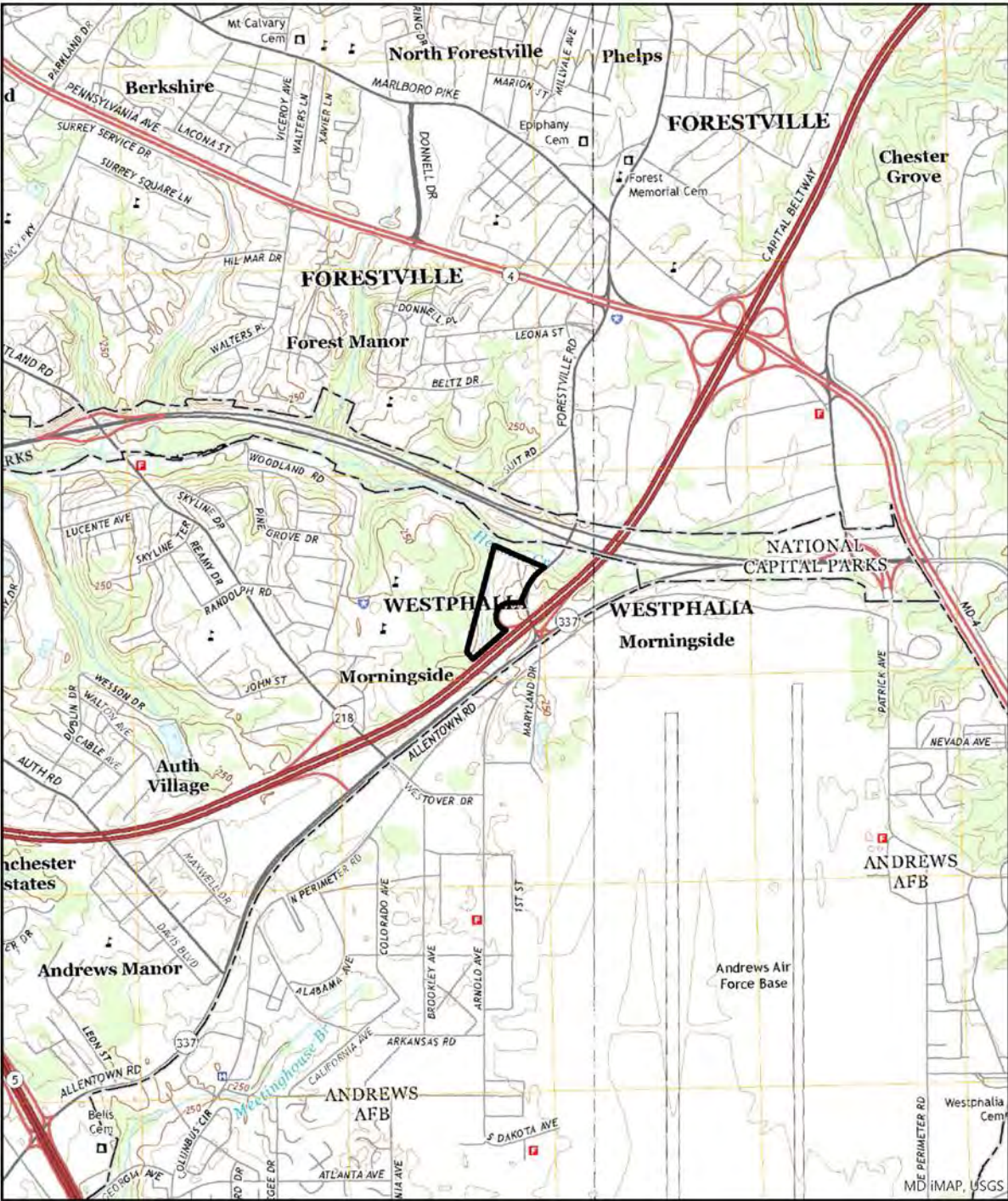
--- 1966. "Forest Village." January 13, 1966, B15.

Forest Village Apartments

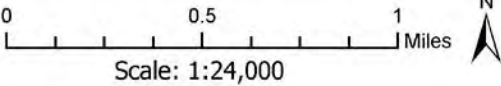
Prince George's County

Location: Northwest of I-495 and west of the Forestville Road

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Forest Village Apartments

Location: Northwest of I-495 and west of the Forestville Road

Prince George's County

City: Suitland





Detail of façade at 4404 Rena Road, looking northeast.



Overview of complex, looking south towards 4400-4404 Rena Road.



4407 Rena Road, west elevation.



Playground, looking north.



4505-4507 Rena Road, northwest oblique.



4431 Rena Road, southwest oblique.



4433-4439 Rena Road, looking northwest.



Detail of façade at 4409 Rena Road, east elevation.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

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

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

File Format: **PG:76A-62_2019-02-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Detail of façade at 4404 Rena Road, looking northeast.

02.tif

Overview of complex, looking south towards 4400-4404 Rena Road.

03.tif

4407 Rena Road, west elevation.

04.tif

Playground, looking north.

05.tif

4505-4507 Rena Road, northwest oblique.

06.tif

4431 Rena Road, southwest oblique.

07.tif

4433-4439 Rena Road, looking northwest.

08.tif

Detail of façade at 4409 Rena Road, east elevation.

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

Property Name: Forestville Asphalt

Address: 8700 D'Arcy Road

City: District Heights

Zip Code: 20747

County: Prince Georges

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0150

Tax Map Number: 0082

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Rebecca Crew

Date Prepared: Aug 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Forestville Asphalt property at 8700 D'Arcy Road in District Heights, Maryland, dates to 1977, according to property tax records. It comprises a 10.84-acre site on the north side of D'Arcy Road, west of I-495. It is a hot mix asphalt plant.

The asphalt plant includes a series of connected equipment and storage including conveyer belts, elevators, a heater, a dryer, primary and secondary collectors, cement storage, and four towering hot mix asphalt storage silos.

Immediately to the north of the plant equipment is a two-story concrete-masonry control office. It is three bays wide and has an exterior metal stair to the second-story entrance. Each bay of the second story has a different cladding: vertical wood siding on the south, horizontal corrugated aluminum siding in the center, and concrete masonry on the north. A four-bay aggregate bin system is to the north of the control office.

To the east of the plant equipment are two attached aluminum pole buildings. They have low-pitched side-gabled roofs and each are three bays wide. The west pole building, which is slightly wider than the east pole building, has a single-leaf solid metal door and a one-by-one window in the west bay. It has vehicle bays with metal roll-down doors in the central and east bay. The east pole building has three similar vehicle bays.

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

NR-ELIGIBILITY REVIEW FORM

Forestville Asphalt

A prefabricated double-wide office trailer is immediately inside the entrance gate, to the west of the entrance. It was installed ca. 2006. Shipping containers are stored to the west of the office trailer, and a variety of aggregate piles are stored along the north side of the parcel.

Forestville Asphalt is one of five asphalt plants owned by the Francis O. Day Company, a contracting and asphalt production company based in Rockville, Maryland. Three other asphalt plants in Maryland owned by the Francis O. Day Company are in Frederick, Rockville, Waldorf, while one plant is out-of-state in Leesburg, Virginia. The Maryland Asphalt Association lists three other asphalt plants in Prince George's County, operated by other firms, and located in Bladensburg, Laurel, and Clinton.

Forestville Asphalt is not eligible for listing in the National Register of Historic Places. It is not closely associated with significant historical events or individuals, and it is not eligible for listing under Criteria A or B. Forestville Asphalt is a typical example of an asphalt production plant, and the equipment has been continuously added to and upgraded during its operation. Forestville Asphalt lacks exemplary design characteristics that would qualify it for listing in the NRHP under Criterion C for architecture or engineering. The property was not evaluated under Criterion D as part of this assessment. The surveyed property consists of the 10.84-acre parcel that encompasses Prince George's County Tax Map 0082, Parcel 0220.

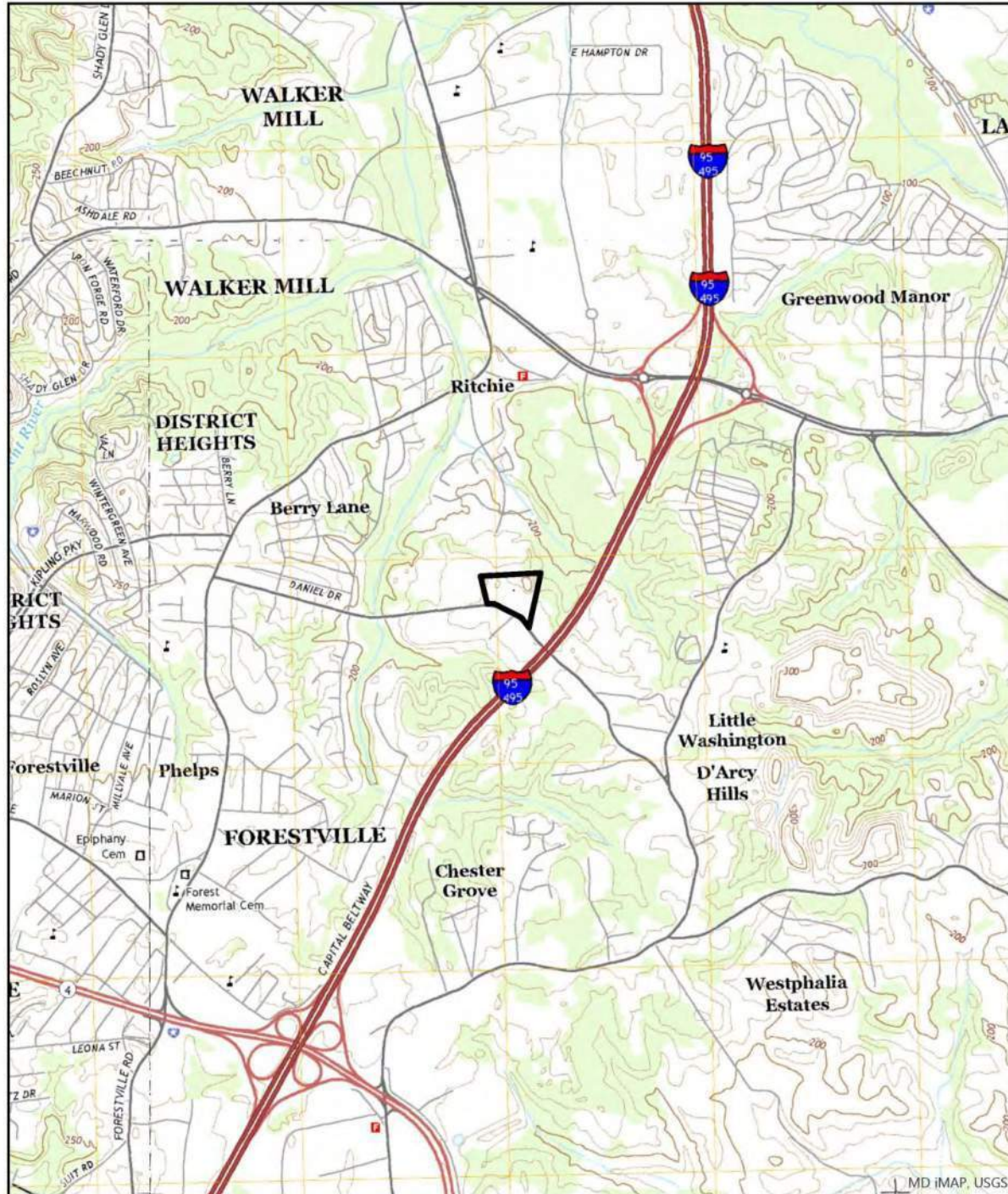
Forestville Asphalt

Forestville Asphalt

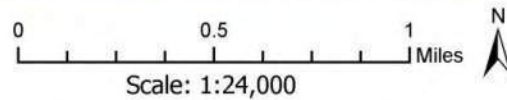
Location: 8700 D'Arcy Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro



Forestville Asphalt



Facing east towards west side of asphalt plant.



View facing southwest towards north and east sides of asphalt plant.

Forestville Asphalt



Detail of asphalt conveyer belt located on east side of the plant.



View facing west towards asphalt plant control room.

Forestville Asphalt



View facing west of control room and aggregate bins.



View facing north towards vehicle maintenance pole buildings.

Forestville Asphalt



Oblique view of office trailer, facing southeast.

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

Property Name: Forestville Volunteer Fire Department

Address: 8321 Old Marlboro Pike

City: Upper Marlboro

Zip Code: 20772

County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0046, 0047

Tax Map Number: 0090-00B2

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Mar 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Forestville Volunteer Fire Department (VFD) is a one-story fire station occupying 1.69 acres on two parcels on the west side of Old Marlboro Pike and south of Penn Randall Place. The property is surrounded by commercial and industrial development. This Modernist one-story building was constructed in 1956. It is oriented approximately east-west and faces Old Marlboro Pike. A one-story addition was constructed to the north by 1963, and a second addition was added to the northwest corner by 1980 (Historic Aerials 2019). The southeast portion of the property has direct access to Old Marlboro Pike. A driveway to the north, flanked by wood rail fencing, also connects to the road. The fire station occupies the eastern portion of the property and is surrounded by asphalt paving on all sides. The western portion is covered in grass. Directly west of the building are a circa early 2000s shed-roof canopy and a side-gable-roof shed. A large front-gable-roof shed stands southwest of the fire station at the southern boundary. The two sheds were built sometime between 1988 and 2002. Two signs are at the southeast corner of the property. The sign nearest the road has two brick pillars with concrete caps and a brick base supporting a signboard with removeable letters. The other sign is nearly identical and likely original but has a concrete signboard with inscribed letters reading "FORESTVILLE V.F.D. No. 1."

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

Forestville Volunteer Fire Department

The east façade and L-shaped additions of the rectangular-plan concrete block building are clad with brick. The building is sheltered by a barrel-vaulted roof, obscured at the façade by a tall, rectangular parapet. Three-dimensional letters are fixed to the parapet, spelling out "FORESTVILLE VOLUNTEER FIRE DEPT." A tall, square hose tower, likely clad with synthetic stucco, rises from the original north elevation. A partially engaged brick chimney extends from the north elevation of the circa 1963 addition.

The façade has five original bays. The four southern bays have large garage openings with metal roll-up doors with six lights in the center. The bay to the north contains the main entrance door with a large single light above a solid panel and paired awning windows with a fixed pane above. A flat-roofed metal canopy extends across the façade. The façade of the flat-roofed circa 1963 addition is slightly recessed and windows similar to those at the façade. The north elevation of the two additions has a single half-glazed door; tall, narrow, fixed-pane windows; a horizontal three-light window; and two glass-block windows. The west elevation of the circa 1980 addition has a garage door, similar to those on the façade, and a horizontal four-light window. The west elevation of the original building has a single half-glazed door and two horizontal four-light windows. At the center of the south elevation are paired half-glazed doors. The elevation also has three sets of paired metal horizontal four-light windows, with a hopper opening at the bottom light, and two small windows. All building windows have brick sills.

The Forestville VFD is an undistinguished example of a mid-twentieth-century fire station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Forestville VFD is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While generally intact, the building has additions. This fire station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Forestville VFD was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.69 acres and is confined to two current property tax parcels 0046 and 0047, which are found on Prince George's County Tax Map 0090-00B2 account numbers 06-0487124 and 06-0487132 (2018).

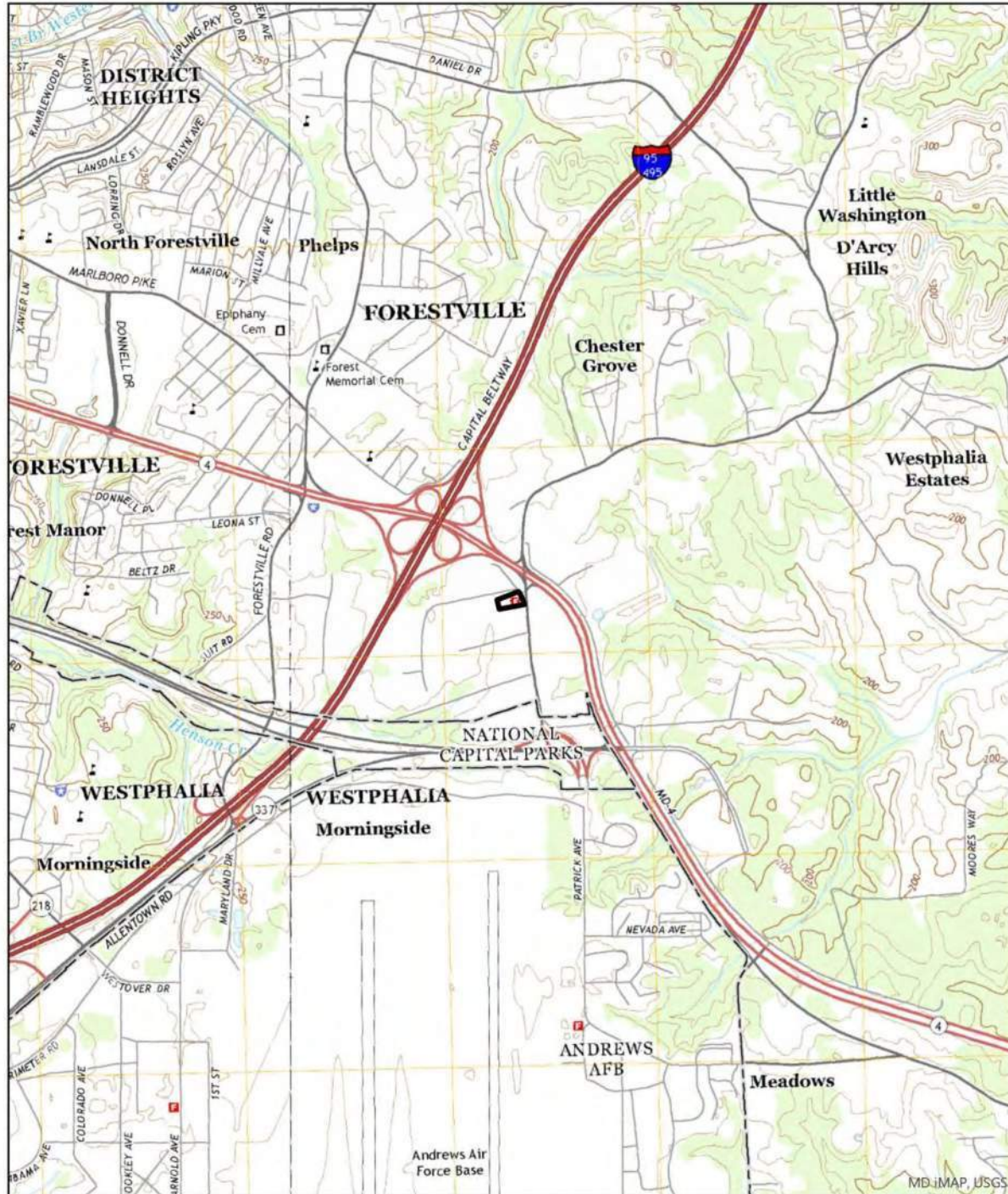
Forestville Volunteer Fire Department

Forestville Volunteer Fire Department

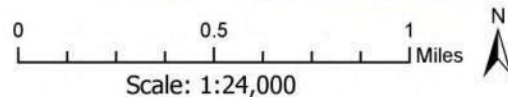
Location: 8321 Old Marlboro Pike

Prince George's County

City: Upper Marlboro



USGS 7.5' Quadrangle - Upper Marlboro



Forestville Volunteer Fire Department



East facade



North and west elevations

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

Property Name: Former Amoco Gas and Service Station (Forest Glen)

Address: 2601 Forest Glen Road

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): 0000

Tax Map Number: HP62

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Mar 18, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Former Amoco Gas & Service Station is a gas and service station occupying a 0.70-acre parcel bounded by Forest Glen Road, Capitol View Avenue, Glen Avenue, and Glen Manor Condominiums, in a predominantly residential area. With no architectural style, the one-story building was constructed 1960 as an Amoco and later converted to a BP. The service station is oriented on an east-west axis and faces south toward Forest Glen Road. At some point a one-bay office addition was constructed on the east side of the building. The property is accessed via one entrance on Glen Avenue, two on Forest Glen Avenue, and two on Capitol View Avenue. Islands with grass separate the property from the road. The service station occupies the northeast corner of parcel, and the canopy and fuel pumps are south of the building. A metal canopy over the fuel pumps is oriented north-south and was built between 1982 and 1988 (Historic Aerials 2019). A small cashier building is partially under the canopy. Another fuel pump with a small canopy and small shed are on the western side of the property. The lot is primarily asphalt with concrete pads over the underground fuel tanks. Light standards, air pump and vacuum stations, metal bollards, dumpsters, and a metal and plastic business sign are also located on the lot. A chain-link fence, with vertical wooden slats on a concrete retaining wall, lines the northern (rear) boundary.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Former Amoco Gas and Service Station (Forest Glen)

The rectangular-plan service station has an asymmetrical south façade and consists of a store on the west side and three automotive service bays on the east. The building rests on a concrete slab foundation and is clad in a brick veneer. A faux-mansard parapet, clad in asphalt shingles, runs along all sides of the building and hides the flat roof. The shop entrance has a single metal-and-glass door flanked by three single-light, fixed-pane aluminum windows to the west. The automotive bays have metal roll-up doors with three lights in the center. A front gable with vertical board siding and business signage projects over the western and central garage bays. Carriage-lamp light fixtures are mounted on each end of the garage bays. Shorter than the original building, the office addition has a single bay visible on the façade with a central metal and glass door flanked by single, fixed-pane sidelights. The west elevation has two areas of darker brick, where original doors were located, and two single-light, fixed-pane display windows at the southwest corner that meet the façade windows, creating a wraparound storefront. The original east elevation is obscured by the flat-roof addition clad in vertical metal panels. The north elevation was not accessible during this survey.

The canopy has a flat roof supported by four rectangular metal posts. Beneath it are three fuel pumps on concrete plinths; the canopy is bordered on three sides by plastic business logos. Southwest of the canopy is a small, rectangular brick cashier building with a metal door and a teller window set in a concrete island. It has a flat roof with a parapet in corporate colors. The frame shed with exposed rafter ends has a gable roof running east-west with a metal door on the east elevation.

The Former Amoco Gas & Service Station is an undistinguished example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Amoco Gas & Service Station is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Amoco Gas & Service Station was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.70 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP62, Parcel 0000 (2019).

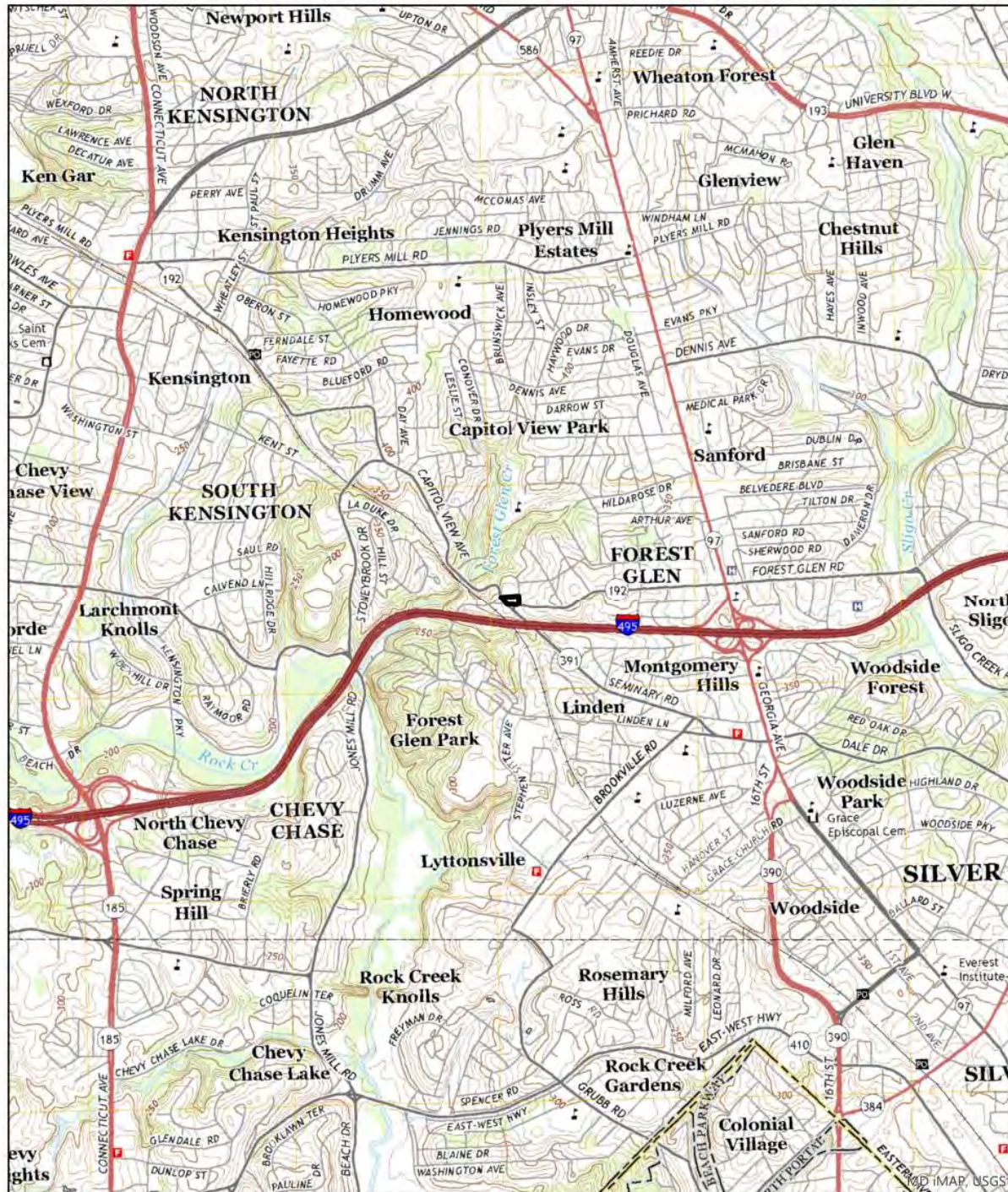
Former Amoco Gas and Service Station (Forest Glen)

Former Amoco Gas and Service Station (Forest Glen)

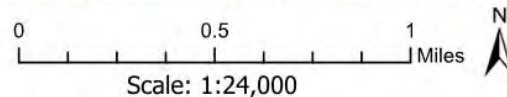
Location: 2601 Forest Glen Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



Former Amoco Gas and Service Station (Forest Glen)



South facade and west elevation



Canopy, pumps, small cashier building, and shed

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

Property Name: Former Amoco Gas and Service Station (Suitland)

Address: 4599 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0089

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Former Amoco Gas and Service Station (Suitland) is a Colonial Revival-influenced former gas and service station occupying an 0.79-acre parcel located in a small commercial area south of the Capital Beltway (I-95/I-495) and north of Joint Base Andrews. According to state tax records, the one-story building was constructed in 1972. The former gas and service station is oriented on a northwest-southeast axis and faces southwest towards its primarily asphalt parking lot. The building occupies the northeast portion of its parcel. The property is separated from the roads by islands planted with grass, and a chain link fence borders the northeast side. Two driveways (one converted to truck parking) connect the road to the property's lot. The property also has modular storage units; a metal, plastic, and fabric canopy with concrete footers; and a metal and plastic business sign.

The rectangular-plan gas and service station has a symmetrical façade and rests on a concrete slab foundation. The building is clad with brick in a running bond pattern. The hipped roof has asphalt shingles and boxed

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

Former Amoco Gas and Service Station (Suitland)

eaves. The façade gable end, with pork chop returns, is clad in vertical wood siding; the gable end also has a back-lit plastic and metal sign, and three-dimensional numbers spelling "4599." An interior chimney projects from southeast side of the roof. A one-story shed-roof addition, with brick- and vertical wood panel siding, was constructed at the northwest elevation early in the building's history.

Located at the façade, the main pedestrian entrance consists of paired metal and glass doors, with a transom and two-light sidelights. The entrance opens onto a concrete ramp to the parking lot; the ramp connects to a concrete pedestrian walkway that wraps around to the southeast elevation. Adjacent to this entrance is a single metal and glass door with transom. A single door, made of the same wood siding as the cladding, provides access to the addition at the façade. Two metal-and-glass roll-up garage doors are located on the northwest section of the façade, and a metal-framed five pane window wall at the southeast section wraps around to the southeast elevation. Also at the southeast elevation are a single six-panel metal door, and a single-light, fixed-sash, privacy glass and metal-framed window. The northwest and northeast elevations have no fenestration.

The former Amoco Gas and Service Station (Suitland) is an altered example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the former Amoco Gas and Service Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has new windows and pedestrian and garage doors. Signs associated with Amoco, along with gas pumps and tanks, have been removed. The canopy was installed between 2015 and 2019 (Prince George's County Land Records/Historic Aerials, 2019). This gas and service station does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The former Amoco Gas and Service Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.79 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

References:

"Amoco-We'll Pull You Thru! (Advertisement)." The Washington Post, October 15, 1974, B16. ProQuest.

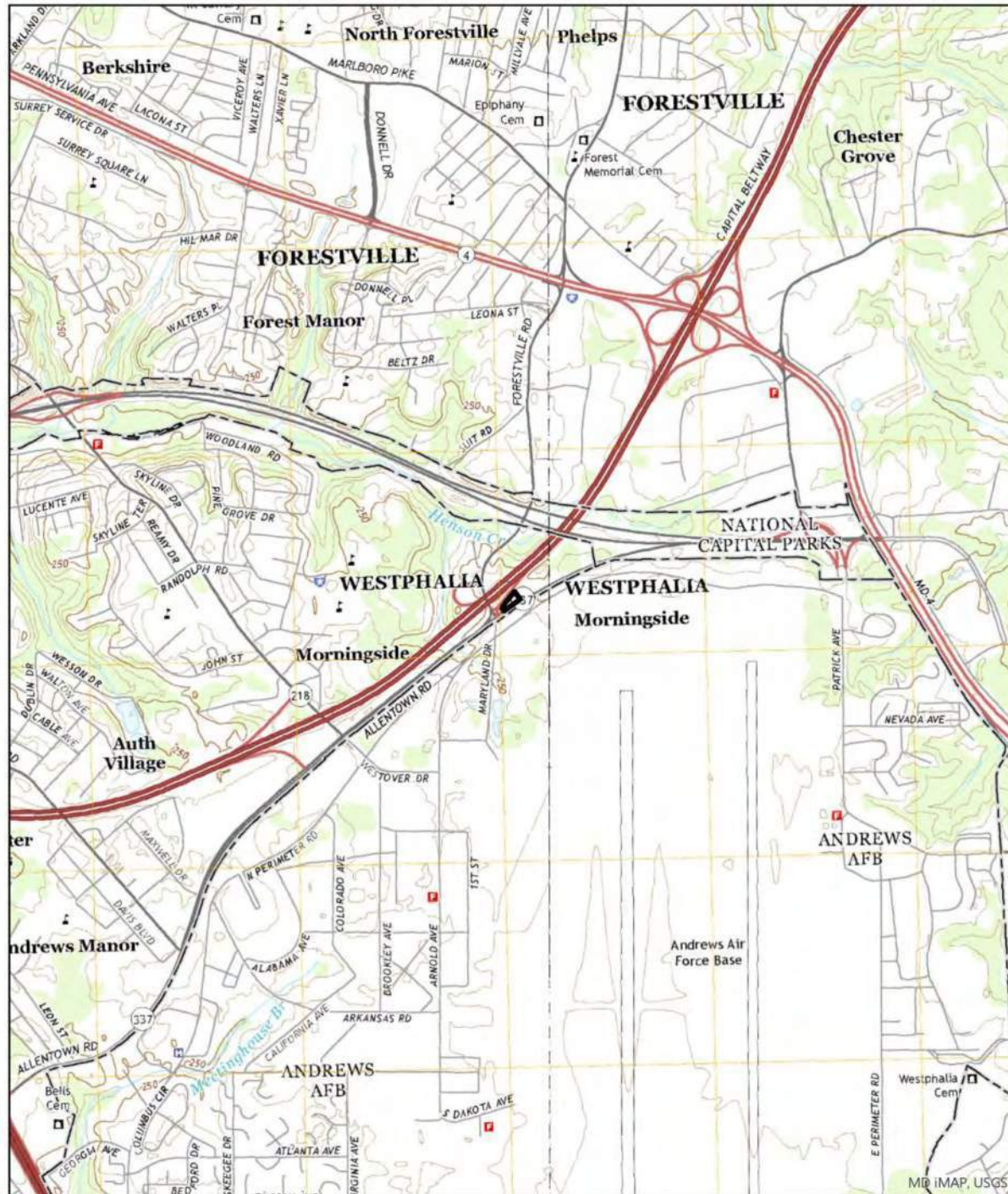
Former Amoco Gas and Service Station (Suitland)

Former Amoco Gas and Service Station (Suitland)

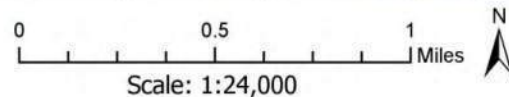
Location: 4599 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



NR-ELIGIBILITY REVIEW FORM

Former Amoco Gas and Service Station (Suitland)



Southwest facade and southeast elevation

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

Property Name: Former Andrews Esso Gas and Service Station

Address: 4785 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0098

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Former Andrews Esso Gas and Service Station is a Contemporary style gas and service station occupying a 0.88-acre parcel located in a commercial area along Allentown Road, south and east of the Capital Beltway (I-95/I-495) exit ramp to Allentown Road and northwest of Joint Base Andrews. According to state tax records, the one-story building was constructed in 1971 as an Esso gas and service station. Prior to 1999, the name changed to Andrews Exxon. Circa 2008 the property was occupied by Enterprise before becoming NextCar circa 2012 (Prince George's County Land Records/Google Street View). The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. Driveways with low swing-arm gates connect the property to the road and to the parking lot of the adjacent shopping center to the southwest. Although the parking lot south and east of the building is primarily asphalt, the driveway to the adjacent shopping center is concrete. The building is set near the center of the parcel and surrounded by mature trees and shrubs to the northeast and northwest and by grass areas to the southeast and southwest.

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

Former Andrews Esso Gas and Service Station

Metal bollards border the property to the southeast and southwest. A metal and plastic business sign is mounted on a pole at the southeast corner of the lot.

The L-shaped gas and service station has an asymmetrical façade consisting of a side-gable southwestern office section and a front-gable northeastern garage section. The building rests on a concrete block foundation and is clad with painted brick in a running bond pattern. The cross-gabled roof is clad with asphalt shingles and has wide, overhanging eaves with projecting exposed wood beams at the southeastern and southwestern gables. A square, likely brick, chimney pierces the roofline northwest of the ridge at the office section. The main pedestrian entrance, located at the office section of the façade, consists of a single metal-and-glass door facing onto a concrete pedestrian walkway that wraps around to the building's side elevations. The central entrance is surrounded by a glass, metal, and wood window wall, topped with spandrel panels. The window wall wraps partially onto the southwest elevation, which also has two bricked-in doorways. The garage portion of the façade contains a secondary pedestrian entrance on the southeast side, consisting of a single metal door with a small rectangular wire-glass window; a bricked-in doorway; and two bricked-in windows. Above the bricked-in windows is a back-lit plastic-and-metal sign. The northeast façade has three metal roll-up garage doors with three small lights at the center. An exposed metal beam spans the garage bays. The northwest elevation has no fenestration.

The Former Andrews Esso Gas and Service Station is an altered example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Andrews Esso Gas and Service Station is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was altered by the filling in of windows and doors on the façade and southwest elevation. The property has been altered by the removal of the fuel pumps and tanks, likely in 1999 when it was sold to Enterprise (Prince George's County Land Records/Historic Aerials, 2019). This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Andrews Esso Gas and Service Station was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.88 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

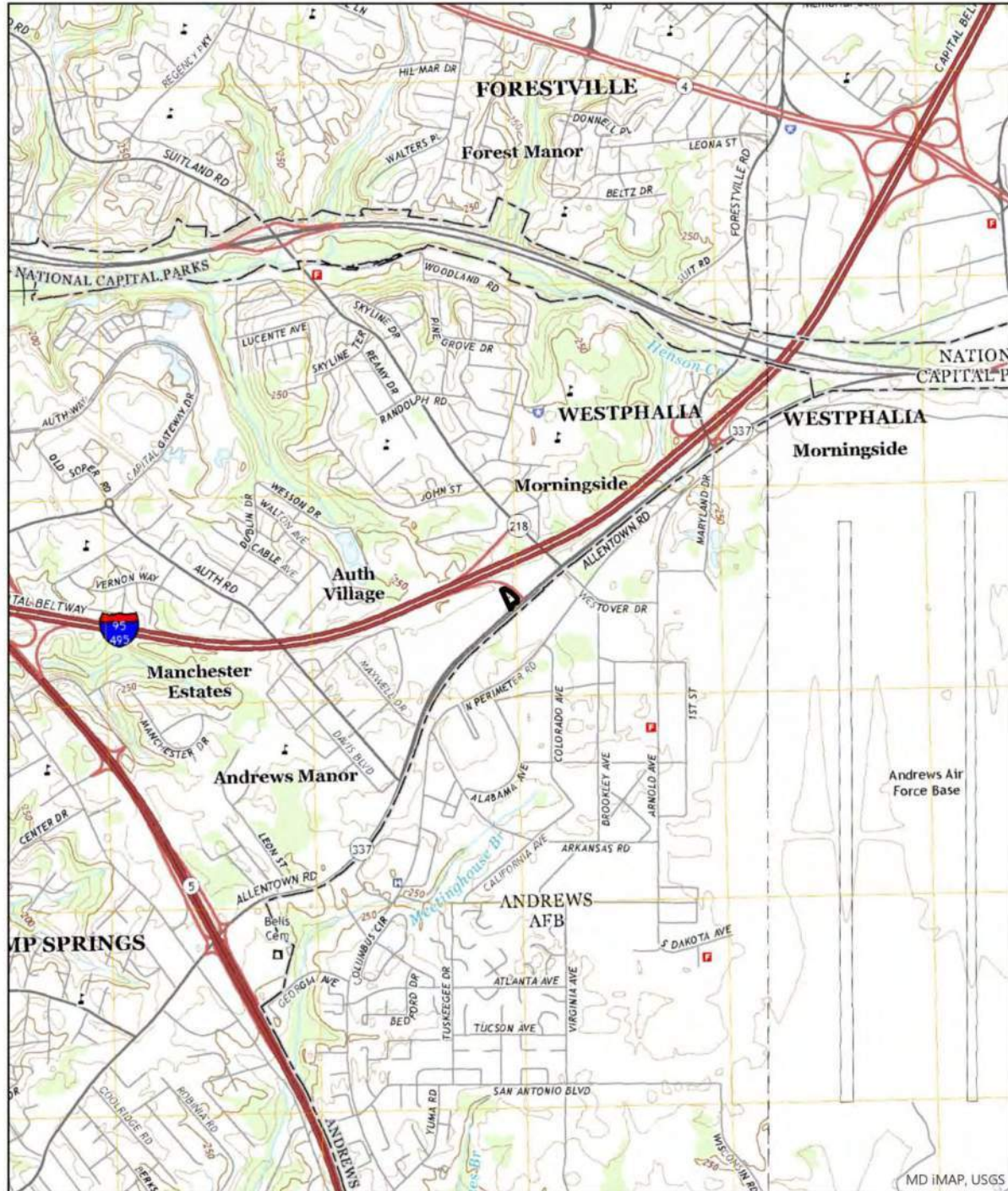
Former Andrews Esso Gas and Service Station

Former Andrews Esso Gas and Service Station

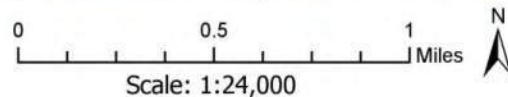
Location: 4785 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Lanham



Former Andrews Esso Gas and Service Station



Southeast facade and southwest elevation



Southeast facade and northwest elevation

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

Property Name: Former Co-op Gas and Service Station (Greenbelt)

Address: 20 Southway

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 0000

Tax Map Number: 0034

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The former Co-op Gas and Service Station (Greenbelt) is a gas and service station occupying a 0.76-acre parcel located in a predominantly residential neighborhood with townhouses. At some point it was a CITGO, and by 2009 the property became a BP station. The one-story building was constructed by 1957; its Mansard style design likely dates to the 1970s. The metal canopy over the fuel pumps was built some time between 1981 and 1989 (Historic Aerials 2019). The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Southway. The building occupies approximately the center of its triangular parcel and is separated from the road by an island planted with grass and shrubs. Two driveways connect the road to the property's lot. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks. The canopy has a flat roof supported by four rectangular metal posts. Beneath it are four fuel pumps on concrete plinths and protected by metal bollards; the canopy is bordered on three sides by plastic business logos. Light standards, air pump and vacuum stations, metal bollards, and a metal and plastic business sign are also located on the lot. A chain link fence borders the rear of the property.

The nearly rectangular-plan gas and service station has a symmetrical façade and consists of a taller center shop/office bay flanked by a garage bay on either side. The shop/office bay façade has a shop wing shorter

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

Former Co-op Gas and Service Station (Greenbelt)

than the rest of the bay. The building rests on a concrete slab foundation. The shop/office bay is clad with white painted concrete, with pebble dash stucco just below the façade roofline. The garage bays are surfaced with white painted stack-bond brick. Mansards, clad in standing-seam metal siding, cover the rooflines and form parapets for the flat roofs. The primary pedestrian entrance, located at the wing's façade, consists of paired metal and glass doors facing onto a concrete pedestrian walkway that wraps around to the wing's side elevations. The entrance is surrounded by single-light fixed metal sash windows with upper and lower spandrel panels and vertical wood siding at the base. The windows, panels, and siding wrap around to the wing's side elevations. Metal panels at the wing's roofline advertise the shop. The garage bays each have three roll-up metal and glass garage doors. There are also cylindrical metal light fixtures mounted on each end of the garage bays. The building's southwest elevation has a boarded-up window opening, and the northeast elevation has no fenestration. The northwest elevation was not accessible during this survey, but Google Street View images show the presence of at least one garage bay with a roll-up door.

The former Co-op Gas and Service Station (Greenbelt) is an undistinguished example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the former Co-op Gas and Service Station (Greenbelt) is not eligible for the National Register of Historic Places (NRHP) under Criterion A or B. The building appears to have been remodeled in the 1970s and the property has been altered by the construction of the 1980s canopy with new fuel pumps. This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The former Co-op Gas and Service Station (Greenbelt) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.76 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0034, Parcel 0000 (2019).

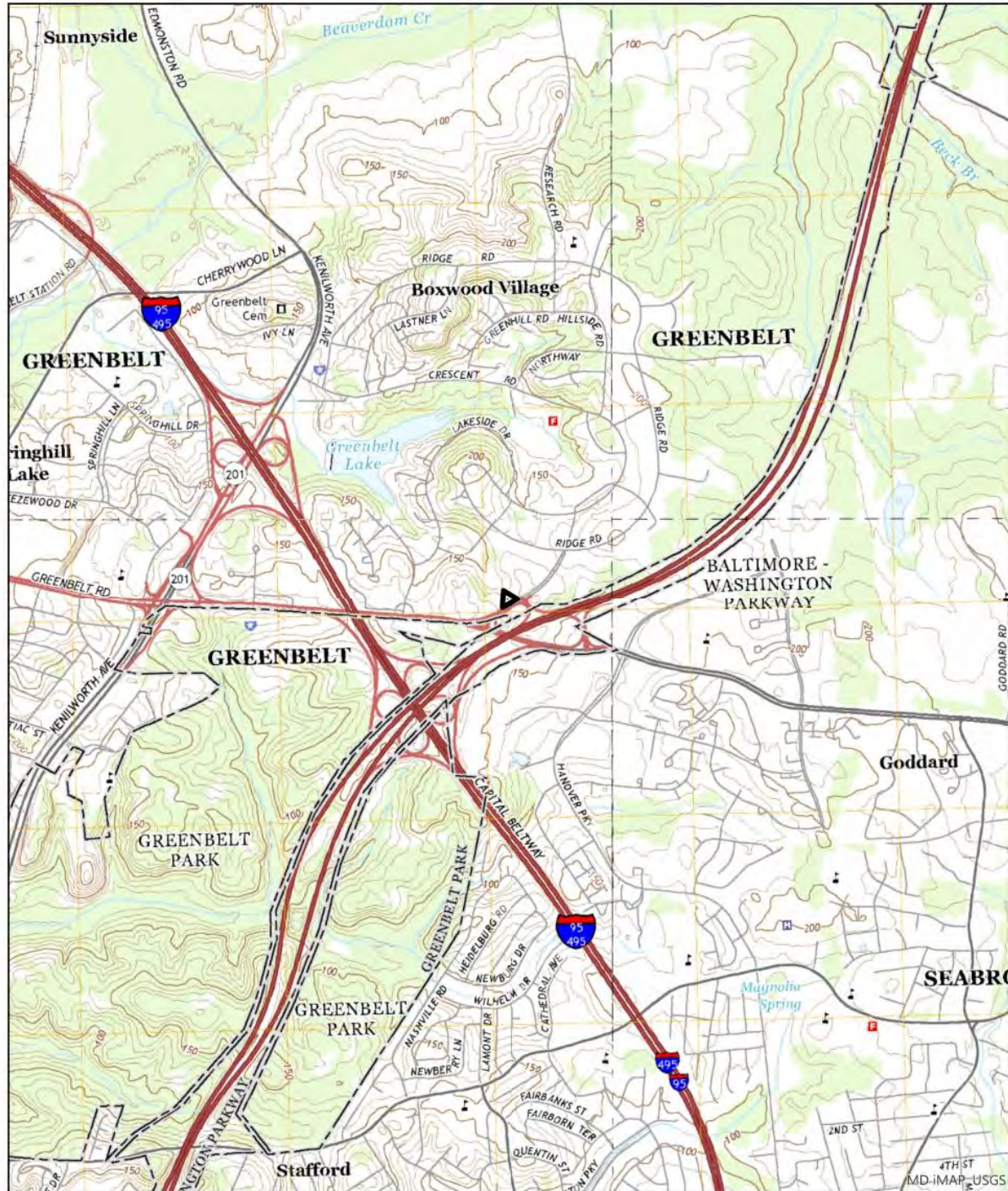
Former Co-op Gas and Service Station (Greenbelt)

Former Co-op Gas and Service Station (Greenbelt)

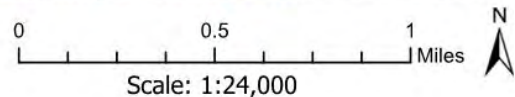
Location: 20 Southway

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



Former Co-op Gas and Service Station (Greenbelt)



Southeast facade and southwest elevation

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

Property Name: Former Holiday Inn (Suitland)

Address: 4783 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0098

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 22, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Former Holiday Inn (Suitland), now a combination Quality Inn and Rodeway Inn, is a highway hotel occupying a 2.98-acre parcel at the southwest corner of Suitland Road and Allentown Road, located in a commercial area south and east of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. State tax records give a build date of 1976, but historical documentation indicates part of the building was constructed by 1971. The highway hotel is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. Two concrete driveways, one gated, connect the asphalt parking lots surrounding the building to the roads. The asphalt parking lot to the northwest of the building, and its associated gated concrete driveway, partially extend beyond the boundaries of the parcel and onto a parcel owned by the State of Maryland. The building occupies approximately the center of its parcel and is separated from the roads by islands landscaped with grass and shrubs. Historic aerials show that an in-ground swimming pool, demolished between 1995 and 2002, was located to the northwest of the center section of the building. The building is surrounded by grass, mature trees, and planting beds with shrubs; light standards, flag poles, concrete parking

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Former Holiday Inn (Suitland)

bumpers, concrete pedestrian walkways, three synthetic stucco and metal dumpster enclosures, and metal and plastic business signs are also located on the lot. A chain link fence borders the property to the northeast (on the parcel owned by the State of Maryland) and southwest.

The highway hotel has an irregular plan consisting of a staggered two-story section of guest rooms to the southwest that includes the main entrance to the Rodeway Inn, a tall one-story center section that includes a porte cochere and entrance to the Quality Inn, and a four-story guest-room tower at the northeast end, with parking at the ground-level. The foundation is obscured, but the exterior walls are clad primarily with synthetic stucco; the southwest section is also partly clad with painted brick in a running bond pattern. The main building roof is flat with mechanical equipment. Based on historic newspaper advertisements and historic topographic maps, the two-story southwest section of the building was built circa 1971. The tax year of 1976 is likely the date that the one-story center and four-story northeast sections of the building were built. Between 1995 and 2002, the porte cochere was constructed and parapet walls were added to the southeast wing (Historic Aerials).

The southeast façade's main entrance, used as the entrance to the Quality Inn, is marked by a porte cochere clad in synthetic stucco with a standing-seam metal hipped roof and a small, synthetic-stucco-clad square tower with half-round windows and a standing-seam metal hipped roof. The entrance consists of paired sliding metal-and-glass doors, flanked by solid panels, approached via a concrete sidewalk that extends around the building. The entrance to what may have been a former restaurant space is also in the center section, east of the porte cochere, and consists of a projecting metal-and-glass vestibule with paired metal-and-glass doors flanked by fixed-pane windows over spandrel panels. A metal-and-glass window wall of clear panes over synthetic stucco panels is located between these entrances. At the northeast corner of the center section is a secondary entrance consisting of paired metal-and-glass sliding doors flanked by two-light sidelights. A metal-framed window wall of clear panes over synthetic stucco panels wraps around to the northeast elevation. The northwest (rear) elevation contains secondary entrances with single metal doors and two basement entrances accessed by concrete staircases with metal railings.

The southeast wing is two stories tall and consists of two staggered guest room sections, each 10 bays wide. The southwest section is recessed from the parking lot and features landscaped lawns. The entire southeast wing is clad in synthetic stucco, with pilasters and a synthetic stucco cornice on top of the stepped parapet. The second story overhangs the first, creating a covered walkway along the façade and northwest elevation. The wall along this walkway is clad in painted brick in a running bond pattern. A secondary entrance, used as the main entrance for the Rodeway Inn, is located at the furthest southeast bay and consists of a single metal-and-glass door flanked by metal-framed fixed-sash windows. A concrete pedestrian walkway leading from the parking lot to this entrance is sheltered by a metal and fabric awning printed with business signage. At the façade and northwest elevation, first-story guest rooms have individual entrances, consisting of a single solid metal door flanked by a metal-and-glass fixed-sash window. There are three second-story entrances--two at the façade (one of which is recessed near the Rodeway Inn entrance) and one at the northwest elevation--consist of single solid metal doors with sidelights accessed by concrete staircases with metal railings. Staircases are illuminated by round metal-and-glass light fixtures. Upper story bays on the façade and northwest elevation are characterized by large metal-and-glass, multi-light fixed sash windows flanked by a small vertical rectangular window. Secondary entrances along the northwest elevation include single solid metal doors and a basement entrance accessed by a concrete staircase with metal railings. The southeast elevation has no fenestration. Metal vents are located on all elevations.

Former Holiday Inn (Suitland)

The northwest wing is four stories tall and 15 bays wide, with ground-level parking occupying the first story and guest rooms on the upper three stories. The northwest wing is clad in synthetic stucco with pilasters between the bays. The first story is a blind wall at the façade, except for a rectangular opening at the southwest end to allow vehicles to access the parking area. The façade and northwest elevations have the same window configuration as those on the southeast wing. The northeast elevation has three two-light fixed-sash windows centered above the first story. The northwest elevation has a single metal door with a small boarded-up square window near the dumpster enclosure. Metal vents are located on all elevations. Metal and plastic back-lit signs are on the southwest elevation near the roof.

The Former Holiday Inn (Suitland) is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was altered by the construction of the porte cochere between 1995 and 2002 (Historic Aerials). Original elements, such as the in-ground swimming pool, have also been removed or replaced. The Former Holiday Inn (Suitland) does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 2.98 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

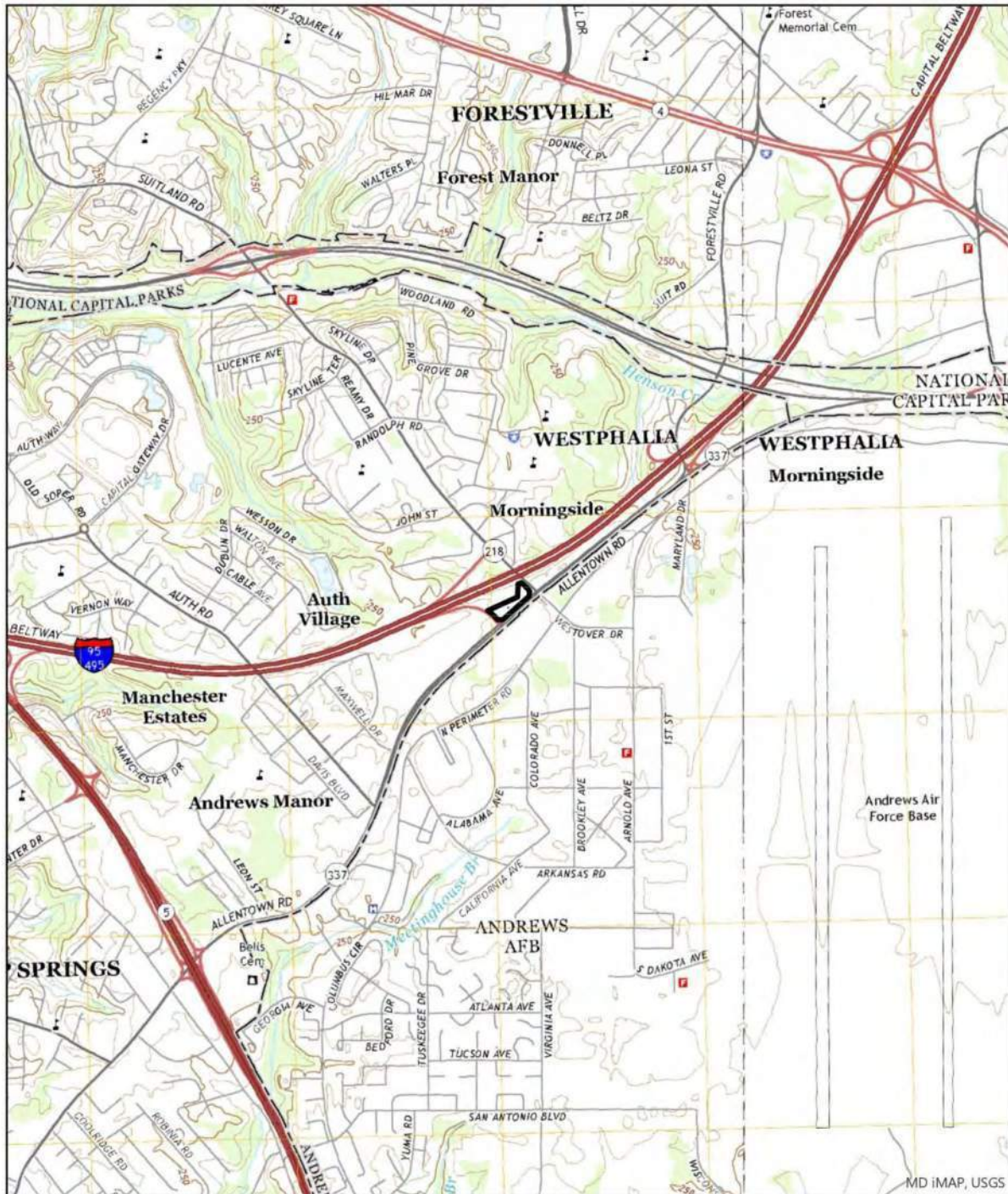
Former Holiday Inn (Suitland)

Former Holiday Inn (Suitland)

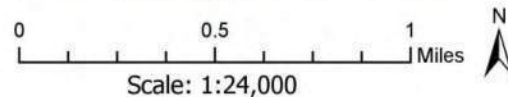
Location: 4783 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Former Holiday Inn (Suitland)



Southeast facade, center and northwest sections



Northwest elevation

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

Property Name: Former Princess Garden Special Center

Address: 6016 Princess Garden Parkway

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044-00A3, 0044-00B2

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Apr 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Former Princess Garden Special Center is a Contemporary style-influenced former school building that occupies a 5.16-acre lot consisting of three parcels located in a residential area east of the Capital Beltway (I-95/I-495) and west of Princess Garden Parkway. According to state tax records, the one-story building was constructed in 1968. Prior to 1984 it was the Princess Garden Special Center, but it is currently used as an administrative center and police station by the City of New Carrollton. The former school is oriented on an east-west axis and faces east towards Princess Garden Parkway. The building occupies the southwest portion of the L-shaped lot. One driveway connects the road to a circular asphalt parking lot east of the building that is lined by a concrete pedestrian walkway. At the center of the circle is a landscaped island with trees, grass, and a flag pole. Additional asphalt parking is south and west of the building. The northern part of the property is wooded. The former school is surrounded by mature trees and is separated from the road by islands planted with grass. The property also has modular storage units; a modular shed; wood and metal benches; light standards; street signs; and a low, double-pole, metal-and-plastic sign at the southeast corner.

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

Former Princess Garden Special Center

The former school rests on a concrete slab foundation and has an irregular-plan consisting of a one-story east wing, with a taller section to the northeast that was likely a gymnasium, and one-story south and west wings. The building is clad in light-colored brick in a running bond pattern with synthetic stucco beneath the windows. At the wings are two-light sliding metal-sash windows. Some windows have metal vents located beneath them and the windows on the east elevation of the west wing have interior bars. The roof is flat with mechanical equipment and has slightly projecting eaves with metal-clad fascia.

The façade faces east and is dominated by a tall shallow-pitched, gable-roof projection with a blind wall that features three-dimensional letters and numbers spelling “NEW CARROLLTON MUNICIPAL CENTER” and “6016.” The main entrance is to the south and consists of metal-and-glass sliding doors flanked by metal-sash sidelights with a spandrel-panel transom. The entrance opens onto a concrete pedestrian walkway, sheltered by a T-shaped metal canopy suspended from right-angled square metal posts, that leads to the circular parking lot. A concrete ramp with metal railings connects the walkway to the parking lot. On the south elevation of the east wing are vertically-oriented metal fixed-sash windows on the first story and rectangular metal fixed-sash windows under the eaves of the taller section. On the north elevation of the east wing at the first story are two sets of paired metal-and-glass doors with metal railings, paired solid metal doors, a single metal door, eight window bays, and a large metal vent. Below the eaves of the taller section are metal fixed-sash windows.

On the east elevation of the west wing are five window bays with interior horizontal metal bars. On the north elevation is a recessed entrance consisting of paired metal-and-glass doors with a spandrel panel above, flanked by a sidelight with spandrel panels above and below. The entrance opens onto a concrete step with a metal railing. On the west elevation are two single metal doors oriented perpendicular to the elevation in recessed entrances and eight window bays. On the south elevation is the entrance to the New Carrollton Police area of the building. This recessed entrance consists of a sliding metal-and-glass door opening onto a concrete pedestrian walkway with metal railings and a concrete ramp leading to the parking lot. A plastic sign reading “NEW CARROLLTON POLICE” is above the entrance. A metal drinking fountain projects from the wall west of the entrance. There are 15 window bays, one of which has been bricked-in.

On the west elevation of the south wing is a single metal door surrounded by vertical wood siding and eight window bays. On the south elevation is an entrance identical to the one on the north elevation of the east wing and eight window bays. On the east elevation are two projecting bays, both with four window bays. Single metal doors, oriented perpendicular to the elevation, are located in recessed areas adjacent to the projecting bays.

The Former Princess Garden Special Center is an altered example of a mid-twentieth-century school building common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Princess Garden Special Center is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered by the replacement of the majority of the windows and doors and the bricking-in of one window. The former school does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Princess Garden Special Center was not evaluated under Criterion D as part of this assessment.

NR-ELIGIBILITY REVIEW FORM

Former Princess Garden Special Center

The boundary for the property encompasses 5.16 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Maps 0044-00B2 and 0044-00A3, Parcel 0000 (2018).

References:

"Schools Closed in P.G.," The Washington Post, September 27, 1984, MDA5. ProQuest.

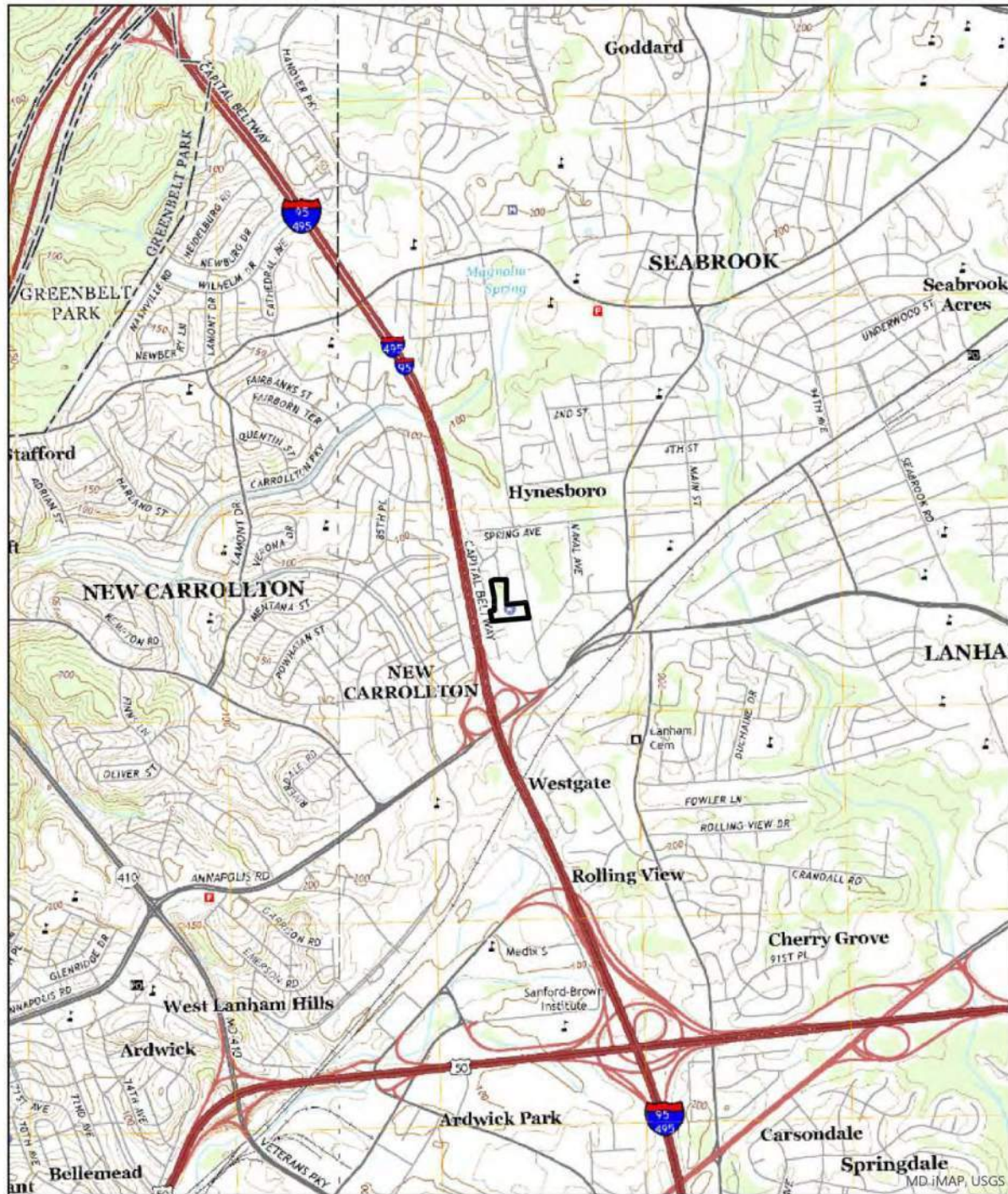
Former Princess Garden Special Center

Former Princess Garden Special Center

Location: 6016 Princess Garden Parkway

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Former Princess Garden Special Center



East facade



South elevation of west wing

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

Property Name: Former Sheraton of Washington Northeast

Address: 8500 Annapolis Road

City: Hyattsville

Zip Code: 20784

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 27, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Former Sheraton of Washington Northeast is a highway hotel on the northeast corner of Annapolis Road and 85th Avenue that was constructed in 1971 according to state tax records. The hotel occupies a 4.65-acre parcel surrounded by commercial and residential properties. As of 2019, it is operating as the Metro Points Hotel. It appears to have been an International Style-influenced building remodeled between 2012 and 2015. The hotel's east wing and swimming pool were demolished in 2007 and replaced with a two-story office and retail wing that covers the hotel's east and south elevations at the first two stories. The hotel is oriented on a north-south axis and faces west towards 85th Avenue. The building occupies the center of the parcel and is surrounded by an asphalt parking lot. The property is separated from the road by landscaped islands, grass and planting areas surround the building. Three driveways access the property from 85th Avenue. A two-story metal and concrete parking deck is located north of the hotel building. The property includes metal, synthetic stucco, stone, and plastic business signs; metal bollards; concrete pedestrian walkways; concrete parking bumpers; and a concrete block electrical transformer enclosure. A chain link fence borders the property to the

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

Former Sheraton of Washington Northeast

north and east and a metal decorative fence borders it to the southwest. A tall sign with a rounded top and business directory is on the southern boundary at Annapolis Road.

The building comprises a ten-story center tower, a one-story west entrance and ballroom wing, and a two-story east and south retail and office wing. The building has flat roofs with mechanical equipment on all sections. The high-rise section has a roof access structure and a shelter containing mechanical equipment. The west wing has a partial false mansard, clad in standing-seam metal, likely concealing mechanical equipment.

The one-story west wing is clad in synthetic stucco with a band of uncoursed stone cladding at the base. A porte cochere is located at the northwest corner of the building with back-lit, three-dimensional, metal-and-plastic signs. The main entrance, sheltered by the porte cochere, consists of paired metal-and-glass sliding doors and paired metal-and-glass doors surrounded by a metal-and-glass window wall, which extends to the sides of the projecting entrance. Single-light, fixed metal sash windows flank the entrance. Two identical windows are located on the north elevation. To the south of the main entrance, the façade projects west of the porte cochere. At the southwest corner of the wing, the building rises to a second story with a shed roof, likely to house a mechanical area as metal vents are visible on the north, south, and west sides. Three metal flagpoles are also attached to this wall at the upper level. Two partially underground single metal doors are under the vented area, sheltered by the main roof and accessed by concrete stairs with metal railings. A partially underground single metal door is also located at the south elevation.

The ten-story center tower is separated into fourteen bays by pilasters. The east and west elevations have alternating bands of fixed metal sash ribbon windows and synthetic stucco panels. To the north and south are projecting synthetic stucco-clad towers, likely containing staircases. At the base of the north stair tower is a two-story recessed area with a metal railing, a three-light fixed metal sash window, and metal vents. The west elevation of the north stair tower and east elevation of the south stair tower have rectangular openings at each story. At the west elevation, the tower is covered at the base by the one-story entrance and ballroom wing and at the east and south elevations the tower is covered by the two-story modern office and retail wing. At the roofline of the east and west elevations, synthetic stucco parapets have rectangular areas with cornices over the four central bays and the two bays at the edges. Plastic business signs are at the east and south elevations.

The two-story east and south wing is clad in synthetic stucco and brick. Entrances consisting of metal-and-glass doors flanked by window walls and fixed metal sash storefront windows are located on the first story. The second story has fixed metal sash ribbon windows and back-lit, metal-and-plastic business signs. A corner entrance on the southeast side has a window wall flanked by an area of synthetic stucco and brick pilasters and topped with a tall, square parapet. The paired metal-and-glass doors are covered by an open metal canopy.

The partially underground, two-story parking garage has back-lit, metal-and-plastic signs and a metal-and-plastic lighting strip between the first and second story. The parking garage has a metal pedestrian staircase to the south facing the hotel. Two metal poles, likely originally holding a sign, are present at the entrance to the garage's upper level, which is surrounded by a low concrete-block wall.

The Former Sheraton of Washington Northeast is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant

NR-ELIGIBILITY REVIEW FORM

Former Sheraton of Washington Northeast

contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been drastically remodeled so that it currently does not resemble its historic appearance. In addition, the hotel's original east wing and swimming pool have been demolished and replaced with modern retail and office space to the east and south. The Former Sheraton of Washington Northeast does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 4.65 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000 (2018).

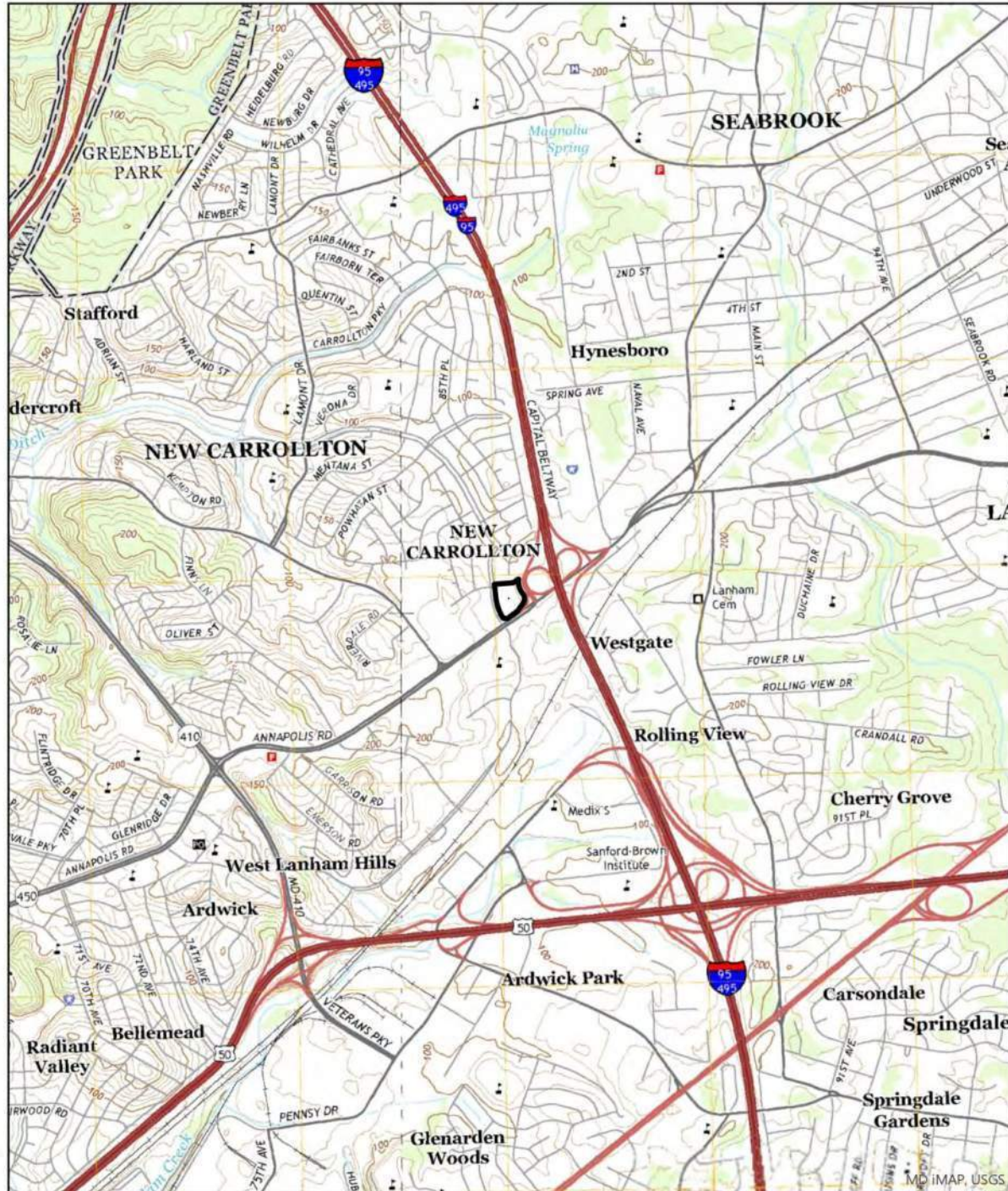
Former Sheraton of Washington Northeast

Former Sheraton of Washington Northeast

Location: 8500 Annapolis Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Former Sheraton of Washington Northeast



West facade



South and east elevations

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

Property Name: Fort Washington Golf Range

Address: 9013 Livingston Road

City: Fort Washington

Zip Code: 20744

County: Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 097

Tax Map Number: 0114

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Matt Manning

Date Prepared: October 8, 2020

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Fort Washington Golf Range, located at 9013 Livingston Road, occupies a portion of a 15.47-acre parcel on the west side of Livingston Road, west of Indian Head Highway (MD 210) in Prince George's County. According to archival research, the driving range opened as Broadcreek Golf Driving Range between 1954 and 1956. The resource consists of office and storage buildings along Livingston Road, an asphalt parking lot to the south, hitting stations and canopies west of the buildings, and a grass range that extends to Henson Creek to the west.

The office and storage spaces, one-story, wood-framed buildings clad with vinyl siding, stand along Livingston Road and face west to the driving range. The office includes an extended roof porch and is entered by a door at the porch's north end. An adjacent door along the west façade leads to a bathroom. A shed roof addition north of the office projects beyond the office façade but features no openings. A final small addition to the north, with a shed roof and canted overhang, includes an entrance on the north end of the west façade. There are 24 hitting stations aligned on a gentle curve facing the driving range. Wood framework for a canopy straddles the six stations opposite the office, but the roof has been removed. Two additional covered stations at the north end are reserved for lessons. These have the same wood framework but retain a stretched fabric canopy. The grass range extends west from the hitting stations to a tree line bordering Henson Creek. The range includes target flags and wood post signs marking yardage. The asphalt parking area south of the buildings includes a pair of entrances from Livingston Road. The paved area continues north of the

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

Fort Washington Golf Range

buildings, where additional access is provided from Livingston Road, and a gated driveway leads to the adjacent Hovermale's Tastes Best (PG:80-25) building to the north.

The Fort Washington Golf Range is an altered example of a mid-twentieth-century commercial recreation type common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by additions and the replacement of original doors and windows. As a result of these changes, the resource has lost its integrity of design and materials. The Fort Washington Golf Range does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The resource was not evaluated under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 15 acres and is confined to the current property tax parcel which is found on Charles County Tax Map 0114, Parcel 0097 (2020). The boundary excludes the Sunnybrook Tavern at 9001 Livingstone Road and the MIHP boundary for Hovermale's Taste Best (PG:80-25), which occupy the same parcel.

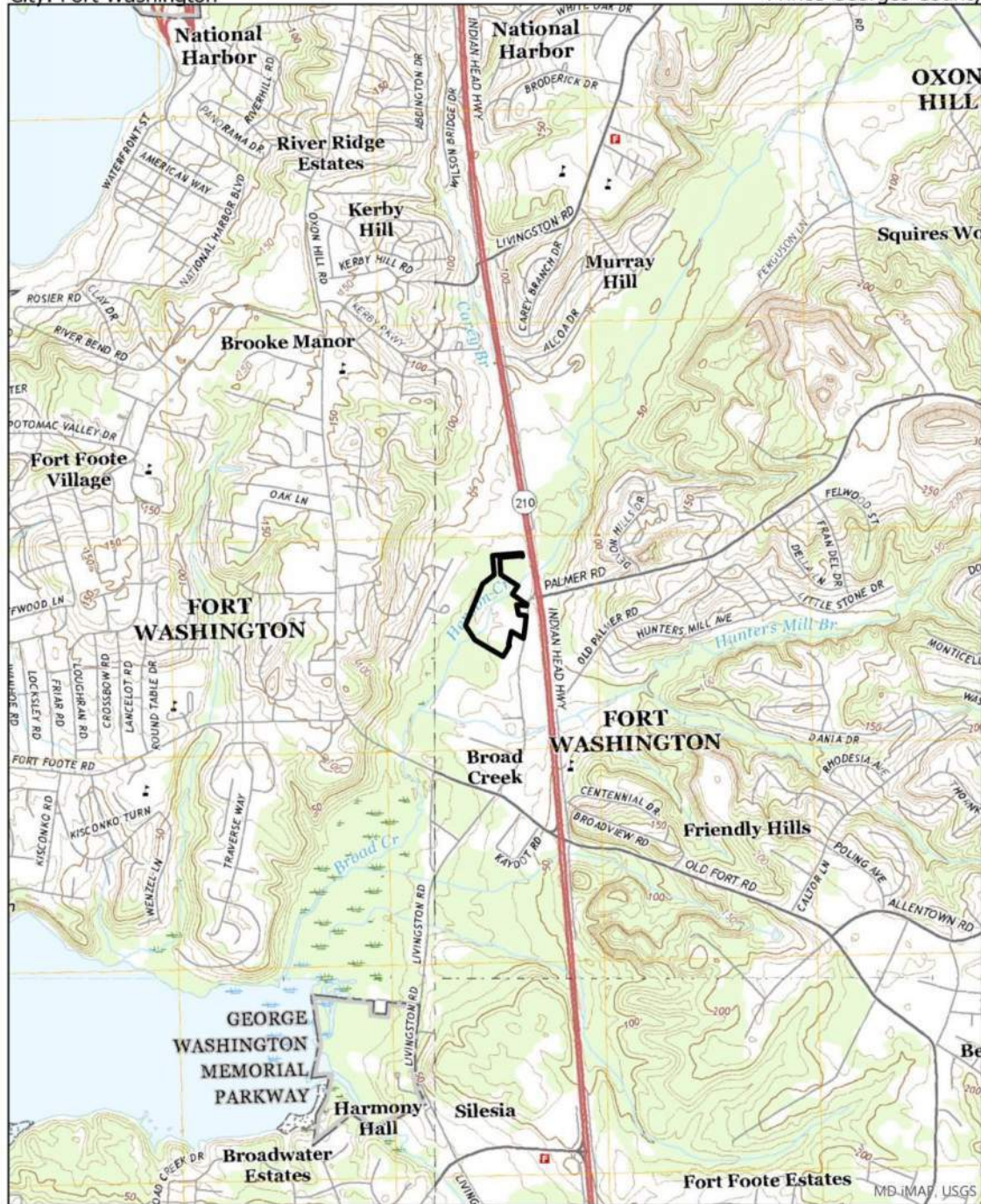
Fort Washington Golf Range

Fort Washington Golf Range

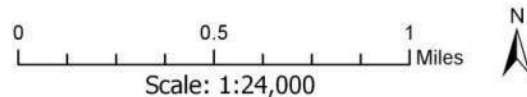
Location: 9013 Livingston Road

City: Fort Washington

Prince Georges County



USGS 7.5' Quadrangle - Anacostia



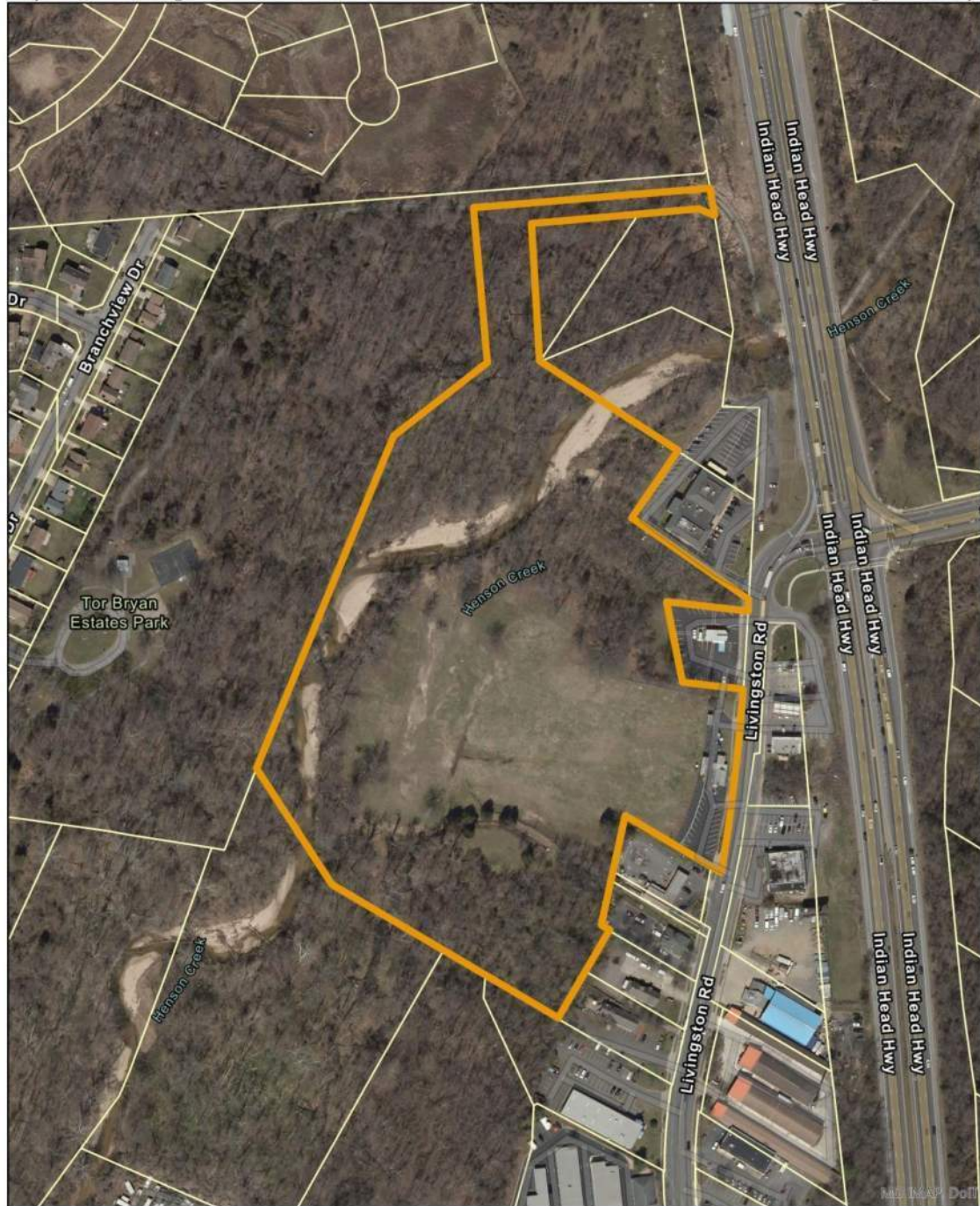
Fort Washington Golf Range

Fort Washington Golf Range

Location: 9013 Livingston Road

City: Fort Washington

Prince Georges County



Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000



Fort Washington Golf Range



Buildings, hitting stations, and range; view north from parking area.



Office; south and east elevation from Livingston Road

Fort Washington Golf Range



Shed additions; north and east elevations

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Franklin Knolls Inventory Number: M: 32-36
Address: East of the interchange of I-495 and University Boulevard East Historic District: Yes
City: Silver Spring Zip Code: 20901 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: JP51
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Caitlin Sylvester Date Prepared: Mar 6, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Franklin Knolls is a planned residential development located southeast of the University Boulevard East and I-495 interchange in Silver Spring, Montgomery County. The neighborhood is located on both the north and south sides of I-495; the southern section is bounded on the north by I-495, on the east by the northwestern branch of the Anacostia River, by the Montgomery Knolls neighborhood to the south, and by University Boulevard East to the west and the northern section is bounded to the south by I-495, to the east by the northwestern branch of the Anacostia River, to the north by the Indian Springs Village subdivision and to the west by the Warrenton Village neighborhood. Section 1 of Franklin Knolls, which contains dwellings constructed from 1941-1953 and is located to the west of the development, was previously surveyed as part of Warrenton Village/ Franklin Knolls-Section 1 (M: 32-14). Because Section 1

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

of Franklin Knolls was platted about 20 years earlier than the rest of Franklin Knolls, has a different housing stock, and was completed by a different developer, Franklin Knolls is being evaluated separately.

The 135-acre Franklin Knolls development comprises 16 curvilinear streets (Waterford Road, Cherry Tree Lane, East Indian Springs Drive, Merwood Lane, Torrington Place, East Franklin Avenue, Burgess Lane, Lawnserry Terrace, Lawnsberry Place, McAlpine Road, Vance Place, Curran Road, East Melbourne Avenue, Greer Avenue, Whitaker Terrace, and Lowander Lane) with curbs, drainage pipes, and sidewalks. The development includes the Eastern Middle School and about 350 single-family dwellings on lots ranging between 0.13 and 0.5 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are rare, but if present include sheds.

Description:

Franklin Knolls is a planned residential development with single-family dwellings primarily constructed between 1956 and 1963 during the Modern (1930-1961) and the Suburban Diversification periods (1961-1980) (National Environmental Title Research [NETR] 1963). The streets are laid out in a curvilinear pattern, with Waterford Road, East Indian Springs Drive, East Franklin Avenue, and Lowlander Lane forming the main thoroughfares that run east to west while the remainder of the streets intersect those and often end in cul-de-sacs. Most of the single-family dwellings were constructed in variations of the Ranch, Transitional Ranch, Split Level, and Split-Foyer forms. Modern infill properties, though rare, are located throughout the neighborhood.

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

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

Eastern Middle School, built in 1951, is located in the western section of Franklin Knolls. The square two-story, multi-bay school has a wooded courtyard in the center. The foundation and structural system are clad in a running-bond brick veneer, and it is covered by a flat roof. Windows include one-over-one, double-hung-sash, metal framed windows as well as multi-light metal framed fixed windows. Fully-glazed, metal-framed, single- and double-leaf doors provide access to the building. Parking lots are located to the north and west of the school, while a large open field containing various sporting courts and fields is located to the east.

A community pool complex, built around 1962, is located in the southeast corner of the subdivision. The parking lot for the pool is situated at the eastern terminus of East Franklin Avenue, with the pool house and pool positioned just east of the lot. The pool house, built in the Contemporary style, is a one-story, one-bay building constructed of concrete block and covered by two shed roofs with clearstories. The primary entrance is centrally located on the façade (southwest elevation) and contains a double-leaf, flush metal door.

Historic Context:

The land that makes up Franklin Knolls was originally part of three large tracts known as “Resurvey on Charles and William”, “Hills and Dales”, and “Fenwick” (Montgomery Count Deed Book [MCDB] 790, 181). Section 1 of Franklin Knolls (M: 32-14) was purchased and platted in 1941 by Adam May Brady and Fred and Elizabeth Bashwitz. Houses in that section were built between 1941 and 1956, with many of the houses demolished for the construction of I-495. Section 1 of Franklin Knolls was recorded in the Maryland Inventory of Historic Properties in 2000 (Leach 2000).

In 1956, the development companies Franklin Knolls Inc. and Cafritz Construction Company purchased the remainder of the Franklin Knolls subdivision, including unsold properties from Section 1 (Leach 2000, 7). Between 1956 and 1962, Franklin Knolls Inc. and Cafritz Construction Company created 21 additional plats and resubdivided much of Section 1 to create better traffic flow throughout the neighborhood (Leach 2000, 8; Montgomery County Plats [MCP] 4526, 6818). Construction of dwellings, completed by Lipnic Construction Company, started shortly after platting, with houses built between 1956 and 1963 (NETR 1949, 1963).

Morris Cafritz, president of Cafritz Construction Company, was one of the most prolific developers throughout the Washington, D.C., metropolitan area from the 1920s until his death in 1964. He focused on single-family homes, building over 5,000 during his life, although he also developed apartments and commercial buildings (Eig 2009, 28). His work was varied and includes Greenwich Forest (M: 35-165) in Bethesda, Majestic Apartments in Washington, D.C., and the Pentagon Industrial Center in Arlington, Virginia (Cafritz Foundation 2015).

The community pool and the Eastern Middle School were planned as part of Franklin Knolls. Nearby access to other amenities also helped attract homebuyers. Advertisements touted its proximity to I-495, Wheaton Plaza, Langley Park, the Indian Springs YMCA, as well as schools and churches (The Washington Post 1963, D4). Buyers had a choice of three house models starting at \$25,990: the “rambler, split level, and Colonial”, each with four or five bedrooms, two-and-a-half to three bathrooms, and air conditioning (The Washington Post 1962, D11; 1963, D4). By February 1963, only seven lots remained available for purchase (The Washington Post 1963, D4).

Evaluation:

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

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

Although Morris Cafritz was an important developer and may have had a significant influence on suburbanization in Maryland, he was very prolific, and Franklin Knolls is not one of his most acclaimed developments. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Franklin Knolls is surrounded by similar subdivisions and is a modest example of a planned residential development. The Ranch-, Transitional Ranch-, Split Level-, and Split-Foyer-form dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Franklin Knolls is a common example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. As an architectural resource, Franklin Knolls was not evaluated under Criterion D.

This property encompasses approximately 135 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP51 and also as seen in Montgomery County plat records 4526, 4528, 4529, 4582, 4716, 4976, 5192, 5239, 5329, 5423, 5555, 5790, 6080, 6081, 6139, 6171, 6251, 6630, 6712, 6818, 8079. The neighborhood is located on both the north and south sides of I-495; the southern section is bounded on the north by I-495, on the east by the northwestern branch of the Anacostia River, by the Montgomery Knolls neighborhood to the south, and by University Boulevard East to the west and the northern section is bounded to the south by I-495, to the east by the northwestern branch of the Anacostia River, to the north by the Indian Springs Village subdivision and to the west by the Warrenton Village neighborhood.

References:

Cafritz Foundation. 2015. About the Foundation. Accessed February 28, 2019.
<http://www.cafritzfoundation.org/about>.

Eig, Emily Hotaling. 2009. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Greenwich Forest (M: 36-165). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

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

Leach, Sara Amy. 2000. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Warrenton Village/ Franklin Knolls-Section 1 (M: 32-14). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

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

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

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

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

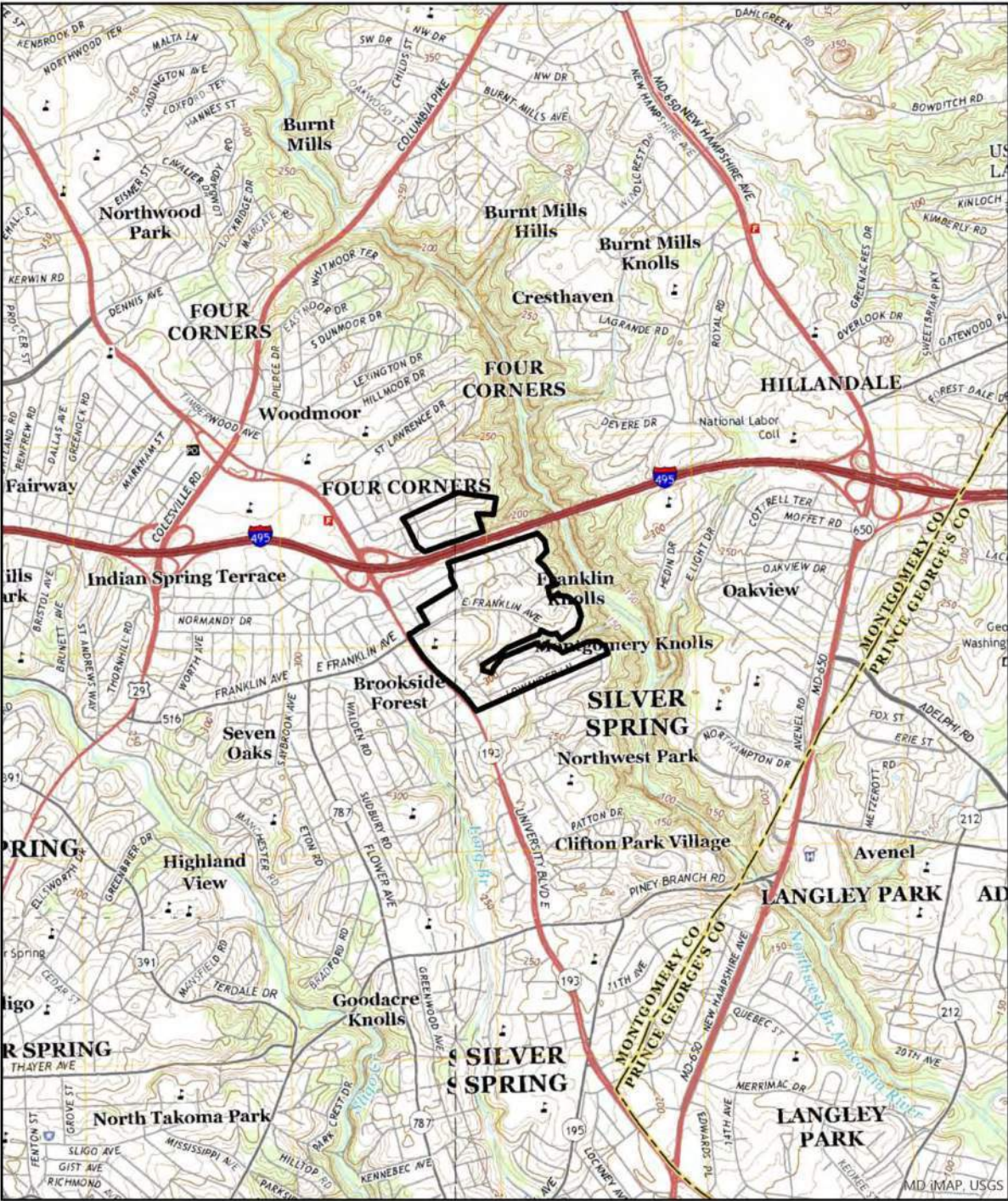
The Washington Post. 1962. "Franklin Knolls" advertisement. June 16, 1959, D11.
---1963. "Franklin Knolls" advertisement. February 16, 1958, D4.

Franklin Knolls

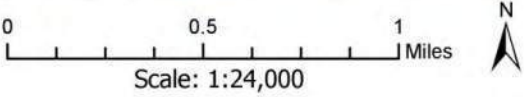
Location: East of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

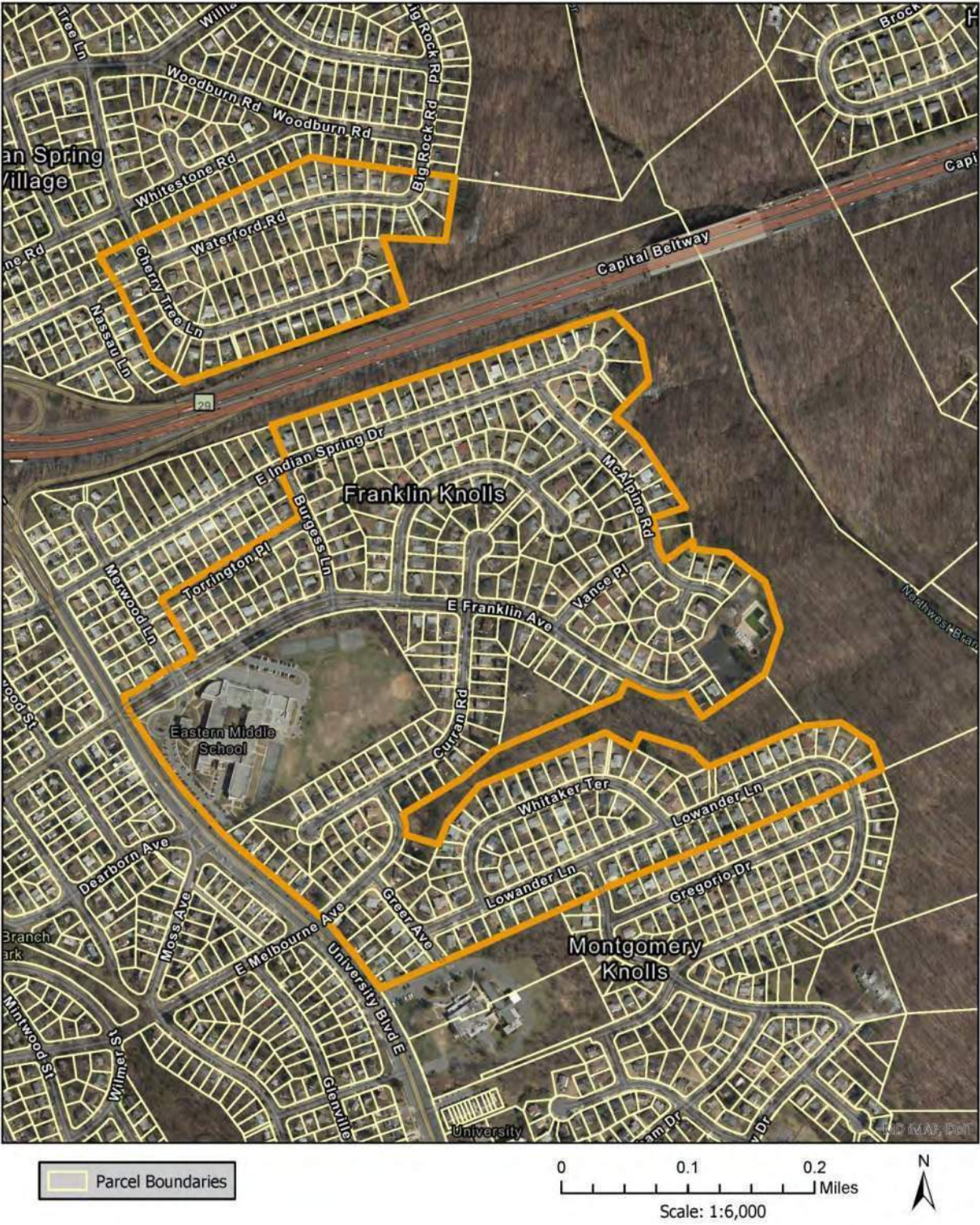


Franklin Knolls

Location: East of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring





516 East Indian Spring Drive, southeast elevation.



524 East Indian Spring Drive, southeast elevation.



View of north side of Lowander Lane, looking northeast at 710-714 Lowander Lane.



817 East Franklin Avenue, west oblique.



602 Lowander Lane, southeast elevation.



Eastern Middle School, looking south from parking lot.



Eastern Middle School, looking southeast from parking lot.



Pool house at 820 East Franklin Avenue, looking northeast from parking lot.



West side of Lawnsberry Terrace, looking north from East Franklin Avenue.



328 University Boulevard East, southwest elevation.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-04**

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

File Format: **M: 32-36_2019-02-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

516 East Indian Spring Drive, southeast elevation.

02.tif

524 East Indian Spring Drive, southeast elevation.

03.tif

View of north side of Lowander Lane, looking northeast at 710-714 Lowander Lane.

04.tif

817 East Franklin Avenue, west oblique.

05.tif

602 Lowander Lane, southeast elevation.

06.tif

Eastern Middle School, looking south from parking lot.

07.tif

Eastern Middle School, looking southeast from parking lot.

08.tif

Pool house at 820 East Franklin Avenue, looking northeast from parking lot.

09.tif

West side of Lawnsberry Terrace, looking north from East Franklin Avenue.

10.tif

328 University Boulevard East, southwest elevation.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 20-15

Page 1 of 1

Name of Property: Gaither-Howes House

Location: 9401 Gaither Road, Gaithersburg, MD 20877

The Gaither-Howes House is no longer extant. Historic aerial photographs show that the house was demolished circa 1989 and has been replaced with a parking lot and commercial buildings.

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

Property Name: Geico Materials Management Center

Address: 2800 Tower Oaks Boulevard

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 0000

Tax Map Number: GQ33

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jean M. Cascardi, Nicole A. Diehlmann

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Geico Materials Management Center is a one-story warehouse constructed in 1976. The building occupies a 9.07-acre parcel surrounded by Preserve Parkway, Cabin John Creek, and Tower Oaks Boulevard. The warehouse is set back from the road and is generally surrounded by wooded areas. Immediately to the south of the building is an asphalt-paved parking lot with islands and a lawn with a drainage ditch; to the north is a lawn. To the east is an asphalt-paved loading area. The property is entered via a driveway at Tower Oaks Boulevard, and the entrance is marked by a sign composed of two vertical panels set in a v-footprint.

The large, flat-roofed warehouse has a rectangular plan and brick and metal-siding exterior walls. The primary façade faces southwest towards the parking lot. The upper portion of the façade is clad with vertical metal siding. The main entrance consists of paired glass doors surrounded by glass panel walls. The entrance is accessed by a concrete pedestrian walkway flanked by rubble stone walls and is connected to concrete steps

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

Geico Materials Management Center

with metal handrail leading to the parking lot. Southeast of the entrance are ribbon windows between the brick and metal cladding. Three-dimensional letters spelling "GEICO" hang near the roofline at the southeast end of the façade. At the façade's northwest end are two metal garage doors.

The southeast elevation has metal siding on its upper portion, continuing the siding pattern from the southwest façade. The southeast elevation has various truck garage doors and single metal pedestrian doors at the loading area, as well as a one-story garage wing with metal siding, garage doors, and a flat roof. The northeast elevation has single metal pedestrian doors and a second wing clad with brick and sheltered by a gable roof; this wing has a single metal garage door and metal pedestrian door. The elevation also has a small shed-like structure at the northwest end. The metal siding from the façade also wraps around to the west elevation; this elevation does not appear to have fenestration. The warehouse has a flat roof with mechanical equipment.

The Geico Materials Management Center is a typical example of mid-twentieth-century warehouses found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the resource retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

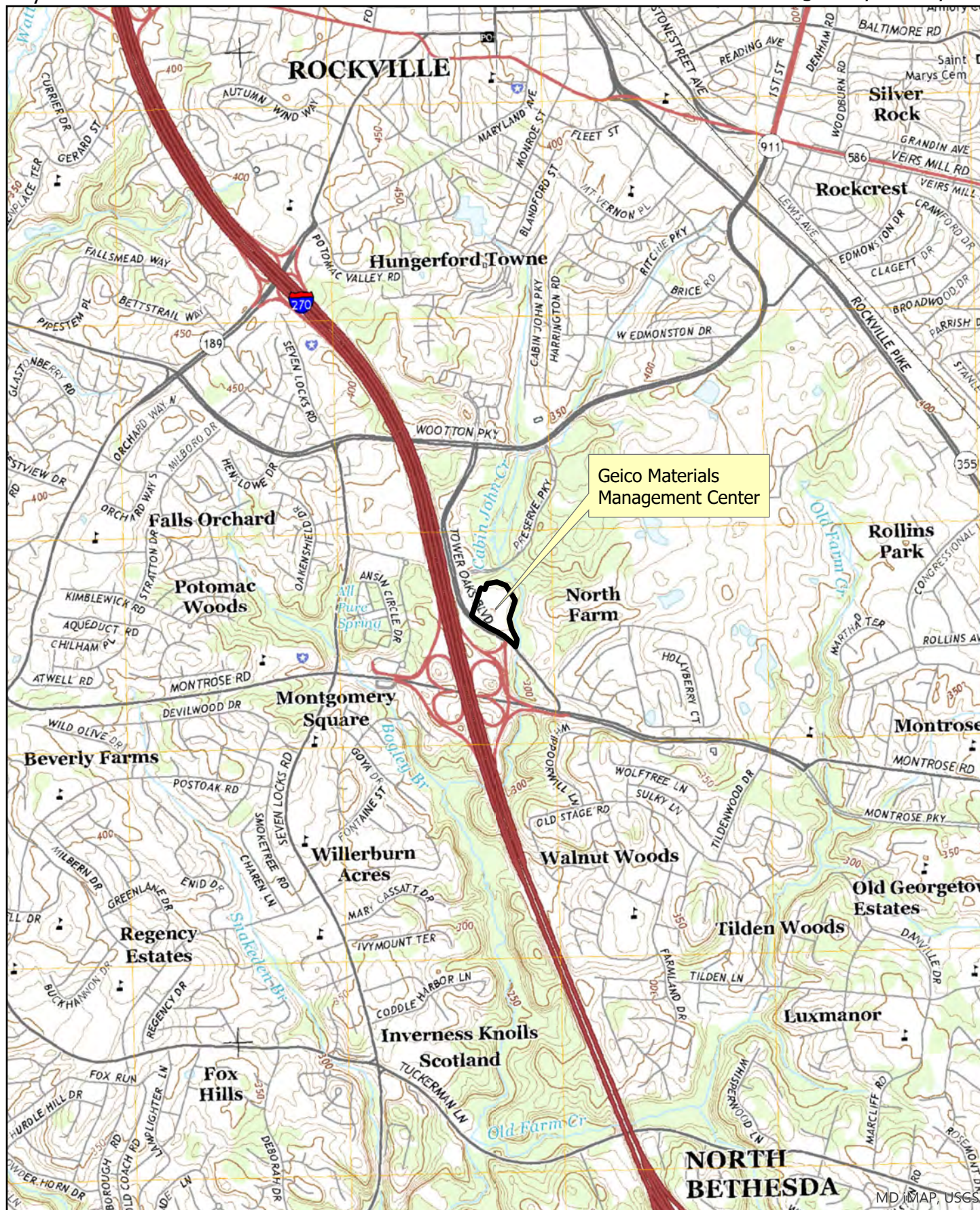
The boundary for the property encompasses 9.07 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GQ33, account number 04-02906326 (2018).

Geico Materials Management Center

Location: 2800 Tower Oaks Boulevard

City: Rockville

Montgomery County



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

Geico Materials Management Center



South façade at main entrance



South façade and east elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Georgetown Village

Inventory Number: M: 30-42

Address: Mayfield Drive at Democracy Boulevard

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP62

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Georgetown Village is a planned residential neighborhood in Bethesda, Montgomery County, bounded on the east by Ashburton subdivision, on the south by the Capital Beltway (I-495), on the north by Democracy Boulevard, and on the west by the Fernwood subdivision. Georgetown Village consists of multiple curvilinear streets that run roughly east to west (Bells Mill Road, Winnepeg Road, Tisdale Terrace, Lone Oak Drive, Camrose Terrace, Stoneham Road, and

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

Rockhurst Road) off of the main streets of Mayfield Drive and Montauk Avenue, which run north to south. A few of the east-west streets connect Georgetown Village to the surrounding subdivisions. The streets are lined with about 250 single-family dwellings on residential lots averaging between 0.13 and 0.25 acre (Montgomery County Map 2018). The subdivision encompasses an estimated 47.5 acres. Streets are inconsistently lined with a concrete or asphalt curb and sidewalks. The properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads. Secondary buildings include sheds and garages.

Description:

Georgetown Village contains single-family dwellings with lots platted and constructed between 1950 and 1960 (Montgomery County Plat [MCP] 2606, 5980). The streets are laid out in a curvilinear pattern, connecting with Democracy Boulevard to the north, a primary thoroughfare throughout this area of Bethesda. Most of the single-family dwellings in Georgetown Village were constructed in variations of the Minimal Traditional and Transitional Ranch forms, but a small number of Split-Level and Split-Foyer (6401 Rockhurst Road and 6412 Rockhurst Road) forms are present in the southern portion of the subdivision.

Dwellings in Georgetown Village are between one to two stories tall and three to four bays wide. All have continuous foundations and structural systems clad primarily in a brick veneer, vinyl or aluminum siding, or a combination of those materials. Rooflines are primarily side gabled, and some feature a front-gabled peak either centered or above the door. The neighborhood also includes a small number of front-gabled examples (6408 Camrose Terrace). Roofs are primarily sheathed in asphalt shingles. Most dwellings feature brick exterior-end or interior-slope chimneys

Primary entrances are typically centered on the façade and comprise a single-leaf wood or fiberglass door. Windows are typically double-hung-sash, vinyl units, many of which have faux muntins. However, several houses feature original windows, including two-over-two, double-hung-sash wood windows (6406 Tisdale Terrace). Additional window types, such as tripartite casement, picture, or bay are present. Louvered and paneled shutters are common. Porches are usually one-story, one-bay, entry porches covered by a gabled roof. While additions are not common, when present, they typically are one story tall and extend from the rear elevation. A few modern infill properties built within the last 10 years are also located throughout the community, including 6410 Camrose Terrace and 6404 Lone Oak Drive.

Historic Context:

In June 1950, Richards Properties, Inc., owned by Joseph Richards, Jr. and John E. Richards, purchased the approximately 50 acres for Georgetown Village from Cora and Roberta Darcey (Montgomery County Deed Book [MCDB] 1390, 318). The land was originally part of a much

larger tract known as “Grubby Thicket” (MCDB 1390, 318). By September of that year Richards Properties, Inc., platted the roads throughout Georgetown Village and began platting the subdivision (Montgomery County Plats [MCP] 2670). Georgetown Village was platted in eleven multi-lot plats between 1950 and 1960, starting in the northern section of the subdivision and moving south (MCP 2606, 4980). Construction of dwellings in each platted section began shortly after platting (National Environmental Title Research [NETR] 1957, 1962).

With its small scale and proximity to Walter Johnson High School and other nearby facilities, Georgetown Village did not include community amenities. Georgetown Village was not widely promoted, but advertisements touted its proximity the National Institute of Health, Bethesda Naval Hospital, Bureau of Standards, and Army Map Services as well as the paved street, curbs, gutters, walks, and landscaped lots (Washington Post 1952, R8; 1953, R8). Houses, priced between \$12,500 and \$14,999, offered “immediate occupancy” with three bedrooms, “de luxe kitchens”, oak floors, and full basements (Washington Post 1952, 1953). Fireplaces were available, but cost extra (Washington Post 1953).

Evaluation:

Georgetown Village was evaluated in accordance with Maryland’s “Suburban Historic Context and Survey Methodology” and National Register of Historic Places Criteria A, B, and C.

Georgetown Village is typical of the ubiquitous planned residential neighborhoods in Maryland and the DC suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period (1930-1960). The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals (Richards Properties, Inc) involved in the development of Georgetown Village had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Georgetown Village is a modest and basic example of a planned residential neighborhood, created by a developer with a limited selection of house models. The subdivision is surrounded by similar suburban developments and demonstrates none of the innovations in residential developments that appeared in the Modern Period. As such, it is not a good example of a planned residential neighborhood of the Modern Period. Furthermore, the development’s basic Transitional Ranch and Minimal Traditional houses include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Georgetown Village is not a good example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic

values, the property is not eligible under Criterion C. Georgetown Village was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses about 47.5 acres and is roughly defined by Ashburton subdivision to the east, the Capital Beltway (I-495) to the south, Democracy Boulevard to the north, the Fernwood Subdivision to the west. It includes multiple parcels found on Montgomery County Tax Map GP562 (2018).

References:

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

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

Montgomery County Map. 2018 Montgomery County, MD, Montgomery Planning. Data Downloads. Properties. Accessed August 20, 2018. <http://montgomeryplanning.org/tools/gis-and-mapping/gis-data/data-downloads/>.

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

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

The Washington Post. 1952. "Georgetown Village" advertisement. October 5, 1952: R8.
1953. "Georgetown Village" advertisement. March 15, 1953: R8.

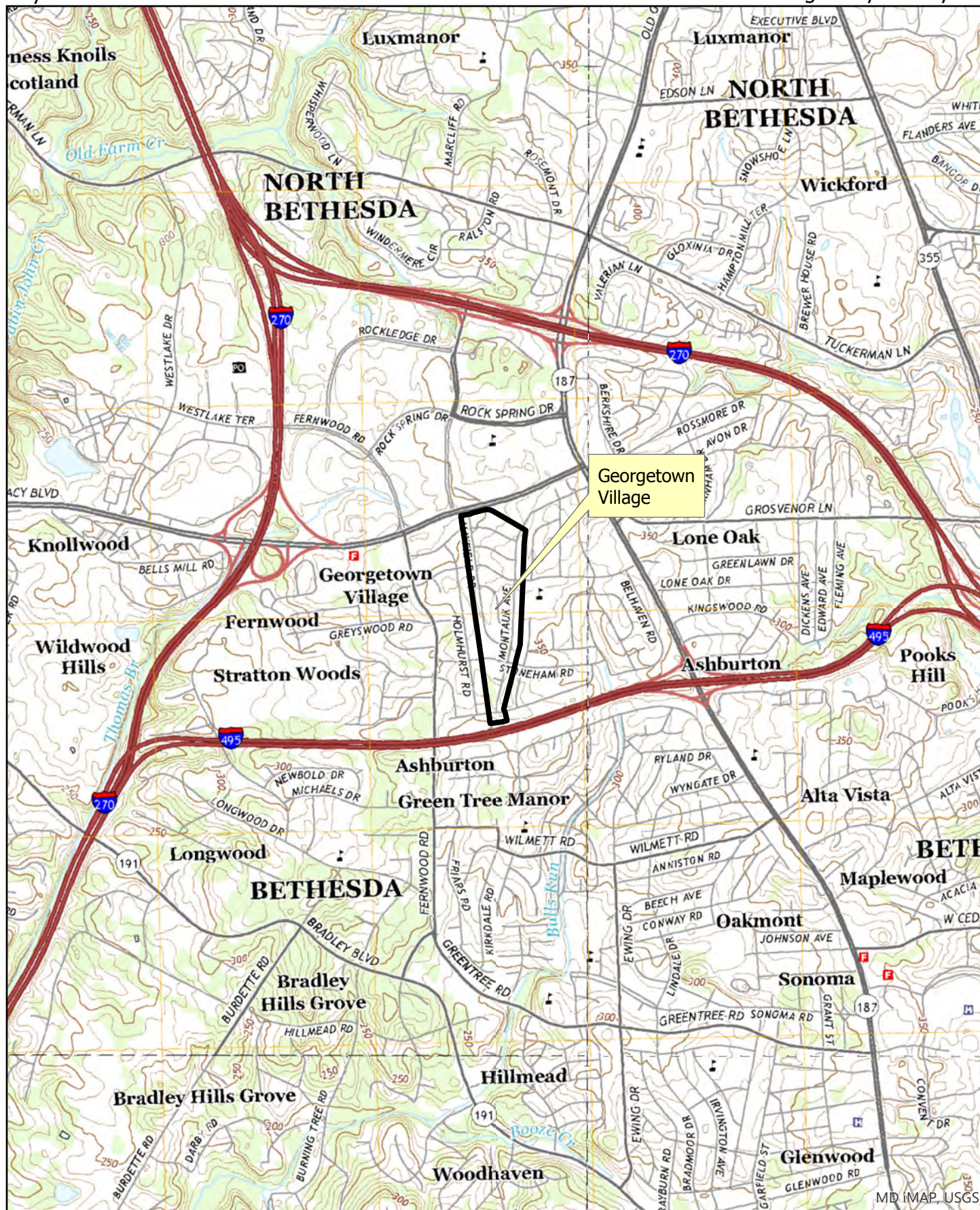
Georgetown Village

Location: Mayfield Drive at Democracy Boulevard

City: Bethesda

MIHP#: M: 30-42

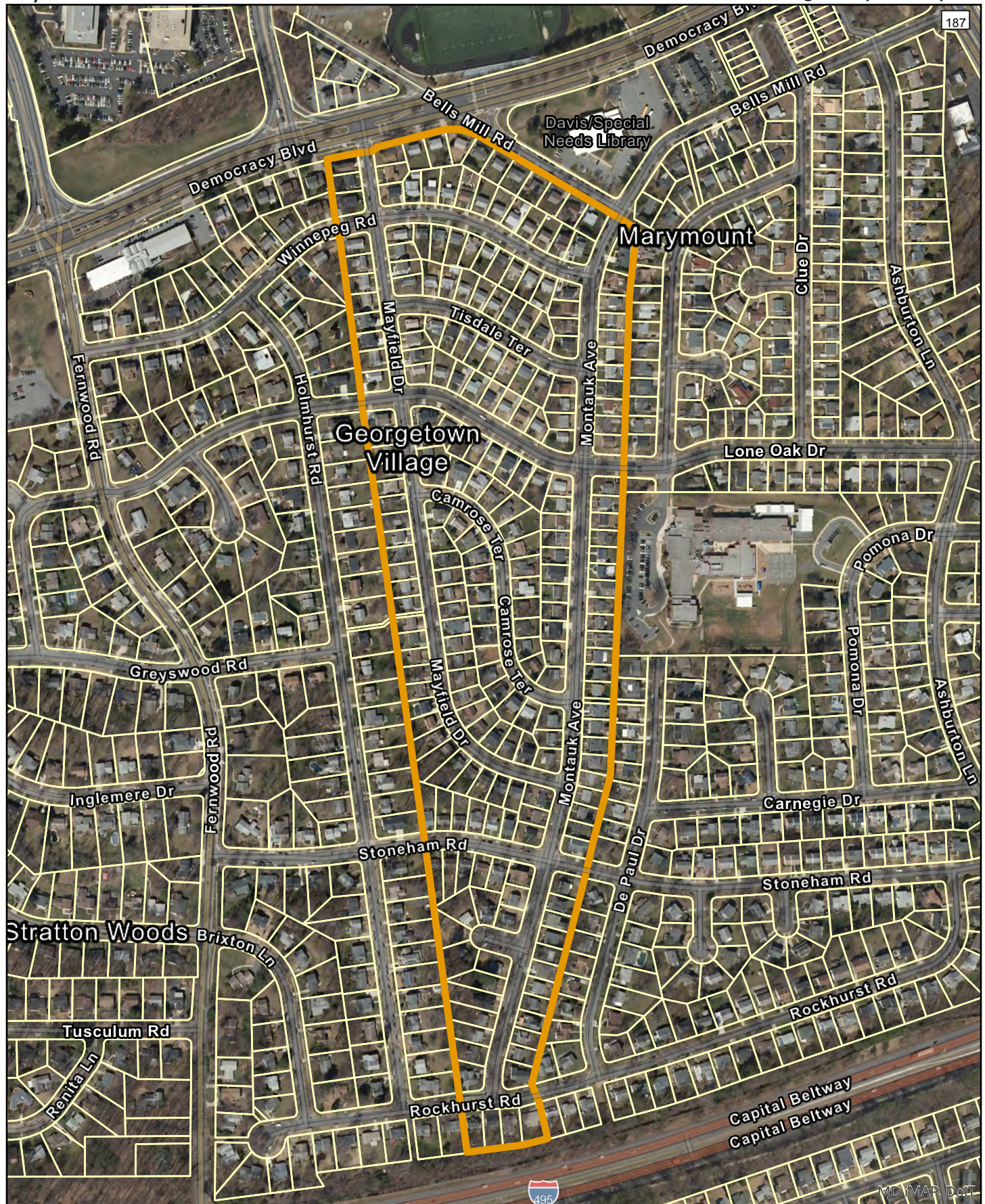
Montgomery County



Georgetown Village

Location: Mayfield Drive at Democracy Boulevard
City: Bethesda

MIHP#: M: 30-42
Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles
Scale: 1:5,000



Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
 Bethesda, Montgomery County, Maryland

OWNERS DEDICATION

We, Joseph S. Devereux and Frank A. Simon, Joint Tenants, owners of the property shown and described hereon, hereby adopt this plan of subdivision establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, liens or trust on the property shown in this plan of subdivision.

Witness: John F. Fitzgerald Date July 17, 1950
Joseph S. Devereux
Frank A. Simon

as to both

PLAT No. 2606
ENGINEERS CERTIFICATE

We hereby certify that the plan shown hereon is correct, that it is a subdivision of all the lands conveyed by Richards Properties, Inc. to Joseph S. Devereux and Frank A. Simon, Joint Tenants by deed dated June 20, 1950 and recorded in Liber ... at Folio ... among the Land Records of Montgomery County, Maryland, and that iron pipes marked thus " " and stones marked thus " " are in place as shown hereon.

Date July 17, 1950 Maddox & Hopkins, Inc.
 By Robert E. Maddox
 ROBERT E. MADDOX
 REGISTERED LAND SURVEYOR
 No. 579

CURVE		DATA	
N. Radius	Δ	Arc	Tan
1	100.00	100.00	100.00
2	100.00	100.00	100.00
3	100.00	100.00	100.00
4	100.00	100.00	100.00
5	100.00	100.00	100.00
6	100.00	100.00	100.00
7	100.00	100.00	100.00
8	100.00	100.00	100.00
9	100.00	100.00	100.00
10	100.00	100.00	100.00

WASHINGTON SUBURBAN SANITARY COMMISSION
 APPROVED: July 25, 1950
 SUITABLE FOR WATER [] DESIGN
 WITHOUT COMMITMENT AS TO []
 []
 []

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
 APPROVED July 20, 1950
 DATE
Blair Lee John F. Fitzgerald
 [] []
 [] []

LOTS 1 thru 10 BLOCK "B"

GEORGETOWN VILLAGE

MONTGOMERY COUNTY, MARYLAND

Scale 1"=100 June, 1950

MADDOX & HOPKINS, INC.
 CIVIL ENGINEERS
 SILVER SPRING, MD.

Job No. 50-52

1950 plat of Georgetown Village, lots 7 thru 10 block "B" (MCP 2606).

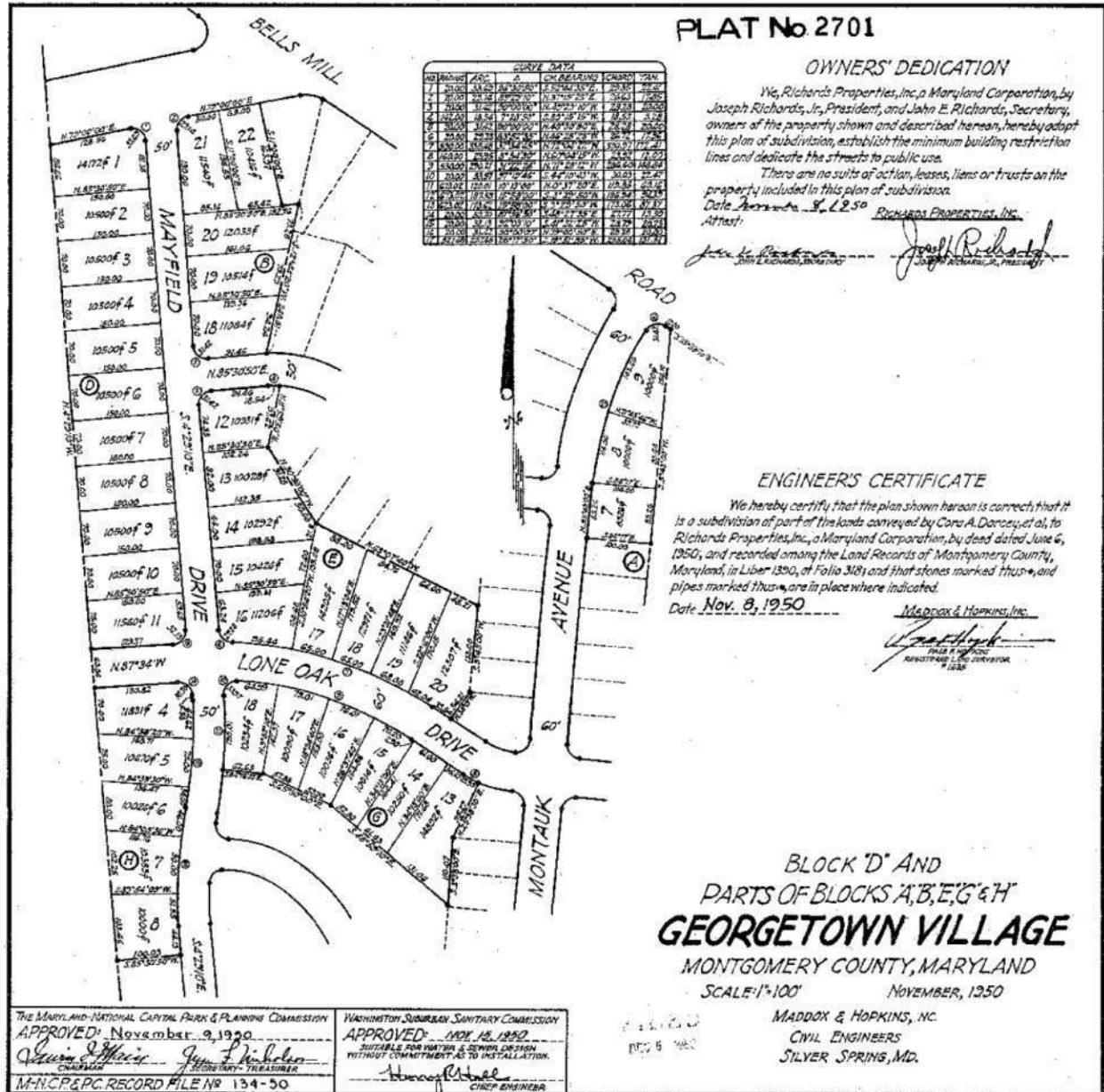
**6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
Bethesda, Montgomery County, Maryland**



1950 plat of Georgetown Village, parts of blocks A, B, E, F, & G (MCP 2650).

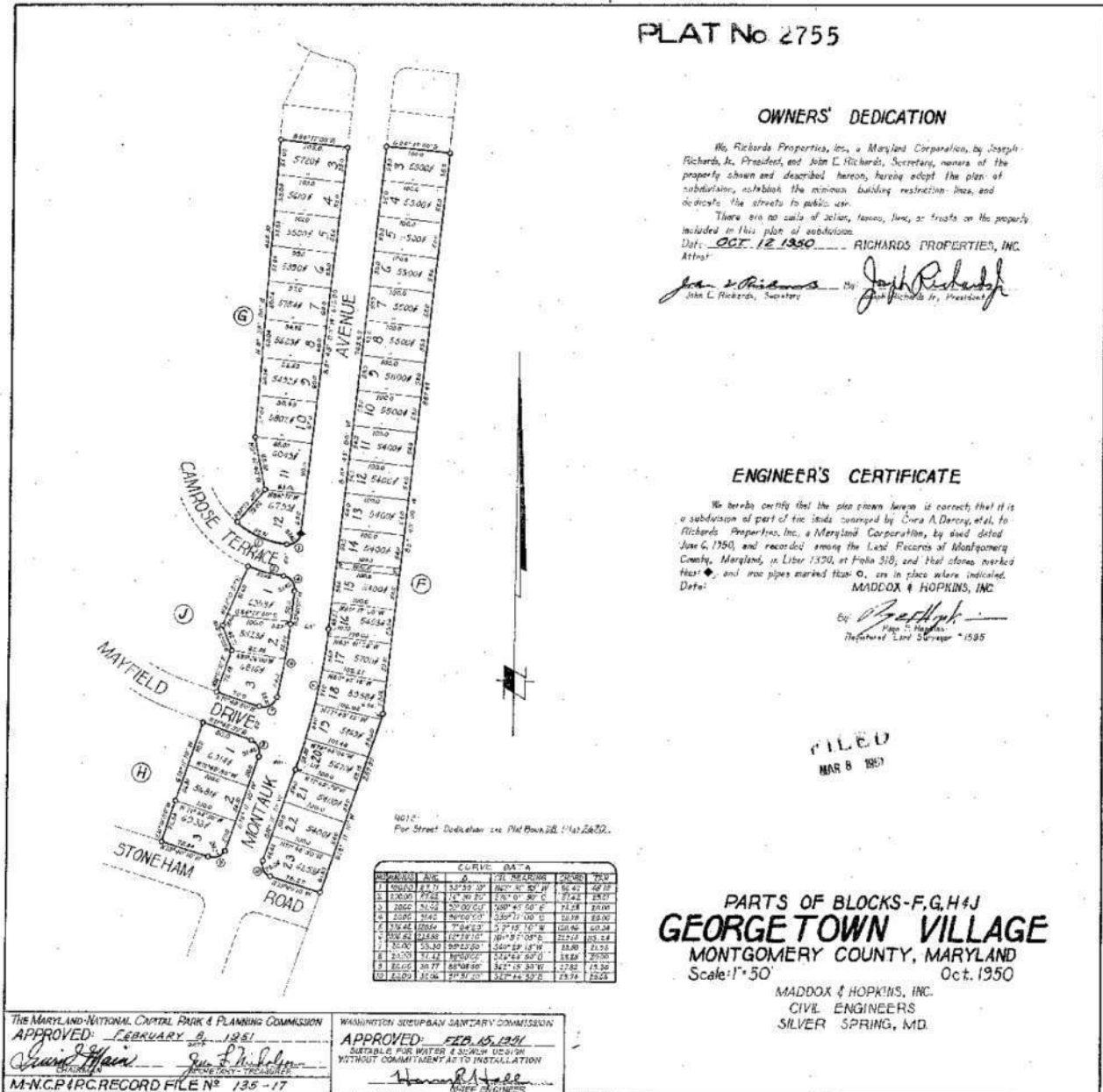
Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only), 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace, 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
Bethesda, Montgomery County, Maryland



1950 plat of Georgetown Village, block "D" and parts of blocks "A", "B", "E", "G", & "H" (MCP 2701).

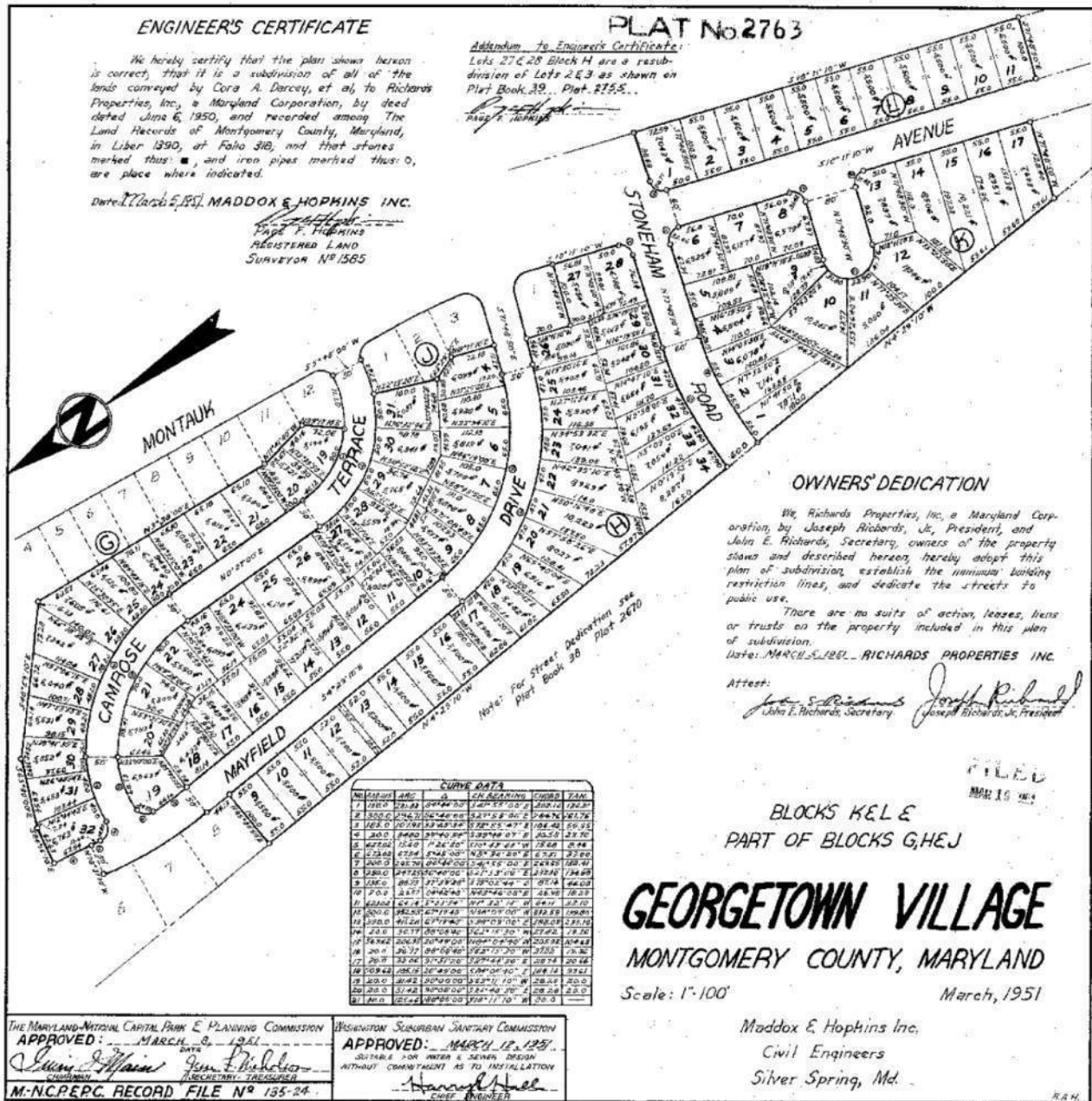
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 6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
 Bethesda, Montgomery County, Maryland



1950 plat of Georgetown Village, parts of blocks F, G, H, & J (MCP 2755).

Georgetown Village (M: 30-42)

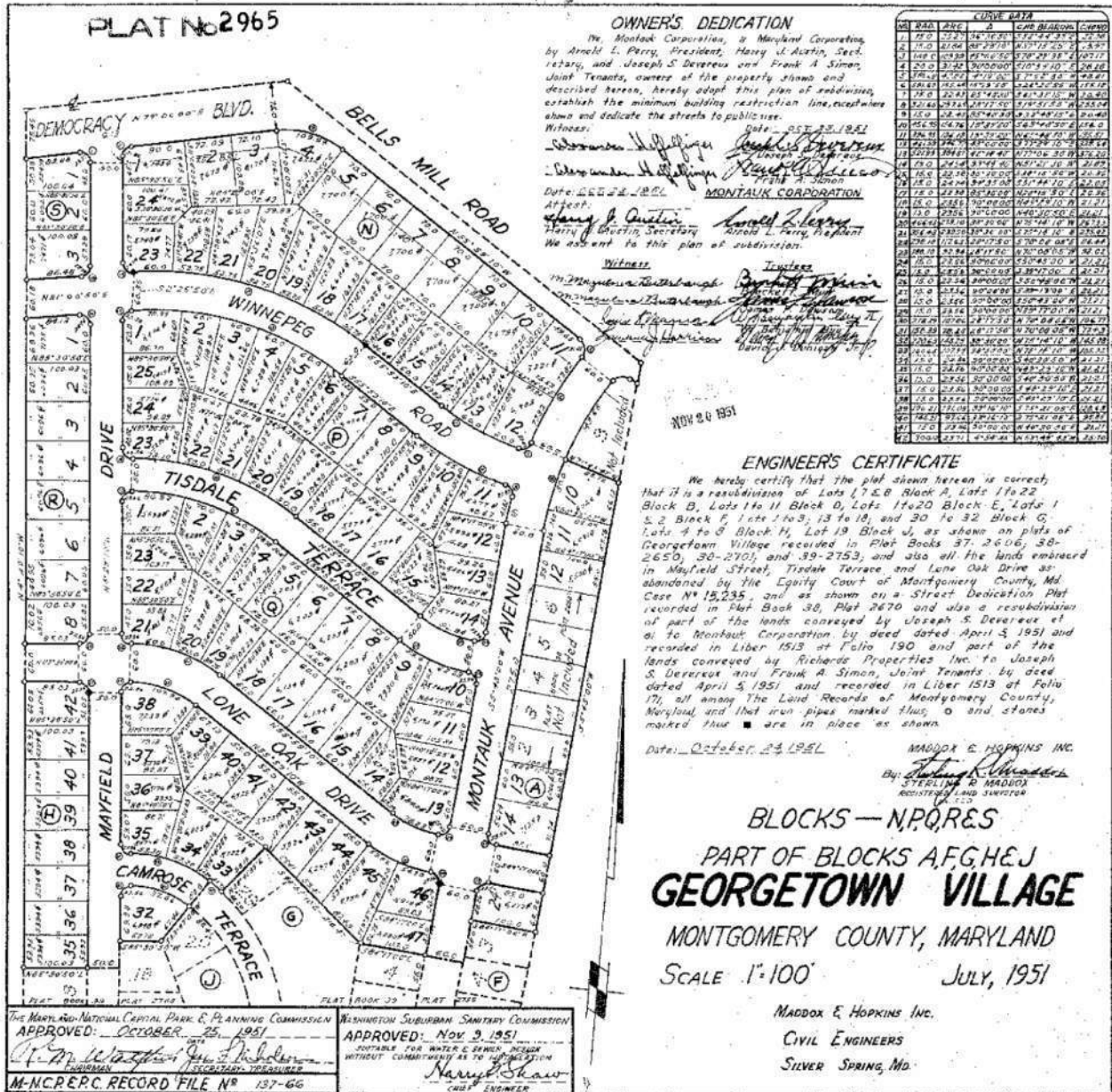
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 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
 Bethesda, Montgomery County, Maryland



1951 Georgetown Village, block K and L and part of blocks G, H, and J (MCP 2763).

Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
 Bethesda, Montgomery County, Maryland



1951 plat of Georgetown Village, blocks N, P, Q, R, and S and parts of blocks A, F, G, H, and J (MCP 2965).

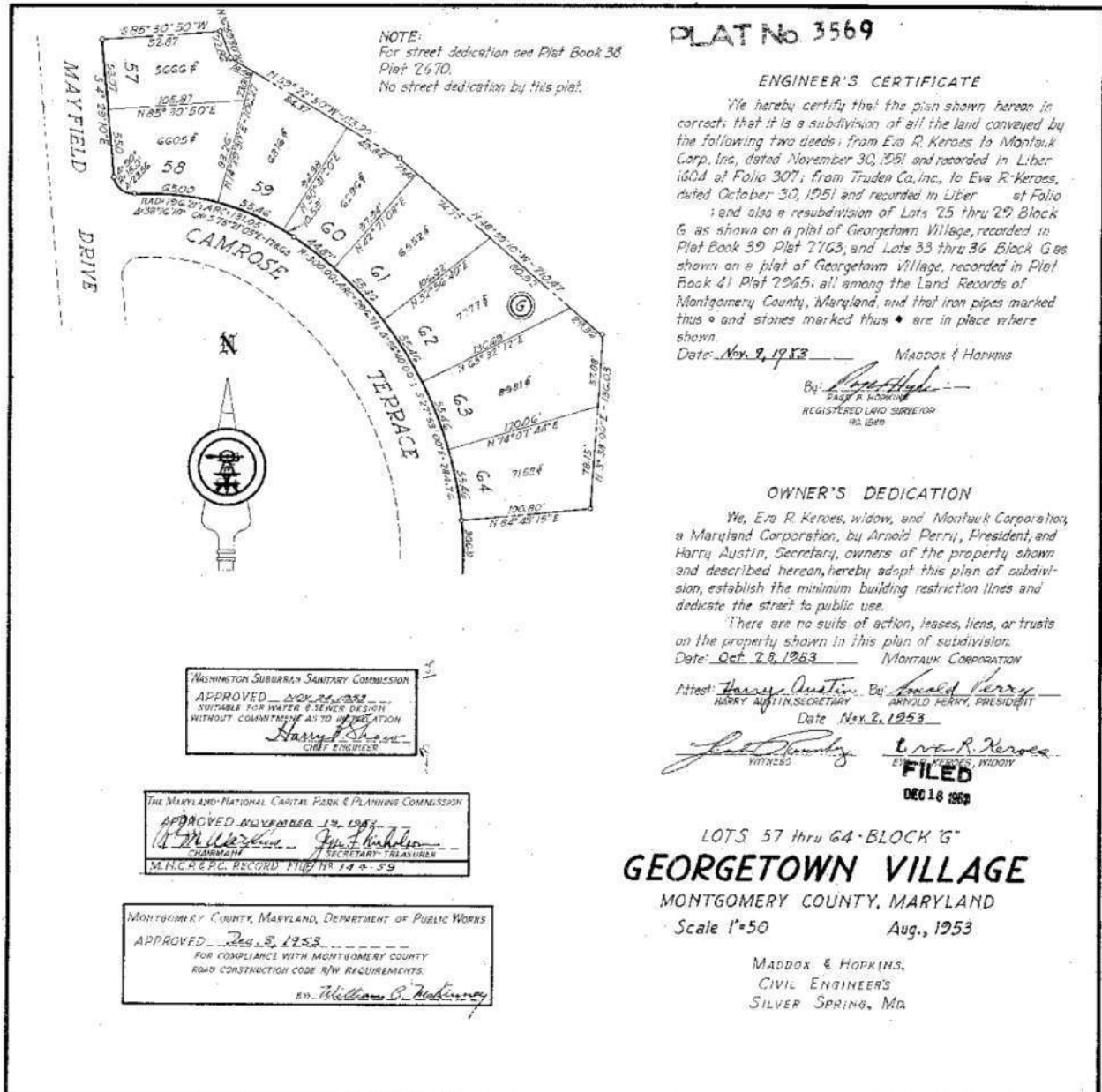
Georgetown Village (M: 30-42)
 6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
 Bethesda, Montgomery County, Maryland



1952 plat of Georgetown Village, block Q and part of blocks A, F, G, and P (MCP 3216).

Georgetown Village (M: 30-42)

**6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
Bethesda, Montgomery County, Maryland**



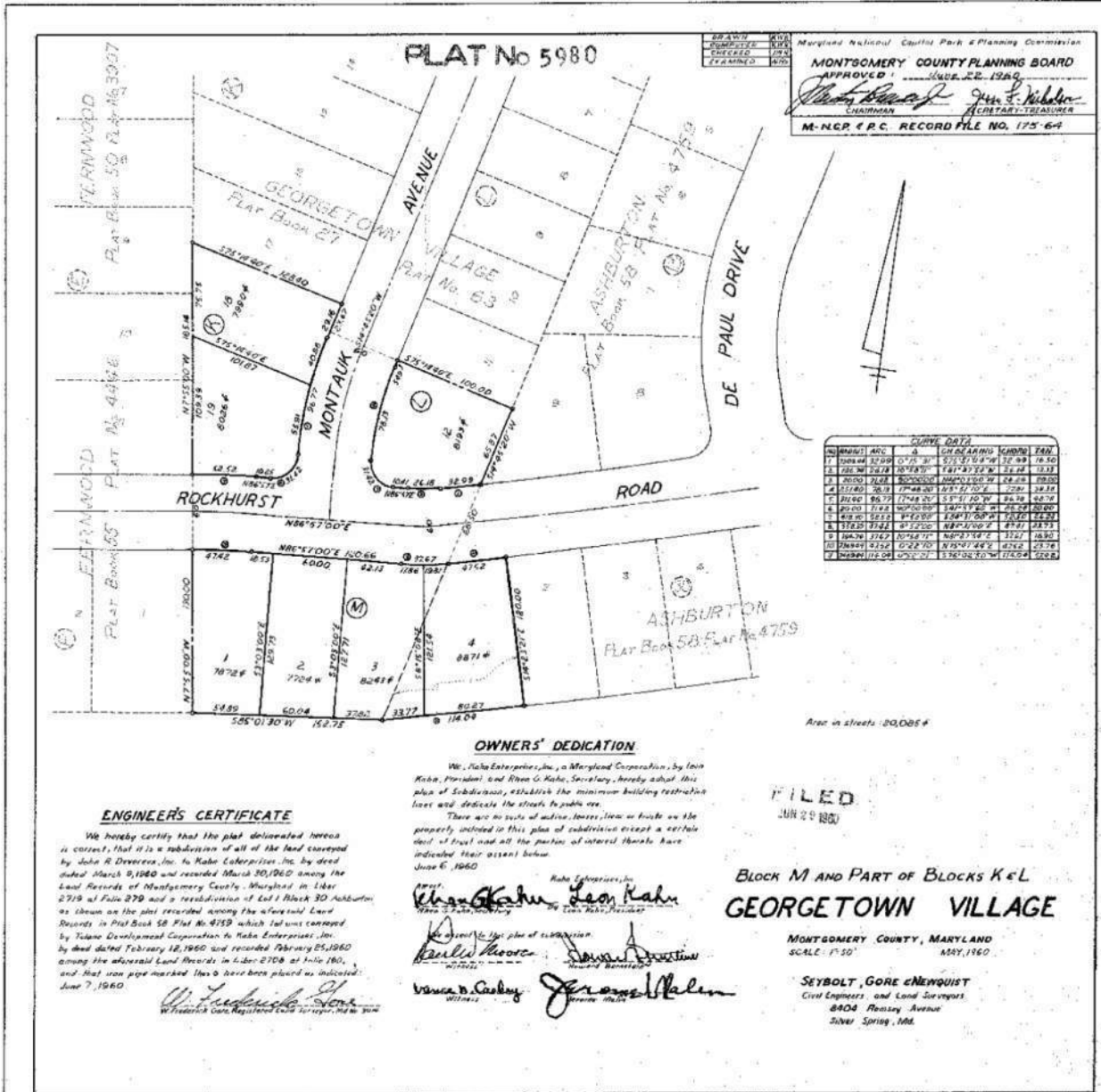
1953 plat of Georgetown Village, lots 57 thru 64 block "G" (MCP 3569).

**6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
Bethesda, Montgomery County, Maryland**

1955 plat of Georgetown Village, lots 1 thru 5 block "C" (MCP 4203).

Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road
Bethesda, Montgomery County, Maryland



1960 plat of Georgetown Village, block M and part of blocks K and L (MCP 5980).

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

Inventory No M: 30-42

Name Georgetown Village
Continuation Sheet

Number Photos Page 1



Photo 1 of 6: View from intersection of Holmhurst Road and Stoneham Road, looking east.



Photo 2 of 6: View of 6402 Camrose Terrace, north elevation.

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

Inventory No M: 30-42

Name Georgetown Village
Continuation Sheet

Number Photos Page 2



Photo 3 of 6: View of 6404 Tisdale Terrace and 6406 Tisdale Terrace, looking west.



Photo 4 of 6: View of 6421 Tisdale Terrace, south elevation.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 30-42

Name Georgetown Village
Continuation Sheet

Number Photos Page 3



Photo 5 of 6: View of 6405 and 6403 Stoneham Road, looking north.



Photo 6 of 6: Example of infill property, 6406 Lone Oak Drive, east oblique.

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

Inventory No M: 30-42

Name Georgetown Village
Continuation Sheet

Number Photos Page 4

PHOTO LOG

Name of Property: Georgetown Village
Name of Photographer: Melissa Butler
Date of Photographs: 10/1/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
View from intersection of Holmhurst Road and Stoneham Road, looking east.
M; 30-42_2018-10-01_01.tif

Photo 2 of 6:
View of 6402 Camrose Terrace, north elevation.
M; 30-42_2018-10-01_02.tif

Photo 3 of 6:
View of 6404 Tisdale Terrace and 6406 Tisdale Terrace, looking west.
M; 30-42_2018-10-01_03.tif

Photo 4 of 6:
View of 6421 Tisdale Terrace, south elevation.
M; 30-42_2018-10-01_04.tif

Photo 5 of 6:
View of 6405 and 6403 Stoneham Road, looking north.
M; 30-42_2018-10-01_05.tif

Photo 6 of 6:
Example of infill property, 6406 Lone Oak Drive, east oblique.
M; 30-42_2018-10-01_06.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Glenarden Historic District

Inventory Number: PG:72-26

Address: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 Historic District: Yes

City: Lanham, Upper Marlboro, Landover Zip Code: 20706, 20774, 20785 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0052, 0060

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester & Danae Peckler

Date Prepared: Jun 24, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☐ C ☐ D

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

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Glenarden Historic District (Glenarden) was previously recorded as the Town of Glenarden and given two Maryland Inventory of Historic Properties (MIHP) numbers: PG:72-26 and PG:73-26. PG:73-26 referred to the portion of the city on the eastern side of Interstate-495 (I-495) and PG:72-26 encompassed the portion on the western side of I-495. The enlarged Glenarden Historic District, which includes parts of the City of Glenarden and neighboring residential subdivisions in Prince George's County, maintains these numbers for continuity but is considered a single resource.

Setting:

Located approximately 10 miles east of Washington, D.C., the district is primarily accessed from Martin Luther King Jr. Highway, Brightseat Road, and Glenarden Parkway. In addition to the boundaries previously recorded as the Town of Glenarden, the Ardmore Village, Edwards Estates, and Royale Gardens subdivisions area also part of the Glenarden Historic District. Taken together, the district includes 392.8 acres and roughly 1,280 resources consisting of single- and multi-family dwellings, and commercial, municipal, religious, and recreational facilities that date from the 1920s until the present.

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

Streets northwest of Martin Luther King Jr. Highway and at the fringes of the community follow a curvilinear pattern, whereas 1st through 11th Streets flanking I-495 follow a linear grid pattern. The general streetscape of the residential areas include small grass-covered front and rear lawns, driveways, sidewalks, and paved streets, with individual lots landscaped with small trees, shrubs, and other ornamental vegetation. In commercial areas and along major roads in town, lots are lined with concrete sidewalks and grassy medians. Public parks vary in size and include open space and recreational facilities.

Description:

The Glenarden Historic District highlights a twentieth-century African American community that primarily contains suburban residential property types, including single- and multi-family dwellings. The vast majority of the single-family dwellings were constructed between 1947 and 1977 in variations of the Colonial Revival, Tudor Revival, Neoclassical, and Contemporary styles and Two-Story Massed, Minimal Traditional, Transitional Ranch, Ranch, Split-Level, and Split-Foyer forms. Some single-family subdivisions in the district include Glenarden Heights, Ardwick Park, Glenarden Woods, Fox Ridge, and Royale Gardens. Multi-family developments were primarily built in the 1960s and 1970s, like Glenarden Apartments, Glen Arden Woods Apartments, and Glenreed Apartments.

Single-family dwellings are primarily one to two stories in height and between three to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with concrete foundations commonly clad in a brick veneer or stucco. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. A wide variety of roof types are found in the district, nearly all of which are sheathed in asphalt shingles. Side-gabled roofs are most common. Chimneys are not a common feature in the dwellings within Glenarden, but are typically interior- or exterior-end brick varieties when present. Dormers are relatively rare.

Placement of primary entrances on the facades vary throughout the district, commonly featuring single-leaf wood or metal doors. Fenestration includes original, double-hung-sash, two-over-two (horizontal muntins) or six-over-six, wood-framed windows and paired, metal-framed, sliding units, but replacement single- and double-hung-sash vinyl windows with or without faux muntins are common. Many houses have picture windows, some with tripartite wood-framed units, casement sashes, or projecting bay windows, and others with fixed metal-framed lights above two small sliding sashes. Louvered and paneled shutters are very common. Front porches range between one-bay to full-width when present, but most main entries are accessed by small brick-clad or concrete stoops, some of which are covered by a small pent roof or recessed under overhanging eaves.

Some single-family dwellings include carports or built-in garages; however, paved driveways are more common. Few additions have been made to the dwellings and when present, they typically are one story tall and extend from a rear elevation (Google 2018). Associated outbuildings are uncommon; however, when present, these are often one-story sheds or detached carports (Google 2018).

Several examples of multi-family dwellings are present within the Glenarden Historic District including a collection located in the center of the City of Glenarden, south of Glenarden Parkway, along McLain Avenue, Reed Street, and Wesley Street. These resources are all owned by the Glenarden Housing Authority and serve as subsidized and low-income housing. They include circa-1975, one-story, multi-bay, side-gabled, Contemporary-style townhouses at 8607 to 8637 Glenarden Parkway. These resources are clad in brick veneer and vinyl siding and feature narrow, one-over-one, double-hung-sash, vinyl-clad replacement windows. Other examples are the circa-1970, two-story, multi-bay, duplexes along both sides of Fulton Avenue. These resources are clad in brick veneer with vinyl window surrounds and are covered by a side-gabled roof sheathed in asphalt. The circa-1975 Glenarden Housing Authority office at the southwest corner of Glenarden Parkway and Reed Street is situated near this collection of multi-family homes as well. The one-story housing authority building is clad in brick veneer and covered by a flat roof that features a shed-roof clerestory, an element of the Shed style that is also seen in two groups of houses dating from the same time along the north side of Fulton Avenue just east of Reed Street (McAlester 2013, 649; USDA 1977).

Municipal and civic buildings in the district include the Glenarden Branch Library at 8724 Glenarden Parkway, the Glenarden Community Center at 8615 McLain Avenue, and the Glenarden Municipal Center and Police Station at 8600 Glenarden Parkway.

These late-1970s resources are all one-story, multi-bay, flat-roofed buildings clad in brick veneer. The Glenarden Community Center has undergone the most change due to large additions added in the 1990s (National Environmental Title Research [NETR] 1993). Three community parks are also located in the Glenarden Historic District. Glenarden Community Park encompasses the community center and features recreational courts and fields, while the smaller Martin Luther King Neighborhood Recreational Center and park at 7921 Piedmont Avenue contains courts and fields as well as a playground area and a small community building. A third public park, the Henry P. Johnson Park, was established after the Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased roughly 5 acres at the south end of the Royal Gardens subdivision in 1970 (Prince George's County Deed Book [PGCDB] 3832, 895).

Glenarden Woods Elementary School at 7801 Glenarden Parkway was built in 1957 to replace a Rosenwald schoolhouse that served the community since 1922 (M-NCPPC 2011, 8). It is a one-story, flat-roof, multi-bay school that demonstrates Modernist influences. The school is clad in brick veneer and features ribbons of large, fixed, metal-framed windows. Large additions expanded the school in 2016 (NETR 2016).

Multiple religious buildings have been built in Glenarden. Two of these include the circa-1968 Glenarden Church of Christ at 3120 Brightseat Road and the circa-1975 Holy People for Christ Church at 3311 Brightseat Road, both built with Contemporary-style elements.

Two small commercial strips are located within the boundaries of Glenarden. Constructed circa 1990, the building at 8000 Martin Luther King Jr. Highway is one story with multiple bays. It is composed of concrete block, covered by a side-gabled roof, and features multiple entrances beneath a covered walkway. Another commercial strip is located at 7936 Johnson Avenue and is a one-story, four-bay, commercial building constructed circa 1970 that contains four different businesses. The resource is clad in brick veneer and each business features a simplified storefront entry. To the southeast, two small one-story buildings constructed circa 1985 complete this small commercial area.

Several buildings and structures within Glenarden have been individually documented and evaluated for the National Register of Historic Places (NRHP), though none have been determined eligible: Bridge No. 1614900 (DOE-PR-0390); 8622 Johnson Avenue (PG:72-052); 7941 Piedmont Avenue (PG:72-055); and Smith's Barber Shop at 7907 Martin Luther King Jr. Highway (PG:72-057) (Darsie 2000).

Historic Context:

Prior MIHP and Determination of Eligibility forms for the Town of Glenarden (as the resource was previously called), completed in 1995 and 2000 by the Prince George's County Historic Planning Commission and KCI Technologies Inc. (KCI), provide detailed architectural descriptions of building types, styles, and trends, as well as a history of the community's development and eligibility assessment (Darsie 2000; Pearl 1995). A recent community inventory as well as an online exhibit showcasing the first 100 years of Glenarden's history were prepared by M-NCPPC (M-NCPPC 2011). An abbreviated context is provided below; for further information on the history and development of Glenarden, please consult the above-referenced reports and materials.

In 1910, William R. Smith, head of the Glenarden Development Company, purchased 76 acres from Ann H. Bowie and platted the subdivisions known as Glenarden Heights and Glenarden in 1911 and 1913 respectively (Bird 2003, E-20; Pearl 1995). This was just one of several small subdivisions, including Lincoln and Fairmount Heights, platted and established at that time by white developers for middle-class African Americans along the new Washington, Baltimore & Annapolis Electric Railroad line (M-NCPPC n.d., 1). Although another Glenarden subdivision, platted as Ardwick Park, was added in 1921, growth of the town was slow, and in 1930, the town population was only about 400 people living in approximately 50 dwellings (Longstreth 2018, 2). This was likely due to the lack of "amenities such as public utilities and paved roads" (M-NCPPC n.d., 2). The dwellings built during this time were modest in massing and decoration and most of the early residents were of middle or lower income and were pushed out of the areas closer to the city due to cost and prevalent housing discrimination (Longstreth 2018, 2).

Due to the efforts of the town's first mayor, William Swann, a professor at Howard University, and the Glenarden Civic Association, the Town of Glenarden was incorporated in 1939. As a result, it became the third "predominantly black incorporated town in Maryland" (City of Glenarden n.d.; Longstreth 2018, 2). After incorporation, many improvements to Glenarden were made in quick succession, including the creation of a fire department and police force, surfacing of roads,

construction of town hall in 1943, a post office in 1950, and the replacement of a two-room schoolhouse by a modern facility in 1957. Upgraded electrical service and home heating was also introduced throughout the community in this period (M-NCPPC n.d., 2).

Most of this progress was made under James R. Cousins, Jr., who served as mayor of Glenarden from 1941 to 1969. He was “described by his cohorts as a visionary, but he also proved to be a savvy politician, effective[ly] guiding his town through a complex course that eventually transformed it physically and demographically... However, some of his boldest efforts were facilitated by transportation improvements undertaken by national and state agencies” such as construction of I-270 which drew people to the area (Longstreth 2018, 3).

Local and federal housing policies made it difficult for African Americans to own property following World War II, since the Federal Housing Administration was still reluctant to insure mortgages for housing developments for African Americans (Longstreth 2018, 4). Washington’s “swelling black middle class” needed homes, but some white builders considered these developments risky, particularly with the still growing development needs of white families (Longstreth 2018, 4). However, other white homebuilders and real estate developers built upon the existing community in Glenarden by purchasing sizable tracts at the fringes of town for residential construction, platting the subdivisions of Glenarden Woods, Fox Ridge, Royale Gardens, Edward Estates, and Tyrol Estates in the 1950s and 1960s (Longstreth 2018, 4-5; M-NCPPC 2011, 3). These tracts helped to compose the largest array of new single-family detached homes for African Americans in the Washington Metropolitan area and possibly one of the largest in the United States (Longstreth 2018, 5). Houses in these developments used similar types and materials as those in white suburbs that developed around the same time, contrasting with the smaller, semi-detached and attached homes that were the norm in other predominantly African American neighborhoods and areas.

In some cases, houses in surrounding residential subdivisions were marketed to middle- and upper-class African Americans. Advertisements for Royale Gardens and Ardmore Village were promoted as “integrated communities” with spacious three and four-bedroom houses priced between \$16,400 and \$25,700 (The Washington Post 1963a, D12; 1963b, D18). House models in Ardmore Village were named after prominent African Americans: the Frederick Douglas, a Split-Foyer house, the George Carver, a three-bedroom rambler, and the Booker T., an economy rambler (The Washington Post 1963b, D18). Other advertisements depicted real African American families in their new houses, such as one for the Ardmore Village development featuring business owners Mr. and Mrs. William P. Lee of Lee’s Flower Shop on U Street (The Washington Post 1964, E6).

Mayor James R. Cousins, Jr., was not content solely with this growth and complained that children of Glenarden families were often priced out of the area and that he wanted Glenarden to house and serve a variety of income groups (Longstreth 2018, 5-6). As a result, the town developed an urban renewal plan in the mid-1960s and became the first municipality in Prince George’s County to receive an urban renewal grant from the Federal Urban Renewal Program (The Evening Sun 1984, 4; Longstreth 2018, 6). Due to the negative connotation that urban renewal had with African Americans as a result of the “slum” and “blight” clearance and large-scale relocations of low-income African Americans in nearby areas such as southwest Washington, D.C., urban renewal in Glenarden was implemented in a way that diverged from the typical conventions; much of the existing grid was maintained and extended and a concerted effort was made to preserve houses that could be rehabilitated (Longstreth 2018, 7). Over the course of the 1960s and 1970s, urban renewal funds from the Department of Housing and Urban Development were used to demolish much of the circa-1920s and 1930s older core and construct affordable and subsidized semi-detached and attached housing, as well as for improvements to roads, sidewalks, and drainage (Longstreth 2018, 7-8). This was not accomplished without resistance, as Mayor James R. Cousins, Jr., failed to win re-election in 1969 after some community members lost their properties to urban renewal, and others became concerned that too much low-income housing was being built in Glenarden (Longstreth 2018, 8). Decatur Trotter, his successor, decreased the number of projected public housing units and moved toward building more detached, middle-income housing.

Public amenities increased during the 1960s and 1970s in conjunction with the housing redevelopment projects. A new town hall (currently the Municipal Center and Police Station at 8600 Glenarden Parkway) was built in 1966 (The Evening Sun 1984, 4). The 1977 Glenarden Community Center increased recreational opportunities for Glenarden citizens and reinforced town identity and unity (M-NCPPC 2011, 11). Annexation of the Washington Commerce Center (now Woodmore Town Center) to the southwest and the Carrolton Station subdivision and Royal Gons tract promoted further growth throughout the 1980s (M-NCPPC n.d., 4). The people of the Town of Glenarden voted to change its name to the City of Glenarden in 1994 (City of Glenarden n.d.).

Evaluation:

The 2000 evaluation of the Town of Glenarden excluded buildings dating from the 1960s and 1970s due to their age (Darsie 2000, 8.2), but recent research has expanded upon the important history of suburban development and urban renewal efforts within Glenarden in this period. As the majority of resources within Glenarden have now reached 50 years of age, and sufficient time has passed to view the community's history in context, the district's eligibility can be reevaluated.

Cited as one of 10 extant, twentieth-century African American settlements in the National Register-listed "African American Historic Resources of Prince George's County, Maryland" Multiple Property Documentation Form, Glenarden grew slowly and organically from the 1920s to World War II and then at a more rapid pace in the 1950s and 1960, following the development of several subdivisions on annexed land during that period (Bird 2003; Longstreth 2018, 4-5; M-NCPPC 2011, 3). This was followed by a period of enormous change during the 1960s and 70s as urban renewal projects, implemented in a more delicate and sensitive way from others taking place in the Washington Metropolitan area, demolished some of the historic core of the community and created affordable housing as well as middle-class, single-family homes. As Richard Longstreth noted, "it is not the physical fabric of Glenarden that is exceptional, but rather the processes that created it" (Longstreth 2018, 1).

Glenarden is an important example of an African American community formed as a direct result of reaction to discriminatory housing practices in the Washington Metropolitan area.

"The community is distinctive not just in its utilizing annexation to enable it to grow from a relatively poor backwater into the pre-eminent suburban enclave of middle-class African American houses in the Washington metropolitan area by the mid-1960s, but also in its subsequent embrace of urban renewal to develop elderly and low-income housing for town residents, foster additional middle-class residential development, and create extensive public facilities for all residents— and in doing so in a seamless manner, physically and functionally. Glenarden also became a primary nursery for county and state political leaders and a catalyst for the transformation of Prince George's County into the largest suburban network of middle- and upper-middle-class black communities in the United States" (Longstreth 2018, 1-2).

Therefore, the Glenarden Historic District is significant under Criterion A for its important role as a middle-class African American community in the D.C. suburbs and the unique use of urban renewal funds for a suburban municipality.

Several figures acted as driving forces behind the development of Glenarden, including Mayors William Swann, James R. Cousins, Jr., and Decatur Trotter. However, their cumulative importance is better understood as it relates to Criterion A and the development patterns throughout the community. As such, they are not known to meet criteria that would render the resource eligible for listing in the NRHP under Criterion B.

Although Glenarden retains historic integrity, it is a typical example of mid-twentieth-century suburban residential development and is not an "important example of distinctive period of construction, method of construction, or the work of one or more notable architects." Glenarden used its urban renewal funding to construct housing and community amenities using patterns and trends common to the period. It does not uniquely reflect outstanding or historically significant design principles of community planning or landscape architecture. As a result, the Glenarden Historic District is not eligible for listing in the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This resource retains historic integrity of location, design, setting, feeling and association. Although urban renewal destroyed earlier parts of the community, the new growth and redevelopment has added significance to the district. Though there are some modern infill properties, the road network and circulation patterns have remained the same through time.

The period of significance for the Glenarden Historic District is from 1939, when the town incorporated, to 1977, when the Community Center was built. The construction of the Community Center reinforced the area's identity and unity and was the last major community improvement built during the urban renewal period. This encompasses Glenarden's major development periods, a process of growth that was somewhat slow and piecemeal.

Residential, commercial, municipal, and recreational resources were almost all planned and built within this community during

the period of significance, and there are very few resources that lay outside of that period. For a building to be considered contributing to Glenarden, it must have been built within the period of significance and still be recognizable as being from that period. Furthermore, as Glenarden is eligible under Criterion A, planned buildings and developments that still continue to serve their historic functions, such as the modified community center, are considered contributing. Roads within Glenarden reflect a variety of street patterns, and the adjoining sidewalks, street lights, and landscaping demonstrate no unifying characteristic design. Streets, sidewalks, and lighting vary in construction date, location, size, and materials with different standards seen throughout, and the landscaping does not reflect a citywide plan. Glenarden is divided along I-495, which has no connection to the community. Similarly, Martin Luther King Jr. Highway, which passes through the city, serves as a main artery and commercial corridor but includes no features that would be considered characteristic aspects of the district. As a result, 78 percent of resources within the Glenarden Historic District are contributing. A complete list is included as part of this DOE.

The boundary for the Glenarden Historic District includes the previously surveyed area associated with the Town of Glenarden plus the neighboring residential subdivisions of Edwards Estates and Royale Gardens, as well as the single-family and multi-family developments of Ardmore Village. The district contains a total of 392.8 acres and is roughly bounded on the northwest by Martin Luther King Jr. Highway, on the northeast by Ardwick-Ardmore Road, and on the south by late-twentieth-century residential subdivisions, large commercial sites, and industrial properties. It is situated on Prince George's County Tax maps 52 and 60.

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Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 1st Street	1992	NC	Outside Period of Significance
House	1415 1st Street	1935	NC	Outside Period of Significance
House	1419 1st Street	1976	C	Characteristic
House	1420 1st Street	1959	C	Characteristic
House	1421 1st Street	1978	C	Characteristic
House	1504 1st Street	1973	C	Characteristic
House	1505 1st Street	1987	NC	Outside Period of Significance
House	1509 1st Street	1987	NC	Outside Period of Significance
House	1510 1st Street	1989	NC	Outside Period of Significance
House	1512 1st Street	1989	NC	Outside Period of Significance
House	1513 1st Street	1987	NC	Outside Period of Significance
House	1516 1st Street	1991	NC	Outside Period of Significance
House	1517 1st Street	1989	NC	Outside Period of Significance
House	1518 1st Street	1988	NC	Outside Period of Significance
House	1401 2nd Street	1988	NC	Outside Period of Significance
House	1404 2nd Street	1989	NC	Outside Period of Significance
House	1405 2nd Street	1988	NC	Outside Period of Significance
House	1408 2nd Street	1987	NC	Outside Period of Significance
House	1409 2nd Street	1986	NC	Outside Period of Significance
House	1412 2nd Street	1991	NC	Outside Period of Significance
House	1415 2nd Street	1988	NC	Outside Period of Significance
House	1416 2nd Street	1987	NC	Outside Period of Significance
House	1422 2nd Street	1975	C	Characteristic
House	1501 2nd Street	1979	NC	Outside Period of Significance
House	1503 2nd Street	1975	C	Characteristic
House	1504 2nd Street	1975	C	Characteristic
House	1508 2nd Street	1975	C	Characteristic
House	1509 2nd Street	1975	C	Characteristic
House	1512 2nd Street	1975	C	Characteristic
House	1513 2nd Street	1987	NC	Outside Period of Significance
House	1516 2nd Street	1958	C	Characteristic
House	1517 2nd Street	1961	C	Characteristic
House	1518 2nd Street	1988	NC	Outside Period of Significance
House	1521 2nd Street	1988	NC	Outside Period of Significance
House	1401 3rd Street	1988	NC	Outside Period of Significance
House	1402 3rd Street	1988	NC	Outside Period of Significance
House	1405 3rd Street	1989	NC	Outside Period of Significance
House	1406 3rd Street	1987	NC	Outside Period of Significance
House	1409 3rd Street	1987	NC	Outside Period of Significance
House	1410 3rd Street	1987	NC	Outside Period of Significance
House	1415 3rd Street	1955	C	Characteristic
House	1417 3rd Street	1986	NC	Outside Period of Significance
House	1418 3rd Street	1980	NC	Outside Period of Significance
House	1421 3rd Street	1978	C	Characteristic
House	1422 3rd Street	1988	NC	Outside Period of Significance
House	1425 3rd Street	1979	NC	Outside Period of Significance
House	1506 3rd Street	1980	NC	Outside Period of Significance
House	1507 3rd Street	1985	NC	Outside Period of Significance
House	1510 3rd Street	1979	NC	Outside Period of Significance
House	1511 3rd Street	1980	NC	Outside Period of Significance
House	1514 3rd Street	1985	NC	Outside Period of Significance
House	1515 3rd Street	1948	C	Characteristic
House	1519 3rd Street	1986	NC	Outside Period of Significance
House	1520 3rd Street	1986	NC	Outside Period of Significance
House	1523 3rd Street	1986	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1526 3rd Street	1958	C	Characteristic
House	1400 4th Street	1987	NC	Outside Period of Significance
House	1401 4th Street	1988	NC	Outside Period of Significance
House	1404 4th Street	1987	NC	Outside Period of Significance
House	1405 4th Street	1988	NC	Outside Period of Significance
House	1412 4th Street	1986	NC	Outside Period of Significance
House	1415 4th Street	1988	NC	Outside Period of Significance
House	1416 4th Street	1981	NC	Outside Period of Significance
House	1417 4th Street	1953	C	Characteristic
House	1418 4th Street	1981	NC	Outside Period of Significance
House	1419 4th Street	1988	NC	Outside Period of Significance
House	1420 4th Street	1981	NC	Outside Period of Significance
House	1421 4th Street	1985	NC	Outside Period of Significance
House	1422 4th Street	1987	NC	Outside Period of Significance
House	1423 4th Street	1988	NC	Outside Period of Significance
House	1501 4th Street	1978	C	Characteristic
House	1505 4th Street	1986	NC	Outside Period of Significance
House	1506 4th Street	1986	NC	Outside Period of Significance
House	1507 4th Street	1967	C	Characteristic
House	1509 4th Street	1967	C	Characteristic
House	1510 4th Street	1986	NC	Outside Period of Significance
House	1511 4th Street	1967	C	Characteristic
House	1513 4th Street	1987	NC	Outside Period of Significance
House	1514 4th Street	1987	NC	Outside Period of Significance
House	1517 4th Street	1987	NC	Outside Period of Significance
House	1518 4th Street	1986	NC	Outside Period of Significance
House	1521 4th Street	1986	NC	Outside Period of Significance
House	1522 4th Street	1987	NC	Outside Period of Significance
House	1525 4th Street	1987	NC	Outside Period of Significance
House	1529 4th Street	1972	C	Characteristic
House	1530 4th Street	1986	NC	Outside Period of Significance
House	1400 5th Street	1988	NC	Outside Period of Significance
House	1404 5th Street	1988	NC	Outside Period of Significance
House	1410 5th Street	1988	NC	Outside Period of Significance
House	1416 5th Street	1988	NC	Outside Period of Significance
House	1420 5th Street	1966	C	Characteristic
House	1422 5th Street	1966	C	Characteristic
House	1424 5th Street	1988	NC	Outside Period of Significance
House	1426 5th Street	1987	NC	Outside Period of Significance
House	1500 5th Street	1979	NC	Outside Period of Significance
House	1504 5th Street	1959	C	Characteristic
House	1506 5th Street	1971	C	Characteristic
House	1518 5th Street	1969	C	Characteristic
House	1522 5th Street	1953	C	Characteristic
House	1524 5th Street	1988	NC	Outside Period of Significance
House	1526 5th Street	1973	C	Characteristic
House	1530 5th Street	1975	C	Characteristic
House	1401 7th Street	1969	C	Characteristic
House	1403 7th Street	1963	C	Characteristic
House	1412 7th Street	1981	NC	Outside Period of Significance
House	1414 7th Street	1981	NC	Outside Period of Significance
House	1416 7th Street	1981	NC	Outside Period of Significance
House	1418 7th Street	1978	C	Characteristic
House	1420 7th Street	1973	C	Characteristic
House	1424 7th Street	1987	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1428 7th Street	1980	NC	Outside Period of Significance
House	1430 7th Street	1979	NC	Outside Period of Significance
House	1431 7th Street	1951	C	Characteristic
House	1433 7th Street	1960	C	Characteristic
House	1434 7th Street	1981	NC	Outside Period of Significance
House	1436 7th Street	1975	C	Characteristic
House	1438 7th Street	1987	NC	Outside Period of Significance
House	1440 7th Street	1984	NC	Outside Period of Significance
House	1503 7th Street	1996	NC	Outside Period of Significance
House	1504 7th Street	1966	C	Characteristic
House	1505 7th Street	1989	NC	Outside Period of Significance
House	1506 7th Street	1966	C	Characteristic
House	1507 7th Street	1966	C	Characteristic
House	1508 7th Street	1966	C	Characteristic
House	1509 7th Street	1966	C	Characteristic
House	1510 7th Street	1993	NC	Outside Period of Significance
House	1511 7th Street	1966	C	Characteristic
House	1513 7th Street	1966	C	Characteristic
House	1515 7th Street	1953	C	Characteristic
House	1516 7th Street	1964	C	Characteristic
House	1517 7th Street	1991	NC	Outside Period of Significance
House	1518 7th Street	1989	NC	Outside Period of Significance
House	1520 7th Street	1966	C	Characteristic
House	1522 7th Street	1966	C	Characteristic
House	1523 7th Street	1973	C	Characteristic
House	1524 7th Street	1966	C	Characteristic
House	1525 7th Street	1964	C	Characteristic
House	1526 7th Street	1966	C	Characteristic
House	1527 7th Street	1970	C	Characteristic
House	1529 7th Street	1978	C	Characteristic
House	1530 7th Street	1955	C	Characteristic
House	1407 8th Street	1969	C	Characteristic
House	1409 8th Street	1998	NC	Outside Period of Significance
House	1410 8th Street	1985	NC	Outside Period of Significance
House	1414 8th Street	1973	C	Characteristic
House	1417 8th Street	1982	NC	Outside Period of Significance
House	1418 8th Street	1981	NC	Outside Period of Significance
House	1419 8th Street	1972	C	Characteristic
House	1420 8th Street	1996	NC	Outside Period of Significance
House	1422 8th Street	2005	NC	Outside Period of Significance
House	1423 8th Street	1970	C	Characteristic
House	1429 8th Street	1981	NC	Outside Period of Significance
House	1430 8th Street	1984	NC	Outside Period of Significance
House	1431 8th Street	1991	NC	Outside Period of Significance
House	1438 8th Street	1975	C	Characteristic
House	1400 9th Street	1969	C	Characteristic
House	1411 9th Street	1984	NC	Outside Period of Significance
House	1412 9th Street	1997	NC	Outside Period of Significance
House	1415 9th Street	1984	NC	Outside Period of Significance
House	1416 9th Street	1981	NC	Outside Period of Significance
House	1417 9th Street	1984	NC	Outside Period of Significance
House	1419 9th Street	1988	NC	Outside Period of Significance
House	1420 9th Street	1981	NC	Outside Period of Significance
House	1423 9th Street	1988	NC	Outside Period of Significance
House	1424 9th Street	1995	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1425 9th Street	1962	C	Characteristic
House	1426 9th Street	1997	NC	Outside Period of Significance
House	1427 9th Street	1987	NC	Outside Period of Significance
House	1428 9th Street	1960	C	Characteristic
House	1430 9th Street	1985	NC	Outside Period of Significance
House	1431 9th Street	1988	NC	Outside Period of Significance
House	1432 9th Street	1985	NC	Outside Period of Significance
House	1414 10th Street	1984	NC	Outside Period of Significance
House	1428 10th Street	1992	NC	Outside Period of Significance
House	1429 10th Street	1986	NC	Outside Period of Significance
House	1430 10th Street	1987	NC	Outside Period of Significance
House	1431 10th Street	1985	NC	Outside Period of Significance
House	1432 10th Street	1987	NC	Outside Period of Significance
House	1433 10th Street	1984	NC	Outside Period of Significance
House	1435 10th Street	1985	NC	Outside Period of Significance
House	1436 10th Street	1992	NC	Outside Period of Significance
House	1437 10th Street	1984	NC	Outside Period of Significance
House	1440 10th Street	1990	NC	Outside Period of Significance
House	1436 11th Street	1988	NC	Outside Period of Significance
House	1438 11th Street	1985	NC	Outside Period of Significance
House	1441 11th Street	1984	NC	Outside Period of Significance
House	1443 11th Street	1985	NC	Outside Period of Significance
House	3101 Amador Drive	1966	C	Characteristic
House	3106 Amador Drive	1965	C	Characteristic
House	3107 Amador Drive	1965	C	Characteristic
House	3108 Amador Drive	1965	C	Characteristic
House	3109 Amador Drive	1965	C	Characteristic
House	3110 Amador Drive	1965	C	Characteristic
House	3111 Amador Drive	1965	C	Characteristic
House	3112 Amador Drive	1966	C	Characteristic
House	3113 Amador Drive	1965	C	Characteristic
House	3114 Amador Drive	1965	C	Characteristic
House	3115 Amador Drive	1965	C	Characteristic
House	3200 Amador Drive	1965	C	Characteristic
House	3201 Amador Drive	1965	C	Characteristic
House	3202 Amador Drive	1965	C	Characteristic
House	3203 Amador Drive	1965	C	Characteristic
House	3204 Amador Drive	1965	C	Characteristic
House	3205 Amador Drive	1965	C	Characteristic
House	3207 Amador Drive	1965	C	Characteristic
House	3208 Amador Drive	1965	C	Characteristic
House	3209 Amador Drive	1964	C	Characteristic
House	3211 Amador Drive	1964	C	Characteristic
House	3212 Amador Drive	1964	C	Characteristic
House	3213 Amador Drive	1964	C	Characteristic
House	3214 Amador Drive	1964	C	Characteristic
House	3215 Amador Drive	1964	C	Characteristic
House	3216 Amador Drive	1964	C	Characteristic
House	3217 Amador Drive	1964	C	Characteristic
House	3218 Amador Drive	1964	C	Characteristic
House	3219 Amador Drive	1964	C	Characteristic
House	3220 Amador Drive	1964	C	Characteristic
House	3221 Amador Drive	1964	C	Characteristic
House	9009 Ardwick Ardmore Road	1964	C	Characteristic
House	9011 Ardwick Ardmore Road	1964	C	Characteristic

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East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9101 Ardwick Ardmore Road	1964	C	Characteristic
House	9103 Ardwick Ardmore Road	1964	C	Characteristic
House	9105 Ardwick Ardmore Road	1964	C	Characteristic
House	9111 Ardwick Ardmore Road	1965	C	Characteristic
House	8914 Bold Street	1964	C	Characteristic
House	8915 Bold Street	1964	C	Characteristic
House	3015 Brightseat Road	1967	C	Characteristic
House	3017 Brightseat Road	1967	C	Characteristic
House	3103 Brightseat Road	1964	C	Characteristic
House	3109 Brightseat Road	1963	C	Characteristic
House	3111 Brightseat Road	1963	C	Characteristic
House	3113 Brightseat Road	1963	C	Characteristic
House	3115 Brightseat Road	1963	C	Characteristic
House	3200 Brightseat Road	1968	C	Characteristic
House	3308 Brightseat Road	1990	NC	Outside Period of Significance
Church	3311 Brighseat Road	1975	C	Characteristic
House	3320 Brightseat Road	1990	NC	Outside Period of Significance
House	3401 Brightseat Road	1956	C	Characteristic
House	3405 Brightseat Road	2009	NC	Outside Period of Significance
House	3409 Brightseat Road	1960	C	Characteristic
House	3501 Brightseat Road	2006	NC	Outside Period of Significance
House	3506 Brightseat Road	1966	C	Characteristic
House	3508 Brightseat Road	1966	C	Characteristic
House	3516 Brightseat Road	1966	C	Characteristic
House	3517 Brightseat Road	1963	C	Characteristic
House	3518 Brightseat Road	1966	C	Characteristic
House	3519 Brightseat Road	1963	C	Characteristic
House	3521 Brightseat Road	1963	C	Characteristic
House	3523 Brightseat Road	1964	C	Characteristic
House	3605 Brightseat Road	1962	C	Characteristic
House	3607 Brightseat Road	1962	C	Characteristic
House	3609 Brightseat Road	1962	C	Characteristic
House	3611 Brightseat Road	1963	C	Characteristic
House	3613 Brightseat Road	1963	C	Characteristic
House	7900 Cawker Avenue	1959	C	Characteristic
House	7902 Cawker Avenue	1963	C	Characteristic
House	7903 Cawker Avenue	1963	C	Characteristic
House	7904 Cawker Avenue	1963	C	Characteristic
House	7905 Cawker Avenue	1963	C	Characteristic
House	7906 Cawker Avenue	1963	C	Characteristic
House	7907 Cawker Avenue	1963	C	Characteristic
House	7908 Cawker Avenue	1963	C	Characteristic
House	7909 Cawker Avenue	1963	C	Characteristic
House	7910 Cawker Avenue	1963	C	Characteristic
House	7911 Cawker Avenue	1963	C	Characteristic
House	7912 Cawker Avenue	1963	C	Characteristic
House	7913 Cawker Avenue	1963	C	Characteristic
House	7914 Cawker Avenue	1963	C	Characteristic
House	7915 Cawker Avenue	1963	C	Characteristic
House	7916 Cawker Avenue	1963	C	Characteristic
House	7917 Cawker Avenue	1963	C	Characteristic
House	7918 Cawker Avenue	1963	C	Characteristic
House	7919 Cawker Avenue	1963	C	Characteristic
House	7920 Cawker Avenue	1963	C	Characteristic
House	7921 Cawker Avenue	1963	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Cawker Avenue	1963	C	Characteristic
House	7923 Cawker Avenue	1963	C	Characteristic
House	7924 Cawker Avenue	1963	C	Characteristic
House	7925 Cawker Avenue	1963	C	Characteristic
House	7926 Cawker Avenue	1963	C	Characteristic
House	7927 Cawker Avenue	1963	C	Characteristic
House	7928 Cawker Avenue	1963	C	Characteristic
House	7929 Cawker Avenue	1963	C	Characteristic
House	7930 Cawker Avenue	1963	C	Characteristic
House	7932 Cawker Avenue	1963	C	Characteristic
House	7934 Cawker Avenue	1963	C	Characteristic
House	3100 Church Street	1964	C	Characteristic
House	3108 Church Street	1964	C	Characteristic
House	3110 Church Street	1934	NC	Outside Period of Significance
House	7803 Dellwood Avenue	1967	C	Characteristic
House	7805 Dellwood Avenue	1966	C	Characteristic
House	7807 Dellwood Avenue	1966	C	Characteristic
House	7809 Dellwood Avenue	1966	C	Characteristic
House	7811 Dellwood Avenue	1966	C	Characteristic
House	7813 Dellwood Avenue	1966	C	Characteristic
House	7815 Dellwood Avenue	1966	C	Characteristic
House	7816 Dellwood Avenue	1966	C	Characteristic
House	7817 Dellwood Avenue	1966	C	Characteristic
House	7818 Dellwood Avenue	1966	C	Characteristic
House	7819 Dellwood Avenue	1966	C	Characteristic
House	7820 Dellwood Avenue	1966	C	Characteristic
House	7821 Dellwood Avenue	1966	C	Characteristic
House	7822 Dellwood Avenue	1966	C	Characteristic
House	7823 Dellwood Avenue	1966	C	Characteristic
House	7824 Dellwood Avenue	1966	C	Characteristic
House	7825 Dellwood Avenue	1966	C	Characteristic
House	7827 Dellwood Avenue	1966	C	Characteristic
House	7829 Dellwood Avenue	1966	C	Characteristic
House	7831 Dellwood Avenue	1966	C	Characteristic
House	7900 Dellwood Avenue	1966	C	Characteristic
House	7902 Dellwood Avenue	1966	C	Characteristic
House	7903 Dellwood Avenue	1965	C	Characteristic
House	7904 Dellwood Avenue	1966	C	Characteristic
House	7905 Dellwood Avenue	1965	C	Characteristic
House	7906 Dellwood Avenue	1965	C	Characteristic
House	7907 Dellwood Avenue	1965	C	Characteristic
House	7908 Dellwood Avenue	1966	C	Characteristic
House	7909 Dellwood Avenue	1965	C	Characteristic
House	7910 Dellwood Avenue	1965	C	Characteristic
House	7911 Dellwood Avenue	1965	C	Characteristic
House	7912 Dellwood Avenue	1965	C	Characteristic
House	7913 Dellwood Avenue	1965	C	Characteristic
House	7914 Dellwood Avenue	1965	C	Characteristic
House	7915 Dellwood Avenue	1965	C	Characteristic
House	7916 Dellwood Avenue	1966	C	Characteristic
House	7917 Dellwood Avenue	1965	C	Characteristic
House	7918 Dellwood Avenue	1966	C	Characteristic
House	7919 Dellwood Avenue	1965	C	Characteristic
House	7920 Dellwood Avenue	1966	C	Characteristic
House	7921 Dellwood Avenue	1967	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Dellwood Avenue	1966	C	Characteristic
House	7923 Dellwood Avenue	1966	C	Characteristic
House	7924 Dellwood Avenue	1966	C	Characteristic
House	7925 Dellwood Avenue	1966	C	Characteristic
House	7926 Dellwood Avenue	1966	C	Characteristic
House	7927 Dellwood Avenue	1966	C	Characteristic
House	7928 Dellwood Avenue	1966	C	Characteristic
House	7929 Dellwood Avenue	1966	C	Characteristic
House	7930 Dellwood Avenue	1966	C	Characteristic
House	7931 Dellwood Avenue	1966	C	Characteristic
House	7932 Dellwood Avenue	1966	C	Characteristic
House	7933 Dellwood Avenue	1966	C	Characteristic
House	7934 Dellwood Avenue	1966	C	Characteristic
House	7935 Dellwood Avenue	1966	C	Characteristic
House	7936 Dellwood Avenue	1966	C	Characteristic
House	7937 Dellwood Avenue	1966	C	Characteristic
House	7938 Dellwood Avenue	1966	C	Characteristic
House	7939 Dellwood Avenue	1966	C	Characteristic
House	7940 Dellwood Avenue	1966	C	Characteristic
House	7941 Dellwood Avenue	1966	C	Characteristic
House	7942 Dellwood Avenue	1966	C	Characteristic
House	7943 Dellwood Avenue	1966	C	Characteristic
House	7944 Dellwood Avenue	1966	C	Characteristic
House	7945 Dellwood Avenue	1966	C	Characteristic
House	7946 Dellwood Avenue	1966	C	Characteristic
House	7947 Dellwood Avenue	1966	C	Characteristic
House	7948 Dellwood Avenue	1966	C	Characteristic
House	7949 Dellwood Avenue	1966	C	Characteristic
House	7950 Dellwood Avenue	1966	C	Characteristic
House	7951 Dellwood Avenue	1966	C	Characteristic
House	7952 Dellwood Avenue	1966	C	Characteristic
House	7953 Dellwood Avenue	1966	C	Characteristic
House	7954 Dellwood Avenue	1966	C	Characteristic
House	8000 Dellwood Avenue	1966	C	Characteristic
House	8001 Dellwood Avenue	1966	C	Characteristic
House	8002 Dellwood Avenue	1966	C	Characteristic
House	8004 Dellwood Avenue	1966	C	Characteristic
House	8006 Dellwood Avenue	1966	C	Characteristic
Townhouse	8200 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8202 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8204 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8206 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8208 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8210 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8214 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8215 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8216 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8217 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8218 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8219 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8220 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8221 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8222 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8223 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8225 Dellwood Court	2001	NC	Outside Period of Significance

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East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Townhouse	8226 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8228 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8229 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8230 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8231 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8232 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8233 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8234 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8235 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8237 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8238 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8239 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8240 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8242 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8244 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8246 Dellwood Court	2002	NC	Outside Period of Significance
House	7900 Echols Avenue	1964	C	Characteristic
House	7901 Echols Avenue	1963	C	Characteristic
House	7902 Echols Avenue	1963	C	Characteristic
House	7903 Echols Avenue	1963	C	Characteristic
House	7904 Echols Avenue	1963	C	Characteristic
House	7905 Echols Avenue	1963	C	Characteristic
House	7906 Echols Avenue	1963	C	Characteristic
House	7907 Echols Avenue	1963	C	Characteristic
House	7908 Echols Avenue	1963	C	Characteristic
House	7909 Echols Avenue	1963	C	Characteristic
House	7910 Echols Avenue	1963	C	Characteristic
House	7911 Echols Avenue	1963	C	Characteristic
House	7912 Echols Avenue	1963	C	Characteristic
House	7913 Echols Avenue	1963	C	Characteristic
House	7914 Echols Avenue	1963	C	Characteristic
House	7915 Echols Avenue	1963	C	Characteristic
House	7916 Echols Avenue	1963	C	Characteristic
House	7917 Echols Avenue	1963	C	Characteristic
House	7918 Echols Avenue	1963	C	Characteristic
House	7919 Echols Avenue	1963	C	Characteristic
House	7920 Echols Avenue	1963	C	Characteristic
House	7921 Echols Avenue	1963	C	Characteristic
House	7922 Echols Avenue	1963	C	Characteristic
House	7923 Echols Avenue	1963	C	Characteristic
House	7924 Echols Avenue	1963	C	Characteristic
House	7925 Echols Avenue	1963	C	Characteristic
House	7926 Echols Avenue	1963	C	Characteristic
House	7927 Echols Avenue	1963	C	Characteristic
House	7928 Echols Avenue	1963	C	Characteristic
House	7929 Echols Avenue	1963	C	Characteristic
House	7930 Echols Avenue	1963	C	Characteristic
House	7931 Echols Avenue	1963	C	Characteristic
House	7932 Echols Avenue	1963	C	Characteristic
House	7933 Echols Avenue	1963	C	Characteristic
House	7934 Echols Avenue	1963	C	Characteristic
House	7935 Echols Avenue	1963	C	Characteristic
House	7936 Echols Avenue	1963	C	Characteristic
House	7937 Echols Avenue	1963	C	Characteristic
House	7938 Echols Avenue	1963	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7940 Echols Avenue	1963	C	Characteristic
House	7942 Echols Avenue	1963	C	Characteristic
House	7944 Echols Avenue	1964	C	Characteristic
House	3402 Edwards Street	1964	C	Characteristic
House	3403 Edwards Street	1964	C	Characteristic
House	3404 Edwards Street	1964	C	Characteristic
House	3405 Edwards Street	1964	C	Characteristic
House	3406 Edwards Street	1964	C	Characteristic
House	3407 Edwards Street	1964	C	Characteristic
House	3408 Edwards Street	1964	C	Characteristic
House	3409 Edwards Street	1964	C	Characteristic
House	3410 Edwards Street	1964	C	Characteristic
House	3411 Edwards Street	1964	C	Characteristic
House	3412 Edwards Street	1964	C	Characteristic
House	3413 Edwards Street	1964	C	Characteristic
House	3414 Edwards Street	1964	C	Characteristic
House	3415 Edwards Street	1964	C	Characteristic
House	3500 Edwards Street	1964	C	Characteristic
House	3501 Edwards Street	1964	C	Characteristic
House	3502 Edwards Street	1964	C	Characteristic
House	3503 Edwards Street	1964	C	Characteristic
House	3504 Edwards Street	1964	C	Characteristic
House	3506 Edwards Street	1964	C	Characteristic
House	3508 Edwards Street	1964	C	Characteristic
House	3509 Edwards Street	1964	C	Characteristic
House	3510 Edwards Street	1964	C	Characteristic
House	3512 Edwards Street	1964	C	Characteristic
House	3514 Edwards Street	1964	C	Characteristic
House	3515 Edwards Street	1964	C	Characteristic
House	3516 Edwards Street	1964	C	Characteristic
House	3518 Edwards Street	1964	C	Characteristic
House	3519 Edwards Street	1964	C	Characteristic
House	3520 Edwards Street	1964	C	Characteristic
House	3521 Edwards Street	1964	C	Characteristic
House	3522 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3524 Edwards Street	1964	C	Characteristic
House	3525 Edwards Street	1964	C	Characteristic
House	3526 Edwards Street	1964	C	Characteristic
House	3527 Edwards Street	1964	C	Characteristic
House	3528 Edwards Street	1964	C	Characteristic
House	3529 Edwards Street	1964	C	Characteristic
House	3530 Edwards Street	1964	C	Characteristic
House	3531 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3533 Edwards Street	1964	C	Characteristic
House	3534 Edwards Street	1964	C	Characteristic
House	3535 Edwards Street	1964	C	Characteristic
House	3536 Edwards Street	1964	C	Characteristic
House	3538 Edwards Street	1964	C	Characteristic
House	3539 Edwards Street	1964	C	Characteristic
House	3540 Edwards Street	1964	C	Characteristic
House	3542 Edwards Street	1964	C	Characteristic
House	3600 Edwards Street	1964	C	Characteristic
House	3602 Edwards Street	1964	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3604 Edwards Street	1965	C	Characteristic
House	3605 Edwards Street	1964	C	Characteristic
House	3606 Edwards Street	1964	C	Characteristic
House	3607 Edwards Street	1964	C	Characteristic
House	3609 Edwards Street	1964	C	Characteristic
House	3611 Edwards Street	1964	C	Characteristic
House	3613 Edwards Street	1964	C	Characteristic
House	3615 Edwards Street	1964	C	Characteristic
House	3616 Edwards Street	1964	C	Characteristic
House	3617 Edwards Street	1964	C	Characteristic
House	3618 Edwards Street	1964	C	Characteristic
House	3619 Edwards Street	1964	C	Characteristic
House	3620 Edwards Street	1964	C	Characteristic
House	3621 Edwards Street	1964	C	Characteristic
House	3623 Edwards Street	1964	C	Characteristic
House	3624 Edwards Street	1964	C	Characteristic
House	3625 Edwards Street	1964	C	Characteristic
House	3626 Edwards Street	1964	C	Characteristic
House	3627 Edwards Street	1964	C	Characteristic
House	7720 Fiske Avenue	1964	C	Characteristic
House	7800 Fiske Avenue	1964	C	Characteristic
House	7801 Fiske Avenue	1963	C	Characteristic
House	7802 Fiske Avenue	1964	C	Characteristic
House	7803 Fiske Avenue	1963	C	Characteristic
House	7804 Fiske Avenue	1964	C	Characteristic
House	7805 Fiske Avenue	1963	C	Characteristic
House	7806 Fiske Avenue	1964	C	Characteristic
House	7807 Fiske Avenue	1963	C	Characteristic
House	7808 Fiske Avenue	1964	C	Characteristic
House	7809 Fiske Avenue	1963	C	Characteristic
House	7810 Fiske Avenue	1964	C	Characteristic
House	7811 Fiske Avenue	1963	C	Characteristic
House	7812 Fiske Avenue	1964	C	Characteristic
House	7813 Fiske Avenue	1963	C	Characteristic
House	7814 Fiske Avenue	1964	C	Characteristic
House	7815 Fiske Avenue	1963	C	Characteristic
House	7816 Fiske Avenue	1964	C	Characteristic
House	7817 Fiske Avenue	1963	C	Characteristic
House	7818 Fiske Avenue	1964	C	Characteristic
House	7819 Fiske Avenue	1963	C	Characteristic
House	7820 Fiske Avenue	1964	C	Characteristic
House	7822 Fiske Avenue	1961	C	Characteristic
House	7824 Fiske Avenue	1961	C	Characteristic
House	7826 Fiske Avenue	1961	C	Characteristic
House	7828 Fiske Avenue	1961	C	Characteristic
House	7830 Fiske Avenue	1961	C	Characteristic
House	7832 Fiske Avenue	1961	C	Characteristic
House	7903 Fiske Avenue	1959	C	Characteristic
House	7905 Fiske Avenue	1959	C	Characteristic
House	7907 Fiske Avenue	1959	C	Characteristic
House	7909 Fiske Avenue	1959	C	Characteristic
House	7914 Fiske Avenue	1961	C	Characteristic
House	7915 Fiske Avenue	1959	C	Characteristic
House	7916 Fiske Avenue	1962	C	Characteristic
House	7917 Fiske Avenue	1959	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7918 Fiske Avenue	1959	C	Characteristic
House	7919 Fiske Avenue	1959	C	Characteristic
House	7920 Fiske Avenue	1962	C	Characteristic
House	7921 Fiske Avenue	1959	C	Characteristic
House	7922 Fiske Avenue	1961	C	Characteristic
House	7923 Fiske Avenue	1959	C	Characteristic
House	7924 Fiske Avenue	1961	C	Characteristic
House	7925 Fiske Avenue	1959	C	Characteristic
House	7926 Fiske Avenue	1962	C	Characteristic
House	7927 Fiske Avenue	1962	C	Characteristic
House	7928 Fiske Avenue	1963	C	Characteristic
House	7929 Fiske Avenue	1962	C	Characteristic
House	7930 Fiske Avenue	1962	C	Characteristic
House	7931 Fiske Avenue	1962	C	Characteristic
House	7932 Fiske Avenue	1963	C	Characteristic
House	7933 Fiske Avenue	1962	C	Characteristic
House	7934 Fiske Avenue	1963	C	Characteristic
House	7935 Fiske Avenue	1962	C	Characteristic
House	7936 Fiske Avenue	1962	C	Characteristic
House	7937 Fiske Avenue	1962	C	Characteristic
House	7938 Fiske Avenue	1962	C	Characteristic
House	7939 Fiske Avenue	1962	C	Characteristic
House	7940 Fiske Avenue	1962	C	Characteristic
House	8505 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8506 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8508 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8510 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8512 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8514 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8600 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8602 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8604 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8606 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8608 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8609 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8610 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8611 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8612 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8613 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8614 Fulton Avenue	1970	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Multi-Family Dwelling	8615 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8616 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8620 Fulton Avenue	1975	C	Characteristic
House	8621 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8624 Fulton Avenue	1975	C	Characteristic
House	8625 Fulton Avenue	1979	NC	Outside Period of Significance
House	8629 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8630 Fulton Avenue	1975	C	Characteristic
House	8633 Fulton Avenue	1986	NC	Outside Period of Significance
Multi-Family Dwelling	8634 Fulton Avenue	1975	C	Characteristic
House	8637 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8640 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8644 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8648 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8652 Fulton Avenue	1975	C	Characteristic
House	8669 Fulton Avenue	1976	C	Characteristic
House	8671 Fulton Avenue	1975	C	Characteristic
House	8707 Fulton Avenue	1991	NC	Outside Period of Significance
House	8708 Fulton Avenue	1991	NC	Outside Period of Significance
House	8717 Fulton Avenue	1991	NC	Outside Period of Significance
House	8718 Fulton Avenue	1991	NC	Outside Period of Significance
House	8722 Fulton Avenue	1991	NC	Outside Period of Significance
House	8723 Fulton Avenue	1991	NC	Outside Period of Significance
House	8726 Fulton Avenue	1991	NC	Outside Period of Significance
House	8729 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8731 Fulton Avenue	1991	NC	Outside Period of Significance
House	8734 Fulton Avenue	1991	NC	Outside Period of Significance
House	8741 Fulton Avenue	1990	NC	Outside Period of Significance
House	8742 Fulton Avenue	1990	NC	Outside Period of Significance
House	8600 Girard Street	1964	C	Characteristic
House	8601 Girard Street	1964	C	Characteristic
House	8602 Girard Street	1964	C	Characteristic
House	8603 Girard Street	1964	C	Characteristic
House	8604 Girard Street	1964	C	Characteristic
House	8605 Girard Street	1967	C	Characteristic
House	8606 Girard Street	1964	C	Characteristic
House	8607 Girard Street	1967	C	Characteristic
House	8608 Girard Street	1967	C	Characteristic
House	8609 Girard Street	1967	C	Characteristic
House	8610 Girard Street	1967	C	Characteristic
House	8611 Girard Street	1967	C	Characteristic
House	8612 Girard Street	1967	C	Characteristic
House	8613 Girard Street	1967	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8614 Girard Street	1967	C	Characteristic
House	8615 Girard Street	1967	C	Characteristic
House	8616 Girard Street	1967	C	Characteristic
House	8617 Girard Street	1967	C	Characteristic
House	8618 Girard Street	1967	C	Characteristic
House	8619 Girard Street	1967	C	Characteristic
House	8620 Girard Street	1967	C	Characteristic
House	8621 Girard Street	1967	C	Characteristic
House	8623 Girard Street	1967	C	Characteristic
House	7700 Glenarden Parkway	1964	C	Characteristic
House	7701 Glenarden Parkway	1964	C	Characteristic
House	7702 Glenarden Parkway	1964	C	Characteristic
House	7703 Glenarden Parkway	1964	C	Characteristic
House	7704 Glenarden Parkway	1964	C	Characteristic
House	7705 Glenarden Parkway	1964	C	Characteristic
House	7706 Glenarden Parkway	1964	C	Characteristic
House	7707 Glenarden Parkway	1964	C	Characteristic
House	7708 Glenarden Parkway	1964	C	Characteristic
House	7709 Glenarden Parkway	1964	C	Characteristic
House	7711 Glenarden Parkway	1964	C	Characteristic
House	7713 Glenarden Parkway	1964	C	Characteristic
House	7715 Glenarden Parkway	1964	C	Characteristic
Public School	7801 Glenarden Parkway	1957	C	Characteristic
House	7802 Glenarden Parkway	1959	C	Characteristic
House	7803 Glenarden Parkway	1961	C	Characteristic
House	7805 Glenarden Parkway	1961	C	Characteristic
House	7806 Glenarden Parkway	1959	C	Characteristic
House	7807 Glenarden Parkway	1961	C	Characteristic
House	7808 Glenarden Parkway	1959	C	Characteristic
House	7809 Glenarden Parkway	1961	C	Characteristic
House	7810 Glenarden Parkway	1959	C	Characteristic
House	7811 Glenarden Parkway	1961	C	Characteristic
House	7812 Glenarden Parkway	1959	C	Characteristic
House	7813 Glenarden Parkway	1961	C	Characteristic
House	7814 Glenarden Parkway	1959	C	Characteristic
House	7815 Glenarden Parkway	1961	C	Characteristic
House	7816 Glenarden Parkway	1959	C	Characteristic
House	7817 Glenarden Parkway	1961	C	Characteristic
House	7818 Glenarden Parkway	1959	C	Characteristic
House	7819 Glenarden Parkway	1961	C	Characteristic
House	7820 Glenarden Parkway	1959	C	Characteristic
House	7821 Glenarden Parkway	1959	C	Characteristic
House	7901 Glenarden Parkway	1959	C	Characteristic
House	7902 Glenarden Parkway	1959	C	Characteristic
House	7903 Glenarden Parkway	1959	C	Characteristic
House	7904 Glenarden Parkway	1959	C	Characteristic
House	7905 Glenarden Parkway	1959	C	Characteristic
House	7906 Glenarden Parkway	1959	C	Characteristic
House	7907 Glenarden Parkway	1959	C	Characteristic
House	7908 Glenarden Parkway	1959	C	Characteristic
House	7909 Glenarden Parkway	1959	C	Characteristic
House	7911 Glenarden Parkway	1959	C	Characteristic
House	7913 Glenarden Parkway	1959	C	Characteristic
House	7915 Glenarden Parkway	1959	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7917 Glenarden Parkway	1958	C	Characteristic
House	7919 Glenarden Parkway	1958	C	Characteristic
House	7921 Glenarden Parkway	1958	C	Characteristic
House	7923 Glenarden Parkway	1958	C	Characteristic
House	7925 Glenarden Parkway	1958	C	Characteristic
House	7927 Glenarden Parkway	1958	C	Characteristic
House	7929 Glenarden Parkway	1958	C	Characteristic
Apartments	7924-7932 Glenarden Parkway	1965	C	Characteristic
Apartments	7933-7941 Glenarden Parkway	1965	C	Characteristic
Apartments	8106-8112 Glenarden Parkway	1965	C	Characteristic
Town Hall and Police Station	8600 Glenarden Parkway	1975	C	Characteristic
Glenarden Public Housing Townhouses	8607-8637 Glenarden Parkway	1975	C	Characteristic
House	8608 Glenarden Parkway	1953	C	Characteristic
House	8610 Glenarden Parkway	1978	C	Characteristic
House	8612 Glenarden Parkway	1978	C	Characteristic
House	8614 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8616 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8618 Glenarden Parkway	1948	C	Characteristic
House	8620 Glenarden Parkway	1976	C	Characteristic
House	8624 Glenarden Parkway	1976	C	Characteristic
House	8628 Glenarden Parkway	1963	C	Characteristic
House	8636 Glenarden Parkway	1976	C	Characteristic
Glenarden Public Housing office	8639 Glenarden Parkway	1975	C	Characteristic
House	8640 Glenarden Parkway	1978	C	Characteristic
House	8642 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8646 Glenarden Parkway	1947	C	Characteristic
House	8657 Glenarden Parkway	1978	C	Characteristic
House	8659 Glenarden Parkway	1978	C	Characteristic
House	8661 Glenarden Parkway	1978	C	Characteristic
House	8663 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8665 Glenarden Parkway	1978	C	Characteristic
House	8667 Glenarden Parkway	1950	C	Characteristic
House	8700 Glenarden Parkway	1975	C	Characteristic
House	8711 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8721 Glenarden Parkway	1990	NC	Outside Period of Significance
Public Library	8724 Glenarden Parkway	1977	C	Characteristic
House	8729 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8733 Glenarden Parkway	1951	C	Characteristic
House	8737 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8800 Glenarden Parkway	1975	C	Characteristic
House	8806 Glenarden Parkway	1962	C	Characteristic
House	8808 Glenarden Parkway	1986	NC	Outside Period of Significance
House	8822 Glenarden Parkway	1993	NC	Outside Period of Significance
House	8829 Glenarden Parkway	1968	C	Characteristic
House	8830 Glenarden Parkway	1963	C	Characteristic
House	8834 Glenarden Parkway	1971	C	Characteristic
House	8901 Glenarden Parkway	1959	C	Characteristic
House	8903 Glenarden Parkway	1968	C	Characteristic
House	8905 Glenarden Parkway	1937	NC	Outside Period of Significance
House	8929 Glenarden Parkway	1984	NC	Outside Period of Significance

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8932 Glenarden Parkway	1962	C	Characteristic
House	9001 Glenarden Parkway	1978	C	Characteristic
House	9002 Glenarden Parkway	1995	NC	Outside Period of Significance
House	9006 Glenarden Parkway	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	9013 Glenarden Parkway	1970	C	Characteristic
House	9017 Glenarden Parkway	1970	C	Characteristic
House	9021 Glenarden Parkway	1970	C	Characteristic
House	9023 Glenarden Parkway	1985	NC	Outside Period of Significance
House	9025 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9027 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9036 Glenarden Parkway	1958	C	Characteristic
House	9037 Glenarden Parkway	1963	C	Characteristic
House	9044 Glenarden Parkway	1990	NC	Outside Period of Significance
House	9046 Glenarden Parkway	1984	NC	Outside Period of Significance
Townhouse	9051 Glenarden Parkway	1984	NC	Outside Period of Significance
Bridge (SHA Bridge No. 1614900)	Glenarden Parkway over I-495	1964	NC	Constructed as part of I-495; Glenarden was not involved in its design or construction
Apartment	3201 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3203 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3205 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3207 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3209 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3211 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3213 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3215 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3217 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3219 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3221 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3223 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3225 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3227 West Glenreed Court	1996	NC	Outside Period of Significance
Townhouse	3301 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3303 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3305 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3307 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3309 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3311 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3313 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3315 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3317 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3319 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3321 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3323 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3325 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3327 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3329 East Glenreed Court	1999	NC	Outside Period of Significance
House	7800 Grant Drive	1959	C	Characteristic
House	7801 Grant Drive	1959	C	Characteristic
House	7901 Grant Drive	1958	C	Characteristic
House	7902 Grant Drive	1964	C	Characteristic
House	7904 Grant Drive	1964	C	Characteristic
House	7906 Grant Drive	1964	C	Characteristic

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House	7907 Grant Drive	1964	C	Characteristic
House	7908 Grant Drive	1964	C	Characteristic
House	7909 Grant Drive	1964	C	Characteristic
House	7910 Grant Drive	1964	C	Characteristic
House	7911 Grant Drive	1964	C	Characteristic
House	7912 Grant Drive	1964	C	Characteristic
House	7913 Grant Drive	1964	C	Characteristic
House	7914 Grant Drive	1964	C	Characteristic
House	7915 Grant Drive	1964	C	Characteristic
House	7916 Grant Drive	1964	C	Characteristic
House	7917 Grant Drive	1964	C	Characteristic
House	7918 Grant Drive	1964	C	Characteristic
House	7919 Grant Drive	1964	C	Characteristic
House	7920 Grant Drive	1964	C	Characteristic
House	7921 Grant Drive	1964	C	Characteristic
House	7922 Grant Drive	1964	C	Characteristic
House	7923 Grant Drive	1964	C	Characteristic
House	7924 Grant Drive	1964	C	Characteristic
House	7925 Grant Drive	1964	C	Characteristic
House	7926 Grant Drive	1964	C	Characteristic
House	7927 Grant Drive	1964	C	Characteristic
House	7928 Grant Drive	1964	C	Characteristic
House	7929 Grant Drive	1964	C	Characteristic
House	7930 Grant Drive	1964	C	Characteristic
House	7932 Grant Drive	1964	C	Characteristic
House	7933 Grant Drive	1964	C	Characteristic
House	7934 Grant Drive	1964	C	Characteristic
House	7936 Grant Drive	1964	C	Characteristic
House	7937 Grant Drive	1964	C	Characteristic
House	8600 Hamlin Street	1963	C	Characteristic
House	8601 Hamlin Street	1963	C	Characteristic
House	8602 Hamlin Street	1963	C	Characteristic
House	8603 Hamlin Street	1963	C	Characteristic
House	8604 Hamlin Street	1963	C	Characteristic
House	8605 Hamlin Street	1964	C	Characteristic
House	8606 Hamlin Street	1963	C	Characteristic
House	8607 Hamlin Street	1964	C	Characteristic
House	8608 Hamlin Street	1963	C	Characteristic
House	8609 Hamlin Street	1964	C	Characteristic
House	8610 Hamlin Street	1963	C	Characteristic
House	8611 Hamlin Street	1964	C	Characteristic
House	8612 Hamlin Street	1963	C	Characteristic
House	8613 Hamlin Street	1964	C	Characteristic
House	8614 Hamlin Street	1963	C	Characteristic
House	8615 Hamlin Street	1964	C	Characteristic
House	8616 Hamlin Street	1963	C	Characteristic
House	8617 Hamlin Street	1964	C	Characteristic
House	8701 Hamlin Street	1964	C	Characteristic
House	8702 Hamlin Street	1964	C	Characteristic
House	8703 Hamlin Street	1964	C	Characteristic
House	3202 Hayes Street	1959	C	Characteristic
House	3204 Hayes Street	1959	C	Characteristic
House	3206 Hayes Street	1959	C	Characteristic
House	3210 Hayes Street	1963	C	Characteristic
House	3212 Hayes Street	1962	C	Characteristic

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Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3214 Hayes Street	1962	C	Characteristic
House	3216 Hayes Street	1962	C	Characteristic
House	3218 Hayes Street	1962	C	Characteristic
House	3220 Hayes Street	1962	C	Characteristic
House	3300 Hayes Street	1962	C	Characteristic
House	3302 Hayes Street	1962	C	Characteristic
House	3303 Hayes Street	1963	C	Characteristic
House	3304 Hayes Street	1962	C	Characteristic
House	3305 Hayes Street	1962	C	Characteristic
House	3306 Hayes Street	1962	C	Characteristic
House	3307 Hayes Street	1963	C	Characteristic
House	3309 Hayes Street	1962	C	Characteristic
House	3311 Hayes Street	1962	C	Characteristic
House	3312 Hayes Street	1962	C	Characteristic
House	3313 Hayes Street	1962	C	Characteristic
House	3314 Hayes Street	1963	C	Characteristic
House	3315 Hayes Street	1962	C	Characteristic
House	3317 Hayes Street	1962	C	Characteristic
House	3319 Hayes Street	1964	C	Characteristic
House	3321 Hayes Street	1964	C	Characteristic
House	3322 Hayes Street	1963	C	Characteristic
House	3323 Hayes Street	1964	C	Characteristic
House	3324 Hayes Street	1963	C	Characteristic
House	3325 Hayes Street	1964	C	Characteristic
House	3327 Hayes Street	1964	C	Characteristic
House	3329 Hayes Street	1966	C	Characteristic
House	3330 Hayes Street	1966	C	Characteristic
House	3331 Hayes Street	1966	C	Characteristic
House	3333 Hayes Street	1966	C	Characteristic
House	8602 Irvin Avenue	1970	C	Characteristic
House	8604 Irvin Avenue	1970	C	Characteristic
House	8606 Irvin Avenue	1970	C	Characteristic
House	8608 Irvin Avenue	1970	C	Characteristic
House	8616 Irvin Avenue	1978	C	Characteristic
House	8617 Irvin Avenue	1979	NC	Outside Period of Significance
House	8620 Irvin Avenue	1957	C	Characteristic
House	8621 Irvin Avenue	1986	NC	Outside Period of Significance
House	8624 Irvin Avenue	1979	NC	Outside Period of Significance
House	8625 Irvin Avenue	1978	C	Characteristic
House	8626 Irvin Avenue	1979	NC	Outside Period of Significance
House	8627 Irvin Avenue	1969	C	Characteristic
House	8630 Irvin Avenue	1948	C	Characteristic
House	8631 Irvin Avenue	1987	NC	Outside Period of Significance
House	8633 Irvin Avenue	1961	C	Characteristic
House	8634 Irvin Avenue	1978	C	Characteristic
House	8636 Irvin Avenue	1978	C	Characteristic
House	8638 Irvin Avenue	1978	C	Characteristic
House	8639 Irvin Avenue	1961	C	Characteristic
House	3401 Jeff Road	1992	NC	Outside Period of Significance
House	3200 Johnson Court	1959	C	Characteristic
House	3202 Johnson Court	1959	C	Characteristic
House	3203 Johnson Court	1959	C	Characteristic
House	3204 Johnson Court	1959	C	Characteristic
House	3205 Johnson Court	1959	C	Characteristic
House	3206 Johnson Court	1959	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3207 Johnson Court	1959	C	Characteristic
House	3208 Johnson Court	1959	C	Characteristic
House	3209 Johnson Court	1959	C	Characteristic
House	3210 Johnson Court	1959	C	Characteristic
House	3211 Johnson Court	1959	C	Characteristic
House	3212 Johnson Court	1959	C	Characteristic
House	3213 Johnson Court	1959	C	Characteristic
House	3214 Johnson Court	1959	C	Characteristic
House	3215 Johnson Court	1959	C	Characteristic
House	7801 Johnson Avenue	1958	C	Characteristic
House	7802 Johnson Avenue	1959	C	Characteristic
House	7803 Johnson Avenue	1958	C	Characteristic
House	7804 Johnson Avenue	1959	C	Characteristic
House	7805 Johnson Avenue	1958	C	Characteristic
House	7806 Johnson Avenue	1959	C	Characteristic
House	7807 Johnson Avenue	1958	C	Characteristic
House	7808 Johnson Avenue	1959	C	Characteristic
House	7809 Johnson Avenue	1958	C	Characteristic
House	7810 Johnson Avenue	1959	C	Characteristic
House	7811 Johnson Avenue	1958	C	Characteristic
House	7812 Johnson Avenue	1959	C	Characteristic
House	7813 Johnson Avenue	1958	C	Characteristic
House	7814 Johnson Avenue	1959	C	Characteristic
House	7815 Johnson Avenue	1958	C	Characteristic
House	7816 Johnson Avenue	1959	C	Characteristic
House	7817 Johnson Avenue	1958	C	Characteristic
House	7818 Johnson Avenue	1959	C	Characteristic
House	7819 Johnson Avenue	1958	C	Characteristic
House	7820 Johnson Avenue	1959	C	Characteristic
House	7821 Johnson Avenue	1958	C	Characteristic
House	7900 Johnson Avenue	1959	C	Characteristic
House	7901 Johnson Avenue	1958	C	Characteristic
House	7902 Johnson Avenue	1959	C	Characteristic
House	7903 Johnson Avenue	1958	C	Characteristic
House	7904 Johnson Avenue	1959	C	Characteristic
House	7906 Johnson Avenue	1959	C	Characteristic
House	7908 Johnson Avenue	1959	C	Characteristic
House	7909 Johnson Avenue	1959	C	Characteristic
House	7910 Johnson Avenue	1959	C	Characteristic
House	7912 Johnson Avenue	1959	C	Characteristic
House	7913 Johnson Avenue	1959	C	Characteristic
House	7914 Johnson Avenue	1959	C	Characteristic
House	7915 Johnson Avenue	1959	C	Characteristic
House	7917 Johnson Avenue	1959	C	Characteristic
House	7918 Johnson Avenue	1959	C	Characteristic
House	7919 Johnson Avenue	1959	C	Characteristic
House	7920 Johnson Avenue	1959	C	Characteristic
House	7922 Johnson Avenue	1959	C	Characteristic
House	7924 Johnson Avenue	1959	C	Characteristic
Commercial	7932 Johnson Avenue	1970	C	Characteristic
Commercial	7940 Johnson Avenue	1986	NC	Outside Period of Significance
House	8607 Johnson Avenue	1992	NC	Outside Period of Significance
House	8613 Johnson Avenue	1984	NC	Outside Period of Significance
House	8614 Johnson Avenue	1987	NC	Outside Period of Significance
House	8616 Johnson Avenue	1987	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8617 Johnson Avenue	1984	NC	Outside Period of Significance
House	8618 Johnson Avenue	1987	NC	Outside Period of Significance
House	8620 Johnson Avenue	1985	NC	Outside Period of Significance
House	8621 Johnson Avenue	1962	C	Characteristic
House	8622 Johnson Avenue	1951	C	Characteristic
House	8623 Johnson Avenue	1961	C	Characteristic
House	8630 Johnson Avenue	2007	NC	Outside Period of Significance
House	8632 Johnson Avenue	1950	C	Characteristic
House	8633 Johnson Avenue	1963	C	Characteristic
House	8636 Johnson Avenue	1986	NC	Outside Period of Significance
House	8638 Johnson Avenue	1985	NC	Outside Period of Significance
House	8639 Johnson Avenue	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	8640 Johnson Avenue	1986	NC	Outside Period of Significance
House	8641 Johnson Avenue	1995	NC	Outside Period of Significance
House	8643 Johnson Avenue	1985	NC	Outside Period of Significance
House	8644 Johnson Avenue	1986	NC	Outside Period of Significance
House	8648 Johnson Avenue	1987	NC	Outside Period of Significance
House	8650 Johnson Avenue	1987	NC	Outside Period of Significance
House	8651 Johnson Avenue	1984	NC	Outside Period of Significance
House	8652 Johnson Avenue	1987	NC	Outside Period of Significance
House	2701 Kelner Drive	1963	C	Characteristic
House	2702 Kelner Drive	1963	C	Characteristic
House	2703 Kelner Drive	1963	C	Characteristic
House	2704 Kelner Drive	1963	C	Characteristic
House	2705 Kelner Drive	1963	C	Characteristic
House	2706 Kelner Drive	1963	C	Characteristic
House	2707 Kelner Drive	1963	C	Characteristic
House	2708 Kelner Drive	1963	C	Characteristic
House	2709 Kelner Drive	1963	C	Characteristic
House	2710 Kelner Drive	1963	C	Characteristic
House	2711 Kelner Drive	1963	C	Characteristic
House	2712 Kelner Drive	1963	C	Characteristic
House	2713 Kelner Drive	1963	C	Characteristic
House	2714 Kelner Drive	1963	C	Characteristic
House	2715 Kelner Drive	1963	C	Characteristic
House	2716 Kelner Drive	1963	C	Characteristic
House	2717 Kelner Drive	1963	C	Characteristic
House	2718 Kelner Drive	1963	C	Characteristic
House	2719 Kelner Drive	1963	C	Characteristic
House	2720 Kelner Drive	1963	C	Characteristic
House	2721 Kelner Drive	1963	C	Characteristic
House	2722 Kelner Drive	1963	C	Characteristic
House	2723 Kelner Drive	1963	C	Characteristic
House	2724 Kelner Drive	1963	C	Characteristic
House	8610 Leslie Avenue	1985	NC	Outside Period of Significance
House	8612 Leslie Avenue	1984	NC	Outside Period of Significance
House	8615 Leslie Avenue	1995	NC	Outside Period of Significance
House	8617 Leslie Avenue	1965	C	Characteristic
House	8618 Leslie Avenue	1984	NC	Outside Period of Significance
House	8621 Leslie Avenue	1975	C	Characteristic
House	8622 Leslie Avenue	1984	NC	Outside Period of Significance
House	8623 Leslie Avenue	1965	C	Characteristic
House	8625 Leslie Avenue	1990	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8626 Leslie Avenue	1955	C	Characteristic
House	8627 Leslie Avenue	1963	C	Characteristic
House	8629 Leslie Avenue	1963	C	Characteristic
House	8630 Leslie Avenue	1954	C	Characteristic
House	8631 Leslie Avenue	1959	C	Characteristic
House	8632 Leslie Avenue	1950	C	Characteristic
House	8635 Leslie Avenue	1973	C	Characteristic
House	8636 Leslie Avenue	1979	NC	Outside Period of Significance
House	8637 Leslie Avenue	1951	C	Characteristic
House	8639 Leslie Avenue	1954	C	Characteristic
House	8640 Leslie Avenue	1978	C	Characteristic
House	8641 Leslie Avenue	1994	NC	Outside Period of Significance
House	8642 Leslie Avenue	1963	C	Characteristic
House	8643 Leslie Avenue	1970	C	Characteristic
House	8645 Leslie Avenue	2002	NC	Outside Period of Significance
House	8649 Leslie Avenue	1978	C	Characteristic
House	8650 Leslie Avenue	1953	C	Characteristic
House	8654 Leslie Avenue	1975	C	Characteristic
House	8655 Leslie Avenue	1970	C	Characteristic
House	8612 McLain Avenue	1956	C	Characteristic
Community Center	8615 McLain Avenue	1977	C	Characteristic
House	8618 McLain Avenue	1965	C	Characteristic
House	8633 McLain Avenue	1970	C	Characteristic
House	8635 McLain Avenue	1987	NC	Outside Period of Significance
House	8640 McLain Avenue	1979	NC	Outside Period of Significance
House	8644 McLain Avenue	1978	C	Characteristic
House	8648 McLain Avenue	1963	C	Characteristic
House	8650 McLain Avenue	1986	NC	Outside Period of Significance
House	8652 McLain Avenue	1979	NC	Outside Period of Significance
House	8656 McLain Avenue	1986	NC	Outside Period of Significance
House	8660 McLain Avenue	1987	NC	Outside Period of Significance
House	8705 McLain Avenue	1994	NC	Outside Period of Significance
House	8710 McLain Avenue	1994	NC	Outside Period of Significance
House	8714 McLain Avenue	1992	NC	Outside Period of Significance
House	8718 McLain Avenue	1991	NC	Outside Period of Significance
House	8721 McLain Avenue	1997	NC	Outside Period of Significance
House	8722 McLain Avenue	1991	NC	Outside Period of Significance
House	8723 McLain Avenue	1997	NC	Outside Period of Significance
House	8725 McLain Avenue	2001	NC	Outside Period of Significance
House	8728 McLain Avenue	1991	NC	Outside Period of Significance
House	8733 McLain Avenue	1964	C	Characteristic
Commercial	7907 Martin Luther King Jr. Highway	1958	C	Characteristic
Commercial	7909 Martin Luther King Jr. Highway	1960	C	Characteristic
Commercial	7910 Martin Luther King Jr. Highway	1974	C	Characteristic
Mosque	8000 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
Commercial	8005 Martin Luther King Jr. Highway	1971	C	Characteristic
Commercial	8100 Martin Luther King Jr. Highway	1962	C	Characteristic
Commercial	8200 Martin Luther King Jr. Highway	1984	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
American Legion	8201 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
House	7900 Piedmont Avenue	1959	C	Characteristic
House	7901 Piedmont Avenue	1958	C	Characteristic
House	7902 Piedmont Avenue	1959	C	Characteristic
House	7903 Piedmont Avenue	1958	C	Characteristic
House	7904 Piedmont Avenue	1959	C	Characteristic
House	7905 Piedmont Avenue	1958	C	Characteristic
House	7906 Piedmont Avenue	1959	C	Characteristic
House	7908 Piedmont Avenue	1959	C	Characteristic
House	7909 Piedmont Avenue	1958	C	Characteristic
House	7910 Piedmont Avenue	1959	C	Characteristic
House	7911 Piedmont Avenue	1958	C	Characteristic
House	7912 Piedmont Avenue	1959	C	Characteristic
House	7913 Piedmont Avenue	1958	C	Characteristic
House	7914 Piedmont Avenue	1959	C	Characteristic
House	7915 Piedmont Avenue	1958	C	Characteristic
House	7916 Piedmont Avenue	1959	C	Characteristic
House	7918 Piedmont Avenue	1959	C	Characteristic
House	7920 Piedmont Avenue	1959	C	Characteristic
Public Park	7921 Piedmont Avenue	1974	C	Characteristic
House	7922 Piedmont Avenue	1959	C	Characteristic
House	7924 Piedmont Avenue	1959	C	Characteristic
House	7926 Piedmont Avenue	1959	C	Characteristic
House	7928 Piedmont Avenue	1959	C	Characteristic
House	7930 Piedmont Avenue	1959	C	Characteristic
House	7932 Piedmont Avenue	1959	C	Characteristic
House	7935 Piedmont Avenue	1988	NC	Outside Period of Significance
House	7939 Piedmont Avenue	1919	NC	Outside Period of Significance
House	7941 Piedmont Avenue	1957	C	Characteristic
House	3100 Polk Court	1964	C	Characteristic
House	3101 Polk Court	1964	C	Characteristic
House	3102 Polk Court	1964	C	Characteristic
House	3103 Polk Court	1964	C	Characteristic
House	7900 Polk Street	1964	C	Characteristic
House	7901 Polk Street	1964	C	Characteristic
House	7902 Polk Street	1964	C	Characteristic
House	7903 Polk Street	1964	C	Characteristic
House	7904 Polk Street	1964	C	Characteristic
House	7905 Polk Street	1964	C	Characteristic
House	7906 Polk Street	1964	C	Characteristic
House	7907 Polk Street	1964	C	Characteristic
House	7908 Polk Street	1964	C	Characteristic
House	7909 Polk Street	1964	C	Characteristic
House	7910 Polk Street	1964	C	Characteristic
House	7911 Polk Street	1964	C	Characteristic
House	7912 Polk Street	1964	C	Characteristic
House	7913 Polk Street	1964	C	Characteristic
House	7914 Polk Street	1964	C	Characteristic
House	7915 Polk Street	1964	C	Characteristic
House	7916 Polk Street	1964	C	Characteristic
House	7917 Polk Street	1964	C	Characteristic
House	7918 Polk Street	1964	C	Characteristic
House	7919 Polk Street	1964	C	Characteristic
House	7920 Polk Street	1964	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7921 Polk Street	1964	C	Characteristic
House	7922 Polk Street	1964	C	Characteristic
House	7923 Polk Street	1964	C	Characteristic
House	7924 Polk Street	1964	C	Characteristic
House	7925 Polk Street	1964	C	Characteristic
House	7927 Polk Street	1964	C	Characteristic
House	7929 Polk Street	1964	C	Characteristic
House	7931 Polk Street	1964	C	Characteristic
House	7933 Polk Street	1964	C	Characteristic
House	7934 Polk Street	1964	C	Characteristic
House	7935 Polk Street	1964	C	Characteristic
House	7936 Polk Street	1964	C	Characteristic
House	7937 Polk Street	1964	C	Characteristic
House	7938 Polk Street	1964	C	Characteristic
House	7939 Polk Street	1964	C	Characteristic
House	2901 Reed Street	1976	C	Characteristic
House	2910 Reed Street	1970	C	Characteristic
House	2912 Reed Street	1970	C	Characteristic
House	2914 Reed Street	1970	C	Characteristic
House	2916 Reed Street	1970	C	Characteristic
House	2918 Reed Street	1970	C	Characteristic
House	2920 Reed Street	1970	C	Characteristic
House	3105 Reed Street	1978	C	Characteristic
Apartments	3201-3203 Reed Street	1965	C	Characteristic
Apartments	3200-3204 Reed Street	1965	C	Characteristic
Apartments	3206-3208 Reed Street	1965	C	Characteristic
Apartments	3210-3212 Reed Street	1965	C	Characteristic
House	8500 Reicher Street	1963	C	Characteristic
House	8501 Reicher Street	1963	C	Characteristic
House	8502 Reicher Street	1963	C	Characteristic
House	8503 Reicher Street	1963	C	Characteristic
House	8504 Reicher Street	1963	C	Characteristic
House	8506 Reicher Street	1963	C	Characteristic
House	8508 Reicher Street	1963	C	Characteristic
House	8600 Reicher Street	1963	C	Characteristic
House	8601 Reicher Street	1964	C	Characteristic
House	8602 Reicher Street	1963	C	Characteristic
House	8603 Reicher Street	1964	C	Characteristic
House	8604 Reicher Street	1964	C	Characteristic
House	8605 Reicher Street	1964	C	Characteristic
House	8606 Reicher Street	1963	C	Characteristic
House	8607 Reicher Street	1964	C	Characteristic
House	8608 Reicher Street	1963	C	Characteristic
House	8609 Reicher Street	1964	C	Characteristic
House	8610 Reicher Street	1964	C	Characteristic
House	8611 Reicher Street	1964	C	Characteristic
House	8612 Reicher Street	1964	C	Characteristic
House	8613 Reicher Street	1964	C	Characteristic
House	8615 Reicher Street	1964	C	Characteristic
House	8616 Reicher Street	1964	C	Characteristic
House	8617 Reicher Street	1964	C	Characteristic
House	8619 Reicher Street	1963	C	Characteristic
House	8620 Reicher Street	1964	C	Characteristic
House	8621 Reicher Street	1963	C	Characteristic
House	8622 Reicher Street	1964	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8623 Reicher Street	1963	C	Characteristic
House	8624 Reicher Street	1964	C	Characteristic
House	8625 Reicher Street	1963	C	Characteristic
House	8626 Reicher Street	1964	C	Characteristic
House	8628 Reicher Street	1964	C	Characteristic
House	8630 Reicher Street	1964	C	Characteristic
House	8632 Reicher Street	1964	C	Characteristic
House	8634 Reicher Street	1964	C	Characteristic
House	8636 Reicher Street	1964	C	Characteristic
House	8700 Reicher Street	1967	C	Characteristic
House	8701 Reicher Street	1967	C	Characteristic
House	8702 Reicher Street	1967	C	Characteristic
House	8703 Reicher Street	1967	C	Characteristic
House	8704 Reicher Street	1967	C	Characteristic
House	8706 Reicher Street	1967	C	Characteristic
House	8708 Reicher Street	1967	C	Characteristic
Public Park	8710 Reicher Street	1970	C	Resource constructed within the period of significance for the district and reflects the elements that make the historic district eligible for the NRHP
House	8906 Scheurer Street	1964	C	Characteristic
House	8907 Scheurer Street	1964	C	Characteristic
House	8908 Scheurer Street	1964	C	Characteristic
House	8909 Scheurer Street	1964	C	Characteristic
House	8910 Scheurer Street	1964	C	Characteristic
House	8912 Scheurer Street	1964	C	Characteristic
House	3408 St. Johns Place	1964	C	Characteristic
House	3409 St. Johns Place	1964	C	Characteristic
House	3410 St. Johns Place	1964	C	Characteristic
House	3411 St. Johns Place	1964	C	Characteristic
House	3500 St. Johns Place	1964	C	Characteristic
House	3501 St. Johns Place	1964	C	Characteristic
House	3502 St. Johns Place	1964	C	Characteristic
House	3503 St. Johns Place	1964	C	Characteristic
House	3504 St. Johns Place	1964	C	Characteristic
House	3505 St. Johns Place	1964	C	Characteristic
House	3506 St. Johns Place	1964	C	Characteristic
House	3507 St. Johns Place	1964	C	Characteristic
House	3508 St. Johns Place	1964	C	Characteristic
House	3509 St. Johns Place	1964	C	Characteristic
House	3510 St. Johns Place	1964	C	Characteristic
House	3600 St. Johns Place	1964	C	Characteristic
House	3601 St. Johns Place	1964	C	Characteristic
House	3602 St. Johns Place	1964	C	Characteristic
House	3603 St. Johns Place	1964	C	Characteristic
House	3604 St. Johns Place	1964	C	Characteristic
House	3605 St. Johns Place	1964	C	Characteristic
House	3606 St. Johns Place	1964	C	Characteristic
House	3607 St. Johns Place	1964	C	Characteristic
House	3608 St. Johns Place	1964	C	Characteristic
House	3609 St. Johns Place	1964	C	Characteristic
House	3610 St. Johns Place	1964	C	Characteristic
House	3611 St. Johns Place	1964	C	Characteristic
House	3612 St. Johns Place	1964	C	Characteristic
House	3613 St. Johns Place	1964	C	Characteristic

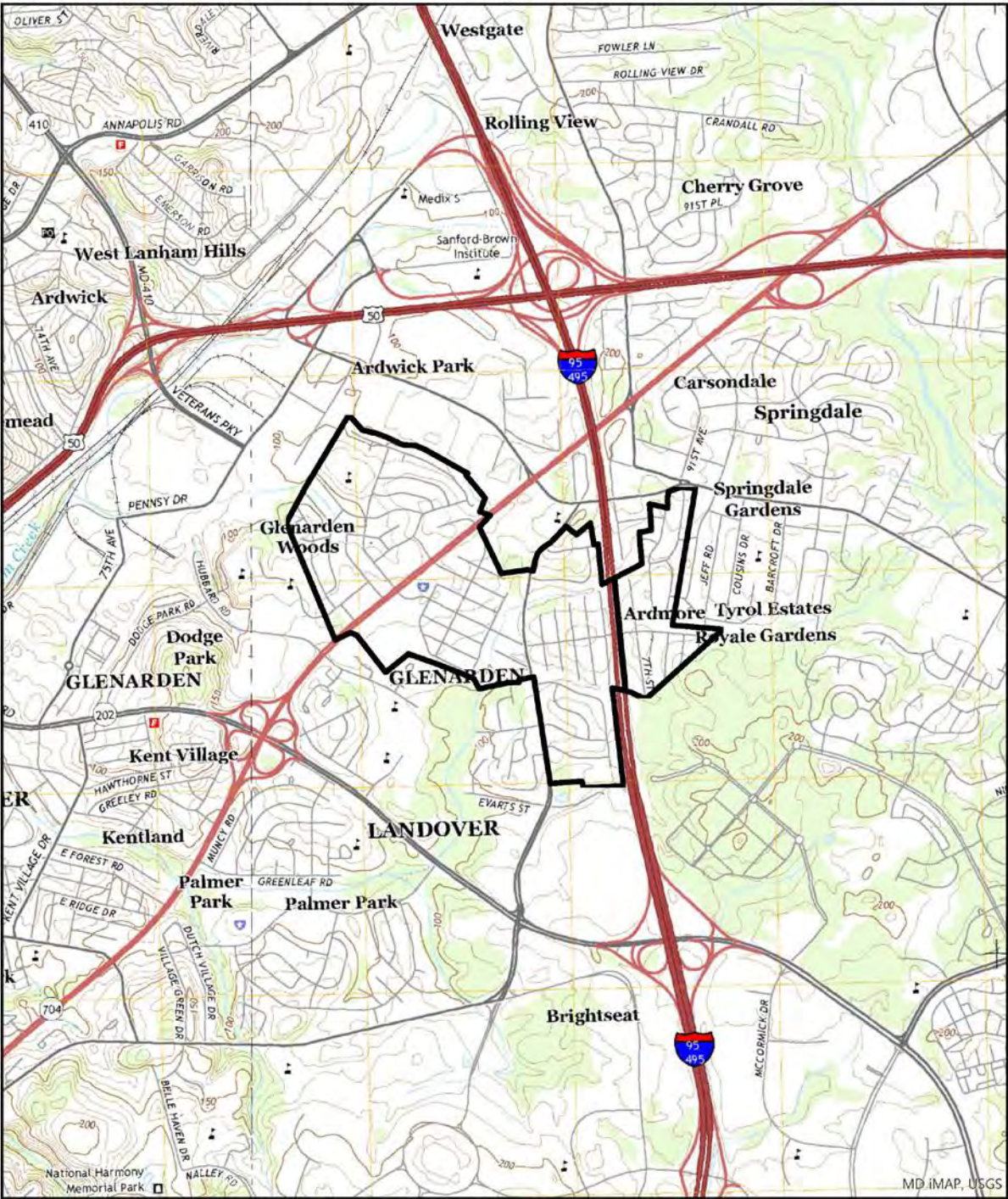
Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3614 St. Johns Place	1964	C	Characteristic
House	3615 St. Johns Place	1964	C	Characteristic
House	3616 St. Johns Place	1964	C	Characteristic
House	3617 St. Johns Place	1964	C	Characteristic
House	3618 St. Johns Place	1964	C	Characteristic
House	3619 St. Johns Place	1964	C	Characteristic
House	8800 Sterling Street	1963	C	Characteristic
House	8801 Sterling Street	1963	C	Characteristic
House	8802 Sterling Street	1964	C	Characteristic
House	8803 Sterling Street	1963	C	Characteristic
House	8804 Sterling Street	1964	C	Characteristic
House	8805 Sterling Street	1963	C	Characteristic
House	8806 Sterling Street	1963	C	Characteristic
House	8807 Sterling Street	1963	C	Characteristic
House	8808 Sterling Street	1964	C	Characteristic
House	8812 Sterling Street	1964	C	Characteristic
House	8813 Sterling Street	1930	NC	Characteristic
House	8816 Sterling Street	1964	C	Characteristic
House	8817 Sterling Street	2015	NC	Outside Period of Significance
House	8820 Sterling Street	1964	C	Characteristic
House	8821 Sterling Street	1940	C	Characteristic
House	8824 Sterling Street	1964	C	Characteristic
House	8828 Sterling Street	1964	C	Characteristic
House	2800 Swann Wing Court	2015	NC	Outside Period of Significance
House	2802 Swann Wing Court	2014	NC	Outside Period of Significance
House	3100 Tyler Court	1964	C	Characteristic
House	3101 Tyler Court	1964	C	Characteristic
House	3102 Tyler Court	1964	C	Characteristic
House	3103 Tyler Court	1964	C	Characteristic
House	3104 Tyler Court	1964	C	Characteristic
House	7810 Tyler Street	1959	C	Characteristic
House	7902 Tyler Street	1964	C	Characteristic
House	7904 Tyler Street	1964	C	Characteristic
House	7906 Tyler Street	1964	C	Characteristic
House	7907 Tyler Street	1964	C	Characteristic
House	7908 Tyler Street	1964	C	Characteristic
House	7910 Tyler Street	1964	C	Characteristic
House	7911 Tyler Street	1964	C	Characteristic
House	7912 Tyler Street	1964	C	Characteristic
House	7913 Tyler Street	1964	C	Characteristic
House	7914 Tyler Street	1964	C	Characteristic
House	7915 Tyler Street	1964	C	Characteristic
House	7916 Tyler Street	1964	C	Characteristic
House	7917 Tyler Street	1964	C	Characteristic
House	7918 Tyler Street	1964	C	Characteristic
House	7919 Tyler Street	1964	C	Characteristic
House	7926 Tyler Street	1964	C	Characteristic
House	7928 Tyler Street	1964	C	Characteristic
House	7930 Tyler Street	1964	C	Characteristic
House	7931 Tyler Street	1964	C	Characteristic
House	1301 Wesley Street	1990	NC	Outside Period of Significance
House	1307 Wesley Street	1989	NC	Outside Period of Significance
House	1311 Wesley Street	1989	NC	Outside Period of Significance
House	1315 Wesley Street	1989	NC	Outside Period of Significance
House	1401 Wesley Street	1989	NC	Outside Period of Significance

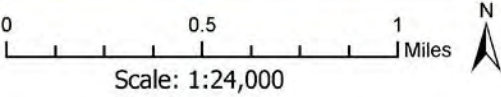
Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 Wesley Street	1989	NC	Outside Period of Significance
House	1414 Wesley Street	1965	C	Characteristic
House	1415 Wesley Street	1989	NC	Outside Period of Significance
House	1505 Wesley Street	1986	NC	Outside Period of Significance
House	1509 Wesley Street	1951	C	Characteristic
House	1521 Wesley Street	1968	C	Characteristic
House	1525 Wesley Street	1987	NC	Outside Period of Significance
House	1527 Wesley Street	1987	NC	Outside Period of Significance
House	1529 Wesley Street	1987	NC	Outside Period of Significance

Glenarden Historic District Prince George's County
Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



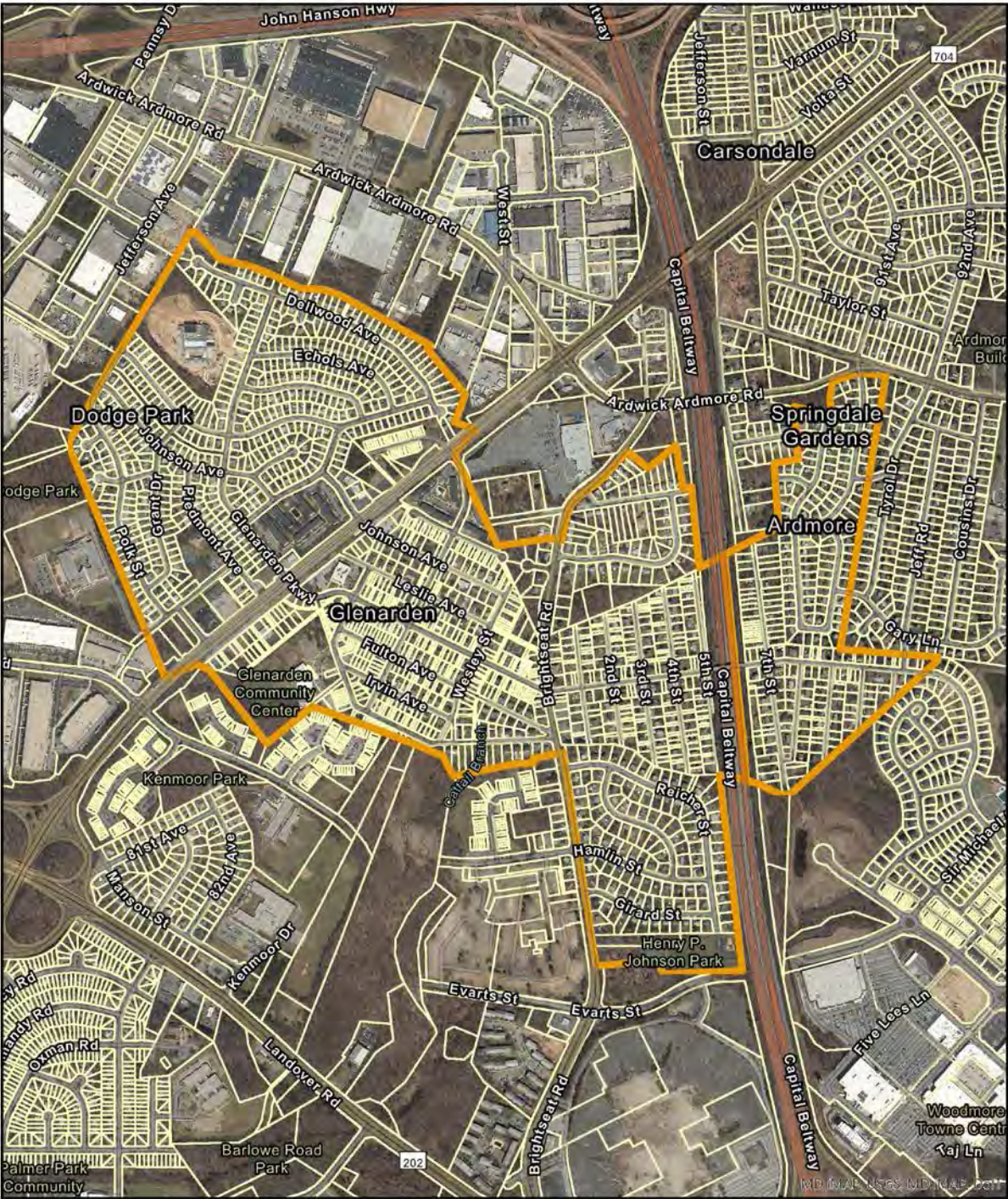
USGS 7.5' Quadrangle - Lanham



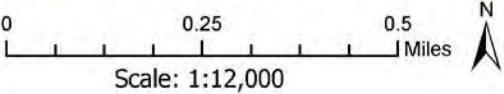
Glenarden Historic District

Prince George's County

Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



USGS 7.5' Quadrangle - Lanham





Community park on Church Street, facing northwest.



7914 Piedmont Avenue in Glenarden Woods, facing northeast.



7913 Echols Avenue, north elevation.



View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.



The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.



Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.



Single-family dwellings on 7th Street in Glenarden Heights, facing south.



View of houses on McLain Avenue, looking southwest from Fulton Avenue.



Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.



Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.



Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.



View along south side of Amador Drive in Ardmore Village, looking east.



View of 8605 Hamlin Street in Royale Gardens, looking southwest.



Streetscape of Girard Street in Royale Gardens, looking southeast.

PHOTO LOG

Number of Photos: **14**

Name of Photographer: **Danae Peckler, Melissa Butler**

Date of Photographs: **2018-08-07**

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

File Format: **PG:72-26_2018-08-07_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Community park on Church Street, facing northwest.

02.tif

7914 Piedmont Avenue in Glenarden Woods, facing northeast.

03.tif

7913 Echols Avenue, north elevation.

04.tif

View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.

05.tif

The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.

06.tif

Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.

07.tif

Single-family dwellings on 7th Street in Glenarden Heights, facing south.

08.tif

View of houses on McLain Avenue, looking southwest from Fulton Avenue.

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Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.

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Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.

11.tif

Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.

12.tif

View along south side of Amador Drive in Ardmore Village, looking east.

13.tif

View of 8605 Hamlin Street in Royale Gardens, looking southwest.

14.tif

Streetscape of Girard Street in Royale Gardens, looking southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Glenarden Historic District

Inventory Number: PG:73-26

Address: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 Historic District: Yes

City: Lanham, Upper Marlboro, Landover Zip Code: 20706, 20774, 20785 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0052, 0060

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester & Danae Peckler

Date Prepared: Jun 24, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☐ C ☐ D

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

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Glenarden Historic District (Glenarden) was previously recorded as the Town of Glenarden and given two Maryland Inventory of Historic Properties (MIHP) numbers: PG:72-26 and PG:73-26. PG:73-26 referred to the portion of the city on the eastern side of Interstate-495 (I-495) and PG:72-26 encompassed the portion on the western side of I-495. The enlarged Glenarden Historic District, which includes parts of the City of Glenarden and neighboring residential subdivisions in Prince George's County, maintains these numbers for continuity but is considered a single resource.

Setting:

Located approximately 10 miles east of Washington, D.C., the district is primarily accessed from Martin Luther King Jr. Highway, Brightseat Road, and Glenarden Parkway. In addition to the boundaries previously recorded as the Town of Glenarden, the Ardmore Village, Edwards Estates, and Royale Gardens subdivisions area also part of the Glenarden Historic District. Taken together, the district includes 392.8 acres and roughly 1,280 resources consisting of single- and multi-family dwellings, and commercial, municipal, religious, and recreational facilities that date from the 1920s until the present.

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

Streets northwest of Martin Luther King Jr. Highway and at the fringes of the community follow a curvilinear pattern, whereas 1st through 11th Streets flanking I-495 follow a linear grid pattern. The general streetscape of the residential areas include small grass-covered front and rear lawns, driveways, sidewalks, and paved streets, with individual lots landscaped with small trees, shrubs, and other ornamental vegetation. In commercial areas and along major roads in town, lots are lined with concrete sidewalks and grassy medians. Public parks vary in size and include open space and recreational facilities.

Description:

The Glenarden Historic District highlights a twentieth-century African American community that primarily contains suburban residential property types, including single- and multi-family dwellings. The vast majority of the single-family dwellings were constructed between 1947 and 1977 in variations of the Colonial Revival, Tudor Revival, Neoclassical, and Contemporary styles and Two-Story Massed, Minimal Traditional, Transitional Ranch, Ranch, Split-Level, and Split-Foyer forms. Some single-family subdivisions in the district include Glenarden Heights, Ardwick Park, Glenarden Woods, Fox Ridge, and Royale Gardens. Multi-family developments were primarily built in the 1960s and 1970s, like Glenarden Apartments, Glen Arden Woods Apartments, and Glenreed Apartments.

Single-family dwellings are primarily one to two stories in height and between three to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with concrete foundations commonly clad in a brick veneer or stucco. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. A wide variety of roof types are found in the district, nearly all of which are sheathed in asphalt shingles. Side-gabled roofs are most common. Chimneys are not a common feature in the dwellings within Glenarden, but are typically interior- or exterior-end brick varieties when present. Dormers are relatively rare.

Placement of primary entrances on the facades vary throughout the district, commonly featuring single-leaf wood or metal doors. Fenestration includes original, double-hung-sash, two-over-two (horizontal muntins) or six-over-six, wood-framed windows and paired, metal-framed, sliding units, but replacement single- and double-hung-sash vinyl windows with or without faux muntins are common. Many houses have picture windows, some with tripartite wood-framed units, casement sashes, or projecting bay windows, and others with fixed metal-framed lights above two small sliding sashes. Louvered and paneled shutters are very common. Front porches range between one-bay to full-width when present, but most main entries are accessed by small brick-clad or concrete stoops, some of which are covered by a small pent roof or recessed under overhanging eaves.

Some single-family dwellings include carports or built-in garages; however, paved driveways are more common. Few additions have been made to the dwellings and when present, they typically are one story tall and extend from a rear elevation (Google 2018). Associated outbuildings are uncommon; however, when present, these are often one-story sheds or detached carports (Google 2018).

Several examples of multi-family dwellings are present within the Glenarden Historic District including a collection located in the center of the City of Glenarden, south of Glenarden Parkway, along McLain Avenue, Reed Street, and Wesley Street. These resources are all owned by the Glenarden Housing Authority and serve as subsidized and low-income housing. They include circa-1975, one-story, multi-bay, side-gabled, Contemporary-style townhouses at 8607 to 8637 Glenarden Parkway. These resources are clad in brick veneer and vinyl siding and feature narrow, one-over-one, double-hung-sash, vinyl-clad replacement windows. Other examples are the circa-1970, two-story, multi-bay, duplexes along both sides of Fulton Avenue. These resources are clad in brick veneer with vinyl window surrounds and are covered by a side-gabled roof sheathed in asphalt. The circa-1975 Glenarden Housing Authority office at the southwest corner of Glenarden Parkway and Reed Street is situated near this collection of multi-family homes as well. The one-story housing authority building is clad in brick veneer and covered by a flat roof that features a shed-roof clerestory, an element of the Shed style that is also seen in two groups of houses dating from the same time along the north side of Fulton Avenue just east of Reed Street (McAlester 2013, 649; USDA 1977).

Municipal and civic buildings in the district include the Glenarden Branch Library at 8724 Glenarden Parkway, the Glenarden Community Center at 8615 McLain Avenue, and the Glenarden Municipal Center and Police Station at 8600 Glenarden Parkway.

These late-1970s resources are all one-story, multi-bay, flat-roofed buildings clad in brick veneer. The Glenarden Community Center has undergone the most change due to large additions added in the 1990s (National Environmental Title Research [NETR] 1993). Three community parks are also located in the Glenarden Historic District. Glenarden Community Park encompasses the community center and features recreational courts and fields, while the smaller Martin Luther King Neighborhood Recreational Center and park at 7921 Piedmont Avenue contains courts and fields as well as a playground area and a small community building. A third public park, the Henry P. Johnson Park, was established after the Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased roughly 5 acres at the south end of the Royal Gardens subdivision in 1970 (Prince George's County Deed Book [PGCDB] 3832, 895).

Glenarden Woods Elementary School at 7801 Glenarden Parkway was built in 1957 to replace a Rosenwald schoolhouse that served the community since 1922 (M-NCPPC 2011, 8). It is a one-story, flat-roof, multi-bay school that demonstrates Modernist influences. The school is clad in brick veneer and features ribbons of large, fixed, metal-framed windows. Large additions expanded the school in 2016 (NETR 2016).

Multiple religious buildings have been built in Glenarden. Two of these include the circa-1968 Glenarden Church of Christ at 3120 Brightseat Road and the circa-1975 Holy People for Christ Church at 3311 Brightseat Road, both built with Contemporary-style elements.

Two small commercial strips are located within the boundaries of Glenarden. Constructed circa 1990, the building at 8000 Martin Luther King Jr. Highway is one story with multiple bays. It is composed of concrete block, covered by a side-gabled roof, and features multiple entrances beneath a covered walkway. Another commercial strip is located at 7936 Johnson Avenue and is a one-story, four-bay, commercial building constructed circa 1970 that contains four different businesses. The resource is clad in brick veneer and each business features a simplified storefront entry. To the southeast, two small one-story buildings constructed circa 1985 complete this small commercial area.

Several buildings and structures within Glenarden have been individually documented and evaluated for the National Register of Historic Places (NRHP), though none have been determined eligible: Bridge No. 1614900 (DOE-PR-0390); 8622 Johnson Avenue (PG:72-052); 7941 Piedmont Avenue (PG:72-055); and Smith's Barber Shop at 7907 Martin Luther King Jr. Highway (PG:72-057) (Darsie 2000).

Historic Context:

Prior MIHP and Determination of Eligibility forms for the Town of Glenarden (as the resource was previously called), completed in 1995 and 2000 by the Prince George's County Historic Planning Commission and KCI Technologies Inc. (KCI), provide detailed architectural descriptions of building types, styles, and trends, as well as a history of the community's development and eligibility assessment (Darsie 2000; Pearl 1995). A recent community inventory as well as an online exhibit showcasing the first 100 years of Glenarden's history were prepared by M-NCPPC (M-NCPPC 2011). An abbreviated context is provided below; for further information on the history and development of Glenarden, please consult the above-referenced reports and materials.

In 1910, William R. Smith, head of the Glenarden Development Company, purchased 76 acres from Ann H. Bowie and platted the subdivisions known as Glenarden Heights and Glenarden in 1911 and 1913 respectively (Bird 2003, E-20; Pearl 1995). This was just one of several small subdivisions, including Lincoln and Fairmount Heights, platted and established at that time by white developers for middle-class African Americans along the new Washington, Baltimore & Annapolis Electric Railroad line (M-NCPPC n.d., 1). Although another Glenarden subdivision, platted as Ardwick Park, was added in 1921, growth of the town was slow, and in 1930, the town population was only about 400 people living in approximately 50 dwellings (Longstreth 2018, 2). This was likely due to the lack of "amenities such as public utilities and paved roads" (M-NCPPC n.d., 2). The dwellings built during this time were modest in massing and decoration and most of the early residents were of middle or lower income and were pushed out of the areas closer to the city due to cost and prevalent housing discrimination (Longstreth 2018, 2).

Due to the efforts of the town's first mayor, William Swann, a professor at Howard University, and the Glenarden Civic Association, the Town of Glenarden was incorporated in 1939. As a result, it became the third "predominantly black incorporated town in Maryland" (City of Glenarden n.d.; Longstreth 2018, 2). After incorporation, many improvements to Glenarden were made in quick succession, including the creation of a fire department and police force, surfacing of roads,

construction of town hall in 1943, a post office in 1950, and the replacement of a two-room schoolhouse by a modern facility in 1957. Upgraded electrical service and home heating was also introduced throughout the community in this period (M-NCPPC n.d., 2).

Most of this progress was made under James R. Cousins, Jr., who served as mayor of Glenarden from 1941 to 1969. He was “described by his cohorts as a visionary, but he also proved to be a savvy politician, effective[ly] guiding his town through a complex course that eventually transformed it physically and demographically... However, some of his boldest efforts were facilitated by transportation improvements undertaken by national and state agencies” such as construction of I-270 which drew people to the area (Longstreth 2018, 3).

Local and federal housing policies made it difficult for African Americans to own property following World War II, since the Federal Housing Administration was still reluctant to insure mortgages for housing developments for African Americans (Longstreth 2018, 4). Washington’s “swelling black middle class” needed homes, but some white builders considered these developments risky, particularly with the still growing development needs of white families (Longstreth 2018, 4). However, other white homebuilders and real estate developers built upon the existing community in Glenarden by purchasing sizable tracts at the fringes of town for residential construction, platting the subdivisions of Glenarden Woods, Fox Ridge, Royale Gardens, Edward Estates, and Tyrol Estates in the 1950s and 1960s (Longstreth 2018, 4-5; M-NCPPC 2011, 3). These tracts helped to compose the largest array of new single-family detached homes for African Americans in the Washington Metropolitan area and possibly one of the largest in the United States (Longstreth 2018, 5). Houses in these developments used similar types and materials as those in white suburbs that developed around the same time, contrasting with the smaller, semi-detached and attached homes that were the norm in other predominantly African American neighborhoods and areas.

In some cases, houses in surrounding residential subdivisions were marketed to middle- and upper-class African Americans. Advertisements for Royale Gardens and Ardmore Village were promoted as “integrated communities” with spacious three and four-bedroom houses priced between \$16,400 and \$25,700 (The Washington Post 1963a, D12; 1963b, D18). House models in Ardmore Village were named after prominent African Americans: the Frederick Douglas, a Split-Foyer house, the George Carver, a three-bedroom rambler, and the Booker T., an economy rambler (The Washington Post 1963b, D18). Other advertisements depicted real African American families in their new houses, such as one for the Ardmore Village development featuring business owners Mr. and Mrs. William P. Lee of Lee’s Flower Shop on U Street (The Washington Post 1964, E6).

Mayor James R. Cousins, Jr., was not content solely with this growth and complained that children of Glenarden families were often priced out of the area and that he wanted Glenarden to house and serve a variety of income groups (Longstreth 2018, 5-6). As a result, the town developed an urban renewal plan in the mid-1960s and became the first municipality in Prince George’s County to receive an urban renewal grant from the Federal Urban Renewal Program (The Evening Sun 1984, 4; Longstreth 2018, 6). Due to the negative connotation that urban renewal had with African Americans as a result of the “slum” and “blight” clearance and large-scale relocations of low-income African Americans in nearby areas such as southwest Washington, D.C., urban renewal in Glenarden was implemented in a way that diverged from the typical conventions; much of the existing grid was maintained and extended and a concerted effort was made to preserve houses that could be rehabilitated (Longstreth 2018, 7). Over the course of the 1960s and 1970s, urban renewal funds from the Department of Housing and Urban Development were used to demolish much of the circa-1920s and 1930s older core and construct affordable and subsidized semi-detached and attached housing, as well as for improvements to roads, sidewalks, and drainage (Longstreth 2018, 7-8). This was not accomplished without resistance, as Mayor James R. Cousins, Jr., failed to win re-election in 1969 after some community members lost their properties to urban renewal, and others became concerned that too much low-income housing was being built in Glenarden (Longstreth 2018, 8). Decatur Trotter, his successor, decreased the number of projected public housing units and moved toward building more detached, middle-income housing.

Public amenities increased during the 1960s and 1970s in conjunction with the housing redevelopment projects. A new town hall (currently the Municipal Center and Police Station at 8600 Glenarden Parkway) was built in 1966 (The Evening Sun 1984, 4). The 1977 Glenarden Community Center increased recreational opportunities for Glenarden citizens and reinforced town identity and unity (M-NCPPC 2011, 11). Annexation of the Washington Commerce Center (now Woodmore Town Center) to the southwest and the Carrolton Station subdivision and Royal Gons tract promoted further growth throughout the 1980s (M-NCPPC n.d., 4). The people of the Town of Glenarden voted to change its name to the City of Glenarden in 1994 (City of Glenarden n.d.).

Evaluation:

The 2000 evaluation of the Town of Glenarden excluded buildings dating from the 1960s and 1970s due to their age (Darsie 2000, 8.2), but recent research has expanded upon the important history of suburban development and urban renewal efforts within Glenarden in this period. As the majority of resources within Glenarden have now reached 50 years of age, and sufficient time has passed to view the community's history in context, the district's eligibility can be reevaluated.

Cited as one of 10 extant, twentieth-century African American settlements in the National Register-listed "African American Historic Resources of Prince George's County, Maryland" Multiple Property Documentation Form, Glenarden grew slowly and organically from the 1920s to World War II and then at a more rapid pace in the 1950s and 1960, following the development of several subdivisions on annexed land during that period (Bird 2003; Longstreth 2018, 4-5; M-NCPPC 2011, 3). This was followed by a period of enormous change during the 1960s and 70s as urban renewal projects, implemented in a more delicate and sensitive way from others taking place in the Washington Metropolitan area, demolished some of the historic core of the community and created affordable housing as well as middle-class, single-family homes. As Richard Longstreth noted, "it is not the physical fabric of Glenarden that is exceptional, but rather the processes that created it" (Longstreth 2018, 1).

Glenarden is an important example of an African American community formed as a direct result of reaction to discriminatory housing practices in the Washington Metropolitan area.

"The community is distinctive not just in its utilizing annexation to enable it to grow from a relatively poor backwater into the pre-eminent suburban enclave of middle-class African American houses in the Washington metropolitan area by the mid-1960s, but also in its subsequent embrace of urban renewal to develop elderly and low-income housing for town residents, foster additional middle-class residential development, and create extensive public facilities for all residents— and in doing so in a seamless manner, physically and functionally. Glenarden also became a primary nursery for county and state political leaders and a catalyst for the transformation of Prince George's County into the largest suburban network of middle- and upper-middle-class black communities in the United States" (Longstreth 2018, 1-2).

Therefore, the Glenarden Historic District is significant under Criterion A for its important role as a middle-class African American community in the D.C. suburbs and the unique use of urban renewal funds for a suburban municipality.

Several figures acted as driving forces behind the development of Glenarden, including Mayors William Swann, James R. Cousins, Jr., and Decatur Trotter. However, their cumulative importance is better understood as it relates to Criterion A and the development patterns throughout the community. As such, they are not known to meet criteria that would render the resource eligible for listing in the NRHP under Criterion B.

Although Glenarden retains historic integrity, it is a typical example of mid-twentieth-century suburban residential development and is not an "important example of distinctive period of construction, method of construction, or the work of one or more notable architects." Glenarden used its urban renewal funding to construct housing and community amenities using patterns and trends common to the period. It does not uniquely reflect outstanding or historically significant design principles of community planning or landscape architecture. As a result, the Glenarden Historic District is not eligible for listing in the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This resource retains historic integrity of location, design, setting, feeling and association. Although urban renewal destroyed earlier parts of the community, the new growth and redevelopment has added significance to the district. Though there are some modern infill properties, the road network and circulation patterns have remained the same through time.

The period of significance for the Glenarden Historic District is from 1939, when the town incorporated, to 1977, when the Community Center was built. The construction of the Community Center reinforced the area's identity and unity and was the last major community improvement built during the urban renewal period. This encompasses Glenarden's major development periods, a process of growth that was somewhat slow and piecemeal.

Residential, commercial, municipal, and recreational resources were almost all planned and built within this community during

the period of significance, and there are very few resources that lay outside of that period. For a building to be considered contributing to Glenarden, it must have been built within the period of significance and still be recognizable as being from that period. Furthermore, as Glenarden is eligible under Criterion A, planned buildings and developments that still continue to serve their historic functions, such as the modified community center, are considered contributing. Roads within Glenarden reflect a variety of street patterns, and the adjoining sidewalks, street lights, and landscaping demonstrate no unifying characteristic design. Streets, sidewalks, and lighting vary in construction date, location, size, and materials with different standards seen throughout, and the landscaping does not reflect a citywide plan. Glenarden is divided along I-495, which has no connection to the community. Similarly, Martin Luther King Jr. Highway, which passes through the city, serves as a main artery and commercial corridor but includes no features that would be considered characteristic aspects of the district. As a result, 78 percent of resources within the Glenarden Historic District are contributing. A complete list is included as part of this DOE.

The boundary for the Glenarden Historic District includes the previously surveyed area associated with the Town of Glenarden plus the neighboring residential subdivisions of Edwards Estates and Royale Gardens, as well as the single-family and multi-family developments of Ardmore Village. The district contains a total of 392.8 acres and is roughly bounded on the northwest by Martin Luther King Jr. Highway, on the northeast by Ardwick-Ardmore Road, and on the south by late-twentieth-century residential subdivisions, large commercial sites, and industrial properties. It is situated on Prince George's County Tax maps 52 and 60.

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---1964. Ardmore Village display advertisement. August 22, 1964. E6.

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 1st Street	1992	NC	Outside Period of Significance
House	1415 1st Street	1935	NC	Outside Period of Significance
House	1419 1st Street	1976	C	Characteristic
House	1420 1st Street	1959	C	Characteristic
House	1421 1st Street	1978	C	Characteristic
House	1504 1st Street	1973	C	Characteristic
House	1505 1st Street	1987	NC	Outside Period of Significance
House	1509 1st Street	1987	NC	Outside Period of Significance
House	1510 1st Street	1989	NC	Outside Period of Significance
House	1512 1st Street	1989	NC	Outside Period of Significance
House	1513 1st Street	1987	NC	Outside Period of Significance
House	1516 1st Street	1991	NC	Outside Period of Significance
House	1517 1st Street	1989	NC	Outside Period of Significance
House	1518 1st Street	1988	NC	Outside Period of Significance
House	1401 2nd Street	1988	NC	Outside Period of Significance
House	1404 2nd Street	1989	NC	Outside Period of Significance
House	1405 2nd Street	1988	NC	Outside Period of Significance
House	1408 2nd Street	1987	NC	Outside Period of Significance
House	1409 2nd Street	1986	NC	Outside Period of Significance
House	1412 2nd Street	1991	NC	Outside Period of Significance
House	1415 2nd Street	1988	NC	Outside Period of Significance
House	1416 2nd Street	1987	NC	Outside Period of Significance
House	1422 2nd Street	1975	C	Characteristic
House	1501 2nd Street	1979	NC	Outside Period of Significance
House	1503 2nd Street	1975	C	Characteristic
House	1504 2nd Street	1975	C	Characteristic
House	1508 2nd Street	1975	C	Characteristic
House	1509 2nd Street	1975	C	Characteristic
House	1512 2nd Street	1975	C	Characteristic
House	1513 2nd Street	1987	NC	Outside Period of Significance
House	1516 2nd Street	1958	C	Characteristic
House	1517 2nd Street	1961	C	Characteristic
House	1518 2nd Street	1988	NC	Outside Period of Significance
House	1521 2nd Street	1988	NC	Outside Period of Significance
House	1401 3rd Street	1988	NC	Outside Period of Significance
House	1402 3rd Street	1988	NC	Outside Period of Significance
House	1405 3rd Street	1989	NC	Outside Period of Significance
House	1406 3rd Street	1987	NC	Outside Period of Significance
House	1409 3rd Street	1987	NC	Outside Period of Significance
House	1410 3rd Street	1987	NC	Outside Period of Significance
House	1415 3rd Street	1955	C	Characteristic
House	1417 3rd Street	1986	NC	Outside Period of Significance
House	1418 3rd Street	1980	NC	Outside Period of Significance
House	1421 3rd Street	1978	C	Characteristic
House	1422 3rd Street	1988	NC	Outside Period of Significance
House	1425 3rd Street	1979	NC	Outside Period of Significance
House	1506 3rd Street	1980	NC	Outside Period of Significance
House	1507 3rd Street	1985	NC	Outside Period of Significance
House	1510 3rd Street	1979	NC	Outside Period of Significance
House	1511 3rd Street	1980	NC	Outside Period of Significance
House	1514 3rd Street	1985	NC	Outside Period of Significance
House	1515 3rd Street	1948	C	Characteristic
House	1519 3rd Street	1986	NC	Outside Period of Significance
House	1520 3rd Street	1986	NC	Outside Period of Significance
House	1523 3rd Street	1986	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1526 3rd Street	1958	C	Characteristic
House	1400 4th Street	1987	NC	Outside Period of Significance
House	1401 4th Street	1988	NC	Outside Period of Significance
House	1404 4th Street	1987	NC	Outside Period of Significance
House	1405 4th Street	1988	NC	Outside Period of Significance
House	1412 4th Street	1986	NC	Outside Period of Significance
House	1415 4th Street	1988	NC	Outside Period of Significance
House	1416 4th Street	1981	NC	Outside Period of Significance
House	1417 4th Street	1953	C	Characteristic
House	1418 4th Street	1981	NC	Outside Period of Significance
House	1419 4th Street	1988	NC	Outside Period of Significance
House	1420 4th Street	1981	NC	Outside Period of Significance
House	1421 4th Street	1985	NC	Outside Period of Significance
House	1422 4th Street	1987	NC	Outside Period of Significance
House	1423 4th Street	1988	NC	Outside Period of Significance
House	1501 4th Street	1978	C	Characteristic
House	1505 4th Street	1986	NC	Outside Period of Significance
House	1506 4th Street	1986	NC	Outside Period of Significance
House	1507 4th Street	1967	C	Characteristic
House	1509 4th Street	1967	C	Characteristic
House	1510 4th Street	1986	NC	Outside Period of Significance
House	1511 4th Street	1967	C	Characteristic
House	1513 4th Street	1987	NC	Outside Period of Significance
House	1514 4th Street	1987	NC	Outside Period of Significance
House	1517 4th Street	1987	NC	Outside Period of Significance
House	1518 4th Street	1986	NC	Outside Period of Significance
House	1521 4th Street	1986	NC	Outside Period of Significance
House	1522 4th Street	1987	NC	Outside Period of Significance
House	1525 4th Street	1987	NC	Outside Period of Significance
House	1529 4th Street	1972	C	Characteristic
House	1530 4th Street	1986	NC	Outside Period of Significance
House	1400 5th Street	1988	NC	Outside Period of Significance
House	1404 5th Street	1988	NC	Outside Period of Significance
House	1410 5th Street	1988	NC	Outside Period of Significance
House	1416 5th Street	1988	NC	Outside Period of Significance
House	1420 5th Street	1966	C	Characteristic
House	1422 5th Street	1966	C	Characteristic
House	1424 5th Street	1988	NC	Outside Period of Significance
House	1426 5th Street	1987	NC	Outside Period of Significance
House	1500 5th Street	1979	NC	Outside Period of Significance
House	1504 5th Street	1959	C	Characteristic
House	1506 5th Street	1971	C	Characteristic
House	1518 5th Street	1969	C	Characteristic
House	1522 5th Street	1953	C	Characteristic
House	1524 5th Street	1988	NC	Outside Period of Significance
House	1526 5th Street	1973	C	Characteristic
House	1530 5th Street	1975	C	Characteristic
House	1401 7th Street	1969	C	Characteristic
House	1403 7th Street	1963	C	Characteristic
House	1412 7th Street	1981	NC	Outside Period of Significance
House	1414 7th Street	1981	NC	Outside Period of Significance
House	1416 7th Street	1981	NC	Outside Period of Significance
House	1418 7th Street	1978	C	Characteristic
House	1420 7th Street	1973	C	Characteristic
House	1424 7th Street	1987	NC	Outside Period of Significance

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East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1428 7th Street	1980	NC	Outside Period of Significance
House	1430 7th Street	1979	NC	Outside Period of Significance
House	1431 7th Street	1951	C	Characteristic
House	1433 7th Street	1960	C	Characteristic
House	1434 7th Street	1981	NC	Outside Period of Significance
House	1436 7th Street	1975	C	Characteristic
House	1438 7th Street	1987	NC	Outside Period of Significance
House	1440 7th Street	1984	NC	Outside Period of Significance
House	1503 7th Street	1996	NC	Outside Period of Significance
House	1504 7th Street	1966	C	Characteristic
House	1505 7th Street	1989	NC	Outside Period of Significance
House	1506 7th Street	1966	C	Characteristic
House	1507 7th Street	1966	C	Characteristic
House	1508 7th Street	1966	C	Characteristic
House	1509 7th Street	1966	C	Characteristic
House	1510 7th Street	1993	NC	Outside Period of Significance
House	1511 7th Street	1966	C	Characteristic
House	1513 7th Street	1966	C	Characteristic
House	1515 7th Street	1953	C	Characteristic
House	1516 7th Street	1964	C	Characteristic
House	1517 7th Street	1991	NC	Outside Period of Significance
House	1518 7th Street	1989	NC	Outside Period of Significance
House	1520 7th Street	1966	C	Characteristic
House	1522 7th Street	1966	C	Characteristic
House	1523 7th Street	1973	C	Characteristic
House	1524 7th Street	1966	C	Characteristic
House	1525 7th Street	1964	C	Characteristic
House	1526 7th Street	1966	C	Characteristic
House	1527 7th Street	1970	C	Characteristic
House	1529 7th Street	1978	C	Characteristic
House	1530 7th Street	1955	C	Characteristic
House	1407 8th Street	1969	C	Characteristic
House	1409 8th Street	1998	NC	Outside Period of Significance
House	1410 8th Street	1985	NC	Outside Period of Significance
House	1414 8th Street	1973	C	Characteristic
House	1417 8th Street	1982	NC	Outside Period of Significance
House	1418 8th Street	1981	NC	Outside Period of Significance
House	1419 8th Street	1972	C	Characteristic
House	1420 8th Street	1996	NC	Outside Period of Significance
House	1422 8th Street	2005	NC	Outside Period of Significance
House	1423 8th Street	1970	C	Characteristic
House	1429 8th Street	1981	NC	Outside Period of Significance
House	1430 8th Street	1984	NC	Outside Period of Significance
House	1431 8th Street	1991	NC	Outside Period of Significance
House	1438 8th Street	1975	C	Characteristic
House	1400 9th Street	1969	C	Characteristic
House	1411 9th Street	1984	NC	Outside Period of Significance
House	1412 9th Street	1997	NC	Outside Period of Significance
House	1415 9th Street	1984	NC	Outside Period of Significance
House	1416 9th Street	1981	NC	Outside Period of Significance
House	1417 9th Street	1984	NC	Outside Period of Significance
House	1419 9th Street	1988	NC	Outside Period of Significance
House	1420 9th Street	1981	NC	Outside Period of Significance
House	1423 9th Street	1988	NC	Outside Period of Significance
House	1424 9th Street	1995	NC	Outside Period of Significance

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East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1425 9th Street	1962	C	Characteristic
House	1426 9th Street	1997	NC	Outside Period of Significance
House	1427 9th Street	1987	NC	Outside Period of Significance
House	1428 9th Street	1960	C	Characteristic
House	1430 9th Street	1985	NC	Outside Period of Significance
House	1431 9th Street	1988	NC	Outside Period of Significance
House	1432 9th Street	1985	NC	Outside Period of Significance
House	1414 10th Street	1984	NC	Outside Period of Significance
House	1428 10th Street	1992	NC	Outside Period of Significance
House	1429 10th Street	1986	NC	Outside Period of Significance
House	1430 10th Street	1987	NC	Outside Period of Significance
House	1431 10th Street	1985	NC	Outside Period of Significance
House	1432 10th Street	1987	NC	Outside Period of Significance
House	1433 10th Street	1984	NC	Outside Period of Significance
House	1435 10th Street	1985	NC	Outside Period of Significance
House	1436 10th Street	1992	NC	Outside Period of Significance
House	1437 10th Street	1984	NC	Outside Period of Significance
House	1440 10th Street	1990	NC	Outside Period of Significance
House	1436 11th Street	1988	NC	Outside Period of Significance
House	1438 11th Street	1985	NC	Outside Period of Significance
House	1441 11th Street	1984	NC	Outside Period of Significance
House	1443 11th Street	1985	NC	Outside Period of Significance
House	3101 Amador Drive	1966	C	Characteristic
House	3106 Amador Drive	1965	C	Characteristic
House	3107 Amador Drive	1965	C	Characteristic
House	3108 Amador Drive	1965	C	Characteristic
House	3109 Amador Drive	1965	C	Characteristic
House	3110 Amador Drive	1965	C	Characteristic
House	3111 Amador Drive	1965	C	Characteristic
House	3112 Amador Drive	1966	C	Characteristic
House	3113 Amador Drive	1965	C	Characteristic
House	3114 Amador Drive	1965	C	Characteristic
House	3115 Amador Drive	1965	C	Characteristic
House	3200 Amador Drive	1965	C	Characteristic
House	3201 Amador Drive	1965	C	Characteristic
House	3202 Amador Drive	1965	C	Characteristic
House	3203 Amador Drive	1965	C	Characteristic
House	3204 Amador Drive	1965	C	Characteristic
House	3205 Amador Drive	1965	C	Characteristic
House	3207 Amador Drive	1965	C	Characteristic
House	3208 Amador Drive	1965	C	Characteristic
House	3209 Amador Drive	1964	C	Characteristic
House	3211 Amador Drive	1964	C	Characteristic
House	3212 Amador Drive	1964	C	Characteristic
House	3213 Amador Drive	1964	C	Characteristic
House	3214 Amador Drive	1964	C	Characteristic
House	3215 Amador Drive	1964	C	Characteristic
House	3216 Amador Drive	1964	C	Characteristic
House	3217 Amador Drive	1964	C	Characteristic
House	3218 Amador Drive	1964	C	Characteristic
House	3219 Amador Drive	1964	C	Characteristic
House	3220 Amador Drive	1964	C	Characteristic
House	3221 Amador Drive	1964	C	Characteristic
House	9009 Ardwick Ardmore Road	1964	C	Characteristic
House	9011 Ardwick Ardmore Road	1964	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9101 Ardwick Ardmore Road	1964	C	Characteristic
House	9103 Ardwick Ardmore Road	1964	C	Characteristic
House	9105 Ardwick Ardmore Road	1964	C	Characteristic
House	9111 Ardwick Ardmore Road	1965	C	Characteristic
House	8914 Bold Street	1964	C	Characteristic
House	8915 Bold Street	1964	C	Characteristic
House	3015 Brightseat Road	1967	C	Characteristic
House	3017 Brightseat Road	1967	C	Characteristic
House	3103 Brightseat Road	1964	C	Characteristic
House	3109 Brightseat Road	1963	C	Characteristic
House	3111 Brightseat Road	1963	C	Characteristic
House	3113 Brightseat Road	1963	C	Characteristic
House	3115 Brightseat Road	1963	C	Characteristic
House	3200 Brightseat Road	1968	C	Characteristic
House	3308 Brightseat Road	1990	NC	Outside Period of Significance
Church	3311 Brighseat Road	1975	C	Characteristic
House	3320 Brightseat Road	1990	NC	Outside Period of Significance
House	3401 Brightseat Road	1956	C	Characteristic
House	3405 Brightseat Road	2009	NC	Outside Period of Significance
House	3409 Brightseat Road	1960	C	Characteristic
House	3501 Brightseat Road	2006	NC	Outside Period of Significance
House	3506 Brightseat Road	1966	C	Characteristic
House	3508 Brightseat Road	1966	C	Characteristic
House	3516 Brightseat Road	1966	C	Characteristic
House	3517 Brightseat Road	1963	C	Characteristic
House	3518 Brightseat Road	1966	C	Characteristic
House	3519 Brightseat Road	1963	C	Characteristic
House	3521 Brightseat Road	1963	C	Characteristic
House	3523 Brightseat Road	1964	C	Characteristic
House	3605 Brightseat Road	1962	C	Characteristic
House	3607 Brightseat Road	1962	C	Characteristic
House	3609 Brightseat Road	1962	C	Characteristic
House	3611 Brightseat Road	1963	C	Characteristic
House	3613 Brightseat Road	1963	C	Characteristic
House	7900 Cawker Avenue	1959	C	Characteristic
House	7902 Cawker Avenue	1963	C	Characteristic
House	7903 Cawker Avenue	1963	C	Characteristic
House	7904 Cawker Avenue	1963	C	Characteristic
House	7905 Cawker Avenue	1963	C	Characteristic
House	7906 Cawker Avenue	1963	C	Characteristic
House	7907 Cawker Avenue	1963	C	Characteristic
House	7908 Cawker Avenue	1963	C	Characteristic
House	7909 Cawker Avenue	1963	C	Characteristic
House	7910 Cawker Avenue	1963	C	Characteristic
House	7911 Cawker Avenue	1963	C	Characteristic
House	7912 Cawker Avenue	1963	C	Characteristic
House	7913 Cawker Avenue	1963	C	Characteristic
House	7914 Cawker Avenue	1963	C	Characteristic
House	7915 Cawker Avenue	1963	C	Characteristic
House	7916 Cawker Avenue	1963	C	Characteristic
House	7917 Cawker Avenue	1963	C	Characteristic
House	7918 Cawker Avenue	1963	C	Characteristic
House	7919 Cawker Avenue	1963	C	Characteristic
House	7920 Cawker Avenue	1963	C	Characteristic
House	7921 Cawker Avenue	1963	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Cawker Avenue	1963	C	Characteristic
House	7923 Cawker Avenue	1963	C	Characteristic
House	7924 Cawker Avenue	1963	C	Characteristic
House	7925 Cawker Avenue	1963	C	Characteristic
House	7926 Cawker Avenue	1963	C	Characteristic
House	7927 Cawker Avenue	1963	C	Characteristic
House	7928 Cawker Avenue	1963	C	Characteristic
House	7929 Cawker Avenue	1963	C	Characteristic
House	7930 Cawker Avenue	1963	C	Characteristic
House	7932 Cawker Avenue	1963	C	Characteristic
House	7934 Cawker Avenue	1963	C	Characteristic
House	3100 Church Street	1964	C	Characteristic
House	3108 Church Street	1964	C	Characteristic
House	3110 Church Street	1934	NC	Outside Period of Significance
House	7803 Dellwood Avenue	1967	C	Characteristic
House	7805 Dellwood Avenue	1966	C	Characteristic
House	7807 Dellwood Avenue	1966	C	Characteristic
House	7809 Dellwood Avenue	1966	C	Characteristic
House	7811 Dellwood Avenue	1966	C	Characteristic
House	7813 Dellwood Avenue	1966	C	Characteristic
House	7815 Dellwood Avenue	1966	C	Characteristic
House	7816 Dellwood Avenue	1966	C	Characteristic
House	7817 Dellwood Avenue	1966	C	Characteristic
House	7818 Dellwood Avenue	1966	C	Characteristic
House	7819 Dellwood Avenue	1966	C	Characteristic
House	7820 Dellwood Avenue	1966	C	Characteristic
House	7821 Dellwood Avenue	1966	C	Characteristic
House	7822 Dellwood Avenue	1966	C	Characteristic
House	7823 Dellwood Avenue	1966	C	Characteristic
House	7824 Dellwood Avenue	1966	C	Characteristic
House	7825 Dellwood Avenue	1966	C	Characteristic
House	7827 Dellwood Avenue	1966	C	Characteristic
House	7829 Dellwood Avenue	1966	C	Characteristic
House	7831 Dellwood Avenue	1966	C	Characteristic
House	7900 Dellwood Avenue	1966	C	Characteristic
House	7902 Dellwood Avenue	1966	C	Characteristic
House	7903 Dellwood Avenue	1965	C	Characteristic
House	7904 Dellwood Avenue	1966	C	Characteristic
House	7905 Dellwood Avenue	1965	C	Characteristic
House	7906 Dellwood Avenue	1965	C	Characteristic
House	7907 Dellwood Avenue	1965	C	Characteristic
House	7908 Dellwood Avenue	1966	C	Characteristic
House	7909 Dellwood Avenue	1965	C	Characteristic
House	7910 Dellwood Avenue	1965	C	Characteristic
House	7911 Dellwood Avenue	1965	C	Characteristic
House	7912 Dellwood Avenue	1965	C	Characteristic
House	7913 Dellwood Avenue	1965	C	Characteristic
House	7914 Dellwood Avenue	1965	C	Characteristic
House	7915 Dellwood Avenue	1965	C	Characteristic
House	7916 Dellwood Avenue	1966	C	Characteristic
House	7917 Dellwood Avenue	1965	C	Characteristic
House	7918 Dellwood Avenue	1966	C	Characteristic
House	7919 Dellwood Avenue	1965	C	Characteristic
House	7920 Dellwood Avenue	1966	C	Characteristic
House	7921 Dellwood Avenue	1967	C	Characteristic

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East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Dellwood Avenue	1966	C	Characteristic
House	7923 Dellwood Avenue	1966	C	Characteristic
House	7924 Dellwood Avenue	1966	C	Characteristic
House	7925 Dellwood Avenue	1966	C	Characteristic
House	7926 Dellwood Avenue	1966	C	Characteristic
House	7927 Dellwood Avenue	1966	C	Characteristic
House	7928 Dellwood Avenue	1966	C	Characteristic
House	7929 Dellwood Avenue	1966	C	Characteristic
House	7930 Dellwood Avenue	1966	C	Characteristic
House	7931 Dellwood Avenue	1966	C	Characteristic
House	7932 Dellwood Avenue	1966	C	Characteristic
House	7933 Dellwood Avenue	1966	C	Characteristic
House	7934 Dellwood Avenue	1966	C	Characteristic
House	7935 Dellwood Avenue	1966	C	Characteristic
House	7936 Dellwood Avenue	1966	C	Characteristic
House	7937 Dellwood Avenue	1966	C	Characteristic
House	7938 Dellwood Avenue	1966	C	Characteristic
House	7939 Dellwood Avenue	1966	C	Characteristic
House	7940 Dellwood Avenue	1966	C	Characteristic
House	7941 Dellwood Avenue	1966	C	Characteristic
House	7942 Dellwood Avenue	1966	C	Characteristic
House	7943 Dellwood Avenue	1966	C	Characteristic
House	7944 Dellwood Avenue	1966	C	Characteristic
House	7945 Dellwood Avenue	1966	C	Characteristic
House	7946 Dellwood Avenue	1966	C	Characteristic
House	7947 Dellwood Avenue	1966	C	Characteristic
House	7948 Dellwood Avenue	1966	C	Characteristic
House	7949 Dellwood Avenue	1966	C	Characteristic
House	7950 Dellwood Avenue	1966	C	Characteristic
House	7951 Dellwood Avenue	1966	C	Characteristic
House	7952 Dellwood Avenue	1966	C	Characteristic
House	7953 Dellwood Avenue	1966	C	Characteristic
House	7954 Dellwood Avenue	1966	C	Characteristic
House	8000 Dellwood Avenue	1966	C	Characteristic
House	8001 Dellwood Avenue	1966	C	Characteristic
House	8002 Dellwood Avenue	1966	C	Characteristic
House	8004 Dellwood Avenue	1966	C	Characteristic
House	8006 Dellwood Avenue	1966	C	Characteristic
Townhouse	8200 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8202 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8204 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8206 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8208 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8210 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8214 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8215 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8216 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8217 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8218 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8219 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8220 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8221 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8222 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8223 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8225 Dellwood Court	2001	NC	Outside Period of Significance

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Townhouse	8226 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8228 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8229 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8230 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8231 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8232 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8233 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8234 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8235 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8237 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8238 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8239 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8240 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8242 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8244 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8246 Dellwood Court	2002	NC	Outside Period of Significance
House	7900 Echols Avenue	1964	C	Characteristic
House	7901 Echols Avenue	1963	C	Characteristic
House	7902 Echols Avenue	1963	C	Characteristic
House	7903 Echols Avenue	1963	C	Characteristic
House	7904 Echols Avenue	1963	C	Characteristic
House	7905 Echols Avenue	1963	C	Characteristic
House	7906 Echols Avenue	1963	C	Characteristic
House	7907 Echols Avenue	1963	C	Characteristic
House	7908 Echols Avenue	1963	C	Characteristic
House	7909 Echols Avenue	1963	C	Characteristic
House	7910 Echols Avenue	1963	C	Characteristic
House	7911 Echols Avenue	1963	C	Characteristic
House	7912 Echols Avenue	1963	C	Characteristic
House	7913 Echols Avenue	1963	C	Characteristic
House	7914 Echols Avenue	1963	C	Characteristic
House	7915 Echols Avenue	1963	C	Characteristic
House	7916 Echols Avenue	1963	C	Characteristic
House	7917 Echols Avenue	1963	C	Characteristic
House	7918 Echols Avenue	1963	C	Characteristic
House	7919 Echols Avenue	1963	C	Characteristic
House	7920 Echols Avenue	1963	C	Characteristic
House	7921 Echols Avenue	1963	C	Characteristic
House	7922 Echols Avenue	1963	C	Characteristic
House	7923 Echols Avenue	1963	C	Characteristic
House	7924 Echols Avenue	1963	C	Characteristic
House	7925 Echols Avenue	1963	C	Characteristic
House	7926 Echols Avenue	1963	C	Characteristic
House	7927 Echols Avenue	1963	C	Characteristic
House	7928 Echols Avenue	1963	C	Characteristic
House	7929 Echols Avenue	1963	C	Characteristic
House	7930 Echols Avenue	1963	C	Characteristic
House	7931 Echols Avenue	1963	C	Characteristic
House	7932 Echols Avenue	1963	C	Characteristic
House	7933 Echols Avenue	1963	C	Characteristic
House	7934 Echols Avenue	1963	C	Characteristic
House	7935 Echols Avenue	1963	C	Characteristic
House	7936 Echols Avenue	1963	C	Characteristic
House	7937 Echols Avenue	1963	C	Characteristic
House	7938 Echols Avenue	1963	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7940 Echols Avenue	1963	C	Characteristic
House	7942 Echols Avenue	1963	C	Characteristic
House	7944 Echols Avenue	1964	C	Characteristic
House	3402 Edwards Street	1964	C	Characteristic
House	3403 Edwards Street	1964	C	Characteristic
House	3404 Edwards Street	1964	C	Characteristic
House	3405 Edwards Street	1964	C	Characteristic
House	3406 Edwards Street	1964	C	Characteristic
House	3407 Edwards Street	1964	C	Characteristic
House	3408 Edwards Street	1964	C	Characteristic
House	3409 Edwards Street	1964	C	Characteristic
House	3410 Edwards Street	1964	C	Characteristic
House	3411 Edwards Street	1964	C	Characteristic
House	3412 Edwards Street	1964	C	Characteristic
House	3413 Edwards Street	1964	C	Characteristic
House	3414 Edwards Street	1964	C	Characteristic
House	3415 Edwards Street	1964	C	Characteristic
House	3500 Edwards Street	1964	C	Characteristic
House	3501 Edwards Street	1964	C	Characteristic
House	3502 Edwards Street	1964	C	Characteristic
House	3503 Edwards Street	1964	C	Characteristic
House	3504 Edwards Street	1964	C	Characteristic
House	3506 Edwards Street	1964	C	Characteristic
House	3508 Edwards Street	1964	C	Characteristic
House	3509 Edwards Street	1964	C	Characteristic
House	3510 Edwards Street	1964	C	Characteristic
House	3512 Edwards Street	1964	C	Characteristic
House	3514 Edwards Street	1964	C	Characteristic
House	3515 Edwards Street	1964	C	Characteristic
House	3516 Edwards Street	1964	C	Characteristic
House	3518 Edwards Street	1964	C	Characteristic
House	3519 Edwards Street	1964	C	Characteristic
House	3520 Edwards Street	1964	C	Characteristic
House	3521 Edwards Street	1964	C	Characteristic
House	3522 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3524 Edwards Street	1964	C	Characteristic
House	3525 Edwards Street	1964	C	Characteristic
House	3526 Edwards Street	1964	C	Characteristic
House	3527 Edwards Street	1964	C	Characteristic
House	3528 Edwards Street	1964	C	Characteristic
House	3529 Edwards Street	1964	C	Characteristic
House	3530 Edwards Street	1964	C	Characteristic
House	3531 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3533 Edwards Street	1964	C	Characteristic
House	3534 Edwards Street	1964	C	Characteristic
House	3535 Edwards Street	1964	C	Characteristic
House	3536 Edwards Street	1964	C	Characteristic
House	3538 Edwards Street	1964	C	Characteristic
House	3539 Edwards Street	1964	C	Characteristic
House	3540 Edwards Street	1964	C	Characteristic
House	3542 Edwards Street	1964	C	Characteristic
House	3600 Edwards Street	1964	C	Characteristic
House	3602 Edwards Street	1964	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3604 Edwards Street	1965	C	Characteristic
House	3605 Edwards Street	1964	C	Characteristic
House	3606 Edwards Street	1964	C	Characteristic
House	3607 Edwards Street	1964	C	Characteristic
House	3609 Edwards Street	1964	C	Characteristic
House	3611 Edwards Street	1964	C	Characteristic
House	3613 Edwards Street	1964	C	Characteristic
House	3615 Edwards Street	1964	C	Characteristic
House	3616 Edwards Street	1964	C	Characteristic
House	3617 Edwards Street	1964	C	Characteristic
House	3618 Edwards Street	1964	C	Characteristic
House	3619 Edwards Street	1964	C	Characteristic
House	3620 Edwards Street	1964	C	Characteristic
House	3621 Edwards Street	1964	C	Characteristic
House	3623 Edwards Street	1964	C	Characteristic
House	3624 Edwards Street	1964	C	Characteristic
House	3625 Edwards Street	1964	C	Characteristic
House	3626 Edwards Street	1964	C	Characteristic
House	3627 Edwards Street	1964	C	Characteristic
House	7720 Fiske Avenue	1964	C	Characteristic
House	7800 Fiske Avenue	1964	C	Characteristic
House	7801 Fiske Avenue	1963	C	Characteristic
House	7802 Fiske Avenue	1964	C	Characteristic
House	7803 Fiske Avenue	1963	C	Characteristic
House	7804 Fiske Avenue	1964	C	Characteristic
House	7805 Fiske Avenue	1963	C	Characteristic
House	7806 Fiske Avenue	1964	C	Characteristic
House	7807 Fiske Avenue	1963	C	Characteristic
House	7808 Fiske Avenue	1964	C	Characteristic
House	7809 Fiske Avenue	1963	C	Characteristic
House	7810 Fiske Avenue	1964	C	Characteristic
House	7811 Fiske Avenue	1963	C	Characteristic
House	7812 Fiske Avenue	1964	C	Characteristic
House	7813 Fiske Avenue	1963	C	Characteristic
House	7814 Fiske Avenue	1964	C	Characteristic
House	7815 Fiske Avenue	1963	C	Characteristic
House	7816 Fiske Avenue	1964	C	Characteristic
House	7817 Fiske Avenue	1963	C	Characteristic
House	7818 Fiske Avenue	1964	C	Characteristic
House	7819 Fiske Avenue	1963	C	Characteristic
House	7820 Fiske Avenue	1964	C	Characteristic
House	7822 Fiske Avenue	1961	C	Characteristic
House	7824 Fiske Avenue	1961	C	Characteristic
House	7826 Fiske Avenue	1961	C	Characteristic
House	7828 Fiske Avenue	1961	C	Characteristic
House	7830 Fiske Avenue	1961	C	Characteristic
House	7832 Fiske Avenue	1961	C	Characteristic
House	7903 Fiske Avenue	1959	C	Characteristic
House	7905 Fiske Avenue	1959	C	Characteristic
House	7907 Fiske Avenue	1959	C	Characteristic
House	7909 Fiske Avenue	1959	C	Characteristic
House	7914 Fiske Avenue	1961	C	Characteristic
House	7915 Fiske Avenue	1959	C	Characteristic
House	7916 Fiske Avenue	1962	C	Characteristic
House	7917 Fiske Avenue	1959	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7918 Fiske Avenue	1959	C	Characteristic
House	7919 Fiske Avenue	1959	C	Characteristic
House	7920 Fiske Avenue	1962	C	Characteristic
House	7921 Fiske Avenue	1959	C	Characteristic
House	7922 Fiske Avenue	1961	C	Characteristic
House	7923 Fiske Avenue	1959	C	Characteristic
House	7924 Fiske Avenue	1961	C	Characteristic
House	7925 Fiske Avenue	1959	C	Characteristic
House	7926 Fiske Avenue	1962	C	Characteristic
House	7927 Fiske Avenue	1962	C	Characteristic
House	7928 Fiske Avenue	1963	C	Characteristic
House	7929 Fiske Avenue	1962	C	Characteristic
House	7930 Fiske Avenue	1962	C	Characteristic
House	7931 Fiske Avenue	1962	C	Characteristic
House	7932 Fiske Avenue	1963	C	Characteristic
House	7933 Fiske Avenue	1962	C	Characteristic
House	7934 Fiske Avenue	1963	C	Characteristic
House	7935 Fiske Avenue	1962	C	Characteristic
House	7936 Fiske Avenue	1962	C	Characteristic
House	7937 Fiske Avenue	1962	C	Characteristic
House	7938 Fiske Avenue	1962	C	Characteristic
House	7939 Fiske Avenue	1962	C	Characteristic
House	7940 Fiske Avenue	1962	C	Characteristic
House	8505 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8506 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8508 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8510 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8512 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8514 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8600 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8602 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8604 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8606 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8608 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8609 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8610 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8611 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8612 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8613 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8614 Fulton Avenue	1970	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Multi-Family Dwelling	8615 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8616 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8620 Fulton Avenue	1975	C	Characteristic
House	8621 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8624 Fulton Avenue	1975	C	Characteristic
House	8625 Fulton Avenue	1979	NC	Outside Period of Significance
House	8629 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8630 Fulton Avenue	1975	C	Characteristic
House	8633 Fulton Avenue	1986	NC	Outside Period of Significance
Multi-Family Dwelling	8634 Fulton Avenue	1975	C	Characteristic
House	8637 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8640 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8644 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8648 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8652 Fulton Avenue	1975	C	Characteristic
House	8669 Fulton Avenue	1976	C	Characteristic
House	8671 Fulton Avenue	1975	C	Characteristic
House	8707 Fulton Avenue	1991	NC	Outside Period of Significance
House	8708 Fulton Avenue	1991	NC	Outside Period of Significance
House	8717 Fulton Avenue	1991	NC	Outside Period of Significance
House	8718 Fulton Avenue	1991	NC	Outside Period of Significance
House	8722 Fulton Avenue	1991	NC	Outside Period of Significance
House	8723 Fulton Avenue	1991	NC	Outside Period of Significance
House	8726 Fulton Avenue	1991	NC	Outside Period of Significance
House	8729 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8731 Fulton Avenue	1991	NC	Outside Period of Significance
House	8734 Fulton Avenue	1991	NC	Outside Period of Significance
House	8741 Fulton Avenue	1990	NC	Outside Period of Significance
House	8742 Fulton Avenue	1990	NC	Outside Period of Significance
House	8600 Girard Street	1964	C	Characteristic
House	8601 Girard Street	1964	C	Characteristic
House	8602 Girard Street	1964	C	Characteristic
House	8603 Girard Street	1964	C	Characteristic
House	8604 Girard Street	1964	C	Characteristic
House	8605 Girard Street	1967	C	Characteristic
House	8606 Girard Street	1964	C	Characteristic
House	8607 Girard Street	1967	C	Characteristic
House	8608 Girard Street	1967	C	Characteristic
House	8609 Girard Street	1967	C	Characteristic
House	8610 Girard Street	1967	C	Characteristic
House	8611 Girard Street	1967	C	Characteristic
House	8612 Girard Street	1967	C	Characteristic
House	8613 Girard Street	1967	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8614 Girard Street	1967	C	Characteristic
House	8615 Girard Street	1967	C	Characteristic
House	8616 Girard Street	1967	C	Characteristic
House	8617 Girard Street	1967	C	Characteristic
House	8618 Girard Street	1967	C	Characteristic
House	8619 Girard Street	1967	C	Characteristic
House	8620 Girard Street	1967	C	Characteristic
House	8621 Girard Street	1967	C	Characteristic
House	8623 Girard Street	1967	C	Characteristic
House	7700 Glenarden Parkway	1964	C	Characteristic
House	7701 Glenarden Parkway	1964	C	Characteristic
House	7702 Glenarden Parkway	1964	C	Characteristic
House	7703 Glenarden Parkway	1964	C	Characteristic
House	7704 Glenarden Parkway	1964	C	Characteristic
House	7705 Glenarden Parkway	1964	C	Characteristic
House	7706 Glenarden Parkway	1964	C	Characteristic
House	7707 Glenarden Parkway	1964	C	Characteristic
House	7708 Glenarden Parkway	1964	C	Characteristic
House	7709 Glenarden Parkway	1964	C	Characteristic
House	7711 Glenarden Parkway	1964	C	Characteristic
House	7713 Glenarden Parkway	1964	C	Characteristic
House	7715 Glenarden Parkway	1964	C	Characteristic
Public School	7801 Glenarden Parkway	1957	C	Characteristic
House	7802 Glenarden Parkway	1959	C	Characteristic
House	7803 Glenarden Parkway	1961	C	Characteristic
House	7805 Glenarden Parkway	1961	C	Characteristic
House	7806 Glenarden Parkway	1959	C	Characteristic
House	7807 Glenarden Parkway	1961	C	Characteristic
House	7808 Glenarden Parkway	1959	C	Characteristic
House	7809 Glenarden Parkway	1961	C	Characteristic
House	7810 Glenarden Parkway	1959	C	Characteristic
House	7811 Glenarden Parkway	1961	C	Characteristic
House	7812 Glenarden Parkway	1959	C	Characteristic
House	7813 Glenarden Parkway	1961	C	Characteristic
House	7814 Glenarden Parkway	1959	C	Characteristic
House	7815 Glenarden Parkway	1961	C	Characteristic
House	7816 Glenarden Parkway	1959	C	Characteristic
House	7817 Glenarden Parkway	1961	C	Characteristic
House	7818 Glenarden Parkway	1959	C	Characteristic
House	7819 Glenarden Parkway	1961	C	Characteristic
House	7820 Glenarden Parkway	1959	C	Characteristic
House	7821 Glenarden Parkway	1959	C	Characteristic
House	7901 Glenarden Parkway	1959	C	Characteristic
House	7902 Glenarden Parkway	1959	C	Characteristic
House	7903 Glenarden Parkway	1959	C	Characteristic
House	7904 Glenarden Parkway	1959	C	Characteristic
House	7905 Glenarden Parkway	1959	C	Characteristic
House	7906 Glenarden Parkway	1959	C	Characteristic
House	7907 Glenarden Parkway	1959	C	Characteristic
House	7908 Glenarden Parkway	1959	C	Characteristic
House	7909 Glenarden Parkway	1959	C	Characteristic
House	7911 Glenarden Parkway	1959	C	Characteristic
House	7913 Glenarden Parkway	1959	C	Characteristic
House	7915 Glenarden Parkway	1959	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7917 Glenarden Parkway	1958	C	Characteristic
House	7919 Glenarden Parkway	1958	C	Characteristic
House	7921 Glenarden Parkway	1958	C	Characteristic
House	7923 Glenarden Parkway	1958	C	Characteristic
House	7925 Glenarden Parkway	1958	C	Characteristic
House	7927 Glenarden Parkway	1958	C	Characteristic
House	7929 Glenarden Parkway	1958	C	Characteristic
Apartments	7924-7932 Glenarden Parkway	1965	C	Characteristic
Apartments	7933-7941 Glenarden Parkway	1965	C	Characteristic
Apartments	8106-8112 Glenarden Parkway	1965	C	Characteristic
Town Hall and Police Station	8600 Glenarden Parkway	1975	C	Characteristic
Glenarden Public Housing Townhouses	8607-8637 Glenarden Parkway	1975	C	Characteristic
House	8608 Glenarden Parkway	1953	C	Characteristic
House	8610 Glenarden Parkway	1978	C	Characteristic
House	8612 Glenarden Parkway	1978	C	Characteristic
House	8614 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8616 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8618 Glenarden Parkway	1948	C	Characteristic
House	8620 Glenarden Parkway	1976	C	Characteristic
House	8624 Glenarden Parkway	1976	C	Characteristic
House	8628 Glenarden Parkway	1963	C	Characteristic
House	8636 Glenarden Parkway	1976	C	Characteristic
Glenarden Public Housing office	8639 Glenarden Parkway	1975	C	Characteristic
House	8640 Glenarden Parkway	1978	C	Characteristic
House	8642 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8646 Glenarden Parkway	1947	C	Characteristic
House	8657 Glenarden Parkway	1978	C	Characteristic
House	8659 Glenarden Parkway	1978	C	Characteristic
House	8661 Glenarden Parkway	1978	C	Characteristic
House	8663 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8665 Glenarden Parkway	1978	C	Characteristic
House	8667 Glenarden Parkway	1950	C	Characteristic
House	8700 Glenarden Parkway	1975	C	Characteristic
House	8711 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8721 Glenarden Parkway	1990	NC	Outside Period of Significance
Public Library	8724 Glenarden Parkway	1977	C	Characteristic
House	8729 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8733 Glenarden Parkway	1951	C	Characteristic
House	8737 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8800 Glenarden Parkway	1975	C	Characteristic
House	8806 Glenarden Parkway	1962	C	Characteristic
House	8808 Glenarden Parkway	1986	NC	Outside Period of Significance
House	8822 Glenarden Parkway	1993	NC	Outside Period of Significance
House	8829 Glenarden Parkway	1968	C	Characteristic
House	8830 Glenarden Parkway	1963	C	Characteristic
House	8834 Glenarden Parkway	1971	C	Characteristic
House	8901 Glenarden Parkway	1959	C	Characteristic
House	8903 Glenarden Parkway	1968	C	Characteristic
House	8905 Glenarden Parkway	1937	NC	Outside Period of Significance
House	8929 Glenarden Parkway	1984	NC	Outside Period of Significance

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8932 Glenarden Parkway	1962	C	Characteristic
House	9001 Glenarden Parkway	1978	C	Characteristic
House	9002 Glenarden Parkway	1995	NC	Outside Period of Significance
House	9006 Glenarden Parkway	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	9013 Glenarden Parkway	1970	C	Characteristic
House	9017 Glenarden Parkway	1970	C	Characteristic
House	9021 Glenarden Parkway	1970	C	Characteristic
House	9023 Glenarden Parkway	1985	NC	Outside Period of Significance
House	9025 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9027 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9036 Glenarden Parkway	1958	C	Characteristic
House	9037 Glenarden Parkway	1963	C	Characteristic
House	9044 Glenarden Parkway	1990	NC	Outside Period of Significance
House	9046 Glenarden Parkway	1984	NC	Outside Period of Significance
Townhouse	9051 Glenarden Parkway	1984	NC	Outside Period of Significance
Bridge (SHA Bridge No. 1614900)	Glenarden Parkway over I-495	1964	NC	Constructed as part of I-495; Glenarden was not involved in its design or construction
Apartment	3201 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3203 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3205 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3207 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3209 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3211 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3213 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3215 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3217 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3219 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3221 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3223 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3225 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3227 West Glenreed Court	1996	NC	Outside Period of Significance
Townhouse	3301 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3303 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3305 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3307 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3309 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3311 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3313 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3315 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3317 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3319 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3321 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3323 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3325 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3327 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3329 East Glenreed Court	1999	NC	Outside Period of Significance
House	7800 Grant Drive	1959	C	Characteristic
House	7801 Grant Drive	1959	C	Characteristic
House	7901 Grant Drive	1958	C	Characteristic
House	7902 Grant Drive	1964	C	Characteristic
House	7904 Grant Drive	1964	C	Characteristic
House	7906 Grant Drive	1964	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7907 Grant Drive	1964	C	Characteristic
House	7908 Grant Drive	1964	C	Characteristic
House	7909 Grant Drive	1964	C	Characteristic
House	7910 Grant Drive	1964	C	Characteristic
House	7911 Grant Drive	1964	C	Characteristic
House	7912 Grant Drive	1964	C	Characteristic
House	7913 Grant Drive	1964	C	Characteristic
House	7914 Grant Drive	1964	C	Characteristic
House	7915 Grant Drive	1964	C	Characteristic
House	7916 Grant Drive	1964	C	Characteristic
House	7917 Grant Drive	1964	C	Characteristic
House	7918 Grant Drive	1964	C	Characteristic
House	7919 Grant Drive	1964	C	Characteristic
House	7920 Grant Drive	1964	C	Characteristic
House	7921 Grant Drive	1964	C	Characteristic
House	7922 Grant Drive	1964	C	Characteristic
House	7923 Grant Drive	1964	C	Characteristic
House	7924 Grant Drive	1964	C	Characteristic
House	7925 Grant Drive	1964	C	Characteristic
House	7926 Grant Drive	1964	C	Characteristic
House	7927 Grant Drive	1964	C	Characteristic
House	7928 Grant Drive	1964	C	Characteristic
House	7929 Grant Drive	1964	C	Characteristic
House	7930 Grant Drive	1964	C	Characteristic
House	7932 Grant Drive	1964	C	Characteristic
House	7933 Grant Drive	1964	C	Characteristic
House	7934 Grant Drive	1964	C	Characteristic
House	7936 Grant Drive	1964	C	Characteristic
House	7937 Grant Drive	1964	C	Characteristic
House	8600 Hamlin Street	1963	C	Characteristic
House	8601 Hamlin Street	1963	C	Characteristic
House	8602 Hamlin Street	1963	C	Characteristic
House	8603 Hamlin Street	1963	C	Characteristic
House	8604 Hamlin Street	1963	C	Characteristic
House	8605 Hamlin Street	1964	C	Characteristic
House	8606 Hamlin Street	1963	C	Characteristic
House	8607 Hamlin Street	1964	C	Characteristic
House	8608 Hamlin Street	1963	C	Characteristic
House	8609 Hamlin Street	1964	C	Characteristic
House	8610 Hamlin Street	1963	C	Characteristic
House	8611 Hamlin Street	1964	C	Characteristic
House	8612 Hamlin Street	1963	C	Characteristic
House	8613 Hamlin Street	1964	C	Characteristic
House	8614 Hamlin Street	1963	C	Characteristic
House	8615 Hamlin Street	1964	C	Characteristic
House	8616 Hamlin Street	1963	C	Characteristic
House	8617 Hamlin Street	1964	C	Characteristic
House	8701 Hamlin Street	1964	C	Characteristic
House	8702 Hamlin Street	1964	C	Characteristic
House	8703 Hamlin Street	1964	C	Characteristic
House	3202 Hayes Street	1959	C	Characteristic
House	3204 Hayes Street	1959	C	Characteristic
House	3206 Hayes Street	1959	C	Characteristic
House	3210 Hayes Street	1963	C	Characteristic
House	3212 Hayes Street	1962	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3214 Hayes Street	1962	C	Characteristic
House	3216 Hayes Street	1962	C	Characteristic
House	3218 Hayes Street	1962	C	Characteristic
House	3220 Hayes Street	1962	C	Characteristic
House	3300 Hayes Street	1962	C	Characteristic
House	3302 Hayes Street	1962	C	Characteristic
House	3303 Hayes Street	1963	C	Characteristic
House	3304 Hayes Street	1962	C	Characteristic
House	3305 Hayes Street	1962	C	Characteristic
House	3306 Hayes Street	1962	C	Characteristic
House	3307 Hayes Street	1963	C	Characteristic
House	3309 Hayes Street	1962	C	Characteristic
House	3311 Hayes Street	1962	C	Characteristic
House	3312 Hayes Street	1962	C	Characteristic
House	3313 Hayes Street	1962	C	Characteristic
House	3314 Hayes Street	1963	C	Characteristic
House	3315 Hayes Street	1962	C	Characteristic
House	3317 Hayes Street	1962	C	Characteristic
House	3319 Hayes Street	1964	C	Characteristic
House	3321 Hayes Street	1964	C	Characteristic
House	3322 Hayes Street	1963	C	Characteristic
House	3323 Hayes Street	1964	C	Characteristic
House	3324 Hayes Street	1963	C	Characteristic
House	3325 Hayes Street	1964	C	Characteristic
House	3327 Hayes Street	1964	C	Characteristic
House	3329 Hayes Street	1966	C	Characteristic
House	3330 Hayes Street	1966	C	Characteristic
House	3331 Hayes Street	1966	C	Characteristic
House	3333 Hayes Street	1966	C	Characteristic
House	8602 Irvin Avenue	1970	C	Characteristic
House	8604 Irvin Avenue	1970	C	Characteristic
House	8606 Irvin Avenue	1970	C	Characteristic
House	8608 Irvin Avenue	1970	C	Characteristic
House	8616 Irvin Avenue	1978	C	Characteristic
House	8617 Irvin Avenue	1979	NC	Outside Period of Significance
House	8620 Irvin Avenue	1957	C	Characteristic
House	8621 Irvin Avenue	1986	NC	Outside Period of Significance
House	8624 Irvin Avenue	1979	NC	Outside Period of Significance
House	8625 Irvin Avenue	1978	C	Characteristic
House	8626 Irvin Avenue	1979	NC	Outside Period of Significance
House	8627 Irvin Avenue	1969	C	Characteristic
House	8630 Irvin Avenue	1948	C	Characteristic
House	8631 Irvin Avenue	1987	NC	Outside Period of Significance
House	8633 Irvin Avenue	1961	C	Characteristic
House	8634 Irvin Avenue	1978	C	Characteristic
House	8636 Irvin Avenue	1978	C	Characteristic
House	8638 Irvin Avenue	1978	C	Characteristic
House	8639 Irvin Avenue	1961	C	Characteristic
House	3401 Jeff Road	1992	NC	Outside Period of Significance
House	3200 Johnson Court	1959	C	Characteristic
House	3202 Johnson Court	1959	C	Characteristic
House	3203 Johnson Court	1959	C	Characteristic
House	3204 Johnson Court	1959	C	Characteristic
House	3205 Johnson Court	1959	C	Characteristic
House	3206 Johnson Court	1959	C	Characteristic

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Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3207 Johnson Court	1959	C	Characteristic
House	3208 Johnson Court	1959	C	Characteristic
House	3209 Johnson Court	1959	C	Characteristic
House	3210 Johnson Court	1959	C	Characteristic
House	3211 Johnson Court	1959	C	Characteristic
House	3212 Johnson Court	1959	C	Characteristic
House	3213 Johnson Court	1959	C	Characteristic
House	3214 Johnson Court	1959	C	Characteristic
House	3215 Johnson Court	1959	C	Characteristic
House	7801 Johnson Avenue	1958	C	Characteristic
House	7802 Johnson Avenue	1959	C	Characteristic
House	7803 Johnson Avenue	1958	C	Characteristic
House	7804 Johnson Avenue	1959	C	Characteristic
House	7805 Johnson Avenue	1958	C	Characteristic
House	7806 Johnson Avenue	1959	C	Characteristic
House	7807 Johnson Avenue	1958	C	Characteristic
House	7808 Johnson Avenue	1959	C	Characteristic
House	7809 Johnson Avenue	1958	C	Characteristic
House	7810 Johnson Avenue	1959	C	Characteristic
House	7811 Johnson Avenue	1958	C	Characteristic
House	7812 Johnson Avenue	1959	C	Characteristic
House	7813 Johnson Avenue	1958	C	Characteristic
House	7814 Johnson Avenue	1959	C	Characteristic
House	7815 Johnson Avenue	1958	C	Characteristic
House	7816 Johnson Avenue	1959	C	Characteristic
House	7817 Johnson Avenue	1958	C	Characteristic
House	7818 Johnson Avenue	1959	C	Characteristic
House	7819 Johnson Avenue	1958	C	Characteristic
House	7820 Johnson Avenue	1959	C	Characteristic
House	7821 Johnson Avenue	1958	C	Characteristic
House	7900 Johnson Avenue	1959	C	Characteristic
House	7901 Johnson Avenue	1958	C	Characteristic
House	7902 Johnson Avenue	1959	C	Characteristic
House	7903 Johnson Avenue	1958	C	Characteristic
House	7904 Johnson Avenue	1959	C	Characteristic
House	7906 Johnson Avenue	1959	C	Characteristic
House	7908 Johnson Avenue	1959	C	Characteristic
House	7909 Johnson Avenue	1959	C	Characteristic
House	7910 Johnson Avenue	1959	C	Characteristic
House	7912 Johnson Avenue	1959	C	Characteristic
House	7913 Johnson Avenue	1959	C	Characteristic
House	7914 Johnson Avenue	1959	C	Characteristic
House	7915 Johnson Avenue	1959	C	Characteristic
House	7917 Johnson Avenue	1959	C	Characteristic
House	7918 Johnson Avenue	1959	C	Characteristic
House	7919 Johnson Avenue	1959	C	Characteristic
House	7920 Johnson Avenue	1959	C	Characteristic
House	7922 Johnson Avenue	1959	C	Characteristic
House	7924 Johnson Avenue	1959	C	Characteristic
Commercial	7932 Johnson Avenue	1970	C	Characteristic
Commercial	7940 Johnson Avenue	1986	NC	Outside Period of Significance
House	8607 Johnson Avenue	1992	NC	Outside Period of Significance
House	8613 Johnson Avenue	1984	NC	Outside Period of Significance
House	8614 Johnson Avenue	1987	NC	Outside Period of Significance
House	8616 Johnson Avenue	1987	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8617 Johnson Avenue	1984	NC	Outside Period of Significance
House	8618 Johnson Avenue	1987	NC	Outside Period of Significance
House	8620 Johnson Avenue	1985	NC	Outside Period of Significance
House	8621 Johnson Avenue	1962	C	Characteristic
House	8622 Johnson Avenue	1951	C	Characteristic
House	8623 Johnson Avenue	1961	C	Characteristic
House	8630 Johnson Avenue	2007	NC	Outside Period of Significance
House	8632 Johnson Avenue	1950	C	Characteristic
House	8633 Johnson Avenue	1963	C	Characteristic
House	8636 Johnson Avenue	1986	NC	Outside Period of Significance
House	8638 Johnson Avenue	1985	NC	Outside Period of Significance
House	8639 Johnson Avenue	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	8640 Johnson Avenue	1986	NC	Outside Period of Significance
House	8641 Johnson Avenue	1995	NC	Outside Period of Significance
House	8643 Johnson Avenue	1985	NC	Outside Period of Significance
House	8644 Johnson Avenue	1986	NC	Outside Period of Significance
House	8648 Johnson Avenue	1987	NC	Outside Period of Significance
House	8650 Johnson Avenue	1987	NC	Outside Period of Significance
House	8651 Johnson Avenue	1984	NC	Outside Period of Significance
House	8652 Johnson Avenue	1987	NC	Outside Period of Significance
House	2701 Kelner Drive	1963	C	Characteristic
House	2702 Kelner Drive	1963	C	Characteristic
House	2703 Kelner Drive	1963	C	Characteristic
House	2704 Kelner Drive	1963	C	Characteristic
House	2705 Kelner Drive	1963	C	Characteristic
House	2706 Kelner Drive	1963	C	Characteristic
House	2707 Kelner Drive	1963	C	Characteristic
House	2708 Kelner Drive	1963	C	Characteristic
House	2709 Kelner Drive	1963	C	Characteristic
House	2710 Kelner Drive	1963	C	Characteristic
House	2711 Kelner Drive	1963	C	Characteristic
House	2712 Kelner Drive	1963	C	Characteristic
House	2713 Kelner Drive	1963	C	Characteristic
House	2714 Kelner Drive	1963	C	Characteristic
House	2715 Kelner Drive	1963	C	Characteristic
House	2716 Kelner Drive	1963	C	Characteristic
House	2717 Kelner Drive	1963	C	Characteristic
House	2718 Kelner Drive	1963	C	Characteristic
House	2719 Kelner Drive	1963	C	Characteristic
House	2720 Kelner Drive	1963	C	Characteristic
House	2721 Kelner Drive	1963	C	Characteristic
House	2722 Kelner Drive	1963	C	Characteristic
House	2723 Kelner Drive	1963	C	Characteristic
House	2724 Kelner Drive	1963	C	Characteristic
House	8610 Leslie Avenue	1985	NC	Outside Period of Significance
House	8612 Leslie Avenue	1984	NC	Outside Period of Significance
House	8615 Leslie Avenue	1995	NC	Outside Period of Significance
House	8617 Leslie Avenue	1965	C	Characteristic
House	8618 Leslie Avenue	1984	NC	Outside Period of Significance
House	8621 Leslie Avenue	1975	C	Characteristic
House	8622 Leslie Avenue	1984	NC	Outside Period of Significance
House	8623 Leslie Avenue	1965	C	Characteristic
House	8625 Leslie Avenue	1990	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8626 Leslie Avenue	1955	C	Characteristic
House	8627 Leslie Avenue	1963	C	Characteristic
House	8629 Leslie Avenue	1963	C	Characteristic
House	8630 Leslie Avenue	1954	C	Characteristic
House	8631 Leslie Avenue	1959	C	Characteristic
House	8632 Leslie Avenue	1950	C	Characteristic
House	8635 Leslie Avenue	1973	C	Characteristic
House	8636 Leslie Avenue	1979	NC	Outside Period of Significance
House	8637 Leslie Avenue	1951	C	Characteristic
House	8639 Leslie Avenue	1954	C	Characteristic
House	8640 Leslie Avenue	1978	C	Characteristic
House	8641 Leslie Avenue	1994	NC	Outside Period of Significance
House	8642 Leslie Avenue	1963	C	Characteristic
House	8643 Leslie Avenue	1970	C	Characteristic
House	8645 Leslie Avenue	2002	NC	Outside Period of Significance
House	8649 Leslie Avenue	1978	C	Characteristic
House	8650 Leslie Avenue	1953	C	Characteristic
House	8654 Leslie Avenue	1975	C	Characteristic
House	8655 Leslie Avenue	1970	C	Characteristic
House	8612 McLain Avenue	1956	C	Characteristic
Community Center	8615 McLain Avenue	1977	C	Characteristic
House	8618 McLain Avenue	1965	C	Characteristic
House	8633 McLain Avenue	1970	C	Characteristic
House	8635 McLain Avenue	1987	NC	Outside Period of Significance
House	8640 McLain Avenue	1979	NC	Outside Period of Significance
House	8644 McLain Avenue	1978	C	Characteristic
House	8648 McLain Avenue	1963	C	Characteristic
House	8650 McLain Avenue	1986	NC	Outside Period of Significance
House	8652 McLain Avenue	1979	NC	Outside Period of Significance
House	8656 McLain Avenue	1986	NC	Outside Period of Significance
House	8660 McLain Avenue	1987	NC	Outside Period of Significance
House	8705 McLain Avenue	1994	NC	Outside Period of Significance
House	8710 McLain Avenue	1994	NC	Outside Period of Significance
House	8714 McLain Avenue	1992	NC	Outside Period of Significance
House	8718 McLain Avenue	1991	NC	Outside Period of Significance
House	8721 McLain Avenue	1997	NC	Outside Period of Significance
House	8722 McLain Avenue	1991	NC	Outside Period of Significance
House	8723 McLain Avenue	1997	NC	Outside Period of Significance
House	8725 McLain Avenue	2001	NC	Outside Period of Significance
House	8728 McLain Avenue	1991	NC	Outside Period of Significance
House	8733 McLain Avenue	1964	C	Characteristic
Commercial	7907 Martin Luther King Jr. Highway	1958	C	Characteristic
Commercial	7909 Martin Luther King Jr. Highway	1960	C	Characteristic
Commercial	7910 Martin Luther King Jr. Highway	1974	C	Characteristic
Mosque	8000 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
Commercial	8005 Martin Luther King Jr. Highway	1971	C	Characteristic
Commercial	8100 Martin Luther King Jr. Highway	1962	C	Characteristic
Commercial	8200 Martin Luther King Jr. Highway	1984	NC	Outside Period of Significance

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
American Legion	8201 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
House	7900 Piedmont Avenue	1959	C	Characteristic
House	7901 Piedmont Avenue	1958	C	Characteristic
House	7902 Piedmont Avenue	1959	C	Characteristic
House	7903 Piedmont Avenue	1958	C	Characteristic
House	7904 Piedmont Avenue	1959	C	Characteristic
House	7905 Piedmont Avenue	1958	C	Characteristic
House	7906 Piedmont Avenue	1959	C	Characteristic
House	7908 Piedmont Avenue	1959	C	Characteristic
House	7909 Piedmont Avenue	1958	C	Characteristic
House	7910 Piedmont Avenue	1959	C	Characteristic
House	7911 Piedmont Avenue	1958	C	Characteristic
House	7912 Piedmont Avenue	1959	C	Characteristic
House	7913 Piedmont Avenue	1958	C	Characteristic
House	7914 Piedmont Avenue	1959	C	Characteristic
House	7915 Piedmont Avenue	1958	C	Characteristic
House	7916 Piedmont Avenue	1959	C	Characteristic
House	7918 Piedmont Avenue	1959	C	Characteristic
House	7920 Piedmont Avenue	1959	C	Characteristic
Public Park	7921 Piedmont Avenue	1974	C	Characteristic
House	7922 Piedmont Avenue	1959	C	Characteristic
House	7924 Piedmont Avenue	1959	C	Characteristic
House	7926 Piedmont Avenue	1959	C	Characteristic
House	7928 Piedmont Avenue	1959	C	Characteristic
House	7930 Piedmont Avenue	1959	C	Characteristic
House	7932 Piedmont Avenue	1959	C	Characteristic
House	7935 Piedmont Avenue	1988	NC	Outside Period of Significance
House	7939 Piedmont Avenue	1919	NC	Outside Period of Significance
House	7941 Piedmont Avenue	1957	C	Characteristic
House	3100 Polk Court	1964	C	Characteristic
House	3101 Polk Court	1964	C	Characteristic
House	3102 Polk Court	1964	C	Characteristic
House	3103 Polk Court	1964	C	Characteristic
House	7900 Polk Street	1964	C	Characteristic
House	7901 Polk Street	1964	C	Characteristic
House	7902 Polk Street	1964	C	Characteristic
House	7903 Polk Street	1964	C	Characteristic
House	7904 Polk Street	1964	C	Characteristic
House	7905 Polk Street	1964	C	Characteristic
House	7906 Polk Street	1964	C	Characteristic
House	7907 Polk Street	1964	C	Characteristic
House	7908 Polk Street	1964	C	Characteristic
House	7909 Polk Street	1964	C	Characteristic
House	7910 Polk Street	1964	C	Characteristic
House	7911 Polk Street	1964	C	Characteristic
House	7912 Polk Street	1964	C	Characteristic
House	7913 Polk Street	1964	C	Characteristic
House	7914 Polk Street	1964	C	Characteristic
House	7915 Polk Street	1964	C	Characteristic
House	7916 Polk Street	1964	C	Characteristic
House	7917 Polk Street	1964	C	Characteristic
House	7918 Polk Street	1964	C	Characteristic
House	7919 Polk Street	1964	C	Characteristic
House	7920 Polk Street	1964	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7921 Polk Street	1964	C	Characteristic
House	7922 Polk Street	1964	C	Characteristic
House	7923 Polk Street	1964	C	Characteristic
House	7924 Polk Street	1964	C	Characteristic
House	7925 Polk Street	1964	C	Characteristic
House	7927 Polk Street	1964	C	Characteristic
House	7929 Polk Street	1964	C	Characteristic
House	7931 Polk Street	1964	C	Characteristic
House	7933 Polk Street	1964	C	Characteristic
House	7934 Polk Street	1964	C	Characteristic
House	7935 Polk Street	1964	C	Characteristic
House	7936 Polk Street	1964	C	Characteristic
House	7937 Polk Street	1964	C	Characteristic
House	7938 Polk Street	1964	C	Characteristic
House	7939 Polk Street	1964	C	Characteristic
House	2901 Reed Street	1976	C	Characteristic
House	2910 Reed Street	1970	C	Characteristic
House	2912 Reed Street	1970	C	Characteristic
House	2914 Reed Street	1970	C	Characteristic
House	2916 Reed Street	1970	C	Characteristic
House	2918 Reed Street	1970	C	Characteristic
House	2920 Reed Street	1970	C	Characteristic
House	3105 Reed Street	1978	C	Characteristic
Apartments	3201-3203 Reed Street	1965	C	Characteristic
Apartments	3200-3204 Reed Street	1965	C	Characteristic
Apartments	3206-3208 Reed Street	1965	C	Characteristic
Apartments	3210-3212 Reed Street	1965	C	Characteristic
House	8500 Reicher Street	1963	C	Characteristic
House	8501 Reicher Street	1963	C	Characteristic
House	8502 Reicher Street	1963	C	Characteristic
House	8503 Reicher Street	1963	C	Characteristic
House	8504 Reicher Street	1963	C	Characteristic
House	8506 Reicher Street	1963	C	Characteristic
House	8508 Reicher Street	1963	C	Characteristic
House	8600 Reicher Street	1963	C	Characteristic
House	8601 Reicher Street	1964	C	Characteristic
House	8602 Reicher Street	1963	C	Characteristic
House	8603 Reicher Street	1964	C	Characteristic
House	8604 Reicher Street	1964	C	Characteristic
House	8605 Reicher Street	1964	C	Characteristic
House	8606 Reicher Street	1963	C	Characteristic
House	8607 Reicher Street	1964	C	Characteristic
House	8608 Reicher Street	1963	C	Characteristic
House	8609 Reicher Street	1964	C	Characteristic
House	8610 Reicher Street	1964	C	Characteristic
House	8611 Reicher Street	1964	C	Characteristic
House	8612 Reicher Street	1964	C	Characteristic
House	8613 Reicher Street	1964	C	Characteristic
House	8615 Reicher Street	1964	C	Characteristic
House	8616 Reicher Street	1964	C	Characteristic
House	8617 Reicher Street	1964	C	Characteristic
House	8619 Reicher Street	1963	C	Characteristic
House	8620 Reicher Street	1964	C	Characteristic
House	8621 Reicher Street	1963	C	Characteristic
House	8622 Reicher Street	1964	C	Characteristic

Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8623 Reicher Street	1963	C	Characteristic
House	8624 Reicher Street	1964	C	Characteristic
House	8625 Reicher Street	1963	C	Characteristic
House	8626 Reicher Street	1964	C	Characteristic
House	8628 Reicher Street	1964	C	Characteristic
House	8630 Reicher Street	1964	C	Characteristic
House	8632 Reicher Street	1964	C	Characteristic
House	8634 Reicher Street	1964	C	Characteristic
House	8636 Reicher Street	1964	C	Characteristic
House	8700 Reicher Street	1967	C	Characteristic
House	8701 Reicher Street	1967	C	Characteristic
House	8702 Reicher Street	1967	C	Characteristic
House	8703 Reicher Street	1967	C	Characteristic
House	8704 Reicher Street	1967	C	Characteristic
House	8706 Reicher Street	1967	C	Characteristic
House	8708 Reicher Street	1967	C	Characteristic
Public Park	8710 Reicher Street	1970	C	Resource constructed within the period of significance for the district and reflects the elements that make the historic district eligible for the NRHP
House	8906 Scheurer Street	1964	C	Characteristic
House	8907 Scheurer Street	1964	C	Characteristic
House	8908 Scheurer Street	1964	C	Characteristic
House	8909 Scheurer Street	1964	C	Characteristic
House	8910 Scheurer Street	1964	C	Characteristic
House	8912 Scheurer Street	1964	C	Characteristic
House	3408 St. Johns Place	1964	C	Characteristic
House	3409 St. Johns Place	1964	C	Characteristic
House	3410 St. Johns Place	1964	C	Characteristic
House	3411 St. Johns Place	1964	C	Characteristic
House	3500 St. Johns Place	1964	C	Characteristic
House	3501 St. Johns Place	1964	C	Characteristic
House	3502 St. Johns Place	1964	C	Characteristic
House	3503 St. Johns Place	1964	C	Characteristic
House	3504 St. Johns Place	1964	C	Characteristic
House	3505 St. Johns Place	1964	C	Characteristic
House	3506 St. Johns Place	1964	C	Characteristic
House	3507 St. Johns Place	1964	C	Characteristic
House	3508 St. Johns Place	1964	C	Characteristic
House	3509 St. Johns Place	1964	C	Characteristic
House	3510 St. Johns Place	1964	C	Characteristic
House	3600 St. Johns Place	1964	C	Characteristic
House	3601 St. Johns Place	1964	C	Characteristic
House	3602 St. Johns Place	1964	C	Characteristic
House	3603 St. Johns Place	1964	C	Characteristic
House	3604 St. Johns Place	1964	C	Characteristic
House	3605 St. Johns Place	1964	C	Characteristic
House	3606 St. Johns Place	1964	C	Characteristic
House	3607 St. Johns Place	1964	C	Characteristic
House	3608 St. Johns Place	1964	C	Characteristic
House	3609 St. Johns Place	1964	C	Characteristic
House	3610 St. Johns Place	1964	C	Characteristic
House	3611 St. Johns Place	1964	C	Characteristic
House	3612 St. Johns Place	1964	C	Characteristic
House	3613 St. Johns Place	1964	C	Characteristic

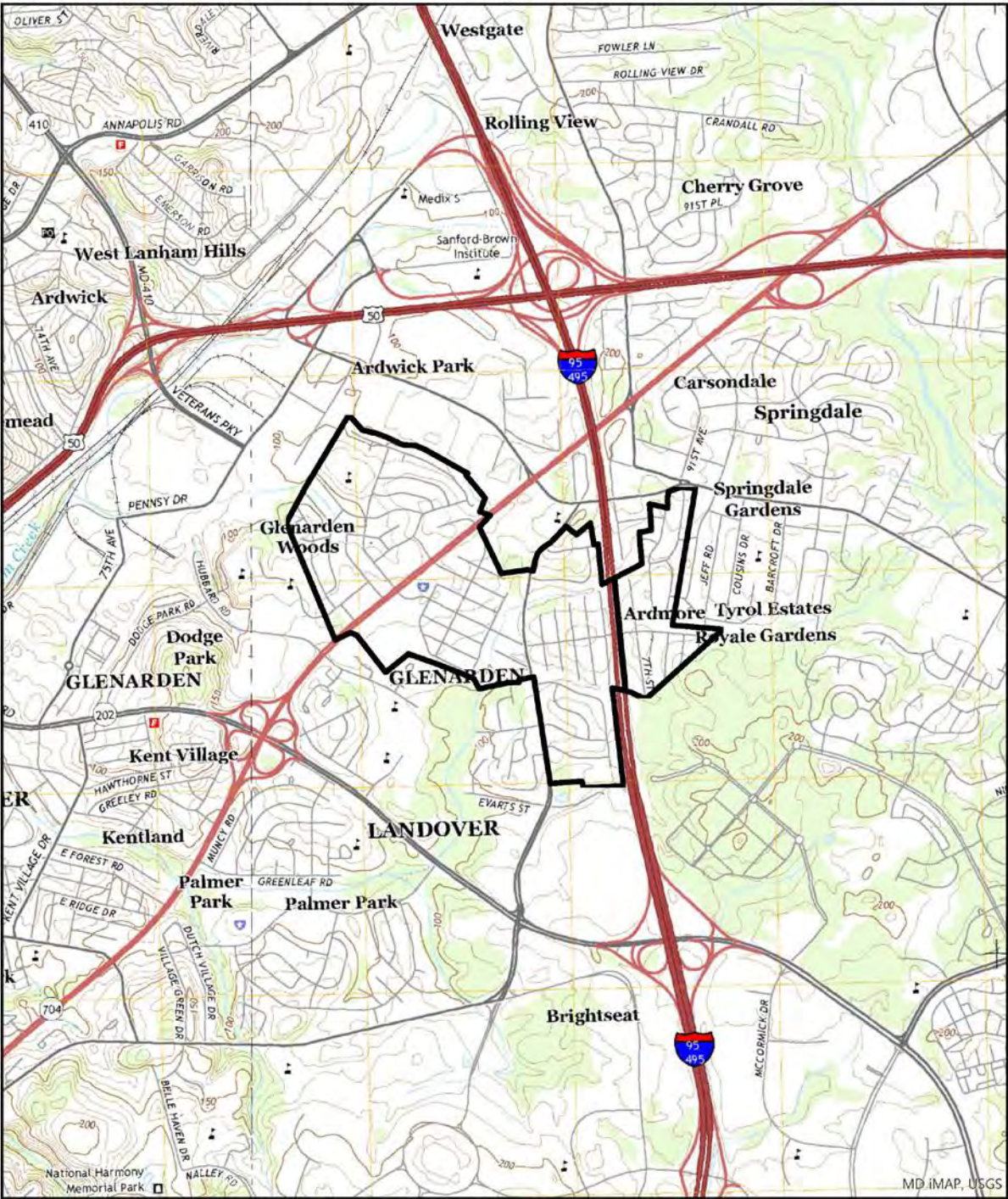
Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3614 St. Johns Place	1964	C	Characteristic
House	3615 St. Johns Place	1964	C	Characteristic
House	3616 St. Johns Place	1964	C	Characteristic
House	3617 St. Johns Place	1964	C	Characteristic
House	3618 St. Johns Place	1964	C	Characteristic
House	3619 St. Johns Place	1964	C	Characteristic
House	8800 Sterling Street	1963	C	Characteristic
House	8801 Sterling Street	1963	C	Characteristic
House	8802 Sterling Street	1964	C	Characteristic
House	8803 Sterling Street	1963	C	Characteristic
House	8804 Sterling Street	1964	C	Characteristic
House	8805 Sterling Street	1963	C	Characteristic
House	8806 Sterling Street	1963	C	Characteristic
House	8807 Sterling Street	1963	C	Characteristic
House	8808 Sterling Street	1964	C	Characteristic
House	8812 Sterling Street	1964	C	Characteristic
House	8813 Sterling Street	1930	NC	Characteristic
House	8816 Sterling Street	1964	C	Characteristic
House	8817 Sterling Street	2015	NC	Outside Period of Significance
House	8820 Sterling Street	1964	C	Characteristic
House	8821 Sterling Street	1940	C	Characteristic
House	8824 Sterling Street	1964	C	Characteristic
House	8828 Sterling Street	1964	C	Characteristic
House	2800 Swann Wing Court	2015	NC	Outside Period of Significance
House	2802 Swann Wing Court	2014	NC	Outside Period of Significance
House	3100 Tyler Court	1964	C	Characteristic
House	3101 Tyler Court	1964	C	Characteristic
House	3102 Tyler Court	1964	C	Characteristic
House	3103 Tyler Court	1964	C	Characteristic
House	3104 Tyler Court	1964	C	Characteristic
House	7810 Tyler Street	1959	C	Characteristic
House	7902 Tyler Street	1964	C	Characteristic
House	7904 Tyler Street	1964	C	Characteristic
House	7906 Tyler Street	1964	C	Characteristic
House	7907 Tyler Street	1964	C	Characteristic
House	7908 Tyler Street	1964	C	Characteristic
House	7910 Tyler Street	1964	C	Characteristic
House	7911 Tyler Street	1964	C	Characteristic
House	7912 Tyler Street	1964	C	Characteristic
House	7913 Tyler Street	1964	C	Characteristic
House	7914 Tyler Street	1964	C	Characteristic
House	7915 Tyler Street	1964	C	Characteristic
House	7916 Tyler Street	1964	C	Characteristic
House	7917 Tyler Street	1964	C	Characteristic
House	7918 Tyler Street	1964	C	Characteristic
House	7919 Tyler Street	1964	C	Characteristic
House	7926 Tyler Street	1964	C	Characteristic
House	7928 Tyler Street	1964	C	Characteristic
House	7930 Tyler Street	1964	C	Characteristic
House	7931 Tyler Street	1964	C	Characteristic
House	1301 Wesley Street	1990	NC	Outside Period of Significance
House	1307 Wesley Street	1989	NC	Outside Period of Significance
House	1311 Wesley Street	1989	NC	Outside Period of Significance
House	1315 Wesley Street	1989	NC	Outside Period of Significance
House	1401 Wesley Street	1989	NC	Outside Period of Significance

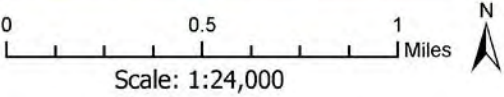
Glenarden Historic District (PG:72-26; PG:73-26)
East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50
Glenarden, Prince George's County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 Wesley Street	1989	NC	Outside Period of Significance
House	1414 Wesley Street	1965	C	Characteristic
House	1415 Wesley Street	1989	NC	Outside Period of Significance
House	1505 Wesley Street	1986	NC	Outside Period of Significance
House	1509 Wesley Street	1951	C	Characteristic
House	1521 Wesley Street	1968	C	Characteristic
House	1525 Wesley Street	1987	NC	Outside Period of Significance
House	1527 Wesley Street	1987	NC	Outside Period of Significance
House	1529 Wesley Street	1987	NC	Outside Period of Significance

Glenarden Historic District Prince George's County
Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



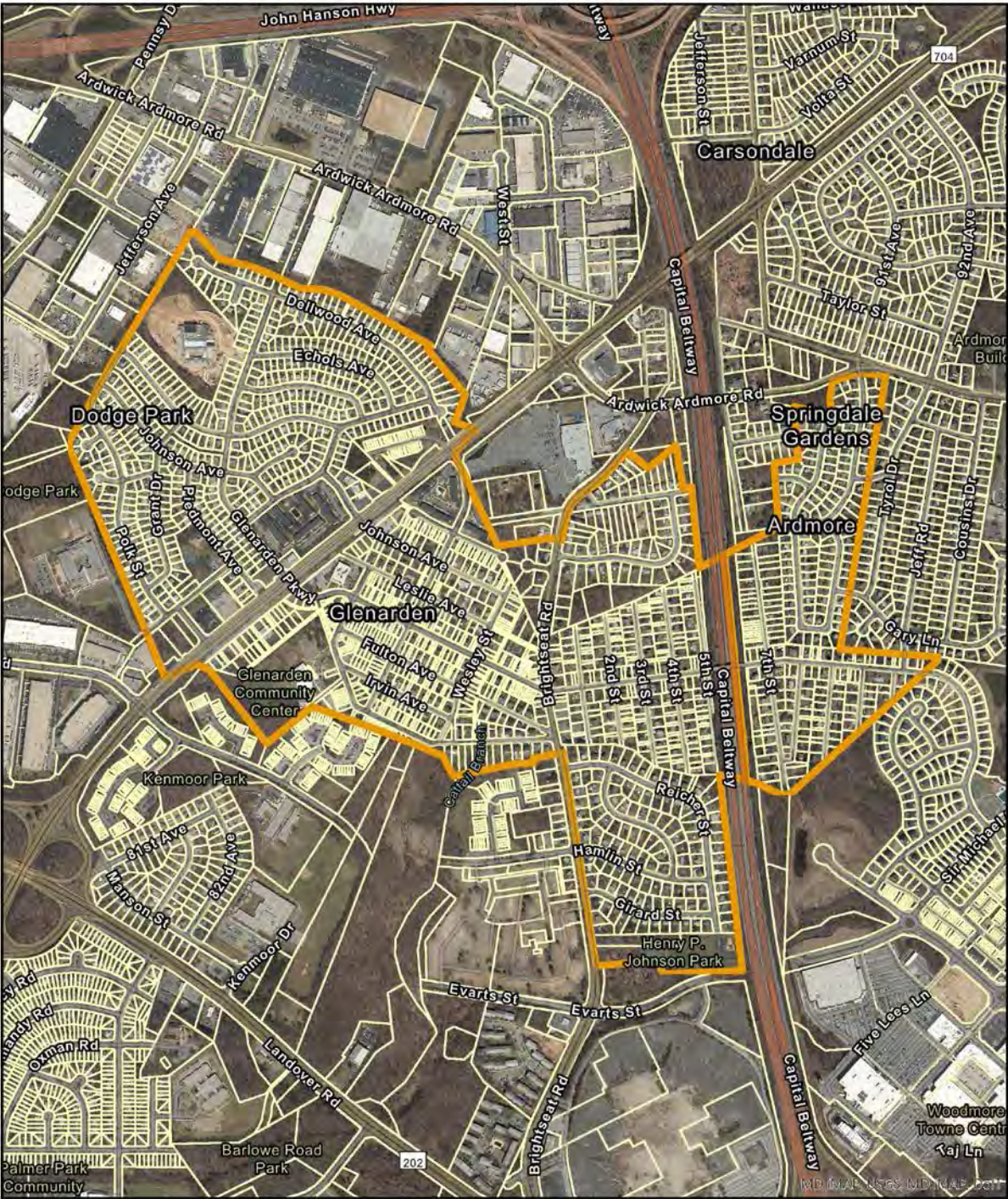
USGS 7.5' Quadrangle - Lanham



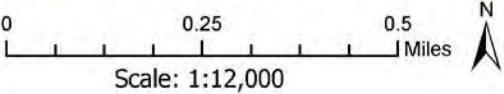
Glenarden Historic District

Prince George's County

Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



USGS 7.5' Quadrangle - Lanham





Community park on Church Street, facing northwest.



7914 Piedmont Avenue in Glenarden Woods, facing northeast.



7913 Echols Avenue, north elevation.



View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.



The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.



Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.



Single-family dwellings on 7th Street in Glenarden Heights, facing south.



View of houses on McLain Avenue, looking southwest from Fulton Avenue.



Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.



Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.



Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.



View along south side of Amador Drive in Ardmore Village, looking east.



View of 8605 Hamlin Street in Royale Gardens, looking southwest.



Streetscape of Girard Street in Royale Gardens, looking southeast.

PHOTO LOG

Number of Photos: **14**

Name of Photographer: **Danae Peckler, Melissa Butler**

Date of Photographs: **2018-08-07**

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

File Format: **PG:73-26_2018-08-07_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Community park on Church Street, facing northwest.

02.tif

7914 Piedmont Avenue in Glenarden Woods, facing northeast.

03.tif

7913 Echols Avenue, north elevation.

04.tif

View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.

05.tif

The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.

06.tif

Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.

07.tif

Single-family dwellings on 7th Street in Glenarden Heights, facing south.

08.tif

View of houses on McLain Avenue, looking southwest from Fulton Avenue.

09.tif

Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.

10.tif

Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.

11.tif

Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.

12.tif

View along south side of Amador Drive in Ardmore Village, looking east.

13.tif

View of 8605 Hamlin Street in Royale Gardens, looking southwest.

14.tif

Streetscape of Girard Street in Royale Gardens, looking southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Glenn-Hills

Inventory Number: PG:76B-86

Address: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west.

Historic District: Yes

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0097

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine M. Watts

Date Prepared: Jul 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Glenn-Hills is a planned residential neighborhood in Temple Hills, bounded by the Yorkshire Village subdivision to the north, Old Branch Avenue to the east, and the Middleton Farm subdivision to the south and west. The approximately 15.5-acre neighborhood comprises three cul-de-sacs, one side street, and portions of Old Branch Avenue, a main thoroughfare in this part of Prince George's County. Glenn-Hills lacks sidewalks and community amenities, but has street lamps on utility poles. The 29 single-family dwellings sit on individual lots measuring between 0.25 and 0.65 acre, the majority of which are closer to 0.25 acre. A mix of gravel and paved driveways provide access to the primary entrances. Some houses have paved pedestrian paths to the street. The individual lots are landscaped with grassy lawns with scattered trees, bushes at the façade and moderate tree coverage in rear yards, some of which are fenced. A few front yards are fenced with metal chain-link fences. Secondary resources include sheds and detached garages.

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

Description:

Glenn-Hills is a planned residential neighborhood built between 1935 and 1956, with the majority of houses built by 1940. One Two-Story Massed modern infill house (5206 Glenn Hills Roadway) was built in 2016. Middleton Lane and the Glenn Hills Roadway cul-de-sac branch off of Old Branch Avenue, while the Edgewood Drive and Springwood Drive cul-de-sacs branch off of these two. The majority of dwellings are Cape Cod houses, with a few Craftsman-style bungalows and two Two-Story Massed houses (one that is infill, one that is a modification).

Dwellings in Glenn-Hills are primarily three bays wide and one-and-a-half stories, clad in brick veneer or siding (vinyl, asbestos, and wood). Roofs are primarily side-gabled with front-gabled dormers, sheathed in asphalt shingles. Most dwellings have an exterior-end brick chimney, although there are some central-interior and interior-ridge brick chimneys. Primary entrances are centrally located on the façade and contain a single-leaf fiberglass door. A few original paneled wood doors remain, such as the one at 5208 Springwood Drive. Storm doors are common. Some houses have a front-gabled entry porch, while a few have full-length shed-roofed porches along the façade. Original windows are six-over-six and six-over-one, double-hung-sash, wood-frame units. Replacement windows are very common and include one-over-one, double-hung-sash vinyl units, often in pairs. Vinyl louvered and paneled shutters are present on the façades of most houses. Small side or rear additions are common.

Historic Context:

Glenn-Hills was platted in 1939 on land originally part of a large farm belonging to Theodore. B. Middleton (PGCPB BB 7, 60; SHD 4, 92). The Glenn-Hills plat was drawn for Mildred Wheatley and W. Alvin Lusby, who owned the majority of the property, along with five men, Howard J. Beall, Harry E. Taltavull, John M. Taltavull, William H. Taylor, and Clyde L. Bell, who had already purchased individual lots in the subdivision, the majority of which were on Middleton Avenue (PGCPB BB 7, 60). While 42 lots were planned, only 29 houses were built, and neither Springwood Drive nor Glenn Hills Roadway connected to Edgewood Drive as drawn on the plat. Twenty-two houses were built by 1940, and research indicates that a variety of owners and builders operated independently of one another to construct houses and sell them to individual buyers. The largest property owner, W. Alvin Lusby, was an investor and builder in the Prince George's County area, and received several building permits from the county in the early 1950s. No permits specifically for houses in Glenn-Hills were found, but there was a permit issued to Lusby in 1957 for a house at 5203 Middleton Lane (The Evening Star 1957: B-9). Present numbering for Middleton Lane starts in the 5600s, suggesting the street may have been renumbered. Research did not yield any newspaper advertisements for Glenn-Hills.

Evaluation:

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

Glenn-Hills is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs from the Modern Period. The subdivision is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Glenn-Hills is not eligible under Criterion A.

The initial investors in Glenn-Hills: Howard J. Beall, Harry E. Taltavull, John M. Taltavull, William H. Taylor, and Clyde L. Bell, W. Alvin Lusby, and Mildred Wheatley, are not known to have any significant influence on suburbanization in Maryland. Research has not shown that Glenn-Hills is associated with the lives of any other persons significant in the past. Therefore, Glenn-Hills is not eligible under Criterion B.

Glenn-Hills is not a good example of a planned residential neighborhood of the era. The subdivision is small in scale, and its Cape Cod houses represent common styles and forms. The houses are not the work of master architects, and the development does not convey any distinctive characteristics or artistic value. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 15.5 acres and is roughly bounded by Yorkshire Village subdivision to the north, Old Branch Avenue to the east, and Middleton Farm subdivision to the south and west. It includes multiple parcels on Prince George's County Tax Map 0097 (2019).

References:

The Evening Star. 1929. "T.B. Middleton, 72, Politician, Expires." August 7, 1929, 4.

---1937. "Baby Farms and Small Tracts at Absolute Auction." Advertisement. June 5, 1937, C-16.

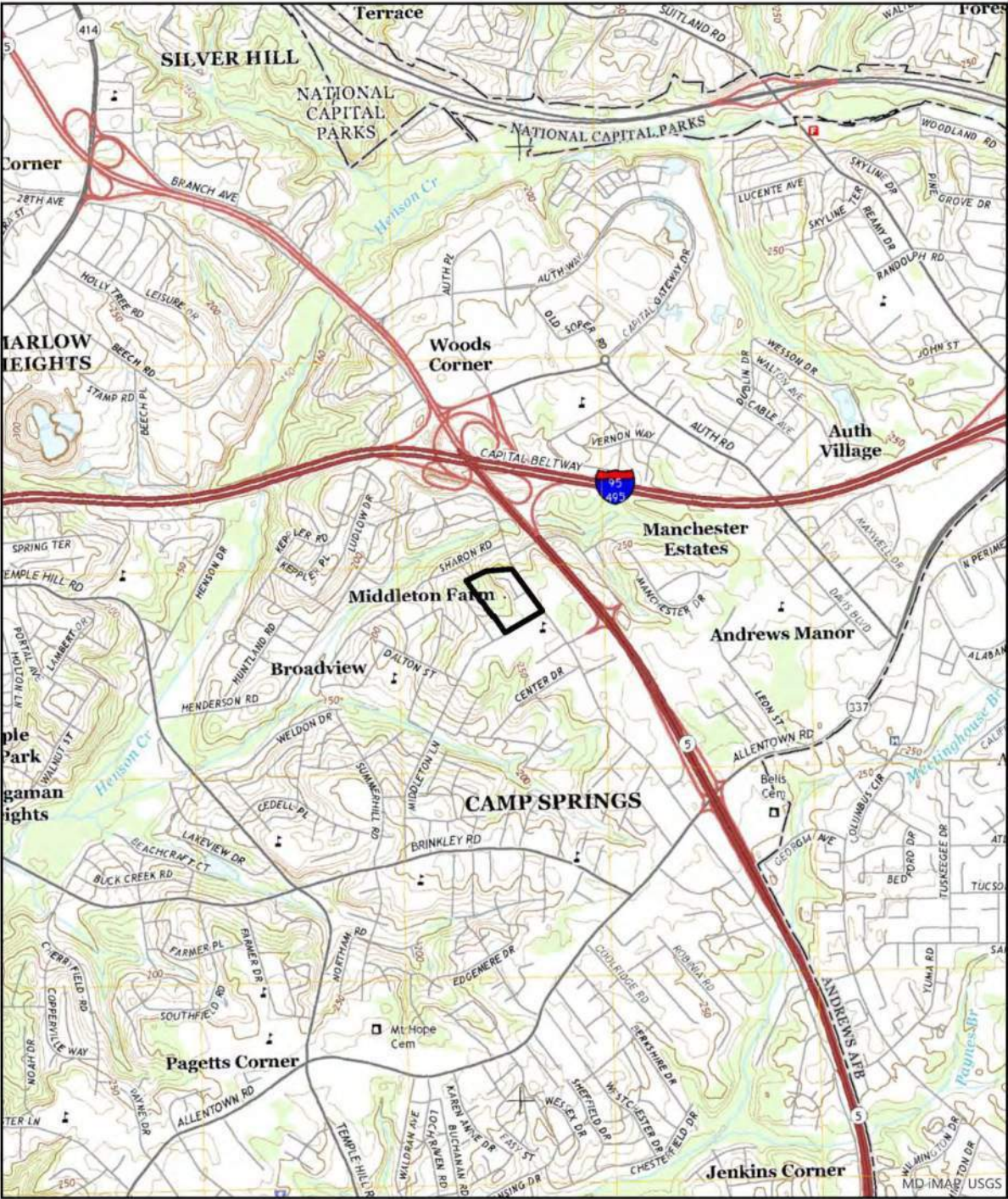
---1957. "More Homes Authorized in Prince Georges County." April 13, 1957, B-9.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed July 15, 2019.

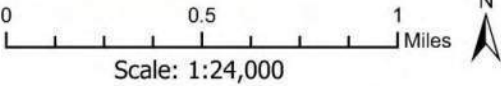
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed July 15, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s152>.

Glenn-Hills Prince George's County
Location: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west. City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



Glenn-Hills

Prince George's County

Location: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west.

City: Temple Hills





5505 Old Branch Avenue, northwest elevation.



5517 Old Branch Avenue, northeast oblique.



Streetscape on Middleton Lane showing 5605 and 6507, looking northwest.



5605 Middleton Lane, southwest oblique.



5609 Middleton Lane, southeast elevation.



5613 Middleton Lane, southeast elevation.



5506 Edgewood Drive, southwest oblique.



5500 Edgewood Drive, southwest oblique.



5204 Springwood Drive, southwest elevation.



5214 Glenn Hills Roadway, southeast oblique.



5206 Glenn Hills Roadway, looking west.

Number of Photos: **11**
Name of Photographer: **Katherine M. Watts**
Date of Photographs: **2019-07-09**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-86_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

- 01.tif
5505 Old Branch Avenue, northwest elevation.
- 02.tif
5517 Old Branch Avenue, northeast oblique.
- 03.tif
Streetscape on Middleton Lane showing 5605 and 6507, looking northwest.
- 04.tif
5605 Middleton Lane, southwest oblique.
- 05.tif
5609 Middleton Lane, southeast elevation.
- 06.tif
5613 Middleton Lane, southeast elevation.
- 07.tif
5506 Edgewood Drive, southwest oblique.
- 08.tif
5500 Edgewood Drive, southwest oblique.
- 09.tif
5204 Springwood Drive, southwest elevation.
- 10.tif
5214 Glenn Hills Roadway, southeast oblique.
- 11.tif
5206 Glenn Hills Roadway, looking west.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Goddard Space Village

Inventory Number: PG:67-70

Address: East of I-495 and west of the Hanover Parkway

Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Hanover Greenbelt LLC

Tax Account ID: 21-2410686

Tax Map Parcel(s): 0000

Tax Map: 0034

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Goddard Space Village, currently known as The Hanover Apartments, is a garden apartment complex located on a 14.7-acre lot on the west side of Hanover Parkway in Greenbelt. It is bound by I-495 to the west, the Hunting Ridge Condominiums to the south, Hanover Parkway to the east, and a wooded lot to the north. The complex is set on a sloped lot covered by a manicured grass lawn and sparse trees. Buildings are lined with concrete sidewalks, and brick retaining walls lined with a metal rail are located throughout the property. The complex is composed of nine apartment buildings, a playground, two pools, a pool house/leasing office, three storage sheds, garage, and an entrance sign. The complex is accessed by a driveway from Hanover Parkway in the northern portion of the property. The parking areas in between

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

or adjacent to apartment buildings, primarily oriented northwest to southeast, stem off of the driveway. Metal lampposts and vinyl trash enclosures are scattered throughout the complex.

Description:

Goddard Space Village is a garden apartment complex constructed in 1966 during the Suburban Diversification Period (1961-1980). The linear apartment buildings are three to four stories in height, 12 bays wide, and constructed with minimal Contemporary-style influences. They are set on a full basement, typically exposed as a full story on the rear elevation, clad in a stretcher-bond brick veneer. The structural system is also clad in a brick veneer with parged paneling between slightly recessed windows on each story. Decorative concrete blocks partially cover access stairwells. Roofs are flat with metal coping and wide overhanging eaves. Metal flues pierce the roof slopes.

Four primary entrances are located on each building's façade and lead to partially open stair wells providing access to individual apartment units. They are accessed by a concrete entry porch lined by a metal rail and covered by a front-gabled or shed roof supported by square metal posts. Windows are metal-frame, sliding units and are commonly paired. Secondary entrances, most likely to community areas such as laundry rooms, are located on side elevations and are filled with a single-leaf metal door. Each apartment unit features a rear elevation, recessed concrete balcony or patio. Balconies are lined with a metal rail and reinforced by metal supports. Sliding, metal-frame, glass doors provide access to balconies and patios. One apartment building (7052-7060) features a one-story, brick-clad attached utility building on the west elevation. It has a flat roof with metal coping and a tall brick flue at its connection with the apartment building. A single-leaf metal door is located on the north elevation, and metal-vented openings are located on all other elevations.

The recently renovated circa-1966, one-story, L-shaped pool house/leasing office is located in the northernmost corner of the property. It is clad in composite siding and covered by a cross-gabled roof with wide boxed eaves sheathed in asphalt shingles. An elevated front-gabled peak highlights the primary entrance, and a hipped cupola is situated in the southern half of the building. Fenestration includes double-leaf, metal-frame glass doors and fixed, metal-frame windows. To the north of the pool house/leasing office is a circa-1966 in-ground concrete pool with attached wading pool, surrounded by a concrete patio and enclosed by metal fencing.

A circa-1980, one-story, two-bay, vinyl-clad garage is located north of Building 7140-7158. It is covered by a front-gabled roof and features two metal garage doors in the east elevation. Three recent prefabricated one-story, front-gabled sheds are located along the western boundary. A circa-2006, metal and stone-clad sign is situated on the south side of the primary entrance from Hanover Parkway.

Historic Context:

In 1960, Schrom Construction, Inc., sold a 58.7-acre parcel to Overlook Farms Construction Co., Inc., which submitted a plat for Parcel A of the Schrom Village Apartments (Prince George's County Deed Book [PGCDB] 2471, 345; Prince George's County Plat Book [PGCPB] 57, 21). In 1966, Overlook Farms Construction Co., Inc., built the Goddard Space Village on a 14.7-acre portion of the parcel (The Washington Post and Times Herald 1966a, D15). Oakland Construction Corp. constructed the underground

water systems for \$17,505 (The Washington Post and Times Herald 1966b, E16). The complex was named after the Goddard Space Flight Center of the National Aeronautics and Space Administration located to the northeast.

The one-, two-, and three-bedroom apartments, featuring foyer entrances, “vast” closet space, “gourmet” kitchens, individual climate controls, and balconies or patios, were advertised from \$115 to \$147.50/month including all utilities and amenities such as playground and pool access (The Sunday Star 1967, F-10; The Washington Post and Times Herald 1966a, D15; 1967, A3). Initial advertisements also focused on the complex’s proximity to excellent schools, shopping, and I-495; they featured an outer space-theme with images of the playground that included a space ship with an attached slide that emphasized down-to-earth prices (The Washington Post and Times Herald 1966a, D15; 1967, A3). Prices rose to \$415/month for a three-bedroom apartment in 1980 (The Washington Post 1980a, D9; The Washington Post and Times Herald 1972, C7). In the 1970s and 1980s, two major fires resulted in \$75,000 to \$100,000 in damages (The Washington Post 1980b, C1). After being acquired by Asher Investments, Inc., a Colorado real estate company, the apartment complex’s name was changed to Greenway Village Apartments following a trend of apartment complexes constructed between the 1950s and 1970s attempting to alter their physical image to draw in new renters (Hankin 1987, E1). In the late 1990s, prices for single-bedroom apartments rose to \$700/month (The Washington Post 1998, D25). The complex was sold again in 2006 to Federal Capital Partners and Angelo, Gordon, and Co. for \$23,500,000. They intended renovation or full redevelopment of the property as an age-restricted community; however, after renovation they left it as a multi-family residential complex and changed the name to The Hanover Apartments (Kirkman 2006, D3).

Research did not provide much information about the Overlook Farms Construction Co., Inc. However, they were investigated by the Federal Trade Commission in 1968 for advertising that their rental properties were available to the general public without restriction when in fact, they were not available for rent by African American applicants (The Washington Post and Times Herald 1968, C4). It was not clear if this discrimination included Goddard Space Village.

Evaluation:

Goddard Space Village was evaluated as a garden apartment complex in the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Goddard Space Village is a modest and basic example of a garden apartment complex from the Suburban Diversification Period (1961-1980). It did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Research did not indicate that Overlook Farms Construction Co., Inc., had a significant influence on suburban development in Maryland. Furthermore, research does not indicate that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a garden apartment complex, Goddard Space Village includes standard features typical of the period such as community amenities and private balconies/patios. The resource does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period. It conveys no distinctive characteristics or artistic value nor is it the work of a master. Furthermore, the complex has been renovated and refurbished several times. As a result, the complex is not eligible under Criterion C. Goddard Space Village was not evaluated under Criterion D.

The resource encompasses 14.7 acres and is bounded by I-495 to the west, the Hunting Ridge Condominiums to the south, Hanover Parkway to the east, and a wooded lot to the north. The complex is confined to the current property lot number 21-2410686, which can be found on Prince George's County Tax Map 0034 and also as seen in Prince George's County Plat Book 57, page 21.

References:

Hankin, Sam. 1987. "Refurbished Area Apartments Are Changing Their Names." July 25, 1987, E1.

Kirkman, Chris. 2006. "Building Spec Raises Specter of Glut." August 7, 2006, D3.

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

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. <http://plats.net/pages/plats.aspx?cid=PG>.

The Sunday Star. 1967. "Goddard Space Village." June 11, 1967, F-10.

The Washington Post. 1980a. Classified Ad 9. July 20, 1980, D9.

--- 1980b. "Man, Wife Injured in Greenbelt." January 25, 1980, C1.

--- 1998. Classified Ad 6. November 29, 1998, D25.

The Washington Post and Times Herald. 1966a. "Named for Space Center, Goddard Village Open." October 15, 1966, D15.

--- 1966b. "8 Contracts Awarded by WSSC." August 6, 1966, E16.

--- 1967. "From Playgrounds to Apartments at Goddard Space Village." July 1, 1967, A3.

--- 1968. "FTC Drops Racial Probe in Rental Ads." December 10, 1968, C4.

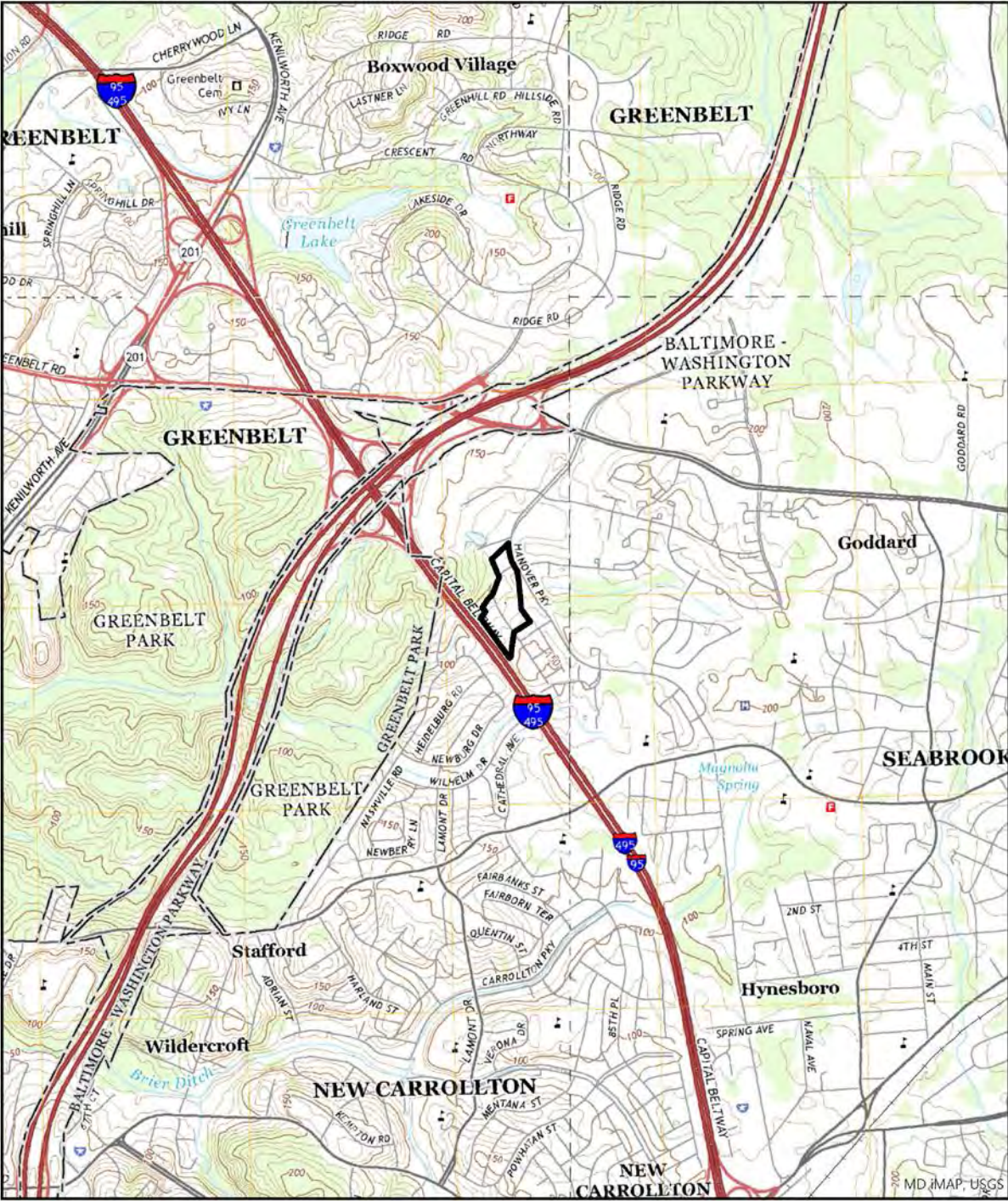
--- 1972. "Fire Causes Damage to Md. Building." February 4, 1972, C7.

Goddard Space Village

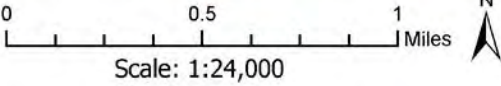
Location: East of I-495 and west of the Hanover Parkway

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



Goddard Space Village

Location: East of I-495 and west of the Hanover Parkway

Prince George's County

City: Greenbelt





Overview of easternmost buildings, looking southeast from building 7070-7158.



Detail of entrance at building 7064, looking east.



Building 7070-7158, north oblique.



Pool house/ leasing office, southwest elevation.



Garage north of building 7070-7158, east oblique.



Playground, looking northeast.



Pool, looking northeast.



Storage sheds in western part of complex, looking south.



Utilities building, looking east.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-26**

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

File Format: **PG:67-70_2018-10-26_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Overview of easternmost buildings, looking southeast from building 7070-7158.

02.tif

Detail of entrance at building 7064, looking east.

03.tif

Building 7070-7158, north oblique.

04.tif

Pool house/ leasing office, southwest elevation.

05.tif

Garage north of building 7070-7158, east oblique.

06.tif

Playground, looking northeast.

07.tif

Pool, looking northeast.

08.tif

Storage sheds in western part of complex, looking south.

09.tif

Utilities building, looking east.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Good Luck Estates

Inventory Number: PG:67-71

Address: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034, 0043

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Good Luck Estates is a planned residential development in Lanham, bound by the Schrom Hills subdivision on the north and west, by I-495 to the east, and by New Carrollton to the south. The 83.4-acre development comprises 10 curvilinear streets, three cul-de-sacs, and one main thoroughfare, Good Luck Road. Good Luck Estates Park, located at the northeast corner of the development, is part of the subdivision and accessed by Cathedral Avenue. The 343 single-family dwellings sit on individual lots between 0.15 and 0.3 acre improved with paved driveways and pedestrian paths to primary entrances. Poured-concrete sidewalks and streetlamps on utility poles line the streets throughout Good Luck Estates, except Cathedral Avenue, Wilhelm Drive, and Vanessa Court, which have standalone streetlamps. The individual lots have slightly sloped terrain and are landscaped with grassy lawns, bushes at the façade, and

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

moderate tree coverage in rear yards, some of which are fenced. A few front yards are fenced as well. Secondary resources in Good Luck Estates include sheds.

Description:

Good Luck Estates is a planned residential development comprising 343 single-family dwellings built between 1963 and 1972, with the majority of houses built in the mid-1960s. Curvilinear streets connect with Good Luck Road, a primary thoroughfare in this part of Prince George's County. The majority of the houses are built in the Split-Level and Ranch forms. There are several Two-Story Massed forms on Cathedral Avenue.

Dwellings are three to four bays wide and one to two stories tall. They are clad in combinations of brick veneer and aluminum, asbestos, or vinyl siding. Roofs are side-gabled and sheathed in asphalt shingles. Most dwellings have an exterior-end, brick chimney or an interior, slope metal flue.

Primary entrances are off-center on the façade and each contain a single-leaf, wood or fiberglass door. Storm doors are common. Two-Story Massed houses include doors with flanking sidelights or shutters. Original windows are two-over-two, double-hung-sash, wood-frame units. Replacement windows are very common, with one-over-one, double-hung-sash vinyl units predominating, but vinyl bow and bay windows are also present. Most façades have vinyl louvered shutters. Some small rear additions and attached carports are present, like the one at 7900 Dover Lane.

Good Luck Estates Park is located at the end of Cathedral Avenue, bordering I-495. The park features a parking lot, playing field, playground, basketball court, two tennis courts, and walking trails.

Historic Context:

Good Luck Estates was created from land formerly platted as part of the neighboring Schrom Hills residential development, as well as land owned by Fred A. Greene, Jr. and his wife, Odessa, and George R. Carson and his wife, Eleanor. The developer of Schrom Hills, New Frontier Development Corporation, sold portions of their land to Carson and Greene, Inc., through several deeds between 1963 and 1965 (Prince George's County Deed Book [PGCDB] WWW 3004, 274; 3038, 439; 3230, 562). The Carsons and the Greenes transferred tracts of land to their partnership, Carson and Greene, Inc., in 1962 and 1965 (PGCDB WWW 2648, 115; 3191, 88). Carson and Greene, Inc., built a selection of three models between 1963 and 1972 and sold the houses in Good Luck Estates to individual buyers.

Newspaper advertisements for individual houses in Good Luck Estates do not appear until the late 1960s. However, in 1965, a Washington Post advertisement for all-electric kitchens, sponsored by the Potomac Electric Power Company (PEPCO), includes Carson and Greene, Inc., at Good Luck Estates, on their list of builders who put electric kitchens in newly constructed houses (The Washington Post 1965, E13). There are also multiple ads in 1969 for carpenter positions available at Carson and Greene, Inc., for their work on single-family houses on Cathedral Avenue (The Evening Star 1969, H-3). Advertisements for the resale of individual houses focused on the features of the house like central air-conditioning, fireplaces, and wall-to-wall carpeting, as well as the subdivision's location close to schools, shopping, and Goddard Space Center

(The Evening Star 1968a, B-16; 1968b, B-12; The Washington Post 1967, C17). A four-bedroom Split-Level model was selling for \$27,950 in 1967 (The Washington Post 1967, C17).

Carson and Greene, Inc., sometimes referred to as Carson and Greene Company in advertisements, also built the Lanham Woods development of single-family houses between Riverdale Road, Highway 410, and Annapolis Road in Lanham. Additionally, they were known early in their careers for building the lowest-cost houses in the Washington, D.C., area with their \$7,100 two-bedroom houses in Capitol Heights, Maryland in 1955, trying to capture a market that other area developers were not focused on at the time (The Evening Star 1955, B-1, B-4).

The Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased land from Carson and Greene, Inc., in 1968, as well as land from Patrick A. O'Boyle in 1970, to form the Good Luck Estates Park (Prince George's County Plat Book [PGCPB] WWW 75, 20). The park was completed around 1973, with a newspaper article highlighting that the playground was almost finished in August of that year (The Evening Star 1973, D-2).

Evaluation:

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

Good Luck Estates is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period (1961-1980). The subdivision did not introduce design innovations influential to later developments. Furthermore, the subdivision is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

George R. Carson and Fred A. Greene, Jr., of Carson and Greene, Inc., had no significant influence on suburbanization in Maryland. The subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

Good Luck Estates is a planned residential development, created by a developer with a limited selection of house models. The development's Ranch, Split-Level, and Two-Story Massed forms were common during the Suburban Diversification Period. There are some replacement windows and doors, modifications to rooflines, and additions that have diminished the historic integrity of materials, design, and workmanship. Because it is not an outstanding example of its type and does not convey any distinctive characteristics or artistic value as a singular development, the resource is not eligible under Criterion C. Good Luck Estates was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 83.4 acres and is roughly defined by Schrom Hills subdivision on the north and west, by I-495 to the east, and by New Carrollton to the south. It includes multiple parcels found on Prince George's County Tax Maps 0034 and 0043 (2019).

References:

The Evening Star. 1955. "\$7,100 Area House Sets Low-Price Record, FHA Says." January 29, 1955, B-1 and B-4.

---1968a. "Good Luck Estates." Advertisement. March 13, 1968, B-16.

---1968b. "Good Luck Estates." Advertisement. September 20, 1968, B-12.

---1969. "Carpenters." Advertisement. April 20, 1969, H-3.

---1973. "Parks Progress." August 17, 1973, D-2.

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Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed April 9, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed April 9, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

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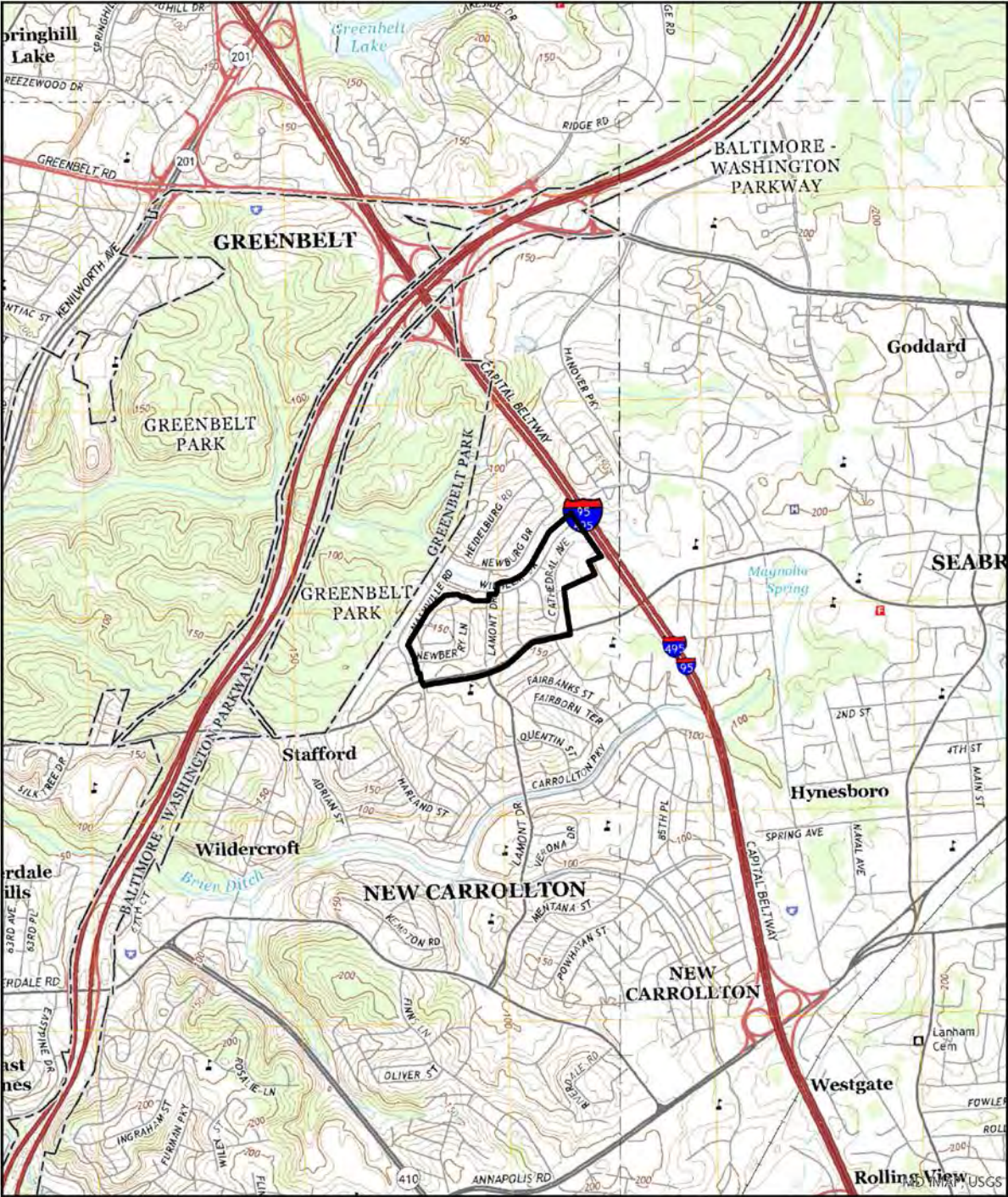
---1967. "Good Luck Estates." Advertisement. December 11, 1967, C17.

Good Luck Estates

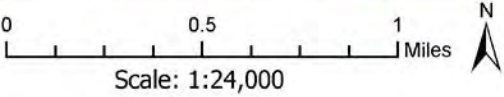
Prince George's County

Location: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south

City: Lanham



USGS 7.5' Quadrangle - Washington East



Good Luck Estates

Prince George's County

Location: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south

City: Lanham





Streetscape on Good Luck Road, looking northeast.



View of 6711 Cathedral Avenue, looking east.



View of 6716 Longridge Drive, looking west.



View of 7540 Newberry Lane, looking west.



Entrance detail of 7500 Dover Lane, looking north.



Streetscape of Elbrook Road, looking northwest.



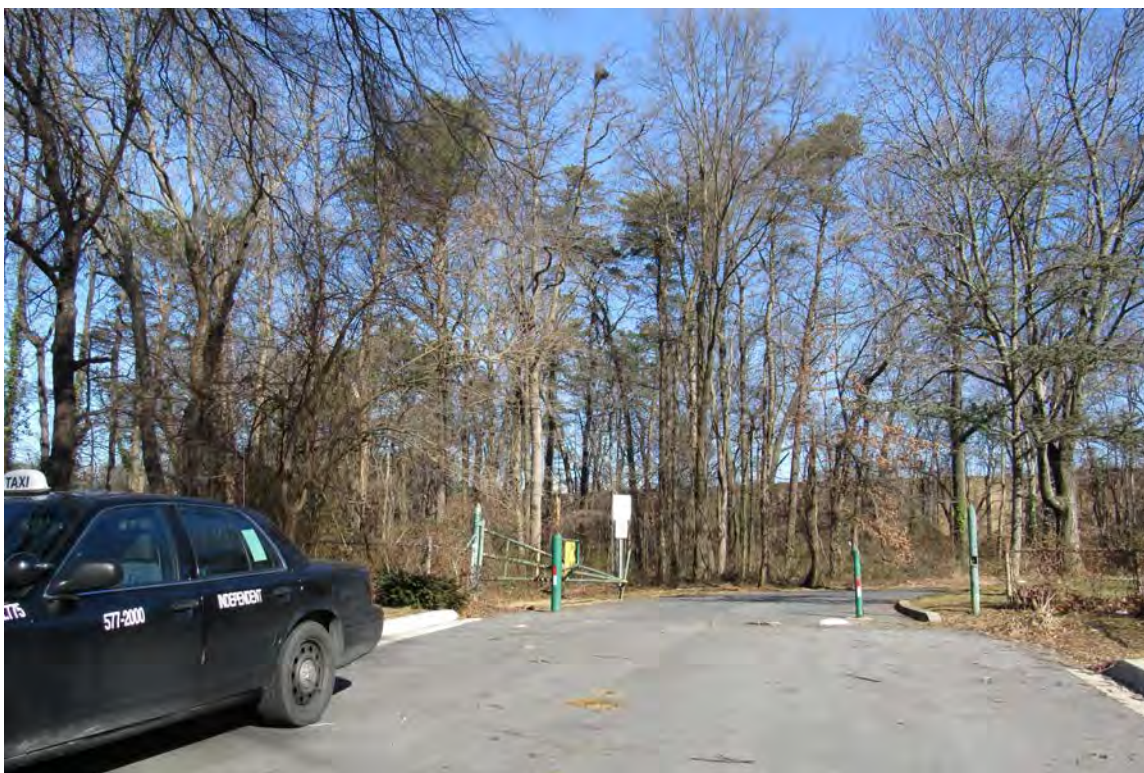
Streetscape along Cathedral Avenue, looking northeast.



Streetscape along Cathedral Avenue, looking northeast.



Good Luck Estates Neighborhood Park sign, looking southeast.



Good Luck Park entrance gate at Cathedral Avenue, looking northeast.



Basketball court at Good Luck Estates Park, looking southeast.



Playground at Good Luck Estates Park, looking southeast.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2019-01-22**

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

File Format: **PG:67-71_2019-01-22_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape on Good Luck Road, looking northeast.

02.tif

View of 6711 Cathedral Avenue, looking east.

03.tif

View of 6716 Longridge Drive, looking west.

04.tif

View of 7540 Newberry Lane, looking west.

05.tif

Entrance detail of 7500 Dover Lane, looking north.

06.tif

Streetscape of Elbrook Road, looking northwest.

07.tif

Streetscape along Cathedral Avenue, looking northeast.

08.tif

Streetscape along Cathedral Avenue, looking northeast.

09.tif

Good Luck Estates Neighborhood Park sign, looking southeast.

10.tif

Good Luck Park entrance gate at Cathedral Avenue, looking northeast.

11.tif

Basketball court at Good Luck Estates Park, looking southeast.

12.tif

Playground at Good Luck Estates Park, looking southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Good Shepherd Methodist Church Inventory Number: M: 37-35
Address: 9701 New Hampshire Avenue (650) Historic district: ☐ yes ☒ no
City: Silver Spring Zip Code: 20903 County: Montgomery
USGS Quadrangle(s): Beltsville
Property Owner: Good Shepherd Methodist Church Tax Account ID Number: 05-00330591
Tax Map Parcel Number(s): 0000 Tax Map Number: KP12
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: 12/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

Currently known as the Good Shepherd United Methodist Church, the Good Shepherd Methodist Church (GSMC) at 9701 New Hampshire Avenue (MD 650) is situated south of Interstate-495 (I-495) in Silver Spring. This resource comprises a roughly rectangular 2.3-acre parcel at the crest of a hill featuring a church complex, small storage building, a large parking lot, sidewalks, fenced playground, and three signs. The parcel is bounded by New Hampshire Avenue on the west, Oakview Drive on the north, Mount (Mt.) Pisgah Road on the east, and a neighborhood of single-family dwellings on the south side. The lot is largely covered by a manicured grassy lawn with scattered mature trees, shrubs, and ornamental plantings around the building complex. The primary elevation of the church sanctuary faces west north, but the complex can be accessed by pedestrians from New Hampshire Avenue and by pedestrians and vehicles from Mt. Pisgah Road. The surrounding area is overwhelming residential in character and predominantly filled with single-family dwellings, though multi-family residential development is clustered to the northeast of the church property. This resource has been owned by the Good Shepherd Methodist Church since 1955 (Montgomery County Deed Book [MCDB] CKW 2041, 410).

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Description:

The GSMC complex was planned and constructed as two phases. The first phase consisted of the northern half of the complex, constructed between July 1955 and March 1956, containing a temporary sanctuary along with a social hall, kitchen, parlor, office, classroom space and church office (The Washington Post 1955, 10; 1956, 26). Today, this portion of the church is referred to as Jackson Hall. The second phase included a permanent sanctuary to seat 450, completed in March 1963, a large fellowship hall, and a second kitchen (The Washington Post 1963, A17). The sanctuary and the Lewis Memorial Fellowship Hall below it comprise a majority of the southern massing of the church complex.

Finished by March 1965, Jackson Hall was constructed in an L-shape with the temporary sanctuary housed in the larger, one-story, three-bay, rectangular section, designed to face New Hampshire Avenue, and a smaller, one-story, four-bay, rectilinear projection or ell extending from its southeast corner. This part of the church complex rests on a continuous foundation with a raised basement and structural system primarily clad in a 5:1 common-bond, brick veneer with vinyl siding at the gabled ends. It is covered by a front-gabled roof sheathed in slate shingles with boxed gutters and eaves cornice. Both a raking and horizontal cornice accentuate each of the building's gabled ends, and an octagonal louvered cupola topped by a copper-clad bellcast roof and metal cross mark the east end of the roof.

Two entries are centrally located on the west elevation of Jackson Hall; the primary entrance leads to the first floor and is located directly above a secondary entrance to the basement level. Both are filled by a set of double-leaf, paneled wood doors. The upper level entry is topped by a fixed, five-light, wood-framed transom and jack arch. This entrance appears to have been historically flanked by a set of full-length shutters, indicated by narrow lines of paint. The hardware from the upper set of doors also has been removed, allowing them to only be opened from the inside. Original hardware remains on the lower doors of the west elevation. A third entrance filled by double-leaf, paneled, wood doors is located near the east corner of the north elevation, providing access to this section of the church from the large paved parking lot that fills much of the north end of the property. All windows throughout this section of the church are one-over-one, vinyl-framed, replacement units topped by a jack arch with a projecting molded brick sill below. The main entrance at the east elevation is accessed from a brick stoop with a curved double staircase that features cast-stone treads lined on either side by a thin metal railing. A subterranean flight of stairs provides access to the basement entrance below the stoop's central landing. The one-story, four-bay ell extension at the southeast corner of Jackson Hall is constructed of the same materials as the larger section, but is marked by an interior brick chimney topped by a corbelled brick cap and a semi-circular, louvered, metal vent on the east slope of the roof. Below this vent is a fourth double-leaf entrance accessible from the sidewalks along Mt. Pisgah Road. The doorway is topped by a jack arch and a rectangular fixed transom window that appears to be a later modification.

The southern massing of the church complex, including the sanctuary and Lewis Memorial Hall, was built between 1962 and 1963 in the Colonial Revival style and is a simplified imitation of Bruton Parish Church in Williamsburg, Virginia. This section of the church complex is generally rectangular in shape with an original, one-story, one-bay projections extending from the north end of the east elevation and another from the south end of the west elevation. At the south elevation, a two-story, three-bay, three-sided projection is also original to the design of the building. At the lower level, Lewis Memorial Hall consists of a large fellowship hall and kitchen. It is constructed of the same materials as Jackson Hall, but features a 2:1 Flemish-to-stretcher-bond brick veneer. The narthex is located at the north end of the building and is marked by a square, two-story, brick tower lined by a denticulated wood cornice that supports a three-part, octagonal, wood steeple topped by a copper-shingled roof and simple cross finial.

The main entrance to the sanctuary is located in the center of the north elevation's brick tower and is filled by a set of double-leaf, paneled, wood doors topped by a semi-circular wood piece with two recessed panels. Two other sets of exterior doors provide access to Lewis Memorial Hall. One is located near the southwest corner of the building and is accessed by a subterranean flight of

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

stairs that runs along the west elevation. The other exterior access point to the basement level is located in the center of the south elevation where three sets of original double-leaf, wood-framed, French doors likely lead to the fellowship hall below. Two single-leaf wood doors on the east elevation access the upper floor of the sanctuary. Windows throughout this section of the church complex are one-over-one vinyl replacement units with faux muntins topped by a fixed semi-circular light and round brick arches. Along either side of the sanctuary, these windows are set above a molded metal apron that also appears to be a recent replacement.

From the time of its construction until 2008, the southern half of the complex was connected to the southeast ell of Jackson Hall by a narrow open-air arcade covered by a gabled roof (National Environmental Title Research [NETR] 1963, 2008; The Evening Star 1963, A-8). In 2009, the corridor was replaced by a larger, one-story, two-bay addition that was constructed of the same materials as the original buildings and filled the entire space between the ell and sanctuary to the south (NETR 2009). At the west elevation, this addition is marked by two sets of double-leaf, French doors topped by a jack arch and accessed from a brick patio. At the east elevation, the addition is marked by a one-bay Neotraditional Colonial-style portico with Doric columns sheltering double-leaf metal doors topped by a rectangular fixed transom and jack arch, and a tripartite window with one-over-one, double-hung, metal-clad windows above molded metal aprons.

Situated south of the church complex is a small one-story, one-bay, circa-1963, brick outbuilding that likely functions as a mechanical facility and storage shed. It rests on a concrete slab foundation and is clad in a stretcher-bonded brick veneer. It is covered by a front-gabled roof sheathed in asphalt shingles with a wood final at the north end. The north elevation features a single-leaf metal door covered by a metal pent roof.

A small playground is located just north of the church complex and is surrounded by a chain-link metal fence. Three standalone signs are located around the church complex, the largest of which is situated near the northwest corner of the property along New Hampshire Avenue and surrounded by a low-brick wall. This sign features a plastic strip with the church's name at the top and a reader board below. Another sizable wood sign is located near the main entrance to the sanctuary building. This sign appears to be original and rests on a brick foundation topped by two scrolled metal posts. A third sign is located near the circa-2009 entrance on the east elevation. This metal sign also features a plastic band atop a reader board.

Historic Context:

Silver Spring is an unincorporated suburban community located northeast of Washington, D.C. (KCI Technologies [KCI] 1999, C-99). Access to Silver Spring from Washington, D.C. increased when the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878 (KCI 1999, C-99). The area remained fairly rural until the 1930s, when growth was spurred by an increase of workers employed under the New Deal (KCI 1999, C-99). Following World War II, development proliferated in the area, particularly along Colesville Road, New Hampshire and Georgia Avenues as they became significant roadways facilitating traffic in and around the region.

By 1950, leaders of the Marvin Memorial Methodist Church, located at the intersection of Colesville Road and US 29, recognized the need for a new congregation in the area and looked to the Washington area Methodist Church's Board of Missions for assistance (GSUMC 2005). In July 1950, these leaders organized a site selection committee and obtained \$20,000 to purchase the current lot in February 1953 from Dr. Phillip C. Edwards, the District Superintendent of the Washington East District of the Washington Methodist Union (GSUMC 2005; MCDB CKW 2041, 410). The newly formed Good Shepherd Methodist Church congregation began meeting in the Hillandale Fire House in the early 1950s, starting out with little more than a dozen congregants. Reflecting the quick pace of suburban development in the vicinity, the congregation grew to over 150 members over the following three years, enabling the construction of the northern half of the church that was dedicated on March 25, 1956 (GSUMC 2005).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Built at a cost of \$120,000, Jackson Hall was “the first to be financed completely by the Board of Missions of the Methodist Church” (The Washington Post 1956, 26). Planned as a flexible space to initially serve as a temporary sanctuary, the building was named after T. Lamar Jackson, a local businessman and farmer, and could seat up to 250 people with additional room for Sunday school, social activities, and a church office (GSUMC 2005). As the congregation grew to over 600 members in the following years, a permanent sanctuary was constructed between 1962 and 1963 with a larger social hall and kitchen facilities below. The building was designed in the Colonial Revival style, largely in imitation of Colonial Williamsburg’s Bruton Parish Church (The Washington Post 1963, A17). The Colonial Revival style was popular for churches of the Baptist, Methodist, and other protestant denominations, contrasting with the striking Modernist Catholic churches and Jewish temples constructed elsewhere in the county during the period (Gournay and Corbin Sies 2002, 60).

“The social hall beneath the sanctuary was named Lewis Memorial Fellowship Hall in honor of a large group of mature members who transferred from Lewis Memorial Methodist Church in Washington, D.C. when that church was sold. The former sanctuary and social hall in Jackson Hall were divided into classrooms and offices” (GSUMC 2005). This type of phased construction for worship facilities was common throughout Maryland’s suburbs in the 1950s and 1960s. “Typically, the project plan would be for three stages: social hall (used as a temporary sanctuary), classroom wing, and main sanctuary” (Kelly 2015, 167-169). It is likely that the playground was added around this same time to support the church’s educational and childcare facilities. In 1968, the Methodist Church merged with the Evangelical United Brethren to become the United Methodist Church, and soon after the property became known as the Good Shepherd United Methodist Church.

During the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980), the number of worship facilities increased in great numbers across the region, spurred by residential development. At this time, “Organized religion pursued two general [construction] goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape” (Gournay and Corbin Sies 2002, 59). The GSMC property exhibits this pattern of addressing automobiles, modernity, and religion, illustrating; “a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented life style. The tension was expressed in the way sanctuaries were situated to face large, busy roads, when congregants would process toward them mostly from back parking lots” (Gournay and Corbin Sies 2002, 59). Reflecting suburban trends in ecclesiastical design, the GSMC is sited at the top of a hill and is a prominent landmark visible from many surrounding locations. The complex and church buildings are easily accessed by pedestrians and vehicles from the surrounding roadways as well as the large parking lot that filled much of the northern end of the property.

Evaluation:

The GSMC was built in 1956 and expanded in 1963 as part of a cohesive Colonial Revival-style design, which was popular for churches of the Protestant denominations (Gournay and Corbin Sies 2002, 60). Although GSMC fits with the general pattern of church development in suburban areas as residential development increased in the Modern (1930-1960) and Suburban Diversification Periods (1961-1980), this resource does not have historic significance beyond this association (KCI 1999, B-40; Manning et al. 2018, F-26). It is one of many Protestant churches built along New Hampshire Avenue and around Silver Spring during the mid-twentieth century (Anderson 2006). In the region, at least 33 Methodist churches were routinely advertised in The Washington Post by Methodist Church Headquarters in D.C. in the mid-1950s. Therefore, the GSMC property is not eligible for the National Register of Historic Places (NRHP) under Criterion A. Archival research did not yield information on any notable individuals associated with this church who made significant impacts to local, state, or national history and, therefore, it is also not eligible under Criterion B.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The use of Colonial Revival architectural features in imitation of Bruton Parrish was relatively common in traditional church designs of the era and was the preferred aesthetic of many Protestant congregations. Its location, orientation, and phased development are also a common pattern as churches sought to strike a balance between traditional forms and modern amenities for their congregants (Price 2004, 9). As such, the historical development, form, and architectural style of this church are not particularly unique in Montgomery County or elsewhere in suburban of Maryland.

Although the church complex retains all of the character-defining elements of its property type, modifications to the building over time have diminished its historic integrity (Manning et al. 2018, E-27). While it retains a high level of historic integrity of location, setting, feeling, and association, the introduction of replacement windows, siding, and new construction between what was designed to appear as two different sections of the church have resulted in a low to moderate level of integrity of design, materials, and workmanship. Therefore, the GSMC is not a particularly unique or excellent example of its architectural style or property type. For these reasons it is not eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 2.3 acres confined to the current property tax parcel, which is found on the Montgomery County Tax Map KP12, Parcel 0000.

References:

Anderson, Patricia Abelard. 2006. Religious Diversity on the Road to Damascus, The Montgomery County Story, Vol. 49:3. Rockville, MD: Montgomery County Historical Society. http://montgomeryhistory.org/wp-content/uploads/2016/09/Vol49No3_MCStory.pdf

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

Montgomery County Deed Book. Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed September 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

National Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed September 28, 2018. <https://www.historicaerials.com/viewer>.

Price, Jay M. 2004. "When Traditional Could be Modern: Religious Buildings in Kansas After World War II," Kansas Preservation, 26:2. Kansas State Historical Society. Pp. 5-13.

The Washington Post. 1955. "Methodist Fete to Start New Church." July 30, 1955. 10.

-- 1956. "New Methodist Church Ready in Silver Spring." March 24, 1956. 26.

-- 1963. "Bishop to Consecrate New Methodist Church." March 16, 1963. A17.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

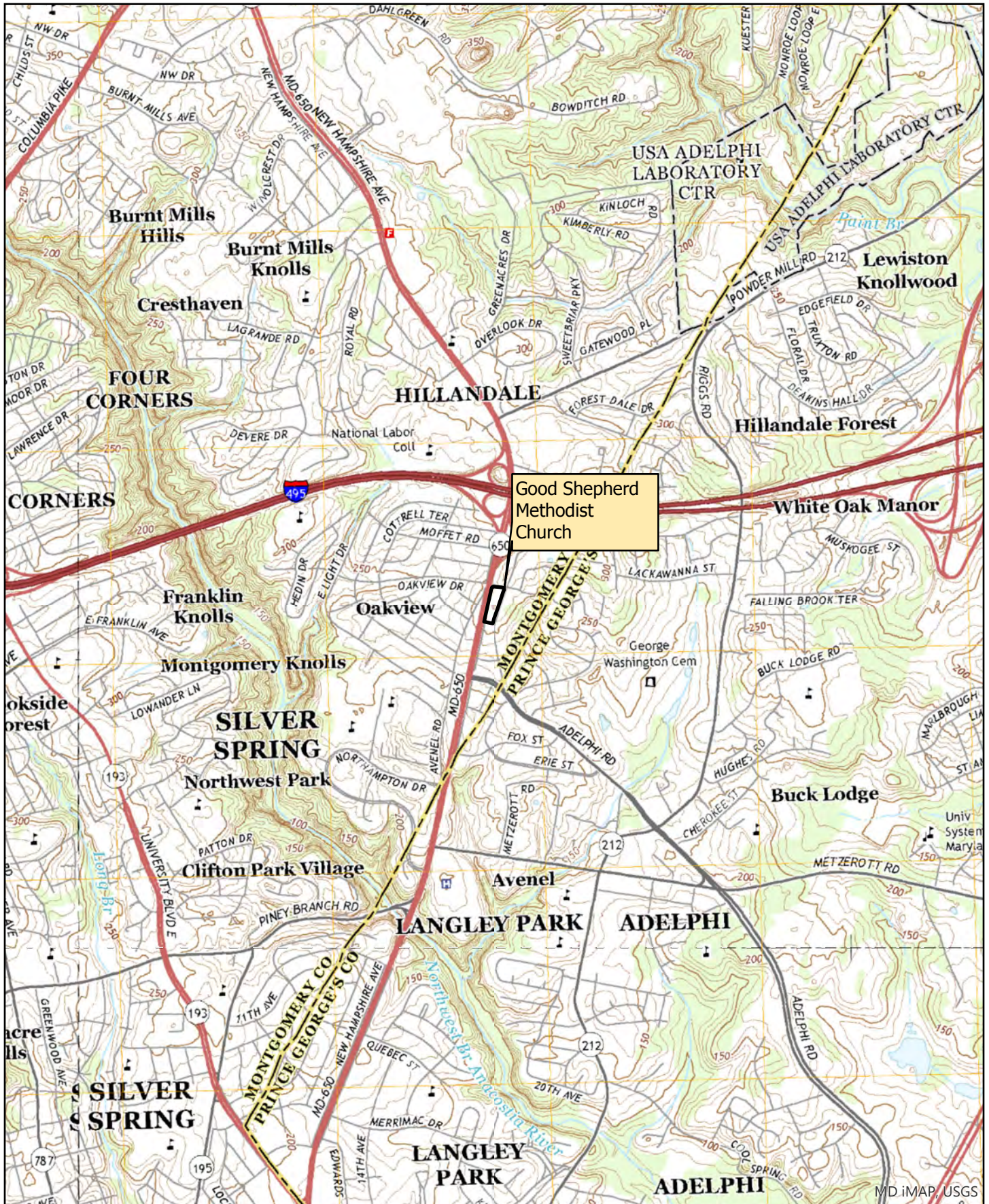
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Good Shepherd Methodist Church

Location: 9701 New Hampshire Avenue
City: Silver Spring

MIHP#: M: 37-35
Montgomery County



USGS 7.5' Quadrangle - Beltsville

0 0.3 0.6
Miles
Scale: 1:24,000



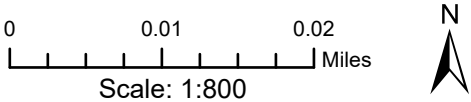
Good Shepherd Methodist Church

Location: 9701 New Hampshire Avenue
City: Silver Spring

MIHP#: M: 37-35
Montgomery County



Parcel Boundaries



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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 1



Photo 1 of 20: Good Shepherd Methodist Church from New Hampshire Avenue, looking southeast.



Photo 2 of 20: View of church complex, looking south from west side of parking lot.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 2



Photo 3 of 20: View of southwest corner of church, looking northeast.



Photo 4 of 20: View of north elevation of sanctuary, looking south.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 3



Photo 5 of 20: View of west elevation of Jackson Hall from sidewalk on New Hampshire Avenue, looking east.



Photo 6 of 20: View of playground and Jackson Hall, looking southeast.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 4



Photo 7 of 20: Northeast oblique of church complex, looking southwest.



Photo 8 of 20: View of east elevation from point near southeast corner, looking north-northwest.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 5



Photo 9 of 20: West elevation of connecting ell and gardens, looking east.



Photo 10 of 20: Southwest oblique of Jackson Hall, looking northeast.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 6



Photo 11 of 20: View of west elevation and historic entry to Jackson Hall, looking north.



Photo 12 of 20: Detail of west elevation entries to Jackson Hall, looking east.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 7



Photo 13 of 20: View of boxwood parterre and courtyard at west elevation, looking east.



Photo 14 of 20: View of west elevation of sanctuary, looking east.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 8



Photo 15 of 20: Detail of main entrance to sanctuary and cornerstone, looking south.



Photo 16 of 20: View of northeast corner and east elevation of sanctuary, looking west.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 9



Photo 17 of 20: View of lower level of Lewis Memorial Hall, looking northeast.



Photo 18 of 20: Detail of circa-2009 entrance and infill addition at east elevation, looking west.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 10



Photo 19 of 20: Northeast oblique of brick outbuilding, looking southwest.



Photo 20 of 20: View of property and sign, looking south along New Hampshire Avenue.

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 11

PHOTO LOG

Name of Property: Good Shepherd Methodist Church
Name of Photographer: Melissa Butler, Joe Blondino, and Adriana Moss
Date of Photographs: 09/10/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 20:
Good Shepherd Methodist Church from New Hampshire Avenue, looking southeast. M;
37-35_2018-09-10_01.tif

Photo 2 of 20:
View of church complex, looking south from west side of parking lot.
M; 37-35_2018-09-10_02.tif

Photo 3 of 20:
View of southwest corner of church, looking northeast.
M; 37-35_2018-09-10_03.tif

Photo 4 of 20:
View of north elevation of sanctuary, looking south.
M; 37-35_2018-09-10_04.tif

Photo 5 of 20:
View of west elevation of Jackson Hall from sidewalk on New Hampshire Avenue, looking east.
M; 37-35_2018-09-10_05.tif

Photo 6 of 20:
View of playground and Jackson Hall, looking southeast.
M; 37-35_2018-09-10_06.tif

Photo 7 of 20:
Northeast oblique of church complex, looking southwest.
M; 37-35_2018-09-10_07.tif

Photo 8 of 20:
View of east elevation from point near southeast corner, looking north-northwest.
M; 37-35_2018-09-10_08.tif

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 12

Photo 9 of 20:

West elevation of connecting ell and gardens, looking east.

M; 37-35_2018-09-10_09.tif

Photo 10 of 20:

Southwest oblique of Jackson Hall, looking northeast.

M; 37-35_2018-09-10_10.tif

Photo 11 of 20:

View of west elevation and historic entry to Jackson Hall, looking north.

M; 37-35_2018-09-10_11.tif

Photo 12 of 20:

Detail of west elevation entries to Jackson Hall, looking east.

M; 37-35_2018-09-10_12.tif

Photo 13 of 20:

View of boxwood parterre and courtyard at west elevation, looking east.

M; 37-35_2018-09-10_13.tif

Photo 14 of 20:

View of west elevation of sanctuary, looking east.

M; 37-35_2018-09-10_14.tif

Photo 15 of 20:

Detail of main entrance to sanctuary and cornerstone, looking south.

M; 37-35_2018-09-10_15.tif

Photo 16 of 20:

View of northeast corner and east elevation of sanctuary, looking west.

M; 37-35_2018-09-10_16.tif

Photo 17 of 20:

View of lower level of Lewis Memorial Hall, looking northeast.

M; 37-35_2018-09-10_17.tif

Photo 18 of 20:

Detail of circa-2009 entrance and infill addition at east elevation, looking west.

M; 37-35_2018-09-10_18.tif

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

Inventory No M: 37-35

Name Good Shepherd Methodist Church
Continuation Sheet

Number Photos Page 13

Photo 19 of 20:

Northeast oblique of brick outbuilding, looking southwest.

M; 37-35_2018-09-10_19.tif

Photo 20 of 20:

View of property and sign, looking south along New Hampshire Avenue.

M; 37-35_2018-09-10_20.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Gould Building (30 Lanham or Lanham Centre) Inventory Number: PG:70-101
Address: 5900 Princess Garden Parkway Historic district: ☐ yes ☒ no
City: Lanham Zip Code: 20706 County: Prince George's
USGS Quadrangle(s): Lanham
Property Owner: Pasha Realty Holdings, LLC Tax Account ID Number: 20-2278158
Tax Map Parcel Number(s): Multiple Tax Map Number: 0044
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RKK, LLP
Preparer's Name: Jon Schmidt Date Prepared: 11/26/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

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

Description

The building at 5900 Princess Garden Parkway in Lanham, Prince George's County, was constructed in 1975 as a glass-and-steel office building in the International Style (LoopNet 2018). This eight-story building is rectangular in plan and occupies a 1.79-acre tax parcel in the northeastern quadrant of the Capital Beltway (I-495) interchange with Annapolis Road (MD 450). Situated near the center of the triangular tax parcel, the building is surrounded by an asphalt parking lot. The eastern edge of the parcel features a manicured suburban landscape. The southern edge is a mixture of lawn and scrub brush and trees that buffer the property from highway right-of-way. The property is accessed from the northeast via Princess Garden Parkway, which forms the eastern boundary, with an onramp to the Capital Beltway located to the south. Two signs on Princess Garden Parkway guide visitors to the property. The first is a small directional sign near the corner of Princess Garden Parkway and Annapolis Road that identifies building tenants. A second, more permanent sign is situated just south of the entrance. It identifies the address and name of the

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

property, reading “5900 LANHAM CENTRE.” The sign is stylized to match the entrance to the building. The property shares a parking lot with a Best Western hotel at 5910 Princess Garden Parkway. (Archives of Maryland Online 2018, Plat Book 99 Page 13).

The first floor of the primary north-facing façade consists of five bays separated by battered concrete piers. Located within the center bay of the façade, the primary entrance consists of a projecting glass vestibule with paired one-light glass doors set within metal frames flanked by two full-height one-light glass windows. A semi-circular marquee above reads “LANHAM CENTRE” in applied silver letters. The entrance is approached from the parking lot via three concrete steps flanked by a concrete planter bed on either side; the rest of façade is bordered by narrow concrete planters. The other first floor bays at the façade have a ribbon of three heavily tinted windows consisting of a large pane atop a smaller pane. The upper floors consist of a gold-tinted glass curtain wall divided vertically and horizontally by narrow steel mullions. Each floor has a row of 25 small square windows surmounted by taller rectangular windows. Eight of the square windows hold HVAC vents, placed symmetrically on the façade. The vents are a later alteration to the building, replacing the glass panes seen in historic images.

The east end west elevations are mirror images. The first floor is divided into four bays bordered by concrete pedestrian walkways, and the upper floors hold rows of 20 windows, but these elevations are otherwise similar to the façade. The southernmost bay in each elevation features a one-light glass door. The rear elevation is oriented south. It is identical to the façade except for a replacement flat-panel, metal door at the western side of the fourth bay and a bordering pedestrian walkway with air conditioning units. The flat roof features an enclosure for mechanical heating, ventilation, and air conditioning equipment.

Historic Context

Lanham Associates, a business partnership between Fred G. and Jean M. Williams and Neil T. and Geraldine Coakley, recorded a Deed of Trust for the property in 1973 (MDLandrec.net, Book 3996 Page 219). This deed of trust documents the partnership’s loan to construct the Gould Building (MDLandrec.net, Book 3996 Page 219). The parcel on which the building sits was assembled from a several parcels. It is at the extreme southwestern corner of the residential Princess Garden Estates subdivision. Though platted in 1905 and 1936, the subdivision was largely developed during the 1950s and early 1960s (Plats.net, Plat Book BB5 Page 98). The evaluated parcel is also at the northern portion of lands owned by Hugh Beckett that were separated from the remainder of his holdings by the relocation of Annapolis Road (MD 450) in the early 1950s (Plats.net, SRC Plat 13595). The curved southwestern boundary of the property was shaped in 1956 by the onramp from westbound Annapolis Road to northbound Capital Beltway. At the time it was erected, the siting of the building, absence of mature trees, and the gold hue of the windows combined to make the building a landmark for drivers traveling on the Capital Beltway (Berringer, The Washington Post, B1 and B4).

The Gould Building was named after an early tenant, Gould Electrical Electronics Company. Its signage was mounted on the roof’s mechanical enclosure and prominently visible from the Capital Beltway (Barringer 1977, B1). This was the second building of two erected by Lanham Associates on what was a nearly six-acre irregularly shaped plot of land (Plats.net Plat Book WWW 67 Page 78). The first was the Best Western hotel built in 1972 (Archives of Maryland Online 2018). Gould Electrical Electronics Company appears to have left the building after a short tenancy, after which newspaper advertisements refer to the building as “30 Lanham” or “Lanham 30” (The Washington Post Advertisement 1976, B12). Other early tenants included a law firm, real estate company, and the Digital Electronics Corporation, which maintained offices in the building through the 1970s (The Washington Post Advertisement 1979, L9). A September 1977 plat subdivided the property into five separate parcels, including Parcel A for the Best Western hotel and Parcel C for the Gould Building (Plats.net, Plat Book NLP 99, Page 13). The plat also accommodated shared parking and provided for public utility easements. The properties are currently owned and maintained separately.

With its glass and steel exterior curtain and battered concrete piers, the Gould Building is a late period example of the International

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Style, the standard of corporate office buildings erected during the mid-twentieth century. Conceived as a break from the expansive use of ornament and traditional building materials in the urban environment, examples of International Style architecture ultimately spread throughout the United States in an egalitarian manner. By the time the Gould Building was erected in 1975, the architectural preferences for suburban office buildings had shifted to incorporate the styles of New Formalism, Mansard and Brutalism. The Gould Building is a late period example of its style.

Eligibility Determination

The Gould Building is an example of an office building erected during the Suburban Diversification Period. Situated in suburban Lanham along the Capital Beltway, the building provided office space for multiple tenants. Individual office buildings should be evaluated as part of larger planned office neighborhoods and planned office developments, which best reflect significant historic trends under Criterion A. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. Isolated multi-tenant office buildings are unlikely to be significant under Criteria A or B but may derive significance under Criterion C as the work of a master for possessing high artistic value.

Constructed in 1975, the Gould Building is a late period example of an individual office building. It is one of two erected on a small property owned by a local partnership, a type of development common in 1975. The Gould Building is an isolated multi-tenant building and is not part of a planned office development; therefore, it does not reflect dominant historic trends in suburban office development during the Suburban Diversification Period. The building is not associated with other significant events outside of the suburban context. Therefore, it is not eligible for the National Register of Historic Places (NRHP) under Criterion A. The Gould Building is not associated with persons who have made significant contributions to local, state, or regional history; as such it is not eligible for the NRHP under Criterion B. It is a small multi-tenant office building and a late period example of International Style architecture. The Gould Building does not embody the distinctive characteristics of a type, period, or method of construction. It does not represent the work of a master or possess high artistic value. In addition, the replacement of glass panes with HVAC vents is a significant alteration that diminishes the integrity of design, materials, and workmanship. For these reasons the Gould Building is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property consists of the entire 1.79-acre tax parcel, confined to the current property tax parcel found on Prince George's County Tax Map 0044, Parcel 0000, C.

References

"5900 Princess Garden Pky, Lanham, MD, 20706 - Property For Sale on LoopNet.com." LoopNet. Accessed October 18, 2018. <https://www.loopnet.com/Listing/5900-Princess-Garden-Pky-Lanham-MD/9457067/>.

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"Deed Book 3996, Page 219." MDLANDREC. Accessed October 8, 2018. <http://www.mdlandrec.net/>.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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

“Plat Book 99, Plat 13.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

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“Plat Book WWW 67, Plat No. 78.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

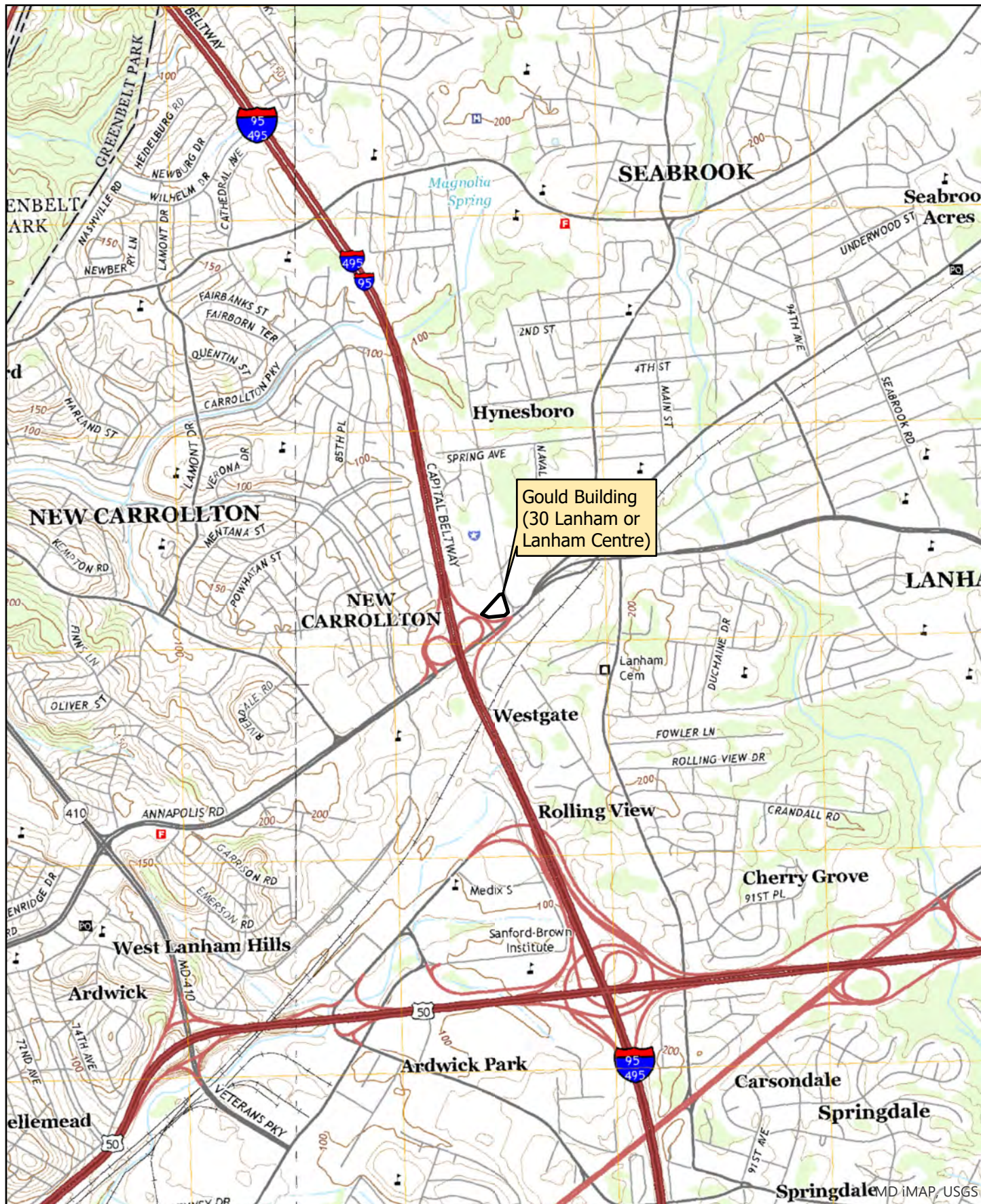
“State Roads Commission ROW Plat 13595.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G**MHT Comments:**_____
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

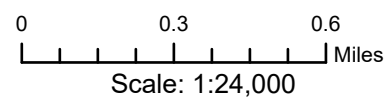
Gould Building (30 Lanham or Lanham Centre)

Location: 5900 Princess Garden Parkway
City: Lanham

MIHP#: PG-70-101
Prince George's County



USGS 7.5' Quadrangle - Lanham



Gould Building (30 Lanham or Lanham Centre)

Location: 5900 Princess Garden Parkway
City: Lanham

MIHP#: PG:70-101
Prince George's County



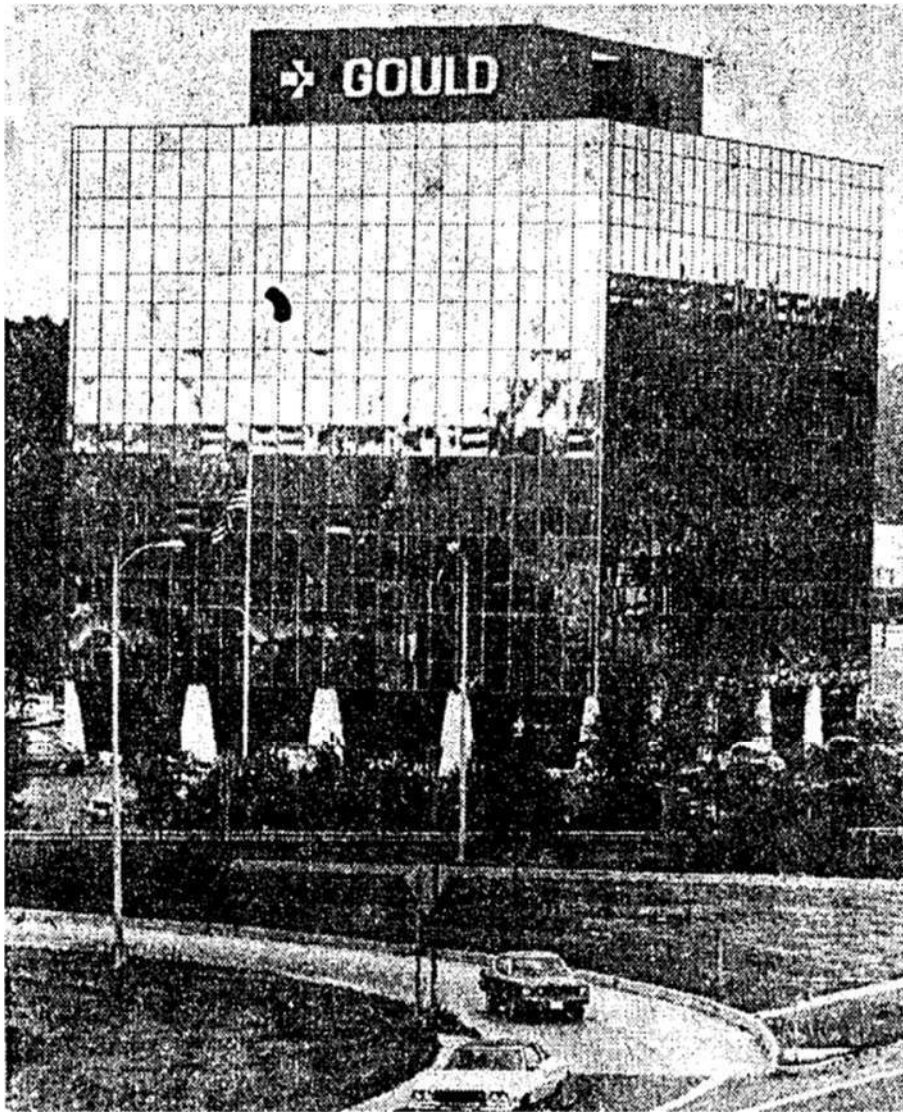
Parcel Boundaries

0 0.01 0.02 Miles
Scale: 1:800



Gould Building (30 Lanham or Lanham Centre)

5900 Princess Garden Parkway
Lanham, Prince George's County, Maryland



Historic Image 1: West and south elevations of the Gould Building in 1977.

Image Credit: Johnston, Frank, Photographer. "Prince George's Building New Image: Development Criteria High." *Washington Post*. September 25, 1977. ProQuest.

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

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)
Continuation Sheet

Number Photos Page 1



Photo 1 of 4: Oblique view of the Gould Building, looking southwest.



Photo 2 of 4: Oblique view of the Gould Building, looking southeast.

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

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)
Continuation Sheet

Number Photos Page 2



Photo 3 of 4: View of window arrangement and detail of battered concrete piers, looking east.



Photo 4 of 4: Detailed view of the altered entrance at the center of the north elevation, looking south.

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

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)
Continuation Sheet

Number Photos Page 3

PHOTO LOG

Name of Property: Gould Building (30 Lanham or Lanham Centre)

Name of Photographer: Dovetail Cultural Resource Group

Date of Photographs: August 31, 2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 4:

Oblique view of the Gould Building, looking southwest.

PG;70-101_2018-08-31_01.tif

Photo 2 of 4:

Oblique view of the Gould Building, looking southeast.

PG;70-101_2018-08-31_02.tif

Photo 3 of 4:

View of curtain wall and detail of battered concrete piers, looking east.

PG;70-101_2018-08-31_03.tif

Photo 4 of 4:

Detailed view of the altered entrance at the center of the north elevation, looking south.

PG;70-101_2018-08-31_04.tif

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

Property Name: Grace Presbyterian Church

Address: 5924 Princess Garden Parkway

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): Plat A-0688

Tax Map Number: 44

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Oct 17, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

Grace Presbyterian Church at 5924 Princess Garden Parkway in Lanham (Prince George's County), constructed ca. 1960, occupies an approximately 2.5-acre parcel on the west side of Princess Garden Parkway, north of Annapolis Road (MD 450) and east of I-495. The Grace Presbyterian Church site is wooded, with the church building set back towards the west side of the property. Two driveways lead west from Princess Garden Parkway to paved parking areas on the east and south sides of the church building.

The church building is comprised of three main parts: a gabled concrete masonry chapel that faces south, a flat-roofed education wing at the northeast corner, and a stucco-clad sanctuary with polygon roof that faces east; each part is attached to a central, stucco-clad hyphen that is also flat-roofed. The hyphen has angled entry vestibules on the north and south sides, at the rear of the sanctuary. The primary church entry is in the angled vestibule, accessed via a poured concrete sidewalk leading from the south parking area, and sheltered by a flat roof supported by thin posts. The entry consists of paired, composite-material doors pierced by single vertical-rectangle lights and set between paneled and glazed wood doors fixed in place. The wall to the north of the entry is devoid of openings.

The concrete masonry chapel faces south towards the south parking area; the chapel was the first part of the church built, according to historic aerial photographs and newspaper archives. The south elevation is gabled, with an angled,

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

Grace Presbyterian Church

projecting central bay. The central bay has projecting concrete masonry blocks in the shape of a cross. Thin windows between the projecting center bay and the recessed side bays allow light into the chapel interior. The chapel's west elevation has four bays, divided by three engaged brick pilasters. The south bay has a secondary entrance with a wood paneled door accessed via concrete steps. Projecting masonry blocks in the south bays create visual interest, and the middle two bays have two-story window wall frames that contain tripartite sliding windows on the first story. Smaller windows occupy the north bays. The chapel's east elevation is also divided into four bays and continues the pattern of projecting masonry blocks and window walls. Much of the south elevation is obscured by the central entrance hyphen, but its exposed second story does have a single window.

The northwest education wing is six bays wide along its north façade, and each bay contains a vertical, rectangular aluminum-framed window. The education wing's east wall has a veneer of stone masonry, and its west wall is solid concrete masonry. The east wall has a secondary entrance at its south end, and the west wall is devoid of openings.

The sanctuary, facing south, was built between 1964 and 1980, according to aerial photographs. Its façade is comprised of simple shapes: a central rectangular tower between two sloping parapet walls. Each side elevation has three narrow stained-glass windows; the north elevation also has a secondary entrance that consists of a hollow metal door. A freestanding metal cross built from I-beams stands immediately south of the sanctuary.

Three small, gable-fronted frame sheds are located to the north of the education wing.

History

43 charter members formed the Grace Presbyterian Church congregation in September 1956, and for the first few years they met in a frame house at 5925 Princess Gardens Parkway. The congregation numbered 143 when the groundbreaking ceremony occurred in January 1960. By September of the same year, the congregation began using the concrete and glass chapel (seating 125 people) and separate offices, parlor, and kitchen. The congregation continued using the frame residence on the property for Sunday school classes (The Washington Post 1960). The Grace Presbyterian Church congregation is now led by Rev. David Bowerman and is composed almost entirely of members who are African or African American (Presbyterian Church of the United States of America Office of the General Assembly 2018). The church building is currently used by the founding congregation as well as a Spanish-language Seventh-Day Adventist congregation and a non-denominational church called Seek His Face Ministries Church.

Significance Assessment

Grace Presbyterian Church is not eligible for listing in the National Register of Historic Places. It is typical of suburban churches throughout the United States established in response to residential growth in formerly rural areas. Grace Presbyterian Church is not a notable example of this pattern and is not eligible for listing under Criterion A. Research did not reveal associations between Grace Presbyterian Church and historically significant individuals, and the resource is not eligible for listing under Criterion B. Grace Presbyterian Church is an example of a modest protestant church built in the suburbs in the middle decades of the twentieth century. It blends several different architectural styles together through its development over time, but the result does not create a cohesive whole to express a particular architectural statement. Grace Presbyterian Church is therefore an undistinguished example of twentieth century vernacular architecture and not eligible for listing under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary consists of the parcel at 5924 Princess Garden Parkway in Lanham, recorded on Prince George's County Tax Map 44 and encompassing approximately 2.5 acres.

Sources

Dole, Kenneth. 1960. "Lanham Clergyman Was Pioneer In Advocating Church Managers." November 5, 1960. ProQuest Historical Newspapers: The Washington Post, Times Herald (1959-1973), pg. D4.

Grace Presbyterian Church

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The Washington Post, Times Herald. 1959. "Lanham, Md. Church Starts New Building." January 9, 1959. ProQuest Historical Newspapers: The Washington Post, Times Herald (1959-1973), pg. B7.

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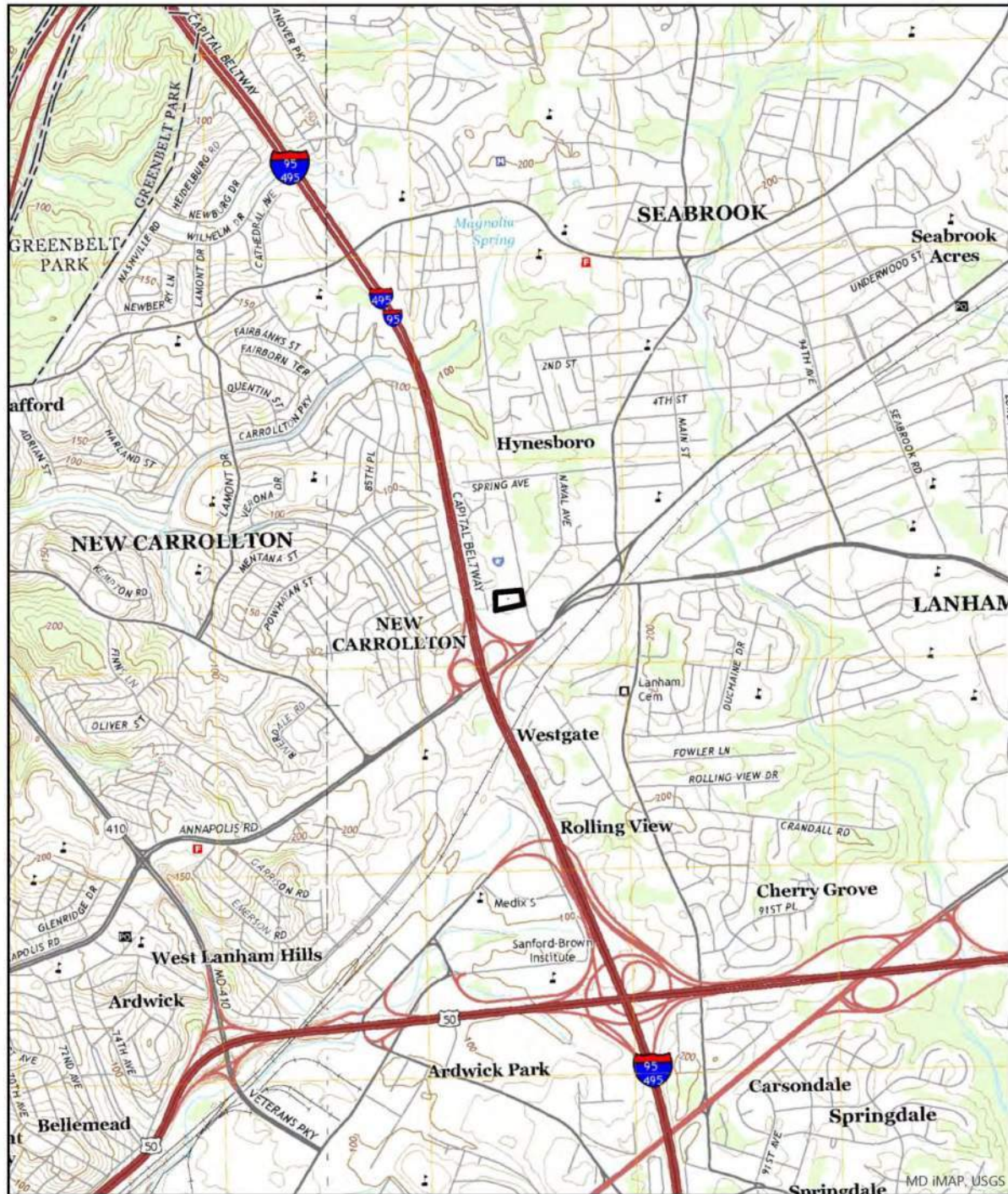
Grace Presbyterian Church

Grace Presbyterian Church

Location: 5924 Princess Garden Parkway

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Grace Presbyterian Church



Northeast oblique view of sanctuary and education wing.



Detail, facing south of hyphen between sanctuary and education wing.

Grace Presbyterian Church



View facing southwest towards education wing.



View facing northeast towards south side of education wing and west side of rear part of chapel.

Grace Presbyterian Church



View facing northeast towards chapel's west and south elevations.



View facing north towards church from south parking lot.

Grace Presbyterian Church



View facing north towards primary entrance (center), east elevation of chapel (left), and south elevation of sanctuary (right).



Detail of primary entrance.

Grace Presbyterian Church



View facing northwest of three storage sheds located north of the education wing.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Greenbriar Condominiums

Inventory Number: PG:67-72

Address: Baltimore-Washington Parkway to the north, NASA Goddard to the east Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Lanham, Washington East, Laurel

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s):

Tax Map: 0027, 0034, and 0035

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Apr 30, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Greenbriar Condominiums is a multi-family development located south of the Baltimore-Washington Parkway in Greenbelt. The development originally consisted of 82 garden apartment buildings known today as Greenbriar Condominiums and Glen Oaks Apartments. Greenbriar Condominiums is composed of two discontinuous sections, separated along Mandan Road by a wooded parcel owned by the Prince George's County Board of Education. The section along Hanover Parkway and Mandan Road includes both Greenbriar Condominiums and Glen Oaks Apartments buildings and measures approximately 71 acres, while the section at the corner of Mandan Road and Greenbelt Road includes Glen Oaks Apartments buildings and measures approximately 11 acres. Greenbriar Condominiums is bounded to the north by the Baltimore-Washington Parkway, to the east by NASA's Goddard Space Flight Center, to the south by

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

Eleanor Roosevelt High School and Greenbelt Road (Route 193), and to the west by Greenwood Village townhouses and the on-ramp to the Baltimore-Washington Parkway. The development has asphalt parking lots along Hanover Parkway and between each cluster of buildings, common green spaces, poured-concrete sidewalks, and poured-concrete manhole covers throughout. There are acorn globe lampposts along sidewalks, at playgrounds, and at some building entrances. The Greenbriar Community Association building, at 7600 Hanover Parkway, includes a swimming pool, volleyball and tennis courts, management office, childcare center, several commercial offices, and a community room available for rent. A stacked stone wall with planter beds and a "Greenbriar" sign is located at the corner of Hanover Parkway and Greenbelt Road. A sign for the second phase of condominiums, known as "Greenbriar II," is located along Hanover Parkway near the vehicular entrance to 7800 Hanover Parkway. A sign for the third phase of condominiums, "Greenbriar III," is located in the parking lot off Mandan Road, at 7931 Mandan Road. The remaining two building phases no longer have Greenbriar signs, as they have been converted to Glen Oaks Apartments.

Description:

Greenbriar Condominiums was constructed between 1974 and 1979 during the Suburban Diversification Period (1961-1980). When originally constructed, all 82 buildings were designed to be condominiums, but in the early 1980s, 32 were converted into apartment buildings, known today as Glen Oaks Apartments. The Greenbriar Condominiums today is 50 buildings with 729 individual units along Hanover Parkway and the northern end of Mandan Road. There are 463 apartments in the 32 buildings belonging to Glen Oaks Apartments, possibly reconfigured upon conversion from condominium to apartments in 1982 and later renovated in 2007 (Prince George's County Deed Book [PGCDB] NLP 5608, 733-738; Apartments.com). The following description is for all 82 original buildings.

Even though 32 of the 82 buildings are now apartments, the exteriors were not heavily altered and all buildings possess their original form and many of the architectural details. The gable-roofed buildings have shared central entrances leading to individual units with private patios or balconies. The buildings are connected in groups of three to five, are three to four stories tall, depending on the topography, and three to five bays wide. The continuous foundation and structural system are clad in a stretcher-bond brick veneer or stucco. There is also stucco detailing beneath some fenestration and above the primary entrances on the buildings clad in brick veneer. Roofs are side gabled and sheathed in asphalt shingles, with T1-11 siding in the gable ends. Some buildings have metal flues on the slope of the roof, while others have metal turbines.

The recessed entrance to each building is a single-leaf, metal-framed, fully glazed door that leads to an enclosed stairwell, which provides access to the individual units. Concrete steps with metal railings provide access to each building entrance, which is covered by a cloth awning. Each unit has a single-leaf metal door in the interior of the building, as well as a metal-framed sliding glass door on the balcony. Windows vary by unit and include metal-framed fixed and sliding windows, one-over-one, double-hung-sash, metal-framed windows, and some vinyl replacements. Balconies are enclosed by metal railings, and some condominium owners have chosen to enclose the space with additional sliding glass doors. Each building contains common elements as outlined on plats, such as trash rooms, electric rooms, tenant storage, bike storage, and building storage rooms (Prince George's County Plat Book [PGCPB] CEC 93, 24).

There are minor stylistic differences between the buildings, especially along the facades and at entrances (e.g., a stone veneer at the entrance to 7710 Hanover Parkway and a different pattern of stucco at 7925 Mandan Road), likely due to the different construction phases. It is not certain whether the stylistic differences at Glen Oaks Apartments like the arched balcony openings seen at 7501-7825 Mandan Road are from their construction phase, or from more recent renovations.

The Greenbriar Community Association building, a two-story, multi-bay building with Contemporary-style details, is clad in a brick veneer, with parged concrete details surrounding fenestration. The staggered side-gabled roof is sheathed in asphalt shingles. The primary entrance to the community building is accessed by concrete steps and a wood deck. There are metal-framed fixed, clerestory, and ribbon windows. Behind the community building to the north are three tennis courts, a volleyball court, and an in-ground swimming pool. There is a stucco and concrete screen utility building, originally built as a boiler room and cooling tower, at 7832 Hanover Parkway (PGCPB CEC 93, 21). At the northeastern corner of the parcel, at 8021 Mandan Road, is a one-story, stucco-clad utility building that is surrounded by metal fencing.

Historic Context:

The land for Greenbriar Condominiums was first platted for Greenbriar Associates in April 1971, signed by general partners Stanley G. Kay and Jerome D. Kay, and Stephanie Kay, limited partner (PGCPB WWW 70, 96). The Community Association building and Phase I (7700-7732 Hanover Parkway) were built in 1974, Phase II (7800-7830 Hanover Parkway) in 1975, and Phase III (7917-8017 Mandan Road) in 1977; Phases IV and V (7500-7915 Mandan Road) were built between 1977 and 1979, and comprise Glen Oak Apartments today. Condominium units were sold directly to individual buyers by Greenbriar Associates. Each phase was governed by a board of condominium owners, and this self-governance process is maintained today (Greenbriar Condominiums). In 1982, 32 buildings along Mandan Road were sold by Greenbriar Associates to Greenbelt Realty Corporation to become apartments, who later sold to Delaware Greenbelt, LLC in 2001 and then to BE Glen Oaks, LLC in 2014; these apartments are currently known as Glen Oaks Apartments (PGCDB NLP 5608, 733-738; MMB 36504, 364-367).

Newspaper advertisements for the Greenbriar Condominiums were frequently full-page ads in The Washington Post, highlighting the community amenities as well as the features of the one, two, and three-bedroom units. Individual units included a sunken living room, a balcony or terrace, a full-sized dining room, a family room, a washer and dryer, wall to wall carpeting, large closets and storage space, including a kitchen pantry, and dens in some models (The Washington Post 1975, E56). The million-dollar community building provided country-club style amenities including a swimming pool, tennis courts, shuffleboard, a billiards room, playing fields, a party room, ping-pong, meeting rooms, a nursery school, a card room, a community bus, and a social director to assist with party planning (The Washington Post 1975, E56). There were often discounts, sales, or other promotions in these ads, with prices for a one-bedroom ranging from \$22,990-\$26,990, a two-bedroom from \$28,990-\$32,990, and a three-bedroom from \$33,990-\$37,990 (The Washington Post 1975, E56). Upon initial sales, there were specific buildings designated for people with pets, for families, or for adults only (The Washington Post 1975, E56).

Evaluation:

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

Greenbriar Condominiums is a basic example of a garden apartment condominium complex commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments and does not have significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

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

Greenbriar Condominiums is representative of a common mid- to late-twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. For these reasons, this resource is not eligible under Criterion C. Greenbriar Condominiums was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 82 acres among two discontinuous sections and is roughly defined by the Baltimore-Washington Parkway to the north, NASA Goddard to the east, Eleanor Roosevelt High School and Greenbelt Road (Route 193) to the south, Greenwood Village townhouses and the Baltimore-Washington Parkway on-ramp to the west. It includes multiple parcels found on Prince George's County Tax Maps 0027, 0034, and 0035 (2019).

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<https://msa.maryland.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

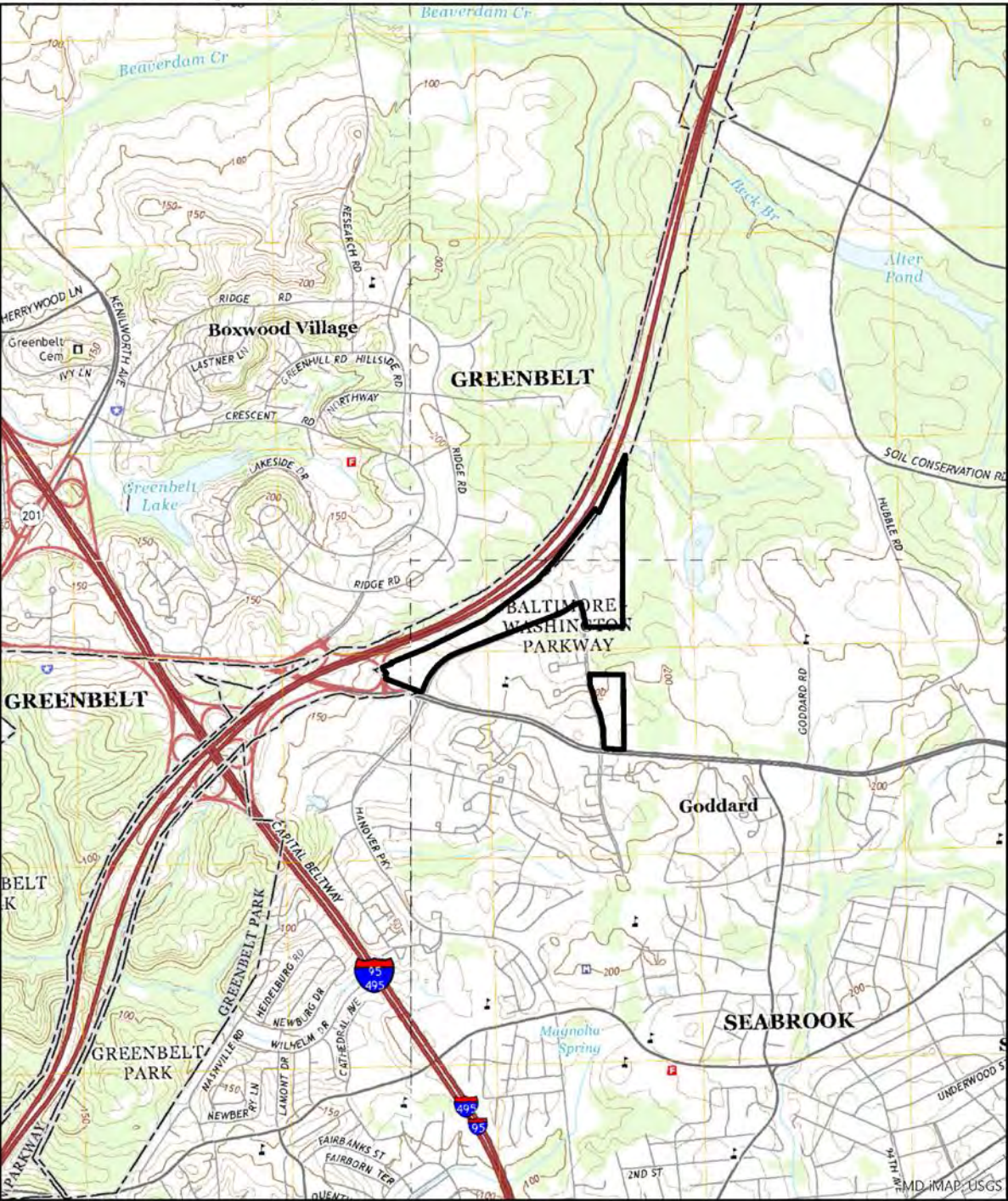
The Washington Post. 1975. "Greenbriar." Advertisement. April 12, 1975, E56.

Greenbriar Condominiums

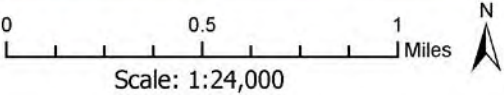
Prince George's County

Location: Baltimore-Washington Parkway to the north, NASA Goddard to the east

City: Greenbelt



USGS 7.5' Quadrangle - Lanham, Washington East, Laurel



Greenbriar Condominiums

Prince George's County

Location: Baltimore-Washington Parkway to the north, NASA Goddard to the east

City: Greenbelt





View of Greenbriar Community Association building at 7600 Hanover Parkway, looking northwest.



View of swimming pool at 7600 Hanover Parkway, looking northwest.



View of utility building at 7832 Hanover Parkway, looking northwest.



Entrance and balcony detail at 7716 Hanover Parkway, looking southwest.



Entrance detail at 7710 Hanover Parkway, looking northwest.



Oblique of 7826 Hanover Parkway, looking northwest.



View of 7804 Hanover Parkway, looking northwest.



View of 7821 Mandan Road, looking east.



View of 7905-7907 Mandan Road, looking south.



View of playground and 7714-7716 Hanover Parkway, looking north.



Oblique of 7917 Mandan Road, looking southeast.



View of utility building at 8021 Mandan Road, looking northeast.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-26**

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

File Format: **PG:67-72_2018-10-26_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of Greenbriar Community Association building at 7600 Hanover Parkway, looking northwest.

02.tif

View of swimming pool at 7600 Hanover Parkway, looking northwest.

03.tif

View of utility building at 7832 Hanover Parkway, looking northwest.

04.tif

Entrance and balcony detail at 7716 Hanover Parkway, looking southwest.

05.tif

Entrance detail at 7710 Hanover Parkway, looking northwest.

06.tif

Oblique of 7826 Hanover Parkway, looking northwest.

07.tif

View of 7804 Hanover Parkway, looking northwest.

08.tif

View of 7821 Mandan Road, looking east.

09.tif

View of 7905-7907 Mandan Road, looking south.

10.tif

View of playground and 7714-7716 Hanover Parkway, looking north.

11.tif

Oblique of 7917 Mandan Road, looking southeast.

12.tif

View of utility building at 8021 Mandan Road, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Greenfield House Inventory Number: M: 29-59-1
Address: 7608 Hamilton Spring Road Historic district: ☐ yes ☒ no
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Falls Church
Property Owner: _____ Tax Account ID Number: _____
Tax Map Parcel Number(s): 0000 Tax Map Number: GN22
Project: I-495/270 Managed Lane Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 10/8/2018

Documentation is presented in: _____

Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended

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

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Greenfield House, at 7608 Hamilton Spring Road, is located north of I-495 in Bethesda, Maryland, within the Carderock Springs Historic District (M: 29-59) (Kurtze et al. 2007). The property is a 0.48-acre irregular-shaped parcel containing a single-family dwelling and paved asphalt driveway leading south from Hamilton Spring Road. The dwelling faces north towards Hamilton Springs Road, and the property is landscaped with grass, bushes, mature trees and other ornamental foliage. The homeowner did not permit photographs, therefore the site visit and a circa-2017 real estate listing provided source material for the architectural description (Zillow 2017).

Description:

The Greenfield House at 7608 Hamilton Spring Road is a one-story, three-bay, single-family dwelling constructed circa 1975 in the Contemporary style. It has a continuous brick foundation that supports a structural system clad in vertical and horizontal wood or composite siding (Zillow 2017). The building has a low-pitched, side-gabled roof sheathed in asphalt shingles. The primary

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

entry is filled by a single-leaf, wood door with side lights (Zillow 2017). Other fenestration includes double and tripartite single-pane, fixed, or casement windows (Google 2018; Zillow 2017). A wide, overhanging eave extends from the roofline on the north elevation of the house. The primary entry is accessed by a wood deck extending from the north elevation of the house (Google 2018, Zillow 2017).

Historic Context:

The Greenfield House at 7608 Hamilton Springs Road is located within the Carderock Springs Historic District (M: 29-59), a planned residential development that emerged in several stages between 1962 and 1976 and was listed in the National Register of Historic Places (NRHP) in 2008 (Kurtze et al. 2007). The core of Carderock Springs, developed between 1962 and 1966 by Edmund J. Bennett and designed by Keys, Lethbridge, and Condon, consists of approximately 275 Contemporary-style, single-family dwellings on lots designed to take advantage of the natural topography (Kurtze et al. 2007, 7:1). House size and layout within the community varies, but all have a unified design scheme; “houses within Carderock Springs represent a range of models suited to varying site conditions, unified by a consistent design aesthetic to create Bennett's goal of a ‘visual community’” (Kurtze et al. 2007, 7:1). The Carderock Springs development is one of several such neighborhoods created by Edmund Bennett and designed by Keyes, Lethbridge, & Condon in Montgomery County between 1956 and 1973, detailed in a 2004 Multiple Property Documentation Form (Gournay and Corbin Sies 2004).

The Greenfield House at 7608 Hamilton Springs Road was built as a later in-fill addition to the Carderock Springs development on lot 29 following a 1965 re-subdivision of the R block of “Plat Twenty-Three (23), Carderock Springs” by Bennett Construction Company and Flint Hill Construction Company (Montgomery County Plat Book [MCPB] 7970). The house was constructed circa 1975 by the Ervin Atlantic Company, who sold the property to Sidney H. Greenfield and Ester F. Greenfield in March of that same year (Montgomery County Deed Book [MCDB] 4622,279, 5866,898) The Greenfields conveyed the property to James Day Klebau in April 1978 (MCDB 5127, 56). Klebau occupied the residence for several years until a deed of trust conveyed the property to Arthur W. Huptich and Jean F. Huptich in 1982 (MCDB 5866, 898). They conveyed the property to the current owners, Conrad Russell Young and Josepheen De Cruz, in 2017 (MCDB 54611, 494).

Evaluation:

The Greenfield House was evaluated in accordance with Maryland’s “Suburbanization Historic Context Addendum” and NRHP Criteria A, B, and C.

The Greenfield House at 7608 Hamilton Spring Road was not listed among the architectural resources of the Carderock Springs Historic District in the 2007 NRHP nomination, although neighboring resources at 7606 and 7610 Hamilton Spring Court were identified as contributing elements (Kurtze et al. 2007, 7:9). This resource was likely omitted from the district inventory because of its later date of construction and because it was built by the Ervin Atlantic Company, not Bennett. The NRHP nomination specifically notes, “Properties built by Bennett but not designed by KLC, and/or properties whose design conforms to KLC models but which were constructed by builders other than Edmund J. Bennett, will not contribute to the significance of the district” (Kurtze et al. 2007, 7:1).

The Greenfield House is a one-story, three-bay, single-family dwelling constructed circa 1975. Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state, or national significance were identified, and the Greenfield House is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The Greenfield House is not a particularly unique or excellent example of its Contemporary style, as many others exist throughout the neighboring area, particularly in the surrounding Carderock Springs Historic District (M: 29-59), which was determined eligible under Criteria A and C as a significant example of residential development (Kurtze et al. 2007). In order to be considered significant under Criterion C, a single-family dwelling must demonstrate high integrity and retain all character-defining elements (Manning et al. 2018, F-2). While the resource generally retains a relatively high level of historic integrity of location, setting, feeling, and association, some modifications have been made to the dwelling that diminish integrity of design, workmanship, and materials. Alterations visible in recent images of the house online include enclosure of an internal open courtyard and modification of the main entry surround (Zillow 2017). As a result, the resource is not eligible under Criterion C.

As an architectural resource, the building was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, the Greenfield House is not eligible for the NRHP.

The property encompasses .48 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GN22, Parcel 0000.

References:

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

 Reviewer, Office of Preservation Services

 Date

 Reviewer, National Register Program

 Date

NR-ELIGIBILITY REVIEW FORM

M: 29-59-1

Greenfield House

Page 4

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Greenfield House

Location: 7608 Hamilton Spring Road
City: Bethesda

MIHP#: M: 29-59-1
Montgomery County



Greenfield House

Location: 7608 Hamilton Spring Road
City: Bethesda

MIHP#: M: 29-59-1
Montgomery County



MD iMAP, DoIT

Parcel Boundaries

00.010.01

Miles

Scale: 1:400

N

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

Inventory No M: 29-59-1

Name Greenfield House
Continuation Sheet

Number Photos Page 1



Photo 1 of 1: The Greenfield House at 7608 Hamilton Spring Road visible from public right of way. Homeowner denied photography permission.

PHOTO LOG

Name of Property: Greenfield House
Name of Photographer: Danae Peckler
Date of Photographs: 08/07/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 1:
The Greenfield House 7608 Hamilton Spring Road, view of garage, looking southeast
M; 29-59-1_2018-08-07_01.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Greenwich Woods

Inventory Number: M: 37-36 and PG:65-55

Address: I-495 to the north, Mt. Pisgah Road to the west

Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery County and Prince George's County

USGS Quadrangle(s): Beltsville

Property Owner: Avery Park Owner LLC

Tax Account ID: 05-00261047

Tax Map Parcel(s): N590

Tax Map: KP22

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Greenwich Woods (currently known as Avery Park Apartments) is a multi-family development located south of I-495 in Silver Spring. The resource boundary spans Montgomery and Prince George's counties, although the physical address, deeds, and most plats are in Montgomery County. The complex consists of 47 garden apartment buildings constructed between 1970 and 1972. The 27.2-acre parcel is bounded by I-495, The Chateau Apartments, and Holly Hill Terrace neighborhood on the north, Mt. Pisgah Road on the west, Holly Hill Manor neighborhood and George Washington Cemetery on the east, and Holly Hill Farm neighborhood on the south. Access to the complex is via Oakview Drive, which becomes Mt. Pisgah Lane after crossing over Mt. Pisgah Road.

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

The sloping parcel has grassy lawns, mature trees, and bushes at the entrances of buildings. Poured-concrete sidewalks connect the buildings while curvilinear streets and asphalt parking lots surround the buildings. A leasing office (replaced in 2004) with a fitness center and original outdoor pool, is located in the center of the complex at 1801 Hampshire Green Lane (The Washington Post 2006, APT.05). A fenced playground is located on the north side of the complex, near the intersection of Hampshire Green Lane and Greenwich Wood Drive. Two fenced trash areas are located along Hampshire Green Lane and Greenwich Wood Drive.

Description:

Greenwich Woods is a multi-family development constructed between 1970 and 1972. The 47 garden apartment buildings contain more than 500 units. The buildings join in groups of two to five, some of which form L- or U-shapes. The curvilinear streets follow the topography of the parcel, with some buildings situated below grade. Buildings are three stories tall and six to eight bays wide, with minimal exterior decoration. The continuous foundation and structural system are clad in a brick veneer. The flat roof has a faux mansard sheathed in asphalt shingles and a parged front-gabled peak above each entrance. No chimneys are visible.

The entrance to each building is centrally located and contains a single-leaf, metal-framed, fully-glazed door with a large single sidelight. Above each entrance is a semi-circular canvas awning. Access is provided by a concrete stoop and steps (some with brick trim) and metal railings. Sliding glass doors provide access to the patios and balconies of individual units. Fenestration includes fixed metal windows adjacent to the sliding glass doors, vinyl bay windows with parged paneled spandrels between the floors, and one-over-one metal windows with parged paneled spandrels below. Some first floor units have a composite wall bordering their patio, while balconies on the second and third floors have metal railings covered in canvas. Individual apartment units are one-story.

Two signs advertise the apartment complex. One is located at the corner of New Hampshire Avenue and Oakview Drive with three flag poles, and one is located in a grassy median at the entrance to the complex, by the intersection of Mt. Pisgah Road and Mt. Pisgah Lane/Oakview Drive.

A 2004 leasing office with a fitness center, resident services, and pool house, constructed around an original fenced-in outdoor pool, is located at the center of the complex at 1801 Hampshire Green Lane (The Washington Post 2006, APT.05). The one-story, multi-bay, L-shaped building is clad in vinyl siding with a brick veneer on the façade. The cross-gabled roof is sheathed in asphalt shingles and a covered, gabled walkway connects to the one-story, two-bay pool house, clad in like materials. Both the double-leaf entrance to the leasing center and the single-leaf entrance to the pool house are underneath a recessed, front-gabled entry porch supported by round columns.

Historic Context:

Greenwich Woods was platted between 1964 and 1968 as Hampshire Green, a resubdivision of lots platted as Holly Hill Farm in 1923 (Montgomery County Plat Book [MCPB] 81, 8296; Prince George's County Plat Book [PGCPB] WWW 70, 62). In 1969, investors Jack and Ina Kay, Louis and Celia Grossberg, George Wasserman, and Harold and Sylvia Greenberg, sold the land to Greenwich Woods Associates (Montgomery

County Deed Book [MCDB] 3874, 78). In 1999, Greenwich Woods Associates purchased nearby Holly View Apartments, a smaller complex with similar design features located at 9700-9710 Mt. Pisgah Road. Greenwich Woods Associates maintained ownership of the property until 2000, when they sold both the Holly View and Greenwich Woods apartments (MCDB 18402, 427). The current property management company, Morgan Properties, also known as Avery Park Owner LLC, purchased Greenwich Woods in 2016 (MCDB 52737, 146).

The Greenwich Woods apartments were constructed between 1970 and 1972 by the Artery Organization (Artery), a large, high-volume, building and development firm which constructed townhouses, apartment complexes, and single-family dwellings in Maryland and Virginia throughout the Suburban Diversification Period (1961-1980) (The Evening Star 1971a, E-1). George Wasserman, one of the real estate investors in the Greenwich Woods property, became President of Artery in June 1969 (The Evening Star 1969, E-2); however, Henry Goldberg, Executive Vice President and Chief Operating Officer, was often mentioned in newspaper articles highlighting the hiring of new staff for the rapidly growing firm (The Evening Star 1971b, F-2). Through the 1980s, the Greenwich Woods apartments were managed by Dreyfuss Brothers, Inc., a company often employed by Artery for their apartment communities (The Evening Star 1970a, F-6; The Washington Post 1988, D19).

In the early 1970s, Greenwich Woods was frequently advertised as a garden apartment community with one-, two-, and three-bedroom units. The apartments featured amenities such as a washer and dryer, dishwasher, disposal, wood-paneled ranch room, individual heating and air conditioning, and a self-defrosting refrigerator. At the grand opening in 1970, rent started at \$190/month for a one-bedroom, \$215-\$225/month for a two-bedroom, and from \$265/month for a three-bedroom unit (The Evening Star 1970b, F-7). According to later advertisements, interior renovations took place around 1989, including updated kitchens and new ceiling fans (The Washington Post 1989, C20).

The community amenities available today are similar to what was historically available at Greenwich Woods, including a swimming pool and play areas for children (The Evening Star 1970b, F-7).

Evaluation:

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

Greenwich Woods is an example of a garden apartment complex of the Suburban Diversification Period (1961-1980) and is a basic example of a type commonly built in Montgomery County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

While George Wasserman and the Artery Organization were involved in the development of Greenwich Woods and worked throughout the Washington D.C. region, they had no significant influence on

suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Greenwich Woods is representative of a common mid- to-late twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, including the new leasing office and pool house and the addition of pediments to the original faux mansards, have impacted the building's integrity of design and materials. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The boundary for the resource encompasses 27.2 acres and is roughly defined by I-495 to the north, George Washington Cemetery to the east, Holly Hill Farm neighborhood to the south, and Mt. Pisgah Road to the west. It is found on Montgomery County Tax Map KP22, Parcel N590 (2019).

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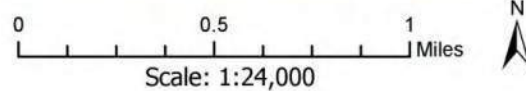
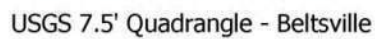
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Greenwich Woods

Montgomery County and Prince George's County

Location: I-495 to the north, Mt. Pisgah Road to the west

City: Silver Spring



PHOTOGRAPHS



Mt. Pisgah Lane streetscape, looking east.



Approach to apartment complex and entrance sign viewed from Oakview Drive, looking east.



1815 Greenwich Wood Drive, west elevation.



Interior courtyard between 1810 and 1812 Greenwich Wood Drive, looking west.



View of Leasing Center at 1801 Hampshire Green Lane, looking southwest.



View of pool house at 1801 Hampshire Green Lane, looking northwest.



Playground near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking north.



Trash area near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking northwest.



Entrance detail, 1802 Hampshire Green Lane, looking southeast.



Rear of buildings 1705 and 1707 Mt. Pisgah Lane, looking southeast.

PHOTOGRAPHS



Apartment sign and flagpoles on New Hampshire Avenue at Oakview Drive, looking northeast.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-08**

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

File Format: **M: 37-36_PG:65-55_2019-01-08_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Mt. Pisgah Lane streetscape, looking east.

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Approach to apartment complex and entrance sign viewed from Oakview Drive, looking east.

03.tif

1815 Greenwich Wood Drive, west elevation.

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Interior courtyard between 1810 and 1812 Greenwich Wood Drive, looking west.

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View of Leasing Center at 1801 Hampshire Green Lane, looking southwest.

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View of pool house at 1801 Hampshire Green Lane, looking northwest.

07.tif

Playground near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking north.

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Trash area near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking northwest.

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Entrance detail, 1802 Hampshire Green Lane, looking southeast.

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Rear of buildings 1705 and 1707 Mt. Pisgah Lane, looking southeast.

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Apartment sign and flagpoles on New Hampshire Avenue at Oakview Drive, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Grosvenor Park Inventory Number: M: 30-39
Address: 10200-10500 Rockville Pike (355) 10101-10401 Grosvenor Place Historic district: X yes ☐ no
City: Rockville Zip Code: 20852 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): 0000 Tax Map Number: HP13
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: 12/6/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: X Eligibility recommended ☐ Eligibility not recommended
Criteria: X A ☐ B X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes X no Name: _____ Date: _____

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

Setting:

Grosvenor Park is a multi-family residential development located north of the intersection of I-270 and I-495 and bounded by the west side of Rockville Pike, north side of Grosvenor Place and south side of Tuckerman Lane. The resource is composed of three parcels, the largest of which is a 37.9-acre, irregular-shaped parcel with three high-rise apartment buildings, nine garden apartment buildings, two small play areas, three swimming pools (one of which features a bathhouse), and three pairs of tennis courts, all built between 1963 and 1966 (Montgomery County Plats [MCP] 470, 2113, 2123, 2132, 2133, and 2134). Two adjacent smaller parcels--one to south containing 9.3 acres and a circa-1987, high-rise apartment building, and another to the west containing 10.22 acres and a circa-1989, high-rise apartment building--and much of the Grosvenor Place roadway were also surveyed, totaling 57.42 acres (RK&K 2018). Primary access to the property is from Rockville Pike on the east, Tuckerman Lane on the north, and Grosvenor Place on the west and south. Parking areas and internal pathways are in proximity to each residential building.

The property's landscape is filled with grassy lawns, dotted by mature trees, shrubs, and other ornamental foliage in a natural park-like setting. A small branch of Rock Creek traverses the Grosvenor Park property in a northwest-southeast direction. The entire

MARYLAND HISTORICAL TRUST REVIEW

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

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property is connected by concrete sidewalks and a few pedestrian bridges that cross two picturesque ponds in the center of the complex.

Description:

The Grosvenor Park apartment complex is a mixed-residential type development originally constructed between 1963 and 1966 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The nine circa-1963, garden apartment buildings in Grosvenor Park (10200-10444 Rockville Pike) are four-story, 12-bay, brick-clad, rectangular buildings designed in the International style. The buildings, organized in a near-linear arrangement roughly parallel to Rockville Pike, are built into a sloping hillside and appear as three stories in height from the east elevation where the primary shared entries are located. The east elevations of the garden apartment buildings are separated from the internal road and flanking parking spaces by a wide grassy median dotted with mature trees. Several of the buildings are connected by covered walkways at the north and south elevation of the lower levels, facilitating residents' access to common shared spaces.

Each of the garden-style buildings contains six apartments on every floor, including efficiencies and one- and two-bedroom units that range from 502 to 911 square feet in size (MCP 2139-2144). These buildings rest on a continuous concrete foundation supporting a structural system that is clad in a six-to-one, Flemish-common-bond, brick veneer (Flemish bond every seventh course). Some buildings are clad in red brick with light gray mortar while others feature an off-white brick with light gray mortar. They are all topped by a low-pitched, hipped roof with wide overhanging eaves. The east elevation of each building includes three entrance stairwells marked by a two-story wall of glass and metal spandrels. These entries are filled by a single-leaf, metal-framed door surrounded by fixed, metal-framed, rectangular lights at the first floor, sheltered by a cantilevered, flat, metal roof. Other fenestration includes original, tripartite, metal-framed, picture windows with a central fixed light flanked by two sliding sashes. At the rear elevation of each building, a flat metal roof covers the three two-bay, four-story porches or balconies that extend from each unit. Square metal posts and railings are ornamented by metal-mesh panels while a solid metal panel or brick partition wall provides privacy to neighboring units on the same floor. Few if any alterations have been made to the exterior of the nine garden apartment buildings.

The three Y-shaped, high-rise, multi-family residential buildings (10201 and 10401 Grosvenor Place and 10500 Rockville Pike) were also constructed in the International style. These buildings are between 19 and 21 stories tall with 11-bay wings on either side of a three-bay central projection. Together, they contain 1,447 units that are predominantly one-, two-, or three-bedroom apartments between 487 to 2,998 square feet (MCP 470-491, 1513-1521). Penthouse apartments on the upper floors range between 2,621 and 7,894 square feet (MCP 489, 2121, 2130). Each building also features a two-story parking garage at the lower levels that is built into the sloping topography and hidden from view at the primary elevation, where it is topped by garden terraces flanking the main entrance.

The original high-rise buildings rest on continuous concrete foundations supporting a concrete-and-steel structural system clad in off-white, stretcher-bond, brick veneer. The horizontal massing of the building is balanced by regular vertical columns of cantilevered balconies featuring blue tempered-glass panels and black metal railings. The buildings are covered by a flat roof with a parapet wall topped by a sleek, pre-cast, concrete coping. Visible from the façade, the top two stories of each building are stepped, softening the overall appearance of height and creating a series of rooftop terraces. The terraces are partially covered by flat-roof metal canopies supported by square metal posts and ornamented by the same metal-mesh panels that mark the garden-style apartment porches.

The main entrance to each of the high-rise buildings is located at the center of the three-bay projection, where a flat concrete-roof canopy supported by four, rectangular, marble-clad columns extends to cover a semi-circular driveway. The roof of the canopy is

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

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punctuated by circular skylights and features a concave end that mirrors the semi-circular drive that passes below it. The same marble-clad columns support each bay around the first floor lobby, allowing for a floor-to-ceiling, metal-framed, glass wall on all three sides of the central projection. Windows throughout all of the high-rise buildings are original, paired or tripartite, single-light, metal-framed units, with one or two sliding sashes.

On the whole, few if any alterations have been made to the exteriors of the three high-rise buildings. At 10201 Grosvenor Place, the oldest of the high-rise buildings, some of the plastic balcony panels are slightly greener in color than the others, suggesting some replacement over time or use of some defective products. At 10401 Grosvenor Place, small one-story wings extend from the north and south ends where a small market or grocery store and beauty salon are currently located.

Each of the high-rise buildings include an original landscaped parking lot for visitors, an in-ground swimming pool, and a pair of tennis courts--all of which appear little changed since initial construction. Where present, original low retaining walls are clad in an irregularly coursed, rough-cut, stone veneer. The southernmost swimming pool is located southeast of the first high-rise, now known as Grosvenor Park One at 10201 Grosvenor Place, but the pool is separated from the building by a grassy median and communal sidewalk, differing from the other high-rise pools which nearly abut the rear elevation of the buildings. This physical separation and the presence of a bathhouse suggest that this pool may have been open to residents of the garden apartments in addition to those of Grosvenor Park One. The bathhouse is a one-story, seven-bay, metal-framed building with stuccoed walls. It is covered by a flat roof with wide overhanging eaves and is lined by a metal railing with the roof also being used as a viewing deck. A portion of the bathhouse roof is covered by a metal-framed, hipped-roof pavilion that appears original to its design.

Situated south of the original complex on a separate parcel of land is a 20-story, multi-bay, high-rise apartment building (10101 Grosvenor Place) constructed circa 1987. This building rests on a continuous concrete foundation and supports a structural system that is clad in a red stretcher-bonded brick with a narrow concrete belt-course separating each story. Semi-circular, solid, brick balconies punctuated by a round concrete column extend from each floor at the south and west elevations, while projecting one- and two-bay balconies with metal railings dot the east and west elevation of the building. The building is topped by a flat roof with a parapet wall marked by a thick pre-cast concrete cornice. At the center of the building is a vertical window wall that extends from the ground floor to the top story where it projects above the cornice in a semi-circular arch. Windows throughout the building are either paired or tripartite, metal-framed, single-light, sliding or fixed units. A four-level parking garage extends from the south end of the east elevation of the building, though just three levels are visible from the ground surface. The garage is lined in the same kind of brick veneer and topped by a similar concrete cornice. The swimming pool associated with this high-rise is located at the northwest corner of the building and is roughly oval in shape, contrasting with the older pools that are rectangular or L-shaped. Surface parking lots surround most of the building, although a generous grassy median and other plantings line much of the south and west sides of the parcel.

Situated on a separate parcel, between the original south and central high-rise buildings, is a 20-story, multi-bay, high-rise apartment building (10301 Grosvenor Place) constructed circa 1989. Somewhat smaller in width, the architecture of this high-rise matches the other 1980s building at 10101 Grosvenor Place and uses the same materials, construction methods, and design features. The parking garage for this building is attached to its northeast corner and has just three levels. The swimming pool is also generally oval in shape and is located near the southwest corner of the building. Surface parking lots and driveways fill much of this parcel, with a grassy median or buffer surrounding much of the high-rise building.

At the perimeter, the Grosvenor Park property is lined with mature trees that buffer the complex from traffic along Rockville Pike and add to its park-like setting along Grosvenor Place. An established picturesque landscape fills the center of the property and includes mature trees, ornamental plantings, and two linear ponds, each featuring a small island. Several narrow concrete sidewalks connect the high-rise and garden apartments to various amenities. Pedestrian bridges cross the small branch of Rock Creek that was

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preserved through the center of the complex. At the northeast corner of the property, a pedestrian underpass connects the Grosvenor Park complex to the Grosvenor Metro station.

Historic Context:

The Grosvenor Park property was originally platted as Parcels A and B in March and October of 1962, respectively, by Karl W. Corby, Jr. and his sister, Mary Ellen Brewer--children of Karl W. Corby, Sr. who had inherited much of the farmland in the vicinity from their father and grandfather, Charles Corby, founder of the neighboring estate property now known as Strathmore (M: 30-12) (Montgomery County Deed Book 2144, 24, 36). The buildings and amenities of the original core were designed by architect Donald H. Drayer and built for Karl W. Corby and Mary Brewer by the Corby Construction Company, while the landscape was designed by landscape architect, S.E. Sanders.

The first buildings erected on the property were the nine garden apartment buildings completed in 1963 and fully occupied in 1964 (Kelly 2015). The two ponds, sidewalks, and the southernmost swimming pool and tennis courts appear in historic aerials from March 1964 (United States Department of Agriculture 1964). The southernmost high-rise building, now known as Grosvenor Park One, was constructed between 1963 and completed by May 1964, with the central building now known as Grosvenor Park III completed the following year and the north building, now known as Grosvenor Park II, by 1966 (The Evening Star 1964; The Washington Post 1963, 1965). Historic newspapers indicate that a fourth high-rise building was planned, but never constructed as part of the complex (The Washington Post 1967).

In 1972, the south high-rise building was converted to condominiums by Karl W. Corby, Jr.--an early example of yet another common trend in the D.C. area. The remainder of the property, including the other two high-rise buildings and all of the garden apartments, was turned into condominiums in 1979 by a subsequent corporate owner, a Chicago-based firm known for such transactions, American Invsco (MCP 470-491, 2113-2144). Converted as separate entities, the three high-rises became known as Grosvenor Park One, Two, and Three, while the garden-style apartments became Grosvenor Park Four. Plot plans for each entity were filed along with basic floor plans for each building type at the time of their conversion. Thus, by 1979, the current tax parcel boundary (C000478), including land surrounding the original buildings and much of the landscaped core of the property, had been established on what was platted as Parcel A and B.

In the early 1980s, Grosvenor Park Limited Partnership, a company led by Karl W. Crosby III, sought to re-develop underdeveloped portions of the property, re-dividing Parcel B and including more land to the west of the property, creating Parcels D, E, and F (MCP 14472). Parcel D included 9.3 acres at the southern end of what had been Parcel B of the Grosvenor Park property, including the southernmost tennis court and south end of the Grosvenor Place roadway. This land had likely been reserved for a fourth tower in the original plan for Grosvenor Park that did not materialize, and was the first to be re-developed with the circa-1987 high-rise building, currently addressed as 10101 Grosvenor Place. This property was converted to condominiums in 2005 (MCP 8887-8912). Parcel E contains 10.44 acres of land, a second late-1980s high-rise apartment building, garage, surface parking lot, and swimming pool along with some original Grosvenor Park landscape features including portions of the sidewalks connecting the southern and central high-rise buildings to the garden-style apartments; a portion of the two ponds in the center of the complex; landscaping surrounding the periphery of the south and central high-rise and the road by which it continues to be accessed, known as Grosvenor Place (MCP 14472). This high-rise building remains privately owned by Archstone Grosvenor Tower Limited Partnership and continues to function as an apartment rental building. Parcel F, containing 24.9 acres of land, is situated on the west side of Grosvenor Place and does not include any features of the original property; therefore, it was excluded from this survey.

Karl W. Corby, Jr. and his sister, Mary Ellen Brewer, were not known to have entered into other property developments together.

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However, as the president of the Corby Construction Company, Karl W. Corby, Jr. developed several properties in the vicinity of Grosvenor Park and specialized in multi-family apartment buildings in the D.C. area with Grosvenor Park as his most notable project (The Washington Post 1987, C4). He was also "a former director of the Riggs National Bank, Woodward & Lothrop and Acacia Mutual Life Insurance Company, and a trustee of the International Oceanographic Foundation" as well as "past president of the Maryland State Golf Association" prior to his death in January 1987 (The Washington Post 1987, C4).

The Grosvenor Park apartment complex is one of the principal works of the prominent mid-twentieth-century, D.C. architect Donald H. Drayer. Drayer is best known for designing "high-rise luxury apartments, and custom projects for high-profile clients" (Kelly 2015, 388-391). He was a prolific designer, but also successful in that many of his works were actually constructed. Architectural drawings from the Grosvenor Park complex on file at the Library of Congress primarily date between 1960 and 1963 (Library of Congress 2018). Prior to working with the Corby Construction Company for Grosvenor Park, Drayer was employed by the U.S. Public Buildings Administration, builder and architect William Waverly Taylor, and the Chevy Chase Land Company. Working independently since 1954, his designs for Grosvenor Park appear to have launched the type of large-scale residential development for which he became well known. Other principal works of Drayer, identified in Clare Lise Kelly's 2015 book, "Montgomery Modern," include the Park Sutton Apartments and Shopping Center (1963) in Silver Spring, Prospect House apartments (1965) in Arlington, the Colonnade apartments (1964-1969) in D.C., the commercial office Landow Building (1971) in downtown Bethesda, and the Promenade apartments (1972) just inside I-495 in Bethesda (Kelly 2015, 388-391).

The landscape design for Grosvenor Park was produced by S.E. Sanders & Associates in 1963 and appears under construction in historic aerials by March 1964. Spencer Edward Sanders "was a nationally recognized landscape architect and land planner who designed comprehensively planned communities that preserved natural landscape and open space" (Kelly 2015, 445-449). Sanders worked for the Public Building Administration in the 1940s and with the progressive garden apartment innovator, Carl M. Freeman, at Americana Plaza (1958), Americana Fairfax (1961), and Americana Glenmont (1961) (Kelly 2015, 445-449). His design for Grosvenor Park is in keeping with other notable works that retain a natural setting with abundant open space along with the separation of vehicular and pedestrian traffic, but is not known to have garnered professional acclaim (Kelly 2012, 8-13).

The Grosvenor Park complex is an early example of mixed-residential type development with both garden and high-rise apartments of significant size in the greater Rockville and Bethesda area in Montgomery County--a trend that began around 1960 and continues to present day (Manning et al 2018). While garden apartment complexes were commonplace in the region by the 1950s, high-rise apartment buildings were slower to emerge in the D.C. suburbs. Prior to the completion of I-495, such buildings were commonly eight or nine stories tall and referred to as "towers," like the nine-story Pooks Hill Towers built in 1949 and designed by architect John P. Fitzsimmons (Kelly 2015, 469). Completed in 1960 along the 16th Street corridor, Cohen, Haft & Associates' 10-story Suburban Towers apartment building in Silver Spring was one of the earliest suburban high-rises in Washington region (M-NCPCC 2017, 14). This firm also designed the Springhill Lake Apartment Complex (PG:67-40) in Greenbelt, containing both garden apartments and townhouses along with various community and recreational facilities across more than 100 acres of land, built between 1961 and 1970 (Bruder 2015). Designed at the same time as Grosvenor Park, Drayer's River Towers multi-family apartment complex features three, nine-story, T-shaped, elevator apartment buildings constructed for the Rebecca Corporation circa 1963 just south of I-495 in Alexandria, Virginia (Library of Congress 2018; River Towers 2018). Nestled within 26 acres of parkland on a smaller parcel, each tower building contains 525 units and is considerably less ornate than the high-rise buildings at Grosvenor Park (River Towers 2018).

The Grosvenor Park complex also reached out to a growing and changing demographic of Montgomery County residents. Built shortly after construction began on the two intersecting interstates, this luxury apartment complex was designed primarily to appeal to high-income residents, but was made accessible to young, progressive, middle- to upper-middle-class families as well. One of the earliest images of the property in The Washington Post, printed in October of 1963, was captioned "Nursey Open in

MARYLAND HISTORICAL TRUST REVIEW

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Apartment" and described the new nursery as an amenity to "working mothers among the tenants of the combination garden-style and high-rise project" (The Washington Post 1963, D1).

Evaluation:

The Grosvenor Park complex is an example of a mixed-type apartment complex that is part of an ongoing trend in multi-family residential developments beginning in the early Suburban Diversification Period (1961-1980) (Manning et al 2018). The garden and high-rise apartment buildings within the property's core retain all of the character defining elements associated with these building types (Manning et al. 2018, F-10-F-17).

As an early example of a large, mixed-type, luxury apartment complex, Grosvenor Park reflects a new trend in multi-family residential development within Montgomery County that targeted high-income residents with children of the area's population. The development was one of the first in the county to include a combination of high-rise apartment towers and garden apartments. As such, it is eligible under Criterion A. Archival research indicates that the property has no important associations with individuals of local, state, or national significance. Therefore, the property is not eligible for the NRHP under B. Although Karl W. Corby, Jr. and Mary Brewer were notable individuals, their work does not appear to have made lasting or substantial impacts to the history of multi-family construction in the D.C. region.

Grosvenor Park is an excellent, intact example of a multi-family development from the Suburban Diversification Period featuring mixed housing types. Its central naturalistic park, designed by an experienced landscape architect, along with amenities such as retail spaces, swimming pools, and tennis courts, set the development apart from its contemporaries and reflect important new trends in apartment design that appeared during the period. Grosvenor Park is significant under Criterion C as an outstanding example of a mixed-type, multi-family development in Montgomery County.

As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, Grosvenor Park is eligible for the National Register of Historic Places under Criteria A and C.

The period of significance for this resource is from 1963 to 1966, encompassing the completion of the garden apartments, three original high-rises, and the accompanying landscape and recreational amenities. Character-defining elements of the development include its cohesive architectural design and stylistic features; cluster or grouped arrangement of buildings oriented to the topography with neighboring parking lots to maximize open space; park-like landscape with shared amenities including lobbies, pools, tennis courts, playground, and light retail spaces for residents; patios and balconies for each unit; and consistent streetscape design including sidewalks and lighting. Grosvenor Park retains a high level of historic integrity of location, design, materials, workmanship, feeling, and association. Its integrity of setting has been minimally altered by the 1980s construction at the southern and western sides of the property. However, a fourth building was originally planned by Korby and Drayer at the south end of the site but was not constructed. The new buildings did not replace original structures and have not altered the appearance or features of the complex, which remains organized along the central picturesque landscape, with garden apartments on the east side and high rises to the west. Although within the boundary of the historic resource and part of the present Grosvenor Park complex, the 1980s high-rises do not contribute to the historical significance of the development. Few alterations have been made to the original buildings and surrounding landscape. Many of the original landscape features were also retained on the redeveloped parcels. As such, the overall character of the landscape and naturalistic setting at Grosvenor Park remains extant.

The boundary of this resource encompasses 57.42 acres and is confined to three parcels found on Montgomery County Tax Map HP13, bounded by Rockville Pike (MD 355), Grosvenor Lane, Grosvenor Place, and Tuckerman Lane.

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

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Date

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The Washington Post. 1967. "Grosvenor Park." January 28, 1967. E2.

The Washington Post. 1987. "Karl W. Corby, D.C. Building Executive, Dies." January 23, 1987, C4.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Grosvenor Park

Location: 10200-10500 Rockville Pike
City: Rockville

MIHP#: M: 30-39
Montgomery County



SGS 7.5 Quadrangle - Kensington

0 0.3 0.6
Miles
Scale: 1:24,000

Grosvenor Park

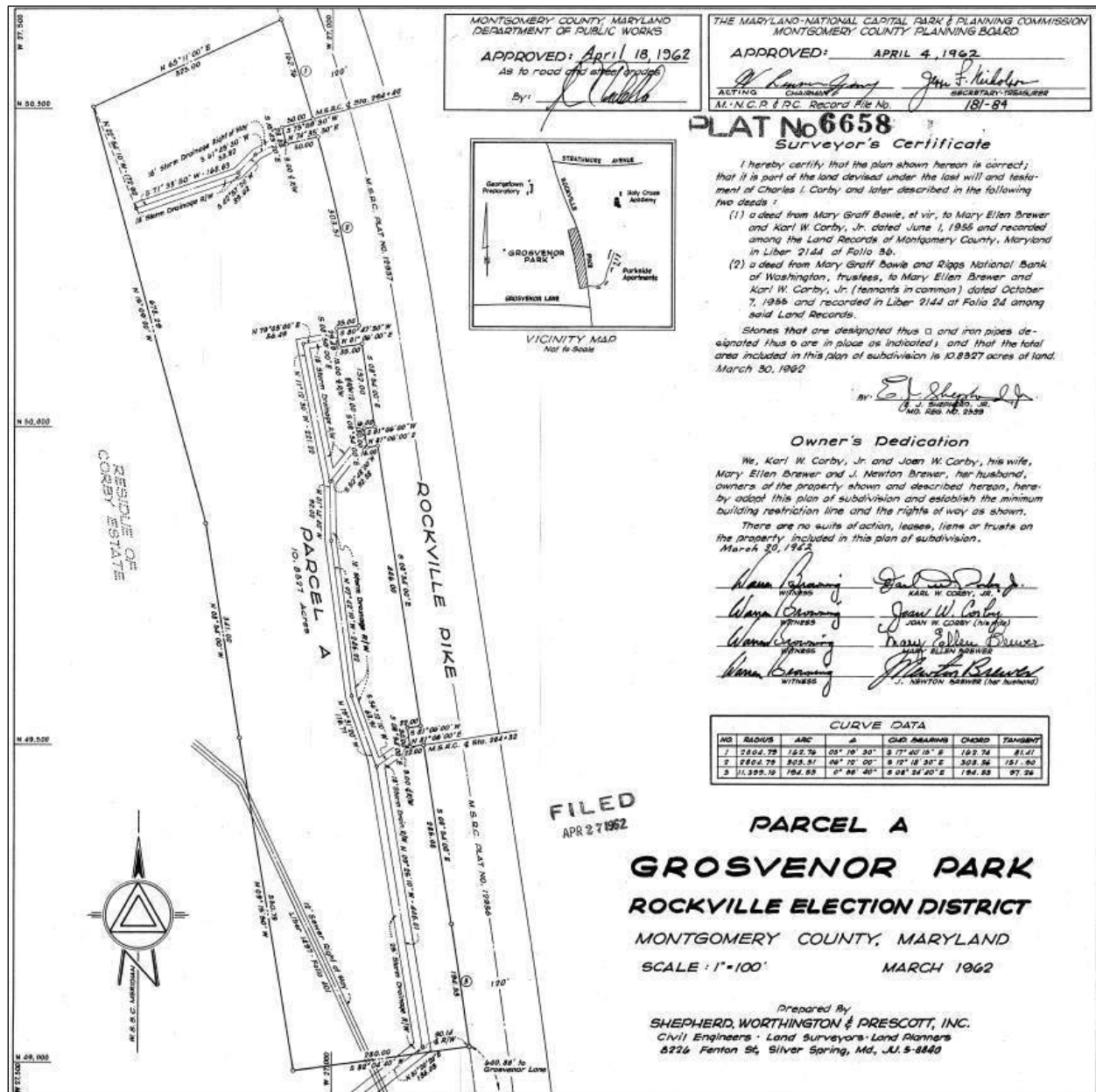
Location: 10200-10500 Rockville Pike
City: Rockville

M: 30-39
Montgomery County



Grosvenor Park site plan showing contributing resources in gold and non-contributing in red

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



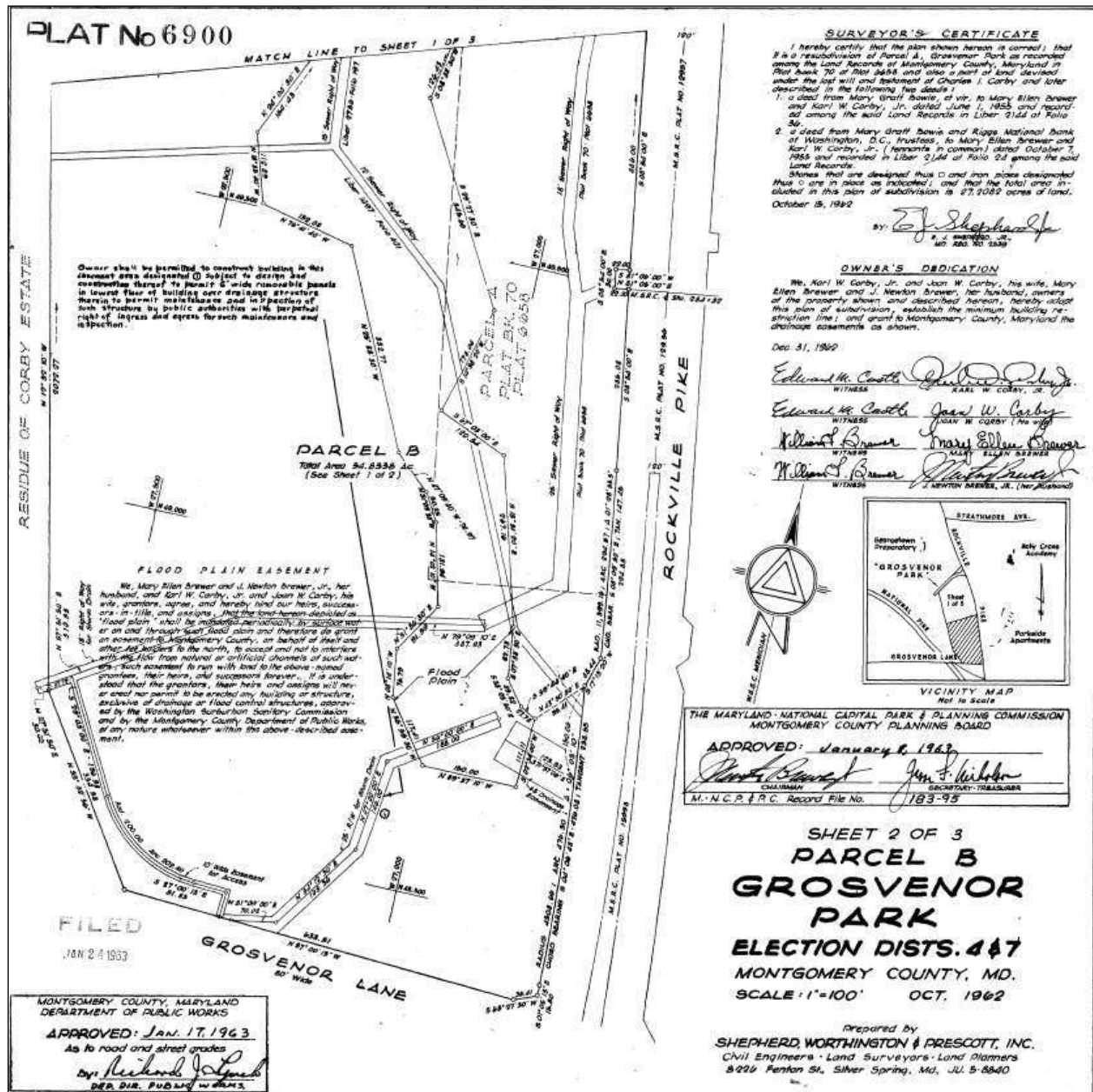
1962 Plat of Parcel A, Grosvenor Park (MCP 6658)

Rockville, Montgomery County, Maryland



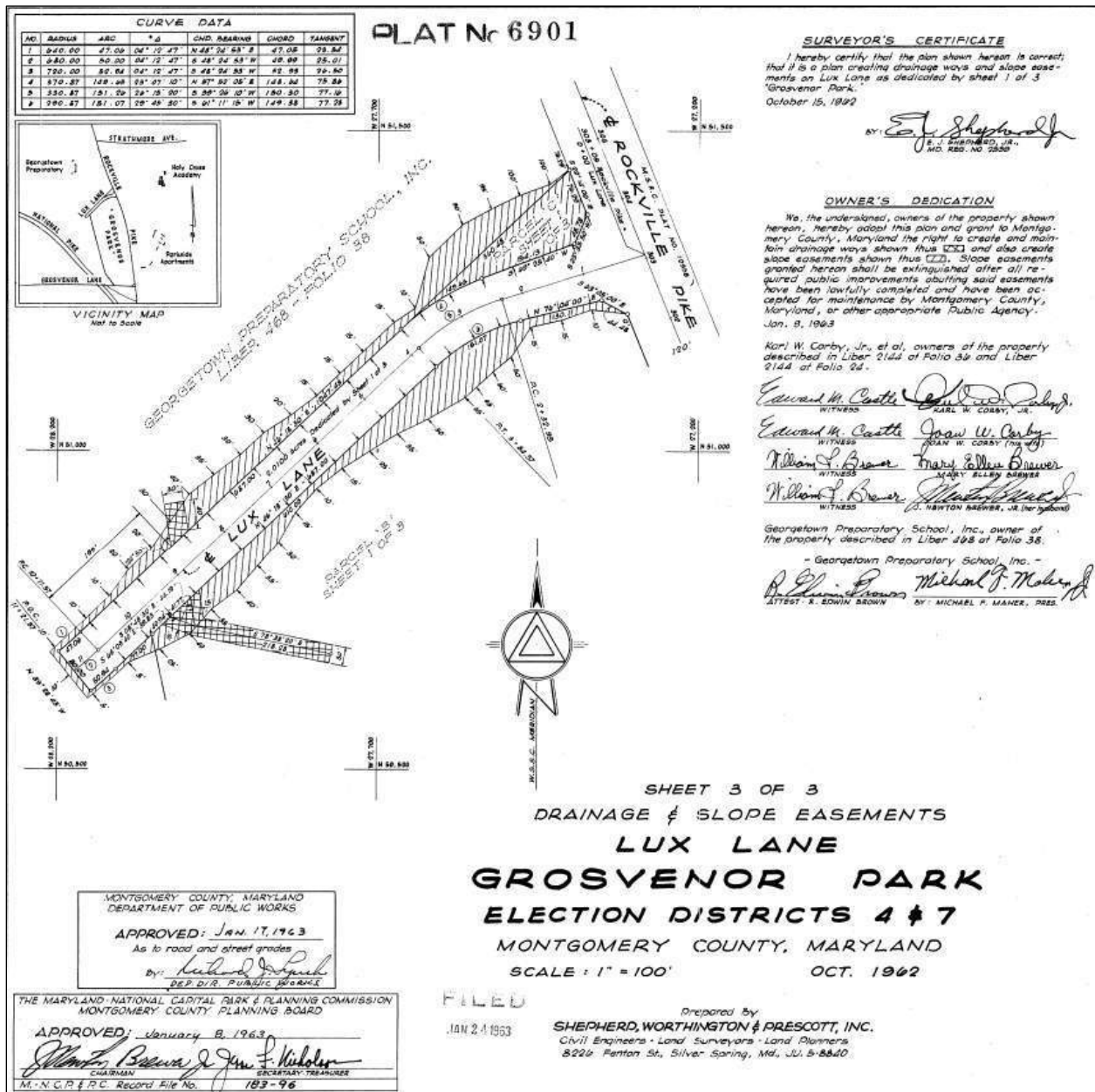
1963 Plat of Parcel B, Grosvenor Park, Sheet 1 of 3 (MCP 6899)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



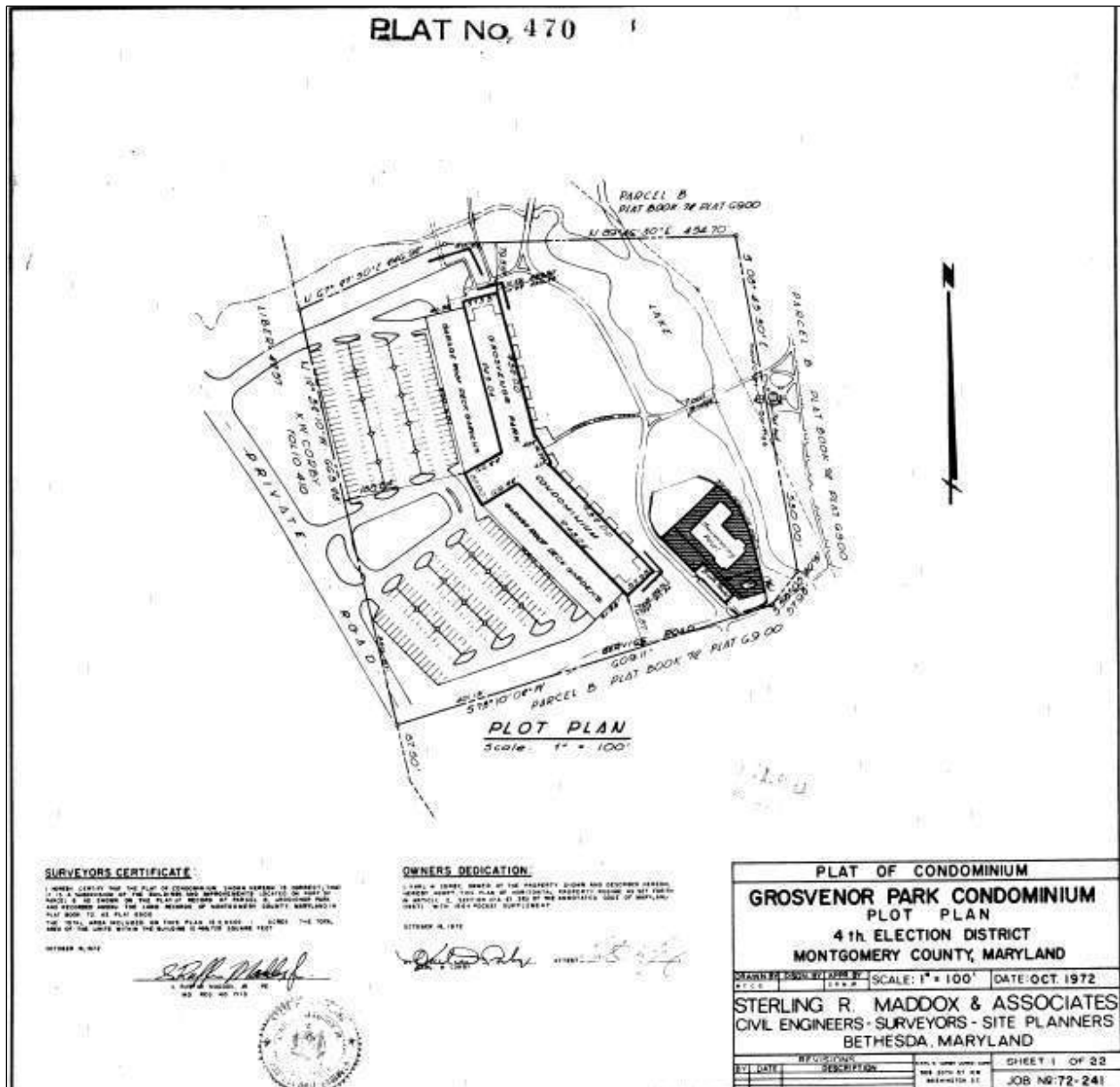
1963 Plat of Parcel B, Grosvenor Park, Sheet 2 of 3 (MCP 6900)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



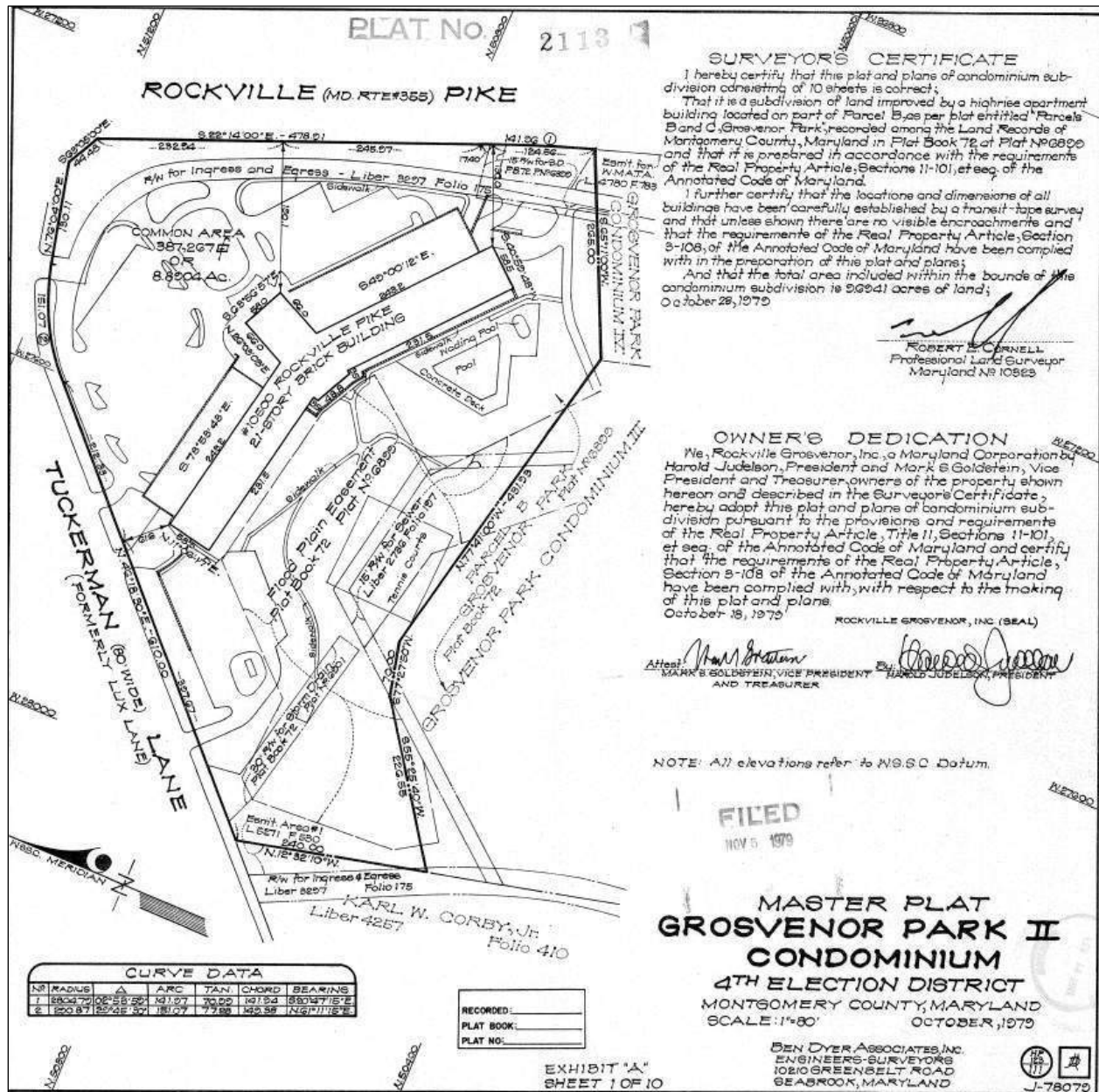
1963 Plat of Lux Lane (now Tuckerman Lane), Grosvenor Park, Sheet 3 of 3 (MCP 6901)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



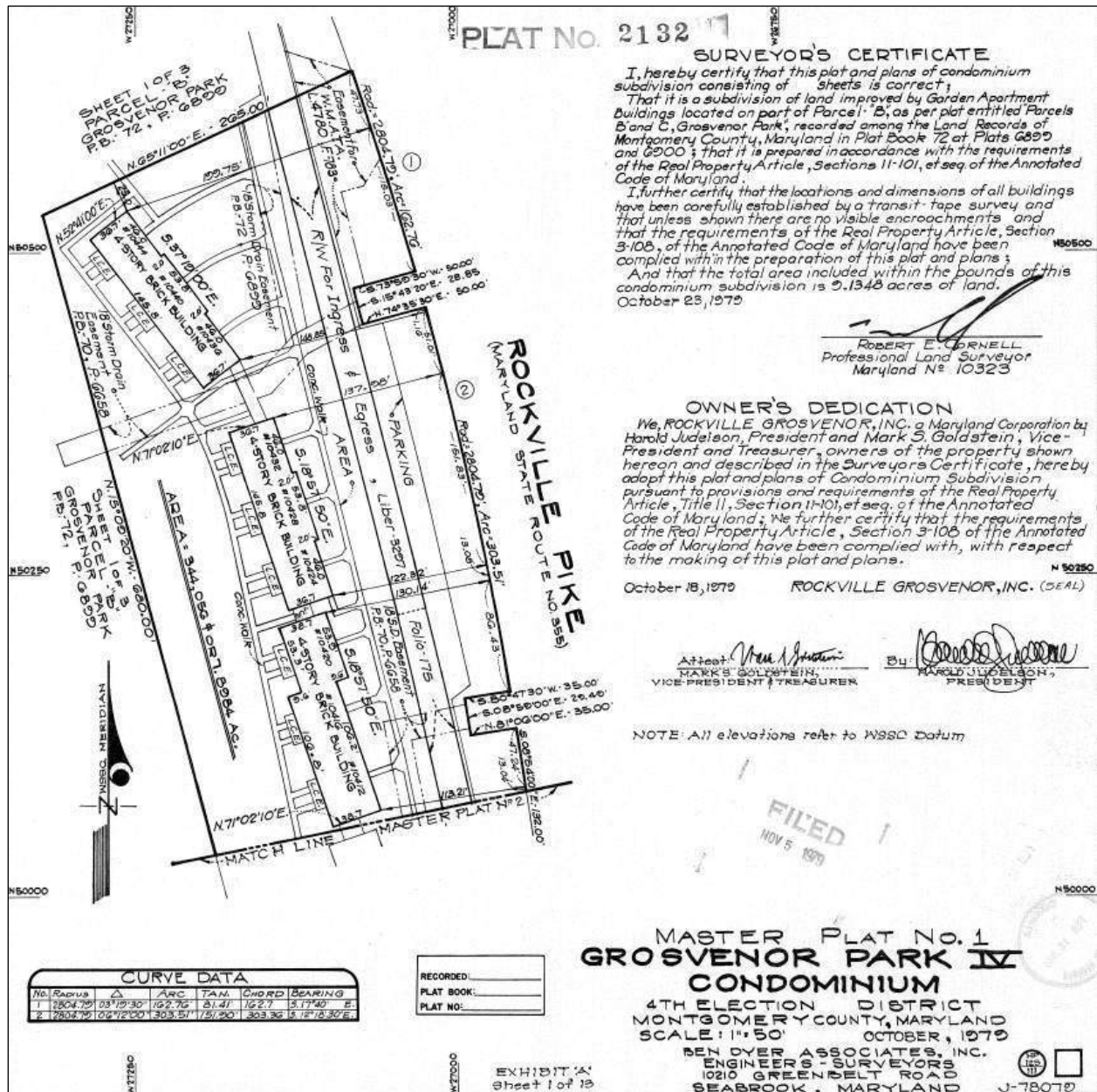
1972 Plot Plan for Grosvenor Park Condominium (10201 Grosvenor Place) (MCP 470)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



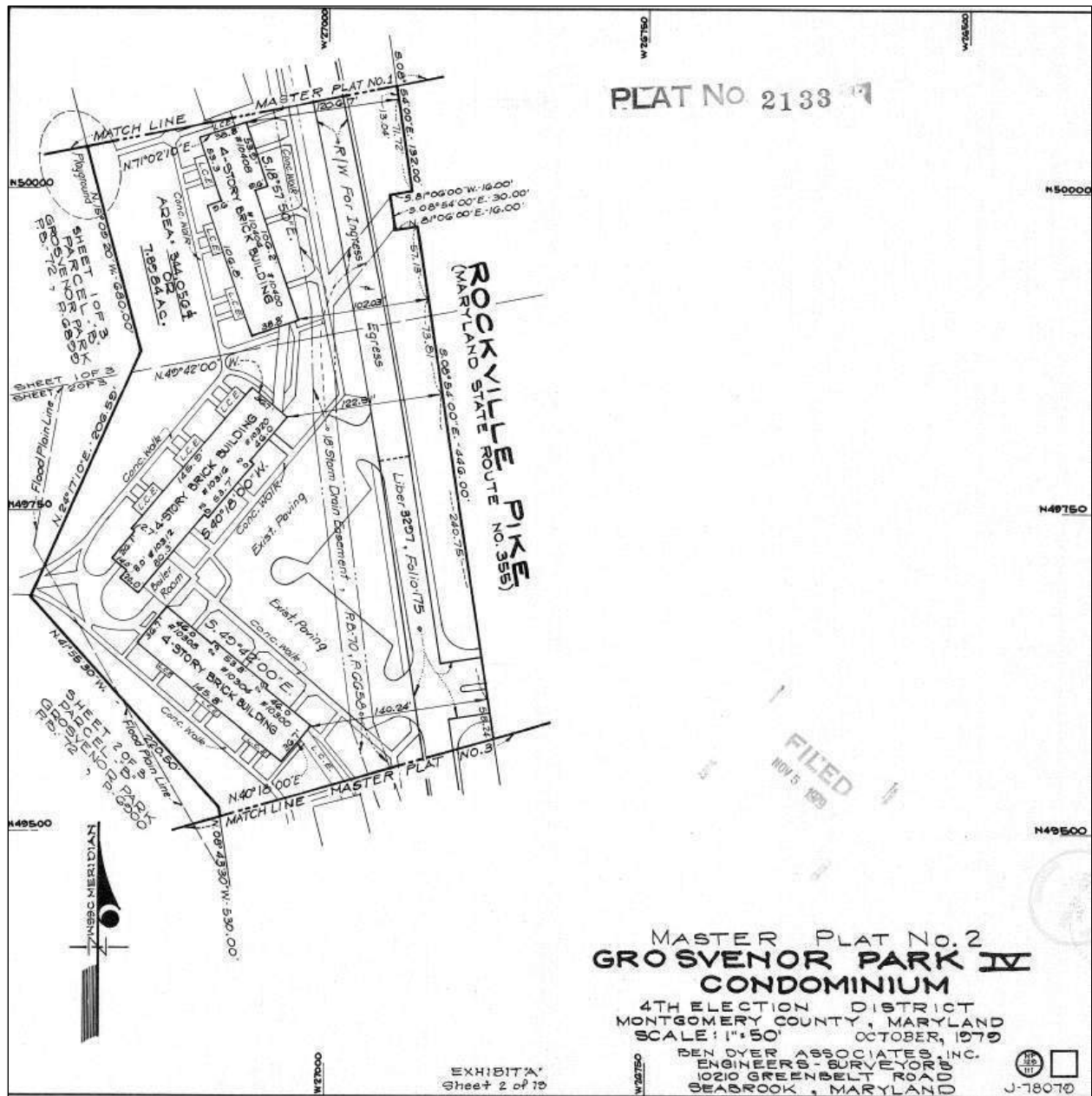
1979 Plot Plan for Grosvenor Park II Condominium (10500 Rockville Pike) (MCP 2113)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



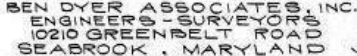
1979 Plot Plan for Grosvenor Park IV Condominium, Master Plat 1
 (10400-10440 Rockville Pike) (MCP 2132)

Grosvenor Park (M: 30-39)
10200–10500 Rockville Pike; 10101–10401 Grosvenor Place
Rockville, Montgomery County, Maryland



1979 Plot Plan for Grosvenor Park IV Condominium, Master Plat 2
 (10300–10320 Rockville Pike) (MCP 2133)

Rockville, Montgomery County, Maryland

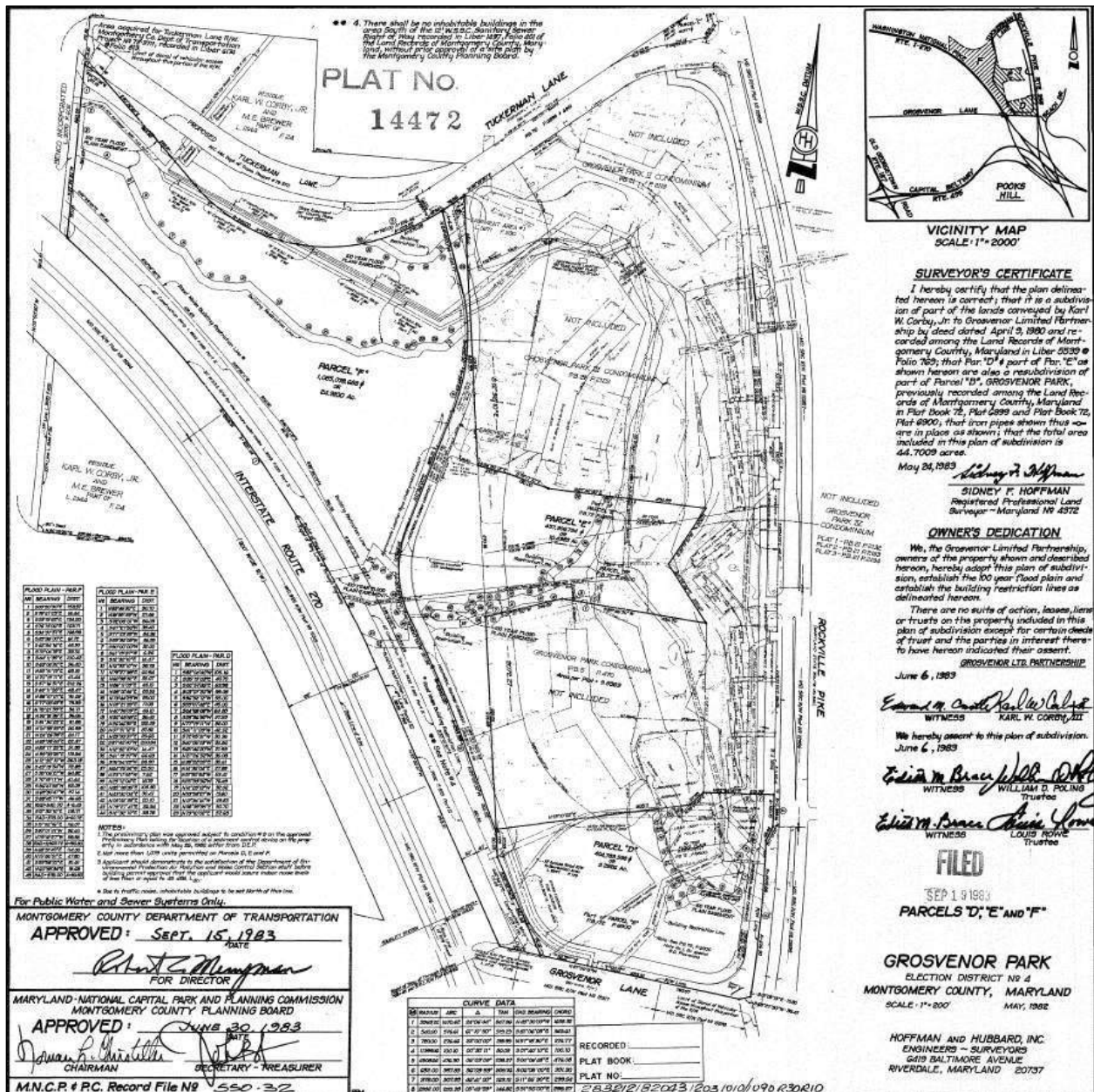


(10200–10232 Rockville Pike) (MCP 2134)

Grosvenor Park (M: 30-39)

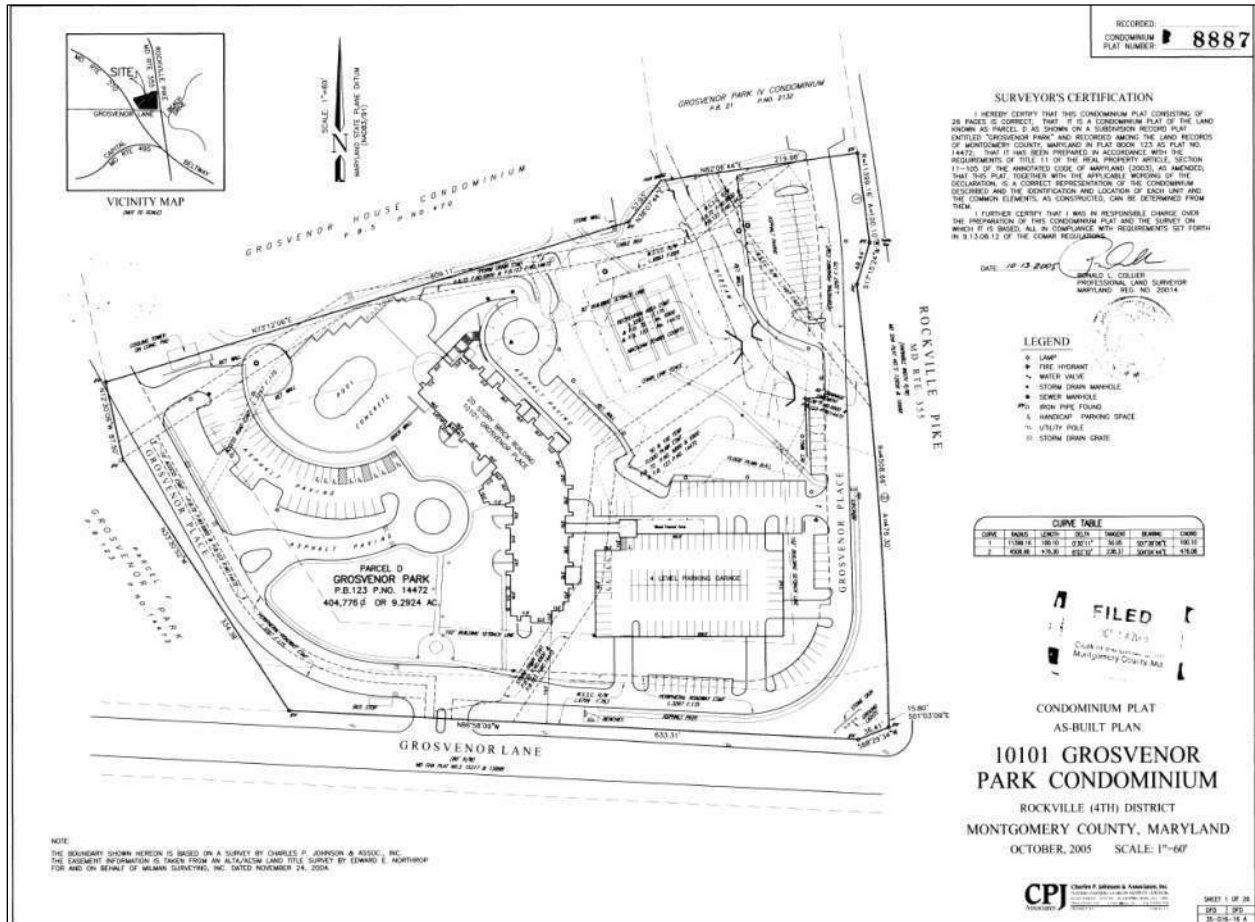
Rockville, Montgomery County, Maryland

Rockville, Montgomery County, Maryland



1982 Plat of Parcels D, E, and F, Grosvenor Park (MCP 14472)

Grosvenor Park (M: 30-39)
10200-10500 Rockville Pike; 10101-10401 Grosvenor Place
Rockville, Montgomery County, Maryland



2005 Plat of 10101 Grosvenor Place Condominium (Parcel D) (MCP 8887)

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 1



Photo 1 of 30: View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing southwest from internal roadway.



Photo 2 of 30: View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing south.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 2



Photo 3 of 30: Northeast oblique of main entry and canopy at 10500 Rockville Pike.



Photo 4 of 30: Detail of typical window balcony on east side of central projection, 10500 Rockville Pike.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 3



Photo 5 of 30: View of garden terrace and first-floor patios on north side of southeast wing, 10500 Rockville Pike.



Photo 6 of 30: View of underpass to Grosvenor-Strathmore Metro station, facing east towards Rockville Pike.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 4



Photo 7 of 30: View of rear or southwest elevation of 10500 Rockville Pike and common open space from sidewalk west of garden-style apartments at 10436 Rockville Pike, facing north.



Photo 8 of 30: View of primary or east elevation of 10436–10444 Rockville Pike from southeast corner with 10500 Rockville Pike in background, facing northwest.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 5



Photo 9 of 30: View of east elevations of garden-style apartments at 10436–10440 Rockville Pike from parking area, facing west.



Photo 10 of 30: Detail of common walkway and open space west of garden-style apartments at 10432 Rockville Pike, facing southwest.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 6



Photo 11 of 30: View of rear or west elevation of 10432 Rockville Pike and common walkway at lower level, facing east.



Photo 12 of 30: View of parking area and southeast elevation of 10312–10316 Rockville Pike with 10401 Grosvenor Place in background, facing northwest.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 7



Photo 13 of 30: West oblique of 10300 Rockville Pike showing primary entry and common stair to lower level, facing west.



Photo 14 of 30: View of southwest elevation of 10401 Grosvenor Place from entry drive with 10301 Grosvenor Place in background, facing east.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 8



Photo 15 of 30: View of south and rear elevation at 10401 Grosvenor Place and swimming pool, facing north.



Photo 16 of 30: View of rear or east elevation of 10201 Grosvenor Place, facing northwest.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 9



Photo 17 of 30: View of swimming pool at bath house at southeast corner of 10201 Grosvenor Place, facing southeast.



Photo 18 of 30: View of pond, bridge, and landscape from point near southeast corner of 10301 Grosvenor Place, facing south.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 10



Photo 19 of 30: View of creek, bridge, walkways, and landscape from bridge between 10200 Rockville Pike and swimming pool at 10201 Grosvenor Place, facing northeast.



Photo 20 of 30: View of original tennis court, now part of 10101 Grosvenor Place, facing south.

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 11

PHOTO LOG

Name of Property: Grosvenor Park

Name of Photographer: Danae Peckler, Melissa Butler, Jonas Schnur

Date of Photographs: 08/07/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 30:

View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing southwest from internal roadway.

M; 30-39_2018-08-07_01.tif

Photo 2 of 30:

View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing south.

M; 30-39_2018-08-07_02.tif

Photo 3 of 30:

Northeast oblique of main entry and canopy at 10500 Rockville Pike.

M; 30-39_2018-08-07_03.tif

Photo 4 of 30:

Detail of typical window balcony on east side of central projection, 10500 Rockville Pike.

M; 30-39_2018-08-07_04.tif

Photo 5 of 30:

View of garden terrace and first-floor patios on north side of southeast wing, 10500 Rockville Pike.

M; 30-39_2018-08-07_05.tif

Photo 6 of 30:

View of underpass to Grosvenor-Strathmore Metro station, facing east towards Rockville Pike.

M; 30-39_2018-08-07_06.tif

Photo 7 of 30:

View of rear or southwest elevation of 10500 Rockville Pike and common open space from sidewalk west of garden-style apartments at 10436 Rockville Pike, facing north.

M; 30-39_2018-08-07_07.tif

Photo 8 of 30:

View of primary or east elevation of 10436–10444 Rockville Pike from southeast corner with 10500 Rockville Pike in background, facing northwest.

M; 30-39_2018-08-07_08.tif

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 12

Photo 9 of 30:

View of east elevations of garden-style apartments at 10436–10440 Rockville Pike from parking area, facing west.

M; 30-39_2018-08-07_09.tif

Photo 10 of 30:

Detail of common walkway and open space west of garden-style apartments at 10432 Rockville Pike, facing southwest.

M; 30-39_2018-08-07_10.tif

Photo 11 of 30:

View of rear or west elevation of 10432 Rockville Pike and common walkway at lower level, facing east.

M; 30-39_2018-08-07_11.tif

Photo 12 of 30:

View of parking area and southeast elevation of 10312–10316 Rockville Pike with 10401 Grosvenor Place in background, facing northwest.

M; 30-39_2018-08-07_12.tif

Photo 13 of 30:

West oblique of 10300 Rockville Pike showing primary entry and common stair to lower level, facing west.

M; 30-39_2018-08-07_13.tif

Photo 14 of 30:

View of southwest elevation of 10401 Grosvenor Place from entry drive with 10301 Grosvenor Place in background, facing east.

M; 30-39_2018-08-07_14.tif

Photo 15 of 30:

View of south and rear elevation at 10401 Grosvenor Place and swimming pool, facing north.

M; 30-39_2018-08-07_15.tif

Photo 16 of 30:

View of rear or east elevation of 10201 Grosvenor Place, facing northwest.

M; 30-39_2018-08-07_16.tif

Photo 17 of 30:

View of swimming pool at bath house at southeast corner of 10201 Grosvenor Place, facing southeast.

M; 30-39_2018-08-07_17.tif

Photo 18 of 30:

View of pond, bridge, and landscape from point near southeast corner of 10301 Grosvenor Place, facing south.

M; 30-39_2018-08-07_18.tif

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 13

Photo 19 of 30:

View of creek, bridge, walkways, and landscape from bridge between 10200 Rockville Pike and swimming pool at 10201 Grosvenor Place, facing northeast.

M; 30-39_2018-08-07_19.tif

Photo 20 of 30:

View of original tennis court, now part of 10101 Grosvenor Place, facing south.

M; 30-39_2018-08-07_20.tif

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

Photo 21 of 30:

View of swimming pool and bath house at southeast corner of 10201 Grosvenor Place, facing west.

M; 30-39_2018-08-07_21.tif

Photo 22 of 30:

View of swimming pools at southeast corner of 10401 Grosvenor Place, facing north.

M; 30-39_2018-08-07_22.tif

Photo 23 of 30:

View of original tennis courts at 10500 Rockville Pike, facing north.

M; 30-39_2018-08-07_23.tif

Photo 24 of 30:

View along internal roadway from point near the southeast corner of parking garage at 10101 Grosvenor Place, facing north.

M; 30-39_2018-08-07_24.tif

Photo 25 of 30:

View of parking garage at high-rise building at 10101 Grosvenor Place, facing west.

M; 30-39_2018-08-07_25.tif

Photo 26 of 30:

Southeast corner of high-rise building at 10101 Grosvenor Place, facing north.

M; 30-39_2018-08-07_26.tif

Photo 27 of 30:

View of swimming pool at northwest corner of 10101 Grosvenor Place, facing east.

M; 30-39_2018-08-07_27.tif

Photo 28 of 30:

View of main entry to high-rise building at 10301 Grosvenor Place, facing east.

M; 30-39_2018-08-07_28.tif

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

Inventory No. M: 30-39

Name Grosvenor Park
Continuation Sheet

Number Photos Page 14

Photo 29 of 30:

View of east elevation of high-rise building at 10301 Grosvenor Place, facing west.

M; 30-39_2018-08-07_29.tif

Photo 30 of 30:

View of parking garage at northeast corner of 10301 Grosvenor Place, facing southwest.

M; 30-39_2018-08-07_30.tif

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

Property Name: Gunners Branch Local Park

Address: 18509 Cinnamon Drive

City: Germantown

Zip Code: 20874

County: Montgomery

USGS Quadrangle(s): Germantown

Tax Map Parcel Number(s): P160, P387, P699, P938, and VV

Tax Map Number: ET43, ET53, and EU41

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: April 6, 2021

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

Gunners Branch Local Park is an approximately 66-acre neighborhood park adjoining the condominium community of Germantown Park in Germantown, Maryland. The Maryland-National Capital Parks and Planning Commission (M-NCPPC) Montgomery County acquired the parkland for Gunners Branch Park in 1976. Gunners Branch Local Park occupies an L-shape north of MD 117 (Clopper Road), extends along a section of the stream known as Gunners Branch, extends west along the south side of the CSX Railroad (formerly the Baltimore and Ohio Railroad, Metropolitan Branch, MIHP # M: 37-16), and terminates at the Germantown View condominium community, a short distance east of MD 119 (Great Seneca Highway). The Strider Wildlife Management Area (MIHP # M: 19-39) is east of the park, and Clopper Mill Elementary School and Germantown Park's community recreational fields are on the east side of the south arm of the park.

The M-NCPPC's characteristic park signage, which simply reads "Gunners Branch Park," is located at the north corner of the park road entrance, on the east side of Cinnamon Drive, north of the Clopper Mill Elementary School and south of Red Pepper Court. The park road leads east, crossing an unnamed tributary to Gunners Branch, carried via a large pipe, and leading to a parking area framed by large rocks that serve as bollards to constrain vehicular access. Tree species present around the parking lot include sycamore, red maple, cedar, and hemlock. A paved pedestrian path and a gated paved driving path lead north from the parking lot uphill to the park's active recreational area.

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

Gunners Branch Local Park

Two tennis courts within a single chain-link enclosure are located closest to the parking lot. An octagonal pavilion with poured concrete base and painted metal posts is directly north of the tennis courts and south of a pair of basketball courts. Three benches are set around a grove of trees to the west of the pavilion. North of the basketball courts is a large grass multi-use athletic field that has a cricket pitch and a chain-link backstop for baseball and softball. The CSX railroad berm extends across the north side of the athletic field.

Most of the remaining parts of Gunners Branch Local Park are passively maintained as woodland or meadow. A bamboo stand on the northeast bank of the tributary of Gunners Branch, southwest of the tennis court, has recently been cut back in attempts to eradicate the invasive species. A mowed grass pathway leads north from the park road along the east side of Red Pepper Court; a raised, grass-covered berm continues for a short distance before meeting the tributary stream valley. The remnant of a farm fence predating the creation of the park remains in the tributary stream valley.

The open space provided by the Germantown Park and Germantown View condominium communities, as well as the Clopper Mill Elementary School parcel, provides ample pedestrian access points to Gunners Branch Park, but the stream valleys in Gunners Branch Local Park are low and have a wetland-type character that is not favorable to trail development. The woodland aspect of the park contributes to the wooded visual setting of Germantown Park and Germantown View condominium communities.

Gunners Branch Local Park is not eligible for listing in the National Register of Historic Places. It exhibits several character-defining elements of local and neighborhood parks representative of the Suburban Diversification Period, such as its location adjacent to residential development; its inclusion of a pavilion for shaded passive use; active areas including athletic fields and sports courts; and signage typical of the M-NCPPC park system. Gunners Branch Local Park also exhibits additional character-defining elements of a stream valley park from the Suburban Diversification Period, such as orientation along a streambed; an interior park road that includes a culvert and leads to a parking area; and physical connection to other parkland that forms part of a greenspace network. This combination of elements representative of local and neighborhood parks as well as stream valley parks is not unusual. According to its park website, Montgomery County has 424 parks, with hundreds of tennis courts, basketball courts, and athletic fields and hundreds of miles of streams. These elements, present at Gunners Branch Local Park, do not constitute a unique park design, but rather a typical combination of park features found throughout Montgomery County. Gunners Branch Local Park lacks distinguishing features that would qualify it for eligibility under Criterion C for architecture or engineering. Research did not reveal significant historic associations with events or persons that would qualify Gunners Branch Park under Criteria A or B. The property was not evaluated under Criterion D as part of this assessment.

The survey boundary includes the entirety of five Montgomery County Tax Parcels. It includes 0.8 acres/34,848 square feet from Tax Map ET43, Parcel VV of Germantown Park. It includes three parcels from the Plat known as Pleasant Retreat Etc. from Tax Map ET53: Parcel P160 (10 acres), Parcel P387 (28.84 acres), and Parcel P699 (9.89 acres). It also includes 10 acres from the Plat known as The Lost Jacket Etc. (Tax Map EU41, Parcel P938). The sum of these acreage amounts is 64.73 acres, although Montgomery County documents the park's acreage as 65.4 or 66.29 acres.

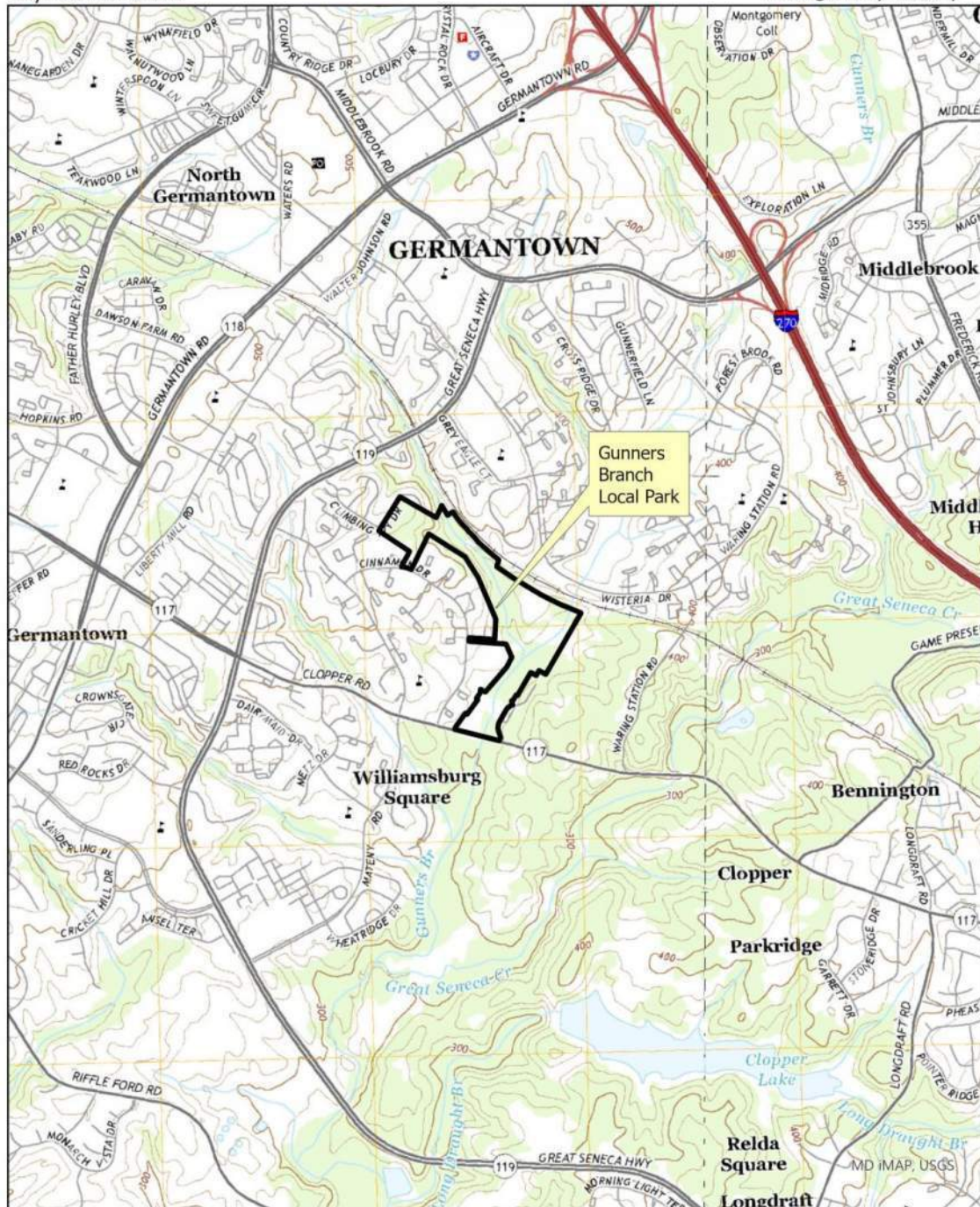
Gunners Branch Local Park

Gunners Branch Local Park

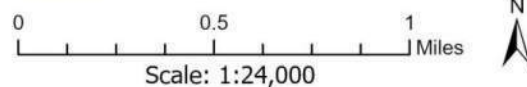
Location: 18509 Cinnamon Drive

City: Germantown

Montgomery County



USGS 7.5' Quadrangle - Germantown



Gunners Branch Local Park

Gunners Branch Local Park

Location: 18509 Cinnamon Drive

City: Germantown

Montgomery County



Parcel Boundaries

0 0.1 0.2 Miles
Scale: 1:6,000



Gunners Branch Local Park



View facing north from park road to M-NCPPC sign for Gunners Branch Park along Cinnamon Drive.



View facing southeast at parking area showing mix of trees in the Gunners Branch flood plain.

Gunners Branch Local Park



View facing northwest from parking area towards paved path uphill to tennis courts.



View facing north towards gazebo and basketball courts.

Gunners Branch Local Park



View facing south towards tennis courts, showing bench by north entrance.



View facing southwest towards basketball courts.

Gunners Branch Local Park



View facing northwest towards cricket pitch and baseball backstop; the CSX railroad berm is in the background.



View facing south from multi-use athletic field showing alignment of basketball courts, gazebo, and tennis courts.

Gunners Branch Local Park



View facing south towards parking lot showing gate to path leading to multi-use athletic field.



View facing northwest showing culvert carrying the park road over the tributary to Gunners Branch; skunk cabbage is visible in the foreground.

Gunners Branch Local Park



View facing north along mowed walking path leading north from park road along the east side of Red Pepper Court.



Detail of remnant fence post in woodland area along tributary to Gunners Branch.

Gunners Branch Local Park



View facing south along grassy berm located east of Red Pepper Court.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Hampshire Forest

Inventory Number: M: 33-33

Address: North of I-495 between Northwest Branch SVU 3 and New Hampshire Ave Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: KP12, KP13, JP62, JP63

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Mar 1, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Hampshire Forest is a planned residential development situated on the north side of I-495 between the Northwest Branch Stream Valley Unit (SVU) 3 and New Hampshire Avenue in Silver Spring. It is bounded by I-495 on the south, the Northwest Branch SVU 3 on the west, other subdivisions on the north, and the National Labor College (George Meany Campus), historically known as Xaverian College, on the east. The 98.1-acre Hampshire Forest subdivision contains 13 blocks with 318 single-family dwellings with modest setbacks on lots ranging between 0.20 and 0.64 acre. Curvilinear streets are 60 feet wide and flanked by concrete curbs. Narrow concrete sidewalks are present on both sides of select streets in the development. The few streetlights consist of standard lamp arms attached to telephone poles. Individual lots are

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

landscaped with grassy lawns, shrubs, ornamental plantings, few trees, and some fenced-in yards. Secondary buildings are not common but include small storage sheds and detached garages.

Description:

Hampshire Forest contains single-family dwellings primarily constructed between 1959 and 1966, with a few dwellings built between 1967 and 1973 and one outlier constructed circa 2004. Current tax records indicate that these houses range from approximately 1,800 to 3,600 square feet of finished living space. The vast majority are Ranch, Split-Level, or Split-Foyer types, although some Two-Story Massed houses (including Garrison Colonial and Modern Colonial subforms) are also present. Most houses in the subdivision lack applied ornamentation, but some, particularly those at the west end of Devere Drive and along Branch View Court, have modest architectural elements of the Colonial Revival or Contemporary styles.

Dwellings in Hampshire Forest are one to two stories tall and three to six bays wide. Most houses are clad in a mix of brick veneer and weatherboard, Masonite, aluminum, vinyl, or T1-11 siding. Roofs include side-gabled, front-gabled, and hipped varieties, or a combination of types, and are clad exclusively in asphalt shingles. Some dwellings feature a single, brick chimney that is either centrally located or set along a side elevation.

Primary entrances to dwellings are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Many of these doors appear to be original, while window types in the neighborhood vary greatly and are overwhelmingly filled with replacement units. Original units include double-hung, two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; paired, diamond-light, wood-framed, casement sashes; or paired, sliding, metal-framed sashes. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters. Other decorative features at the façade include fixed wood planting boxes. One-car garages or carports are incorporated within the design of many houses in this development; however, an equal number of dwellings feature off-street parking space to one side of the façade.

Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, vinyl siding, or stone veneer. Some houses have been modified through the enclosure of carports, conversion of attached garages into living space, or expanded upon the original garage with an addition to a side elevation. Several houses feature small-scale additions at the rear elevation, while others have been expanded vertically with an additional full or half story on the façade like the dwellings at 907 Balmoral Drive and 1115 Cresthaven Drive. At least one circa-2014 house is known to have replaced an older dwelling.

Historic Context:

Land within Hampshire Forest was part of a larger tract owned by the American Province of the Xaverian Brothers, Inc., a religious organization named after Saint Francis Xavier that was dedicated to Roman Catholic education, founding the neighboring junior college for men known as Xavier College, now the National Labor College (George Meany Campus). As the area around the school was increasingly converted to residential subdivisions, the institution sold two tracts totaling 96.76 acres to developers Nicolas

Marchetti, Nathan Brisker, Anthony Campitelli, and Connecticut Avenue Park, Inc., in September 1958 (Montgomery County Deed Book [MCDB] 2508, 455 and 471). These individuals and their company, Connecticut Avenue Park, Inc., were involved in the development of a residential subdivision known as Connecticut Avenue Park at that time, but had worked as a group in various capacities since 1941 when Nathan Brisker, operator of an electrical contracting business, and Italian-born architect Anthony Campitelli partnered to form the Housing Development Corporation (HDC) (The Washington Post 2001, B6). Nathan Brisker was one of 10 founding board members of the Suburban Maryland Builders Association when it was established in 1954 and later specialized in the construction of shopping centers and office buildings (The Washington Post 1954, R7; 2001, B6). Leading the firm into the 1990s, the partners were best known for commercial projects like University Towers, a 540-unit apartment complex in Wheaton; Fenwick House, a 200-unit apartment building in Silver Spring; the Holiday Inn and office complex at Silver Spring Plaza; and Long Meadow Shopping Center in Hagerstown (The Washington Post 2001, B6).

Hampshire Forest is one of dozens of single-family residential subdivisions in Montgomery County established by HDC, including Indian Spring Manor, Forest Estates, Kensington Estates, Parkland, Connecticut Gardens, and Adelphi Mill Park, where the company often employed Italian artisans to build houses with steel, masonry, plaster walls, ceramic tile, and solid wood flooring (The Washington Post 1952, R1; 1962, B1; 2001, B6). Other individuals affiliated with the company's subsidiaries and development projects included Brisker, Campitelli, and Marchetti's wives, George and Hyman Korth, David and Floyd Abraham, George Revitz, Raymond Greenburg, and Simon Sherman, and construction firms like CAPI Builders-Developers, Gerasi Associates, and Colt Contractors.

Platted in sections between October 1958 and March 1960 as Hilandale Heights but exclusively advertised as Hampshire Forest, the subdivision was typical of suburban developments from the period. Designed to meet Federal Housing Authority standards with mass appeal, three and four-bedroom Ranch and Split-Level houses were initially marketed from \$23,500 with the highest sales price at roughly \$27,000 in 1961 (The Washington Post 1959, 35; 1961, B5). In May 1959, one article noted five model houses in the development, three of which incorporated the new "privazone" design concept that rejected the traditional separation of bedrooms and bathrooms to include individual "privasuites" providing each bedroom with a dressing room, closets, and bathroom (The Washington Post 1959, 35). A sketch of the privazone house depicted a side-gabled, Split-Level with an attached carport, similar to the houses at 10313 and 10320 Royal Road. Use of the new term, however, was not perpetuated by later advertisements where four-bedroom, two-and-a-half-bath, Split-Level houses were noted as spacious and oversized (The Washington Post 1960, B5; 1961, B5).

By 1962 most of the platted lots in Hampshire Forest had been developed and in December 1963, Brisker and HDC associates added a final block containing 26 lots to the west side of the subdivision. These lots were later sold to builder James Mattingly of FAMCO, Inc., but advertised as the small exclusive neighborhood of Hillandale Heights featuring Ranch, Split-Level, and Dutch Colonial houses between \$31,000 and \$39,000 (The Evening Star 1965a, R27; 1965b, D-5; 1965c, 74). The earliest advertisement for this section of the subdivision depicted the Home Manufacturing Association's 1965 Manufactured Home of the Year, a four-bedroom house featured in Better Homes and Garden magazine with a unique atrium

design (The Evening Star 1965a, R27). Only one example of this house type appears to have been constructed in the development (10000 Branch View Court).

Hampshire Forest is typical of many planned residential developments from the late 1950s and early 1960s as it did not include any communally owned amenities like parks or recreational areas. Architectural covenants were established to create uniform building setbacks and give control over the overall appearance, size, and cost of all new houses in Hampshire Forest to Nicholas Marchetti, Abraham Floyd, and C. Audrey Davis for a period of 25 years (MCDB CKW 2584, 405).

Evaluation:

Hampshire Forest was evaluated as a planned residential development in the Modern Period (1930-1960) and the Suburban Diversification Period (1961-1980) in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

An example of the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods in the area and created by prolific developers using a limited selection of house models, Hampshire Forest did not introduce influential design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The individuals involved in the development of Hampshire Forest are not known to have made significant impacts on suburbanization or the homebuilding industry in Montgomery County. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hampshire Forest represents a ubiquitous development type in Montgomery County and is not a good example of a planned residential development, as it demonstrates none of the innovations that appeared during the Suburban Diversification Period. It features modest examples of standard design features, including curvilinear streets and popular house forms with minimal styling. Modifications to many dwellings over time, including replacement windows, exterior cladding, and some out-of-character additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because Hampshire Forest is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Hampshire Forest contains 98.1 acres defined by I-495 on the south, the Northwest Branch SVU 3 on the west, other residential subdivisions to the north, and the National Labor College (George Meany Campus) to the east. The resource is specifically detailed in Montgomery County Plats 5429, 5463, 5473, 5519, 5623, 5736, 5759, 5779, 5912, 6164, 6497, and 7362. The development includes multiple parcels found on Montgomery County Tax Maps KP12, KP13, JP62 and JP63 (2019).

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--- 1962. "Two Immigrants Form Durable Building Team." September 16, 1962, B1.

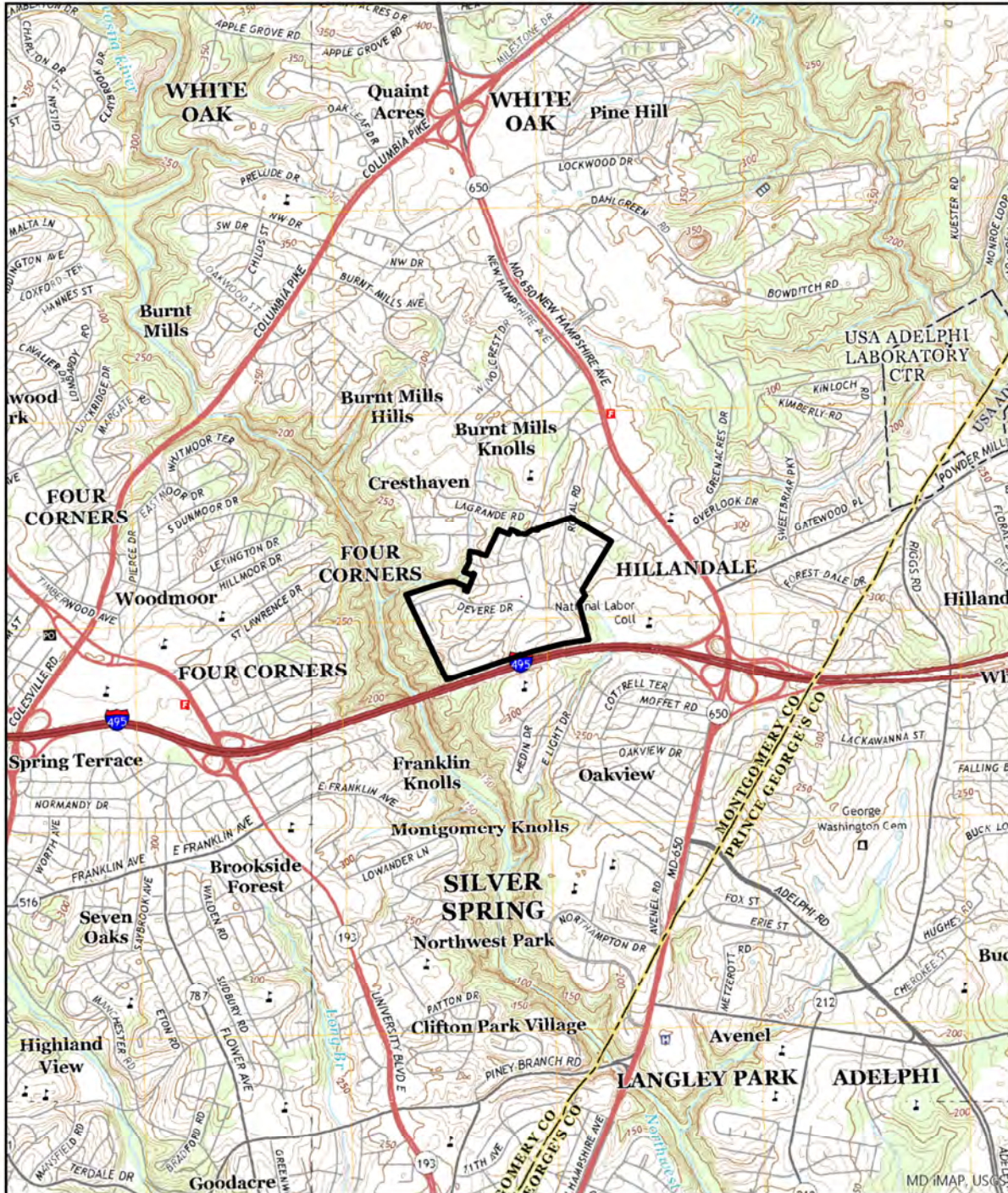
--- 2001. "Nathan Brisker; Developed Retail, Residential Projects." June 18, 2001, B6.

Hampshire Forest

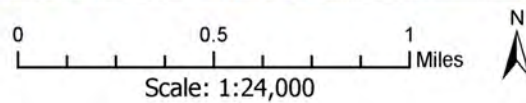
Location: North of I-495 between the Northwest Branch SVU 3 and New Hampshire Avenue

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

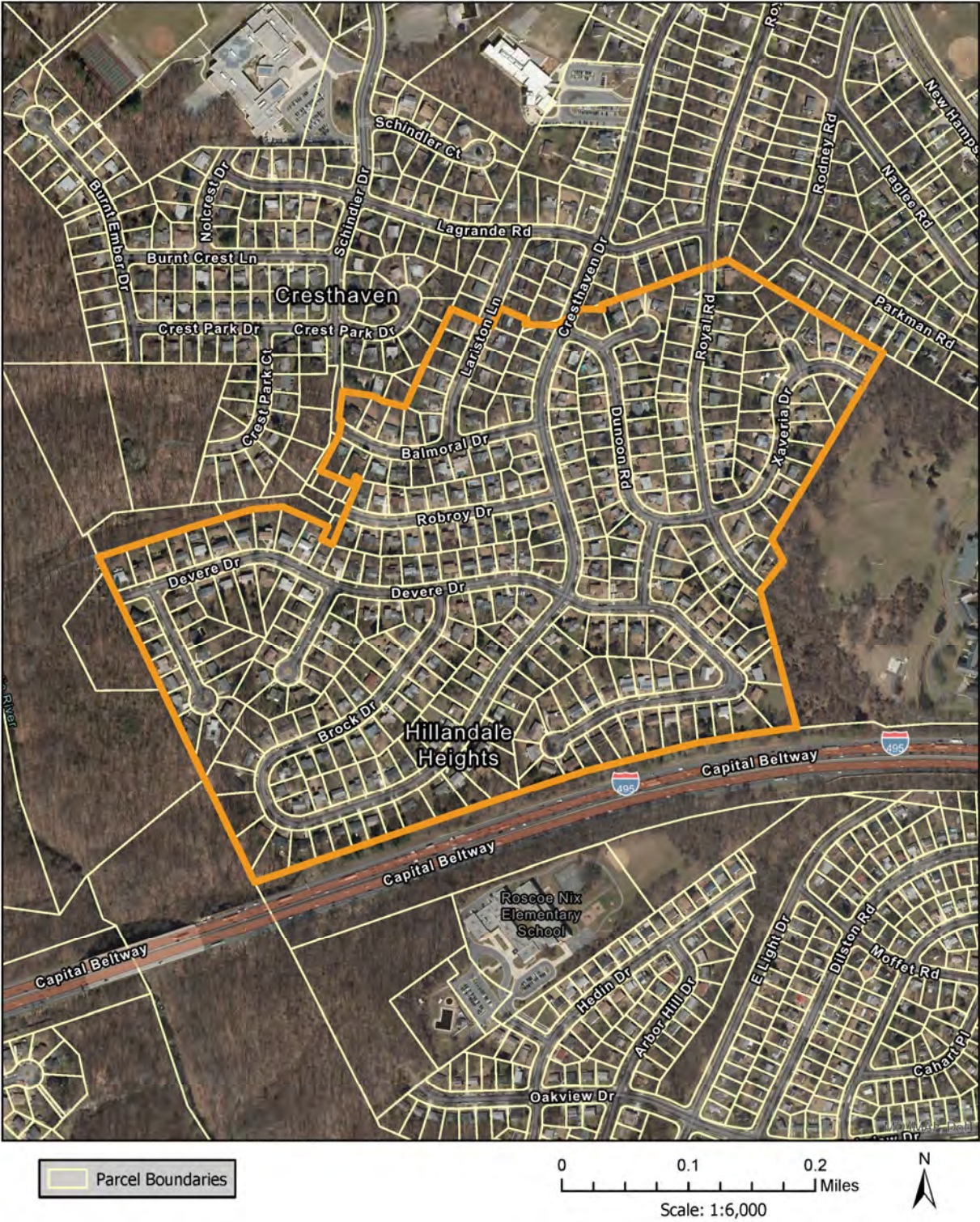


Hampshire Forest

Location: North of I-495 between the Northwest Branch SVU 3 and New Hampshire Avenue

Montgomery County

City: Silver Spring





West elevation of 1108 Dunoon Road.



View of 1010 Devere Drive, looking east along north side of street.



East elevation of 1118 Cresthaven Drive.



South elevation of 10108 Brock Drive.



View of 1008-1012 Robroy Drive, looking east along north side of street.



East elevation of 1116 Cresthaven Drive.



East elevation of 10302 Royal Road.



Southwest elevation of 1110 Devere Drive.



Southwest oblique of 1207 Devere Drive.



View of infill and major modifications at 1117 and 1115 Cresthaven Drive, looking east.

PHOTOGRAPHS



View of north elevation of 907 Balmoral Drive, looking south.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Katherine M. Watts**

Date of Photographs: **2019-01-08**

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

File Format: **M: 33-33_2019-01-08_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

West elevation of 1108 Dunoon Road.

02.tif

View of 1010 Devere Drive, looking east along north side of street.

03.tif

East elevation of 1118 Cresthaven Drive.

04.tif

South elevation of 10108 Brock Drive.

05.tif

View of 1008-1012 Robroy Drive, looking east along north side of street.

06.tif

East elevation of 1116 Cresthaven Drive.

07.tif

East elevation of 10302 Royal Road.

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Southwest elevation of 1110 Devere Drive.

09.tif

Southwest oblique of 1207 Devere Drive.

10.tif

View of infill and major modifications at 1117 and 1115 Cresthaven Drive, looking east.

11.tif

View of north elevation of 907 Balmoral Drive, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Hanson-Beltway Industrial Center

Inventory Number: PG:72-80

Address: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400 Ardwick Ardmore Road

Historic District: Yes

City: Hyattsville

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: Multiple

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

Description

The Hanson-Beltway Industrial Center (HBIC) is a 48.73-acre industrial park south of MD 50 (John Hanson Highway), southwest of the MD 50/I-495 interchange, west of I-495/I-95, north of Old Ardmore Road, and northeast of Ardwick Ardmore Road. HBIC is surrounded by other industrial properties and contains multiple buildings of varying size and design that generally date to the early 1970s. The center is accessed from Ardwick Ardmore Road and Old Ardmore Road via West Street, but there is no signage for the center as a whole. There are large parcels of varying sizes and setbacks accessed from one of three primary streets: West Street, which runs north-south and ends in a cul-de-sac near the center of the resource; Rainswood Drive, which runs east-west

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

from West Street and ends in a cul-de-sac near the eastern edge of the resource; and, Ironwood Place, which leads north from the center of Rainswood Drive and then turns northwest before ending at a cul-de-sac at the northwest corner of the property. At the southern end, some properties have direct access to Ardwick Ardmore Road and Old Ardmore Road. East Street leads north from Old Ardmore Road, east of West Street, and contains a few smaller scale warehouse buildings. The asphalt roads are wide and generally lined with concrete curbs, grass strips, concrete sidewalks, and a few trees. Yield signs are placed at the intersections within the development.

Most buildings within the center are warehouses ranging in size from 15,000 square feet to over 125,000 square feet. They are generally rectangular or irregularly shaped, tall one- or two-story buildings, and have a flat roof with a parapet. Cladding materials vary, ranging from concrete block, concrete panels, synthetic stucco, brick and vertical metal siding. Large blank walls are often visually divided by pillars of contrasting colors or materials. Typical features include large garage bays with metal roll-up doors. Pedestrian entrances are often marked by canopies or awnings. Primary entrance doors may be glazed, but other doors are generally solid. Some doors are placed at ground level, but others are accessed by a short flight of concrete or wooden steps with a metal handrail. Windows are in a variety of materials, such as metal and vinyl, and come in a variety of configurations, including 1/1, ribbon, and display. Signage is generally both applied to the building face, as well as on freestanding individual and directory signs. Some parcels have small landscaped areas near their office entrances or at the free-standing signs, but otherwise, the properties are devoid of landscaping. The buildings are generally surrounded by asphalt and concrete areas used for parking or storage. The buildings facing Ardwick Ardmore Road, Old Ardmore Road, and East Street generally sit on smaller lots than those in the northern portion but share similar characteristics.

Some HBIC buildings have only one tenant, such as 3801 and 3901 Ironwood Place, while other buildings contain multiple tenants, such as the Kossow Warehouse Center at 3711 West Street, the Ironwood Industrial Center at the northeast corner of West Street and Rainswood Drive, and 3800-3820 Ironwood Place. These multi-tenant properties have multiple entries and contain additional signage. Some properties have parking lots enclosed by chain-link fencing topped with barbed wire, such as the warehouse at 3701 West Street and Extra Space Storage on Old Ardmore Road.

Early or architecturally distinct buildings within the complex are described in more detail below.

3901 Ironwood Place (1971)

One of the earliest buildings in the district is 3901 Ironwood Place, a large, approximately 62,000-square-foot warehouse constructed in 1971. The tall one-story building, on a northwest-southeast axis, is clad in tan brick. The flat roof, hidden by a parapet, is built-up asphalt. Loading docks on the northwest and southeast elevations have metal roll-up garage doors protected by metal flat-roof canopies hung from metal wires. The southwest elevation, which faces Ironwood Place, is five bays divided by pillars constructed in a lighter shade of tan brick. The only fenestration is a solid pedestrian door in the central bay.

3708-3710 West Street (1970)

The building at 3708 West Street is an approximately 22,000-square-foot warehouse constructed in 1970. The rectangular building, on a north-south axis, has a two-story section on the east side and a one-story section on the west. The building is clad in synthetic stucco and topped with a flat roof. The east elevation has a blank wall on the south corner. North of the wall are paired aluminum-and-glass doors flanked by green marble panels and protected by a standing-seam-metal, hipped-roof canopy supported by scrolled iron brackets. Aluminum ribbon windows run the length of the second floor on the north side. The northern corner is marked by a vertical strip of green marble panels. The north elevation has two prominent pedestrian entries, each with paired doors flanked by vertical stone projections topped by an asphalt-shingle hipped porch roof; above the eastern entry is a fixed window topped by a green marble panel. This elevation also has a single metal door and several 1/1 windows.

3800-3842 West Street (1974)

The building at 3800 West Street, now called the Kossow Warehouse Center, is an approximately 80,000-square-foot, multi-unit warehouse building sitting on an east-west axis. The building is set into sloping terrain, so the south façade is one story and the north (rear) elevation is two. The building is clad in brick, metal and concrete and has a flat roof. The brick façade faces south and has brick slab walls that divide the recessed units and a vertical metal-panel parapet. At ground level, the south façade and

north elevation have a series of metal roll-up garage doors and pedestrian entries consisting of a glazed door and display window topped by a solid panel and a fixed window. Concrete panels with projecting slab elements wrap around the upper floor of the east, north, and west elevations.

3800-3820 Ironwood Place (1974)

The approximately 36,000-square-foot warehouse at 3800 Ironwood Place is a rectangular building set into a hill on an east-west axis. The south portion is one story and the section to the north has two stories. The concrete-block building has a flat built-up asphalt roof with a parapet. The north and south elevations have metal roll-up garage doors and pedestrian entries with a solid door and 1/1 vinyl windows protected by hipped-roof canopies on the ground levels. The second story of the north elevation has a series of 1/1 vinyl windows at the center and east end and three Chicago windows at the west end.

Historic Context

The majority of what is now considered the HBIC was developed by Frank and Alfred Scuderi, two brothers who operated a development and construction company in Prince George's County. The company, which operated under several different names, including S & S Building Corporation, S & S Construction Company, and Scuderi Brothers, was based in Marlow Heights. A third brother, Roy Scuderi, was also a partner in the original business, but he died in April 1963 (Washington Post, April 2, 1963, B3) and was not part of the HBIC development. The company was constructing residential properties in Cheverly as early as 1948 and in Kent Village in Landover by 1950 (Washington Post, December 26, 1948; September 10, 1950).

In the early 1950s, after completing construction of approximately 600 single-family dwellings in Cheverly, the brothers moved on to the development of Marlow Heights, a 175-acre tract near Branch Avenue and St. Barnabas Road. By 1962, their planned residential development of Marlow Heights included 650 semi-detached dwellings and 298 garden apartment units, as well as a 130-unit high rise residential building that opened in 1962. In addition, the Scuderi brothers donated a six-acre lot to the county for a park and recreation center and constructed the 55-store Marlow Heights Shopping Center, which opened in 1958 (Willman, D1; Washington Post, October 26, 1963, D3). In addition, the Scuderi brothers were involved in the development of the Radiant Valley community on Defense Highway, as well as the land near Route 50 and I-495/I-95 that contains Metro and Amtrak stations. Frank Scuderi was also the founder of People's National Bank, which was ultimately absorbed by Bank of America (Washington Post, November 3, 1996, B6). It does not appear that the Scuderi brothers developed any other industrial properties.

The HBIC property was originally platted as "Dixie-Dale" in 1907 at the intersection of what is now Ardwick Ardmore Road and Martin Luther King Jr. Highway (MD 704). At the time, the Washington, Baltimore & Annapolis Electric Railroad ran along the alignment of Martin Luther King Jr. Highway, but the line was abandoned in the 1940s (mdlandrec.net, BDS 1, 40). It appears the development never took off as planned. It is unclear exactly when the S & S Construction Company first obtained the property, but in 1951, the company transferred over 126 acres of the property to Frank Scuderi in what was likely an internal transaction (PG County Land Records, liber 1348, folio 459). It appears the Scuderi brothers left the property undeveloped for many years, as the area was predominantly wooded in 1957 with only a few no-longer-extant small buildings on the north side of Ardwick Ardmore Road (Historic Aerials).

By 1963, the Capital Beltway (I-495) was under construction to the east of the property, forming a large interchange with US 50 to the northeast. The tract was designated for industrial development in the 1964 Prince George's County General Plan, and, in 1966, the tract was zoned by the county for light industrial use. According to a Planning Board staff report, highway access made the tract ideal for industrial development (Washington Post, May 19, 1966, D4). Beginning in 1968, the S & S Building Corporation, with Frank P. Scuderi listed as President and Alfred C. Scuderi as Secretary, filed a series of plats for the HBIC on the property (Plat Book WWW 68, p. 2). The Washington Suburban Sanitation Commission (WSSC) awarded a contract to install water mains, sewers, sewer house connections, and one 8-inch water service and vault in the center in June 1969 and awarded a second contract in August 1970 for the construction of storm drains (Washington Post, August 29, 1970, D5; June 14, 1969, E10). It appears the Scuderi brothers generally sold the parcels individually, and the new owners constructed buildings on the parcel; however, some parcels, such as 3901 Ironwood Place, subdivided as Parcel K and containing a building constructed in 1971, remained in Scuderi ownership until 1981 when it was transferred to Fidelity Enterprise (PG County Land Records, liber 5424, folio 890).

Other owners with land south of the Scuderi property and accessible to Ardwick Ardmore Road, Old Ardmore Road, and East Street appear to have taken advantage of the new industrial zoning and sewer lines by constructing new industrial buildings on their lots. These warehouses are sited on much smaller lots than those subdivided by the Scuderis. The first of these smaller buildings was a two-story, tan-brick building at 8504 Ardwick Ardmore Road in 1967, shortly followed by the one-story, tan-brick, multi-unit building at 8700-8708 Old Ardmore Road in 1968.

Between 1964 and 1980, MD 704 was widened to improve the traffic flow to I-495. The majority of the center's parcels were developed by 1977, and the area was completely built out by 1997 (Historic Aerials). Only four buildings were constructed after 1977: the 1981 self-storage buildings at 8622 Old Ardmore Road, the 1982 Tires Plus building at 8450 Ardmore-Ardwick Road, the 1985 Rainswood Industrial Center at 8519 Rainswood Road, and the 1997 Caliber Collision building at 8512 Ardwick Ardmore Road. A parcel at the northwest corner of the center, but outside of the resource boundary, was also owned by the Scuderis. It was platted as Parcel U-1 in 1982, but the property has remained vacant (Plat Book NLP 113, folio 64).

The HBIC was developed to be auto-oriented and located along a highway close to a major interchange. The resource was organized around wide, somewhat curvilinear streets to accommodate truck traffic and have cul-de-sacs. Yield signs were installed to control the truck traffic patterns. Landscaping, both on the streets and individual properties, was sparse, reflective of the utilitarian function of this district. The buildings were surrounded by asphalt parking lots, with a variety of signage and building setbacks. Most property landscaping and pedestrian-level fenestration were located at the office. The district continues to be used today for light industry and storage.

Property Evaluation

The HBIC was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The HBIC is one of many planned industrial neighborhoods constructed in the Suburban Diversification Period and has no significant association with historical trends such as transportation improvements or government expansion. Research has not shown that any of the buildings introduced influential new technologies or changed future designs. The resource did not become an important employment center, nor did it change surrounding patterns of suburban growth. Therefore, the HBIC is not eligible under Criterion A.

While the Scuderi brothers were important developers in Prince George's County, their primary focus was on residential property development. The HBIC appears to have been their only industrial project, and their involvement in the development of the HBIC appears to have been minimal in comparison to their work in other developments, such as Marlow Heights. The Scuderis established the framework for the industrial neighborhood but did not remain vested in the property. While it is possible they constructed and leased a few buildings within the industrial park, most of the parcels were subdivided and sold to new owners for development, so the Scuderis' association with the property is not significant. Therefore, the HBIC is not eligible under Criterion B.

The HBIC is an undistinguished example of a planned industrial neighborhood that was common in the late twentieth century. The HBIC maintains its integrity. The streetscape, traffic circulation patterns and signage, and building design and placement have not been altered; however, the HBIC does not embody the distinctive characteristics of a type, period, or method of construction and is not a notable first example or the last unaltered example. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the HBIC is not eligible under Criterion C.

The HBIC encompasses 48.73 acres and sits on multiple property tax parcels found on Prince George's County Tax Maps.

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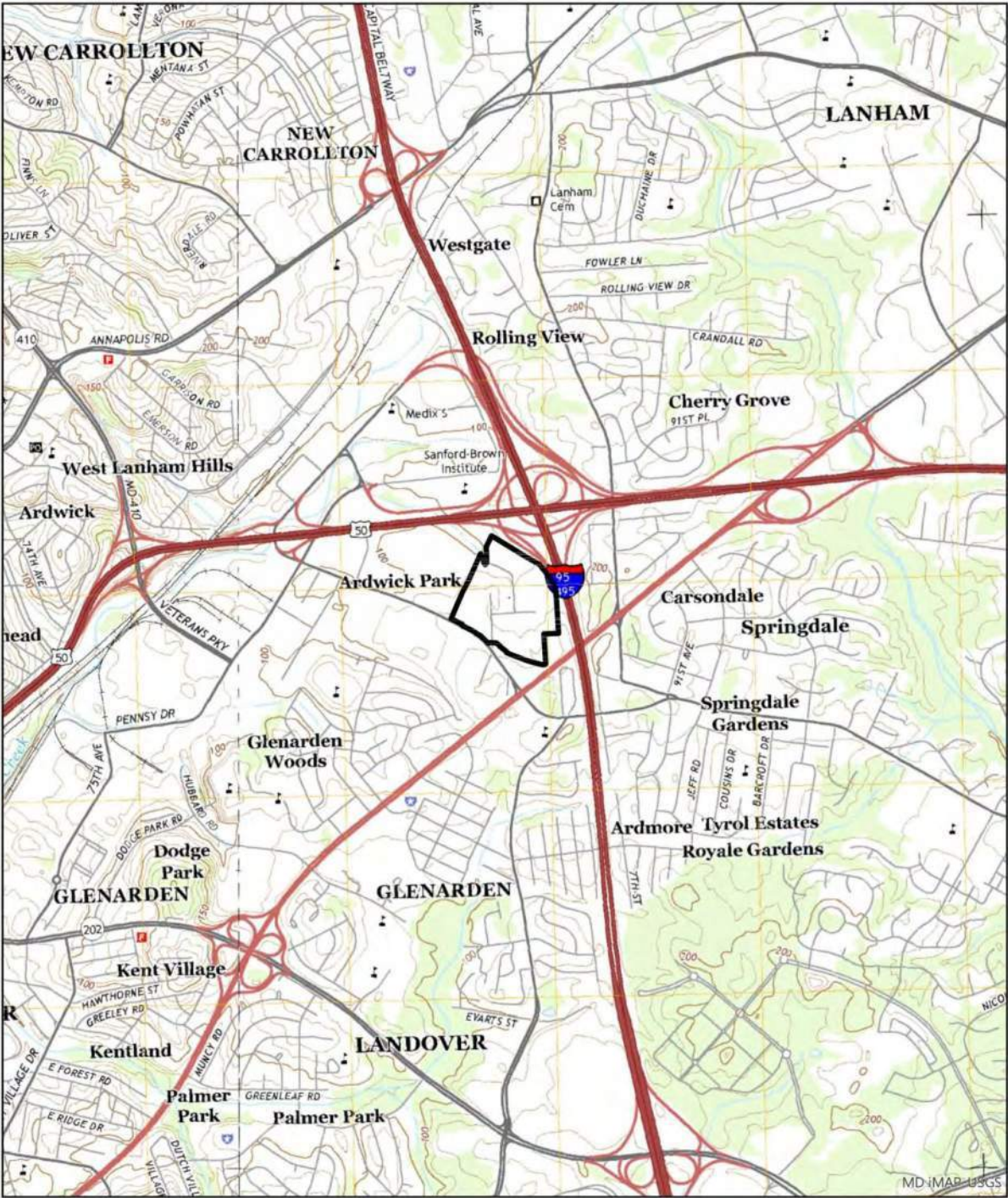
"WSSC Contracts Let," The Washington Post, June 14, 1969, E10. ProQuest.

Hanson-Beltway Industrial Center

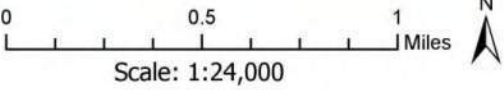
Location: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400 Ardwick Ardmore Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Hanson-Beltway Industrial Center
Location: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400 Ardwick Ardmore Road

Prince George's County
City: Hyattsville





3704 West Street, looking northwest.



3708 West Street, looking southwest.



3800-3842 West Street, looking northwest.



3601 West Street, looking northeast.



West Street from Rainswood Drive, 3700-3710 Rainswood Drive in background, looking northeast.



8501 Rainswood Drive, looking southeast.



8515 Rainswood Drive, looking southwest.



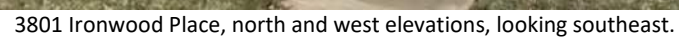
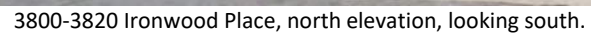
8516 Rainswood Drive, looking northeast.



Rainswood Drive cul de sac, facing southeast.



Yield sign at intersection of Rainswood Drive and Ironwood Place, looking northwest.





3839 Ironwood Place, south and west elevations, looking northeast.



3900 Ironwood Place, south elevation, looking north.



3901 Ironwood Place, looking northeast.



8504 Ardmore Ardwick Road, looking northeast.



8602-8602 Old Ardmore Road, looking northeast.



8630-8654 Old Ardmore Road, west elevation, looking northeast.



8700-8708 Old Ardmore Road, south elevation, looking northeast.



East Street, looking north.

PHOTO LOG

Number of Photos: **20**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-03-20**

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

File Format: **PG:72-80_2019-03-20_01.tif... etc.**

Photographs inserted on continuation sheets:

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3704 West Street, looking northwest.

02.tif

3708 West Street, looking southwest.

03.tif

3800-3842 West Street, looking northwest.

04.tif

3601 West Street, looking northeast.

05.tif

West Street from Rainswood Drive, 3700-3710 Rainswood Drive in background, looking northeast.

06.tif

8501 Rainswood Drive, looking southeast.

07.tif

8515 Rainswood Drive, looking southwest.

08.tif

8516 Rainswood Drive, looking northeast.

09.tif

Rainswood Drive cul de sac, facing southeast.

10.tif

Yield sign at intersection of Rainswood Drive and Ironwood Place, looking northwest.

11.tif

3800-3820 Ironwood Place, north elevation, looking south.

12.tif

3801 Ironwood Place, north and west elevations, looking southeast.

13.tif

3839 Ironwood Place, south and west elevations, looking northeast.

14.tif

3900 Ironwood Place, south elevation, looking north.

15.tif

3901 Ironwood Place, looking northeast.

16.tif

8504 Ardmore Ardwick Road, looking northeast.

PHOTO LOG

17.tif

8602-8602 Old Ardmore Road, looking northeast.

18.tif

8630-8654 Old Ardmore Road, west elevation, looking northeast.

19.tif

8700-8708 Old Ardmore Road, south elevation, looking northeast.

20.tif

East Street, looking north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Hawley Estate (FASEB)

Inventory Number: M: 35-199

Address: 9650 Rockville Pike

Historic District: No

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: FASEB

Tax Account ID: 07-03382328

Tax Map Parcel(s): 0000

Tax Map: HP22

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jan 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B ☒ C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

For the 1960s main office building, the following evaluation refers to the Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Location/Setting

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

The Hawley Estate (Federation of American Societies for Experimental Biology) at 9650 Rockville Pike is located on the western side of Rockville Pike (MD 355) south of the Capital Beltway (I-495) and north and east of the Maplewood Estates (M: 35-186) housing development in Bethesda, Maryland. The approximately 11-acre property contains multiple buildings set in bucolic landscaped grounds associated with two distinct development periods.

The earliest buildings on the site are associated with the Hawley family and were constructed circa 1929. These are located on the northwestern and southwestern portions of the property and include a large two-and-a-half-story stone house, a one-story frame former four-car garage, a shed, a caretaker's cottage, a frame barn/greenhouse complex and a gazebo. The stone house is set in the southern portion of the property and was carefully sited on a high knoll with a broad lawn facing east overlooking the Rock Creek valley. The building is surrounded on the east, south and west sides by carefully landscaped grounds with terracing, tall trees, ornamental planting, mature boxwood gardens, and a sundial. The gazebo is located to the south of house and is accessed by a terraced path. The garage and shed are located north of the house. A stone wall with an arched opening connects the house to the garage on the east side, forming a small courtyard. The barn and greenhouse complex is located away from the house on the northwest side of the property. It is bordered by a parking lot on the east side and trees on all other sides. The caretaker's cottage is located on the northern portion of the property east of the barn complex and across the parking lot.

The second phase of development is associated with the Federation of American Societies for Experimental Biology (FASEB) and includes a large brick office complex consisting of interconnected wings constructed at various times. The offices are located along the northern edge of the property. In the center is a four-story brick office building with an E-shaped plan. To the east is a four-story hexagonal-shaped building connected to the main office building by a two-story atrium. To the west is a four-level parking garage faced in brick and concrete. There is a small parking lot to the southwest of the parking garage and another parking lot to the east of the hexagonal building along the northeast portion of the property. The south and southeastern portions of the property are undeveloped and include a broad lawn lined by mature trees that extends east from the stone house to Rockville Pike.

The property is accessed from two entry points off Rockville Pike on the east side of the property. One road runs along the northern property boundary north of the office buildings and leads to the parking garage. A curving narrow road, accessed via stone gateposts, leads from Rockville Pike south of the office buildings, connecting to the various parking areas and providing access to the stone house, garage and barn buildings. Stone walls adjacent to the gateposts border the property along Rockville Pike. Mature trees are located throughout the property.

Architectural Description

Stone House (ca. 1929)

The two-and-a-half story Colonial Revival-style fieldstone house has a symmetrical, five-bay, east-facing façade. The side-gabled roof is slate with a dentiled cornice and slab interior-end chimneys. The central entry door is flanked by fluted pilasters and topped with a full entablature with triglyphs and a pediment with dentils. The windows are 12/12 with wood sills and stone, flat-arch lintels. The three-bay south elevation features a one-story porch with a metal roof and three arched openings between latticed support posts. French doors provide access from the house to the flagstone floor porch. The second level has three 12/12 windows with stone lintels. The third level has cornice returns and a Palladian window with a keystoned arch surrounding the central opening. At the first floor, the five-bay west (rear) elevation has five double-leaf door openings topped by stone lintels that lead to a terraced garden with boxwoods and a sundial. The second level has a central Palladian window flanked on each side by two 12/12 windows. Five pedimented dormers with 6/6 windows project from the roof. A two-story, side-gabled hyphen extends from the north elevation and leads to a front-gabled wing. The east elevation of the hyphen has three round-arched windows on the first floor and two 6/6 windows on the second. The east elevation of the wing has two 9/9 windows on the ground level, two 6/6 windows on the second level, and a lunette window in the chimney slab. The five-bay north elevation features two asymmetrically placed 9/9 windows in the eastern two bays, a small three-light window in the center bay, a one-bay entry porch, and a 9/9 window in the westernmost bay. The six-panel entry door is accessed by a short flight of concrete steps and is topped with a fanlight. The gabled-roof entry porch is supported by two fluted pilasters and two square fluted posts. The second level has four 6/6 windows, and the third level has two gable-front dormers connected by a shed dormer with two six-pane windows. A ramp leads to the basement under the westernmost window. A stone wall with an arched opening extends north between the two easternmost windows, connecting to the garage. Another stone wall projects from the western edge of the building, leading toward the shed. A paved asphalt courtyard lies between the two walls. The west elevation of the hyphen appears to have two 6/6 windows at the second level and has one gable-front dormer at the third level; the first floor was not visible for survey. The wing contains two 6/6 windows on the first and second levels and a slab chimney at the attic.

Gazebo/Summer House (ca. 1929)

The rectangular-plan gazebo lies south of the house and is accessed from the south porch via a path lined with mature boxwoods. The north and south elevations of the gazebo have three arched openings supported by posts infilled with decorative latticework. The east and west elevations have one large arched opening supported by posts infilled with decorative latticework. The standing-seam copper roof is hipped with decorative finials on the east and west ends. The floor is flagstone.

Garage (ca. 1929)

The former garage, which has been converted to offices, sits just north of the wing of the stone house, across the paved courtyard. It is a one-and-a-half-story frame building with fieldstone end walls and a slate gable roof that runs east to west. The north elevation is five bays with a 6/6 window in each bay. The fieldstone end walls are visible on the east and west sides. The rest of the north elevation is covered in synthetic siding. There are four gable-front dormers with 6/6 windows. A wide cornice runs under the eave. The east and west elevations are fieldstone with slab chimneys and two 6/6 window openings. The south elevation has four bays—the center two with 6/6 windows and the outer two with solid modern doors. The fieldstone end walls are visible on the east and west sides, but the rest of the façade is covered in synthetic siding. There are two gable-front dormers with 6/6 windows.

Shed (ca. 1929)

The shed is located northwest of the house and is connected to the wing by a stone wall. It is a small, square stone building with a pyramidal slate roof and square cupola. There is a wide wood cornice under the roof. The east-facing façade has a single board-and-batten door with large metal hinges. Above the door in the cornice is a three-pane window. Just north of the shed is an entry to the garage courtyard.

Well House (ca. 1929)

North of the shed is a small gable-roof structure set into the ground that may have served as a well house. It appears to be constructed of concrete with a gable roof covered in asphalt shingles. The gable ends are open with wood lattice and a wire screen.

Caretaker's Cottage (ca. 1929)

The caretaker's cottage is located on the northwest side of the property. It is a one-and-a-half-story, side-gable frame building with an asphalt roof and clapboard sheathing. The façade faces south toward a small lawn enclosed with a white picket fence. The five-bay house has 6/6 windows in the first, third and fifth bays. The second bay has a multi-light entry door with a 10-light sidelight to the west of the door, which is protected by a slightly projecting canopy. The fourth bay has a small 1/1 window. A brick chimney rises from the south slope of the roof above the first bay. The east elevation has two 6/6 windows on the ground level, and one 6/6 window centered under the asymmetrical gable. The area within the gable is covered in board-and-batten siding. The west elevation has two bays—the north has paired 6/6 windows and the south has a front gable projection with returns and an entry door. The upper level at this elevation has a shallow asymmetrical gable with one 6/6 window. The north elevation was not visible for survey.

Barn/Greenhouse Complex (ca. 1929)

The barn/greenhouse complex is a series of interconnected buildings located at the northwest corner of the property. There is a two-and-a-half-story frame side-gabled barn with a vented cupola and lightning rod. One-story, gabled-roof hyphens project to the north and south sides of the barn, connecting to two one-story, gabled-roof frame wings that run east-west. At some point, it appears that the courtyard created by the barn and north and south wings was enclosed with a flat roof addition, creating a roughly rectangular footprint for the entire complex. The buildings have asphalt roofs and clapboard sheathing. There are simple board surrounds on all the doors and windows.

The symmetrical west elevation of the barn has a central double-leaf door flanked by three nine-pane windows on either side. Its north elevation has a double-leaf door and a nine-pane window on the first floor, a single door on the second and a double hayloft door with three-sided top in the gable end. A pointed hay hood shelters the hayloft door. The south side of the barn has one double-leaf entry door and a nine-pane window on the first floor, and a nine-pane window flanked by louvered vents in the gable end.

The west side of the north hyphen has two 6/6 windows and the south hyphen has one nine-pane window. The west sides of the north and south wings have two nine-pane windows and a louvered vent in each gable. The three-bay north side of the north wing has two double-leaf entry doors in the first and second bays and a nine-pane window in the third. There is a small, square louvered cupola in the center of the roof ridge. The east elevation of the east wing has seven bays and a full-length recessed porch supported by eight square posts with upbraces. The central bay has double-leaf wood entry doors with twelve lights over crossbuck panels. All other bays have one 6/6 window covered with a metal storm. The south elevation of the south wing has one 6/6 window and one now enclosed horizontal opening with nine panes. The east half of the elevation has a projecting bay with a concrete-block foundation and sloping glass sheets that run at an angle from the eave to the foundation.

Gateposts and Walls (ca. 1929)

Two gateposts mark the entry to the property from Rockville Pike. They consist of two square stone pillars connected by a convex wall. The pillars closest to the driveway have a concrete cap with a projecting cornice and ball finial. An irregularly coursed fieldstone wall with stone coping extends from the gateposts and runs along Rockville Pike.

Milton O. Lee Building (1962, ca. 1965, ca. 1967, 1987)

The Milton O. Lee office building is located at the center of the northern portion of the parcel. The original building was designed to be expanded as funds allowed, resulting in a complex of

interconnected wings that was constructed over a twenty-five period. This resulted in a large four-story brick office building, with a basement primarily constructed of stone, that is E-shaped with the spine of the "E" running east–west along the service road at the northern property boundary. The west, central, and east wings, which run north–south, have a flat roof, and the two northern wings have slate gable roofs running east–west. The eastern and western courtyards on the south side of the building have circular vehicular driveways that connect to the primary access road running east-west through the campus.

The northwest wing, built in 1962, was the first building constructed by FASEB on the site. It runs east–west and is nine bays wide. The ground and basement levels are stone and the upper levels are brick. The symmetrical south-facing façade has three projecting central bays with a central entry door flanked by two small blind openings. The paneled double-leaf entry door has a traceried transom and is surrounded by fluted Doric pilasters, an entablature and pediment. There is a cartouche on the second level above the door. All other bays contain one 8/8 window. At the roof level, a gable containing a fanlight with an arched stone lintel spans the three central bays. The central gable is flanked by three pedimented dormers with 6/6 windows on each side. Brick interior-end chimneys rise above the roof ridge. A two-story portico with Ionic columns, an entablature with dentil molding, and Chippendale balustrade spans the entire façade. The portico is accessed from a central flight of brick stairs. Openings at the lowest level of the north (rear) elevation include series of windows, double-leaf door openings and single door openings. The three upper levels at the north elevation contain seven-bays with an 8/8 window with a flat stone arch lintel and wood sill. There are five pedimented dormers with 6/6 windows at the roof level.

The central wing, constructed ca. 1965, runs north–south. The ground and basement levels are stone and the upper levels are brick. A brick parapet rises from the projecting cornice on all elevations. The north and south elevations have two bays, the east and west four. All windows are 8/8 with a flat stone arch lintel.

The west wing, constructed ca. 1967, runs north–south. The ground and basement levels are stone and the upper levels are brick. A brick parapet rises from the projecting cornice on all elevations. The south elevation has two bays, the east four, the north two, and the west six. All windows are 8/8 with a flat stone arch lintel. A stone retaining wall hides stone steps leading to the basement on the west elevation. A handicapped access ramp runs along the foundation on the east side, leading to the portico. A double-leaf door, topped by a six-light transom and surrounded by fluted Doric pilasters and an entablature, is located in the third bay of the east elevation.

The northeast wing, constructed in 1987, runs east–west and is nine bays wide. The two lower levels are stone and the upper levels are brick. The symmetrical south-facing façade has five projecting central bays with three raised-panel, double-leaf doors topped by a large fanlight,

with the window openings either enclosed or painted over, and projecting keystone. The lintel above the doors and below the fanlight has a raised decorative element. One 8/8 window is located on either side of the doors. All other bays contain one 8/8 window. At the roof level, a gable containing returns and a fanlight with an arched stone lintel spans the three central bays. The central gable is flanked by three gabled-roof, pedimented dormers with 6/6 windows on each side. Brick interior-end chimneys rise above the roof ridge. A two-story portico with Ionic columns, an entablature with dentil molding, and Chippendale balustrade spans the entire façade. The portico is accessed from a central flight of concrete stairs. The north (rear) elevation is all brick. At ground level, there are a series of ramps and loading docks, and the openings include series of windows, double-leaf door openings and single door openings. The three upper levels of the seven-bay north elevation contain 8/8 windows with flat stone arch lintels and wood sills. There are seven pedimented dormers with 6/6 windows at the roof level.

The east wing, constructed in 1987, runs north–south. The first floor and basement levels are stone and the upper levels are brick on all sides. A brick parapet rises from the projecting cornice on all elevations. The north and south elevations have two bays, the west four, and the east six. All windows are 8/8 with a flat stone arch lintel. A single door with nine lights and a panel below is located in the center of the lower level of the south elevation. A two-story glass atrium that connects the main office building to the east office building obscures a portion of the east elevation.

East Office Building (2004)

The east office building is located on the northeast corner of the property. It is a modern four-story brick-and-glass building, hexagonal in plan with longer sides on the northeast and southwest elevations. There is a flat roof with HVAC equipment. The southwest and northeast elevations have five three-story projecting triangular bays with glass panels at the point and brick in between the bays. The bays are covered with copper standing-seam metal roofs. The fourth level has a horizontal band of windows topped by a solid band of concrete and a brick parapet. The south, east, and north elevations have five bays with a central three-story triangular projecting bay flanked by two multi-pane windows openings on either side. The west elevation is obscured by the two-story glass atrium that provides access to and was built as part of the building. The atrium has a double-leaf entry door on the first floor surrounded by large windows and protected by a half-round canopy. The second floor is all windows, and the roof is arched.

Parking Garage (2004)

A large four-level modern brick-and-concrete parking garage is located just east of the caretaker's cottage and set partially underground. The garage is accessed from the service road along the northern property boundary and from a parking lot to the south. Vehicular garage

entries are located on the east sides of the north and south elevations. The north elevation has horizontal concrete panels on the lowest level, topped by three horizontal bands of brick with concrete coping at the top and bottom supported by concrete posts on the corners and intermediate posts of concrete and brick. The west elevation has two horizontal brick bands with concrete coping. Stair towers are located on the northeast and southeast corners. A small, open flat-roof hyphen connects the garage to the west elevation of the main office building.

Historic Context

Hawley Estate

Charles Burridge Hawley was a hydro-electric engineer and owner of the Charles B. Hawley Engineering Corporation, which he founded in 1920 in Washington DC. The firm was known for specializing in hydro-electric design and construction. Hawley served as president of the Washington Society of Engineers in 1928 (The Washington Post 1927, 20).

Irwin S. Porter, of the well-known Washington firm Porter + Lockie, designed the stone house on the 38-acre property owned by Charles Hawley. The house was built between 1929 and 1932 at a cost of \$120,000. It contained 7,500 square feet of useable space and was constructed with steel beams and masonry. The 16-inch stone walls were faced inside with terra cotta tile. The floors were hardwood throughout, and two rooms on the main floor were wood paneled. A spacious central hall with stairs ran from the front to the back of the house. The living room was located to the south of the hall and a walnut-paneled library to the north (Lee 1954, 821-824). The house was damaged by fire in 1935, but most of the damage was confined to the attic (The Washington Post 1935, 1). The home was described as luxurious and the property was the site of many society events, including the wedding of Hawley's daughter Antoinette in 1942, which was held in the garden (The Washington Post 1948, S8).

The landscaping was completed by notable landscape architect Robert B. Cridland of Philadelphia, who, in 1920, wrote *Practical Landscape Gardening*—a book geared to suburban homeowners with moderate-sized properties. In the book, Cridland advocates for careful site planning and consideration of the location and arrangement of auxiliary buildings and paths. Cridland's commissions were mostly residential and included Hyde Park, Frederick Vanderbilt's estate on the Hudson River in New York, and Oak Hill, the Martha Berry estate in Rome, Georgia. The landscaping at the Hawley house was "said to be one of the best examples in the Washington area" and included many unusual and valuable specimens (Lee 1954, 821/Cridland 1920).

When Hawley died in 1952, his estate was valued at \$3 million, including real estate valued at \$1.25 million. In addition to his estate on Rockville Pike, Hawley owned the Bethesda Shopping Center at Leland Street and Wisconsin Avenue. The original address for the Hawley Estate was

8650 Rockville Pike, but at some point, the property became known as 9650 Rockville Pike (The Washington Post 1952, 8).

After Hawley's death, his family sold the property. The estate was advertised for sale in the Washington Post in December 1952 as a "Gentleman's Estate." It was described as a "beautiful estate of 38 superbly landscaped acres located two miles north of Bethesda, just 30 minutes from downtown Washington." The landscaping contained: "Tall stately elms, huge white pines and hemlocks, brilliant azaleas and magnolias, lovely English and American boxwood—all skillfully and artistically laid out over rolling ground providing a grand country estate within minutes of the activities of city life."

Improvements listed in the advertisement included a large stone house located on a knoll with a four-car garage. The first floor contained a spacious entrance hall, living room, dining room, library, breakfast room, den, lavatory, pantry and kitchen with sitting room. The second floor had six large bedrooms, five baths, and a dressing room off the master bedroom. The third floor had a playroom, three bedrooms, a bath and storage area. The basement contained a bedroom and bath, a recreation room with fireplace, a boiler room with oil-fired steam boiler and gas water heater, a laundry area and lavatory. The grounds included a four-room caretaker's cottage with a single car garage, a small greenhouse with separate heating plant, large barns with horse stalls, tool storage and hayloft. The advertisement noted that the property was available for subdivision (The Washington Post 1952, R7).

Federation of American Societies for Experimental Biology

The Federation of American Societies for Experimental Biology (FASEB) was founded in 1912 by three independent scientific organizations to hold educational meetings, develop publications and disseminate the results of biological research. The federation had grown to six societies—American Physiological Society (APS), American Society of Biological Chemists, American Society for Pharmacology and Experimental Therapeutics, American Association of Pathologists, American Institute of Nutrition, and American Association of Immunologists—by the time it moved to the Rockville Pike property in 1954. It has since grown to encompass 29 scientific societies and over 130,000 researchers around the world. Many FASEB member societies include Nobel Prize winners in their membership. Today FASEB continues to act as an association management company that advocates for sound policies and promotes research and education in the biological and biomedical sciences. FASEB disseminates the results of biological research by publishing a journal and managing scientific seminars, meetings, conferences and exhibit halls (FASEB, 2018).

Dr. Milton O. Lee became the organization's first paid employee in 1947 when he became Executive Director. Lee also served as Executive Secretary of the American Physiological Society. Headquarters for FASEB were first established in the National Academy of Sciences (NAS)

building in Washington, DC. In 1951, the offices moved to a branch NAS office near Dupont Circle. Under Lee's tenure (1947 until his 1965 retirement), he oversaw an expansion of the federation and its rise to national prominence. Staff grew from four to 91 (Milton O. Lee Obituary, 1978).

On March 19, 1954, APS purchased the Hawley Estate on behalf of FASEB. The 38 acres of land was purchased for \$225,000. The property included 11.4 acres of landscaped grounds, a large fieldstone house, a caretaker's house, a frame barn, a greenhouse and a four-car garage (McManus 1967, 1573). The property was chosen for its "suitability for use, opportunity for expansion, minimal depreciation of value, modest investment needed and location close to the large research centers of the Naval Medical Research Institute and the National Institutes of Health" (Lee 1954, 821). APS sold 26.8 acres on the southern portion of the property to developers Dekelbaum and Dweck who constructed a community of single family houses known as Maplewood Estates. FASEB then purchased the remaining 11.4 acres from APS on October 20, 1954 (Bradshaw, 2011).

FASEB converted the stone house to offices and renamed the old stone building "Beaumont House" after William Beaumont, a nineteenth century physician and pioneering physiologist and biochemist. Alterations to the house included converting the basement level for use as offices and installation of a shaft to house a motor-driven hoist to move supplies among the floors. It appears the rest of the rooms were unaltered. The garage was converted to offices between 1954 and 1961. In 1956, the APS established an executive office in Beaumont House, followed in 1961 by two other federation members—the American Society of Biological Chemists and the American Society for Pharmacology and Experimental Therapeutics. At this point Beaumont House and the four-car garage were filled to capacity, necessitating the construction of additional office space (McManus 1967, 1573).

On October 12, 1962, FASEB dedicated a new office building, later known as the Milton O. Lee building, on the grounds of Beaumont, in time for the fiftieth anniversary of the organization. The four-story building was 40 x 100 feet with a basement and 16,000 square feet of office space. Constructed by Bowling and Gardiner, it was originally planned for expansion with two wings at either end. According to FASEB, the building "was designed by the same prominent Washington Firm that designed the original Georgian-style Beaumont House in 1929." As both Irwin Porter and James Lockie had died by this time, it is likely the building was designed by Irwin Porter's son, James I. Porter, who was running Porter + Lockie's successor firm, Irwin S. Porter and Sons. The basement level housed machinery and a print shop. The first floor had two conference rooms, one of which doubled as a library, and two executive suites. The remaining floors housed offices for various units of the federation members. Beaumont House remained in use as offices for the executive officer of the federation among others (FASEB, 1962).

Two four-story wings, joined by a two-story portico, were added by 1967. The east wing was constructed and occupied by 1965. That year, additional federation members—The American Society for Experimental Pathology, the American Institute of Nutrition, and the American Association of Immunologists—established offices at Beaumont. Construction of the west wing and portico was completed in July 1967. The wing contained 11,000 square feet of office space, as well as three storage rooms located under the portico. A 1967 architect's rendering shows a balustrade on top of the two wings, but it is unclear if that element was executed in the final design (McManus 1967, 1573-1574). According to a statement by J. F. A. McManus, FASEB Executive Director, in 1967: "Construction and modifications of the grounds of the Federation at Beaumont have been carefully planned to maintain the integrity and beauty of the property. Large and beautiful trees, a fine planting of boxwoods and several formal gardens, one with a summer house, have been preserved intact and carefully guarded. The fieldstone and brick of the Milton O. Lee Building fit perfectly into this setting ... and produces a structure that does not clash with the other structures at Beaumont, rather merging harmoniously with them and with the attractive landscape" (McManus 1967, 1573-1574).

The federation undertook a major building campaign in the 1980s, funded in part by \$2.9 million in Industrial Development Revenue bonds from Montgomery County (Land Records, Liber 6582, folio 587). Two new wings were constructed to the east side of the Milton O. Lee Building and were occupied by 1987. These wings housed a conference center that contained an auditorium and six large conference rooms that could accommodate up to 300 people. By this point, 33 biological and medical societies were located on the campus.

A new office building, two-level glass atrium, and parking garage were completed in 2004. This added 55,000 square feet of office space and a four-level, 372-space parking structure to the campus. (FASEB, 2018). Hope Connections for Cancer Support moved into Beaumont House in April 2013 (Hope Connections, 2018). FASEB and its associated organizations continue to occupy the property today.

Eligibility Determination

The Hawley Estate was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The Hawley property also contains several buildings constructed by the FASEB that are an example of the suburban corporate office building type; therefore, the property was also evaluated for significance using the Maryland Suburbanization Historic Context Addendum (1961–1980).

The original buildings on the site associated with Charles B. Hawley are consistent with the trend of wealthy Washingtonians establishing country estates in Montgomery County, particularly along Rockville Pike, and hiring notable architects to design elaborate houses, often in the Colonial Revival style. Elaborate examples of the trend include Strathmore Hall (M: 30-

12); Marwood (M: 29-6); Glenview Farm (M: 26-17), with a substantial remodeling campaign designed by Porter + Lockie; Woodend (M: 35-12), designed by John Russell Pope; and the Wilkins Estate (M: 30-1), designed by John Russell Pope and very similar in design to the Hawley Estate. The Hawley Estate is a much more modest example of the trend, as it only encompassed 38 acres, but still includes important characteristics of the trend, which include a large house with space for entertaining, formal landscaped grounds with views and vistas, and multiple outbuildings. While the Hawley Estate is associated with the “estate era” of Montgomery County, the property is not significant to this trend.

The move of FASEB to the former Hawley Estate is associated with the relocation of private industries to suburban campuses after World War II. The FASEB complex was unusual in its use of former estate buildings set within an existing pastoral landscape, rather than creating a purpose-built campus in a modern architectural style like many other organizations. However, the organization’s choice to relocate to an existing residential estate did not influence later trends in office development. The FASEB era of collaborative research among scientific societies did not lead to significant identifiable scientific achievements or advancements, and the Hawley Estate lacks significant associations with other historical trends. The resource is not eligible for the NRHP under Criterion A.

Research has found no significant connection to persons important to local, state, or national history. Therefore, the Hawley Estate is not eligible under Criterion B.

The FASEB buildings on the Hawley Estate are not the work of a master and do not possess high artistic value. They are not a notable first example, and the original building has been altered with multiple additions; therefore, the FASEB buildings are not eligible for the NRHP under Criterion C under the Suburbanization Context.

The early twentieth century buildings on the Hawley Estate represent a distinctive and well-preserved example of an early-twentieth-century Colonial Revival-style estate in Montgomery County, Maryland, designed by notable architect Irwin S. Porter and landscape architect Robert Cridland. Therefore, the Hawley Estate is significant under Criterion C.

Based on the evaluated Criteria, the Hawley Estate is eligible for the NRHP under Criterion C as an early-twentieth-century Colonial Revival-style estate.

Period of Significance

The period of significance for the property begins in 1929 with the construction of the stone house and continues through 1954 when the property was sold out of Hawley family ownership. Contributing elements include the stone house, gazebo, shed, garage, caretaker’s cottage, barn/greenhouse complex, and well house, as well as landscape elements such as the gardens, sundial, walls and gateposts. The buildings constructed by FASEB—the Milton O. Lee Building, east office building and parking garage—are not contributing to the resource because

they are not associated with the design of the original estate. The house, landscaping, gazebo and shed remain unaltered. Alterations have been made to the east side of the barn/greenhouse complex, to the north side of the caretaker's cottage and to the south side of the garage, but these alterations but have not dramatically altered the resource's historic character. When FASEB expanded, the new buildings were sited to preserve the landscape and constructed in a Colonial Revival style to blend with the existing buildings on the site. The conscious choice to engage a successor firm to the original estate architect and to build in the Colonial Revival style used in the original house signaled FASEB's desire to maintain continuity in the character and landscaping of the original site. The Hawley Estate retains high integrity and is recognizable as an intact example of early-twentieth-century estate architecture.

Boundary

The property located at 9650 Rockville Pike in Bethesda encompasses 11.4 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP22, Parcel N170 (2017).

References

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"C.B. Hawley Dies at 65; Engineer," The Washington Post, July 27, 1952, M10. ProQuest.

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Montgomery County Land Records, Liber 6582, folio 587.

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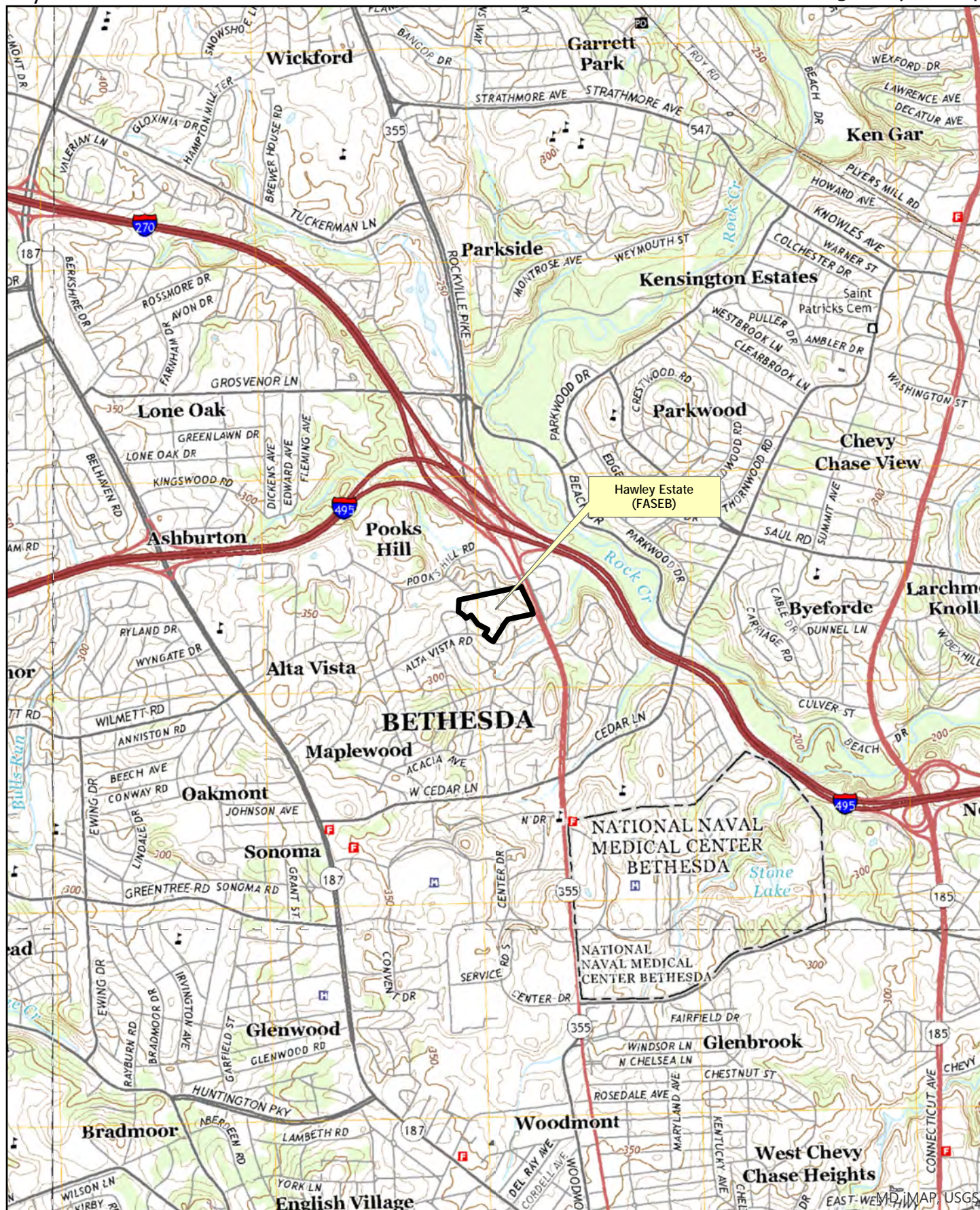
Hawley Estate (FASEB)

Location: 9650 Rockville Pike

City: Bethesda

MIHP#: M: 35-199

Montgomery County



Hawley Estate (FASEB)

Location: 9650 Rockville Pike
City: Bethesda

MIHP#: M: 35-199
Montgomery County



Parcel Boundaries

Contributing Element
Non-contributing Element

0 0.05 0.1 Miles
Scale: 1:3,000



M: 35-199
Hawley Estate (FASEB)
9650 Rockville Pike
Bethesda, Montgomery County, Maryland





Historic Image 1: Hawley Estate (renamed Beaumont House), 1954.
Image from www.fasebcentennial.org



Historic Image 2: Hawley Estate garage and shed, undated photograph
Image from www.fasebcentennial.org

M: 35-199
Hawley Estate (FASEB)
9650 Rockville Pike
Bethesda, Montgomery County, Maryland

GENTLEMAN'S ESTATE
Close-in Montgomery County, Md.



8650 ROCKVILLE PIKE, BETHESDA, MD.
Beautiful Estate of 38 superbly landscaped acres located two miles north of Bethesda, just 30 minutes from downtown Washington. Landscaping: Tall stately elms, huge white pines and hemlocks, brilliant azaleas and magnolias, lovely English and American box-wood—all skillfully and artistically laid out over rolling ground, providing a grand country estate within minutes of the activities of city life.

**Available for subdivision or may be held as a residence for future development with promise of considerable appreciation in investment.*

Improvements: Large stone house located on knoll in center of acreage with 4-car garage.
First floor: Spacious entrance hall, living room, dining room, library, breakfast room, den, lavatory, pantry and kitchen with sitting room.
Second floor: 6 large bedrooms, 5 baths, dressing room off master bedroom.
Third floor: Playroom, 3 bedrooms, bath, plentiful storage area.
Basement: Bedroom and bath; large room for recreation with fireplace; boiler room with oil fired steam boiler and gas water heater; laundry area and lavatory.

Other Improvements: Four room caretaker's cottage with single car garage; small greenhouse with separate heating plant; large barns with horse stalls, tool storage areas and hay loft.

TO REACH: Straight out Wisconsin Ave. 2 1/2 miles past Bank of Bethesda or approximately .3 of a mile past Naval Hospital.

HOUSE MAY BE SEEN BY APPOINTMENT ONLY
Apply Own Broker
Call NA. 8-9340

Historic Image 3: Hawley Estate Sale Advertisement
The Washington Post, December 14, 1952, R7

M: 35-199
Hawley Estate (FASEB)
9650 Rockville Pike
Bethesda, Montgomery County, Maryland



Historic Image 4: Milton O. Lee Building, ca. 1962
Image from www.fasebcentennial.org



Historic Image 5: Architect's Rendering of the Milton O. Lee Building, 1967
Image from www.fasebcentennial.org

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 1



Photo 1 of 31: Façade of stone house, north hyphen and wing, looking southwest.



Photo 2 of 31: Stone house, façade, looking west.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 2



Photo 3 of 31: Stone house, façade and south elevation, looking northwest.



Photo 4 of 31: Stone house, west elevation, looking northeast.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 3



Photo 5 of 31: Stone house, north elevation, looking south.



Photo 6 of 31: East lawn, looking east.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 4



Photo 7 of 31: Stone house, south elevation, looking north through boxwood garden.



Photo 8 of 31: Stone house, west elevation, looking east from terraced garden with sundial.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 5



Photo 9 of 31: Gazebo/summer house, north elevation, looking south.



Photo 10 of 31: Garage, north elevation, looking southeast.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 6



Photo 11 of 31: Well house, north elevation, with shed in the background, looking southeast.



Photo 12 of 31: Garage, shed, and garden walls, looking east.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 7



Photo 13 of 31: Shed, north and east elevations, looking northwest.



Photo 14 of 31: Caretaker's cottage, façade, looking north.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 8



Photo 15 of 31: Barn/greenhouse complex, north and west elevations, looking southeast.



Photo 16 of 31: Barn/greenhouse complex, north elevation, looking south.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 9



Photo 17 of 31: Barn/greenhouse complex, east elevation, looking west.



Photo 18 of 31: Barn/greenhouse complex, south elevation, looking north.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 10



Photo 19 of 31: One of two stone gateposts and walls along Rockville Pike, looking north.



Photo 20 of 31: Milton O. Lee Building, northwest wing, façade, looking north.

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 11

PHOTO LOG

Name of Property: Hawley Estate (FASEB)
Name of Photographer: Heather Staton, Dovetail Cultural Resource Group
Date of Photographs: November 13, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 31:
Façade of stone house, north hyphen and wing, looking southwest.
M; 35-199_2018-11-13_01.tif

Photo 2 of 31:
Stone house, façade, looking west.
M; 35-199_2018-11-13_02.tif

Photo 3 of 31:
Stone house, façade and south elevation, looking northwest.
M; 35-199_2018-11-13_03.tif

Photo 4 of 31:
Stone house, west elevation, looking northeast.
M; 35-199_2018-11-13_04.tif

Photo 5 of 31:
Stone house, north elevation, looking south.
M; 35-199_2018-11-13_05.tif

Photo 6 of 31:
East lawn, looking east.
M; 35-199_2018-11-13_06.tif

Photo 7 of 31:
Stone house, south elevation, looking north through boxwood garden.
M; 35-199_2018-11-13_07.tif

Photo 8 of 31:
Stone house, west elevation, looking east from terraced garden with sundial.
M; 35-199_2018-11-13_08.tif

Photo 9 of 31:
Gazebo/summer house, north elevation, looking south.
M; 35-199_2018-11-13_09.tif

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 12

Photo 10 of 31:

Garage, north elevation, looking southeast.

M; 35-199_2018-11-13_10.tif

Photo 11 of 31:

Well house, north elevation, with shed in the background, looking southeast.

M; 35-199_2018-11-13_11.tif

Photo 12 of 31:

Garage, shed, and garden walls, looking east.

M; 35-199_2018-11-13_12.tif

Photo 13 of 31:

Shed, north and east elevations, looking northwest.

M; 35-199_2018-11-13_13.tif

Photo 14 of 31:

Caretaker's cottage, façade, looking north.

M; 35-199_2018-11-13_14.tif

Photo 15 of 31:

Barn/greenhouse complex, north and west elevations, looking southeast.

M; 35-199_2018-11-13_15.tif

Photo 16 of 31:

Barn/greenhouse complex, north elevation, looking south.

M; 35-199_2018-11-13_16.tif

Photo 17 of 31:

Barn/greenhouse complex, east elevation, looking west.

M; 35-199_2018-11-13_17.tif

Photo 18 of 31:

Barn/greenhouse complex, south elevation, looking north.

M; 35-199_2018-11-13_18.tif

Photo 19 of 31:

One of two stone gateposts and walls along Rockville Pike, looking north.

M; 35-199_2018-11-13_19.tif

Photo 20 of 31:

Milton O. Lee Building, northwest wing, façade, looking north.

M; 35-199_2018-11-13_20.tif

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 13

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

Photo 21 of 31

Milton O. Lee Building, center wing, east façade, looking northeast.

M; 35-199_2018-11-13_21.tif

Photo 22 of 31

Milton O. Lee Building, north wing, south and east façades, looking northwest.

M; 35-199_2018-11-13_22.tif

Photo 23 of 31

Milton O. Lee Building, north elevation, looking southeast.

M; 35-199_2018-11-13_23.tif

Photo 24 of 31

Milton O. Lee Building, northeast wing, façade, looking north.

M; 35-199_2018-11-13_24.tif

Photo 25 of 31

Milton O. Lee Building, northeast and east wings, façade and east elevation, looking northeast.

M; 35-199_2018-11-13_25.tif

Photo 26 of 31

Milton O. Lee Building, east wing, south and east elevations, looking northwest.

M; 35-199_2018-11-13_26.tif

Photo 27 of 31

Two-story atrium, façade, looking north.

M; 35-199_2018-11-13_27.tif

Photo 28 of 31

East office building, southwest elevation, looking northeast.

M; 35-199_2018-11-13_28.tif

Photo 29 of 31

Parking garage, south elevation, looking northwest.

M; 35-199_2018-11-13_29.tif

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

Inventory No. M: 35-199

Hawley Estate (FASEB)
Continuation Sheet

Number Photos Page 14

Photo 30 of 31

Parking garage, south and west elevations, looking northeast.

M; 35-199_2018-11-13_30.tif

Photo 31 of 31

Milton O. Lee Building, west elevation and connecting hyphen to parking garage, looking southeast.

M; 35-199_2018-11-13_31.tif

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:77-60

Page 1 of 1

Name of Property: Hazard Storage (AAFB Building #1990)

Location: Allentown Road (MD 337), Camp Springs, MD (Prince George's County)

Hazard Storage (Building #1190) is no longer extant. The Hazard Storage (Building #1990) was located on the south side of Allentown Road (MD 337) approximately 700 feet east of Maryland Drive on the Andrews Air Force Base (AAFB). The site is now occupied by a grove of trees along the AAFB perimeter fence.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Hebb-Kline Farmstead

Inventory Number: F-1-202

Address: 5515B Mountville Road

Historic District: No

City: Adamstown

Zip Code: 21710

County: Frederick

USGS Quadrangle(s): Buckeystown

Property Owner: Hope L. Green, Trustee; Barbara Lewis Kanode Revocable Trust

Tax Account ID: 01-008005

Tax Map Parcel(s): 0005

Tax Map: 0103

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Matt Manning

Date Prepared: December 21, 2020

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B C D

Considerations: ☒ A B ☒ C D E F G

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

Name of the District/Property: Carrollton Manor Rural Historic District

Inventory Number: F-1-134

Eligible: Yes

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The 1993 MIHP form provides a description and history of the Hebb-Kline Farmstead. Since that time, the exterior of the Italianate dwelling has been restored, and the paint removed from the bricks. The buildings have new asphalt-composition shingle roofs; the house's rear wing retains a side porch with a ribbed metal roof. The approach to the side porch has been modified with a removable accessibility ramp in keeping with the design of the house. Ribbed metal roofing also covers the smokehouse adjoining the summer kitchen.

The outbuildings noted in the original MIHP form remain, with the exception of the combination shed and garage northeast of the dwelling. This building has been replaced by a larger garage. The wagon shed/corn crib is now completely clad with corrugated metal. The MIHP form also identifies two frame sheds north of the house and west of the dairy barn as dating from 1890 to 1920. However, according to an interview with the current owner and supported by a c. 1939 colorized bird's eye photograph in her possession, the frame sheds north of the house and west of the dairy barn date from post-1950, constructed after a horse barn at this location was destroyed by fire. The photograph indicates that only the house and detached wing/summer kitchen, wagon shed/corn crib, dairy barn, clay tile silo, and a barrel-roofed shed northeast of the barn predate

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

1940.

The Hebb-Kline Farmstead also includes a two-story log-frame house near the intersection of the Baltimore and Ohio Railroad and Mountville Road (formerly Jefferson Road). The house, including two small outbuildings, is separated from the farmstead by Tuscarora Creek and trees along the stream. The house does not appear on historic maps, but this may be due to its status as an ancillary building to the main house since 1855. It is possible the log house was used by Edward Hebb during his tenancy.

The three-bay, side-gabled house faces southeast and features a full-width, one-story front porch and multiple additions to the sides and rear. According to the current owner, the additions were constructed after 1939, when her grandparents, Harry and Bessie Kanode, purchased the Hebb-Kline property. The house is constructed of hewn logs using V-notch corner timbering. Doors and windows are missing or boarded up. The existing porch is not the original; it features a replacement wood floor and simple square posts supporting a shed roof. Both the porch and main roof feature a simple, painted wood cornice and are clad with corrugated metal. The off-center entrance, accessed from the porch, is located in the middle bay. The southwest bay is spaced farther from the door than the northeast bay, which sits close to the entrance. The second level is two bays, with fenestration aligned above the entrance and southwest bay below. Above the northeast bay, the logs are discontinuous, with a vertical board separating the two sections. This could indicate an alteration or may have been part of the original construction.

The northeast elevation includes a one-story, shed-roofed, wood-framed addition flush with the façade. The addition has a concrete block foundation and is clad with vertical wood siding. A single boarded up doorway is located at the façade, and a six-light, wood-framed window occupies the northeast elevation. A square, wood-framed casement window is located at the gable end, above the addition. Vertical wood siding is present up to the gable, where the cladding transitions to horizontal siding and the roof features cornice returns. The southwest elevation is similar, but the vertical siding has been removed and the window is missing from the frame. A one-story concrete block addition with a close-set shed roof extends from the southwest elevation, flush with the rear of the house. A single vinyl-clad window is located on the northwest elevation.

The building's northwest (rear) elevation includes a full-width, one-story, two-bay, concrete block addition similar to the southwest addition. It has a shed roof and vinyl-clad windows on the northwest and southwest elevations. An exterior concrete block chimney stands on the northeast elevation. At the second story, fenestration matches that of the façade, with two evenly spaced openings with missing window units. The log frame is exposed. The house includes an interior brick chimney that pierces the center of the roof, northwest of the ridge line.

Two wood-framed, shed-roofed outbuildings stand south of the house; the larger one is a storage building with multiple sets of hinged doors, and the smaller one appears to be a poultry house with a side-entry Dutch door. Both appear to date from the mid- to late twentieth century.

Significance

The Hebb-Kline Farmstead is eligible for the National Register of Historic Places (NRHP) as a contributing resource within the Carrollton Manor Rural Historic District (F-1-134). The district is significant under Criterion A for its significant concentration of farmsteads and other landscape elements that illustrate the historical evolution of agriculture in Frederick County. Under Criterion C, the district possesses a significant concentration of buildings, structures and clusters illustrating historic farming patterns. The Hebb-Kline Farmstead shares a common history, construction date, and form and style with other contributing farmsteads.

The Carrollton Manor Rural Historic District consists largely of former tenant farms associated with Carrollton Manor, most of which were sold to individual landowners in the mid-nineteenth century. The Hebb-Kline Farmstead is on land formerly part of Lot 10 of Carrollton Manor. An 1821 list of Carrollton tenants includes Edward Hebb as a tenant on lots 10 and 11 (Maryland Historical Mapping). Hebb (1792-1876) purchased Lot 10 from the Carrollton heirs in 1855 and constructed the current Italianate dwelling shortly thereafter.

Contributing farmsteads in the Carrollton Manor Rural Historic District are described as substantial constructions, primarily of brick, incorporating ornamentation of a variety of popular mid-19th century architectural styles. Many feature barns and other

outbuildings. Like these other farmsteads, the Hebb-Kline Farmstead includes a brick house constructed in 1855 in the popular Italianate style, along with outbuildings constructed between 1855 and 1940.

The existing DOE (2002) for the Carrollton Manor Rural Historic District was based on a reconnaissance-level survey and review of existing MIHP resources within the proposed boundary. The Hebb-Kline Farmstead appears to have been excluded from the initial district survey as a result of its circular MIHP boundary encompassing only the main house and adjoining agricultural buildings. The southeastern quarter of the Hebb-Kline parcel, consisting of agricultural fields and the log house, is located within the Carrollton Manor Rural Historic District boundary as defined by the 2002 DOE.

The 2002 DOE for the Carrollton Manor Rural Historic District describes a period of significance for the district of c. 1800-1940. Components of the Hebb-Kline Farmstead that contribute to the Carrollton Manor Rural Historic District include the main dwelling house and detached wing/summer kitchen, the wagon shed/corn crib, the dairy barn and clay tile silo, the barrel-roofed shed, and the log house (excluding the post-1939 additions) southeast of the main collection of buildings.

The dwelling house and summer kitchen retain a high degree of integrity, as do the dairy barn and silo. The wagon shed/corn crib and barrel-roofed shed are typical of utilitarian farm buildings where alterations have been made to the materials, design, or function, but the overall, shape, form, and structure remain. The log house features twentieth century additions that are outside the district's period of significance. Otherwise, despite loss of original materials, the log structure is intact and retains its original form.

The boundary for the Hebb-Kline Farmstead encompasses approximately 180 acres and is defined by houses along Doubs Road to the west, houses along Mountville Road to the east, and by the former B&O Railroad (now CSX) to the south. A 1970s residential development and additional agricultural land border the resource to the north. The boundary is confined to the current tax parcel found on Frederick County Tax Map 0103, Parcel 0005 (2020).

References

"Carrollton Manor 1821 Tenants." Maryland Historical Mapping. Accessed December 12, 2020.
<http://mdhmapping.com/frederick-maryland-early-maps/>.

"Carrollton Manor Rural Historic District." Maryland Inventory of Historic Properties Form. F-1-134. March 2002.
<https://mht.maryland.gov/secure/Medusa/PDF/Frederick/F-1-134.pdf>.

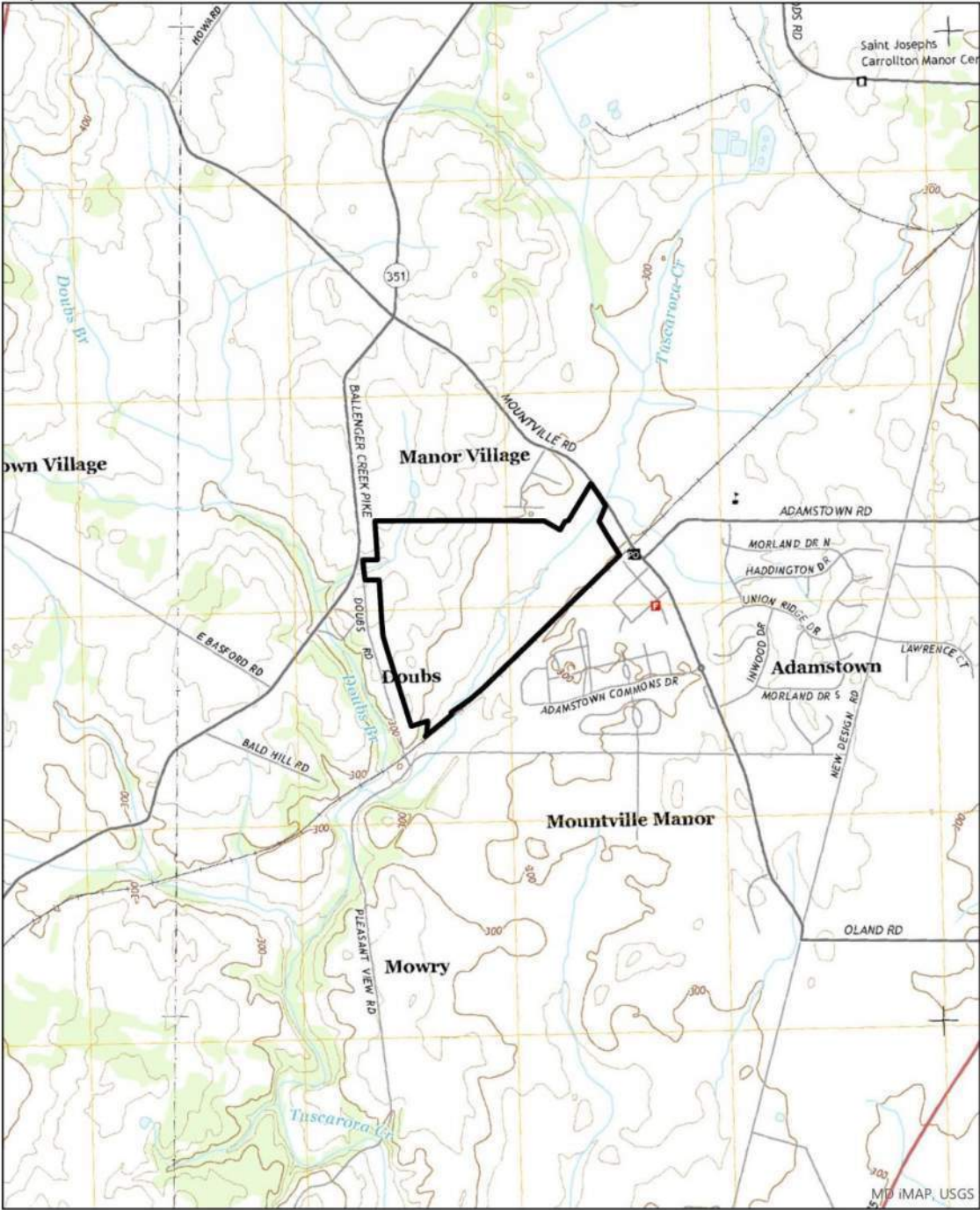
Davis, Janet L. "Hebb-Kline Farmstead." Maryland Inventory of Historic Properties Form. F-1-202. July 1993.
<https://mht.maryland.gov/secure/Medusa/PDF/Frederick/F-1-202.pdf>.

Interview with Hope L. Green, current owner. August 18, 2020.

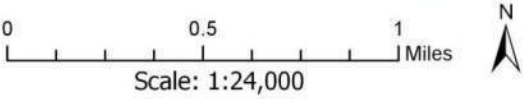
Hebb-Kline Farmstead

Location: 5515B Mountville Road
City: Adamstown

F-1-202
Frederick County



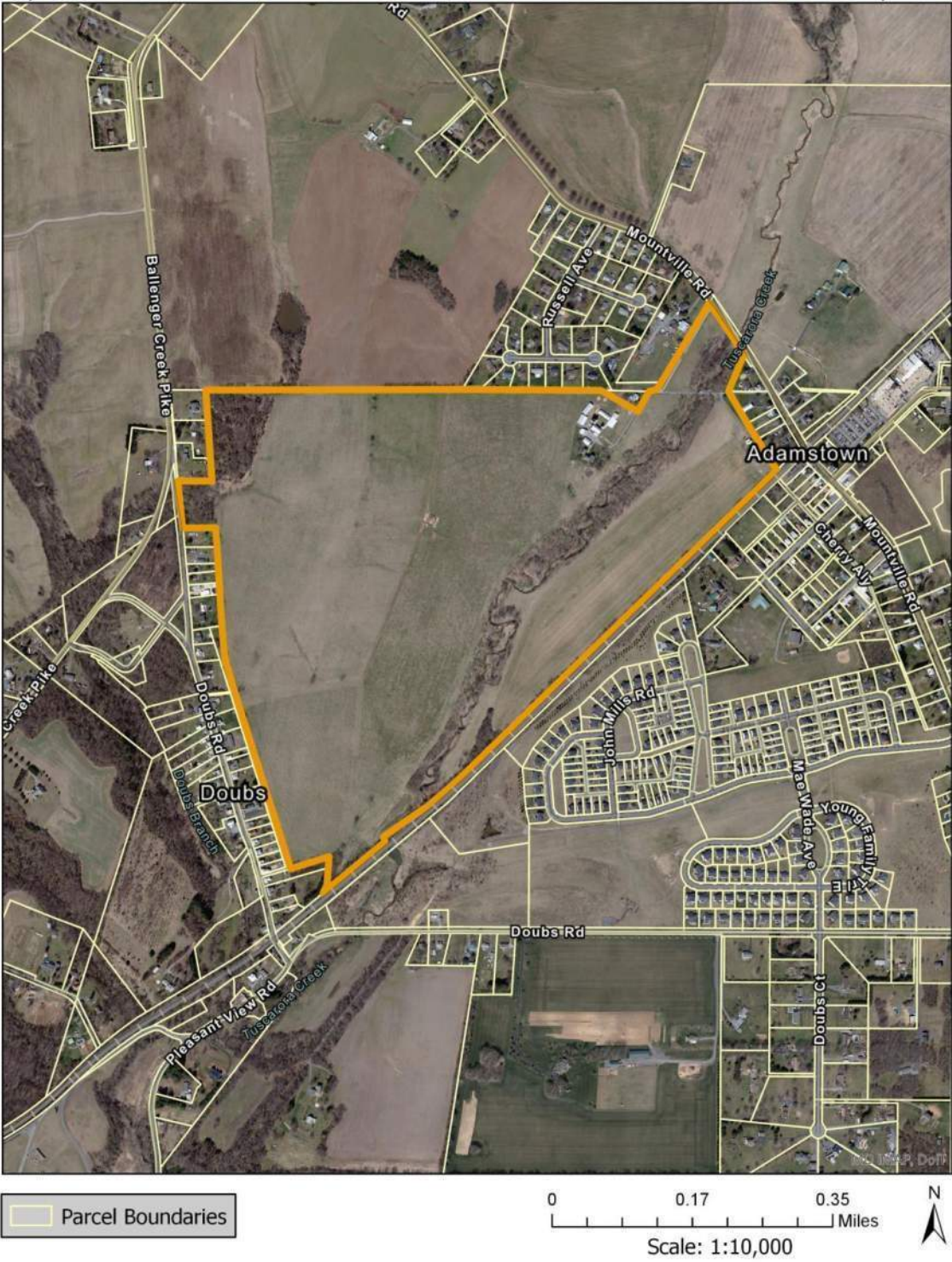
USGS 7.5' Quadrangle - Buckeystown



Hebb-Kline Farmstead

Location: 5515B Mountville Road
City: Adamstown

F-1-202
Frederick County





Hebb-Kline house; south facade



View west showing east elevation of main house and detached wing



View north from house to agricultural cluster, including dairy barn



South elevation of wagon shed/corn crib, with aluminum cladding



Log house, south facade



Log house; view southwest showing east and north shed additions



Log house; view southeast showing concrete block additions



East elevation log house



Detail showing V-notch timbering; southwest corner of log house



View northwest to sheds west of log house

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Rebecca Crew**

Date of Photographs: **2020-08-18**

Location of Original Digital File: **MHT**

File Format: **F-1-202_2020-08-18_01.tif... etc.**

Photographs inserted on continuation sheets:

F-1-202_2020-08-18_001

Hebb-Kline house; south facade

F-1-202_2020-08-18_002

View west showing east elevation of main house and detached wing

F-1-202_2020-08-18_003

View north from house to agricultural cluster, including dairy barn

F-1-202_2020-08-18_004

South elevation of wagon shed/corn crib, with aluminium cladding

F-1-202_2020-08-18_005

Log house, south facade

F-1-202_2020-08-18_006

Log house; view southwest showing east and north shed additions

F-1-202_2020-08-18_007

Log house; view southeast showing concrete block additions

F-1-202_2020-08-18_008

East elevation log house

F-1-202_2020-08-18_009

Detail showing V-notch timbering; southwest corner of log house

F-1-202_2020-08-18_010

View northwest to sheds west of log house

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:76A-26

Page 1 of 1

Name of Property: Helen Knox House

Location: 5115 Auth Road, Suitland, MD 20746

The Helen Knox House is no longer extant. Historic aerial photographs show that the house was demolished circa 2015.

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

Property Name: Herc Rentals

Address: 4200 Forestville Road

City: District Heights

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): A

Tax Map Number: 0089

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 6, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

Herc Rentals, at 4200 Forestville Road in District Heights, Maryland (Prince George's County), is a warehouse facility located east of Forestville Road, north of Suitland Parkway, and west of I-495 on an approximately 4.86-acre parcel. The general character of the surrounding development is industrial. Pavement surrounds the entire building and the lot is enclosed with chain link fencing gates. The building was constructed ca. 1978.

The Herc Rentals building consists of a flat-roofed main block, roughly square in footprint, with two rectangular additions to the rear (or east). The west elevation is primarily a brick façade devoid of openings except for the north end of the facade, where EIFS-clad rectangular forms frame an entrance pavilion at the northwest corner of the building. The limited number of openings and their arrangement obscure the building's interior arrangement, including number of stories. A metal-framed plate-glass door with a sidelight of nearly equal width faces west towards Forestville Road. A vertical ribbon of lights extends one-and-a-half-stories above it, then turns towards the north and continues around the corner to the north elevation. A second entrance, flanked by two sidelights, is on the north elevation, with larger metal-framed lights above it that form a continuous glass ribbon between the two entrances.

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

Herc Rentals

The north and south elevations of the main block feature brick veneer walls and loading bays. A tertiary pedestrian entrance is found at the west end of the south elevation. The main block's east elevation is mostly obscured by the two additions, but the exposed portion reveals concrete masonry construction.

The northeast addition is a metal-framed, aluminum-sided shed with a single loading bay and a shed roof. The southeast addition is larger than the northeast addition and has brick veneer, vertical aluminum siding, and a flat roof. Its south elevation has two loading bays. Small, prefabricated, freestanding sheds are east of the primary building's additions.

The Herc Rentals property is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the entire Parcel A of Prince George's County Tax Map 89, approximately 4.86 acres.

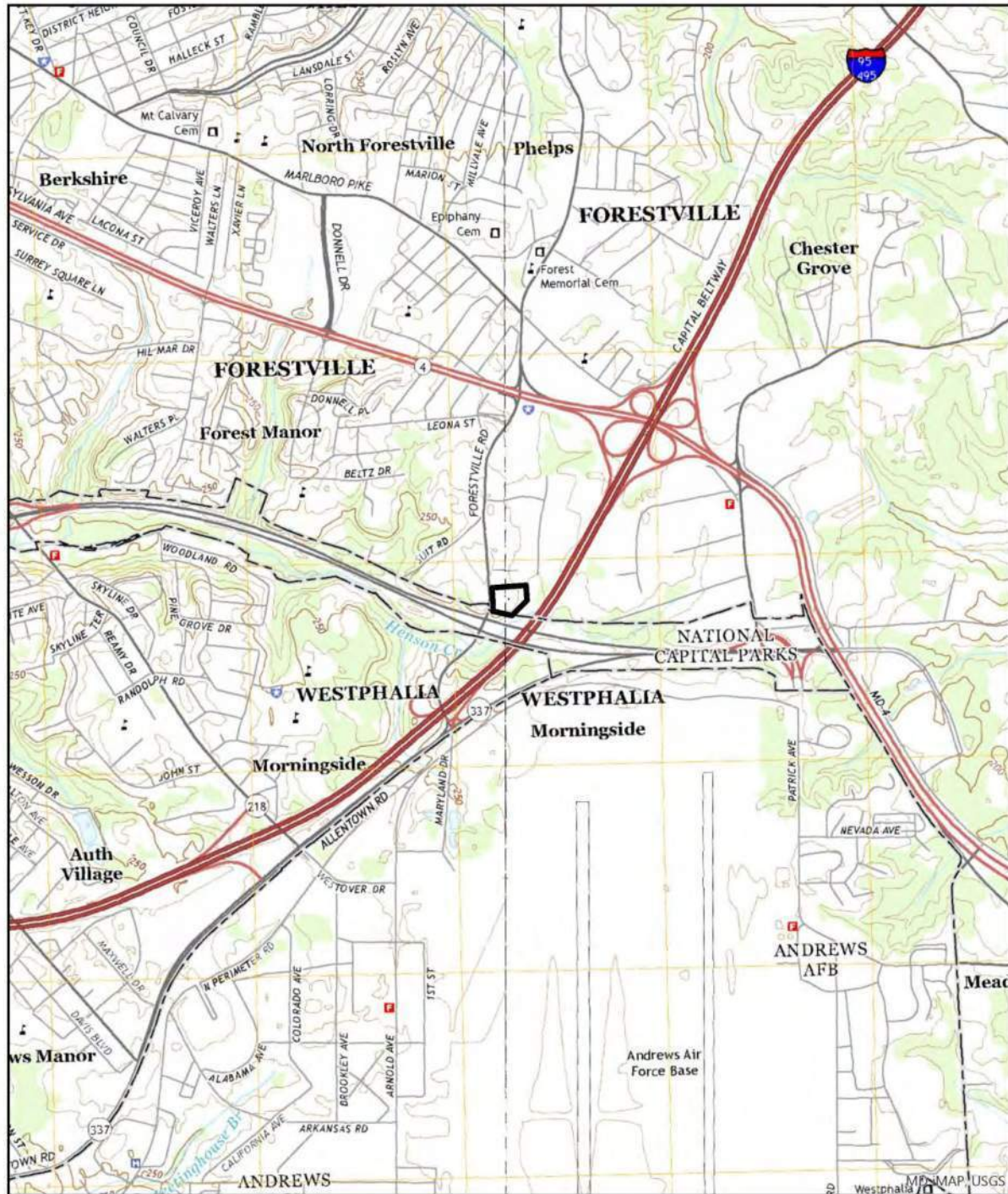
Herc Rentals

Herc Rentals

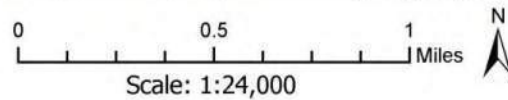
Location: 4200 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro



Herc Rentals



Oblique view, facing southeast, of primary resource's facade.



View facing southwest towards primary resource, feature garage bays.

Herc Rentals



View facing northeast towards additional garage bays.

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

Property Name: Heritage Farm Neighborhood Park

Address: 9520 Hall Road

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): A-D Heritage Farm; P845; N938

Tax Map Number: FP31 and FP32

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: April 6, 2021

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The 30.54-acre Heritage Farm Neighborhood Park is a local and neighborhood park southwest of the center of Potomac. The Maryland-National Capitol Parks and Planning Commission (M-NCPPC) Montgomery County acquired the parkland in 1970 when the surrounding area was developed. It utilizes a woodland stream valley for walking trails, while higher ground features more active uses. Its characteristic M-NCPPC park signage includes its address as 9520 Hall Road.

Heritage Farm Neighborhood Park runs along a stream named Rock Run between Falls Road at the park's northern terminus and Logan Drive at the park's southern terminus. The distance along Rock Run is a little over one-half mile in length. The east side of the park backs up to 21 houses facing Falls Bridge Lane and 1 house facing Logan Drive that are all part of the Heritage Farm development, which was platted in 1970. The park parcel extends to Falls Bridge Lane at three locations, but there are no paved pathways from Falls Bridge Lane into the park.

The west side of the park adjoins several cul-de-sacs that are part of different residential housing developments. Crown Point Court at the north and Logan Drive at the south are part of the same Heritage Farm development as the east side of the park. Snowpine Way is part of the J.W. Hills Subdivision. Holbrook Drive and Hall Road are part of Williamsburg Gardens, and Holbrook Lane and Garden Court are part of Timberwood of Potomac.

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

Heritage Farm Neighborhood Park

A small, paved parking lot is at the east end of Hall Lane, which provides access to the more active recreation parts of the park. Immediately north of the parking lot is a basketball court. Two picnic tables are set under a tree at the east end of the parking lot, south of the basketball court. A large, flat open grass area is directly east of the parking lot. It has moveable soccer goals, and some pine trees are placed along the boundary of the open area and the surrounding woodland. To the southeast of the parking lot is a mulched playground. The playground equipment includes a toddler playset decorated as a train, a tire swing, a dual-seat spring rider, and a standard playset for older children. The playground also includes a bench installed in the mulch. Two tennis courts within a single chain-link enclosure are to the southeast of the playground, and south of the open field.

Two trailheads lead east from the active recreation use area of the park to the walking trails along Rock Run. The stream valley is forested primarily with hardwoods, but many invasive species are present, including multiflora rose, English ivy, and lesser celandine, as well as poison ivy and ferns. The stream is small and has eroded banks, with many downed trees providing access across the banks. The woodland paths are well worn social trails that are not paved, marked, or formally maintained. One installed bench is located in the stream valley.

Heritage Farm Neighborhood Park is not eligible for listing in the National Register of Historic Places. It exhibits several character-defining elements of local and neighborhood parks representative of the Suburban Diversification Period, such as its location adjacent to residential development; its inclusion of shaded picnic tables; active areas including short trails, playing fields, sports courts, and a playground; a perimeter parking area accessed directly from local streets; and signage typical of the M-NCPPC park system. Heritage Farm Neighborhood Park also exhibits additional character-defining elements of a stream valley park from the Suburban Diversification Period, such as orientation along a streambed and multiple access points. This combination of elements representative of local and neighborhood parks as well as stream valley parks is not unusual. According to its park website, Montgomery County has 424 parks, with hundreds of tennis courts, basketball courts, athletic fields and playgrounds and hundreds of miles of streams and natural-surface trails. These elements of Heritage Farm Neighborhood Park do not constitute a unique park design, but rather a typical combination of park features found throughout Montgomery County. Heritage Farm Neighborhood Park lacks distinguishing features that would qualify it for eligibility under Criterion C for architecture or engineering. Research did not reveal significant historic associations with events or persons that would qualify Heritage Farm Neighborhood Park under Criteria A or B. The property was not evaluated under Criterion D as part of this assessment.

The survey boundary includes the entirety of Heritage Farm Neighborhood Park, encompassing the following six Montgomery County parcels: Tax Map FP31 Parcel C of Heritage Farm (3.36 acres); Tax Map FP31 Parcel D of Heritage Farm (5.61 acres); Tax Map FP32 Parcel A of Heritage Farm (6.41 acres); Tax Map FP32 Parcel B of Heritage Farm (6.42 acres); Tax Map FP32 Parcel P845 of Williamsburg Gardens (4.96 acres); and Tax Map FP32 Parcel N938 of Timberwood of Potomac (3.34 acres). The total acreage is 30.54 acres.

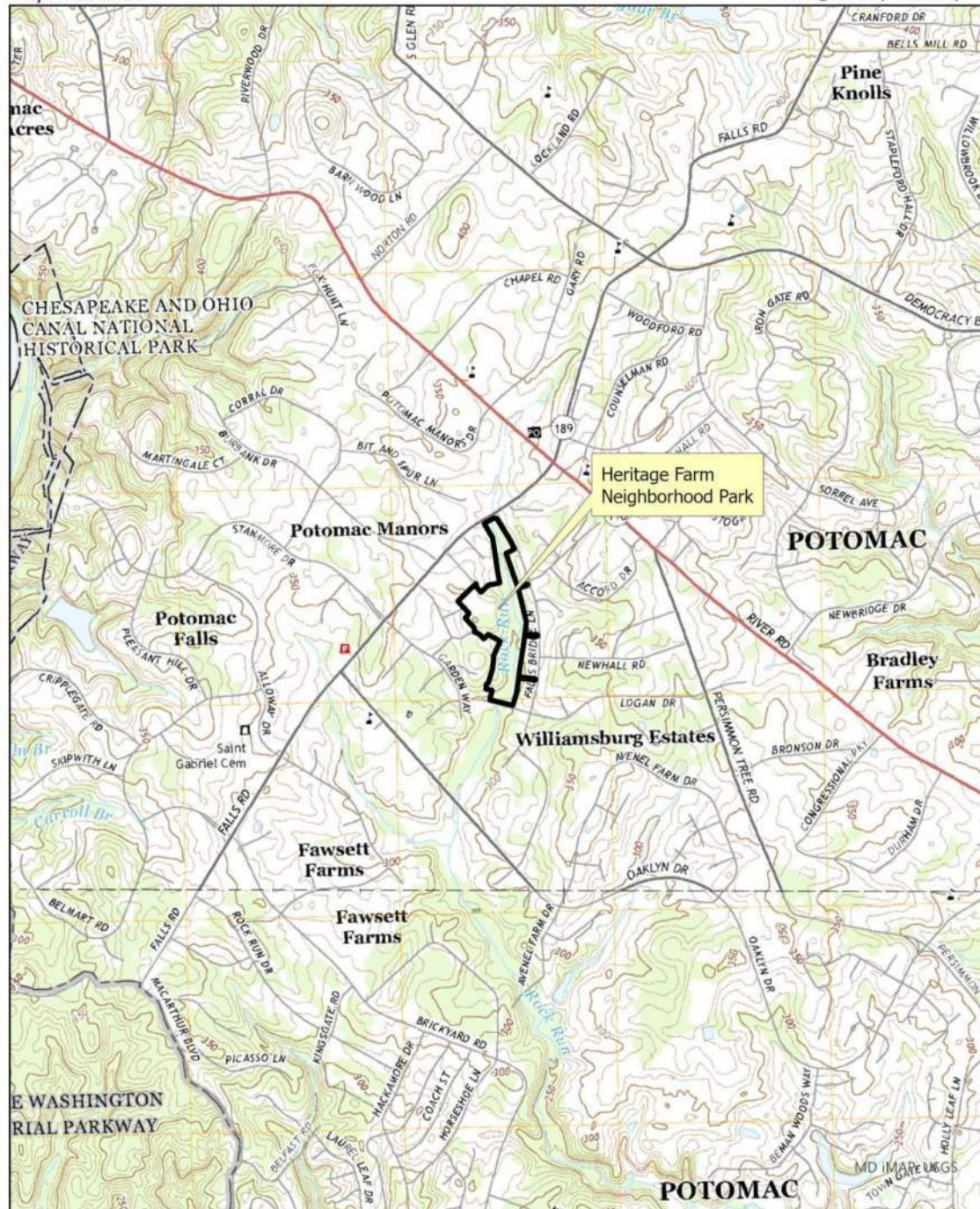
Heritage Farm Neighborhood Park

Heritage Farm Neighborhood Park

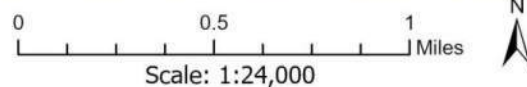
Location: 9520 Hall Road

City: Potomac

Montgomery County



USGS 7.5' Quadrangle - Rockville



Heritage Farm Neighborhood Park

Heritage Farm Neighborhood Park

Location: 9520 Hall Road

City: Potomac

Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles
Scale: 1:5,000



Heritage Farm Neighborhood Park



View facing northwest from parking lot towards path to tennis courts.



View facing north towards gazebo and basketball courts.

Heritage Farm Neighborhood Park



Detail of M-NCPPC signage at Hall Road entrance to park.



View facing north from parking lot towards basketball court.

Heritage Farm Neighborhood Park



View facing east from parking lot towards open field, showing tennis courts at right side of image.



View facing southwest from parking lot towards playground.

Heritage Farm Neighborhood Park



View facing south towards tennis courts.



Detail of branch placed along eroded trail in stream valley.

Heritage Farm Neighborhood Park



View facing south along Rock Run, showing eroded stream banks.



View facing east towards Rock Run, showing social trails and proximity to houses along Falls Bridge Lane.

Heritage Farm Neighborhood Park



View facing west from open field showing playground, parking lot, and picnic area.

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

Property Name: Hillandale Center

Address: 10210-10222 New Hampshire Avenue

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: KP13

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The Hillandale Center is a one-story strip center constructed in 1950 with no architectural style. The seven-storefront building is located on three parcels totaling 0.93 acres. The three southeast storefronts project forward from the four to the northwest. The Hillandale Center is located on the west side of New Hampshire Avenue near Powder Mill Road in an area characterized by commercial properties. The property directly accesses New Hampshire Avenue and connects to Powder Mill Road from a shared driveway. There are asphalt parking lots on the west and east sides of the property, including an island planted with grass at the west parking lot; the two lots are connected via an asphalt driveway north of the building. The sign atop a round post at the north end of the property identifies the shops within the Hillandale Center.

The building has an irregular plan and common bond brick construction. The roof is flat with mechanical systems and is bordered by parapets. The seven-bay northeast façade is clad in limestone, with a granite base at the northwest section and terrazzo base at the southeast section. A flat roof canopy with a striped metal border projects from the façade of the northwest storefronts, extending to the northwest elevation of the southeast section. The canopy covers a concrete pedestrian walkway that extends across the façade and to the northwest elevation. The entrances consist primarily of single- or double-leaf metal and glass doors, with a

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

Hillandale Center

metal-framed transom above. The center storefront of the southeast section is the exception with a single-leaf glazed wood door and transom. Entrances are surrounded by large plate glass metal-sash windows. Signage above the storefronts consists primarily of backlit plastic signs affixed to the building or canopy; one storefront has a vinyl awning.

The limestone and granite façade wraps around to the east end of the northwest elevation, with an inset pair of vinyl sash display windows. Above is a back-lit plastic sign. There is also a storefront at this elevation that consists of a recessed single-leaf metal door, accessed by concrete steps with a wood handrail, and a boarded-up door; a vinyl awning with the business name covers both entrances. To the west are two sets of three-light fixed-sash metal windows.

The southwest elevation has secondary entrances for each of the stores, consisting primarily of single-leaf doors, with one door boarded up. Two concrete and brick stairs with metal handrails lead to the four northwest stores. The stairs of the three southeast stores are metal or wood. This elevation includes larger multiple-light steel windows composed of a hopper sash with a steel security screen and a six-light fixed sash above and below it. There are also smaller steel-sash windows with a three-light fixed sash and a hopper sash, and a steel security screen below. The windows have brick sills. Windows at the basement-level are steel sash with six-light fixed sash and hopper sash, and a security screen below. A few windows have been filled in. The southeast elevation is unfenestrated.

The Hillandale Center is an example of a mid-twentieth-century strip center with no architectural style. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While doors have been replaced and a few windows replaced and boarded up, the building retains integrity. The building, however, is a common example of its type, does not represent the work of a master or possess high artistic value, and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The property is located on three parcels that encompass 0.93 acres, and are found on Montgomery County Tax Map KP13, Parcel 0000 (2019).

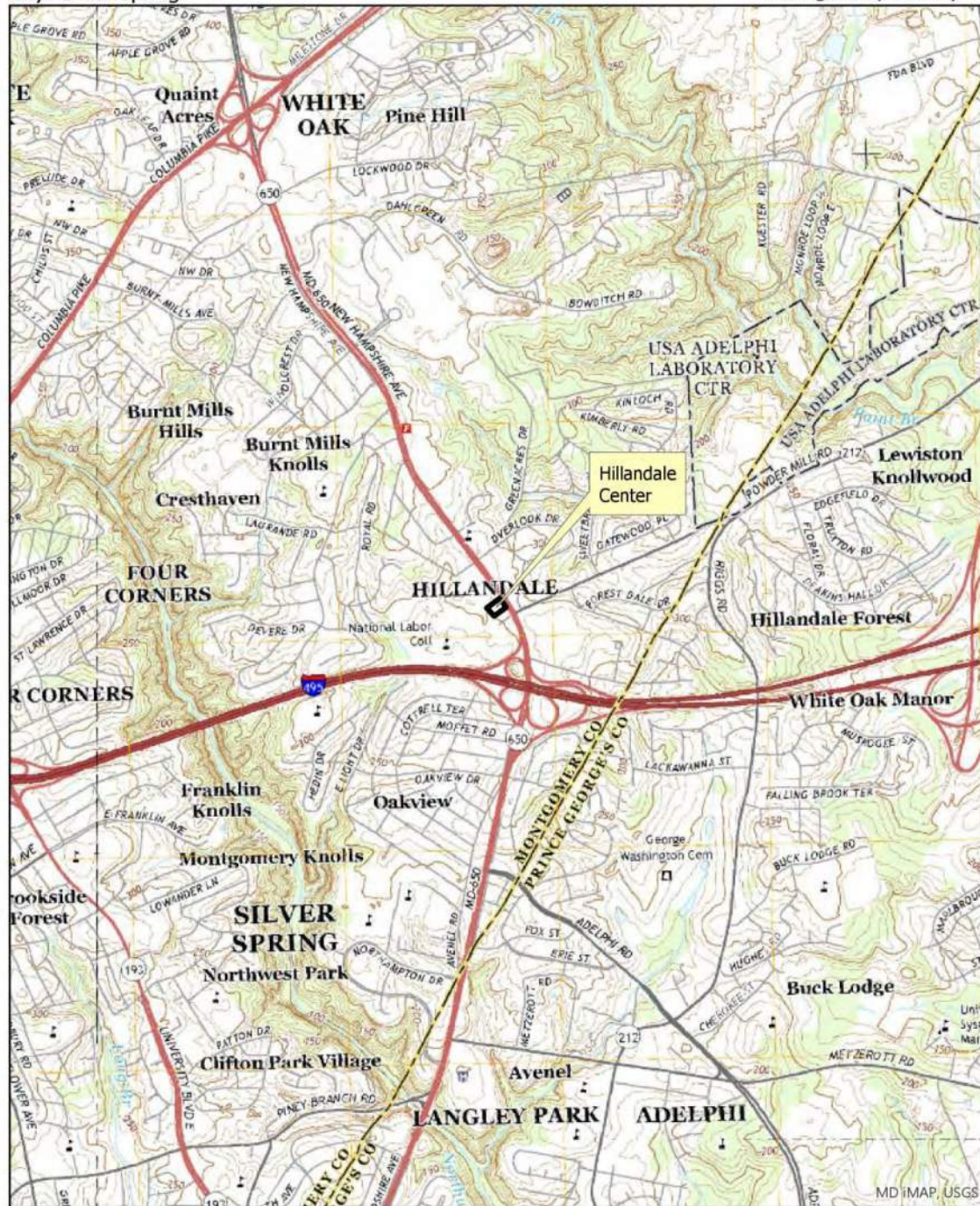
Hillandale Center

Hillandale Center

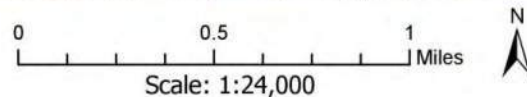
Location: 10210-10222 New Hampshire Avenue

City: Silver Spring

Montgomery County



USGS 7.5' Quadrangle - Beltsville



Hillandale Center



Northeast facade, southeast storefronts



Northeast facade, northwest storefronts

NR-ELIGIBILITY REVIEW FORM

Hillandale Center



Southwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Hillandale Forest

Inventory Number: M: 33-35 and PG:65-54

Address: North of I-495, West of Riggs Road

Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery County and Prince George's County

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0017 and KP23

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Hillandale Forest, a planned residential neighborhood, is bounded by Riggs Road on the east, I-495 to the south, Hillandale Shopping Center to the southwest, and residential and commercial development to the north and west. The neighborhood straddles the Montgomery County and Prince George's County line and is composed of single-family dwellings with lots that range between 0.20 acre and 0.35 acre, totaling about 70.4 acres. It is accessed via Riggs Road, Elton Road, and Powder Mill Road. Streets within Hillandale Forest are laid in a curvilinear pattern and are lined with concrete curb. Individual lots have slightly sloped grassy lawns, light tree coverage, bushes, and other ornamental foliage such as plant beds. Secondary buildings include sheds and all lots feature a concrete or asphalt driveway.

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

Description:

Hillandale Forest is a planned residential neighborhood comprising approximately 200 single-family dwellings constructed between 1955 and 1963 during the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980). Most of the houses are variations of the Colonial Revival and Contemporary styles in the Ranch, Split-Level, Two-Story Massed, and Split-Foyer forms.

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

Primary entrances are typically centered or off-center on the primary elevation and are filled by single-leaf wood or composite doors. Occasionally, primary entrances are filled by double-leaf doors. These entrances are often accessed via a concrete or brick stoop or larger set of stairs where topography requires. Rarely, entrance bays are slightly recessed or sheltered by one-story, partial-width porches.

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

Historic Context:

Hillandale Forest was first platted in 1955 by Hillandale Forest, Inc. The construction of dwellings began soon after and was completed by 1963 (Nationwide Environmental Title Research [NETR] 1957, 1963). President of Hillandale Forest, Inc., Ralph J. Duffie, also served as realtor, but not builder or architect, for many of the houses within the subdivision (The Evening Star 1956a, 68). Advertisements for individually designed, single-family dwellings within Hillandale Forest indicate sale prices between \$22,950 and 35,000 (The Evening Star 1955, C-12). No information was found on the builders of these individually-designed houses.

Some dwellings were advertised as having full basements, built-in china cabinets, and kitchens with breakfast nooks (The Evening Star 1956b, 88). The community did not include any amenities as it is located in close proximity to the Hillandale Swim Club, opened in 1957 to serve the local area and not Hillandale Forest exclusively, and Hillandale Shopping Center. The location of the subdivision, straddling the Montgomery and Prince George's County line, has proven challenging for residents over the years. In 2000, local groups unsuccessfully petitioned the Maryland General Assembly to re-draw the Montgomery and Prince George's County line and grant the 88 dwellings currently located in Prince George's County the services and tax rates of their Montgomery County neighbors (The Washington Post 2000, electronic document). Their appeal was not successful, and the neighborhood remains divided.

Evaluation:

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

Hillandale Forest is a typical example of a planned residential neighborhood from the late 1950s and early 1960s. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Hillandale Forest is not eligible under Criterion A.

The subdivision was platted by Hillandale Forest, Inc., with Ralph J. Duffie as the company president. Duffie was one of many mid-century real estate developers who developed moderate-scale subdivisions and is not recognized as having significant influence on suburbanization in Maryland. Research did not show that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Hillandale Forest is a basic example of a planned residential neighborhood. The development's houses include standard features typical of the period and demonstrate common materials, forms, and stylistic details. Furthermore, Hillandale Forest does not convey any distinctive characteristics or artistic value. The neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 70.4 acres and is confined to the current property tax parcels, which can be found on Prince George County Tax Map 17, Grid 00E4, and Montgomery County Tax Map KP23 and also as seen in Prince George's County plat records 3987, 32-39, 2910, and Montgomery County plat records 4366, 4062.

References:

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

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

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed February 4, 2019. <http://www.msa.md.gov/>.

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 18, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Evening Star. 1955. "Hillandale Forest." September 4, 1955, C-12.

--- 1956a. "Hillandale Forest." April 13, 1956, 68.

--- 1956b. "Hillandale Forest." April 11, 1956, 88.

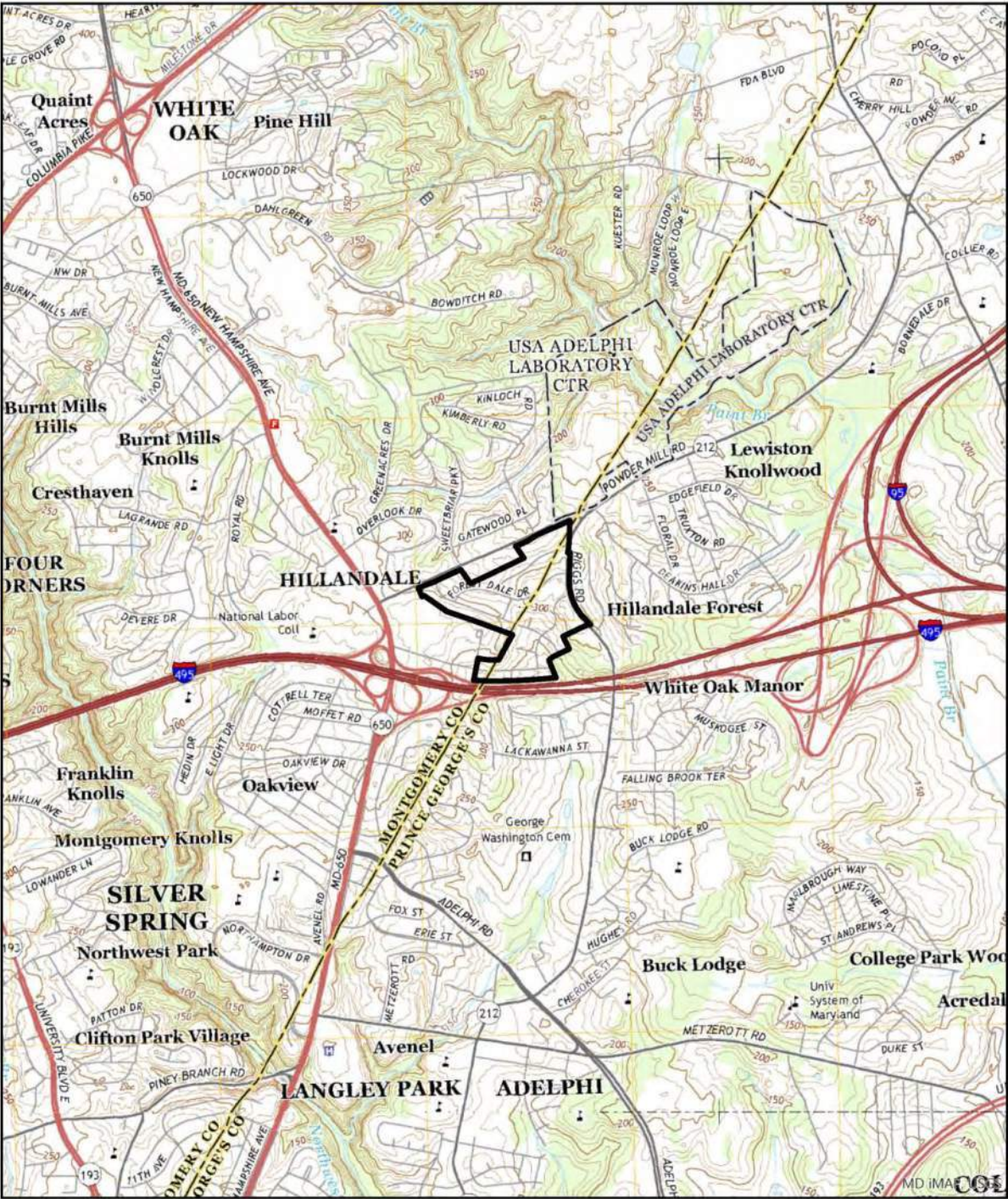
The Washington Post. 2000. "Hillandale Forest at Center of Montgomery-Prince George's Turf Dispute." November 30, 2000. Electronic document.

Hillendale Forest

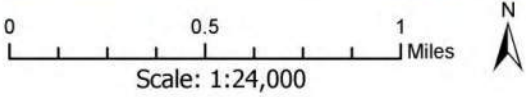
Montgomery County and Prince George's County

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

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville



Hillandale Forest

Montgomery County and Prince George's County

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

City: Silver Spring





North elevation of 1909 Forest Dale Drive.



Northwest elevation of 2005 Forest Hill Drive.



Streetscape showing 2017 and 2013 Powder Mill Road, looking southeast.



Northwest elevation of 2021 Powder Mill Road.



Northwest elevation of 2027 Forest Dale Drive.



Streetscape of Green Forest Court off of Green Forest Drive, facing north.



Northwest elevation of 2012 Forest Dale Drive.



North elevation of 1779 Elton Road.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-04**

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

File Format: **M: 33-35_PG:65-54_2019-02-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

North elevation of 1909 Forest Dale Drive.

02.tif

Northwest elevation of 2005 Forest Hill Drive.

03.tif

Streetscape showing 2017 and 2013 Powder Mill Road, looking southeast.

04.tif

Northwest elevation of 2021 Powder Mill Road.

05.tif

Northwest elevation of 2027 Forest Dale Drive.

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Streetscape of Green Forest Court off of Green Forest Drive, facing north.

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Northwest elevation of 2012 Forest Dale Drive.

08.tif

North elevation of 1779 Elton Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Hillandale Shopping Center Inventory Number: M: 33-32
Address: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road Historic District: No
City: Silver Spring Zip Code: 20903 County: Montgomery
USGS Quadrangle(s): Beltsville
Property Owner: Ralph J. Duffie Incorporated Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: Multiple
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: Feb 4, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

Location/Setting

The Hillandale Shopping Center is located in Silver Spring, Montgomery County, northeast of the Capital Beltway (I-495)/New Hampshire Avenue (MD 650) interchange. The 14.56-acre resource is in a densely developed area of the county, surrounded by apartment buildings, shopping centers and other commercial developments, single-family dwellings, office buildings, and industrial properties. The Hillandale Shopping Center is bordered to the north by the Hillandale Forest residential community and Powder Mill Road, to the south by Elton Road, to the west by New Hampshire Avenue, and to the east by the Washington Coca-Cola Bottling Plant (Silver Spring) (M: 33-31).

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

Architectural Description

The Hillandale Shopping Center is a planned commercial development consisting of a 1963 strip center facing New Hampshire Avenue and a 1967 bank building facing Elton Road. The strip center, including three original buildings and a 1987 Safeway supermarket, was remodeled with unifying architectural features and ornament in the circa early 2000s with the Tower Discount Department Store building renovated in 2007. The bank, located at the southeast corner of the property, is a circa 1967 two-story, New Formalism-inspired building.

The property is accessed by two driveways located on Elton Road, three driveways on New Hampshire Avenue, and one driveway on Powder Mill Road. A three-sided sign, listing the names of tenant businesses, is located at the intersection of New Hampshire Avenue and Powder Mill Road. A tall, two-sided, back-lit sign, also listing tenant names, is located near the shopping center entrance on New Hampshire Avenue. A third, single-sided sign is located at the corner of New Hampshire Avenue and Elton Road. The property is bordered by lawns, planting beds, and trees. The buildings are surrounded by large asphalt parking lots that have lawns, trees, and planting beds. Tall light standards, some with replacement fixtures, are also present throughout the parking lots.

The three 1963 buildings have multiple storefronts and are located on the east and northwest sides of the property. The 1987 Safeway supermarket is at the southwest corner. All buildings have back-lit plastic tenant name signage. The buildings are concrete block, painted where exposed, and are likely on a concrete slab foundation. The buildings' shared architectural design can be seen in the covered pedestrian walkways, tan brick, synthetic stucco, and stone cladding. The buildings' roofs are flat and feature a tall parapet wall at the façades, concealing mechanical equipment from public view.

Tower Discount Department Store (10121/10141 New Hampshire Avenue) (1963, 2007 façade renovation)

This large, rectangular plan, one-story building is located at the northeast portion of the property. A covered pedestrian walkway, identical to the one on other buildings in the center, was added to the façade in 2007. The west façade is partially clad in tan brick and partially in painted synthetic stucco. A covered pedestrian walkway, with standing seam metal shed roofing and tower projections, extends the length of the façade. The walkway is supported by round posts with stone-faced bases. The building's entrances consist of paired black metal and glass doors and a black metal automatic sliding glass door; the doors have transoms above. There are two-pane rectangular storefront windows with black metal sashes. Service entrances, such as loading docks, garage bays and single and paired metal doors, are located on the other three elevations.

10115-10117 New Hampshire Avenue/1600-1620 Elton Road (1963, 1970-1980 addition, ca. early 2000s façade renovation)

This irregular plan one-story building stands directly south of the Tower Discount Department Store. The two-story addition to the south was constructed some time between 1970 and 1980. Constructed in the circa early 2000s (Historic Aerials 2018), the covered pedestrian walkway at the west façade, with tower

projections, is an extension of the same architectural detail at the department store façade. Storefront entrances are located on both the west and south façades, and consist of single or paired black or silver-colored glass doors. Service entrances, consisting of single metal doors, are located on the east elevation. The windows at the façade are identical to that of the department store. The east elevation has single windows, including some that appear to be three-over-three hopper windows. On the addition, the first story features five single-pane octagonal windows on the west façade, and ribbon windows on the second story of the west and south façades.

Former Safeway (10151-10169 New Hampshire Avenue) (1963, circa 1970 northeast addition, 1988 southwest addition, ca. early 2000s renovation)

This square plan, one-story former Safeway is located on the northwest section of the property. Based on historic imagery and historic aerials, this building received an addition to its northeast elevation circa 1970, an addition to its southwest elevation in 1988, and was renovated in the circa early 2000s. The southwest and southeast elevations are currently the same as the façades of the other 1963 buildings, with synthetic stucco and tan brick cladding, and a covered pedestrian walkway with tower projections. The building's northwest and northeast elevations share common materials with the rest of the shopping center but lack a covered walkway. This former Safeway has tenant entrances on all four elevations, similar to those on the other buildings of the shopping center, and rectangular storefront windows with black metal sashes. There is also a brick and chain link fence trash enclosure at the northeast elevation.

Safeway (10101 New Hampshire Avenue) (1987, ca. early 2000s renovation)

According to state tax data, this rectangular plan, one-story building, located at the southwest corner of the property, was built in 1987. Renovated in the circa early 2000s, it shares a similar design language of the shopping center and includes a covered pedestrian walkway on its north façade. The main entrance at the façade consists of two sets of paired, black metal and glass automatic sliding doors. A loading dock is at the rear of the east elevation.

Central National Bank of Maryland Headquarters (1700 Elton Road) (1966-1967)

This New Formalism-influenced bank building is two stories tall and has two one-story wings at its northwest corner. The tan brick-clad building has a rectangular plan with a six-bay south façade, with the bays separated by brick pilasters. The building has a flat roof with mechanical equipment.

The building's main entrance, located within the fourth bay at the façade, consists of a single metal and tinted glass door topped with a tinted glass transom with the building's street number. Two tinted glass panels in a metal frame are located to the right of the door. A concrete ramp with metal handrails, flanked by small flower beds, leads from the door to the public sidewalk. A solid panel sign showing the building's current tenant, SunTrust, is affixed to the brick wall to the right of the door. There are drive thrus supported by brick square posts beneath the second floor of the two eastern bays. The first story windows are located within the three western bays, and consist of two horizontal rectangular tinted-glass panels separated by a mullion from four vertical rectangular panels of tinted-glass. On the second story, each bay features three dividers projecting from the second story between the four windows; the fenestration

consists of rectangular tinted-glass panels separated by a mullion from a vertical tinted-glass panel. Small cylindrical light fixtures project at each façade window from below the building's smooth cornice.

On the north elevation, a flat-roofed canopy projects from the building to shade the two lanes of the drive-thru banking area which consists of a bank teller window. A small, two sash window is present next to the drive thru, and a walk-up automated teller machine and awning is located on the west side of the north elevation. The second floor consists of the same windows as those at the façade. Facing onto the drive-thru at the east portion of the building, the east elevation has a single metal door with a concrete pedestrian walkway and metal handrail. The west elevation has two back-lit plastic signs, including one for SunTrust, but no fenestration.

Historic Context

The Hillandale Shopping Center was platted in 1957 by Ralph J. Duffie, Inc. and Safeway Supermarkets, Inc. Construction of the center was underway by 1962 and completed following year (Goodman 1962, B7/Historic Aerials 2018). Ralph J. Duffie, Inc. is a residential and commercial real estate, development, and property management firm founded in 1953 by Ralph J. Duffie and his wife, Violet P. Duffie (The Duffie Companies, 2018/Violet P. Duffie Obituary, 1988). In 1966, Duffie served as president of the District chapter of the Home Builders Association of Metropolitan Washington, later known as the Suburban Maryland Home Builders Association (Washington Post 1966, D16). Ralph J. Duffie, Inc. was involved in numerous residential developments in the Washington, D.C. suburbs, including serving as realtor for Hillandale Forest Section 5 (1958) located in Silver Spring near the Hillandale Shopping Center and as builder of Montgomery Paint Branch Section II (1988) in White Oak (Violet P. Duffie Obituary, 1988/Washington Post 1958, C9/Teeley 1982, E4). In 1977, Duffie built an office building at 1717 Elton Road, across the street from the Hillandale Shopping Center; the building included offices for the Suburban Maryland Home Builders Association (Willmann 1977, D22). As of 2018, the firm still exists as The Duffie Companies, owned by the Duffie family with offices in Silver Spring (The Duffie Companies, 2018).

The first Hillandale Shopping Center tenants included a Safeway supermarket, a Peoples Drug store, Tower Discount Department Store, and the headquarters for the First National Bank of Hillandale (HCA, undated/Goodman 1962, B7). Later tenants included Hillandale Hardware, the Grand Union supermarket, and the Food Barn supermarket (HCA, undated). In 1964, the final segment of the Capital Beltway opened adjacent to the shopping center, with a ribbon-cutting ceremony at the New Hampshire Avenue interchange (Kozel 2007). Between 1966 and 1967, the Central National Bank of Maryland constructed a two-story building, its new main office, at the southeastern corner of the planned commercial development (The Washington Post 1966, D5).

The building at the southwest end of the center was demolished in 1987 and replaced by a new Safeway building (Historic Aerials, 2018/state tax data). The two Safeway buildings (1963, 1987) and 10115-10117 New Hampshire Avenue/1600-1620 Elton Road (1963) were renovated in the circa early 2000s. The façade of the Tower Discount Department Store (1963) was remodeled in 2007 using the same design as the remodel a few years earlier (Historic Aerials, 2018). In 1989, Safeway sold its share of the property to Ralph J. Duffie, Inc. and, as of 2018, the property is still owned by the company (Montgomery County Land

Records, Liber 8656, Folio 243, 1989). Safeway still occupies its 1987 building and the former Central National Bank of Maryland building is now a SunTrust bank branch.

Eligibility Determination

The Hillandale Shopping Center was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It is an example of a planned commercial development. The property was not evaluated for eligibility under Criterion D.

The Hillandale Shopping Center does not demonstrate strong associations with social and demographic changes. This planned commercial development introduced no new commercial types, and research does not show that it served as an important community gathering place. Its tenant mix was not unique or influential; the discount department store, supermarket, and bank branch were common features of planned commercial developments during the Suburban Diversification Period. Therefore, the Hillandale Shopping Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the Hillandale Shopping Center is not eligible under Criterion B.

The Hillandale Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. It is not the first example or one of the last intact examples of its type and has been significantly altered in the years following the Suburban Diversification Period. Changes include the demolition of original fabric and construction of major additions, diminishing its integrity. Hillandale Shopping Center is also not a good example of a planned commercial development, since the bank was a later addition to a stand-alone shopping center. Research has shown the shopping center has no known association with a master and does not possess high artistic value. Therefore, the Hillandale Shopping Center is not eligible under Criterion C.

The property encompasses 14.56 acres and is confined to the five current property tax parcels, which are found on Montgomery County Tax Map KP22 and KP23, Parcels N060, N114, N115, N969, and N970 (2017). Tax accounts include 05-00285624, 05-00260464, 05-00257978, 05-00257956, and 05-00257967.

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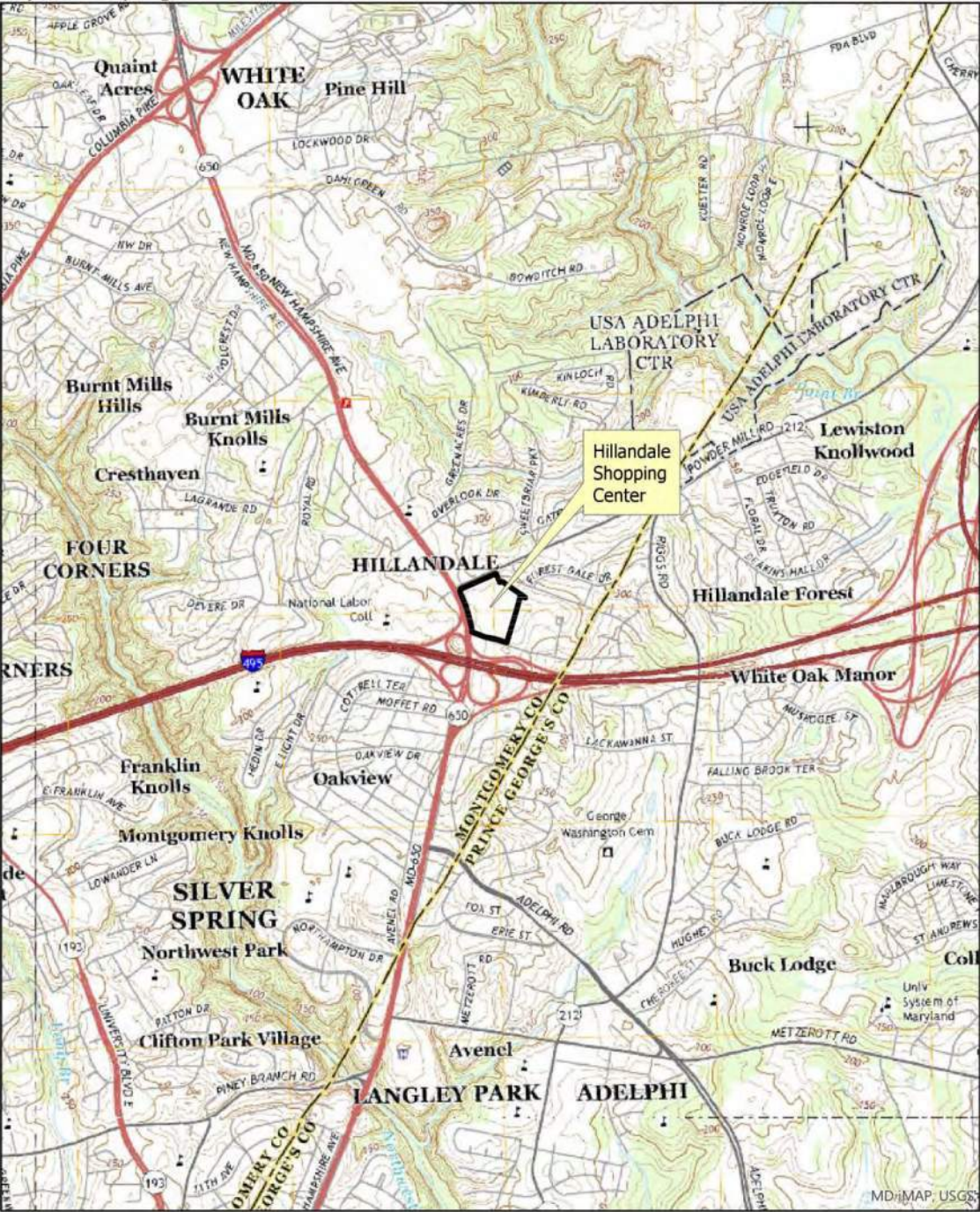
Teeley, Sandra Evans. "Montgomery Condo Tax Backs 554 Apartment." The Washington Post, September 11, 1982, E4.

"Violet P. Duffie, Real Estate Executive (Obituary)." The Washington Post, November 19, 1988. Accessed March 5, 2019. https://www.washingtonpost.com/archive/local/1988/11/19/sheilah-graham-dies/bb1954c9-250b-47d3-9a5e-257a537a5aa4/?utm_term=.26ecc33356a2.

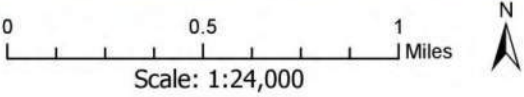
Willmann, John. "Realty Short Takes." The Washington Post, December 3, 1977, D22. ProQuest.

Hillandale Shopping Center

Location: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road
City: Silver Spring Montgomery County



USGS 7.5' Quadrangle - Beltsville



Hillendale Shopping Center

Location: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road
City: Silver Spring Montgomery County



M: 33-32

Hillandale Shopping Center

10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road
Silver Spring, Montgomery County, Maryland



Historic Image 1: Hillandale Shopping Center Safeway, circa early 1970s
Image from *A Twenty Minute Look at Hillandale*, Hillandale Community Association



Tower Discount Department Store, north section of west facade, looking east.



Tower Discount Department Store, south section of west facade, looking east.



10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, addition, looking northeast.



10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, east elevation, looking northwest.



Former Safeway (1963), southeast facade, looking west.



Former Safeway (1963), northwest and northeast elevations, looking southwest.



Former Safeway (1963), detail of typical storefront looking southeast.



Safeway (1987), north facade, looking southeast.



Central National Bank of Maryland, south facade and east elevation, view from Elton Road looking northwest.



Central National Bank of Maryland, north and west elevations, looking southeast.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-06**

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

File Format: **M: 33-32_2018-12-06_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Tower Discount Department Store, north section of west facade, looking east.

02.tif

Tower Discount Department Store, south section of west facade, looking east.

03.tif

10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, addition, looking northeast.

04.tif

10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, east elevation, looking northwest.

05.tif

Former Safeway (1963), southeast facade, looking west.

06.tif

Former Safeway (1963), northwest and northeast elevations, looking southwest.

07.tif

Former Safeway (1963), detail of typical storefront looking southeast.

08.tif

Safeway (1987), north facade, looking southeast.

09.tif

Central National Bank of Maryland, south facade and east elevation, view from Elton Road looking northwest.

10.tif

Central National Bank of Maryland, north and west elevations, looking southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Hillandale Swim and Tennis Association

Inventory Number: M: 33-36

Address: 10116 Green Forest Drive

Historic District: No

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Hillandale Swimming Pool Association, Inc.

Tax Account ID: 00263035, 00263046

Tax Map Parcel(s): N092, N147

Tax Map: KP22

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Meghan P. White

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Location/Setting

The Hillandale Swim and Tennis Association is a member-owned, circa-1957 community swim and tennis club that sits on an irregularly shaped 4.95-acre lot north of I-495. Its west side borders Avenel Gardens Lane, and it is surrounded on the north, east, and south sides by single-family dwellings in the Hillandale Forest (M: 33-35, PG: 65-54) planned residential neighborhood. The property consists of two parcels straddling the Montgomery County-Prince George's County line. Accessed via an asphalt driveway off Green Forest Drive, the club is identified by a small wooden sign east of the driveway. A swing arm gate is near the end of the drive, which leads to an asphalt parking lot. East of the parking lot is a pool house, oriented on a north-south axis, an L-shaped swimming pool, and a circular wading pool, all surrounded by a concrete patio. Playground equipment is northeast of the pools. South of the pools is a volleyball court and basketball court. Two pavilions are located east of the basketball court. West of the volleyball and basketball courts are two lighted tennis courts. The rest of the property is wooded with mature trees. The club property is surrounded by a chain-link fence.

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

Architectural Description

Pool House (1957)

The circa 1957 pool house is a one-story, rectangular, painted concrete-block building with a flat roof hidden by a circa late 1960s/early 1970s faux mansard parapet with deep eaves clad in wooden shingles. The façade faces west and contains the central entrance, which consists of a gated recessed breezeway leading through the pool house to the pool deck. The breezeway is accessed via a short flight of concrete stairs that descend from a concrete sidewalk along the parking lot. The eaves have exposed wooden beams. The section of the pool house north of the breezeway has rectangular louvered vents at the roofline. There appear to be rectangular windows at the pool house roofline south of the breezeway. The east elevation does not have a mansard parapet, but a flat roof with exposed beams that project several feet from the building. There are a series of rectangular windows at the roofline. The north and south elevations have no fenestration. There is an office area with large rectangular service windows south of the breezeway.

Pools (1957)

The main swimming pool was constructed in 1957 and is roughly L-shaped. It has five lanes running northwest-southeast and a diving well on the northeast side. There are two diving boards of different heights supported by metal structures on the concrete patio northeast of the diving well. The round wading pool, also dating to 1957, is located north of the main pool and is surrounded by a concrete patio and chain-link fence.

Basketball Court (ca. 1963)

The asphalt basketball court was constructed circa 1963 south of the swimming pool. It is oriented east-west.

Tennis Court (ca. 1980)

West of the basketball court is a chain-link enclosure with two tennis courts, constructed between 1970 and 1980. The green hardcourts are oriented north-south.

Volleyball Court (ca. 2002)

The sand volleyball court was constructed between 1988 and 2002 east of the tennis courts and south of the basketball court. It is oriented east-west.

Pavilions (2013)

Two square wooden pavilions, built in 2013, are located east of the basketball court. They sit on a poured concrete foundation and have pyramidal roofs clad in asphalt shingles, supported by four wooden corner posts.

Historic Context

The Hillandale Swim and Tennis Association property was platted on May 9, 1957, after being purchased by the Hillandale Swimming Pool Association from William and Katie Mayes that same year (Prince George's County Land Records, liber 2134, folio 222; Montgomery County Subdivision Plats, Plat 4919). The southern parcel of the property was purchased by 1959 (Montgomery County Land Records, liber 2579, folio 554). The pool, which opened in 1957, was built within the single-family residential neighborhood of Hillandale Forest, but the club served the wider Hillandale area and was not built exclusively for Hillandale Forest residents. The club soon became a popular summer destination for families in the area (Washington Post 1995, 88).

The establishment of the club coincided with a population boom in Maryland—between 1951 and 1961, the population doubled, and many people were moving into suburban areas (Suburbanization Historic Context Addendum, B-2). The need for community pools, both publicly and privately owned, had been identified in Montgomery County as early as 1954, and many

private community pools, such as the Hillandale Swim and Tennis Association, opened throughout the growing suburban region (Washington Post 1954, 57). Many of these are found nestled within residential developments or in close proximity (Suburbanization Historic Context Addendum, F-60). Research did not reveal the club to have had a significant association with the desegregation of public and private recreational facilities, nor did it reveal whether the club was racially segregated.

The Hillandale Swim and Tennis Association expanded over time. Between 1957 and 1963, the basketball court was added to the pool complex. Two tennis courts followed between 1970 and 1980. A volleyball court was added circa 2002 and two pavilions were added in 2013 near the basketball court.

The Hillandale Swim and Tennis Association property is currently being used as a community swim and tennis club.

Eligibility Determination

The Hillandale Swim and Tennis Association was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Hillandale Swim and Tennis Association is one of many private swimming clubs constructed in the postwar period and has no significant association with historical trends such as demographic changes, or local and regional planning. For example, research did not reveal the club playing a role during 1960s efforts to desegregate swimming pools. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion B.

The Hillandale Swim and Tennis Association is a typical example of a suburban swim club. While the building retains its original circa 1957 footprint and concrete block walls, it appears the false mansard parapet was added during the circa late 1960s/early 1970s. The pools are original to circa 1957; other recreational amenities were later installed between the 1960s and into the 2000s. Regardless, the property does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion C.

The property encompasses 4.95 acres and is confined to two property tax parcels, which are found on Montgomery County Tax Map KP22, Parcels N092 (2018) and N147 (2018). Tax accounts are 00263035 and 00263046.

Resources

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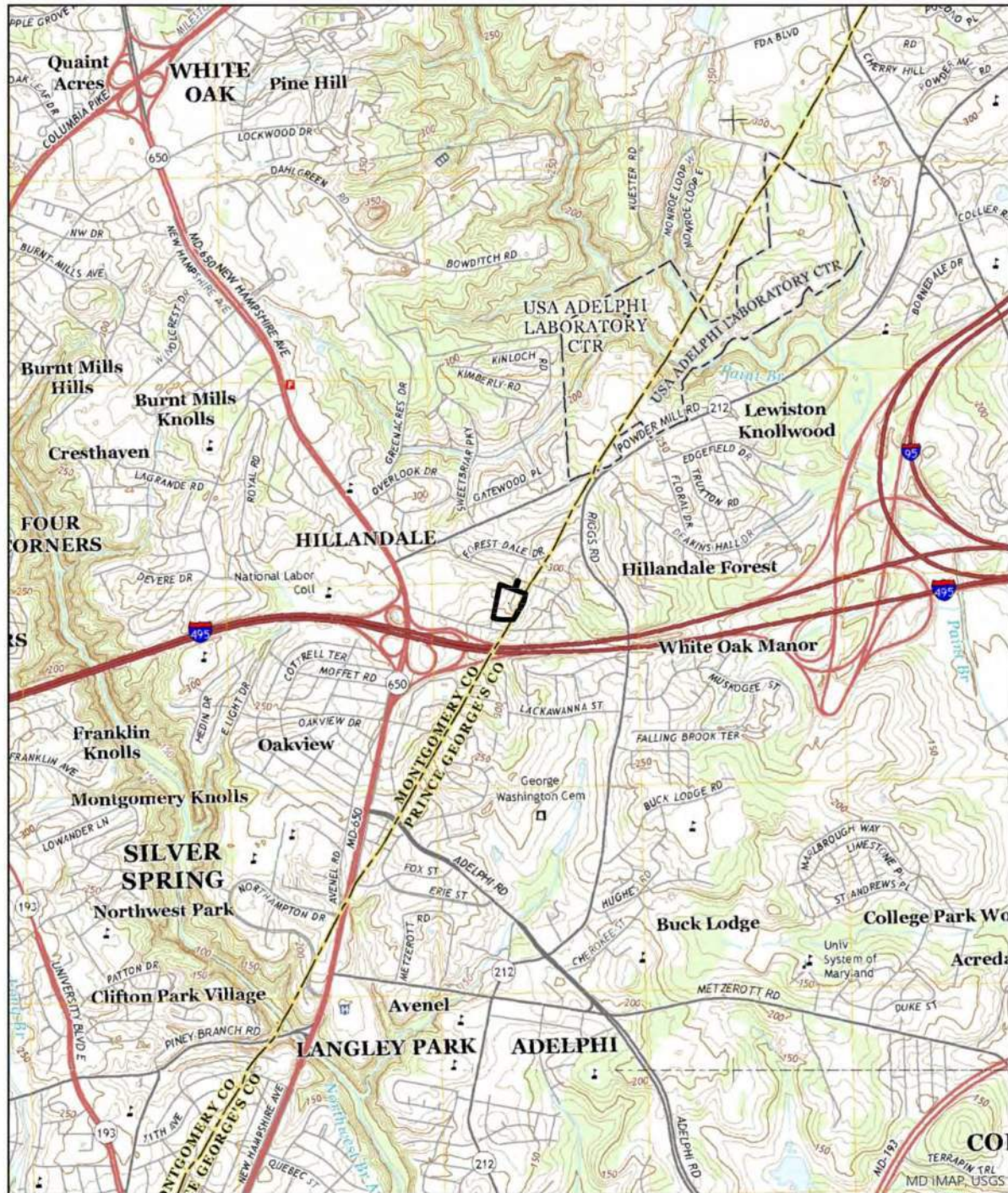
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<https://www.historicaerials.com/viewer>.

Hillandale Swim and Tennis Association

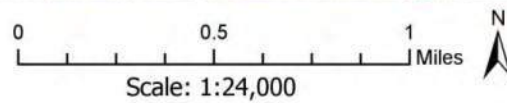
Location: 10116 Green Forest Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

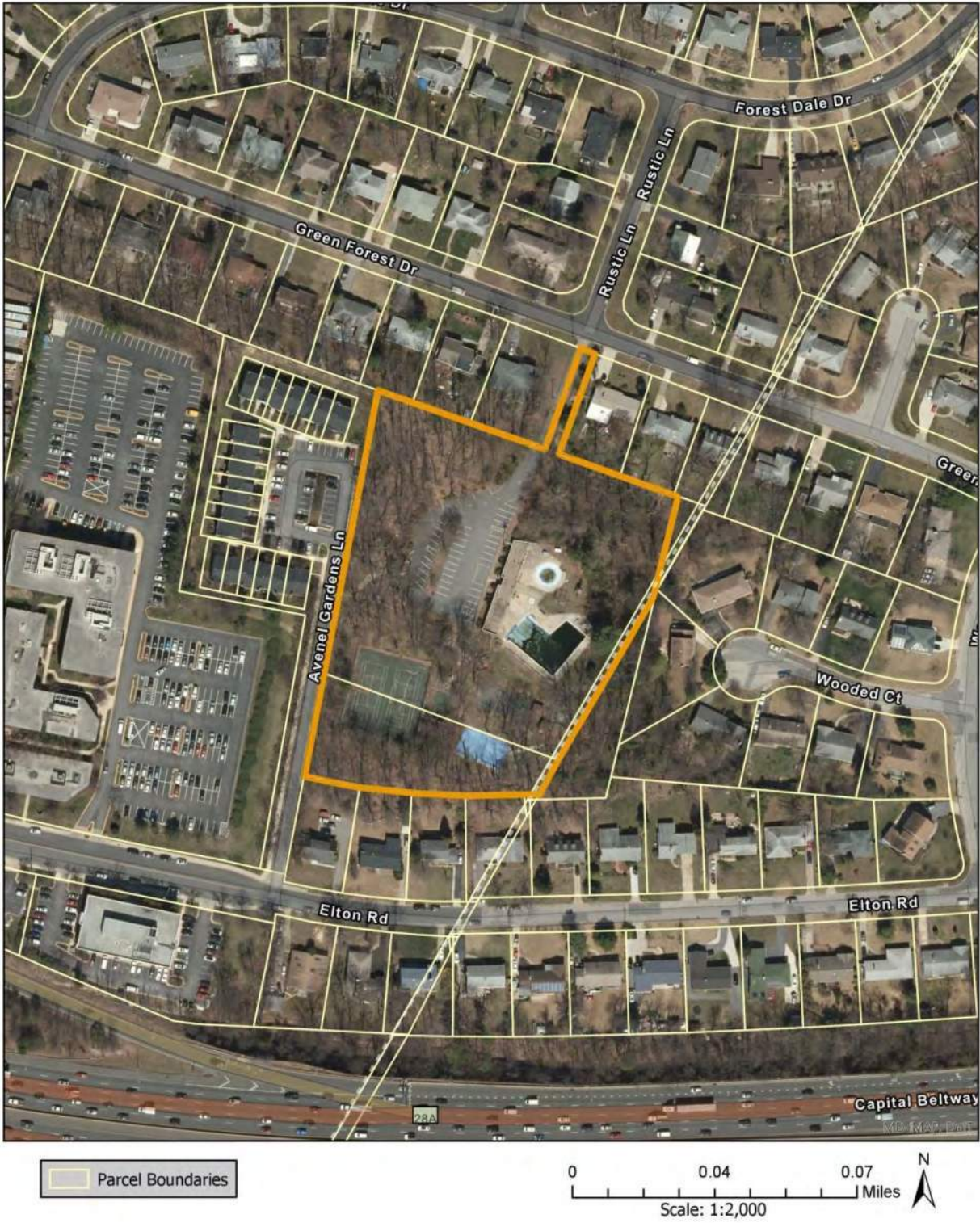


Hillandale Swim and Tennis Association

Location: 10116 Green Forest Drive

Montgomery County

City: Silver Spring





Facade of pool house, looking northeast.



North elevation of pool house, looking south.



Breezeway entrance, looking east.

PHOTO LOG

Number of Photos: **3**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-08**

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

File Format: **M: 33-36_2019-01-08_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Facade of pool house, looking northeast.

02.tif

North elevation of pool house, looking south.

03.tif

Breezeway entrance, looking east.

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

Property Name: Holiday Inn Washington College Park

Address: 10000 Baltimore Avenue

City: College Park

Zip Code: 20740

County: Prince Georges

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: 0018-00E4

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jean M. Cascardi, Nicole A. Diehlmann

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Holiday Inn Washington-College Park is a 221-guest room, International Style-influenced highway hotel constructed in 1971, with the southwest guest room wing and part of the service area added in the 1980s. Located on two parcels totaling 4.3 acres, four driveways lead onto the property from Baltimore Avenue, IKEA Center Boulevard, and IKEA Way. Asphalt-paved parking surrounds the hotel, and an additional parking lot with landscaped islands occupies the north half of the parcel. Landscaped areas are also included at the edges of the property and immediately adjacent the hotel building.

The building has a U-shaped plan consisting of two parallel, multi-story sections of hotel rooms connected by a single-story section at the north end that includes the main entrance, a restaurant (currently vacant with ongoing work), and service areas. A small wing housing an indoor pool extends from this section, between the two parallel wings of guest rooms. A concrete patio surrounds the pool and faces a manicured courtyard

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

Holiday Inn Washington College Park

formed by the two parallel wings of guest rooms. The exterior walls are clad with synthetic stucco. The building roof is flat with maintenance equipment.

The main entrance at the building's southeast-facing façade is marked by a porte-cochère with a curved metal roof and metal fretwork supported by two square synthetic stucco posts mounted on a concrete island. The entrance consists of paired sliding glass doors. The exterior wall to the northeast of the hotel entrance features a garrison-style overhang with pilasters that wrap around the overhanging fascia; a stepped parapet roof displays the remnants of restaurant signage. The parapet and most of the restaurant walls are clad with synthetic stucco, recently revealed after siding and restaurant signage were removed. The restaurant has a corner entrance with paired sliding glass doors shaded by a canopy in front of a standing-seam metal shed roof. The standing-seam metal roof continues over the remainder of the restaurant, along the northeast elevation.

The southeast guest room wing is four stories tall and 17 bays wide, while the southwest guest room wing is five stories tall and 11 bays wide. Both wings have horizontal bands of synthetic stucco between the floors and bands of fixed-sash windows. The southeast wing has projecting synthetic stucco vertical posts between groups of three vertical-light, fixed-sash windows. Within this overall design framework, variations to the pattern include additional entrances and signage. The 1980s southwest wing has a continuous horizontal band of windows on each level; it lacks the separating vertical posts but has opaque panels instead. The southwest elevation of this wing has a large projecting stair tower featuring with one large window on each floor.

A series of utility and maintenance areas and loading bays occupy the northwest section of the building, with several exterior walls devoid of openings or ornament. A secondary public entrance is northwest of the southwest guest room wing. The entrance consists of a paired glass sliding door with a large green awning, providing additional access to the lobby area. Above the awning is a band of vertical-rectangle, metal-framed, fixed-sash lights, one-story windows. The entry is flanked by two round posts.

The Holiday Inn Washington-College Park is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has 1980s additions and has been remodeled. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

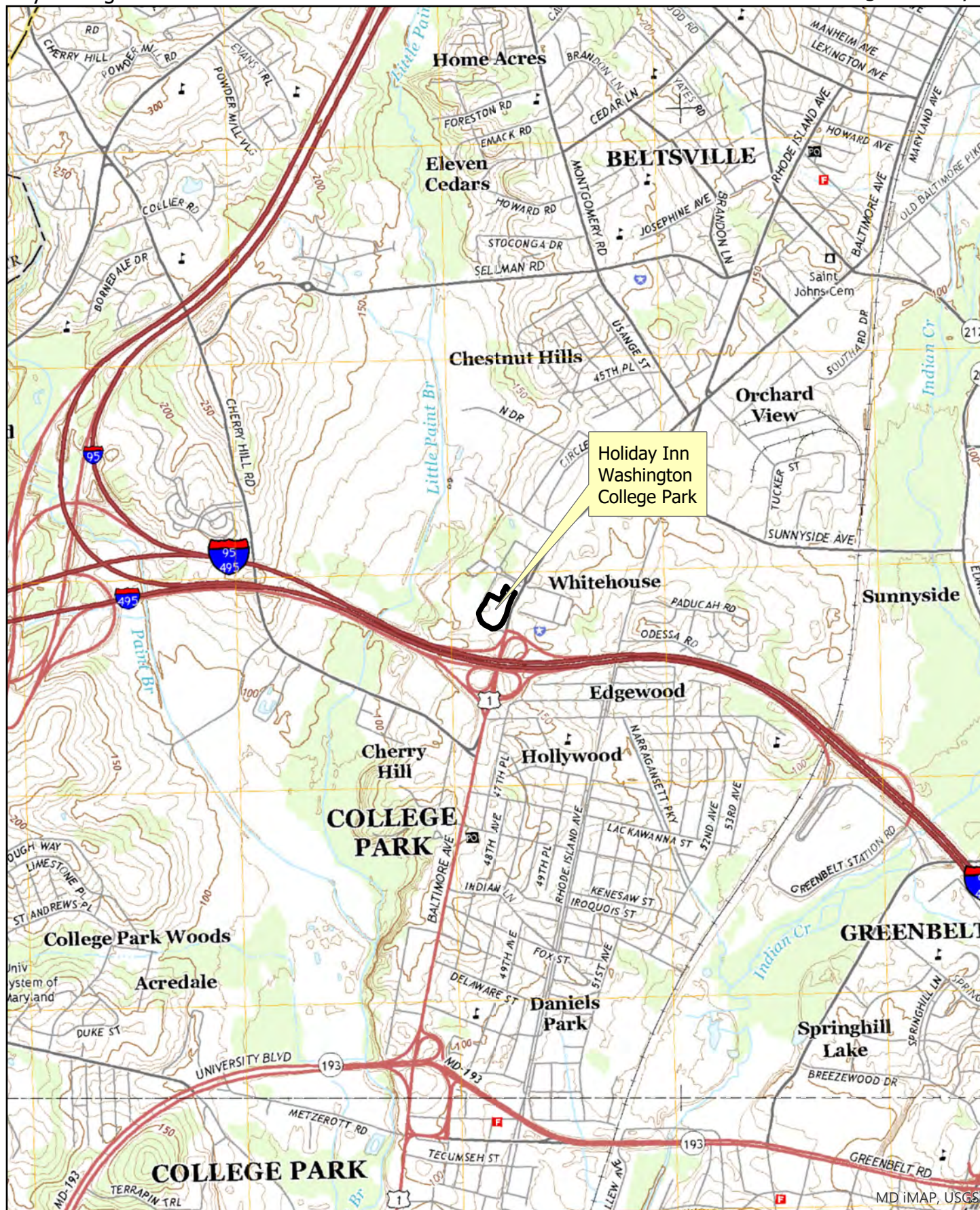
The boundary for the property encompasses 4.3 acres and is located on two current property tax parcels found on Prince George's County Tax Map 0018-00E4 (2018).

Holiday Inn Washington College Park

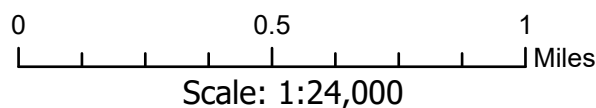
Location: 10000 Baltimore Avenue

City: College Park

Prince Georges County



USGS 7.5' Quadrangle - Beltsville



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

Holiday Inn Washington College Park



Southeast façade



Southwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Holly Hall Apartments

Inventory Number: M: 33-34

Address: North of I-495, west of Route 650

Historic District: No

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: KP12

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Holly Hall Apartments is a small garden apartment complex located at 10110 New Hampshire Avenue on a 4.28-acre lot. It is bounded by I-495 to the south, the former Xaverian University Campus to the west, the U.S. Social Security Administration to the north, and Route 650 to the east. The apartment complex is composed of three buildings connected via open-air breezeways. The north side of the complex has a circular driveway with a grassy island with two trees and a flagpole. A driveway curves around the west side of the complex towards its south side (rear). A residential parking, a shed, and dumpsters are located to the south. Lampposts are scattered on the north and south sides of the complex. Concrete sidewalks line the perimeter of each building and connect to the driveways and parking lot. The lot has grassy lawns and moderate tree coverage.

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

Description:

Holly Hall Apartments is a low- to medium-income apartment complex constructed between 1964 and 1965 during the Suburban Diversification Period (1961-1980). The three buildings reflect the Colonial-Revival style and contain a total of 96 units. The I-shaped complex features a central building flanked by two identical perpendicular buildings to the east and west. All three buildings are covered in brick veneer with a decorative water table. Each of the buildings has 19 bays and four stories (only three are visible from the front) with a centered, five-bay projection with three front-gabled dormers on the front and rear elevations. The buildings have six-over-six, double-hung-sash vinyl windows. Jack arches and keystones embellish the second-story windows located at the front and rear elevations. Roofs are side gabled and feature a central, brick, interior-slope chimney and small, cylindrical metal flues.

Primary entrances are at the center of each building. The central apartment building's north-facing façade is distinguished by round-arched window bays at the second story and a cantilevered canopy above the main entrance. The entrance, approached from the front by steps and from the sides by concrete ramps, comprises a metal-framed, single-leaf door with a glazed top and bottom and matching single sidelight. The south elevation includes a service area screened by brick walls; secondary entrances on the south elevation are single-leaf and metal with one small glazed window on each door.

From the central building, two covered, open air walkways lead to the east and west buildings. The wooden-frame walkways are seven bays wide, with side gabled roofs. The main entrances into the east and west buildings are under these walkways. There are no entrances on the west elevation of the west building or the east elevation of the east building.

The only secondary structure on the property is a one-story, one-bay brick shed with a slate hipped roof. A single-leaf, metal door is the only fenestration.

Historic Context:

In 1963, William and Peter Calomiris purchased a 4.3-acre property from the American Province of the Xaverian Brothers, Inc (Montgomery County Deed Book [MCDB] 3172, 507). A plat was submitted for the property in July of 1964 and construction on the three apartment buildings was completed in late 1965 (Montgomery County Plats [MCP] 7509; The Washington Post 1965, H10).

William Calomiris, and his brothers Peter, James, and Donald, ran the William Calomiris Investment Corporation, a real estate brokerage, development, investment and management firm (The Washington Post 2000, B7). Founded in 1940, the company was involved in both commercial and residential ventures in the greater Washington, D.C. area (The Washington Post 2000, B7). By 1964, the corporation was in control of 5,000 low and medium-rent units in the District – this model spread to real estate in the greater metropolitan area as well (Willmann 1964, D1). The son of Greek immigrants, each brother had a specific role within the company: William was the founder and President, James was in charge of construction, Peter handled sales, and Donald was the property manager (Willmann 1964, D1). Many of the Calomiris properties catered to tenants in the low-income bracket. In a 1964 article, William noted “there was little

competition because nobody else seemed to be as interested as ourselves in fixing up and maintaining properties for low-income tenants” (Willmann 1964, D1).

Holly Hall appears to have been one of the brothers’ medium-rent apartment complexes. Advertisements for Holly Hall in late 1965 noted the “automatic elevators, carpeted halls, laundry and incinerator rooms on every floor, oodles of parking space, beautiful grounds, disposals, huge refrigerators, plastered walls, unlimited storage space, and individually controlled heating and air conditioning” (The Washington Post 1965, H10). In 1965, rental prices were \$129.00 for a one-bedroom unit and \$155.00 for a two-bedroom unit (The Washington Post 1965, H10). Other advertisements noted a swimming pool, a no-pet policy, and adults-only (The Washington Post 1966, E18). By 1968, rental prices increased to \$141.50 for a one-bedroom apartment and \$167.00 for a two bedroom (The Washington Post 1968, D37).

In November 1969, the Calormiris brothers sold the Holly Hall Apartments to the Montgomery County Housing Authority for \$1.2 million (Coble 1970, B4). The purchase, funded by the Department of Housing and Urban Development, was controversial since many of the apartment’s existing tenants did not qualify for lower-income housing benefits (Coble 1970, B4). Despite the controversy, the sale went forward and approximately three-fourths of the tenants were displaced to make way for low-income elderly residents and people with disabilities (The Evening Star 1969, B2). Residents who were over 63 and no longer qualified for housing at Holly Hall were given a year to move out (The Washington Post 1969, B2).

Holly Hall had a few programs to assist residents in the apartments. One was called the Holly Hall Eating Club which provided “nutritional balanced hot meals” to members of the community; meals cost 75 or 85 cents, could be purchased with food stamps, or were free to those who could not afford them (Beck 1975, C2). The neighboring American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) center provided one acre for the residents to create a garden; produce was distributed to the members of the community (Valente 1977, C2). The effort was organized by several residents who had been farmers and had been displaced by suburban development (Valente 1977, C2).

The Montgomery County Housing Authority, whose name changed to the Housing Opportunities Commission in 1974, (continues to operate the Holly Hall Apartments (The Evening Star 1980, D7; Housing Opportunities Commission, n.d.). Today, the Housing Opportunities Commission owns 7,000 properties including Holly Hall Apartments (The Evening Star 1980, D7; Housing Opportunities Commission, n.d.).

Evaluation:

Holly Hall was evaluated as a low-to-middle income apartment complex in the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Holly Hall was originally used as a traditional medium-income apartment complex and was later converted to public housing. The complex is not an early example of low-income housing in Montgomery County, and the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. As a result, the resource is not eligible under Criterion A.

The William Calomiris Investment Corporation worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is recommended not eligible under Criterion B.

As a garden apartment complex, Holly Hall Apartments resembles apartment complexes of earlier eras and does not demonstrate features characteristic of a garden apartment complex of the Suburban Diversification Period; the buildings do not respond to the existing topography, lack natural landscaping, and private outdoor patios or balconies are absent. The apartments include standard features typical of earlier periods and demonstrate common Colonial Revival stylistic details. Holly Hall Apartments is not a good example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 4.28 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Maps KP12 and also as seen in Montgomery County plat record 7509.

References:

Beck Jody. 1975. "They'll Run it Minus U.S. Money." The Evening Star. September 28, 1975, C2.

Coble, Marvin. 1970. "County Council's Plea on Holly Hall Rejected." January 9, 1970, B4.

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--- 1980. "Housing Opportunities Commission: Annual Report 1979 – 1980." October 9, 1980, D7.

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The Washington Post. 1965. Classified Ad 89. October 21, 1965, H10.

--- 1966. Classified Ad 129. August 13, 1966, E18.

--- 1968. Classified Ad 296. August 18, 1968, D37.

--- 1969. "Public Housing Charges Fly in Council Debate." November 8, 1969, B2.

--- 2000. "William Calomiris; Past President of Trade Panel, Active in Charity Work." December 15, 2000, B7.

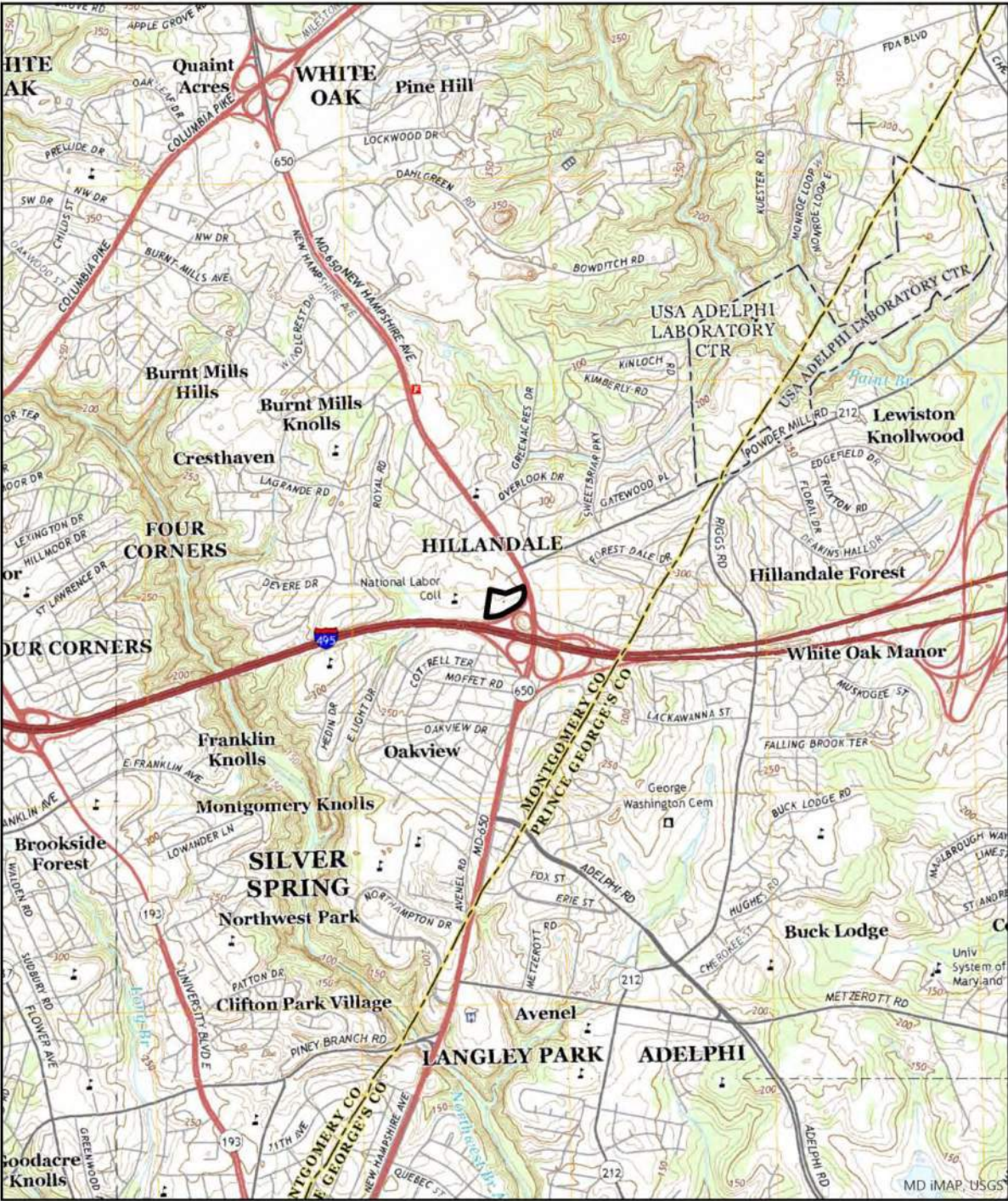
Willmann, John B. "Four Brothers Pull Together in Varied Realty Enterprises." February 1, 1964, D1.

Holly Hall Apartments

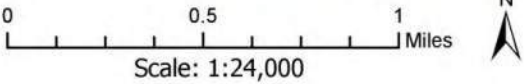
Location: North of I-495, west of Route 650

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

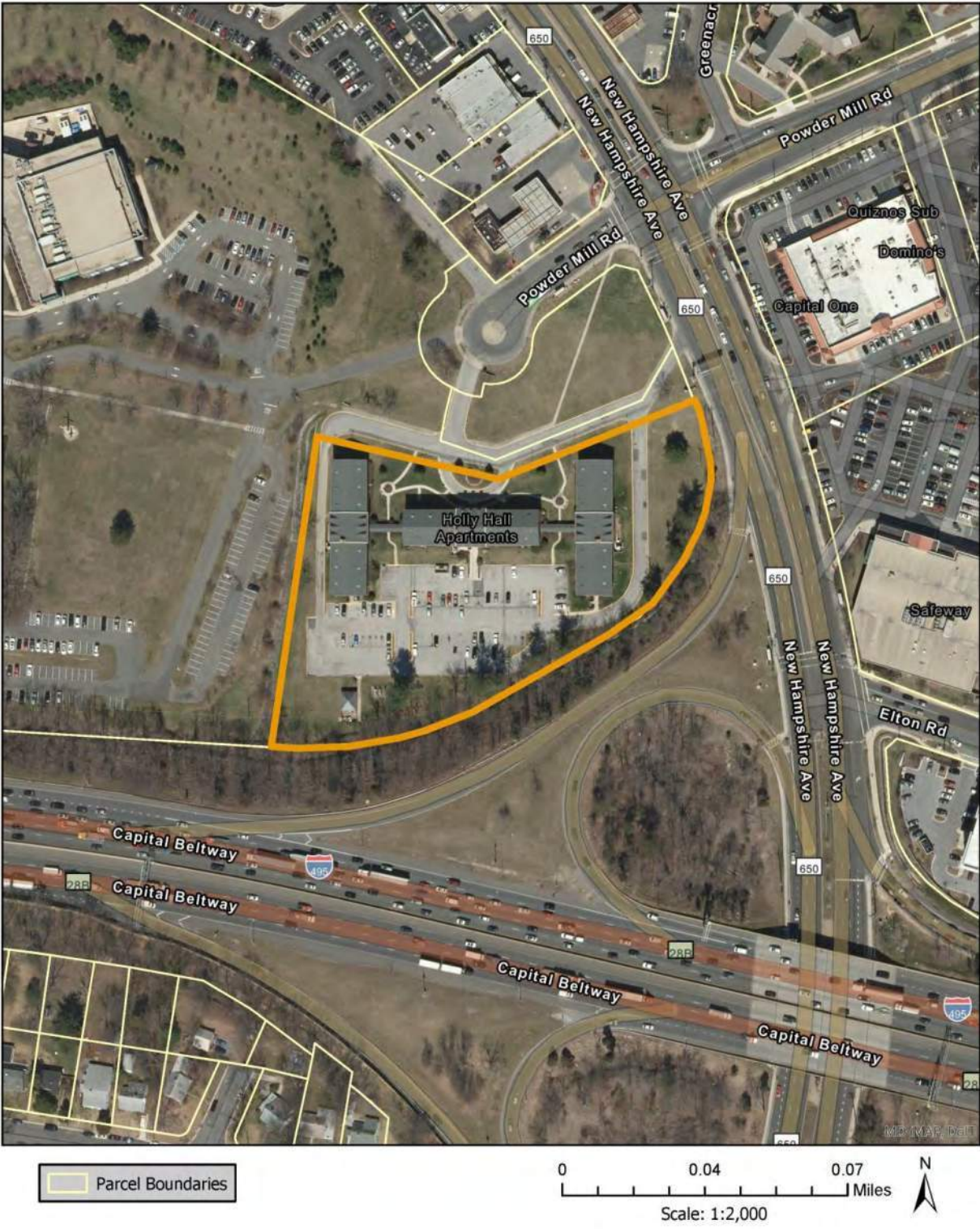


Holly Hall Apartments

Location: North of I-495, west of Route 650

Montgomery County

City: Silver Spring





View of Holly Hall Apartments, looking southeast.



View of Holly Hall sign on New Hampshire Avenue, looking southeast.



View of main entrance to Holly Hall Apartments, looking south.



View of main door and concrete stoop, looking south.



View south elevation of central apartment building, looking north.



View of east apartment building and walkway connecting it to central building, looking northeast.

PHOTOGRAPHS



View of shed on south side of apartment, looking southeast.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

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

File Format: **M: 33-34_2018-12-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of Holly Hall Apartments, looking southeast.

02.tif

View of Holly Hall sign on New Hampshire Avenue, looking southeast.

03.tif

View of main entrance to Holly Hall Apartments, looking south.

04.tif

View of main door and concrete stoop, looking south.

05.tif

View south elevation of central apartment building, looking north.

06.tif

View of east apartment building and walkway connecting it to central building, looking northeast.

07.tif

View of shed on south side of apartment, looking southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Holly Hill Manor Inventory Number: PG:65-51
Address: Southeast of Intersection of I-495 and New Hampshire Avenue Historic District: Yes
City: Hyattsville Zip Code: 20783 County: Prince George's
USGS Quadrangle(s): Beltsville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0024
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: Feb 18, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Holly Hill Manor is a planned residential neighborhood located on the south side of I-495 and west of Riggs Road (Route 212) in Hyattsville. The neighborhood is bound on the north by I-495, on the east by Riggs Road, on the south by the George Washington Cemetery, and on the west by the Holly Hill Terrace subdivision. The community is approximately 46.06 acres and contains 96 single-family dwellings on lots averaging between 0.24 and 0.81 acre. There are eight streets (Laconia Drive, Lackawanna Street, Riggs Road, Mistletoe Place, Muskogee Street, 24th Avenue, 23rd Avenue, and 22nd Avenue) laid out in a curvilinear pattern. A concrete curb lines Mistletoe Place and 24th Avenue while a drainage ditch, sometimes lined with poured concrete and featuring culverts to run beneath driveways, lines 22nd Avenue, 23rd Avenue, Muskogee Street, Lackawanna Street, and Laconia Drive. The individual lots are

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

mostly evenly graded with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds, and all lots feature a concrete or paved-asphalt driveway. A stone and metal entrance sign is located at the southwest corner of the intersection of Riggs Road and Lackawanna Street.

Description:

Holly Hill Manor is a planned residential neighborhood with single-family dwellings constructed between 1951 and 1988 during the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. Most of the houses were constructed during the 1950s and 1960s in variations of the Two-Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles.

Dwellings in Holly Hill Manor are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in a brick veneer. Cladding also includes stretcher-bond brick veneer and vinyl or aluminum siding, commonly in combination, or simulated masonry. Roofs within Holly Hill Manor include side or cross gables, as well as hipped, all of which are sheathed in asphalt shingles with closed or open eaves. Most dwellings have a single brick or stone chimney set along a side elevation or piercing the roof.

Primary façade entrances are typically off-center with a single-leaf wood or fiberglass door and storm door, often with a single or pair of wood or vinyl sidelights. Most entrances feature a wood or vinyl door surround, sometimes with Colonial Revival characteristics such as a flat pediment or fluted pilasters. Entrances are accessed by a concrete or brick stoop or partial-width porches. Original windows are single wood-frame, double-hung-sash units in eight-over-eight, six-over-six, four-over-four, or two-over-two (horizontal) configuration; however, many windows were replaced by one-over-one, vinyl-framed, double-hung-sash units with faux muntins. Tripartite and bay windows are common throughout the neighborhood. Many houses also have fixed, louvered or paneled shutters composed of vinyl or wood flanking windows on the façade. Most dwellings have attached or inset garages and carports for a single vehicle or an attached sunroom. Additions are typically at the rear or side elevation and in scale with the building's core. However, several have additions that are larger in scale than the core of the dwelling (9707 24th Avenue, 9704 24th Avenue, and 2406 Lackawanna Street).

One Colonial Revival-style dwelling, at 9804 Riggs Road, was constructed in 1923 prior to the subdivision of Holly Hill Manor. The house is two stories in height and five bays wide, clad in six-to-one common-bond brick, covered in a side-gabled roof with boxed eaves, and has flanking exterior-end brick chimneys.

Historic Context:

The Holly Hill Manor community is located on what was once several larger residential lots. The subdivision was formally platted by Bird H. Dolby and Francis and Effie Browne, David S. and Lillian J. Damazo, Leonard V. Springmann, Vernon L. and Shirley A. Hoff, Hill Construction Company, Inc., and Guildcraft Home Builders, Inc. between 1951 and 1967.

Between August 1945 and April 1948, through three separate transactions, Francis S. and Effie B. Browne purchased a total of 58.1 acres in Hyattsville (Prince George's County Deed Book [PGCDB] 796, 383, 978, 327, 882, 174). In September 1950 and again in 1957, Bird H. Dolby, granted power-of-attorney by the Brownes, submitted plats of a 26.87-acre portion of the Browne's land to create Holly Hill Manor (Prince George's County Plat Book [PGCPB] 19, 29, 31, 55). In 1955, Leonard V. and Florence A. Springmann purchased a 5.68-acre tract from sisters Mabel E. Chase, Adessa Ehrhardt, and Mina W. Clough. The Springmanns subdivided the 5.68-acre tract, which included a 1923 dwelling located at 9804 Riggs Road, in 1962 and 1965 as "Springmann's Addition to Holly Hill Manor" (PGCPB 44, 60; 58, 10). The dwelling was likely constructed by Wilbur C. and Ermina J. Ehrhardt who owned an approximately 32-acre plot that encompassed Springmann's Addition to Holly Hill Manor (PGCDB 208, 442). In September of 1965, the Springmanns sold the remainder of the original 5.68-acre tract to Wendell L. and Ruth L. Hill, owners of Hill Construction Company, Inc., who subdivided it that same year in partnership with Guildcraft Home Builders, Inc. as part of the Holly Hill Manor neighborhood (PGCDB 3228, 111; 3416, 137; PGCPB 58, 10; 62, 51).

Initial advertisements for Holly Hill Manor began in 1950 boasting proximity to new schools, a shopping center and many churches (The Evening Star 1950, 26). It also noted that the community was filled with "wooded [half-acre] homesites" sold by Mount Rainier Realty Co. with "unique plans to suit your budget" (The Evening Star 1950, 26). In 1951, Robert M. Dolby, Bird Dolby's son, advertised large half-acre building sites within the neighborhood for \$350 down and \$15 per month for an unspecified amount of time (The Evening Star 1951, 97; United States Federal Population Census 1940). Construction was slow to begin but by 1960, approximately half of the lots had houses. Housing prices for "custom-built homes" and "darling bungalow[s]" ranged from \$12,730 to \$27,750 and were sold by a variety of realtors (PGCDB 2257, 1541; The Washington Post and Times Herald 1958, B11, 1959, C7). In the 1960s, prices for dwellings rose to between \$25,000 and \$45,000 (The Evening Star 1967, 88; 1969, 118).

Francis S. Browne was originally a bookkeeper for the Lincoln National and First National Banks who then later became a real estate broker (The Evening Star 1963, 29). Bird Dolby, who worked with the Brownes, was an active lawyer from 1924 to 1953 and he was appointed by President Franklin D. Roosevelt to serve on the Selective advisory board during World War II (The Washington Post and Times Herald 1970, C3). Guildcraft Home Builders, Inc. worked in residential development in the metropolitan area and were particularly known for their work in Lake Barcroft, Virginia in the 1950s (The Washington Post and Times Herald 1955, G1). Wendell Hill, owner of the Hill Construction Company, Inc., was an architect who worked in both Maryland and Washington, D.C. (The Evening Star 1955, 36).

Evaluation:

Holly Hill Manor was evaluated in accordance with Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places (NRHP) Criteria A, B, and C.

Holly Hill Manor is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have

made a significant contribution to the broad patterns of history. Therefore, Holly Hill Manor is not eligible under Criterion A.

The Ehrhardts, Brownes, Springmanns, Hill Construction Company, Inc., and Guildcraft Home Builders, Inc. had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Holly Hill Manor was not the first planned residential neighborhood in this area of Prince George's County or Hyattsville. The community is not an exemplary or unique example of a planned residential neighborhood. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. Furthermore, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The neighborhood is southeast of the intersection of I-495 and New Hampshire Avenue and encompasses 46.06 acres. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0024 and also as seen in Prince George's County plat records 19, 29; 19, 93; 27, 37; 31, 55; 33, 34; 44, 60; 44, 92; 58, 10; and 62, 51.

References:

- The Evening Star. 1950. "Holly Hill Manor." March 4, 1950, 26.
---1951. "Holly Hill Manor." June 24, 1951, 97.
---1955. "Montgomery Okays School and Stores." November 5, 1955, 36.
---1963. "Francis Browne, Real Estate Man, Ex-Bookkeeper." December 18, 1963, 29.
---1967. Holly Hill Manor Advertisement. July 30, 1967, 88.
---1969. Open House Advertisement. May 4, 1969, 118.

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

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

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

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The Washington Post and Times Herald. 1955. "Area's Biggest Home Show Opens Doors Next Sunday." September 4, 1955, G1.

---1958. Holly Hill Manor Advertisement. October 11, 1958. B11.

---1959. Holly Hill Advertisement. November 14, 1959, C7.

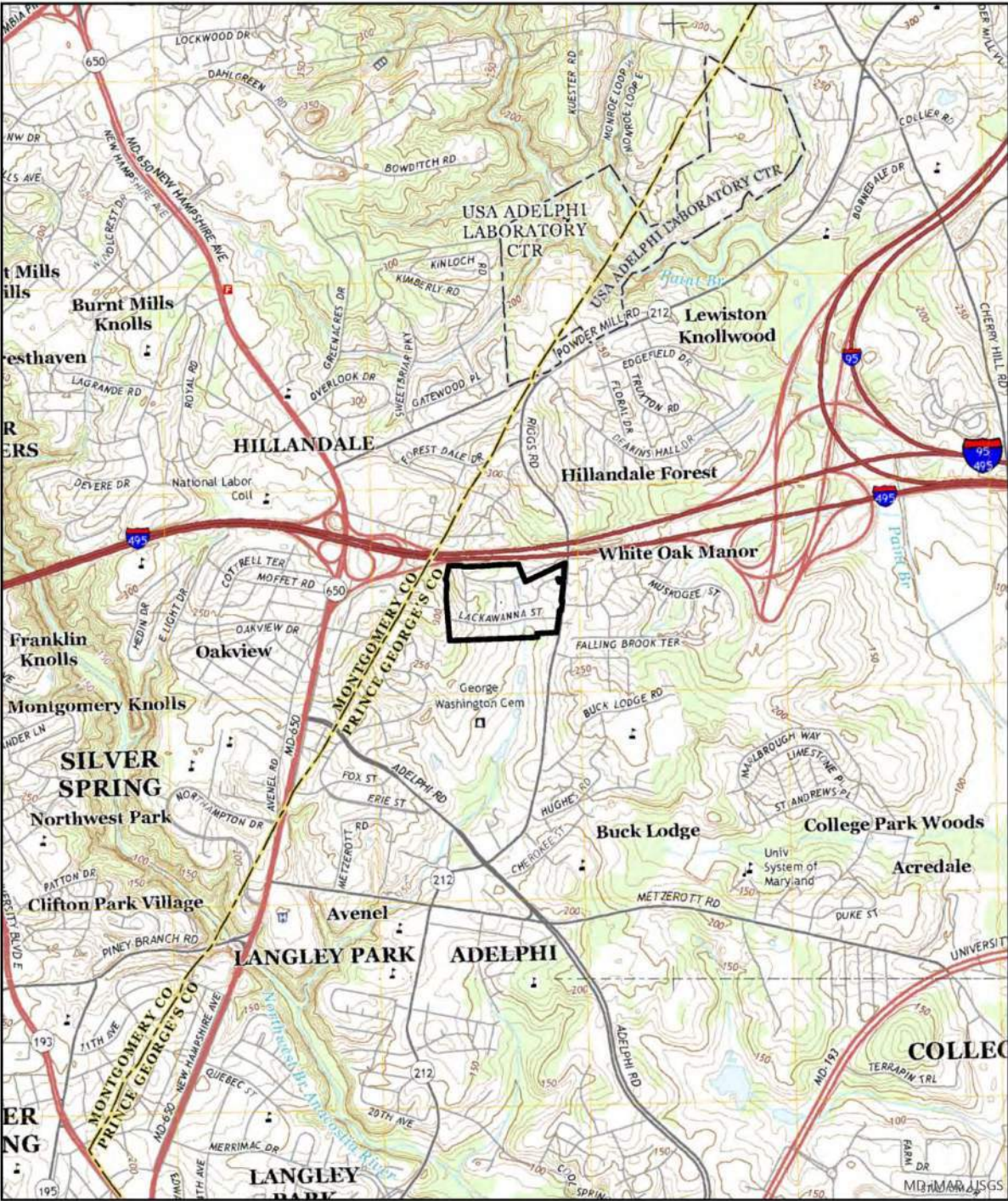
---1970. "Bird Dolby, 76, Lawyer, Executive." August 31, 1970, C3.

Holly Hill Manor

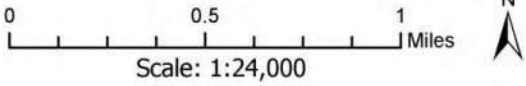
Location: Southeast of Intersection of I-495 and New Hampshire Avenue

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

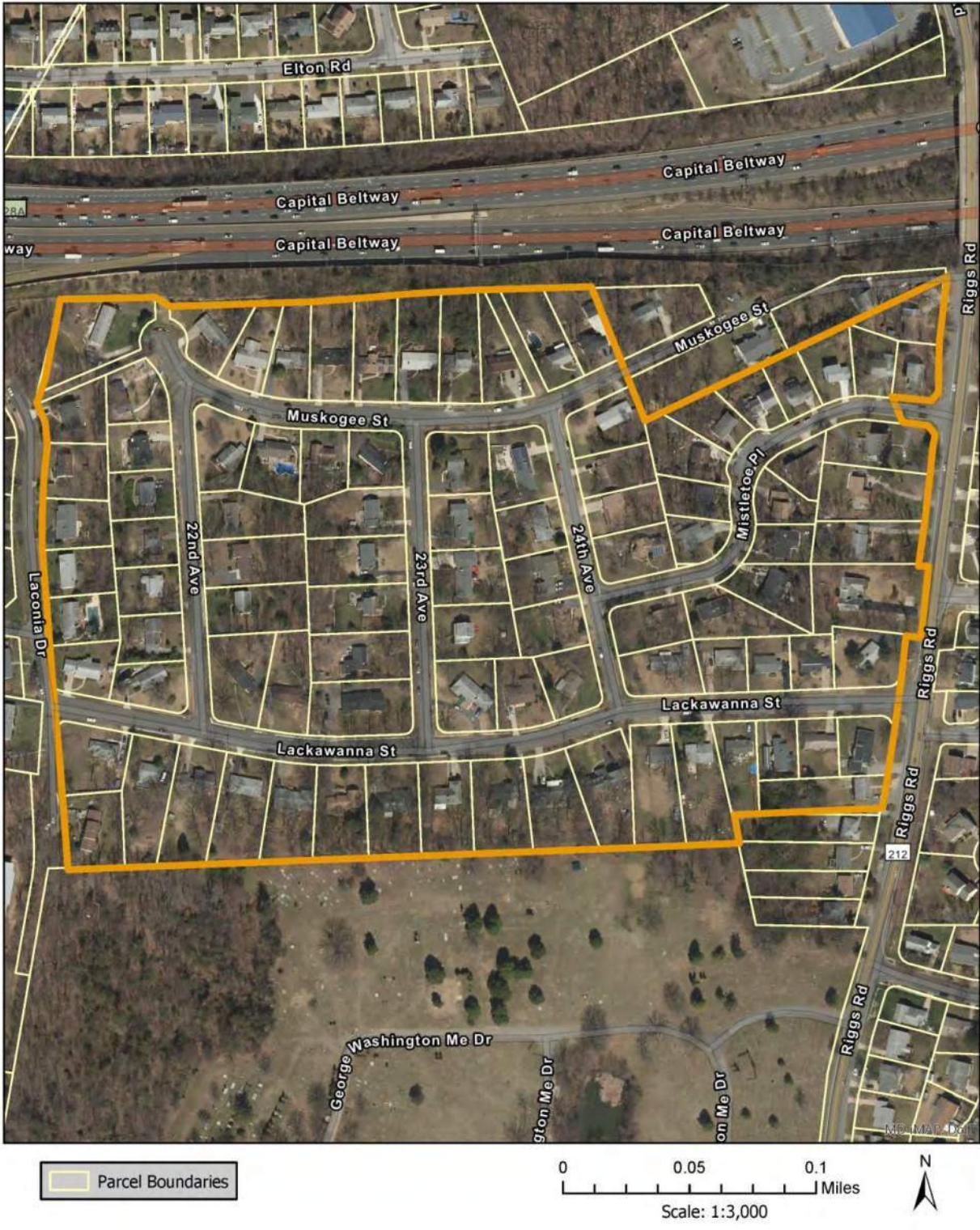


Holly Hill Manor

Location: Southeast of Intersection of I-495 and New Hampshire Avenue

Prince George's County

City: Hyattsville





2302 Muskogee Street, south elevation.



2307 Lackawanna Street, north elevation.



9703 22nd Avenue, west elevation.



9708 24th Avenue, looking northwest.



9708 24th Avenue, east elevation looking southwest.



9709 Laconia Avenue, northwest oblique.



Streetscape Muskogee Street from 22nd Avenue, looking west.



Neighborhood entrance signage at Riggs Road and Lackawanna Avenue, looking west.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

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

File Format: **PG:65-51_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

2302 Muskogee Street, south elevation.

02.tif

2307 Lackawanna Street, north elevation.

03.tif

9703 22nd Avenue, west elevation.

04.tif

9708 24th Avenue, looking northwest.

05.tif

9708 24th Avenue, east elevation looking southwest.

06.tif

9709 Laconia Avenue, northwest oblique.

07.tif

Streetscape Muskogee Street from 22nd Avenue, looking west.

08.tif

Neighborhood entrance signage at Riggs Road and Lackawanna Avenue, looking west.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Holly Hill Terrace

Inventory Number: PG:65-52

Address: Southeast of I-495 and Route 650 Interchange

Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0024

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Holly Hill Terrace community is a small planned residential neighborhood located on the southeast corner of the intersection of I-495 and New Hampshire Avenue (Route 650) in Hyattsville. The neighborhood is bounded on the north by I-495, on the west by a multi-family development called The Chateau, on the east by another single-family residential community called Holly Hill Manor, and on the south by the Avery Park (Greenwich Woods) garden apartment complex. Holly Hill Terrace comprises two streets (Avenel Road and Laconia Drive) laid out in a cross pattern; streets lack curbs and sidewalks. The 14 residential lots average between 0.23 and 0.40 acre totaling approximately 4.6 acres. The individual lots are slightly sloped with moderate tree coverage, plant beds, and bushes and occasionally have fenced-in

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

rear and front yards. Secondary buildings include sheds, and all lots feature a concrete driveway. The west side of Laconia Drive is lined with a stream requiring culverts for driveways to cross over to individual lots.

Description:

The Holly Hill Terrace community is a planned residential neighborhood with single-family dwellings constructed between 1953 and 1975 during the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods; one exception is a house that dates to 2006. Most of the single-family dwellings were constructed in Split-Level and Ranch forms.

Dwellings in Holly Hill Terrace are primarily four to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in a brick veneer. Most dwellings are clad in a combination of stretcher-bond brick veneer and vinyl or aluminum siding; however, several houses feature only siding or brick veneer. Split-Level forms commonly feature an overhanging second story. Roofs are primarily side or cross gabled sheathed in asphalt shingles; most feature an open eave. Most dwellings feature a single brick chimney set along a side elevation.

Primary entrances are off-center on the façade and comprise a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop. Most entrances feature a wood or vinyl door surround with very little ornamentation. Windows are single one-over-one, vinyl-framed, double-hung-sash units, occasionally with faux muntins. Although uncommon, several houses feature casement or sliding windows or original wood units. Tripartite, bay, and bow windows are common throughout the neighborhood. Many houses also feature fixed, vinyl, louvered shutters flanking windows or primary entrances. Most dwellings have attached garages or carports for a single vehicle. Additions are typically found at the rear or side elevation in scale with the building's core.

Two dwellings were constructed prior to the platting of the larger neighborhood (2001 Avenel Road and 9700 Laconia Drive); however, they are similar in style, form, and materials as the remainder of the dwellings in Holly Hill Terrace.

Historic Context:

Holly Hill Terrace is located on what was once a single-family residential and agricultural property, the Washington Sanitarium's Dairy Farm, also known as Hilly Hill Farm. The subdivision was formally platted in three parts between 1958 and 1966 by three different owners.

Holly Hill Terrace was platted in three separate sections by various owners. In 1956, Edgar T. and Lillian L. Johnson and A. Dwight and Mabel R. Kester submitted a plat of subdivision for Holly Hill Terrace that included seven lots, approximately 0.25 acre each, on 2.1 acres along the south side of Avenel Road (Prince George's County Plat Book [PGCPB] 32, 81). The second portion of Holly Hill Terrace, platted in 1960 by Alan I. Kay, Inc., included three 0.3-acre lots on 1.21 acres along the north side of Avenel Road (PGCDB 3258, 327; PGCPB 60, 87). The third and final part of the community was created from a 1.24-acre tract purchased by Thomas B. and Louise E. Ricker in 1966 from Alan I. Kay, Inc. (PGCDB 3275, 110). The following year, the Rickers submitted a plat of subdivision for the community that included four lots ranging from 0.25 to 0.4 acre (PGCPB 65, 83; 73, 47).

Alan I. Kay, Inc., was owned by developer Alan Ivan Kay. Kay worked primarily for Rozansky + Kay Construction Co. at the time of development of Holly Hill Terrace (The Washington Post 1989, 72). Rozansky + Kay Construction Co., founded in 1959, was operated by Allan E. Rozansky and Kay and in 1987, Kay took over as sole proprietor and Rozansky retired (The Washington Post 1989, 72). After their separation, the company's name changed to Alan I. Kay Construction and expanded their business nationally. The company is responsible for commercial projects such as Ballston Common Office Center and Tysons Dulles Plaza in Arlington and McLean, Virginia, respectively, but also developed residential communities such as the Greenbrier apartment complex in Prince George's County (The Washington Post 1989, 72).

Two dwellings were constructed prior to the platting of the neighborhood (2001 Avenel Road [1953] and 9700 Laconia Drive [1957]). The Minimal Traditional house at 2001 Avenel Road was likely constructed by prior owners Thomas and Ann Blanche before the property was subdivided by the Johnsons and Kesters as part of Lot 7 in the 1958 plat of Holly Hill Terrace (PGCDB 2184, 86; PGCPB 32, 81). Historic topographic mapping suggests that the house was constructed as part of further residential subdivision of what was previously an extension of Avenel Road to the west (Nationwide Environmental Title Research, LLC [NETR] 1954). This area, however, was completely altered in the 1970s and is now occupied by The Chateau (NETR 1972). The second dwelling, a Ranch house similar to those on the south side of Avenel Road, was likely constructed by the Johnsons in anticipation of the larger neighborhood just before filing a plat of subdivision of Holly Hill Terrace with the Kesters (PGCDB 2184, 86).

Limited advertisements for individual houses in Holly Hill Terrace first appeared in 1960. Separate ads, one for a "new custom rambler" at \$21,500, and another for a "new contemporary" at \$19,500, boasted nice lots, gas heat, modern kitchens, carports, two full baths, and proximity to St. Camillus church parish (The Evening Star 1960, 29; The Washington Post and Times Herald 1960c, B12). The advertisements did not include information about developers, architects, or builders, but the timeline suggests they were for houses constructed on the Johnson-Kester plat on the south side of Avenel Road. The next houses to be constructed were the Split-Levels along Laconia Drive in 1971. Later infill included the two Ranch dwellings on the north side of Avenel Road (1975) and the 2006 dwelling at 2002 Avenel Road.

Evaluation:

Holly Hill Terrace was evaluated in accordance with Maryland's Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Holly Hill Terrace is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a late example from the Modern Period. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Holly Hill Terrace is not eligible under Criterion A.

Although Alan I. Kay worked as a developer and neighborhood planner throughout Prince George's and Montgomery Counties, he had no significant influence on suburbanization in Maryland. Research has not

shown that the property is associated with the lives of other persons significant in the past. Therefore, Holly Hill Terrace is not eligible under Criterion B.

Holly Hill Terrace was constructed as an addition to an earlier, adjacent subdivision, and the community is not an exemplary or unique example of a planned residential neighborhood of the Modern Period or the Suburban Diversification Period. While the buildings within Holly Hill Terrace retain most of the character-defining features of their property types, they represent common styles and forms. Furthermore, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

This property encompasses 4.6 acres and is bounded by I-495 on the north, on the west by a multi-family residential property called The Chateau, on the east by another single-family residential community called Holly Hill Manor, and on the south by the Avery Park garden apartment complex. It can be found on Prince George's County Tax Map 0024 and also as seen in Prince George's County plat records 32, 81; 60, 87; 65, 83; and 73, 47.

References:

The Evening Star. 1960. "Holly Hill Terrace New Custom Rambler." July 2, 1960, 29.

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

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

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The Washington Post. 1989. "Alan I. Kay Cos." April 17, 1989, 72.

The Washington Post and Times Herald. 1960a. "Takoma Park--\$14,500 Brick Bungalow." October 28, 1960, C15.

---1960b. "Langley Park SemiDet. Rambler." April 22, 1960, C18.

---1960c. "Holly Hill Terrace Brand New Rambler." June 6, 1960, B12.

---1961. "Holly Hill Terrace New Contemporary." September 7, 1961, B12.

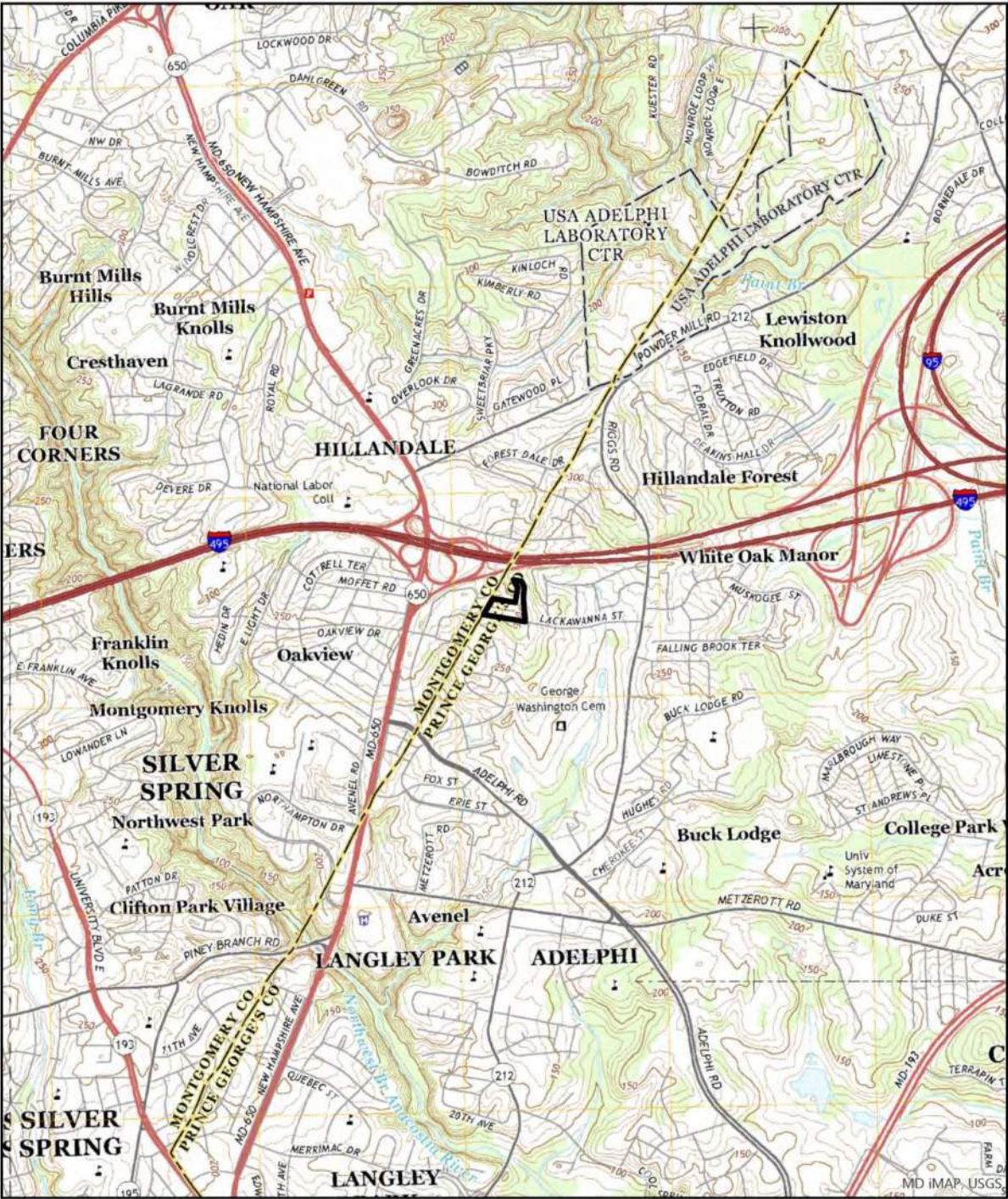
---1976. "Hugh T. Peck Dies, Realty Firm Head." June 20, 1976, B6.

Holly Hill Terrace

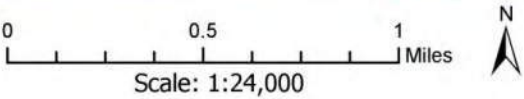
Location: Southeast of I-495 and Route 650 Interchange

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

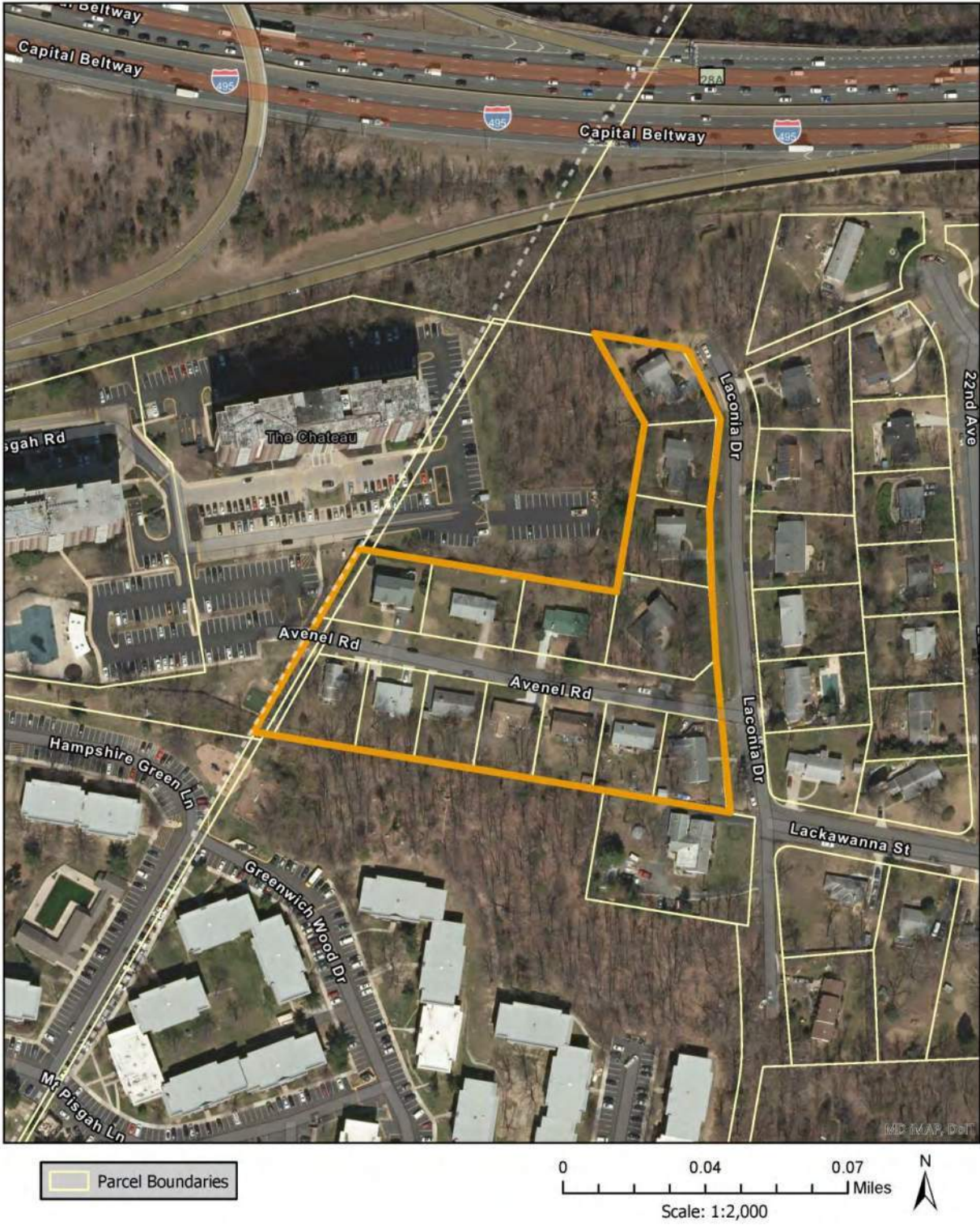


Holly Hill Terrace

Location: Southeast of I-495 and Route 650 Interchange

Prince George's County

City: Hyattsville





9001 Avenel Road, looking south.



9706 and 9708 Laconia Drive, looking northwest.



2007 and 2005 Avenel Road, looking southwest.



2008 Avenel Road, looking north.



2003 Avenel Road, looking southwest.



2002 Avenel Road, looking north.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

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

File Format: **PG:65-52_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9001 Avenel Road, looking south.

02.tif

9706 and 9708 Laconia Drive, looking northwest.

03.tif

2007 and 2005 Avenel Road, looking southwest.

04.tif

2008 Avenel Road, looking north.

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2003 Avenel Road, looking southwest.

06.tif

2002 Avenel Road, looking north.

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

Property Name: Holly View Apartments

Address: 9700-9710 Mount Pisgah Road

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: KP22

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Morgan Fries

Date Prepared: Feb 18, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

Holly View Apartments is a four-story, multi-family Mansard-style residence that occupies a 1.9-acre parcel south of I-495 in Montgomery County. According to historic aerials, this building was constructed circa 1965. The apartment building is oriented on an approximate north-south axis on a sloped lot with some grass and few trees. Most trees are on the perimeter of the parcel along New Hampshire Avenue. A paved parking lot is located just east of the apartment building and is accessed from Mount Pisgah Road. Several poured-concrete sidewalks provide access from the parking lot to the building. Structures designated for trash bins have a concrete foundation and are partially lined with wood fencing.

The apartment building has an irregular plan composed of six square, adjoining sections, with alternating recessed sections. It rests on a continuous foundation and the structural system is clad with stretcher-bond brick veneer. Each section is identical, with a five-bay façade (east elevation) containing a recessed entrance set below a cloth awning. Each entrance has a metal-framed, double-leaf door and, above it, six fixed sash windows rising to the top of the third story. The entrance is accessed by a poured-concrete stoop lined with a metal rail. Windows flanking the entrance and at the edges of the façade form vertical bands; the windows on each story are separated by a concrete spandrel panel. Windows appear to be vinyl replacements, most of

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

Holly View Apartments

which are one-over-one, double-hung-sash units. Each section of the rear (west elevation) is also identical, with five bays. The center four bays are covered by a gable-front four-story porch accessed via metal-framed, sliding glass doors, one for each apartment unit. The mansard roof is clad with asphalt-composition shingles and has a pediment over the three center bays of each section.

In 1999, Greenwich Woods Associates, owners of the larger Greenwich Woods complex to the east, purchased Holly View Apartments. The apartment buildings, with similar design features, are now collectively known as Avery Park. Greenwich Woods Associates maintained ownership of the property until 2000, when they sold both the Holly View and Greenwich Woods apartments (Montgomery County Deed Book [MCDB] 18402, 427). The current property management company, Morgan Properties, also known as Avery Park Owner LLC, purchased Holly View And Greenwich Woods in 2016 (MCDB 52737, 146).

9700-9710 Mount Pisgah Road is an altered example of a mid-twentieth-century, multi-family residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to the broad patterns of history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows and doors, it has lost its integrity of materials. It does not represent the work of a master nor does it possess high artistic value, and is not eligible under Criterion C. The resource was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.9 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map KP22, Parcel 0000 (2019).

References:

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed February 19, 2019. <http://www.mdlandrec.net/>

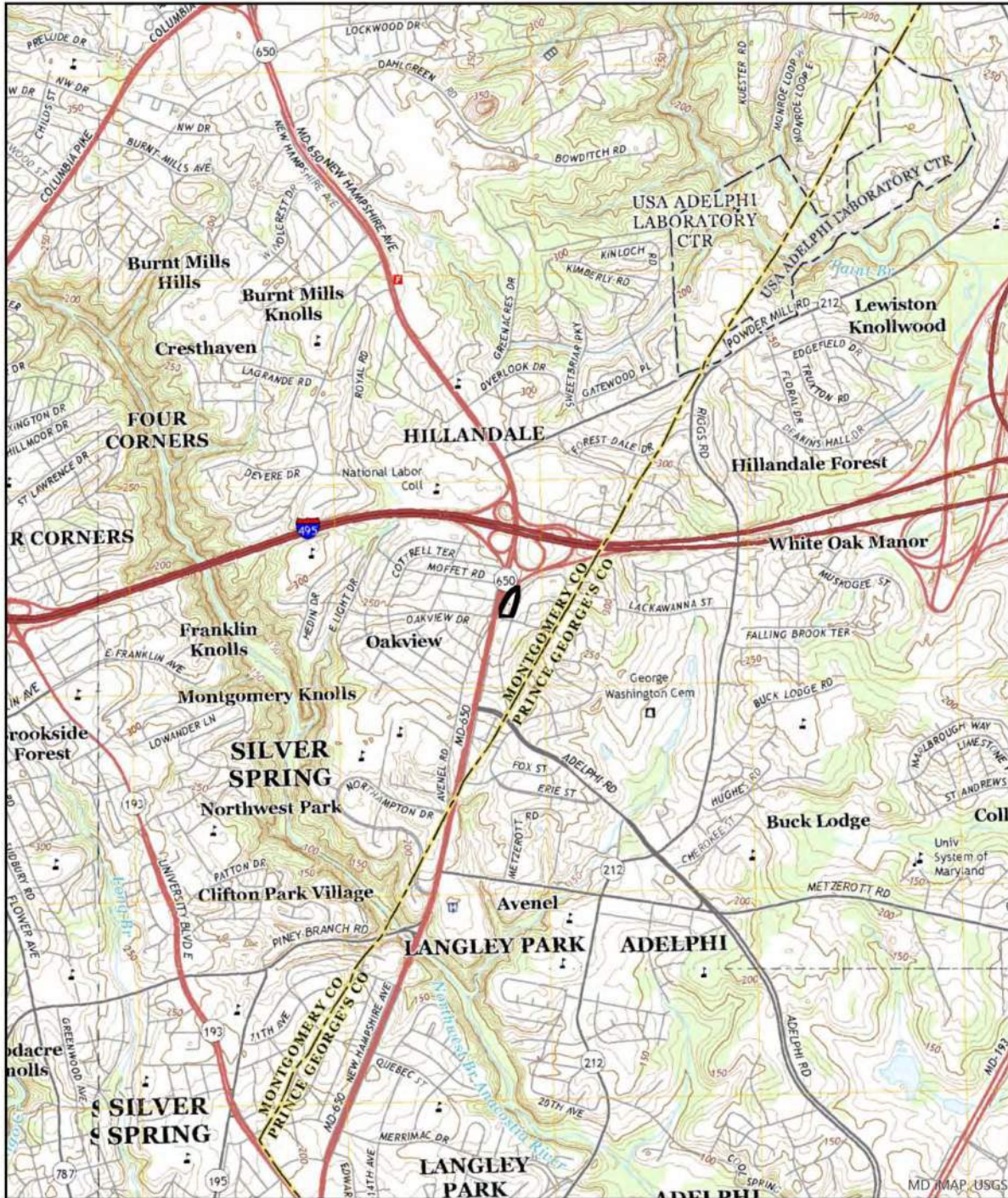
Holly View Apartments

Holly View Apartments

Location: 9700-9710 Mount Pisgah Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles
Scale: 1:24,000

Holly View Apartments



Signage and southwest oblique, looking northeast.



West elevation, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Hollywood

Inventory Number: PG:66-39

Address: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station Historic District: Yes

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0025

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number: PG:66-39

Eligible: No

Listed: No

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Hollywood is a planned residential development located on the south side of I-495 and east of Baltimore Avenue (Route 1) in College Park. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2001. At that time, the boundaries of the approximately 112-acre Hollywood development were defined as Edgewood Road to the north, 52nd Place, 53d Avenue, 52nd Avenue to the west, Kenesaw Street, to the south, and 50th Avenue, 51st Avenue, Rhode Island Avenue, and Narragansett Parkway to the west. Research and fieldwork suggest that the boundaries for this resource should be expanded to include an additional 175 houses and the Hollywood Shopping Center to the west, the Hollywood Park and Al-Huda School on the east, College Park Wesleyan Church along Edgewood Road, and the College Park Church of the Nazarene on Rhode Island Avenue. The 175 single-family dwellings sit on modest lots ranging between 0.10 and 0.20 acre. The expanded resource is bounded on the north by Edgewood Road, on the east by Greenbelt Station Road, on the south by Kenesaw Street, and on the west Baltimore Avenue (Route 1). The expansion to Hollywood is approximately 105 acres, resulting in approximately 217 total acres. The expansion includes seven additional streets (Lackawanna Street, Laguna

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

Road, 48th Place, 47th Place, Muskogee Street, Magnum Road, and 49th Avenue) laid out in a curvilinear pattern. Asphalt parking areas are associated with College Park Wesleyan Church, College Park Church of the Nazarene, Hollywood Elementary School, Al-Huda School, and Hollywood Shopping Center. The two schools also have associated grass lawns and playgrounds. A channelized stream with concrete culverts runs northwest-southeast within the median of Narragansett Parkway, from Muskogee Street to 52nd Avenue. Overall, lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced rear yards. Most streets are lined with a concrete curb and sidewalks. Lighting includes lamps attached to utility posts. Secondary resources include sheds and pools.

Description:

Like the previously surveyed section of Hollywood, the expanded boundaries contain Minimal Traditional, Cape Cod, and Two-Story Massed single-family dwellings in the Colonial Revival style constructed between 1949 and 1958 during the Modern Period (1930-1960). In addition, the expanded area includes Transitional Ranch and Split-Level forms and houses demonstrating the Contemporary style.

Dwellings in the expansion of Hollywood are primarily two to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl siding, aluminum siding, stucco, flat-bottomed asbestos shingles, and wood shingles. Many dwellings have two different materials cladding the exterior. Roofs are side, front, or cross gabled, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior end and interior slope.

Primary entrances are typically located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are metal-framed, one-over-one, double-hung-sash (horizontal muntins); six-over-six, double-hung-sash, wood-framed bay; or metal-framed sliding units. Many houses in the development have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses, some of which are enclosed to create single-car garages.

Non-residential development within the expansion of Hollywood was constructed from the early 1950s to the early 1970s (Nationwide Environmental Title Research [NETR] 1957, 1963, 1964, 1970, 1980). The Hollywood Shopping Center, constructed circa 1967, is an L-shaped commercial center at 9801 Rhode Island Avenue. The shopping center sits on a continuous concrete foundation, which supports a concrete block structure clad in brick veneer. A combined sidewalk canopy and signage fascia along the facade, supported on paired, square steel columns, obscures the building's flat parapet roof. The center has been heavily modified in the late-twentieth and early-twenty-first centuries by the re-surfacing of the signage fascia with synthetic stucco, installation of new windows and doors, and placement of split-face concrete block at the base of the paired steel columns.

Hollywood Elementary School, at 9811 49th Avenue, was constructed circa 1952 in the Contemporary style. The multi-wing complex includes gabled roofed cafeteria and classroom wings at the west facade and a flat-roofed wing to the north with 1970s flat-roofed additions. The primary school building has a metal roof with multiple elevations. The building rests on a continuous concrete foundation, which supports a structure system clad in brick veneer. The school includes a one-story, one-bay, trailer that functions as a classroom or office, playgrounds and fields, and an asphalt parking lot along 49th Avenue.

Al-Huda School at 5301 Edgewood Road, constructed as Holly Park School in circa 1964, is a one-story, flat-roofed, brick school building with a central courtyard. The building sits on a continuous concrete foundation which supports a structural system clad in stretcher-bond brick veneer. The primary entry, located on a glass-walled central section of the northwest elevation, is filled by a double-leaf glass and metal door. Additional fenestration includes double-hung-sash vinyl and aluminum windows, and banks of ribbon windows mark classroom areas. The southwest elevation provides access to an exposed basement level. The school includes asphalt parking on all sides and a playground to the south.

College Park United Wesleyan Church was constructed circa 1956 at 4911 Edgewood Road. It is a one-story, front-gabled church that sits on a continuous concrete foundation. The structural system is clad in stretcher-bond brick veneer, and the roof is sheathed in asphalt shingles. The primary entry, located at a gabled wing at the west elevation's south end, has double-leaf

metal and glass doors. Additional fenestration includes six-over-six, double-hung-sash windows along the building's east and west elevations. There is an asphalt parking lot to the west and a wood sign along the road.

The Church of the Nazarene, constructed circa 1956 at 9704 Rhode Island Avenue, is U-shaped, with a projecting front-gabled sanctuary forming the south wing and a smaller front-gabled section forming the wing to the north. The northern wing, the original sanctuary, has Colonial Revival-style features, and the south wing, a ca. 1970 addition, reflects the Contemporary style.

Hollywood Park, an approximately 15.6-acre recreation area, is located on the eastern boundary of the development. It contains a baseball diamond with lights and bleachers, basketball court, playground, soccer field, tennis court, and asphalt parking areas. Park amenities also include picnic tables and a picnic shelter with barbeque grills. The park is bound on the north by the Al-Huda School, on the east by the Greenbelt Metro Station, on the west by 53rd Avenue, and on the south by Lackawanna Street.

Muskogee Playground, a tree-shaded playground with pedestrian access only, is located at 9725 Narragansett Parkway.

Historic Context:

Hollywood was platted in 1941 by Edward Daniels, developer of Daniels Park immediately south of the subdivision, and dwellings were constructed from 1941 through the early 1950s. Both Hollywood and the Hollywood expansion were constructed on land originally platted as "Hollywood-on-the-Hill," platted in 1913 (Prince George's County Deed Book [PGCDB] 1358; 127). The Hollywood expansion was platted in phases between 1941 and 1953 by William S. Middleworth (1941); Burch Properties, under president T. Raymond Burch (1949, 1953); and Albert W. Turner (1949, 1950). In 1941, William S. Middleworth re-subdivided a portion of Hollywood-on-the-Hill (Block II and parts of blocks 1, 2, 3, 7, 8, 9, 10, and 12) (Prince George's County Plat [PGCP] A-1688). However, construction did not begin until after the end of World War II. Burch Properties, Inc., sold 25.2 acres to Albert W. Turner in 1949, which he subdivided into 54 residential lots. Additional portions of Hollywood on the east and west sides of Rhode Island Avenue were acquired by T. Raymond Burch through several transactions. These transactions resulted in two additional plats; 31.4 acres containing 206 lots were added to the subdivision in 1950 and 12.15 acres containing 82 lots were added in 1953 (PGCP 17, 58; A-9250). Construction of dwellings on these lots began immediately after being platted.

The houses in the Hollywood expansion, constructed by a variety of builders including the Tovell Construction Company, were laid out in a similar fashion to the original Hollywood houses. Tovell Houses are Minimal Traditional, pre-fabricated dwellings made at the Tovell Construction Company Plant in Greenville, Georgia (The Washington Post 1947a, R7; The Washington Post. 1947b, R3). These one-story, side-gable Cape Cod houses sold for \$10,200 (The Washington Post 1947a, R7). It is unclear which houses extant today are Tovell Houses, though newspaper advertisements reference dwellings on 49th Avenue, in the southern portion of Hollywood. Other advertisements boasted Two-Story Massed houses with full basements, from \$13,500, that were conveniently located near downtown transportation (The Washington Post 1948, R3). New two- and three-bedroom ramblers sold for \$11,500 in 1952, by which time almost 600 houses in Hollywood had been sold and occupied (The Evening Star 1952, 18).

To keep pace with the needs of a growing student population in Prince George's County, Burch Properties offered 12 acres for an elementary school to the Prince George's County School Board in September of 1950 (The Washington Post 1950, 20). The Prince George's County Board of Education opened two schools within Hollywood, Hollywood Elementary School circa 1952 and Holly Park School (presently known as Al-Huda School) circa 1964.

Research does not suggest that William S. Middleworth was involved with real estate development beyond the initial re-subdivision of Hollywood-on-the-Hill in 1941. T. Raymond Burch and Albert Turner simultaneously were responsible for a majority of development in Hollywood in the late 1940s and early 1950s. Burch was a realtor and member of the Maryland House of Delegates, who was heavily involved with the incorporation of College Park and its development (The Washington Star 1978, B-5). Turner was involved in the development of Prince George's and Montgomery County from the 1940s to the 1970s, as he served as the president of two building groups, Maryland Community Developers, Inc., and Suburban Homes, Inc. (The Washington Post, Times Herald 1970, E8). Turner was well-known as a real estate developer and builder with principal work New Carrollton, in New Carrollton, Prince George's County (PG:69-000), and additional residential development including Cherrywood of Olney, Calverton, and Carrollton Terrace (The Washington Post, Times Herald 1967, E10).

Evaluation:

The expanded version of Hollywood was evaluated as a planned residential development in the Modern (1930-1960), in accordance with the Suburbanization Historic Context and NRHP Criteria A, B, and C. In 2000, MHT staff determined the original portion of Hollywood was not eligible for listing in the NRHP. The expansion of the Hollywood boundary does not change the prior eligibility determination.

Hollywood reflects common trends in planned residential developments in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. However, it is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Hollywood is not eligible under Criterion A.

Although Albert W. Turner, president Maryland Community Developers, Inc., and Suburban Homes, Inc., was an active developer in the Washington, D.C., metropolitan area during the mid-twentieth century, Hollywood is not a good representation of his work. Likewise, Edward Daniels, original developer of Hollywood, was an active developer in the Washington, D.C., metropolitan area in the early- to mid-twentieth century, but is better known for his Daniels Park community south of Hollywood. Furthermore, William S. Middleworth and T. Raymond Burch are not known to be particularly innovative or prolific in their work or in suburban development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hollywood was not the first planned residential development in this area of Prince George's County or College Park. The buildings within the community retain most of the character-defining features of their resource types; however, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. The development's Transitional Ranch, Split-Level, Two-Story Massed, Minimal Traditional, or Cape Cod forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Hollywood is a modest and basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Hollywood was not evaluated under Criterion D.

Hollywood is south of I-495 and east of Baltimore Avenue and encompasses is approximately 217 acres. It is bounded on the north by Edgewood Road, on the east by Greenbelt Station Road, on the south by Kenesaw Street, and on the west Baltimore Avenue (Route 1). Hollywood is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0025 and the expansion of the resource is also as seen in Prince George's County plat records A-0650, A-2232, A-1469, A-1688, and A-1689.

References:

The Evening Star. 1952. "Compare the Value." June 21, 1952, 18.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.
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National Environmental Title Research. Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland.
<https://www.historicaerials.com/viewer>.

The Washington Post. 1947a. "Tovell Home Makes Debut." October 7, 1947, R7.

---1947b. "College Park Pre-cut Homes Expected to Sell for \$10,000." August 24, 1947, R3.

---1948. "Your New Home in Hollywood-on-the-Hill." September 19, 1948, R3.

---1950. "Prince Georges Board Offered School Site." September 14, 1950, 20.

The Washington Post, Times Herald. 1967. "Turner Recording 3 New Projects." January 21, 1967, E10.

---1970. "Turner Firms Total 519 House Sales." October 10, 1970, E8.

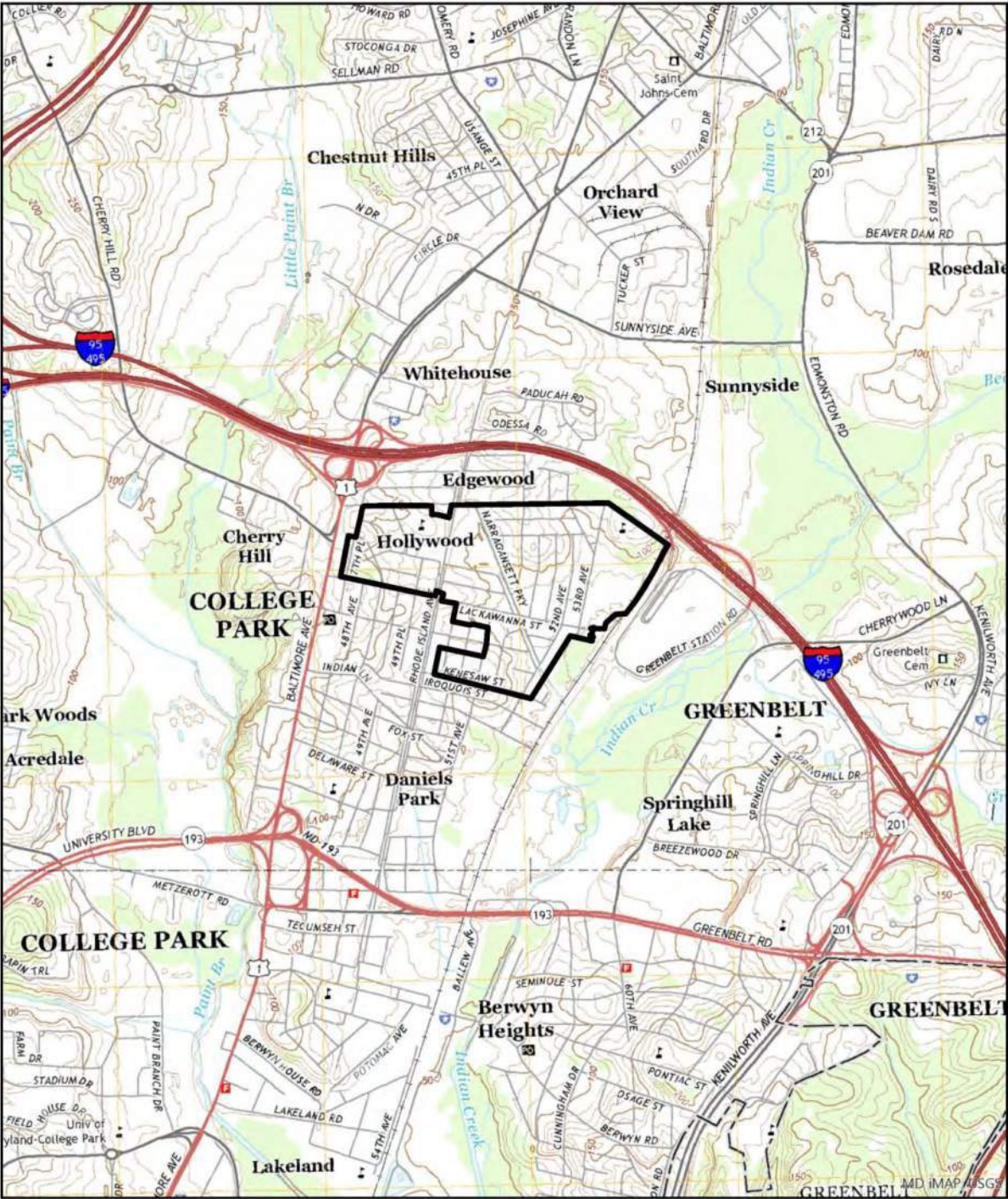
The Washington Star. 1978. "Raymond Burch Dies; Former MD. Legislator." July 12, 1978, B-5.

Hollywood

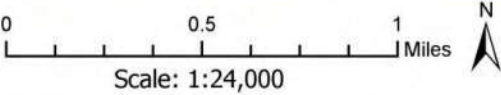
Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station

City: College Park



USGS 7.5' Quadrangle - Beltsville

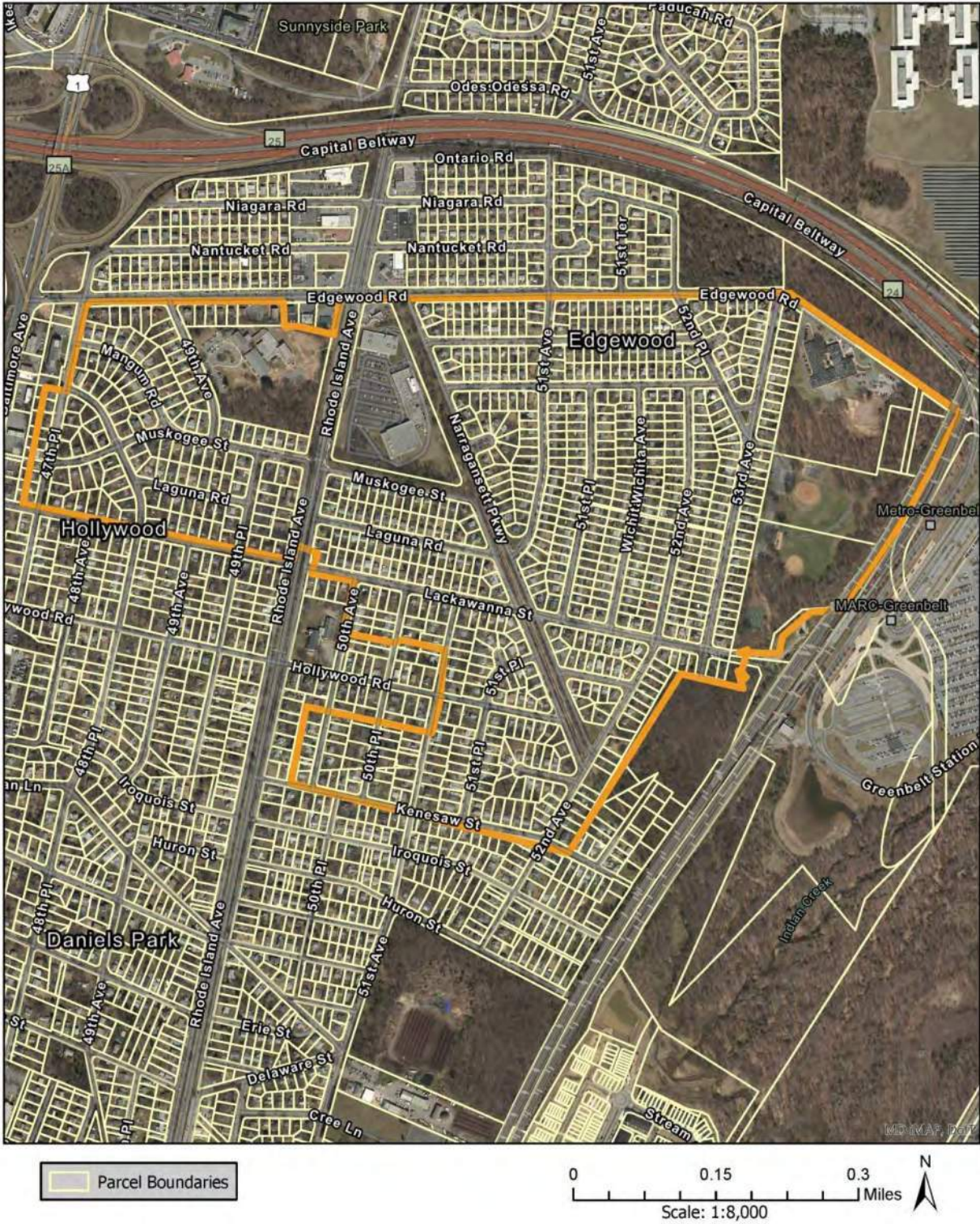


Hollywood

Location: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station

Prince George's County

City: College Park





9714 48th Place, looking southwest.



4718 Muskogee Street, facing northeast.



4713 Muskogee Street, looking south.



4713 Edgewood Drive, looking south.



4710 Muskogee Street, looking northeast.



Streetscape of 47th Place, looking north.



9800 and 9802 47th Place, looking west.



Church of the Nazarene at 9704 Rhode Island Avenue, facing west.



Hollywood Elementary School, facing northeast.



Al-Huda School, facing south.



9718 48th Place, facing southwest.



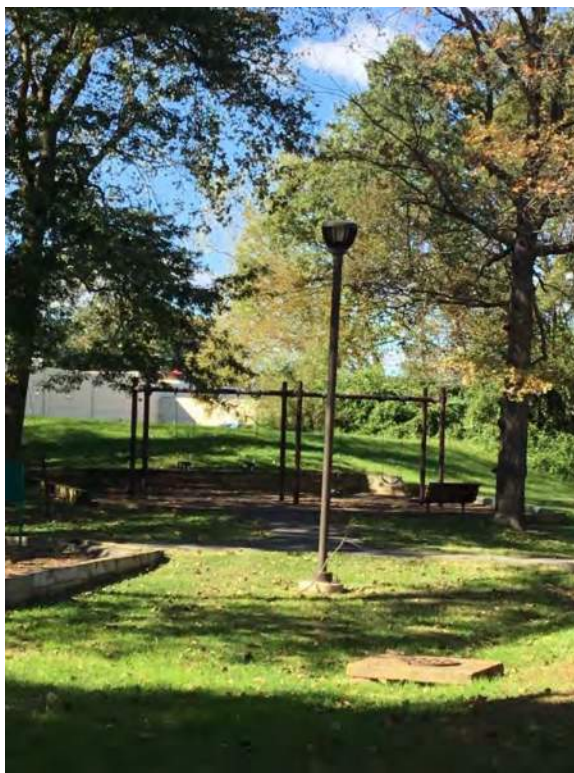
Hollywood Shopping Center, facing east.



Mom's Organic Market, anchor store of Hollywood Shopping Center, facing south.



Stream, ditch, and culvert by Muskogee Playground.



Hollywood Park, facing north.

PHOTO LOG

Number of Photos: **15**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-23**

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

File Format: **PG:66-39_2018-10-23_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9714 48th Place, looking southwest.

02.tif

4718 Muskogee Street, facing northeast.

03.tif

4713 Muskogee Street, looking south.

04.tif

4713 Edgewood Drive, looking south.

05.tif

4710 Muskogee Street, looking northeast.

06.tif

Streetscape of 47th Place, looking north.

07.tif

9800 and 9802 47th Place, looking west.

08.tif

Church of the Nazarene at 9704 Rhode Island Avenue, facing west.

09.tif

Hollywood Elementary School, facing northeast.

10.tif

Al-Huda School, facing south.

11.tif

9718 48th Place, facing southwest.

12.tif

Hollywood Shopping Center, facing east.

13.tif

Mom's Organic Market, anchor store of Hollywood Shopping Center, facing south.

14.tif

Stream, ditch, and culvert by Muskogee Playground.

15.tif

Hollywood Park, facing north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Hollywood Addition

Inventory Number: PG:66-38

Address: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

Historic District: Yes

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0025

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number: PG:66-38

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Hollywood Addition is a planned residential development south of I-495 and east of Baltimore Avenue (Route 1) in College Park. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2001. At that time, the boundaries of the approximately 18-acre Hollywood Addition development, containing 75 single-family dwellings, included Rhode Island Avenue on the west, Edgewood Road on the south, I-495 on the north, and 51st Avenue on the east. Research and fieldwork suggest that the boundaries for this resource should be expanded to the west to include an additional 77 houses and several commercial buildings along the west side of Rhode Island Avenue. All 152 residential lots range from 0.10 to 0.30 acre and commercial lots are between 0.40 and 1.44 acres. The expanded resource is bounded on the north by I-495, on the east by Rhode Island Avenue,

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

on the south by Edgewood Road, and on the west by Baltimore Avenue. The expansion to Hollywood Addition is approximately 20 acres, resulting in approximately 38 total acres. The expansion includes three linear streets: Edgewood Road, Nantucket Road, and Niagara Road. Streets are lined with a concrete curb, and Edgewood Road has a sidewalk. Asphalt parking lots are associated with the commercial properties along Rhode Island Avenue. Lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in front and rear yards. Lighting includes lamps attached to utility posts. Secondary resources include sheds and pools.

Description:

Whereas the previously surveyed section of the development included Minimal Traditional houses constructed in 1948, most houses in the expanded Hollywood Addition are Contemporary or Colonial Revival-style Transitional Ranch and Split-Level forms constructed between 1951 and 1957 (National Environmental Title Research [NETR] 1957).

Dwellings are primarily two to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of these materials. Roofs include side, front, and cross gable examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single exterior-end brick chimney.

Primary entrances are typically located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are metal-framed, two-over-two, double-hung-sash units with horizontal muntins. Many houses have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses.

Three commercial lots are located along the west side of Rhode Island Avenue, containing three commercial buildings, three office buildings, and associated asphalt parking lots. The commercial building at 9922 Rhode Island Avenue is the previously surveyed (short form) CIESBD Thrift Store and Office Building constructed circa 1965. The CIESBD Thrift Store and Office Building is a one-story, three-bay building, which rests on a continuous foundation that supports a structure system clad in brick veneer. A small commercial building at 9900 Rhode Island Avenue was built circa 1953. This one-story, four-bay, flat-roof building currently contains a dry-cleaning business, but has three garage-bays to the north of the primary entrance, suggesting it was once an automotive service building or gas station. It has an associated asphalt parking area on the southeast of the building. The commercial building at 4936 Edgewood Road is a one-story, multi-bay strip center with seven businesses. An associated asphalt parking area is located on the east side of the building.

The three office buildings include: the Sterling Building at 4920 Niagara Road, a four-story, brick-clad, flat-roof office building constructed circa 1981; the College Park Youth and Family Services Building at 4912 Nantucket Road, a Postmodernist-influenced, one-and-one-half story, gable and hipped roof social services building built circa 1991; and 4907 Niagara Road, a two-story, Colonial Revival-style office building clad in brick veneer and built circa 1991.

Historic Context:

The original portion of Hollywood Addition, built from the late 1940s to the 1950s, featured Minimal Traditional dwellings (Kermes 2001). In February 1950, Albert W. Turner (incorrectly referenced as Albert H. Turner on the plat) and Hiram L. Hannum, purchased approximately 19.5 acres from Clea L. Heal (Prince George's County Deed Book [PGCDB] 1358, 127). The land was originally part of a larger tract known as "Hollywood-on-the-Hill" (PGCDB 1358, 127). In February 1951, Turner and Hannum platted Hollywood Addition with 84 lots along two new roads: Nantucket Road and Niagara Road. The houses in the Hollywood Addition expansion, constructed by the Garland Engineering Corporation and then sold to individual home buyers, were laid out in a similar fashion to the original Hollywood Addition houses (The Washington Post 1952, R14). Construction of dwellings in this platted section began shortly after platting and was mostly completed by 1957 (NETR 1957).

The houses were advertised as ramblers and were priced starting at \$12,495 (The Washington Post 1952, R14). Newspaper advertisements touted three- bedroom, economical "Honeymoon Cottages" with modern facilities, colored bathroom fixtures, metal kitchen cabinets, and low velocity heating in a convenient location near transportation (The Evening Star 1952, B-15; The Washington Post 1952, R14).

Albert Turner was active in the development of Prince George's and Montgomery counties from the 1940s to the 1970s, as he served as the president of two building groups, Maryland Community Developers, Inc., and Suburban Homes Inc. (The Washington Post, Times Herald 1970, E8; Willman 1961, B1). Turner was well-known as a real estate developer and builder with principal work in New Carrollton (PG:69-000), and residential subdivisions including Cherrywood of Olney in Montgomery County, Calverton, and Carrollton Terrace in Prince George's County (The Washington Post, Times Herald 1967, E10).

To serve the growing population in the Hollywood section of north College Park, including the Hollywood Addition, the developers of Hollywood Addition d platted three lots on each side of Rhode Island Avenue and set them aside for commercial development. Commercial and service buildings were constructed by different entities, unrelated to the developers of Hollywood, between 1953 and 1991.

Evaluation:

The expanded version of Hollywood Addition was evaluated as a planned residential development in the Modern Period (1930-1960) and in accordance with the Suburbanization Historic Context, and NRHP Criteria A, B, and C. In 2001, MHT staff determined the original portion of Hollywood Addition was not eligible for listing in the NRHP. The expansion of the Hollywood Addition boundary does not change the prior eligibility determination.

Hollywood Addition is a basic example of the type of planned residential developments commonly built in Prince George's County and the region in the Modern Period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, the community is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Albert Turner and Hiram L. Hannum were responsible for many residential developments in the region, and especially in Prince George's County; they did not initiate the trend, nor does Hollywood Addition include any innovative features. Research does not indicate that the development is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hollywood Addition is one of many developments constructed by Albert Turner. The development's Transitional Ranch and Split-Level forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Hollywood Addition is a modest example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Hollywood Addition was not evaluated under Criterion D.

Hollywood Addition, including the existing MIHP-listed resource and the expansion described above, encompasses is approximately 38 acres south of I-495, east of Baltimore Avenue, and west of the Greenbelt Metro Station. Hollywood Addition is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0025 and the expansion of the resource is also as seen in Prince George's County plat record A-1836.

References:

The Evening Star. 1952. "Honeymoon Cottages." July 12, 1952, B-15.

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

Kermes, Becky. 2001. Maryland Historical Trust Determination of Eligibility Form: Addition to Hollywood (PG:66-38). Copy on file with Maryland Historical Trust, Crownsville, Maryland.

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

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 20, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

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<https://www.historicaerials.com/viewer>.

The Washington Post. 1952. "Honeymoon Cottages." September 14, 1952, R14.

The Washington Post, Times Herald. 1967. "Turner Recording 3 New Projects." January 21, 1967, E10
---1970. "Turner Firms Total 519 House Sales." October 10, 1970, E8.

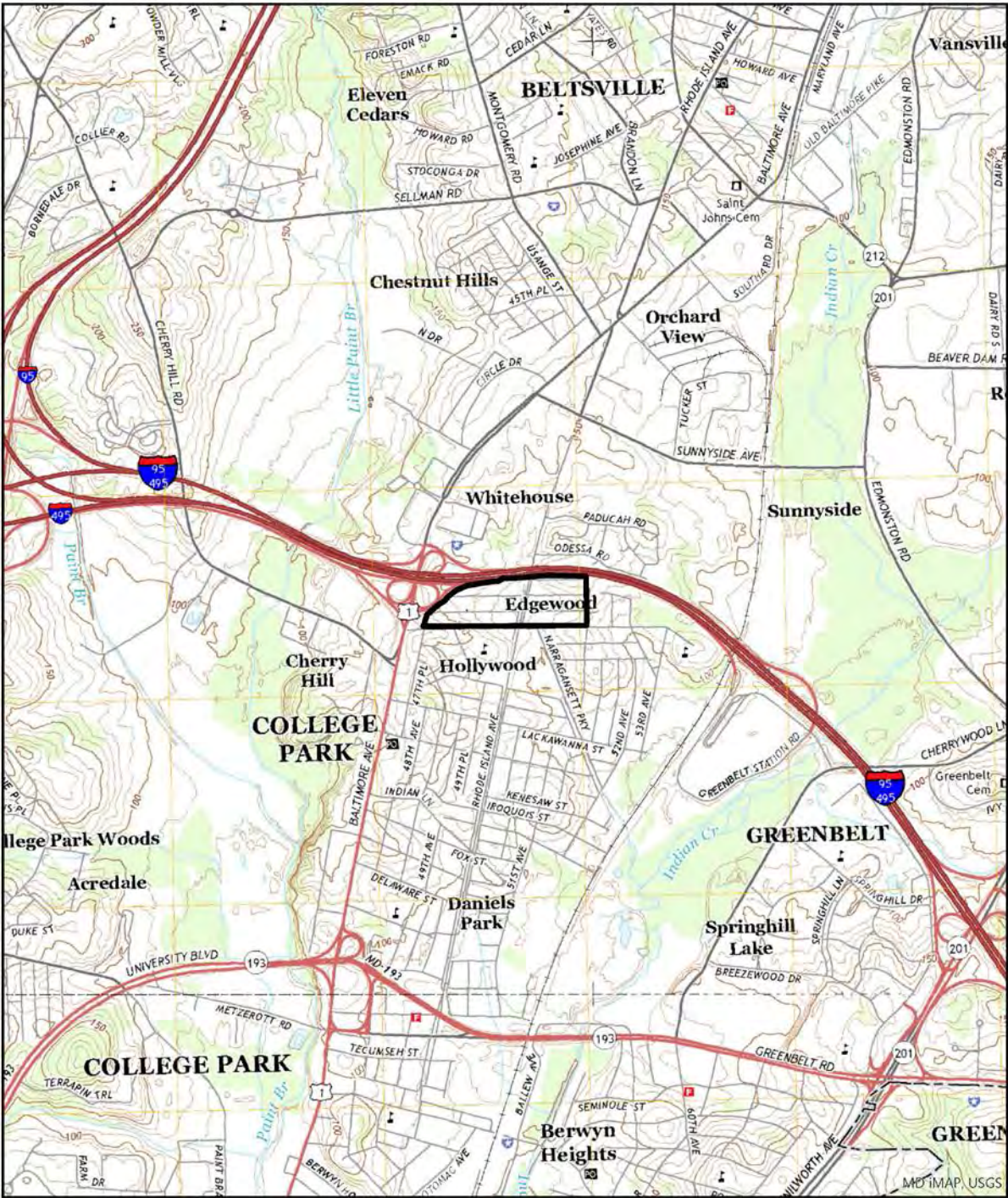
Willman, John B. 1961. "A Builder Who Started on Top." The Washington Post, Times Herald. October 28, 1961, B1.

Hollywood Addition

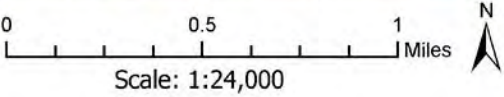
Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

City: College Park



USGS 7.5' Quadrangle - Beltsville



Hollywood Addition

Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

City: College Park





North elevation of 4716 Nantucket Road.



North elevation of 4806 Nantucket Road.



Streetscape facing east on Nantucket Road.



North elevation of 4714 Nantucket Road.



South elevation of 4905 Niagara Road.



Streetscape facing southwest on Niagara Road.

PHOTOGRAPHS



Northeast oblique of 4719 Niagara Road.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-23**

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

File Format: **PG:66-38_2018-10-23_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

North elevation of 4716 Nantucket Road.

02.tif

North elevation of 4806 Nantucket Road.

03.tif

Streetscape facing east on Nantucket Road.

04.tif

North elevation of 4714 Nantucket Road.

05.tif

South elevation of 4905 Niagara Road.

06.tif

Streetscape facing southwest on Niagara Road.

07.tif

Northeast oblique of 4719 Niagara Road.

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

Property Name: Hollywood Square

Address: 9931 Rhode Island Avenue

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: 0025

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

Hollywood Square is located at the west end of the boundary for Hollywood Addition (PG:66-38), a 1948 single-family residential district found to be not eligible for the National Register of Historic Places (NRHP) in 2001. However, this strip center, first constructed in 1957 with subsequent additions, was not included as part of this previous evaluation.

The two southern-most bays of this one-story strip center was constructed in 1957, according to state tax data, with the northern-most bay constructed by 1963. The third bay from the south was built in the 1970s, and the remaining three bays at the center constructed some time between 1989 and 2002. The building has no architectural style. Commercial developments exist to the north, south, and west of the 0.92-acre parcel; east of the property is the Hollywood Addition neighborhood. This strip center is located on the east side of Rhode Island Road, a service road for Rhode Island Avenue, and between Niagara and Nantucket Roads. There is a driveway off each of these two side roads. The building is located at the east end of the parcel, which otherwise has asphalt surface parking lots with islands of lawns and mature trees to the west and east. The islands of the larger lot to the west also has light standards. A metal-framed backlit plastic sign, supported by a metal round post, is located at the southwest corner of the parcel.

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

Hollywood Square

Hollywood Square has a rectangular plan and is constructed of concrete blocks, with brick cladding at the west façade, and north and south elevations. The seven-bay façade has seven storefronts, covered by a canopy clad with a standing seam metal roof. Backlit plastic signs are mounted on the roof. A concrete pedestrian walkway extends the entire width of the façade. The entrances consist of single or paired metal and glass doors with a metal-framed transom above. Surrounding the entrances are vertically oriented, single-light display windows with metal sashes.

There are seven secondary entrances on the east elevation. Except for the store at the north end, each single metal door is covered by a shallow metal roof and faces onto a concrete pad. The north end store secondary entrance faces onto a concrete pedestrian walkway and is flanked by a double-hung sash window and a boarded-up window. The north and south elevations have no fenestration. The roof is flat with parapets and houses mechanical systems.

Hollywood Square is an example of a mid-twentieth-century strip center found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible under for the NRHP under Criteria A or B. The resource has been heavily altered with multiple additions, including one that is three bays wide at the center of the building, built some time between 1989 and 2002. The building does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.92 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0025, Parcel 0000 (2019).

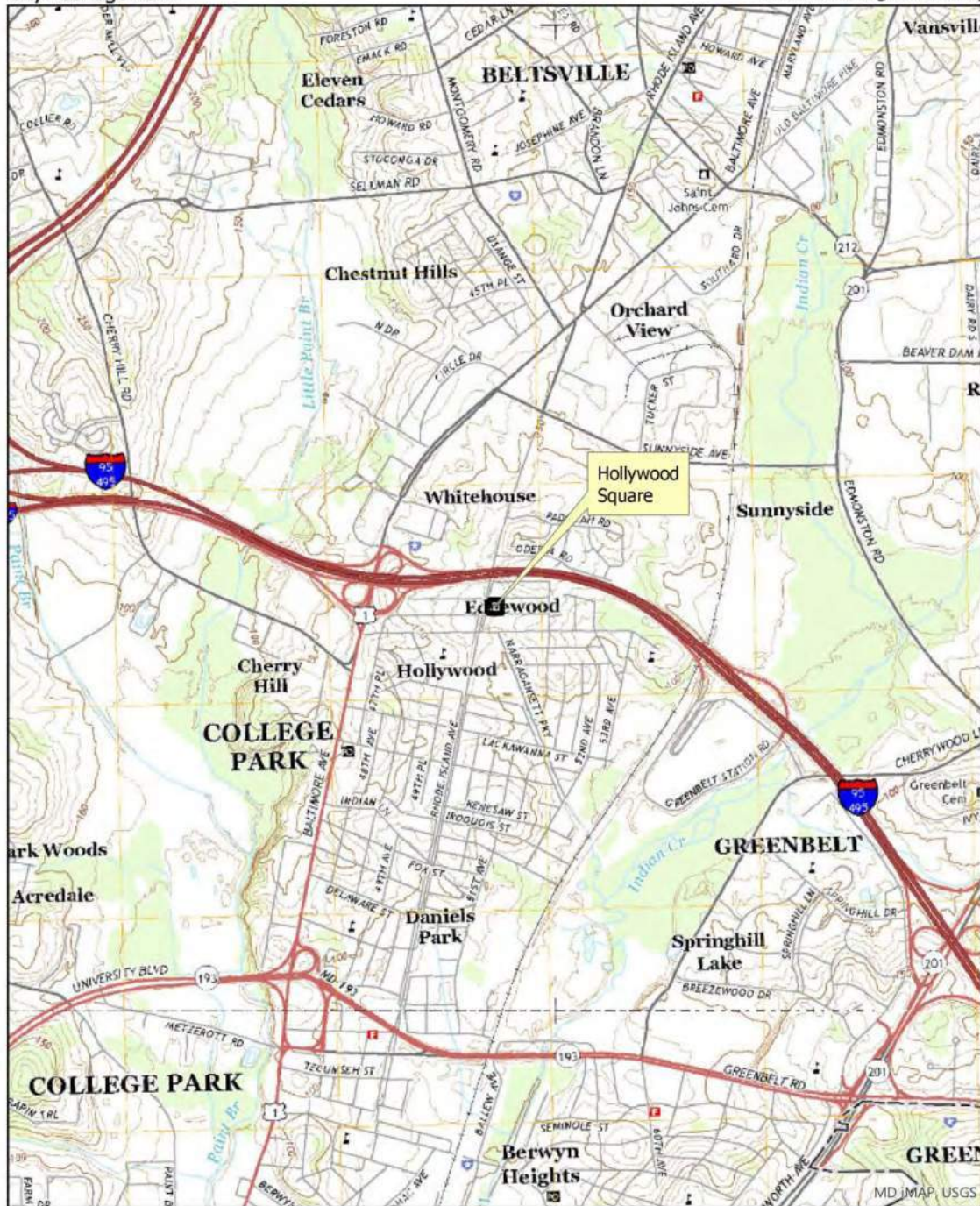
Hollywood Square

Hollywood Square

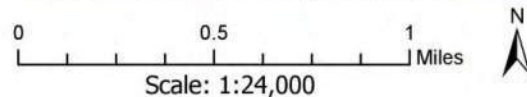
Location: 9931 Rhode Island Avenue

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville



NR-ELIGIBILITY REVIEW FORM

Hollywood Square



West facade

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

Property Name: Holy Cross Hospital

Address: 1500 Forest Glen Road

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): 0000

Tax Map Number: JP22

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

Holy Cross Hospital is a suburban hospital complex that includes an original New Formalism-influenced building constructed in 1963. The original building is at the southwest end of the complex; except for its west and a small portion of the south elevation, it is surrounded by several multi-story glass, metal, and concrete additions. The addition to the east of the original building is circa 1970s, the other additions were constructed post 2002. The parcel is bound to the north by Forest Glen Road, to the south by the Capital Beltway (I-495), to the west by Dameron Drive, and to the east by Sligo Creek Parkway (M: 32-15).

Facing Forest Glen Road, the hospital building is at the south side of the 14.21-acre tax parcel. The property is accessed by two driveways on Forest Glen Road and one driveway on Dameron Drive; both driveways have islands. The Forest Glen Road entrances are marked with signage directing visitors to parking areas, the hospital entrance, and the emergency room. A sign in the island of the driveway to the west reads "HOLY CROSS HOSPITAL" and lists the property's address. The Dameron Drive entrance is marked with a small sign

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

Holy Cross Hospital

reading "Welcome to the Kevin J. Sexton Campus of Holy Cross Health" and a statue of Saint Joseph. Asphalt surface parking lots with landscaped islands, including a statue of the Virgin Mary, are located at the northwest and southeast corners of the property. Two four-level concrete parking garages, constructed sometime between 1988 and 2002, are located at the southwest and northeast corners of the property. Trees surround the property, with small lawns and planting beds, including a landscaped plaza, surrounding the hospital complex. There is a concrete block and chain link fence liquid oxygen enclosure at the south end of the property.

The hospital's main entrance is located on an addition to the northeast of the 1963 hospital building's north façade and faces the northwest surface parking lot. The entrance is shaded by a metal and glass canopy, consisting of a tinted-glass and metal central automated sliding door. A transom window above the door has reads "HOLY CROSS HOSPITAL" along with the hospital's address and logo in white lettering. The doors are flanked by a tinted glass panel wall in metal frames that, on the west end, terminates in a single metal and glass door. An identical emergency entrance is located on the addition to the east of the 1963 building. Secondary entrances are located throughout the complex, including access to the west side of the 1963 building and the various additions. A loading dock area is located on the west elevation of the south tower addition.

The 1963 hospital building consists of a one-story concrete-panel clad base with a seven-story concrete-panel clad tower rising above it. The façade and south elevation have sixteen bays of windows covering the full elevation. The west elevation has four bays of windows located at the center of the wall, flanked by blind walls made of concrete panels. The east elevation is nearly identical, except for the two outer window bays covered by sky bridges. The building's windows are four or six-light fixed glass panes in metal frames. Each window is shaded by a metal awning projecting above the window. Metal frames project from the building elevations, surrounding each vertical bay of windows. To the south, directly adjacent to the tower is an original two-story concrete-clad wing with blue-tinted glass ribbon windows with metal frames. An addition extends the wing further south and adds a third story above the base.

To the east is the circa 1970s addition, which consists of a one-story concrete panel-clad base with a five-story concrete panel-clad tower. The north façade and south elevation each have seventeen bays of windows, covering the full elevation. The windows are six-light fixed panes in metal frames, with metal awnings projecting above the window on the third and fourth stories. Metal frames project from these stories and surround each vertical bay of windows. A concrete-panel clad windowless tower, likely containing staircases and elevators, connects the 1963 building and sky bridge to the circa 1970s addition. A large metal cross is affixed to the east elevation of this tower. The 1963 hospital building has a flat roof with a set-back attic story clad in concrete panels. All additions also have flat roofs.

Holy Cross Hospital is an altered example of a mid-twentieth-century suburban hospital. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by the construction of multiple additions on all sides of the original building. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

NR-ELIGIBILITY REVIEW FORM

Holy Cross Hospital

The boundary for the property encompasses 14.21 acres and is confined to the current property tax parcel found on Montgomery County Tax Map JP22, parcel 0000 (2019).

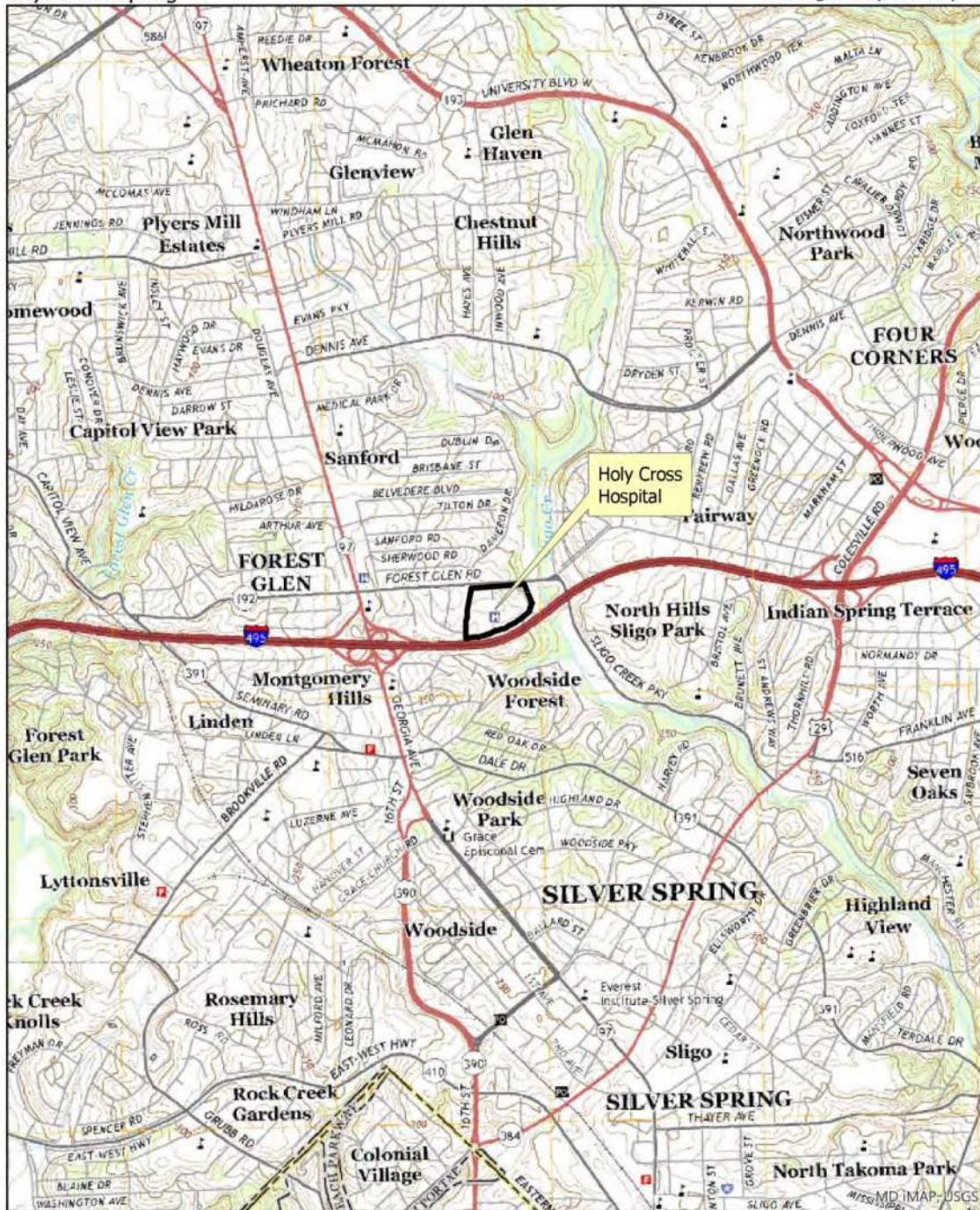
Holy Cross Hospital

Holy Cross Hospital

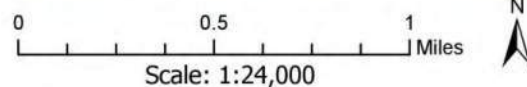
Location: 1500 Forest Glen Road

City: Silver Spring

Montgomery County



USGS 7.5' Quadrangle - Kensington



Holy Cross Hospital



1963 building, facade and east elevation



Main entrance on addition projecting from facade, 1963 building visible at background right

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

Property Name: Holy Cross Lutheran Church

Address: 6905 Greenbelt Road

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 0036, 0004, 0000

Tax Map Number: 0034

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Apr 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Holy Cross Lutheran Church at 6905 Greenbelt Road in Greenbelt is a one-story, gabled building with elements of the Contemporary style. The building occupies an 11.329-acre parcel south of Greenbelt Road and north of the I-495 and Baltimore Washington Parkway interchange in Prince George's County. According to the cornerstone on the building, the church was constructed in 1969. The church is oriented on an approximately east-west axis and the façade faces west. It is set back from the road on a primarily wooded lot, with a paved parking lot to the west. The parking lot is accessed by a driveway that leads south from Greenbelt Road. Landscape elements include a small pond lined with concrete block to the west of the church and a wood sign with brick posts located along the road.

The original core of the building has a linear form with a one-story gabled addition on the south elevation. The original core has a continuous foundation and structural system, both clad in a stretcher-bond brick veneer. The resource is covered by a steeply-pitched, front-gabled roof with wide-overhanging eaves and flanking roof extensions sheathed in asphalt shingles that tapers to the rear (east elevation). The façade (west elevation) includes two recessed entrances, one near the north corner and one near the south corner, both filled with double-leaf, wood doors and decorative panels surrounded by single-light side lights and topped by a transom.

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

Holy Cross Lutheran Church

A rounded ribbon of fixed wood-sash windows extends between the two entrances. Additional fenestration includes a ribbon of fixed metal-sash windows beneath the eave on the non-gabled sides. Secondary entrances with single- and double-leaf flush metal doors are located at multiple locations around the buildings perimeter. An exterior-end brick chimney is located on the rear while a conical steeple is located along the roof ridge. The one-story, multi-bay, flat-roofed addition with a gabled extension stretches from the south elevation. It was constructed in 1992 and built with the same materials as the main block to blend in with the original core.

The Holy Cross Lutheran Church is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with the construction of a large addition, it has lost its integrity of materials, workmanship, feeling, and association. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 11.329 acres and is confined to the current property tax parcels which is found on Prince George's County Tax Map 0034, Parcels 0036, 0004, and 0000 (2019).

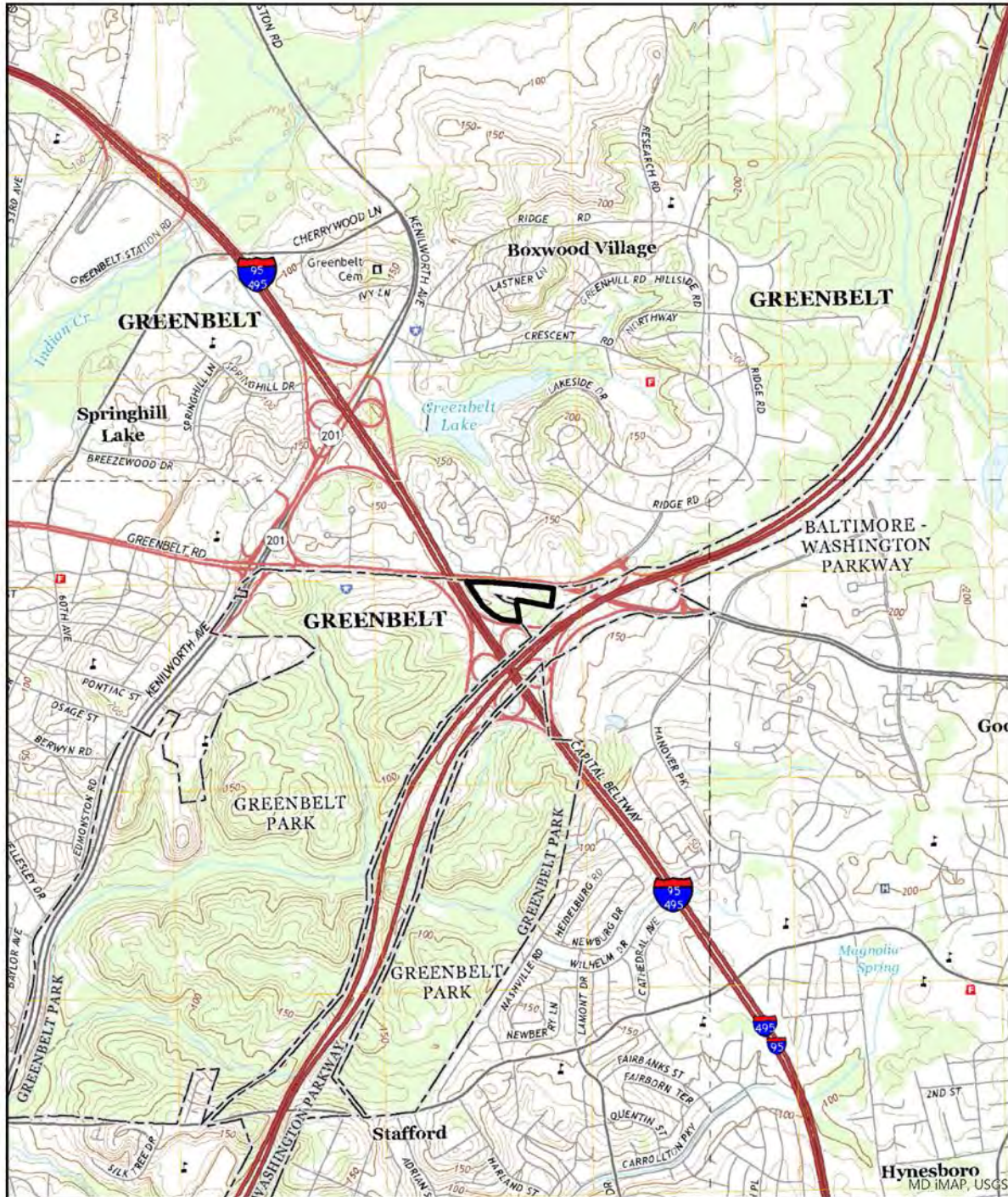
Holy Cross Lutheran Church

Holy Cross Lutheran Church

Location: 6905 Greenbelt Road

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East

0 0.5 1 Miles
Scale: 1:24,000

Holy Cross Lutheran Church



West elevation.



East elevation.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Hunting Ridge

Inventory Number: PG:67-73

Address: East of I-495 and west of Hanover Parkway

Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: May 3, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Hunting Ridge is a garden apartment complex in Greenbelt. The development is set on an irregularly shaped, 16.453-acre lot bounded by I-495 to the west, the Hanover Apartments to the north, Hanover Parkway and the Schrom Hills Recreation Center to the east, and the Greenbelt Lake Village to the south. Primary access is obtained from Hanover Parkway. Landscaping consists of grassy lawns, mature trees, shrubs, and other ornamental foliage in a park-like setting. Poured-concrete sidewalks and unnamed access roads with parking alongside connect buildings and amenities. The complex features 11 condominium buildings as well as a club house with a pool, play area, and tennis court.

Description:

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

The condominium buildings are three stories tall, feature multiple bays, and are organized into linear clusters that contain a varying number of units. Each condominium is between one and three bedrooms, and units range from about 750 to 1,200 square feet (Prince George's County Plat Book [PGCPB] NPL 112, 1). The foundations and structural systems of the buildings are clad in running-bond brick veneer. The buildings are covered by flat roofs or moderately pitched, side-gabled roofs sheathed in shingles, both with metal exhaust vents. Each building has multiple entrances, which are covered by rounded, vinyl awnings over poured-concrete steps that lead to single-leaf, metal-framed, fully glazed doors surrounded by fixed, metal-framed windows. The doors open to interior shared stairwells that lead to the individual units. Window units are predominantly two-light, metal-framed sliding windows that feature metal spandrels between the floors. Many of the units feature hexagonal balconies with metal railing. Brick veneer walls between the balconies provide privacy.

A clubhouse with a pool is located near the complex's western boundary. It is composed of four hexagonal buildings connected through a series of flat-roofed hyphens. The clubhouse is clad in the same running-bond brick veneer as the condominium buildings and has an asphalt-sheathed roof. The primary entry is off-centered and filled with a double-leaf, metal-framed, fully glazed door covered by a rounded, vinyl awning. A tennis court, a wood playset, and a picnic area are located in the center of the complex.

Historic Context:

The Hunting Ridge property was originally part of a larger subdivision known as "Goddard Space Village" (PGCPB WWW 78, 77). Hunting Ridge Partnership, a development company formed by Anthony C. Koonen, who purchased the property from another developer around 1973, was responsible for the design as well as the construction of the project. Koonen was a local developer who owned the firm Anthony C. Koonen and Associates and was involved in other small-scale suburban developments such as the River Farms townhouses in Alexandria, Virginia (Washington Post 1979, D16). Construction was completed in early 1975 and advertisements in May of that year touted one-, two-, and three-bedroom garden apartment units that started at \$245/month (The Washington Post 1975, C11). The apartment complex offered a variety of amenities, such as a clubhouse, athletic courts (basketball and tennis), and a pool (The Washington Post 1975, C11). In 1981, the apartment complex was converted into condominiums, and additional plats were submitted at that time in a series of 13 phases (National Environmental Title Research 1979; PGCPB NPL112, 2). Hunting Ridge was created as a more affordable alternative to other housing throughout the Washington, D.C., suburbs. This is partially due to the sale of a tax-exempt mortgage bond, which allowed low-income buyers to obtain below-market, fixed rate mortgages (Washington Post 1981a, E6). By 1984, Hunting Ridge was annexed into the City of Greenbelt in order to qualify for city services (Washington Post 1984, MDA9). The Hunting Ridge Partnership currently owns the buildings and property while units are privately owned.

Following the conversion from apartment complex to condominiums, advertisements noted Hunting Ridge's affordability as well as its proximity to the Baltimore Washington Parkway, I-495, Greenbelt Park, and the Greenway Shopping Center (Washington Post 1981b, WK56). The development was advertised as having a park-like setting with swimming, tennis, and clubhouse amenities (Washington Post 1982 MR22). Condominiums were priced around \$50,000 and featured between one and three bedrooms.

Evaluation:

Hunting Ridge was evaluated as a garden apartment complex in the Suburban Diversification Period (1961-1980) in accordance with Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Hunting Ridge is typical of the ubiquitous garden apartment complexes in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. The resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Hunting Ridge Partnership and Anthony. C. Koones had no significant influence on suburbanization in Maryland. Research has not shown that Hunting Ridge is associated with the lives of other persons significant in the past. Therefore, is not eligible under Criterion B.

Hunting Ridge is a basic example of a garden apartment complex of the Suburban Diversification Period; the development has standard features typical of the period and demonstrates common stylistic details. Because Hunting Ridge is a common example of a garden apartment complex and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

This resource encompasses approximately 16.453 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0034 and contains numerous plats. The resource is bounded by I-495 to the west, the Hanover Apartments to the north, Hanover Parkway and the Schrom Hills Recreation Center to the east, and the Greenbelt Lake Village to the south. Primary access is obtained from Hanover Parkway.

References:

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

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

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

The Washington Post. 1975. Advertisement. May 29, 1965, C11.

---1979. "River Farms" advertisement. July 28, 1979, D16.

---1981a. "Hunting Ridge Offers Below-Market Rates". October 31, 1981, E6.

---1981b. "Hunting Ridge Condominiums" advertisement. November 20, 1981, WK56.

---1982. "Hunting Ridge Condominiums" advertisement. September 8, 1982, MR22.

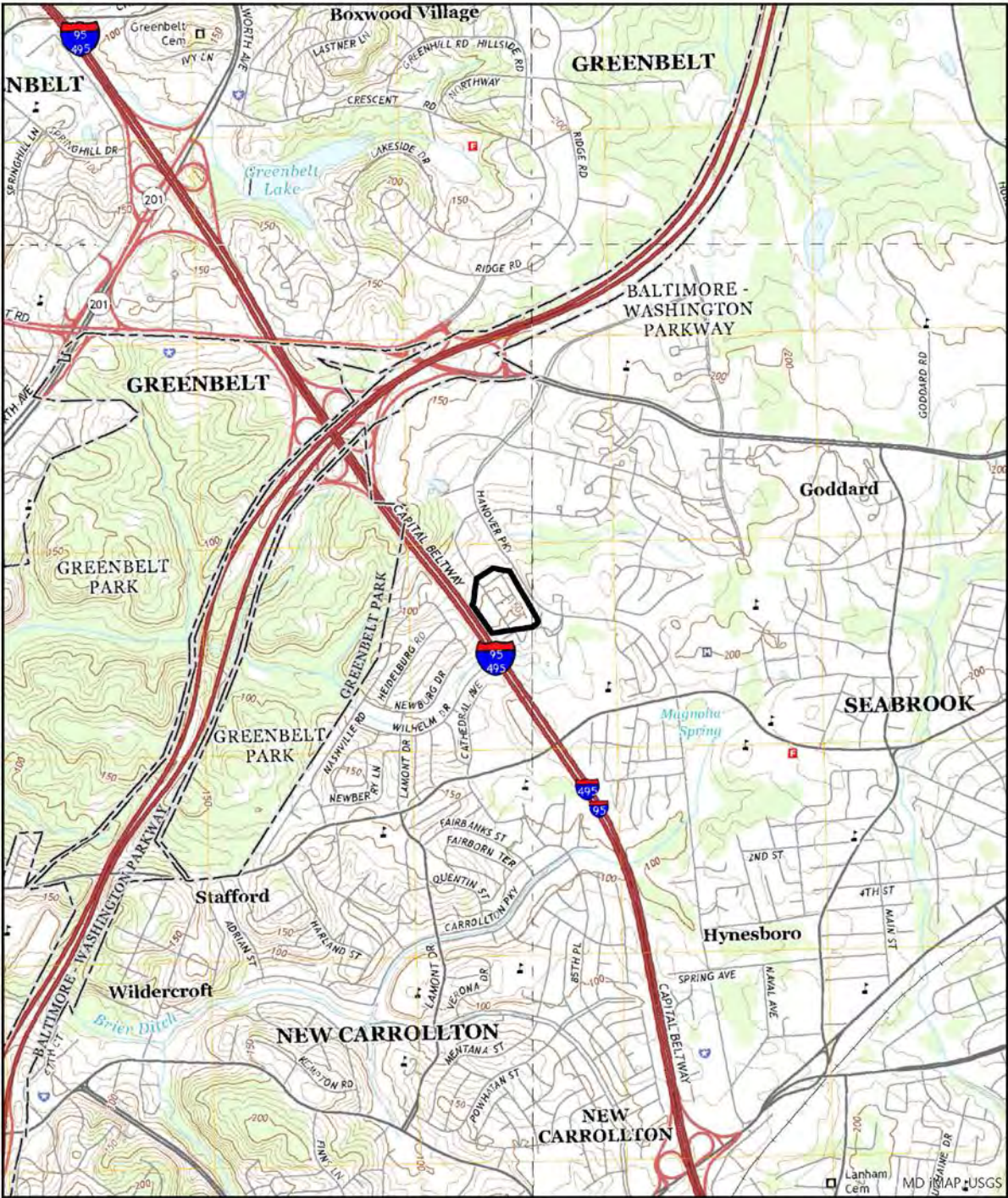
---1984. "Greenbelt Annexes Hunting Ridge". October 18, 1984, MDA9.

Hunting Ridge

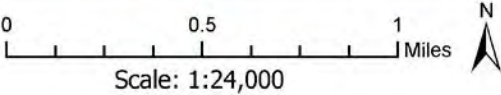
Prince George's County

Location: East of I-495 and west of Hanover Parkway

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



Hunting Ridge

Location: East of I-495 and west of Hanover Parkway

Prince George's County

City: Greenbelt





View of 6990-6992 Hanover Parkway, looking southeast.



Clubhouse, looking southwest.



View of 6960-6966 Hanover Parkway, looking southeast.



View of 6970-6976 Hanover Parkway, looking north.



Tennis court, looking north.



Sidewalk example, looking northwest from an access road.



Playset and picnic tables, looking north.



Example of an entry, 6992 Hanover Parkway, looking northeast.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-26**

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

File Format: **PG:67-73_2018-10-26_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 6990-6992 Hanover Parkway, looking southeast.

02.tif

Clubhouse, looking southwest.

03.tif

View of 6960-6966 Hanover Parkway, looking southeast.

04.tif

View of 6970-6976 Hanover Parkway, looking north.

05.tif

Tennis court, looking north.

06.tif

Sidewalk example, looking northwest from an access road.

07.tif

Playset and picnic tables, looking north.

08.tif

Example of an entry, 6992 Hanover Parkway, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: In the Woods

Inventory Number: M: 35-38

Address: 8922 Spring Valley Road

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Chevy Chase Recreation Association, Inc

Tax Account ID: 00419988

Tax Map Parcel(s): P600

Tax Map: HP41

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: A ☒ B ☒ C ☐ D

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

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

In the Woods/David Fairchild Estate was previously determined eligible for the National Register of Historic Places (NRHP) on September 11, 2000 under Criteria B and C. This form refines the property's NRHP-eligible boundary and provides additional information about its period of significance and character-defining features. There have been no significant changes to the house since the DOE completed in 2000.

Period of Significance

The period of significance for this property extends from 1906, when the Fairchilds purchased the property and began planting, to 1926 when the property was sold (Montgomery County Deed Book PBR 414:345, 1926). These dates relate to the previously documented significance of the property and represent the period during which David Fairchild was associated with the property, including the house's construction in

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

1910. Several extant plants introduced to the property in spring 1906 and identified in the original 1978 survey represent the earliest period of Fairchild's ownership.

Integrity/Character-Defining Features

Location: In the Woods retains integrity of location because it remains in its original location.

Design: The house and area immediately surrounding, as indicated on the boundary map, have integrity of design. To the south of this area, the original gardens planted by David Fairchild have been replaced by the Chevy Chase Recreation Association (CCRA). Only two buildings associated with the Fairchilds remain: the house, built in 1910, and the shed, constructed as part of the earlier ca. 1906 complex. The original ca. 1906 complex also included a cottage that was replaced by the 1910 house and a garage, nursery, lab, and caretaker's house. The circular driveway was constructed during the period of significance and contributes to the property's integrity of design. The house's immediate setting contains plants added by David Fairchild during his occupancy, as well as plants representative of the property's landscape design during the period of significance.

Setting: Only the area within the revised boundary retains integrity of setting. I-495 runs immediately north of the property. To the west, the Chevy Chase Local Park preserves some of areas original undeveloped character. Within the parcel, the CCRA buildings and infrastructure sit to the east and south. The house and its immediate ground have not been incorporated into the CCRA; they are divided from it and operate separately as the Outdoor Nursey School. This area has been somewhat altered by the circa 1980 parking area to the west and playground equipment south of the house, but retains spatial relationships between the two remaining buildings, vegetation, and features such as the driveway.

Materials: The property retains integrity of materials, particularly the house. It still has its stucco exterior, windows, doors, and other original materials that date from the period of significance. The shed has original windows, but its siding and concrete block piers are replacements.

Workmanship: In the Wood's integrity of workmanship is intact since the house's exterior retains original finishes.

Feeling and Association: The property retains integrity of feeling and association; although the property is no longer used as a residence, the extant buildings and landscape surrounding these buildings are sufficiently intact to convey its original character.

Boundary

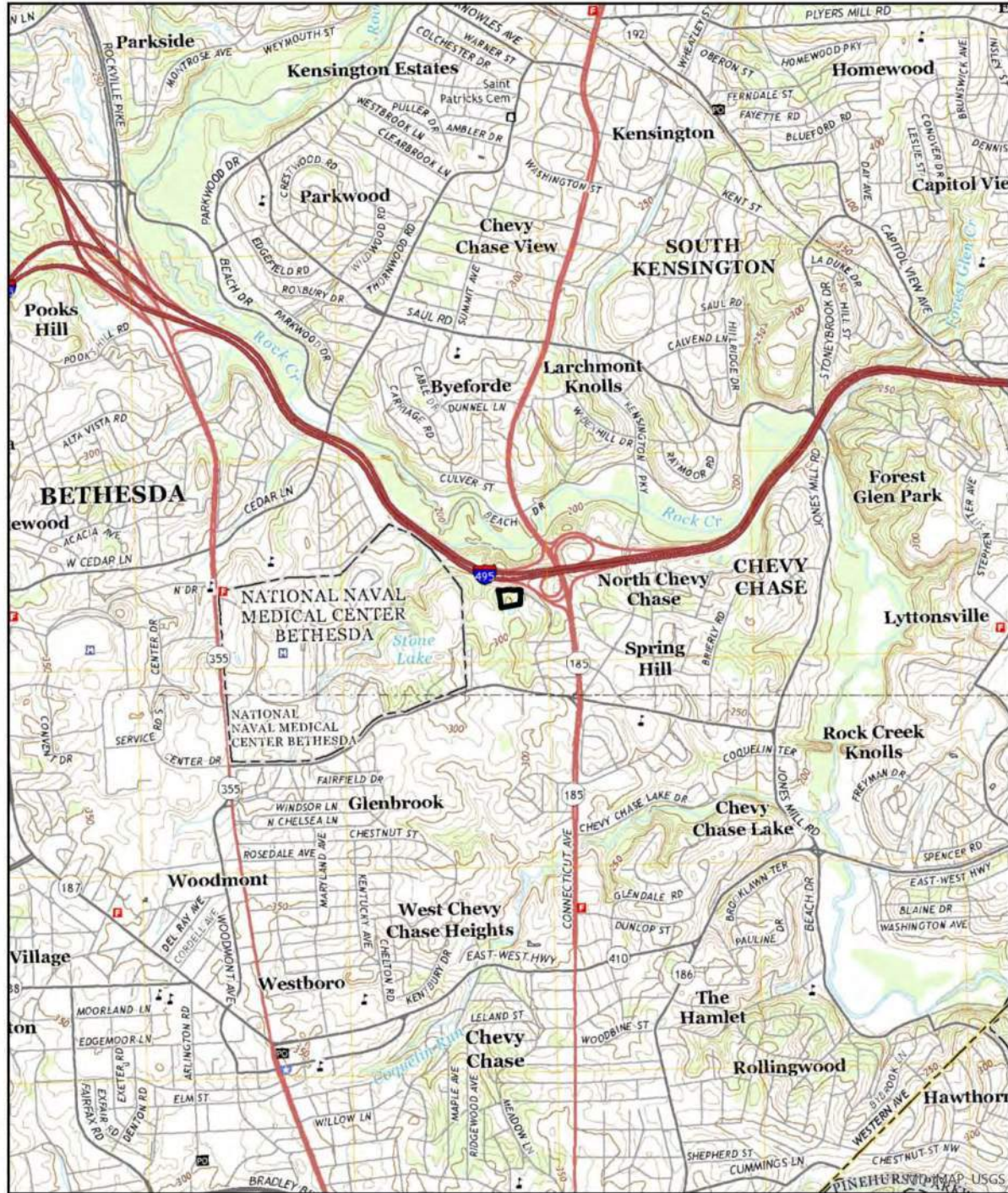
The 2000 In the Woods DOE defined the NRHP boundary as the entire parcel (P600), encompassing 4.95 acres. The southern and eastern portions of the parcel do not have integrity to convey their association with David Fairchild and In the Woods, since original features have been replaced by the CCRA. The boundary is being reduced to include only the house, shed, and surrounding landscape, which retain integrity to the period of significance. The NRHP boundary is defined as the parcel boundaries on the west and north, and the edge of the trees to the south and east, excluding CCRA facilities.

In the Woods

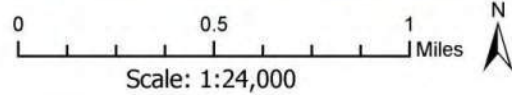
Location: 8922 Spring Valley Road

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington

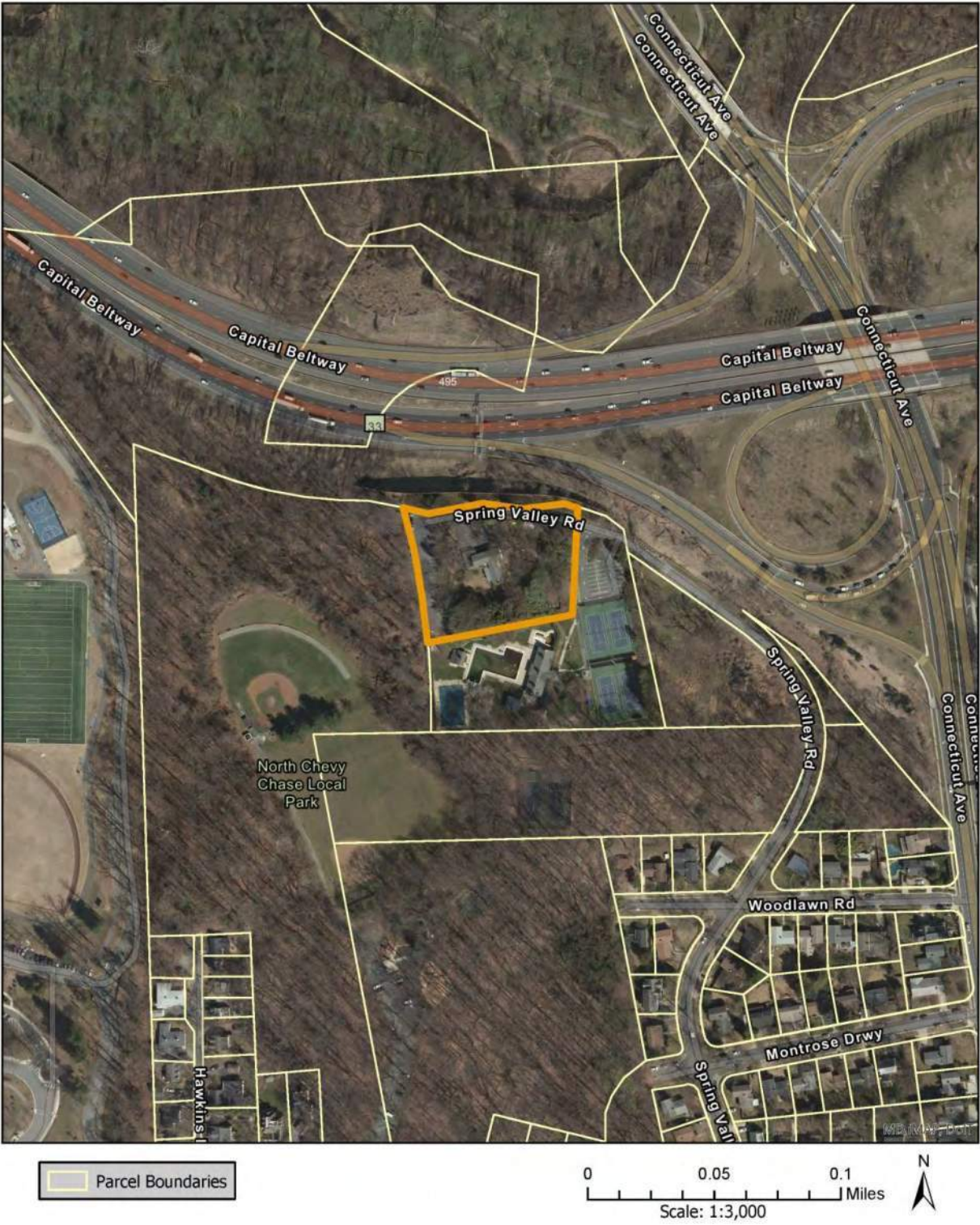


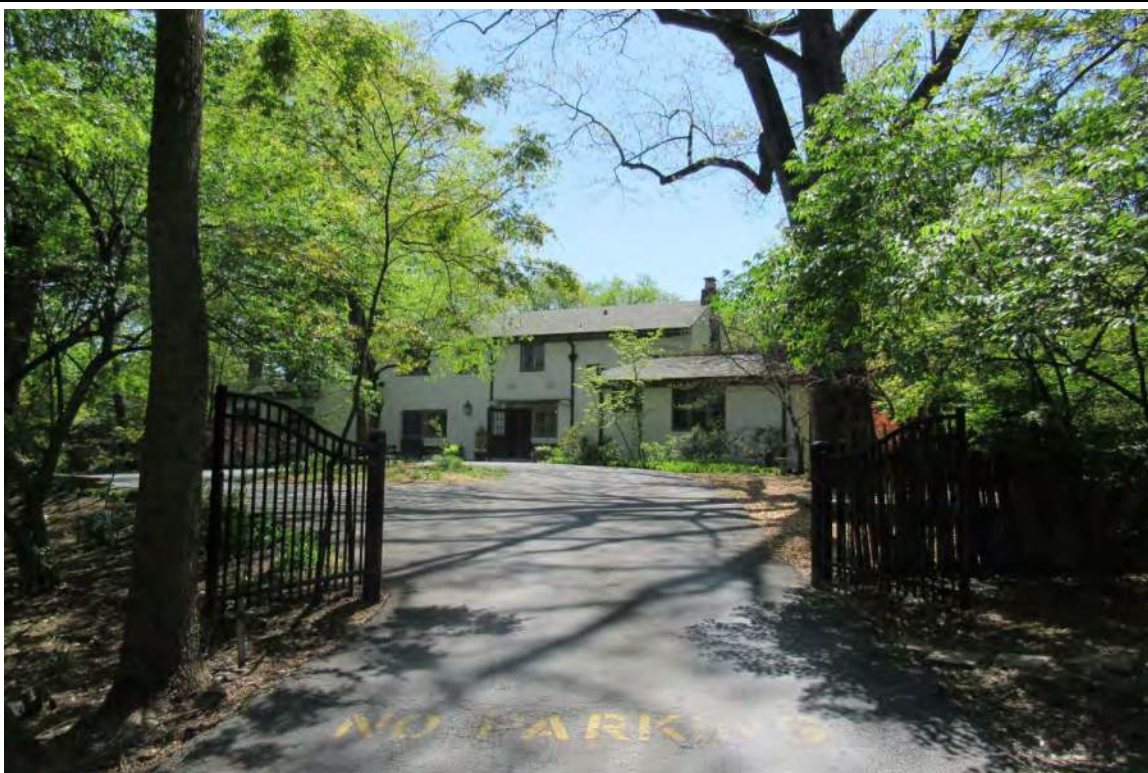
In the Woods

Location: 8922 Spring Valley Road

Montgomery County

City: Chevy Chase





View Looking South at House



North Elevation of House Looking South



View of South Wing Looking East



View of East Elevation Looking West



View of East Elevation Looking Southwest



View of Shed's West Elevation Looking East

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Alison Cramer and Melissa Butler**

Date of Photographs: **April 30, 2018**

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

File Format: **M: 35-38_2018-04-30_01.tif... etc.**

Photographs inserted on continuation sheets:

M;35-38_2018-04-30_1.jpg

View Looking South at House

M;35-38_2018-04-30_2.jpg

North Elevation of House Looking South

M;35-38_2018-04-30_3.jpg

View of South Wing Looking East

M;35-38_2018-04-30_4.jpg

View of East Elevation Looking West

M;35-38_2018-04-30_5.jpg

View of East Elevation Looking Southwest

M;35-38_2018-04-30_6.jpg

View of Shed's West Elevation Looking East

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Indian Spring Club Estates and Indian Spring Country Club Inventory Number: M: 32-34

Address: Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive

Historic District: Yes

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: Multiple

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: X A X B X C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland" (November 1999).

RESOURCE OVERVIEW

Indian Spring Club Estates and Indian Spring Country Club is a 52-acre district comprising a 205-building planned suburban development and the former clubhouse and grounds for the Indian Spring Country Club. The district is roughly bounded by Colesville Road to the west, the on-ramp to I-495/Capital Beltway on the northwest, I-495/Capital Beltway to the north, Indian Spring Terrace Park to the northeast, and the

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

southern property lines of the single-family dwellings on the south side of Normandy Drive, Lawndale Court, and Clearview Place. The primary access into the community is via Hastings Drive, which is a curving road with a grass- and tree-filled median. From Hastings Drive, one can continue north to the former clubhouse, now YMCA Silver Spring, or access the primary east-west streets that run through the development, Granville and Normandy Drives. The topography is generally level with a few gently rolling hills.

A previous Determination of Eligibility (DOE) Form (M: 32-12) for a larger area, including the former Indian Spring Country Club (YMCA Silver Spring), Indian Spring Club Estates, Indian Spring Terrace, and Indian Spring Manor, was completed in 2000 and the larger district was determined not eligible for the NRHP. This DOE Form evaluates a smaller portion of the previously surveyed area, focusing only on Indian Spring Club Estates and the former Indian Spring Country Club.

RESOURCE DESCRIPTION

Indian Spring Country Club

The Indian Spring Country Club is at the northwest corner of the district and contains multiple buildings and structures. At the center is a clubhouse complex constructed in phases between 1924 and 1962. To the west is a parking lot with landscaped islands. To the south are four tennis courts enclosed in a chain-link fence. The western two courts were constructed circa 1940 and the eastern two circa 1970. East of the tennis courts is a small garden. Between the clubhouse and the westernmost tennis court is a small circa 1924 stone building that formerly served as the golf professional's house. East of the stone building, between the eastern tennis courts and the clubhouse, is the 1993 YMCA daycare center. A playground area, enclosed by a chain-link fence, is northeast of the daycare center.

A large 1962 indoor pool building is located on the northeast side of the clubhouse. The indoor pool is connected to the clubhouse by a hyphen and small one-story building. East of the pool is an asphalt parking area connected to the primary parking lot by a curving road that runs south and east of the clubhouse. Northeast of the indoor pool, along the northern property boundary, is a tall cell phone tower, installed between 1988 and 2002, with two small buildings—one brick with a flat roof and one with prefabricated panels and a shallow-pitched gabled roof—that are enclosed by a chain-link fence topped with barbed wire. West of the indoor pool, surrounded by a concrete deck, is a rectangular outdoor pool that dates to the 1940s. Metal lifeguard platforms with seats are on the north and south sides of the deck. West of the outdoor pool is a small triangular wading pool for children that dates to the early 1960s. South of the pool is a sloping hill covered in grass. Three sets of stairs lead up the hill from the pool deck to a large concrete patio.

West of the clubhouse is a lawn with scattered trees. A gambrel-roof prefabricated shed, a metal shipping container, a metal trailer, and dumpsters are located northeast of the clubhouse and south of the indoor pool. Another prefabricated shed and two temporary trailers are located northwest of the clubhouse and south of the pool deck. These auxiliary buildings were added to the property in the late twentieth century. The eastern side of the property contains a circa 1960s grass ball field that abuts the baseball diamond associated with Indian Spring Terrace Park. Concrete noise walls, erected circa 1998, line the northwest and northern property boundaries near the beltway.

There are four major buildings on the property:

1. Clubhouse (ca. 1924, ca. 1933, ca. 1940, ca. 1960s). The clubhouse, oriented on an approximately north-south axis, is the main resource on the property and was constructed over several decades. The original building, constructed of stone, is surrounded by a series of stone and wood frame additions. Windows have been replaced over time, and horizontal siding covers most of the frame elements and serves as infill around smaller replacement windows. Replacement asphalt shingles cover the roofs.

The core, constructed circa 1924, consists of a rectangular one-and-a-half-story stone building with a side-gabled roof; three shed-roof dormers occupy the center of the roof on both the east and west elevations—two with a single fixed window, and a wider one with multiple fixed windows in the center. The original building's north end features a steeply pitched hipped roof with three hipped-roof dormers with flared eaves that are now covered in horizontal siding. This hipped roof section may have marked the original entrance. A tall stone chimney with beaded mortar joints pierces the ridgeline at the intersection of the hipped and gabled rooflines. The original 1924 building's north elevation is still partially visible. The exterior is uncoursed stone with beaded mortar joints. It has three openings with masonry sills and flat-arch lintels. The eastern two openings have 1/1 windows with horizontal siding below; the western opening has horizontal siding and a vent.

Circa 1933, two narrow, one-story stone additions with flat roofs were constructed on the east and west sides of the original clubhouse. A one-story, octagonal, stone porte cochere, now enclosed, and a vestibule, now stuccoed, were also added at the northwest corner. The additions are differentiated from the original by the type of stone used. The 1924 stone has cooler blue tones with beaded mortar joints, while the 1933 stone is warmer with yellow tones and does not have distinctive mortar joints. The enclosed porte cochere, set at a 45-degree angle to the rest of the west addition, is taller than the adjacent addition and features stacked stone pilasters at the corners. It contains the main entrance, which faces southwest, where a large arched opening with a prominent keystone and voisoirs has been filled in with paired aluminum-and-glass doors with a single sidelight, topped by an arched cloth awning. The porte cochere's northwest elevation originally had a Palladian opening with a prominent central arch and two smaller openings supported by stone columns. The central arch has been filled with horizontal siding and a smaller arched window; the flanking spaces are now occupied by glass block sidelights. The porte cochere's northeast elevation has been obscured by a later addition but appears to have an arch similar to that of the entrance on the opposite side.

The remainder of the six-bay west addition is similar to the porte cochere, with stacked stone pilasters between each bay and a stone parapet at the roof. The north bay, adjacent to the porte cochere, is also set at an angle and transitions to the west-facing bays comprising the rest of the addition. It contains replacement tripartite fixed windows over horizontal siding, flanked by stone pilasters. Above the window, on the face of the parapet, is a small square stone rosette panel. The remaining bays also have the same fixed windows and horizontal siding, but the stacked stone pilasters are topped by scrolled brackets.

The east 1933 addition, with a flat, overhanging roof, has six bays divided by uncoursed stone pillars. The third bay contains a large stone chimney and adjacent aluminum-framed glazed door; the remaining bays have stone with masonry sills in the bottom half and horizontal siding with bands of fixed windows in the

top half. A wood-framed, front-gabled pavilion, added after 1960, spans the second through fourth bays, covering a circa 1940 flagstone terrace with a poured concrete foundation raised slightly above the surrounding lawn. The addition's south elevation has a shed-roof addition covered in horizontal siding with a metal door accessed by a flight of concrete stairs. A window bay to the east matches those along the east elevation. A square stone chimney is visible along the roof behind the entrance. The addition's north elevation has a 1/1 window and a door accessed by a concrete ramp.

Circa 1940, a large two-story addition was constructed on the south side of the building, extending north over part of the 1924 clubhouse. The wood-frame addition, clad in simulated stone on the first floor and horizontal siding on the second, has a parged foundation and an asphalt-shingle hipped roof. At the west elevation, the first story includes four window openings with masonry sills. The central two openings have 1/1 windows; the north and south windows have been filled with horizontal siding. The second story has two 1/1 windows and a vent.

At the south elevation, the 1940 addition's first story has four openings with masonry sills—the westernmost is enclosed with horizontal siding; the three eastern openings have 1/1 windows. The second story has three 1/1 windows. At the east elevation, the first story has a single 1/1 window and a metal door accessed by concrete steps. The second story has a similar 1/1 window. North of the metal door, the addition abuts the original 1924 building, which extends to the east, and the horizontal-sided second floor of the addition continues over the original stone building. The south elevation of the combined original building and 1940 addition has an enclosed opening with a masonry sill and flat-arch lintel. The second story addition has a single 1/1 window. Its east elevation has a 1/1 window with a masonry sill and flat-arch lintel on the first story. The second story has two 1/1 windows.

At some point after 1962, the YMCA constructed a hyphen and new building northeast of the clubhouse, leading to the indoor pool, described below. The one-story new building and hyphen, likely constructed after the indoor pool, has an irregular plan, a flat roof and is covered in horizontal siding. It has a poured concrete foundation, but at the northeast corner remnants of an earlier uncoursed stone foundation, associated with another early clubhouse building, are visible. The new building has a variety of fixed and sliding windows.

The interior of the clubhouse has been altered, but portions of the original 1924 building are visible. The original east and west elevation stone walls with beaded mortar joints are exposed, but in some locations have been painted. The original common room, now used as a gymnasium, has painted stone walls and exposed wooden roof framing, lighted by the original shed-roof dormers. The original exterior openings within the gymnasium have masonry flat-arch lintels. A partition wall was erected on the south end of the gymnasium to create a storage room. Within that storage room, the original stone fireplace is still visible on the south wall. Stone walls from the 1933 addition are exposed on the interior, but in some cases have been painted. The ceilings of the 1933 additions have exposed wood beams in some places. Drop ceilings, vinyl floors and wall board has been added throughout the interior.

2. Golf Professional's House (ca. 1924). The golf professional's house is a small, rectangular one-story, side-gabled stone building oriented approximately north-south. The uncoursed stonework has beaded mortar joints. The gable ends of the asphalt-shingle roof are covered in horizontal siding. The façade faces east and has an incised, full-length porch supported by four square stone pillars. There is a short band of

vertical siding along the eave. It has three bays with a central metal door flanked by paired windows. The porch floor is poured concrete. The north elevation has a tall sliding window on the east side and a fixed window on the west. The west elevation has a tall sliding window in the center and a short band of vertical siding along the eave. A flat-roofed, painted concrete-block storage structure, with a row of metal doors, projects below the windows on the north side of the elevation. The south elevation has two tall sliding windows.

3. Indoor Pool (1962). The one-story, rectangular Modernist YMCA indoor pool is a large brick building connected to the clubhouse from the porte cochere via a hyphen and a small one-story building. The pool building, oriented north-south, has an asymmetrical, side-gabled, rubber membrane roof. The façade faces west toward the outdoor pool and has five bays separated by projecting brick pillars. The three central bays have asymmetrical glass-and-metal paired doors flanked by full-height aluminum posts; the rest of the bay is glass block. The north bay is all brick; the south is partially built into the hill and contains a metal and glass door with a sidelight, accessed via a set of exterior stairs that lead to a small deck in front of the door. The north elevation has two louvered metal vents, two windows, a metal door, and a former opening filled with concrete block. A metal shed with a corrugated-metal shed roof projects from the northeast corner. The east elevation has five bays separated by projecting brick pillars. The three central bays have two small, rectangular window openings with glass block; the northern and southern bays have one glass-block opening. The south elevation is obscured by additions. Inside, the north end of the building consists of a large open area with a six-lane pool surrounded by a tile deck. The ceiling has exposed wood beams. First-story offices and a balcony area occupy the southern end of the pool area. Locker rooms are along the eastern side of the building.

4. Daycare Center (1993). The daycare center is a one-story rectangular brick building with no architectural style that is oriented east-west. It has an asphalt-shingle hipped roof. The west façade has central paired doors and windows on all elevations are paired fixed single pane.

Indian Spring Club Estates

Indian Spring Club Estates is a planned suburban development with 205 single-family dwellings constructed between 1940 and 1941. Laid out south and southeast of YMCA Silver Spring, streets at the west side, near Colesville Road, have a grid pattern, while streets on the east side are curvilinear. One-and-a-half and two-story brick dwellings have one of three standardized floor plans and are faced in a variety of Colonial Revival or Tudor Revival-inspired façades. Building types include Cape Cod, two-story side hall, and two-story massed plan.

The landscaping is defined by mature trees, lawns, and planting beds. The narrow streets have concrete curbs and no sidewalks. Wooden electrical poles line the streets. Cobra-head light fixtures have been added to these poles. Houses have concrete or asphalt driveways leading to the garage or to the side of the house for properties without garages. Concrete walkways generally lead straight from the front doors to the street, although some houses have curving walkways. A variety of fencing types encloses most rear yards. Some rear yards contain sheds.

The smallest of the housing types is the one-and-a-half-story brick Cape Cod dwelling with a symmetrical façade. Two gabled-front dormers with 6/6 windows are generally found in the side-gabled, asphalt-

shingle roof. Some doorways have a simple classically inspired surrounds, while others have a front-gabled portico or a small front-gabled vestibule. These examples generally have a central entrance flanked by 8/8 wood or vinyl windows with shutters, but some have bay windows instead. Some examples have a partially engaged brick chimney on the exterior end. Examples of this type are at 118 Granville Drive and 213 Normandy Drive.

The second model type has a two-story, side-hall plan with two-bays and a side-gabled, asphalt-shingle roof. Most models are all brick, but others have a brick first story and frame second story. The main entry features a door with architectural detailing, either Colonial Revival-inspired surrounds or stone quoins evoking the Tudor Revival style. Some have simple front-gabled porticos with no detailing, as seen at 301 Normandy Drive. Some models have a rounded entry portico with a standing-seam metal roof supported by Tuscan columns, like the dwelling at 9621 Lawndale Drive. Others have a shed-roof porch or enclosed sunporch to the side opposite the door, as seen at 9613 Hastings Drive. Windows are typically wood 6/6 or vinyl replacement flanked by shutters.

The largest, and most common, model is a two-story, brick, massed-plan house similar to the model above with an additional recessed bay containing a garage on the first story and living space above, as seen at 115 and 204 Granville Drive. The wooden garage doors are paneled with lights along the top row, and the recessed bays often have frame sections. There are two different types of rooflines for these models—one with a side-gable, and one with a side-gable and large front cross gable over the projecting two bays. Many feature a wall dormer in the recessed bay, but a few of these models, generally those with Colonial Revival detailing, do not have a recessed bay, like the ones at 9700 Marshall Avenue and 120 Granville Drive. A partially engaged brick chimney rises from a side elevation. The most elaborate of this model feature Tudor Revival detailing such as stone quoins around the entry door, half-timbering in the cross-gable, half-timbering above the garage, and front-gabled porticos with stucco in the gable end, like the houses at 211 Granville Drive and 219 Normandy Drive. Modest examples have only quoins around the entry door, like the house at 212 Granville Drive. Some houses have an asphalt-shingle pent roof that runs between the first and second stories, as seen at 308 Normandy Drive. Some of these models also feature a Colonial Revival style rounded portico, like the one at 222 Granville Drive. First-story windows are typically 8/8, and second story windows 6/6. Windows are typically wood, but some have vinyl replacements.

The Hastings Neighborhood Conservation Area, owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), is a small, nearly triangular area of protected open space, at the west end of the district, bounded by Colesville Road to the west, Granville Drive to the north and Hastings Drive to the south and east. A small, asphalt-paved cul-de-sac with parking spaces is at the northwest corner and a cluster of mostly evergreen trees is at the southwest corner. The remainder of the property is grass with a mix of randomly spaced evergreen and deciduous trees.

HISTORIC CONTEXT

Indian Spring Country Club

The Indian Spring Country Club was established in the early 1920s by Fayette Thomas “Tom” Moore, a local movie theater magnate (Kelly 2011, 8.3). Moore appears to have assembled the land over several years in the early twentieth century. By February 1922, the first nine holes of the course, designed by

noted golf-course architect Donald J. Ross and likely located south and southeast of the clubhouse, were under construction. A modern water system was installed to supply both the buildings and the greens. The course also included houses for the golf professional and greenskeeper (Washington Post, February 7, 1922, 12). Ross described the course as “one of the best in the country,” but inexpensive to build because of the ideal topography (Washington Post, March 8, 1922, 16).

By 1923, Tom Moore and William L. Moore were president and secretary-treasurer of the club. Tom Moore was quoted in a Washington Post article as stating, “the club was now on a paying basis, that the course had been placed in the hands of competent keepers and that the prospects for the future were most encouraging” (Washington Post, May 1, 1923, 21). Moore further noted that construction of a clubhouse would commence when the limit of 300 members was achieved.

Tom Moore originally hired John J. Zink, a noted theater architect who had designed Moore’s Rialto Theater in Washington, DC, to design the clubhouse for the Indian Spring Golf Club; however, after a dispute with Moore, Zink left the project while it was in progress (Kelly 2011, 8.25). A 1924 Washington Post article refers to G. E. Beaumont as architect of the “new clubhouse” (Washington Post, February 3, 1924); therefore, it is unknown if the clubhouse reflects Zink’s or Beaumont’s design.

Construction of nine additional holes, likely north and northeast of the clubhouse, began in 1925. According to the Washington Post, the new course had “an abundant water supply, besides a sixteen-room house which will be refitted and adapted to the convenience of members” (Washington Post, April 19, 1925). By 1926, Moore had signed an agreement with the Indian Spring Golf Club to lease the property to the club for twenty-five years (Washington Post, July 29, 1933, 14). The club managed the property and invested in improvements, including the installation of a central heating plant and kitchen equipment, and construction of an artificial lake (Washington Post, February 16, 1933, 15). A pool was proposed to be added to the site in 1926, between the clubhouse and the professional’s house, but it is unclear if this pool was ever constructed (Washington Post, July 11, 1926; Emerson). The golf course was considered one of the finest in the country and hosted many tournaments (Washington Post, January 14, 1955, 32). According to 1937 aerial photos, the club was accessed via a tree-lined drive from the east side of Colesville Road that ended in a loop near the clubhouse (Emerson).

Like other clubs in Montgomery County, the Depression caused financial problems. In the early 1930s, many club members resigned, leaving the club treasury depleted. In early 1933, the officers of the club attempted to reorganize with a new, lower dues structure and asked Moore to revise the terms of the lease. Moore counteroffered to take over club management and ultimately filed legal action to regain the property, “alleging the club had violated terms of an agreement made in 1926 by failure to pay taxes on the property for 1932 and the failure to pay rent under the terms of the agreement” in early 1933. By July 1933, the club voted to dissolve and surrendered the property to Moore (Washington Post, July 29, 1933).

Moore immediately began planning extensive changes to the property, including “fireproof” 110-foot-long additions to the building, a porte cochere, a “storm lobby” (likely the vestibule visible on the north elevation), a waiting room, the manager’s office, card and guest rooms, an extension of the “wing housing,” and a miniature bar for quick service. The ladies’ lockers were to include a lounge and rest room. Plans for the men’s building included new lockers, showers, furnishing, and facilities for a card room and buffet lunch (August 6, 1933, 21). Moore also wanted to include broadcasting and sound motion picture

facilities. Moore expanded the club membership and 87 new members were admitted, including influential Silver Spring developer E. Brooke Lee (Washington Post, August 20, 1933, 19). Moore also granted memberships to single women, which was unusual at the time (Washington Post, August 6, 1933, 21).

By 1939, Moore had moved to California. In November 1939, noted local developer Abraham S. Kay and his wife Minnie purchased the 150-acre, 18-hole golf course property with their business partners Louis and Cecelia Grossberg (liber 759, folio 277). Kay kept the original club name, but planned a residential development on the site, keeping only the back nine holes of the original course and the clubhouse as an amenity for the new development. The seventh and eighth holes were relocated so houses could be constructed on the land (Washington Post, November 16, 1939). Kay added a swimming pool northwest of the clubhouse and a terrace for summer dancing on the east side of the clubhouse. Kay also resurfaced the main approach, installed new showers and a cocktail lounge, added a new golf shop, and completed "other modernizing projects" (Washington Post, March 17, 1940, R6; Washington Post, April 7, 1940). Some of these facilities were incorporated into the large two-story, hipped-roof addition Kay constructed on the south side of the clubhouse; the addition also extended north over part of the 1924 clubhouse. Kay is also likely responsible for the construction of two tennis courts south of the clubhouse.

Due to the loss of one of its courses, the Washington Post lamented that "Washington's favorite tournament golf course" would no longer be the center of the local tournament scene, leading many members to resign to join clubs with 18 holes (Washington Post, December 2, 1939, 20). In 1942, Kay added three holes to the golf course by using two holes of the old first nine and building a new par three eighteenth hole on the practice grounds facing Colesville Road. Prior to this, golfers played the same nine holes twice (Washington Post, May 7, 1942). Kay had planned a new \$250,000 clubhouse for the property in 1947, but the project was shelved because of high costs and postwar construction restrictions (Washington Post, May 18, 1947, S4).

When he bought the club, Kay opened membership to Jewish people, making it one of two clubs in the region where Jewish members were accepted (Kelly 2011, 8.3, 8.16). Woodmont Country Club (M: 26-20), founded in 1913 and moved to its current Rockville location in 1950, was the only alternative for Jewish golfers. Indian Spring Country Club continued to be a social center for the surrounding Jewish community until the late 1950s when it was announced the Capital Beltway would bisect the course. In 1954, when Kay learned the State Roads Commission planned to build the beltway and widen the surrounding roads, he bought a 750-acre tract at 13501 Layhill Road (M: 31-39) to build a new \$1 million country club with two 18-hole courses and extensive recreational facilities (Washington Post, September 11, 1954). William H. Gordon, a nationally known Philadelphia architect, designed the courses (Washington Post, November 28, 1954). The new club opened in summer 1957 (Washington Post, May 26, 1957).

When the country club moved to the new facility, Kay leased the old clubhouse and approximately nine acres of land to the YMCA who operated the course as a public fee course until the beltway was constructed (Washington Post, May 26, 1957). The YMCA did not get approval to use the club property as a family center until they obtained an exemption to the residential zoning in 1960. Kay then donated the property to the YMCA. In 1962, the YMCA constructed a Modernist-style indoor swimming pool designed by architect Ted Englehardt (Washington Post, March 12, 1962, A3; Washington Post, March 26, 1960). Before 1970, the organization constructed two additional tennis courts east of the original two courts. In 1993, the organization built a daycare center and associated playgrounds. Throughout the years, the YMCA

made various minor alterations to meet their programming needs, including the construction of a pavilion over the eastern terrace. The YMCA continues to own and operate this property today.

M-NCPPC operates a baseball field, recreation center, a playground and basketball and tennis courts at Indian Spring Terrace Park on former golf course land east of the YMCA. Kay and his son Jack owned the 43-acre golf course tract north of the beltway until the late twentieth century. In 1961, Abraham Kay attempted to construct a high-rise apartment building on the site, but neighbors objected, and the project was not approved. Jack Kay made a similar proposal two years later, but again was denied (Washington Post, August 26, 1963). Ultimately, Montgomery Blair High School, which opened in 1998, was constructed on the remaining Indian Spring Golf Course property (Washington Post, July 15, 2000).

Abraham S. Kay

Abraham S. Kay was a Russian Jewish immigrant grocery store owner who organized the District Grocery Society in Washington, DC, in the 1920s. In 1936, he formed the Kay Construction Company to develop residential properties. Kay started out with smaller apartment projects in Washington, DC, such as the five-story apartment building he constructed at 200 Rhode Island Avenue in 1936 (Washington Post, February 23, 1936, R4). Kay saw the potential in the growing Washington, DC, suburbs, and by early 1939, he had moved on to smaller single-family suburban developments such as Saratoga Village at Gist Avenue and Piney Branch Road in Silver Spring. From this smaller project, in 1940, Kay moved to his much larger Indian Spring Club Estates development east of Colesville Road, which featured the Indian Spring Country Club as a major community amenity. Indian Spring Club Estates was his first entree into large-scale developments, refining his niche in marketing mass-produced houses with architectural distinction for the middle class.

During World War II, Kay experimented with apartment complexes with his Kaywood Gardens project in Mt. Ranier in Prince George's County. The first section of Kaywood Gardens opened in November 1941. These were the first 20 buildings of a complex that was part of a 1,000-unit community that also included the Kaywood Theater and Shopping Center (PG:68-117). The well-landscaped garden apartment complex, just across the Washington, DC line along Eastern Avenue, featured two- and three-story buildings designed by Alan B. Mills (Washington Post, March 28, 1943; Washington Post, November 16, 1941, R2).

After the war, Kay took advantage of the postwar housing boom to initiate even larger suburban projects using the skills he honed creating Indian Spring Club Estates. Kay is credited with extending sewer lines to Wheaton, which opened the area to development (Kelly 2009, 187). In circa 1950, Kay began a large development in Wheaton called Connecticut Avenue Estates (M: 31-55) that included single-family and duplex houses. Circa 1959, Kay began developing Kemp Mill Estates, near Wheaton, which featured approximately 600 modest Modernist brick and frame houses. Kay was also a philanthropist, donating funds to projects such as the Abraham S. Kay Spiritual Life Center at American University (Kelly 2009, 209, 187). Kay died in 1963, but his son Jack Kay took over the business and finished development of Kemp Mill Estates. Kay's Washington Post obituary notes he was "a major factor in the residential development of nearby Maryland" and that he was "among the first to realize the development potential of the Capital's Maryland suburbs" (Washington Post, July 11, 1963).

Indian Spring Club Estates

When Abraham S. Kay bought the Indian Spring Country Club property in November 1939 (Montgomery County Land Records, liber 759, folio 277, mdlandrec.net), it contained an 18-hole golf course with rolling fairways sweeping around the clubhouse on all sides. The course extended south to near Indian Spring Drive, and north to the intersection of Colesville Road and University Boulevard. Kay reduced the golf course to the northern nine holes, then proceeded to develop the property into a development of single-family dwellings called Indian Spring Club Estates. Kay said his objective was to “create fine homes for modest income brackets” (Washington Post, April 28, 1940, R5). He achieved this by utilizing mass production techniques while still constructing houses that appeared to be unique within the development. The Indian Spring site allowed Kay to create affordable “charming homes of authentic architectural character in the select environment of a fine country club” (Washington Post, April 28, 1940, R5).

To keep construction simple, there were three basic house plans, with a variety of exterior design options, including Colonial Revival and Tudor Revival. The lowest-priced option was a one-and-a-half-story, two bedroom and one bath, Cape Cod house with an unfinished second story that could support two additional bedrooms and a bath. There were two two-story models with three bedrooms, one of which had a built-in garage. These masonry houses all came with air conditioning and gas or oil-fueled automatic furnaces, and minimum lot frontages were 55 feet (Washington Post, January 28, 1940, R1; Washington Post, April 28, 1940, R5).

Construction costs were kept low by applying mass production principles. According to the Washington Post: “It is the theory of the builder, A. S. Kay, that only through mass purchasing, multiple building and assembly line construction can essential economies be attained, enabling the building of better homes in the \$6,000 price class.” The three basic floor plans enabled standard-cut lumber lengths and other savings. He also purchased materials in bulk to save money (Washington Post, May 12, 1940).

In the early 1930s, there were calls to create greater efficiency in housing through mass production, but efforts mostly focused on providing low-cost housing by creating small prefabricated modular homes. Few prewar housing developments touted mass production techniques in the Washington Post, and the only one in Montgomery County was Indian Spring Club Estates. A small group of homes by William M. Throckmorton in 1936 in the 5100 block of Third Street, NW, was “made possible by mass production, group building” according to the Washington Post, but these were standardized rowhouses (Washington Post, February 23, 1936, R3). Similar methods to Kay’s, such as bulk purchasing, appear to have been used by Mace Properties in 1940 for Westover Hills in Arlington, Virginia, but the single-family and duplex homes had limited architectural designs and were sold at a lower price point. West Lanham Hills (PG:69-54) in Prince George’s County touted mass production, but these homes were predominately small, two-bedroom Cape Cods with no architectural distinction marketed to homeowners of modest means.

The systems used in building Indian Spring do not seem to be widely applied until after World War II. Nationally, Levittown in New York, which opened to families in 1947, is recognized as one of the first mass-produced suburban communities. Locally, it was also not until 1947 that Clarence W. Gosnell Inc. was using a similar system for Monroe Development Corporation at Jefferson Manor in Alexandria, Virginia. This was a large, 600-dwelling community with a cutting mill on site where component parts were made and then brought to the individual home site (Washington Post, February 9, 1947, B8). Harundale, in Glen Burnie, south of Baltimore City, was another postwar development that touted mass production (Harness, B8).

There were several other developments in Silver Spring constructed between the late 1920s and early 1950s, including Argyle Park (M: 32-7), North Hills of Sligo Park (M: 32-11), and Indian Spring Manor and Indian Spring Terrace (M: 32-12). Frank Hewitt, the developer of Argyle Park, filed the first plat in 1926 and sold lots to investors, speculators and individuals to construct their own homes. This model was not successful as no houses were constructed by 1931, and by 1948, only half the lots were developed. Houses in the neighborhood include Cape Cods and Minimal Traditional (Tamburrino, 7.1, 8.1-2). North Hills of Sligo Park was platted by E. Brooke Lee's North Washington Realty Company in 1931, but the expensive houses were hard to sell in the Depression, and less than half the lots were developed by 1941 (Tamburrino, 2000, 7.1, 8.1). Houses were predominately constructed in the Colonial Revival style, mostly two-story, center-hall, but there are some one-story examples. Indian Spring Terrace was platted beginning in 1926, but no houses were built by 1941. Indian Spring Manor was not subdivided until after World War II. These two neighborhoods south of Indian Spring Club Estates contain a typical assortment of Colonial Revival style houses, including two-story, center-hall models and some Cape Cods (Leach, 7.1-2, 8.1-3). Of these Silver Spring developments, only Indian Spring Club Estates was built as a cohesive unit within a short amount time, resulting in an architecturally distinct neighborhood.

Kay tirelessly promoted Indian Spring Club Estates, using frequent advertisements in the Washington Post. An early February 1940 advertisement called the development the "most important home building project in Washington building history" (Washington Post, February 4, 1940). To entice early buyers, the Kay Development Company offered free membership in the club and facilities to a limited number of purchasers (Washington Post, January 14, 1940, R3). Advertisements also noted the development was on a main bus line of the Capital Transit Company, which offered regular and frequent schedules. It was only 20 minutes to downtown Washington, DC, by car, and two local shopping centers were nearby--Four Corners and the Silver Spring Shopping Center (M: 36-7-1), which opened in 1938 (Washington Post, November 3, 1940). The houses were approved for financing under the Federal Housing Administration (Washington Post, March 17, 1940, R6).

Potential house purchasers were initially directed to view a model house at 701 Richmond Avenue in Kay's previous development project, Saratoga Village. By April, three exhibit houses opened in Indian Spring Club Estates (Washington Post, March 17, 1940, R6). A "Washington Post Display Home" opened in December 1940 at 228 Shorey Road, right across from the club entrance. The house was described as "an attractive brick dwelling of colonial design containing three bedrooms and two baths, with a built-in garage, breakfast nook and porch complementing a first-floor arrangement that includes a large living room with fireplace, dining room and spacious kitchen" (Washington Post, January 5, 1941, R1). The second story had a master bedroom with private bath, two additional bedrooms, and a fully tiled hall bath with shower. The attached garage opened to the street and had "an overhead door that functions with fingertip control." The dwellings had full basements that could be outfitted with a "spacious recreation room, should the owner desire it." Laundry facilities were also located in the basement (Washington Post, December 15, 1940, R1).

Construction began quickly after Kay purchased the property and continued at a breakneck pace throughout 1940. Work on houses began in February (Washington Post, November 16, 1939) and in April, water and sewer work and street grading and surfacing began (Washington Post, March 17, 1940, R6). Kay sold 50 houses by May 1940, before construction was completed, and the first families moved in later that

month (Washington Post, April 7, 1940). A landscaped entrance to the development along Hastings Drive at Colesville Road was also completed in the spring. The Washington Post noted this was a remarkable feat by a Washington builder (Washington Post, May 12, 1940). By the end of June 1940, Kay had sold 50 more houses. By the second half of the year, Indian Spring Club Estates advertisements began noting that the government's "defense program" was bringing many people to Washington and the housing supply was short. They urged people to buy now before prices rose in an effort to sell houses even faster (Washington Post, June 30, 1940, R7). Within ten months, 158 houses had been sold (Washington Post, November 3, 1940). Sales continued into 1941, and an April 1941 advertisement noted "complete 9-hole links remain intact, together with the club house and all other facilities" (Washington Post, April 13, 1941, R5). Initial advertisements noted that Kay planned 400 moderately priced houses, but only a little over 200 houses were actually constructed. It is unclear where these additional home sites were and what stopped their development (Washington Post, April 31, 1941, R2).

The Kay Company left a triangular area with three lots on the west side of Hastings Drive as open space for the community. M-NCPPC purchased the property in 1976 and now maintains it as the Hastings Neighborhood Conservation Area (liber 4883, folio 197).

In the early twentieth century, many suburban residential developments prohibited Jewish people from homeownership through restrictive deeds. The lack of such restrictions in Kay's development made it particularly appealing to Jewish homebuyers. Proximity to the country club and the affordability of Kay's houses attracted many young Jewish families from Washington, DC, and Indian Spring Club Estates became one of Silver Spring's first largely Jewish communities (Kelly 2011, 8.3). Approximately one-third of Indian Spring Club Estate residents were Jewish. Jewish residents also moved into other residential developments constructed near the golf course, all of which touted the country club as a community amenity. Other Jewish developers followed Kay's lead and initiated additional projects in Silver Spring, such as Fred S. Kogod's 1950 Flower Theater and Shopping Center (M: 37-25). Despite the availability of housing to Jewish people, the houses in Indian Spring Club Estates came with covenants prohibiting sales to African Americans.

Jewish families from Indian Spring Club Estates formed the Montgomery Lodge of B'nai B'rith, the first organized Jewish group in the Silver Spring area. The group later merged with the neighboring Bethesda-Chevy Chase Community to form the Montgomery County Jewish Community. After years of using rented space, including the Flower Theater, the group, now known as Ohr Kodesh, opened a community center with an auditorium, classrooms, a library, and a kitchen in 1950, on East-West Highway in Silver Spring. In 1957, the community broke ground on a new synagogue on the property (Kelly 2011, 8.16-7; Kelly 2015, 83). By 1957, there were more Jewish people in lower Montgomery County than anywhere else in the metropolitan region (Kelly 2011, 8.16).

ELIGIBILITY DETERMINATION

Indian Spring Club Estates and Indian Spring Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated under Criterion D.

Indian Spring Club Estates and Indian Spring Country Club is eligible for the NRHP under Criterion A for its significant association with planned suburban developments undertaken by Jewish developers in the Silver Spring area. While other notable Jewish developers in Silver Spring, like Albert Small and Fred S. Kogod, were focused on commercial development such as the Silver Spring Shopping Center (M: 36-7-1) and the Flower Theater and Shopping Center (M: 37-25), Abraham Kay developed residential properties. Indian Spring Club Estates was Kay's first large-scale, single-family residential development, and the Indian Spring Country Club was a key asset of the community and the greater Silver Spring area. Kay obtained the country club and opened it to Jewish members, who were barred from joining most other local country clubs. At this time, many residential developments also prohibited Jewish people from homeownership through restrictive deeds. By opening the club to Jewish members and creating a housing development open to Jewish residents, Kay spurred the movement of middle-class Jewish people from Washington, DC, to the suburbs. Indian Spring Club Estates became one of Silver Spring's first largely Jewish communities, and, by 1957, lower Montgomery County had more Jewish residents than anywhere else in the region. This concentration of Jewish residents in Silver Spring would likely not have occurred without Kay's purchase and development of the country club property.

Abraham Kay is a significant person in the development of greater Silver Spring. He was responsible for several substantial developments in the Silver Spring and Wheaton areas that marketed attractive homes to middle-class buyers, with Indian Spring Club Estates as his first large-scale, mass-produced development. By opening up the country club to Jewish members and selling properties to Jewish buyers, Kay spurred a migration of Jewish families to the greater Silver Spring area, which eventually housed the largest concentration of Jewish residents in the metropolitan region. This resource is representative of his significance as a local developer, as well as his role in the growth of the Jewish population in the region. Therefore, Indian Spring Club Estates and Indian Spring Country Club is eligible for the NRHP under Criterion B.

Indian Spring Club Estates and Indian Spring Country Club is eligible for listing in the NRHP under Criterion C. The area is typical of planned suburban developments created by a single developer who was responsible for the construction of roads, utilities, and housing. The development followed naturalistic design principals by including a curvilinear street plan and included standardized floor plans with exterior variations. What makes the development unique is that the approximately 200 houses were constructed quickly between 1940 and 1941 and marketed to middle-class homeowners. By using mass production techniques, Kay was able to keep costs low, while still creating architecturally distinctive housing. There were three basic floor plans, which kept lumber sizes standard, but houses were faced with a variety of Tudor or Colonial Revival-style details, making the houses appear unique. In contrast, other middle-class housing developers were creating standardized houses with limited variations that looked nearly identical. While such mass production became commonplace in the post-World War II era, before the war these techniques were unusual in large housing developments. At a time when many country club housing developments were marketed to higher-income individuals, Indian Spring Club Estates provided country club living in an architecturally diverse environment for middle class homeowners.

Based on the evaluated Criteria, Indian Spring Club Estates and the Indian Spring Country Club are significant locally for their association with Abraham Kay and planned suburban development by Jewish developers in Silver Spring, as well as for the use of mass-production techniques that enabled the

construction of architecturally distinctive houses affordable to the middle class. Therefore, Indian Spring Club Estates and the Indian Spring Country Club are eligible for the NRHP under Criteria A, B, and C.

Period of Significance

The period of significance for Indian Spring Club Estates and Indian Spring Country Club begins with Abraham Kay's purchase of the Indian Spring Country Club in 1939 and continues until 1957 when he first leased the clubhouse to the YMCA.

Integrity

Indian Spring Club Estates and the Indian Spring Country Club retain integrity of feeling, location, setting, design, materials, workmanship and association. While there have been multiple post-1957 additions to the clubhouse, the overall character of the 1939-1957 period of the country club, including the pool and tennis courts, has been preserved. The YMCA constructed an open gable-roof pavilion over the terrace, enclosed the porte cochere, added a pool house, enclosed or altered some window and door openings, and made alterations to the clubhouse interior and grounds; however, these changes do not obscure the club's earlier appearance, and many are reversible. Additionally, the club retains its original location and function as a community gathering and recreational space.

The original plan and street layout of the subdivision, including the Hastings Neighborhood Conservation Area, is intact. The dwellings within Indian Spring Club Estates retain their original location and function, and most alterations have been minor. The majority of buildings retain original design characteristics and materials. The house at 9702 Lawson Place had a third story added to the main block of the house, and the houses at 227 Granville Drive and 9621 Lawndale Drive have large side additions, but the original house designs are still visible. More typical modifications have been minor: rear additions, small side additions, enclosures of garages or side porches, and replacement of original wood windows with vinyl. Overall, the houses within Indian Spring Club Estates maintain their historic integrity.

Contributing Resources

Contributing resources include: the historic core of the clubhouse, which consists of the original circa 1924 building and circa 1933 and circa 1940 additions; the circa 1924 golf professional's house; the two western tennis courts that date to the 1940s; the circa 1940 rectangular outdoor swimming pool; 204 residential properties within Indian Spring Club Estates, indicated on the attached contributing/noncontributing properties list; and the Hastings Neighborhood Conservation Area. The development lacks sidewalks, but their absence is not a character-defining feature of the resource.

Non-contributing resources include: post-1957 additions to the clubhouse, including the 1962 indoor swimming pool and the hyphen and building that links the pool to the porte cochere; the early 1960s triangular wading pool; the two circa 1970 eastern tennis courts; the gable-roof pavilion over the terrace; the 1993 daycare center and associated playgrounds; the circa 1960s ball field; the garden east of the tennis courts; the cell tower and associated structures; and all freestanding trailers and sheds installed by the YMCA. The house at 200 Granville Drive is non-contributing as it has been altered in a way that no longer conveys its historic appearance.

Boundary

The district is roughly bounded by Colesville Road to the west, the on-ramp to I-495 on the northwest, I-495 to the north, Indian Spring Terrace Park to the northeast, and the southern property lines of the single-family dwellings on the south side of Normandy Drive, Lawndale Court, and Clearview Place. The eligible resource encompasses 52 acres, including 205 dwellings and the Indian Spring clubhouse and associated contributing resources.

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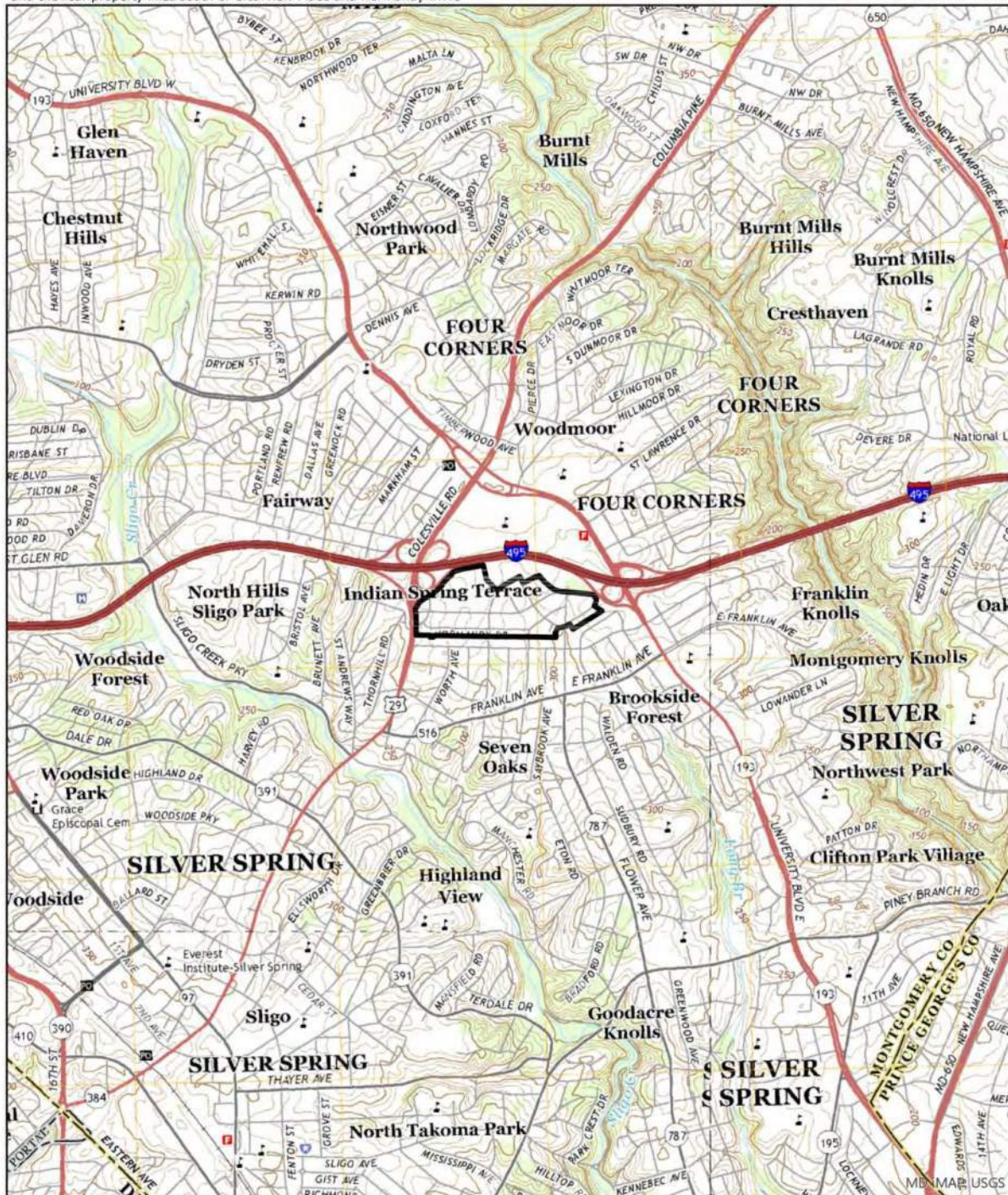
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Indian Spring Club Estates and Indian Spring Country Club

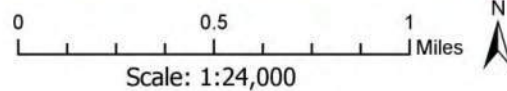
Location: Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

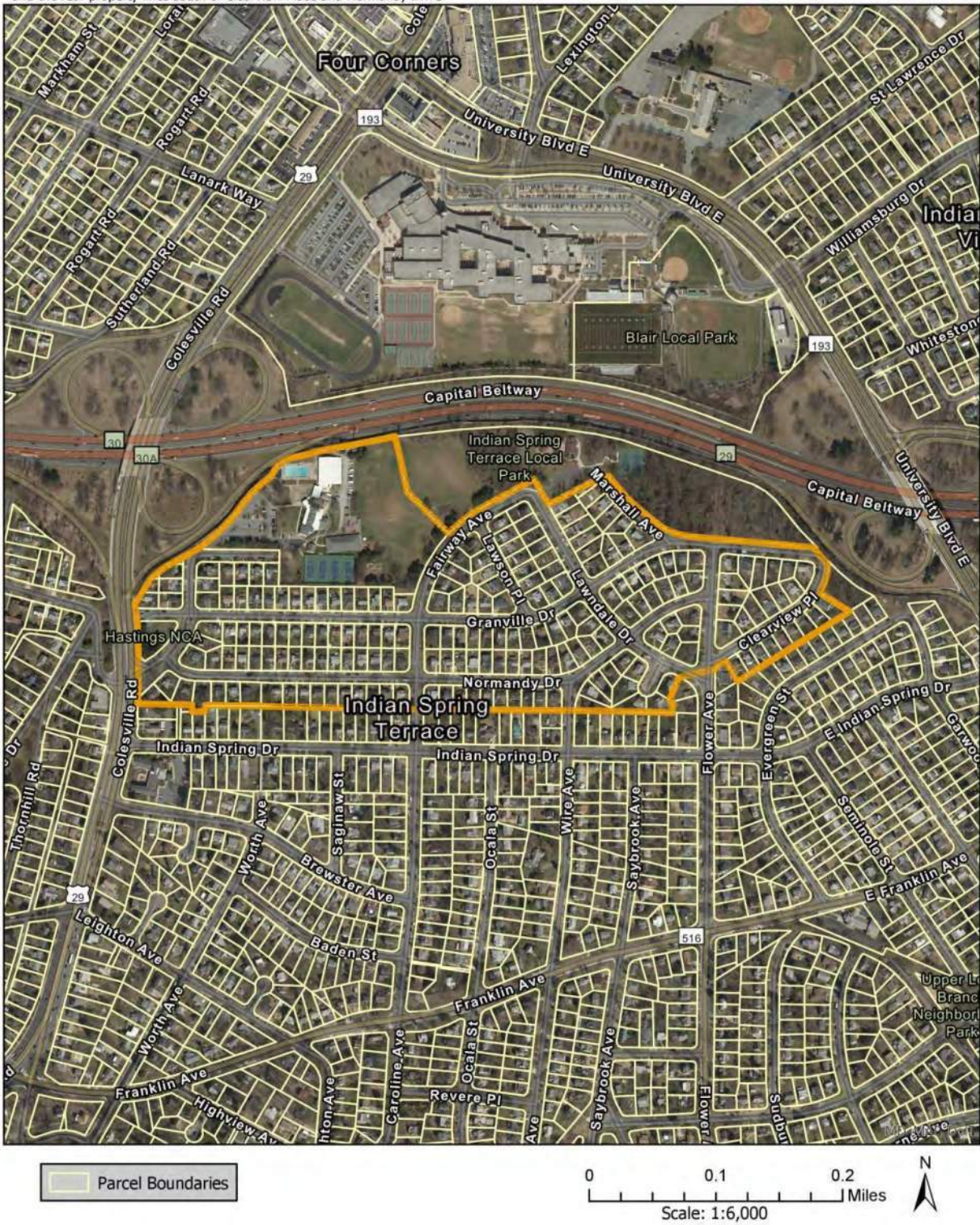


Indian Spring Club Estates and Indian Spring Country Club

Location: Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive

Montgomery County

City: Silver Spring



Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Contributing/Non-Contributing Property List for residential properties within Indian Spring Club Estates
(does not include Indian Spring Country Club buildings or Hastings Neighborhood Conservation Area):

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9603 Clearview Place	1940	C	
House	9604 Clearview Place	1940	C	
House	9605 Clearview Place	1940	C	
House	9606 Clearview Place	1940	C	
House	9607 Clearview Place	1940	C	
House	9608 Clearview Place	1940	C	
House	9609 Clearview Place	1940	C	
House	9610 Clearview Place	1940	C	
House	9611 Clearview Place	1940	C	
House	9612 Clearview Place	1940	C	
House	9613 Clearview Place	1940	C	
House	9615 Clearview Place	1940	C	
House	9617 Clearview Place	1940	C	
House	9619 Clearview Place	1940	C	
House	9701 Fairway Avenue	1940	C	
House	9703 Fairway Avenue	1940	C	
House	9705 Fairway Avenue	1940	C	
House	9707 Fairway Avenue	1940	C	
House	9711 Fairway Avenue	1940	C	
House	9713 Fairway Avenue	1940	C	
House	9715 Fairway Avenue	1940	C	
House	9615 Flower Avenue	1940	C	
House	9616 Flower Avenue	1940	C	
House	9618 Flower Avenue	1940	C	
House	9619 Flower Avenue	1940	C	
House	9620 Flower Avenue	1940	C	
House	9621 Flower Avenue	1940	C	
House	9622 Flower Avenue	1940	C	
House	9623 Flower Avenue	1940	C	
House	9624 Flower Avenue	1940	C	
House	9625 Flower Avenue	1940	C	
House	4 East Granville Drive	1940	C	
House	6 East Granville Drive	1940	C	
House	8 East Granville Drive	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	10 East Granville Drive	1940	C	
House	12 East Granville Drive	1940	C	
House	4 Granville Drive	1940	C	
House	6 Granville Drive	1940	C	
House	8 Granville Drive	1940	C	
House	10 Granville Drive	1940	C	
House	11 Granville Drive	1940	C	
House	12 Granville Drive	1940	C	
House	13 Granville Drive	1940	C	
House	14 Granville Drive	1940	C	
House	102 Granville Drive	1940	C	
House	103 Granville Drive	1940	C	
House	104 Granville Drive	1940	C	
House	106 Granville Drive	1940	C	
House	108 Granville Drive	1940	C	
House	109 Granville Drive	1940	C	
House	110 Granville Drive	1940	C	
House	112 Granville Drive	1940	C	
House	113 Granville Drive	1940	C	
House	114 Granville Drive	1940	C	
House	115 Granville Drive	1940	C	
House	116 Granville Drive	1940	C	
House	117 Granville Drive	1940	C	
House	118 Granville Drive	1940	C	
House	120 Granville Drive	1940	C	
House	122 Granville Drive	1940	C	
House	200 Granville Drive	1940	NC	Property dramatically altered
House	201 Granville Drive	1940	C	
House	202 Granville Drive	1940	C	
House	203 Granville Drive	1940	C	
House	204 Granville Drive	1940	C	
House	205 Granville Drive	1940	C	
House	206 Granville Drive	1940	C	
House	207 Granville Drive	1940	C	
House	208 Granville Drive	1940	C	
House	209 Granville Drive	1940	C	
House	210 Granville Drive	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	211 Granville Drive	1940	C	
House	212 Granville Drive	1940	C	
House	213 Granville Drive	1940	C	
House	214 Granville Drive	1940	C	
House	215 Granville Drive	1940	C	
House	216 Granville Drive	1940	C	
House	217 Granville Drive	1940	C	
House	218 Granville Drive	1940	C	
House	219 Granville Drive	1940	C	
House	220 Granville Drive	1940	C	
House	221 Granville Drive	1940	C	
House	222 Granville Drive	1940	C	
House	223 Granville Drive	1940	C	
House	224 Granville Drive	1940	C	
House	225 Granville Drive	1940	C	
House	226 Granville Drive	1940	C	
House	227 Granville Drive	1940	C	
House	228 Granville Drive	1940	C	
House	229 Granville Drive	1940	C	
House	301 Granville Drive	1940	C	
House	303 Granville Drive	1940	C	
House	9607 Hastings Drive	1940	C	
House	9609 Hastings Drive	1940	C	
House	9613 Hastings Drive	1940	C	
House	9702 Hastings Drive	1940	C	
House	9703 Hastings Drive	1940	C	
House	9704 Hastings Drive	1940	C	
House	9614 Lawndale Court	1940	C	
House	9616 Lawndale Court	1940	C	
House	9618 Lawndale Court	1940	C	
House	9620 Lawndale Court	1940	C	
House	9622 Lawndale Court	1940	C	
House	9619 Lawndale Drive	1940	C	
House	9621 Lawndale Drive	1940	C	
House	9625 Lawndale Drive	1940	C	
House	9626 Lawndale Drive	1940	C	
House	9627 Lawndale Drive	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9628 Lawndale Drive	1940	C	
House	9630 Lawndale Drive	1940	C	
House	9700 Lawndale Drive	1940	C	
House	9701 Lawndale Drive	1940	C	
House	9702 Lawndale Drive	1940	C	
House	9703 Lawndale Drive	1940	C	
House	9704 Lawndale Drive	1940	C	
House	9705 Lawndale Drive	1940	C	
House	9706 Lawndale Drive	1940	C	
House	9707 Lawndale Drive	1940	C	
House	9708 Lawndale Drive	1940	C	
House	9709 Lawndale Drive	1940	C	
House	9710 Lawndale Drive	1940	C	
House	9711 Lawndale Drive	1940	C	
House	9701 Lawson Place	1940	C	
House	9702 Lawson Place	1940	C	
House	9703 Lawson Place	1940	C	
House	9704 Lawson Place	1940	C	
House	9705 Lawson Place	1940	C	
House	9706 Lawson Place	1940	C	
House	9707 Lawson Place	1940	C	
House	9709 Lawson Place	1940	C	
House	9711 Lawson Place	1940	C	
House	9700 Marshall Avenue	1940	C	
House	9704 Marshall Avenue	1940	C	
House	9706 Marshall Avenue	1940	C	
House	9708 Marshall Avenue	1940	C	
House	9710 Marshall Avenue	1940	C	
House	3 Normandy Drive	1940	C	
House	5 Normandy Drive	1940	C	
House	6 Normandy Drive	1940	C	
House	7 Normandy Drive	1940	C	
House	9 Normandy Drive	1940	C	
House	100 Normandy Drive	1940	C	
House	102 Normandy Drive	1940	C	
House	103 Normandy Drive	1940	C	
House	104 Normandy Drive	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	105 Normandy Drive	1940	C	
House	107 Normandy Drive	1940	C	
House	108 Normandy Drive	1940	C	
House	109 Normandy Drive	1940	C	
House	110 Normandy Drive	1940	C	
House	111 Normandy Drive	1940	C	
House	112 Normandy Drive	1940	C	
House	113 Normandy Drive	1940	C	
House	114 Normandy Drive	1940	C	
House	115 Normandy Drive	1940	C	
House	116 Normandy Drive	1940	C	
House	117 Normandy Drive	1940	C	
House	118 Normandy Drive	1940	C	
House	119 Normandy Drive	1940	C	
House	120 Normandy Drive	1940	C	
House	121 Normandy Drive	1940	C	
House	122 Normandy Drive	1940	C	
House	123 Normandy Drive	1940	C	
House	124 Normandy Drive	1940	C	
House	125 Normandy Drive	1940	C	
House	126 Normandy Drive	1940	C	
House	127 Normandy Drive	1940	C	
House	200 Normandy Drive	1940	C	
House	201 Normandy Drive	1940	C	
House	202 Normandy Drive	1940	C	
House	203 Normandy Drive	1940	C	
House	204 Normandy Drive	1940	C	
House	205 Normandy Drive	1940	C	
House	206 Normandy Drive	1940	C	
House	207 Normandy Drive	1940	C	
House	208 Normandy Drive	1940	C	
House	209 Normandy Drive	1940	C	
House	210 Normandy Drive	1940	C	
House	211 Normandy Drive	1940	C	
House	212 Normandy Drive	1940	C	
House	213 Normandy Drive	1940	C	
House	214 Normandy Drive	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	215 Normandy Drive	1940	C	
House	216 Normandy Drive	1940	C	
House	217 Normandy Drive	1940	C	
House	218 Normandy Drive	1940	C	
House	219 Normandy Drive	1940	C	
House	221 Normandy Drive	1940	C	
House	300 Normandy Drive	1940	C	
House	301 Normandy Drive	1940	C	
House	302 Normandy Drive	1940	C	
House	303 Normandy Drive	1940	C	
House	304 Normandy Drive	1940	C	
House	305 Normandy Drive	1940	C	
House	306 Normandy Drive	1940	C	
House	307 Normandy Drive	1940	C	
House	308 Normandy Drive	1940	C	
House	311 Normandy Drive	1940	C	
House	220 Shorey Road	1940	C	
House	222 Shorey Road	1940	C	
House	224 Shorey Road	1940	C	
House	226 Shorey Road	1940	C	
House	228 Shorey Road	1940	C	
House	9610 Wire Avenue	1940	C	
House	9612 Wire Avenue	1940	C	

Indian Spring Club Estates and Indian Spring Country Club

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Silver Spring, Maryland



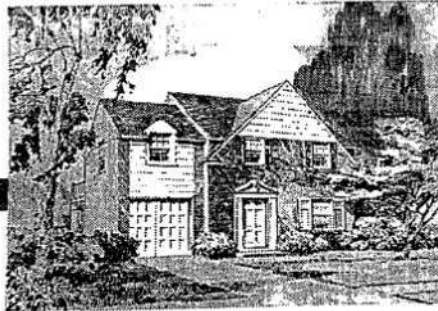
Circa 2019 aerial photo of the Indian Spring Country Club clubhouse with construction dates indicated.
Map from Google.

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

by the rolling fairways of Indian Spring Club

\$6500
others from \$5500



THIS home can be
YOUR home—a
home of charm and character, in the select environment of a beautiful country club, overlooking picturesque greens and fairways and yet it will cost you only \$6,500. It's a three-bedroom and bath dwelling, with built-in garage, completely air-conditioned with automatic heat. Such a sensational home value is made possible only because of the gigantic undertaking that is Indian Spring Club Estates, a community that will comprise more than 400 detached homes.

INDIAN SPRING
Club Estates

Kay Development Co., Builders

SHepherd 6622

VISIT exhibit home, furnished by the Hecht Co., at 701 Richmond Ave., Saratoga Village. Drive out Georgia Ave. to Fankland Drive, in Silver Spring (animal hospital), turn right across railroad overpass to Richmond Ave., right two blocks to home.

Indian Spring Club Estates Advertisement, Washington Post, March 31, 1940.



Indian Spring Club Estates, Aerial Photo, Washington Post, July 21, 1940.

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

INDIAN SPRING
Club Estates
KAY DEVELOPMENT CO. • BUILDERS • SHepherd 6622

UNTIL FURTHER NOTICE—\$6000 to \$6500

With vast resources at our disposal before building prices began to rise, we made tremendous purchases and stored them in our huge warehouses—just to make sure that we could carry out our program of giving Washington the greatest home value it had ever known. But the great volume of sales we have made in Indian Spring Club Estates is fast depleting our supply of materials. Soon we shall have to replenish, possibly at higher prices.

So, if you are contemplating the purchase of a detached home, overlooking the rolling fairways of Indian Spring Club, we earnestly urge you to act now, while you can still take advantage of these sensationally low prices. Never before could you acquire an air conditioned, three bedroom and bath home in such an environment for so low a price. Nor will the opportunity soon come again. Don't be penalized by delay! Act quickly!

Underselling anything else in Washington....



TO REACH:

Drive out Georgia Ave. on
16th St. to Colesville Road,
right to Indian Spring Club.

Indian Spring Club Estates Advertisement, Washington Post, July 21, 1940.

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

PLAY SANTA CLAUS TO THE ENTIRE FAMILY
TAKE THEM TO SEE

The Washington Post Christmas Display Home

THIS CHRISTMAS, be a real Santa Claus—give the family the greatest of all Christmas presents: A home!

No other gift can give them the thrill comparable to owning a magnificent, large, fine home adjoining the rolling fairways of Indian Spring Country Club . . . and here, in this Washington Post Christmas Display Home, is a dwelling more luxurious than any we've ever built here. No other present will bring your family the lasting joy they'll get from a smart, new home, completely air conditioned with automatic oil heat, in this beautiful community. Take them out today—then decide to reside in Indian Spring Club Estates.

3 BEDROOMS AND 2 BATHS

FHA INSPECTED AND APPROVED

\$8500

(on inside lot)

Other 3-Bedroom HOMES FROM

\$6990

POST DISPLAY HOME
FURNISHED BY
HOUSE & HERRMANN

TO INSPECT
Drive out 16th
Street to Georgia
Avenue to Coles-
ville Road in Sil-
ver Spring, turn
right to Indian
Spring Club.



INDIAN SPRING Club Estates

Kay Development Co., Builders SHepherd 6622

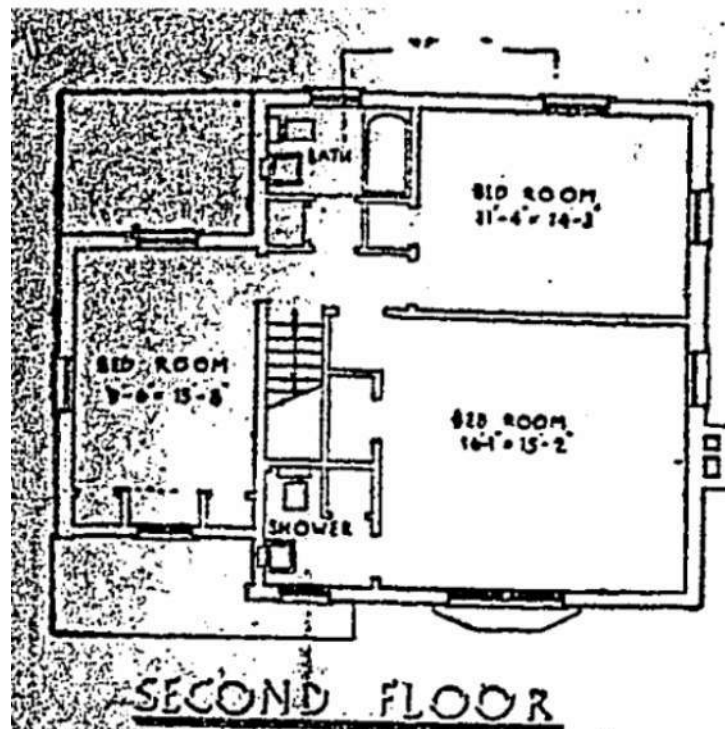
Indian Spring Club Estates Advertisement, Washington Post, December 22, 1940.

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland



228 Shorey Road, Washington Post, December 15, 1940.



228 Shorey Road, Second Floor Plan, Washington Post, December 15, 1940.

Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive
Silver Spring, Maryland

And may we remind
YOU



**THAT THIS
IS STILL THE
BEST BUY ON
THE LOCAL
MARKET!**

Changing economic conditions notwithstanding, Indian Spring Club Estates is still the best buy on the Washington market today. All we ask is that you shop around and compare. See if the others can give you all these things: Modern, detached homes in distinctive Colonial designs, sturdily built on wide, deep lots, surrounding the rolling fairways of this famous old country club. A complete 9-hole links remain intact, together with the club house and all other facilities.

\$6000
TO
\$8750

TO REACH: Drive out 16th Street or Georgia Avenue to Colesville Road in Silver Spring, turn right to Indian Spring Club Estates.

KAY DEVELOPMENT CO.
BUILDERS

INDIAN SPRING
Club Estates

Indian Spring Club Estates Advertisement, Washington Post, April 13, 1941.



Clubhouse facade, looking northeast from parking lot.



Clubhouse facade, detail of north side and porte cochere.



Clubhouse facade, detail of south side.



Clubhouse, south and east elevations, looking northwest.



Clubhouse, east elevation, looking southwest.



Clubhouse, north elevation, looking southwest, showing 1924 building.



Clubhouse northwest elevation with pool connector, port cochere, and facade in background, looking southeast.



1924 clubhouse common room (now gymnasium), looking southwest.



1924 stone fireplace in clubhouse, looking southeast.



Golf Professional's House, east facade and north elevation.



Tennis courts, looking southeast.



Outdoor pool and indoor pool west facade.



Indoor pool, looking northeast.



Streetscape, Normandy Drive at Hastings Drive, looking southwest.



Streetscape, Lawndale Drive at Granville Drive, looking northeast.



Typical two-story house with garage (9307 Lawson Place).



Typical Tudor Revival house (110 Granville Drive).



Typical two-story, no-garage house (9613 Hastings Drive).



Typical Cape Cod-type house (210 Granville Drive).



Hastings Neighborhood Conservation Area, looking southwest.

PHOTO LOG

Number of Photos: **32**

Name of Photographer: **Nicole A. Diehlmann**

Date of Photographs: **2019-03-27**

Location of Original Digital File:

File Format: **M: 32-34_2019-03-27_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Clubhouse facade, looking northeast from parking lot.

02.tif

Clubhouse facade, detail of north side and porte cochere.

03.tif

Clubhouse facade, detail of south side.

04.tif

Clubhouse, south and east elevations, looking northwest.

05.tif

Clubhouse, east elevation, looking southwest.

06.tif

Clubhouse, north elevation, looking southwest, showing 1924 building.

07.tif

Clubhouse northwest elevation with pool connector, port cochere, and facade in background, looking southeast.

08.tif

1924 clubhouse common room (now gymnasium), looking southwest.

09.tif

1924 stone fireplace in clubhouse, looking southeast.

10.tif

Golf Professional's House, east facade and north elevation.

11.tif

Tennis courts, looking southeast.

12.tif

Outdoor pool and indoor pool west facade.

13.tif

Indoor pool, looking northeast.

14.tif

Streetscape, Normandy Drive at Hastings Drive, looking southwest.

15.tif

Streetscape, Lawndale Drive at Granville Drive, looking northeast.

16.tif

Typical two-story house with garage (9307 Lawson Place).

PHOTO LOG

17.tif

Typical Tudor Revival house (110 Granville Drive).

18.tif

Typical two-story, no-garage house (9613 Hastings Drive).

19.tif

Typical Cape Cod-type house (210 Granville Drive).

20.tif

Hastings Neighborhood Conservation Area, looking southwest.

21.tif

Clubhouse entrance and parking lot, looking northeast.

22.tif

East elevation and terrace, looking southwest.

23.tif

Original exterior wall of 1924 clubhouse, looking north.

24.tif

Interior of 1933 east addition, looking north.

25.tif

Clubhouse, interior of porte cochere, looking northwest.

26.tif

Golf Professional's House, west and south elevations.

27.tif

Circa 1940 outdoor pool, wading pool, and noise wall, looking northwest.

28.tif

Indoor pool south and east elevations.

29.tif

Ballfield, looking southeast.

30.tif

YMCA daycare center, west facade and north elevation.

31.tif

Streetscape, Lawndale Court, looking west.

32.tif

228 Shorey Drive, "Washington Post Display Home," looking south.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Indian Spring Park

Inventory Number: M: 32-38

Address: Southwest of the interchange of I-495 and University Boulevard East

Historic District: Yes

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP51, JP52

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Oct 21, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Indian Spring Park is a planned residential development situated south of I-495 on the west side of East University Boulevard in Silver Spring. The irregular-shaped subdivision is bounded on the east by East University Boulevard, on the north by the Indian Park Manor subdivision (M: 32-12), and on the west and south by other residential subdivisions and portions of Flower Avenue, East Melbourne and Mintwood streets. The 39.7-acre development includes 188 single-family dwellings with consistent setbacks on lots ranging between 0.11 and 0.25 acre. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, trees of varying size, and some fencing. North-south streets within the subdivision follow a gridded pattern and are 50 feet wide, while the east-west streets are 60 feet wide. Indian Spring Park is largely devoid of public sidewalks; however, narrow poured-concrete sidewalks along the south side of East Franklin Avenue and concrete curbs were added to the development sometime after initial construction. Streetlights consist of standard lamp arms attached to telephone poles. Secondary buildings such as small storage sheds and detached garages are associated with less than half of the houses in this subdivision. This development includes the 1.3-acre Upper Long Branch Neighborhood Park, purchased by the Maryland-National Capital Park

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

and Planning Commission (M-NCPPC) in the 1930s (M-NCPPC 2019).

Description:

Indian Spring Park contains 188 single-family dwellings largely constructed between 1928 and 1957. One circa-1918 house (212 Dearborn Avenue) predates the subdivision, while nine dwellings date between 1961 and 1967, and just four were post-1980, infilling open lots. Dwellings are predominantly Two-Story Massed and Minimal Traditional forms with some Bungalow, Four Square, Transitional Ranch, and a few Split-Level types. Houses in the subdivision commonly feature elements of the Colonial Revival, Craftsman, Prairie, and Tudor Revival styles, while a few houses built post-1960 have Contemporary, Mansard, or New Traditional styling. One outlier is the circa-1947, one-story Modernist dwelling at 9514 Seminole Street with an asymmetrical façade marked by a coursed stone veneer and stepped parapet roof.

Houses in Indian Spring Park are one to two-and-a-half stories tall and two to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with foundations commonly clad in a brick veneer. Exterior walls are clad in stretcher-bond, American-bond, or painted brick veneer; stone or simulated-stone veneer; stucco, aluminum, or vinyl siding; or some combination of these materials. Rooflines vary widely, including side and front gables or a combination thereof, as well as hipped and gambrel varieties. Most are sheathed in asphalt shingles and feature a single brick chimney at the interior of the house, near the center of the façade, or set along a side elevation. Many houses in this subdivision have one or more dormers at the façade or side elevations.

Primary entrances to dwellings are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Many of these doors appear to be original, while window types in the neighborhood vary greatly with an abundance of replacement units. Original units include double-hung, four-over-one, six-over-one, six-over-six, or eight-over-eight wood-framed sashes; wood-framed picture windows; or paired, steel-framed, casement sashes. At the façade, some windows are flanked by fixed, louvered or paneled shutters composed of wood, aluminum, or vinyl. Less than half of dwellings include a garage, either incorporated into the main massing or as a detached free-standing building.

Additions and modifications to houses are common. When present, additions are typically at side or rear elevations and often keep with the scale and materials of the original houses. However, some modifications are incompatible with the design and character of the older building. Examples of these additions include the large two-and-a-half story, three-bay, rear expansion of a circa-1948 Minimal Traditional dwelling at 323 East University Boulevard and the one-story, four-bay, flat-roof addition that extends across the rear elevation of the circa-1952 Minimal Traditional house at 317 East University Boulevard. Other common modifications include additional dormers and enclosure of side porches, as seen in the circa-1948 Minimal Traditional dwelling at 416 East Melbourne Avenue.

The 1.3-acre Upper Long Branch Neighborhood Park largely consists of open space with mature trees along Long Branch stream and lining surrounding streets. Concrete sidewalks and two small twenty-first-century pedestrian bridges crisscross the park and waterway. Recreational facilities include two playground areas, a basketball court, and several park benches that are all concentrated at the northwest end of the park between Wilmer and Seminole streets.

Historic Context:

The area that is now Silver Spring remained undeveloped farmland until the late-nineteenth and early-twentieth centuries. Indian Spring Park was one of several residential developments to emerge around the Indian Spring Golf Club and Argyle Golf courses in the 1920s. In a 1927 advertisement, it was touted along with Indian Spring Terrace and Four Corners by the Silver Spring Chamber of Commerce as being one of the new charming communities near the proposed Sligo Valley Park (The Evening Star 1927, 9).

In 1926, during a period of significant government expansion and population growth in Silver Spring, real estate agent, Noah R. Robinson, and his wife, Lois, purchased approximately 40 acres of agricultural land to develop Indian Spring Park (Montgomery County Deed Book [MCDB] 412, 312). In partnership with the family business, N. R. Robinson & Sons, the couple divided the property into two sections, the first of which was platted in December 1926 and the second in October 1930 (Montgomery County Plat Book [MCPB] WWW 4, 345; 5, 420). As platted, Section Two of Indian Spring Park included a small linear strip of

land identified as “Long Branch Park,” which M-NCPPC later purchased (M-NCPPC 2019). The parkland followed the waterway after which it is named and was used by the Washington Suburban Sanitation Commission during sewer and water work in the Anacostia River Valley to prevent sewage from Indian Spring Park and surrounding development from polluting the stream (The Evening Star 1939, 19). Concrete curbs and gutters were also added in the late 1940s to manage storm water drainage in the development (The Evening Star 1949, 21).

No single firm constructed or marketed houses for sale in Indian Spring Park, and no architect or other design professionals were identified in advertisements. Noah Robinson and members of his family sold most residential lots in the development over the next three decades to individuals, many of whom arranged for the construction of their own house, some by obtaining construction loans from local building and loan associations. Other buyers appear to have held onto their property as an investment. In the early 1950s, the Robinsons sold small groupings of less than a dozen lots to small homebuilding companies. N. R. Robinson & Sons briefly advertised two different house models in 1938, but did not maintain their marketing effort. The two types discussed at this time included a Cape Cod with a mansard roof (9505 Seminole Street) and a one-and-a-half-story “smart bungalow” (205 Dearborn Avenue), both priced at \$7,950 (The Washington Post 1938a, R3, 1938b, R8). A June 1940 article attributed builder Benjamin Barbe to the one-and-a-half-story bungalows at 9404 and 9406 Garwood Street (The Washington Post 1940, R2). A couple of house types within this development are the same as models in the neighboring subdivisions of Indian Spring Club Estates (M: 32-34), platted by businessman-turned-homebuilder, Abraham S. Kay, and Indian Spring Village (M: 32-13) subdivided by J.D. Sheffield with builders, A. H. Ryan and Edson W. Briggs—both of which date from the late 1930s (Diehlmann 2019; Leach 2000).

Typical of residential subdivisions from the Industrial/Urban Dominance and Modern periods, restrictive covenants placed on the property by Noah and Lois Robinson limited its development to dwellings whose design met with their approval. Later deeds required the value of any house built in Section Two of Indian Spring Park to be greater than \$5,000 and less than \$7,500 (MCDB 528, 228). Another clause in Indian Spring Park deeds permitted the Robinsons to allow commercial uses in the development from time to time. Common for the time period, these restrictions also limited property ownership and occupation to Caucasians with the exception of domestic servants (MCDB 422, 23).

Indian Spring Park was the only development that Noah Robinson and his family created, though they worked as real estate agents to facilitate the sale of other residential properties in the area. Robinson moved to Washington, D.C., in 1909 and maintained an office for N. R. Robinson & Sons there throughout the mid-twentieth century until his death in 1958 (The Washington Post 1958, D2). The family built and briefly resided in an early dwelling in Indian Spring Park. Noah Robinson also served as secretary of the Indian Spring Park Citizens Association from the time it was founded in June 1927 by residents of “Avenel, Seek’s Corner, Clifton Park, Four Corners and Indian Spring Park” into the 1930s, as the organization lobbied local leaders on development issues like sewer, roads, and schools in the area (The Washington Post 1927, 16).

The 1.3-acre Upper Long Branch Neighborhood Park is currently part of Long Branch Stream Valley Unit 2 that also includes the 6.1-acre Long Branch-Wayne Local Park, Long Branch-Arliss Neighborhood Park, and the 14-acre Long Branch Local Park. No deeds or legal contracts were uncovered between the Robinsons and MNCPPC, its representatives, or another organization to detail the park’s acquisition, but it appears to have been an early addition to M-NCPPC’s holdings that has been routinely impacted by storm and sewer water management activities in the area.

Evaluation:

Indian Spring Park was evaluated as a planned residential development in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

Marketed as a suburban retreat for the growing middle class alongside other residential enclaves in Silver Spring like Woodside, Woodside Park, Seven Oaks, and Indian Spring Terrace, Indian Spring Park was one of many developments that sought to capitalize on the affordability of the automobile and the appeal of suburban living after World War I. With a gridded street network, consistent setbacks, and restrictive clauses, Indian Spring Park was similar to other developments from the early-to-mid twentieth century. An example of the most common type of suburban construction in Montgomery County, this subdivision saw substantial growth throughout the 1940s and 1950s with continued infill development during the Suburban Diversification Period (1961-1980) up to the present. It did not introduce design innovations influential to later developments and does not

demonstrate significant associations with suburban residential development. Furthermore, the development is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in its development are not known to have made significant contributions to suburbanization or the homebuilding industry in Montgomery County. Research has not shown the development to be associated with the lives of other persons significant in the past. Therefore, this resource is not eligible under Criterion B.

Indian Spring Park represents a ubiquitous property type in Montgomery County and retains many of the character-defining elements of planned residential communities from the Industrial/Urban Dominance and Modern periods. However, most houses have been modified through the introduction of replacement materials and additions that have diminished the development's historic integrity of design, materials, workmanship, feeling, and association. Although they are few in number, four recently constructed dwellings have introduced new forms and styles which further diminish the historic character of the development. Because it is not an outstanding example of its resource type and does not convey high artistic value as the work of a master, Indian Spring Park is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Indian Spring Park encompasses 39.7 acres and is defined by East University Boulevard to the east, East Melbourne Avenue to the south, Mintwood Street and Flower Avenue to the west, and Indian Spring Manor subdivision to the north. It includes multiple parcels found on Montgomery County Tax Map JP51 and JP52 (2019).

References:

Diehlmann, Nicole A. 2019. Indian Spring Club Estates and Indian Spring Country Club (M: 32-34). RK&K, LLP. Determination of Eligibility Form on file at the Maryland Historical Trust, Crownsville, Maryland.

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--- 1939. "Counties Begin Record Water, Sewer Work." January 16, 1939, 19.

--- 1949. "Curb Work Approved." October 12, 1949, 21.

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

Leach, Sara Amy. 2000. Indian Spring Village (M: 32-13). KCI Technologies, Inc. Maryland Historic Inventory of Historic Properties Form on file at the Maryland Historical Trust, Crownsville, Maryland.

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

Maryland-National Capitol Park and Planning Commission (M-NCPPC). 2019. Upper Long Branch Neighborhood Park. October 1, 2019. <https://www.montgomeryparks.org/parks-and-trails/upper-long-branch-neighborhood-park/>.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed October 15, 2019. <http://www.mdlandrec.net>.

Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed October 15, 2019. <http://www.msa.md.gov>.

State Department of Assessments and Taxation (SDAT). 2019. Assorted Montgomery County Tax Records. Accessed March 12, 2019. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

The Washington Post. 1927. "News of the Suburbs." February 27, 1921, 46.

--- 1938a. "Exhibit Homes Are Opened at Indian Spring." February 27, 1938, R3.

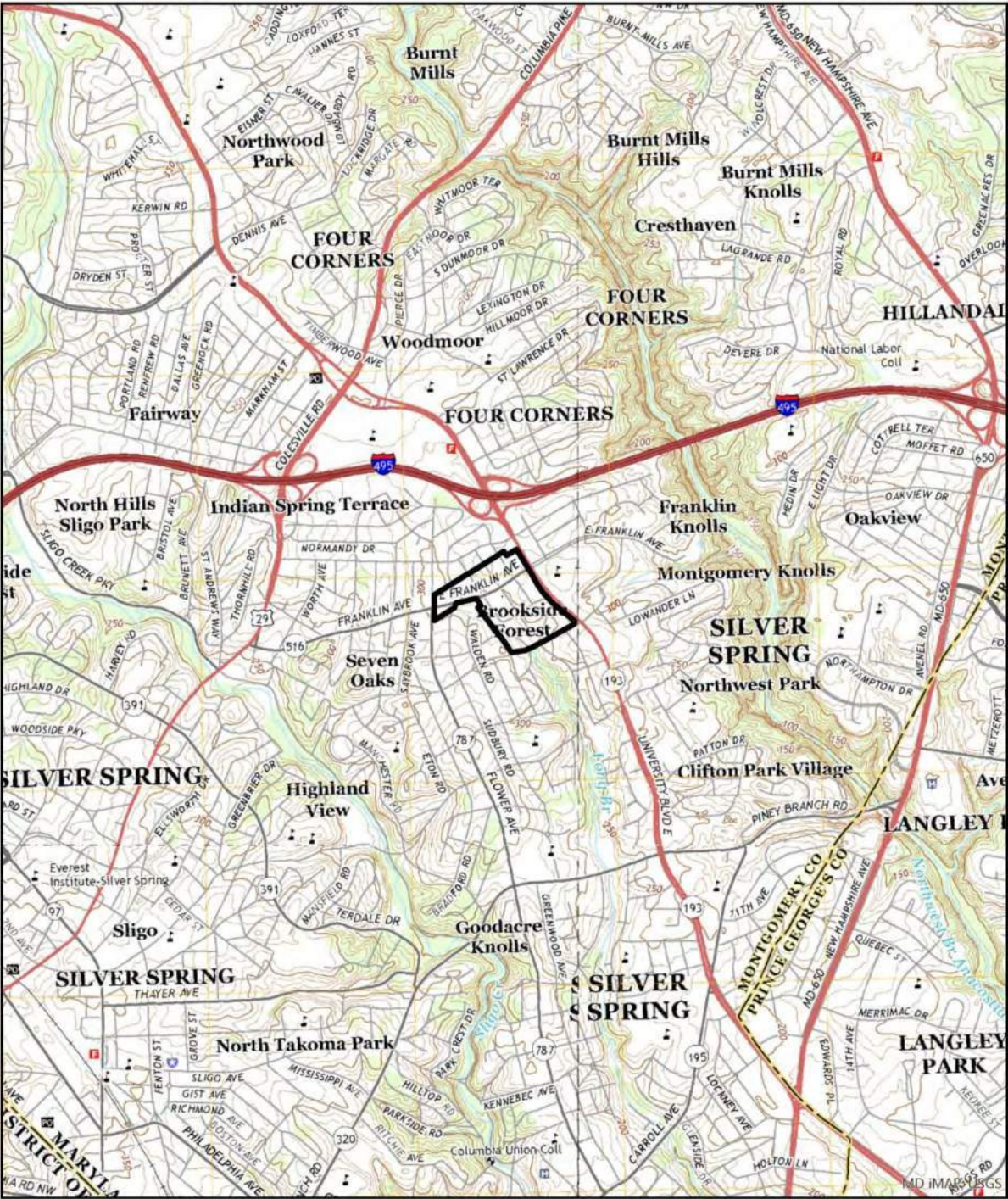
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- 1938b. Advertisement for Indian Spring Park by N. R. Robinson & Sons. February 27, 1938, R8.
 - 1940. "New Modern Bungalows Now Shown at Indian Spring Park." June 23, 1940, R2.
 - 1958. "Robinson, Lay Leader, Businessman." December 4, 1958, D2.

Indian Spring Park

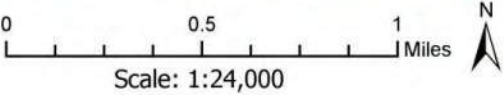
Location: Southwest of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

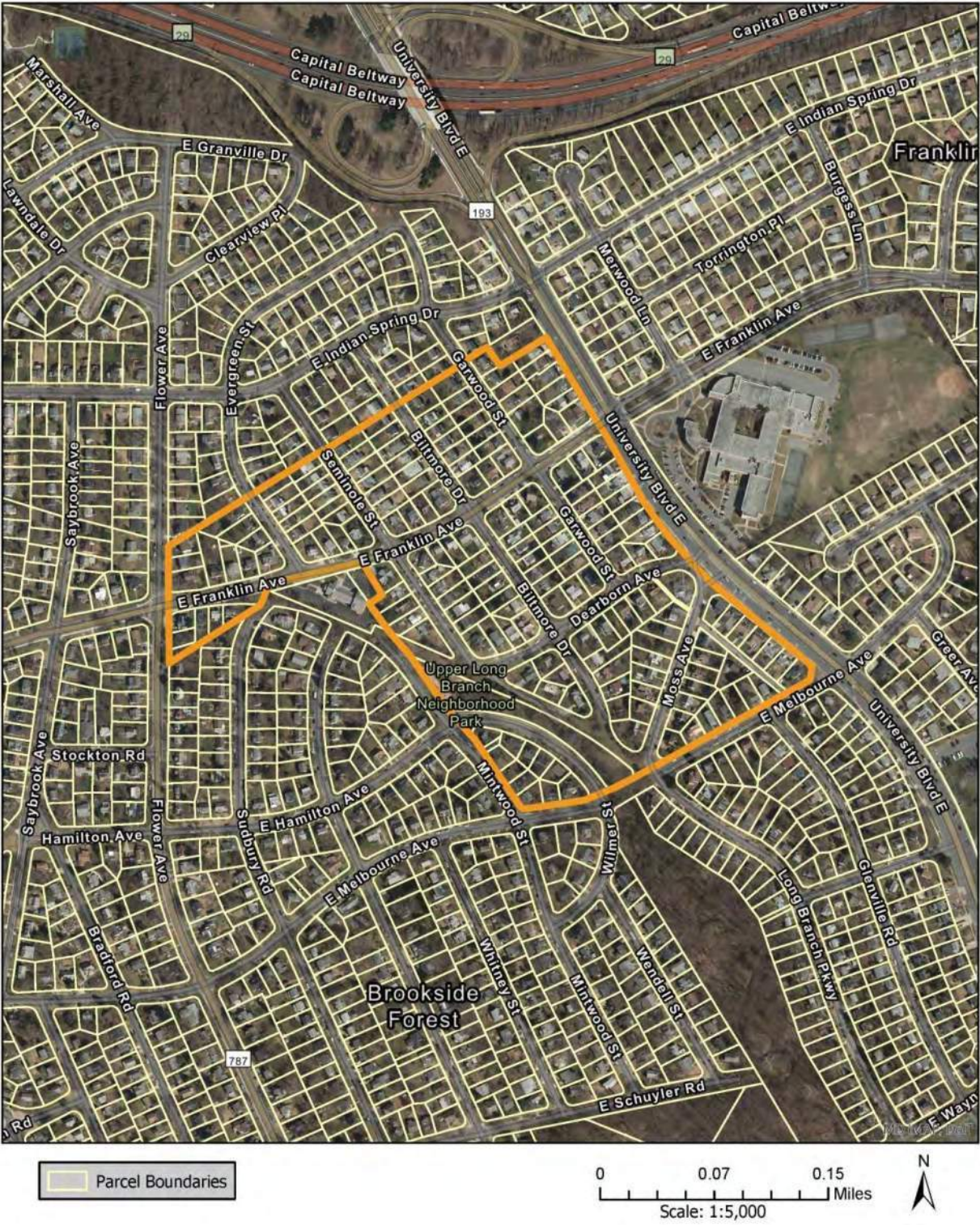


Indian Spring Park

Location: Southwest of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring





View of houses at 9405 to 9411 Seminole Street, looking north.



203 and 205 Dearborn Avenue, southeast elevations



View of houses at 9510 to 9514 Biltmore Drive, looking southeast.



View of houses at 9330 and 9332 Wilmer Street, looking west.



212 Dearborn Avenue, west oblique.



214 East Franklin Avenue, west oblique.



Northwest corner of Dearborn Avenue and Biltmore Drive.



9514 Seminole Street, northeast elevation.



9506 and 9508 Seminole Street, northeast elevations.



Upper Long Branch Neighborhood Park, looking north.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Mical Tawney**

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

Location of Original Digital File: **MHT**

File Format: **M: 32-38_10/09/2019_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of houses at 9405 to 9411 Seminole Street, looking north.

02.tif

203 and 205 Dearborn Avenue, southeast elevations

03.tif

View of houses at 9510 to 9514 Biltmore Drive, looking southeast.

04.tif

View of houses at 9330 and 9332 Wilmer Street, looking west.

05.tif

212 Dearborn Avenue, west oblique.

06.tif

214 East Franklin Avenue, west oblique.

07.tif

Northwest corner of Dearborn Avenue and Biltmore Drive.

08.tif

9514 Seminole Street, northeast elevation.

09.tif

9506 and 9508 Seminole Street, northeast elevations.

10.tif

Upper Long Branch Neighborhood Park, looking north.

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

Property Name: Indian Spring Terrace Park

Address: 9717 Lawndale Drive

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): P562

Tax Map Number: JP42

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Apr 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

This resource is within the boundary of Indian Spring Club Estates/Indian Spring Terrace/Indian Spring Manor (M: 32-12) determined not eligible for the National Register of Historic Places (NRHP) in 2000. Indian Spring Terrace Park is being evaluated separately because it was constructed outside the M: 32-12 period of study, ranging from the 1920s to 1940s.

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

Indian Spring Terrace Park is a 11.4-acre public park in a residential area bounded by the Capital Beltway (I-495) to the north and east, by Fairway Avenue and Marshall Avenue to the south and southwest, and by the YMCA Silver Spring to the west.

Indian Spring Terrace Park contains a recreation center and several recreational structures on gently rolling land with mature trees. Located north of Fairway Avenue near the center of the parcel, the one-story,

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

Indian Spring Terrace Park

gambrel-roofed, recreation center is air-conditioned and contains bathrooms and a kitchen with a refrigerator and warming oven.

The one-story recreation center runs on a north-south axis and likely sits on a concrete slab foundation. According to M-NCPPC, the building dimensions are 34" x 64" (M-NCPPC). The painted concrete-block building has an overhanging asphalt-shingle gambrel roof with vertical-board paneling in the south gambrel end. A one-story, painted concrete-block wing with a gable roof extends from the north elevation. There is a fenced area east of the wing that appears to hide mechanical equipment.

The building façade faces west and consists of three recessed bays separated by projecting pillars. The entrance, located in the north bay and approached via a concrete patio, contains a metal door. The two south bays feature bands of three large fixed windows covered in metal security screens. The south elevation has three bays divided by concrete pillars, but no fenestration. The east elevation appears to mirror the west façade, with two bands of windows to the south and a metal door to the north. The north elevation was not visible for survey.

West of the recreation center is a large playground with wood, metal, and plastic equipment on mulch contained by a low wall of wooden railroad ties. Benches and picnic tables surround the playground. West of the playground is a full-sized asphalt basketball court, and two lighted tennis courts, enclosed by a chain-link fence, stand to the east. Most of the areas surrounding the tennis courts are wooded. On the west side of the property, adjacent to the YMCA Silver Spring property, is a baseball/softball field with a chain link backstop at the southwest corner. Between the ballfield and the basketball court is a wooded area with a stream. A concrete path surrounds the recreation center, and additional concrete paths, constructed circa 2018, connect the recreation center to the tennis courts, playground, basketball court and baseball/softball field. Fairway Avenue runs through an asphalt parking lot located south of the recreation center. Several concrete storm drains and benches are on the property. Rustic wood-board park signs with incised lettering are south of the recreation center, at the southeast corner of the ball field, and at the intersection of Lawndale Drive and Fairway Avenue. The park is bordered to the north and east by concrete noise walls.

The land now used for the park was originally part of Indian Spring Country Club's golf course, but the course closed in the early 1960s when the beltway was constructed through club property. The Maryland-National Capital Park and Planning Commission (M-NCPPC) acquired the property from the heirs of the former club owner, Abraham Kay, in 1971 (liber 4144, folio 374). By 1973, M-NCPPC was soliciting bids for a variety of work in the park including the construction of an athletic field, paved parking area, multi-use court, tennis courts, and recreation center (Washington Post, October 20, 1973). The recreation center was to be identical to five other recreation centers constructed for local parks in Montgomery County at the same time (Washington Post, August 4, 1973). The work likely commenced shortly thereafter, as the tennis courts were in use by March 1978 according to the Washington Post (Washington Post, March 31, 1978).

Indian Spring Terrace Park is an example of a mid-twentieth-century local and neighborhood park common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the NRHP under Criteria A or B. While the property retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

NR-ELIGIBILITY REVIEW FORM

Indian Spring Terrace Park

The property encompasses 11.4 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map JP42-0000, Parcel P562 (2018). Tax account is 00965244.

References

"25 Bids & Proposals," The Washington Post, August 4, 1973, C1.

"125 Bids & Proposals," The Washington Post, October 20, 1973, B4.

M-NCPPC, "Indian Springs Terrace Local Park," <https://www.montgomeryparks.org/parks-and-trails/indian-springs-terrace-local-park/>, accessed April 9, 2019.

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Whitehead, Pamela, "Tennis Around the Beltway: A Matter of Courts," The Washington Post, March 31, 1978, W27.

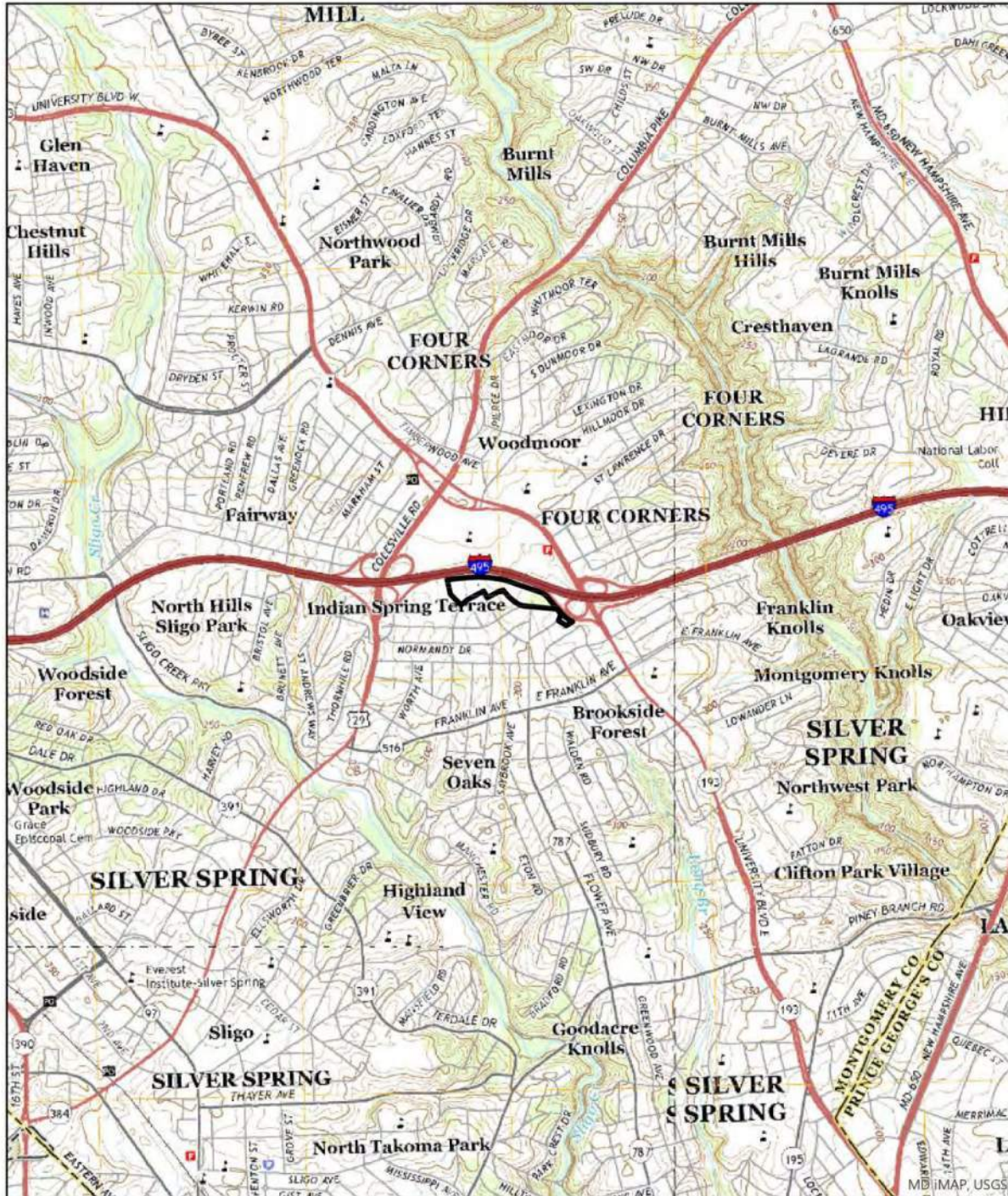
Indian Spring Terrace Park

Indian Spring Terrace Park

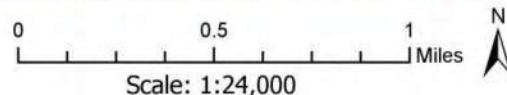
Location: 9717 Lawndale Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



Indian Spring Terrace Park



Recreation center, facade and south elevation, looking northeast



Playground and basketball court, looking northwest

Indian Spring Terrace Park



Path and tennis courts, looking east

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

Property Name: Industrial Bank

Address: 7610 Pennsylvania Avenue/3408 and 3410 Forestville Place

City: District Heights

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0089

Tax Map Number: 0000, 0030

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 14, 2019

Preparer's Eligibility Recommendation:

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Industrial Bank is an office building occupying 1.59 acres bounded by Forestville Road, Pennsylvania Avenue and Forestville Place. The property is surrounded by single-family dwellings and commercial buildings, including a large shopping center to the northeast. The three-story New Formalist-influenced building, according to state tax data, was constructed in 1975; it is oriented on an approximately northeast-southwest axis and the curved southeast façade faces toward Forestville Road. Two driveways connect Forestville Place with the asphalt parking lots that surround the building. The office building occupies the center of the south parcel, separated from the road by grass, trees, bushes, and sidewalks. A one-story, partially underground, concrete and metal parking deck, with brick cladding at the façade, is located directly northwest of the building. The property includes planting beds and bushes at the façade, light standards around the parking lots, and a metal and plastic monument sign with tenant names along Forestville Road.

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

Industrial Bank

The seven-bay curved rectangular-plan office building is clad in tan brick in a running bond on the northeast, northwest, and southwest elevations. At the façade, the building is clad in exposed aggregate concrete and tan brick at the first story; the second story extends over the first story to create a covered walkway along the façade, supported by exposed aggregate concrete piers. The recessed main entrance is located at the center of the façade and consists of paired glass doors with black metal-framed sidelights and transom. The first story features six storefronts flanking the main entrance, each consisting of single or paired metal and glass doors topped with a transom and flanked by storefront windows set on tan spandrel panels. Above the first story, each façade bay is divided into four vertical areas separated by narrow, projecting pillars. Each vertical bay features alternating bands of single light, tinted-glass, fixed-sash windows and tan spandrel panels. The northeast and southwest elevations each feature two rows of four square metal grates that project slightly from the wall. Three-dimensional letters spelling "7610 PENNSYLVANIA AVE" are placed on the façade, northeast, and southwest elevations. The southwest elevation also features a backlit rectangular business sign and a two-bay, flat-roofed metal canopy shading a drive-up teller window, an ATM machine, and two banking lanes. At the first story of the northwest elevation is a recessed open area for vehicle parking that features four single pedestrian metal doors. A single metal door is also located just south of the recessed area. On the second and third stories, the northwest elevation features single-light, tinted-glass, fixed-sash windows with ventilation grates below. The building has a flat roof occupied by mechanical equipment.

Industrial Bank is an undistinguished example of a mid-twentieth-century office building commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the building retains integrity, it does not represent the work of a master or possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.59 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Map 0089, Parcels 0000 and 0032 (2018).

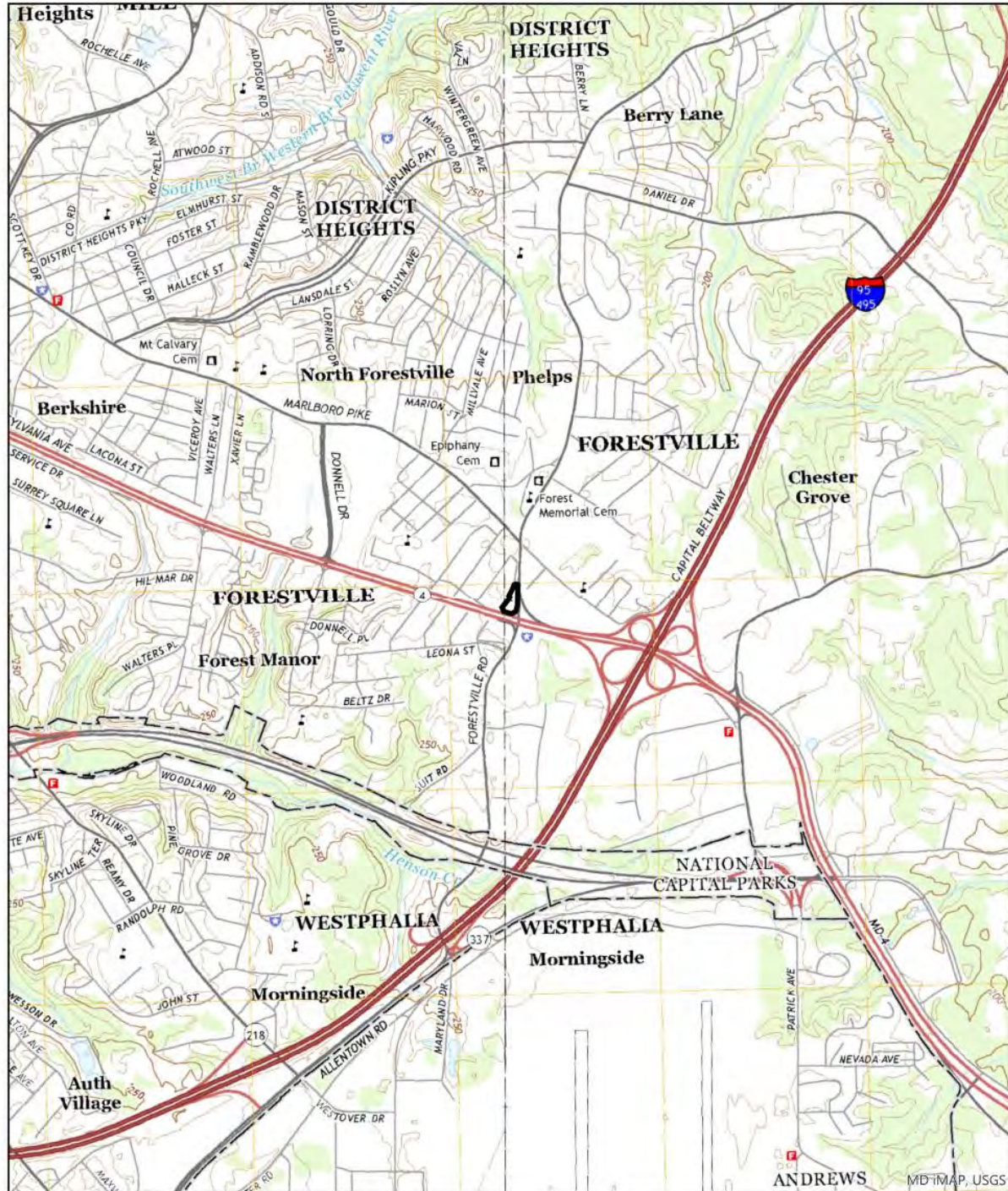
Industrial Bank

Industrial Bank

Location: 7610 Pennsylvania Avenue/3408 and 3410 Forestville Place

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles
Scale: 1:24,000

Industrial Bank



Southeast facade and southwest elevation



Northwest elevation

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

Property Name: Interstate Corporation

Address: 16031 Industrial Drive

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N970

Tax Map Number: FS63

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

Agency: MDOT SHA

Agency Prepared By: Rummel, Klepper & Kahl, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

The Interstate Corporation building is an International Style-influenced one-story warehouse constructed in 1966. The building occupies 4.73 acres and is located on the south side of the property, with a circa 2000s metal warehouse to the north that has a rectangular plan and front-gabled roof. North of the property is I-270, separated by an area of mature trees. The resource is otherwise surrounded by industrial and warehouse properties. Interstate Corporation is bordered by lawns and mature trees and the two buildings are surrounded by asphalt surface parking lots, accessed from two driveways at Industrial Drive. Each driveway has a wood business sign supported by wood posts. At the northeast corner of the property is a lawn with a gravel turnaround.

The warehouse has an irregular plan with an office portion to the west and warehouse portion to the east. The office is clad with brick and the warehouse is made of concrete blocks. The flat roof contains multiple mechanical building systems.

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

Interstate Corporation

The south section of the office's west façade is recessed, so that the main entrance faces south at a 90-degree angle from the façade. The entrance consists of paired metal and tinted glass doors and is surrounded by a tinted glass panel wall in metal frames. The entrance faces onto a concrete landing and steps with metal handrail that leads to a short pedestrian walkway connected to the west parking lot. The north section of the façade has a ribbon window consisting of tinted glass in metal frames. While the façade's south section and the north elevation have no fenestration, the bricks are laid to create a vertical pattern. The south elevation has six sets of three windows with spandrel panels above and below, together in metal frames.

The north elevation of the warehouse portion has a loading dock covered by a shed roof, supported by four slender metal posts, and accessed by a set of metal steps. There are three truck garage doors, one metal door pedestrian door, and a single window. The east elevation has a metal truck garage door and a metal pedestrian door. The west section of the warehouse's south elevation is recessed, so that a truck garage door and metal pedestrian door face west at a 90-degree angle from the façade. The west end of this south elevation has a truck garage door with a steel-sash window that appears to have a hopper sash with a steel security screen, and a fixed six-light sash above and below it. The rest of the elevation has no fenestration.

Interstate Corporation is a mid-twentieth-century International Style-influenced warehouse commonly found throughout Maryland. The property is not associated with events or person that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Although the property has retained historic integrity is not eligible under NRHP Criterion C as it does not represent the work of a master or possess high artistic value. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses an 4.73-acre portion of Montgomery County Tax Map FS63, Parcel N970 (2019).

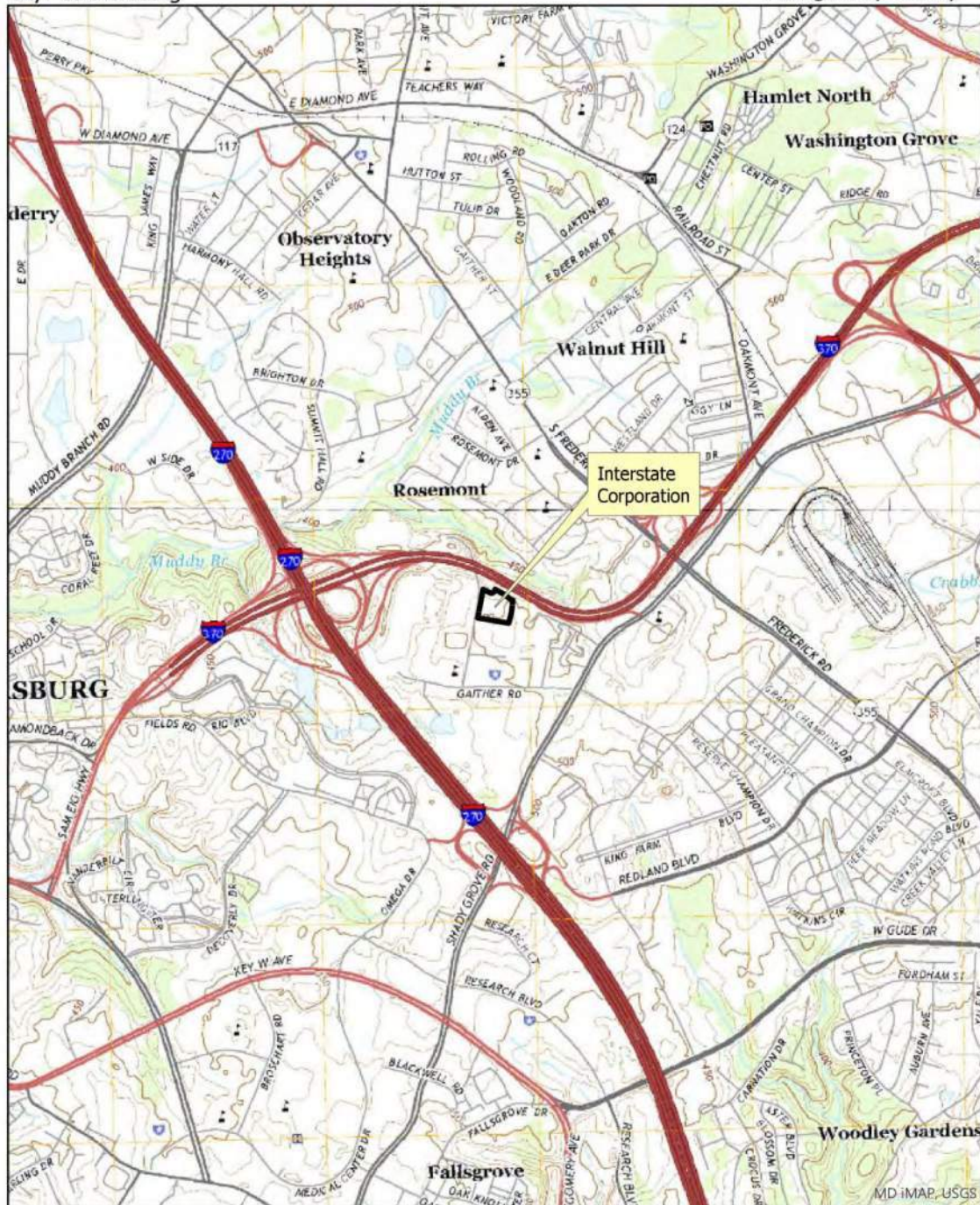
Interstate Corporation

Interstate Corporation

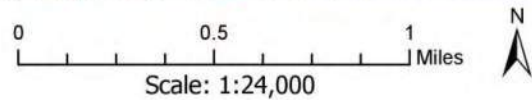
Location: 16031 Industrial Drive

City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville



Interstate Corporation



West facade



South elevation

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

Property Name: James E. Duckworth School

Address: 11201 Evans Trail

City: Beltsville

Zip Code: 20705

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0150

Tax Map Number: 0012

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Sarah Groesbeck

Date Prepared: Aug 13, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The 1978 James E. Duckworth School sits on a 9.9-acre parcel on the east side of Evans Trail and west of Interstate 95 in a residential area. The original school building sits near the front of the parcel, separated from the road by a driveway and parking area. Four one-story trailers north of the original elementary school building have been added, the first circa 2007 and three more placed circa 2012. A linear running track sits east of the school; beyond it is a large playing field.

The school is a roughly rectangular one-story flat-roofed building with a center courtyard. The south end of the building has two sections with higher rooflines. Tan stretcher-bond brick clads most of the façade, with projecting darker brick comprising approximately the top 15 courses. Windows are generally single-light fixed metal sash with either a lower or upper awning- or hopper-sash window. The main, double-leaf entrance is located near the south end of the building; the entrance and walkway leading to it are covered by a flat-roofed metal portico. North of the entrance, the façade has banks of two or three windows alternating with single-leaf flush metal doors with enclosed transoms.

The James E. Duckworth School is a common example of a twentieth-century elementary school building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A

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

NR-ELIGIBILITY REVIEW FORM

James E. Duckworth School

or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 9.9 acres and is defined as Parcel 150 on Prince George's County Tax Map 12.

NR-ELIGIBILITY REVIEW FORM

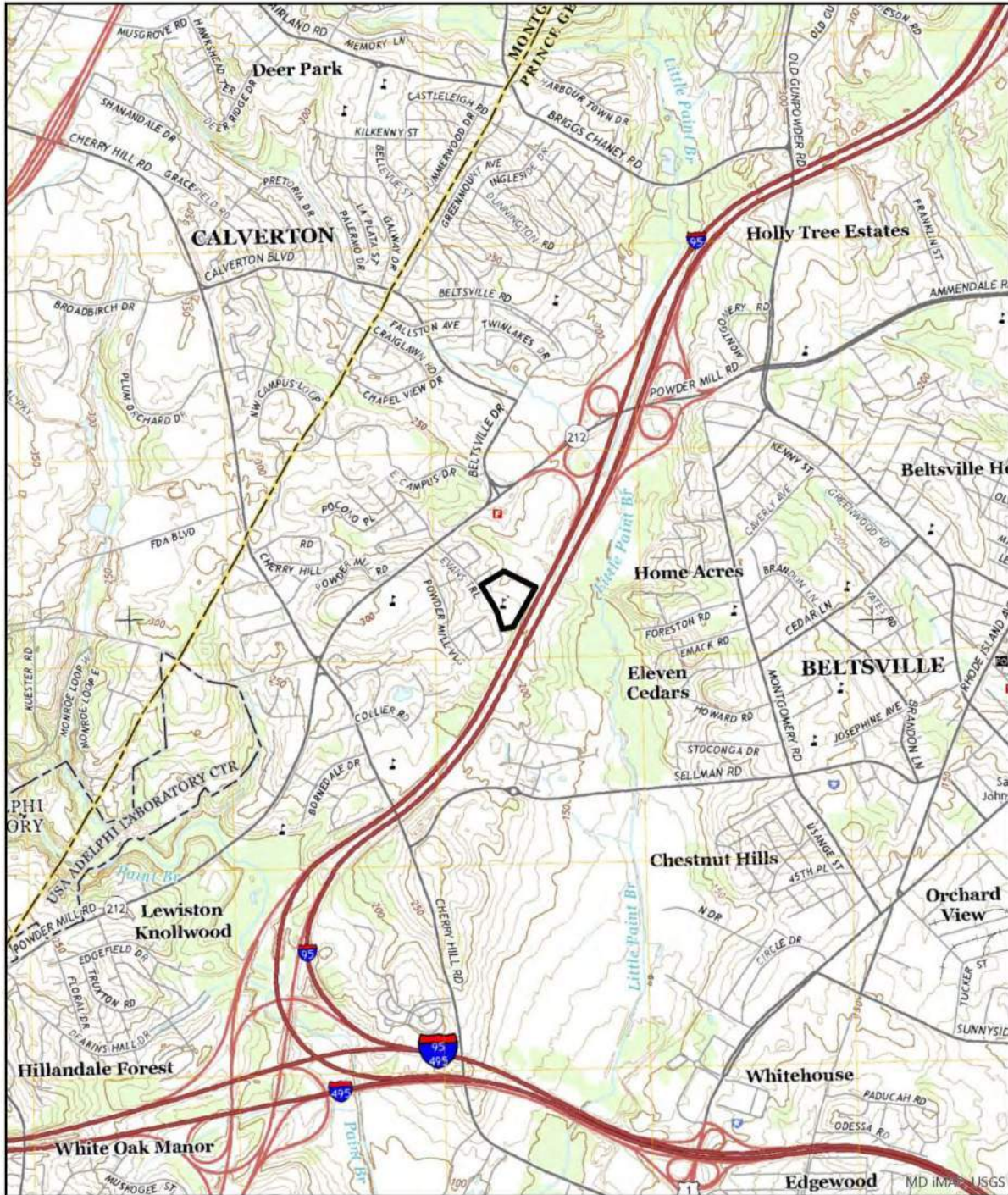
James E. Duckworth School

James E. Duckworth School

Location: 11201 Evans Trail

Prince George's County

City: Beltsville



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles
Scale: 1:24,000

James E. Duckworth School



Main (west) Facade Looking North



Main (west) Facade Showing Entrance Looking Northeast

NR-ELIGIBILITY REVIEW FORM

James E. Duckworth School



East Elevation Looking Southwest

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: John & Marie Darcey Houses Inventory Number: PG:76A-31
Address: 5129 Armand AVE 5112 Barto Avenue Historic district: ☐ yes ☒ no
City: Suitland Zip Code: 20746 County: Prince Georges
USGS Quadrangle(s): Anacostia
Property Owner: Ignacio Navarro Tax Account ID Number: 0485664
Tax Map Parcel Number(s): 0019 Tax Map Number: 0098
Project: I-495/270 Managed Lane Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The resource known as the John and Marie Darcey Houses consist of two dwellings historically situated on the same parcel, the John Darcey House at 5129 Armand Avenue and the Marie Darcey House at 5112 Barto Avenue, located within the previously surveyed Auth Village (PG:76A-38) (Suffness 1997, 1). The parcels on which the dwellings stand are now two separate lots, and the house at 5129 Armand Avenue is situated immediately north of I-495 and faces southeast towards Armand Avenue. The property is an irregularly shaped parcel comprising 0.44 acre (State Department of Assessments and Taxations [SDAT] 2018). The boundaries contain a primary dwelling and unpaved driveway. It is currently owned by William and Ora Fitzpatrick (SDAT 2018). The house at 5112 Barto Avenue is situated between Armand Avenue and Barto Avenue and is set back on its lot from Barto Avenue. It is situated on a 0.43-acre lot with mature trees and current owned by Ignacio Navarro (Google 2018, SDAT 2018).

Description:

The John Darcey House at 5129 Armand Avenue is a one-story, three-bay, single-family dwelling constructed circa-1950 in the Transitional Ranch-style. It has a side-gabled roof with integrated shed-roofed carport on the primary (northeast) elevation. An interior-ridge, brick chimney pierces the roof ridge on the northwest side of the building. The continuous concrete foundation

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

supports a structural system clad in asbestos siding. The primary entry is located on the northeast elevation and is filled by a single-leaf, metal and glass door. Additional fenestration includes one-over-one, double-hung-sash, aluminum or vinyl windows and a fixed, single-light, square, aluminum or vinyl window on the northeast elevation. A carport with an asphalt-single-clad roof extends from the northeast elevation above the primary entry, and is supported by metal poles.

A one-story, one-bay addition is obscured from view from the public right of way, but is visible in aerial imagery attached to the northwest end of the building, and it appears to be clad in the same materials as the primary dwelling (Google 2018).

The Marie Darcey House at 5112 Barto Avenue is a one-story, three-bay single-family dwelling oriented with the original primary elevation facing southwest, away from Barto Avenue with a later addition to the rear (northeast). This circa-1930 house has a continuous poured-concrete foundation that supports the frame structural system, which is clad in replacement vinyl or aluminum siding (SDAT 2018). A moderately pitched, side-gabled roof sheathed in asphalt shingles covers the building. Fenestration on the original core includes a primary entrance centered on the southwest elevation, filled with a single-leaf, solid door as well as one-over-one, replacement windows. A set of concrete steps is located in front of the building's original primary entrance on the southwest elevation.

A gabled roof addition extends from the northeast (rear) elevation. It features an interior chimney situated near the northwest elevation, a single-leaf door that currently functions as the primary entrance, and fixed, rectangular windows near the roof's eave.

Aerial imagery indicates a one-story, one-bay, front-gabled shed is located east of the dwelling at 5112 Barto Avenue (Google 2018).

Historic Context:

Maryland's suburbanization through the nineteenth and twentieth centuries was influenced by the same national trends driving suburbanization elsewhere. The increasing availability of transportation routes such as rail and trolley lines, improvements to roadways, and early highway construction allowed for greater access to Baltimore and Washington from previously rural areas (KCI Technologies, Inc. [KCI] 1999, B-13). The pace of suburbanization in Prince George's County increased following World War II. New home construction was spurred by the passing of the Veterans Emergency Housing Act in 1946. The Suitland Government Center and Andrews Airforce Base opened in 1942, increasing the local demand for housing in Prince George's County (KCI 1999, B-40, B-41). Residences in the area consist of bungalow, American Foursquare, and Cape Cod forms and Tudor, Minimal Traditional, Transitional Ranch, and Colonial Revival-style dwellings with construction dates ranging from the 1930s to the early 1960s, part of Maryland's Modern Period, 1930 to 1960 outlined in the 1999 Suburban Historic Context (KCI 1999, B-13).

During the 2000 I-495/I-95 Capital Beltway Corridor Transportation Study Resources Survey and Documentation of Eligibility Report conducted by KCI Technologies, Inc., KCI stated, "Auth Village has some characteristics of a freeway suburb, including a loosely-gridded street pattern and houses placed with their longest elevation along the streets. However, the subdivision lacks landscaping and community amenities. Auth Village was largely complete by the time the Capital Beltway [I-495] was constructed in the mid-1960s. However, some properties along Armand Avenue were demolished to make way for the road" (KCI 2000, 4). Dwellings in Auth Village "include a variety of types, mostly constructed of brick. The three most common types are Minimal Traditional, Ranch and Split-Levels. The neighborhood has a loosely-gridded street plan with no sidewalks and few large trees" (KCI 2000, 1).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The John and Marie Darcey Houses were built for two siblings, belonging to a local family employed in the truck farming business (Ancestry 2018; Stuffness 1997, 11). The creation of I-495 altered the orientation of the buildings (Stuffness 1997, 11). Additionally, “the first wave of subdivision housing in the 1950's, Auth Village. Auth Village was, in part, developed by Robert Warren Ammann, a local brick builder and descendent of the original landowner Warren Darcey, who was a truck farmer” (Stuffness 1997, 11). Prior to the construction of I-495 and Auth Village, the land surrounding the John and Marie Darcey Houses was largely used for agriculture (Stuffness 1997, 11). Research did not reveal additional details about the Darcey family, nor did it reveal more information about earliest deed transfers. However, the John Darcey House and 1 acre of land were conveyed from Charles S. Sasscer to Michael and Marie Santantonio in 1950 (Prince George's County Deed Book [PGCDB] 1196, 337). In 1960, Michael and Marie Santantonio granted the property, now legally described as parcel C-1, Block “A” ‘by plat to be recorded,’ to William and Ora Fitzpatrick, the current owners (PGCDB WWW 2439, 412).

While secondary research indicates the Marie Darcey House is was built for and occupied by Marie Darcey circa 1950, primary research conducted during this survey could only trace the property back to 1986, when it was owned by Michael E. Dowler and Tracey A. Dowler, and Harold E. Dowler and Janet L. Dowler, who granted it to George A. Resta and Allan B. Bernstein, trustees, “being the ‘not included’ lot in block E as shown on a plat of subdivision Auth Village, section 2, blocks C, D, and E, recorded in plat book WWW at plat 21” (PGCDB 6489/25).

Evaluation:

The John Darcey House and the Marie Darcey House are two single-family dwellings constructed circa 1950 and 1930, respectively. The two buildings that make up this resource are located within Auth Village (PG:76A-38), a survey district built between 1950 and 1970 and containing approximately 200 single-family houses that was determined not eligible for the National Register of Historic Places (NRHP) in 2000 (Maryland Historical Trust [MHT] 2000).

The John and Marie Darcey Houses at 5129 Armand Avenue and 5112 Barto Avenue are single family houses built in the second quarter of the twentieth century circa-1930 and circa-1950 in the Transitional Ranch style. They retain integrity of design, association, and location, but the development of I-495 and the installation of a sound barrier reduces integrity of setting and feeling, and modifications including replacement siding, roofing, and windows reduces integrity of design, materials, and workmanship.

The houses were last surveyed during the 2000 I-495/I-95 Capital Beltway Corridor Transportation Study Resources Survey and Documentation of Eligibility Report, and were recommended to be not individually eligible for the NRHP at that time.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the John and Marie Darcey Houses are not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the John and Marie Darcey Houses at 5129 Armand Avenue and 5112 Barto Avenue are not recognized to be particularly unique or excellent examples of the Transitional Ranch style, as many others exist throughout the area such as the multiple examples located within Auth Village. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The two resources encompass a total of 0.87 acres, and the historic boundaries for the Darcey Houses are confined to the tax parcel limits as shown on Prince George's County Tax Map 0098 for Parcels 0019 and 217 (SDAT 2018).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

References:

Esri. 2018. "United States Geological Survey." Accessed July 20, 2018. <http://services.arcgisonline.com/arcgis/services>.

Google. 2018. "Suitland, MD." Map Google Earth [Computer Program]. Accessed August 20, 2018. <http://www.google.com/earth/download/ge/agree>.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed August 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Maryland Historical Trust (MHT). 2000. Maryland Historical Trust Determination of Eligibility Form: Auth Village, PG:76A-38." Prepared by KCI Technologies, Inc. (KCI). Form on file at Maryland Historical Trust, Crownsville, Maryland.

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Prince George's County Deed Books (PGCDB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Prince George's County Tax Records. Accessed August 20, 2018. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

Suffness, Rita. 1997. Maryland Historical Trust Determination of Eligibility Form: John and Marie Darcey Houses (PG:76A-31). Form on file at Maryland Historical Trust, Crownsville, Maryland.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

John & Marie Darcey Houses

Location: 5129 Armand Avenue
City: Suitland

MIHP#: PG:76A-31
Prince George's County



USGS 7.5' Quadrangle - Anacostia

0 0.3 0.6
Miles
Scale: 1:24,000

John & Marie Darcey Houses

Location: 5129 Armand Avenue
City: Suitland

MIHP#: PG:76A-31
Prince George's County



Parcel Boundaries

00.010.02

Miles

Scale: 1:800

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

Inventory No PG:76A-31

Name: John & Marie Darcey Houses
Continuation Sheet

Number Photos Page 1



Photo 1 of 2: View of I-495 Sound Barrier and John Darcey House at 5129 Armand Avenue from Armand Avenue Facing South



Photo 2 of 2: East Oblique from Armand Avenue Facing Southwest

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

Inventory No PG:76A-31

Name: John & Marie Darcey Houses
Continuation Sheet

Number Photos Page 2

PHOTO LOG

Name of Property: John & Marie Darcey Houses
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 2:
**View of I-495 Sound Barrier and John Darcey House at 5129 Armand Avenue from Armand Avenue
Facing South**
PG:76A-31_2018-05-07_01

Photo 2 of 2:
East Oblique from Armand Avenue Facing Southwest
PG:76A-31_2018-05-07_02

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: John Henry O'Neale House

Inventory Number: M: 30-47

Address: 11807 Dinwiddie Drive

Historic District: No

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Philip L. Cantelon and Eileen S. McGuckian

Tax Account ID: 04-00053703

Tax Map Parcel(s): P451

Tax Map: GQ32

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Morgan Fries

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The John Henry O'Neale House at 11807 Dinwiddie Drive is located within the Montrose Woods residential subdivision in Rockville, Montgomery County. The property is set on an irregularly shaped, heavily wooded lot measuring approximately 1.1 acres that slightly slopes south and has a grass lawn and bushes. The resource is east of I-270 and the primary dwelling faces west towards Dinwiddie Drive. The trees on the parcel partially obscure the primary elevation of the resource from Dinwiddie Drive. An asphalt driveway extends north and then west, curving around surrounding properties, to Dinwiddie Drive.

Description:

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

The John Henry O'Neale House is a modified two-story, single-family dwelling constructed circa 1918 in the Colonial Revival style. The dwelling has an original two-story core with one-story wings that extend north and south. The continuous foundation and structural system are clad in wooden shingles. A front-gabled roof sheathed in standing-seam metal covers the building's original core. There is a central stone, double-flue chimney on the south side of the central, two-story section.

The primary entrance is off-center on the original two-story section's west elevation and is filled with a single-leaf, four-paneled door with a four-light window along the top edge. It is approached via stone pavers and a stone stoop. Other fenestration includes wood-framed, six-over-six, double-hung-sash windows and two bay windows.

There are two additions flanking the central, original core both of which date to the late 1940s or early 1950s (Kittowea 1999, G2). The southern stone addition is covered by a moderately pitched, side-gabled roof clad with asphalt shingles (Nationwide Environmental Title Research, LLC [NETR] 1957). The roof's eaves are lined with a denticulated cornice, and fenestration includes six-over-six, double-hung-sash, wood-framed windows flanked by louvered shutters. The northern addition is clad in the same wooden shingles as the central, two-story core and is covered with a low-pitched, side-gabled roof clad with asphalt shingles.

This northern addition connects the two-story original core to a circa-1930, one-story, one-bay garage clad in stone and vertical wood board. The garage, facing west, features a segmental, metal garage door and a front-gabled roof with vertical wood siding at the gable ends. The north elevation holds fixed, four-light, wood windows and a wood-clad shed-roofed addition with wooden vents.

North of the dwelling is a circa-1985, one-and-a-half-story, two-bay greenhouse. It rests on a continuous concrete foundation and is covered by a metal front-gabled roof and its exterior is clad in unpainted wooden siding. A recessed primary entrance, consisting of a single-leaf, half-glass wooden door and single Doric order column are located on the west elevation. Other fenestration consists of one six-over-six, double-hung-sash window and one four-paned, fixed window in the gable on the west elevation. There are four sky lights resting on the southern slope of the roof and six, floor-to-ceiling, fixed four-pane windows span the south elevation.

A frame, shed-roofed cistern and metal well pump are located immediately north of the garage.

Historic Context:

The land on which the John Henry O'Neale House stands was once farmland known as Cabin John Creek. The 68.75-acre property called "I Will Not Yet I Will" and "Shub Hill" was purchased by husband and wife Isaac and Mary O'Neale (also seen as O'Neal) from Isaac's father, William, for \$500 in April 1863 (Montgomery County Deed Book [MCDB] JGH 9, 174). Historic mapping indicates other buildings were once extant on the property prior to the construction of the current dwelling in 1918; another dwelling was possibly once present on the 68.75-acre agricultural parcel (NETR 1908). According to local history, the current house "stands on the site of a log cabin built in 1857 as a wedding present for a Mrs. O'Neill" (Kittowea 1999, G2). After the death of Isaac and Mary, the property was bequeathed to their son, John Henry O'Neale, who is credited with the construction of the current circa-1918 dwelling. John, a farmer,

his wife, Nellie May, and their two sons, John L. and Stanley D., occupied the property for several decades (United States Federal Census 1910, 1930). Nellie May and her sons remained on the property after John's death in 1938 until October 1946 when they conveyed the parcel to Mason C. Prichard and his wife, Ann (MCDB CKW 1041, 409).

During the Prichards' ownership, they added the two one-story wings and in 1959 subdivided portions of their land to the north, giving the name Montrose Woods to part of what would become a much larger single-family residential subdivision developed by others, such as the Cooley Construction Company and Norsab, Inc. (Kittower 1999, G2; Montgomery County Plat [MCP] 5711). The Prichards continued to sell pieces of their land for residential development until 1979, when they sold the last of the land surrounding the 1918 house. Prior to the late-1950s, the rural property was accessed by a long drive extending from the north with an entrance via Montrose Road. After the development of the original portion of Montrose Woods, the drive was shortened and accessed by Old Stage Court (NETR 1957, 1964). After Mason's death, Ann sold the remaining 1.1-acre property with the John Henry O'Neale dwelling to Philip L. Cantelon and Leslie J. Ward in June 1983 (MCDB HMS 6114, 787). In 1993, the property was transferred to Philip and his wife, Eileen S. McGuckian (MCDB BAS 12168, 764).

Evaluation:

The John Henry O'Neale House is an early-twentieth-century, single-family dwelling with modest Colonial Revival attributes. The loss of original acreage and encroachment by surrounding residential subdivisions has impacted the resource's historic integrity of setting, association, and feeling; the house's early association with Montgomery County's agricultural history is no longer evident. Furthermore, research did not identify significant associations with other historical events; therefore, John Henry O'Neale House is not eligible for the National Register of Historic Places under Criterion A.

The O'Neales and the Prichards are not known to be important to local, state, or national history; therefore, the resource is not eligible under Criterion B.

Although the John Henry O'Neale House is one of few dwellings still extant from the early-twentieth century in this area of Montgomery County, the property lacks farm-related outbuildings or agricultural fields and is not a good example of an early twentieth-century Montgomery County farmstead. Additions and replacement materials have extensively altered the house's original form, negatively impacting its historic integrity of materials, workmanship, and design. The John Henry O'Neale House is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 1.1 acres and is confined to the current property tax parcel, which is found on the Montgomery County Tax Map GQ32, Parcel P451.

References:

History Associates, Inc. 2019. "Philip L. Cantelon." Accessed January 29, 2019.
<https://www.historyassociates.com/our-people/our-team/philip-l-cantelon/>.

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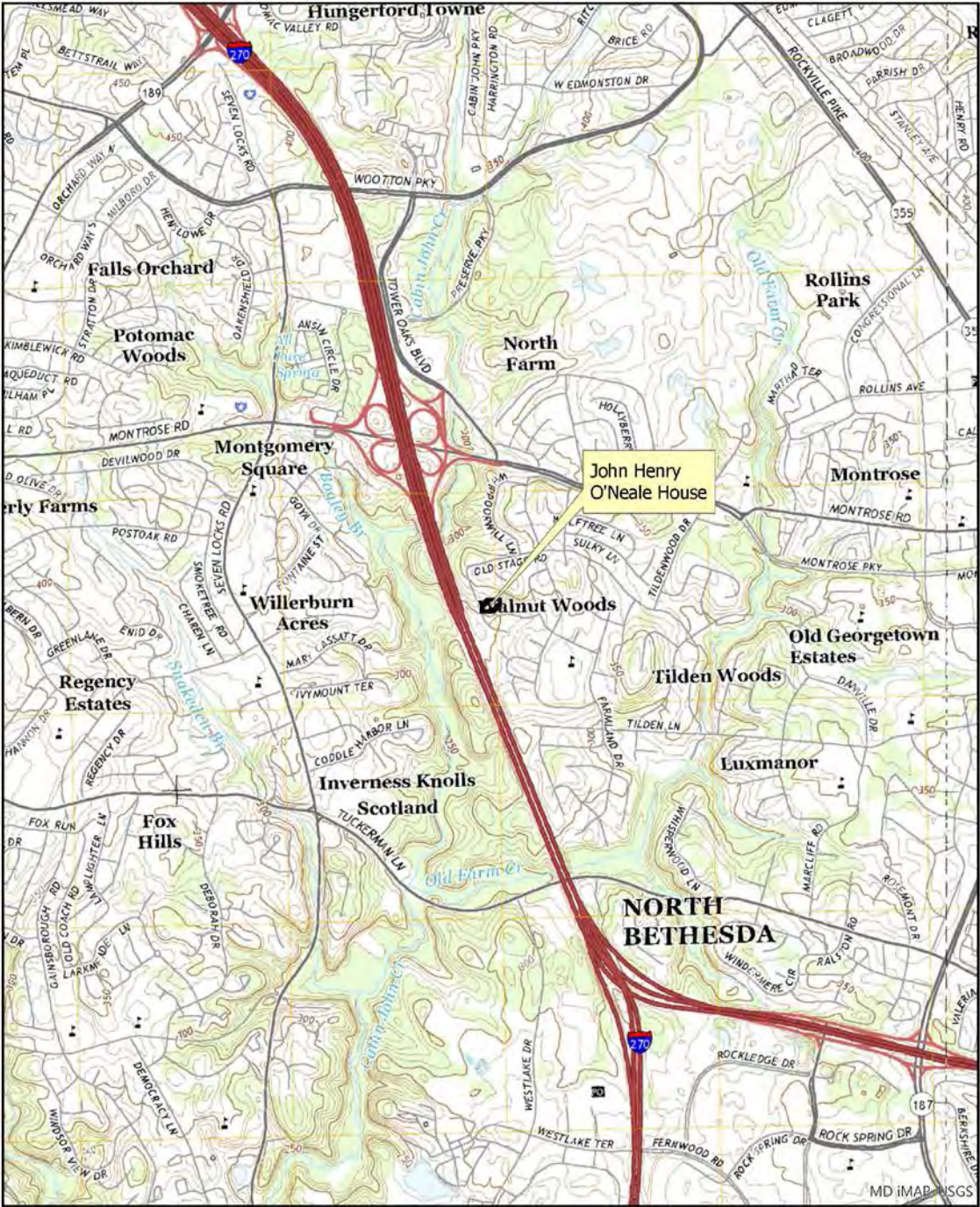
Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed January 2, 2019. <http://www.mdlandrec.net/>.

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

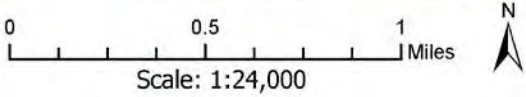
John Henry O'Neale House

Location: 11807 Dinwiddie Drive
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



John Henry O'Neale House

Location: 11807 Dinwiddie Drive
City: Rockville

Montgomery County





View of west elevation (façade), looking southeast.



Detail of chimney, looking northeast.



View of resource from driveway, looking southeast.



Detail of primary entrance.

PHOTOGRAPHS



View of east elevation of addition, looking north.



West elevation of greenhouse.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

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

File Format: **M: 30-47_2018-12-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of west elevation (façade), looking southeast.

02.tif

Detail of chimney, looking northeast.

03.tif

View of resource from driveway, looking southeast.

04.tif

Detail of primary entrance.

05.tif

View of east elevation of addition, looking north.

06.tif

West elevation of greenhouse.

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

Property Name: Joint Base Andrews Water Tower

Address: North Perimeter Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 205

Tax Map Number: 98

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Joint Base Andrews Water Tower, built ca. 1966, is located along the northwest perimeter of Joint Base Andrews, situated between Allentown Road to the west and North Perimeter Road to the east, north of Westover drive. The area surrounding the water tower is cleared of all vegetation, except grass, and enclosed by a chain link fence to the north, east, and south; the western fence is metal slat with intermittent brick posts, matching Joint Base Andrews perimeter fencing along this stretch of Allentown Road.

The 200-foot steel water tower is a multi-column (leg) spheroid water storage tank. Its storage tank is supported by two concentric circles of columns, eight on the inside and eighteen along the outer rim. The top of the storage tank is painted with the words "Navy" "Air Force" and "Marine Corps."

The Joint Base Andrews Water Tower is a typical example of a twentieth century multi-column water storage tank. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The water tower's design is a common across the United States and not represent the work of a master or possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

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

NR-ELIGIBILITY REVIEW FORM

Joint Base Andrews Water Tower

The boundary for the property includes the water tower, encompassing approximately 1.25 acres of Parcel 205 on Prince George's County Tax Map 98.

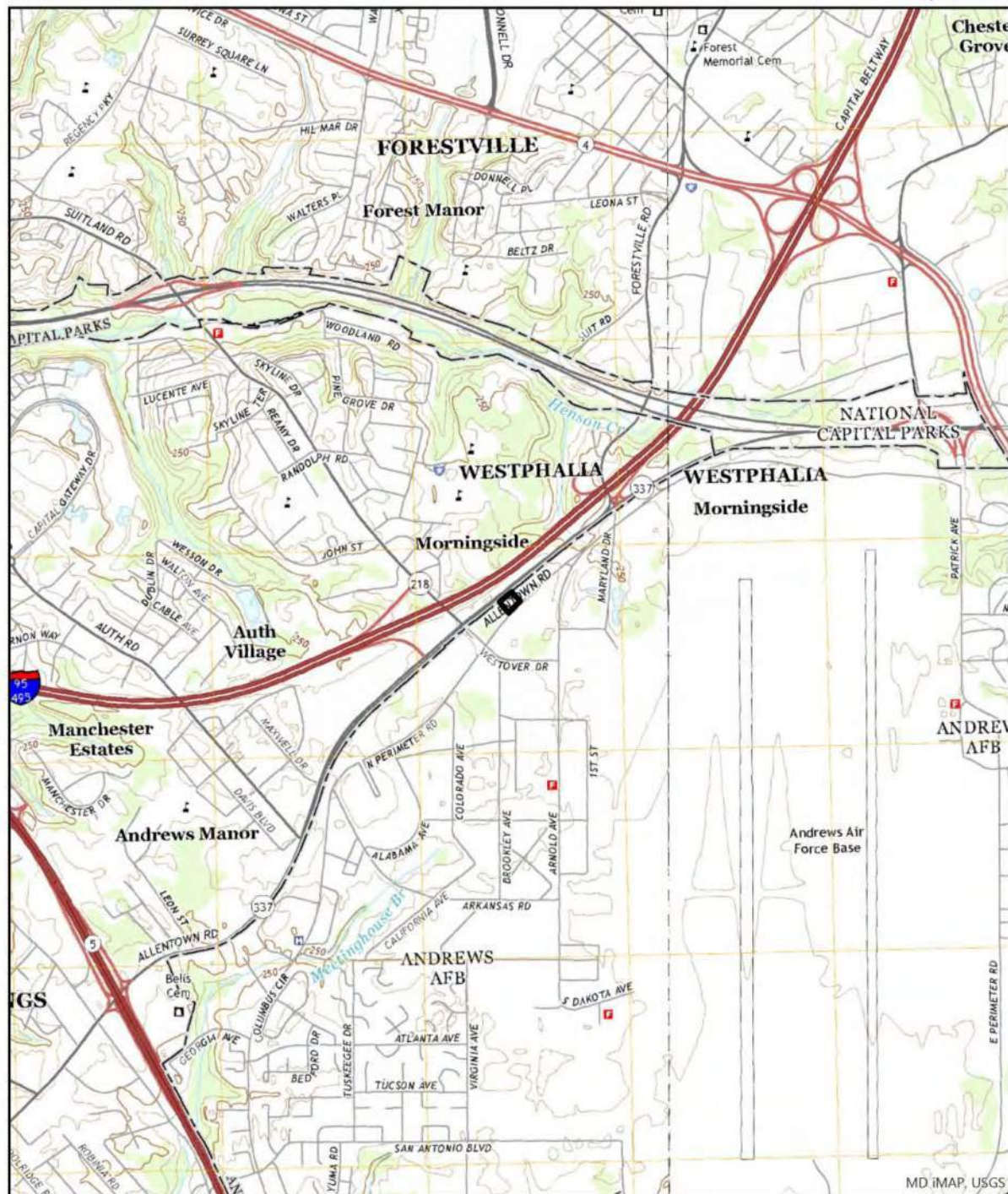
Joint Base Andrews Water Tower

Joint Base Andrews Water Tower

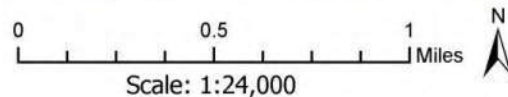
Prince George's County

Location: North Perimeter Rd

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Joint Base Andrews Water Tower



Water Tower Looking North



View of Water Tower Looking Northeast

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Julius West Junior High School (Julius West Middle School) Inventory Number: M: 26-84

Address: 651 Great Falls Road

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Board of Education of Montgomery County

Tax Account ID: Multiple

Tax Map Parcel(s): P060, P965

Tax Map: GR21, GR22

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

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

Location/Setting

Julius West Junior High School (Julius West Middle School) is located in Rockville, Montgomery County, northeast of Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270). The 21.65-acre property is in a densely developed suburban area surrounded by residential single-family dwelling and townhome developments. The school is bordered to the north by residential developments, to the west by I-270, and to the south and west by Falls and Great Falls Roads and residential developments. Trees buffer the property from the neighboring residential developments and from I-270.

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

The junior high school is accessed by two sets of paired asphalt driveways from Great Falls Road. The north driveways lead to a primarily asphalt parking lot and student pick-up/drop-off loop with islands landscaped with trees and grass. The south driveway leads to an asphalt school bus pick-up/drop-off loop and parking lot. A chain-link fence tops a brick retaining wall just south of the north driveway, and an electronic sign with brick posts is located just north of the south driveway. Concrete and asphalt pedestrian walkways are located around the property, connecting the building to the sidewalk along Great Falls Road, parking lots, athletic fields and sport courts.

A small, rectangular-plan, brick-clad shed (built some time between 1970 and 1979), with a flat roof and metal roll-up garage door, stands adjacent northeast of the school building. A small, square-plan, brick-clad shed (built between 2014 and 2017), with a hipped standing-seam metal roof and paired metal doors, stands to the southwest. Large grass athletic fields, with metal baseball backstops and concrete pads with metal benches, are also located southwest of the building. Asphalt tennis and basketball courts, surrounded by chain link fences, are located to the northwest. Rain gardens surrounding storm drain grates, metal swing-arm gates, metal bicycle racks, metal light standards, metal bollards, metal-and-wood benches, and metal flag poles are also located on the property.

Architectural Description

Julius West Junior High School (Julius West Middle School), is a two-story, Postmodernist-influenced, roughly square-plan school surrounding a landscaped central courtyard. Completed in 1961, the school has received multiple additions and a renovation. These include a classroom wing to the southeast circa 1964, an addition to the media center at the center of the building in 1976, small additions to the northeast and center along with a major renovation of the building in 1993, and a new wing to the southwest and a small addition to the northwest between 2014 and 2017. The school building sits on a concrete foundation and is clad in red brick set in a running bond pattern with projecting brick buttresses with blue-colored tiles. A belt course of black-colored tiles is located just below a brick parapet wall with blue tile accents and metal coping. The 2014-2017 southwest wing is also clad in red brick set in a running bond, surrounding gray bricks set in a running bond.

The building has two main entrances, both of which are replacements constructed in 1993. One is located on the southeast elevation and one on the northeast elevation. The entrance on the southeast elevation opens onto the concrete pedestrian walkway surrounding the school bus pick-up/drop-off loop and parking lot. This entrance consists of two sets of paired metal-and-glass doors sheltered by a red brick barrel-roofed canopy that runs parallel to the elevation. The canopy ends are accented by circular openings filled with red tiles, and its standing-seam metal roof is supported by brick piers with split-face concrete block bases and blue tiles suggesting capitals. On this elevation, just below the roofline, three-dimensional letters read "JULIUS WEST MIDDLE SCHOOL." The main entrance on the northeast elevation consists of two sets of paired metal-and-glass doors sheltered by a red brick barrel-roofed canopy similar to that at the southeast entrance but oriented perpendicular to the elevation. On the canopy, three-dimensional letters read "JULIUS WEST MIDDLE SCHOOL." Secondary entrances, located throughout the elevations, consist of paired metal-and-glass with sidelights. Service entrances and emergency exits consist of single and paired metal doors; the two doors at the second story on the northwest elevation are accessed by metal staircases sheltered by standing-seam metal canopies; concrete staircases and ramps

access entrances above ground level. A concrete loading dock platform is located at the northeast elevation.

The original building and ca. 1964 southeast wing have metal replacement windows: double hung-sash units flanked by fixed-sash units, fixed-sash ribbon units, and fixed-sash units flanked by awning units. The 2014-2017 southwest wing also has a variety of metal windows.

The entire building has a flat roof with mechanical equipment; metal railings are present at the roofline of the 2014-2017 southwest wing.

Historic Context

In June of 1961, just a few months before Julius West Junior High School opened, the Washington Post declared Montgomery County to be the first school system in the Washington, DC, suburbs to complete its integration process. In contrast, public schools in the northern Virginia suburbs were only beginning desegregation in 1961 (Bowie 1961, B1). School desegregation in Montgomery County had been underway since 1955, when the Board of Education adopted its official policy: employment within the system was to be offered on a merit rather than racial basis and school boundaries were to be drawn without regard to race (Duffin and McGuckian, 1). Despite the official conclusion of the integration process in 1961, racial and socio-economic segregation continued due to population shifts and segregated housing patterns, leading to mandatory busing programs in the 1970s to racially balance the county schools (Gorney 1976, C1). A 1979 report by the school system showed the programs adopted in the 1970s were successful in desegregating the schools, with no change in student test scores at the desegregated schools and the school system concluded its programs were a success, although racial and socio-economic segregation continued to be an issue in Montgomery County Public Schools (Henry 1979, C3; St. George, 2018).

Julius West Junior High School, today known as Julius West Middle School, opened in the fall of 1961 as West Rockville Junior High School, an integrated school. In addition to regular classes, the new school was one of two locations for the "Rockville Project," an experimental program that allowed students to complete junior high school requirements in two rather than three years (Dessoff 1961, B5). The same year that it opened, the school was renamed Julius West Junior High School in honor of Julius West, a local farmer and supporter of education (SEI 2011, 5). At his death in the early nineteenth century, West bequeathed the funds to establish and provide scholarships to the Rockville Academy (Washington Post 1899, 4). Circa 1964, a 15-classroom addition was constructed to the southwest; an addition to the school's media center (library) was built in 1976 (SEI 2011, 4; Historic Aerials). In September of 1978, the school was converted from a junior high serving grades 7 to 9 into a middle school serving grades 6 through 8. Julius West was one of three schools converted for the 1978-1979 school year, joining the county's two existing middle schools (Hall 1977, MD1). The school was fully modernized in 1993, including small additions to the northeast and replacement of the northeast-facing main entrance (SEI 2011, 4). Another extensive renovation and expansion program began in 2014 and was completed in 2017, including construction on the southwest elevation of a new classroom addition, new gymnasium, and new school bus loop and entrance at the southeast elevation (The MoCo Student, 2014; City of Rockville, 2017). As of 2019, the building remains in operation as Julius West Middle School.

Eligibility Determination

Julius West Junior High School (Julius West Middle School) was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Julius West Junior High School (Julius West Middle School) does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The school was one of many public schools built in response to the county's continued suburban growth. The school does not have a significant association with the county's desegregation, as the school opened as an integrated school in 1961. Montgomery County's initial integration program of the 1950s and 1960s was officially complete at the time of the school's opening, and the school was not part of the later integration programs of the 1970s. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. The building's namesake, Julius West, had no direct connection to the building. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion B.

Julius West Junior High School (Julius West Middle School) is not a notable first example or the last unaltered example of a junior high school or middle school building in Montgomery County. The building's additions and renovations, most notably the extensive renovations in the 1990s and 2010s, have diminished its integrity by completely obscuring the school's original design and materials. For example, all windows and doors in the original building appear to have been replaced during these renovations, and the building has the appearance of an early 1990s school building. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion C.

The evaluated property encompasses 21.65 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR21 and GR22, Parcels P060, P965 (2018).

References

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City of Rockville. "Julius West Middle School's New Wing." YouTube Video, uploaded by the City of Rockville, April 19, 2017. <https://www.youtube.com/watch?v=WgHpgVK80AY>.

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Dessoiff, Alan L. "Rockville Project Speeds Gifted Junior High Pupil." The Washington Post, May 7, 1961, B5. ProQuest.

Duffin, Sharyn and Eileen McGuckian. "Desegregation Timeline: Montgomery County, MD Schools." Montgomery County Historical Society, January 2013. Accessed April 22, 2019. <https://montgomeryhistory.org/wp-content/uploads/2017/10/Integration-timeline.pdf>.

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Hall, Carla. "School Board Votes Approval: County Board Approved Junior High Conversion." The Washington Post, December 15, 1977, MD1. ProQuest.

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Smolen, Emr, Iilkovitch Architects (SEI). Feasibility Study: Julius West Middle School Addition. Rockville, MD: SEI Architects, 2011. Accessed April 22, 2019. <https://visionpdf.com/download/julius-west-middle-school-addition-montgomery-county-public207d09bcc75ba4545ef59363804693fe40195.html>.

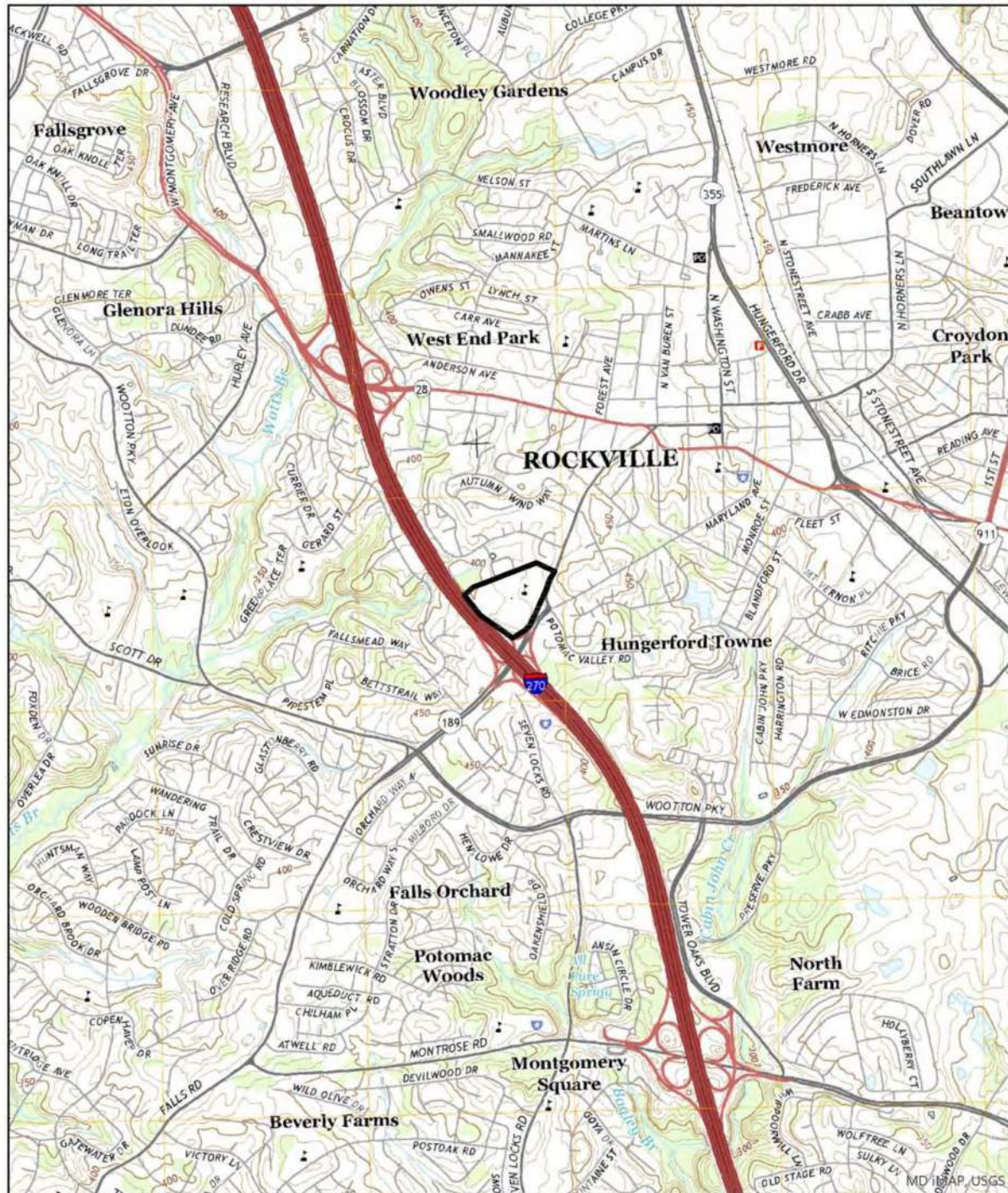
St. George, Donna. "Boundary Struggles: A Maryland School System Looks for More Diversity." The Washington Post, September 25, 2018. https://www.washingtonpost.com/local/education/boundary-struggles-a-maryland-school-system-looks-for-more-diversity/2018/09/25/90436774-c05a-11e8-be77-516336a26305_story.html?noredirect=on&utm_term=.db09bca31a39.

Julius West Junior High School (Julius West Middle School)

Location: 651 Great Falls Road

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000

Julius West Junior High School (Julius West Middle School)

Location: 651 Great Falls Road

Montgomery County

City: Rockville



M: 26-84
Julius West Junior High School (Julius West Middle School)
651 Great Falls Road
Rockville, Maryland



Circa 2019 aerial photo of Julius West Middle School with building dates indicated. Map from Google.

M: 26-84

Julius West Junior High School (Julius West Middle School)

651 Great Falls Road
Rockville, Maryland



Southeast Entrance, 1984. Screen capture from video "A Day at Julius West."
YouTube Video, uploaded by Brian Ellis, January 6, 2014.



Southeast elevation of 1961 building, circa 1964 wing to left, looking northwest.



Southwest elevation of circa 1964 wing; southwest and southeast elevations of 2014-2017 wing, looking northwest.



Southwest and southeast elevations of 2014-2017 wing, looking northwest.



First main entrance, southeast elevation, looking southwest.



Second main entrance, northeast elevation, looking southwest.



Secondary entrance, northeast elevation, looking southwest.



Athletic fields, looking southwest.



Tennis and basketball courts, looking west.



1970s small brick shed, looking northeast.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Katherine Watts**

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

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

File Format: **M: 26-84_2018-12-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Southeast elevation of 1961 building, circa 1964 wing to left, looking northwest.

02.tif

Southwest elevation of circa 1964 wing; southwest and southeast elevations of 2014-2017 wing, looking northwest.

03.tif

Southwest and southeast elevations of 2014-2017 wing, looking northwest.

04.tif

First main entrance, southeast elevation, looking southwest.

05.tif

Second main entrance, northeast elevation, looking southwest.

06.tif

Secondary entrance, northeast elevation, looking southwest.

07.tif

Athletic fields, looking southwest.

08.tif

Tennis and basketball courts, looking west.

09.tif

1970s small brick shed, looking northeast.

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

Property Name: Just Tires (Hyattsville)

Address: 8511 Annapolis Road

City: Hyattsville

Zip Code: 20784

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044-00A4

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Just Tires (Hyattsville) is a one-story service station constructed in circa 1963 and has no architectural style; historic aerials show there were never gas pumps on this property (Historic Aerials 2018). The building stands at the east end of the 0.44-acre parcel located at the east corner of 85th Avenue and Annapolis Road. To the north, west, and south of the property are other commercial developments. To the east and southeast is an apartment complex with mature trees that border the service station. The service station parcel itself has planters, with trees, lawns and bushes, bordering the north and west ends. There are two access points to the asphalt surface parking lot, one to the west along 85th Avenue, the other to the north from the access road for the apartment complex. A low, painted concrete block retaining wall borders the south boundary.

The building has a rectangular plan, and concrete block construction with brick cladding at the façade, and north and south elevations. The building has a west façade with ten bays. The first three bays house the office and sales spaces. These are accessed by two single metal and glass doors surrounded by metal-sash display

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

Just Tires (Hyattsville)

windows that wrap around to the north elevation. The remaining seven façade bays have garage doors that are either metal and glass or metal. A flat roof canopy, with standing seam metal border, extends over the façade and wraps around to the north elevation; most of the metal border surface has been covered by a business sign which also wraps around to the north elevation. The south elevation has a single bay concrete block addition that has a single opening with chain link fence gates at its west façade. The addition is sheltered by a flat roof with a faux mansard roof.

The north elevation has a plastic business sign mounted on a brick slab wall. While obscured by vegetation, the east elevation appears to have no fenestration. The roof is flat and has a backlit plastic sign supported by a metal frame located near the north elevation.

Just Tires (Hyattsville) is a mid-twentieth-century service station commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and there is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the resource generally retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses approximately 0.44 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044-00A4, Parcel 0000 (2018).

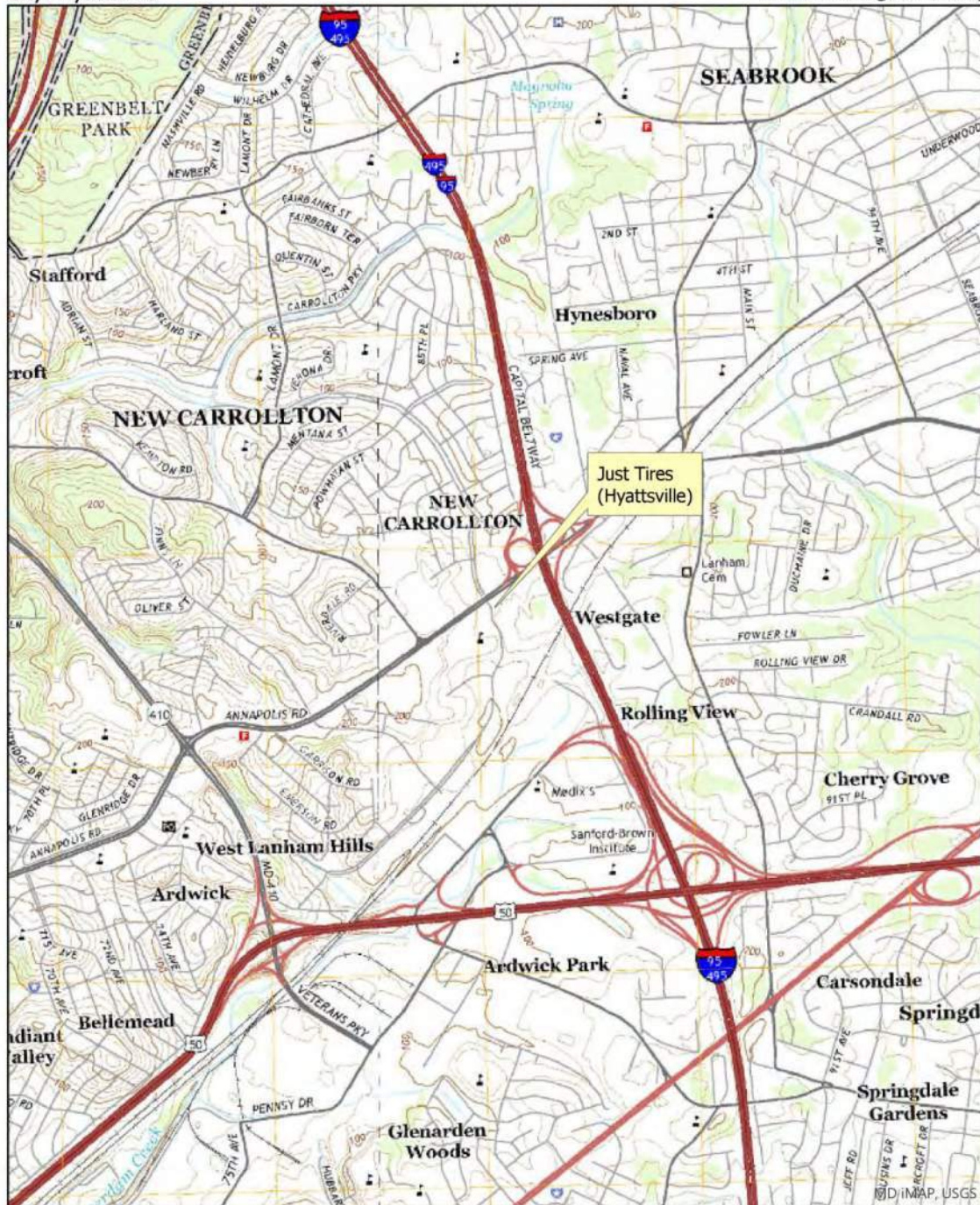
Just Tires (Hyattsville)

Just Tires (Hyattsville)

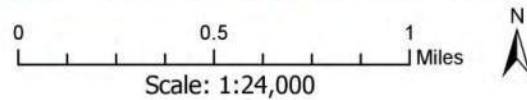
Location: 8511 Annapolis Road

City: Hyattsville

Prince George's County



USGS 7.5' Quadrangle - Lanham



NR-ELIGIBILITY REVIEW FORM

Just Tires (Hyattsville)



West facade

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Kelley House

Inventory Number: M: 26-88

Address: 628 Great Falls Road (MD 189)

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Gabriel Wittenburg

Tax Account ID: 04-00148180

Tax Map Parcel(s): P986

Tax Map: GR 122

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Anne E. Bruder

Date Prepared: April 6, 2021

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The single-family dwelling identified as the Kelley House stands at 628 Great Falls Road in southwest Rockville. The three-bay house faces west towards Great Falls Road (MD 189) and sits on a parged basement. The dwelling is set back from the road by a fenced yard with grass and trees and has a rear brick driveway from Maryland Avenue. The two-story house is clad in pebbledash stucco and has a cross-gable asphalt shingle roof (the stucco finish is noted on both of MDOT SHA's ROW Plats Nos. 12376 [1955] and 49056 [1986]). The west façade's gable front has paired windows in the first and second stories and a single smaller window in the attic, while the wing portion has single windows in the two bays of both the first and second floors. All windows are 6-over-1 double hung sash units and appear to be original to the house. Similar single windows are present in the two bays on the south elevation, the four bays on the north elevation and three bays on the east elevation. The east elevation also has metal vents in the attic gable at the north end and one between the first and second bays on the south end of the elevation.

A one-story, asphalt shed roof porch fits into the building's ell and covers the entrance and the window in the south bay. The porch roof is supported by a full-height, square brick column with a concrete plinth at the top, and a staggered brick screen

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

parapet extends from the front wall of the main pile along the porch's perimeter to the brick column bases on either side of the two wood steps. Like the main porch column, the column bases are capped with concrete plinths, and the parapet is also capped with concrete. The entrance door is new and replaced a cross and bible paneled door that was in place in 2018). On the south elevation is an exterior brick chimney which attaches to an interior fireplace in the living room, and its brick seems to match the brick on the porch.

In the basement, the four windows have been replaced with two-light rectangular windows, and wells with new covers protect the windows from water intrusion. On the east elevation, the one-story shed roof porch has one rear door, double hung windows that fit above the knee walls on three sides, and a new tile floor. On the north elevation, a former exterior utility chimney has been removed since 1985 (State Highway Administration ROW Plat No. 49056). Also, a garage stood at the rear of the property in 1985, but that has also been removed and a new brick walkway extends between the back of the house to the driveway off Maryland Avenue.

Online real estate firms (<https://www.redfin.com/MD/Rockville/628-Great-Falls-Rd-20850/home/10509711>) have photos of the house's interior and exterior to show "the impressive transformation" of the 1923 dwelling in 2020. Many Craftsman details have been removed, as well as the radiators that once heated the house. Original wood floors have been removed and replaced with engineered flooring, a varnished newel post has been painted, the living room ceiling now has a coffered beam ceiling with can lights, and although the brick fireplace retains the 1920s blond brick, its chimney breast has been stripped of the sconces. Likewise, the kitchen has been expanded into the former dining room to include larger appliances and a marble waterfall kitchen island with new cabinets, and a less formal dining room. The battered columns that stood at the dining room entrance have been removed.

The Kelley House was named for the longtime owners, Paul C. (1909-1954) and Gail E. Kelley (1921-2009), who purchased the house in June 1940 (Montgomery County Land Records [MCLR], Liber 781 Folio 452) and Mrs. Kelley sold it in 2008. The house had several owners before the Kelleys, and according to the City of Rockville's Historic Buildings listing for the property, it was constructed in 1923 by then-owner William H. Trail.

Dr. William H. Trail, who purchased the 4-acre parcel in 1910, sold it to William and Laura Bennett on September 11, 1925 (MCLR Liber 384, Folio 43). Trail was not a residential developer or house builder, but both individually and with a partner, George Bradley, he bought parcels of land ranging from 4 acres to 318 acres on the west side of Rockville between 1910 and 1940 as real estate investments. Trail was a dentist who practiced in Washington, DC, but his parents owned a farm in the area, and he used that as a base before building his own house.

Between 1925 and 1949, the Bennetts subdivided the four acres of land they owned, including Lots 1 and 2 that contained the house and garage at 628 Great Falls Road, to create seven lots which they sold to others who constructed houses around 628 Great Falls Road. These later houses have been demolished and other buildings constructed on the properties or the land has been lost to highway improvements.

The Kelley House is an example of a wing-and-gable house that was popular with many owners of modest means in the early twentieth century. The Sears Roebuck Company included a similar model, the "Greenview," from 1923 in its catalogs that was considered to be an ideal house type for areas that were changing from rural farmland to suburbs. Not all of the changes to the Kelley House occurred as a result of the recent remodeling, and it appears that the Kelleys maintained the property and made some alterations, including the porch's brick column and railing, as well as the exterior chimney on the south elevation.

The 2011 Rockville Historic Buildings catalog identifies the Kelley House as a good example of the wing-and-gable form in Rockville, and it has been designated as a City historic site. It is one of nineteen houses of this type. However, none of the other wing-and-gable houses in Rockville have the type of brick porch details like the Kelley House, and only a few of Rockville's Craftsman houses have brick column bases. Instead, porches on Rockville's similar historic houses tend to have wood turned balusters in railings with wood porch supports. As the 2019 real estate listing photos indicate, the interior of the Kelley House originally had Craftsman details. These defining decorative details were widely used during the period and were likely expressed on the exterior as well. This suggests the full-height brick column and brick railing on the Kelley House porch are not original to the house, but date to improvements made by the Kelleys during the late twentieth century, when such decorative elements were more common.

Although the Kelley House retains the front gable and wing form that is frequently found among Rockville's historic buildings, the integrity of the building has been lost through a complete remodeling of the house's interior, the loss of an exterior brick chimney, and the alteration of the front porch using a style and materials uncharacteristic of the construction era.

Additionally, the Kelley House is isolated and separated from other houses of its era. The 1985 right-of-way Plat 49056 shows a neighborhood of surrounding houses, but many have been removed and replaced with contemporary infill construction such as churches and late-twentieth century houses so that the buildings do not clearly demonstrate an architectural relationship as is seen further north in the West Montgomery Avenue Historic District. Other early twentieth century houses standing to the south of the Kelley House, such as the Frame House (M: 26-22-6) and the E.C. Smith House (M: 26-22-7), that could have provided some continuity have also been lost.

Research conducted did not identify events or persons of local, state or national significance, and the Kelley House is not eligible for the National Register of Historic Places (NRHP) under Criteria A (events) or B (persons). As a common example of the wing-and-gable form, and as a result of alterations to the house and its surroundings, the Kelley House is not eligible for the NRHP under Criterion C (architecture). The Kelley House lacks integrity of setting, materials, design and workmanship. NRHP Criterion D (information potential) was not investigated as part of this study.

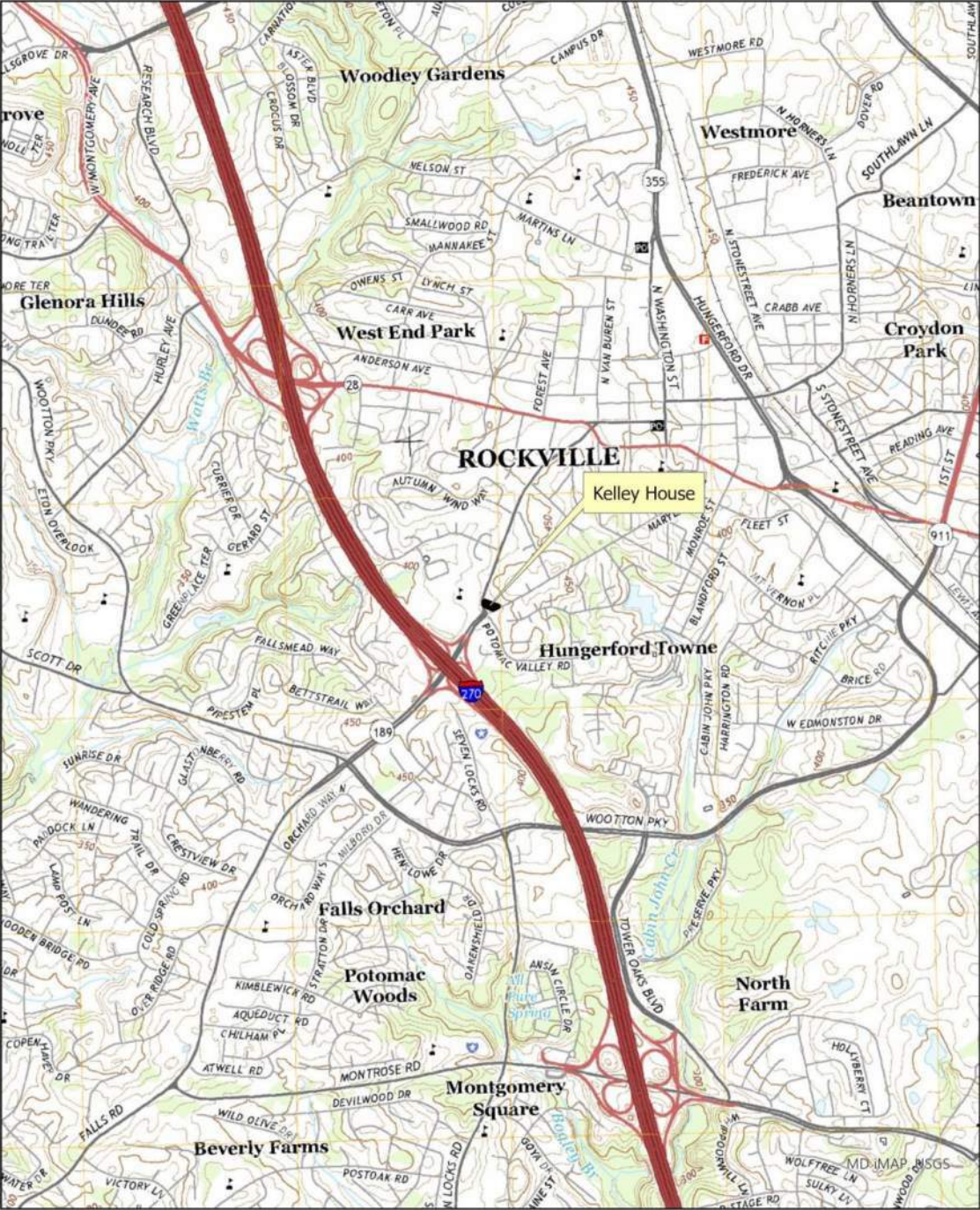
The boundary for the property is confined to the same property boundary shown on the Montgomery County Tax Map GR22 for Parcel P986 of 11,991 square feet or 0.275 acre.

Kelley House

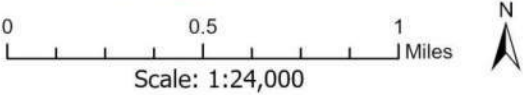
Location: 628 Great Falls

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



Kelley House

Location: 628 Great Falls Road
City: Rockville

Montgomery County





West facade along Great Falls Road



South elevation and west facade from Great Falls Road



East elevation from Maryland Avenue



Southwest oblique



Detail of paired windows and pebbledash finish at facade

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Anne E. Bruder & Dovetail CRG**

Date of Photographs: **2021-03-23**

Location of Original Digital File: **MHT**

File Format: **M: 26-88_2021-03-23_01.tif... etc.**

Photographs inserted on continuation sheets:

M; 26-88_2021-03-23_001.tif

West facade along Great Falls Road

M; 26-88_2021-03-23_002.tif

South elevation and west facade from Great Falls Road

M; 26-88_2021-03-23_003.tif

East elevation from Maryland Avenue

M; 26-88_2021-03-23_004.tif

Southwest oblique

M; 26-88_2021-03-23_005.tif

Detail of paired windows and pebbledash finish at facade

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

Property Name: Kingdom Square

Address: 9005 Central Avenue (MD 214)

City: Capitol Heights

Zip Code: 20743

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): Block H Lot 8 and Grid D4

Tax Map Number: 0067

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 6, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

Kingdom Square, at 9005 Central Avenue in Capitol Heights (Prince George's County), is a typical suburban strip shopping center with pad sites. It is located west of I-495 and south of MD 214 (Central Avenue). It is surrounded by other commercial properties.

Kingdom Square, originally known as Hampton Mall, dates to ca. 1970. The primary building in Kingdom Square consists of a long rectangular form with flat roof measuring nearly two-tenths of a mile in length. It is set back from Central Avenue with ample parking between the road and the building. The stores are set in a straight line, unified by a canopied sidewalk across the front, supported by EIFS-clad square posts. Each store has a separate entrance; the typical entrance consists of multiple, metal-framed plate-glass doors. A series of decorative broken parapets adorns the north edge of the flat roof. Aerial photography indicates the building has distinct interior sections with varying rectangular roof shapes and heights. The largest section is at the west end. The three smallest sections are to the east of the the largest section, and the three west sections are relatively equal in size. However, the section located approximately in the middle of the façade is two-stories in height and slightly recessed; the two-story section has a decorative parapet that echoes the parapet on the first floor below it. A two-story pyramidal-roof clock tower is at the northeast corner of the strip center.

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

Kingdom Square

The strip center's side elevations are devoid of windows, and the rear part of the building is restricted for delivery use only.

The extant pad sites include three sites built contemporarily with the construction of the primary building and three sites constructed later. A one-story, three-bay-wide flat-roofed concrete masonry Enterprise rental car facility with a fenced enclosure for the rental cars is located north of the primary resource along the west side of the parcel. The entrance is on the east side of the building and consists of metal-framed, plate-glass doors. A flat-roofed bank (currently not in use) with flat-roofed canopied drive-through is north of the Enterprise facility. The bank building features large plate-glass windows and an overhanging flat roof supported by pilotis. The drive-through canopy has a lower roof than the bank roof and is on the west side of the bank. A flat-roofed brick building with a T-shaped footprint is at the east side of the parcel. The west side of this building is occupied by a martial arts studio and a Dunkin Donuts franchise while the east side of the building is a Goodyear tire store.

Later buildings include an IHOP restaurant to the northeast of the Dunkin Donuts/Goodyear; a Checkers drive-through restaurant northwest of the IHOP, and a Long John Silver's franchise opposite the main entrance to the center.

While Kingdom Square retains character-defining features of a strip center in the Suburban Diversification Period, the center has been extensively altered from its original appearance as Hampton Mall. It has been modified by the addition of decorative parapets along the roofline and the decorative tower. In addition, the construction of newer pad site businesses such as Long John Silver's, Checkers, and IHOP have detracted from the original setting and association.

Kingdom Square is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons, and therefore it is not eligible under Criteria A or B. It is a large but undistinguished example of a suburban strip center, altered over time so that it does not qualify for listing under Criterion C. Kingdom Square was not evaluated under Criterion D as part of this assessment.

The survey boundary consists of the 23.53-acre parcel from Prince George's County Tax Map 0067 Block H Lot 8 and the 0.89-acre parcel from Map 0065 Grid D4 that contains the ca. 2005 Long John Silver's franchise at 8909 Central Avenue, for a total of 24.42 acres.

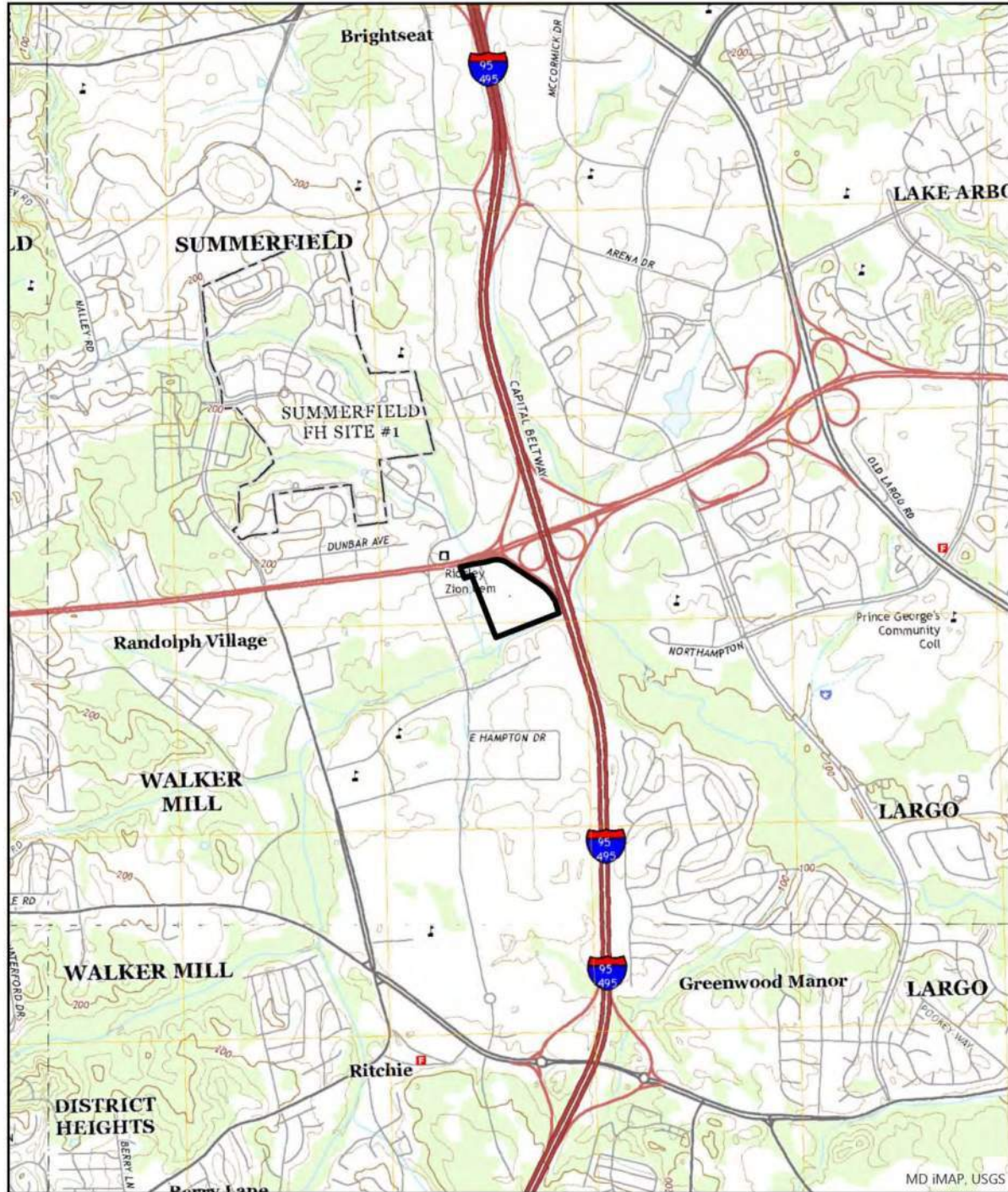
Kingdom Square

Kingdom Square

Location: 9005 Central Avenue

Prince George's County

City: Capitol Heights



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Kingdom Square



View facing southwest towards Kingdom Square main building.



View facing southwest towards north end of Kingdom Square's main building.

Kingdom Square



View facing south towards tower at northeast corner of Kingdom Square's main building.



View facing southeast towards east side of Kingdom Square's main building.

Kingdom Square



View facing northeast towards bank building.



Facing west towards rental car building.

Kingdom Square



Facing north towards Goodyear tire store; partial view of attached Dunkin' Donuts franchise.

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

Property Name: K-Mart Plaza (Landover Crossing)

Address: 8503, 8511-8585 Landover Road

City: Landover

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0060

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 28, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

K-Mart Plaza is a strip center now called Landover Crossing. It consists of two one-story buildings on a 19.56-acre parcel surrounded by residential, commercial, and office developments. It is a roughly triangular parcel located just north of FedEx Field bounded by Landover Road to the north and Brightseat Road to the west and south. According to state tax data, the south strip center building (8511-8585 Landover Road) was constructed in 1975. Historic Aerials show that the north building (8503 Landover Road) was constructed sometime between 1988 and 1993 and that an original, small rectangular-plan building at the northwest corner was demolished between 1993 and 2002. The strip center buildings have been heavily modified by exterior changes during the twenty-first century. Three driveways from Brightseat Road access the property—two to the west and one to the south. 8503 Landover Road is at the parcel's northern border; 8511-8585 Landover Road is at the south. Asphalt parking lots with landscaped islands and light standards are between the two buildings and to the northwest. The parcel is bordered by mature trees and chain link fences on the north, south, and east sides of the property; areas of grass are on the northwest corner and at the southeast

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

K-Mart Plaza (Landover Crossing)

driveway. Although the parking lots are primarily asphalt, concrete pads are located at the west elevation of 8511-8585 Landover Road. A four-sided metal, synthetic stucco, and back-lit plastic "Landover Crossing" sign with a lattice-work pyramidal roof is in a grassy area at the northwest corner of the property. A freestanding one-sided metal and plastic business sign is located north of 8503 Landover Road, facing Landover Road. Smaller signs on two short metal posts are at the southeast and southwest driveways. A low concrete block wall is west of 8511-8585 Landover Road; chain link fencing surrounds a playground at the southeast corner and a small area at the southwest corner. Raised concrete plinths, metal bollards, and electrical equipment are at the south end of the property behind 8511-8585 Landover Road.

8511-8585 Landover Road

8511-8585 Landover Road is oriented on an approximately east-west axis and the façade faces north towards the asphalt parking lot. The one-story building has an irregular plan and likely rests on a concrete slab. The building's façade is surfaced with scored synthetic stucco with a rusticated concrete block base. The building's east and west elevations are clad in deeply grooved concrete block and its south elevation is painted concrete block. The deeply grooved concrete block is also present in small places on the façade. A concrete pedestrian walkway sheltered by a discontinuous synthetic-stucco-surfaced projection with a standing-seam-metal roof, supported by round columns with rusticated concrete block bases, runs along the façade. Front-gabled standing-seam metal projections with a metal-and-plastic lattice design rise from the covered walkway over business entrances. Back-lit, metal-and-plastic, three-dimensional business signs are affixed to the front edge of the walkway canopy. A prominent square tower with a pyramidal metal lattice-work roof is located at the northwest corner of the building. The roof is flat with mechanical equipment.

The shopping center façade is broken into four sections, three of which have sections of covered walkways. The main entrances of the east section of the building consist of single and paired metal-and-glass doors with transoms, flanked by metal-and-glass window walls. The main entrance to the center section of the building consists of paired metal-and-glass doors with transoms, flanked by metal-and-glass window walls. Secondary façade entrances consist of paired and single metal doors. The western storefronts have two main entrances consisting of paired metal-and-glass sliding doors with transoms, flanked by metal-and-glass sidelights, and two secondary entrances consisting of paired metal doors and a single metal door. The northwestern corner of the façade does not have a covered walkway and contains the square tower and three bays, which are clad in deeply grooved concrete blocks, rusticated concrete blocks, and synthetic stucco and have no fenestration.

The west elevation has a single metal and three paired metal doors. A rectangular projection from the west elevation has a single metal door and five metal roll-up garage doors on its west elevation and a single metal door on its south elevation.

The south elevation is stepped and is a service area. The west section has paired metal doors and a single metal door. The single door is accessed by a concrete staircase with metal railings. West of the doors is an irregular-plan projection. On the projection's south elevation are two single metal doors and six metal roll-up garage doors. A single metal door is located on the projection's west elevation. At the center of the south elevation are five loading docks; paired metal doors, sheltered by a metal canopy, that open onto a concrete ramp with metal railings; a large rectangular projection on a concrete pad, clad in metal panels and surrounded by a metal framework; paired metal doors sheltered by a metal awning that opens onto a concrete loading dock with metal railings. A single metal door is on the east elevation of the center section.

K-Mart Plaza (Landover Crossing)

Secondary entrances located on the eastern section consist of a series of single metal doors. A fabric-and-metal awning projects at the southeast corner of the south elevation. The east elevation has a paired metal door.

8503 Landover Road

8503 Landover Road, a former Circuit City, is a roughly rectangular-plan building oriented on an approximately east-west axis; the façade faces south towards the asphalt parking lot. The building facade is clad in rusticated concrete block with synthetic stucco panels at the parapet and has a flat roof with mechanical equipment. The main entrance is located at the center of the façade within a two-story triangular projection and consists of paired metal-and-glass doors with transom and sidelights on the southwest side. A metal-and-glass window wall, likely a former entrance, is on the southeast side of the projection. Four single-light, metal-and-glass windows with roll-up metal shutters are west of the entrance. The west elevation is painted concrete block and has three metal roll-up garage doors, a single metal door, and a back-lit, three-dimensional metal-and-plastic business sign. The east elevation is painted concrete block and has no fenestration, except a small square-plan projection at the northwest corner that has a loading dock and a single metal door accessed by a concrete staircase with metal railings at its south elevation. The building's north elevation was not accessible during this survey.

K-Mart Plaza (Landover Crossing) is an undistinguished and altered example of a mid-twentieth-century strip center commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the buildings have been modified with changes to the façades and have therefore lost integrity of design, materials, and workmanship. 8503 Landover Road was added to the property between 1988 and 1993 and an original building at the northwest corner of the property was demolished between 1993 and 2002. The resource does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 19.56 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0060, Parcel 0000 (2018).

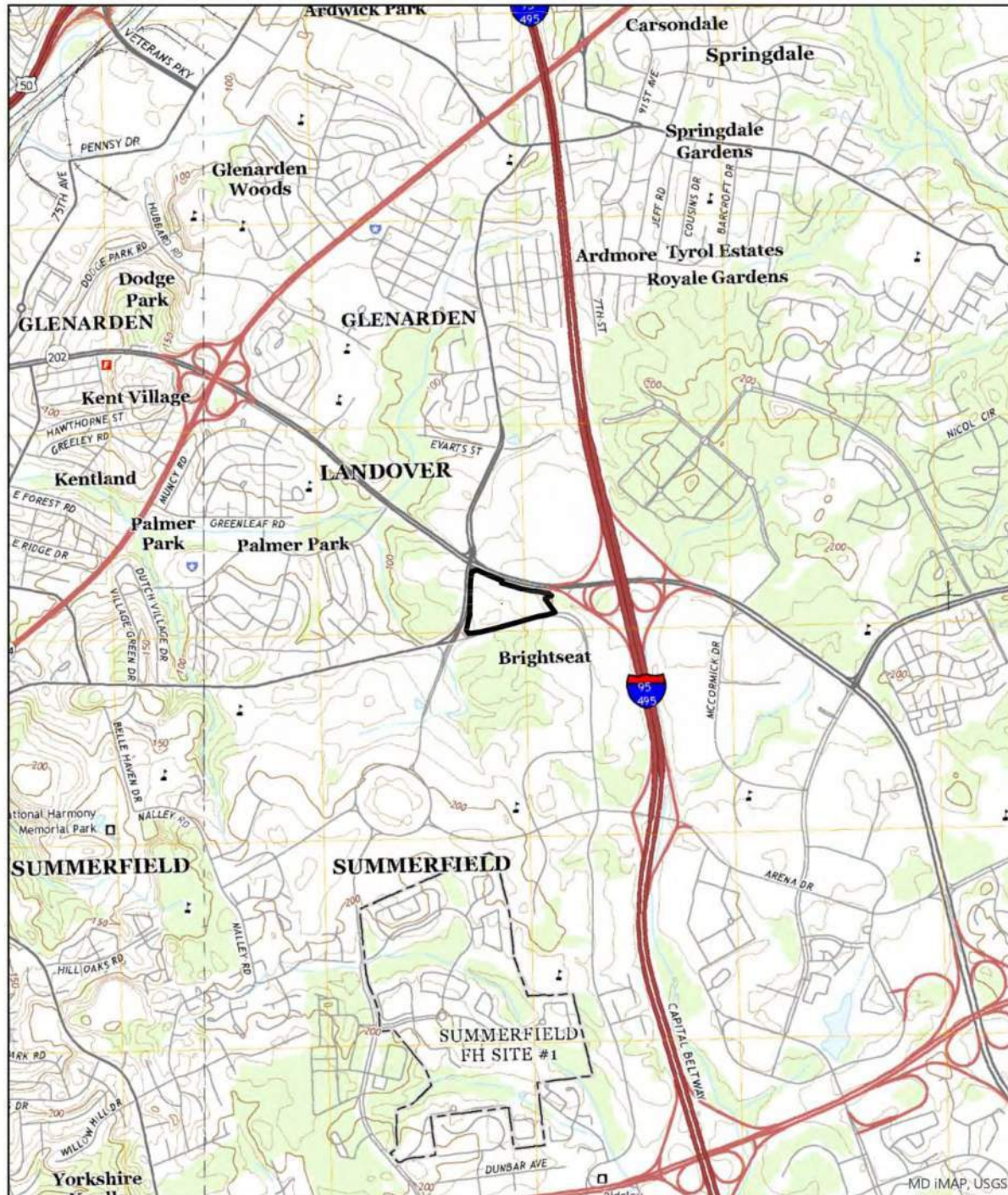
K-Mart Plaza (Landover Crossing)

K-Mart Plaza (Landover Crossing)

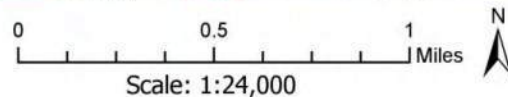
Location: 8503, 8511-8585 Landover Road

Prince George's County

City: Landover



USGS 7.5' Quadrangle - Lanham



K-Mart Plaza (Landover Crossing)



8511-8585 Landover Road, north facade, west and center sections



8511-8585 Landover Road, north facade, east section

NR-ELIGIBILITY REVIEW FORM

K-Mart Plaza (Landover Crossing)



8503 Landover Road, south facade

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

Property Name: Knights of Columbus Prince George's Council

Address: 9450 Cherry Hill Road

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 179 and Plat A-4775

Tax Map Number: 18

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Oct 17, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Knights of Columbus Prince George's Council No. 2809, at 9450 Cherry Hill Road in College Park, is on two parcels on the west side of Cherry Hill Road, immediately south of I-495 in Prince George's County. The property consists of a swim club, social hall, and picnic grove. The northwestern end of the property is used for storing vehicles and shipping containers. Part of the Beltsville Agricultural Research Center is located to the west of the property.

The wooded picnic grove, at the southern end of the property, has a gable-roofed pavilion and a paved parking lot. The pavilion has a poured concrete foundation, wood frame, and asphalt shingles. To the north of the pavilion is a playground and volleyball net. A baseball diamond is northwest of the volleyball net.

The fenced pool area is in the center of the property. The main pool has a doglegged shape, with lap lanes in the longest central section, a square shallow section in the southeast corner, and a square diving well in the northwest corner. A poured concrete pool deck surrounds the main pool and a round wading pool to the northeast. A large, gable-roofed pool house lines the south side of the pool deck, with a smaller gable-roofed picnic pavilion located to the southwest of the pool house. A series of flat-roofed, connected sheds line the west side of the pool deck.

The social hall is north of the pool area, with direct access from a paved driveway leading northwest from Cherry Hill

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

NR-ELIGIBILITY REVIEW FORM

Knights of Columbus Prince George's Council

Road. The social hall, known as the manor hall, or Cherry Hill Manor, consists of six interlocking shed-roofed sections built around a one-story, flat-roofed center. The walls are clad in brick and vinyl, the exterior windows are irregularly placed, and the shed roofs are covered in asphalt shingles. The main entrance faces north and is recessed, sheltered by a shed-roofed vestibule. A secondary entrance faces east towards a sidewalk. The largest shed roof section, along the north side of the building, features south-facing clerestory windows. An elevated wood deck has been added to the southwest corner of the social hall.

The northwestern end of the property, a gravel lot with a ca. 2013 garage and temporary buildings, is utilized by a separate business entity.

History

Historic aerial photographs indicate that the swimming pool and pool house on the south side of the pool were built between 1957 and 1963. A second building was added to the pool area by 1970, and the large shed-style social hall was built between 1970 and 1980. The Knights of Columbus Prince George's Council No. 2809 was chartered in 1939, bringing together members from other existing councils within Prince George's County. The Knights of Columbus is a Catholic fraternal organization founded in 1882 as a mutual benefit society in honor of Christopher Columbus. The Knights of Columbus spread rapidly once its Maryland presence was established in 1897 in Baltimore, where they later built the Alcazar Hotel and Ballroom in 1924. The swimming pool in the basement of the Alcazar Hotel was home to a competitive youth swim team until 1955, when the Knights of Columbus opened the outdoors Orchards swimming pool on Joppa Road. Other Knights of Columbus councils in other states also built and operated swimming pools for their communities.

Significance Assessment

The Knights of Columbus Prince George's Council is not eligible for listing in the National Register of Historic Places. As a recreational resource, it is typical of those constructed in the Suburban Diversification Period, and it does not represent specific historic events or trends that would qualify it for eligibility under Criterion A. Research did not reveal associations with significant individuals, and the property is not eligible under Criterion B. The Knights of Columbus Prince George's Council blends elements of a local park, a community building, and private club through its main components: swimming pool, picnic grove, and social hall. The swimming pool is a typical design with utilitarian support buildings. The social hall is an example of a non-residential example of the Shed architectural style with multi-directional shed roofs, asymmetrical forms, clerestory windows, and an inconspicuous primary entrance. However, the Shed architectural style was a common style in the 1970s, and this example lacks distinguishing features that would make it eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the two parcels with the address 9450 Cherry Hill Road, encompassing Prince George's County Tax Map 18, Parcel 179 (5.62 acres) and Plat A-4775 (7.02 acres) for a total of 12.64 acres.

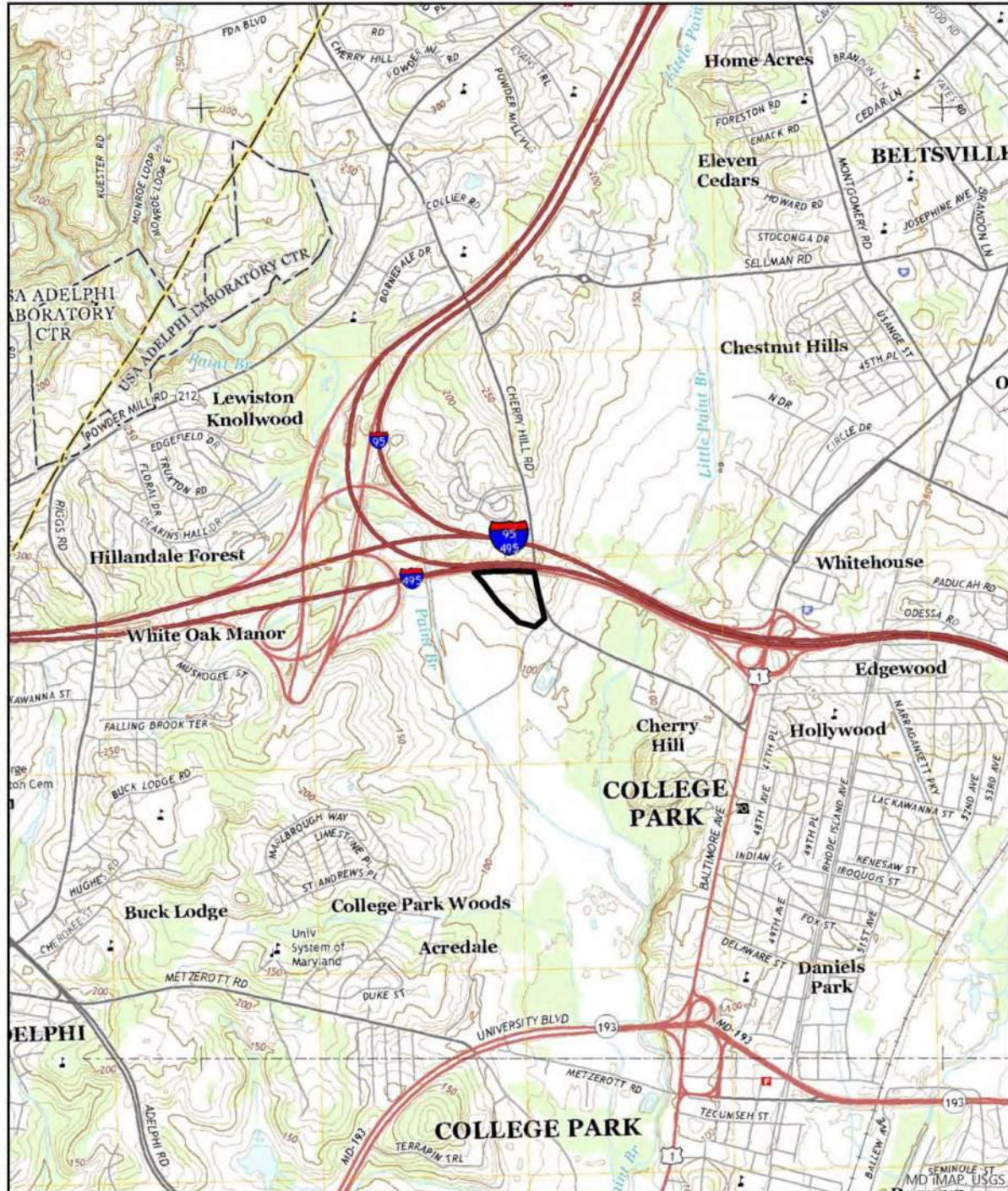
Knights of Columbus Prince George's Council

Knights of Columbus Prince George's Council

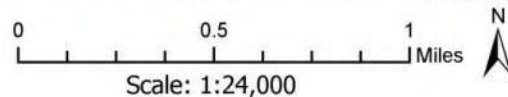
Prince George's County

Location: 9450 Cherry Hill Road

City: College Park



USGS 7.5' Quadrangle - Beltsville



Knights of Columbus Prince George's Council



View facing west towards pavilion in picnic grove.



View facing northwest towards playground and south elevation of pool house.

Knights of Columbus Prince George's Council



View facing southwest towards pools, pool house, and small picnic shelter.



View facing southeast towards pool house and storage sheds. The social hall's rear deck is visible at the left side of the image.

Knights of Columbus Prince George's Council



View facing northeast towards social hall.



View facing southwest towards north side of social hall.

Knights of Columbus Prince George's Council



Image showing vehicle and container storage area at northwest corner of the parcel.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Knollwood

Inventory Number: PG:65-53

Address: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0017, 0018

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Knollwood is a planned residential development in Hyattsville and is bounded on the south by I-495, on the west by Knollwood Drive, on the north by Powder Mill Road, and on the east by I-95. The 63-acre development is made up of curvilinear streets and several cul-de-sacs. The 160 individual lots range between 0.2 and 0.38 acre with single-family dwellings and concrete driveways. The individual lots are often sloped and landscaped with grassy lawns, bushes at the façade, and moderate tree coverage in rear yards, some of which are fenced-in. Deakins Hall Drive is the only street that is divided by a grassy median, which includes bushes, trees and a concrete culvert. Secondary buildings in Knollwood include sheds.

Description:

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

Knollwood is a planned residential development comprising 160 single-family dwellings built between 1936 and 1989, with the majority of houses built in the 1950s. Several houses built prior to 1950 are very similar to the majority of houses in Knollwood with their Minimal Traditional and Cape Cod forms; it is possible that state tax data is incorrect. Two later houses, 10453 and 10439 Knollwood Drive, were built in 1979 and 1989, respectively, but their Ranch and Split-Foyer forms blend in with the rest of the neighborhood. Curvilinear streets connect with Powder Mill Road, a primary thoroughfare in this part of Prince George's County. The majority of the houses are built in the Minimal Traditional, Ranch, Split-Level, and Split-Foyer forms with minimal exterior decoration. A few Cape Cod dwellings are found along Duncan and Tullymore Drives. Due to the hilly nature of the neighborhood, basements are common and some houses have single-car basement-level garages.

Dwellings in Knollwood are between three and four bays wide and one to one-and-a-half-stories tall. They are clad in vinyl or aluminum siding, stone or brick veneer, wood shingles, or combinations of siding and brick veneer. Roofs are primarily asymmetrical side gabled, with some hipped and side-gabled roofs, all sheathed in asphalt shingles. The dwelling at 10520 Duncan Drive has a wood-shingled roof. Most dwellings have an exterior-end brick chimney.

Primary entrances are typically centrally located on the façade and contain a single-leaf, wood or fiberglass door. Storm doors are common. Split-Foyer forms often have a single sidelight and sometimes a transom surrounding the single-leaf door. Original windows are two-over-two, double-hung-sash, wood-frame units. Replacement windows are often single and paired one-over-one, double-hung-sash vinyl, sometimes with faux muntins. Some wood or vinyl bay windows, fixed windows, tripartite, and awning windows are also present. Vinyl louvered and paneled shutters are common on the façades. Modifications such as bump-outs or large dormers added to roofs are more common than additions, but when additions are present they are usually carports appended to a side elevation or one- or two-bay additions.

Historic Context:

Knollwood was first platted in 1937 for Carey P. and Alma W. Buchanan, with lots along Powder Mill Road and Tullymore, Edgefield, and Knollwood Drives (Prince George's County Plat Book [PGCPB] BB 6, 2). The Buchanans purchased the land in 1929 and 1935 (Prince George's County Deed Book [PGCDB] 331, 223; 430, 126). In 1939, Alma Buchanan, recently widowed, sold the land to the Knollwood Development Corporation with President Louis Cohen signing the deed in September (PGCDB 1286, 193). In 1955, the Knollwood Development Corporation purchased land along Edgemont Drive and Truxton Road from James W. and Mary E. Campbell, creating an addition to blocks G, H, and J of already platted Knollwood (PGCDB 1868, 331).

At 22 years old, Louis Cohen was one of the youngest builders in the Washington metropolitan area when he began construction in Knollwood in 1950. Cohen's "Modern Cape Cod" model was featured in The Washington Post's "Homes of '52" regional open house tour (The Washington Post 1952b, R5). In 1953, he engaged the assistance of his wife and two-year-old daughter to help with the advertising and selling of houses, targeting an audience of young families (The Washington Post 1953, R2). Advertisements emphasized the 0.25 to 0.33-acre wooded lots, the options of all brick, brick and frame, or all frame house (some with expandable attics), and the affordable price, starting at \$14,650, with larger four-bedroom,

two-bath models starting at \$18,100 (The Evening Star 1952, B-4). Other advertisements emphasized the location near the Naval Ordnance Laboratory (The Washington Post 1952a, R12). Beginning in 1955, advertisements included Split-Level and Split-Foyer models and an emphasis on community amenities in the surrounding Adelphi area, such as swimming pools (The Washington Post 1955, 12).

Beginning around 1957, two other builders also began advertising houses for sale in Knollwood. Hawvermale Construction Company advertised brick and redwood Cape Cods and Yost Builders offered “a new group of truly Custom-Built homes priced from \$15,950” (The Evening Star 1957, B-8; The Washington Post 1957, C1). These later houses are very similar in form and style to those built by Cohen. Knollwood Development Corporation also continued construction of new houses through at least 1959 (The Evening Star 1959, B-10).

Evaluation:

Knollwood was evaluated as a planned residential development in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Knollwood is typical of planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George’s County in the Modern Period. The neighborhood did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Louis Cohen developed real estate throughout the Washington, D.C., suburbs, he had no significant influence on suburbanization in Maryland. The subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

Knollwood is a planned residential development, created by a developer with a limited selection of house models. The development’s Minimal Traditional, Ranch, Split-Level, Split-Foyer, and Cape Cod forms were common during the Modern Period. There are some replacement windows and doors, modifications to rooflines, and additions that have diminished the historic integrity of materials, design, and workmanship. Because Knollwood is not an outstanding example of its type of planned residential development and does not convey any distinctive characteristics or artistic value as a development, the resource is not eligible under Criterion C. Knollwood was not evaluated for under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 63 acres and is roughly defined by Powder Mill Road to the north, I-95 to the east, I-495 to the south, and Knollwood Drive to the west. It includes multiple parcels found on Prince George’s County Tax Maps 0017 and 0018 (2019).

References:

The Evening Star. 1952. "Knollwood." Advertisement. August 30, 1952, B-4.

---1957. "First Showing: Knollwood by Yost." Advertisement. August 2, 1957, B-8.

---1959. "Prince Georges Projects." March 21, 1959, B-10.

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

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

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

The Washington Post. 1952a. "Knollwood." Advertisement. September 21, 1952, R12.

---1952b. "Inside Story." August 17, 1952, R5.

---1953. "Dad Builds, Sondra Sells And the Cohens Love It." April 5, 1953, R2.

---1955. "Sneak Prevue: Picturesque Knollwood." Advertisement. November 24, 1955, 12.

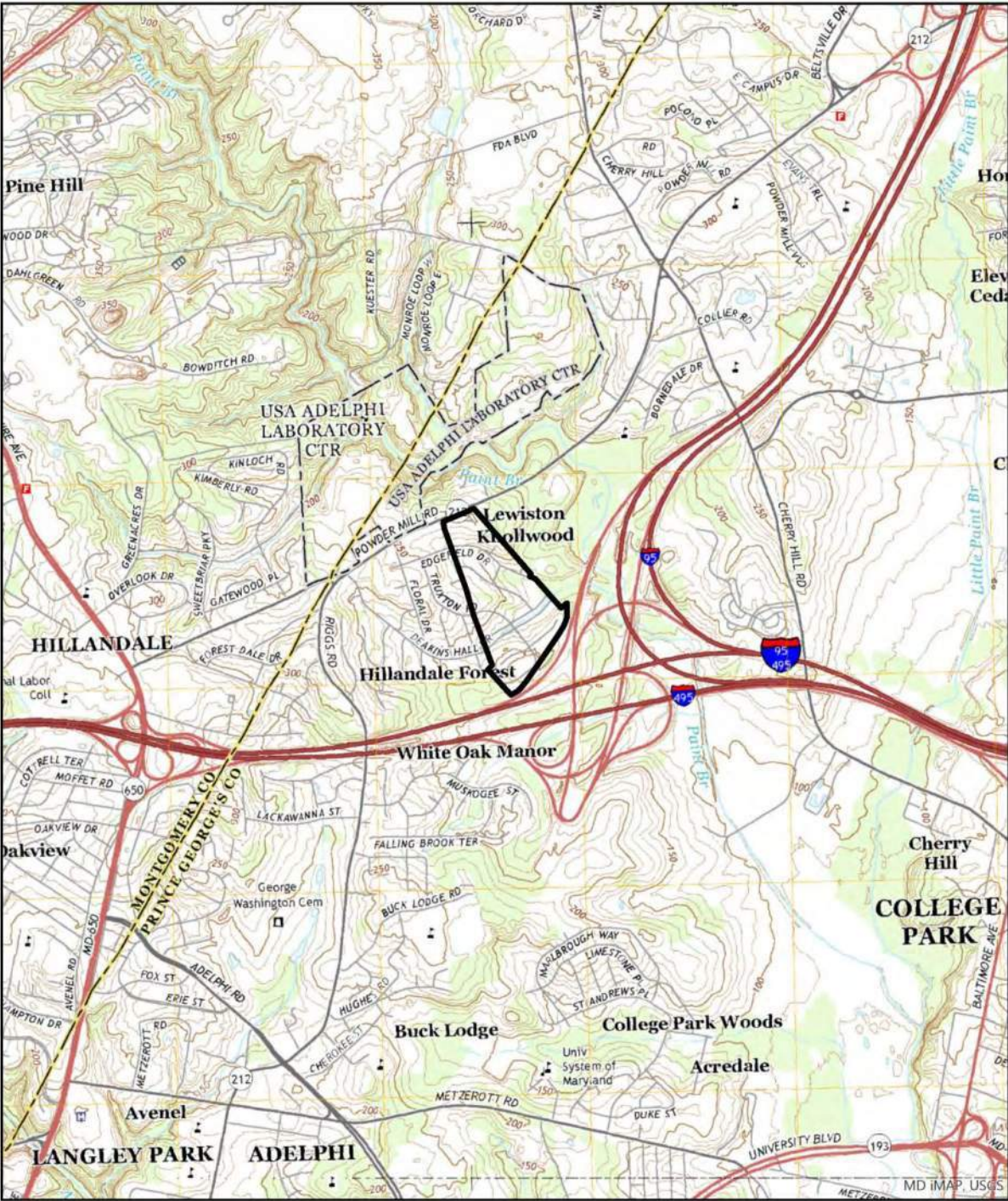
---1957. "Knollwood, MD." Advertisement. May 4, 1957, C1.

Knollwood

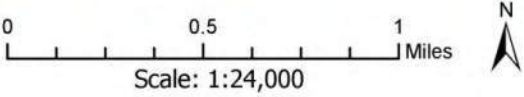
Prince George's County

Location: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville



Knollwood

Prince George's County

Location: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

City: Hyattsville





Oblique of 3007 Duncan Drive, looking east.



View of 10531 Edgemont Drive, looking southeast.



View of 10453 Knollwood Drive, looking east.



Streetscape including 10529, 10531, 10533 Deakins Hall Drive, looking northeast.



View of 3006 Duncan Drive, looking north.



Streetscape including 10406 Tullymore Drive, looking northwest.



View of 10515 Deakins Hall Drive, looking southeast.



Median and culvert on Deakins Hall Road, looking north.



Oblique of 3001 Duncan Drive, looking southeast.



Streetscape including 10403, 10405, 10407, and 10409 Truxton Road, looking north.



View of 10449 Edgefield Drive, looking northwest.



View of 10407 and 10409 Tullymore Drive, looking north.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-17**

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

File Format: **PG:65-53_2019-01-17_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Oblique of 3007 Duncan Drive, looking east.

02.tif

View of 10531 Edgemont Drive, looking southeast.

03.tif

View of 10453 Knollwood Drive, looking east.

04.tif

Streetscape including 10529, 10531, 10533 Deakins Hall Drive, looking northeast.

05.tif

View of 3006 Duncan Drive, looking north.

06.tif

Streetscape including 10406 Tullymore Drive, looking northwest.

07.tif

View of 10515 Deakins Hall Drive, looking southeast.

08.tif

Median and culvert on Deakins Hall Road, looking north.

09.tif

Oblique of 3001 Duncan Drive, looking southeast.

10.tif

Streetscape including 10403, 10405, 10407, and 10409 Truxton Road, looking north.

11.tif

View of 10449 Edgefield Drive, looking northwest.

12.tif

View of 10407 and 10409 Tullymore Drive, looking north.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:76A-25

Page 1 of 1

Name of Property: L and R Lawnmower

Location: 4901 Old Branch Avenue, Temple Hills, MD (Prince George's County)

The L and R Lawnmower building at 4901 Old Branch Avenue in Temple Hills, Maryland (Prince George's County) was demolished between October 2012 and October 2014, according to archival aerial photography. It was located at the northwest quadrant of the I-495 and Branch Avenue (MD 5), and west of Old Branch Avenue, south of Keppler Road.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Lakecrest

Inventory Number: PG:67-75

Address: 1-6 Lakecrest Circle

Historic District: Yes

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Jul 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Lakecrest is a planned residential development on the east side of I-495 in Greenbelt. It is bounded by I-495 on the west, multi-family residences (Charlestowne Village Condominiums and Lerner University Square Apartments) on the north, Greenbelt Road on the south, and an empty parcel on the east. The five single-family dwellings, arranged in a semicircle following the north side of Lakecrest Circle, sit on lots between 0.23 and 0.33 acre. Lakecrest Drive bisects the neighborhood and connects the multi-family residences to the north to Greenbelt Road. Individual lots are evenly graded with moderate tree coverage, plant beds, and bushes. All lots feature a concrete or paved-asphalt driveway and are occasionally fenced. Within the approximately 3.36-acre development, curbs and sidewalks line Lakecrest Circle; there is no street lighting. Secondary resources include sheds.

Description:

Lakecrest, constructed between 1957 and 1980, is a planned residential development first platted in 1957 and comprising five

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

single-family dwellings. Four of the five houses were constructed in 1957 and the remaining house (2 Lakecrest Circle) was constructed in 1980. The houses were constructed in the Ranch, Split-Level, Transitional Ranch and Split Foyer forms.

Dwellings are primarily three to four bays wide and one to two stories tall. Foundations are either not visible or parged concrete and cladding on the remainder of the building often includes a combination of materials, such as stretcher-bond brick veneer and vertical wood, vinyl, aluminum, or asbestos siding. Roofs are side gable or side gable with a front-gabled projection and sheathed in asphalt shingles. Most dwellings feature a single brick chimney placed at a side elevation or metal flues that pierce the roof's slope.

Although placement of primary entrances on the façade varies, most houses have replacement, single-leaf doors with a storm door often accessed by a concrete or brick stoop or entry porch. Original windows include wood-framed fixed six-light and bay units. Four of the five houses in the development have replacement vinyl windows. Paneled or louvered shutters commonly flank windows on the primary elevation. Two of the five houses have attached, single-car garages/carports. Small additions on side and rear elevations are common.

Historic Context:

In June 1955, the Greenbelt Veteran Housing Corporation (GVHC), a non-profit cooperative established in the late 1940s, sold several parcels of land to the Greenbelt Land Improvement Corporation, a subsidiary company created for the purpose of developing over 700 acres that surrounded Greenbelt's original core (Greenbelt Homes, Inc. 2019; Lampl 1996, 46; Prince George's County Deed Book [PGCDB] 1739, 360; Prince George's County Plat Book [PGCPB] WWW 30, 31). Two years later, the Greenbelt Land Improvement Corporation, under president Joseph H. Kanter and secretary H. Cashvam, created a 3.36-acre plat for Lakecrest that contained two blocks and five lots intersected by Lakeside Drive (PGCPB WWW 30, 31). Both of these men, especially Kanter, through his firm Warner-Kanter, were heavily involved in the development of vacant land around Greenbelt in the late 1950s and 1960s (Lampl 1996, 46). In addition to creating the plat for Lakecrest, they remained involved in the subdivision beyond the creation of streets and extension of utilities; under the ownership of the Greenbelt Land Improvement Corporation, they constructed four houses (1, 3, 4, and 6 Lakecrest Circle) in the Ranch, Transitional Ranch, Split-Level, and Split-Foyer forms by 1957 (Nationwide Environmental Title Research [NETR] 1957). In November 1959, following the submission of the plat and completion of the houses, they sold all four parcels to the Continental Construction Company, Inc., who then sold the houses to individual homebuyers (PGCDB 2165, 492; PGCDB 2315, 283). Advertisements for the sale of the five houses within Lakecrest could not be identified.

Changes to the development's original design started as early as the 1960s with the construction of American Legion Drive at the southwestern edge of Lakecrest. Around 1963, Lakecrest Drive, which originally just divided the parcels and terminated at Lakecrest Circle, was extended to Greenbelt Road, completely bisecting the subdivision and creating two separate parts. All of these modifications drastically changed the appearance and circulation patterns of Lakecrest Circle, which once had two direct access points to Greenbelt Road but today is accessible only from Lakecrest Drive.

Evaluation:

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

Lakecrest is a small and modest example of a planned residential development in Maryland and the Washington, D.C., suburbs. It did not shape future residential design and does not demonstrate significant associations with important suburban trends. Developed on surrounding land after the sale of Greenbelt to the GVHC, it is not associated with Greenbelt's establishment as an experimental, government-owned "green town." Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Lakecrest is not eligible under Criterion A.

Although Joseph H. Kanter was involved in real estate development around Greenbelt, Lakecrest is a small and modest example of his efforts. Research has not shown that the development is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Lakecrest was not the first planned residential development in this region of Prince George's County, nor is it an exemplary or unique example of its resource type. The development's buildings exhibit variations of the Ranch, Split-Level, Transitional Ranch and Split Foyer forms, which include standard features typical of the period and demonstrate no distinctive stylistic details. Several of the houses have undergone alterations, such as fenestration replacement and the construction of small additions. Because Lakecrest is a basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Lakecrest was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 3.36 acres and is bounded by I-495 on the west, multi-family residences (Charlestowne Village Condominiums and Lerner University Square Apartments) on the north, Greenbelt Road on the south, and an empty parcel on the east, as defined in Prince George's County Plat Book WWW 31 page 30. It includes multiple parcels found on Prince George's County Plat Tax Map 0034.

References:

Greenbelt Homes, Inc. 2019. GHI & Greenbelt History. Accessed August 1, 2019. <https://www.ghi.coop/content/ghi-greenbelt-history>.

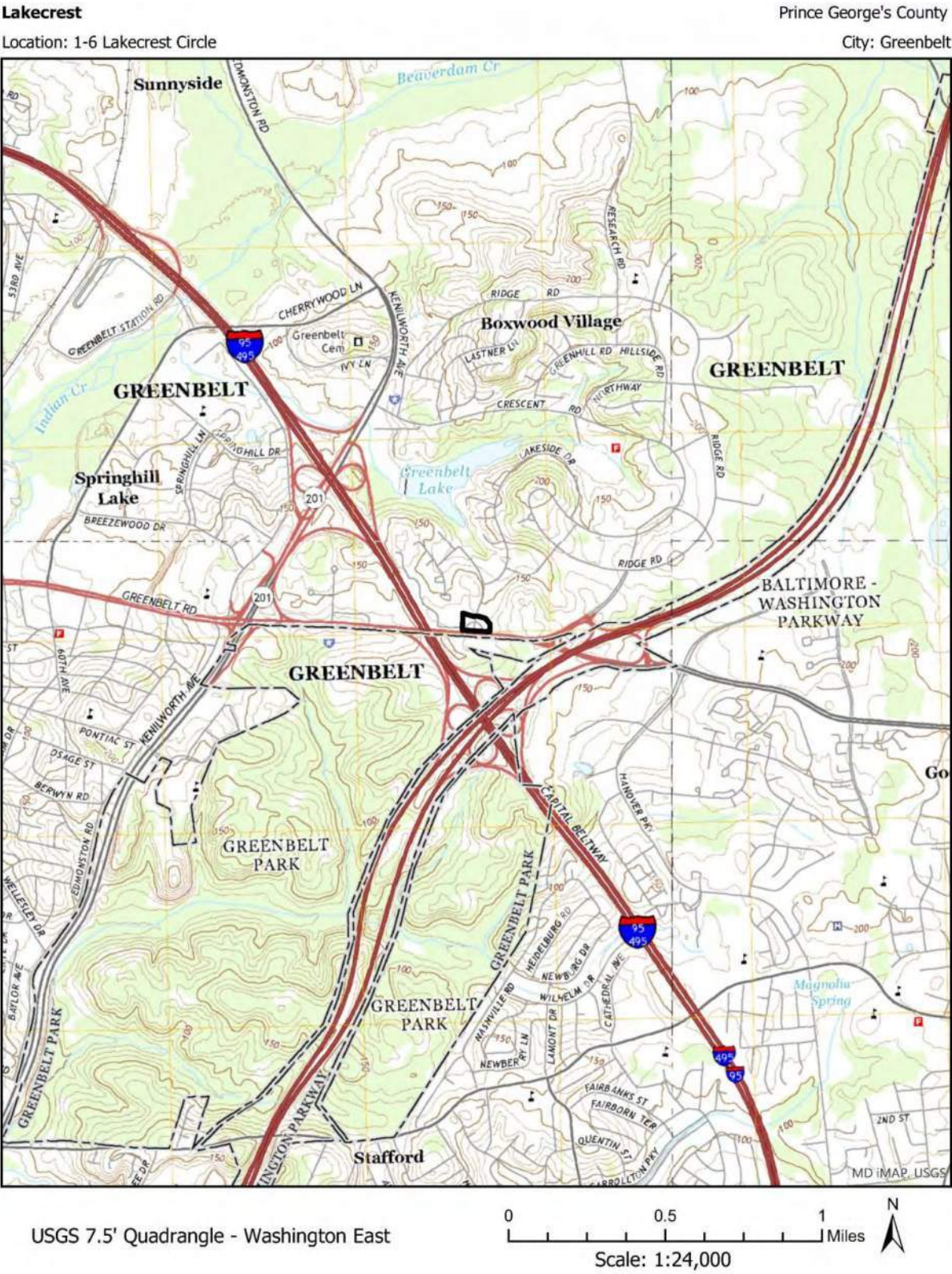
Lampl, Elizabeth Jo. 1996. Greenbelt Historic District National Historic Landmark Nomination. Accessed July 15, 2019. https://npgallery.nps.gov/NRHP/GetAsset/NHLS/80004331_text.

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Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed July 1 2019. <http://www.mdlandrec.net/>.

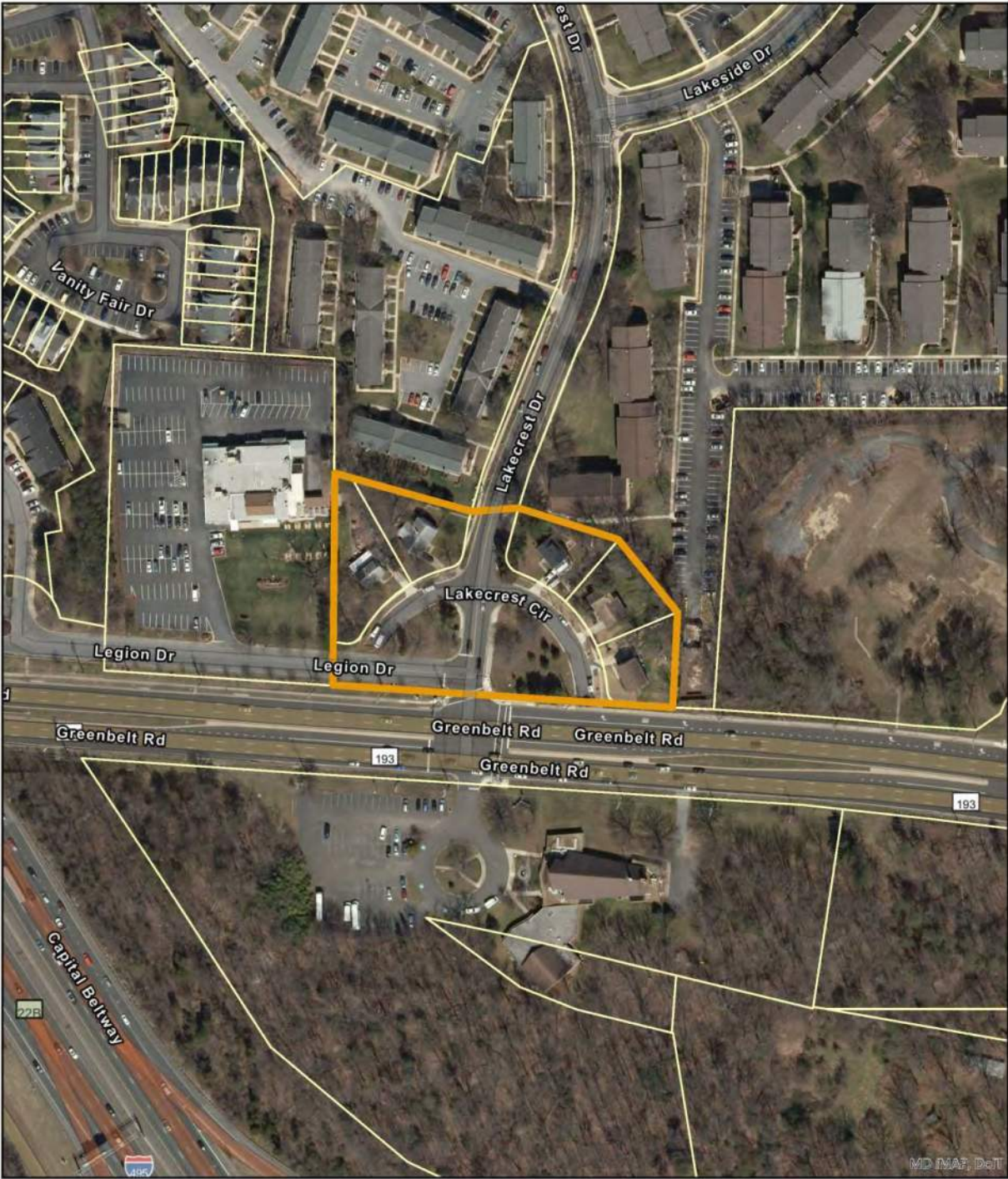


Lakecrest

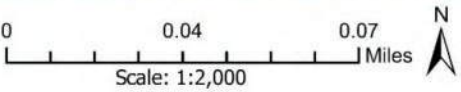
Location: 1-6 Lakecrest Circle

Prince George's County

City: Greenbelt



Parcel Boundaries





1 Lakecrest Circle, southeast elevation.



2 Lakecrest Circle, southeast elevation.



3 Lakecrest Circle, southeast elevation.



4 Lakecrest Circle, southwest elevation.



6 Lakecrest Circle, southwest elevation.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-07-09**

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

File Format: **PG:67-75_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

1 Lakecrest Circle, southeast elevation.

02.tif

2 Lakecrest Circle, southeast elevation.

03.tif

3 Lakecrest Circle, southeast elevation.

04.tif

4 Lakecrest Circle, southwest elevation.

05.tif

6 Lakecrest Circle, southwest elevation.

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

Property Name: Landover Center

Address: 1701 Brightseat Road

City: Hyattsville

Zip Code: 20785

County: Prince Georges

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): Parcel A of Plat A-8354

Tax Map Number: 60

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 25, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The Landover Center at 1701 Brightseat Road, built in 1975, is a warehouse currently used by the Library of Congress's Landover Center Annex as a high-density storage facility. The Library of Congress has two other primary off-site storage facilities at Fort Meade and Cabin Branch, Maryland. The facility sits on a 7.22-acre parcel, in group of warehouses situated between Brightseat Road to the west and I-495 to the east. The building is surrounded on the east, west, and north by paved parking and loading areas with minimally landscaped islands.

The warehouse is three stories high with a flat roof, built into the parcel which slopes downward away from Brightseat Road. As a result, only the east elevation has three above-grade stories; the north elevation is two stories, and the west elevation is one story above grade. The south elevation was inaccessible during the survey, but it also appears to be three stories above grade. Exterior walls are faced with stretcher-bond brick and windows are multi-light ribbon and fixed metal sash. The main pedestrian entrance is at the north elevation's east end, on the building's second story, and is composed of two sets of glazed metal doors with ribbon windows between. The building, however, is oriented to the east, toward I-495. This façade is divided into four sections by three unornamented brick engaged columns which rise to the middle of the third story;

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

Landover Center

each section is further subdivided into four bays by brick pilasters. The first story has roll-up vehicle doors. Approximately halfway up the façade, the second story ribbon windows run the entire width of the façade, broken only by the projecting engaged brick columns. Above these windows, the façade jetties forward, and this projection is emphasized by a stucco band along the entire façade that wraps around to the north elevation. The center two sections contain additional ribbon windows and the words "LANDOVER CENTER," while the end sections are recessed approximately halfway up the third story. The west elevation is less ornamented and divided into four sets of loading docks. The north end of the elevation has lettering reading: "LIBRARY OF CONGRESS / LANDOVER CENTER ANNEX / 1701 BRIGHTSEAT ROAD."

The Landover Center is an unremarkable example of a twentieth-century warehouse building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 7.22 acres and is defined as Parcel A of Plat A-8354 on Prince George's County Tax Map 60.

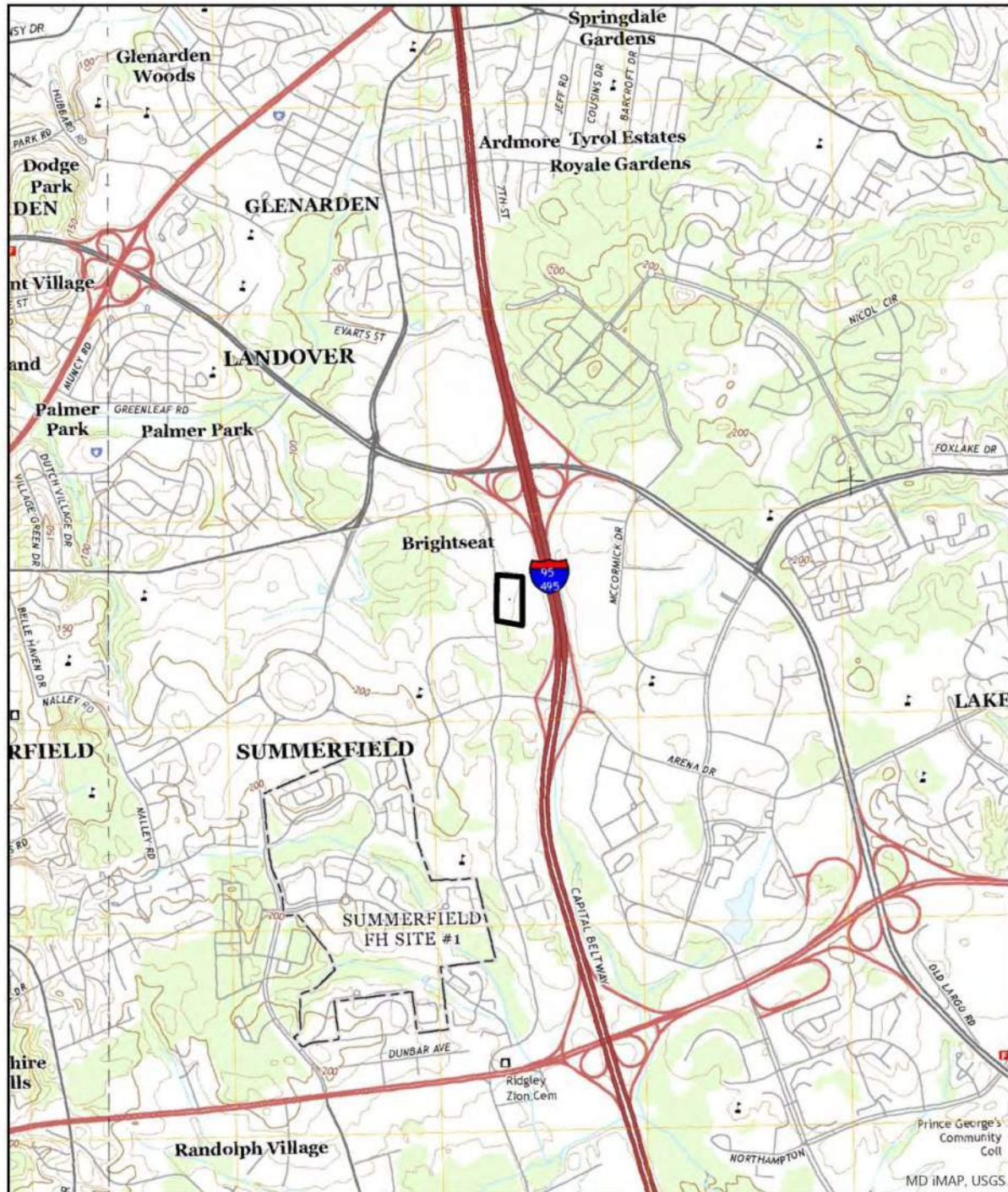
Landover Center

Landover Center

Location: 1701 Brightseat Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrange - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Landover Center



Landover Center, Northeast Oblique Looking Southwest



Landover Center, Northwest Oblique Looking Southeast

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Lanham Acres

Inventory Number: PG:70-105

Address: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0044

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Mar 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation:

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Lanham Acres is a planned residential neighborhood located south of the Addition to Lanham Acres, a residential subdivision, east of I-495, north of the Whitfield Community Park, and west of Lanham Station Road in Lanham. The subdivision is approximately 18.27 acres and contains 25 single-family dwellings on lots between 0.34 acre and 2.29 acres. There are three curvilinear streets (Lanham Station Road, Timber Lane, and Cortland Lane) with no curbs, sidewalks, or streetlamps. The lots range from evenly graded to moderately sloped and the manicured lawns feature moderate to heavy tree coverage, bushes, and fencing of lawns. All lots feature a paved-asphalt or gravel driveway, and secondary buildings include sheds and detached carports. Brick pillars flank Timber Lane at its intersection with Lanham Station Road, marking the entryway to the neighborhood.

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

Description:

Lanham Acres is a planned residential neighborhood comprising 25 single-family dwellings constructed between 1949 and 1960 during the Modern Period (1930-1960) with a few examples of infill that date to 1979 and 1990. The houses were built in variations of the Contemporary style and the Cape Cod, Minimal Traditional, Transitional Ranch, or Ranch forms.

Dwellings in Lanham Acres are primarily three to seven bays wide and one to one-and-a-half stories tall. Depending on the slope, dwellings sit atop a crawlspace or basement, typically clad in brick veneer. Cladding also includes stretcher-bond brick veneer, stone veneer, vinyl or aluminum siding, or a combination of materials. Roofs are hipped or side gabled and sheathed in asphalt shingles. Most dwellings have a single brick, exterior-end chimney set along a side elevation or façade.

Primary façade entrances are typically off-center with a single-leaf wood or fiberglass door and storm door. Although not common, some houses have recessed entries. Entrances are accessed by a concrete stoop or partial-width porches. Original windows are two-over-two, wood-frame, double-hung-sash, fixed, multi-light, or casement windows; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters are not common in the subdivision. A few houses have an attached garage. Additions are typically at the rear or side elevation and in scale with the building's core.

Historic Context:

In the mid-1940s, Walter and Jean Hardisty acquired several tracts in the Lanham area through three different transactions between October 1945 and January 1946 (Prince George's County Deed Book [PGCDB] 811, 187, 191; 826, 357). By March 1947, they platted a 30.45-acre subdivision to be named Lanham Acres that contained 43 lots and four streets: Crittenden Place, Crittenden Street, 86th Avenue, and Cortland Lane (Prince George's County Plat Book [PGCPB] BB 12, 85). As a result of I-495, only the eastern 18.27-acre portion of Lanham Acres was constructed, and some of the road names changed. In the late 1940s and early 1950s, Salvadore DeCampo and Joseph DeCampo of Joseph DeCampo and Son, a local construction company, acquired many of the lots and constructed a majority of the houses within Lanham Acres. The DeCampos sold the completed houses to individual home buyers (e.g., PGCDB 2307, 485; 2164, 577).

Advertisements in the mid-1950s and early-1960s touted the houses' large living room, corner fireplace, multiple baths, and basement and priced them between \$10,000 and \$23,500. Reasonable Federal Housing Administration or conventional loans, wooded, private lots, and the proximity to schools were selling points (The Evening Star 1956, B-8; 1957, B-4; 1959, C-16; 1961, E-7). The neighborhood did not have any community features or amenities.

Joseph DeCampo and Son was a small-scale construction business based in Washington, D.C. Newspaper advertisements show that the company specialized in Ranch or rambler houses in the mid- to late-1950s (The Evening Star 1957, B-4).

Evaluation:

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

Lanham Acres is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Lanham Acres is not eligible under Criterion A.

The DeCampos had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Lanham Acres was not the first planned residential neighborhood in Lanham or Prince George's County. The subdivision is not an exemplary or unique example of its resource type. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. Furthermore, additions, replacement materials, and infill negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Lanham Acres encompasses approximately 18.27 acres located south of Addition to Lanham Acres, a residential subdivision, east of I-495, north of the Whitfield Community Park, and west of Lanham Station Road. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat records BB 12, page 85.

References:

The Evening Star. 1956. "Lanham Acres" August 4, 1956, B-8.
---1957. "Joseph DeCampo and Sons." August 31, 1957, B-4.
---1959. "Brick Rambler." May 3, 1959, C-16.
---1961. "Lanham Acres." May 7, 1961, E-7.

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

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

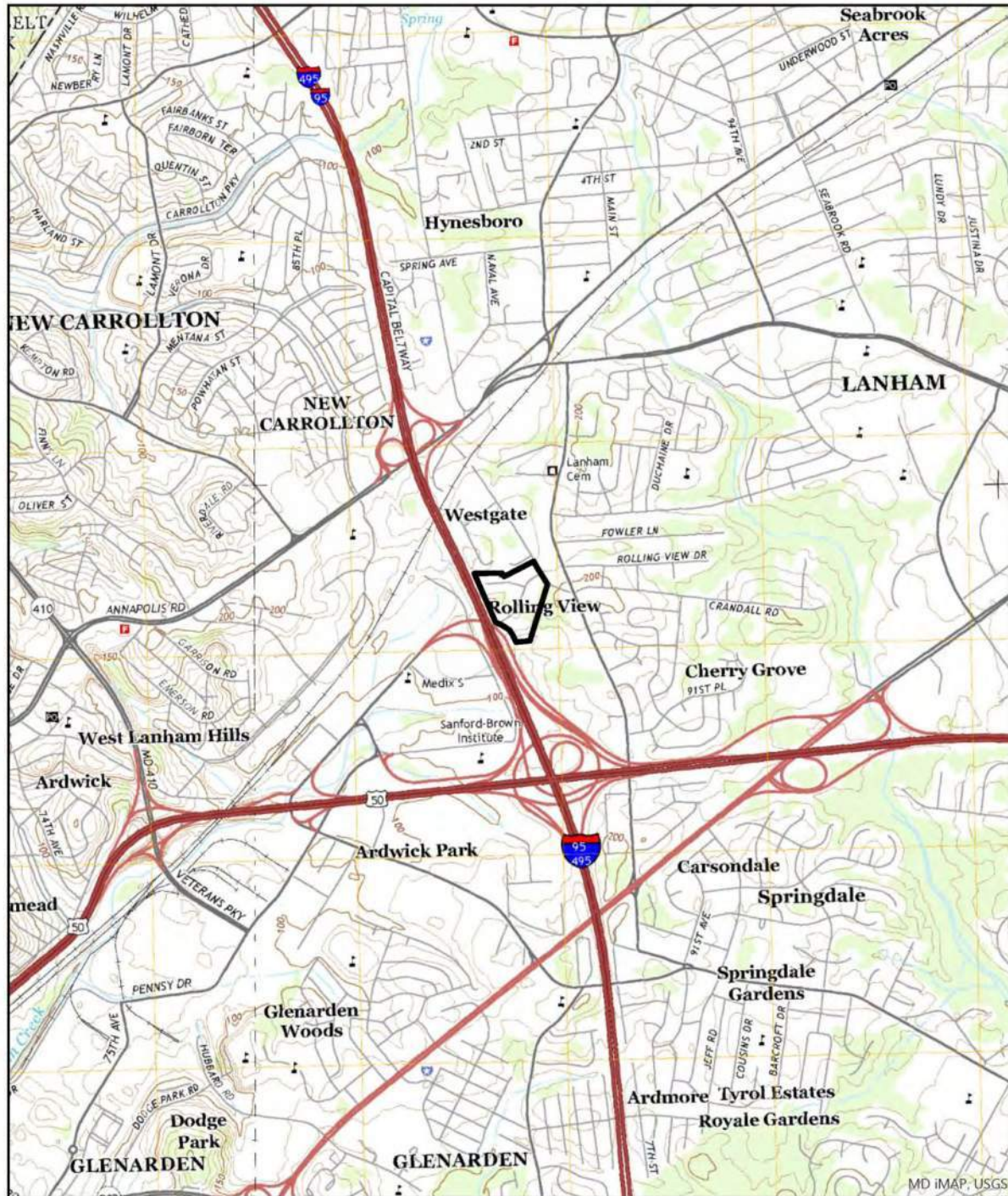
Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

Lanham Acres

Prince George's County

Location: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

City: Lanham



USGS 7.5' Quadrangle - Lanham

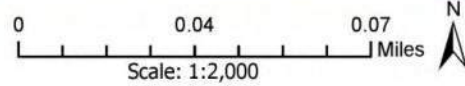
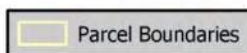
0 0.5 1 Miles
Scale: 1:24,000

Lanham Acres

Prince George's County

Location: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

City: Lanham



PHOTOGRAPHS



Streetscape of Cortland Lane, looking northwest.



8815 Cortland Lane, north elevation.



8805 Cortland Lane, north elevation.



Streetscape of Cortland Lane, looking east towards 8814 Cortland Lane.



4615 Timber Lane, northwest elevation.



4611 Timber Lane, northwest elevation.

PHOTOGRAPHS



Brick pillar at Timber Lane and Lanham Station Road intersection, looking north.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Heather Staton**

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

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

File Format: **PG:70-105_2019-01-21_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape of Cortland Lane, looking northwest.

02.tif

8815 Cortland Lane, north elevation.

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8805 Cortland Lane, north elevation.

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Streetscape of Cortland Lane, looking east towards 8814 Cortland Lane.

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4615 Timber Lane, northwest elevation.

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4611 Timber Lane, northwest elevation.

07.tif

Brick pillar at Timber Lane and Lanham Station Road intersection, looking north.

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

Property Name: Lanham Sports Park

Address: 7700 Good Luck Road

City: Lanham

Zip Code: 20706

County: Prince Georges

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0044

Tax Map Number: 0034

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 14, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The Lanham Sports Park at 7700 Good Luck Road in Lanham, Maryland (Prince George's County) is owned by the Lanham Boys Club, Inc. It is a modest ten-acre park on the north side of Good Luck Road, east of I-495. It is west of a church property and south of an apartment property.

Chain link fencing and gates enclose the property, which contains three athletic fields and a gravel parking area at the southeast corner. The fields include a small baseball diamond north of the parking area, a larger baseball diamond to its west, and a rectangular soccer or football field on the north side of the park. The fields are augmented by lighting, small metal stands, scoreboards, shed-roofed concrete masonry dugouts, and utilitarian restrooms and concession stands. A tall, wood Lanham Sports Park sign with moveable type stands along the fence facing Good Luck Road. Throughout the park, concrete paths and steps provide circulation routes, and trees and shrubs provide boundaries between the athletic fields.

The Lanham Sports Park is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible for listing under Criteria A or B. It is a modest park owned and operated by a non-governmental agency for specific youth sport activity and does not meet the character-

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

NR-ELIGIBILITY REVIEW FORM

-

Lanham Sports Park

defining elements of a local or neighborhood park, as it does not include passive areas such as shaded lawns, picnic areas, or pavilions. It also does not possess an overall unified design. The Lanham Sports Park is therefore not eligible for listing under Criterion C. The Lanham Sports Park was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the 10 acres of Prince George's County Tax Map 0034, Parcel 0044.

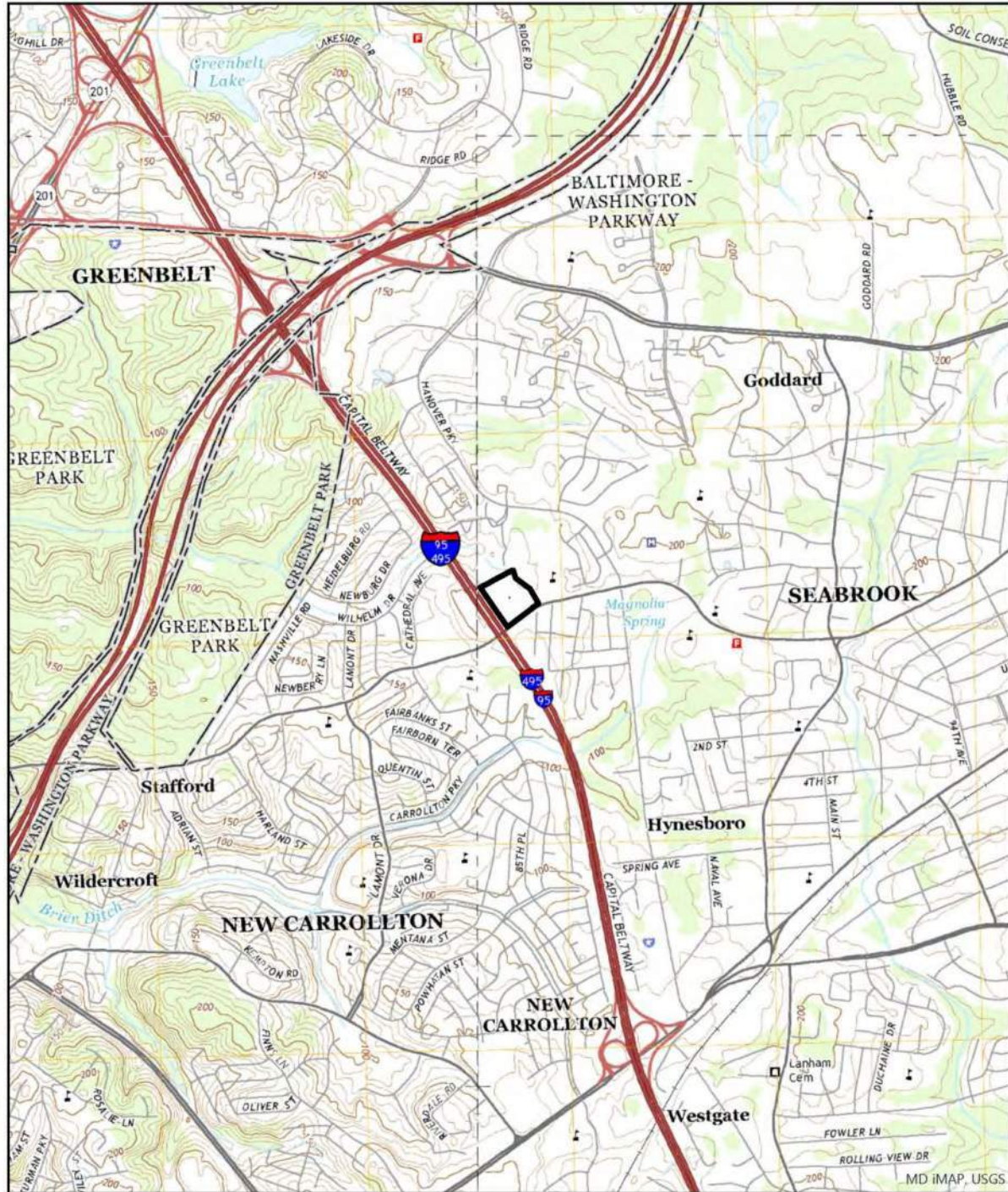
Lanham Sports Park

Lanham Sports Park

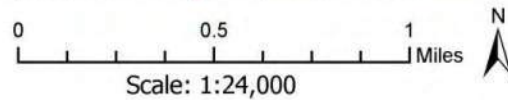
Location: 7700 Good Luck Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham



Lanham Sports Park



View facing northwest towards Lanham Sports Park parking area.



View facing northwest towards Lanham Sports Park.

Lanham Sports Park



View facing northwest showing fencing, signage, and lighting.

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

Property Name: Lanham Strip Center

Address: 8801, 8805, 8807-8845, 8855 Annapolis Road

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044-00B4

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Mar 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Constructed in 1965, the Lanham Strip Center has four buildings: a strip center, an automotive center, an office, and a dry cleaner. They occupy a 6.86-acre tax parcel surrounded by other commercial developments, as well as the Capital Beltway (I-495) to the southwest and the former Baltimore & Potomac Railroad, Washington City Branch (PG:71A-54) to the southeast. The property connects to Annapolis Road by a shared access road to the northwest. The buildings are surrounded by asphalt parking lots and islands with trees and grass. The parking lot also has tall metal light standards with punched metal finials matching similar ornamentation on the strip center. There are two tall metal strip center signs facing Annapolis Road and I-495.

Main strip center building (8807-8845 Annapolis Road)

Although the main strip center building currently presents a unified façade, a two-bay addition was constructed to the northeast some time between 1981 and 1993. This one-story building has a nearly

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

Lanham Strip Center

rectangular plan. It is oriented on a northeast-southwest axis with a northwest façade. A plant bed with shrubs is located at the northeast end of the façade.

The building is clad with brick, stone and concrete block, and has a flat roof with mechanical equipment. Constructed on a slope, the building's six bays step down to the northeast. The building has fifteen storefronts at the façade, each of varying size. The entrances consist of either single or paired metal and glass doors with a transom and flanked by metal sash display windows. The storefronts are accessed by concrete pedestrian walkways, with metal handrails and steps, that extends the entire façade width. The entrances and walkways are sheltered by synthetic stucco canopies supported by slender metal posts. The canopies are covered by standing seam metal-clad shed roofs. Three-dimensional plastic business signs, affixed to corrugated metal sign boards, are above the shed roofs. Punched metal finials are mounted atop the sign boards.

The northeast elevation's northwest end has an arched opening with metal railing facing into the pedestrian walkway at the façade. There are three metal doors at the northeast elevation, each with a single small light; the entrances have concrete landings and steps, and metal handrails, and are sheltered by corrugated metal roofs. The southeast elevation has single and paired metal pedestrian doors, as well as metal garage doors. This elevation has three windows, including two with metal bars. A few doors and windows have been filled in. The metal corrugated sign board at the façade wraps around to the southwest elevation; this elevation has no fenestration.

Mr. Automotive (8801 Annapolis Road)

This one-story building has a nearly rectangular plan. It is oriented on a northeast-southwest axis with a southeast façade and stands at the northwest end of the property. The building is clad with tan brick and the upper portions are sided with horizontal metal siding. The flat roof has a rectangular plastic back-lit business sign. There are three metal and glass garage doors at the façade. The primary entrance, located at the north end of the façade, consists of a single metal and glass door; it is surrounded by a framed glass panel wall that wraps around to the northwest elevation which also has a single metal and glass door. This elevation also has what appears to be a single double-hung sash window. The northwest elevation has four bays, with each blind opening filled with red brick; this elevation has no fenestration. The southwest elevation has a single metal door.

Lanham Office Center (8855 Annapolis Road)

This one-story building has a nearly rectangular plan. It is oriented on a northwest-southeast axis with a northwest façade and stands at the northeast end of the property. The areas immediately adjacent to the building are landscaped with small lawns, trees, and shrubs; a metal business sign is mounted directly in front of the façade.

The building is clad with tan brick and the projecting portion of the façade is surfaced with stone and includes three-dimensional letters spelling "LANHAM OFFICE CENTER" and the street number. Stone borders the roofline of the façade and southeast elevation; the upper portions of the northeast and southwest elevations are surfaced with vertical metal siding. There is a flat roof with mechanical equipment.

One of the primary entrances is at the façade and consists of a single metal and glass door with a metal-framed side light. This entrance faces onto a concrete landing bordered by a low stone wall. A second primary

Lanham Strip Center

entrance is at the southwest elevation and consists of paired metal and glass doors with a metal-framed sidelight and transom. The entrance faces onto a concrete landing and concrete steps with a metal handrail. Both entrances are sheltered by metal awnings. A secondary metal and glass door entrance with sidelight is located at the southeast elevation. Most of the building is surrounded by concrete pedestrian walkways. The building has single or paired windows, each with a vertical light and a smaller horizontal light below. The single windows at the façade are flanked above and below by stone panels, and are surrounded by a round arch masonry border that extends to the primary entrance below. The other windows have masonry sills and most have masonry lintels.

The one-story tan brick-clad wing at the southeast elevation is sheltered by a flat roof with mechanical equipment. The wing's primary entrance is a single metal door, with a single small light, located at its northeast elevation. This elevation also has two single windows, each with three lights. The fenestration is sheltered by a fabric awning. The wing's northwest elevation also has a single door and two windows identical to the one at the southeast elevation. The wing's southeast elevation has no fenestration.

ZIPs Dry Cleaners (8805 Annapolis Road)

This one-story building has a rectangular plan. It is oriented on a northeast-southwest axis with a northwest façade and stands at the southwest end of the property. The building is clad with tan brick and has a flat roof with mechanical equipment. Plastic business signs are affixed to a corrugated metal sign board mounted onto the façade-side of the roof. A metal finial on the sign board matches those on the strip center and parking lot lighting fixtures. The façade has single and paired metal and glass doors, as well as metal-framed display windows. All façade fenestration has metal roll-up security doors. The entrances face onto a concrete pedestrian walkway that extends the entire façade width. The northeast elevation has two single metal doors and the southwest elevation has a single metal door. The southeast elevation has no fenestration.

The Lanham Strip Center is an example of a mid-twentieth-century strip center with multiple buildings commonly found throughout Maryland. It is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criterion A or B. The Lanham Strip Center is not a good example of a strip center, and alterations, such as to the main building's façade, have diminished the resource's integrity. The resource does not represent the work of a master nor does it possess high artistic value, and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The property is located on one tax parcel that encompasses 6.86 acres and is found on Prince George's County Tax Map 0044-00B4, Parcel 0000 (2019).

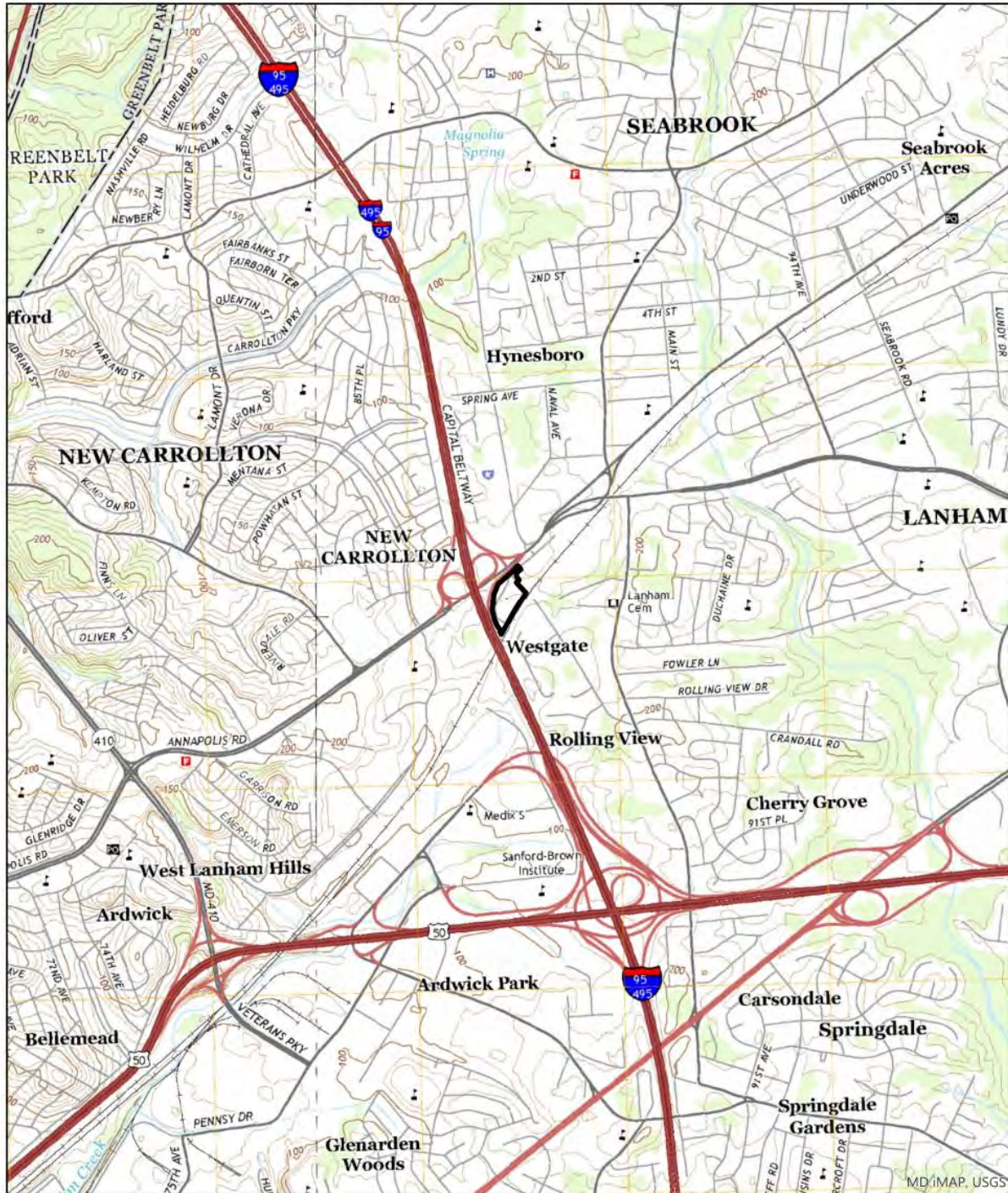
Lanham Strip Center

Lanham Strip Center

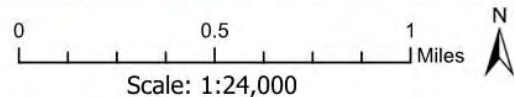
Location: 8801, 8805, 8807-8845, 8855 Annapolis Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham



Lanham Strip Center



Main strip center building northwest facade



Mr. Automotive southeast facade

Lanham Strip Center



Lanham Office Center northwest facade



ZIPS Dry Cleaners northwest facade

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Latvian Evangelical Lutheran Church of Washington DC Inventory Number: M: 26-89

Address: 400 Hurley Avenue

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Latvian Evangelical Lutheran Church Washington DC Tax Account ID: 04-00148635

Tax Map Parcel(s): N135

Tax Map: FR62

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Anne E. Bruder

Date Prepared: August 12, 2021

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☐ C ☐ D

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

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

This property will become eligible for the National Register of Historic Places upon reaching 50 years of age, assuming it maintains integrity as documented herein.

Description

The Latvian Evangelical Lutheran Church of Washington, D.C. was constructed in 1975, according to the cornerstone on the west facade of the church. The church is part of a community building that includes classrooms, a theater, a museum and offices that reflect the culture of Latvians and Americans of Latvian descent living in the United States. A separate building at the back of the property serves as the residential Latvian Evangelical Lutheran Church Home for the Elderly, a subsidized retirement community.

Church

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

The church building consists of the main block with a chancel, nave, and narthex that is connected to an auditorium; a classroom and office wing on the west side of the church, which also contains the Latvian Museum and a Cultural Affairs Office; and another wing consisting of church offices attached by a hyphen on the south side of the church. The entire building is of red brick, laid in common American bond. The main block and wings each have a separate standing-seam-metal mansard-style roof. The main block's roof has a low gable at the north and south ends, while the lower part of the roof folds down on the four walls of the building to cover the top of each wall. The south and east wings have flat or flat hipped roofs suggesting mansards. The tapered steeple at the north end of the church is also clad in black standing-seam metal.

On the exterior, the church has six bays, with an entry and five stained glass windows set in arched, six-sided polygonal concrete frames that extend from the brick walls beyond the face of the mansard roof. The concrete frames are said to represent hands folded in prayer.⁽¹⁾ Each window is set above a low brick wall and extends into the mansard roof. At the north end of the chancel, the church's main window above the altar is a larger version of those along the nave, a trapezoidal form set above a low brick wall and framed with the same projecting concrete. The shape of the steeple above mimics that of the concrete window frames, extending from the mansard roof around the altar window. Each window is made of dalle de verre stained glass. Dalle de verre glass is the French stained-glass technique that was brought to the United States after World War II and gained popularity in American Christian church windows after 1949.

South of the nave, the church's west façade forms a flat-roofed extension from the narthex wall. On the north end, a single arch leads to a double-leaf entrance to the narthex. To the south, a brick arcade shelters an entrance to the reception lobby from the parking lot. Between the north and south entrances, five rectangular dalle de verre windows light the lobby.

Along the west façade, grass and plantings in beds, one set off with a low concrete wall, provide landscaping. At Hurley Avenue, a driveway loop provides a drop-off area for the church and creates a landscaped median between the building and the road. The median includes a low brick and stone sign that displays the church name on both sides, rendered in simple Helvetica typeface. The west side, facing Hurley Avenue, is shown in English, but the east side, facing the church, uses Latvian. Three flagpoles stand south of the sign but do not appear to be in use. Landscaping within the median lawn consists of recent plantings, including crepe myrtle trees near the entrance and exit and small plantings at the base of the sign. The south entrance continues to a parking lot behind the church complex to the east.

The church interior features a vaulted ceiling clad in wood. Engaged wood columns attached to narrowly projecting brick columns, defining the chancel and the five bays, extend from the nave floor to form angled ceiling beams. The chancel is centered on the east wall in a niche formed by the sacristy on the south side and the pulpit on the north. The walls are clad in vertical wood screening. The wood altar has been moved to the center of the chancel from the back wall so that the officiant can face the congregation. The altar is raised two steps (formerly three) above the nave floor, and a wood communion rail with kneelers marks the edge of the chancel. The trapezoid chancel window is an image of the Ascension, made of dalle de verre stained glass with red, blue, white, pink, green and orange among the glass colors. Along with Christian symbols the window contains images of Latvian stars, a tree with borne fruit and slabs of glass with the colors of the Latvian flag. The chancel walls are of plaster and are framed with wood.

In the nave, the wood pews are divided by a center aisle. The north and south brick walls each have five hexagonal dalle de verre windows designed by Leonids "Lenny" Linauts. The theme of the first north bay window is communion while the theme of the first south bay window is baptism. Among other symbols, the flags of Latvia, Estonia and Lithuania are worked into the bottom of the north window. The remaining windows contain images important to the Latvian Lutherans. The windows are framed with wood and the bottom frames are hopper windows.

At the west end of the nave is the choir loft, marked by a wood parapet that extends the width of the nave and repeats the trapezoidal shape of the chancel window. The trapezoid form is a motif that is repeated throughout the church. The narthex is below the choir loft and is an open carpeted area.

The lobby of the church complex also has rectangular, leaded stained and painted glass windows by Leonids "Lenny" Linauts that are set into the brick walls without any further decoration. Each celebrates an aspect of the arts such as theater, painting, and music. The lobby gives access to the cultural center offices and also leads to the theater, which was the first part of the building to be completed after the congregation decided to move in 1971 from Hyattsville. It is a square room with the stage at

the south end and the floor is of wood parquet. The American Latvian Theatre used it for plays, but it also functions as the church's meeting hall. The museum is in the basement area of the church, marked with a heavily carved wood door.

Latvian Evangelical Lutheran Church Home for the Elderly

A second two-story building stands to the east of the church complex, containing the Latvian Evangelical Lutheran Church Home for the Elderly. It is also a red brick building in common American bond with a mansard roof and was built in partnership with the church c.1991. It has a center hall entrance with six bays on either side. The main entrance is two stories tall and has a similar design as the church's windows with a concrete frame surrounding the entrance doors and windows that are recessed into the frame.

History

Although Latvians appear in the U.S. Decennial Census starting in 1860 (because the census asked about a person's birthplace), Latvians immigrated as early as the seventeenth century. A number of Jewish Latvians immigrated to the United States during the 1910s, while more Latvians came during the years between World War I and World War II.

The largest and longest immigration occurred following the end of World War II, as Latvian refugees immigrated to the United States. Following the Soviet Union's invasion in 1940, Latvia was made a part of the Soviet Union in 1941, and many citizens became displaced as a result of World War II or later fled rather than live in a Communist country. Under the Communists, people who refused to join the party were denied jobs; authorities closed churches and synagogues, and religious services were not held publicly.

New York, Chicago and Los Angeles became the largest Latvian population centers, followed by Washington, Baltimore and other smaller cities and towns. The National Lutheran Council's Church World Services worked with local churches in the Washington, DC, area to sponsor exiles or displaced persons starting in 1948, and a new Latvian Lutheran community formed in the Washington, DC, area.

The Latvian Evangelical Lutheran Church formed in 1951 in Washington, DC, and began holding services at the Augustana Lutheran Church on New Hampshire Avenue that year. The church continued to grow, and in 1959, they purchased the former Hyattsville Presbyterian Church at the corner of Farragut and 42nd streets in Hyattsville. The building is a nineteenth century Gothic Revival type church, and the members decorated the church interior using traditional Latvian designs. In addition to holding services, the church sponsored art shows and plays produced by the American Latvian Theatre. A fire in 1969 heavily damaged the church sanctuary and offices. As a result, the building was under repair for two years, and rededicated in 1971. However, during that same year, the church made the decision to move to Rockville and purchased the two-and one-half-acre parcel on Hurley Avenue to provide the congregation and other Latvians with additional space for religious and cultural services. The new suburban church was completed in 1975. Many members contributed to its construction, and their carpentry and masonry skills are demonstrated in the communion rail, other wood decorations, and brickwork.

The Latvian Evangelical Lutheran Church complex was designed by Verners E. Svalbe (1932-2012), a Latvian American architect who was a member of the church and whose practice was based in Virginia. He graduated in 1956 from Columbia University, and worked for a firm that was involved in the reconstruction and expansion of the east front of the Capitol from 1958 to 1962. During the 1970s, Svalbe partnered with Michael Kasen (1928-2013). Together they designed residential and commercial buildings in Arlington and Springfield, Virginia and Pikesville, Maryland among other projects. Svalbe headed his own firm, Svalbe and Associates, before his death in 2012. The Latvian Evangelical Lutheran Church is the only religious structure he designed.

The stained glass dalle de verre windows were designed by the Latvian American designer/artist Leonids Linauts (1914-1998) who trained as a stained-glass artist and worked for the Fromhold Stained Glass Studio in Riga but as a result of World War II became a refugee with his wife, Dainuvita Plodons. They immigrated to the United States in 1949. He worked in a stained-glass studio in Reading, Pennsylvania between 1949 and 1953, when he left to establish his own studio in Mohnton, Pennsylvania. His work is found in many American Christian churches, and frequently the windows have a single theme, such as "The Care and Feeding of God's People" in a Gettysburg, Pennsylvania, church and "The Glory of God" in a Myerstown, Pennsylvania, church.

The Latvian Lutheran Church's windows do not have a single theme but celebrate the Latvian culture and their love of the arts and colors. The symbols and colors used throughout the church demonstrate the association with the Latvian experience in the United States.

The Latvian Evangelical Lutheran Church does not directly face the nearby street, but the church with its steeple is clearly visible from the street and the site layout is easily understood by a driver in a vehicle. The church design is similar to other Lutheran churches in Montgomery County built during the 1950s through the 1970s that can be characterized as a church with a prominent roof profile, with ancillary spaces for offices and meeting rooms in an attached secondary building. Another Lutheran church that demonstrates this design is Calvary Evangelical Lutheran Church (M:35-36) on Georgia Avenue in Silver Spring from 1962.

The polygonal windows and red brick used for the church also recall Gothic Lutheran churches in Latvia such as the Lutheran Cathedral, Martin's Evangelical and New St. Gertrude's Lutheran churches in Riga, Latvia's capital. These churches reflect their fourteenth and fifteenth century designs, but brick, either red or grey in color, is consistently used in Lutheran churches in Latvia. Likewise, the prominent roof is characteristic of Latvian buildings. Historically, these have been low pitched hipped roofs that have been adapted for the snowy weather. Latvia's Christians have followed several religious movements. Initially, they became Roman Catholic or Russian Orthodox, and many churches dating from fifteenth century construction have Gothic designs. However, architectural and religious developments in the seventeenth, eighteenth and nineteenth centuries occurred as both Renaissance and Baroque designs were added to churches to reflect changing tastes and new influences in church designs. During the sixteenth century, Germany controlled Latvia and some of the German ruling class chose Lutheranism over Roman Catholicism; native Latvians followed suit. They are part of the Lutheran Church found in Scandinavia and the Baltic countries, which is associated with the Augustana Lutheran Church.

In addition to the church itself, the building houses the offices of the American Latvian Association (ALA), established in 1951 and the primary representative organization for the Latvian American community in the United States. The ALA also operates the Latvian Museum, which opened at the church in 1979. The building also includes a church-operated Latvian school for ages 4-14 and a performance theater, which hosts small group musical acts and dramas. The Latvian Evangelical Lutheran Church Home for the Elderly opened c.1990, east of the church. The building houses 22 subsidized apartments for elderly congregation members. Although Latvia regained its independence in 1990, prior to the dissolution of the Soviet Union in 1991, the church has continued its role in supporting Latvian Americans and promoting Latvian culture in the DC area.

Evaluation

The Latvian Evangelical Lutheran Church of Washington, DC, is significant under National Register of Historic Places (NRHP) Criterion A (events/Latvian immigrant history) for its association with the efforts of the church organization to preserve and promote Latvian culture and for its role as a cultural center for Latvian immigrants to the DC metropolitan area. The church organization has been an essential institution for this minority ethnic group, taking on multiple roles as Latvians escaped persecution following WWII and lived in exile in the United States. The building represents the culmination of the church organization's history of supporting Latvian culture, particularly through the arts. These efforts are apparent in the employment of a Latvian American architect and stained-glass artist and the incorporation of a museum and a dedicated theater, the first part of the building constructed. The later addition of a retirement community underscores the support role the church has played in the lives of Latvian Americans in the DC suburbs.

Research conducted as part of this study did not identify persons of local, state or national significance, and the Latvian Evangelical Lutheran Church is not eligible for the NRHP under Criterion B.

The Latvian Evangelical Lutheran Church is not significant under NRHP Criterion C (architecture). The church is typical of post-1960 suburban churches in Montgomery County, demonstrating a creative roof form and abstract stained-glass designs, features common to Modernist churches of the period. Leonids Linauts's work is well represented in Pennsylvania, where he was based, but neither he nor Verners Svalbe can be considered a master of their respective fields, and their work here is not identifiable as a particular phase, aspect, or theme of their work or careers.

NRHP Criterion D was not investigated as part of this study.

The Latvian Evangelical Lutheran Church of Washington, DC, is not significant for an association with its religious doctrine and meets Criteria Consideration A: Religious Properties.

The period of significance for the property is 1975-1979, encompassing the construction of the church and the opening of the Latvian Museum in 1979. This property will become eligible for the National Register of Historic Places upon reaching 50 years of age, assuming it maintains integrity as documented herein.

The Latvian Evangelical Lutheran Church of Washington, DC, retains integrity of design, workmanship, materials, location, setting and association, and retains such character-defining features as the building's brick façade, mansard roofs, stained-glass, windows in polygonal and rectangular frames, arched and arcaded entryways, and two-sided main sign.

The boundary for the property matches the tax parcel boundary as shown on Montgomery County Tax Map FR562 Parcel N135 consisting of 2-1/2 acres.

End Notes:

The Very Rev. Anita Vārsberga Pāža, Pastor, Latvian Evangelical Lutheran Church Rockville, Personal Communication July 21, 2021

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Kasen, Michael E., Obituary, Colonial Funeral Home, Leesburg, VA <https://www.colonialfuneralhome.com/obituary/2148228>, accessed July 29, 2021.

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St. James Lutheran Church, "Feeding and Care of God's People," Gettysburg, PA, <https://stjamesgettysburg.com/stained-glass-windows/> accessed July 19, 2021.

Verners E. Svalbe, Obituary, Money & King Funeral Home, Vienna, VA, <https://www.tributearchive.com/obituaries/2140669/Verners-E-Svalbe>, accessed June 22, 2021.

NR-ELIGIBILITY REVIEW FORM

M: 26-89

Latvian Evangelical Lutheran Church of Washington DC

Page 6

Washington Evening Star, "Latvian Church Will Dedicate New Building," July 25, 1959, P.A-6

"Latvian Lutherans To Install Bishop," October 6, 1962, P. A-6

"Church Fire In Hyattsville Being Probed," February 18, 1969, P.B-1

"Latvians Plan Rededication For Church," November 14, 1970, P.A-8

"Sales Start at Riverside," May 19, 1973, P. E33

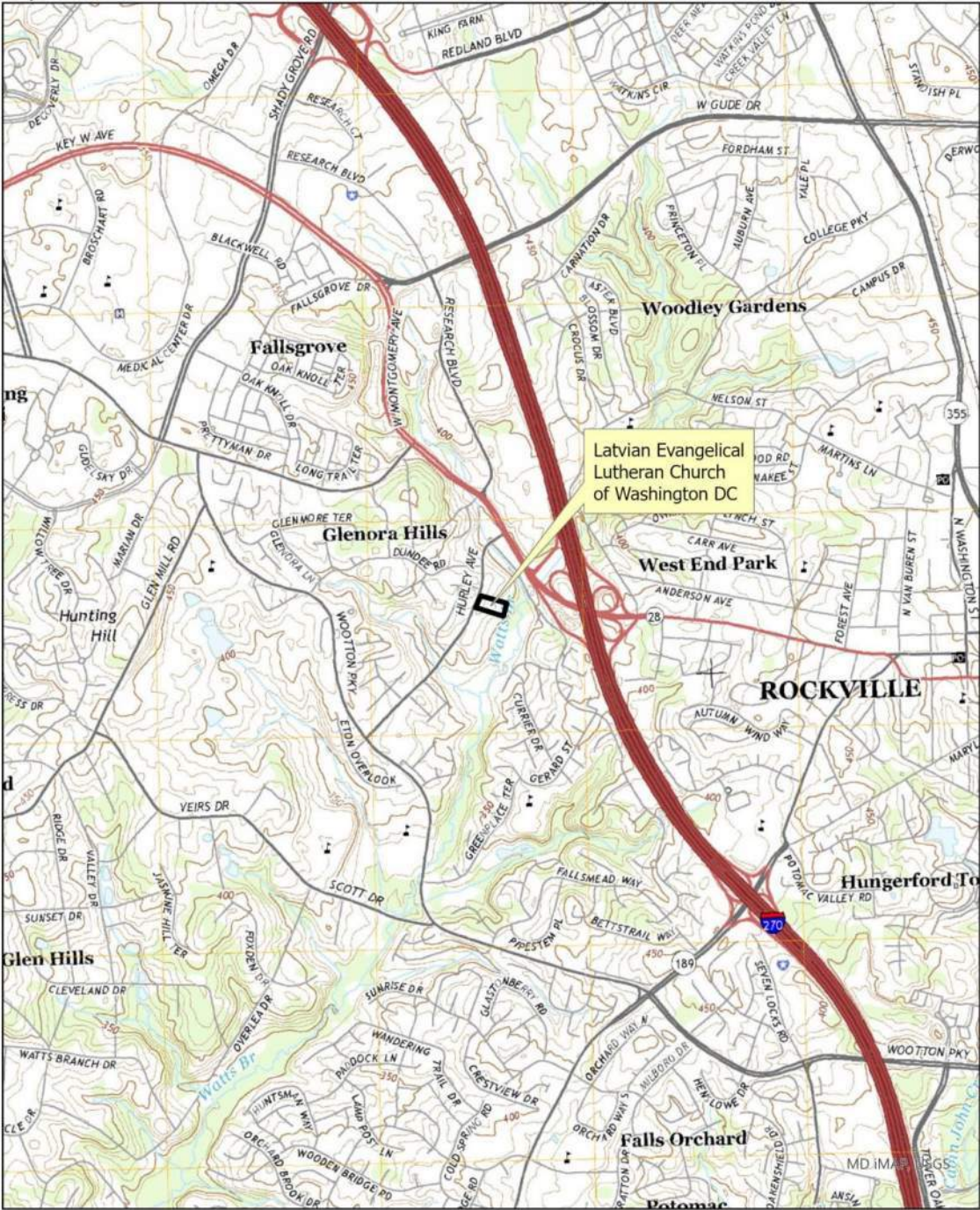
Zion United Methodist Church, "The Glory of God," Myerstown, PA,
<https://myerstowanzionumc.org/about-us/stained-glass-sanctuary>, accessed July 19, 2021

Latvian Evangelical Lutheran Church of Washington DC

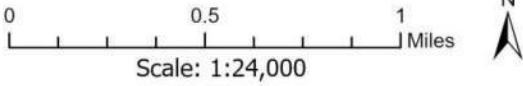
Location: 400 Hurley Avenue

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



Latvian Evangelical Lutheran Church of Washington DC

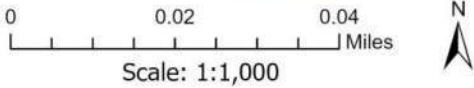
Location: 400 Hurley Avenue
City: Rockville

Montgomery County



City of Rockville, MD, MNCPPC, VITA, BuildingFootprintUSA, Esri, HERE, Garmin, Swiremap, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, MD ITMAP, Delt

Parcel Boundaries





West facade with arcaded lobby entrance and rectangular stained-glass windows



South elevation and arcade along west facade

PHOTOGRAPHS



West facade showing exterior of nave and steeple in background



North elevation showing steeple and frame of chancel window



View south showing exterior courtyard and east side of nave.



East side of church building showing theater in the foreground

PHOTOGRAPHS



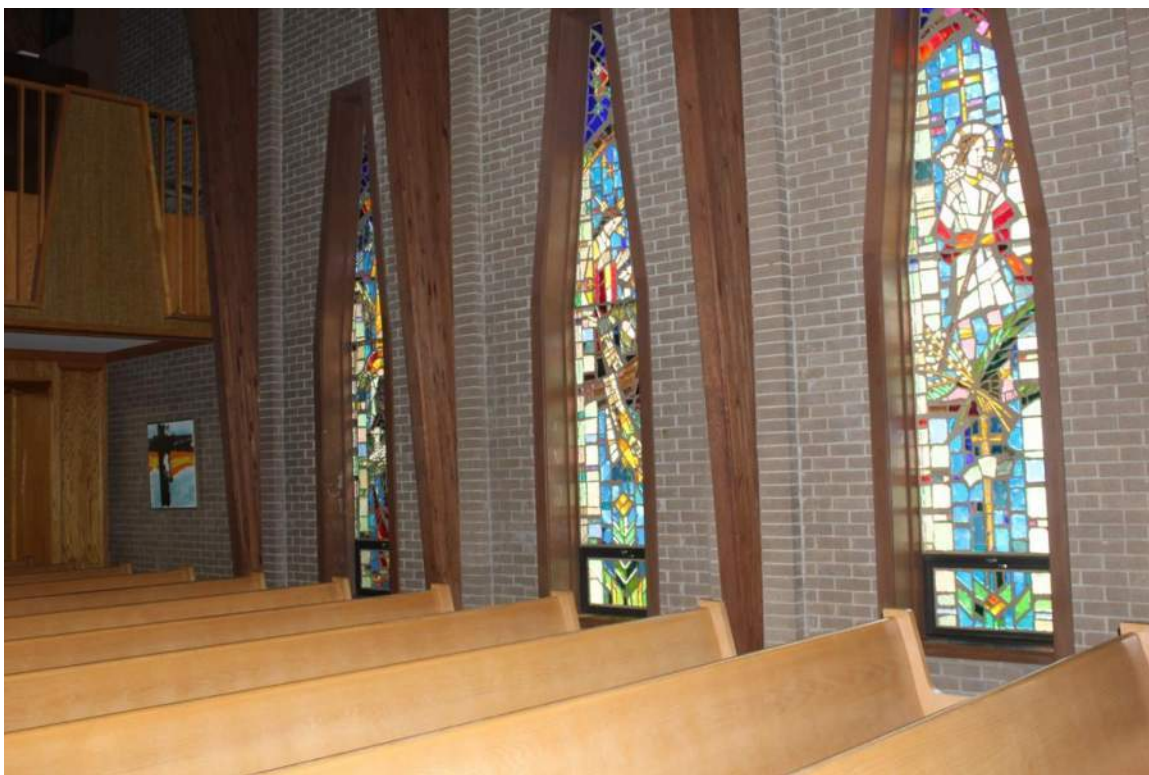
Detail of narthex entrance; west facade



View west of main sign showing Latvian side



Interior of nave looking north toward chancel



West side of nave depicting stained-glass windows and choir loft to the south



Detail of stained-glass window in lobby



Evangelical Lutheran Church Home for the Elderly; west facade

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Anne E. Bruder**

Date of Photographs: **2021-07-21**

Location of Original Digital File: **MHT**

File Format: **M: 26-89_2021-07-21_01.tif... etc.**

Photographs inserted on continuation sheets:

M: 26-89_2021-07-21_001

West facade with arcaded lobby entrance and rectangular stained-glass windows

M: 26-89_2021-07-21-002

South elevation and arcade along west facade

M: 26-89_2021-07-21_003

West facade showing exterior of nave and steeple in background

M: 26-89_2021-07-21_004

North elevation showing steeple and frame of chancel window

M: 26-89_2021-07-21_005

View south showing exterior courtyard and east side of nave.

M: 26-89_2021-07-21_006

East side of church building showing theater in the foreground

M: 26-89_2021-07-21_007

Detail of narthex entrance; west facade

M: 26-89_2021-07-21_008

View west of main sign showing Latvian side

M: 26-89_2021-07-21_009

Interior of nave looking north toward chancel

M: 26-89_2021-07-21_010

West side of nave depicting stained-glass windows and choir loft to the south

M: 26-89_2021-07-21_011

Detail of stained-glass window in lobby

M: 26-89_2021-07-21_012

Evangelical Lutheran Church Home for the Elderly; west facade

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

Property Name: Life Time Athletic (Potomac)

Address: 11511 Fortune Terrace

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s):

Tax Map Number:

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Life Time Athletic (Potomac) is a U-shaped International Style-influenced industrial building, currently occupied by a fitness center. The tan brick-clad building stands on a 13.8-acre parcel on the north side of Fortune Terrace, east of Seven Locks Road. The original nearly square plan building to the east was constructed sometime between 1957 and 1964, with a small rectangular plan addition made at the north end of its west elevation between 1964 and 1970 (Historic Aerials 2018). A sizeable irregular plan addition was made west of the small addition in 1979, according to state tax data. The south elevation of the original building also received a small 1970s utilities enclosure and a circa 1990s addition.

The property is in an area with commercial and residential developments. The property is accessed from the south by two driveways off Fortune Terrace. A business sign is located at the west entrance, and a secondary business sign is located at the other entrance. Mixed scrub and hardwood vegetation border I-270 to the east.

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

Life Time Athletic (Potomac)

Areas of lawn and ornamental planting immediately surround the building, with asphalt surface parking lots on all sides, including a large lot at the north end of the property.

The original 1957-1964 building consists of a one-story warehouse at the west section with a two-story office to the east. The office's east façade has twenty bays, with what is now a secondary entrance located within the projecting fourth bay. The entrance has a single metal and glass door surrounded by a glass panel wall, and is sheltered by a fabric awning. The other façade bays have four-light windows at each story, with red brick spandrel panels above each window, and all surrounded by a masonry frame. The north, south, and west elevations of the original building have paired vertical inset bands of red brick, as well as metal pedestrian doors. The north elevation also has a loading dock and what are likely two former truck garage door openings filled in with brick. The south elevation has what appear to be blacked-out single windows at the first story, as well as at the second story of the office section. The north elevation also has such windows at the office section.

A loading dock area is located on the south elevation of the 1957-1964 addition and is flanked by the original building and 1979 addition to the west and east. This addition's north elevation continues the vertical red brick details of the original building's north elevation. The loading dock on the original building also extends onto this elevation, and there is single metal door.

The current main entrance is located near the west end of the one- and two-story 1979 addition's north elevation. The projecting remodeled entrance consists of paired metal and glass doors surrounded by a glass panel wall and covered by a flat concrete-clad roof supported by stone-clad rectangular posts. The flanking walls and the projection are clad with concrete and stone. A three-dimensional business sign is mounted to the right of the entrance. At the west end, there are fixed, single-sash, tinted windows flanked by brown brick panels above and below, with red brick pilasters in-between. The west elevation of this addition is symmetrical and consists of two remodeled and identical concrete- and stone-clad entrances with paired metal and glass doors surrounded by a glass panel wall. There are fixed, single-sash, tinted-glass windows at the second floor above the entrances. A three-dimensional business sign is also mounted on this elevation. The center of the symmetrical south elevation has been remodeled with concrete cladding. The west and south elevations have the same windows as those at the north elevation. The east elevation has a single metal door and what appear to be two enclosed windows. There are other single door secondary entrances at the north and south elevations.

The building has a flat roof with mechanical systems, as well as roof access structures.

Life Time Athletics (Potomac) is an altered example of a mid-twentieth-century industrial building constructed in the 1950s to 1960s and common throughout Maryland. It is not associated with events or persons that have made significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has had sizable additions and has been remodeled. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 13.8 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GQ123-0000, Parcel 0000 (2018).

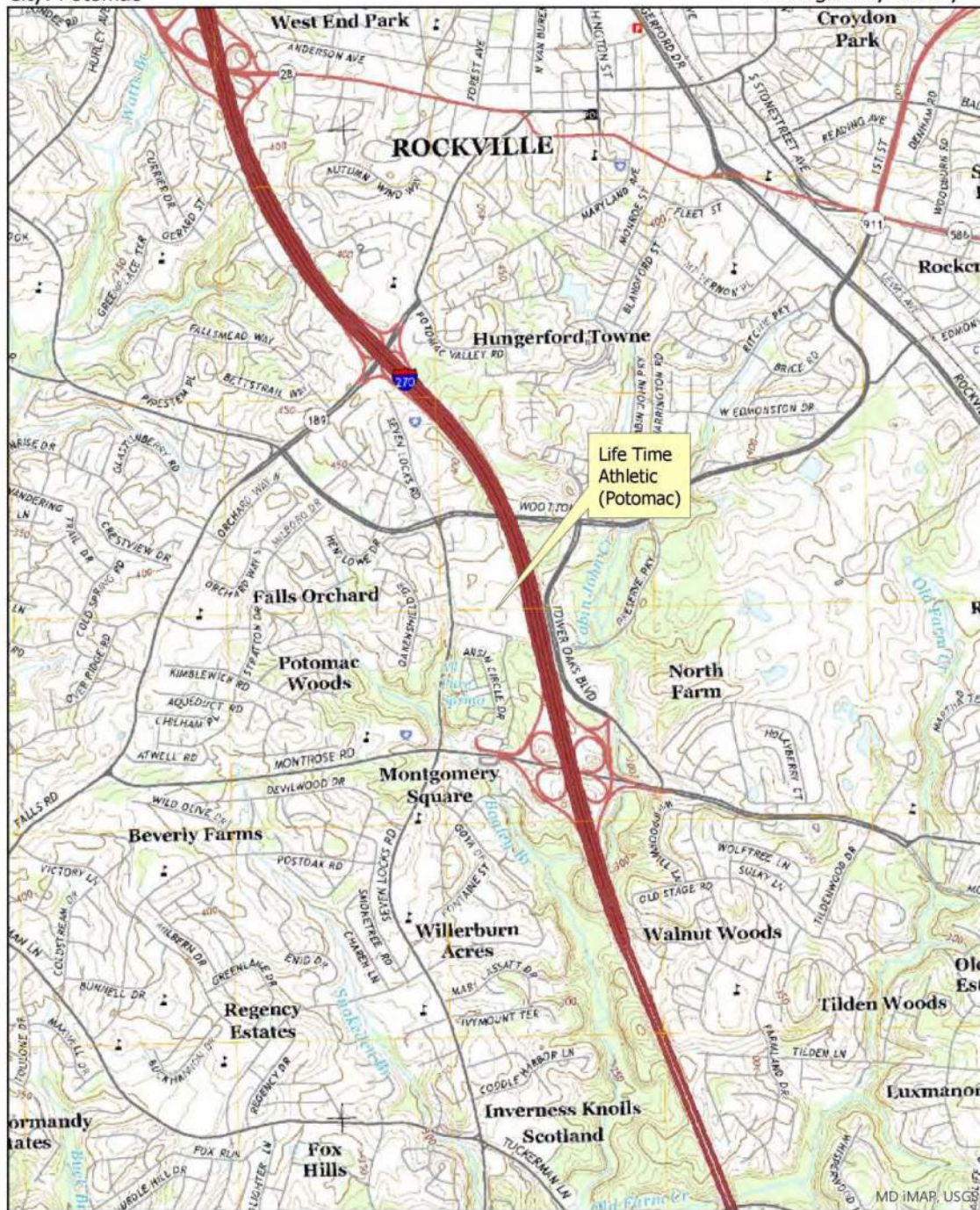
Life Time Athletic (Potomac)

Life Time Athletic (Potomac)

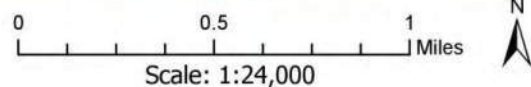
Location: 11511 Fortune Terrace

City: Potomac

Montgomery County



USGS 7.5' Quadrangle - Rockville



Life Time Athletic (Potomac)



East facade of original building



South elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Linda Holmes House Inventory Number: PG:76A-30
Address: 5114 Oakland WAY Historic district: ☐ yes ☒ no
City: Suitland Zip Code: 20746 County: Prince George's
USGS Quadrangle(s): Anacostia
Property Owner: Jose A. Del Cid Tax Account ID Number: 06-0414508
Tax Map Parcel Number(s): 0000 Tax Map Number: 0098
Project: I-495/270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Caitlin Sylvester Date Prepared: 10/18/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Linda Holmes House at 5114 Oakland Way is located in a moderately populated, primarily residential area of Suitland in Prince George's County. The house was previously surveyed in 1997 and was recommended not eligible for listing in the National Register of Historic Places (NRHP) (Suffness 1997). The property is set on a trapezoidal-shaped parcel comprising 0.25 acres that is covered by a manicured grass lawn and dotted with small shrubbery and trees (State Department of Assessments and Taxations [SDAT] 2018). The resource is bordered to the south by I-495 and the primary dwelling faces west towards Oakland Way. A chain-link fence separates the parcel from the highway barrier on the south side. A poured concrete walkway and gravel driveway both extend east from Oakland Way. The walkway leads to the primary entrance while the driveway stretches around the south elevation of the dwelling and terminates to the rear (east) of the house.

Description:

The Linda Holmes House at 5114 Oakland Way is a one-and-one-half story, three-bay, single-family dwelling constructed circa

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

1950 in the Minimal Traditional style and the Cape Cod form. The foundation and structural system are clad in an uncoursed stone veneer and are covered by a steeply-pitched, side-gabled roof sheathed in asphalt shingles. Two front-gabled dormers clad in vinyl siding with a one-over-one, double-hung sash, vinyl window pierce the western roof slope. An interior slope brick chimney is located on the eastern slope of the roof.

The primary entrance is centered in the west elevation and filled with a single-leaf, vinyl door with a large, decorative oval light. The door is located under a front-gabled pent roof supported by decorative wood brackets. A set of poured-concrete steps lined with metal railing lead the entrance. Other fenestration includes replacement one-over-one double-hung-sash vinyl windows, some of which are flanked by paneled, vinyl shutters.

Historic Context:

Maryland's suburbanization through the nineteenth and twentieth centuries was influenced by the same national trends driving suburbanization elsewhere. The increasing availability of transportation routes such as rail and trolley lines, improvements to roadways, and early highway construction allowed for greater access to Baltimore and Washington from previously rural areas (KCI Technologies, Inc. [KCI] 1999, B-13). For further information regarding the history and development of the Suitland vicinity, please reference the previous Maryland Inventory of Historic Properties form written by Rita Suffness in 1997 (Suffness 1997).

Residences in the area consist of bungalow, American Foursquare, and Cape Cod forms and Tudor Revival, Minimal Traditional, Colonial Revival-styled dwellings with construction dates ranging from the 1930s to the early 1960s, part of Maryland's Modern Period, 1930 to 1960 outlined in the 1999 Suburban Historic Context (KCI Technologies, Inc. [KCI] 1999). The Linda Holmes House is of the Cape Cod dwelling type as described within the suburbanization context and exhibits many of the attributes that are described including; little exterior decoration with many possible siding treatments, rectangular in plan with few projections, symmetrical facades, one story with a side-gabled roof and dormers, and stylistic details with "faint references to Colonial Revival and Modernist architecture" (KCI 1999, D-36).

The land on which the Linda Holmes House is located was originally a part of a larger tract that was purchased and platted as "Silver Valley" in 1947 by developers William D. Thomas and Lee R. Hendricks (Prince George's County Deed Book [PGCDB] 814, 269; Prince George's County Plat Book [PGCPB] BB12, 43). The parcel, known as Lot 6 in Block C of the Silver Valley Subdivision, consisting of about 0.6 acre, was then sold to Clayton P. Hendricks and his wife, Frances, in 1948 (PGCDB 1022:424). The Hendricks likely built the house shortly after as the style and form of the dwelling, as well as historic aerials, confirm a circa-1950 construction date (NETR 1945; 1951) The Hendricks resubdivided their lot in 1963 to create another developable parcel, and left the Linda Holmes house on a much smaller, 0.25-acre lot (PGCPB WWW 50:54).

In 1965 the Hendricks' sold the lot to Arnold Akanovich (PGCDB 3219:602). He held the property for about 13 years before selling it to Gregory E. and Wilda J. Beckwith in 1978 (PGCDB 4950, 663). In 1993 Gregory and Wilda Beckwith sold the house and lot to Linda Holmes (PGCDB 8884, 138). Holmes refinanced the house through a deed of trust in 2006, which she defaulted on in 2014, resulting in the dwelling going up for public auction, where it was purchased by Essex Bank for \$167,000 (PGCDB 25123, 574; 36570, 00580). After several bank transfers, Jose A. Del Cid purchased the property in June 2017 (PGCDB 39712, 232).

Evaluation:

The Linda Holmes House at 5114 Oakland way is a one-and-one-half story, three-bay, single-family dwelling constructed circa 1950 in the Minimal Traditional style and the Cape Cod form. The resource has been moderately altered with replacement

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

windows and door; however overall it retains integrity of materials, design, and workmanship. The house has never been moved and the immediate area remains residential in nature; however, the addition of the I-495 corridor has somewhat negatively impacted its historic integrity. As a result, the resource retains integrity of location, setting, feeling, and association.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the House at 5114 Oakland Way is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the Linda Holmes House is not recognized to be a particularly unique or excellent example of its vernacular style or form as many Minimal-Traditional and Cape Cod dwellings exist throughout the area, such as the multiple examples located within the adjacent Spring Terrace Subdivision (PG:76B-43) including the Cape Cod at 3700 Spring Terrace and the Minimal Traditional dwelling at 5304 Dogwood Drive (Darsie 2000). Nor does it retain excellent integrity due to material modifications, such as original window and door removal. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses 0.25 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0098, Parcel 0000.

References:

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Prince George's County Deed Book (PGCDB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 30, 2018. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 30, 2018. <http://www.plats.net/>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Prince George's County Tax Records. Accessed August 20, 2018. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

Suffness, Rita. 1997. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Linda Holmes House (PG:76A-

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

30). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

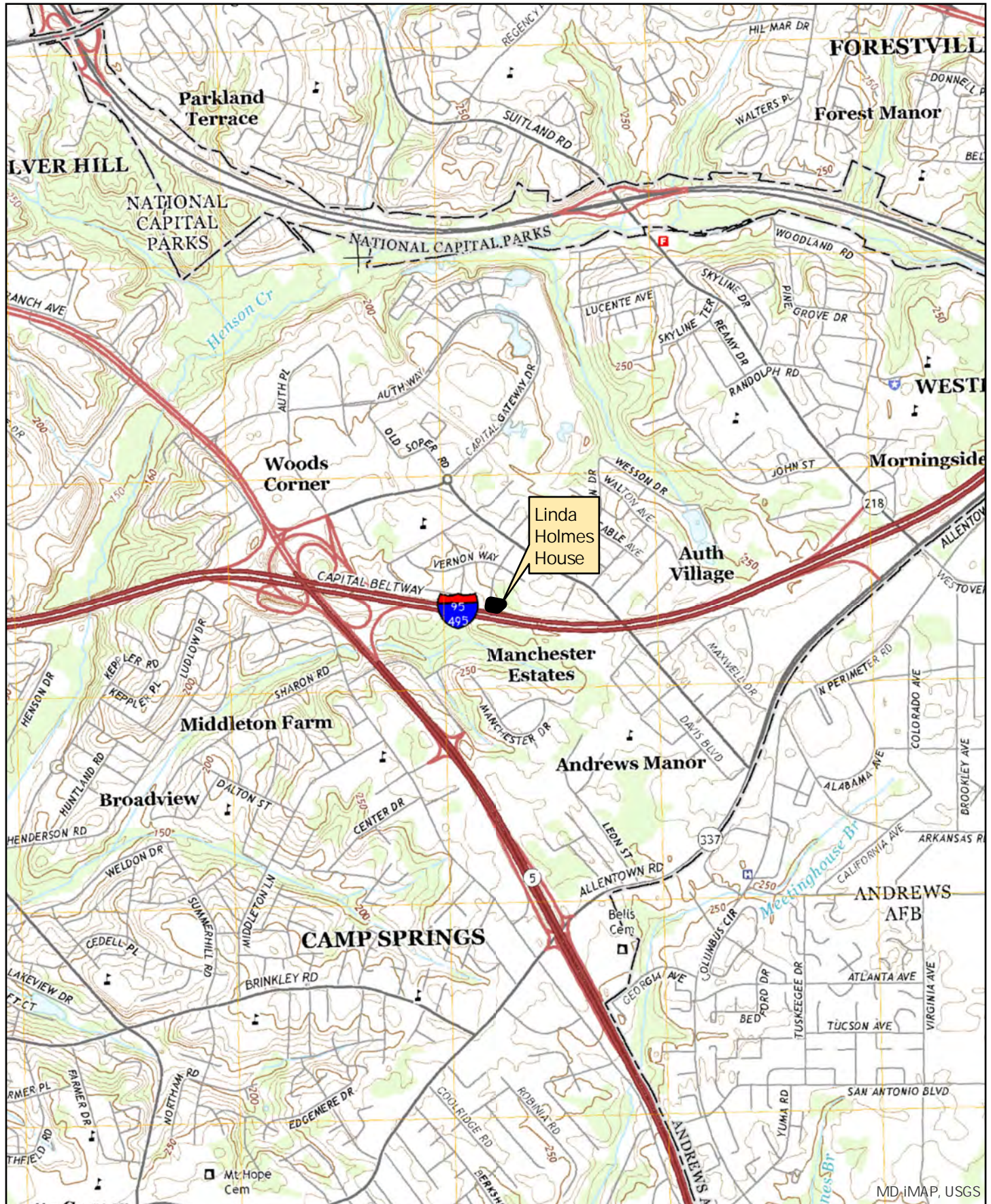
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

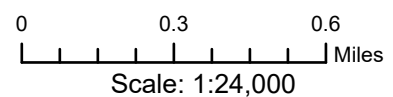
Linda Holmes House

Location: 5114 Oakland Way
City: Suitland

MIHP#: PG:76A-30
Prince George's County



USGS 7.5' Quadrangle - Anacostia



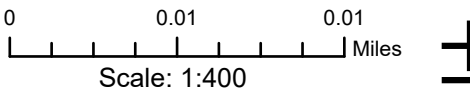
Linda Holmes House

Location: 5114 Oakland Way
City: Suitland

MIHP#: PG:76A-30
Prince George's County



Parcel Boundaries



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

Inventory No PG:76A-30

Name: Linda Holmes House
Continuation Sheet

Number Photos Page 1



Photo 1 of 2: Southwest Oblique

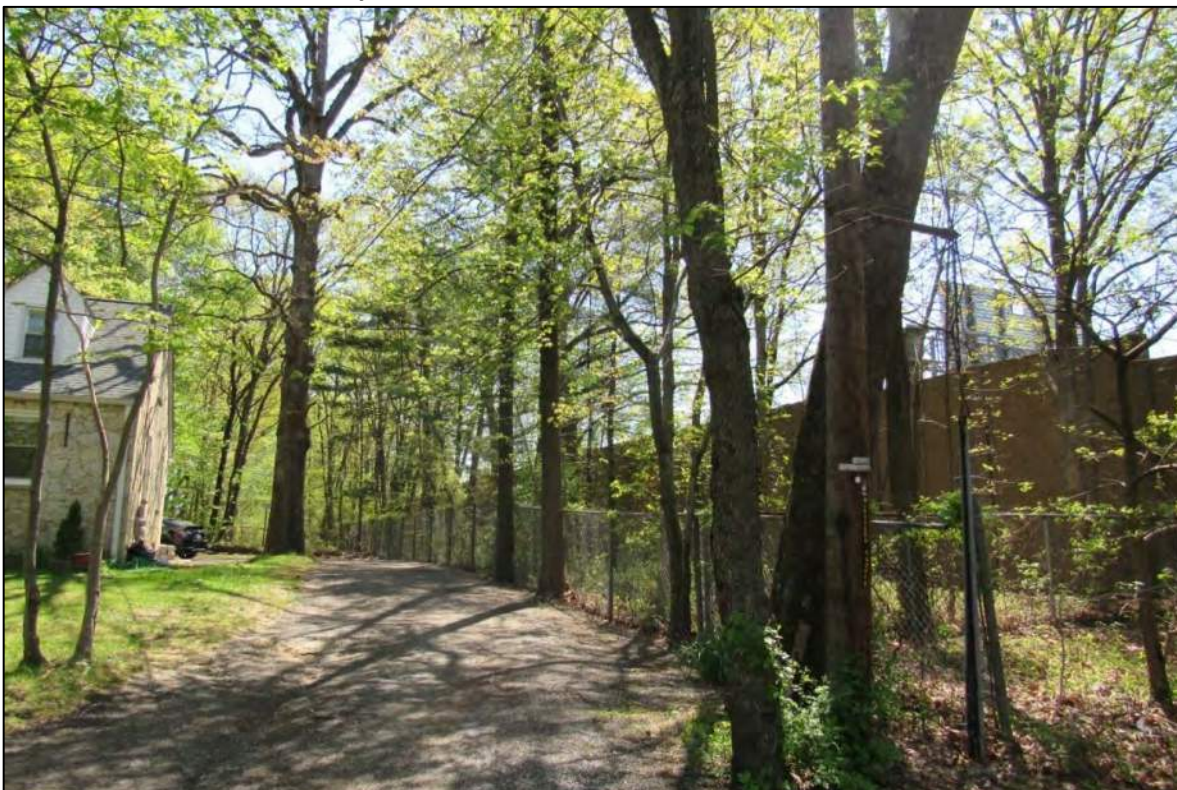


Photo 2 of 2: Looking Southeast Towards I-495 Sound Barrier

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

Inventory No PG:76A-30

Name: Linda Holmes House
Continuation Sheet

Number Photos Page 2

PHOTO LOG

Name of Property: Linda Holmes House
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 2:
Southwest Oblique
PG:76A-30_2018-05-07_01

Photo 2 of 2:
Looking Southeast Towards I-495 Sound Barrier
PG:76A-30_2018-05-07_02

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Linden Hill Towers

Inventory Number: M: 35-203

Address: 5450 Whitley Park Terrace

Historic District: No

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP12

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Linden Hill Towers, a 1962-64 high rise apartment building with townhouses added in 1990, is bounded by I-495 to the north, Promenade Towers to the east, Maplewood Alta Vista Local Park to the south, and the Rochambeau French International School to the west. Linden Hill Towers is composed of one 11-floor apartment building. The 84 townhouses surround the original apartment building. The residential area totals about 15.9 acres, with about 3 acres dedicated to the original Linden Hill Towers complex. There is a landscaped island in front of the apartment building and an entryway that features columns with statue lions on top; other than this portion, landscaping is minimal. A paved resident parking lot is located on the south side of the building. Secondary resources include tennis courts, an in-ground swimming pool, and sheds.

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

Description:

Linden Hill Towers is a high-rise apartment building constructed between 1962 and 1964 during the Suburban Diversification Period (1961-1980). Originally designed in the International style by architects Berla, Abel, and Weinstein, renovations in 1990 introduced a Classical aesthetic. The building, which faces south, has a central 11-story tower flanked by two longer, 10-story wings. It is clad in stretcher bond brick and features Chicago-style or similar windows with parged or stucco spandrels between floors. The entrance, at the center of the main tower, includes a flat roof canopy with four square marble clad columns. The main doors are double-leaf, metal-framed, full-glazed doors. The nine-bay central tower includes units with slightly recessed balconies. The eleven-bay wings each include four bays with larger, cantilevered balconies. Additional balconies are located on the east and west (side) elevations. At the north (rear) elevation, each wing includes only a single balcony bay. Balconies include non-original decorative metal railings and are accessed via sliding metal-framed glass doors. The building's roof is flat with metal coping. The central tower is distinguished by a stepped roof and large fanlight above the center bay. An elevator sits at the center of the building and services all levels (MCP 5564). Balconies at the top level of the building feature awnings. The building also has a one-level parking garage and two-level parking deck.

To the northwest of Linden Hill Towers are tennis courts and an in-ground swimming pool. During the winter, the tennis courts are covered by a 24,000 square foot dome to allow residents year-round access (Whitley Park Community Amenities, n.d.). Other features within the area include a landscaped median with two flagpoles

The 84 townhouses, built in 1990, were designed with Colonial Revival-style attributes. The townhouses are northeast and southwest of the apartment building and include concrete driveways and small grassy lawns.

Historic Context:

Construction for Linden Hill Towers began in 1962 and was completed in April of 1964 at a cost of \$5.5 million (The Washington Post 1964a, C6). The property was developed by Abe Pollin Inc., for Mensh Corp. and designed by architects Julian Berla, Joseph Abel, and Jesse Weinstein of Berla, Abel, and Weinstein (The Washington Post 1964a, C6). Operating in the Washington, D.C. area, Berla and Abel began working together in the 1940s. Montgomery County historians have noted that "the firm became a training ground for rising stars of mid-century modern architecture" (Kelly 2015, 272). Weinstein joined the firm in 1946 and became a partner in 1963; his obituary stated that the firm designed numerous apartment buildings, including Linden Hill Towers, the Canterbury House, and the Irene (The Washington Post 2007, C8). The firm was one of several that designed early modernist apartments in the 1940s and 1950s (Dietsch 2000, G1). Melanie Kahane, a New York interior designer, designed various interiors within the Linden Hill Towers apartment building (The Washington Post 1964a, C6). Kahane rose to fame after she designed one of the first colored kitchen appliances, a red stove, in 1946 (Anderson 1988). Throughout her career, she was well known for her colorful and playful interior design elements.

Advertisements for Linden Hill Towers call attention to the luxury of the building. As one ad noted, "from the uniformed doorman at the driveway entrance through the stunning lobby to the tower suites and

penthouses, everything has been planned for luxurious comfort and convenience.” (The Evening Star 1964a, E6). There were more than 170 studio, one, two, and three-bedroom apartments mixed with 64 residential suites for the hotel section of the building (The Washington Post 1964a, C6). Pricing for a studio-efficiency apartment was \$125.00 and for a one-bedroom apartment was \$152.50 (The Evening Star 1964b, A12). Rooms had air-conditioning, and all floors could be reached via high speed elevators (The Washington Post 1964a, C6). One advertisement mentioned the unique feature of soundproofing that came with the apartments in the building; Linden Hill Towers had 8-inch concrete floors and masonry walls to create a quieter atmosphere for the residents (The Evening Star 1964b, A12). Residents automatically became members of the Linden Hill Bath and Tennis Club, which opened in 1964, and were able to use the swimming pool, tennis courts, putting green, and sauna room (The Washington Post 1964a, C6). The indoor tennis courts were the first indoor courts to be built in the area (The Washington Post 1964b, D3). The lowest level of the apartment building had several shops, a drugstore, beauty and barber shops, and a grocery store, as well as doctor and a dentist office (The Washington Post 1963, C7).

In 1971, Avemco Corp., an insurance and development company in Bethesda, acquired Linden Hill Towers for \$4.2 million, and eventually sold the property to David Lawson and other investors for \$5.3 million in June of 1972 (Jones 1972, D8). In 1980, Mardeck Ltd. purchased the property but eventually defaulted on loan payments to the bank and faced foreclosure (Teeley 1982, B1). “The shakeout comes as no surprise . . . it follows an unprecedented wave of hotel building that has added more than 4,600 hotel rooms in the District and Northern Virginia in the last two years, with another 6,000 planned by 1990 – an increase in supply of nearly 40 percent” (The Washington Post 1988, F01).

Linden Hill Towers became a portion of Whitley Park Condominiums as developed by The Dubin Companies in partnership with The National Housing Partnership in 1990. The 1990 renovation and condominium conversion of the building reduced the number of apartments from 170 to 116 and added 84 townhouses on the surrounding property (Montgomery County Plats [MCP] 5564). A 1964 historic aerial of the property shows Linden Hill Tower with the Linden Hill Bath and Tennis Center to the west (Nationwide Environmental Title Research (NETR) 1964). Aerials suggest the tennis center was demolished during the 1990 renovation and moved further north than they appeared on the 1964 historic aerial. Townhouses are now where the tennis center used to stand (NETR 2013).

Evaluation:

Linden Hill Towers was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. The only section that is under consideration for this survey is Linden Hill Towers as it was constructed from 1962 to 1964. The townhouses, constructed in 1990, have not yet reached 50 years of age.

Linden Hill Towers is a typical example of a multi-family building built in the early 1960s. The high-rise elevator apartment building did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends like demographic change or local planning initiatives. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Linden Hill Tower is not eligible under Criterion A.

Research has not shown that the apartment and encompassing properties are associated with the lives of other people significant to the past. Therefore, the property is not eligible under Criterion B.

Linden Hill Towers is a basic example of a high-rise elevator apartment building. The apartment building includes features typical of the period and a design that has been modified over time. The building is not an example of Abel, Berla, and Weinstein's early modernist work, and renovations have obscured or removed much of the original design, including interiors by Melanie Kahane. The building is not a good example of a high-rise elevator apartment building from the Suburban Diversification Period and does not convey any distinctive characteristics. Furthermore, its integrity has been compromised by conversion to condominiums and construction of the surrounding townhouses. The property is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 15.9 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Maps HP12 and also as seen in Montgomery County plat records 5500, 5504, 5557, 5560, 5564, 5568, 5585, 6149, 6152, 6335, 6493, 6794, 6725, 6727, 6729, 6731, 6733, and 6762.

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The Washington Post. "Linden Hill Towers' Models Shown." December 7, 1963, C7.

--- "Linden Hill Now Open in Bethesda." April 11, 1964a, C6.

--- "Ground Broken for Linden Hill Tennis Club." June 27, 1964b, D3.

--- "Too Much Room at Inns Results in Hotel Industry Shakeout." March 14, 1988, F01.

--- Classified Advertisement 22. January 7, 1990, D34.

--- Display Ad 97. January 13, 1990, E6.

--- Advertisement 80. September 15, 1990, E3.

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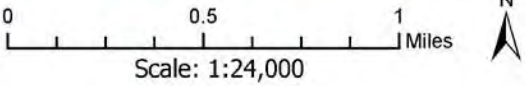
Linden Hill Towers

Location: South of I-495, east of French International School, and west of Promenade Towers
City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Kensington



Linden Hill Towers

Location: South of I-495, east of French International School, and west of Promenade Towers
City: Bethesda
Montgomery County





View of 5450 Whitley Park Terrace, looking southeast.



View of 5450 Whitley Park Terrace and flagpoles, looking north.



Detail of main entrance to 5450 Whitley Park Terrace, looking north.



Northeast oblique of 5450 Whitley Park Terrace, looking northeast.



Detail of balcony at 5450 Whitley Park Terrace.



View of 5437, 5439, 5441 Whitley Park Terrace, looking southeast.

PHOTOGRAPHS



View of pool and tennis courts, looking northwest.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-03**

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

File Format: **M: 35-203_2018-10-03_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 5450 Whitley Park Terrace, looking southeast.

02.tif

View of 5450 Whitley Park Terrace and flagpoles, looking north.

03.tif

Detail of main entrance to 5450 Whitley Park Terrace, looking north.

04.tif

Northeast oblique of 5450 Whitley Park Terrace, looking northeast.

05.tif

Detail of balcony at 5450 Whitley Park Terrace.

06.tif

View of 5437, 5439, 5441 Whitley Park Terrace, looking southeast.

07.tif

View of pool and tennis courts, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Little Washington

Inventory Number: PG:78-39

Address: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd

Historic District: Yes

City: Upper Marlboro

Zip Code: 20774

County: Prince Georges

USGS Quadrangle(s): Upper Marlboro

Property Owner: various

Tax Account ID: various

Tax Map Parcel(s): various

Tax Map: 82

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Aug 1, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting

Little Washington is in central Prince George's County, east of Forestville and Interstate 495, in an area of the county that contains residential subdivisions but also retains areas with a rural character that characterized this section of the county in the early- and mid-twentieth century. The historic district is immediately surrounded by large wooded tracts, which have preserved the area's character despite development in the vicinity and the interstate to the west. Industrial and commercial properties are north and south of Little Washington on D'Arcy Road, but there are few other modern intrusions in the surrounding area.

Description

Little Washington is a mid-twentieth century African American community composed of four tracts of land platted as Little

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

Washington Sections 1-4, as well as ten individual plots (9135-9227 D'Arcy Road and 9100-9104 Cherry Lane S) along the west side of D'Arcy Road sold prior to the first plat in 1941. The first plat, Section 1, contains nine parcels on the east side of Darcy Road, 9142-9224 D'Arcy Road. Section 2 comprises all lots on the north and south sides Cherry Lane, platted in 1947. Little Washington Section 3 includes the area between D'Arcy Road to the west and Sansbury Road to the east and was platted in 1949 to create Lincoln Road, Washington Avenue, Booker T Road, and Douglas Road, and the parcel at 2501 Sansbury Road. In 1950 Section 4 was platted to create lots east of Sansbury Road from 2508 to 2716 Sansbury Road. Parcels throughout Little Washington are generally a half-acre in size; lots in Sections 1, 2, and 4 are long and narrow, while those in Section 3 are shallower. Parcels have lawns, scattered mature trees, and minimal foundation plantings; some of the properties have chain link fences to delineate their boundaries. Throughout the subdivision, the boundaries between lots are wooded, screening visibility between parcels. Little Washington's roads are two lanes. Sansbury Road has a wide shoulder and the east end of Washington Avenue has concrete curbs, but otherwise roads lack shoulders, curb, gutters, and sidewalks.

Most of houses in Little Washington were built over a 30-year period; the earliest extant house was constructed in 1938 and construction continued through the 1960s. Beginning in the 1970s construction was more limited and primarily consisted of the demolition and replacement of original houses.

The earliest houses, built between 1939 and 1948, have a uniform appearance. Constructed by Leon Tayman, the dwellings are one-and-one-half story wood frame rectangular houses. The houses rest on a continuous foundation and are capped by a gable-front roof with an interior brick chimney positioned near the center of the roof's ridgeline. These houses were originally three bays wide and two bays deep, containing two bedrooms and a total of four rooms. Façades contain a central, single-leaf door on the first floor, flanked by double-hung sash windows on either side and covered by a partial width porch. Above, the half-story contains another double-hung sash window. All these houses exhibit some degree of alteration, necessitated by their small size and continued occupation by African American families with changing needs. Some of the least-altered examples are at 9154 and 9160 D'Arcy Road, though even these houses have a rear addition and/or replacement exterior materials. These houses' simple form allowed for a great variety of modifications; each of these houses has been altered differently and is illustrative of the various time periods and circumstances in which the changes were made. Houses with the greatest degree of alteration, such as rear additions twice the size of the original dwelling at 8917 and 9101 Cherry Lane S, have undergone these changes within the past twenty years. Most of the buildings of this type are on Cherry Lane S and D'Arcy Road (the oldest platted areas) but were also constructed along the west end of Lincoln Avenue. This simple form continued to be built throughout Little Washington through the 1950s, though with less frequency.

The remainder of Little Washington (Lincoln Avenue, Washington Avenue, Booker T Avenue, Douglas Avenue, and Sansbury Road) generally has a greater variety of housing forms, reflecting its later development – primarily in the 1950s and 1960s – by a different developer. House forms correlate with nationally popular forms. Common forms from the late 1940s and 1950s include one-and-one-half story side gable and Minimal Traditional. During the 1960s the most common houses were Transitional Ranch and Split Foyer. As with the earlier construction, most of these houses are simple without many stylistic details; most are frame with horizontal siding (composite, metal, or vinyl replacement) but some houses are brick-faced. The narrow lots on Sansbury Road required the purchase of multiple lots or construction of long, narrow dwellings. As with the earliest houses, houses display various degrees of alteration and addition, though these later houses are generally larger and required less alteration or expansion.

Infill development from the 1970s to the present consisted of some construction on empty lots as well as demolition of original dwellings and construction of new buildings. Infill occurred throughout the historic district, but some of the most conspicuous new buildings, much larger than other houses in the district, date to the 1990s and first decade of the twenty-first century and are generally two-story massed dwellings.

History

During the nineteenth century, the Little Washington area was owned by planters and farmers. In 1860, Warren Ridgeway is listed as a white planter living in the Spauldings District (Ancestry.com). Ridgeway also appears on the 1861 Martenet Map, west of Alms House Road (now D'Arcy Road) in the Spaulding district. Warren Ridgeway remained in the vicinity following the Civil War, living in the same district during the 1870 census. New residents who appear on the census include Washington and Margaret Crawford, both black and employed as a farm laborer and domestic in the household of Henry W. Brent, a white

physician. Although there were other black residents in the area, the Crawfords are the only African Americans living in the Little Washington area who are shown on the 1878 Hopkins map. By 1879 Jonathan Ridgeway (son of Warren Ridgeway) and Charity Burgess (does not appear in the 1870 or 1880 census) lived on the east side of Alms House Road (Hopkins 1878). By the turn of the century, John T. and Sarah C. Sansbury owned several hundred acres of land in and around Little Washington.

The property changed ownership multiple times during the first decades of the twentieth century until Leon Ellsworth Tayman (1886-1963), who eventually developed Little Washington, began purchasing property. In 1928 he purchased 27.6 acres west of Alms House Road for \$700 from T. Van Claggett (PGCDB 325:126, 1928). Tayman purchased 5 acres between Alms House and Sansbury roads in 1940 from the Prince George's County Commissioners for \$225 (PGCDB 575:242, 1940) and an additional 35.75 acres from the commissioners in 1942 (PGCDB 634:64, 1942). Leon lived with his parents, Samuel and Georgie Tayman, on their farm called Chillum Manor in the Mellwood District (Evening Star 1929, 5). In the 1930 census Leon was listed as a farm day laborer (Ancestry.com). In 1934 Leon married Mabel (or Mable) Swain (Evening Star 1934, 33). It does not appear that Tayman ever lived on the Little Washington property; in 1940 he was listed as living on Morris Road (location unknown) in the Mellwood District (Ancestry.com).

Tayman began selling the first lots in what would become Little Washington in 1938 (for example, see PGDB 2523:183, 1938); prior to the platting of any subdivisions. At this time, his property was referred to as the "Leon Tayman Tract;" presumably all the parcels on the west side of Alms House Road were sold prior to the first Little Washington plat in 1941 and, thus, were not included on it. In the 1940 census Tayman's occupation was shown as a carpenter in the building construction industry, indicating that he may have been involved in constructing houses in Little Washington (Ancestry.com). A 2000 Washington Post article states that Tayman hired John Thomas, a black carpenter, to build the houses. These four room, two-bedroom houses, constructed in the late 1930s through the 1940s, were one-and-one-half story gable-front wood frame single-family dwellings, typically three bays wide with a one-story partial-width shed roof porch on the façade. This vernacular form was built with little variation in Little Washington Sections 1 and 2, as well as a few of the houses Tayman built on the west end of Lincoln Avenue and along Alms House Road in the late 1940s. Edna Green, an original resident of the neighborhood, stated, "It was very beautiful. The houses, they were nice. But we didn't have anything but the house. No bath, no running water. We had an outside toilet. My mother lived next door. She had a pump. We got water from her" (Meyer 2000).

One of the earliest transactions was a 1939 agreement of sale between Tayman and Emory S. and Rosa L. Davis for a one-acre lot along Alms House Road; the buyers agreed to pay a total of \$1675 plus interest, \$75 at the execution of the agreement and \$20 each month until paid in full, as well as all property taxes. The agreement stated that it would be terminated if payments were in default for more than 30 days. Additionally, no buildings were to be constructed within 15 feet of the street and that "no spirituous or malt liquors be made, sold or kept for sale, no nuisance, offensive or illegal trade, calling or transaction shall be done, suffered, or permitted on said land and premises" (PGCDB 758:175, 1944). Tayman and other family members executed similar agreements for properties in Sansbury Park, a white subdivision in Forestville (for example, see PGCDB 547:2, 1940).

This type of installment housing contract was a common, if highly risky, method for blacks to buy a home in the mid-twentieth century; racially discriminatory lending policies impeded African American access to mortgages. This type of seller-based financing was one of the few financing avenues available for blacks to purchase real estate. Black buyers were often at the mercy of sellers – often white – who could charge black buyers more, include hidden fees, and require higher interest rates. Additionally, sellers could repossess the property after just one missed payment, despite years of on-time payments. Although contract buyers could not build equity, they were responsible for all maintenance and taxes. The system had "all the responsibilities of homeownership with all the disadvantages of renting—while offering the benefits of neither" (Wright 2016, 103).

In Little Washington seller-based financing did not necessarily result in the type of predatory lending notorious in cities like Chicago, where sellers were able to re-sell their properties multiple times with high profit margins (Moore 2019). Property records indicate that Tayman sold many properties without this type of financing. It is also possible that only a portion of the agreements were recorded, since several of the agreements on record were recorded years after they were executed. Because the agreement documents did not include interest rates, and hidden fees are, by nature, not shown, it is difficult to discern the total cost of properties purchased through sales agreements. Some buyers were able to fulfill the agreement and obtain ownership of the property; for example, Emory and Rosa Davis received the deed for their property from Leon Tayman in 1945, six years after they executed the agreement (PGCDB 786:295, 1945).

Tayman platted Little Washington Section 1 in 1941, consisting of 9 lots (now 9142 to 9224 D'Arcy Road); Section 2 followed in 1947 with 22 lots along Cherry Lane. County tax parcel information and historical USGS maps indicate that Tayman was constructing houses in these areas prior to their subdivision. According to tax parcel information the earliest extant house, at 9224 D'Arcy Road, was built in 1938. Tayman built additional houses at 9100 and 9107 Cherry Lane in 1939. A 1944 USGS map shows eight houses built along Cherry Lane and nine houses in Section 1. Many of the houses in these sections either had agreements of sale or were rented, since most of these houses weren't sold by Tayman until after 1947. A 1949 aerial photograph confirms that lots in Sections 1 and 2 were built out by that date. Tayman continued selling lots, particularly in Section 2, until his death in 1963 (see PGCDDB 2904:627, 1963).

The 1940 federal census confirms that Little Washington was an African American community from its inception. Earlier twentieth century census data shows black and white residents of the area interspersed along Alms House Road. But by 1940 a clear majority of African Americans lived along this section of the road, both owning and renting their properties. Husher R. Barnett and his wife Stella M., who entered into a sales agreement in 1939 (PGCDDB 865:298, 1946) and received the deed for their property at 9113 Cherry Lane in 1948 (PGCDDB 1541:247), are shown living in the area (as Hershal and Estelle). Husher, like many of his neighbors, was listed as a laborer at a warehouse; other men in the area worked in construction or on farms (Ancestry.com).

Circa 1942-1943, Little Washington's population was supplemented by former residents of the town of Meadows, displaced when the federal government condemned their land for the Camp Springs-Meadows Fighter Command Station, now Joint Base Andrews (Meyer 2000, G1A). On or soon after September 5, 1942, about 200 families on 110 parcels in the Camp Springs-Meadows area were served with notices to vacate their property or given until September 24 to provide justification of why their land should not be condemned or, presumably, leave their property (Evening Star 1942a, 16). News reports stated that the initial notices did not include any indication of compensation for land and required residents to find new homes prior to receiving money from the government, though the Army eventually advanced loans to residents who couldn't otherwise afford to move (Evening Star 1942b, 21). Those affected by the condemnation worried that the government would not appraise properties at current market value, making it difficult to buy a new home under inflated wartime costs. The Evening Star noted that many of the families affected were African American farmers, several with large farms and substantial homes. Ralph Amos, who was a Veterans' Administration employee, lived in a large white farmhouse built only a few years earlier on 15 acres that he and his four brothers inherited 40 years prior. He stated, "We won't find another place like this.... Of course, we don't want to go away from here, but we do want to cooperate with the Government. If this will help we aren't complaining. But we've been here 40 years and it's going to be hard" (Evening Star 1942c, A12). The War Department condemned an additional 1,200 acres, affecting approximately 25 farmers, in November 1942 (Evening Star 1942d, 21).

In 1949, Leon Tayman sold the north half of Little Washington to Charles E. Reithmeyer and Willy D. Grusholt (PGCDDB 1115;182, 1949). The pair soon after platted the property as Little Washington Sections 3 and 4 (Prince Georges County Plat Books WWW 16:43, 1949; WWW 17:56, 1950). As previously noted, Tayman had already built houses on what became lots 1-4 and 7-10, though their inclusion in the plat indicates that the properties were being rented or under a sales agreement. Grusholt and Reithmeyer's streets were named Washington, as well as Lincoln and Douglas avenues and Booker Drive (currently Booker T Drive).

Reithmeyer and Grusholt were partners in the Forestville Sand and Gravel Company, organized in 1943, and began acquiring property in 1944. After removing the sand and gravel, the company sold portions of the worked-out land to various construction companies; in 1946 the partners formed their own development company, North Forestville Development Company, and began building houses (Reithmeyer v. Commissioner of Internal Revenue, 26 T.C. 804 (T.C. 1956)). Other Reithmeyer and Grusholt development projects included North Forestville (a white neighborhood built 1946-1950) and Old Town Village (1964-1965) (EHT Traceries 2007). Houses in North Forestville were of similar size and scale to those built in Little Washington during the 1940s, but more standardized lot sizes and house models; unlike Little Washington Sections 3 and 4, North Forestville was built out quickly – within a few years rather than over the course of several decades. Old Town Village was a townhouse and condominium multifamily development with amenities such as a pool, golf course, and tennis court (EHT Traceries 2007). It appears that Reithmeyer and Grusholt were involved in the development of the Little Washington neighborhood, but the variety of housing types and decades of building make it difficult to discern how much of the neighborhood they built. The partners did not appear to have any part in financing; Tayman, however, offered private

mortgages to buyers of Sections 3 and 4 even after he sold the property. Rather than the contract financing of the 1940s, in the 1950s and through his death in 1963, Tayman provided mortgage financing at a rate of six or, in some cases, seven percent annual interest. This rate was several percentage points higher than conventional mortgage rates, which averaged around five percent in the 1950s (Sisson 2018).

Within Little Washington Sections 3 and 4, development was scattered rather than systematic and housing types more varied than Tayman's earlier sections. House forms built in the 1950s included Minimal Traditional, Transitional Ranch, and even a few gable-front houses similar to those built in Sections 1 and 2. Into the 1960s and 1970s, houses followed national trends and included larger Ranch houses, Split Levels and Split Foyers. Generally, lots on Lincoln Avenue were developed first, along with the southern end of Sansbury Road and the west side of Washington Avenue and followed by the north end of Sansbury Road and eastern Washington Avenue and Booker T Drive.

At the time of its development in the 1940s the area surrounding Little Washington was rural; through the 1960s and even into the 1970s, it remained a small community surrounded by farmland and forest. Even after I-495 was constructed, much of the suburban housing development remained west of the Capital Beltway, though several new housing developments were added. Despite its rural surroundings, Little Washington was structured as a mid-century suburban housing development, without the typical amenities, such as a store, that would have been part of such an enclave earlier in the twentieth century. Arrowhead Elementary School, located north of Little Washington on Sansbury Road, was built in the early 1960s. By 1980, Little Washington had a park with a ball field and pavilion, a community park at D'Arcy Road and Washington Avenue which was leased for \$1 a year to the Maryland-National Capital Park and Planning Commission (Meyer 2000).

The only commercial establishment in Little Washington was Evans Grill, a restaurant and music venue at 9206 D'Arcy Road that was famous throughout the greater Washington, DC, area and part of the black music circuit known as the "Chitlin Circuit." Owned by Clarence Evans, Evans Grill opened in 1946 (a more detailed history is included in the property's MIHP form [PG: 78-39-1]). Clarence was a native of Prince George's County and was living in Little Washington by 1940, living as a boarder with Husher and Stella Barnett and working as a construction laborer. In a 1990s interview, Evans referred to seeing crowds of up to 300 people socializing outside of a nearby convenience store. "It was all black and all I seed was black and they couldn't stay in the place, just go in and buy what they wanted to and come back out in the yard and sit on logs and trees. That's what made me go build Evans Grill – to get them from outdoors in the hot sun or the cold and rain" (Harrington 1994). Black entertainers performed at the grill, such as Little Richard, the Four Tops, Fats Domino, the Bluebelles, Diana Ross, Duke Ellington, and Ruth Brown. Millie Russell, manager of the R&B group the Orioles, stated that "[i]t was just the place to go. Anybody that was any body, you went to Evans Grill." She recalled, "a lot of people coming from DC would hitch a ride.... Now you can get there in about 10 minutes, but back then many black people didn't have cars" (Harrington 1994). The grill remained open until 1991, though integration in the 1960s and the availability of previously prohibited venues somewhat diminished the grill's popularity. Evans Grill closed in 1991 and building became the New Life Rock of Ages Christian Fellowship Church (Meyer 2000). The music hall had been demolished by 2002; the older grill structure was removed ca. 2014.

By the mid-1960s most of the lots in Section 3 and 4 had been developed, though some infill construction continued through the 1970s. Residents expanded and updated their houses, particularly the earliest houses constructed by Leon Tayman. In 2000, Samuel Merriweather, D'Arcy Road resident, stated that he'd bought his house on a half-acre wooded lot for \$12,000. "I've added a dining room, bedroom [and] sun room over the years. Now I'm assessed at over \$100,000" (Meyer 2000). Typical alterations included enclosing the front porch and additions to rear and side elevations. Infill development and remodeling were common in twentieth century African American communities; racial segregation and discriminatory lending practices often resulted in property owners modifying their homes rather than upgrading to a larger residence (Bird 2003, F-60).

Some limited redevelopment began in the 1990s and continued in the 2000s, primarily along the west side of D'Arcy Road. In 2000 the community remained majority African American, though six Hispanic families and three non-Hispanic white families had moved into the neighborhood. Although the Fair Housing Act of 1968 (Titles VIII through IX of the Civil Rights Act of 1968) provided protection from housing discrimination, many African Americans continued to live in predominately black communities, either by choice or necessity. As of 2000, some of the original residents remained in Little Washington (Meyer 2000).

Industrial development such as Forestville Sand and Gravel, located west of the district, were part of the greater Forestville-area

landscape since at least the 1940s; industrial sites began developing in the immediate area by the late 1950s. The first site was developed south of the district at what is now 9300 D'Arcy Road. By 1964 a second site west of Little Washington was in operation. By 2000 these facilities included an asphalt plant, sand and gravel mine, a crane company, and four (of 16 in Prince George's County) Class 3 landfills. The landfills included a trash transfer station, construction-excavated dirt and debris, and rubble fill for larger construction trash. In Prince George's County these facilities were generally concentrated in older, less affluent communities like Little Washington (Gervasi 2003). Their existence limited growth in the surrounding neighborhood because of the large acreage required for the industrial sites and, presumably, lack of interest in undertaking commercial or residential development near these sites.

The Little Washington Civic Association was part of the fight to keep new industrial development out of the area, and addressed other community concerns such as speeding, inadequate lighting, drainage, and drugs. In 2000 the civic association met monthly at Arrowhead Elementary School. It published a newsletter and annually gave out community service awards (Meyer 2000).

Evaluation

This property was evaluated following the African American Historic Resources of Prince George's County, Maryland Multiple Property Documentation Form (Bird 2003).

Little Washington is eligible for the National Register of Historic Places under Criterion A as an example of a mid-twentieth century working- and middle-class African American settlement. The district has a significant association with patterns of African American community development during the roughly 30-year period between 1938-1969. As outlined in the MPD, Little Washington followed the typical pattern of suburban development during this period, with scattered development in a platted subdivision on small, affordable lots over a longer timespan than is typically associated with suburban development. The new residents of Little Washington financed their property purchase through installment housing contracts or higher-interest private mortgages through Leon Tayman; these purchase methods illustrate the challenges faced by African Americans to participate in the American dream of owning a home. The houses in Little Washington are modest structures typical of working- and middle-class developments of their era. The evolution of housing types over Little Washington's 30 years of development illustrate typical infill construction patterns. Additions and alterations to the houses exemplify the way African American homeowners often modified their houses during a period when segregation and racial discrimination limited the possibility of moving to a larger home.

Comparatively, Little Washington represents a different type of African American settlement than NRHP-eligible and -listed properties such as Glenarden (PG:72-26/PG:73-26), North Brentwood (PG:68-61), and Fairmount Heights Historic District (PG:72-9). These districts' development begins in the late nineteenth or early twentieth centuries and represents a different period of Prince George's County history. Little Washington was created during the mid-twentieth century as the county began to expand even farther into rural areas. Small villages such as Forestville were soon surrounded by new residential subdivisions, and Little Washington represents the development of separate auto-dependent African American subdivisions in segregation-era Maryland. As was common during segregation, the new community was set apart from other subdivisions; the divide was even more apparent after I-495 was constructed in the early 1960s. Little Washington is unique because it has retained this isolated, rural character despite Prince George's County's continued growth. There are no other mid-century African American subdivisions of its era that are listed or eligible for the NRHP and Little Washington the best known example of its type.

The district is not eligible under Criterion B since there are no known associations with persons significant in our past.

Little Washington is not eligible under Criterion C; the buildings within the district are, in general, highly altered examples of common architectural forms and are not good examples of their type, period, or method of construction. The district is a small, mid-century community with residential forms that were commonly constructed in the United States during this period. Many of the buildings have been altered by additions or new materials since their initial construction.

Little Washington was not evaluated under Criterion D.

Integrity

The African American Historic Resources MPD states that the most important aspects of integrity for these resources are location, design, feeling, association. Little Washington retains these aspects of integrity, as well as integrity of setting, materials and workmanship.

Little Washington has integrity of location since it remains in its original location.

The district's integrity of setting is also intact, both within the district and its surrounding area. In the 1930s and 1940s, when houses were first constructed, Little Washington was a rural area, removed from and east of much of the white suburban development in Forestville. Although Prince George's county grew rapidly through the remainder of the twentieth century, the area surrounding Little Washington remained largely undeveloped and has retained this setting through the present. Industrial development has appeared immediately south of the district along D'Arcy Road, but otherwise the district is insulated from surrounding subdivisions and industrial properties by trees. Within its boundaries, the district largely retains its spatial organization, building setbacks, and lots planted with trees which all contribute to the integrity of setting.

Little Washington has integrity of design. Unlike many white subdivisions built during the mid-twentieth century, but common to African American settlements, the district was platted over the space of a decade and developed over 30 years. Despite the extended period of construction, Little Washington had a continuity of development, with houses built on small, generally half-acre lots. Although the form and style of houses built between 1938 and 1969 evolved according to national trends, the houses remained modestly sized simple forms with limited decoration and similar setbacks from the street. Houses which retain integrity of design either have alterations made during the period of significance or, if additions were made after the period of significance, the massing of the original building is still evident. Changes have been introduced to the district through some demolition of original houses in the 1970s and through the 2000s, as well as large additions to original houses, but overall the district retains sufficient integrity to convey its design.

The African American Historic Resources MPD states that for a property to retain integrity of materials and workmanship, "...the use of in-kind materials and duplication of earlier appearance is less important than the character of the materials and the intentions of the people applying them.... The survival of the original structural framework and the African American origin of the alterations exhibits a characteristic pattern that constitutes sufficient integrity of workmanship and materials for listing" (Bird 2003, F-50). Little Washington meets this standard and retains integrity of materials and workmanship. The district contains a range of alterations, from small additions and enclosed porches to large additions that dwarf the original dwelling. But throughout, the alterations to original materials, such as the addition of faux stone or new siding, are indicative of continued occupation and adaptation to meet the community's evolving needs.

Little Washington retains its feeling and association, aspects which the African American Historic Resources MPD identify as particularly important for African American resources. The district has a few modern buildings and an important community/commercial building, the Evans Grill, is not extant. But overall, it retains the feeling of and association with a twentieth century African American settlement, through its houses, circulation system, and minimal infrastructure (no sidewalks, limited curb/gutters).

Period of Significance

Little Washington's period of significance begins in 1938, when the first extant house was constructed by Leon Tayman on D'Arcy Road. It continues through 1969; by this date the majority of the Little Washington had been developed. Houses built on undeveloped lots after that date are larger than those that came before. Additionally, the 1970s began a period of redevelopment during which some original houses were demolished and replaced by larger homes. The close of the period of significance roughly coincides with the passage of the Fair Housing Act of 1968; although discriminatory real estate practices did not end with the 1968 act, it marks a shift in settlement patterns and provided more possibilities to African Americans during subsequent decades.

Boundary

Little Washington's boundary is defined as the four platted sections of Little Washington, as well as the houses on the west side

of D'Arcy road sold by Leon Tayman in the 1930s and 1940s. Its southern boundary is just north of the intersection of D'Arcy and Sansbury roads and includes all lots along Cherry Lane to the west. The western boundary continues north along the east side of D'Arcy Road to Washington Avenue and encompasses all lots along Washington Avenue, Booker T. Avenue, and Douglas Avenue. The eastern side of the district includes all lots in Section 4 along Sansbury Road.

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---1934. Licensed to Marry. November 14, 1934.

---1942a. Army to Build Big Airfield at Camp Springs, Notices to Vacate 3,250 Acres Sent to 125 families. September 5, 1942.

---1942b. Completion of Airport Housing Units Set for Wednesday: Barracks to be Finished Just One Week After Foundation Laying. September 20, 1942.

---1942c. Marylanders Facing Eviction for Airport Bow to Army Need: Camp Springs-Meadows Folk Must Leave Cherished Homes and Farms in 19 Days. September 6, 1942.

---1942d. Camp Springs Airfield Expansion to Move 25 More Families: Condemnation Papers for 1,200 Extra Acres Are Filed by Army. November 11, 1942.

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Address	Plat	Form	Year Built	Contributing Status	Notes
2501 Booker T Dr	LW Section 3	Transitional Ranch	1965	Contributing	
2507 Booker T Dr	LW Section 3	1 1/2-Story Gable Front	1951	Contributing	
2512 Booker T Dr	LW Section 3	1-Story L-Shaped	1957	Contributing	
8900 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1946	Contributing	
8901 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1946	Contributing	
8905 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1941	Contributing	
8906 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1959	Contributing	
8909 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1941	Contributing	
8912 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Contributing	
8913 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Contributing	
8917 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1954	Non-Contributing	Extensive Modern Alterations
8918 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Non-Contributing	Extensive Modern Alterations
9000 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9001 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1950	Non-Contributing	Extensive Modern Alterations
9005 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9006 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9009 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Contributing	
9012 Cherry Lane S	LW Section 2	1 Story Rectangular	1978	Non-Contributing	Built after Period of Significance
9013 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Contributing	
9017 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9018 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9024 Cherry Lane S	LW Section 2	1 Story Rectangular	1980	Non-Contributing	Built after Period of Significance
9100 Cherry Lane S	Leon Tayman Tract	1 1/2-Story Gable Front	1939	Contributing	
9101 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Non-Contributing	Extensive Modern Alterations
9102 Cherry Lane S	Leon Tayman Tract	2 Story	1993	Non-Contributing	Built after Period of Significance
9104 Cherry Lane S	Leon Tayman Tract	Transitional Ranch	1969	Non-Contributing	Extensive Modern Alterations
9107 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1939	Non-Contributing	Extensive Modern Alterations
9113 Cherry Lane S	LW Section 2	1-Story Side Gable	1999	Non-Contributing	Built after Period of Significance
9020 D'Arcy Road	LW Section 3	1 1/2-Story Side Gable	1949	Contributing	
9100 D'Arcy Road	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9112 D'Arcy Road	LW Section 3	1 Story L-Shaped	1954	Contributing	
9118 D'Arcy Road	LW Section 3	Split Foyer	1988	Non-Contributing	Built after Period of Significance
9130 D'Arcy Road	LW Section 3	1 1/2-Story Gable Front	1943	Contributing	
9135 D'Arcy Road	Leon Tayman Tract	2 Story	ca. 1970	Non-Contributing	Built after Period of Significance
9136 D'Arcy Road	LW Section 3	1 1/2-Story Gable Front	1945	Contributing	
9137 D'Arcy Road	Leon Tayman Tract	Split Foyer	1996	Non-Contributing	Built after Period of Significance
9139 D'Arcy Road	Leon Tayman Tract	1 1/2-Story Gable Front	1940	Contributing	
9142 D'Arcy Road	LW Section 1	2-Story Gable Front	1941	Contributing	(Altered 1 1/2-story gable front)
9148 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1941	Contributing	
9149 D'Arcy Road	Leon Tayman Tract	2 Story Massed	1999	Non-Contributing	Built after Period of Significance
9154 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	ca. 1941	Contributing	(SDAT date is 1975)
9160 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9212 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9218 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9219 D'Arcy Road	Leon Tayman Tract	2-Story Massed	2007	Non-Contributing	Built after Period of Significance
9224 D'Arcy Road	LW Section 1	Minimal Traditional	1938	Contributing	
9227 D'Arcy Road	Leon Tayman Tract	2 Story Massed	1999	Non-Contributing	Built after Period of Significance
9100 Lincoln Ave	LW Section 3	1 1/2-Story Gable Front	1946	Contributing	
9102 Lincoln Ave	LW Section 3	1 Story Rectangular	1962	Contributing	
9106 Lincoln Ave	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9112 Lincoln Ave	LW Section 3	2-Story Side Gable	1948	Contributing	
9117 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1946	Contributing	
9118 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9200 Lincoln Ave	LW Section 3	Split Level	1977	Non-Contributing	Built after Period of Significance
9201 Lincoln Ave	LW Section 3	Transitional Ranch	1969	Contributing	
9206 Lincoln Ave	LW Section 3	1 Story Side Gable	1958	Contributing	
9207 Lincoln Ave	LW Section 3	1-Story Hipped Roof	1948	Contributing	
9212 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9215 Lincoln Ave	LW Section 3	1 1/2-Story Gable Front	1951	Contributing	
9218 Lincoln Ave	LW Section 3	Transitional Ranch	1968	Contributing	
2501 Sansbury Road	LW Section 3	Transitional Ranch	1965	Contributing	
2509 Sansbury Road	LW Section 3	Transitional Ranch	1966	Contributing	
2511 Sansbury Road	LW Section 3	Split Foyer	1966	Contributing	
2515 Sansbury Road	LW Section 3	Split Foyer	1966	Contributing	
2516 Sansbury Road	LW Section 4	2 Story	2004	Non-Contributing	Built after Period of Significance
2600 Sansbury Road	LW Section 4	1-Story Gable Front	1950	Contributing	

Little Washington Inventory Table

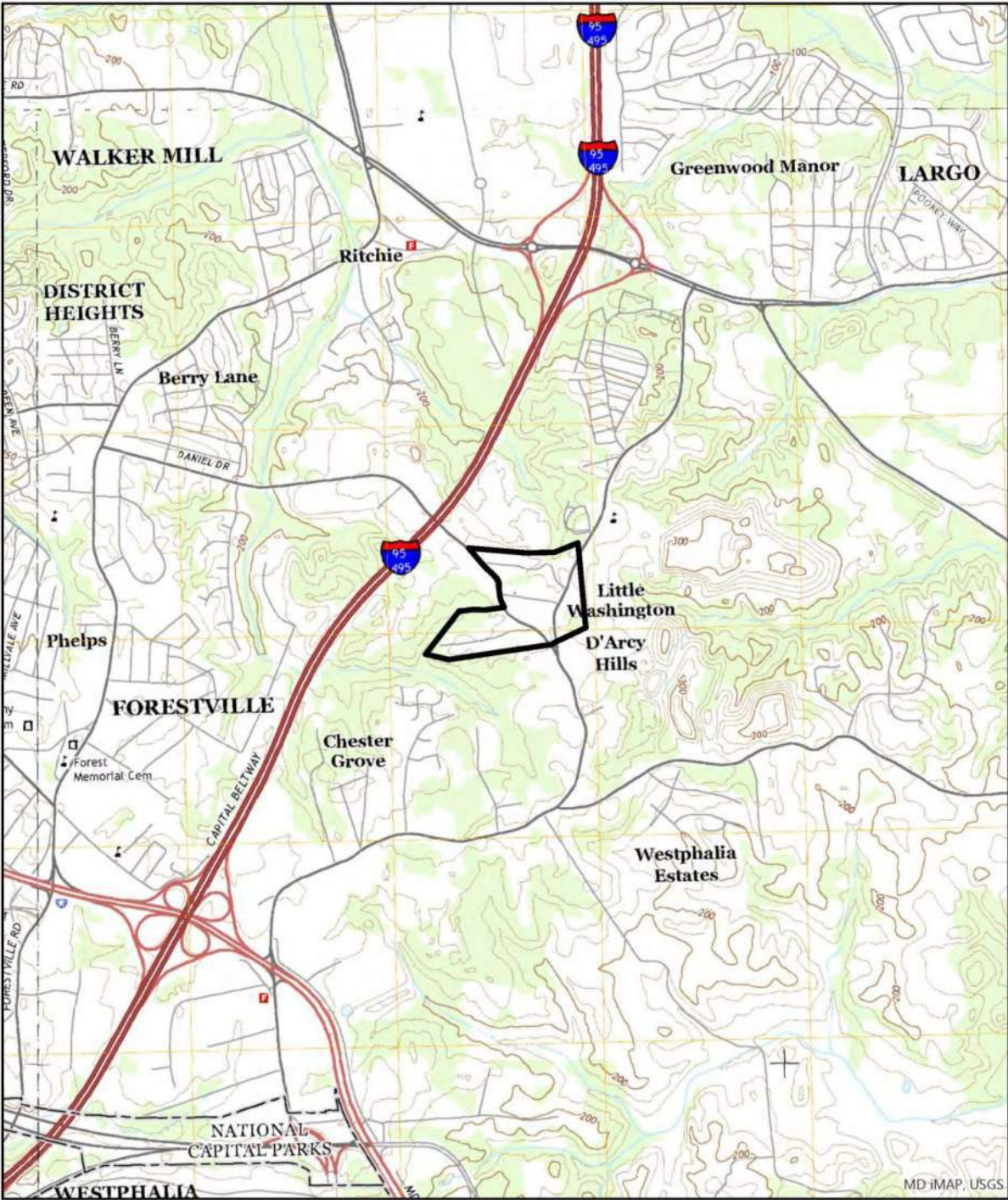
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2601 Sansbury Road	LW Section 3	Transitional Ranch	1968	Contributing	
2604 Sansbury Road	LW Section 4	1-Story Gable Front	1950	Contributing	
2608 Sansbury Road	LW Section 4	1 1/2-Story Gable Front	1950	Contributing	
2616 Sansbury Road	LW Section 4	1-Story Gable Front	1963	Contributing	
2624 Sansbury Road	LW Section 4	1-Story Gable Front	1990	Non-Contributing	Built after Period of Significance
2628 Sansbury Road	LW Section 4	Split Foyer	1995	Non-Contributing	Built after Period of Significance
2710 Sansbury Road	LW Section 4	Cape Cod	1952	Contributing	
2712 Sansbury Road	LW Section 4	1-Story Rectangular	1948	Contributing	
2716 Sansbury Road	LW Section 4	Transitional Ranch	1965	Contributing	
9026 Washington Ave	LW Section 3	1-Story Rectangular	1956	Contributing	
9032 Washington Ave	LW Section 3	1-Story Minimal Traditional	1949	Contributing	
9038 Washington Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9039 Washington Ave	LW Section 3	Ranch	1948	Contributing	
9100 Washington Ave	LW Section 3	Split Foyer	2001	Non-Contributing	Built after Period of Significance
9105 Washington Ave	LW Section 3	Ranch	1975	Non-Contributing	Built after Period of Significance
9106 Washington Ave	LW Section 3	1 Story Raised Foundation	1962	Contributing	
9107 Washington Ave	LW Section 3	Split Foyer	1967	Contributing	
9112 Washington Ave	LW Section 3	1-Story Side Gable	1977	Non-Contributing	Built after Period of Significance
9117 Washington Ave	LW Section 3	Transitional Ranch	1969	Contributing	
9118 Washington Ave	LW Section 3	Split Foyer	1981	Non-Contributing	Built after Period of Significance
9121 Washington Ave	LW Section 3	1 1/2-Story Side Gable	1950	Contributing	
9122 Washington Ave	LW Section 3	Transitional Ranch	1966	Contributing	
9125 Washington Ave	LW Section 3	Transitional Ranch	1975	Non-Contributing	Built after Period of Significance
9126 Washington Ave	LW Section 3	Transitional Ranch	1966	Contributing	
9129 Washington Ave	LW Section 3	2-Story Side Gable	1949	Contributing	
9200 Washington Ave	LW Section 3	Ranch	1971	Non-Contributing	Built after Period of Significance

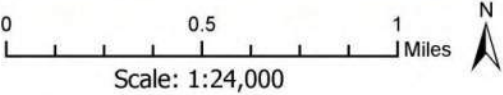
Little Washington

Prince George's County
City: Upper Marlboro

Location: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd



USGS 7.5' Quadrangle - Upper Marlboro



Little Washington

Prince George's County

Location: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd

City: Upper Marlboro



SUPPLEMENTAL IMAGES

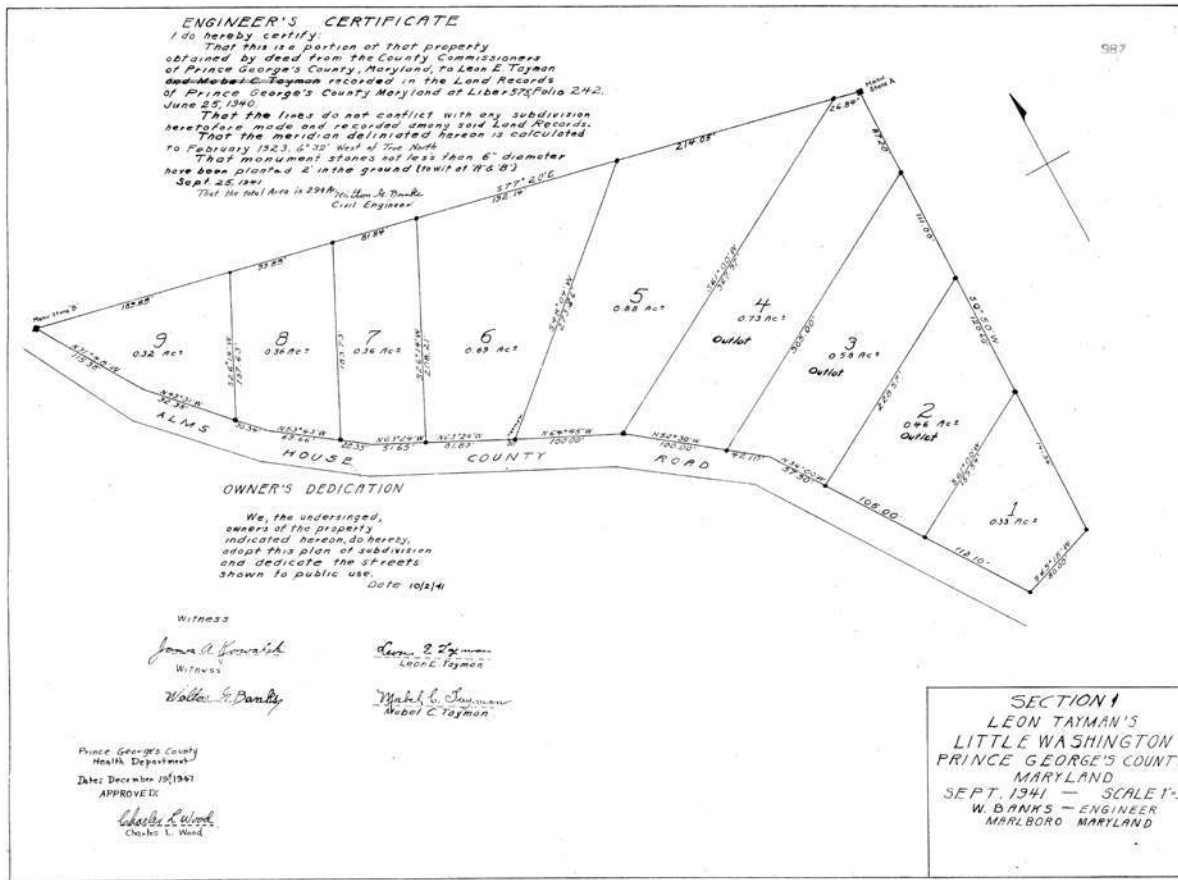


FIGURE 1: Little Washington Section 1 Plat (PGCDB BB14:93, 1941)

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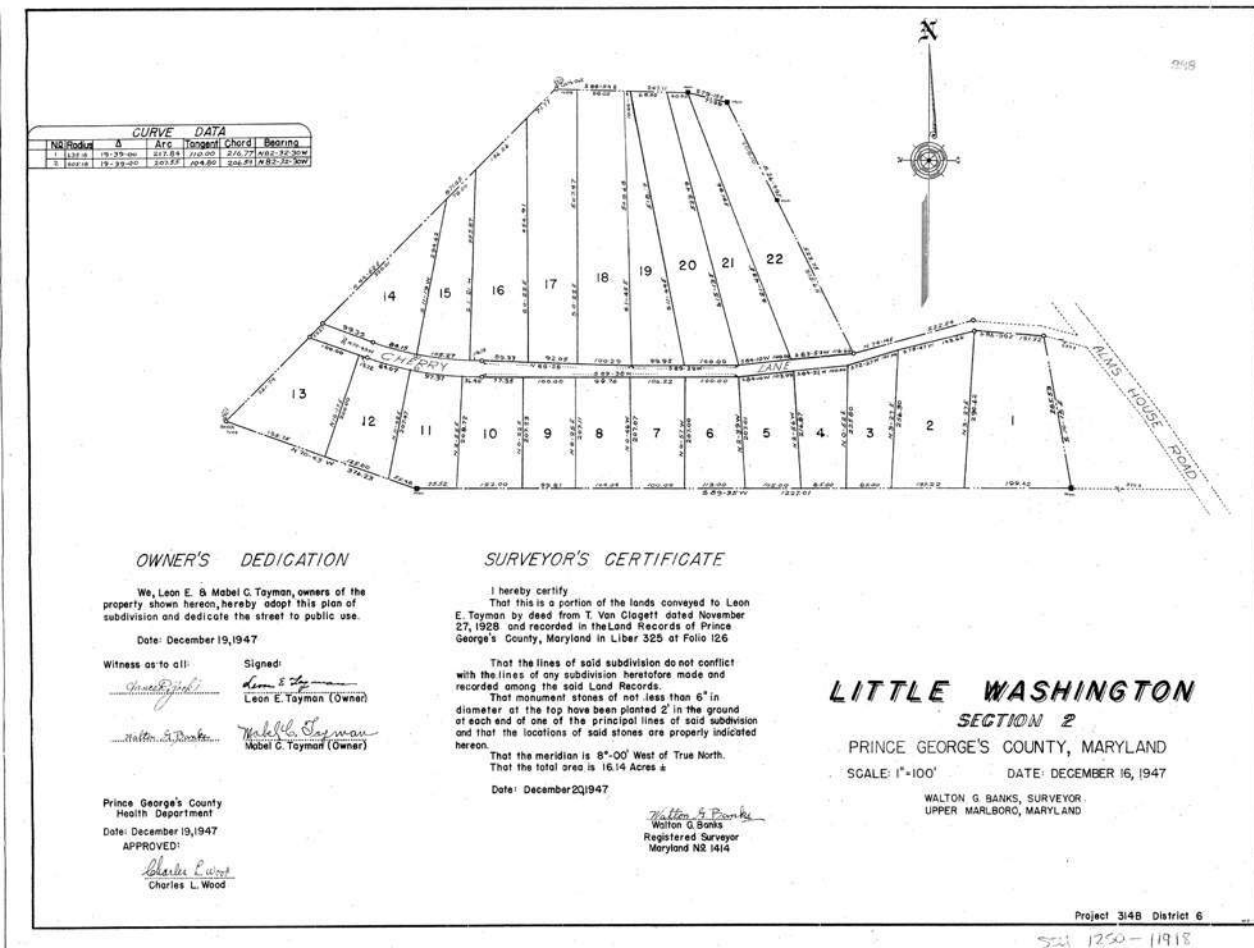


FIGURE 2: Little Washington Section 2 Plat (PGCDB BB14:94, 1947)

SUPPLEMENTAL IMAGES

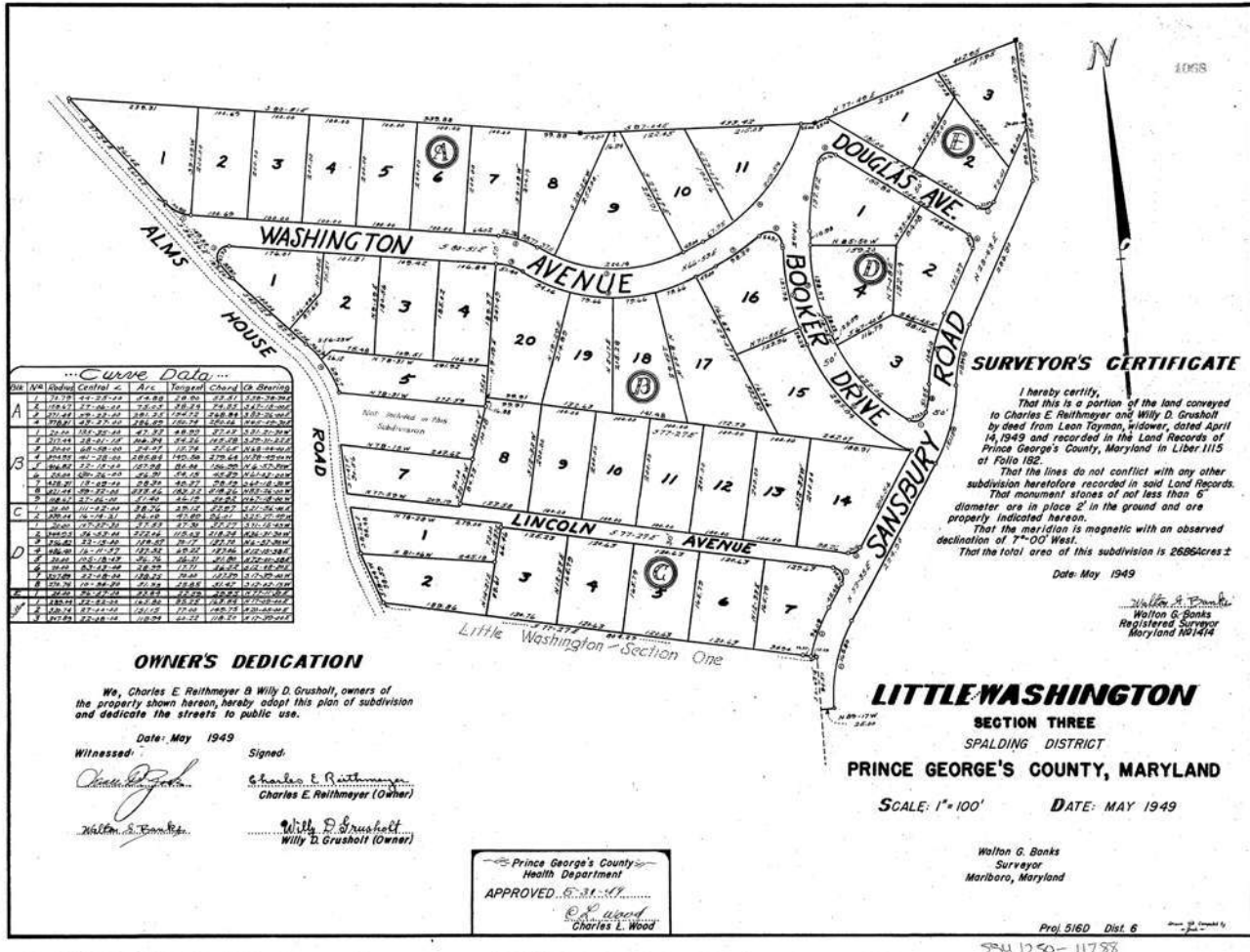


FIGURE 3: Little Washington Section 3 Plat (PGCDB WWW16:43, 1949)

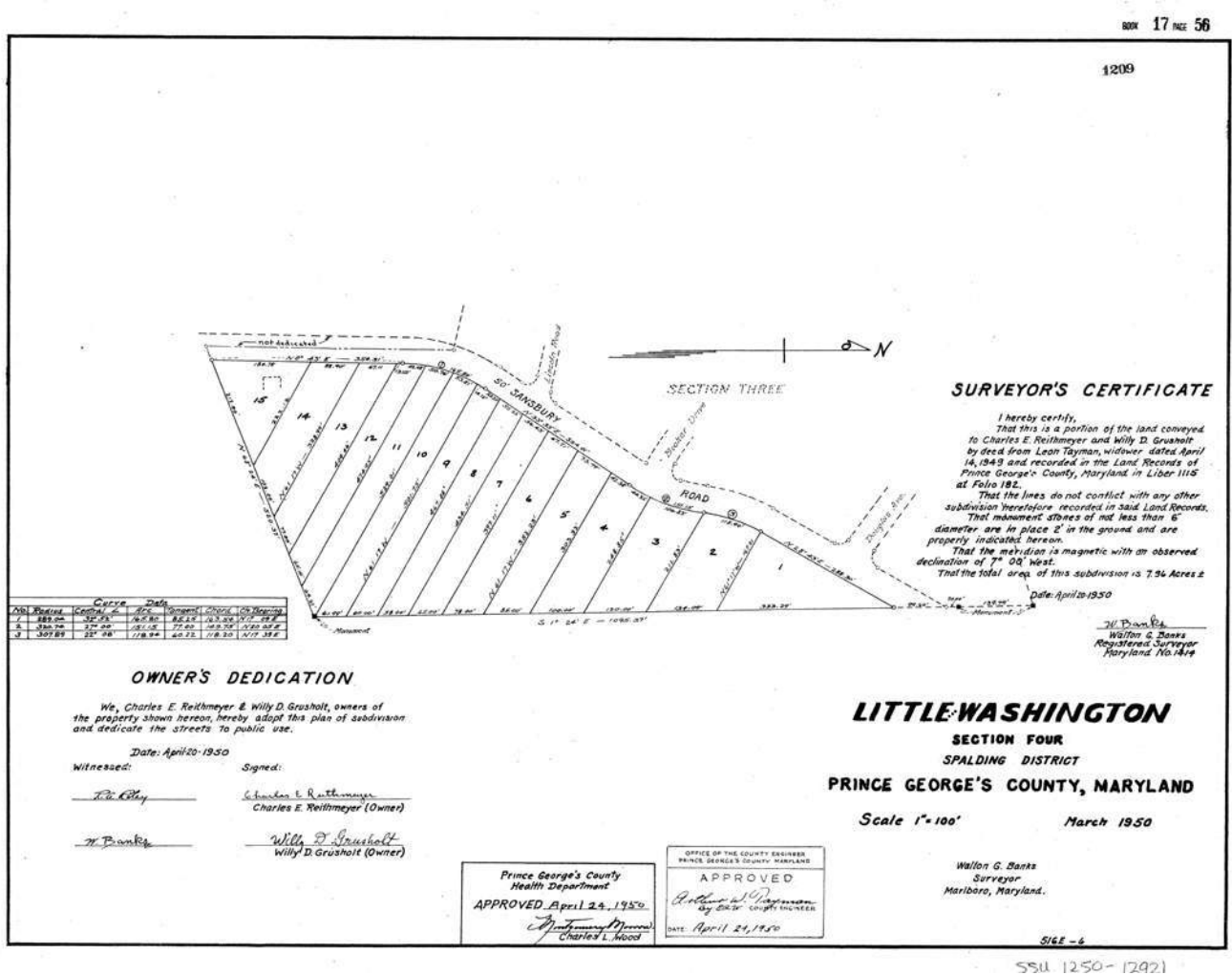


FIGURE 4: Little Washington Section 4 Plat (PGCDB WWW17:56, 1950)

SUPPLEMENTAL IMAGES



FIGURE 5: 1949 Aerial Photograph of Little Washington Vicinity

SUPPLEMENTAL IMAGES

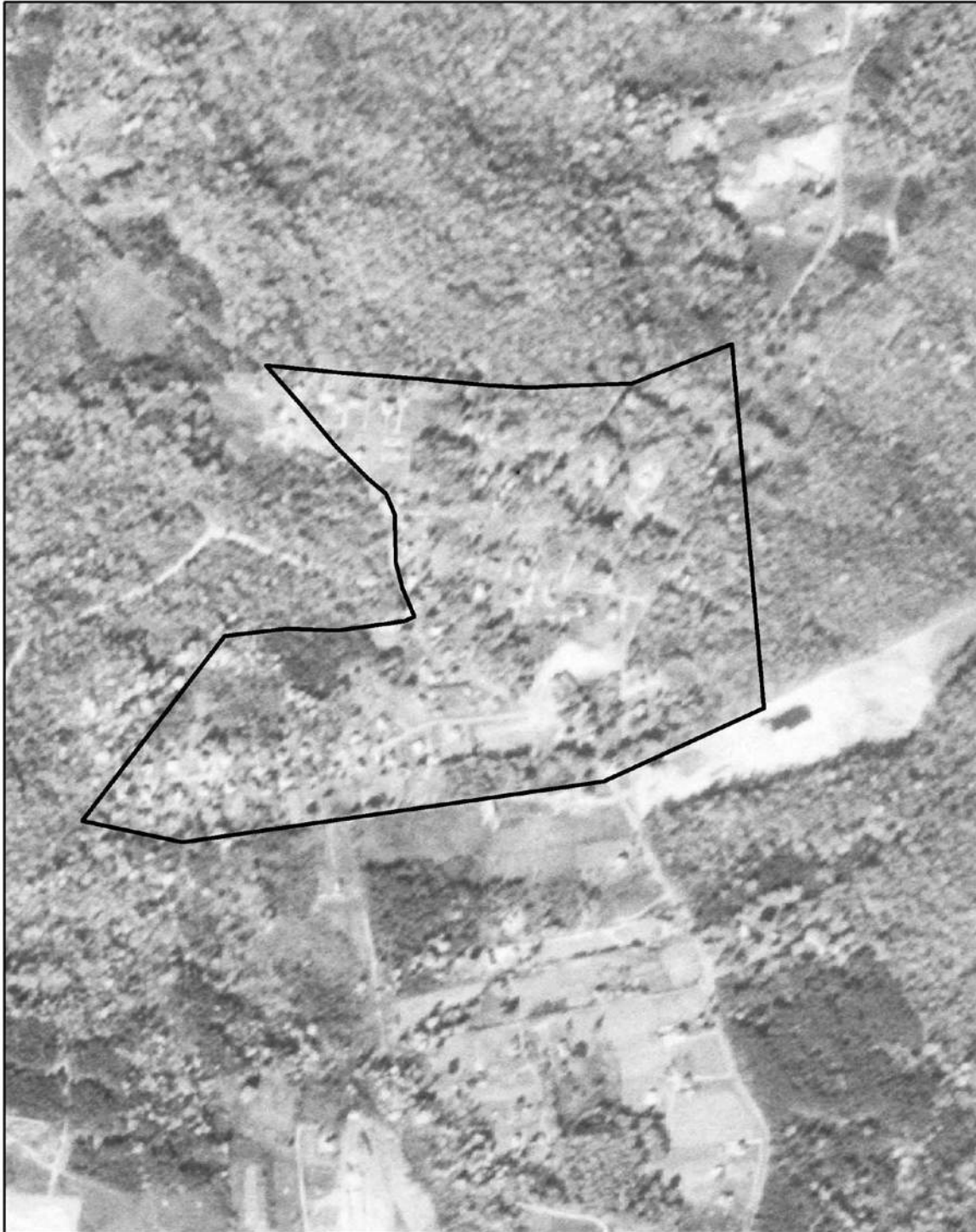


FIGURE 6: 1959 Aerial Photograph of Little Washington Vicinity

SUPPLEMENTAL IMAGES



FIGURE 7: 1964 Aerial Photograph of Little Washington Vicinity

SUPPLEMENTAL IMAGES



FIGURE 8: 1971 Aerial Photograph of Little Washington Vicinity



Lincoln Avenue Streetscape including 9106 Lincoln Avenue looking Northeast



9009 Cherry Lane S looking Southwest



9005 Cherry Lane S looking Southwest



9107 Cherry Lane S looking Southwest



9107 Cherry Lane S looking Southwest



9160 D'Arcy Road looking Northeast



9160 D'Arcy Road looking Northeast



2501 Booker T Drive looking Northwest



2501 Booker T Drive looking Northwest



2511 Sansbury Road looking West



9106 Washington Ave looking Northwest

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Katherine Watts & Mical Tawney**

Date of Photographs: **July 10, 2019**

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

File Format: **PG:78-39_July 10, 2019_01.tif... etc.**

Photographs inserted on continuation sheets:

PG;78-39_2019-7-10_01.tif

Lincoln Avenue Streetscape including 9106 Lincoln Avenue looking Northeast

PG;78-39_2019-7-10_02.tif

9009 Cherry Lane S looking Southwest

PG;78-39_2019-7-10_03.tif

9005 Cherry Lane S looking Southwest

PG;78-39_2019-7-10_04.tif

9107 Cherry Lane S looking Southwest

PG;78-39_2019-7-10_05.tif

9107 Cherry Lane S looking Southwest

PG;78-39_2019-7-10_06.tif

9160 D'Arcy Road looking Northeast

PG;78-39_2019-7-10_07.tif

9160 D'Arcy Road looking Northeast

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2501 Booker T Drive looking Northwest

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2501 Booker T Drive looking Northwest

PG;78-39_2019-7-10_10.tif

2511 Sansbury Road looking West

PG;78-39_2019-7-10_11.tif

9106 Washington Ave looking Northwest

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Londonderry Apartments and Towers Inventory Number: M: 21-281

Address: 17001-17060 King James Way also 10004-10060 Trafalgar Square;
17101-17230 King James Way; 17000-17150 Downing St Historic district: X yes ☐ no

City: Gaithersburg Zip Code: 20877 County: Montgomery

USGS Quadrangle(s): Gaithersburg

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: FT41, FS43

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

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Heather Staton Date Prepared: 10/12/2018

Documentation is presented in: _____

Preparer's Eligibility Recommendation: _____ Eligibility recommended X Eligibility not recommended

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

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes Listed: yes

Site visit by MHT Staff yes X no Name: _____ Date: _____

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

Setting:

Londonderry Apartments and Towers is a multi-family residential development located along the northwest side of I-270 in Gaithersburg, north of I-370. The complex consists primarily of garden apartment buildings and townhomes constructed between 1965 and 1970 with a single high-rise apartment building built circa 1978 near the center of the property (Nationwide Environmental Title Research, LLC [NETR] 1964, 1970, 1981). The triangular-shaped complex is bounded by Muddy Branch Road to the east, W. Diamond Avenue and another multi-family residential property to the north, and I-270 to the west. Primary access is obtained through three street entrances: one from the north via W. Diamond Avenue and two from the east via Muddy Branch Road, all of which are connected to King James Way, an internal road that traverses the eastern half of the property in a north-south direction. King James Way, Trafalgar Square, and Downing Street form an internal circulation network within the complex. The surveyed resource contains four legal parcels of land altogether comprising 35.95 acres, once part of a larger tract of land occupied by the Mills House (M: 20-24), demolished in the early 1960s (Montgomery County Plats [MCP] 7541, 7862, 10463, 16493; NETR 1964, 1970; RK&K 2018).

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The property's landscape is filled with grassy lawns, heavily dotted by mature trees, bushes, and other ornamental foliage in a natural park-like setting. Built features throughout the complex are connected by concrete sidewalks. In the southern half of the property, just south of the high-rise apartment building, is a recreational complex that features an outdoor pool, two tennis courts, a playground, and a resident community center. The community center contains a leasing office and fitness center with an indoor pool and racquetball courts. The townhouses and several of the garden apartment buildings are organized around a common courtyard, some of which feature additional playground equipment. Parking space lines each of the internal roadways, and wood signage guides vehicular traffic through the property.

Description:

The Londonderry Apartments and Towers complex is a mixed-residential type of multi-family planned development constructed between 1965 and 1978 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The development consists of roughly 14 clusters of garden apartment buildings, three linear clusters of townhouses, one elevator apartment building, one community center, one fitness center, an outdoor pool, tennis courts, and a recreation area.

The garden apartments in the complex, built in two phases in 1965 and 1970, are typically organized in groupings or clusters of three to seven units or sections, each between two and three stories tall and three to six bays wide with a mix of International- and Contemporary-style architectural features. Each section contains four to six apartments, two at each floor, that include one- and two-bedroom units ranging from 740 to 1,155 square feet in size (MRI Software, LLC 2018). These buildings are laid out in several different arrangements including offset or near-linear, staggered, L-shaped, and U-shaped assemblages. One or two individual apartment buildings are sometimes located near larger clusters. Regardless of arrangement, the garden apartment buildings rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems of these buildings are clad in a stretcher-bond brick veneer and feature projecting brick buttresses that are used to frame fenestration or create balcony space. The color of brick is consistent throughout each building, but varies between a rusty red and soft tan color among the clusters. Each of the buildings is covered by a low-pitched, asphalt-shingled, side-gabled roof with wide overhanging eaves that is occasionally pierced by a small brick chimney that appears to be a vent for centrally housed mechanical systems. A common primary entrance facing the internal roadway from which the units are accessed opens onto a central stairwell. In the older apartment buildings dating to 1965, the main entrance is flush with the plane of the wall, while later 1970 models built at the northern end of the property feature a recessed primary entrance (17211 and 17223 King James Way). Entries to the garden apartments are typically filled with original single-leaf, metal-and-glass doors flanked by two-light, metal-framed sidelights and covered by cloth awnings that state the address for each apartment building. At the upper levels, these stairwells are marked by a narrow, metal-framed, fixed, vertical window that contrasts with the horizontal fenestration in each unit.

Fenestration varies throughout the complex, as modifications over time suggest the removal of original features and windows, and perhaps the enclosure of some balcony space. Three variations of fenestration are present; the first of which is seen in buildings at the eastern portion of the property and in the northern half along both sides of King James Way (17045 and 17124 King James Way). In these units, fenestration includes paired, sliding-sash, vinyl-framed windows, at times with a central fixed, vinyl-framed sash. Set beneath the second- and third-story windows is a vinyl spandrel. These windows also feature brick-header sills and soldier-row lintels. Windows in the first or basement levels have window wells. Rear elevations, not accessible during fieldwork, appear to have recessed balconies lined with wood railings for each unit at the second and third stories and a concrete patio at the first (Google 2018). The second variation occurs in apartment buildings on Downing Street where windows are otherwise identical to the first type, but decorative wood railings cover the spandrel, imitating balcony railings seen elsewhere in the complex (17001 and 17112 Downing Street). This type was constructed as part of the first phase in 1965, but it is unclear if these units originally held larger, metal-framed, sliding-glass doors, like those of the third type, where recessed balconies are located on both primary

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and rear elevations of the apartment building at the second and third stories (17016 and 17025 King James Way).

Three offset or near-linear rows of townhouses, built alongside the garden apartments with some Colonial Revival-style features, are included in the Londonderry Apartments and Towers complex. The first forms an L-shape along the south side of Trafalgar Square and the west side of King James Way. The second row lines the west side of Downing Street, and a third smaller row extends west from the middle of Downing Street, facing north. Each townhouse unit is two stories tall and between two to four bays wide, featuring three- and four-bedrooms models from 1,280 to 1,600 square foot in size (MRI Software, LLC 2018). These buildings rest on a continuous foundation and have a structural system clad in stretcher-bond brick veneer that alternates between tan/painted and rusty red colors. The tan brick sections feature projecting, vertical brick buttresses that frame window bays, similar to the apartment buildings. Each townhouse grouping is topped by a low-pitched, asphalt-shingled, side-gabled roof occasionally pierced by metal flues. Each townhouse unit is accessed through a single-leaf, wood door topped by an arched, fixed transom. Some entries are recessed from the plane of the wall, creating a small vestibule, while others are accompanied by a single sidelight. Other fenestration includes paired, sliding-sash, vinyl-framed windows occasionally grouped to form a ribbon. Many windows feature faux muntins. At the upper level some townhouses also feature sliding-glass doors lined by a wood railing. At the rear elevation, each unit features a concrete patio separated by privacy fencing from an internal courtyard. Privacy fencing also occasionally encloses a small front patio. The two larger townhouse groupings feature two open breezeways that pass directly through to the courtyards behind them.

A circa-1978, nine-story, irregularly shaped, high-rise apartment building located at 17060 King James Way is located near the center of the property and is currently known as the Londonderry Towers (NETR 1981, 1989; The Washington Post 1977, MD4). It features a nine-story, L-shaped core with various projecting shorter wings. This elevator-type apartment building contains 150 units of subsidized one- and two-bedroom apartments approximately 524 to 924 square feet in size (CoStar Group, Inc. 2018; David Layfield and ApartmentSmart.com, Inc. 2018). The building, constructed with modest elements of the International style, rests on a continuous foundation and has a structural system that is clad in a stretcher-bond brick veneer and topped by a flat parapet roof with metal coping. A belt course composed of three brick soldier courses runs between the third and fourth floors. The building's primary entrance is at the north elevation of an L-shaped core. The entrance is filled with double-leaf, metal-framed glass doors; it is sheltered by a one-story, flat-roofed canopy with metal coping topped by a decorative, arched metal-truss. The canopy is supported by square, brick columns. Fenestration at the tower's north and south elevations comprises a combination of paired single-light, metal-framed, sliding windows and paired, sliding, metal-framed doors opening onto one-bay balconies with metal-pipe railings. Fewer openings are present on the east and west elevations, with balconies only present on the east elevation at the intersection of the nine-story ells. Several secondary entrances at the first level are present on the north, south, and east elevations, filled by single-leaf, metal doors.

Three shorter wings extend from the core L-shape of the Londonderry Towers building, all of which are clad in the same materials and feature similar design elements as the core. A six-story wing projects from the L-shaped core's west elevation, flush with the north façade, with another three-story section projecting from its northwest corner. Recessed open-air corridors line the wing's north elevation at the first, second, and third floors and wrap around to the east elevation of an adjacent three-story wing extending to the north. The recessed corridors, where individual units can be accessed from the exterior, feature corbelled openings in the third-story bays and are lined by a metal railing with a central brick, hip-high post. Windows in these wings are similar to that of the L-shaped core; however, external air conditioning units were located below some of the windows, particularly in the west elevation. The third wing, a small two- to three-story section, extends from the southwest corner of the L-shaped core and appears to house mechanical and maintenance facilities.

Immediately south of the Londonderry Towers is the community's recreation complex. The recreation complex comprises a resident community center with a leasing office, an indoor pool and fitness center, an outdoor pool, a playground, and tennis

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courts, all of which were constructed between 1965 and 1970 (NETR 1964, 1970; The Washington Post 1967, C7). The community center (17051 Downing Street) and fitness center building (17041 Downing Street) are both two-story, multi-bay, rectangular buildings situated southwest of Londonderry Towers on the east side of Downing Street connected by an enclosed walkway. Both buildings are clad in a stretcher-bond brick veneer and feature asphalt-shingle roofs with wide overhanging eaves and large, exposed, wood rafter tails. Windows in both the community and fitness centers include paired, two-light, metal-framed, sliding sashes, some of which are set above paired, single-light, metal-framed hopper- or awning-sash windows. The first floor of the community center is larger than the second and is covered by a low-pitched, asphalt-shingled, hipped roof below which is a wood-picket cornice around the first floor that mimics the wood-picket railings lining several second-story windows throughout the complex. At the second story, a larger version of the same wood feature acts as a screen over windows on the south and north elevations. The upper level of this building is also clad in a low-pitched, asphalt-shingled, hipped roof. The one-story breezeway between the community and fitness centers appears to be an original feature of their design. It is enclosed by floor-to ceiling, wood-framed, fixed windows and is covered by a flat roof.

The two stories of the fitness center is covered by an asphalt-shingled pavilion roof. Wood balconies line the two west elevation window bays at the second level of the fitness center, and its brick walls feature projecting, vertical, brick buttresses around the building's fenestration, in keeping with the design of the garden apartment and townhouse buildings. The primary entrance to the fitness center is centrally located in a recessed bay that extends to the second story of the west elevation. The main entry is filled by a set of double-leaf, metal-and-glass doors surrounded by floor-to-ceiling, metal-framed, fixed windows. Attached to the south elevation of the fitness center is a two-story wing featuring three walls of floor-to-ceiling windows at the west, south, and east sides where the indoor pool is located.

An outdoor, in-ground, poured-concrete pool and children's pool is situated immediately east of the fitness center. It is surrounded by a poured-concrete patio and enclosed by metal, chain-link fencing. Just east of the pool are four rectangular dirt pads occupied by metal playground equipment. Beyond the playground space to the east are two rubber tennis courts enclosed by metal chain-link fencing.

Historic Context:

The Londonderry Apartments and Towers property was originally platted as Parcels A, B, C and D in May 1964 and January 1965, respectively, by Washington, D.C. developer and builder, Maurice H. Berk and his wife Ruth, on land they purchased from the estate of Fred M. McGraw, Willard and Margaret McGraw, and Robert and Helen Chambers (Montgomery County Deed Book [MCDB] 3185, 579, 591 and 3188, 304; MCP 7541, 7682). The buildings and amenities of the property were designed by architects Cohen & Haft (The Washington Post 1964, C5; 1967, C7). The landscape architect, if an additional firm was used, is unknown.

The project initially appeared in the Washington Post in October 1964 along with an architect's rendering and was noted as a garden apartment and townhouse development, with the first "130 units to be completed by [the] next spring" (The Washington Post 1964, C5). Historic aerial images taken in October 1964 indicate that construction first began at the southern end of Parcel A, including the garden apartments and townhouses on the south side of Trafalgar Square (United States Department of Agriculture [USDA] 1964). Maurice Berk placed an advertisement for the Londonderry property in November 1965 boasting nine "intriguingly different floor plans... from deluxe one bedroom garden apartments to palatial four bedroom townhouses" with "the largest and most complete recreation building in the area with both indoor and outdoor Olympic-sized swimming pools and tennis courts, nursery, solarium, sauna rooms, gymnasium, and even an indoor ice skating rink" (The Sunday Star 1965, E-13). The second section of the development, projected to add another 152 garden apartments to the complex, also designed by Cohen & Haft, was announced in November 1967 along with future plans for a high-rise apartment building (The Washington Post 1967, C7).

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By September 1970, the garden apartment buildings, townhouses, community center, fitness center, pool and tennis courts had been completed or were well underway (USDA 1970). The Berks constructed the high-rise apartments at 17060 King James Way between 1977 and 1978, but appear to have sold it shortly after completion in November 1978 to a new company, Londonderry Towers Associates, and subdivided Parcel B to create a 3.74-acre lot containing the tower building and surrounding parking lots (MCDB HMS 5261, 172). Prior to construction, the Montgomery County Council sought for state money to construct the high-rise for subsidized housing for the elderly (The Washington Post 1977, MD4). Shortly after the sale to Londonderry Towers Associates, it was announced that the Londonderry Towers was one of six developments in the state to receive special financing from “sale of \$32.3 million in revenue bonds” by the Community Development Administration of the Maryland Department of Economic and Community Development (The Sun 1978, D19). Among the other developments receiving this financing includes the Rosemary Village in Silver Spring, a circa-1950 rental apartment complex turned into a limited-equity cooperative with this help (Hedgpeth 2003). This is not the first time the Community Development Administration has released or received funding for affordable housing in Montgomery County; in 1972 they received \$386,000 contract from the federal Department of Housing and Urban Development for the construction of 250 housing units (Orrick 1972, 35). The county also enacted a Moderately Priced Dwelling Unit program in 1974 that produced 11,700 housing units (Davis 2006; Manning et al. 2018, B-20). Today, the high-rise building is registered as providing 150 low-income affordable housing units subsidized by the U.S. Department of Housing and Urban Development (HUD) (Housing Opportunities Commission of Montgomery County 2016, 9).

The Londonderry complex was platted and designed with land allocated for the future “Highway M-3,” now Muddy Branch Road, lining the east side of the complex and creating Parcels C and D from the space between the proposed roadway and Water Street. This new road was constructed sometime between 1981 and 1989, after the Berks had sold Parcels C and D in 1981, followed by Parcel A and that portion of Parcel B containing all of the garden and townhouse buildings in 1983, to different property management companies (MCDB 5800, 333; 6017, 483). Since the early 1980s, the Londonderry Apartments and Towers property has continued to provide rental housing for Gaithersburg residents.

Maurice H. Berk was not a particularly well-known Washington, D.C., developer, but was active in residential construction in Montgomery County as early as 1951, working in conjunction with his brother-in-law, David Milestone, to develop portions of the Glenwood and Bradmoor neighborhoods, both in Bethesda (MCP 2831, 3709; The Washington Post 1973, B6). Berk also worked with real-estate salesman Walter Chandler at the 300-unit Harbour House apartment complex in Annapolis, for which the two received an award from Governor J. Millard Tawes in May 1963 (The Washington Post 1963, B11). The Harbour House complex was notable for its waterfront location featuring a boardwalk and marina among other amenities. In Montgomery County and elsewhere in the state during the mid-1960s and into the late 1970s, Maurice Berk focused on creating rental and other affordable housing options. In 1970, he established Maryland Manor as a “new community-styled mobile home park” just over the Prince George’s County line near Lothian, and in 1978, Berk became the developer of Montgomery County’s first mobile home community in Germantown (The Washington Post 1970, E9; 1978, C1).

As a builder and developer, Maurice Berk worked with a variety of real estate professionals, but does not appear to have consulted with architectural firms like Cohen, Haft & Associates (CHA) very often. By 1963, the Silver Spring firm of CHA was recognized among the nation’s top 50 for “gross volume, producing 11,000 houses, 10,000 apartment units and numerous larger projects including office buildings, schools, churches, and synagogues” (Maryland-National Capitol Park and Planning Commission [M-NCPCC] 2017, 2). They were known for using “earth tones of browns and grays [...] carefully chosen for roofing, window frames, bricks and wood stains so the buildings would harmonize with their natural settings” (M-NCPCC 2017, 2). Award-winning, multi-family residential projects of Cohen, Hahn & Associates include the 1962 Wheaton House Apartments (M: 31-27) and 1975 Sumner Village apartment complex in Montgomery County (Creveling and Gournay 2005; Kelly 2015, 375-378; MNCPPC 2017, 15).

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The firm also designed the Springhill Lake Apartment Complex (PG: 67-40) in Greenbelt, containing both garden apartments and townhouses along with various community and recreational facilities across more than 100 acres of land, built between 1961 and 1970 (Bruder 2015). The site layout of apartment and townhouse buildings in staggered lines and groupings to form U-shaped courtyards at Springhill Lake Apartments is similar to Londonderry, though on a much smaller scale. Cohen, Haft & Associates also designed two high-rise apartment buildings at a property known as Marlborough House (PG: 75A-68) in Suitland between 1962 and 1965 that is a unique example of the firm's work in the Contemporary and Neo-Expressionist styles (Bruder 2013).

Evaluation:

The Londonderry Apartment and Tower complex is an example of a mixed-type multi-family residential development in the Gaithersburg area of Montgomery County and reflects a growing trend of such developments that began in the Suburban Diversification Period (1961-1980) and continues to the present day (Manning et al. 2018).

The Londonderry Apartments and Towers complex was not the first mixed-type residential development in the area, nor did it shape future multi-family residential design at the local or regional level. The high-rise building was constructed in the late 1970s and does not appear to have been a notable example of this housing type nor was it among the first to provide subsidized housing in Montgomery County. Although Maurice H. Berk worked in the construction and development of mid- and low-income rental housing, his efforts have not made lasting or substantial contributions to the history of apartment or townhouse complex design in Montgomery County or the Washington, D.C. region. Therefore, the property is not significant under Criteria A or B.

Although the townhouses and garden apartment buildings retain most of the character-defining features of their property types and were designed by a notable architectural firm, alterations to the buildings within Londonderry Apartments and Towers complex over time have diminished the property's historic integrity of design, materials, workmanship, feeling, and association (Manning et al. 2018, F-10-F-17). The high-rise building appears to be a more unique design in its overall form and use of open-air corridors at lower levels; however, it too has undergone changes over time that have diminished its historic integrity. These modifications include window replacement throughout the complex, introduction of vinyl spandrels in the townhouses and garden apartments, and the probable enclosure of balconies in some of the garden apartments. Ornamental features and other alterations have occurred at the main entrance of the high-rise building, such as the trussed canopy, along with the addition of substantial mechanical features and cell tower equipment at the rooftop. Better examples of Cohen, Haft & Associates multi-family residential projects exist elsewhere in this region, at large, including the high-rise apartment buildings at Marlborough House (PG: 75A-68) in Prince George's County and the Wheaton House Apartments (M: 31-27) in Montgomery County (Bruder 2013; Creveling and Gournay 2005). For these reasons, this resource is recommended not eligible for the NRHP under Criterion C.

In sum, the Londonderry Apartments and Towers complex is not eligible for the NRHP. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

This property encompasses 35.95 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Maps FS43 and FT41, Parcel 0000 and also as seen in Montgomery County plat records 7541, 7862, 10463, and 16493.

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Eligibility not recommended _____

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Eligibility not recommended _____

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MHT Comments:

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Eligibility recommended

Eligibility not recommended

Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G
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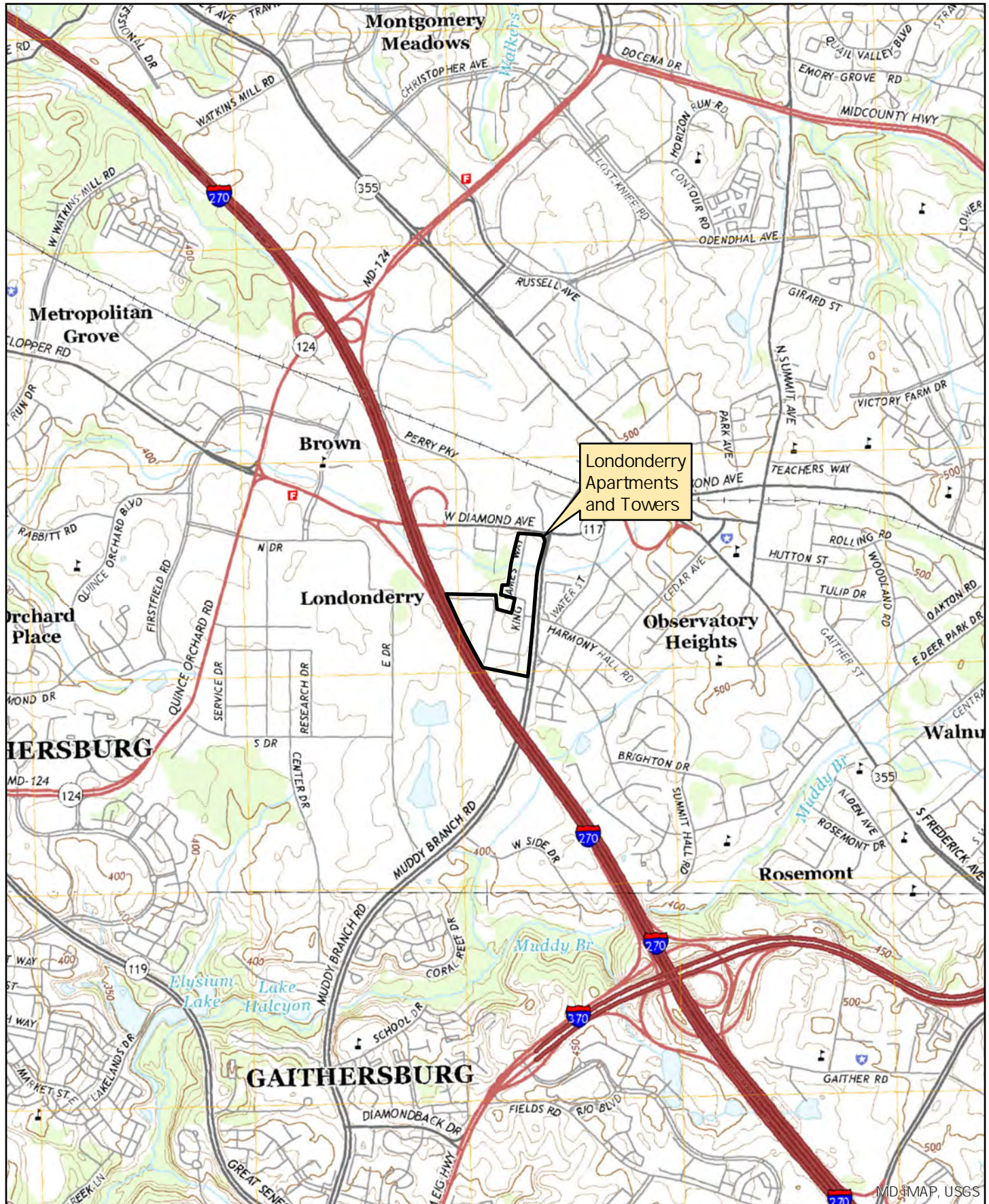
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Londonderry Apartments and Towers

Location: 17001-17060 King James Way
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Montgomery County



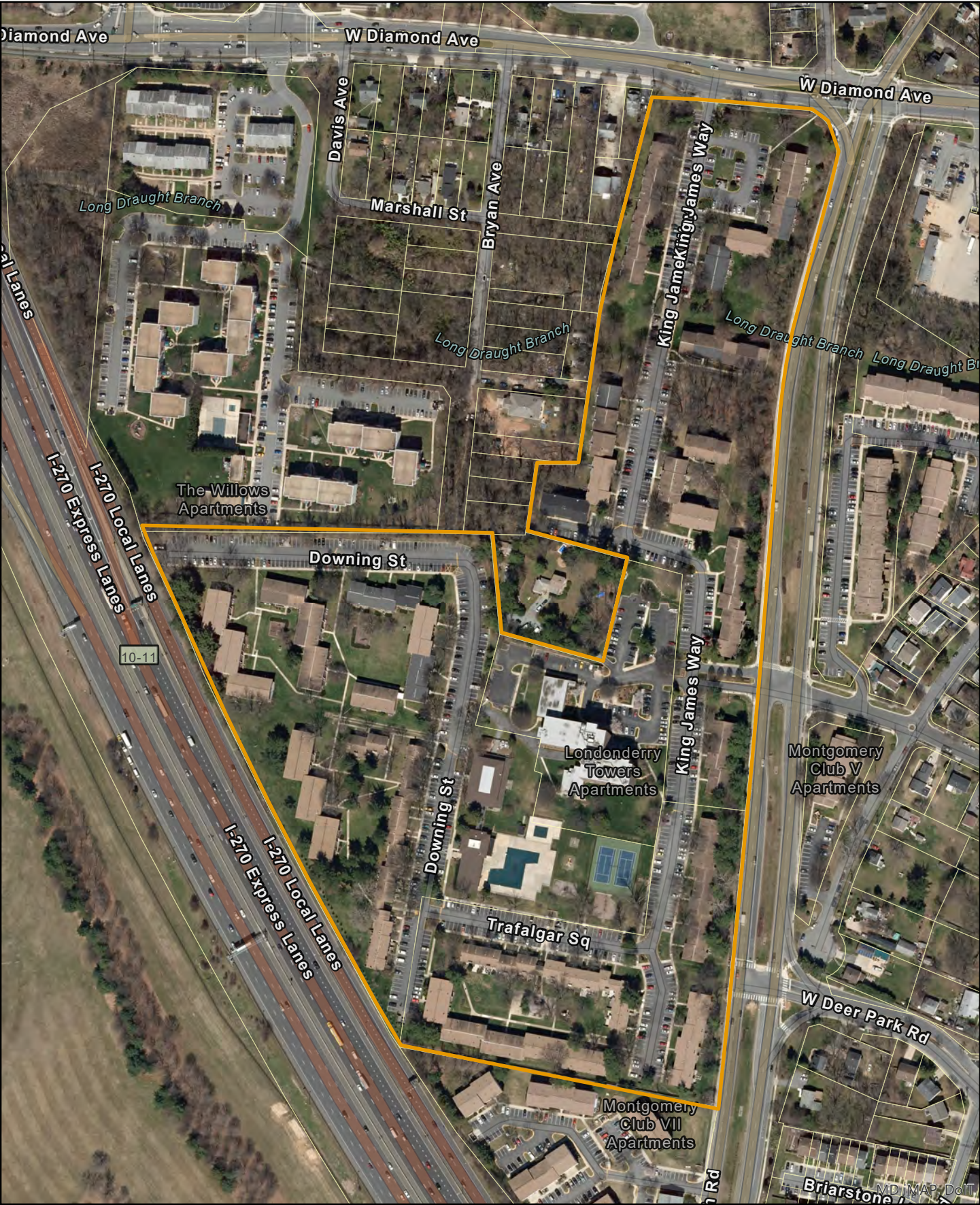
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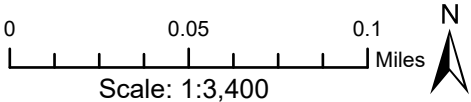
Londonderry Apartments and Towers

Location: 17001-17060 King James Way
City: Gaithersburg

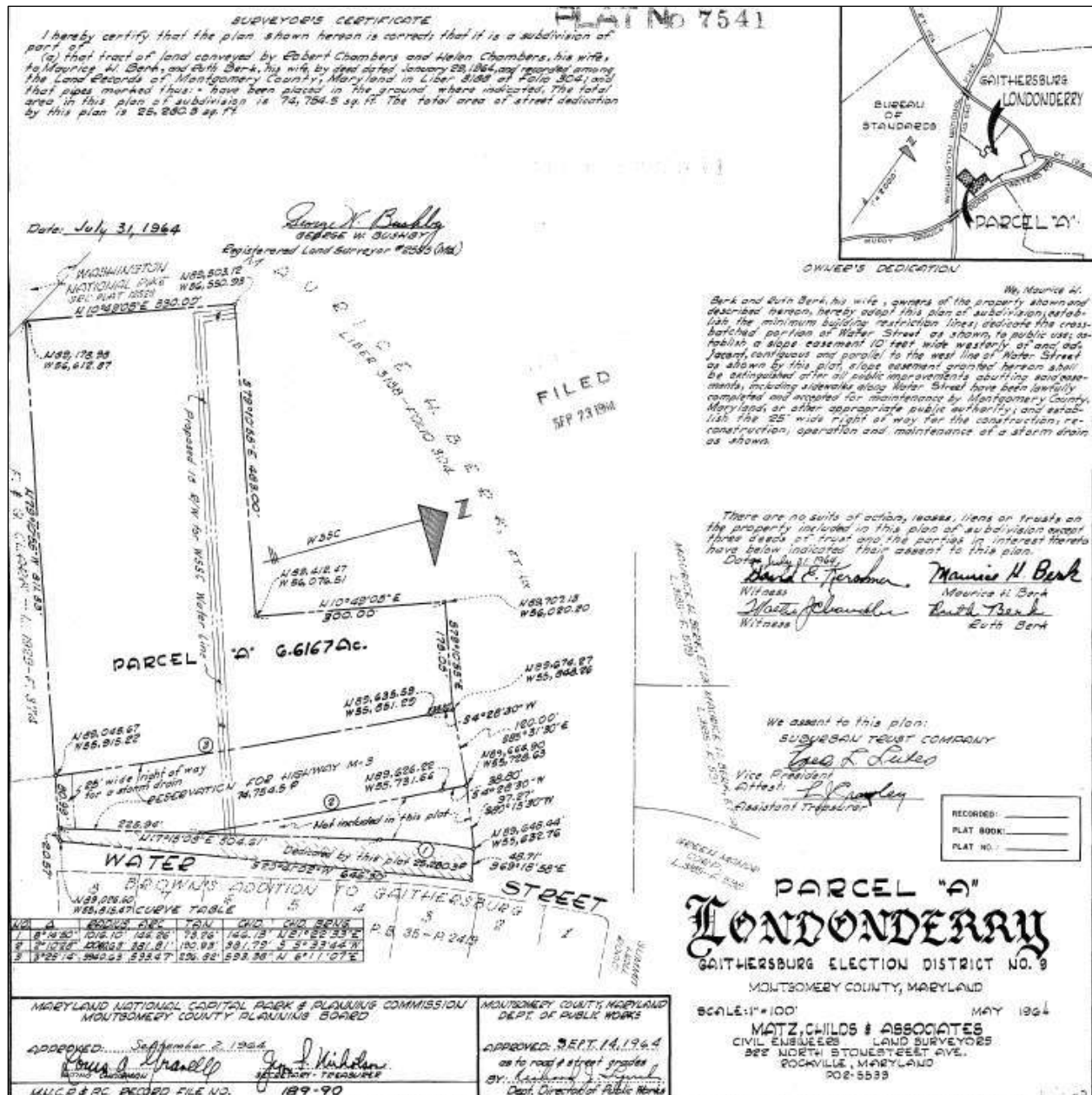
MIHP#: M: 21-281
Montgomery County



Parcel Boundaries

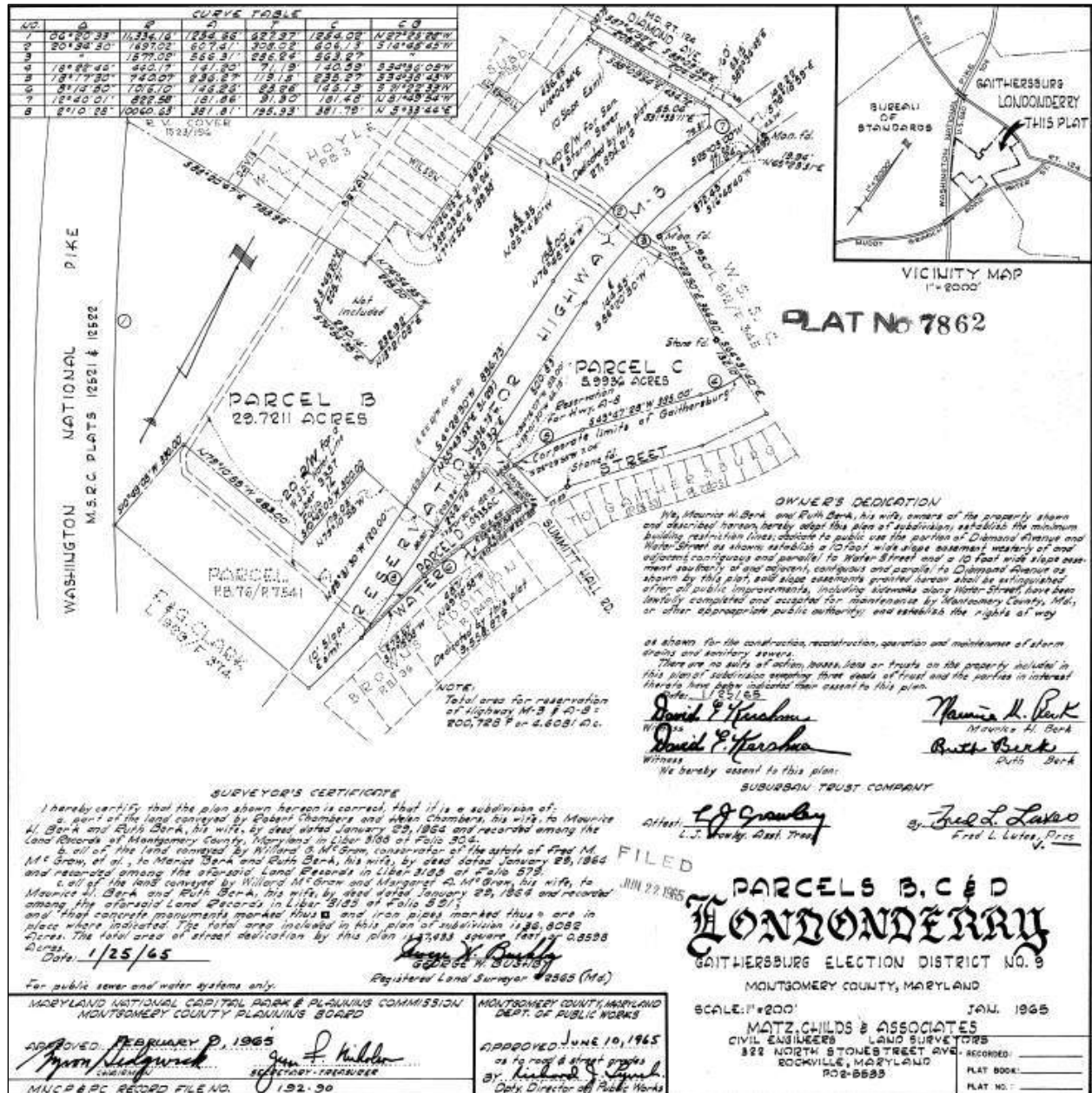


Londonderry Apartments and Towers (M: 21-281)
10004-10060 Trafalgar Square; 17000-17150 Downing Street; 17001-17060 and 17101-17230
King James Way
Gaithersburg, Montgomery County, Maryland



1964 Plat of Parcel A, Londonderry (MCP 7451).

Londonderry Apartments and Towers (M: 21-281)
10004-10060 Trafalgar Square; 17000-17150 Downing Street; 17001-17060 and 17101-17230
King James Way
Gaithersburg, Montgomery County, Maryland



1964 Plat of Parcels B, C, and D, Londonderry (MCP 7862).

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 1



Photo 1 of 15: Garden-style apartment buildings at 17128–17136 King James Way, facing southwest.



Photo 2 of 15: Garden-style apartment building at 17128–17136 King James Way, facing west.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 2



Photo 3 of 15: Garden-style apartment buildings at 17215–17223 King James Way, facing south.



Photo 4 of 15: View of open space and rear elevation of garden-style apartment building at 17205 King James Way, facing east.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 3



Photo 5 of 15: Detail of 17211 King James Way apartment building atypical main entrance, facing east.



Photo 6 of 15: View of townhouses on Downing Street, facing west.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 4



Photo 7 of 15: View of main entry to townhouses at 10032–10040 Trafalgar Square, facing south.



Photo 8 of 15: View of open space between townhouses and garden-style apartment buildings on Trafalgar Square, facing southeast.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 5



Photo 9 of 15: View of Londonderry Towers (17060 King James Way), facing southwest.



Photo 10 of 15: View of Londonderry Towers north elevation and main entrance, facing south.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 6



Photo 11 of 15: View of recreational area, tennis courts, and south elevation of Londonderry Towers, facing northwest.



Photo 12 of 15: View of recreational area and east elevations of community center and fitness center, facing west.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 7



Photo 13 of 15: View of fitness and community centers (17041 and 17051 Downing Street), facing northeast.



Photo 14 of 15: View of south end of fitness center with indoor pool (17041 Downing Street), facing north.

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 8



Photo 15 of 15: View of community center (17051 Downing Street) and enclosed breezeway, facing northeast.

PHOTO LOG

Name of Property: Londonderry Apartments and Towers

Name of Photographer: Danae Peckler, Melissa Butler

Date of Photographs: 08/07/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 15:

Garden-style apartment building at 17128–17136 King James Way, facing southwest.

M; 21-281_2018-08-07_01.tif

Photo 2 of 15:

Garden-style apartment building at 17128–17136 King James Way, facing west.

M; 21-281_2018-08-07_02.tif

Photo 3 of 15:

Garden-style apartment buildings at 17215–17223 King James Way, facing south.

M; 21-281_2018-08-07_03.tif

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 9

Photo 4 of 15:

View of open space and rear elevation of garden-style apartment building at 17205 King James Way, facing east.
M; 21-281_2018-08-07_04.tif

Photo 5 of 15:

Detail of 17211 King James Way apartment building atypical main entrance, facing east.
M; 21-281_2018-08-07_05.tif

Photo 6 of 15:

View of townhouses on Downing Street, facing west.
M; 21-281_2018-08-07_06.tif

Photo 7 of 15:

View of main entry to townhouses at 10032–10040 Trafalgar Square, facing south.
M; 21-281_2018-08-07_07.tif

Photo 8 of 15:

View of open space between townhouses and garden-style apartment buildings on Trafalgar Square, facing southeast.
M; 21-281_2018-08-07_08.tif

Photo 9 of 15:

View of Londonderry Towers (17060 King James Way), facing southwest.
M; 21-281_2018-08-07_09.tif

Photo 10 of 15:

View of Londonderry Towers north elevation and main entrance, facing south.
M; 21-281_2018-08-07_10.tif

Photo 11 of 15:

View of recreational area, tennis courts, and south elevation of Londonderry Towers, facing northwest.
M; 21-281_2018-08-07_11.tif

Photo 12 of 15:

View of recreational area and east elevations of community center and fitness center, facing west.
M; 21-281_2018-08-07_12.tif

Photo 12 of 15:

View of recreational area and east elevations of community center and fitness center, facing west.
M; 21-281_2018-08-07_12.tif

Photo 13 of 15:

View of fitness and community centers (17041 and 17051 Downing Street), facing northeast.
M; 21-281_2018-08-07_13.tif

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

Inventory No M: 21-281

Name Londonderry Apartments and Towers
Continuation Sheet

Number Photos Page 10

Photo 14 of 15:

View of south end of fitness center with indoor pool (17041 Downing Street), facing north.

M; 21-281_2018-08-07_14.tif

Photo 15 of 15:

View of community center (17051 Downing Street) and enclosed breezeway, facing northeast.

M; 21-281_2018-08-07_15.tif

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 36-36

Page 1 of 1

Name of Property: Louis C. & Charlotte E. Dismar Property
Location: 2102 Forest Glen Road, Silver Spring, MD 20910

Louis C. & Charlotte E. Dismar Property is no longer extant. Aerial photography shows that the house was demolished circa 2012.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Magruder Blacksmith Shop

Inventory Number: M: 29-40

Address: 7835 River Road (MD 190)

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: 7835 River Road LLC

Tax Account ID: 10-00852131

Tax Map Parcel(s): P610

Tax Map: GN23

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Anne E. Bruder

Date Prepared: August 12, 2021

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B X C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Description

The Magruder Blacksmith Shop remains largely as it was described in the MIHP forms by Michael Dwyer (1975) and Gail Rothrock and Mary Charlotte Crook and Candy Reed (both 2/1979) and when M-NCPPC added it to the Locational Atlas for Historic Sites in 1984. By that time, it had been a family home since the late 1870s (MCLR EBP L. 18 F. 120).

It is a 2 bay, 1-1/2 story structure of uncoursed rubble stone most likely from the local quarry that produces Stoneyhurst Mica Schist stone, which is the same stone used for nearby Stoneyhurst (M: 29-41). Until April 2020, the building had an asphalt roof, but the present owner removed the asphalt shingles, the rafters below, and installed wood for interior walls and ceilings (photos <https://wtop.com/montgomery-county/2020/08/fate-of-one-of-the-oldest-buildings-in-rhe-region/> and <https://www.wusa9.com/article/news/history/300-year-old-house-historical-preservation-renovation-rules/65-40955453-847a-4210-98b4-3ca74c208ff0>). On the north elevation, two gable dormers have been installed, which is an alteration by the new owner. Also, all of the windows have been replaced, and the fixed four-light attic window that was pictured in the original

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

inventory photo is now a fixed six-light window. The one-bay addition on the northwest side of the chimney retains its original one bay shape.

In 1975, MDOT SHA made improvements to MD 190 (River Road) and widened the highway to the east of the Magruder Blacksmith Shop (MDOT SHA Right-of-Way Plat No. 42416). In 1996, Montgomery County relocated Seven Locks Road to the west side of the building. Old Seven Locks Road remains as a street to the north. It passes through Seven Locks Hills, a residential development, but it does not continue to MD 190 past the former blacksmith shop. Instead, a short driveway next to the building on the east side follows the former Seven Locks Road alignment. A low stone wall stands along former Seven Locks Road east of the building and curves gently south and west along River Road, ending before it passes the façade. A 1970 historical marker, noting the building as an "Early Blacksmith Shop," stands along River Road.

History

The earlier inventory forms and county histories such as "A Grateful Remembrance, the Story of Montgomery County, Maryland" (MacMaster & Hiebert) and "Old Homes and History of Montgomery County" (Farquhar) cite the known history of the Magruder – that Ninian Magruder acquired the tract "Honesty," and when he died in 1751 he willed 300 acres to Samuel Magruder III (or Samuel Magruder of Ninian), who in turn willed the property to his son, Samuel Brewer Magruder (1744-1818).

According to the existing MIHP form, Ninian Magruder likely constructed the blacksmith shop prior to his death in 1751; the initials "N.M." are carved into the chimney, and no subsequent owners had the same initials. The property remained in the Magruder family until 1850. By that time, it included both a manor house later known as "Stoneyhurst" and the two-bay 1-1/2 story blacksmith's shop that stands in the northeast quadrant of River Road (MD 190) and Seven Locks Road. In various records, the building is referred to as a blacksmith shop or as an office, and it is similar to other buildings described as "store" or "office," such as the Store at the White-Turner Farm (M: 18-13) on Bucklodge Road (MD 117) in Boyds.

The 1865 map of Montgomery County by Simon Martenet shows a building at the intersection of River Road and what would become Seven Locks Road, prior to its extension south of River Road. The building, presumably the Magruder Blacksmith Shop, includes the notation, "D. Dowds P." Records show that Daniel Dowde (also Dowdd) purchased 150 acres from John H. and Eliza A. Johnson in 1864. The deed does not reference prior owners, but the tracts that make up the property, "Resurvey on Duvall's or Doull's Park," "Samuel's Delight" and "Salem" are the three tracts that belonged to the Magruder. Dowde appears to have resided in DC and died there in 1869. Although other nearby buildings on the 1865 map are labeled as stores or blacksmiths, the Magruder Blacksmith Shop is not, suggesting that it had already ceased to function as such by that time. To the west, present-day Potomac, labeled as "Offutts X Roads," is depicted with a blacksmith shop and two buildings labeled "Store." A second blacksmith is shown on the north side of River Road between Offutts X Roads and the Magruder Blacksmith Shop.

G.M. Hopkins' Atlas of Montgomery County from 1878 shows the location of the Magruder Blacksmith Shop at the northwest corner of Seven Locks and River Roads, but it is labeled as "Harvey Shepperd." Shepperd also appeared in the 1865 Martenet map as "H.S. Shepherd," associated with a building east of Seven Locks Road, on the south side of River Road. The Shepard surname is spelled several different ways among maps, land and postal records as Shepperd, Sheperd/Shepard and Shepherd. Based on land records, by the time the Hopkins map was published in 1878, the Magruder Blacksmith Shop was likely occupied by Maria Embrey and her family, who purchased the property in late 1877. A November 22, 1877, deed from Harvey C. Shepard to Maria A. Embrey granted her fifty square perches (or 0.312 acres) of land for her services rendered as his housekeeper (MCLR EBP L. 18, F. 120). The building is not described, but remained in her family until 1950, when Clarence Embry sold the property to David Fegan on October 13, 1950 (MCLR L. 1446, F. 589).

The property passed through several owners after 1950. In order to maintain the building as a house, there have been additional interior alterations for each succeeding owner. The current roof is supported by a tilted false plate with brackets along the wall. Recent improvements have included a new main roof with wooden shingles and dormer windows, and a standing seam metal roof on the west addition.

Although the building has been altered, the roof and window alterations have generally been in-kind, and the shape and size of these elements remain the same as the original material. As a result, the 1-1/2 story stone building continues to exemplify eighteenth and nineteenth century Montgomery County building practices. While the setting has been altered with the

surrounding development of Seven Locks Hills and a wider highway, the parcel has a border of trees and sufficient separation from the residential development so that the houses are not the setting's primary feature. Highway improvements have generally occurred to the south.

Evaluation

The Magruder Blacksmith Shop is eligible for the National Register of Historic Places under Criterion C (Architecture) as a rare example of an eighteenth-century colonial-era commercial building in Montgomery County. Research did not reveal associations with local, state or national events or persons, and the Magruder Blacksmith Shop is not eligible for inclusion in the NRHP under Criteria A (events) or B (persons). NRHP Criterion D was not investigated as part of this study.

The period of significance for the property is c. 1750 to 1850, starting with the estimated construction of the building by Ninian Magruder, and ending with the transfer of ownership outside the Magruder family.

The Magruder Blacksmith Shop retains integrity of design, workmanship, feeling and association, including such character-defining features as its stone walls and chimney, gable roof, door and window locations. The small northwest addition is called out as "of recent construction" in the 1979 MIHP form and does not contribute to the significance of the property. The age of the stone wall near the southeast corner of the house is unknown, but it is unlikely it dates to the period of significance.

The boundary for the property matches the tax parcel boundary as shown on Montgomery County Tax Map GN123, Parcel P610 consisting of 0.3 acres.

Sources Consulted:

Crook, Mary Charlotte, "Lilly Moore Stone, Founder of the Montgomery County Historical Society" Montgomery County Story, Montgomery County Historical Society, Volume 20, No. 4, November 1977.

Dwyer, Michael, Gail Rothrock and Mary Charlotte Crook, "Magruder Blacksmith Shop," MIHP Form M: 29-40, 1975 and 1979 forms on file at MHT, Crownsville, MD. G.M. Hopkins' Atlas of Montgomery County, 1878.

MacMaster, Richard K. and Ray Eldon Hiebert, A Grateful Remembrance, the Story of Montgomery County, Maryland, Rockville, MD: Montgomery County Government, 1976.

Farquhar, Roger Brooke, Old Homes and History of Montgomery County, Washington, DC: Judd & Detweiler, 1962.

Martenet & Bond, Map of Montgomery County, Maryland, 1865.

Montgomery County Government, "Parts of Seven Locks Road to be Closed for Construction Project," Release ID 96-076, https://www2.montgomerycountymd.gov/mcgportalapps/Press_Detail.aspx?Item_ID=8638, March 6, 1996 (downloaded July 14, 2021).

Montgomery County Land Records, EBP Liber 18 Folio 120 (November 22, 1877).

—, Liber 1446, Folio 589 (October 13, 1950), downloaded from MSA July 12, 202.

Maryland State Highway Administration, Right-of-Way Plat No. 42416, dated December 1971, MD 190 (River Road) Improvement Plans Page 5 of 22 for Contract M-832-371, and Item 64365, April 24, 1972.

Stoneyhurst Joint Venture, Stoneyhurst Center, Montgomery County Plat No. 19180, downloaded from MSA Land Records July 14, 2021.

WTOP, <https://wtop.com/montgomery-county/2020/08/fate-of-one-of-the-oldest-buildings-in-rhe-region/>

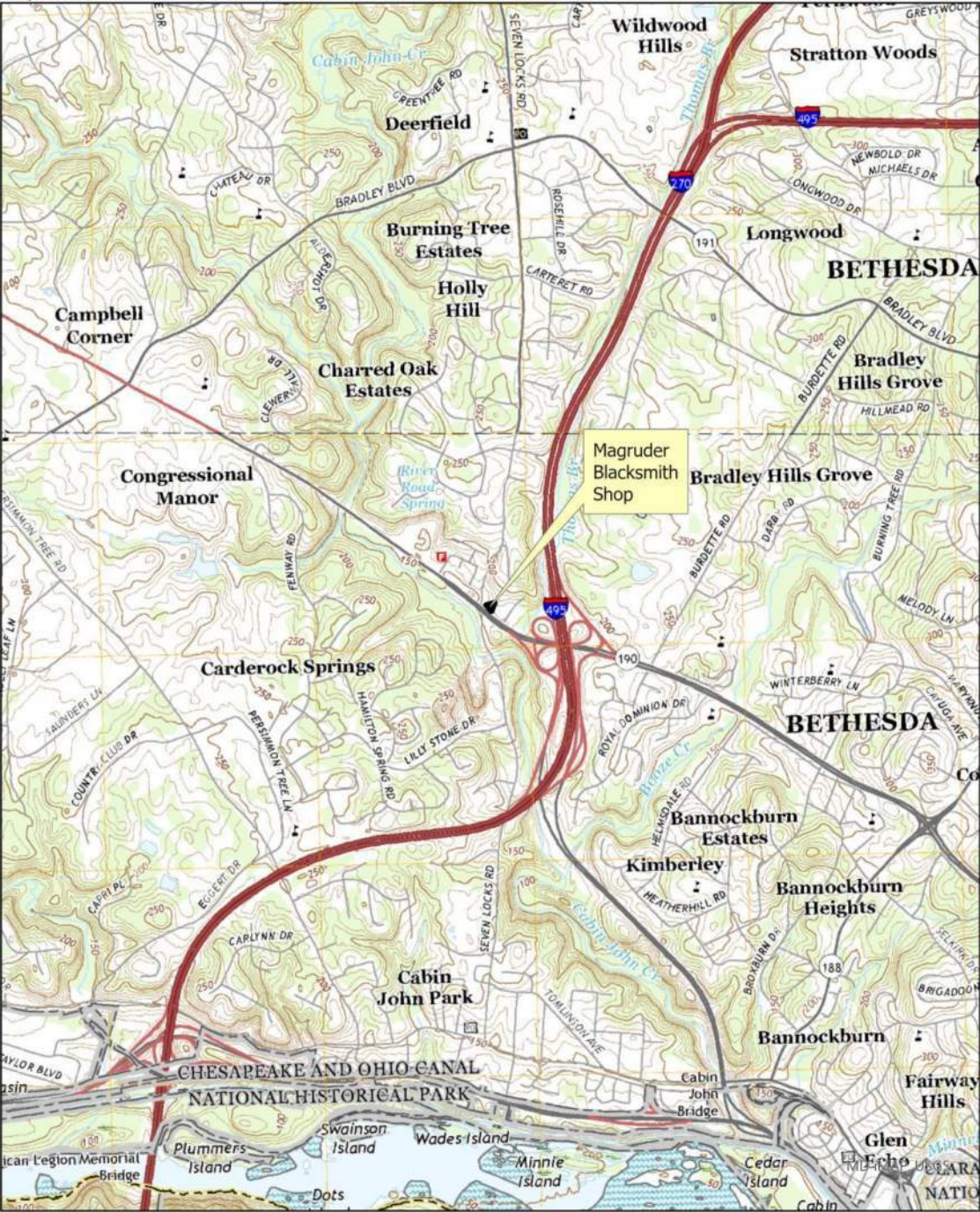
WUSA, <https://www.wusa9.com/article/news/history/300-year-old-house-historical-preservation-renovation-rules/65-40955453-847a-4210-98b4-3ca74c208ff0>

Magruder Blacksmith Shop

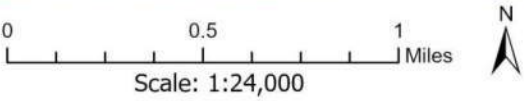
Location: 7835 River Road

City: Bethesda

Montgomery County



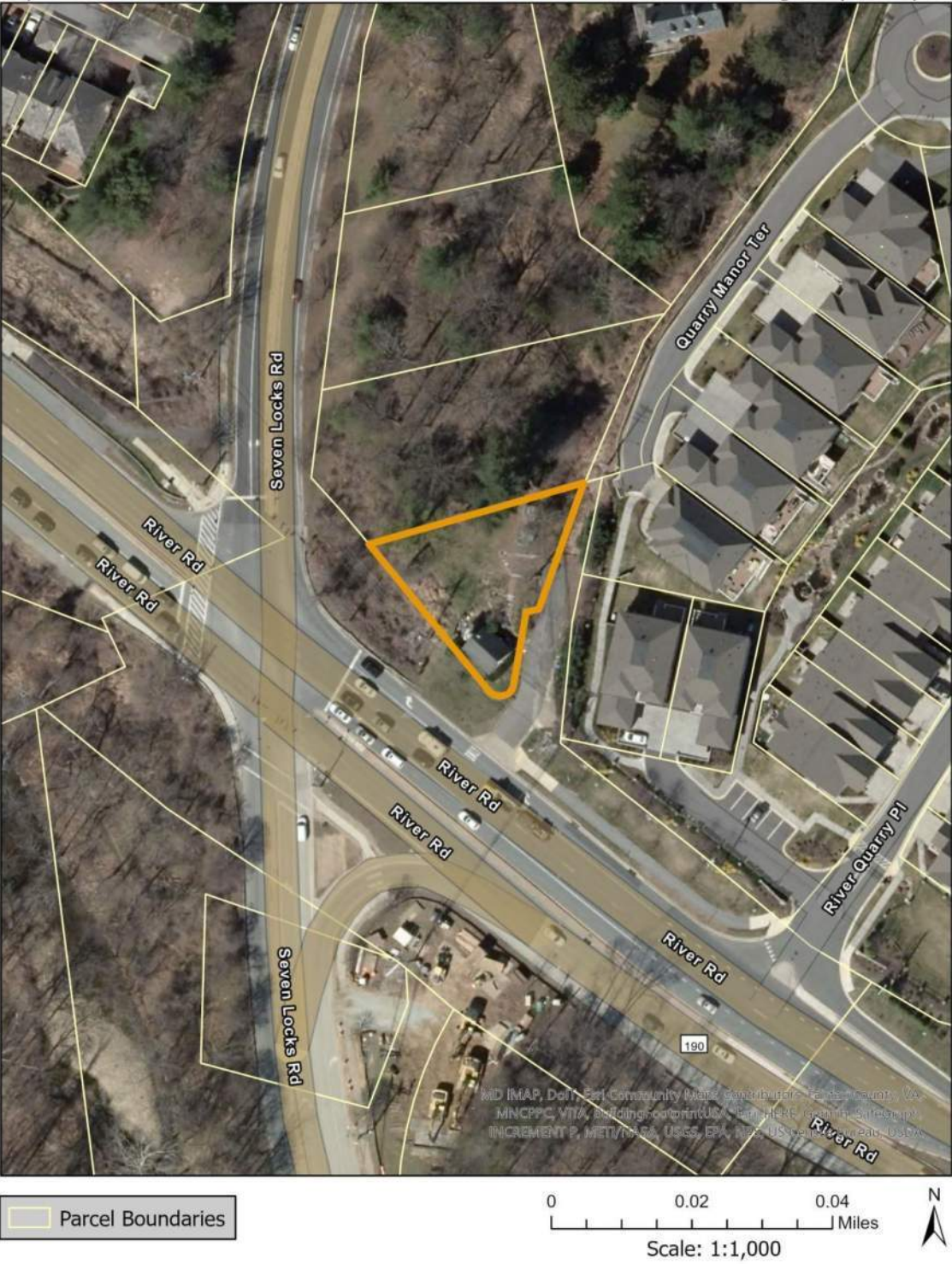
USGS 7.5' Quadrangle - Falls Church



Magruder Blacksmith Shop

Location: 7835 River Road
City: Bethesda

Montgomery County





Oblique view showing east elevation and south facade along River Road



North elevation showing new roof with dormer additions



South facade along River Road



Detail of new tilted plate roof design

M: 29-40

Magruder Blacksmith Shop

PHOTO LOG

Number of Photos: **4**

Name of Photographer: **Anne E. Bruder**

Date of Photographs: **2021-06-17**

Location of Original Digital File: **MHT**

File Format: **M: 29-40_2021-06-17_01.tif... etc.**

Photographs inserted on continuation sheets:

M: 29-40_2021-06-17_001

Oblique view showing east elevation and south facade along River Road

M: 29-41_2021-06-17_002

North elevation showing new roof with dormer additions

M: 29-40_2021-06-17_003

South facade along River Road

M: 29-40_2021-06-17_004

Detail of new tilted plate roof design

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

Property Name: Malcolm King Park

Address: 1200 West Side Drive

City: Gaithersburg

Zip Code: 20878

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): Multiple

Tax Map Number: Multiple

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Malcolm King Park is a 78.25-acre, stream valley park owned by the City of Gaithersburg. The park is bounded to the north, west, and southwest by residential developments and the southeast by commercial development. I-270 runs along the northeast boundary, and I-370 on the southeast. Northeast of the park and I-270 is the city-owned Morris Park, and west of Muddy Branch Road is a property owned by the Izaak Walton League of America, a national conservation organization. Malcolm King Park is mostly undeveloped with forested hills that line both sides of the Muddy Branch stream valley. Park features included paved and unpaved hiking trails, one basketball court, two tennis courts, and two playground areas, as well as culverts, pedestrian bridges and a dam. There are two primary access points to the park—one at 1200 West Side Drive, at the end of a multi-family residential cul-de-sac, and one at the north end of School Drive, also in a multi-family residential area.

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

Malcolm King Park

South of Coral Reef Drive is a concrete dam constructed prior to 1979, when it first appears on aerial maps. The dam regulates the flow of the Muddy Branch, and has tall concrete abutments topped with a black chain-link fence. Rip rap has been placed on the west side of the dam on the north and south ends to prevent erosion. A large modern playground is at the eastern entrance (1200 West Side Drive). It has several plastic and metal pieces of play equipment set in mulched area contained by wooden railroad ties. Near the playground is a modern brick monument sign with the park name and address in the central wooden signboard, as well as a plaque honoring Malcolm King. At the western entrance (1 School Drive) is a small park sign supported by two wooden posts that is mounted in a raised wooden bed with ornamental plantings. A circa 1980s asphalt basketball court and grass field are located on the north side of the park, southwest of the Brighton Village Apartments. Two circa 1980s tennis courts are in the south side of the park at the north end of Washingtonian Boulevard.

Hiking trails, both asphalt and unpaved, wind through the park. Some trails are lined with wooden post-and-rail fencing, while other areas have black chain-link fencing. There is a metal pedestrian bridge over Muddy Branch at the north end of School Drive that connects the southern residential neighborhoods to the park. There are two concrete-arch pedestrian bridges with metal railings in the park—one just west of the dam, and one southwest of the West Side Drive park entrance. Along the trail there are brown composite benches with black metal supports. There are two concrete culverts running under the paved trail in the eastern side of the park. Black chain-link fencing runs along the trail over the culverts. The western culvert is supported by concrete retention walls, and the banks are lined with rip rap to prevent erosion and control flooding. The eastern culvert is large to accommodate a heavier flow of water but is also supported by a concrete retaining wall. Access point sewer structures are visible along the southern boundary of the park near an area currently being developed.

The City of Gaithersburg first acquired land for a Muddy Branch stream valley park in May 1966. The area surrounding the current park was mostly rural until 1970, when residential development first appears on aerial maps. While there are no buildings within Malcolm King Park, there are multiple structures and amenities. It is unclear how the parkland was used during the 1970s, but it is possible that trails were created soon after the city acquired the property. According to the Washington Post, the City of Gaithersburg received a \$108,000 grant to develop Muddy Branch Park in 1980 (Washington Post, July 10, 1980, MD11). These grant funds may have led to the construction of the tennis and basketball courts, and the grass field and playground that appear on aerial maps between 1981 and 1989. In the mid-1990s, the stream valley park was named for Malcolm E. King who worked for the Maryland Department of Natural Resources and spearheaded many early conservation efforts in Maryland. Malcolm King Park continues to be owned by the City of Gaithersburg and used as a stream valley park.

Malcolm King Park was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C as a stream valley park. The resource was not evaluated for eligibility under Criterion D.

Malcolm King Park is a stream valley conservation park developed in the mid-twentieth century. The park is typical of the type commonly found throughout suburban Washington, DC, and has no significant association with important historical trends, such as the environmental movement and local planning initiatives. Therefore, Malcolm King Park is not eligible for the NRHP under Criterion A.

Malcolm King Park

Although the park has been named for a prominent figure known for his leadership in environmental protections, the park itself is not directly associated with Malcolm King or any other individual who has made a significant contribution to history, and is therefore not eligible for the NRHP under Criterion B.

Malcolm King Park primarily consists of protected natural landscapes and contains few built resources. Those few man-made resources do not embody the distinctive characteristics of a type, period, or method of construction. They are not the work of a master and do not possess high artistic value. The park is not an early example or one of the last intact examples of its resource type. Therefore, Malcolm King Park is not eligible for the NRHP under Criterion C.

Based on the evaluation criteria, Malcolm King Park is not eligible for the NRHP under Criterion A, B or C.

The boundary for the property encompasses 78.25 acres and sits on multiple parcels found on Montgomery County Tax Maps.

References

Bliss, DeWitt, "Malcolm E. King, conservationist," The Baltimore Sun, June 11, 1994. Accessed February 15, 2019 <http://www.baltimoresun.com/news/bs-xpm-1994-06-11-1994162013-story.html>

Caplan, Nora H., "Fitness Trails: Inviting Places to Loosen Up and Tune it Up," The Washington Post, November 4, 1983, W9. ProQuest.

City of Gaithersburg, "Malcolm King Park." Accessed February 15, 2019 <https://www.gaithersburgmd.gov/recreation/parks-fields/malcolm-king-park>

----- "Malcolm King Park." Plaque at 1200 West Side Drive park entrance.

"Gaithersburg Raises Its 1980-81 Budget," The Washington Post, July 10, 1980, MD11. ProQuest.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2019.

Montgomery County Land Records, mdlandrec.net, accessed June 3, 2019.

Netronline, "Historic Aerials," <https://www.historicaerials.com/>, accessed June 3, 2019.

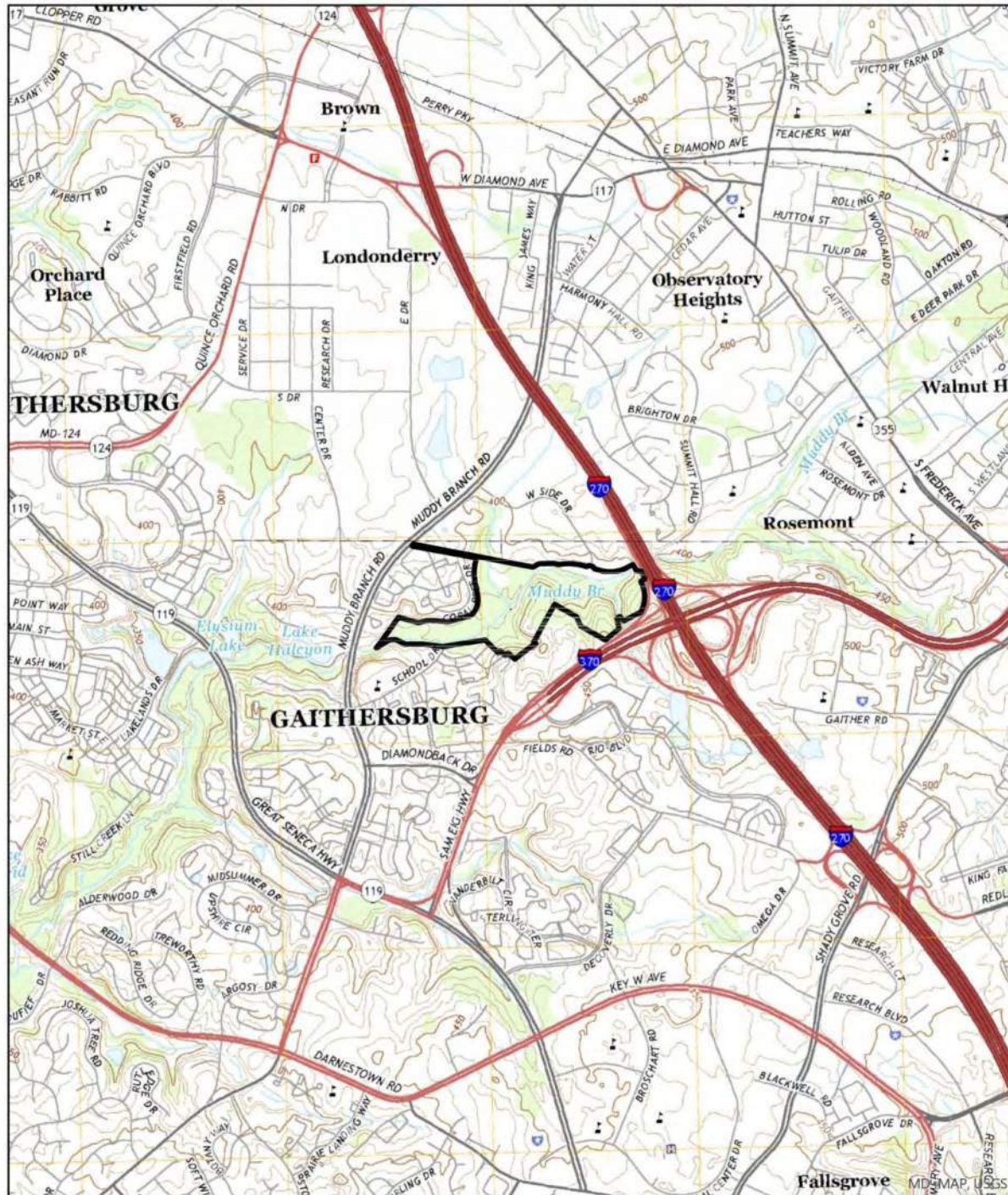
Malcolm King Park

Malcolm King Park

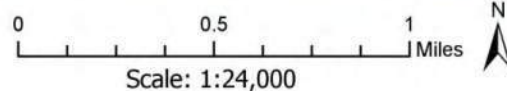
Location: 1200 West Side Drive

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Rockville



Malcolm King Park



Dam, looking southeast.



Walking trail, looking south.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Manchester Estates

Inventory Number: PG:76B-87

Address: Southeast of the I-495 and Branch Avenue Interchange

Historic District: Yes

City: Camp Springs

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0098

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Aug 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation:

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Manchester Estates is a planned residential development located southeast of the I-495 and Branch Avenue interchange in Suitland. The neighborhood is bounded on the southwest by Deer Pond Lane, on the northwest by Manchester Drive and newer residential neighborhoods to the northeast and southeast. The approximately 46.84-acre subdivision contains 41 single-family dwellings on lots ranging between 0.41 and 2.07 acres. Individual lots are evenly graded or moderately sloped with tree coverage, plant beds, and bushes. All residential lots feature a paved-asphalt or concrete driveway and are occasionally fenced. Manchester Estates has four streets, with Manchester Drive being the main thoroughfare through the development. Secondary resources include sheds. Brick pillars mark the entrance to the subdivision at the intersection of Manchester Drive and Old Branch Avenue.

Description:

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

Manchester Estates is a planned residential development platted in June 1949 with single-family dwellings primarily constructed between 1948 and 1967. The streets are curvilinear; Manchester Drive serves as the main north-south thoroughfare, and Ridgcroft Drive, Windsor Court, and Gunston Drive intersect it. Most houses are variations of the Ranch and Split forms with some modest Colonial Revival-style elements. A few examples of recent construction are also present (e.g., 5408 Ridgcroft Drive and 5302 Manchester Drive).

Dwellings are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement. They are typically clad in brick veneer, but other cladding includes stone or stretcher-bond brick veneer, or a combination of materials. Roofs are cross gabled, side gabled, or hipped and sheathed in asphalt shingles. Houses have either an exterior-end brick or stone chimney or an interior brick chimney.

The location of primary entrances on the façade vary, but they all contain a single-leaf wood or fiberglass door, often with a storm door. Entrances are accessed by entry porches or concrete stoops. Original windows are eight-over-eight, wood-frame, double-hung-sash or wood-frame bow or bay units; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters flanking windows on the façade are common. Many dwellings have attached garages. Additions are typically at the rear or side elevation and in scale with the building's core.

Historic Context:

In December 1946, Edson W. and Louise Briggs and Minnie L. and Harvey L. Raul sold 67.62 acres to Dewey M. and Mary M. Freeman (Prince George's County Deed Book [PGCDB] 892, 289; Prince George's County Plat Book [PGCPB] WWW 33, 72-73). The Freemans created two plats for Manchester Estates in June 1949; one to the east of the current Branch Avenue and one to the west. The construction of I-495 and the realignment of Branch Avenue in the mid-1950s further divided the subdivision. The western section comprises seven brick houses previously evaluated as the Old Branch Avenue Houses (PG:76B-80). These houses are physically separated and stylistically distinct from the houses on the east side of Branch Avenue and are not included in the Manchester Estates boundary (PGCPB WWW 33, 72-73).

Following the platting, research suggests that the Freemans either sold empty lots to buyers, such as Joseph E. and Madeline C. Mitchell who bought several lots on present-day Old Branch Road, or contracted builders, such as Ben W. Wilson, to construct houses which the Freemans would then sell (The Evening Star 1950, B-5; PGCDB 2301, 249). Most houses were built between 1948 and 1965; however, development throughout the subdivision was sporadic and continued throughout the early-twenty-first century.

The earliest advertisements for the subdivision are for empty 0.5- or nearly 1-acre lots sold by Dewey M. Freeman (The Evening Star 1949, E-11). Newspaper ads between 1951 and 1954 touted it as an exclusive community with all dwellings custom or individually designed. Houses had large living rooms, fireplaces, multiple bedrooms, and outdoor landscaping. Prices in the early 1950s ranged from \$22,500 to \$26,500. In addition to selling the empty lots, Freeman served as realtor for many of the first-developed properties within the subdivision (The Evening Star 1952, B-11). In the mid to late 1960s, house prices ranged from \$35,000 to around \$65,000 and advertisements for these later residences noted the peaceful area with large lots, two-car garage, central air conditioning system, and add-ons, such as recreational rooms with bars and fireplaces (The Evening Star 1963, B-5; 1967, G-22).

Dewey M. Freeman was involved in Prince George's County real estate from the 1940s to the 1970s, primarily as a real estate agent. In 1948, he was elected as president of the Real Estate Board in Prince George's County and was listed as the seller for many individual houses in southern Prince George's County in the decades following WWII (The Evening Star 1947a, B-10; 1947b, E-9; 1948, B).

Evaluation:

Manchester Estates was evaluated as a planned residential development in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Because the developer, Dewey M. Freeman, desired a collection of custom-built dwellings, Manchester Estates does not have an overall cohesive look or feel and as such is not a good example of a planned residential development in Maryland. The development did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Manchester Estates is not eligible under Criterion A.

Although Dewey M. Freeman was involved in Prince George's County Real Estate throughout the third quarter of the twentieth century, he had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The development's Ranch and Split forms include standard features typical of the period and demonstrate only modest Colonial Revival-style details. Individually and as a whole, this group of houses does not reflect the work of master architects, nor do they exhibit outstanding materials and forms. Because Manchester Estates is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Manchester Estates was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 46.84-acres bounded on the southwest by Deer Pond Lane, on the northwest by Manchester Drive and newer residential neighborhoods to the northeast and southeast, as defined in Prince George's County Plat Book WWW 16, page 73 on Prince George's County Plat Tax Maps 0098.

References:

- The Evening Star. 1947a. "Near Camp Springs, MD." May 4, 1947, B-10.
---1947b. Advertisements. July 27, 1947, E-9.
---1948. "Freeman Heads County Real Estate Board." December 21, 1948, B.
---1949. "Rambler Site." July 24, 1949, E-11.
---1950. "Manchester Estates." June 12, 1950, B-5.
---1952. "Manchester Estates." September 13, 1952, B-11.
---1963. "5412 Manchester Drive in the Heart of Beautiful Manchester Estates." September 28, 1963, B-5.
---1967. "Open Andrews Area Manchester Estates." July 9, 1967.

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

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

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed July 12, 2019. <http://www.mdlandrec.net/>.

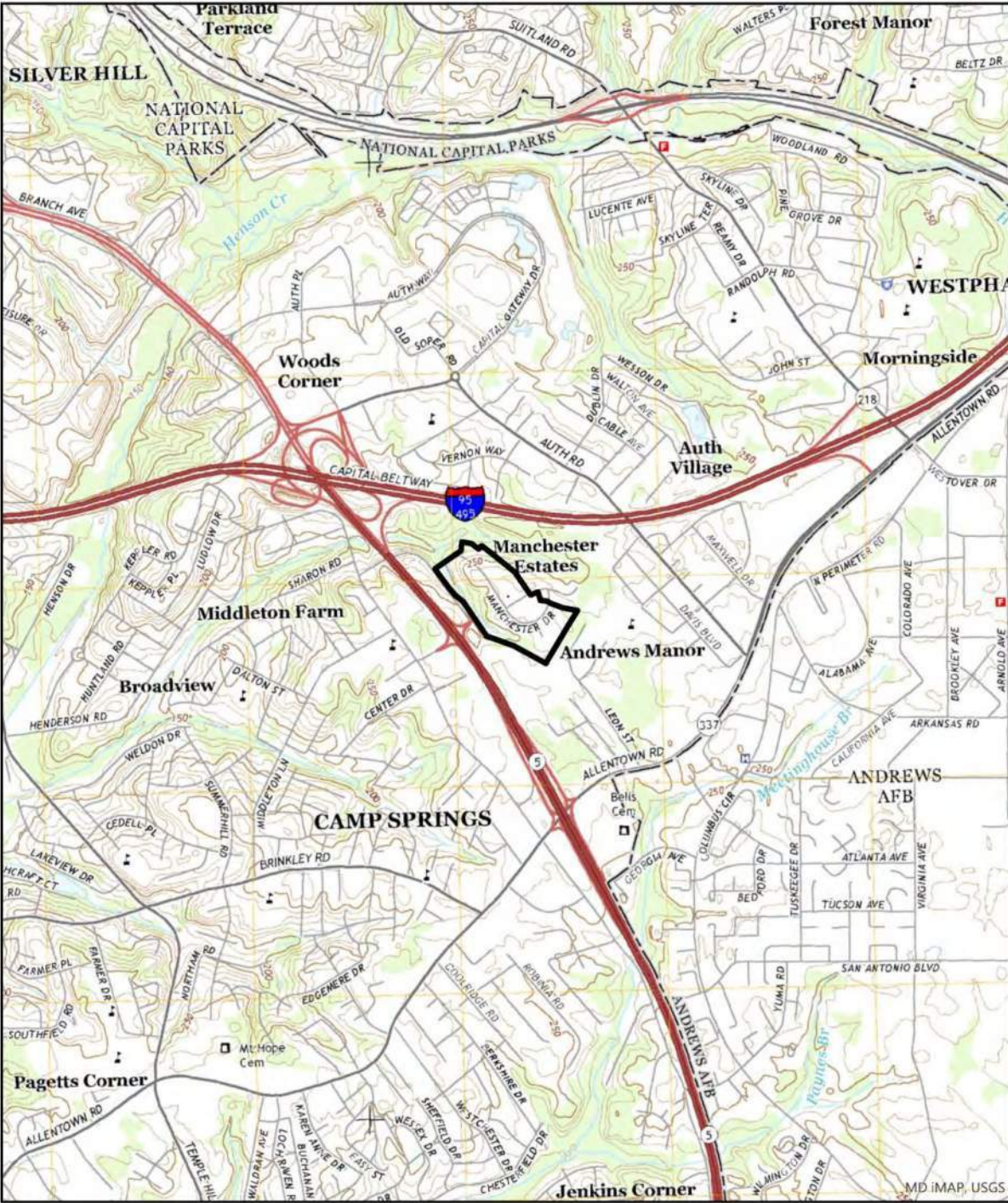
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed July 12, 2019. <http://plats.net/pages/index.aspx>.

Manchester Estates

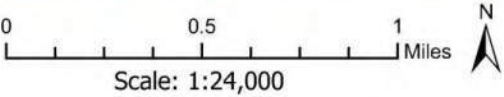
Prince George's County

Location: Southeast of the I-495 and Branch Avenue Interchange

City: Camp Springs



USGS 7.5' Quadrangle - Anacostia



Manchester Estates

Prince George's County

Location: Southeast of the I-495 and Branch Avenue Interchange

City: Camp Springs





5303 Manchester Drive, north elevation.



5321 Manchester Drive, north oblique.



5400 Manchester Drive, southwest elevation.



5404 Manchester Drive, southwest oblique.



Windsor Court streetscape, looking south.



5406 Gunston Lane, southeast oblique.



Manchester Avenue streetscape, looking north.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **04/24/2019**

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

File Format: **PG:76B-87_04/24/2019_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

5303 Manchester Drive, north elevation.

02.tif

5321 Manchester Drive, north oblique.

03.tif

5400 Manchester Drive, southwest elevation.

04.tif

5404 Manchester Drive, southwest oblique.

05.tif

Windsor Court streetscape, looking south.

06.tif

5406 Gunston Lane, southeast oblique.

07.tif

Manchester Avenue streetscape, looking north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Markwood

Inventory Number: M: 26-75

Address: Potomac Valley Road at Leonard Court and Marcus Court

Historic District: Yes

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR21

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The planned residential development known as Markwood is bounded by New Mark Commons (M: 26-40) on the east, on the south by Potomac Valley Nursing and Nursing Center and 270, on the north by Maryland Avenue, and on the west by I-270. Markwood comprises two curvilinear cul-de-sacs (Marcus Court and Leonard Court) as well as eleven properties along Potomac Valley Road: 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 1216, 1220, and 1224. Markwood

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

encompasses approximately 11.5 acres and includes 35 single-family dwellings on residential lots ranging between 0.02 and 0.42 acre. Sidewalks front all properties in the development and streetlamps are present on Marcus Court and Leonard Court. Individual lots have grassy lawns with bushes and moderate tree coverage. Some rear yards are fenced. Other lots are sloped which allows for a basement garage. A few secondary buildings are present (i.e., sheds and carports).

Description:

Markwood contains single-family dwellings constructed between 1968 and 1977, with the majority built in 1968. The streets are curvilinear, following the natural setting. The resources in Markwood are primarily Split-Level, Ranch, and Two-Story Massed forms with Colonial Revival attributes. One and two-car attached garages are primarily used. Carports are also common. All driveways are either concrete or asphalt in material.

Most dwellings in Markwood are either one to two-stories and primarily five bays wide. A majority are clad in stretcher-bond brick veneer on primary elevations with vinyl siding on secondary elevations; others, such as 9 Leonard Court, features both stretcher-bond brick veneer and vinyl siding on the primary elevation. Most rooflines are side gabled with asphalt shingles. One side gambrel roof exists; this dwelling also features dormers (11 Leonard Court). Most houses have exterior end, brick chimneys. Colonial-Revival details range from pedimented and columned entry-porches, use of double-hung sashes, and attention to symmetrical detailing.

Primary entrances are usually set in the center of the façade and feature single-leaf paneled wood or vinyl doors and in some cases, round fanlights or transom lights are present. Metal storm doors are common in Markwood. One double-leaf paneled wood or vinyl door was observed (13 Marcus Court) as was one original paneled wooden door (1193 Potomac Valley Road). The primary entrance on Split-Level houses is at the center of the façade and features single-leaf paneled wood or vinyl doors (13 Marcus Court). Most windows in Markwood are one-over-one, double-hung-sash vinyl replacement windows, although a few original fixed sash windows remain, such as at 1193 Potomac Valley Road. Most dwellings have fixed shutters. Additions are rare in Markwood, but usually comprise either a basement level garage (1212 Potomac Valley Road) or an extension of the Ranch form (9 Marcus Court).

Historic Context:

Construction in Markwood began in 1967 (The Washington Post 1967, E8). The property was developed by Yeonas Company, a Greek, family-owned development corporation which eventually became part of Odlin Corporation in 1969 (Willmann, John, The Washington Post 1969, E1). Benjamin Shapiro was the architect (The Washington Post 1967, E8). Yeonas Company was an influential developer in the Washington, D.C., metropolitan area. It was

estimated that the firm constructed 12,000 houses at the death of Constantine Yeonas, the president of the company, in 1990 (The Washington Post 1990, B06). In addition to Markwood, developments by Yeonas, as shown on a 1968 map of suburban Washington, D.C., include Dolley Madison Estates, Flower Valley, Walnut Hill, and Waverly (The Washington Post 1968a, D22). Throughout their lives, brothers Constantine and Stephen were advocates for growth in the area (The Washington Post 1968b, D8; Yeonas, Gus, The Washington Post 1976, F14). During a time of high demand for suburban housing and increased prices, Yeonas promoted suburban design with affordable prices (The Washington Post 1976, F14).

Although Markwood was in proximity to New Mark Commons (M: 26–40), there is no evidence to support a connection between the two developments. In advertisements, the development marketed five different Colonial Revival-style models with Split-Level, Two-Story Massed, or Ranch forms. Prices ranged from \$35,150 to \$41,250. Houses included the following: two modern gas ovens, paneled recreation room, central air conditioning, a central vacuum cleaning system, a garage or carport, a gaslight on the front lawn, easy-to-maintain aluminum siding, a brick fireplace, and underground utilities and wiring (The Evening Star 1968, D12; The Evening Star 1969, C7). No neighborhood amenities were listed, such as a communal club or pool, but the convenient proximity to the Montgomery Mall shopping center, Cabin John Park, Great Falls Recreation Center and Golf Course, good schools, and Lakewood Country Club are all listed in advertisements (The Evening Star 1968, D12).

Evaluation:

Markwood was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961 – 1980)" and National Register of Historic Places (NRHP) Criteria A, B, and C. When New Mark Commons' (M: 26-40) NRHP nomination was originally written in 2016, the area now known as Markwood was included within those boundaries, and houses associated with Markwood were listed as non-contributing resources. However; since that nomination, the boundaries for New Mark Commons have been redrawn and reduced, and Markwood is no longer within the NRHP-boundary.

Markwood is a typical example of a planned residential development from the late 1960s in suburban Maryland. The development is neither an early example nor the last of its kind, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developers from Yeonas Corporation involved in the construction of Markwood worked throughout the Washington, D.C., metro area to develop single-family subdivisions. While they worked extensively in this area, they had no real significant influence on suburbanization in

Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Markwood is a modest and basic example of a planned residential development, created by a developer with a limited selection of five house models. The subdivision is adjacent to a large existing development (New Mark Commons [M: 26-40]) and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Split-Level, Ranch, and Two-Story Massed houses include standard features typical of the period and demonstrate common Colonial-Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Because Markwood does not convey any distinctive characteristics or artistic value, the property is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 11.5 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map GR21 and also as seen in Montgomery County plat records 8139, 8140, and 6908.

References:

The Evening Star. 1968. "Grand Opening of the first Yeonas Homes." Advertisement. September 27, 1968: D12.

--- 1969. "Yeonas Homes at Markwood in Rockville, Md." Advertisement. January 10, 1969: C7.

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

Montgomery County Plat Book (MCPB). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 10, 2018. <http://www.msa.md.gov>.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 26-40). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 1967. "Markwood Models Open." May 20, 1967: E8.

--- 1968b. "Yeonas Increases Firm's Pace." May 11, 1968: D8.

--- 1968a. "This Way to the Washington Post Homes of '69". Advertisement. September 21, 1968: D22.

--- 1990. "Constantine G. 'Gus' Yeonas Va. Developer, Dies at 73." June 2, 1990: B06.

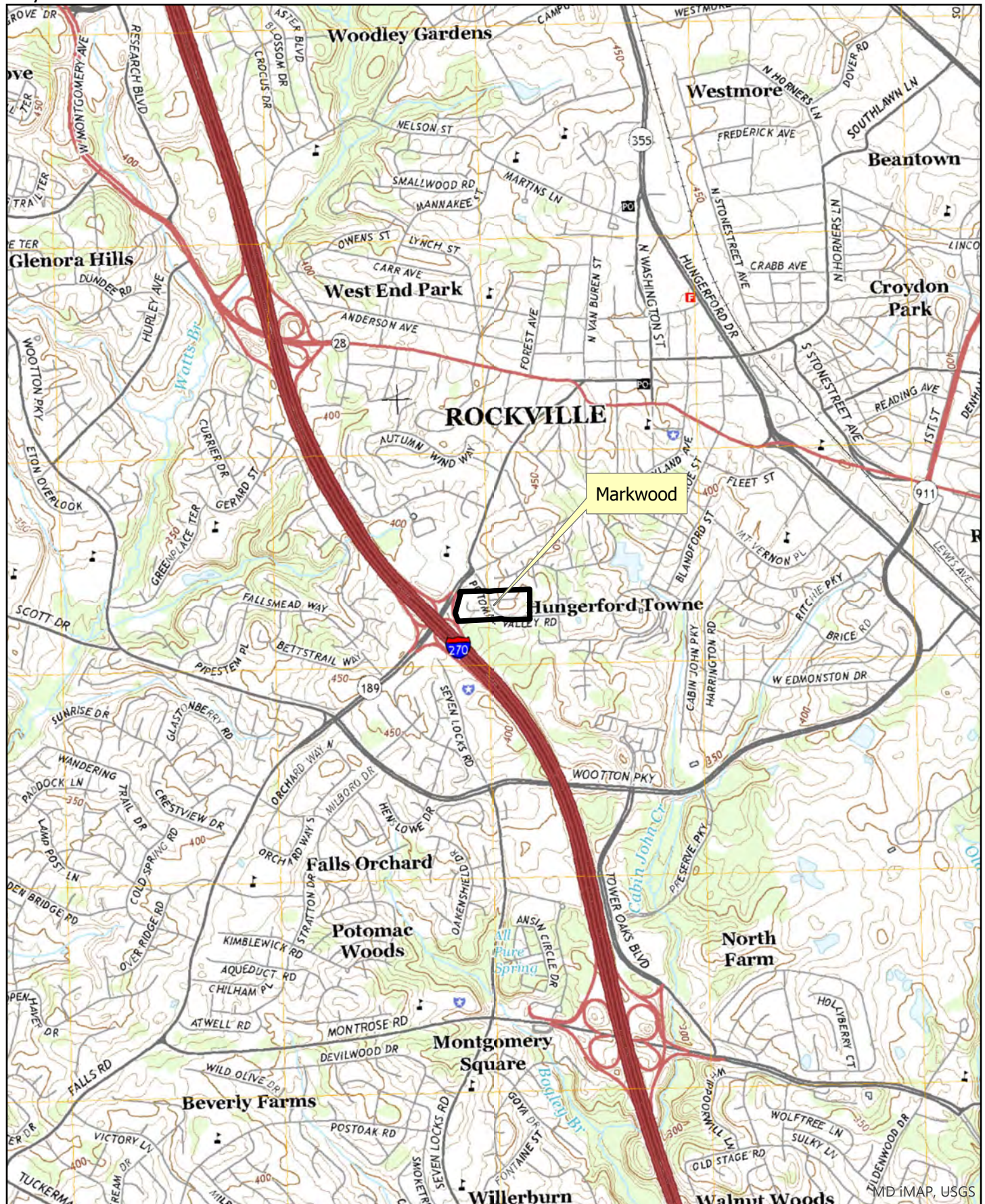
Willmann, John B. 1969. "Builder Yeonas Views Housing with Optimism." The Washington Post. September 20, 1969: E1.

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

Markwood

Location: Potomac Valley Road at Leonard Court and Marcus Court
City: Rockville

MIHP#: M: 26-75
Montgomery County



Markwood

Location: Potomac Valley Road at Leonard Court and Marcus Court
City: Rockville

MIHP#: M: 26-75
Montgomery County



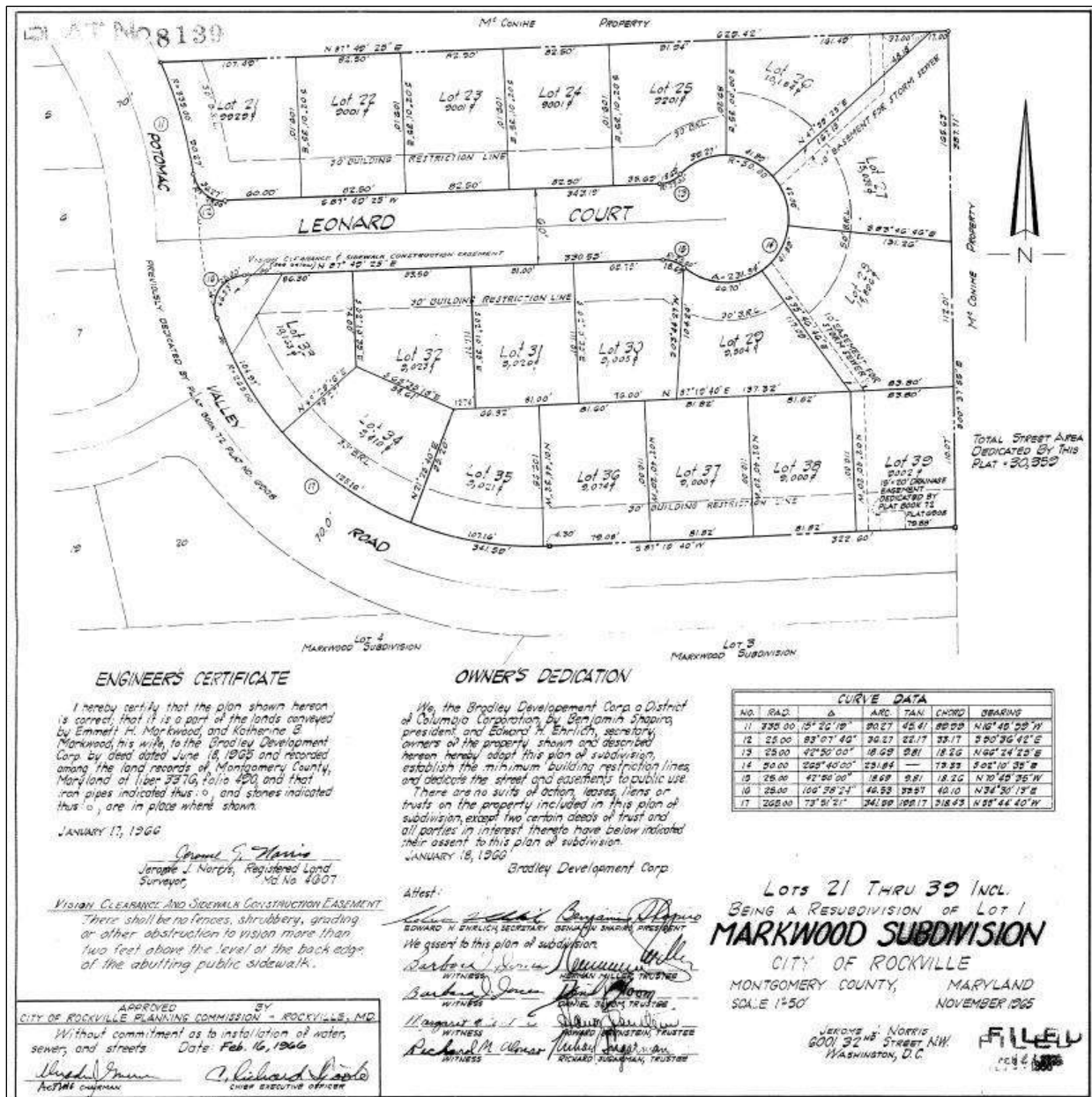
Parcel Boundaries

0 0.05 0.1 Miles
Scale: 1:3,000



Markwood (M: 26-75)

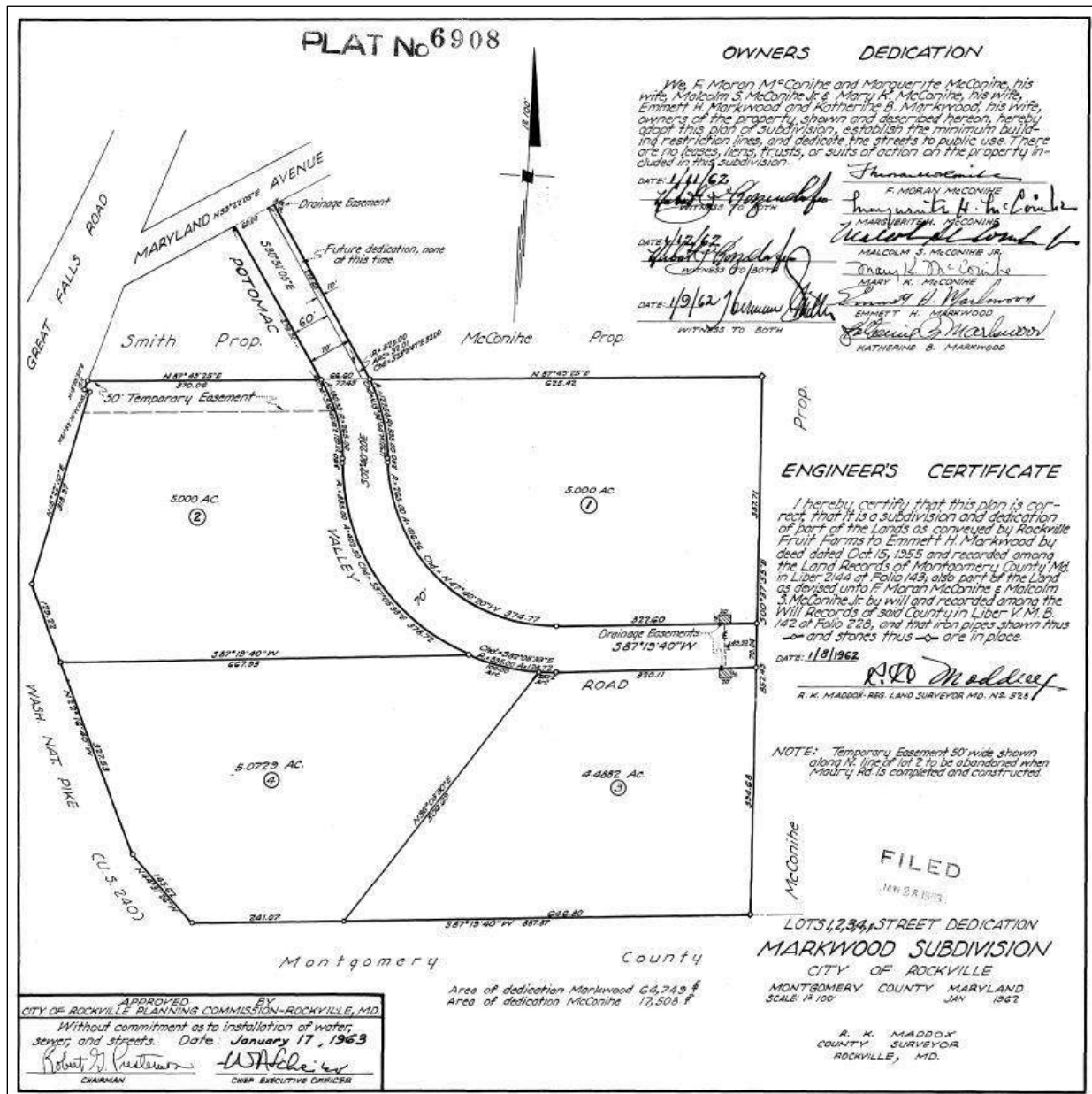
1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road
Rockville, Montgomery County, Maryland



1966 plat of Markwood, lots 21 - 39, resubdivision of lot 1, (Montgomery County Plat [MCP] 8139).

Markwood (M: 26-75)

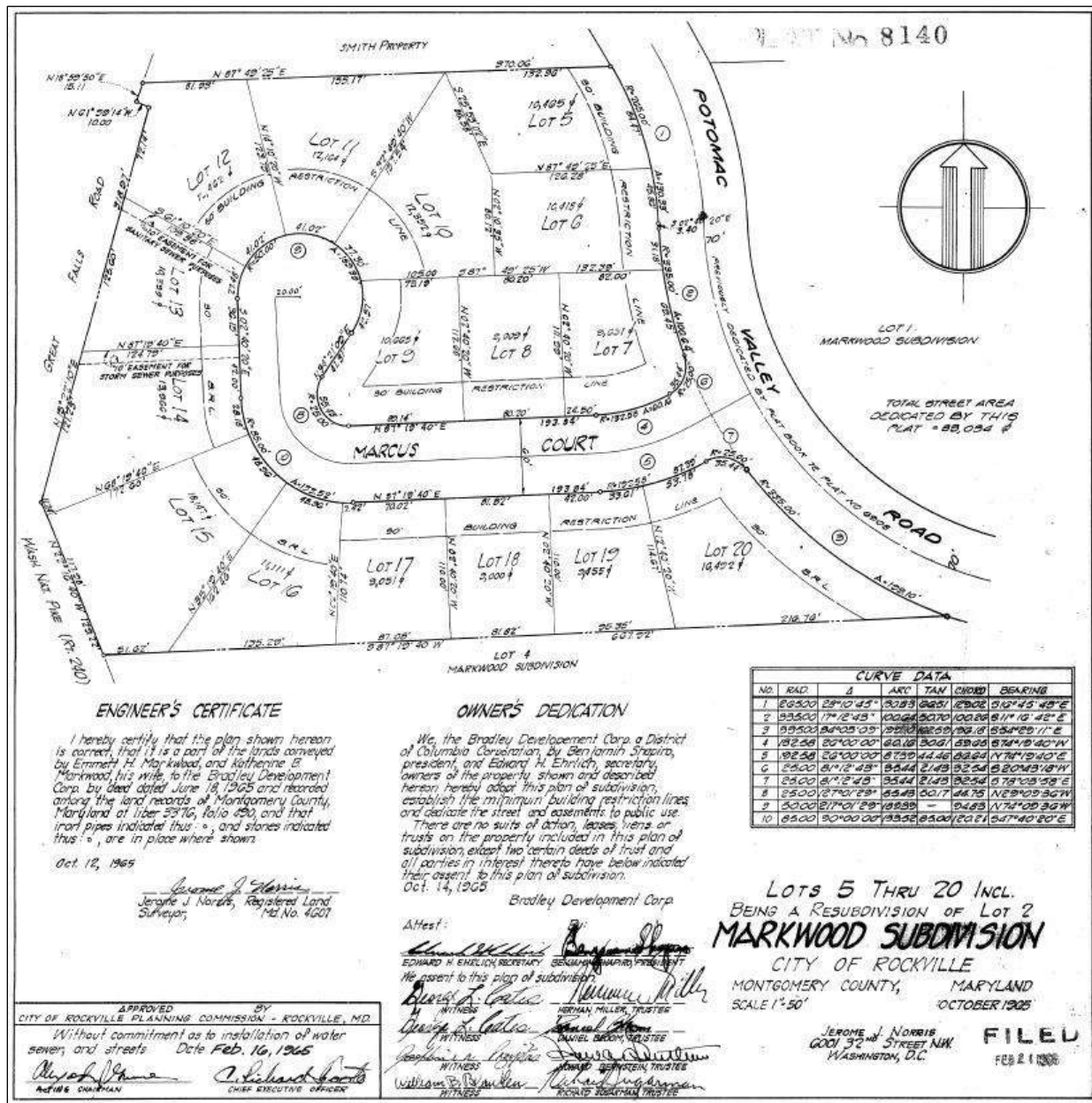
1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road
Rockville, Montgomery County, Maryland



1963 plat of Markwood, lots 1 -4, street dedication (MCP 6908).

Markwood (M: 26-75)

1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road
Rockville, Montgomery County, Maryland



1966 plat of Markwood, lots 5 - 20, resubdivision of lot 2 (MCP 8140).

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 1



Photo 1 of 17: Streetscape of Leonard Court, looking east.



Photo 2 of 17: Northeast oblique of 11 Leonard Court.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 2



Photo 3 of 17: View of 12 Leonard Court, looking northwest.



Photo 4 of 17: View of 2 Leonard Court, looking southeast.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 3



Photo 5 of 17: View of Leonard Court cul-de-sac, looking east.



Photo 6 of 17: View of 9 Leonard Court, looking north.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 4



Photo 7 of 17: View of 8 Leonard Court, looking northeast.



Photo 8 of 17: View of 8 Leonard Court and 7 Leonard Court. looking northeast.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 5



Photo 9 of 17: Streetscape of Leonard Court, looking east.



Photo 10 of 17: View of 11 Leonard Court, looking north at front elevation.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 6



Photo 11 of 17: View of 1193 Potomac Valley Road, looking west.



Photo 12 of 17: View of 13 Marcus Court, looking south.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 7



Photo 13 of 17: View of Potomac Valley Road, featuring 1208 and 1212 Potomac Valley Road, looking north.



Photo 14 of 17: View of Marcus Court cul-de-sac, featuring 5 Marcus Court, looking northwest.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 8



Photo 15 of 17: View of 9 Marcus Court, looking southwest.



Photo 16 of 17: View of 4 Marcus Court, looking northeast.

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 9



Photo 17 of 17: View of Marcus Court, looking west.

PHOTO LOG

Name of Property: Markwood

Name of Photographer: Katherine Watts and Heather Dollins Staton

Date of Photographs: 10/3/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 17:

Streetscape of Leonard Court, looking east.

M; 26-75_2018-10-03_01.tif

Photo 2 of 17:

Northeast oblique of 11 Leonard Court.

M; 26-75_2018-10-03_02.tif

Photo 3 of 17:

View of 12 Leonard Court, looking northwest.

M; 26-75_2018-10-03_03.tif

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 10

Photo 4 of 17:

View of 2 Leonard Court, looking southeast.

M; 26-75_2018-10-03_04.tif

Photo 5 of 17:

View of Leonard Court cul-de-sac, looking east.

M; 26-75_2018-10-03_05.tif

Photo 6 of 17:

View of 9 Leonard Court, looking north.

M; 26-75_2018-10-03_06.tif

Photo 7 of 17:

View of 8 Leonard Court, looking northeast.

M; 26-75_2018-10-03_07.tif

Photo 8 of 17:

View of 8 Leonard Court and 7 Leonard Court. looking northeast.

M; 26-75_2018-10-03_08.tif

Photo 9 of 17:

Streetscape of Leonard Court, looking east.

M; 26-75_2018-10-03_09.tif

Photo 10 of 17:

View of 11 Leonard Court, looking north at front elevation.

M; 26-75_2018-10-03_10.tif

Photo 11 of 17:

View of 1193 Potomac Valley Road, looking west.

M; 26-75_2018-10-03_11.tif

Photo 12 of 17:

View of 13 Marcus Court, looking south.

M; 26-75_2018-10-03_12.tif

Photo 13 of 17:

View of Potomac Valley Road, featuring 1208 Potomac Valley Road, looking north.

M; 26-75_2018-10-03_13.tif

Photo 14 of 17:

View of Marcus Court cul-de-sac, featuring 5 Marcus Court, looking northwest.

M; 26-75_2018-10-03_14.tif

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

Inventory No M: 26-75

Name Markwood
Continuation Sheet

Number Photos Page 11

Photo 15 of 17:

View of 9 Marcus Court, looking southwest.

M; 26-75_2018-10-03_15.tif

Photo 16 of 17:

View of 4 Marcus Court, looking northeast.

M; 26-75_2018-10-03_16.tif

Photo 17 of 17:

View of Marcus Court, looking west.

M; 26-75_2018-10-03_17.tif

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

Property Name: Marlo Furniture Warehouse and Showroom (Forestville)

Address: 3300-3312 Marlo Lane

City: Forestville

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0000

Tax Map Number: 0089, 0090

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 27, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Marlo Furniture Warehouse and Showroom (Forestville) is an L-shaped warehouse and strip center with no architectural style that is now known as Marlo Plaza. The original rectangular-plan warehouse was constructed in 1974 at the northeast corner of Forestville Road and Pennsylvania Avenue. Between 1978 and 1980 a rectangular plan addition was constructed on the northeast end of the building's northwest façade, and between 1989 and 1995, a strip center wing was constructed to the northwest of the first addition. The northeast-southwest axis-oriented building occupies the northeast, northwest, and southeast portions of the 10.98-acre property that is surrounded by single-family dwellings and commercial buildings. An asphalt parking lot with landscaped islands is in the southwest corner; a second lot enclosed by chain link fencing is in the southeast corner. The property has grass, bushes and trees along the roads and a concrete drainage channel along the southwest side of the property. A driveway on Marlboro Pike connects the road to the southwest asphalt parking lot; an additional driveway connects that lot to the parking lot of the adjacent strip center to the northwest. Gated driveways connect the southeast parking lot to Marlboro Pike and to the

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

Marlo Furniture Warehouse and Showroom (Forestville)

southwest parking lot. Grass and small planting beds with shrubs surround the building; metal bollards, metal flag poles, light standards, metal-and-plastic business signs, and concrete pedestrian walkways are also located on the property. Grass surrounded by a wood fence is located at the west elevation of the strip center wing. A wood-fenced dumpster enclosure is located at the northeast elevation of the strip center wing. A tall monument sign with multiple business names is along Forestville Road.

The warehouse and strip center is one story with a flat roof. The southeast warehouse is taller than the northwest strip center.

The tall, one-story warehouse building likely rests on a concrete slab and is clad in painted rectangular concrete panels over a concrete-block base. The main entrance is located at the connection between the warehouse and the strip center and is angled to face west, opening onto a concrete pedestrian walkway. The entrance consists of two paired metal-and-glass doors surrounded by a metal window wall flanked by modern light fixtures and sheltered by a concave metal canopy projecting from the building. The entrance is clad in running-bond brick and synthetic stucco. A large sign at the roofline reads "MARLO." A metal door is southeast of the entry on the southwest elevation of the rectangular addition. The northwest façade has 18 loading docks of various sizes, four metal-and-glass roll-up garage doors, and one single metal door. The entrances are sheltered by a projecting metal canopy with square light fixtures. The first two loading docks are within a rectangular projection that also has a roll-up garage door. Three metal flag poles are attached to the roof above the projecting bays. On the southwest elevation is a single metal door accessed by a concrete staircase with metal railing flanked by a metal-and-plastic rectangular light fixture. A large sign is near the roofline west of the door. Due to access restrictions, survey of the southeast elevation was done from the public right-of-way. Six loading docks of varying sizes and one single metal door are visible on the elevation. At a notch in the southeast corner of the warehouse is a small one-story, concrete-block, flat-roofed addition built between 1981 and 1988 with a single metal door on its southeast elevation. The northeast elevation has four single metal doors. At the roof line of the façade and southwest elevations is a projecting metal lattice holding light fixtures to illuminate the building's exterior.

The irregularly shaped, one-story strip center wing likely rests on a concrete-block foundation and is clad in rusticated concrete block. A synthetic-stucco-clad projection with decorative metal detailing supported by round columns creates a covered pedestrian walkway along the southwest and west elevations. Back-lit, metal-and-plastic business signs are on the front face of the parapet. Individual store entrances consist of single or paired metal-and-glass doors with transoms flanked by multi-light metal-and-glass storefront windows. One paired door entrance on the southwest elevation also has a fabric-and-metal awning. The northwest elevation consists of two five-light, metal-and-glass storefront windows. Three single metal doors, one below grade and accessed by a concrete staircase with metal railings, are located on the northeast elevation.

Marlo Furniture Warehouse and Showroom (Forestville) is an altered example of a mid-twentieth-century warehouse commonly found throughout Maryland. The property is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered with the construction of two additions between 1981 and 1995 on the northeast end of the building's façade. It does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

NR-ELIGIBILITY REVIEW FORM

Marlo Furniture Warehouse and Showroom (Forestville)

The boundary for the property encompasses 10.98 acres and is confined to three property tax parcels which are found on Prince George's County Tax Maps 0089 and 0090, Parcel 0000 (2018).

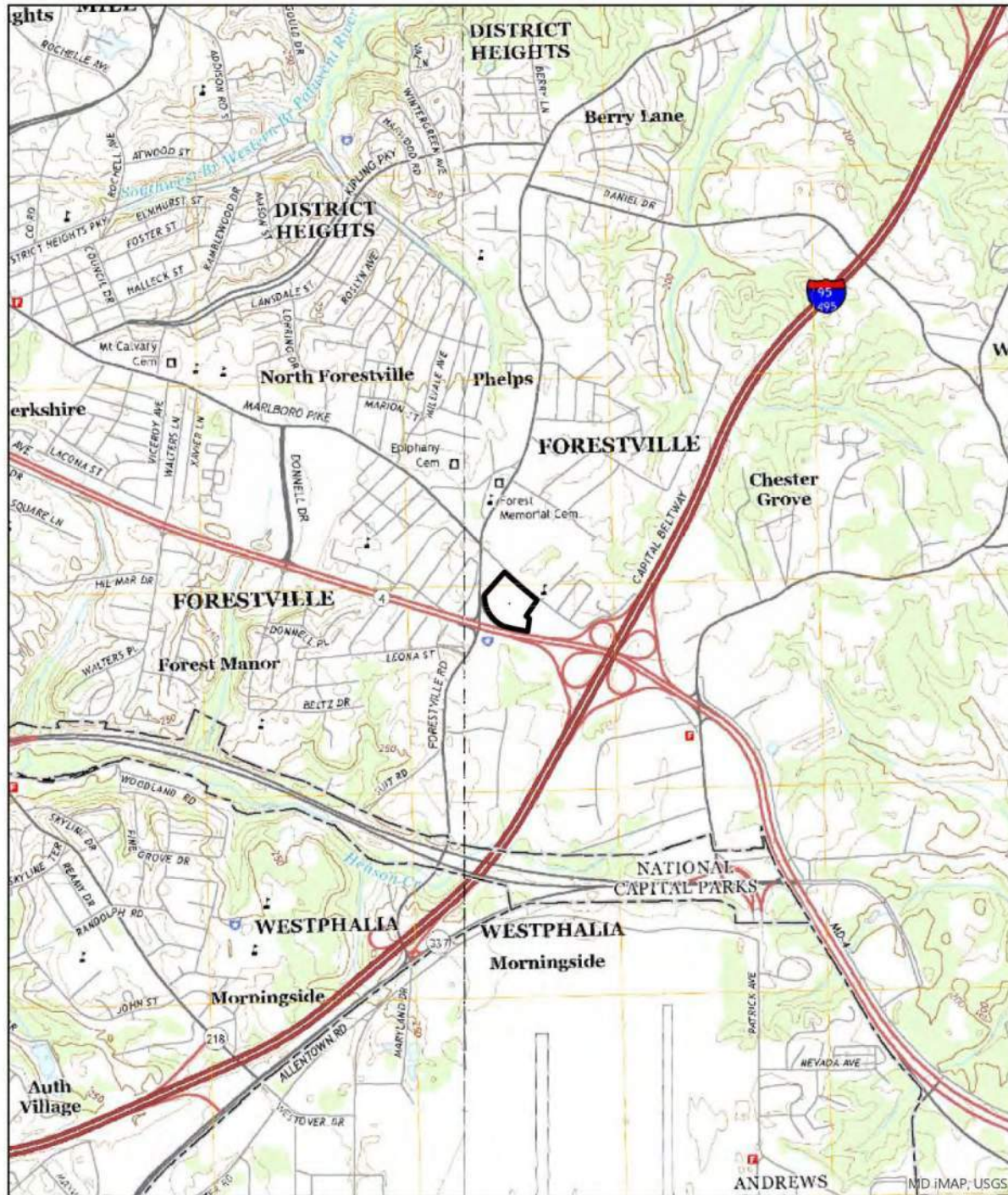
Marlo Furniture Warehouse and Showroom (Forestville)

Marlo Furniture Warehouse and Showroom (Forestville)

Location: 3300-3312 Marlo Lane

Prince George's County

City: Forestville



USGS 7.5' Quadrangle - Upper Marlboro

0 0.5 1 Miles
Scale: 1:24,000

NR-ELIGIBILITY REVIEW FORM

Marlo Furniture Warehouse and Showroom (Forestville)



Northwest facade and southwest elevation of warehouse



Northwest facade of warehouse, southwest and west elevations of strip center

M: 30-40

Marriott International Corporate Headquarters
10400 Fernwood Road
Bethesda, Montgomery County, Maryland
1979; 1988 addition
Private

Capsule Summary

Marriott International Corporate Headquarters was completed in 1979 for the international Marriott hospitality chain. The 33.65-acre property consists of a 1979 six-and-seven story Brutalist-influenced corporate office building, with a 1988 stylistically similar west addition and a 1985 two-story parking garage. A canopied pedestrian walkway connects the building to the parking garage. The building is surrounded by asphalt parking lots and the property is landscaped with lawns, trees, shrubs, planting beds, concrete and brick pedestrian pathways, and a small retention pond. The 1979 office building has an irregular plan and structural steel framing. Each elevation is composed of a series of stepped-back blocks consisting of horizontal bands of concrete alternating with dark-tinted ribbon windows; the floors generally step back in pairs. The altered main entrances at the north and west elevations consist of automatic sliding doors flanked by single metal-and-glass doors. The building has a flat roof with two shelters containing mechanical systems. The surrounding area also included national and regional headquarters for large firms such as IBM, Martin-Marietta Corporation, and Fairchild Industries.

The Marriott International Corporate Headquarters is a unique example of Brutalist-influenced corporate architecture. It is the only known early work by the nationally known architecture firm of Hellmuth, Obata, & Kassabaum (HOK) in Maryland and best represents the early work of the firm statewide. The building's addition, completed in 1988, was also likely designed by HOK as it is a perfect match to the original building, with no clear delineation between the original building and its west addition.

Maryland Historical Trust

Maryland Inventory of

Historic Properties Form

Inventory No. M: 30-40

1. Name of Property (indicate preferred name)

historic Marriott International Corporate Headquarters
other

2. Location

street and number 10400 Fernwood Road ___ not for publication
city, town Bethesda ___ vicinity
county Montgomery

3. Owner of Property (give names and mailing addresses of all owners)

name ELP Bethesda LLC
street and number C/O Erickson Living Management LLC; 701 Maiden Choice Lane telephone
city, town Baltimore state Maryland zip code 21228

4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse liber 57075 folio 00177
city, town Rockville tax map GP343 tax parcel N737 tax ID number 04-01567726

5. Primary Location of Additional Data

- ____ Contributing Resource in National Register District
____ Contributing Resource in Local Historic District
____ Determined Eligible for the National Register/Maryland Register
____ Determined Ineligible for the National Register/Maryland Register
____ Recorded by HABS/HAER
____ Historic Structure Report or Research Report at MHT
____ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
____ district	____ public	____ agriculture	____ landscape	Contributing	Noncontributing
<u>X</u> building(s)	<u>X</u> private	<u>X</u> commerce/trade	____ recreation/culture	<u>1</u>	<u>1</u> buildings
____ structure	____ both	____ defense	____ religion	____	____ sites
____ site		____ domestic	____ social	____	____ structures
____ object		____ education	____ transportation	____	____ objects
		____ funerary	____ work in progress	<u>1</u>	<u>1</u> Total
		____ government	____ unknown		
		____ health care	____ vacant/not in use		
		____ industry	____ other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. M: 30-40

Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary

The surveyed 33.65-acre property consists of a 1979 six-and-seven story Brutalist-influenced corporate office building, with a 1988 stylistically similar west addition and a 1985 two-story parking garage. A canopied pedestrian walkway connects the building to the parking garage. The building is surrounded by asphalt parking lots and the property is landscaped with lawns, trees, shrubs, planting beds, concrete and brick pedestrian pathways, and a small retention pond.

Description

Landscape/Setting

The Marriott International Corporate Headquarters at 10400 Fernwood Road in Bethesda, Montgomery County, is located on the southwestern side of Fernwood Road, between Democracy Boulevard and the Interstate-270 Spur (I-270Y) within the larger Rock Spring Office Park. The property is bound to the west by a wooded area adjacent to I-270Y, with several large corporate office properties standing to the north and east across Fernwood Road. Additional offices and a Marriott hotel are located south of the evaluated property, along the north side of Democracy Boulevard.

The approximately 33.65-acre property is composed of a mid-rise office building, parking garage, surface parking areas, and landscaped grounds. A large surface parking lot is located to the west, between the building and parking garage. A two-part canopied concrete walkway, located on medians with planting beds and flowering trees, connects the building with the parking garage. The walkway has a metal frame with a series of hipped, plastic roofs. Smaller executive and visitor surface parking lots are located north of the building along Marriott Drive. There are also additional surface lots east of the office building and west of the parking garage. All parking lots feature landscaped medians with trees and shrubs.

The building is surrounded by grass lawns, trees, and planting beds. A small walled plaza, with a playground for the building's daycare center, is located to the south of the building. East of the playground, near the building's south entrance, is a park-like garden, with brick pathways, trees, lawns, tables, and benches. Along the southern edge of the property is an unnamed private road, and landscaped areas including shrubs, trees and a small retention pond. The parking garage is flanked by planting beds with trees and lawns, particularly at the façade.

The property is accessed via four separate entries along Fernwood Road. This includes the main entry at Rock Spring Drive that connects to Marriott Drive, a road within the property. This entry contains a landscaped formal entrance flanked by stone-veneer lamp posts and a "Marriott International" sign mounted on a decorative stone-veneer base. Marriott Drive leads to a circular drive located north of the office building; the circular drive has low shrubs, flowers, three flag poles, and a decorative stone-veneer wall. A small, secondary entrance drive is located between the executive and visitor parking lots. A northern entry, near the intersection of Fernwood Road and Rockledge Drive, leads to surface parking areas and the parking garage. A southern entry connects to the loading docks, facility management, and additional employee parking areas. There are also concrete staircases, each with gray-painted metal railing; one connects the visitor parking area to the public sidewalk along Fernwood Road and the other links the eastern loading dock to an adjacent parking lot.

Architectural Description

Marriott International Corporate Headquarters (1979, west addition 1988)

The original east portion of this Brutalist-influenced office building was completed in 1979. The western portion is an addition completed in 1988 that blends seamlessly with the older section. The building is irregular-shaped and has structural steel framing

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters
Continuation Sheet

Number 7 Page 1

(Architectural Record 1978, 63). Most of it is six stories but is seven stories at the south elevation and the south portion of the east elevation. Each elevation is composed of a series of stepped-back blocks consisting of horizontal bands of concrete alternating with ribbon windows; the floors generally step back in pairs. Identical on all elevations, each window is rectangular, consisting of a single large pane of dark tinted glass in a black frame.

The building's primary entrances are located at the north and west elevations. The entrance at the north elevation, likely used primarily by visitors, faces the circular drive on Marriott Drive and the visitor parking lot. This entrance has been altered and consists of a central set of automatic sliding doors and two single leaf doors; each of the single leaf doors has a metal vertical pull handle. All doors feature large glass panes in silver metal frames. The entrance is framed by gray metal paneling. In addition, a canopy, consisting of a single sheet of metal suspended from four black-painted, right-angled metal supports, partially shelters the walkway in front of the building. The entrance at the west elevation, likely used primarily by employees, is set back within a recessed bay near the center of the elevation. The two-part black-painted canopy connects this entrance directly to the parking garage. The entrance itself consists of two sets of silver-colored metal double-leaf doors with metal vertical pull handles. Likely replacements, each door features a single light with the Marriott logo. Single-light sidelights flank the doors. Light gray panels surround the recessed entrance.

The south and east elevations have secondary entrances. The south elevation entrance consists of a dark, tinted glass enclosure extending from the building. This entrance accesses the pathways and outdoor seating areas along the building's south side. An entrance consisting of three single-leaf glass doors in black frames, topped by fixed transom windows, is located near the western end of the south elevation. An entrance accessing the daycare center's playground is also present on the south elevation but was not accessible during the field survey. The east elevation entrance, facing onto a small concrete plaza with planters and benches, was not accessible during the field survey.

The two concrete loading docks are located at the south elevation. The eastern loading dock is partially sheltered by the concrete plaza at the east elevation. The western loading dock is sheltered by the primary roof and has two service openings with roll up doors. This elevation also has three garage doors. The building's flat roof contains two shelters containing a variety of equipment for mechanical systems. The north and south facing sides of the shelter, on the original east portion of the building, each have identical letters spelling out "Marriott" along with the company logo.

Parking Garage (1985)

Located west of the office building and large parking lot, the parking garage was constructed in 1985. It is semicircular with an east-facing façade. This two-story structure has three levels of parking including the roof. However, at the north and south ends, this is only one story, with two levels of parking. The garage is constructed of reinforced concrete, likely cast-in-place, with simple square piers and thick concrete exterior panels. Vehicle access is provided by first floor entrances at the center and both ends of the façade, as well as at the north and south elevations. There are also concrete ramps to the roof. The structure has five internal concrete stair towers and four stair towers at the façade.

8. Significance

Inventory No. M: 30-40

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	1979, 1988	Architect/Builder	Mills and Petticord/HOK, architects
Construction dates	1979, 1988		

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The Marriott International Corporate Headquarters, completed in 1979, is an example of Brutalist-influenced corporate architecture. It is the only known early work by the nationally-known architecture firm of Hellmuth, Obata, & Kassabaum (HOK) in Maryland and best represents the early work of the firm statewide. The building's addition, completed in 1988, was also likely designed by HOK as it is a perfect match to the original building, with no clear delineation between the original building and its west addition.

Historic Context

Marriott International

The corporation which would eventually become Marriott International, a business empire in the restaurant and hotel industries, was started by John Willard and Alice Sheets Marriott in 1927. They established the first A&W Root Beer franchise location in the Washington, D.C. area in that year, within a year expanding their business to include food service at their new Hot Shoppe (Sween and Offutt 1999, 227). Soon after, the Marriotts opened a new location, offering the first drive-in service restaurant on the East Coast. The restaurants quickly became a success, expanding to new locations throughout the metropolitan area in the 1930s. In 1937 the company began delivery of boxed lunches to passengers at Hoover Airport, thus launching a lucrative airline catering business (Marriott International, Inc. n.d.).

The Marriott company first came to Montgomery County in 1955, when it moved its offices from Washington, D.C., to a location along River Road in Bethesda (Meyer 2018, 1). The company continued to expand into new areas of the hospitality industry, opening its first hotel in 1957 (Marriott 2013, Chapter 1). It continued to grow and expand into new markets. In the 1960s, the company acquired the Big Boy and Roy Rogers restaurant chains (Marriott 2013). J.W. Marriott, Jr. took over as CEO in 1972, replacing his father (Marriott International, Inc. n.d.).

The company opened two Marriott's Great America theme parks in 1976, one located outside Chicago and the other outside San Francisco. Marriott sold both properties in 1984 (Marriott International, Inc. n.d.). Many of Marriott's most recognizable hotel brands opened in the 1980s, including Fairfield Inn, Residence Inn, and Courtyard (Marriott International, Inc. n.d.). The 2000s marked a rapid period of growth and expansion for the company as they acquired several luxury hotel brands and expanded their presence in Europe (Marriott International, Inc. n.d.). Today, Marriott International, Inc. is a leading global lodging company with more than 6,700 properties across 130 countries and territories, reporting revenues of more than \$22 billion in fiscal year 2017 (Marriott International, Inc. n.d.).

John Willard and Alice Sheets Marriott

Maryland Historical Trust

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Marriott International Corporate Headquarters
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Number 8 Page 1

Beyond their business interests, J.W. and Alice Sheets Marriott were greatly involved in religious, political, and civic groups. During the 1940s and 1950s, J.W. Marriott was the president of the Church of Jesus Christ of Latter-Day Saints (LDS) regional center in Washington, D.C. and served an important role in raising funds for the construction of the church's Washington, D.C. Temple (Hardy 1994, 6). The Marriotts were also active in Republican Party politics beginning in the 1960s (Marriott International, Inc. n.d). J.W. Marriott provided financial support for George Romney's presidential campaign in 1964 and served as chairman of Richard Nixon's inaugural committees in 1969 and 1973 (Marriott 2013, Chapter 1). Beginning in 1970, Alice Sheets Marriott served as chairman of the advisory committee for the John F. Kennedy Center for the Performing Arts and later was appointed to the center's board of trustees. In addition, she was active in other civic organizations in and around Washington, D.C. including the Capital Speakers Club, Washington International Club, Goodwill Industries Guild, and Arthritis and Rheumatism Association of Metropolitan Washington (Hardy 1994, 5-7). J.W. Marriott died in 1985 and Alice Sheets Marriott died in 2000 (Hardy 1994, 1, 5).

Building History

Due to the company's immense growth, by the early 1970s Marriott began to look for a new location for its headquarters. After failed attempts to gain approval for rezoning at two other sites, the company purchased the 33.7-acre lot on Fernwood Road in early 1976 (The Washington Post 1976, D9). The area, known as the Davis Tract after former owner Floyd Davis, was the site of significant development in the 1970s. The availability of large lots and proximity to I-270Y made the Davis Tract attractive to large corporations looking to build new headquarters. In addition to Marriott, the area saw the construction of regional and national headquarters for IBM, Martin-Marietta, and Fairchild Industries. Contemporary newspaper accounts refer to the area as Montgomery County's "Gold Coast" due to the premium prices companies were willing to pay for the area's land (Hall 1978, MD1).

The new 400,000 square-foot headquarters building was designed by the well-known architecture firm Mills and Petticord/Hellmuth, Obata + Kassabaum (HOK) and constructed between 1977 and 1979. The west portion of the site, adjacent to I-270Y, was developed as a 1,500-space surface parking lot for the company's employees. The headquarters building itself was surrounded by large, grass lawns and with shrubs and trees. A small pond was present southwest of the building near the parking lots (Historic Aerials, 1979).

The Marriott International Corporate Headquarters building was completed in early 1979 and a grand opening ceremony was held in conjunction with the fiftieth anniversary of the company's founding (Meyer 2018, 4-5). The building was almost immediately deemed insufficient for the growing company, and a 140,000-square-foot addition and a new parking garage were proposed in 1985 (Girard 1985, E1). By 1988, the large addition to the building was nearly complete, and the building's addition had grown to include 300,000 square-feet of new office space (Walsh 1988, A1). Although the designer for the building's addition was not reported, it is likely to have been Mills and Petticord/HOK, as the addition seamlessly matches the original building.

Throughout the late 1980s and 1990s, Marriott International sought out opportunities to expand the current headquarters, or to construct a new facility elsewhere. In 2016, the company began development of a new corporate headquarters located in downtown Bethesda (O'Connell 2016). A ground-breaking ceremony was held in early 2018, and the project is scheduled to be complete by 2022. In January of 2019, the property was sold to Erickson Living, a developer of senior living communities. Following Marriott's departure from the building in 2022, Erickson Living plans to build a continuing care retirement community on the property. It is unclear as of 2019 whether this will be an adaptive reuse of the existing building or new construction (Wright, 2019). Meanwhile, the building continues to be occupied by Marriott as its headquarters.

Maryland Historical Trust

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Marriott International Corporate Headquarters
Continuation Sheet

Number 8 Page 2

Hellmuth, Obata + Kassabaum

HOK began in St. Louis in 1955 as a partnership between George Hellmuth, Gyo Obata, and George Kassabaum (HOK 2018). The firm immediately made a name for themselves with innovative Modernist designs for schools, universities, and churches in the Midwest (Birkman 2010, Introduction). Among the most recognized early works include the campus at Southern Illinois University in Edwardsville (1961) and the Priory Chapel at Saint Louis Abbey (1962). By the late 1960s, the firm began work on a number of commercial buildings and corporate offices. High-profile projects included the IBM Advanced Systems Development Laboratories (1964), American Zinc Building (1967), and Bristol-Myers Squibb's Headquarters (1973). By this time the firm had gained national attention and was subsequently awarded the design of Dallas/Fort Worth International Airport (1973), and the National Air and Space Museum (1976). In 1975, HOK acquired the Washington, D.C.-based firm of Mills, Petticord and Mills, with whom they had previously partnered on several key projects, including the National Air and Space Museum, Dallas-Ft. Worth International Airport, and George Washington University Medical Center (The Washington Post 1977, D11). While many of HOK's earlier buildings employed the International Style, architect Gyo Obata experimented with different styles, particularly as the firm took on increasingly higher-profile projects in the 1970s (Kudalis 1996, 39).

Although the specific architect within Mills and Petticord/HOK is not identified, the influence of HOK is clearly seen in the design for Marriott International. Several contemporary HOK designs employ a form similar overall to the Marriott building, including the Xerox Palo Alto Research Center (1975) in Palo Alto, California; The Pyramid/San Antonio Savings Association Building (1979) in San Antonio, Texas; and Levi's Plaza (1982) in San Francisco, California. These three contemporary buildings share elements such as a stepped design and alternating dark, tinted ribbon windows with materials such as concrete, brick, or limestone (HOK 2018/Hiller 2012). A notable difference, however, is the parking garage at the suburban Marriott International, which is a separate building rather than integrated into the building as HOK did with urban projects like Levi's Plaza or beneath the building such as at The Pyramid. Nationally, a variety of similar style buildings were constructed for corporate clients by HOK and others during this time; however, few corporate projects within Montgomery County and Maryland display Brutalist influence. Brutalist buildings in Maryland typically serve government functions. Generally, architects relied on International Style, Contemporary, or New Formalism far more often when designing corporate office buildings in Montgomery County and Maryland.

The Marriott building employs a series of stepped-back blocks with a heavy concrete exterior that, despite its massing, epitomizes Marcel Breuer's ideal of "heavy lightness" (Bergdoll 2016, 33). During the 1980s and 1990s, the firm continued to grow and take on increasingly complex projects worldwide, including various landmark buildings, corporate headquarters, airports, and sports stadiums. HOK continues to be among the largest architecture and engineering firms in the United States. The Marriott International Corporate Headquarters building is the only known HOK-designed project completed in Maryland prior to Oriole Park at Camden Yards (1992) in Baltimore. The late 1970s and early 1980s represent some of most productive years for HOK, following partner Gyo Obata's work on the National Air and Space Museum (1976).

9. Major Bibliographical References

Inventory No. M: 30-40

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(see Continuation Sheet)

10. Geographical Data

Acreage of surveyed property	<u>33.65 acres</u>
Acreage of historical setting	<u>33.65 acres</u>
Quadrangle name	<u>Rockville</u>

Quadrangle scale: 1:24,000

Verbal boundary description and justification

Marriott International Corporate Headquarters encompasses 33.65 acres and is confined to the current resource tax parcel, which is found on Montgomery County Tax Map GP343, Parcel N737 (2018).

11. Form Prepared by

name/title	Matthew Bray/Project Architectural Historian; Jacob Bensen/Architectural Historian		
organization	RK&K, LLP	date	June 24, 2019
street & number	700 East Pratt Street, Suite 500	telephone	(410) 728-2900
city or town	Baltimore	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-697-9591

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters
Continuation Sheet

Number 8 Page 1

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Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters
Continuation Sheet

Number 8 Page 2

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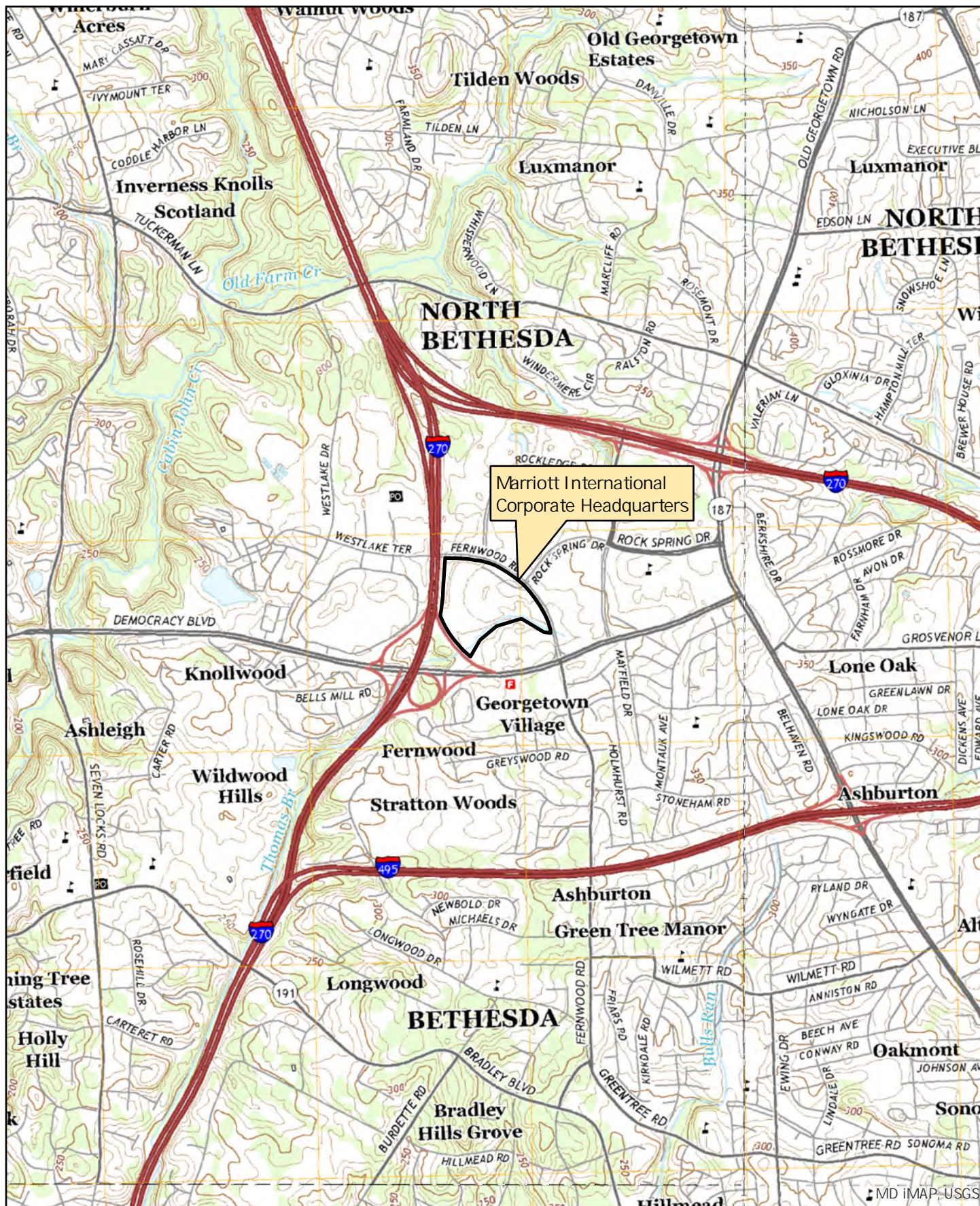
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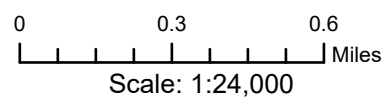
Marriott International Corporate Headquarters

Location: 10400 Fernwood Road
City: Bethesda

MHP#: M: 30-40
Montgomery County



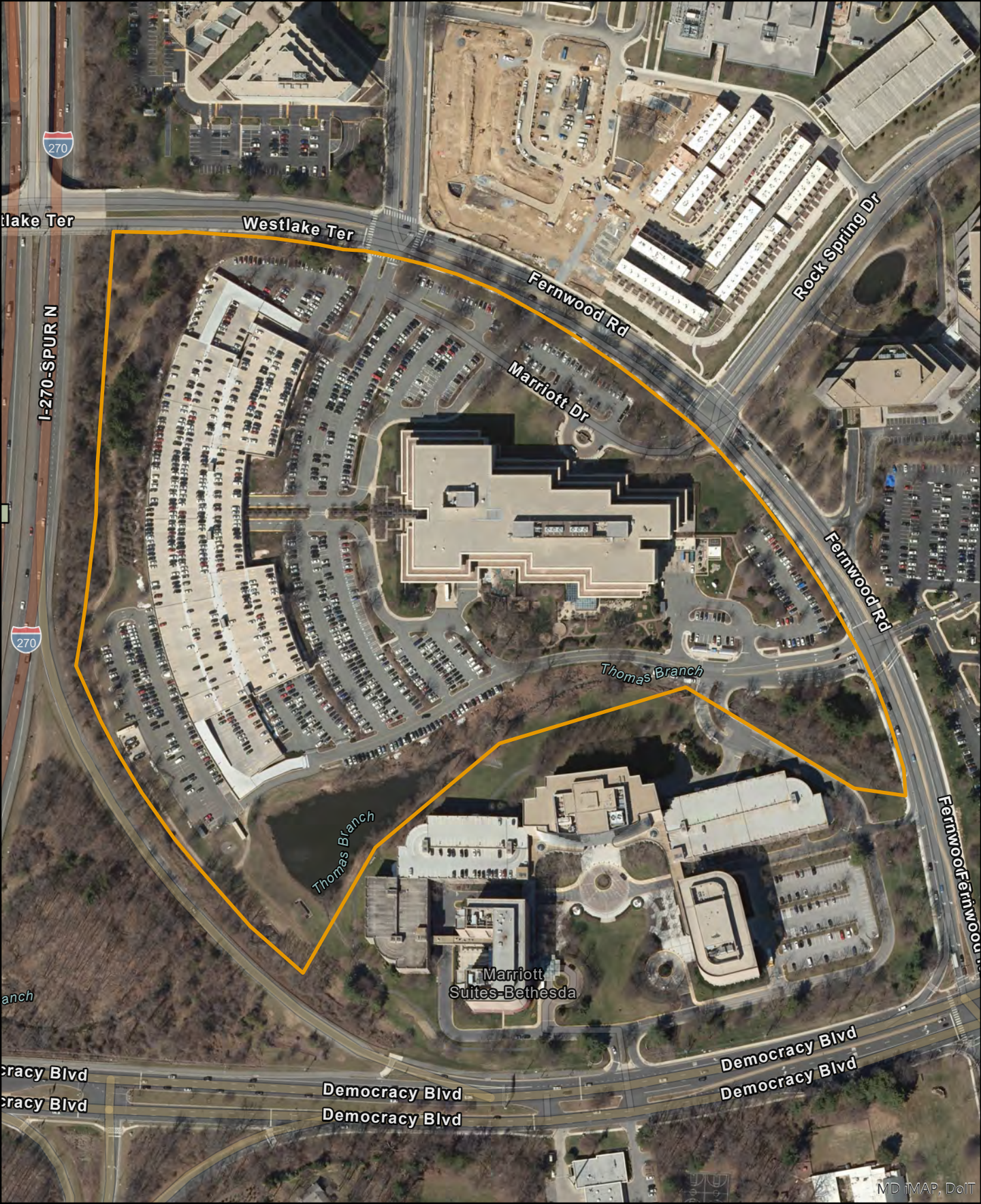
USGS 7.5' Quadrangle - Rockville



Marriott International Corporate Headquarters

Location: 10400 Fernwood Road
City: Bethesda

MIHP#: M: 30-40
Montgomery County



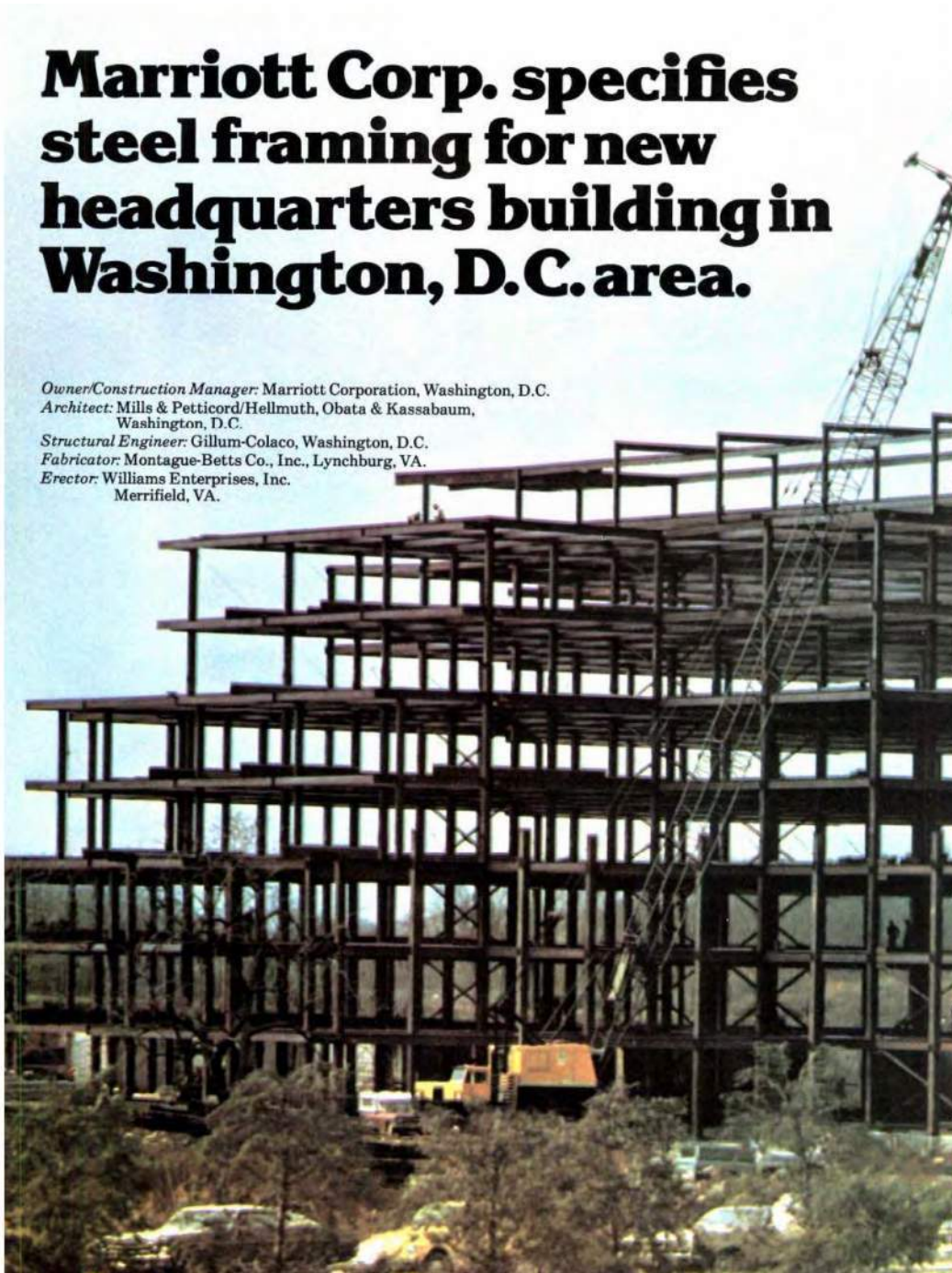
Parcel Boundaries

0 0.04 0.09
Miles
Scale: 1:3,200

Marriott International Corporate Headquarters
10400 Fernwood Road
Bethesda, Montgomery County, Maryland

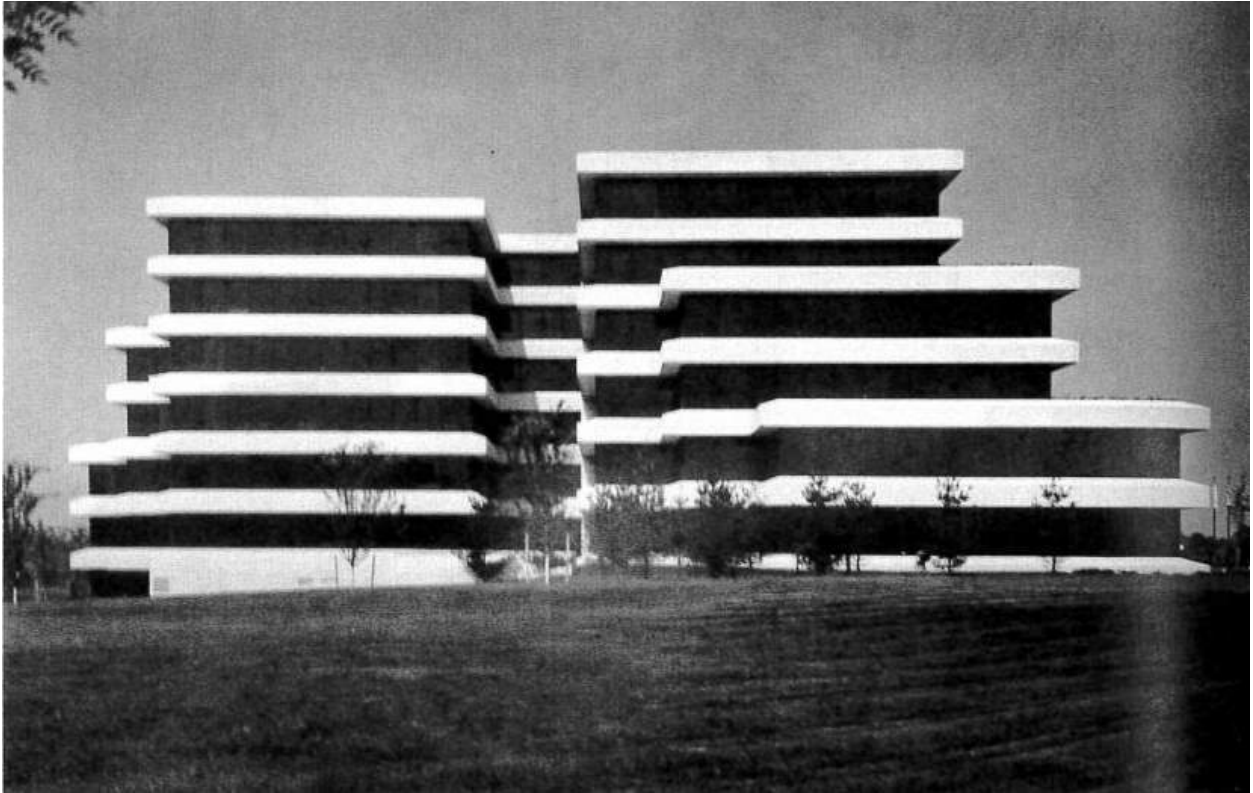
Marriott Corp. specifies steel framing for new headquarters building in Washington, D.C. area.

Owner/Construction Manager: Marriott Corporation, Washington, D.C.
Architect: Mills & Peticord/Hellmuth, Obata & Kassabaum,
Washington, D.C.
Structural Engineer: Gillum-Colaco, Washington, D.C.
Fabricator: Montague-Betts Co., Inc., Lynchburg, VA.
Erector: Williams Enterprises, Inc.
Merrifield, VA.



Historic Image 1: Marriott International Corporate Headquarters under construction, 1978.
Image Courtesy: *Architectural Record*, Volume 164 (August 1978), Pg. 63.

M: 30-40
Marriott International Corporate Headquarters
10400 Fernwood Road
Bethesda, Montgomery County, Maryland



Historic Image 2: View of Marriott International Corporate Headquarters shortly after completion in 1979.

Image Courtesy: *Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979*, Pg. 170.

M: 30-40
Marriott International Corporate Headquarters
10400 Fernwood Road
Bethesda, Montgomery County, Maryland



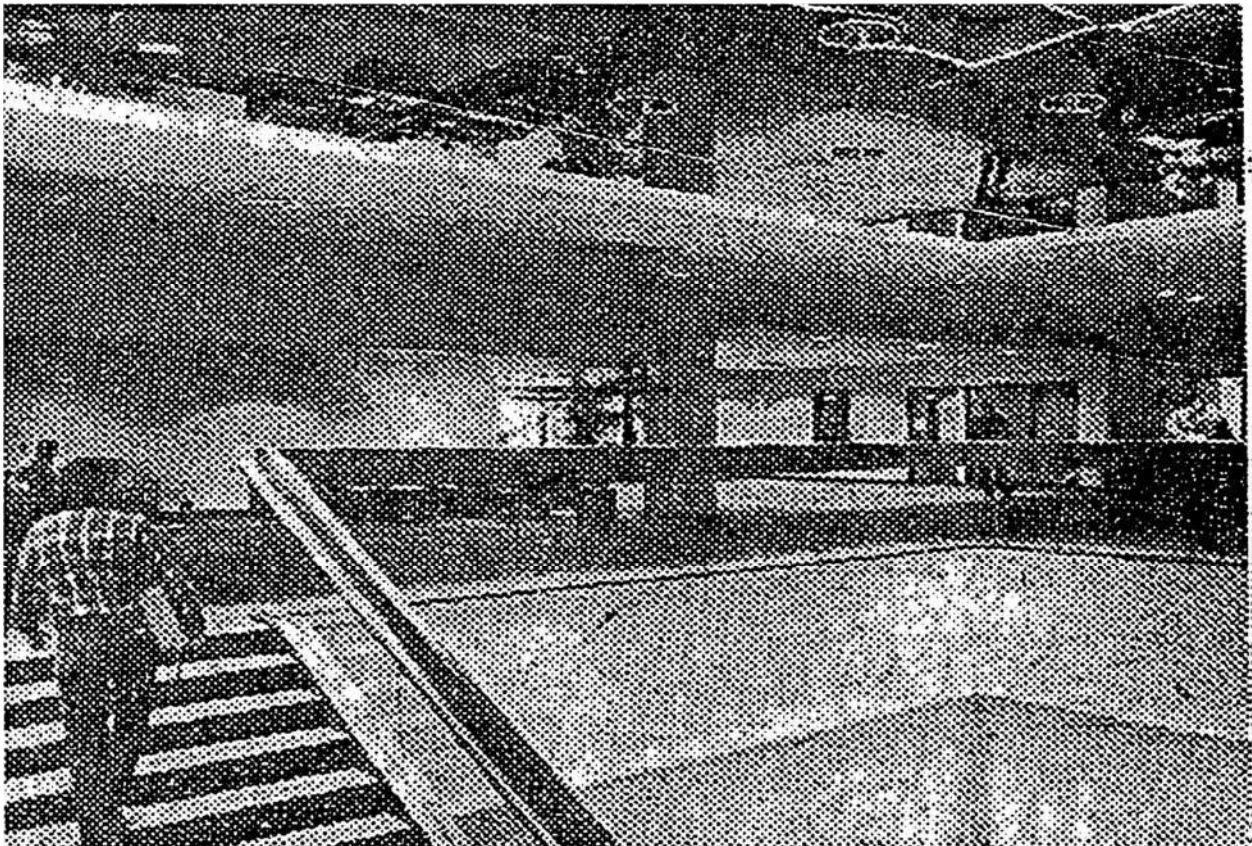
Historic Image 3: Grand opening ceremony in June 1979.

Image Courtesy: <https://bethesdamagazine.com/bethesda-magazine/july-august-2018/why-marriott-stayed>

Marriott International Corporate Headquarters

10400 Fernwood Road

Bethesda, Montgomery County, Maryland



Historic Image 4: View of Marriott International Corporate Headquarters interior shortly after completion in 1979.

Image Courtesy: "New Marriott Headquarters." *The Washington Post*, March 16, 1979, Pg. F1.

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

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 1



Photo 1 of 8: Façade and main entrance, facing southwest.



Photo 2 of 8: Façade and main entrance, facing south.

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

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 2



Photo 3 of 8: West and south elevation, facing northeast.



Photo 4 of 8: Loading dock at east end of south elevation, facing north.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 3



Photo 5 of 8: West elevation architectural detail, facing northeast.

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

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 4



Photo 6 of 8: East elevation and landscaped lawn, facing northwest.



Photo 7 of 8: West elevation showing covered pedestrian walkway, facing east.

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

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 5



Photo 8 of 8: Covered pedestrian walkway and parking garage building, facing southwest.

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

Inventory No M: 30-40

Name Marriott International Corporate Headquarters
Continuation Sheet

Number Photos Page 6

PHOTO LOG

Name of Property: Marriott International Corporate Headquarters

Name of Photographer: Dovetail Cultural Resource Group

Date of Photographs: August 8, 2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 8:

Façade and main entrance, facing southwest.

M; 30-40_2018-08-08_01.tif

Photo 2 of 8:

Façade and main entrance, facing south.

M; 30-40_2018-08-08_02.tif

Photo 3 of 8:

West and South Elevation, facing northeast.

M; 30-40_2018-08-08_03.tif

Photo 4 of 8:

Loading dock at east end of south elevation, facing north.

M; 30-40_2018-08-08_04.tif

Photo 5 of 8:

West elevation architectural detail, facing northeast.

M; 30-40_2018-08-08_05.tif

Photo 6 of 8:

East elevation and landscaped lawn, facing northwest.

M; 30-40_2018-08-08_06.tif

Photo 7 of 8:

West elevation showing covered pedestrian walkway, facing east.

M; 30-40_2018-08-08_07.tif

Photo 8 of 8:

Covered pedestrian walkway and parking garage building, facing southwest.

M; 30-40_2018-08-08_08.tif

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

None

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Martin Marietta Corporation Headquarters

Inventory Number: M: 30-55

Address: 6801 Rockledge Drive

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Lockheed Martin Corporation

Tax Account ID: 0-00046844

Tax Map Parcel(s): N140

Tax Map: GP43

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Sep 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018). Due to security reasons, access to this building was restricted and this survey was completed from the public right-of-way and used Google Maps aerial imagery.

Location/Setting

The Martin Marietta Corporation Headquarters, later known as the Lockheed Martin Corporation Headquarters, is a three- and four-story, Brutalist-influenced office building constructed in 1976. The parcel also includes a 2008-2009 building, called the Lockheed Martin Center for Leadership Excellence; it is two-stories with an attached eight-story glass high-rise building. The parcel is bounded to the north by the Dwight D. Eisenhower Memorial Highway (I-270), to the south by Rockledge Drive and office developments, to the west by the I-270 spur, and to the east by office buildings. The office building is roughly centered on the 25.99-acre parcel.

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

Architectural Description

The property is surrounded by fences made of black metal bars along Rockledge Drive, and chain link fencing with barbed wire along I-270. Accessed from Rockledge Drive, the main driveway onto the property is to the south and has a stone sign with the company name and street address, as well as a guardhouse built in the 2010s; the secondary driveway to the east has a circa 1990s guardhouse. The entrances lead to an original private road, running along the perimeter of the property. The road connects to a driveway leading to an original asphalt, circular parking lot to the west of the 1976 building's main entrance. This lot is currently used for visitor parking. An underground parking garage, located beneath the building and the circular parking lot, has entrances on the northwest elevation. An additional parking lot, built in two phases in 2009 and 2011, is located northwest of the building, on the other side of the private road. Adjacent to this lot is a circa 2010 one-story rectangular building with loading docks. Trees, bushes, planting beds, lawns, concrete pedestrian walkways, and paved plazas surround the building.

The roughly L-shaped, exposed-aggregate concrete-clad 1976 building consists of a six-sided, four-story entrance tower with three square-plan wings. The north and south wings are four stories and the east wing is three stories. Due to the terrain of the property, the lowest level of the north and south wings is only exposed at the northeast and southeast elevations. The building has a flat roof occupied by mechanical equipment, including large roof access structures.

The main entrance is located at the west façade of the entrance tower, facing onto the circular parking lot. This façade was altered in 2017. The replacement projecting main entrance opens onto a paved pedestrian plaza. Above the entrance doors is a large new rectangular window, set back into the façade. Above the window, new raised lettering spells "LOCKHEED MARTIN" and includes the company's logo. At the northwest and southwest elevations of the entrance tower, vertically oriented bands of dark-tinted windows frame the main entrance. On the east elevation of the entrance tower are dark-tinted ribbon windows.

The north and south wings are identical, each consisting of a square plan surrounding a landscaped courtyard. The elevations of these wings consist of horizontal bands of the exposed-aggregate concrete walls alternating with dark-tinted, shallowly recessed, replacement ribbon windows set between engaged columns. The east wing, acting as a connection between the north wing, south wing, and entrance tower, encloses a third landscaped courtyard. The lowest levels of this wing consist of open concrete walkways, with concrete staircases connecting the first and second stories at the southeast and northeast elevations, and an enclosed hallway connecting the northeast elevation to the Lockheed Martin Center for Leadership. The third story of the east wing is clad in a non-original glass curtain wall at the northeast and southeast elevations, while the elevations facing the interior courtyard resemble the elevations of the north and south wings.

Historic Context

Glenn L. Martin Company/Martin Marietta Corporation/Lockheed Martin Corporation

The Martin Marietta Corporation was founded on August 16, 1912 as the Glenn L. Martin Company by aviation pioneer Glenn L. Martin in Los Angeles, California. Glenn L. Martin had broken the world records for longest hydroplane flight and longest round-trip flight over water by flying between Newport Bay and Catalina Island in California aboard a Martin Model 12 aircraft earlier that year (History Factory 2013, 14, 16). The company won its first military contract in 1913, producing trainer aircraft for the U.S. Army as tensions began to rise in Europe. Despite this early success, the Glenn L. Martin Company struggled, as larger companies secured the majority of military contracts during World War I. The Glenn L. Martin Company briefly merged with the Wright Company, but the merger failed, and the Glenn L. Martin Company was re-formed as a new company in Cleveland, Ohio in 1917 (History Factory 2013, 19, 23-25).

The company's fortunes improved throughout the "Golden Age of Aviation" of the 1920s as contracts with the U.S. Navy soon made the Glenn L. Martin Company one of the largest aircraft manufacturers in the United States. Needing year-round access to water for the design and production of sea planes and carrier-based aircraft, the Glenn L. Martin Company relocated to Middle River, Maryland, near Baltimore in 1929 (History Factory 2013, 32-43). Although the Great Depression hurt the company's finances in the early 1930s, the invention of a high-speed army bomber, the B-10, in 1932 soon led to renewed success for the company (History Factory 2013, 48-50).

World War II led to major growth for the company as orders from the U.S. military and European countries grew. Glenn L. Martin Company aircraft such as the PBM-1 Mariner, 167 Maryland and 187 Baltimore attack bombers, and B-26 Marauder were flown by American, British, Free French, Australian, South African, and Canadian pilots in both the European and Pacific theaters of the war (History Factory 2013, 69-73). Wartime labor shortages caused a major change in the company's factories as women and African Americans joined the company's workforce. By April of 1941, 2,000 women worked in the company's plants in Middle River, Maryland, and Omaha, Nebraska (History Factory 2013, 63/Breihan, 2013).

Changes began to occur within the Glenn L. Martin Company following World War II, and in 1952 company founder Glenn L. Martin stepped down as chairman of the board, having previously resigned as president of the company in 1949 (Sandler, 1994). Martin later died in 1955 at the age of 69 (Encyclopedia Britannica, 2019). George Maverick Bunker, the former chairman of the Trailmobile Corporation replaced Martin as president and chief executive in 1952, taking charge during a time when the company found itself deeply in debt. Bunker's vision was for a diversified Glenn L. Martin Company that produced not just airplanes, but aerospace technologies: everything from missiles to communications devices (History Factory 2013, 104-105).

During the 1950s, the Glenn L. Martin Company continued to work closely with the U.S. military, building jet bombers, flying boats, missiles, and rockets. As tensions between the United States and Soviet Union increased, the military's demand for rockets, missiles, and pilotless aircraft increased. In 1949, Martin launched the TM-61 Matador, the United States' first surface-to-surface tactical missile. By 1954, the company had developed the Viking series of sounding rockets, from which some of the first photographs of Earth from space were taken (History Factory 2013, 96-97). The Glenn L. Martin Company soon proved to be a leader in rocketry, developing the Vanguard rocket to put an American satellite into space and building the Air Force's Titan I intercontinental ballistic missile. To meet the demand for these missiles and rockets, the company constructed new manufacturing facilities in Denver, Colorado and Orlando, Florida in 1956 (History Factory 2013, 108-109).

The company produced its last airplane in 1960, turning the focus of its aerospace division to missiles and rockets (Encyclopedia Britannica, n.d.). Under Bunker's direction, the company merged with the American Marietta Company of Chicago in 1961, creating the Martin Marietta Corporation. This merger greatly diversified the company's holdings, adding non-aerospace divisions such as aggregate quarrying, concrete manufacturing, and aluminum production to the company's portfolio (History Factory 2013, 130).

As the "Space Race" matured in the 1970s, the Martin Marietta Corporation continued to work closely with the National Aeronautics and Space Administration (NASA) and the U.S. military on the development of rockets and missiles. In 1970, the company developed and tested the X-24A "lifting body" space plane, the predecessor to the space shuttle, and assembled and tested the docking adaptors for the spacecraft used to launch the country's first space station, Skylab, in 1972. In the mid-to-late 1970s, Martin Marietta worked with NASA and other contractors on the development of a reusable spacecraft that could deploy and service satellites in space and return to Earth. In 1976, NASA revealed the first of the space shuttles, the Enterprise, to the public. For the shuttle program, Martin Marietta constructed the external fuel tank, the largest part of the shuttle system. The program's first mission was launched April 12, 1981 when the Space Shuttle Columbia, supported by Martin Marietta's external fuel tank, was launched from the Kennedy Space Center in Cape Canaveral, Florida (History Factory 2013, 148-152).

In 1976, the same year that the company consolidated its administrative divisions into a new headquarters in Bethesda, the company's Viking lander successfully became the first spacecraft to touch down on the surface of Mars (Kelly 2015, 167). Project Viking, operated by NASA and Martin Marietta engineers from the Jet Propulsion Laboratory in Pasadena, California, consisted of two landers, Viking I and Viking II, which were launched into space by a Titan III (with Centaur upper stages) rocket. Both landers, and the rocket needed to launch them, were designed and built by Martin Marietta (History Factory 2013, 162). A year later, in 1977, Martin Marietta's Titan III rockets were used to launch the Voyager deep space probes. The Voyager probes were sent first to study Saturn and Jupiter before continuing to the edge of the solar system (History Factory 2013, 160). Beyond its aerospace division, the Martin Marietta Corporation's aggregate, chemical, cement, and aluminum divisions continued to grow throughout the 1970s, despite an economic recession. By 1976, Martin Marietta was the seventh largest aluminum manufacturer in the country (Jones 1976, C9).

By 1982, Martin Marietta was the largest industrial corporation in the Washington area. In addition to the company's Bethesda administrative headquarters, Martin Marietta operated more than 100 manufacturing plants and research facilities in 35 states and multiple foreign countries. While the company's other divisions suffered during a downturn in the nation's economy,

Martin Marietta's aerospace division found continued financial success throughout the 1980s (Knight 1982, B1). In addition to the company's defense contracts, the aerospace division continued to work on NASA contracts to support both manned and unmanned spaceflight missions.

On November 9, 1989, the Berlin Wall fell, leading to a reunification of Germany in 1990 and the collapse of the Soviet Union in 1991. Despite a brief surge during the Gulf War of the early 1990s, the end of the Cold War brought an overall downturn in military spending. On March 19, 1994, Martin Marietta Corporation was contacted by their rival, Lockheed Corporation with a proposal to merge the two companies. After a year of negotiations, the merger became official on March 16, 1995. The new company combined the names of its predecessors to create the Lockheed Martin Corporation and consolidated the headquarters of the company to Martin Marietta's headquarters building in Bethesda (History Factory 2013, 171, 191-194). In 1996, the Martin Marietta Materials division, which oversaw the company's non-aerospace products, was spun-off into its own company, Martin Marietta Incorporated, and moved to Raleigh, North Carolina (Martin Marietta, 2019).

Building History

The Martin Marietta Corporation announced in 1974 that it would be consolidating its administrative operations in Bethesda. Prior to this decision, the company's offices were located on Park Avenue in New York City, and its aerospace and aluminum division's headquarters were located in downtown Washington, DC. When the decision to consolidate to a single administrative location were made, Martin Marietta's leadership said that the "suburban Maryland environment was the deciding factor" in choosing Bethesda over New York City (Washington Post 1974, D8). Of the company's 30,000 employees at the time, only 300 were to move to the new offices and the others would continue working at the company's manufacturing plants and laboratories throughout the country (Washington Post 1974, D8).

The new headquarters was built on the Davis Tract, named after former owner Floyd Davis, which was the site of significant office development in the 1970s. The availability of large lots and proximity to I-270 made the Davis Tract attractive to large corporations looking to build new headquarters. In addition to Martin Marietta, by 1978 the tract included regional or corporate headquarters for IBM, Marriott International, and Fairchild Industries. Contemporary newspaper accounts refer to the area as Montgomery County's "Gold Coast" due to the premium prices companies were willing to pay for the area's land (Hall 1978, MD1).

The Martin Marietta Corporation Headquarters was designed by the firm of Chatelain, Samperton, + Nolan. The firm received the contract for the headquarters building due to partner Leon Chatelain Jr.'s previous work designing a house for one of the executives of Martin Marietta (Leon Chatelain III interview, 2019). According to historian Clare Lise Kelly, John S. Samperton was the partner responsible for the building's design (Kelly 2015, 167). Robert J. McMahon was managing architect for the project (Noritake Associates, n.d.). The interior design of the building, which employed an open office plan for flexibility of interior space, was designed by Jeffrey Miller, and the landscape was designed by Donovan, Feola, Balderson + Associates (Leon Chatelain III interview, 2019/Kelly 2015, 167). The building was completed in 1976. In 1977, Donovan, Feola, Balderson + Associates received the Maryland Chapter of the American Society of Landscape Architects' Honor Award and in 1979 the American Association of Nurserymen Certificate of Merit Landscape Award for the design of the headquarters grounds (Donovan, Feola, Balderson + Associates, 2015).

In 2008-2009, Lockheed Martin constructed a private hotel and conference center, the Lockheed Martin Center for Leadership Excellence, which included 101,000 square feet of meeting and event space, a 250-seat amphitheater, and lodging facilities on the east section of the property (Ellens, 2008). The hotel and conference center replaced a large, man-made lake and lawn that were part of the original Donovan landscaping design. An asphalt parking lot and loading dock were also constructed to the north of the building circa 2010, altering the original landscape design by replacing a section of the trees that had separated the property from the highway interchange (Historic Aerials). Renovations to the building replaced the main entrance and all windows between 2017 and 2019 (James Desmond interview, 2019).

John S. Samperton, AIA/Chatelain, Samperton, + Nolan

John S. Samperton, born in Washington, D.C., was a Bethesda-based architect who worked throughout the Washington Metropolitan Area during the Modern and Suburban Diversification periods. He received his Bachelor of Architecture degree

from Catholic University in 1949 and worked for the firms of Murphy and Locraft and Johannes + Murray before founding his own firm in 1952. Two years later, Samperton served as the chairman of the architecture competition committee for the Potomac Valley Chapter of the American Institute of Architects, and by 1955, he was considered one of the leading architects in Montgomery County (Washington Post 1954, G12/Kelly 2015, 75). In 1956, Samperton and Clark T. Harmon's design for the Little Falls Swimming Club bathhouse won first place in the public buildings category of the chapter's design competition (Washington Post 1956, G8). In 1964 and 1968, Samperton served as a judge for the architecture and planning awards presented by the Northern Virginia Builders Association (Washington Post 1964, E2/Washington Post 1968, C4).

Samperton and his firm worked throughout the Washington, D.C., region in the 1950s and 1960s. His early work focused on institutional, religious, and residential buildings including the Detective Headquarters Building (1954); the Bladensburg Fire House (1954); clubhouses for Manor, Indian Spring, and Edgemoor Country Clubs (1954-1957); the Helen Dwight Reid House (with Clark T. Harmon, AIA, 1957); the Little Falls Library (1959); and the North Chevy Chase Christian Church (1961). During the 1960s, Samperton shifted his focus to commercial architecture including the Palmer Ford Showroom (1960), 4000 Brandywine Street NW (1964), and Security Storage Company (with William Procopiow, 1964) (Sams 2016, 8-3 and 8-4/Kelly 2015, 192/Washington Post 1964, B10 + F4).

In 1970, Samperton merged his firm with Chatelain, Gauger + Nolan, forming a new firm called Chatelain, Samperton, + Nolan (Sams 2016, 8-3). Following the merger, the firm received the Chamber of Commerce of the Greater Laurel Area's 1970 architecture award for its design of the Capitol Milk Producers Cooperative, Incorporated (Washington Post 1970, E23). That same year, Samperton worked primarily on large commercial and educational projects such as the office building at 500 12th Street SW and the restoration of The Smithsonian Institution Building (Moeller 2012, 65 + 141/Washington Post 1970, E4). Samperton was elected president of the Washington Building Congress in 1972 (Washington Post 1972, D5). The firm won the 1975 "Subby" award for excellence in the field from the D.C. Metropolitan Subcontractors Association (Washington Post 1976, E4). In addition to the Martin Marietta Corporation Headquarters, the firm completed the National Mine Health and Safety Academy in West Virginia in 1976, and buildings at Gallaudet College and Catholic University (White, 2004/Kelly 2015, 192). A year later, in 1977, the firm became Chatelain, Samperton, + Carcaterra, architects and engineers, following a merger with Thomas Carcaterra's consulting engineering firm (Washington Post 1976, D18). In 1977, the firm changed its name to Chatelain, Samperton, + Carcaterra, but dissolved in 1978. Afterward, Samperton started John S. Samperton and Associates, which remained in operation until his retirement in 2007 (Carcaterra 2016, 61/Washington Post 2014). Beyond his architectural practice, Samperton also owned the real estate development firm of Samperton Enterprises (Sams 2016, 8-3/4).

Donovan, Feola, Balderson + Associates

Landscape architect Therman D. Donovan established T. D. Donovan, Landscape Architects in 1955. Donovan received a Bachelor of Science degree in horticulture from the University of Maryland and a Master of Landscape Architecture from the University of Illinois (Kelly 2015, 181).

Donovan, known for his award-winning projects and beautifully drawn plans, was a highly regarded landscape architect in Montgomery County and served as a mentor to other design professionals. Former partner Andrew Balderson told historian Clare Lise Kelly in a 2014 interview, "if you wanted to be a landscape architect in the 1950s and 60s, you trained with Thurman Donovan." Donovan worked on landscape designs throughout the region, including Pooks Hill Apartments (1949), Green Acres School (1958), Wheaton House Apartments (M: 31-27, 1962), Leisure World (1966), and Carderock Springs (M: 29-59, 1962-1966). In 1965, Richard T. Feola joined the firm, followed in 1971 by Andrew H. Balderson. By 1977, the firm was known as Donovan, Feola, Balderson + Associates and remains in operation as of September 2019 (DFB + Associates, Inc., 2015/Kelly 2015, 181-182).

Eligibility Determination

The Martin Marietta Corporation Headquarters was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for significance under Criterion D.

The Martin Marietta Corporation Headquarters does not have significant associations with historical trends such as transportation improvements, government expansion, or the environmental movement. The building was not among the first

corporate headquarters to be built in Montgomery County and was one of several constructed in the area during the 1970s. In addition, as the company's administrative headquarters only since 1976, it is not associated with the company's earlier achievements, and the design, testing, and manufacturing of its later aerospace products were conducted elsewhere. Therefore, the Martin Marietta Corporation Headquarters is not eligible under Criterion A.

Research has not shown the Martin Marietta Corporation Headquarters to be associated with the lives of persons significant to our history. The company's founder, aviation pioneer Glenn L. Martin died in 1955, long before the company's move to Bethesda. Therefore, the Martin Marietta Corporation Headquarters is not eligible under Criterion B.

The Martin Marietta Corporation Headquarters does not embody distinctive characteristics of type, period, style, and method of construction and has does not have high artistic value. Replacement of all of the building's windows, main entrance, and re-cladding of the east wing have diminished the building's integrity of design, materials, and workmanship. The building no longer reflects master architect John S. Samperton's original design. Regardless, his work is better exemplified by his earlier award-winning residential and religious designs. Changes to the landscape, such as the replacement of the lake with the Lockheed Martin Center for Leadership, have further diminished the property's integrity. The landscaping and parking lots no longer reflect Donovan, Feola, Balderson + Associates' award-winning design. Therefore, the Martin Marietta Corporation Headquarters is not eligible for listing in the NRHP under Criterion C.

The boundary for the property encompasses 25.99 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP43, Parcel N140 (2018).

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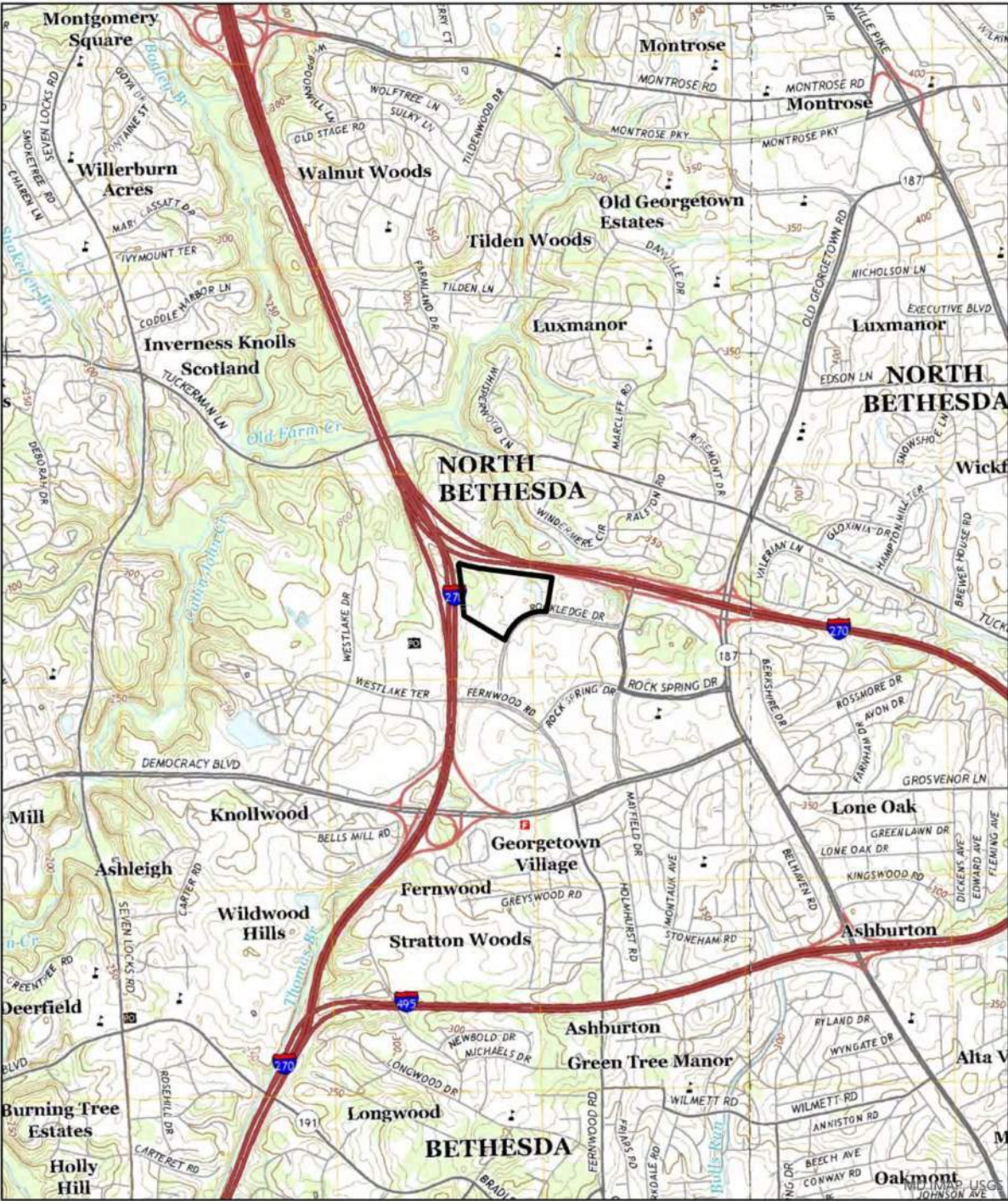
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Martin Marietta Corporation Headquarters

Location: 6801 Rockledge Drive

Montgomery County

City: Bethesda

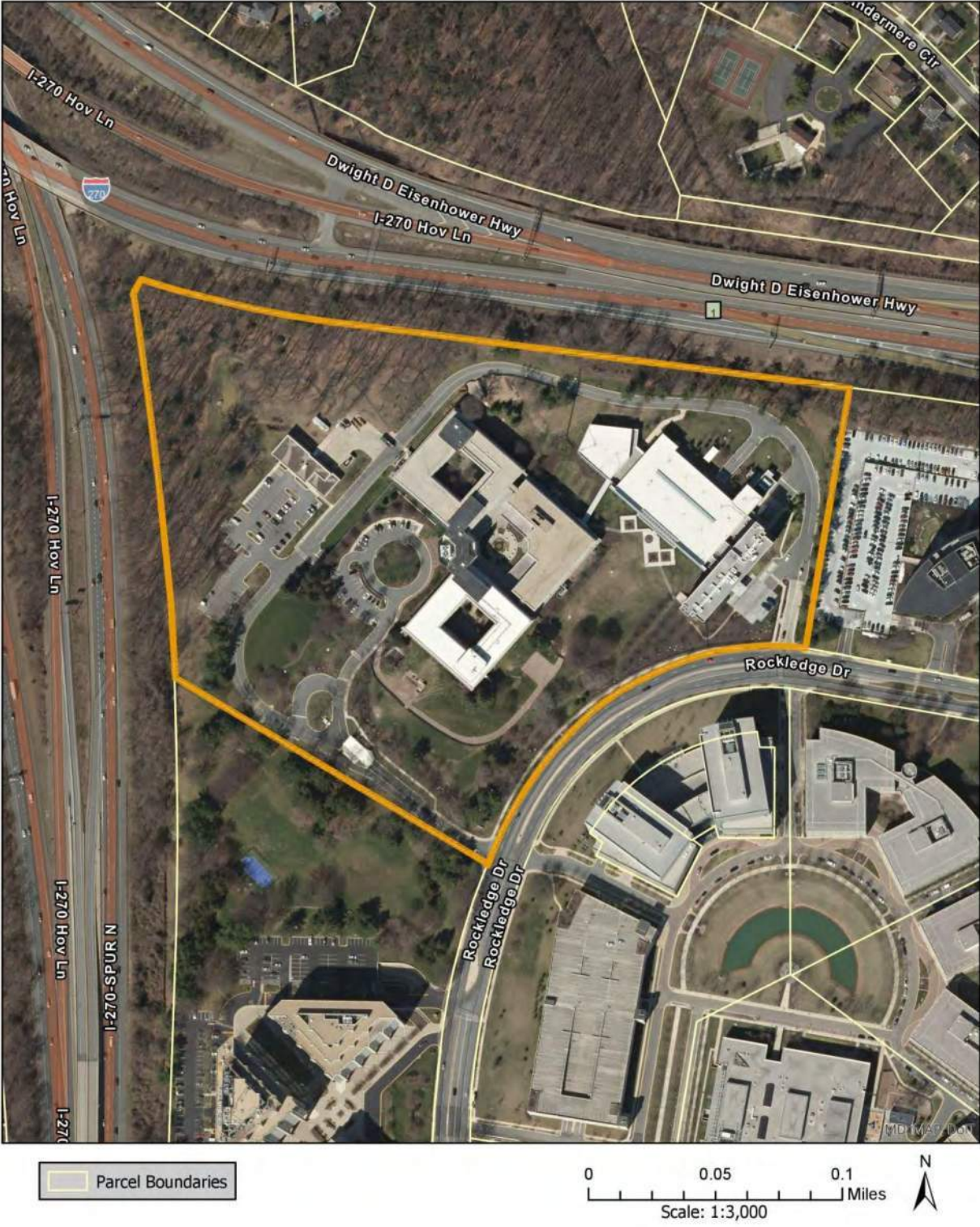


USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000

Martin Marietta Corporation Headquarters
Location: 6801 Rockledge Drive

Montgomery County
City: Bethesda



Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



Historic Image 1: Northeast and southeast elevations, photo taken from artificial lake, 1976.

Photo by Anthony Hathaway, Image Courtesy Leon Chatelain III



Historic Image 2: Martin Marietta Corporation Headquarters, at upper left, with surrounding office buildings under construction, 1978.

Image from *The Washington Post*, March 23, 1978, MD1

Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)

6801 Rockledge Drive
Bethesda, Montgomery County, Maryland



Historic Image 3: Lockheed Martin Corporation Headquarters, March 2013.

Image by Matthew Straubmuller,

<https://www.flickr.com/photos/imatty35/8534548938/in/photostream/>

Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



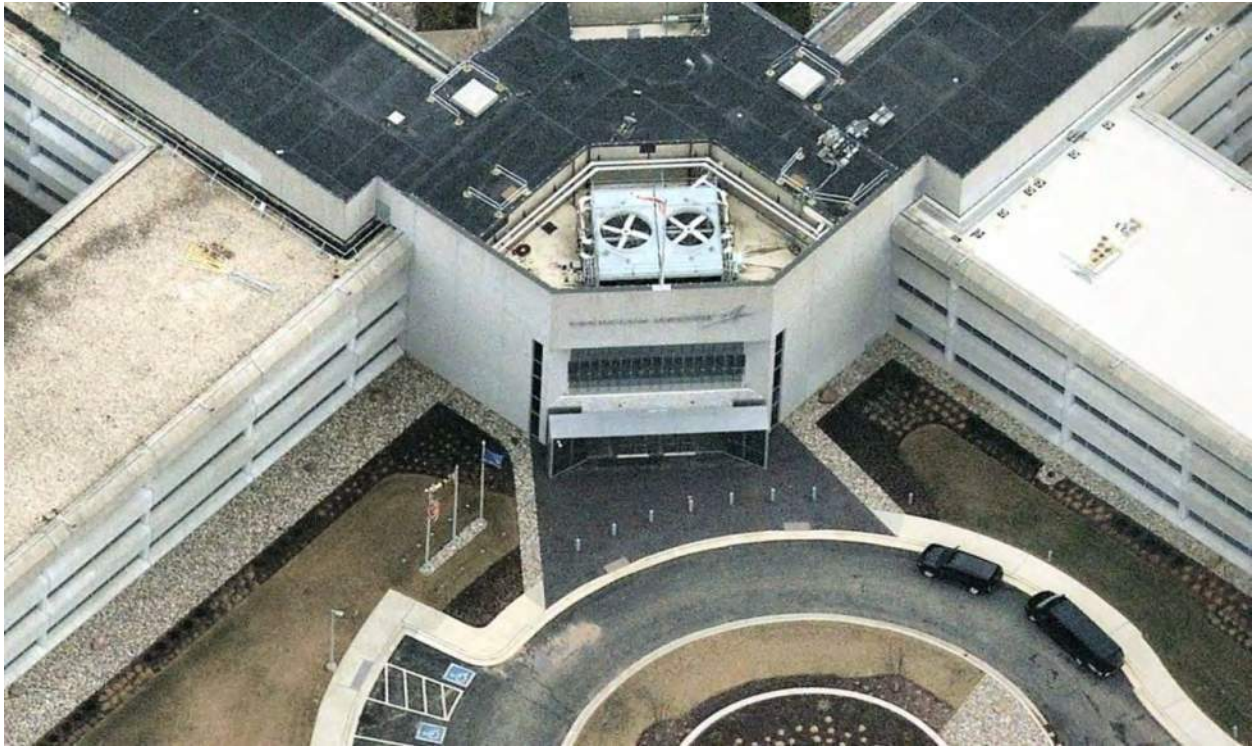
Historic Image 4: Lockheed Martin Corporation Headquarters oblique view, February 2019.
Image from Nearmap

M: 30-55

Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



Historic Image 5: Main entrance oblique view, February 2019.
Image from Nearmap



Southeast elevation of 1976 building



Southeast facade of 2000s building and secondary driveway onto property

PHOTO LOG

Number of Photos: **2**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

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

File Format: **M: 30-55_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Southeast elevation of 1976 building

02.tif

Southeast facade of 2000s building and secondary driveway onto property

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

Property Name: Maryland State Police Barrack L Forestville

Address: 3500 Forestville Road

City: District Heights

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0190

Tax Map Number: 0090

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 25, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Maryland State Police Barrack L Forestville is a police station with no architectural style occupying a 3.31-acre parcel. The property is surrounded by single-family dwellings and commercial buildings, including a large shopping center to the northeast. According to the building's dedication plaque, it was designed by architects Belinky and Schick and completed in 1970. The police station is oriented on a northeast-southwest axis and faces northwest toward the intersection of Forestville Road and Pennsylvania Avenue. The building occupies approximately the center of its parcel. A driveway, which splits to allow access to both the northwest and southeast asphalt parking lots, provides access to the property from Forestville Road. While the lots are primarily asphalt, a concrete pad with metal covers is located south of the building near the fueling station to access the station's underground fuel tank. Concrete pads are also located at the garage bays on the southeast elevation and at the northeast elevation. The eastern portion of the roughly triangular parcel is wooded.

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

Maryland State Police Barrack L Forestville

The building is surrounded at the façade and southwest elevation with planting beds with shrubs and trees and is separated from the roads by grass, mature trees, and shrubs. Light standards, wood parking signs, metal street signs, metal flag poles, a metal single-pole radio tower, a metal and wood sign reading "MARYLAND STATE POLICE", a metal fuel tank, concrete drainage features, and an emergency generator are located on the property. A brick monument sign with three-dimensional plastic lettering reading "MARYLAND STATE POLICE BARRACK 'L'" faces Pennsylvania Avenue, and a concrete "L" is at the center of the lawn northwest of the building. A three-sided metal shelter with two plexiglass, single-light, fixed-sash windows and an asphalt-shingle, hipped roof is on a concrete pad southeast of the building and houses a fueling station for police vehicles. Northeast of the building is a rectangular-plan, brick-clad shed with a flat roof, built in 1981 and expanded by 1988. Pipes and conduits run from the shed into the northeast elevation of the police station.

The rectangular-plan police station has a symmetrical façade and is built into the slope of the property, so that it is one story at the façade and two stories at the southeast and northeast elevations. A brick and synthetic stucco-clad retaining wall topped with metal fencing is located adjacent to the shed and exposes the first story of the building at the northeast elevation. The building likely rests on a concrete slab foundation and is clad with dark-colored brick in a running bond pattern. Projecting brick pilasters separate each elevation into equal-size bays. At the top of the exterior walls is a course of spandrel panels, painted black. A projecting standing-seam metal cornice is located at the roofline. Round recessed light fixtures are built into the underside of the cornice at the entrances and windows. The roof is flat and houses mechanical equipment. Metal loudspeakers are present on the southwest and southeast elevations.

Located at the center bay of the nine-bay façade, the main pedestrian entrance consists of paired metal-and-glass doors with transom flanked by three-light, fixed metal sash sidelights opening onto a concrete pedestrian walkway. The entrance is flanked on both sides by two four-light, hopper and awning metal sash windows with metal screens over the bottom light. Northeast of the entrance, three-dimensional letters read "MARYLAND STATE POLICE, BARRACK 'L' FORESTVILLE."

The southwest elevation is similar to the façade but is only eight bays wide. A secondary pedestrian entrance, consisting of paired metal-and-glass doors with a transom and flanked by three-light metal sash sidelights, is located in the fourth bay and opens onto a concrete pedestrian pathway with concrete steps. The entrance is flanked by two four-light windows, identical to those on the façade.

The southeast elevation is eight bays wide, with two pedestrian entrances and three vehicular entrances at the lower level. The southwest entrance is recessed and consists of a single metal-and-glass door flanked by two-light sidelights. The center pedestrian entrance consists of a single solid-panel metal door. The transom above contains a metal-caged air conditioning unit. Both entrances open onto a concrete pedestrian walkway with steps. The three northeast bays contain metal-and-glass, roll-up garage doors, opening onto concrete pads connecting to the parking lot. A square metal-and-plastic light fixture is present above the center garage door. At the second story are seven windows, identical to those found on the other elevations. The northeast elevation has two single solid-panel metal doors with transoms, two metal vents, and a metal-and-plastic light fixture above the southwest door. At the second story, the northeast elevation has five windows identical to those on the other elevations, except for one window, which has an air conditioning unit replacing the bottom light.

NR-ELIGIBILITY REVIEW FORM

Maryland State Police Barrack L Forestville

Maryland State Police Barrack L Forestville is an undistinguished example of a mid-twentieth-century police station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Maryland State Police Barrack L Forestville is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the building retains integrity, architects Belinky and Schick are not masters and the building does not possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C.

The boundary for the property encompasses 3.31 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0090, Parcel 0190 (2018).

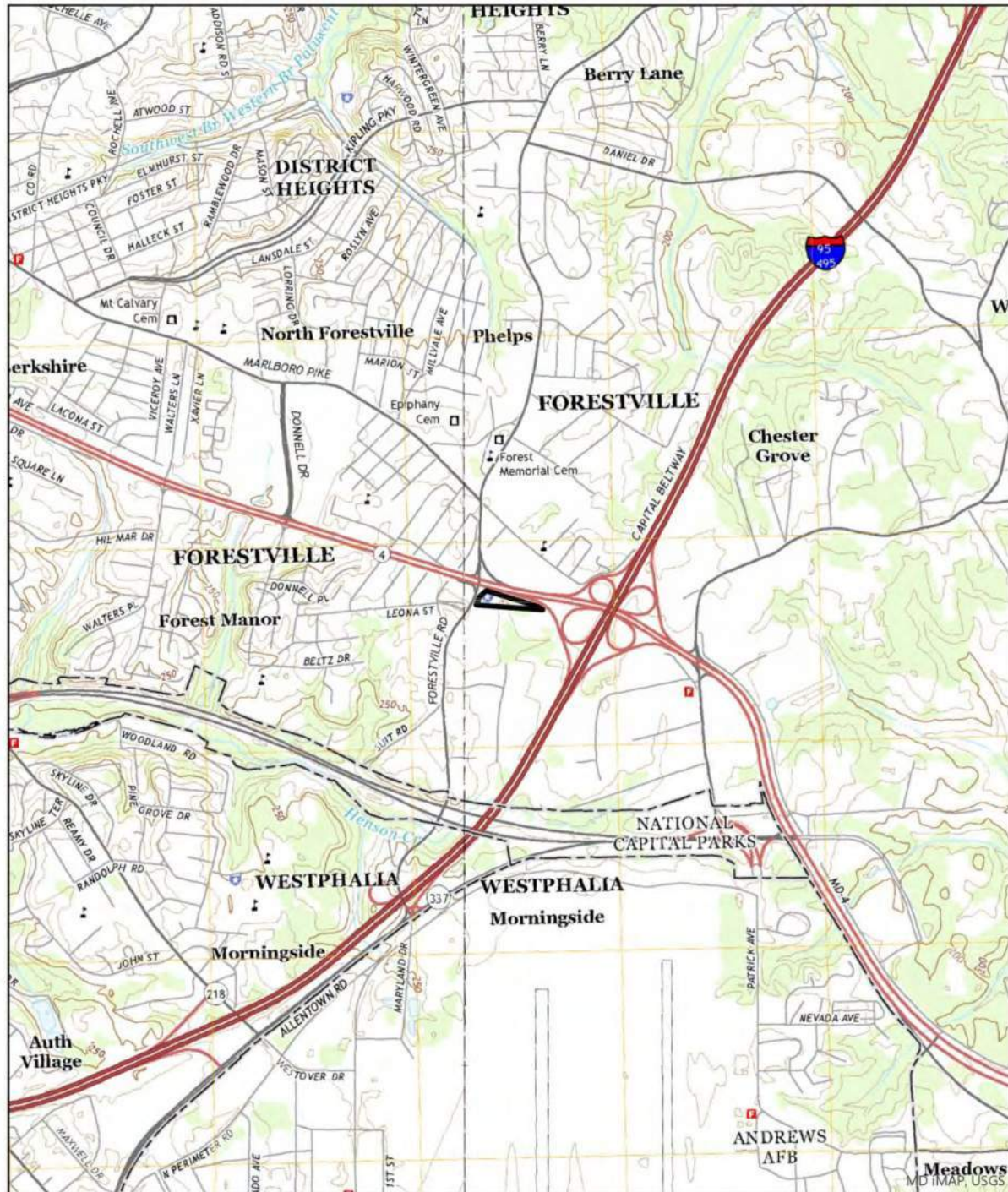
Maryland State Police Barrack L Forestville

Maryland State Police Barrack L Forestville

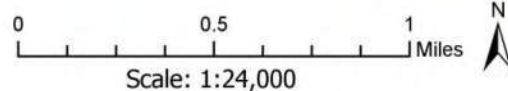
Location: 3500 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro



NR-ELIGIBILITY REVIEW FORM

Maryland State Police Barrack L Forestville



Northwest facade and southwest elevation



Southeast elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: MD State Savings & Loan Association (Greenbelt) Inventory Number: PG:67-40-1
Address: 9200 Edmonston Road Historic district: ☐ yes ☒ no
City: Greenbelt Zip Code: 20770 County: Prince George's
USGS Quadrangle(s): Beltsville
Property Owner: 9200 Edmonston Rd. LLC Tax Account ID Number: 21-2403434
Tax Map Parcel Number(s): 0000 Tax Map Number: 0026
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: 12/20/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

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

Location/Setting

The Maryland State Savings and Loan Association Building (Greenbelt) is located at 9200 Edmonston Road in Greenbelt, Prince George's County, near the intersection of Edmonston Road and Springhill Drive in the City of Greenbelt, within the boundaries of the Springhill Lake Apartment Complex (PG:67-40). A 2015 National Register of Historic Places (NRHP) evaluation of the apartment complex included the evaluated building within its boundary but it was not addressed in the survey. This resource is near the Greenbelt Historic District (PG:67-4), a National Historic Landmark.

The Maryland State Savings and Loan Association Building (Greenbelt) is bounded on the north by Springhill Lake's garden apartments, to the west by the apartment complex leasing office, to the south by Springhill Drive, and to the east by Edmonston Road. The resource is situated on the east side of the evaluated area, with a surface parking lot to its north, west and south sides.

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Manicured lawns and landscaping surround the building, separating it from the parking lots and street. This includes a garden, consisting of concrete pedestrian walkways and planting beds, located northeast of the building. Concrete steps connect the garden to the public sidewalk on Edmonston Road and north parking lot. It appears the parking lot is shared with the leasing office, although generally the parking spaces east of the lot's landscaped median tend to serve the evaluated building. A curved concrete path, built in the 1990s, crosses the south lawn, providing a link between the south and west parking lots. An electric generator is also present on the south lawn. Vehicular access is provided by driveways on Springhill Drive and Edmonston Road. A backlit plastic and metal sign reading "9200 Edmonston," with space for tenants' names, is located at the southeast corner of the evaluated area where Springhill Drive meets Edmonston Road.

Architectural Description

The Maryland State Savings and Loan Association Building (Greenbelt) was completed in 1974 as an L-shaped, four-story office building. The building does not have an architectural style and has an east-facing façade. It is clad in tan brick set in a running bond pattern.

The first-floor windows consist of two tall fixed panes, darkly tinted, with a spandrel panel below each pane. The windows of the second and third stories are identical, and similar to the first story windows, with the addition of a solid spandrel above each pane. The windows of the fourth story are the same as those on the first story. At the upper floors, the fenestration within each bay consists of a three-story brick, boxed bay window.

The building's main entrance at the façade faces onto the garden and is at a right angle to the east half of the north elevation. The entrance consists of likely replacement double leaf all-glass doors with polished metal hardware set within a mirrored metal frame. The right door features lettering reading "WEAPONS PROHIBITED," and a security telephone is mounted directly adjacent to the door. The building number is affixed as individual numbers on the wall, just to the right of the entrance.

Secondary entrances are located on the east and west elevations. Another façade entrance is located three bays to the right of the main entrance, consisting of double leaf glass panel doors set in a darkly painted metal frame. Concrete steps connect the garden pedestrian walkway to the doors. The right door features the words "NO ENTRANCE." A simple square light fixture is mounted to the wall above the doors. A third east elevation entrance, located at the south end, is a single leaf glass door with a two-light window to its right. A concrete landing is in front of the door, with no connecting walkway. The west elevation doors are similar to the main entrance, consisting of a set of double leaf all-glass doors with polished-metal hardware. The entrance is connected to the parking lot by a concrete staircase and a concrete ramp, both with simple metal-tube railings, painted black. Numbers at the top of the door surround display the building number. The base of the surround consists of square-cut and rusticated masonry blocks. The building features a bronze-colored, standing-seam metal, false mansard parapet around its perimeter, concealing a flat roof housing mechanical equipment.

A circa 1990s stair tower addition extends from one of the bays of the north elevation. The tower is clad in rusticated masonry blocks at its base and small, smooth square masonry blocks on its upper three levels, both similar in color to the brick cladding of the main building. The windows of the stair tower addition consist of darkly-tinted glass panels set into a black metal frame, flush with the walls. The arrangement of the panes is similar to the windows of the main building but does not include spandrels. The north elevation entrance is located at the base of the stair tower addition, below the first story of the main building due to the sloping terrain. This entrance consists of a single leaf glass door set into a black metal frame, with a single light transom window above. The tower is sheltered by a hipped roof made of the same standing-seam metal as the main building.

Historic Context

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The land on which the Maryland State Savings and Loan Association Building (Greenbelt) stands was originally part of the 311-acre tract that became the Springhill Lake apartment complex (Plat 3706). Land-use planning for the area began in the 1930s when the federal Resettlement Administration created the city of Greenbelt as an experimental garden city community (Winling 2005, 6). In 1952, the U.S. Government sold the city into private ownership. Following the sale, the responsibility for land-use planning in the area passed from the federal government to the Maryland-National Capital Park and Planning Commission (M-NCPPC). In 1956 the M-NCPPC zoned the land west of Greenbelt near the proposed route of the Capital Beltway, including the 311-acre tract that became Springhill Lake apartment complex, for industrial use (Winling 2005, 7-8).

Edward Perkins, a Maryland real estate developer, purchased the 311-acre Springhill Lake tract in 1957 and sought to have the land re-zoned from industrial to high-density residential use. The plan, which called for 4,000 units and potentially 12,000 new residents, was approved by M-NCPPC in 1959 despite opposition from the citizens of Greenbelt. Greenbelt's citizens feared that the influx of 12,000 new residents would overwhelm the city and alter Greenbelt's character (Winling 2005, 4). To develop the property, Perkins formed Greenbelt Associates, an ownership syndicate with several other experienced developers including Isadore M. Gudelsky, developer of Wheaton Plaza; Theodore N. Lerner, real estate firm president; and Albert H. Small, a principal partner in Community Builders, Inc. The architecture firm of Cohen, Haft & Associates was hired to design the complex, which included apartments, townhouses, an elementary school, a recreation center, a small shopping center, swimming pools, a golf course, and office buildings (Winling 2005, 3, 10-11). Construction of the Springhill Lake apartment complex was completed in 1970 (Bruder 2015, 1).

On October 16, 1972, the remaining undeveloped portion of Parcel 2 was sold to Tenth Springhill Lake Associates. Between 1973 and 1974, an office building, designed by Cohen, Haft & Associates, was constructed at 9200 Edmonston Road (Hurwitz 1974, E51). The building's original tenant was a branch of the Hyattsville-based Maryland State Savings and Loan Association, whose name adorned the façade (Maryland State Savings and Loan Association 1973, B2/Hurwitz 1974, E51). It is unclear whether they were the only tenants at the time or when the association left the building. Research did not reveal subsequent tenant names, and the building appears to be vacant in 2018.

Cohen, Haft & Associates

Cohen, Haft & Associates was founded as a partnership between Jack Cary Cohen, AIA (1924-2011) and his fellow Catholic University alumnus Leonard A. Haft in 1953, forming Cohen, Haft & Associates in 1958 (Kelly 2015, 179). The firm soon became the most prolific designer of residential buildings in suburban Maryland, including 1,000 tract homes by 1960 (M-NCPPC 2017, 2). Between 1954 and 1972, they designed more than 200,000 residential units within the Washington, D.C., Metropolitan Area and were named one of the top fifty firms in the nation for the quantity of residences that they designed (M-NCPPC 2017, 2).

Cohen, Haft & Associates was best known for its contemporary designs and for integrating architecture with the natural environment. In neighborhoods, such as The Hilltop in Montgomery County, the houses were designed to blend in with their surroundings and work with rather than against existing landscape features on the site. The use of natural materials, such as locally quarried Stoneyhurst stone, and the choice of earth tones for window frame and roof coloring allowed the houses to reflect the natural environment (M-NCPPC 2017, 3-4). The firm, especially Jack Cohen, also worked to convince its clients to incorporate modernist design elements into their developments and to build in a more contemporary style (M-NCPPC 2017, 3).

Although primarily a residential design firm, Cohen, Haft & Associates also designed several office buildings, religious buildings, and institutional complexes during the Suburban Diversification Period. Office buildings designed by the firm include its own offices at the Spring Street Professional Center (1961, demolished) in Silver Spring, the Empire Building in Washington, D.C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

(1963), the Citizens Bank of Maryland-Silver Spring Branch (1963), the Executive Office Building in College Park (1964), the Maryland State Savings and Loan Association Building in Greenbelt (1974), and a new office for the firm at 9300 Georgia Avenue (1971) in Silver Spring (M-NCPPC 2017, 3/Willmann 1963, D4). Institutional projects included the Charles E. Smith Center (1969) in Rockville and the Montgomery College Germantown Campus (1978) (M-NCPPC 2017, 3, 10). Many of the design elements used at the Maryland State Savings and Loan Association Building (Greenbelt) were first used by Cohen, Haft & Associates at the Charles E. Smith Center, including the bronze-toned metal roof, tan brick laid in a running bond pattern, and bay windows (M-NCPPC 2017, 10-11).

Eligibility Determination

The Maryland State Savings and Loan Association Building (Greenbelt) was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. The evaluated resource is an example of a corporate office building. It was not evaluated for eligibility under Criterion D.

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation improvements, government expansion, or the environmental movement. The Maryland State Savings and Loan Association Building (Greenbelt) does not have a significant association with such trends, and thus is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. Therefore, the evaluated resource is not eligible under Criterion B.

To derive significance under Criterion C, an individual office building must be the work of a master or possess high artistic value. Because of their ubiquity, to be considered under Criterion C as a type, period, or method of construction, eligible office buildings should be one of the first examples or one of the last unaltered examples. The evaluated building is not representative of the work of its designer, Cohen, Haft & Associates, which was predominately a residential design firm. While generally intact, the building has been altered with the addition of a stair tower and replacement of doors at two entrances. Therefore, it is not one of the first examples nor is it one of the last unaltered examples. The Maryland State Savings and Loan Association Building (Greenbelt) is not eligible under Criterion C.

The evaluated resource encompasses 2.12 acres and is bound by the center line of the median in the shared parking lot to the north and west, and by the parcel lines along Edmonston Road to the east and Springhill Drive to the south. The evaluated resource is found on Prince George's County Tax Map 0026, Parcel 0000 (2019).

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

“Maryland State Savings and Loan Association.” Advertisement, The Washington Post, November 20, 1973, B2. ProQuest.

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

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

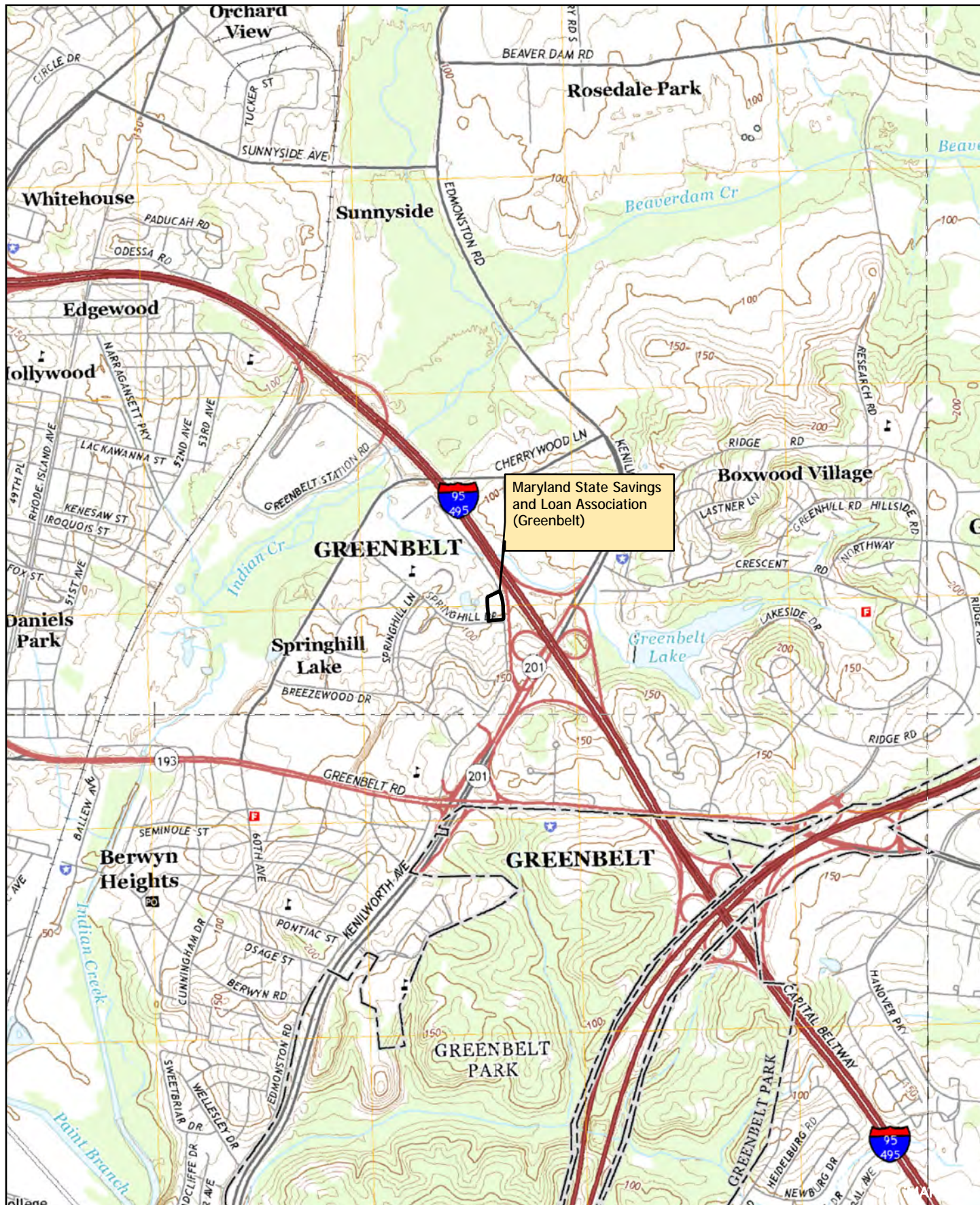
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Maryland State Savings and Loan Association (Greenbelt)

Location: 9200 Edmonston Road
City: Greenbelt

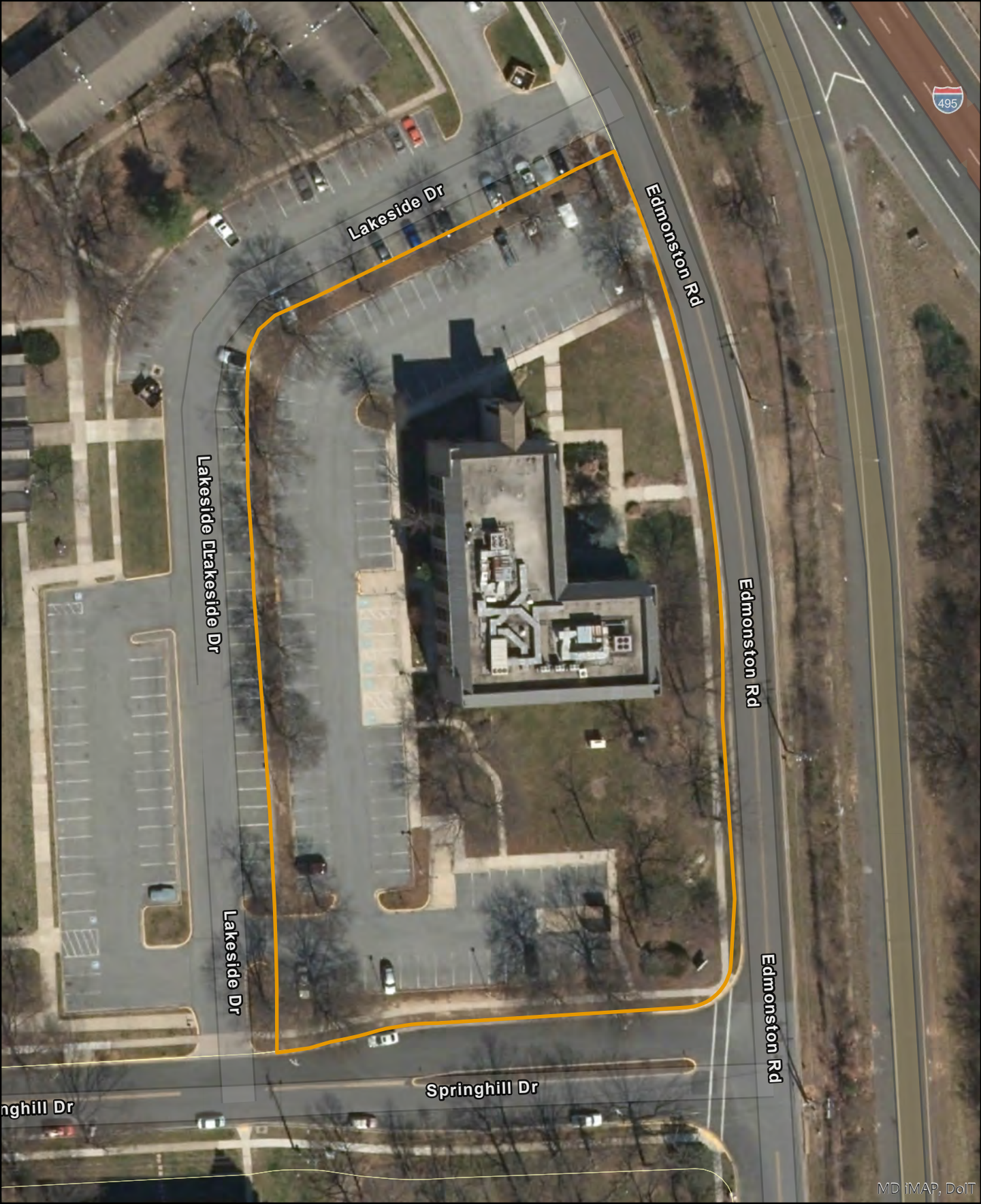
MIHP#: 67-40-1
Prince George's County



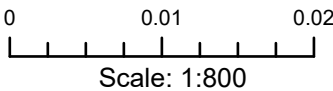
USGS 7.5' Quadrangle - Beltsville

0 0.3 0.6
Miles
Scale: 1:24,000





Parcel Boundaries



Maryland State Savings and Loan Association Building (Greenbelt)

9200 Edmonston Road
Greenbelt, Prince George's County, Maryland

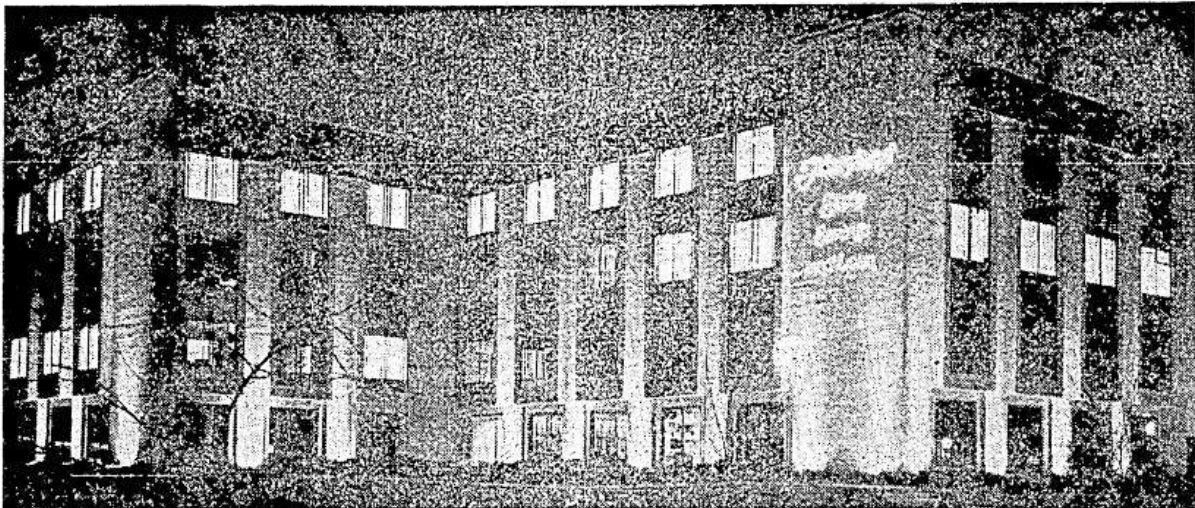


Photo by Robert Hurwitz

NEW BUILDING—Designed by Cohen and Haft, Holtz, Kerxton, Karabekir AIA and Associates, this Springhill Lake office building has completed the west side development of the Springhill Lake residential and commercial

complex on a Beltway site near Greenbelt. Edson Development. There are more than 3,000 garden and mid-rise apartment is the builder and Community Realty handles leases in Springhill Lake.

Historic Image 1: Maryland State Savings and Loan Association Building (Greenbelt), 1974.

Photograph by Robert Hurwitz, *The Washington Post*, September 7, 1974, Page E51.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 1



Photo 1 of 10: View of east elevation from Edmonston Road, looking southwest.



Photo 2 of 10: View of north elevation from parking lot showing stair tower addition, looking south.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 2



Photo 3 of 10: View of west elevation from parking lot, showing secondary entrance, looking east.



Photo 4 of 10: View of south elevation from parking lot, looking north.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 3



Photo 5 of 10: Detail of windows at southeast corner, looking northwest.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 4



Photo 6 of 10: Detail of main entrance from garden, east elevation, looking west.



Photo 7 of 10: Detail of secondary entrance from garden, east elevation, looking west.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 5



Photo 8 of 10: Detail of secondary entrance at stair tower addition, north elevation, looking south.



Photo 9 of 10: Detail of secondary entrance at east elevation, looking west.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 6



Photo 10 of 10: View of building sign from corner of Springhill Drive and Edmonston Road, looking northwest.

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 7

PHOTO LOG

Name of Property: Maryland State Savings and Loan Association (Greenbelt)
Name of Photographer: Heather Staton, Dovetail Cultural Resource Group
Date of Photographs: August 8th and September 12th, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 10:
View of east elevation from Edmonston Road, looking southwest.
PG;67-40-1_2018-09-12_01.tif

Photo 2 of 10:
View of north elevation from parking lot showing stair tower addition, looking south.
PG;67-40-1_2018-08-08_02.tif

Photo 3 of 10:
View of west elevation from parking lot, showing secondary entrance, looking east.
PG;67-40-1_2018-08-08_03.tif

Photo 4 of 10:
View of south elevation from parking lot, looking north.
PG;67-40-1_2018-09-12_04.tif

Photo 5 of 10:
Detail of windows at southeast corner, looking northwest.
PG;67-40-1_2018-08-08_05.tif

Photo 6 of 10:
Detail of main entrance from garden, east elevation, looking west.
PG;67-40-1_2018-08-08_06.tif

Photo 7 of 10:
Detail of secondary entrance from garden, east elevation, looking west.
PG;67-40-1_2018-08-08_07.tif

Photo 8 of 10:
Detail of secondary entrance at stair tower addition, north elevation, looking south.
PG;67-40-1_2018-09-12_08.tif

Photo 9 of 10:
Photo 9 of 10: Detail of secondary entrance at east elevation, looking west.
PG;67-40-1_2018-08-08_09.tif

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

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)
Continuation Sheet

Number Photos__Page 8

Photo 10 of 10:

View of Building sign from corner of Springhill Drive and Edmonston Road, looking northwest.

PG;67-40-1_2018-09-12_10.tif

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

None.

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

Property Name: McDonald Field

Address: 13 Southway

City: Greenbelt

Zip Code: 20770

County: Prince Georges

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 50

Tax Map Number: 34

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 24, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

McDonald Field, built in 1951, is a 2.142-acre local park on the southeast side of Southway. A paved drive with parking on either side leads southeast to the baseball field that comprises the majority of the parcel. The field has a chainlink fence and backstop, shed roof frame dugouts, bleachers, and a concrete block shed-roof building east of the backstop.

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

McDonald Field is located within the boundary of the Greenbelt Historic District (PG: 67-4), but the park's 1951 construction post-dates the district's period of significance (1935-1941) and, therefore, the park does not contribute to the district's significance.

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

NR-ELIGIBILITY REVIEW FORM

McDonald Field

The boundary for the property encompasses 2.142 acres and is defined as Parcel 50 on Prince George's County Tax Map 34.

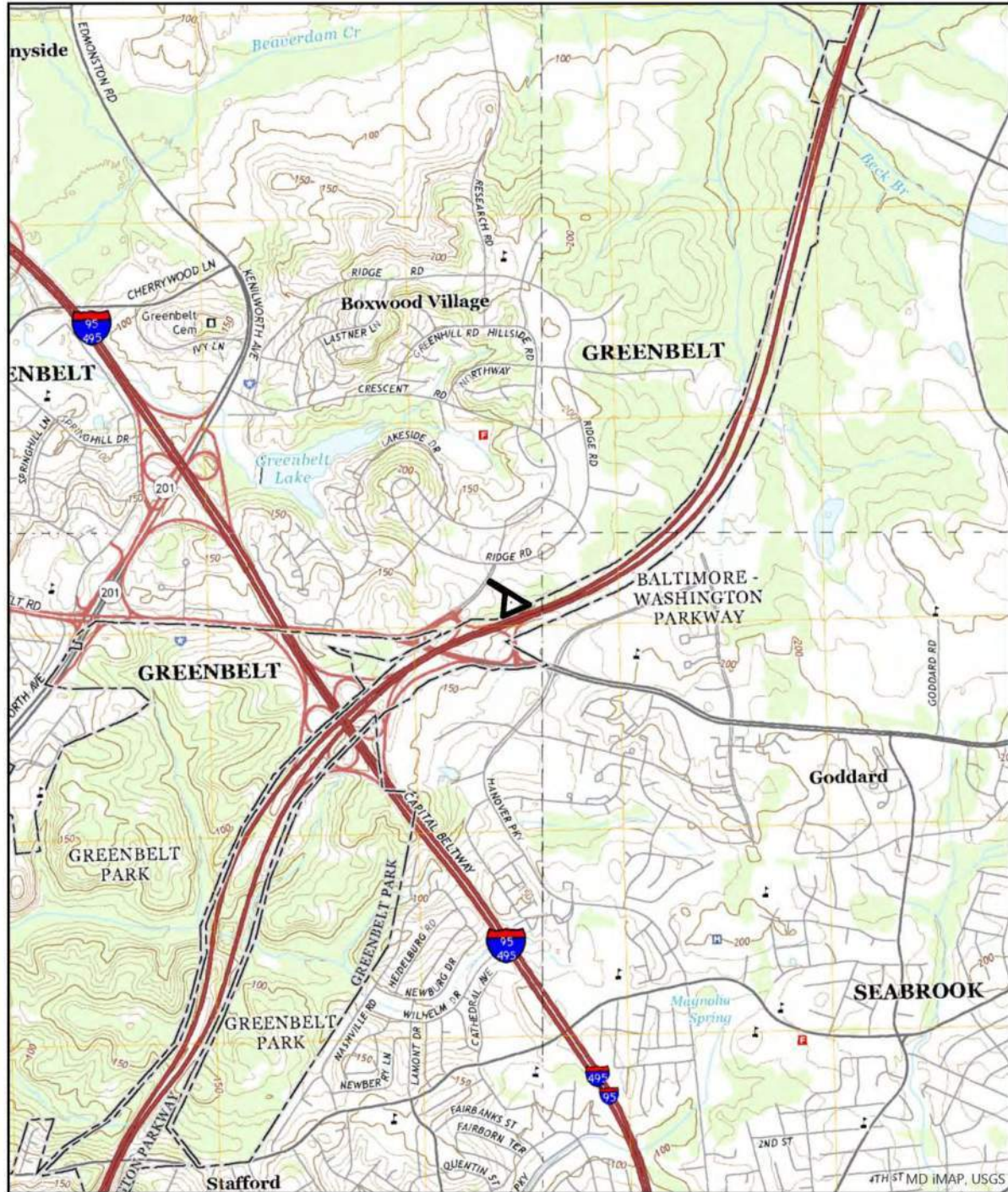
McDonald Field

McDonald Field

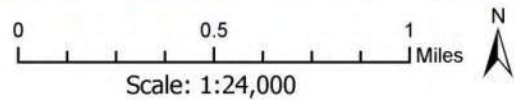
Location: 13 Southway

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



McDonald Field



McDonald Field Parking and Ballfield Looking Southeast



McDonald Field Baseball Field Looking South

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

Property Name: McDonald's (Suitland)

Address: 4777 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0098

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 20, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

McDonald's (Suitland) is a Mansard style chain fast food restaurant occupying a 0.65-acre parcel located in a commercial area along Allentown Road, southeast of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. The one-story building was constructed in the 1970s (Historic Aerials), replacing an earlier McDonald's building on the site that was built in 1965 (Plat Map 4973). The 1970s changes to the property likely occurred to update the building to the company's then-current style and to add a drive-thru to the restaurant. The building was later expanded to the southeast between 1989 and 1995 (Historic Aerials). The restaurant is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. The property is accessed by two driveways—one from Suitland Road and one from Allentown Road—and by two driveways connecting to the adjacent gas station to the northeast. Although the parking lot is asphalt, the drive-thru lane that wraps around the northwest and southwest elevations is concrete. The building occupies the approximate center of the parcel and is separated from the roads by grass, trees, and planting beds with shrubs. A low chain-link fence borders the property to the northwest and a concrete curb borders the

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

McDonald's (Suitland)

northeast. Landscaped islands, light standards, flag poles, metal bollards, plastic-and-metal drive-thru signs and ordering station, and a brick dumpster enclosure with wood and metal gates are also located on the lot. A metal-and-plastic pole sign with the McDonald's golden arches is on the southeast corner.

McDonald's (Suitland) is roughly rectangular-plan with projections sheltered by the main roof at the façade and sheltered by a projecting roof at the southwest elevation. The restaurant rests on a concrete slab foundation and is clad in painted brick set in a running bond pattern with a painted wood belt course about a third of the way up the wall. The flat roof is hidden behind a double-mansard roof parapet with a wide overhang, likely clad in metal shingles, painted green with decorative raised rectangular metal ribs that follow the pitch of the roof. Plastic signs with the company's name and logo are on fixed to the roof slopes. Mechanical equipment is on the flat portion of the roof. A caged metal ladder provides access to the roof at the northwest elevation.

The three-bay southeast façade has a central projecting bay with a single-pane, fixed metal sash window that acts as a vestibule. The main entrances are located to the sides of the bay and consist of single metal-and-glass doors with the company's logo printed on the center metal panel. The doors open onto a brick pedestrian walkway that continues around the sides of the building. Eight-pane, metal sash window walls flank the projecting bay at the façade. A secondary entrance is at the recessed southwest section of the façade, sheltered by the main roof. The northeast elevation features a metal sash window wall consisting of four glass panes above four plastic spandrel panels. The spandrel panels are molded to include the company's "M" logo. The projecting bays on the southwest elevation feature drive-thru windows with transoms, the southeastern window is flanked by a three-pane metal sash window wall. The projections also include single-light, fixed metal sash windows at a 90-degree angle to the main building, two on the northwest bay and one on the southeast bay. Between the projecting bays is a four-pane window wall. Southeast of the drive-thru windows is a large fixed-sash window, and a fixed-sash window above an "M" logo spandrel panel. A secondary entrance consisting of a single metal-and-glass door, identical to those at the façade, is at the center of the southwest elevation; two solid-panel metal doors are at the northeast and northwest elevations.

McDonald's (Suitland) is an altered example of a mid-twentieth-century chain fast food restaurant common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was likely reconstructed in the 1970s to match the company's corporate Mansard style and was renovated and expanded between 1989 and 1995 (Historic Aerials). It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.65 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

References:

Prince George's County Land Records, Plat Map 4973, December 1964. Accessed March 25, 2019.
www.plats.net.

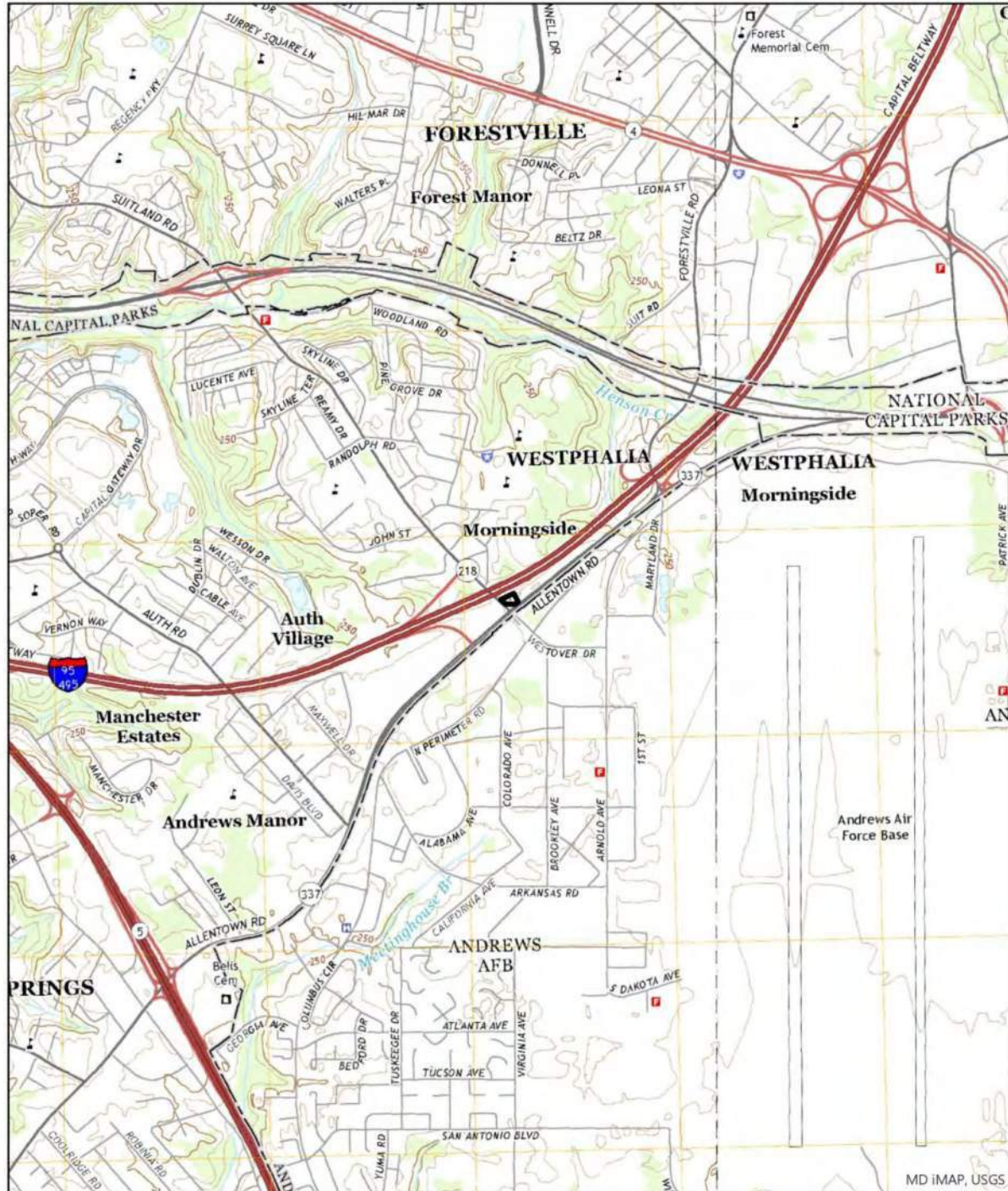
McDonald's (Suitland)

McDonald's (Suitland)

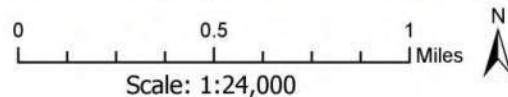
Location: 4777 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Scale: 1:24,000

McDonald's (Suitland)



Southeast facade and southwest elevation

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 20-24

Page 1 of 1

Name of Property: Mills House

Location: Muddy Branch Road, Gaithersburg, MD (Montgomery County)

The Mills House on Muddy Branch Road in Gaithersburg, Maryland (Montgomery County) is no longer extant. It was located on the west side of Muddy Branch Road, east of I-270. The Montgomery Club Apartments and Townhomes were built on the site between 1986 and 1989, according to aerial and topographic maps.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Montgomery Bean House Inventory Number: M: 30-17
Address: 9827 Old Georgetown RD (MD 187) Historic district: ☐ yes ☒ no
City: Bethesda Zip Code: 20814 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Rev John F. Mahoney Trust Tax Account ID Number: 07-00678870
Tax Map Parcel Number(s): 0000 Tax Map Number: GP62
Project: I-495/270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Montgomery Bean House is located in Bethesda, Montgomery County, east of Old Georgetown Road and north of I-495. The rectangular-shaped parcel, comprising 0.34 acre, contains the primary dwelling, garage, and paved driveway. A set of concrete steps leads to the primary entry from Jarvis Lane. The lot is landscaped with grass, shrubbery, trees, and other ornamental foliage. Situated in a residential neighborhood, the Montgomery Bean House is bounded to the north, east, and south by two-story, single-family dwellings. It is currently owned by the Rev John F. Mahoney Trust (State Department of Assessment and Taxation [SDAT] 2018).

Description:

The Montgomery Bean House is a two-story, three-bay, single-family dwelling built circa 1844 in an L-form with minimal detailing. The continuous masonry foundation supports a structural system clad in vinyl siding and the dwelling is capped by a cross-gabled roof sheathed in asphalt shingles. The original core contains two interior-end chimneys; one on the west end of the

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

building is made of brick, and one on the east end of the building is clad in wood siding. The primary entry is located on the north elevation, facing Jarvis Lane. It is filled by a single-leaf, wood and glass door with sidelights and molded trim. It is marked with a plaque indicating that the dwelling is the "Montgomery Beane House, c. 1844," but referenced elsewhere as "Bean." A set of concrete steps provide access to the primary entry. Additional fenestration includes one-over-one, double-hung-sash, aluminum windows, two-over-two, double-hung-sash wood windows, and a tripartite aluminum window.

The circa-1844 core of the Montgomery Bean house has been expanded with several additions. On the north elevation, the primary entry is contained within a two-bay, two-story projecting front-gable addition, built after 1974 (Owens 1974). On the east end of the building, a two-story, one-bay, post-1974 addition expands the building's footprint. This east addition has a side-gabled roof which is slightly lower in elevation than the height of the primary core.

A post-1974 semi-detached garage is located immediately east of the primary dwelling (Owens 1974). The one-story, one-bay, front-gabled garage has a continuous masonry foundation which supports a structural system clad in vinyl or aluminum siding. Access is granted by a metal garage door on the north elevation.

Historic Context:

The Montgomery Bean house was constructed as a two-story, three-bay, single-family dwelling circa 1844 by James Montgomery Bean. Following Bean's death, the property passed to his wife, Margaret Bean, who remarried and became Margaret I. Graves, then to their son, Benjamin A. Bean in 1881 (Montgomery County Deed Book [MCDB] EBP 23, 46; Owens 1974; United States Geological Survey [USGS] 1908). A 1908 topo map shows the Bean family residing at the house in what was at that time a rural area (USGS 1908). The dwelling remained in the Bean family until John Leonard and Edna Bean sold the parcel to Eugene M. Fry, a local real estate developer, and his wife in July 1943 (MCDB 913, 428).

In the years immediately following his purchase, Fry subdivided the land around the Montgomery Bean House into a neighborhood that would be called "Alta Vista Gardens," a residential development comprising small lots, curvilinear streets, and one-story, single-family dwellings (MCDB 1015, 273). Alta Vista Gardens was built as an extension of Alta Vista to meet the demands of the post WWII housing boom in the Washington, D.C. suburban area. Through this development, the Montgomery Bean House remained the anchor of the neighborhood, around which other houses were developed. The house passed through several families throughout the third quarter of the twentieth century until it was purchased by John F. Mahoney and Fabia Harris Mahoney in 1978 (MCDB 5090, 026; 14100, 00348). The Montgomery Bean House remained in the Mahoney family and is currently owned by the Rev John F. Mahoney Trust. In recent years, an increase of property value has led to the replacement of many circa-1945 dwellings with large new housing.

As post-war housing demand increased, the land on either side of Old Georgetown Road rapidly suburbanized and the population density increased. "In Maryland, the majority of [pre-1844] transportation routes originated from major cities, namely Baltimore and later Washington, D.C., and between ports, markets, and milling centers. The four Maryland counties that tended toward suburbanization surrounded those areas, specifically Baltimore County, Anne Arundel County, Montgomery County, and Prince George's County" (KCI Technologies, Inc. [KCI] 1999, B-13). Pre- and post-World War II houses in this area were constructed in response to the increasing number of middle-class families to the area, drawn by commercial proliferation of the mid-twentieth century. "Alta Vista (one of Bethesda's first subdivisions) was named by the developer to draw people who were interested in summer places with cool breezes. The first houses there were built in the 1880s, and it once was at the end of the streetcar line" (Offutt 2009).

Evaluation:

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Built circa 1844, the Montgomery Bean house served as a farmstead for the Bean family until the 1940s. It was sold to Eugene M. Fry in 1943 to create the Alta Vista Gardens subdivision. As local housing density increased, the Montgomery Bean house was surrounded by new residential development, further divorcing it from its agricultural context. In 1974, the property was surveyed for the Montgomery County Master Plan for Historic Preservation and was determined that it did not qualify due to alterations.

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

Under NRHP Criterion C, the Montgomery Bean House is not recognized to be a particularly unique or excellent example of its style. Although the Montgomery Bean House is one of only a few remaining mid-nineteenth century dwellings in the immediate vicinity, the modifications and alterations to the resource as a whole have negatively impacted its historic integrity and architectural significance. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

This property encompasses 0.34 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP62, Parcel 0000.

References

Esri. 2018. United States Geological Survey. Accessed July 20, 2018. <http://services.arcgisonline.com/arcgis/services>.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed August 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

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Owens, Christopher. Montgomery Bean House. Evaluation on file at the Maryland Historical Trust, Crownsville, Maryland, 1974.

Offutt, William. 2009. "What's in a Name?" Bethesda Magazine. Accessed May 2018. <http://www.bethesdamagazine.com/Bethesda-Magazine/November-December-2009/What-s-in-a-Name/>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed August 20, 2018. http://sdcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

United States Geological Survey (USGS). 1908. Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Baltimore County, Maryland. Accessed August 17, 2018. <http://historicalmaps.arcgis.com/usgs/index.html>.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

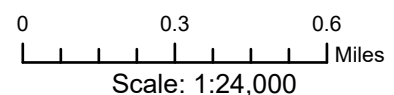
Montgomery Bean House

Location: 9827 Old Georgetown Road
City: Bethesda

MIHP#: M: 30-17
Montgomery County



USGS 7.5' Quadrangle - Kensington



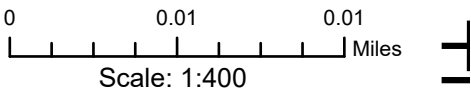
Montgomery Bean House

Location: 9827 Old Georgetown Road
City: Bethesda

MIHP#: M: 30-17
Montgomery County



Parcel Boundaries



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

Inventory No M: 30-17

Name: Montgomery Bean House
Continuation Sheet

Number Photos Page 1



Photo 1 of 4: North Oblique, Facing South



Photo 2 of 4: Detail of Primary Entry on Northwest Elevation

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

Inventory No M: 30-17

Name: Montgomery Bean House
Continuation Sheet

Number Photos Page 2



Photo 3 of 4: Northwest Elevation Facing Southeast



Photo 4 of 4: Detail of Northeast Elevation

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

Inventory No M: 30-17

Name: Montgomery Bean House
Continuation Sheet

Number Photos Page 3

PHOTO LOG

Name of Property: Montgomery Bean House
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 4:
North Oblique, Facing South
M: 30-17_2018-05-07_01

Photo 2 of 4:
Detail of Primary Entry on Northwest Elevation
M: 30-17_2018-05-07_02

Photo 3 of 4:
Northwest Elevation Facing Southeast
M: 30-17_2018-05-07_03

Photo 4 of 4:
Detail of Northeast Elevation
M: 30-17_2018-05-07_04

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Montgomery Country Club (Bethesda Country Club) Inventory Number: M: 29-81

Address: 7601 Bradley Boulevard

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Bethesda Country Club

Tax Account ID: 03497340

Tax Map Parcel(s): N500

Tax Map: GP32-0000

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Location/Setting

Montgomery Country Club/Bethesda Country Club, constructed between 1914 and 2009, is a 142.79-acre property located northwest of the I-270 spur and the Thomas Branch and northeast of Bradley Boulevard. The property is surrounded on the west, northwest and northeast by single family dwellings and townhouses. A small cluster of townhouses are southeast along Bradley Boulevard. A tree-lined asphalt drive from Bradley Boulevard, marked by modest stone gateposts with the club name, provides access to the clubhouse, which is on the southern end of the parcel. An asphalt parking lot with tree-filled islands is east of the clubhouse. A circa 2008 rectangular pavilion is southeast of the parking lot. The pavilion consists of four Doric columns set on a stone wall supporting the hipped, asphalt-shingle roof. A pool complex with two swimming pools, a wading pool, and a circa 2000 pavilion are south of the clubhouse. A likely circa 1930s driving range with a circa 2017 shed-roof indoor driving range building is northwest of the clubhouse, surrounded by tall metal fencing with netting. A landscaped area with three flagpoles is south of the driving range. A likely circa 1930s practice green is northeast of the clubhouse. The golf course is on the northern half of the property and a small portion of the southern half. A tennis complex is in the southeast corner,

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

accessed by a separate drive that follows the southern property boundary. A mid-1970s maintenance and storage complex, with a large gable-roof building, smaller shed, and asphalt parking area, is along the western property boundary and accessed via a separate north-south drive. Also on the property are wooden directional signs and a four-sided metal clock.

Property Description

Clubhouse (ca. 1914, ca. 1929, mid-1960s, mid-1970s, circa 1998)

The irregular-shaped clubhouse, set into a hill on the highest portion of property overlooking the golf course, was constructed in phases over the course of the twentieth century. Additions and alterations in the second half of the twentieth century have completely obscured any remaining evidence of the circa 1914 clubhouse constructed by the Montgomery Country Club and the circa 1929 alterations made by the National Women's Country Club. Large mid-1960s and mid-1970s additions to the east and southwest of the circa 1914 clubhouse, constructed by Bethesda Country Club, have been hidden by circa 1998 additions to the northwest, northeast, southeast, south, and west. In addition, all exterior elevations were refaced circa 1998. The overall exterior of the building conveys the appearance of a late-twentieth-century building.

The clubhouse ranges from one to three stories, is clad in synthetic stucco, and has a variety of roof forms. Most of the visible roof surface is covered in asphalt shingles. In some places stone facing has been applied to the exterior walls. A circa 1998 porte cochere and circular drive is at the northwest corner. The main entry is under the porte cochere and consists of paired metal-and-glass doors flanked by multi-light casement windows with transoms. A circa 1998 stone-clad tunnel, attached to the north elevation and obscuring the appearance of a circa 1962 clubhouse addition, leads from the drive east of the porte cochere to the eastern parking lot. The east elevation, primarily constructed circa 1998, faces the parking lot. The elevation is three stories tall and features a hipped-roof entrance porch with paired metal-and-glass doors, and multi-light single, paired and ribbon windows. The east elevation of the circa 1998 southeastern addition is one story with a shallow pitched hipped-roof and deep eaves supported by brackets. The west elevation of the circa 1998 southeastern addition has a series of doors opening onto a concrete patio. The circa 1998 south elevation has ogee-arched openings on the first floor and a terrace on the second. Visible behind the terrace is the hipped roof associated with the circa 1964 addition to the clubhouse. Extending from this elevation is a large concrete patio containing the three pools. The southeast elevation of the circa 1970s southwestern addition has both flat and hipped-roof sections and walls of synthetic stucco with little fenestration. The northwest elevation, which has sections dating to both the mid-1970s and circa 1998, is two-story with a recessed first story supported by battered stone pillars. The second story has a gable-front section with large windows. Windows throughout are vinyl in a variety of pane configurations.

Pool Complex (circa 1949, mid-1970s, circa 2000)

A pool complex with two large swimming pools, a small wading pool, and a circa 2000 wooden pyramidal-roof pavilion are south of the clubhouse. The eastern rectangular pool, constructed before 1949, is oriented northwest-southeast; the western rectangular pool, constructed between 1970 and 1979, is oriented northeast-southwest. The rectangular wading pool, constructed between 1970 and 1979, is northwest of the larger pools. The pools are surrounded by concrete decking.

Golf Course (ca. 1929, ca. 1949, ca. 1961)

Fifteen holes of the manicured golf course surround a driving range. The remaining three holes are south and southwest of the clubhouse. The original 1930s nine-hole course is at the north side of the property; the second, circa 1949, nine-hole course surrounds the clubhouse. The golf course was reworked in the early 1960s to accommodate the construction of the I-270 spur. The golf course, set in rolling hills with landscaped areas and mature trees, contains typical elements: tees, a long, manicured fairway, greens with holes marked by a flag, rough areas of high grass and plants, and hazards such as bunkers (sand traps). Connecting the holes are circa 1992 concrete cart paths that wind along the fairways. An artificial lake is in the northeast corner.

Tennis Complex (late 1960s, mid-1970s, ca. 2009)

A tennis complex is located at the southeast corner of the property. The oldest extant court enclosure was constructed between 1964 and 1970 and consists of three clay courts. By 1979, a five-court enclosure with clay courts stood to the south, and a two-court enclosure with hard courts was constructed to the north. This two-court enclosure is seasonally sheltered by an air-

supported dome. West of the two-court enclosure is a circa 2009 two-story tennis building. The French Eclectic-inspired building has a hipped roof and wraparound porch. The court features are enclosed with chain-link fencing. The complex also includes a modern octagonal wooden gazebo and miscellaneous modern storage buildings.

Historic Context

The property has had multiple country club occupants over the course of the twentieth century. In 1913, the Montgomery Country Club purchased approximately 150 acres of farmland along the newly constructed Bradley Boulevard. While initial plans included renovating the existing farmhouse on the site, the club later decided to construct a new Colonial Revival style clubhouse designed by Clarke Waggaman and J. Henri De Silbour, well known Washington architects who catered to affluent and influential residents (Scott 2005). Based on aerial photographs, it appears the original farmhouse was retained and incorporated into the new facility. According to the Washington Post, the club was planned to feature golf, tennis, polo and hunting, but it is unclear how the property was actually used at that time. It appears the golf course and tennis courts were not constructed on the property until much later (Washington Post, January 17, 1914).

In 1929, the Montgomery Country Club moved to a new location in Montgomery County, and the former club property was obtained by the National Women's Country Club, one of the few women-owned clubs in the country. The influential women who created the club were frustrated by the limitations imposed on them by other local clubs, such as not being able to play on Saturdays or holidays, and decided to create their own club. The organization renovated the clubhouse, including enlarging and enclosing the veranda, constructed a two-story addition, added tennis courts, and installed the nine-hole golf course, designed by Scottish-born golf course architect Fred Findley. The property also included stables and bridle paths by this time, as well as a landing strip for airplanes. A Washington Post article noted that several members visited the property by plane, some coming as far as Pittsburgh, Pennsylvania (Washington Post, August 11, 1929, September 22, 1929, December 28, 1930; West 1930; McDonald 2014; Torrey 1934).

The history of the property from the late 1930s to 1945 is unclear, but the National Women's Country Club appears to have operated the property through the late 1930s. Research did not reveal when or why the club ceased to exist. It is possible that membership income declined during the Great Depression, as happened at other local country clubs, and the club could no longer remain solvent. According to a Bethesda Country Club history, the property became public in 1936, but reverted back to a private club when the site was leased by E. G. Adams to form the short-lived Bradley Hills Country Club (Bethesda Country Club). In 1945, the Washington Aviation Country Club took over the existing facilities with plans to create a members-only airpark on the property, likely building on the existing airstrip. The airpark proposal was opposed by local residents as well as M-NCPPC and never constructed (Washington Post, July 15, 1945). At some point prior to 1949, a pool was constructed south of the clubhouse.

In 1947, the Bethesda Country Club Corporation purchased the property, and began planning for an additional nine holes designed by S. E. Saunders, as well as the redesign of some of the existing holes. Two years later, the expanded 18-hole course opened (Bethesda Country Club; Wolbarst 1948). In 1961, Beltway construction impacted the property when the State of Maryland took 13 acres to build the I-270 spur and I-495. At that time, the golf course was realigned, a lake was added near the 17th hole, and facilities were improved. Between 1962 and 1963 a new clubhouse addition was constructed on the northeast side of the 1920s clubhouse, resulting in the demolition of the original farmhouse. Between 1964 and 1970, a second large addition was constructed south of the circa 1962 addition.

More changes came to the club in the late twentieth century. Between 1970 and 1979, a large addition to the clubhouse was built south of the circa 1914 portion of the clubhouse. A freestanding building was also constructed south of the new addition. Also during that time period, a second swimming pool and a wading pool were added south of the clubhouse, and a tennis building was constructed at the southeastern corner of the property. Additional tennis courts were added to the north and south of the original circa 1964 three-court enclosure (Bethesda Country Club; Historic Aerials). In 1992, the golf course was renovated by golf course architect Arthur Hills, resulting in new tees, bunkers, practice areas, cart paths, greens, an enlarged lake, and a new irrigation system. The clubhouse was further renovated circa 1998, with new additions constructed to the northeast, northwest, southeast, south, and west. One of the additions connected the detached mid-1970s building to the clubhouse. In addition, all elevations were refaced with new materials, hiding all evidence of earlier building fabric. Circa 2009, the old tennis building northeast of the courts was demolished; a new tennis building, designed by Pollock Dickerson Associates,

a firm specializing in clubhouse planning and design, was constructed west of the courts (Bethesda Country Club; Historic Aerials). The property continues to be owned and occupied by the Bethesda Country Club today.

Eligibility Determination

The Bethesda Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Bethesda Country Club is one of many country clubs established in Montgomery County in the early twentieth century and expanded in the mid- to late twentieth century. Because of major alterations to the property over time, the current clubhouse and grounds lack sufficient integrity of setting, design, materials, workmanship, feeling, and association necessary to convey any significance as the National Women's Country Club during the club's period of ownership from 1929 to the late 1930s. The property has no significant association with other historical trends. Therefore, the Bethesda Country Club is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Bethesda Country Club is not eligible under Criterion B.

The Bethesda Country Club is not representative of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. In addition, the clubhouse, golf course, and tennis complex were extensively altered in the late twentieth century. The clubhouse's circa 1914 core and 1929, mid-1960s, and mid-1970s additions have been obscured by later additions and no longer convey their historic appearance. The original tennis building has been demolished and the golf course has been reworked two times. The property does not retain integrity; therefore, the Bethesda Country Club is not eligible under Criterion C.

The property encompasses 142.79 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP32-0000, Parcel N500 (2017). Tax account is 03497340.

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Montgomery Country Club (Bethesda Country Club)

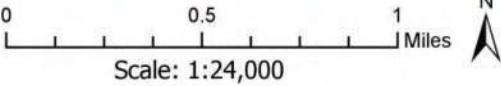
Location: 7601 Bradley Boulevard

Montgomery County

City: Bethesda



USGS 7.5' Quadrangle - Rockville



Montgomery Country Club (Bethesda Country Club)

Location: 7601 Bradley Boulevard

Montgomery County

City: Bethesda



M: 29-81
Montgomery Country Club (Bethesda Country Club)
7601 Bradley Boulevard
Bethesda, Maryland



Clubhouse Evolution Drawing. Map from Montgomery County Historical Image Viewer, 2015 aerial map.
Drawn by Nicole Diehlmann, 2019.



Clubhouse, porte cochere at west elevation, looking southeast.



Clubhouse, east elevation, looking west.



Clubhouse, south and southeast elevations, and pools, looking northwest.



Clubhouse, northwest elevation, looking northeast.

PHOTOGRAPHS



Northeast elevation of clubhouse, golf course, and putting green looking southwest.



Driving range, looking northeast.

PHOTOGRAPHS



Tennis complex with circa 2009 house, gazebo and courts, looking southeast across golf course.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-01**

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

File Format: **M: 29-81_2018-10-01_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Clubhouse, porte cochere at west elevation, looking southeast.

02.tif

Clubhouse, east elevation, looking west.

03.tif

Clubhouse, south and southeast elevations, and pools, looking northwest.

04.tif

Clubhouse, northwest elevation, looking northeast.

05.tif

Northeast elevation of clubhouse, golf course, and putting green looking southwest.

06.tif

Driving range, looking northeast.

07.tif

Tennis complex with circa 2009 house, gazebo and courts, looking southeast across golf course.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Montgomery County Detention Center and Rockville Police Station (District 1) Inventory Number: M: 26-82

Address: 1307/1451 Seven Locks Road

Historic District: No

City: Rockville

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Montgomery County

Tax Account ID: 04-01724745

Tax Map Parcel(s): N580

Tax Map: GR21

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018). Due to access restrictions, many Montgomery County Detention Center areas could not be directly observed during this survey. Descriptions of these areas are based upon Google aerial imagery.

Location/Setting

The Montgomery County Detention Center (1307 Seven Locks Road) and Rockville Police Station (District 1) (1451 Seven Locks Road) property is bordered to the north and east by Washington National Pike (I-270), to the south by the Montgomery County Division of Facilities Management, and to the west by Seven Locks Road and single-family dwellings. The property is bordered by lawns, trees, and shrubs, with a line of

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

trees separating it from I-270. Two retention ponds are located northeast of the detention center building, near I-270.

The detention center is accessed from Seven Locks Road by a driveway with a rectangular sign for the facility. The driveway connects to an access road to the asphalt parking lot to the northwest and a sliding chain link vehicular gate to the detention center. The parking lot's islands and the areas surrounding the lot and the building have grass, trees, light standards, and signs. West of the building is a recreation yard with a running track and lawns built between 1977 and 1979. Within the recreation yard, paved sport courts and what appears to be a flat roof pavilion were built sometime between 1981 and 1988. The building is surrounded by tall chain link fences with razor wire; the recreation yard is surrounded by concrete walls topped by chain link fences with razor wire. A small modular shed stands southeast of the detention center within the fence, and a modular office trailer is located outside the fence, adjacent to the recreation yard.

The police station is accessed by a driveway on Seven Locks Road with a metal sign for the facility mounted on metal poles. The building is surrounded by asphalt parking lots with landscaping and islands that have grass, trees, bushes, and light standards. The parking lots south and east of the building are enclosed by a tall chain link fence with barbed wire. A large, corrugated metal-clad shed is located near the northeast elevation, and a modular office trailer stands east of the building. Northwest of the building is a corrugated-metal clad garage, constructed between 1988-2002, with its own driveway from Seven Locks Road and a concrete sidewalk leading to the police station's parking lot.

Architectural Description

Montgomery County Detention Center (1961, circa 1975-1979 additions, 1979-1981 addition, 1982-1985 addition, 1988-2002 addition, 1990 addition)

The detention center is oriented on a northwest-southeast axis, and the façade faces northwest. This irregular-plan building was constructed over the course of several decades. Located at the center of the complex, most of the original nearly complex-regular-plan 1961 building is surrounded by additions. The 1961 building is one-story except for a two-story section at the center of what was once its northeast elevation. The exterior is clad with vertical recessed concrete panels. The windows have single, narrow, fixed black metal sashes. Additional metal-framed security panels are attached to the windows.

The primary public entrance is part of a roughly rectangular two-story section linking the original building to a four-story semicircular 1982-1985 addition along the original building's east side. Constructed at the same time as the larger addition, the entrance consists of paired black metal and green-tinted glass doors with green-tinted glass sidelights and transom. A window wall northeast of the doors consists of green-tinted glass panes in black metal frames. Three-dimensional metal lettering above the entrance reads "MONTGOMERY COUNTY DETENTION CENTER." A concrete pedestrian walkway in front of the entrance extends southwest to the 1961 building and continues to the cross-plan addition's northwest elevation. Two flagpoles are located to the entrance's northeast. The four-story semi-circular addition contains the current holding cells and is clad with large rectangular concrete panels with recessed single, narrow, fixed black metal sash windows.

The additions from the 1975 to 1977 building campaign include a near cross-plan addition to the northwest and a former holding cell addition to the southeast. The one-story cross-plan addition has a poured concrete foundation and wall surfaces and windows identical to those at the 1961 building. The former holding cell addition is four stories tall and consists of a rectangular central core with six roughly square projections, two each on the northwest and southeast elevations and one each on the northeast and southwest elevations. This addition has unpainted concrete walls and pilasters, and features single, narrow, fixed-sash windows. At the corner of each projection is a blind wall clad in painted corrugated metal panels. This addition connects to the 1961 building by a set of enclosed ramps.

A second building campaign between 1977 and 1979 added 24 beds to the detention center through rectangular-plan infills, making the original nearly complex-regular-plan building rectangular in plan. A rectangular-plan addition (including an indoor gymnasium and kitchen) was added to the southwest elevation sometime between 1979 and 1981. The gymnasium and kitchen addition has unpainted concrete walls and pilasters and has no windows. A square guard tower on the roof overlooks the recreation yard; the tower has a single door with a single light, and all four elevations feature ribbon windows.

In 1990, six concrete direct supervision center housing units were constructed to the south. These included a quadrilateral-plan addition made to the southeast elevation of the 1961 building and five buildings constructed to the south, connected to the main building by an enclosed hallway. The two-story direct supervision center buildings are clad with synthetic stucco and have single fixed windows. Unlike the rest of the detention center, these buildings have green standing-seam-metal front-gabled roofs.

Rockville Police Station (District 1) (1963, 1988-2002 addition)

The New Formalism-influenced Rockville Police Station (District 1) has an L-shaped plan. The building is oriented on a northwest-southeast axis, and the façade faces southwest. This raised two-story building has an original one-story garage at the northeast elevation and a blind two-story stacked-bond concrete block addition (circa 1988-2002) at the northwest elevation.

The building is clad with stacked-bond tan brick, with poured concrete surfaces below and above. The building has a flat roof with a tubular metal railing and metal coping along the roofline. The two-story building has a 16-bay southwest façade with single fixed metal sash windows flanked by concrete pilasters and separated by brick spandrels between levels. The main entrance, located in the west bay of the 16-bay southwest façade, consists of paired metal and dark-tinted glass doors in black metal frames flanked by dark-tinted glass panes. A dark-tinted transom features white lettering reading “Montgomery County Office Building” and includes the Montgomery County seal. Three spandrel panels, set in black frames, are above the door. Three-dimensional letters spelling out the building number are affixed to the central panel. At the second story above the entrance are three dark-tinted glass panes in metal frames. A concrete ramp and concrete steps with metal handrails connect the entrance to the concrete pedestrian walkway that surrounds most of the building. Two flagpoles are located at the entrance stairs. The 21-bay northeast (rear) elevation features windows identical to those on the façade. The building has additional single door entrances and a single metal roll-up garage door at the garage.

Historic Context

From 1787 until 1959, the Montgomery County Detention Center and Rockville Police Station (District 1) area was part of the Poor Farm, Site and Cemetery (M: 26-6). The construction of I-270 in the area in the late 1950s separated the Poor Farm property into eastern and western parcels. The Alms House and several farm outbuildings, located on the west parcel, were demolished in 1959 in preparation of the western parcel's redevelopment for other government functions. Both the Montgomery County Detention Center and Rockville Police Station (District 1) were built as part of the modernization of the criminal justice system in Montgomery County during the mid-twentieth century. In addition to new police and corrections buildings, upgrades to the system included new high-frequency radio channels, an Emergency Operating Center, and a centralized emergency number (Kelly 2015, 144).

Montgomery County Detention Center

The Montgomery County Detention Center was completed in 1961 on the western parcel of the former Poor Farm site as a replacement for a facility at the Montgomery County Courthouse. Following visits to several other jails throughout the country and in consultation with the Federal Bureau of Prisons and Maryland Department of Corrections, County architect John B. Murphy designed the new jail to combine state-of-the-art security systems with improved living conditions for inmates. Modern security features such as centrally-controlled electronic gates and doors, an intercom system, and tool-resistant steel bars were installed to discourage attempts at escape, although Murphy conceded in an interview that no jail was completely escape-proof (Dessoff 1961, B1). Built to accommodate 125 inmates in dormitory-dayroom combination space, the jail also included maximum-security cells, a drunk tank, a quiet room, sickbay, library, chapel, and landscaped patio. The patio was included, according Murphy, so that "prisoners can see something growing, which I think is important (Dessoff 1961, B1)."

Overcrowding and deteriorated conditions led to the detention center's first expansion and modernization between 1975 and 1977. Two additions, a one-story, nearly cross-shaped wing to the northwest to house female inmates and a high-rise addition to the southeast to accommodate male inmates, were added to the detention center (Washington Post 1975, A19). In 1977, a second building expansion was planned to add a 24-bed women's unit and a new outdoor recreation area (Cue 1977, C1). By 1979, the additions to the northwest and southeast and infill of the recessed areas of the 1961 building were complete. As part of this work, the detention center's original landscaped patio was removed (Historic Aerials, 2019). A gymnasium and kitchen addition to the southwest was built by 1981 (Historic Aerials, 2019). Three years later, the County Council approved another building expansion, a large semi-circular wing constructed to the northeast, to be completed in 1985 (White 1982, B5). Between 1981 and 1988, paved sports courts and a square pavilion were added to the recreation yard (Historic Aerials, 2019). In 1990, six direct supervision center buildings were constructed; these included a quadrilateral-shaped addition attached directly to the 1961 building at the southeast elevation and five buildings to the south of the 1961 building, connected by a hallway to each other and to the 1961 building. These cellblocks were a temporary solution to overcrowding while Montgomery County planned for the construction of a new, larger facility (Jennings 1990, MD1). After many years of delays, the new Montgomery County Correctional Facility opened in Clarksburg in March of 2003 (Singer-Bart 2003). As of 2019, the Montgomery County Detention Center remains in use and is responsible for the intake and processing of adult inmates before their transfer to the Montgomery County Correctional Facility (Montgomery County Department of Correction and Rehabilitation, 2019).

Rockville Police Station (District 1)

In 1962, the Montgomery County Council voted to build a new police station, impounded car lot, and voting machine warehouse on the western parcel of the former Poor Farm property (Velsey 1962, B7). It does not appear that the impound lot and warehouse were constructed (Historic Aerials, 2019). Until the new station's completion in 1963, the Montgomery County Police Rockville Station (District 1) shared space with the administrative staff at the Montgomery County Police Headquarters in Rockville. The Rockville Police Station (District 1) was one of three Montgomery County police stations constructed during the early 1960s. The Bethesda Police Station (District 2) and Silver Spring Police Station (District 3), were both built in 1962, before the Rockville Police Station (District 1). These three police stations share similar design ideas and use modern architectural styles to break from the traditional revivalist styles favored for police stations prior to 1959. This change in architectural style reflected the overall modernization of the county's police department (Kelly 2012, 144-145, 211). The Rockville Police Station (District 1) was likely sited on Seven Locks Road due to its proximity to the then-new Montgomery County Detention Center. People processed at the Rockville Police Station (District 1) needed only to be brought next door while they awaited trial and served their sentences. The Montgomery County Police continued to operate the station on Seven Locks Road until 2013, when the district station relocated to the Montgomery County Public Safety Headquarters in Gaithersburg (Arnold 2013). As of 2019, the building houses offices for the Montgomery County Office of Consumer Protection.

Eligibility Determination

The Montgomery County Detention Center and Rockville Police Station (District 1) was evaluated for National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The Montgomery County Detention Center and Rockville Police Station (District 1) does not have a significant association with historical trends, such as social and demographic changes, transportation, and local and regional planning. The Montgomery County Detention center has been altered numerous times since its initial construction and no longer reflects the historical trends in corrections facilities associated with its original design. As one of three police stations built by Montgomery County during the Suburban Diversification Period, the Rockville Police Station (District 1) does not have a significant association with trends in public safety during the time that it was built. The modernization of the Montgomery County Police was already in progress at the time of the station's construction, so the station does not have a significant association with this trend. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion B.

The Montgomery County Detention Center and Rockville Police Station (District 1) is not a first example nor one of the last intact examples of its type, period, or method of construction. Both the Montgomery County Detention Center and Rockville Police Station (District 1) buildings have been altered since their initial construction. The 1961 Detention Center building is completely surrounded by additions and no

longer reflects its original design. The Rockville Police Station (District 1) was not the first of its type in the county, as it was the last of three new police stations built in Montgomery County in the early 1960s. The building is not an unaltered example of its type or style as it was altered by the construction of the tower addition to the northwest elevation. Research has not revealed either building to have an association with a master, nor does the resource possess high artistic value. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion C.

The evaluated resource encompasses 18.09 acres and is confined to a portion of the current property tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N580 (2018).

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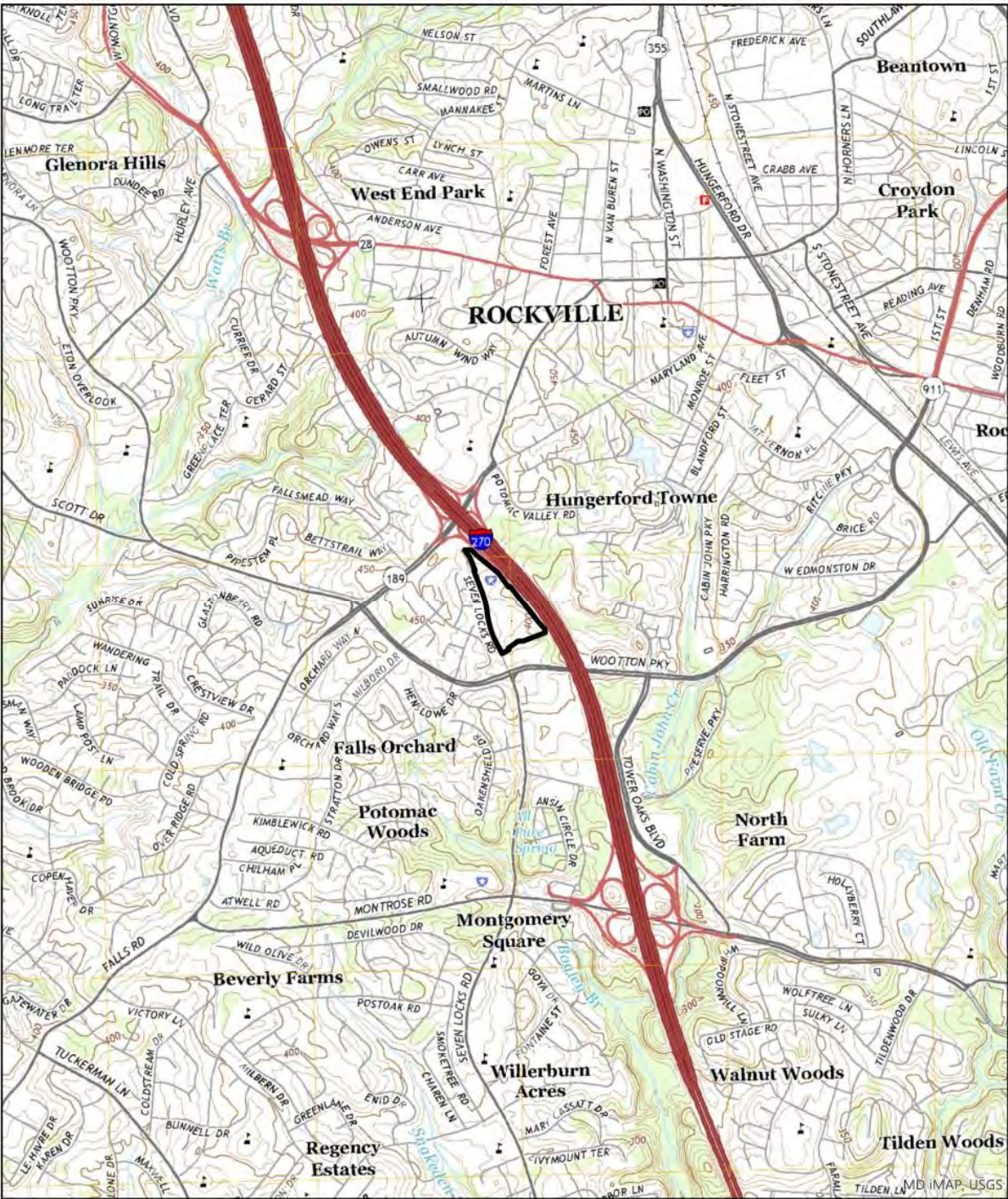
White, Ronald D. "Montgomery Moves to Ease Jail Crowding." The Washington Post, February 19, 1982, B5. ProQuest.

Montgomery County Detention Center and Rockville Police Station (District 1)

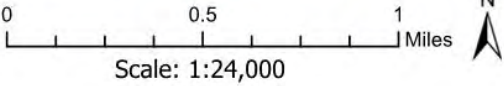
Montgomery County

Location: 1307/1451 Seven Locks Road

City: Rockville



USGS 7.5' Quadrangle - Rockville



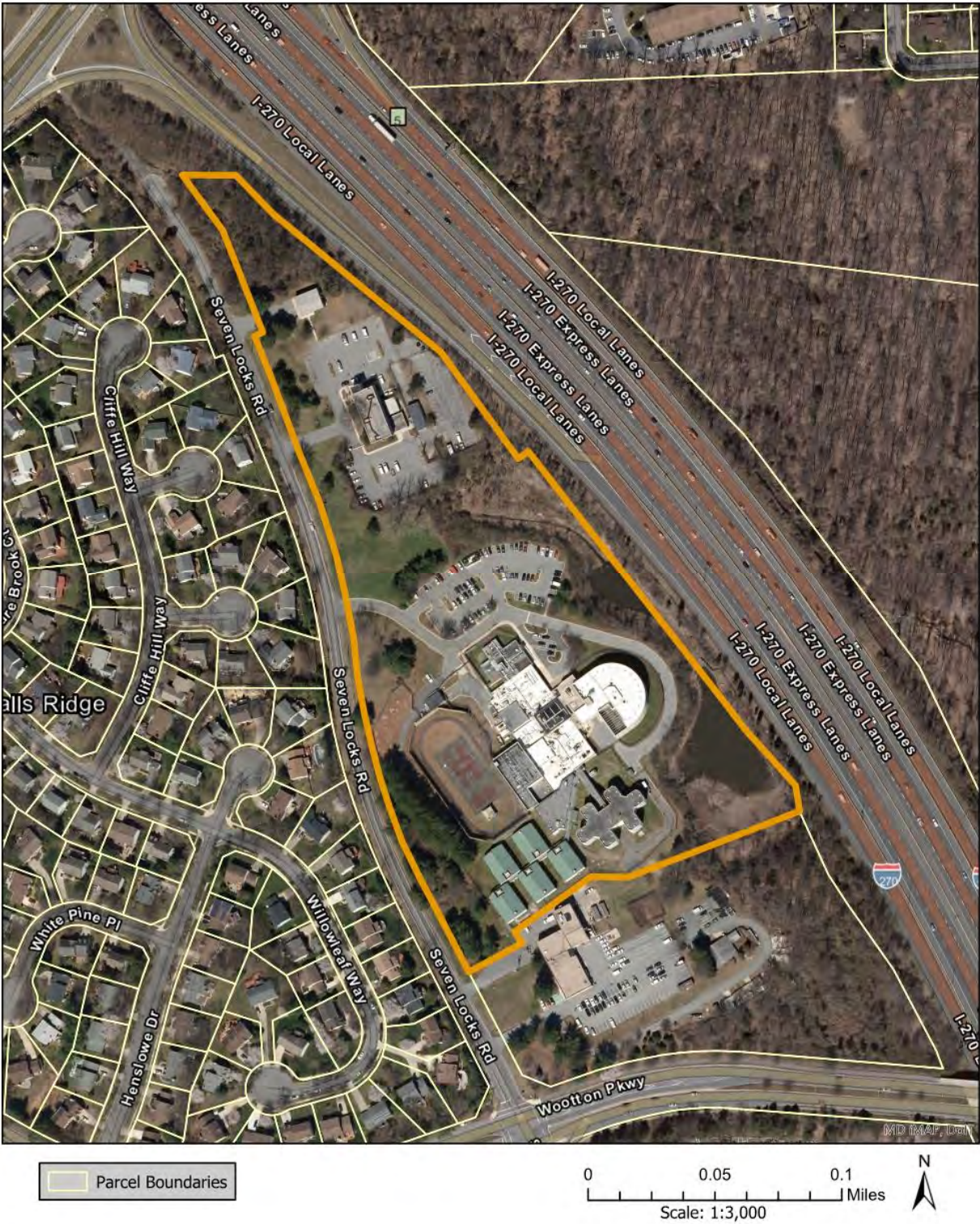
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Montgomery County Detention Center and Rockville Police Station (District 1)

Montgomery County

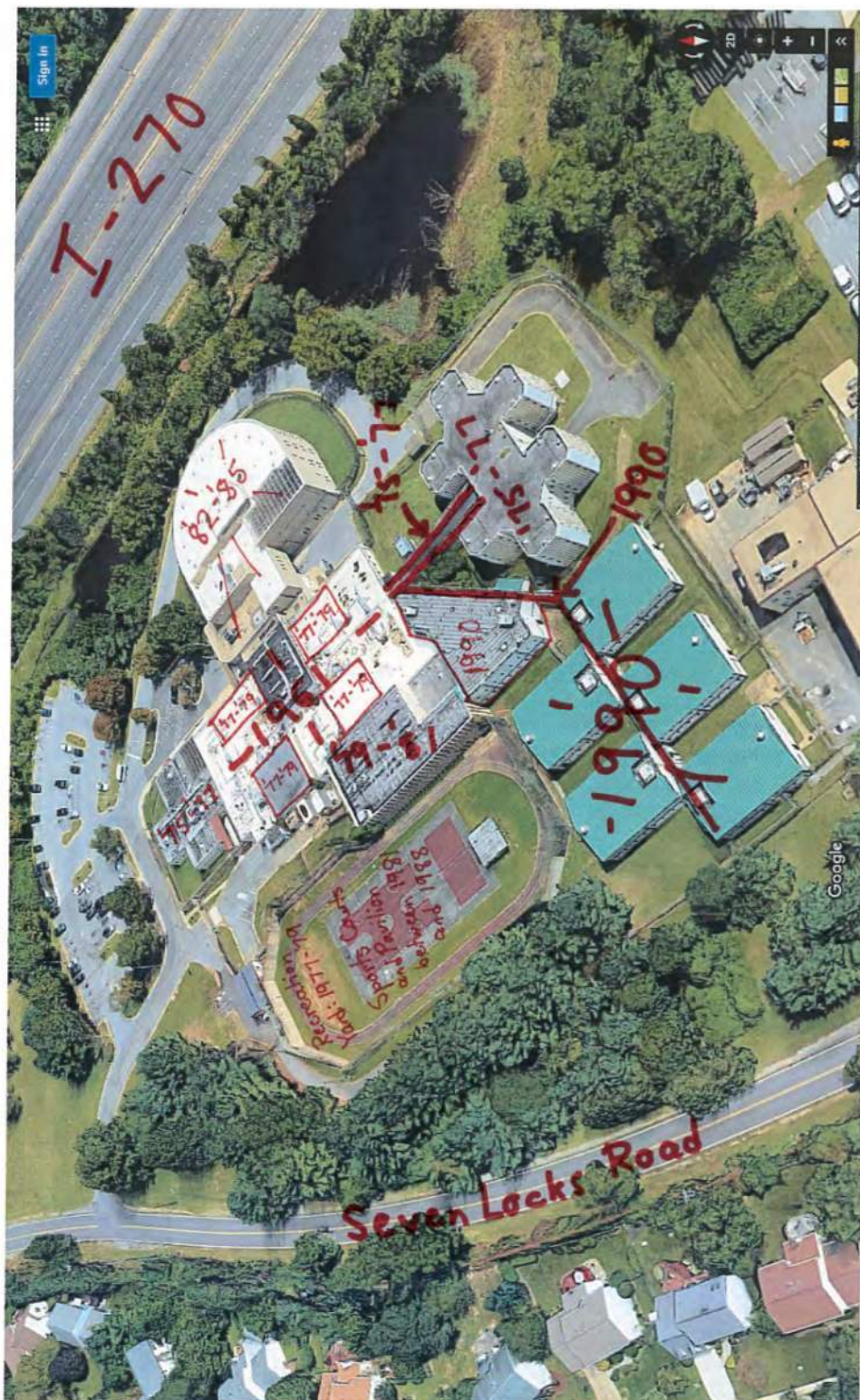
Location: 1307/1451 Seven Locks Road

City: Rockville



Montgomery County Detention Center and Rockville Police Station (District 1)

Rockville, Maryland



Circa 2019 aerial photo of the Montgomery County Detention Center complex with construction dates indicated. Map from Google.

PHOTOGRAPHS



Montgomery County Detention Center northeast elevations of the cross plan addition in foreground, 1961 building, and main entrance, looking southeast.



Montgomery County Detention Center main entrance, looking southeast.

PHOTOGRAPHS



Montgomery County Detention Center 1975-1977 addition northeast and southeast elevations, looking west.



Montgomery County Detention Center northwest elevation of the cross plan addition, looking south.

PHOTOGRAPHS



Montgomery County Detention Center gymnasium addition, northwest elevation, looking south.



Montgomery County Detention Center 1982-1985 addition at northeast elevation, looking north.

PHOTOGRAPHS



Montgomery County Detention Center modular buildings, looking southeast.



Rockville Police Station (District 1) facade and northwest elevations, looking southeast.

PHOTOGRAPHS



Rockville Police Station (District 1) northeast and southeast elevations, looking south.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney**

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

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

File Format: **M: 26-82_2018-12-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Montgomery County Detention Center northeast elevations of the cross plan addition in foreground, 1961 building, and main entrance, looking southeast.

02.tif

Montgomery County Detention Center main entrance, looking southeast.

03.tif

Montgomery County Detention Center 1975-1977 addition northeast and southeast elevations, looking west.

04.tif

Montgomery County Detention Center northwest elevation of the cross plan addition, looking south.

05.tif

Montgomery County Detention Center gymnasium addition, northwest elevation, looking south.

06.tif

Montgomery County Detention Center 1982-1985 addition at northeast elevation, looking north.

07.tif

Montgomery County Detention Center modular buildings, looking southeast.

08.tif

Rockville Police Station (District 1) facade and northwest elevations, looking southeast.

09.tif

Rockville Police Station (District 1) northeast and southeast elevations, looking south.

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

Property Name: Montgomery County Division of Facilities Management

Address: 1301 Seven Locks Road

City: Rockville

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N580

Tax Map Number: GR21

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Montgomery County Division of Facilities Management complex is located on land that formerly housed the Poor Farm, Site and Cemetery (M: 26-6). The property includes a circa 1965 maintenance and office building with no architectural style. The building is set back from the road. The 7.62-acre property is bounded by the Montgomery County Detention Center to the north, Seven Locks Road to the west, Wootton Parkway to the south, and Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270) to the east. The resource is accessed by two asphalt driveways on Seven Locks Road. A metal sign on metal posts, with the name of the facility and street address, is present at the south driveway entrance. The property consists of asphalt parking lots; a driveway at the southern boundary; and lawns and trees, including wooded areas on the northeast and southeast sides of the property. Two modular gable-roof sheds are located northeast of the maintenance and office building. Two rectangular sheds, including a larger one constructed in the 1970s, stand at the southeast end of the parking lot.

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

Montgomery County Division of Facilities Management

Constructed into a hill, the irregular plan building encompasses an original, one-story main block and a northwest addition, constructed between 1979-1981, with an exposed lower level. The maintenance and office building is oriented on a northwest-southeast axis and the façade faces southwest. The building and its addition's walls are painted brick with squeezed mortar joints and concrete block. Windows are located on all elevations and consist of three- or four-pane hopper windows in metal frames (likely original) and one-over-one double hung windows (likely replacement). The building has a flat roof with metal coping.

The primary entrance is a single metal door located on the southeast side of a projecting shed roof bay on the main block's façade (southwest elevation). Additional single metal door entrances, some shaded by awnings, are located throughout the building. This includes one on the first story of the addition's northwest elevation, accessed with a metal staircase. Most of the roll-up metal garage doors with rectangular windows are located on the first story of the northwest portion; there is one garage door at the northeast elevation of the southeast portion.

The Montgomery County Division of Facilities Management is a typical example of a mid-twentieth-century maintenance and office building found throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, it is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. There is an addition, although it is compatible with the building's original design and materials. The building does not represent the work of a master and does not possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The evaluated property is part of a larger tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N580 (2018). The surveyed area encompasses 7.62 acres, on the south side of the larger parcel.

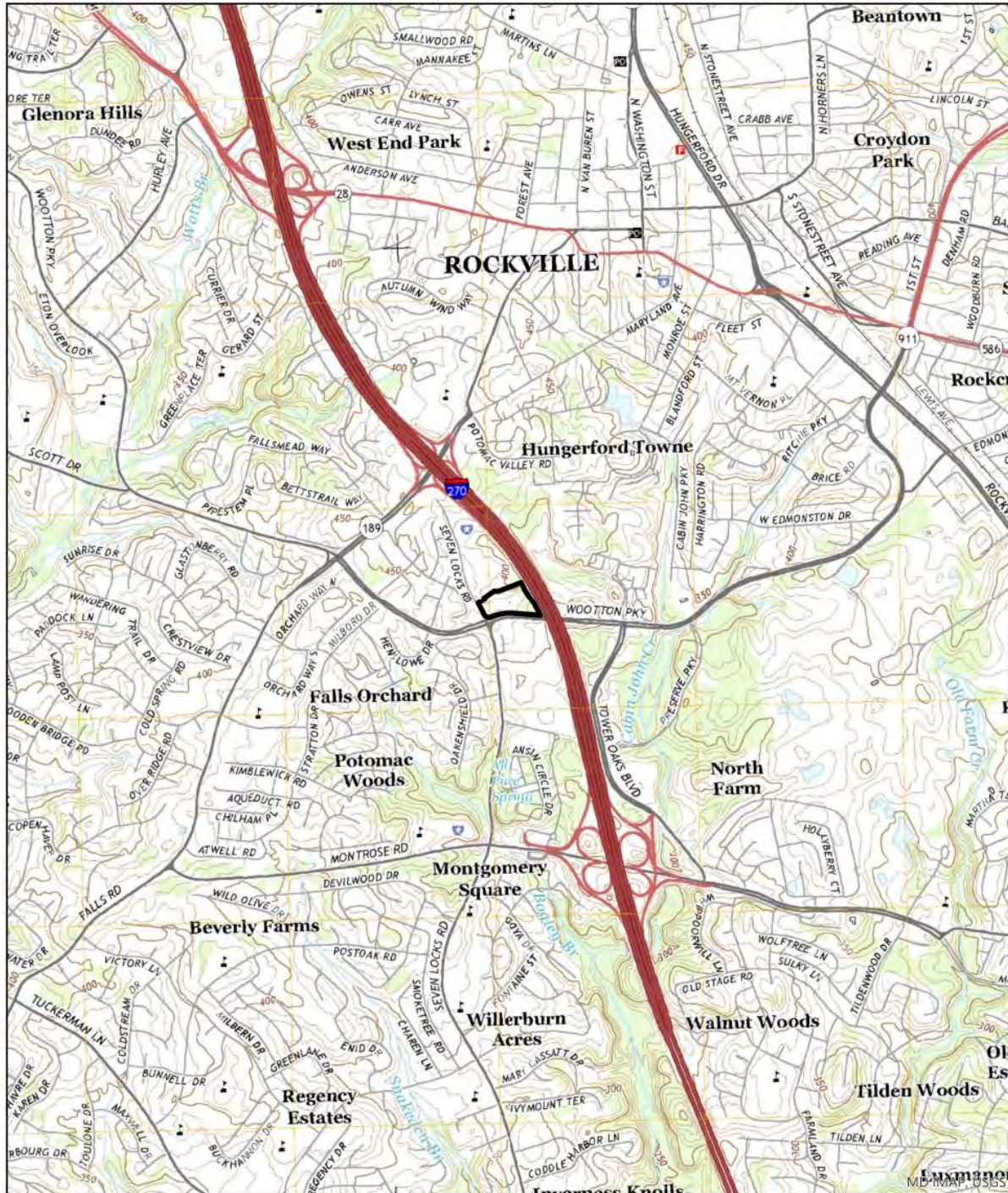
Montgomery County Division of Facilities Management

Montgomery County Division of Facilities Management

Location: 1301 Seven Locks Road

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000

NR-ELIGIBILITY REVIEW FORM

Montgomery County Division of Facilities Management



Southwest facade



Northeast and southeast elevations

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Montgomery County Fleet Management

Inventory Number: M: 26-83

Address: 1283 Seven Locks Road

Historic District: No

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Montgomery County

Tax Account ID: 04-01724756

Tax Map Parcel(s): N940

Tax Map: GR21

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jan 14, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

Location/Setting

Montgomery County Fleet Management is a maintenance and office complex located at 1283 Seven Locks Road in Potomac, Montgomery County. The 18.58-acre property is in a densely developed suburban area adjacent to Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270), surrounded by residential and commercial development. The property is bordered to the north by Wootton Parkway, to the east by I-270, to the south by commercial development, and to the west by Seven Locks Road. The resource is accessed via an asphalt driveway from Seven Locks Road. Multiple buildings are spread

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

throughout the relatively level lot. Asphalt parking lots are between the buildings and cover much of the parcel. Chain link fencing surrounds most of the property and trees buffer it to the north, south, and east. A lawn with trees and shrubs is located on the west side of the property. Grass, trees, and bushes are also located in islands throughout the paved portions of the property.

Architectural Description

The building designations used below are those assigned by Montgomery County Fleet Management.

Building C: Transportation Systems Technical Center (circa 1963, addition between 1981 and 1988)

This building is located on the west side of the property near Seven Locks Road. It is a one-story, rectangular-shaped office building clad in tan brick. The primary entrance is located at the center of the southwest façade and consists of recessed paired metal-and-glass doors. The recessed entrance is supported by a round concrete column with concrete panel cladding on the surface above. A square light fixture is present on the exterior wall above the entrance, and a round light fixture hangs from the ceiling above the doors. North of the entrance is a series of single-pane fixed-sash dark-tinted windows of varying sizes set in black metal frames. Two rows of smaller, single-pane, dark-tinted, fixed windows, also in black metal frames, are to the south. A small, hipped-roof addition clad in vinyl siding is present on the northeast elevation, projecting outward from the southeast corner of the building. A loading dock, shaded by awnings, projects from the northeastern elevation as well. A fenced area for the testing of traffic signal equipment is located at the northwest elevation. A single metal door provides access to the building from this area. The building has a flat roof with a parapet wall clad in brown metal coping. Two prefabricated sheds are located east of the hipped-roof addition.

Building A/F: First Vehicle Services/Fleet Management Services (Circa 1963, addition between 1970 and 1979)

This building, painted white, is located at the center of the property and is a tall, irregularly shaped, one-story, concrete-block garage building with southern office wing. The building is built into a slope, so that the office wing has an exposed lower level at the southeast elevation. A rectangular garage addition clad in tan corrugated metal panels, projects from the southwest elevation. A much larger rectangular addition, similar in design, projects to the northwest. A third large addition, clad in red brick, projects from the corner of the southeast elevation of the office wing. The maintenance garages are accessed by metal-and-glass roll-up garage doors. One garage bay on the northeast elevation has been infilled and now contains a pedestrian entrance comprised of a single metal door with a window and a three-pane window wall shaded by an awning. Pedestrian access to the building is via single metal doors with large, rectangular windows. Fenestration on the office wing consists most notably of large twenty-light black framed windows on the wing's southwest elevation. The windows wrap around the corners of the building and are shaded by a projecting roof. The office wing also has fenestration on its southeast elevation, including twelve-light ribbon windows and three-and four-light windows. The building has a flat roof with a parapet wall clad in brown metal coping. A flat-roof metal canopy shelters gas pumps southwest of the building. The northwest elevation was not accessible during this survey.

Building E: Sign/Marking Unit (Between 1970 and 1979, North addition between 1979 and 1981, Southeast addition between 1981 and 1984)

Due to access restrictions, this building was not observed during this survey. This description is based on Google Maps satellite images and historic aerial images and topographic maps. This is a two-story brick warehouse/garage building located at the southeast corner of Building A/F, surrounded by a chain link fence. It is roughly rectangular in plan except for a notch near the northwest corner where it meets Building A/F. Historic aerial images and topographic maps show a small rectangular-plan addition was built at the northwest elevation between 1979 and 1981 and an L-shaped addition was built at the southeast elevation between 1988 and 2002. The southwest elevation has two single metal doors, one sheltered by a metal awning, two metal-and-glass roll-up garage doors, and two metal-and-glass two-light fixed-sash windows. At the southeast elevation of the southeast addition are two metal-and-glass roll-up garage doors. A recessed area southwest of the garage doors may contain additional entrances, but they are not visible from satellite imagery. The northeast elevation has what appears to be one metal-and-glass three-light window and two metal-and-glass one-light windows. The northwest elevation has three vertically-oriented, rectangular, metal-and-glass windows. The projecting northwest addition has two loading docks at its northwest elevation. The main building and northwest addition have a flat roof and the southeast elevation has a shed roof.

Building G: Police Technology, is a modular office trailer that was placed on the property sometime between 1988 and 2002.

Building B/D: Bethesda Road Department Depot and Materials Lab is a two-story, concrete block-clad combination office and garage building built circa 2007. Also considered part of Building B/D and constructed in 2007 are the gambrel-roof road salt storage barn at the southeast corner of the property and the U-shaped cluster of open sheds with shed roofs for the storage of supplies and oversized equipment northwest of the salt barn. These storage sheds replaced several smaller circa 1963 buildings.

Historic Context

From 1787 until 1959, the property currently occupied by Montgomery County Fleet Management was home to the Poor Farm, Site & Cemetery (M: 26-6). The construction of I-270 in the area in the late 1950s separated the Poor Farm property into eastern and western parcels. The Alms House and several farm outbuildings, located on the north section of the west parcel, were demolished in 1959 (Girard 1985, B1).

After demolishing the Poor Farm structures, the county began to construct a series of public facility buildings on the site. According to an article from The Washington Post, "a County maintenance building" was completed on the site by 1960. It is unclear if this is referring to The Montgomery County Fleet Management buildings, but historic aerials show that the two buildings now known as Building C and Building A/F were completed by 1963. In addition, two small buildings were located at the southeast section of the property (The Washington Post 1960, B4/Historic Aerials, 2019).

Building A/F received rectangular-plan additions at its northwest and southwest elevations between 1970 and 1979. Building E was also constructed between 1970 and 1979 at the southeast corner of Building A and F (Historic Aerials, 2019). Additions were built onto Building E, first at the northwest elevation

between 1979 and 1981. A small, hipped-roof addition was built at the southeast elevation of Building C between 1981 and 1988 (Historic Aerials, 2019). The county property on the west side of I-270 was divided into north and south sections in 1991 by the construction of West Ritchie Parkway north of the Fleet Management property. Upon completion in December 1991, the road was renamed Wootton Parkway (The Washington Post 1991, MD6). A second addition was built onto Building E at the southeast elevation between 1988 and 2002 (Historic Aerials, 2019). Building B/D and the associated salt storage barn and U-shaped cluster of open sheds were constructed in 2007, replacing the small structures previously located on the southeast section of the property.

As of 2019, Montgomery County Fleet Management continues to be used as a government maintenance and office complex. This facility serves many roles in the maintenance of Montgomery County's transportation systems. Activities include the construction, installation, and maintenance of the county's traffic control, traffic monitoring, traveler information equipment, road signs, and road markings; the maintenance of all the light-duty vehicles owned by Montgomery County; the storage of road maintenance equipment; testing of highway maintenance materials; and maintenance of police communications equipment.

Eligibility Determination

Montgomery County Fleet Management was evaluated as a maintenance and office complex in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Montgomery County Fleet Management does not have a significant association with historical trends such as transportation improvements or government expansion. It is one of several maintenance and office complexes built by Montgomery County in the immediate area in the 1960s. Therefore, it is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore Montgomery County Fleet Management is not eligible under Criterion B.

Montgomery County Fleet Management is not a notable first example or the last unaltered example of a maintenance and office complex in Montgomery County. The integrity of the overall complex was diminished by the demolition of original buildings at the southeast corner for the construction of new facilities in 2007. The remaining original buildings received additions that have diminished their integrity. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Montgomery County Fleet Management property is not eligible under Criterion C.

The evaluated property encompasses 18.58 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N940 (2018).

References

"Division of Fleet Management Services: Maintenance Facilities." Montgomery County Government, 2019. Accessed April 25, 2019. <https://www.montgomerycountymd.gov/DGS-FMS/MaintenanceFacilities.html>.

Gartner, Jeanne. "Montgomery County Maryland Almshouse aka Poor Farm." Reed Brothers Dodge History 1915-2012, June 27, 2018. Accessed January 9, 2019.

<https://reedbrothersdodgehistory.wordpress.com/2018/06/27/montgomery-county-maryland-almshouse-aka-poor-farm/>.

Girard, Keith. "Montgomery Graveyard Sale is Questioned." The Washington Post, June 30, 1985, B1. Montgomery County Historical Society Archives.

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

NETROnline. 2019. "Historic Aerials." Accessed January 9, 2019. www.historicaerials.com.

"Rockville: Ritchie Parkway Extension." The Washington Post, December 19, 1991, MD6. ProQuest.

"Rockville Seeks to Annex Farm." The Washington Post, September 13, 1960, B4. ProQuest.

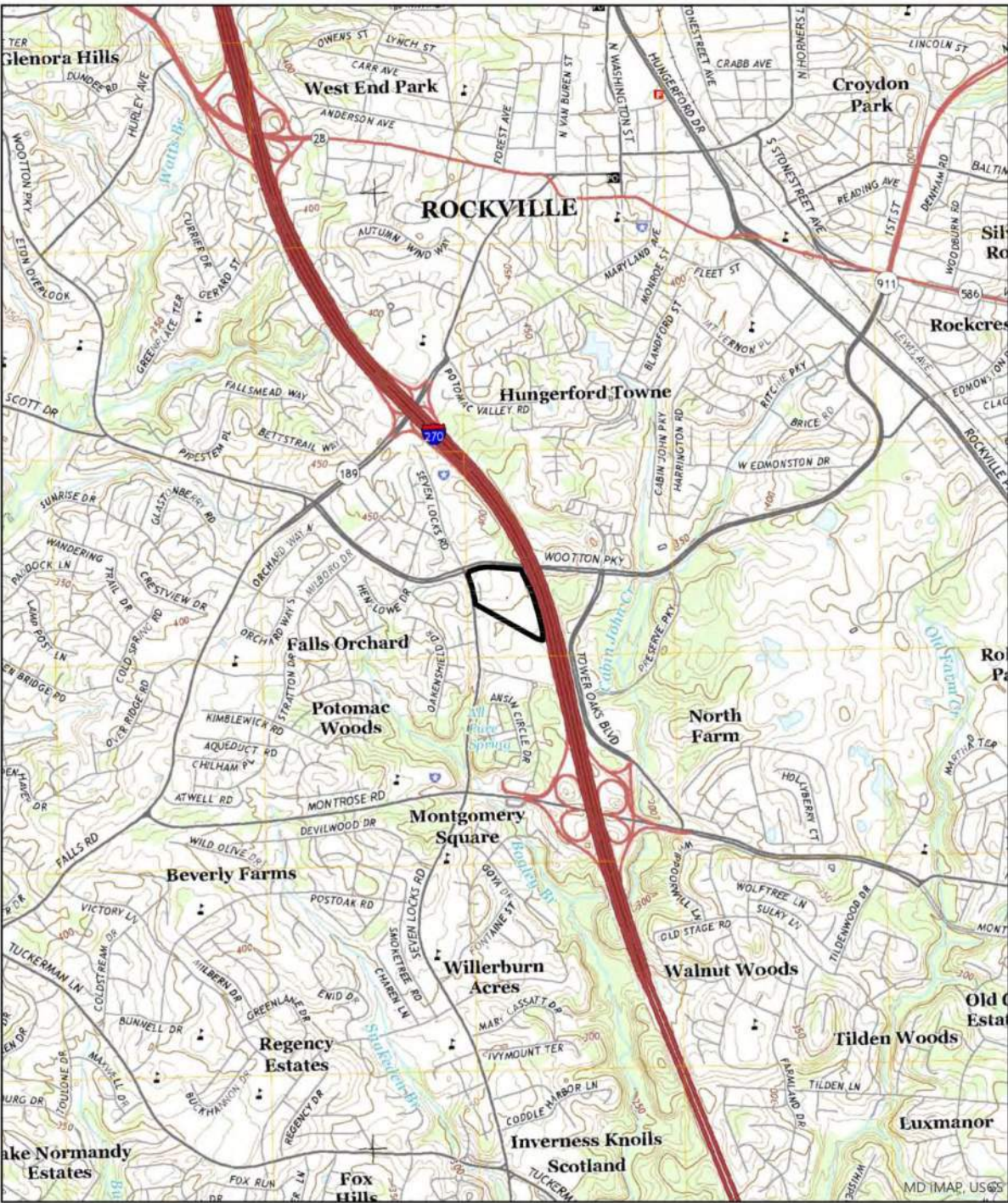
"Traffic Engineering and Operations." Montgomery County Government, 2019. Accessed April 25, 2019. <https://www.montgomerycountymd.gov/dot-traffic/>.

Montgomery County Fleet Management

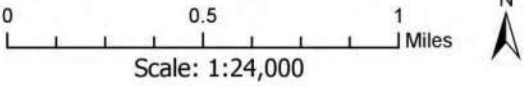
Location: 1283 Seven Locks Road

Montgomery County

City: Potomac



USGS 7.5' Quadrangle - Rockville



Montgomery County Fleet Management

Location: 1283 Seven Locks Road

Montgomery County

City: Potomac



M: 26-83
Montgomery County Fleet Management
1283 Seven Locks Road
Rockville, Maryland



Circa 2019 aerial photo of the Montgomery County Fleet Management complex with building names indicated. Map from Google.



Driveway from Seven Locks Road, looking east.



Building C, southwest facade and northwest elevation, looking southeast.



Building A/F, southeast elevation; Building E southeast and southwest elevations, looking northeast.



Building A/F, southwest elevation of addition, looking northeast.

PHOTOGRAPHS



Building B/D, southwest facade, looking northeast.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Katherine Watts**

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

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

File Format: **M: 26-83_2018-12-04_01.tif... etc.**

Photographs inserted on continuation sheets:

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Driveway from Seven Locks Road, looking east.

02.tif

Building C, southwest facade and northwest elevation, looking southeast.

03.tif

Building A/F, southeast elevation; Building E southeast and southwest elevations, looking northeast.

04.tif

Building A/F, southwest elevation of addition, looking northeast.

05.tif

Building B/D, southwest facade, looking northeast.

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

Property Name: Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

Address: 10901 Westlake Drive

City: Bethesda

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): GQ31

Tax Map Number: P674

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 14, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Montgomery County Public Schools (MCPS) Transportation and Facilities Maintenance Bethesda Depot is a maintenance and office complex. The depot was constructed circa 1976 (Washington Post 1976, E27). The 13.05-acre property is bounded to the north by Tuckerman Lane, to the east by the Washington National Pike/Dwight D. Eisenhower Highway (I-270), to the south by the Potomac Electric Power Company's Bells Mill Substation, and to the west by Westlake Drive. The property is surrounded by dense trees and a tall chain link fence. A tall concrete retaining wall on the east side of the property supports the raised roadway of I-270. An asphalt driveway at the southwest corner of the property leads from Westlake Drive to the facility. The driveway has a chain link gate and is marked with a red-painted wood sign with white letters with the name of the facility and street address. The primary building is located in the northwest section of the property, surrounded by asphalt parking lots on the northwest, northeast and southeast sides. The eastern half of the property is dedicated to school bus parking. An island with grass and trees runs north-south, dividing the east side parking lot. Three modular office trailers, three prefabricated sheds, and stacked metal shipping

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

containers are in the northwest corner of the lot. A gable-roofed canopy over a double-aisle fueling station is northeast of the main building. Two prefabricated gambrel-roof sheds and several dumpsters are northwest of the building. All these secondary buildings and structures were installed after 1988. Metal flag poles are in front of the primary building and in front of the modular office trailers.

The primary building, housing the maintenance facilities and office, was constructed circa 1976 and has no architectural style. It is oriented on an approximately northwest-southeast axis. The building is L-shaped, with a one-story office located at the corner of the "L" and two taller vehicle maintenance wings. The building does not have a primary entrance; rather, it has separate entrances to individual sections of the building. The pedestrian entrances consist of single and paired metal doors, painted brown.

The office is clad in dark brown brick. The building has a flat roof with mechanical equipment. A mansard parapet, clad in red standing-seam metal, is present on the one-story office portion. The doors to the office contain thin rectangular wire glass windows and the doors to the rest of the building are solid paneled. On the office's northeast elevation, a metal staircase, painted black, provides access to a second-floor door in the west wing.

The wings are clad in white-painted concrete block and have flat roofs. The north wing has a tall one-story garage with four large bays, while the west wing appears to have a second story over smaller garage bays. Windows are metal 1/1 set in metal frames. Metal roll-up garage doors, with four or eight rectangular windows, provide vehicular access to the garage bays. The northernmost bay of the north wing has a lower roofline. On the southwest elevation of that bay, lettering reads "BUS WASH" above the garage door.

A two-story addition with a side-gabled asphalt-shingled roof projects from the southeast elevation of the west wing. A one-story addition with a shed roof projects from the northwest elevation of the north wing. The additions were constructed some time between 1988 and 2002, according to historic aerials.

The MCPS Transportation and Facilities Maintenance Bethesda Depot is a typical example of a mid-twentieth-century maintenance and office complex. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, it is not eligible under Criteria A or B. The building has had additions. In addition, it does not represent the work of a master and does not possess high artistic value. Therefore, the MCPS Transportation and Facilities Maintenance Bethesda Depot is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The evaluated property encompasses 13.05 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Maps GQ31, Parcel P674 (2017) and GQ41, Parcel N650 (2017).

References:

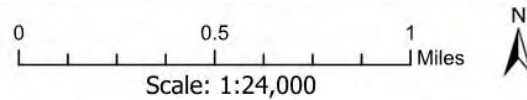
"Two Contracts Let for Sewers, Mains." The Washington Post, October 23, 1976, E27. ProQuest.

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot Montgomery County
Location: 10901 Westlake Drive City: Bethesda



USGS 7.5' Quadrangle - Rockville



NR-ELIGIBILITY REVIEW FORM

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot



Northeast elevation of garage section



Northwest and southwest elevations

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Montgomery Hills Baptist Church Inventory Number: M: 36-71
Address: 9727-9735 Georgia AVE (MD 97) Historic district: ☐ yes ☒ no
City: Silver Spring Zip Code: 20910 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Trustees of Montgomery Hills Baptist Church Inc. Tax Account ID Number: 13-01337597
Tax Map Parcel Number(s): 0000 Tax Map Number: JP12
Project: I-495/270 Managed Lane Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Montgomery Hills Baptist Church is located on Georgia Avenue (MD 97), north of I-495 in Silver Spring. The primary elevation of the church faces southwest towards Georgia Avenue. The rectangular parcel comprises 1.43 acres and contains the church building, parking lot, sidewalks, and sign. The lot is accented with trees, lawns, and ornamental shrubbery. It is located opposite the Forest Glen Metro Station in a mixed residential and commercial area of Montgomery County. This property is currently owned by the Trustees of the Montgomery Hills Baptist Church (State Department of Assessment and Taxation [SDAT] 2018).

Description:

The Montgomery Hills Baptist Church was initially constructed in 1957 in an L-shape built into the topography of the site with elements of the Colonial Revival style and designed to be primarily accessed from the north elevation where a parking lot historically filled the southeast corner of Georgia Avenue and Forest Glen Road. The original core of the church consists of a two-

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

story, six-bay building. Two additions have expanded this resource over time: a one-story, seven-bay sanctuary and entrance hall topped by a spire, and a three-story, two-bay addition to the south elevation. The entire building rests on a continuous foundation and has a structural system that is clad in five-to-one, common-bond, brick veneer with a projecting three-course water table. The church is largely covered by a side-gabled roof sheathed in asphalt shingles. Located at what was originally the north end of the building, the east and west elevation of the former narthex features a projecting bay topped by a gabled roof. At the west elevation along Georgia Avenue, this bay contained a historic entrance that is now filled by a large stained-glass window covered by a hipped pent roof clad in cooper sheeting. A secondary entrance to the original core of the church is located at the south end of the west elevation and is filed by a set of double-leaf wood doors topped by a six-light transom and surrounded by a shouldered entablature. An original three-story, three-bay, gabled projection extends from the southeast corner of the building that served as an educational wing (Montgomery Hills Baptist Church, n.d.).

Historic aerials indicate that both north and south additions to the church were constructed between 1964 and 1970 (National Environmental Title Research [NETR] 1957, 1964, 1970). The Neoclassical-style, seven-bay sanctuary added to the north end of the original building was completed and dedicated in February 1965 (Montgomery Hills Baptist Church, n.d.). It is separated from the original building by a two-story hyphen currently clad in vinyl siding on the west elevation. This addition prominently features a projecting front-gabled bay in the center of the west elevation that is marked by a large pediment with fleur-de-lis supported by two ionic columns and three-part spire topped by copper roof and cross. The recessed primary entrance located below this pediment is filled by a double-leaf, paneled-wood door below a series of three, vertical wood-framed, stained-glass windows featuring a Modern geometric design at the upper level. This same style of window is used throughout the sanctuary addition. A secondary entrance, filled by a single-leaf wood door is located at the north end of the west elevation, and likely provides access to space near the chancel. Another secondary entrance is located in the center of the east elevation off the 1965 sanctuary addition that is largely hidden by a shed-roofed vestibule extending to the paved driveway that runs along the entire east side of the property.

The south addition to the original church is less ornate and largely in keeping with original design and materials. It is three stories in height and two bays wide at the west elevation and extends six bays across the south elevation of the original building. A one-story porch topped by a front-gable-and-shed roof clad in standing-seam metal extends from the center of the south elevation and appears to have been recently constructed. The porch is supported by round metal columns on brick piers and shelters one single-leaf metal door and a set of double-leaf, metal-and-glass doors flanked by fixed, metal-framed windows.

There are many types of windows present throughout the building. Eight-over-eight, double-hung-sash wood windows are located on the south, east, and west elevations. Six-over-six double-hung-sash vinyl windows with false muntins are located at the basement level of the west elevation. One eight-over-twelve, double-hung-sash, wood-framed window and a one-over-one, metal-framed window are also located on the west elevation.

The church sanctuary was renovated in 1987, and the interior was updated again in 2001 to add an elevator and make the building more handicap accessible (Montgomery Hills Baptist Church, n.d.). A late-twentieth- to early-twenty-first-century church sign is located northwest of the church, facing southwest towards Georgia Avenue.

Historic Context:

Silver Spring, founded in 1842 by Francis Preston Blair, is an unincorporated suburban community located northeast of Washington, D.C. (KCI Technologies [KCI] 1999, C-99). Access to Silver Spring from Washington, D.C increased when the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878 (KCI 1999, C-99). Silver Spring remained fairly rural, despite the rail connection, and growth did not increase in the area until the 1930s, spurred by an

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increase of workers employed under the New Deal (KCI 1999, C-99). Following World War II, Silver Spring grew into a commercial center, due to the increasing population in Montgomery County overall (KCI 1999, C-99). High-rise office buildings, hotels, and apartments were added to the central business district during the late 1960s (KCI 1999, C-99).

In addition to residential and commercial development, the number of worship facilities increased in great numbers across Maryland's suburban landscape during this period. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. Organized religion pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape" (Gournay and Corbin Sies 2002, 59). The Montgomery Hills Baptist Church exhibits this tension between automobiles, modernity, and religion, falling into a pattern illustrating; "a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented life style. The tension was expressed in the way sanctuaries were situated to face large, busy roads, when congregants would process toward them mostly from back parking lots" (Gournay and Corbin Sies 2002, 59). Reflecting suburban trends in ecclesiastical design, this church had a street entrance designed to be accessed from Georgia Avenue and a parking lot entrance, originally at the north end of the building, and repositioned at the center of the building between the sanctuary and educational wing in 1965 (Price 2004, 9).

Although the current Montgomery Hills Baptist Church was constructed in 1957, the congregation's history dates to the early-twentieth century, when it was established in 1912 as the Petworth Baptist Church and worshiped in a building at the corner of 7th and Randolph Streets NW (Montgomery Hills Baptist Church, n.d.). As the church's history explains, "in July, 1954, the church voted to purchase property on Georgia Ave. in Silver Spring, MD. Services were initiated on February 14, 1955 in a rented house at 9504 Woodland Drive. By May, 1955, the Montgomery Hills Chapel had 48 charter members. In February, 1957, [the] new church building was completed" (Montgomery Hills Baptist Church, n.d.).

In the following years, the congregation was split between the old and new buildings, but in January of 1963, the last service was held at the Petworth Baptist Church (now the First Baptist Church), and a united congregation began meeting at the Silver Spring location. Once the sanctuary addition was completed in 1965, the older portion of the building became known as the "educational wing" with multi-purpose space that served a number of activities (Montgomery Hills Baptist Church, n.d.). The church has rented out their multi-purpose spaces to community organizations over time. The Siena School, a primary school with specialized curriculum, was founded in the church in 2005, but moved to a new location in 2011 (Brown 2010, Meno 2007).

Evaluation:

The Montgomery Hills Baptist Church was built in 1957 and greatly expanded between 1965 and 1970, featuring elements of the Colonial Revival and Neoclassical styles. The church was originally designed in an L-shaped plan with sanctuary and small multi-purpose block. The building retains a high level of historic integrity of location, setting, feeling, and association, but a moderate to low level of integrity of design, materials, workmanship. The minimal exterior ornamentation and flexible design of the original core, converted into a multi-purpose space following the 1965 sanctuary addition, became a popular church model for Baptist, Methodist, and other protestant denominations, contrasting with striking Modernist Catholic churches and Jewish temples constructed elsewhere in the county (Gournay and Corbin Sies 2002, 60). As such, the property design is typical of the era and area where it is located.

Although the Montgomery Hills Baptist Church fits into the general trend of church development in suburban areas as residential development increased in the Modern period, this resource does not have substantial significance beyond that pattern (KCI 1999, B-40). It is one of many protestant churches built around Silver Spring and within suburban Montgomery County during the mid-twentieth century. Its use of Colonial Revival and Neoclassical styling was also common in church design of this era as the

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preferred aesthetic of many protestant congregations. Its multiple entryways and conversion of the original narthex into a breezeway was also a common pattern in the mid-twentieth century as suburban churches sought to strike a balance between traditional forms and providing modern amenities for their congregants (Price 2004, 9). Therefore, the time period, form, and architectural style of this church are exhibited by such churches in Montgomery County, and Montgomery Hills Baptist Church has been altered so that it does not exemplify this property type.

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

Under NRHP Criterion C, the Montgomery Hills Baptist Church is not a particularly unique or excellent example of its style or property type. It is a typical form and made of common materials, and there are many other examples of churches in this style in Montgomery County (KCI 1999, B-40). This resource does not exhibit high artistic value as the work of a master nor is it an outstanding example of its style or property type. As an architectural resource, the resource was not evaluated under Criterion D.

In sum, the Montgomery Hills Baptist Church is recommended not eligible for the NRHP under Criteria A-C.

The property encompasses 1.43 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map JP12, Parcel 0000.

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Eligibility recommended _____

Eligibility not recommended _____

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

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Date

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

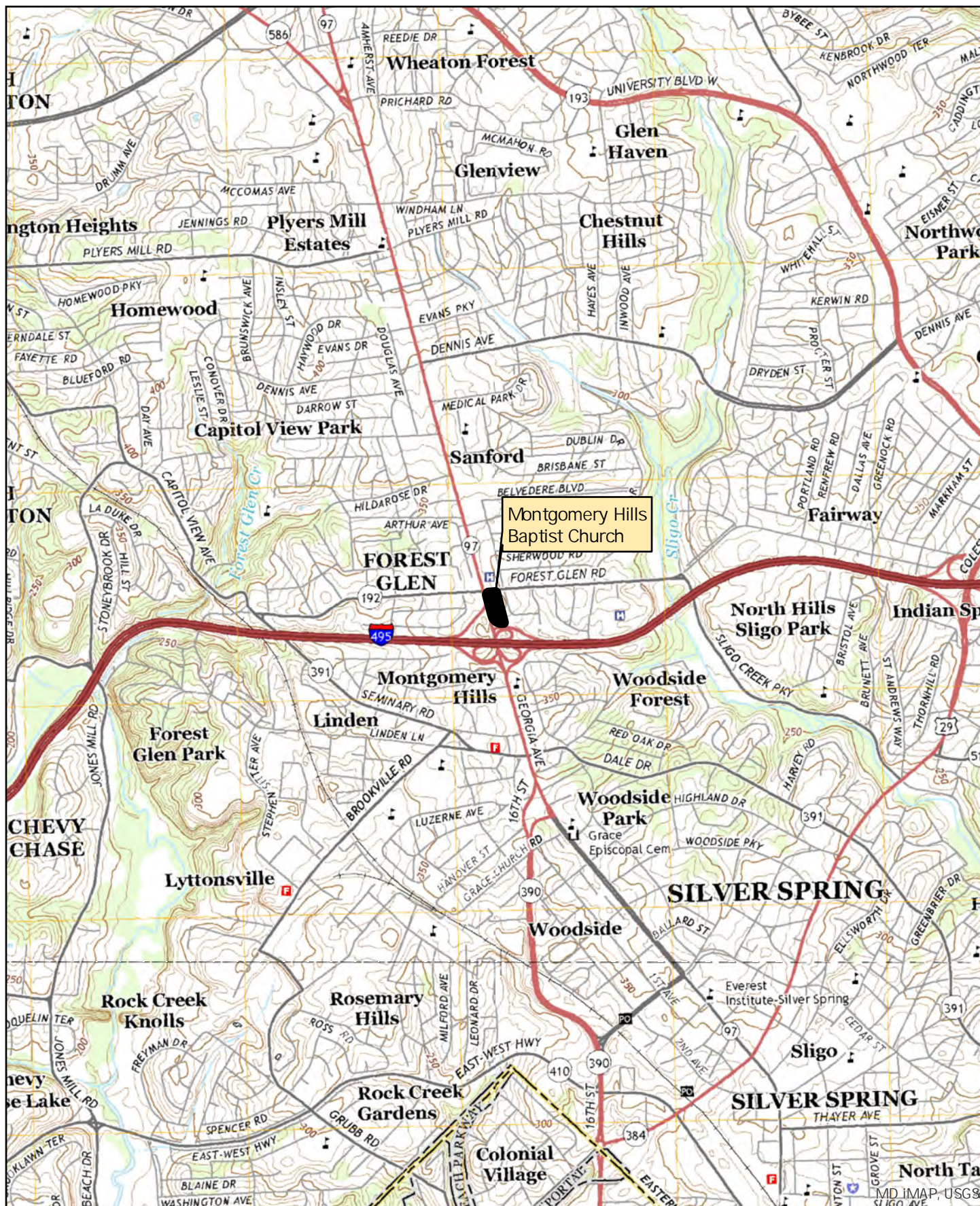
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Montgomery Hills Baptist Church

Location: 9727-9735 Georgia Avenue
City: Silver Spring

MIHP : M: 36-71
Montgomery County



SGS 7.5 Quadrangle - Kensington

0 0.3 0.6
Miles
Scale: 1:24,000

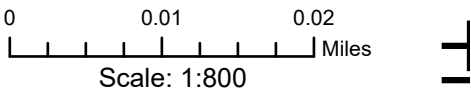
Montgomery Hills Baptist Church

Location: 9727-9735 Georgia Avenue
City: Silver Spring

MIHP : M: 36-71
Montgomery County



Parcel Boundaries



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

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church
Continuation Sheet

Number Photos Page 1



Photo 1 of 6: West Elevation, Facing Northeast



Photo 2 of 6: Detail of Entry on West Elevation

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

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church
Continuation Sheet

Number Photos Page 2



Photo 3 of 6: West Elevation, Facing Southeast



Photo 4 of 6: East Elevation, Facing Southwest

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

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church
Continuation Sheet

Number Photos Page 3



Photo 5 of 6: Detail of Service Entry on East Elevation



Photo 6 of 6: North Elevation Facing Southeast

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

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church
Continuation Sheet

Number Photos Page 4

PHOTO LOG

Name of Property: Montgomery Hills Baptist Church
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
West Elevation, Facing Northeast
M: 36-71_2018-05-07_01

Photo 2 of 6:
Detail of Entry on West Elevation
M: 36-71_2018-05-07_02

Photo 3 of 6:
West Elevation, Facing Southeast
M: 36-71_2018-05-07_03

Photo 4 of 6:
East Elevation, Facing Southwest
M: 36-71_2018-05-07_04

Photo 5 of 6:
Detail of Service Entry on East Elevation
M: 36-71_2018-05-07_05

Photo 6 of 6:
North Elevation Facing Southeast
M: 36-71_2018-05-07_06

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Montgomery Mall (Westfield Montgomery)

Inventory Number: M: 29-73

Address: 7101 Democracy Boulevard

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP33/GP43

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Feb 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

Location/Setting

Montgomery Mall, today known as Westfield Montgomery, is located at 7101 Democracy Boulevard in Bethesda, Montgomery County. The mall was originally constructed in 1968 and has 1976, 1991, and 2014 additions. It is in a densely developed area, surrounded by single- and multi-family residential development and commercial office and retail development. The parcel is bounded to the north by Westlake Terrace, south by Democracy Boulevard, west by Westlake Drive, and east by the I-270 spur.

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

The nearly sixty-acre property is accessed by two driveways from Democracy Boulevard, one from Westlake Drive, and two from Westlake Terrace, most with mall signage. Islands with grass, trees, bushes, and light standards are located throughout the property's extensive asphalt parking lots surrounding the mall building, which has attached parking garages. A service road runs around the perimeter of the property, providing access to the parking areas and loading docks/service areas. Westlake Crossing, a small strip center constructed some time between 1988 and 2002, is within the parcel, standing northwest of the mall building as it faces Westlake Drive. A 2016 bus transit center is located at the northeast corner of the property.

Architectural Description

The nearly X-shaped enclosed shopping mall is located at the southeast end of the parcel. The building is primarily two-stories; the Sears department store has a one-story portion and the Nordstrom department store is three stories. The building's southwest/northeast axis is the original 1968 portion, with The Hecht Company (now Macy's) anchoring the southwest end and Sears, Roebuck and Company (Sears) at the northeast end, with a central pedestrian mall with smaller stores in-between. A northwest wing, anchored by a Woodward and Lothrop department store (now Macy's Home Store and other tenants), and an addition to the existing Hecht Company to the southwest, were made in 1976. A circa 1976 three-level concrete parking garage extends to the west, linked to the mall by additional stores. The garage has a 2014 ArcLight Cinemas addition on the third-floor level. The Nordstrom wing was constructed to the southeast in 1991. A three-level concrete parking garage, extending to the east, was also likely constructed in that year.

All anchor department stores and small stores connect to a remodeled enclosed pedestrian mall, which includes a food court. The mall's two-story open interior, lighted by large glass skylights and small square plastic skylights, includes escalators, elevators, and stairs. The roof is flat and houses mechanical equipment and roof access structures. Parapets of various heights surround the roof perimeter.

The 1976 mall wing has an entrance, likely renovated in 2014, that includes paired sliding metal and glass double doors. The mall entrance southwest of the Sears department store, likely built as part of the Nordstrom wing construction in 1991, consist of a triangular-prism shaped glass and metal canopy, supported by a metal frame with concrete footers, and a large backlit plastic sign reading "Westfield," shading a set of paired metal and glass doors. Pedestrian access is also provided through the parking garages and via anchor department stores. Two levels of loading docks and service areas are located just northwest of the Nordstrom southwest elevation, and below grade and adjacent to the 1976 northwest wing's mall entrance. The service areas are screened by vegetation, changes in elevation, and low walls.

A 1968 Sears auto service center building is located at the north edge of the property, near the Sears department store. A small standalone building (occupied by a Sears wireless key shop in 2018) from the same year is directly north of the main store.

The Hecht Company/Macy's (1968, 1976 addition)

The original northeast portion of this two-story Modernist department store was constructed in 1968, with an addition constructed at its southwest elevation in 1976. The store is clad in a uniform white painted rough brick laid in a running bond. Incised vertical lines break the exterior into tall vertical panels and terminate at a wide, cantilevered cornice, giving the building a New Formalist impression. Primary entrances are located on the second story at the northwest, southwest, and southeast elevations. At the northwest elevation, the second story is at ground level and includes two entrances. The remnants of 1976 parking decks, demolished in 2014, are attached to the second level at the southwest and southeast elevations, and the upper-level entrances remain architecturally emphasized over those at ground-level. Primary entrances consist of two sets of paired metal and tinted glass doors surrounded by mirrored-glass panes in a metal frame. Glossy black panels set into black metal frames surround the doors, and three-dimensional lettering above the entrances, absent at the southwest elevation, reads "macy's" and features the company's red star logo. Ground-level secondary entrances at the southwest and southeast elevations consist of two sets of paired metal and glass doors.

Sears, Roebuck and Company (1968)

This Modernist department store, two stories on the southeast elevation and one story on the northeast and northwest elevations, is clad in tan-painted brick with columns of recessed headers dividing the brick walls into large panels. A stucco-clad paneled frieze, resembling triglyphs and metopes, crowns the walls. Below the brick panels at the southeast elevation, the ground level is clad in small square white marble panels set within what appear to be concrete frames.

A blind second-story fascia, projecting over the first story and forming a parapet above the roofline, emphasizes the northeast and northwest elevations. The decorative brick fascia holds large, backlit, "SEARS" signs at both elevations and features a running bond with alternating projecting bricks every third course. Beneath the fascia at the northwest elevation, cylindrical light fixtures are mounted at the center of each brick panel. At the northeast elevation, a lower one-story section with a projecting flat roof extends from below the fascia.

Entrances are located on the northwest, northeast, and southeast elevations. These consist of paired black metal and glass doors, surrounded by sidelights and transoms in black metal frames. Some entrances have two sets of paired doors. The transoms above the façade entrances read "SEARS ROEBUCK AND CO." in gold paint. Automatic sliding doors are present at one of the entrances on the northeast elevation. A loading dock, hidden by brick-clad concrete walls, is also located at this elevation. A sky bridge connects a second story entrance at the southeast elevation to the east parking garage. The northeast elevation has loading docks and service areas.

Sears Auto Service (1968)

The Modernist building's east section is a one-story office and showroom, and the west section is a taller one-story vehicle service garage. The building is clad in tan-painted brick, and the decorative brickwork of the east section matches that of the Sears department store. The east section elevations feature large dark-tinted glass display windows in black metal frames, shaded by an overhanging flat roof. The main

entrance at the façade consists of paired black metal and glass doors, with a single door at the north and south elevations.

The west section is accessed by large metal roll-up garage doors with small rectangular lights and single or paired metal pedestrian doors. This section has large dark-tinted fixed sash windows. The building's roof is flat and houses mechanical equipment and ventilation stacks. This building was vacant during this survey.

Keyless Shop at Sears/Keyless Shop (1968)

This is a small, rectangular, one story building with a flat roof. The lower half of the building is clad in tan-painted brick. All four elevations feature ribbon windows in black metal frames. A single wood door, with six lights and two panels below, is located on the southeast elevation. An infilled door opening is also present, directly opposite on the northwest elevation. The building's roof projects over the surrounding pedestrian walkway. A double-sided backlit sign reading "Keyless SHOP" is present at the center of the roof.

Woodward and Lothrop/J.C. Penney/Hecht's Home Store/Macy's Home Store (1976, 2001 renovation, 2014 renovation)

This 1976 two-story department store is clad in fluted concrete block, painted white. In 2001, the first story was redeveloped into separate tenant spaces; a mall entrance at the northeast elevation was likely added at that time. The northeast elevation was fully remodeled in 2014 and has façades and exterior entrances for three restaurants: Bobby's Burger Place, The Cheesecake Factory, and Crave. The mall entrance, with its triple metal and glass doors, was also likely remodeled at that time. There are also metal service doors at the northwest and southwest elevations. Three-dimensional lettering reading "macy's HOME STORE" and the company's red star logo are present on all public-facing elevations.

Nordstrom (1991)

This is a three-story brick- and concrete-clad department store.

Historic Context

Montgomery Mall, the first fully-enclosed and air-conditioned shopping center in Montgomery County, was originally planned in 1963 as the Cabin John Shopping Center by a group of investors led by Bethesda surgeon Dr. John H. Soloman. His group was unable to raise the funds needed to construct the mall and in 1965 sold the property to a group including an affiliate of the May Department Stores Company (parent of The Hecht Company) and a Philadelphia-based real estate firm, Strouse, Greenberg and Company. Strouse, Greenberg and Company was a national retail real estate developer and an early pioneer in the development of enclosed regional shopping centers, constructing many on the East Coast, including Deptford Mall in New Jersey (1975) and Washington East (1971) in Washington, D.C. (Philadelphia Inquirer, 2013/Koprowski 1969, F1). The mall was designed by the Seattle, Washington and New York City-based architecture and engineering firm of John Graham and Associates in collaboration with the Springfield, Virginia-based Ward and Hall Associates. The general contractor was the John A. Volpe Construction Company (Goodman 1968, F5).

John Graham, Jr. is best known, with architect Victor Steinbrueck, as the architect of the Space Needle (1962) for the Seattle World's Fair. Graham and his firm, John Graham + Company, specialized in retail design and became prominent nationwide for designing shopping centers. Graham's work included outdoor shopping centers such as Northgate Center in Seattle, Washington (1950) and Northshore Shopping Center in Peabody, Massachusetts (1958). John Graham + Company employed 32 draftsmen; designers; and structural, mechanical and electrical engineers. The firm was favored by developers, corporations, and institutional clients for Graham's reputation as a "businessman's architect" who could accurately assess the schedule, budget, and feasibility of a project. John Graham + Associates completed over 1,000 projects nationwide, including the Wells Fargo Building in San Francisco (1966) and Bank of California Building (1974) (docomomo, 2019).

The architecture firm of Ward and Hall Associates was founded in 1964 when George Truman Ward, FAIA partnered with Charles Ellis Hall Jr. As the firm was headquartered in Springfield, Virginia, it primarily worked in that state, winning the Virginia AIA award in 1971 for their work on the Washington Plaza Baptist Church in Reston (Washington Post 1971, C20). In addition to Montgomery Mall, the firm designed the seventh building of the Washington Science Center (1971) and the Marriott Hotel (1979) in Bethesda (Washington Post 1971, D21/Kelly 2015, 204). Prior to forming the firm of Ward and Hall, Ward was a partner in Vosbeck-Ward + Associates, which designed many churches in Montgomery County, including the Montrose Baptist Church (1958) in Rockville, Clifton Park Baptist Church (1961) in Silver Spring, and a building for American Speech and Hearing (1965) in Bethesda (Kelly 2015, 195).

Building History

At 55 acres, Montgomery Mall was the second largest shopping center in the Washington, D.C., suburbs in 1968, surpassed only by Wheaton Plaza. On opening day, March 6, 1968, the mall included three major department stores: Sears; The Hecht Company; and Julius Garfinckel and Company, along with 58 other shops and businesses, ranging from large stores like F. W. Woolworth, Raleigh Haberdasher, Lerner's, and Hot Shoppes Cafeteria to smaller retailers like Baker Shoes, Corset World, and Tip Top Ties. Noted at the time of the mall's opening was Georgetown Row, eight boutiques with colonial-inspired interior storefronts featuring overhanging roofs and small-paned windows (Goodman 1968, F5). The mall also originally had three bank branches. Four months after Montgomery Mall's opening, the larger Tyson's Corner Shopping Center opened in northern Virginia (Goodman 1968, F5). By 1969, thirteen enclosed shopping malls had been constructed in the Washington, D.C. area with two more scheduled for completion by 1971 (Koprowski 1969, F1).

In spring of 1976, the mall's first expansion projected from the mall's northwest elevation. The wing included a branch of the Washington D.C.-based Woodward and Lothrop department store and thirty smaller shops and restaurants. The Woodward and Lothrop store at Montgomery Mall differed from other branch stores of the chain by excluding appliance sales, focusing instead on fashion and home goods. At that time, most branch stores acted as smaller versions of the downtown department stores, offering a full line of goods and services. The new store was designed by Ralph Kelman, a Dallas-based architect (Jones 1976, D6). A three-level concrete parking garage was also added to the mall circa 1976, projecting west from the northwest elevation at the juncture of the original mall and the 1976 Woodward and Lothrop

wing (Historic Aerials, 2018). That same year, the mall's Hecht Company store was renovated and expanded with an addition to the southwest, and the construction of parking decks on the southwest and southeast elevations (Washington Post 1976, D15/Historic Aerials, 2018). A three-screen K-B movie theater was built in 1985 likely on the first story of the in the mall, in the space between the west parking garage and the 1968 mall building. A food court occupied the second story at this location (Potts 1984, WB1/Coursey, 2013/Personal Interview, 2019).

Facing pressure from rival regional malls such as Tysons Corner Center, Chevy Chase Pavilion, White Flint Mall, and Wheaton Plaza, Montgomery Mall embarked on a full renovation of the building's interior and exterior in 1991, which included a new wing projecting southeast from the mall's southeast elevation. The wing included smaller shops and a three-story Nordstrom department store. This expansion brought the total size of the mall to 1.25 million square feet (Swisher 1991, 1). In addition, a three-level concrete parking garage was built southeast of the Sears department store, likely at the same time as the Nordstrom wing (Historic Aerials, 2018). The mall was purchased by a group of investors, including the Australian firm Westfield Holdings in 1993; by 1997 Westfield America was the mall's sole owner (Salmon 1993, B11/Pressler 1997, D3). In 1995, J. C. Penney Company acquired the former Woodward and Lothrop space after the chain closed, opening a branch of its own department store in the vacant space (Stoughton 1999, H1). The J. C. Penney store closed in 2000 and was replaced by a Hecht's Home Store on the upper level and smaller stores on the lower level in 2001 (Hedgpeth 2000, E1/Connection, 2004). In 2005, the parent companies of the national Macy's chain and regional Hecht's chain merged and converted all department stores to Macy's. The Hecht's and Hecht's Home Store at Montgomery Mall changed names the following year (Doherty, 2006).

In 2014, the mall again expanded and renovated, introducing an ArcLight movie theater, which was constructed on top of the circa 1976 west parking garage. The Woodward and Lothrop/J. C. Penney/Hecht's Home Store/Macy's Home Store building was renovated to include restaurants with exterior-facing entrances in addition to cosmetic changes to the interior and exterior of the building. The 1985 theater also closed in that year and the parking decks at The Hecht Company/Macy's building were partially demolished (Coursey, 2013/Historic Aerials, 2018). In 2016, a bus transit center was constructed on the mall's northeast parking lot to improve transit circulation at the mall and, in 2018, Montgomery Mall's owner, Unibail-Rodamco-Westfield, announced plans for a major redevelopment and partial demolition of the mall. The proposed changes would introduce residential space to the mall property, and include the demolition of the mall's original Sears building and construction of new buildings on the mall's surface parking lots (Peetz, 2018).

Eligibility Determination

Montgomery Mall was evaluated in accordance with the Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for eligibility under Criterion D.

Montgomery Mall does not have a significant association with historical trends such as transportation improvements, demographic changes, or the environmental movement. Although the mall is the first example of its type to locate in the Washington, D.C. suburbs, it does not retain sufficient integrity to reflect this association. Therefore, Montgomery Mall is not eligible under Criterion A.

Research has shown no association with persons important to local, state, or national history. Therefore, Montgomery Mall is not eligible under Criterion B.

Montgomery Mall lacks integrity of design and materials due to extensive renovations and additions in the 1990s and 2000s that have removed or altered character-defining features of the mall; it appears only the original Hecht Company (Macy's) and Sears department stores and the free-standing Sears buildings retain any remnants of such features. The mall was the first of its kind in Montgomery County and was designed, in part, by master architect John Graham, Jr. However, due to its lack of integrity, the resource cannot be considered an example of its type or a significant example of Graham's work. It does not possess high artistic value. Therefore, Montgomery Mall is not eligible under Criterion C.

The evaluated resource encompasses 59.85 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GP33 and GP42, Parcels N625, N655, N833, N861 (2017).

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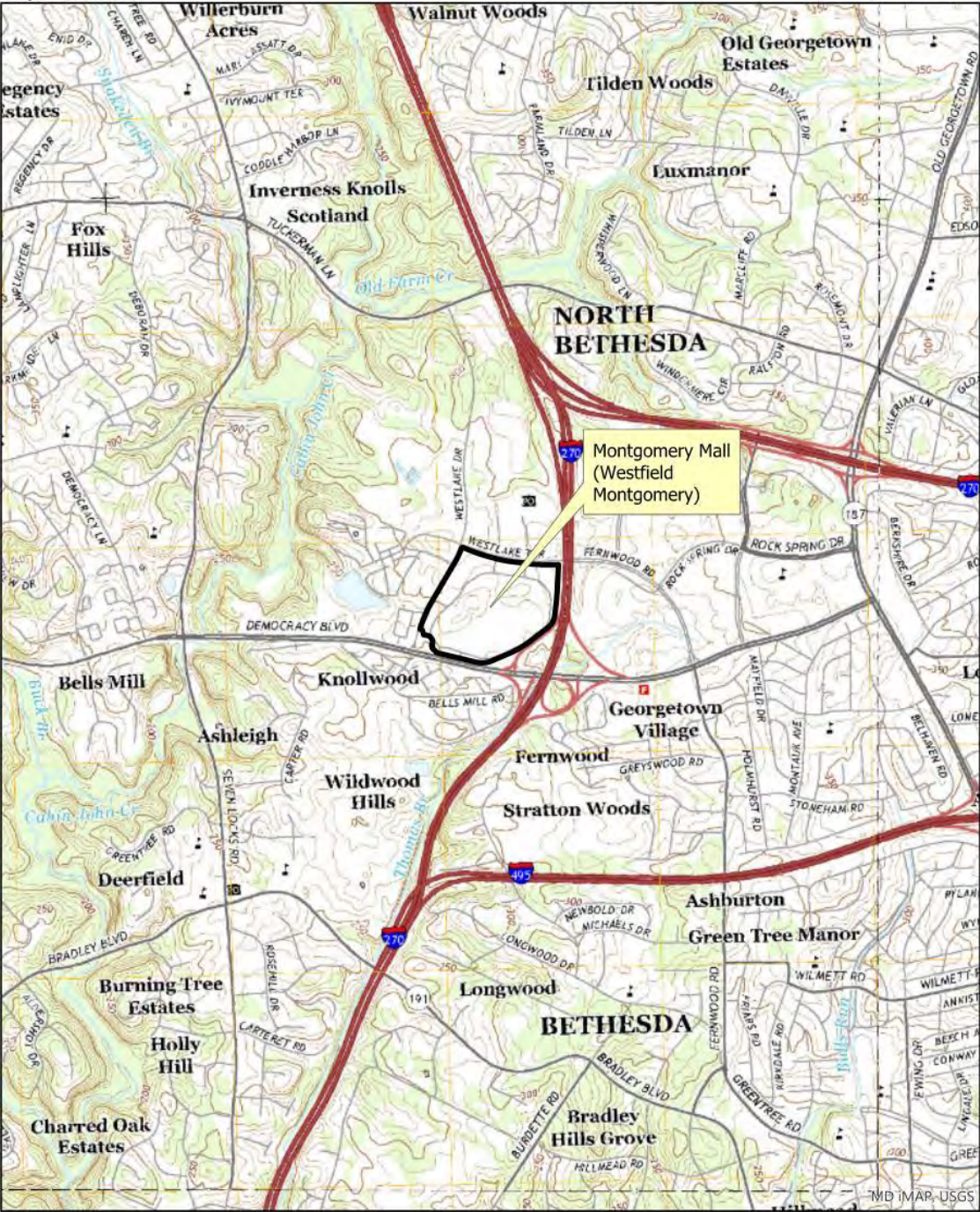
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Montgomery Mall (Westfield Montgomery)

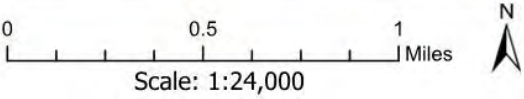
Location: 7101 Democracy Boulevard

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville



Montgomery Mall (Westfield Montgomery)

Location: 7101 Democracy Boulevard
City: Bethesda

Montgomery County

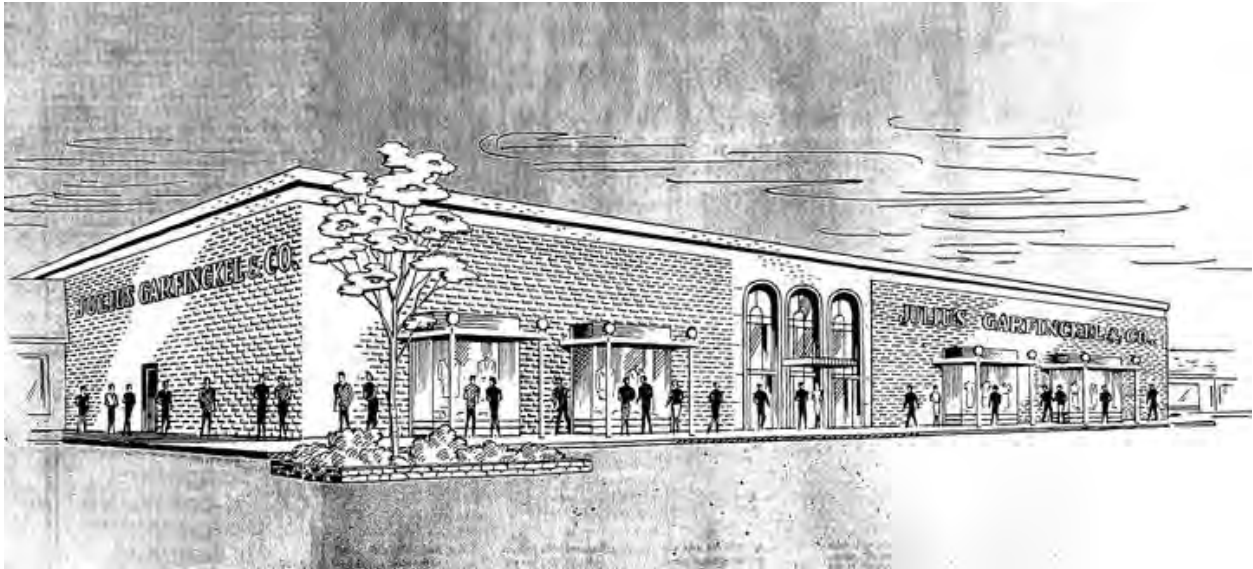


M: 29-73

Montgomery Mall (Westfield Montgomery)

7101 Democracy Boulevard

Bethesda, Montgomery County, Maryland



Historic Image 1: Julius Garfinckel & Company department store, Montgomery Mall, 1967.
Photo from The Department Store Museum, www.thedepartmentstoremuseum.org.

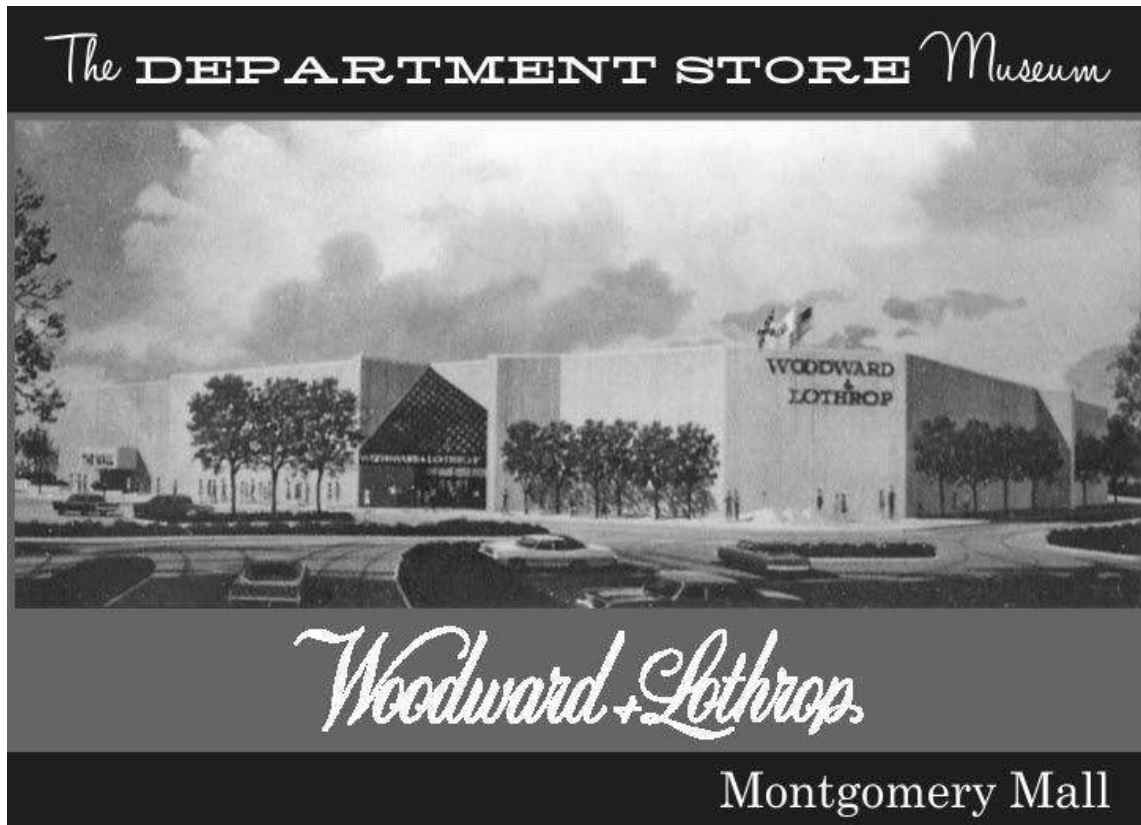


Historic Image 2: Montgomery Mall, 1973.
Image from Wikimedia Commons, Author: Bethesda/Chevy Chase Facebook Page.

M: 29-73

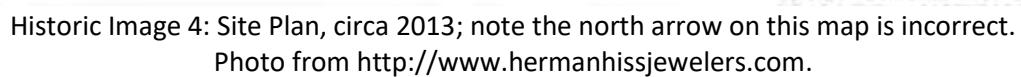
Montgomery Mall (Westfield Montgomery)

7101 Democracy Boulevard
Bethesda, Montgomery County, Maryland



Historic Image 3: Woodward & Lothrop department store, Montgomery Mall, 1976.
Photo from The Department Store Museum, www.thedepartmentstoremuseum.org.

Montgomery Mall (Westfield Montgomery)
7101 Democracy Boulevard
Bethesda, Montgomery County, Maryland



PHOTOGRAPHS



Hecht Company/Macy's, northwest and southwest elevations, looking southeast, with west parking garage and ArcLight Cinemas to the left.



Hecht Company/Macy's entrance, northwest elevation, looking southeast.

PHOTOGRAPHS



Sears, Roebuck, and Company, northeast elevation and northwest facade, looking south.



Sears, Roebuck, and Company interior first story entrance, looking east.



Sears Auto Service, east facade and north elevation, looking southwest.



Keyless Shop at Sears, northeast and southeast elevations, looking west.



Former Woodward and Lothrop in foreground and general mall entrance in background, northeast elevation, looking south.



Nordstrom, southwest elevation, looking northeast.



West parking garage and ArcLight Cinemas, south elevation, looking northeast.



General 1968 mall interior, looking northeast towards Sears.



General 1991 mall interior, looking southeast.

PHOTOGRAPHS

Number of Photos: **11**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-02**

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

File Format: **M: 29-73_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Hecht Company/Macy's, northwest and southwest elevations, looking southeast, with west parking garage and ArcLight Cinemas to the left.

02.tif

Hecht Company/Macy's entrance, northwest elevation, looking southeast.

03.tif

Sears, Roebuck, and Company, northeast elevation and northwest facade, looking south.

04.tif

Sears, Roebuck, and Company interior first story entrance, looking east.

05.tif

Sears Auto Service, east facade and north elevation, looking southwest.

06.tif

Keyless Shop at Sears, northeast and southeast elevations, looking west.

07.tif

Former Woodward and Lothrop in foreground and general mall entrance in background, northeast elevation, looking south.

08.tif

Nordstrom, southwest elevation, looking northeast.

09.tif

West parking garage and ArcLight Cinemas, south elevation, looking northeast.

10.tif

General 1968 mall interior, looking northeast towards Sears.

11.tif

General 1991 mall interior, looking southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Montgomery Village Golf Club

Inventory Number: M: 20-52

Address: 19550 Montgomery Village Avenue

Historic District:

City: Gaithersburg

Zip Code: 20879

County: Montgomery

USGS Quadrangle(s): Gaithersburg

Property Owner: Green Bloom MV Development LLC

Tax Account ID: 09-00772244

Tax Map Parcel(s): P795

Tax Map: FU342

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Rebecca Crew

Date Prepared: October 21, 2020

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Montgomery Village Golf Club at 19550 Montgomery Village Avenue in Montgomery Village, Maryland was a private, 18-hole golf club designed as part of the new town development of Montgomery Village. The course was designed by Edmund B. Ault in 1966 and opened for play in the fall of 1967. It closed in November 2014.

The approximately 108-acre property (bisected by an additional 39-acres of Potomac Electric Power Company, or PEPCO, Transmission line) is owned by Monumental Realty and under redevelopment as Green Bloom Montgomery Village. The property is also bisected by Montgomery Village Avenue, which is a curving boulevard with a generally north-south direction. The overall shape of the property boundary is irregular, extending approximately 2900 feet upstream along Cabin Branch, west of Montgomery Village Avenue and extending approximately 2400 feet downstream along Cabin Branch, east of Montgomery Village Avenue and west of Watkins Mill Road. The property also forms loops around the Fairway Island and Greenside townhouse condominium communities. Fairway Island (circa 1978) is on both sides of Montgomery Village Avenue; Greenside (circa 1975) is at the northeast corner of Montgomery Village Avenue and Stewartown Road. Numerous other condominium communities surround the golf course, following in a generally clockwise direction from Arrowhead (circa 1977) to the

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

north, Greentee (circa 1973) to the northeast, Highfield (circa 1976) to the east, Village Center (commercial condominiums, circa 1982) and Goshen Village (circa 1985) to the southeast, Maryland Place (circa 1972) and Thomas Choice (circa 1980) to the south, on the east side of Montgomery Village Avenue, Clubside (circa 1978) to the south on the west side of Montgomery Village Avenue, and Club Hill of Stedwick (circa 1973) to the southwest. The Fairidge community to the northwest of the golf course is the only adjacent community of single-family dwellings, except for a few single-family houses on the north side of Stewartown Road that pre-date the establishment of Montgomery Village. The Montgomery Village Foundation's Clubside Park is to the south of the main entrance.

The landscape is dominated by the Potomac Electric Power Company (PEPCO) transmission lines which also cut through the property, from the southwest near Watkins Mill Road, then angling to the northeast, crossing Montgomery Village Avenue and continuing past Arrowhead Road.

The main entrance from Montgomery Village Avenue has stone signage for the Willow Tree Inn restaurant that formerly occupied the clubhouse. The clubhouse building has been demolished, although the foundations, partial walls, and paved areas around the buildings remain. The main entrance is gated, to keep trespassers off the property. The driveway leads west from Montgomery Village Avenue, with the foundation and partial walls of the clubhouse, adorned with graffiti and surrounded by overgrown plantings, at the west end of the driveway. Parking lots are to the south of the driveway and south of the clubhouse. A driving range was to the southwest of the clubhouse, marked by chain-link fencing and utilizing land to the south of the PEPCO transmission line, east of Watkins Mill Road. The golf cart return building was located to the north side of the driveway and its foundation, which remains, has been recently utilized as an unsanctioned or DIY skate park.

The golf course has numerous irrigation ponds of various sizes that serve as water hazards as well as scenic interest. Five are on the west side of Montgomery Village Avenue, and five are on the east side of said roadway. The course required several bridges for the multiple crossings of Cabin Branch; most of the bridges are timber slabs, wide enough for a golf cart, but two on the west side of Montgomery Village Avenue are picturesque arches with concrete arch decks and open railings. The paved paths that mark the course paths have deteriorated, and most of the small-scale elements that indicate this was formerly a golf course have been removed or have been obscured by overgrown vegetation. Two trash cans and one bench were noted during field work. Drainage grates, irrigation valves, and an electrical cabinet are other remnant artifacts of the golf course landscape.

Montgomery Village Golf Club is currently a minimally maintained landscape. While aerial photographs indicate that the landscape had well-manicured grass with fairways, sand traps, and putting greens, the landscape is now in the process of returning to meadow and forest. The PEPCO right-of-way generally remains open grass with some paths freshly mowed. Decorative grasses are present at the foundations of the former buildings and along the edges of Cabin Branch and the irrigation ponds. Flowering shrubs now present along the cart paths include goldenrod, milkweed, and asters. Tree species included in the landscape include evergreens such as Eastern white pine (*Pinus strobus*) and Norway spruce (*Picea abies*) and a greater variety of deciduous trees such as white and pin oaks (*Quercus alba* and *palustris*), red and silver maples (*Acer rubrum* and *saccharinum*), sycamore (*Platanus occidentalis*), tulip poplar (*Liriodendron tulipifera*), eastern cottonwood (*Populus deltoides*), weeping willow (*Salix babylonica*), linden (*Tilia tomentosa petiolaris*), green ash (*Fraxinus pennsylvanica*), smoothbark hickory (*Carya glabra*), black cherry (*Prunus serotina*), and redbud (*Cercis canadensis*). The trees are generally planted in a picturesque manner to create a view with a variety of tree shapes, sizes, colors, and textures. The variety of species noted in the field was confirmed and augmented by review of Forest Conservation plans submitted by the developer to Montgomery County Planning (accessed October 20, 2020 at <https://eplans.montgomeryplanning.org/daiclinks/pdoxlinks.aspx?apno=120170150&projname=Bloom%20MV>).

The first nine holes were located primarily to the west side of Montgomery Village Avenue. Hole 1 was located on the east side of the angle in the PEPCO transmission line. Hole 2 was nestled between Duffer Way of Fairway Island and Montgomery Village Avenue. Holes 3 and 4 were on the west side of Montgomery Village Avenue. Hole 3 was located between the east side of Fairway Island and Greentee, west of Arrowhead Road. Hole 4 was located directly west of Hole 3, along the east side of Montgomery Village Avenue. Crossing back to the west side of Montgomery Village Avenue, Hole 5 was on the west side of Fairway Island, east of Meadowcroft Court in Fairidge. Hole 6, at the end of long fairway to the west, was located south of Gravier Court in Fairidge and east of Watkins Mill Road. Hole 7 was a short distance to the south, east of Watkins Mill Road and north of Cabin Branch. Hole 8 headed northeast from Hole 7, keeping to the west of the PEPCO transmission line. The path to Hole 9 involved crossing an arched bridge over Cabin Run, with the hole about 450 feet northwest of the clubhouse.

The second nine holes were primarily arranged on the east side of Montgomery Village Avenue. Hole 10, the exception located on the west side of Montgomery Village Avenue, had a long, northward fairway between a tributary to Cabin Branch and Montgomery Village Avenue. Its terminus was just to the south of the PEPCO transmission line. The course continued via a large corrugated metal tunnel under Montgomery Village Avenue. Hole 11 had a long northeasterly fairway, paralleling the south side of the PEPCO transmission line, terminating west of Hickory View Place in Highfield. The course path then turned sharply to the southwest, with Hole 12 located north of Stewartown Road, east of Greenside Terrace in the Greenside community. The course crossed Stewartown Road on grade, rather than another tunnel. Holes 13-18 formed a large loop along Cabin Branch, south of Stewartown Road and east of Montgomery Village Avenue. Hole 13 was along the east side of Montgomery Village Avenue on the north side of Cabin Branch. Hole 14 and Hole 15 were further east. Hole 16, located south of Hole 15, was near the west of the M-NCPPC-owned Parcel J or Goshen Village. Holes 17 and 18 were on the south side of Cabin Branch, with Hole 17 being north of Tanshire Road in Maryland Place and Hole 18 being north of Brassie Place in the Thomas Choice Condominiums, just east of Montgomery Village Avenue. The course returned to the golf cart return and clubhouse via a second corrugated metal pipe tunnel under Montgomery Village Avenue. The course of play is documented online at Open Street Map (accessed October 21, 2020 at <https://www.openstreetmap.org/relation/133602#map=17/39.18142/-77.20211>) and the yard distances are recorded at BlueGolf.com (accessed October 22, 2020 at <https://course.bluegolf.com/bluegolf/course/course/montgomeryvillagegc/overview.htm>).

Ground-clearing construction has begun in the L-shaped part of the property that was Holes 11 and 12: east of Montgomery Village Avenue, along the PEPCO transmission line and south towards Stewartown Road.

History

Brothers Charlie, Clarence, and Milton Kettler, operating as Kettler Brothers, Inc. began purchasing land for Montgomery Village in 1962, eventually purchasing 2,566 acres, mostly former farmland, to build a new planned community that would include housing, but also extensive recreational spaces for residents, as well as commercial properties and institutions such as schools and churches. The land that became the golf course sat at the junction of the Roger Mills farm, Eugene Mills farm, Julian Patton farm, and the Thomas farms (Montgomery Village Historical Book Committee, 2011, pg. 10). It was also adjacent to the existing Stewartown community, an enclave not included in Montgomery Village that stood on land that had been sold to freed African Americans after the Civil War (Montgomery Village Historical Book Committee, 2011, pg. 16).

Montgomery Village's concept and establishment as a new town is often compared to the communities of Reston and Columbia. For Reston, in 1961, Robert E. Simon Jr. purchased 6,750 acres in Fairfax, Virginia to establish the new town of Reston near the new Dulles Airport (Reston Museum, n.d.). In Howard County, Maryland, James Rouse began his new town of Columbia, half-way between Baltimore and Washington, with the purchase of 1,039 acres in November 1962 that he rapidly expanded to 14,000 acres by October 1963 (Columbia Association, 2018). While smaller than Reston and Columbia, Montgomery Village shared many of the motivating suburbanization trends and aspiring ideals.

In 1964, the regional plan for Montgomery and Prince George's counties called "On Wedges & Corridors" was issued, and Montgomery Village broke ground in 1966 after a phase of land accumulation and planning (Montgomery Village Historical Book Committee, 2011, pg. 25). The Washington-National Pike, the freeway between Bethesda and Frederick built between 1953 and 1960 and now known as I-270, precipitated the development of Montgomery Village. The Washington-National Pike allowed for the construction of the United States Atomic Energy Commission in nearby Germantown, beginning in 1956, and the relocation of the National Institute of Standards and Technology (NIST) from Washington, D.C., to a sprawling campus in nearby Gaithersburg beginning in 1961 (Young, 2010, and National Institute of Standards and Technology, n.d.).

The Kettlers envisioned a town with ample preserved green space, with about a quarter of the development's acreage dedicated to parks and open space. This meant that the residential density needed to increase, and Montgomery Village has a high proportion of attached townhouse residences. The community included single-family homes, townhouses, as well as apartments, providing a broad range of price points. The Kettlers included a golf course in their descriptions of their community from the beginning. The community's plan placed the golf course so that it maximized the number of residences adjacent to the golf course; its location along Cabin Run also took advantage of best practices for stormwater control.

Local Montgomery County-based golf course architect Edmund B. Ault designed the course at Montgomery Village Golf Club. The Kettlers did not advertise Ault's role with fanfare, but he was on his way to becoming a well-known golf course

architect. Ault had worked for PEPCO, but began designing golf courses in 1946, first shadowing Scottish-born golf designer Fred Findlay who designed over thirty courses in Virginia. When Ault decided to make golf course design his sole source of income, he first partnered with Delaware golf professional Alfred Jamison (Cummings, 2004, pg. 65). His first commission was municipal in nature: the Sligo Park Golf Course in Silver Spring was for nine holes in 1956. His first country club course, the renovation of 18 holes at Silver Spring, came in 1958, and he designed 18 new holes in Poolesville (another municipal course) in 1959.

By 1960, Ault had a diversified portfolio of new and renovated designs for private, public, and military installation courses, both in Maryland and other states. Ault designed four courses for military installations in Maryland in the 1960s: Andrews AFB in 1960; Bethesda Naval Hospital Golf Course in 1961; Cedar Point Golf Course in Aberdeen in 1965; and Indian Head Naval Ordnance Golf Course in 1966. His private course designs in Maryland included Hawthorne Country Club in (1960), Lakewood Country Club in Rockville (1960), Argyle Country Club in Silver Spring (1961), Bonnie View Country Club in Baltimore (1961), Chartwell Golf & Country Club in Severna Park (1961), Hillendale Country Club near Baltimore (1962), Kenwood Golf and Country Club in Bethesda (1962), Burning Tree Country Club in Bethesda (1963), Caroline Country Club in Denton (1963), Suburban Country Club in Pikesville (1964), and Woodholme Country Club, also in Pikesville (1964). By the time he designed the course at Montgomery Village Golf Club, Ault had also designed two other golf courses that were incorporated into developments: the Wicomico Shores Golf & Country Club in Chaptico, Maryland in 1962 and the Crofton Country Club course in 1963, as well as one daily-fee course: Henson Creek Golf Course in Fort Washington (1963) (Ault, Clark, and Associates, Ltd., n.d.).

When Ault designed the Montgomery Village course, he worked independently and had a low-cost approach to course design that minimized the amount of dirt that needed to be moved. The economical price of Ault's design and low-cost construction aimed to promote a broad expansion of golf courses used by the masses, rather than expensive courses that would limit the sport to more affluent and elite golfers. A specific element of Ault's design philosophy can be seen in the Montgomery Village course in the use of functional water hazards. Ault did not incorporate water hazards into his designs for the sake of making a challenging course; rather he valued proper drainage and green maintenance and these were the primary purpose of the irrigation ponds at Montgomery Village Golf Club (Cummings 2004, 66). The firm Ault that founded, Ault, Clark and Associates, now carried on by his son and grandson, continues to design golf courses in Maryland and elsewhere.

At Montgomery Village Golf Club, Ault's design changed the landscape most significantly by the addition of irrigation ponds, placed mainly along Cabin Run, which provided scenic interest as well as irrigation function. While Kettler Brothers, Inc. purchased specialized equipment to plant large trees at Montgomery Village, aerial photographs from before the golf course was installed and from its early years do not indicate that this method was widely used on the golf course; rather the few existing trees remained in place, and others grew over time.

Montgomery Village Golf Club opened in the fall of 1967 during the first phase of Montgomery Village with a modern-style clubhouse (The Washington Post, 1967). The Montgomery Village Golf Club operated as a private membership club, rather than most of the other recreational outlets in Montgomery Village which were run first by the Kettlers and later by the Montgomery Village Foundation or by the Maryland-National Capitol Parks and Planning Commission.

When the golf club opened, Stewartown Road connected Watkins Mill Road on the west to Goshen Road to the east, and Montgomery Village Avenue did not extend north past the golf clubhouse. When Montgomery Village Avenue was extended north, the east part of Stewartown Road (west of Montgomery Village Avenue) was eliminated.

Gradually, development filled in surrounding the course. The neighboring communities of Fairidge, Greentree, and Cub Hill of Stedwick were all built circa 1973; Greenside was built circa 1975, Highfield was built circa 1976, Arrowhead was built circa 1977, Clubside was built circa 1978, and Thomas Choice West was built circa 1980. In 1981, Kettler Brothers, Inc. transferred the golf course's ownership to its own organization, Montgomery Village Golf Club, Inc. (Montgomery County Land Records 5728: 666 [1981]). Also by 1981, the golf course storage building had been added to the north of the main entrance driveway. Gradually, the course vegetation matured and expanded. It was not until the late 1990s that the Cabin Run stream embankments became vegetated.

The sport of golf generally began to experience a decline following a popularity peak in 2003, and this affected Montgomery Village Golf Club, Inc. which saw a decline in membership and mounting debts. On March 11, 2013, Montgomery Village Golf

Club, Inc. had declared bankruptcy, and Monumental Realty purchased the golf course property (46338: 161 [2013]). In 2014, Monument Realty closed the golf course and announced plans to redevelop the property, retaining some of the acreage as open space and parkland (O'Connell, 2014).

Significance Assessment

The Montgomery Village Golf Club is not eligible for the National Register of Historic Places. The golf club represents a core element in the development of Montgomery Village as a recreational feature that preserved open space, both of which were key elements of the Kettler brothers' vision for Montgomery Village. However, Montgomery Village has numerous other parks, maintained by the Montgomery Village Foundation and by the Maryland-National Capitol Parks and Planning Commission that are open to the public and do not require the membership structure that Montgomery Village Golf Course required. As a result, the role of the golf course is not the best representation of open-space and recreational planning in Montgomery Village and is not eligible under Criterion A. The club also fits into a broad pattern of post-World War II expansion of the sport of golf, but it lacks distinctive associations or influence that would qualify it for eligibility under Criterion A.

Research did not reveal significant associations between the Montgomery Village Golf Club and individuals important to local, regional, or national history, and it is not eligible under Criterion B.

The Montgomery Village Golf Club is one of numerous golf course designs by Ed Ault that were built in Maryland. Its design utilized land that was not ideal for development because it was close to the Cabin Run stream valley and because it was close to the PEPCO transmission line. Its amoebic shape also maximized the number of residences that could benefit from the aesthetic appeal as well as status boost of being adjacent to the golf course. However, these design features do not elevate it as a masterpiece of golf course design. In addition, its characteristic golf course features of smooth, manicured grass fairways, putting greens, and sand traps have been replaced by opportunistic meadow and re-forestation vegetation; built elements, such as the clubhouse and golf cart storage have been demolished; and the circulation routes of paved golf cart paths have deteriorated. In addition, ground clearing has also begun for the future development on part of the property. As a result, the lack of integrity of design, materials, feeling, and association, in combination with its absence of distinguishing features, preclude eligibility under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The survey boundary includes the entirety of the seven parcels or parts of parcels described in Montgomery County Land Records Liber 57529 Page Numbers 38-47 and recorded April 23, 2019 and shown as Montgomery County Tax Map FU42, Parcel 795, encompassing Parcel A (30.3939 acres), Parcel B (17.3416 acres), Parcel C (16.9589 acres), Part 1 of Parcel D (9.2046 acres), Part 2 of Parcel D (3.4682 acres), Part 1 of Parcel E (6.2780 acres), and Part 2 of Parcel E (14.0821 acres), totaling 107.9457 acres; in addition to the adjacent PEPCO right-of-way, totaling 147 acres.

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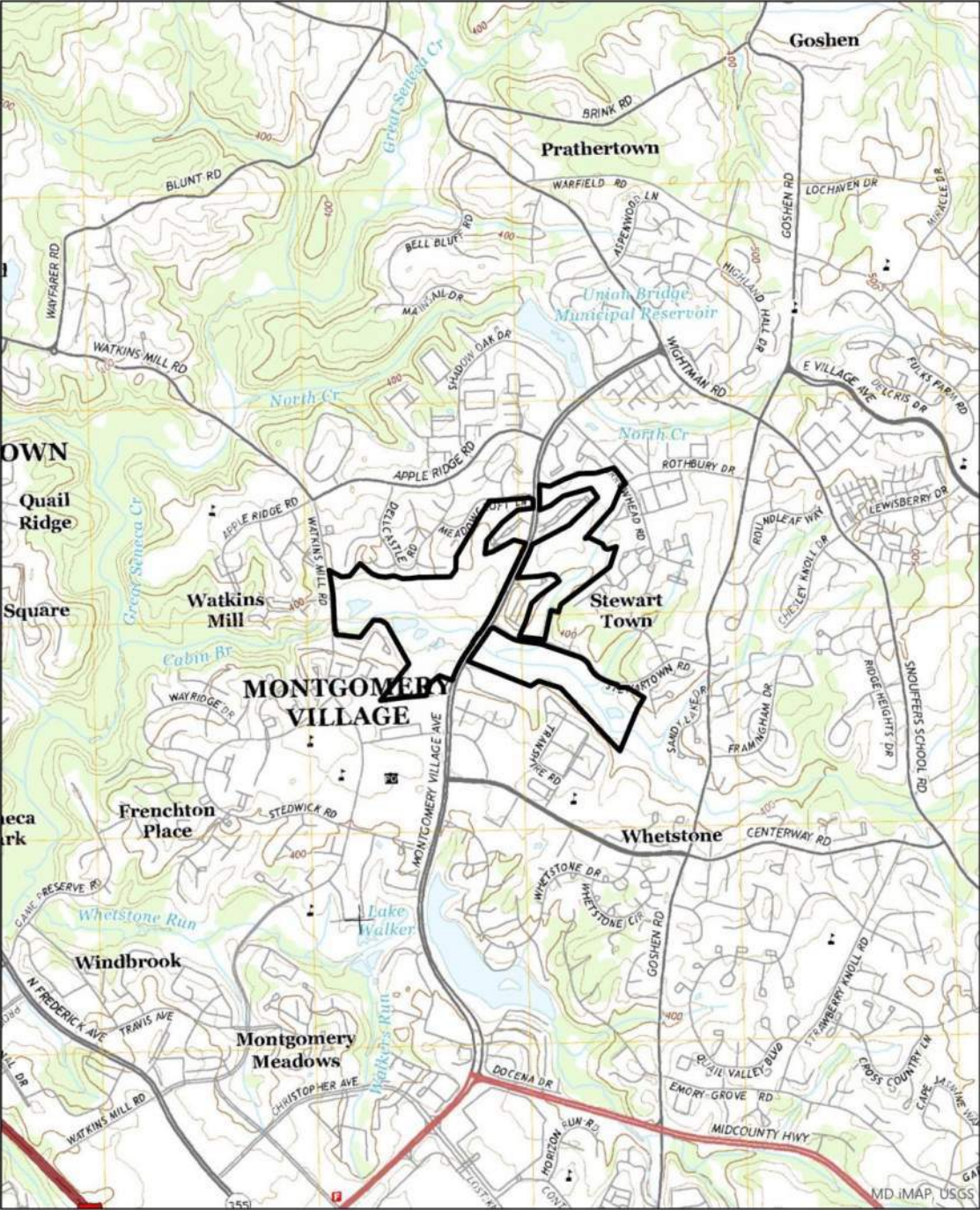
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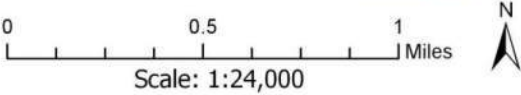
Montgomery Village Golf Club

Location: 19550 Montgomery Village Avenue
City: Gaithersburg

M: 20-52
Montgomery County



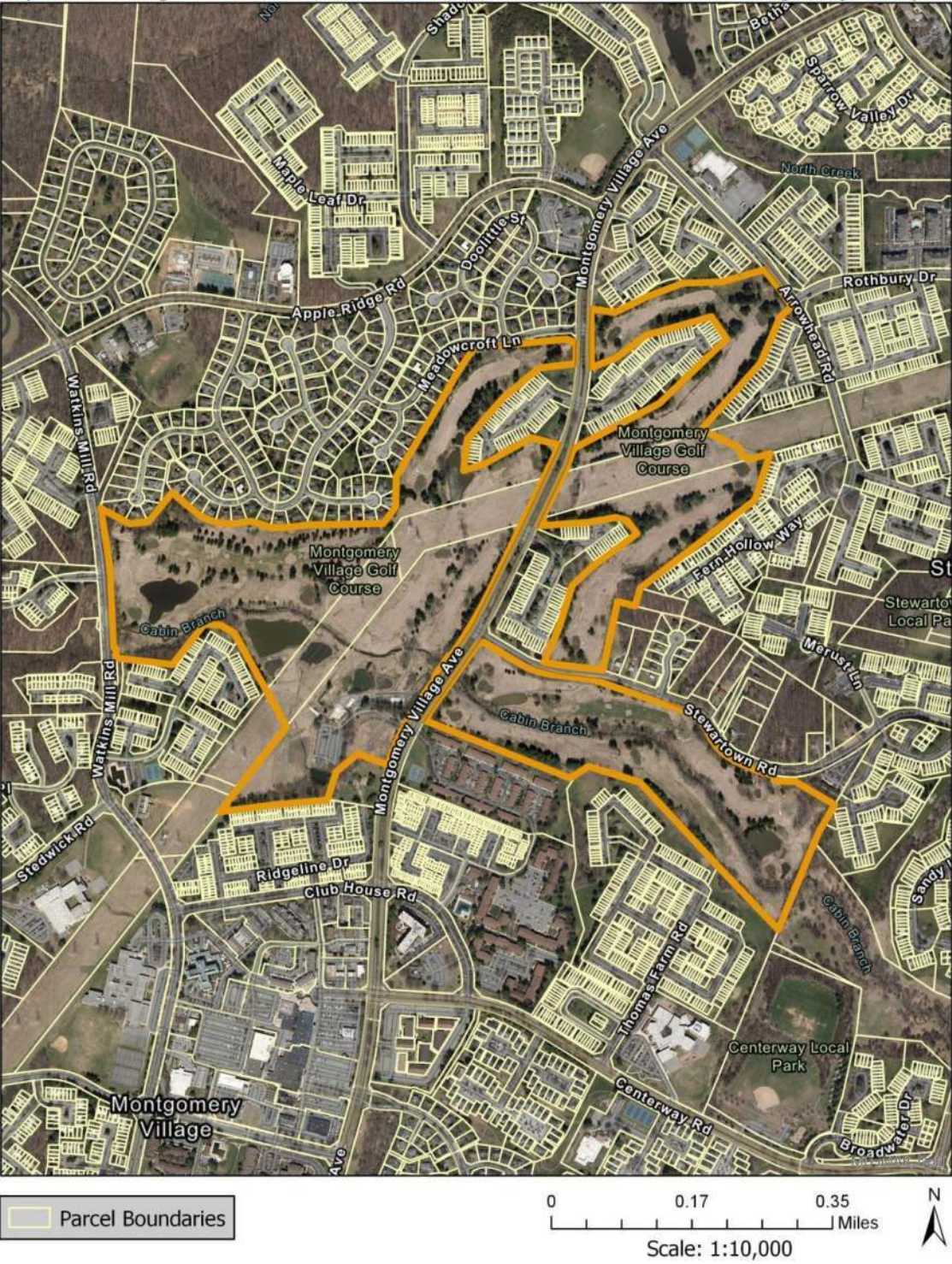
USGS 7.5' Quadrangle - Gaithersburg



Montgomery Village Golf Club

Location: 19550 Montgomery Village Avenue
City: Gaithersburg

M: 20-52
Montgomery County

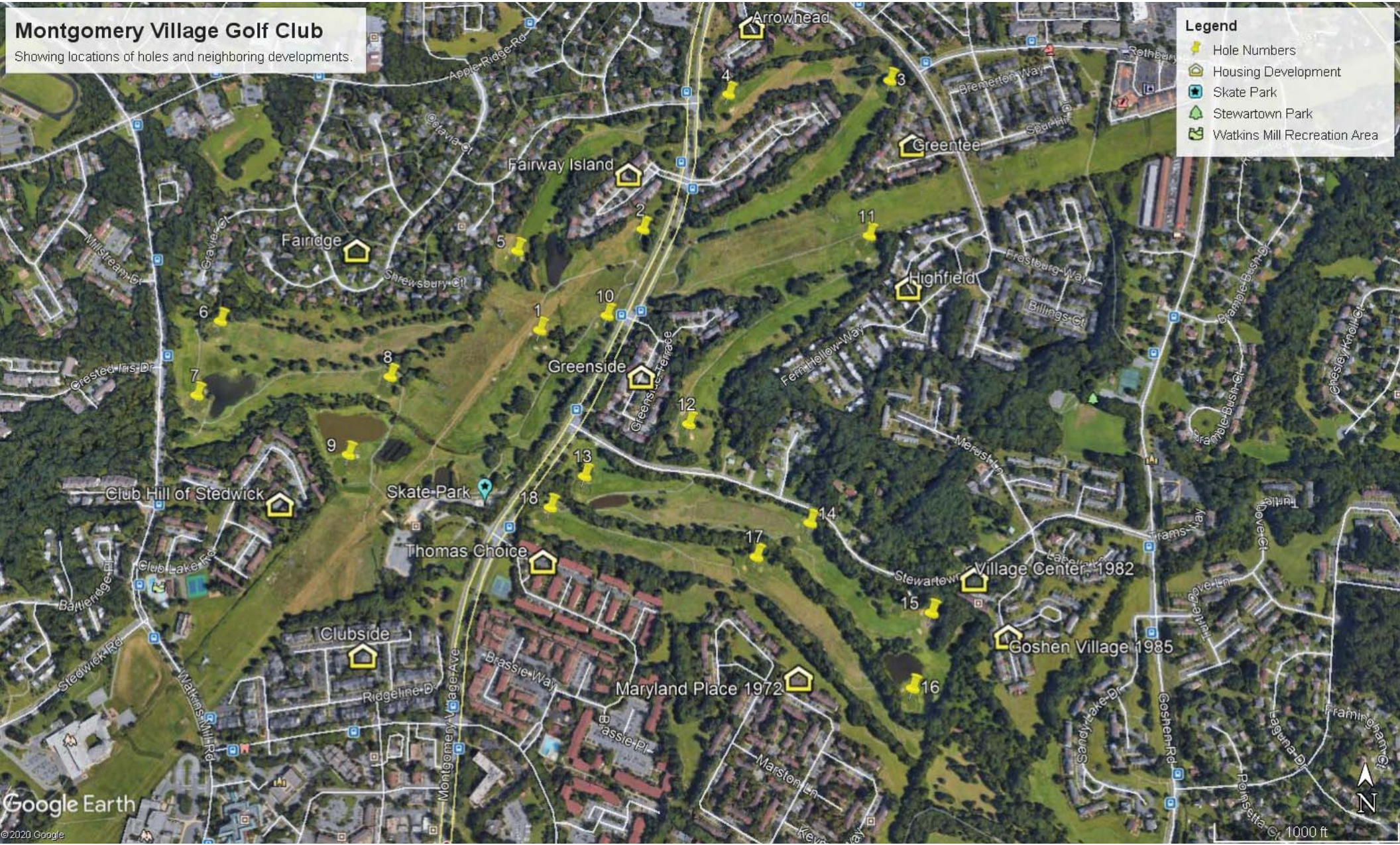


Montgomery Village Golf Club

Showing locations of holes and neighboring developments.

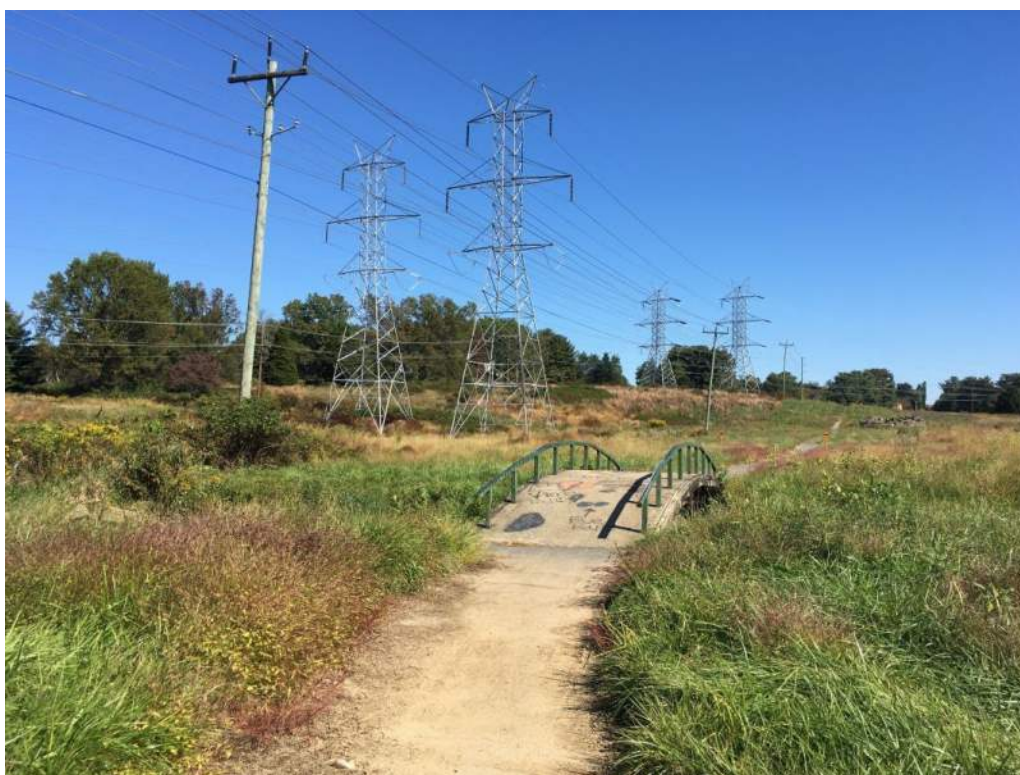
Legend

- Hole Numbers
- Housing Development
- Skate Park
- Stewartown Park
- Watkins Mill Recreation Area





View facing north to the pond northeast of the site of the former clubhouse location.



View facing north towards Cabin Branch and the PEPCO transmission line.



View facing northwest, west of Hole No. 5, between the Fairridge and Fairway Island developments.



View facing northeast, south of Fairway Island along the golf path towards Montgomery Village Avenue, south of the west half of the Fairway Island development.



View facing west towards Montgomery Village Avenue, showing corrugated metal pipe tunnel allowing golf cart passage beneath the roadway.



View northeast, north of Greenside, showing the grading for the Bloom development east of Montgomery Village Avenue.



View west from cart path along the west side of Montgomery Village showing a wood plank bridge over a tributary to Cabin Branch.



View south along path west of Montgomery Village Avenue.



View east towards graffiti-marked golf cart path and remaining paved area near former golf cart return, west of Montgomery Village Avenue.



View northwest of makeshift skate park at former golf cart return, north of main driveway to the clubhouse.



Deteriorated golf cart path, pond, and weeping willows east of Montgomery Village Avenue and south of Stewartown Road. View east.



View east showing bench between Hole No. 16 and 17, located on the south side of Cabin Branch, north of the Maryland Place development.

Number of Photos: **12**

Name of Photographer: **Rebecca Crew**

Date of Photographs: **2020-10-06**

Location of Original Digital File:

File Format: **M: 20-52_2020-10-06_01.tif... etc.**

Photographs inserted on continuation sheets:

M: 20-52_2020-10-06_001

View facing north to the pond northeast of the site of the former clubhouse location.

M: 20-52_2020-10-06_002

View facing north towards Cabin Branch and the PEPCO transmission line.

M: 20-52_2020-10-06_003

View facing northwest, west of Hole No. 5, between the Fairridge and Fairway Island developments.

M: 20-52_2020-10-06_004

View facing northeast, south of Fairway Island along the golf path towards Montgomery Village Avenue, south of the west half of the Fairway Island development.

M: 20-52_2020-10-06_005

View facing west towards Montgomery Village Avenue, showing corrugated metal pipe tunnel allowing golf cart passage beneath the roadway.

M: 20-52_2020-10-06_006

View northeast, north of Greenside, showing the grading for the Bloom development east of Montgomery Village Avenue.

M: 20-52_2020-10-06_007

View west from cart path along the west side of Montgomery Village showing a wood plank bridge over a tributary to Cabin Branch.

M: 20-52_2020-10-06_008

View south along path west of Montgomery Village Avenue.

M: 20-52_2020-10-06_009

View east towards graffiti-marked golf cart path and remaining paved area near former golf cart return, west of Montgomery Village Avenue.

M: 20-52_2020-10-06_010

View northwest of makeshift skate park at former golf cart return, north of main driveway to the clubhouse.

M: 20-52_2020-10-06_011

Deteriorated golf cart path, pond, and weeping willows east of Montgomery Village Avenue and south of Stewarttown Road. View east.

M: 20-52_2020-10-06_012

View east showing bench between Hole No. 16 and 17, located on the south side of Cabin Branch, north of the Maryland Place development.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Montrose Woods Inventory Number: M: 30-48
 Address: Southeast corner of I-270 and Montrose Road intersection Historic District: Yes
 City: Rockville Zip Code: 20852 County: Montgomery
 USGS Quadrangle(s): Rockville
 Property Owner: Multiple Tax Account ID: Multiple
 Tax Map Parcel(s): Multiple Tax Map: GQ32; GQ33; GQ42
 Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
 Agency Prepared By: Dovetail CRG
 Preparer's Name: Danae Peckler Date Prepared: Jan 31, 2019
 Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Montrose Woods is a planned residential development located just east of I-270 and south of Montrose Road in Rockville. It is bounded by Cabin John Regional Park and I-270 on the west, Montrose Road on the north, and Old Farm residential subdivision on the east and south sides. This resource contains approximately 55.4 acres including 170 single-family dwellings on lots between 0.21 and 0.55 acre. Curvilinear streets are 60 feet wide with concrete curbs and landscaped islands in the center of cul-de-sacs. Montrose Woods is largely devoid of public sidewalks, although narrow concrete strips line either side of Old Stage Road. Individual lots are further landscaped with grassy lawns, shrubs, ornamental foliage, and some mature trees. Small-scale streetlights scattered throughout the development are topped by Colonial-style lanterns.

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

Description:

Montrose Woods contains 170 single-family dwellings largely constructed between 1961 and 1972. A handful of outliers scattered throughout the neighborhood were built in the early 1980s, infilling open lots, or in the last two decades, replacing older houses. Dwellings are predominantly Two-Story Massed forms, including Garrison and Modern Colonial subtypes, and Split-Level or Split-Foyer forms although some Ranch, Minimal Traditional, and Cape Cod houses are also present. Nearly all of the dwellings were constructed in some variation of the Colonial Revival style with simplified Georgian, Federal, and Dutch Colonial architectural features. Outliers include properties like the circa-1982, one-story, Shed-style dwelling at 12111 Hitching Post Lane and New Traditional Colonial dwelling at 11817 Hitching Post Lane.

Houses in Montrose Woods are one, one-and-a-half, or two stories tall and four to seven bays wide. Depending on the slope of the terrain, dwellings may include lower-level garages or full basements, commonly clad in a brick veneer. At the upper levels, exterior cladding includes stretcher-bond, American-bond, or painted brick veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. Roofs vary widely, including side and front gables or a combination thereof, as well as hipped and gambrel varieties. Most are sheathed in asphalt shingles and lined by a boxed cornice, some with partial or full gabled end returns. Most dwellings feature a single brick chimney set along a side elevation.

Primary entrances are centrally located on the façade and commonly contain a single-leaf wood door accessed by a brick or concrete stoop. Many entrances are set within a wood or metal surround with Colonial Revival characteristics such as an arched or triangular pediment, fluted pilasters, or paneled sidelights. Entry porches are a common feature, including one-story, one-bay porticos, partial-width porches, or pent roofs extending across a portion of the façade. Original, six-over-six, eight-over-eight, or twelve-over-twelve, wood-frame, double-hung windows and some wood-frame picture windows of various arrangements are common, as are replacement one-over-one, vinyl-framed, double-hung units with faux muntins. Many houses also feature fixed, aluminum or vinyl, louvered or paneled shutters flanking windows at the façade. Some decorative aprons, arches, and lintels further augment windows in the neighborhood. Most dwellings have attached or inset garages for one or two vehicles. A small number of detached garages appear to be original.

Additions to houses in Montrose Woods are typically found at side or rear elevation, most of which are in scale with the original building. Where present, additions to the primary elevation commonly include enlarged front porches or enclosed/enlarged garage spaces. Common secondary structures include small sheds.

Historic Context:

Land within Montrose Woods was previously part of two larger agricultural properties. A portion of the subdivision was created from a 68.75-acre agricultural property called "I Will Not Yet I Will" and "Shub Hill" that was purchased by husband and wife Mason C. and Ann Prichard from Nellie May O'Neale and her sons in October 1946 (Montgomery County Deed Book [MCDB] CKW 1041, 409). This property included a circa-1918, single-family dwelling known as the John Henry O'Neale House (located at 11807 Dinwiddie Drive), after Nellie May's husband. Another 41.1-acre portion of the "I Will Not Yet I Will" tract was

purchased by the Prichards from Arthur P. and Miriam G. Becker and Stanley and Muriel F. Rakusin in April 1960 (MCDB CKW 2725, 405-406).

In 1959, the Prichards subdivided a small strip of land at the northeast corner of their property into 12 residential lots on either side of what is now Hitching Post Lane, naming it Montrose Woods (Montgomery County Plat [MCP] 5711). The following year, this property and surrounding acreage was purchased by Martha F. Reiss and Elise E. Marks and further subdivided into the first three sections of Montrose Woods between December 1960 and January 1964, creating 173 residential lots (MCP 6203, 6927, 7342). In 1979, land at the west end of the neighborhood was subdivided into 43 residential lots after the Prichard family sold the remaining acreage of the O'Neale farm, excepting the 1.1-acre lot with the circa-1918 dwelling, to Norman and Elizabeth Sabatini of NORSAB, Inc. (MCDB HMS 5269, 439-441; MCP 12358). Houses in this section were built post-1980 and differ substantially in form and style from the original development.

Although it was platted by Reiss and Marks, lots in Montrose Woods were sold in large groups to the Cooley Construction Company and affiliated subsidiaries. In 1961, Cooley Construction Company was slated to build 169 Colonial homes on 50 wooded acres bordered by Rock Creek Park, Montrose Road, and the Kettler Brother's Old Farm subdivision (The Washington Post 1961, B2). Shortly after its initial development, some Cooley Company advertisements began referring to the neighborhood as "Walnut Woods" with "custom designed new homes" priced from \$38,950 to \$44,950 that included three to four baths, formal entrance foyers, "tremendous all-electric kitchen," a high-standard temperature control system, "meticulous site grading [offering] lasting protection," and superior materials (Evening Star 1963, B5, 1964, D10). Both names are used to reference this development in advertisements into the early 1970s, with realtors often calling it Montrose Woods (Evening Star 1970, 51). No architects or other design professionals were marketed in association with Montrose Woods or Walnut Woods, suggesting that the designs for these dwellings may have been developed in-house by the Cooley Construction Company.

In business since 1924, Cooley Construction Company became well known in the D.C. area for all types of residential construction, from row homes in the city to single-family dwellings in the suburbs (The Washington Post 1962, D1). In the early 1960s, the firm was led by William O. Cooley, Jr., who also served as chair of the Montgomery County chapter of the Home Builders Association Builders. His brother, Charles Cooley, and cousin, D. C. Gruver, established Gruver and Cooley to erect houses in Montrose Woods and other Cooley Construction developments in Montgomery County like Hillmead, Springfield, Rock Creek Highlands, and Maryknoll (The Washington Post 1962, D1).

Evaluation:

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

As a planned residential development, Montrose Woods, also known as Walnut Woods, is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many subdivisions created by a developer in partnership with a handful of homebuilders using a range of popular house models, its design and development also repeated many patterns established during the late Modern Period (1930-1960). As such, it did not introduce design innovations and does not demonstrate significant associations with exurban development. Furthermore, it is not known to be

associated with any events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

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

The subdivision is one of many constructed by the Cooley Construction Company and associated firms and is not known to be associated with any architectural firm or other design professionals. Full of traditionally styled, popular house forms, this type of development is fairly common in Montgomery County. Many houses within Montrose Woods have been modified over time through the introduction of replacement windows and exterior cladding, conversion of an original garage into living space, and additions that have diminished its historic integrity of design, materials, and workmanship. Although uncommon, a few recently constructed dwellings have introduced new forms and styles to the development. Because Montrose Woods is not an outstanding example of its type and does not convey high artistic value as the work of a master, it is not eligible under Criterion C. This resource was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 55.4 acres and is defined by Montrose Road to the north, Cabin John Park and I-270 to the west, and other residential subdivisions to the south and east. It includes multiple parcels found on Montgomery County Tax Map GQ32, GQ33, and GQ42 (2018).

References:

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--- 1970. "Better Than New." October 18, 1970, 51.

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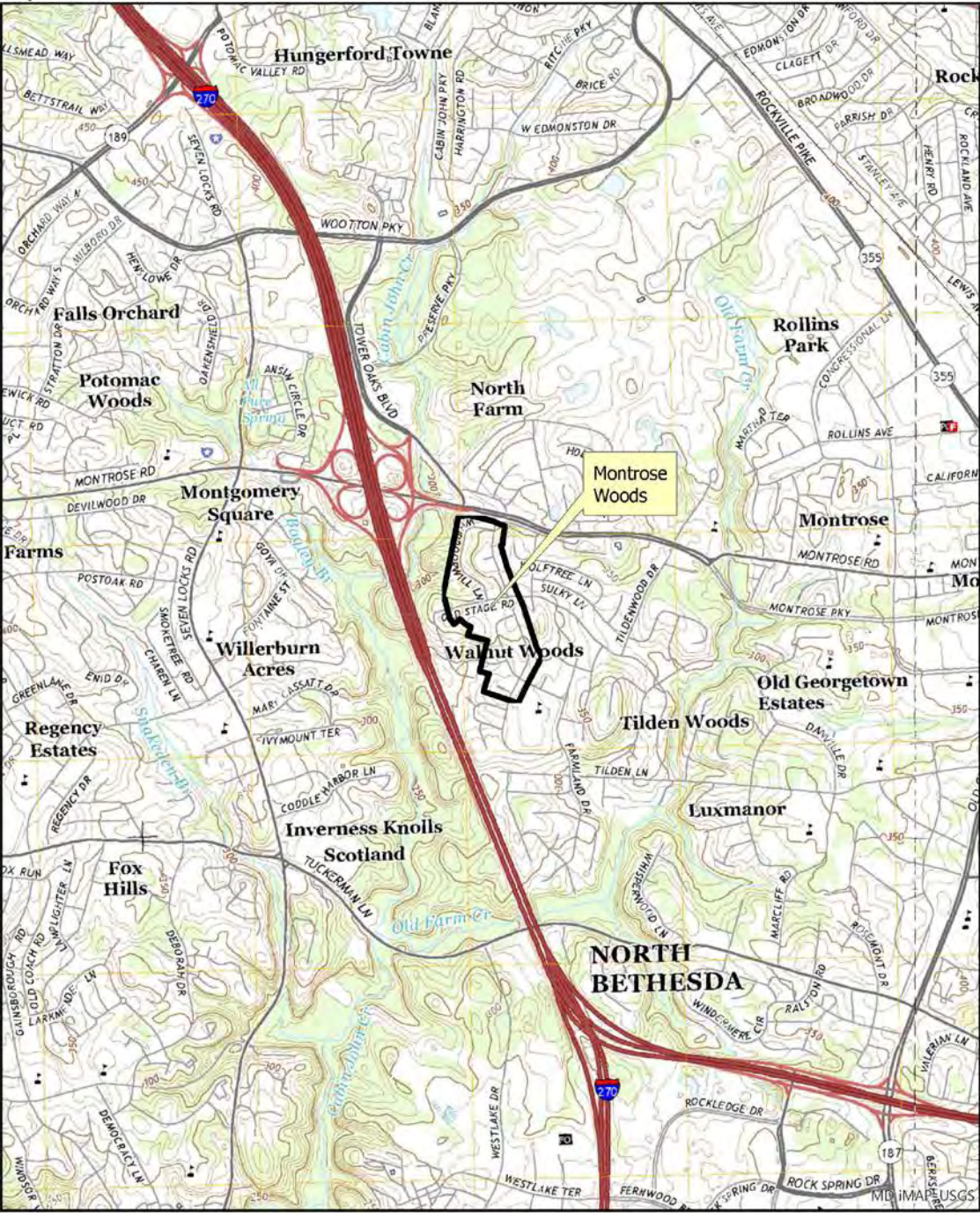
State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed December 20, 2018. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

The Washington Post. 1961. "Cooley Firm to Build on Montrose Road." June 10, 1961, B2.
--- 1962. "William O. Cooley Spans a Cycle: From Row House to Suburbia." May 12, 1962, D1.

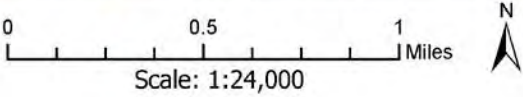
Montrose Woods

Location: Southeast corner of I-270 and Montrose Road intersection
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



Montrose Woods

Location: Southeast corner of I-270 and Montrose Road intersection
City: Rockville

Montgomery County





View of 12003-12007 Hitching Post Lane, looking north along east side of road.



View of 12118 and 12120 Whippoorwill Lane, looking east along north side of road.



View of Old Stage Court cul-de-sac, looking southeast.



Southwest elevation, 1 Hitching Post Place.



Northeast Oblique, 7200 Old Gate Road.



West elevation, 12026 Whippoorwill Lane.



East oblique of 12112 Whippoorwill Lane and detached garage.



11701 Hitching Post Place, looking east.

PHOTOGRAPHS



12005 Hitching Post Lane, west elevation.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-48_2018-12-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 12003–12007 Hitching Post Lane, looking north along east side of road.

02.tif

View of 12118 and 12120 Whippoorwill Lane, looking east along north side of road.

03.tif

View of Old Stage Court cul-de-sac, looking southeast.

04.tif

Southwest elevation, 1 Hitching Post Place.

05.tif

Northeast Oblique, 7200 Old Gate Road.

06.tif

West elevation, 12026 Whippoorwill Lane.

07.tif

East oblique of 12112 Whippoorwill Lane and detached garage.

08.tif

11701 Hitching Post Place, looking east.

09.tif

12005 Hitching Post Lane, west elevation.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Morningside Shell Service Station

Address: 6815 Suitland Road (MD 218)

City: Morningside

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0089

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: Oct 16, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The commercial building at 6815 Suitland Road (MD 218) is a one-story former gas and service station. The resource occupies a 1.08-acre parcel north I-495 in Morningside. According to state tax data, the property was constructed in 1971. The Contemporary-style station includes a front-gabled service building and convenience store with a gable-roofed pump canopy to the northeast along Suitland Road. The station is surrounded by asphalt paving, with concrete paving beneath the pump canopy. The property is accessed via two entrances along Suitland Road. A large grass island with sidewalk separates the parking lot from the highway.

The four-bay service building, facing northeast along Suitland Road, is faced with rough-textured brick and ribbed aluminum panels and features a pair of conjoined low-pitched, front-gabled roofs. The larger roof, to the southwest, encompasses three vehicle bays with overhead doors. The smaller roof shelters an aluminum-framed storefront with a glazed single-leaf entrance and plate-glass windows. The storefront windows wrap around to the northwest elevation, which otherwise consists of a blind brick wall. A single flush metal door occupies the southeast elevation. The roof features a wide aluminum rake and fascia and exposed beams at the façade. A slab chimney pierces the roof at the intersection of the two gables. The roof is clad in asphalt composition shingles. The gabled pump canopy, supported on four square steel columns, features the same low-pitched roof and aluminum rake and fascia as the building. The pumps have been removed.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

Morningside Shell Service Station

Morningside Shell Service Station is an altered example of a twentieth-century commercial type common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by new exterior cladding and the removal of windows and the fuel pumps. Because of these changes, the property has lost its integrity of design and materials. Morningside Shell Service Station does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.08 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2019).

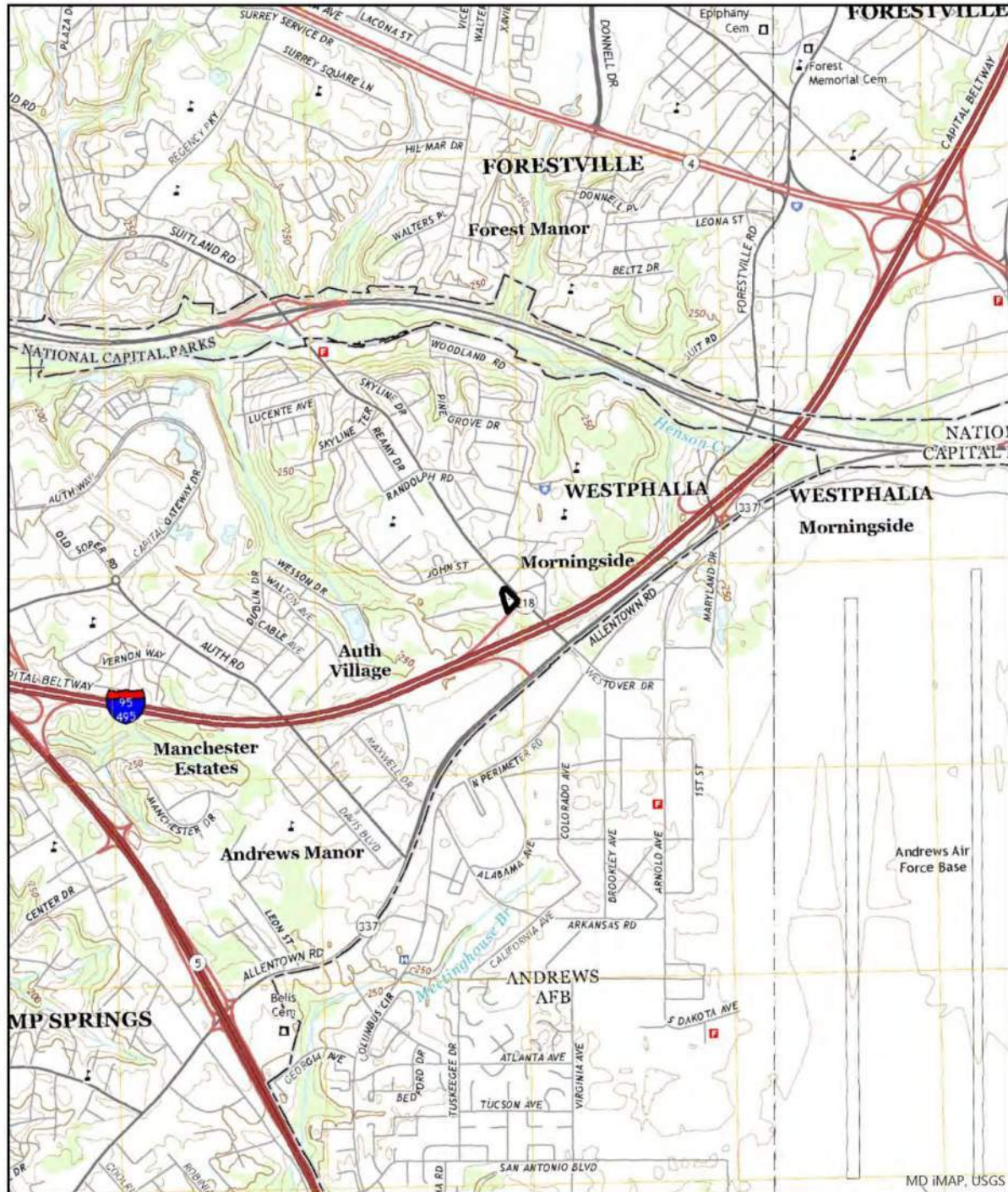
Morningside Shell Service Station

Morningside Shell Service Station

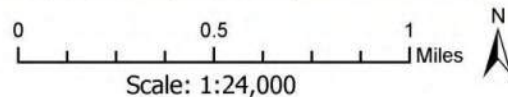
Location: 6815 Suitland Road

Prince George's County

City: Morningside



USGS 7.5' Quadrangle - Anacostia



Morningside Shell Service Station



North oblique from Suitland Road.



Southeast elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Morningstar Tabernacle No. 88 Moses Hall and Cemetery Inventory Number: M: 35-212

Address: Seven Locks Road south of I-495

Historic District: No

City: Cabin John

Zip Code: 20818

County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: Multiple

Tax Account ID: 16-0700430703

Tax Map Parcel(s): P528

Tax Map: GN122

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: May 15, 2020

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☒ C ☐ D

Considerations: A ☐ B ☐ C ☒ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Description

The Morningstar Tabernacle No. 88 Moses Hall and Cemetery occupies multiple parcels totaling 1.5 acres west of Seven Locks Road and south of I-495 in Cabin John, Montgomery County. The resource adjoins I-495 to the north and the backyards of single-family houses along Cypress Grove Lane in Evergreen, a 1980s residential development, to the south. A narrow, 6-foot trail leads west from Seven Locks Road to a partially wooded area containing Moses Cemetery to the south and west and the remains of Moses Hall to the north. The entire parcel has been overgrown with vegetation and is in the process of being cleared. The remains of Moses Hall consist of a partial fieldstone and concrete block foundation, rectangular in plan, approximately 15 feet wide by 30 feet long, oriented on an approximately north-south axis. Bricks and segments of a clay tile flue liner from a former chimney are scattered around the foundation. The burial sites include 65 identified markers and multiple unmarked depressions. Visible rows, although uneven and somewhat irregular, run north-south across the cemetery. Markers are generally placed at the west end of each burial.

There are at least ten gravestones with inscriptions, including stones with dates. The most common material for burial markers

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

is fieldstone/sandstone, which accounts for 42 of the total stones within the cemetery. Ten markers are fiberglass/plastic, and six are granite. Three concrete markers are present, and there are two metal frame markers. Lastly, there is one example each of marble and slate. The earliest identified death date on an inscription is 1921, for Chas. Jones. The latest date identified on an inscription is 1973, the date of death for Allen White.

The ten fiberglass/plastic markers are generally about 1.5 feet high. According to Ms. Charlotte Troup Leighton, a nearby property owner, the fiberglass/plastic markers have been there for at least 15 years and may have been placed by the local Boy Scout troop (Leighton, personal communication 2020).

Some inscribed gravestones and other markers appear to have been disturbed and moved from their original placement. Most disturbed stones have slid downslope, possibly as a result of natural displacement and other disturbances over time. The ground includes large chunks of quartz and fragments of fieldstone, which may represent informal gravestones which have been moved, but many are loose and sitting on top of the recently cleared ground surface. Many fieldstone markers are placed firmly within the soil upright; some stones appear to represent a head and foot stone combination.

Several non-historic elements are present within and adjacent to the property. An interpretive panel has been installed at the head of the trail along Seven Locks Road, and the trail includes a set of steps that appears to use material taken from the remains of the Moses Hall. It is speculated that this was the work of the same local Boy Scout troop responsible for the replacement markers. Fences from adjacent property owners border the cemetery on the west, south, and east. The fence to the southeast, at 7913 Cypress Grove Lane, encroaches on the Morningstar parcel, expanding the adjacent yard and encompassing a non-historic shed. To the north, a dense bamboo grove has become established, encompassing the foundation of the Moses Hall and possibly additional burials. A chain-link fence separates the parcel from I-495.

History

Morningstar Tabernacle No. 88 was a local chapter of a fraternal organization created after the Civil War to provide financial support and security to African Americans. Such organizations were common in the late nineteenth century, when segregation and discrimination excluded African Americans from traditional means of wealth-building. Morningstar Tabernacle No. 88, formed in the 1880s to serve the African American community in Cabin John, established a meeting hall and adjoining cemetery (the Moses Hall and Cemetery) along Seven Locks Road. Here, the community could gather to discuss business, attend social events, care for the sick, and find a community-based resting place for the deceased.

The area surrounding Morningstar Tabernacle No. 88 Moses Hall and Cemetery, Cabin John, became established as an African American community in the late nineteenth century, thanks in large part to the efforts of Robert and Sarah Gibson. The Gibsons, enslaved in Virginia until the Civil War, may have been the first African American landowners in the area. After saving for years working on a farm near Potomac, Maryland, the Gibson family purchased several acres in Cabin John along Seven Locks Road (then Conroy Road) from Thomas and Amanda Dowling in 1880 (MCDB 1880). An African American community must have already been in place in the area by that time, because in 1881, Robert and Sarah sold a quarter acre of land to John D.W. Moore, Silas Richards, and Peter Carter for the “purposes of erecting a house thereupon as a school house and house of worship for the use of the colored people of [the] community” (MCDB 1881). A year later, the group sold the land, with a completed schoolhouse, to the Montgomery County Board of County School Commissioners (MCDB 1882). This school was most likely the one noted as Moore’s School, and later became the public school of the county’s No. 10 District. (Clarke-McKinney 1976, 18-19; MCDB 1898).

J. D. W. Moore, a local landowner, farmer, and quarry operator, further supported the growth of the community in 1885, when he subdivided a portion of his property and sold ten parcels to African American families working on his farm (Jones 2010, 13). Although a church had been planned at the same time as the school, it does not appear one was established until 1898, when Sarah Gibson donated adjoining land to trustees of the Gibson Grove African Methodist Episcopal (A.M.E.) Zion Church (M: 29-39). The deed references conferences held on the grounds, suggesting the property was used for religious gatherings before the organization and construction of the church (MCDB 1898).

The exact origins of Morningstar Tabernacle No. 88 are unknown. The organization was part of the Ancient United Order of Sons and Daughters, Brothers and Sisters of Moses (Moses Order), founded by Peter Paul Brown outside Philadelphia in 1867. The Moses Order, like other African American benevolent societies, was founded to provide safety nets and economic security not

accessible to African Americans through traditional institutions. Assistance included insurance, loans, burials, and educational programs, all supported by monthly dues. By the 1880s, the Moses Order had spread throughout Maryland and the District of Columbia, including eleven chapters in Baltimore alone (Rotenstein 2018, 39-43).

Local chapters of the Moses Order were established as “tabernacles” under various names. Other examples in Maryland and D.C. included Grace Tabernacle No. 52, Shiloh Tabernacle No. 34, and White’s Tabernacle No. 39 (Washington Times 1901; Evening Star 1901; Evening Star 1926). Despite the variety of names, once a tabernacle had constructed a building, it was typically referred to as a “Moses Hall,” and an associated cemetery was a “Moses Cemetery.” (Jones 2010, 52) There were many such Moses halls and cemeteries in Maryland and Washington, D.C.

Deed records first suggest the presence of a benevolent society at this location in 1887, when Morningstar Tabernacle No. 88 purchased land from George and Sarilla Scott to form an eight-foot road leading west from Conroy Road (MCDB 1901a). At that time, the land west of the road must have either already been in use by the organization or plans were in place to construct the hall and establish the cemetery. The property now containing the cemetery and remains of the hall was not officially transferred to Morningstar Tabernacle until 1901, when John D.W. Moore sold the parcel (MCDB 1901b). A 1933 deed establishing a non-profit to manage the organization’s real estate holdings asserts that Morningstar Tabernacle No. 88 “for more than forty-five years last past, [has] been in possession of, used and occupied as its lodge home the lands and premises hereinafter mentioned [...]” (MCDB 1933), indicating the organization had been actively using the entire property since the purchase from the Scotts in 1887.

The organization’s remaining meeting minutes, spanning February 1904 to February 1914, primarily provide details about meeting attendees, illnesses, financial transactions, and other minutiae. Meetings were held twice monthly, on Wednesdays. Oral history indicates the hall was used for social gatherings, including dances and dinners (Jones 2010, 52-53). It also held meetings for outside organizations, including political clubs. In November 1911, a meeting sponsored by the “Colored Administrative Republican Clubs of the United States” was reported held at the “Colored Good Samaritan Hall, Gibson Grove,” the only newspaper account found referencing the building itself (Evening Star 1911).

No photographs of the building are known to exist, but it was a two-story frame building (MCP 1961; Jones 2010, 52) and most likely had a gable-front roof. The same basic design is found elsewhere throughout the south, including buildings in Georgia and Tennessee. Similar buildings in Maryland include the Union of Brothers and Sisters Ford’s Asbury Lodge in White Marsh (BA-358), St. Jacob’s Lodge No. 28 in Bacontown (AA-894), Abraham Hall in Beltsville (PG:62-7), and the Mt. Tabor Good Samaritan Lodge No. 59 in Crownsville (AA-775), which also includes a cemetery. The meeting minutes provide some insight into the appearance of the hall, primarily through maintenance and repair records. Charles Harris was paid to enlarge the hall and plaster and whitecoat the walls in March 1910. William Hamilton performed additional repairs later in the year, including fixes to the windows in July. In December 1912 and January 1913, the building was whitewashed, windows were framed, a new door was hung, and the interior floors were oiled (AD Marble 2020, 18). Because the minutes detail maintenance of the building, but not its construction, the hall was certainly erected prior to February 1904, the earliest date included in the minutes. Based on the language describing Morningside Tabernacle No. 88’s use of the property in the 1933 deed, a building was most likely in place around the time the organization purchased property from the Scotts in 1887. It is not known if Morningside Tabernacle initially made use of an extant building on Moore’s property or constructed a new one at that time.

The Morningstar Tabernacle No. 88 Moses Cemetery is typical of what has been termed an “upland South cemetery,” generally characterized by an unplanned design, frugal grave markers, and small size. Such African American cemeteries typically feature a variety of simple vernacular markers, including concrete, wood tablets, stones, or concrete blocks. Hand-carved or painted inscriptions are common (Rotenstein 2018, 14-17). Many of these cemeteries, such as the River Road Moses Cemetery associated with White’s Tabernacle No. 39, have been lost to redevelopment.

Although the earliest inscribed death date found on a grave marker at the Morningstar cemetery is 1921 (Chas. Jones) (AD Marble 2020, 21), deed records showing the purchase of the property from Moore in 1901 suggest the cemetery was in use by that time or shortly thereafter (MCDB 1901b). Meeting minutes, although incomplete, demonstrate burials were occurring by 1905, when records detail expenses such as burial plots, widow’s dues, and officiating fees (AD Marble 2020, 17). A list compiled by the local community includes two unconfirmed burials prior to 1905: James Coates in 1894 and Fannie Jackson in 1899 (Whitley 2020). Based on Moore’s history of aiding the local African American community, it is possible he allowed the cemetery

to be established on the property prior to the purchase by Morningside Tabernacle in 1901, and the property the organization purchased from the Scotts in 1887 provided access.

Although as many as 89 possible burials have been identified at the cemetery (AD Marble 2020, 18), the vast majority are unmarked. Inscribed markers are present for only ten of the burials. Information about who was buried at the cemetery comes from a combination of newspaper death notices, death certificates, the Morningstar Tabernacle No. 88 meeting minutes, and oral interviews. The most prominent person reported buried at the cemetery is Sarah Gibson. Gibson, who died in 1923, was instrumental in establishing the community, donating land for a school and helping found Gibson Grove A.M.E. Zion Church. Her grave is not among those marked and has not been identified. Others who may be interred in the cemetery include leaders of the Morningstar Tabernacle No. 88, such as Elijah Harris and Snowden Dove, and other members of the tabernacle and Gibson Grove A.M.E. Zion Church (Whitley 2020).

The Morningside Tabernacle No. 88 Moses Hall remained in use into the 1930s. The building served as the local African American school from May 1926 until September 1931, during which time the Montgomery County Board of Education rented the building for five dollars per month. Afterward, no known records exist of how the building was used. Membership declined as children of members moved away, and few new members replaced them. Over time, encroaching suburban development, increased mobility, and growing opportunities outside benevolent societies led to loosening of community ties and decreased demand for the services the organization provided. The Moses Hall remained standing until the 1960s, when it was destroyed by arson (Jones 2010, 53).

In 1962, a portion of the property's north side was taken for construction of the Capital Beltway (I-495) (MCDB 1962). At that time, the hall and cemetery were included on plats and construction plans, and the limits of the cemetery were noted as outside the boundaries of the new highway. The plat (MCP 1961) depicts a 10-foot-wide road leading to the hall and cemetery from Seven Locks Road. The road continued along the north side of the hall and cemetery to the west, past a frame house to the north owned by M. Harris, and onto the wooded property of Lillie C. Stone. Aerial imagery from the early 1960s confirms that this road remained in place upon completion of the new highway, at which time the hall and cemetery would have been visible from I-495 (NETR 2020). The plat notes that the hall was surrounded by scattered trees and underbrush, and the cemetery is represented by a dashed line south of the road, described as "graves among woods and underbrush." Despite the apparent condition of the cemetery in 1961, burials continued at least through 1973, the most recent date found recorded on a marker (for Allen White) (AD Marble, 20); the local community's list includes unconfirmed burials through 1977 (Whitley 2020).

Local volunteers have since been involved in clean-up efforts to remove vegetation and maintain the cemetery.

Eligibility

The Morningstar Tabernacle No. 88 Moses Hall and Cemetery is significant under Criterion A for its association with the African American community that developed in Cabin John in the late nineteenth century. The society played an important role in supporting the community and as a gathering place for social and political events, even serving as the site of a school for a period of time. The cemetery became a final resting place for many members and was an important amenity for the community at a time when cemeteries were segregated. Other than the Gibson Grove A.M.E. Zion Church, there are no remaining historical resources illustrating the presence of the early twentieth-century African American community in Cabin John. The cemetery predates the construction of the existing church building and may predate the founding of the church.

Much of the specific history of the tabernacle, including its founding, is unknown, and although some prominent members of the organization have been identified in meeting minutes, the contributions of this group of individuals are represented under Criterion A. Current research suggests that only Sarah Gibson's role in the community's development could be considered of transcendent importance. However, her burial site has not been identified, and her role in the community is best signified by the Gibson Grove A.M.E. Church, which she helped found and of which she remained a member until her death.

It is possible that additional research will reveal other people of transcendent importance to the community buried at the Moses Cemetery; however, such individuals and their specific roles and contributions to history have not been identified. At this time, the Morningstar Tabernacle No. 88 Moses Hall and Cemetery is not considered significant under Criterion B.

The Morningside Tabernacle No. 88 Moses Hall and Cemetery is significant under Criterion C for its surviving example of a rural,

vernacular African American cemetery. Although the hall itself has burned down, its foundation remains, along with the gravestones marking burials. The layout of the cemetery illustrates the design of African American vernacular cemeteries in the late nineteenth and early twentieth centuries. The individual markers, ranging from upright inscribed headstones to simple, found stones are characteristic of markers used in African American cemeteries and are suggestive of the types of families who used the cemetery and their economic statuses. Similar resources are rare, having been lost to new development or forgotten over time.

The resource was not evaluated under Criterion D as part of this assessment, but ongoing research may reveal that the hall and cemetery have the ability to yield information important to the history of the African American community in Cabin John.

Based on the evaluated Criteria, the Morningstar Tabernacle No. 88 Moses Hall and Cemetery is eligible for listing in the National Register of Historic Places. It has a period of significance of 1887-1973, from the organization's purchase of the property to the last confirmed burial. As a cemetery, the property meets Criterion Consideration D because of its association with the historical development of the Cabin John African American community, for its significant design representing a vernacular African American cemetery, and due to the scarcity of comparable African American resources in this part of Maryland with a similar degree of integrity.

Despite modern intrusions, vegetative overgrowth, and the loss of Moses Hall, the property retains integrity of location, design, materials, feeling, and association. Contributing elements include the former road trace leading to the hall and cemetery, the hall foundation, and the identified individual markers and grave depressions and their orientation and spacing.

The property encompasses 1.5 acres and is confined to the following tax parcels as shown on Montgomery County Tax Map GN122 (2020): Parcel P501, Parcel P528, and Outlot A of the Evergreen Subdivision (Plat 12551).

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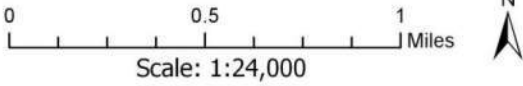
Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495
City: Cabin John

M: 35-212
Montgomery County



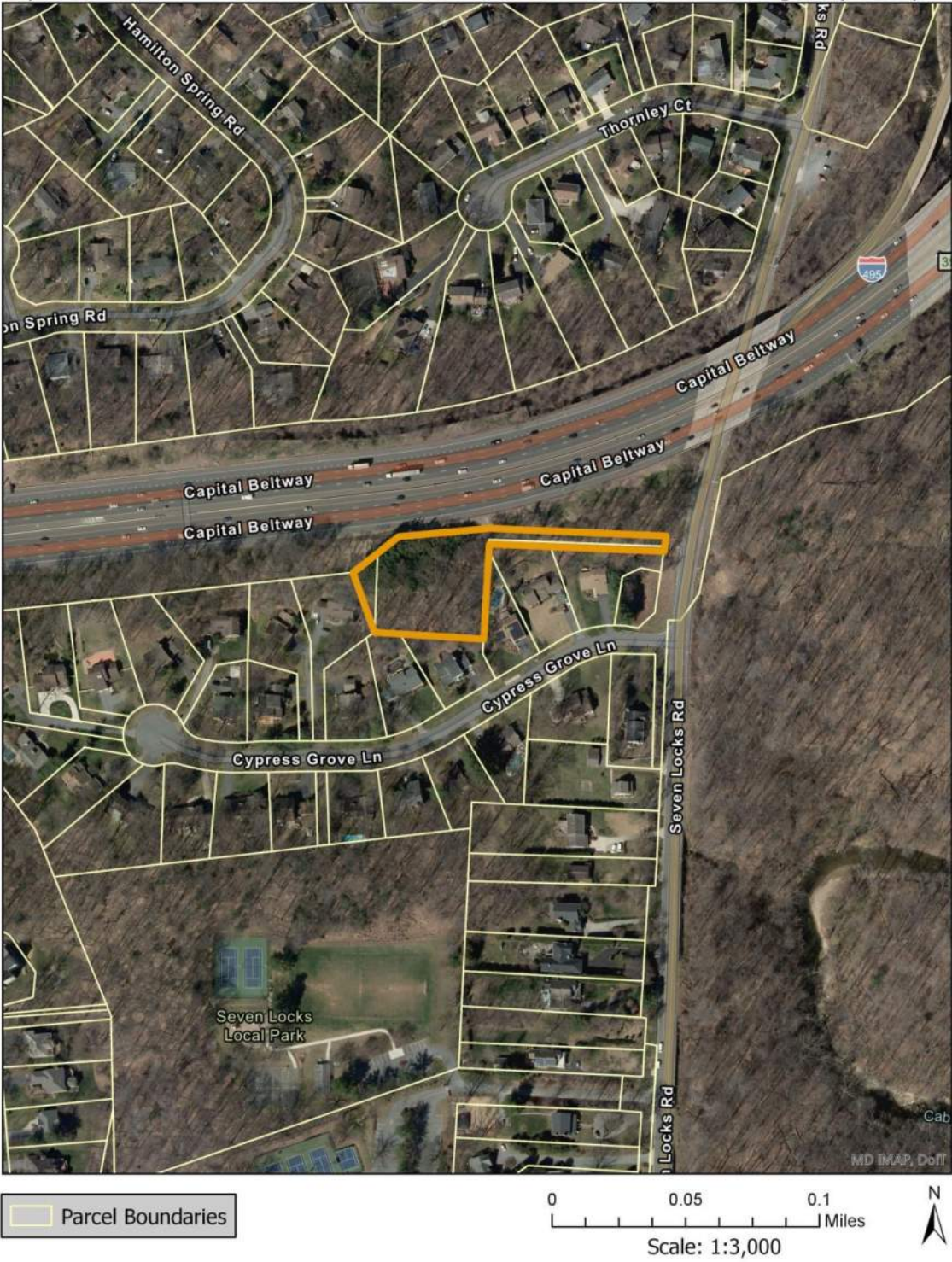
USGS 7.5' Quadrangle - Falls Church



Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495
City: Cabin John

M: 35-212
Montgomery County





Overview from NE corner, showing path to lodge foundation and path to Seven Locks Road, looking northeast.



Overview from approximate center of cleared area, showing slope, looking west.



Overview from approximate center of cleared area, toward southeast corner, looking east.



Two red sandstone blocks, both shifted within the ground, looking west.



Overview from S boundary, near concentration of stones, looking northeast.



Overview from S boundary, near large tree trunk, looking northwest.



Overview from S boundary, near large tree trunk, looking northeast.



James F. Cooper marker; concrete tablet with metal plaque. 1943.



Leroy Dove marker; stone tablet. 1940.



Rodney T. White marker; granite, matches Mary Frances White. 1966.



Lewis and Jennie Burley marker; "IN LOVING REMBEVY." No date.



Wallace Mason marker; concrete tablet with handwritten inscription. 1931.



Chas. Jones marker; carved stone. 1921.



Metal frame marker. No date.



Slate marker; painted, "HARRIE." No date.



Broken fieldstone marker.



Broken tablet.



Upright sandstone marker.



View of exposed SE corner of lodge foundation, east wall constructed of fieldstone, outside southern wall is concrete block, interior southern wall is fieldstone, looking northwest.



Chimney remnants within foundation, looking west.

PHOTO LOG

Number of Photos: **20**

Name of Photographer: **AD Marble/Dovetail CRG**

Date of Photographs: **2020-03-23**

Location of Original Digital File:

File Format: **M: 35-212_2020-03-23_01.tif... etc.**

Photographs inserted on continuation sheets:

001.tif

Overview from NE corner, showing path to lodge foundation and path to Seven Locks Road, looking northeast.

002.tif

Overview from approximate center of cleared area, showing slope, looking west.

003.tif

Overview from approximate center of cleared area, toward southeast corner, looking east.

004.tif

Two red sandstone blocks, both shifted within the ground, looking west.

005.tif

Overview from S boundary, near concentration of stones, looking northeast.

006.tif

Overview from S boundary, near large tree trunk, looking northwest.

007.tif

Overview from S boundary, near large tree trunk, looking northeast.

008.tif

James F. Cooper marker; concrete tablet with metal plaque. 1943.

009.tif

Leroy Dove marker; stone tablet. 1940.

010.tif

Rodney T. White marker; granite, matches Mary Frances White. 1966.

011.tif

Lewis and Jennie Burley marker; "IN LOVING REMBEVY." No date.

012.tif

Wallace Mason marker; concrete tablet with handwritten inscription. 1931.

013.tif

Chas. Jones marker; carved stone. 1921.

014.tif

Metal frame marker. No date.

015.tif

Slate marker; painted, "HARRIE." No date.

016.tif

Broken fieldstone marker.

PHOTO LOG

017.tif

Broken tablet.

018.tif

Upright sandstone marker.

019.tif

View of exposed SE corner of lodge foundation, east wall constructed of fieldstone, outside southern wall is concrete block, interior southern wall is fieldstone, looking northwest.

020.tif

Chimney remnants within foundation, looking west.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Morningstar Tabernacle No 88 Moses Hall & Cemetery Inventory Number: M: 35-212
Address: Seven Locks Road south of I-495 Historic district: ☐ yes ☒ no
City: Cabin John Zip Code: 20818 County: Montgomery
USGS Quadrangle(s): Falls Church
Property Owner: Multiple Tax Account ID Number: 16-0700430703
Tax Map Parcel Number(s): P528 Tax Map Number: GN122
Project: I-495 and I-270 MLS Agency: MDOT State Highway Administration
Agency Prepared By: MDOT State Highway Administration
Preparer's Name: Matt Manning Date Prepared: 12/09/2021
Documentation is presented in: Project reiew and compliance files
Preparer's Eligibility Recommendation ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☒ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

This update to the 2020 Determination of Eligibility form provides new information regarding the property based in part on archaeological surveys completed in May and September 2021. As a result of these surveys, the boundary of the property has been expanded to encompass an identified area of possible human burials. Additional research has led to the discovery of a photograph of the Moses Hall, and the building and its foundation are described in detail below. New tables of documented burials and inscribed gravestones at the cemetery are included, along with additional photographs of the site following bamboo removal.

Moses Hall

Bamboo removal in the spring of 2021 exposed the foundation and other building remains of the Moses Hall. The foundation of Moses Hall measures approximately 17 feet by 34 feet. Only the east and south foundation walls are visible aboveground. The east wall is constructed of stacked fieldstone, but the south wall is constructed of concrete block that does not extend completely to the east wall. Probing of the west and north walls suggests the presence of buried foundation materials, most likely fieldstone. Brick rubble and a terra cotta flue liner lie near the southeast corner of the foundation, indicating the former presence of a

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

chimney. Centered north of the concrete block south wall are more stacked fieldstones, possibly a remnant foundation. Opposite these fieldstones, along the interior of the east foundation wall is a stub of fieldstone that may represent an additional segment of the foundation wall. The concrete blocks in the south wall are of multiple types, including blocks with circular holes and others with square holes of varying sizes. Irregularities in the block suggest the use of an on-site mold, but the variety of forms indicates they may have been obtained from various sources. Concrete block was in common use from about 1905 onward, making it difficult to definitively date the block or identify this portion of the foundation as an addition or repair. Asbestos-cement material is scattered across the area of the concrete block foundation. Due to its fragmented condition, it is not apparent if the asbestos-cement was used as roofing or siding. Asbestos-cement products came into common use in the 1930s and 1940s, but production ceased when it was banned in 1973. A portion of the former roof's gabled peak, clad with asphalt composition shingles, lies northeast of the foundation. The segment includes a mix of hewn and sawn lumber, assembled with both cut and wire nails, which are materials consistent with the estimated construction date of 1887-1904. Other scattered objects related to the structure include electrical wiring and fixtures, a fuse box, and downspouts.

A 1961 photograph of the Moses Hall (Figure 1) was uncovered during review of MDOT SHA's Office of Real Estate records in May 2021. The photo was taken as part of a state-initiated appraisal for a nearby property during the condemnation process for the construction of the Capital Beltway. The image confirms the building was two stories in height as suggested in Morningstar meeting minutes and described in a 1961 right-of-way plat (Figure 2). The photo shows the west elevation of the Moses Hall, taken from the approximate location of the access road leading past the hall from Seven Locks Road. The building has light-colored walls, presumably of wood clapboard and consistent with the descriptions of whitewashing in the Morningstar organization's meeting minutes. The west elevation is four bays at the first floor; an entrance occupies the second bay from the south, adjoining a rectangular window in the south bay. Two similar, widely spaced windows occupy the first floor's north bays. Windows at the second story are aligned with the first floor's three north bays. The door and windows are painted a darker color than the walls. There appear to be no openings on the building's north elevation, facing the road. A chimney is visible near the south end of the building where it pierces the roof slope along the west elevation. This location aligns with the 1957 aerial photograph and the chimney remnants on the site.

In the 1957 aerial photograph (Figure 3), Moses Hall appears to extend approximately 10 feet farther south than the current (2021) extant foundation visible aboveground. No foundation segments are visible aboveground from this southern portion of the building, indicating it may have been on a pier foundation, was removed, or simply is not visible, as with other segments of the foundation.

Based on the aerials, the 1961 photograph, and the physical remains of the foundation, there appear to have been two identifiable additions to Moses Hall. The evidence suggests an original building constructed on a fieldstone foundation. This building would have encompassed the two northern bays (including the chimney) depicted in the photograph of the west elevation, resulting in a symmetrical appearance. The entrance bay appears to comprise a later addition, aligning with the concrete block foundation. A second addition, not apparent on the ground onsite, encompassed the south end of the building, including the south window bay on the west elevation. It is possible one of these additions is a result of improvements by Charles Harris, who was approved in March 1910 to "make the hall larger" and plaster and wash coat the walls (Morningstar Tabernacle No. 88 1910, 140).

The recovered portion of the minutes books also notes a "\$110.00 draft [unreadable text] repairing the hall" from the January 27, 1904, meeting (Morningstar Tabernacle No. 88 1904, 4), further confirming that the hall was constructed prior to 1904, and that a building was most likely in place as early as 1887, when the organization began acquiring the land where the hall and cemetery were established.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

In the minutes from a 1907 lodge meeting was a comment from Sarah Gibson that “she had been a Moses since 1885,” (Troup Leighton et al. 2020) suggesting the Morningstar Tabernacle No. 88 was active at least two years before any land was purchased.

Two other Moses tabernacles established in Montgomery County before 1900 were Mackalls in Norbeck and Moses Lodge No. 74 in Emory Grove. (MCDB 1895, MCDB 1892; Troup Leighton et al. 2020) Like Morningstar, neither organization’s Moses Hall remains standing, and the original construction dates of the buildings are unknown. A photograph of Mackalls from c. 1913 depicts a front-gabled, two-story hall building with a stone foundation and wood siding resembling the Moses Hall constructed by Morningstar Tabernacle No. 88. One similar building remaining in Montgomery County is the Odd Fellows Lodge (M: 28-66) at 1310 Olney Sandy Spring Road in Sandy Spring. This lodge is also a front-gabled, two-story, frame building, but was constructed later (c. 1920) and is larger (27’x42’) (MIHP form M: 28-66).

Descendants recall visiting the Morningstar Tabernacle No. 88 cemetery in the 1940s and 50s and cleaning up the hall for events (Troup Leighton et al. 2020), but less is known about the history of the property, in particular the Moses Hall, following the construction of I-495. The building is clearly visible in a 1962 aerial photograph and appears to also be extant in a 1964 aerial photograph. Subsequent aeriels show extensive vegetation or are too pixelated to determine conclusively if the building was still intact (NETR var.). The building may be visible as a shadow on a 1981 aerial photograph, taken when the adjacent Evergreen residential development to the south was under construction. Alexandra Jones (2010, 53) notes that Moses Hall was destroyed by arson in the 1960s, but research was not able to locate definitive proof of a fire. Bricks, a portion of the roof, and other scattered architectural materials, along with the Moses Hall’s foundation, are the only things remaining at the site by the cemetery; no evidence of burning is visible on any of the architectural remains of the structure, and no burned material was found on the surface. A search of newspapers and other records did not produce any record of a fire. However, an article from the Village News (1985) says that the Moses Hall was torn down during the construction of the Evergreen development, although it is unclear if the building may have been extensively dilapidated or damaged by fire or otherwise prior to any demolition. Given the photographic and archaeological evidence, this is the most plausible explanation for the Moses Hall’s current state.

Moses Cemetery

The cemetery takes up as much as two-thirds of the parcel containing the Moses Hall; an area immediately west of the Moses Hall was left open as a lawn, and perhaps later as a parking area. Features identified within the lawn area represent architectural debris, naturally exposed stone, or general refuse, and are not directly related to interments. Based on the location of dated in situ gravestones and the concentration of uninscribed fieldstone markers, burials were likely started in the western part of the cemetery where it is generally flatter. Later, as that part of the cemetery was filled, burials were placed farther east on the hillslope (Falchetta et al. 2021, 85-86). A summary of the 10 inscribed burial markers is included as Table 1.

There are 77 burials in the Morningstar Cemetery that can be confirmed through official death certificates, newspaper death notices or obituaries, and references within the minutes book (L. Paige Whitley 2021). An additional six names of those buried in the cemetery were provided in oral histories of the community but have not been confirmed yet through other means. The confirmed burials range from 1894 (James Coates) through 1977 (Lelia [nee Carter] Nickerson Newman), a burial period of 83 years (Table 2). The confirmation of burials at the cemetery is dependent on both consistency of reporting and access to the records, and information is unavailable for most burials prior to 1930. Some types of burials may not have been regularly reported, such as babies and young children. The youngest person known to be buried at Morningstar Cemetery is, according to Whitley’s list, seven-year-old Clarence Edward Gibbs, Jr.; Clarence died in Cabin John in 1947. In the oral histories collected by Jones (2010), Vera Johnson remembers that she has three brothers that were buried at the cemetery as babies; she also

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

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remembers that they were not given funerals.

The Morningstar minutes book also confirms the cemetery was used by more than just members of Morningstar Tabernacle No. 88. In July 1910, the Morningstar members voted to allow another Moses society, the “Jubinickl” or “Jubinise” (possibly Jubinacle or a misspelling of Gemini/Geminis) Tabernacle No. 36, free use of the cemetery in exchange for \$50 to be used for the repair of the Morningstar Moses Hall (Morningstar Tabernacle No. 88 1910, 143-145). It is possible similar arrangements were made with other Moses societies.

The May 2021 archaeological survey (see Falchetta et al. 2021) identified 66 burial locations within the cemetery, based on what was visible on the ground surface; the report speculated that there are likely many other unidentifiable burials within the cemetery (Falchetta et al. 2021, 81), and the July 2021 ground-penetrating radar (GPR) survey identified 189 probable burials and 188 possible burials. Grave depressions and other possible burials are organized either in rows, or in more randomly placed groups. This pattern is clearest in the western half of the cemetery along the higher ridge and becomes less distinct down the slope to the southeast where the arrangement tends to follow the topography (Horsley 2021, 13-14). All recognizable burials are oriented generally east-west. The few depressions that include markers indicate that the dead were interred facing east. Based on the archaeological survey and GPR results, most burials fall in the southern and western parts of the cemetery (Falchetta et al. 2021, 77). Furthermore, the GPR survey showed burials likely extended to the west, beyond the Morningstar parcel boundary, and suggested a strong possibility of burials within MDOT SHA right-of-way along I-495.

Boundary Update

As a result of this information, the MIHP boundary of the Morningstar Tabernacle No. 88 Moses Hall and Cemetery has been expanded to the northwest near I-495, within current MDOT SHA right-of-way, to encompass the identified area of possible burials. The boundary has also been revised to more accurately follow the MDOT SHA right-of-way and adjacent property lines, based on a property survey completed in September 2021 (Figure 4). These surveyed boundaries are more precise than the parcel boundaries available via MD iMap that were used in the May 2020 eligibility determination. The GPR survey did not extend beyond the existing fence line to the south; based on the September 2021 property survey, it appears this fence line is partly within the rear yards of parcels along Cypress Grove Lane. Given the density of grave depressions and probable burials identified using GPR, there is a high probability that unidentified burials are present on the residential parcels adjoining the southwest corner of the Morningstar parcel.

However, because the full extent of the burials is unknown at this time, the MIHP boundary is limited to those areas of identified possible burials and follows the resurveyed property line except at the northwest corner of the parcel, where the boundary extends into MDOT SHA right-of-way.

Eligibility Assessment

Although archaeological survey was undertaken at Morningstar following completion of the May 2020 DOE, the survey was limited to noninvasive, aboveground investigations. The integrity and information potential of below ground resources remains unknown, and insufficient information is available to assess the Morningstar Tabernacle No. 88 Moses Hall and Cemetery under Criterion D.

The new information presented in this updated DOE does not change the previous determination that the Morningstar Tabernacle No. 88 Moses Hall and Cemetery is eligible for listing in the National Register of Historic Places under Criteria A

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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Date

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Eligibility recommended _____

Eligibility not recommended _____

 Criteria: A B C D Considerations: A B C D E F G

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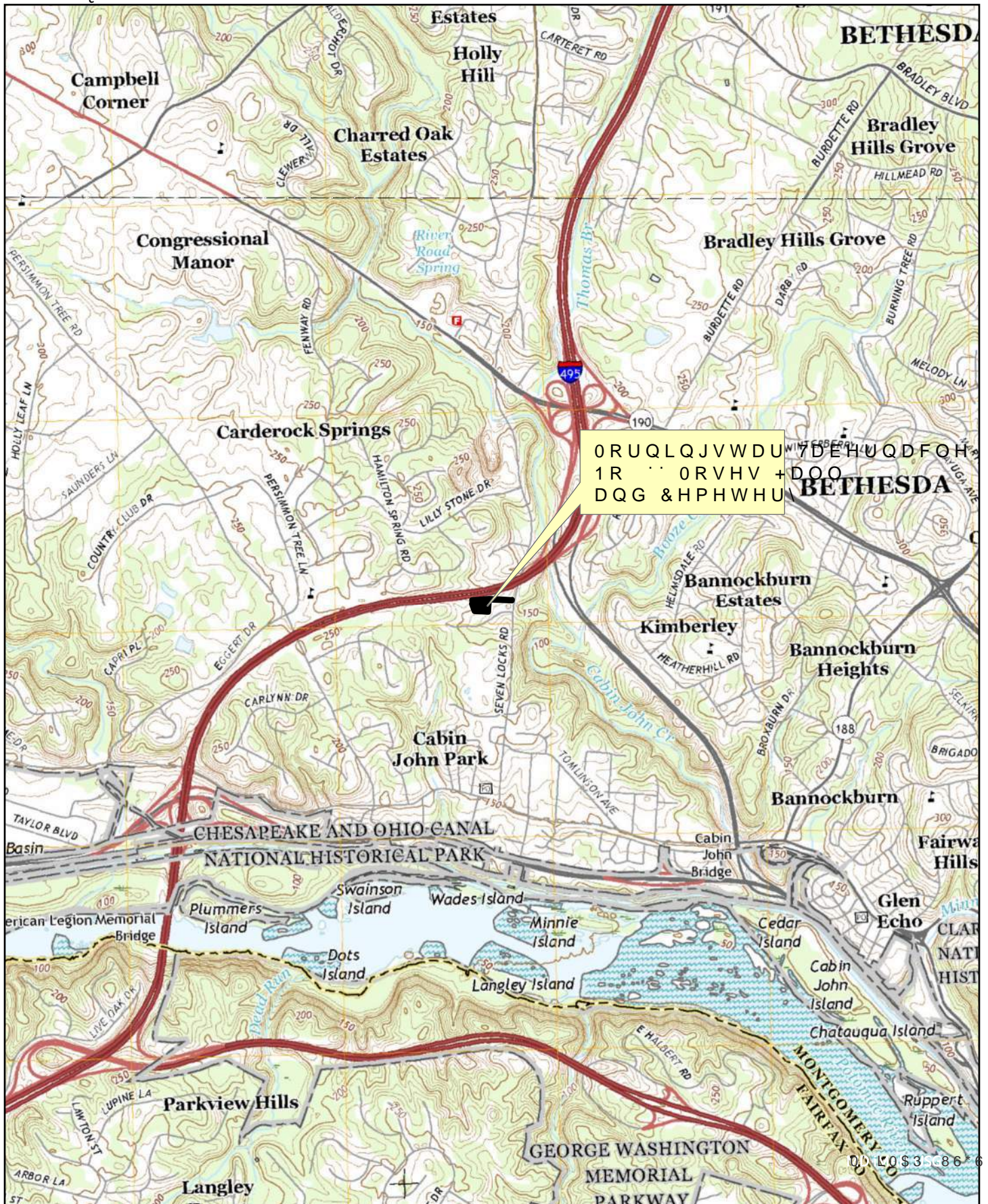
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 Reviewer, National Register Program

 Date

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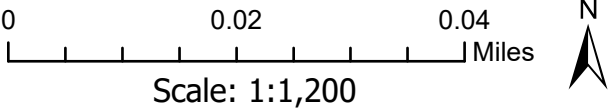
Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495
City: Cabin John

Montgomery County



SDAT Parcel Boundaries



Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495

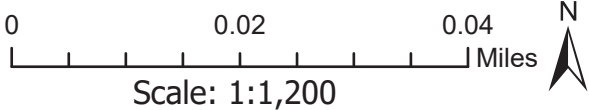
City: Cabin John

Montgomery County



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— Corrected Parcel Boundaries per MDOT SHA Survey



Maryland Historical Trust Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495

Table 1. Inscribed Gravestones Identified at the Morningstar Cemetery.

Name(s)	Date(s)	Full Inscription	Notes
James F Cooper	March 20, 1943	-	Concrete tablet stone with rounded top. Metal plaque attached to concrete with name in script and date in block letters. Stone is sitting on the surface, in a burial depression; rounded end is at the east.
Leroy Dove	Oct 20 1910, Mar 4 1940	Line 1: Leroy Dove Line 2: Oct 20 1910 Line 3: Mar 4 1940	Marker has professional looking carving for inscription. Stone is broken in two and flat on the ground. No associated depression.
Rodney T White	1924-1966	Line 1: Rodney T. White Line 2: 1924-1966	Formal, granite gravestone with inscription.
Mary Frances White	1900-1969	Line 1: Mary Frances White Line 2: 1900-1969	Formal, granite gravestone with inscription.
Lewis B Burley and Jennie Burley	-	Line 1: In loving Rembevy Line 2: of the Burley Family Line 3: Lewis B Burley Line 4: Father Line 5: Jennie Burley Line 6: Mother	Concrete gravestone with carved inscription, there is evidence that the inscription may have been painted or filled at some time by a black substance.
Allen White	1925-1973	Line 1: Allen White Line 2: 1925-1973	A thin metal temporary grave marker is also present.
Wallace Mason	1892, 1931	Line 1: Wallace Line 2: born May 1892 Line 3: died Sept 1931	Concrete tablet with handwritten inscription, appears to have been inscribed when the concrete was wet, not carved after it had hardened.
Chas Jones	Nov. 13, 1921	FATHER Chas Jones Nov. 13, 1921 Age 51 years	Stone is professionally cut and carved. Stone is intact, but lying on its back on the ground. No indication of where the stone was originally located.
Milton___(illegible)	April 20 1925	Line 1: Milton___(illegible) Line 2: April 20 1925	Red sandstone, hand inscribed, partially illegible. The stone is partially buried, if cleaned off, more information may be visible.
Harrie	-	Line 1: <i>Illegible</i> Line 2: HARRIE	Slate leaning toward the west, painted with teal paint. Illegible writing on top, then in all capital letters, "HARRIE".

(Falchetta *et al.* 2021, 78)

Maryland Historical Trust Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495

Table 2. Confirmed Burials by Decade.

Decade	Number of Confirmed Burials
1890	2
1900	4
1910	4
1920	10
1930	17
1940	18
1950	7
1960	8
1970	7
Total:	77

(Falchetta *et al.* 2021, 88)

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495



Figure 1. Morningstar Tabernacle No. 88 Moses Hall c. 1960; west elevation
(Source: "Frederick W. Farrar R.W. Report." p. 6727-0945)

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery
Location: Seven Locks Road south of I-495

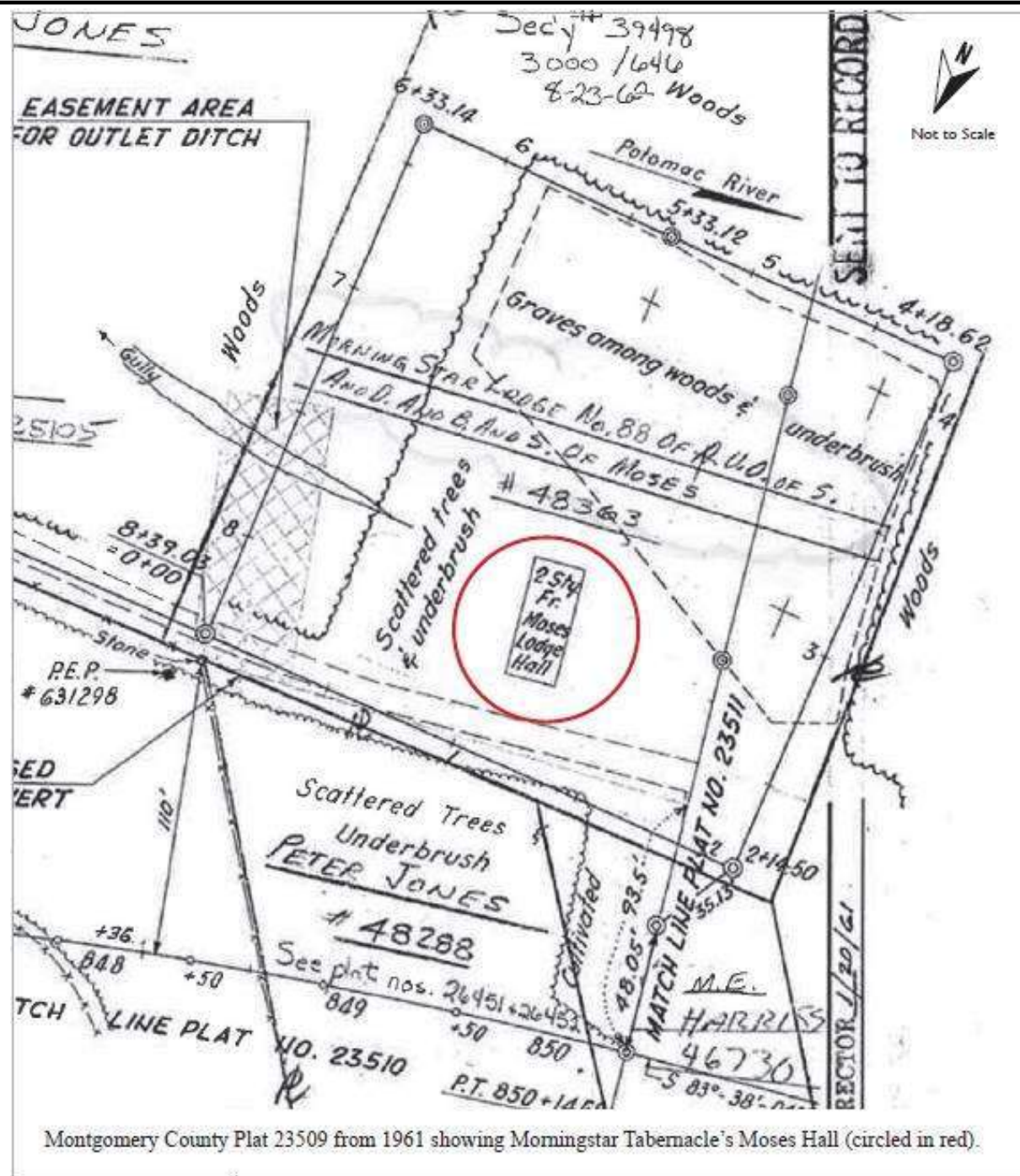


Figure 2. 1961 Right-of-way plat depicting Moses Hall

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Location: Seven Locks Road south of I-495

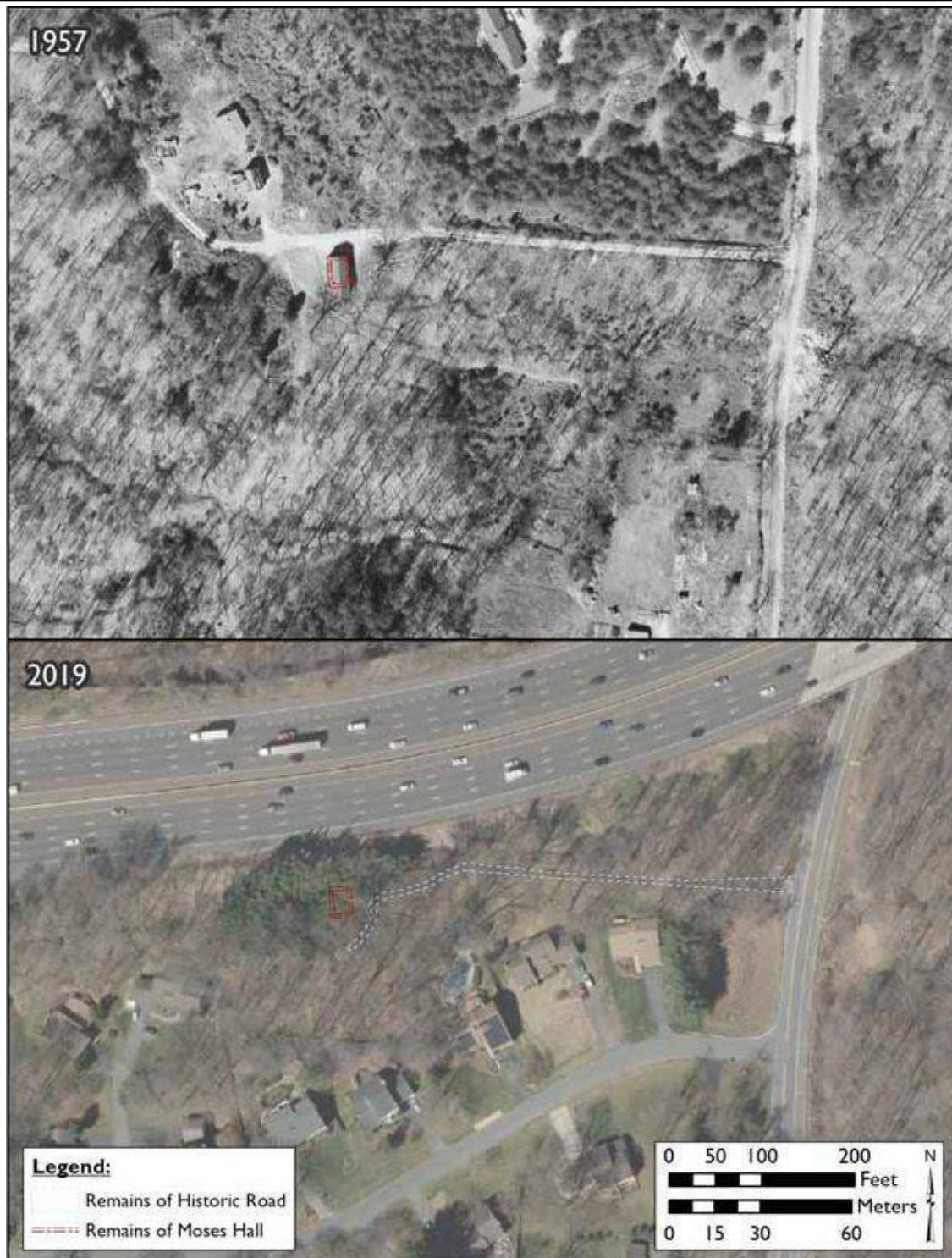
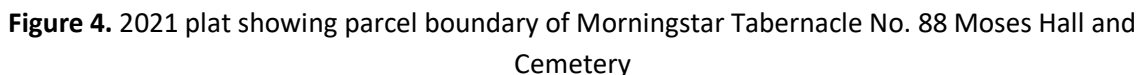


Figure 3. Comparison of 1957 and 2019 aerials showing the location of Moses Hall

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery
Location: Seven Locks Road south of I-495



Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Photo Name: M; 35-212_2021-04-08_00x.tif

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View west from Seven Locks Road along path to Morningstar Tabernacle No. 88 Moses Hall and Cemetery.

Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Photo Name: M; 35-212_2021-04-08_00x.tif

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View west from path showing non-historic pressure-treated lumber steps, a gully to the south, and a chain-link fence along I-495 to the north.

Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Photo Name: M; 35-212_2021-04-08_00x.tif

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Overview of Morningstar parcel; view west from top of wood steps. Moses Hall foundation and roof remnant are in middle ground, and the cemetery is in the background.

Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

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Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Photo Name: M; 35-212_2021-04-08_00x.tif

M; 35-212_2021-04-08_004.tif



View northeast from the south end of the Moses Hall foundation. Remnants of the brick chimney are visible behind the concrete block and asbestos shingles in the foreground. The stacked fieldstone foundation wall is seen to the right.