

Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

Page 5 of 9

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_005.tif



View south from within the Moses Hall foundation. A partial stone wall is in the foreground, and the concrete block wall, possibly part of a later addition, is in the background. According to historical aerial images and the 1961 photograph, the building extended south beyond the concrete block.

Maryland Historical Trust

Photo Continuation Sheet

Inventory No. M: 35-212

Page 6 of 9

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_006.tif



View west at the south end of the Moses Hall foundation showing concrete block, chimney remnants, and stone foundation wall.

Maryland Historical Trust Photo Continuation Sheet

Inventory No. M: 35-212

Page 7 of 9

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_007.tif



Remnant of Moses Hall gable roof displaying a mix of hewn and sawn lumber with cut and wire nails, covered by asphalt composition shingles.

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

PHOTO LOG

Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Name of Photographer: Matt Manning

Date of Photograph: April 8, 2021

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:

View west from Seven Locks Road along path to Morningstar Tabernacle No. 88 Moses Hall and Cemetery.

M; 35-212_2021-04-08_001.tif

Photo 2 of 7:

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.

M; 35-212_2021-04-08_002.tif

Photo 3 of 7:

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.

M; 35-212_2021-04-08_003.tif

Photo 4 of 7:

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.

M; 35-212_2021-04-08_004.tif

Photo 5 of 7:

View south from within the Moses Hall foundation. A partial stone wall is in the foreground, and the concrete block wall, possibly part of a later addition, is in the background. According to historical aerial images and the 1961 photograph, the building extended south beyond the concrete block.

M; 35-212_2021-04-08_005.tif

Photo 6 of 7:

View west at the south end of the Moses Hall foundation showing concrete block, chimney remnants, and stone foundation wall.

M; 35-212_2021-04-08_006.tif

Maryland Historical Trust

Photo Continuation Sheet

Inventory No. M: 35-212

Page 9 of 9

Name of Property: Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Photo Name: M; 35-212_2021-04-08_00x.tif

Photo 7 of 7:

Remnant of Moses Hall gable roof displaying a mix of hewn and sawn lumber with cut and wire nails, covered by asphalt composition shingles.

M; 35-212_2021-04-08_007.tif

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

Property Name: Morris Park

Address: 520 Summit Hall Road

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Gaithersburg

Tax Map Parcel Number(s): 0646, 0530, 0197, 0130, 0196, 0007, 0453, 0078 **Tax Map Number:** F5563

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 6, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

Morris Park, at 520 Summit Hall Road in Gaithersburg, Maryland (Montgomery County), is a approximately 30-acre city park. It consists of a recreational core that includes a full-court basketball court, three lighted tennis courts, two baseball fields, and a playground as well as wooded areas to the southwest and northeast along Muddy Branch, which runs through the park. Research did not identify its exact date of construction, but aerial photographs suggest it was built in the early 1970s.

Morris Park is located east of I-270 and north of Sam Eig Highway. It is accessed via Summit Hall Road; Summit Hall Elementary School is to the northeast of the Park, and townhouses are to the north and west side of Summit Hall Road.

Two paved off-street parking lots are at the southwest terminus of Summit Hall Road. The three tennis courts are west and south of the parking lots, and the playground is along the east side of the tennis court enclosure. The two baseball fields have opposite orientations and are between the east parking lot and Summit Park Elementary. Paved paths encircle the baseball fields, while dirt paths provide circulation in the wooded areas. A metal pedestrian bridge crosses Muddy Branch southeast of the southern baseball field.

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

Morris Park

The park includes a cluster of two brick buildings and a brick pavilion to the north of the east parking lot, south of Summit Hall Road. The two brick buildings have composite gable-hip roofs. The larger building has a rectangular footprint and contains restrooms. The smaller building has a square footprint and is a snack building. The pavilion has a pyramidal roof.

The baseball fields feature metal stands, concrete masonry announcer boxes, scoreboards, and field lighting.

Morris Park was established in the early 1970s under the tenure of former Gaithersburg mayor Harold C. Morris (1967 to 1974), during which time the city's Park and Recreation Department was also created (1970), initially with three parks. The park was named for Morris in 1994. Harold Morris was also a builder-developer and a co-founder of Heritage Builders Inc., which built homes in Montgomery, Frederick and Washington counties, and a partner in Morris and Spencer, a development firm. Mr. Morris served on the city council before his tenure as mayor, a period when Gaithersburg grew significantly both in population and land size.

Morris Park is not eligible for listing in the National Register of Historic Places. While Morris Park is associated with a period of intensive growth in Gaithersburg, and is named for the mayor who led the city during this period, these associations are not significant and do not qualify the park under Criteria A or B. Its program of recreational offerings is typical, and the park does not incorporate stylistic elements or landscape features that would elevate it for eligibility under Criterion C. Morris Park was not evaluated under Criterion D as part of this assessment.

The surveyed limits consist of approximately 30 acres, including Montgomery County Tax Map FS563 Parcels 530 (17.83 acres), 453 (4.53 acres), 646 (3.95 acres), 197 (0.87 acres), 130 (0.921 acres), 196 (0.25 acres), 7 (1.637 acres), and 78 (0.505 acres).

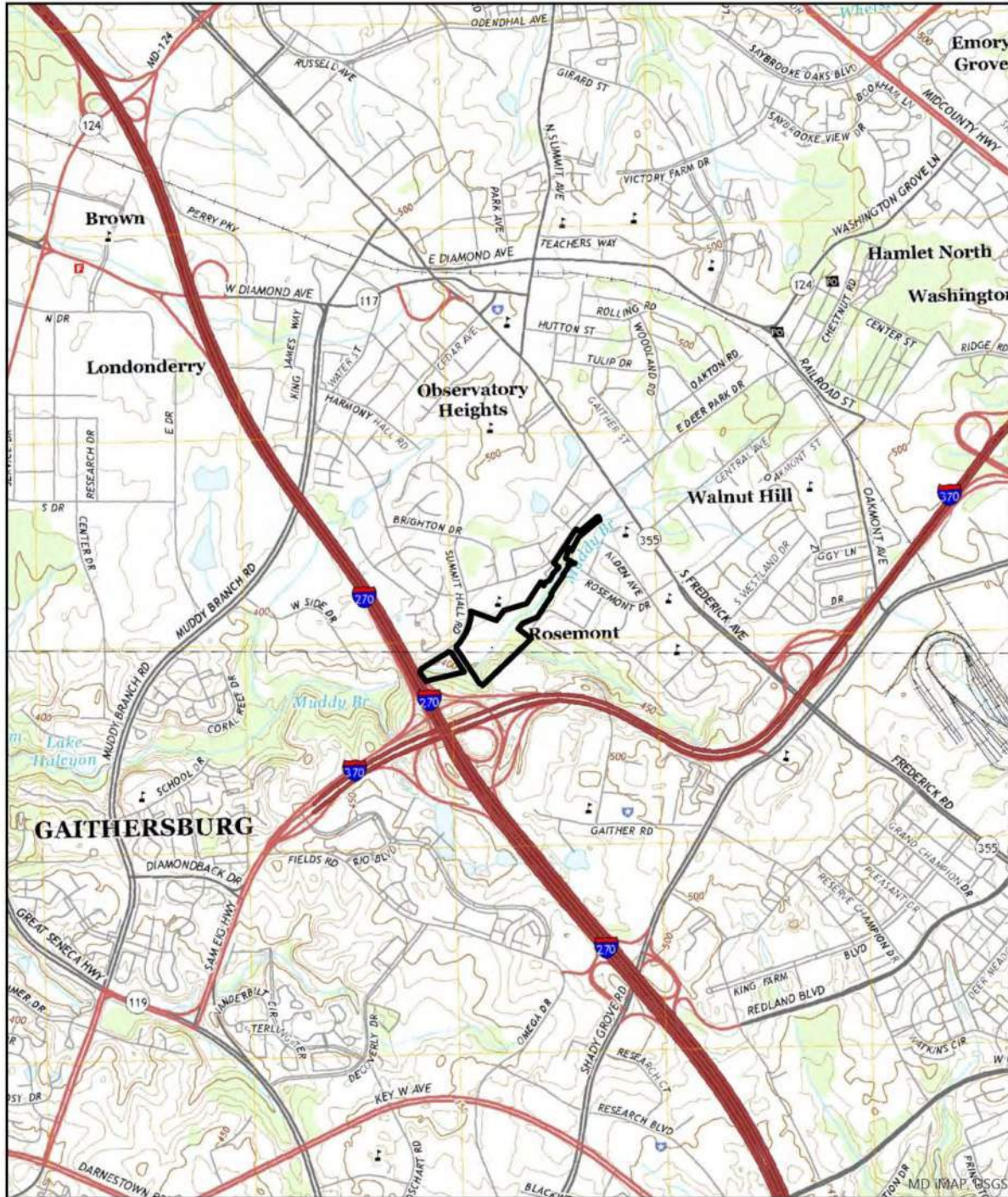
Morris Park

Morris Park

Location: 520 Summit Hall Road

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Gaithersburg

0 0.5 1 Miles
Scale: 1:24,000

Morris Park



Facing northeast towards south side of restroom building



Overview of southern field, facing east.

Morris Park



Facing south towards tennis courts.



Facing southeast towards playground.

Morris Park



Facing northwest towards footpath bridge.

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

Property Name: Museum Warehouse, Building 178, Forest Glen Annex

Address: Linden Lane at Smith Drive

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): P939

Tax Map Number: HP562

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Rebecca Crew

Date Prepared: Aug 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The Forest Glen Annex Warehouse includes 2.46 acres on the north side of Linden Lane, east of Smith Drive, west of the CSX Railroad tracks, in Silver Spring, Maryland (Montgomery County). It is part of the larger 136-acre Forest Glen Annex U.S. Army installation, opposite Linden Lane.

The Forest Glen Annex Warehouse is a large utilitarian building completed between 1957 and 1963. Constructed of concrete, it is clad in synthetic stucco, and has a low-pitched gable roof with a ridgeline running approximately north-south. The east elevation has a raised loading platform that runs almost its entire length, but the platform terminates prior to the north end of the building. The platform is sheltered by a flat roof, supported by regularly spaced metal poles, that are approximately one-and-a-half-stories in height. A concrete ramp is at the south end of the east elevation. Three enclosed mechanical equipment areas are on the east side of the building, connected to the building via metal ducts.

The north and south elevations are solid walls devoid of openings and ornament, although mechanical equipment adjoins the south elevation.

The west elevation also has a raised concrete masonry loading platform that spans most of the elevation, but it is

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

NR-ELIGIBILITY REVIEW FORM

Museum Warehouse, Building 178, Forest Glen Annex

centered on the west elevation. The platform has a metal railing and is sheltered by a cantilevered flat roof about one-story above the platform. Mechanical equipment is set along the west side of the building.

The Forest Glen Annex Warehouse is not eligible for listing in the National Register of Historic Places. Research did not reveal significant associations with historic events or individuals, and it is not eligible for listing under Criterion A or B. The Forest Glen Annex Warehouse is an undistinguished and utilitarian warehouse property and does not possess design characteristics that would elevate it as an outstanding example of a ubiquitous property type. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary includes approximately 2.46 acres, east of Smith Drive, north of Linden Lane, and west of the CSX Railroad which is included in Montgomery County Tax Map HP62, Parcel 939.

NR-ELIGIBILITY REVIEW FORM

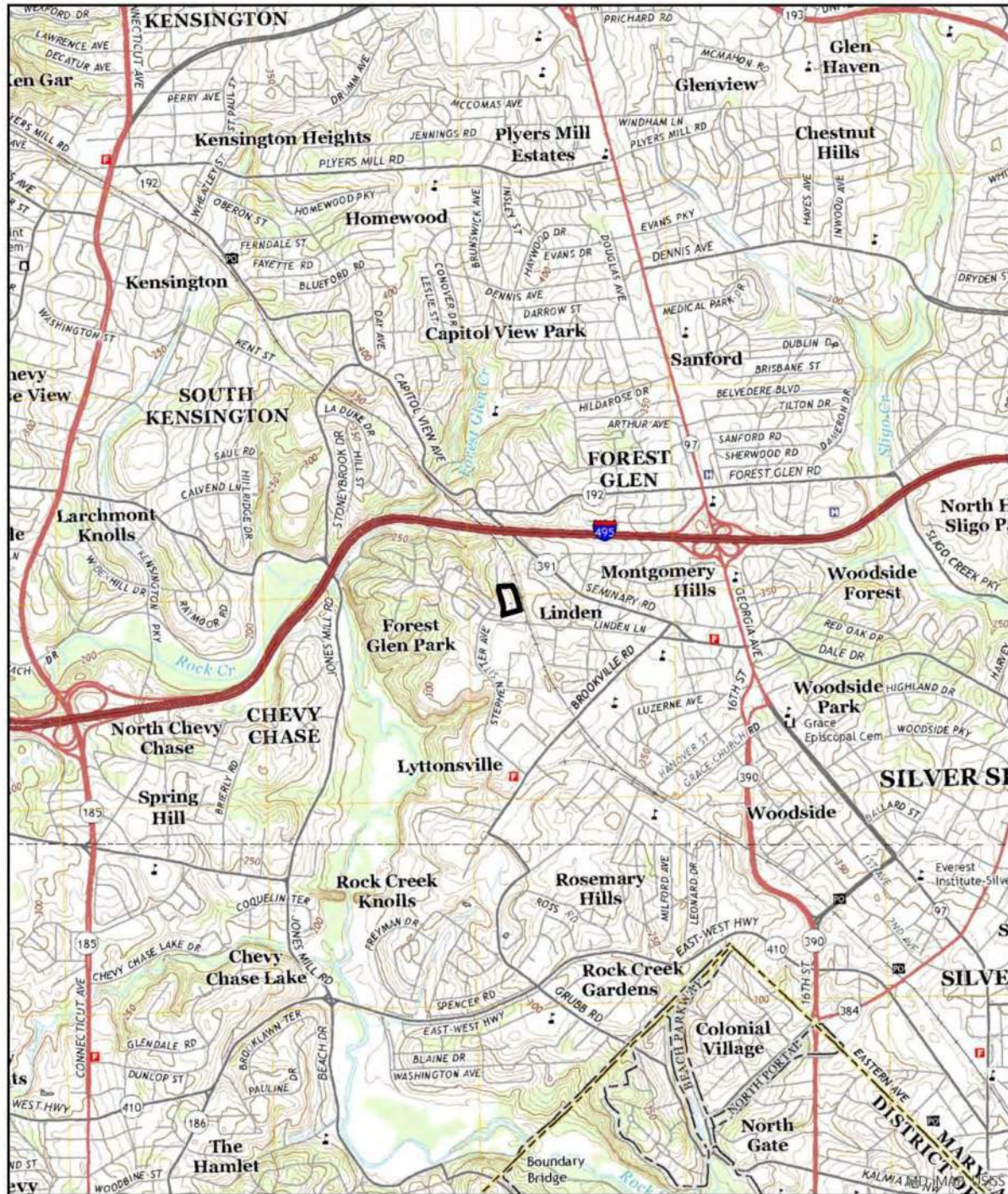
Museum Warehouse, Building 178, Forest Glen Annex

Museum Warehouse, Building 178, Forest Glen Annex

Montgomery County

Location: Linden Lane at Smith Drive

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000

NR-ELIGIBILITY REVIEW FORM

Museum Warehouse, Building 178, Forest Glen Annex



Facing northeast to west and south elevations.



Facing northwest towards east elevation.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: NOAA World Weather Building Inventory Number: PG:76A-60
Address: 5200 Auth Road Historic district: ☐ yes ☒ no
City: Suitland Zip Code: 20746 County: Prince George's
USGS Quadrangle(s): Anacostia
Property Owner: Auth Road Associates Tax Account ID Number: 17060420463
Tax Map Parcel Number(s): 0000 Tax Map Number: 0088
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Matthew Bray, Jacob Bensen Date Prepared: 11/26/2018
Documentation is presented in: Project review and compliance files.
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

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

Location/Setting

The National Oceanic and Atmospheric Administration (NOAA) World Weather Building is at 5200 Auth Road in Camp Springs, Prince George's County, Maryland. The surrounding area is suburban, consisting mainly of car dealerships, small office buildings, and single-family residences. The 3.8-acre property is located just northeast of the Capital Beltway (I-495)/Branch Avenue (MD 5) interchange and is bound by Auth Place to the west, Auth Road to the south, and a retention pond adjacent to Woods Road to the north. An office building and parking lot border the property to the east.

The evaluated property is accessible by a gated driveway on Auth Road and two gated driveways along Auth Place. Its building is located at the southwest corner of the property. Narrow, grass planting beds separate the parking lot from the public sidewalk on the south and west sides; the planting bed at Auth Road has a metal flag pole. The parking lot, which surrounds the building and

MARYLAND HISTORICAL TRUST REVIEW

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

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

extends behind the neighboring office building to the east, features both concrete and grass medians. Tall two and four lamp parking lot lights are present throughout the parking lots, and there is a small security booth adjacent to the north end of the east elevation.

Architectural Description

The New Formalist-influenced NOAA World Weather Building was constructed in 1974. This eight-story, mid-rise office building is square-shaped, although there is a central recessed bay running the full height of the exterior at each of the four symmetrical elevations. The first floor is set back and has square piers, six per elevation; the upper floors extend over it, creating a covered walkway around the entire building; the walkway ceiling has recessed circular lights. A pedestal-like horizontal concrete band separates the first story from the floors above.

The primary entrance is located at the south-facing façade and consists of a vestibule with white marble-clad walls and multiple recessed circular lights at the ceiling. The entrance itself is a central, double-leaf darkly-tinted glass door with black-painted metal frame, with a single leaf door to each side. Tinted-glass panels flank the doors. Three darkly-tinted glass transom windows are present above the entrance, with the central transom featuring the words “World Weather Building” and the number “5200” in gold lettering. Connecting the entrance to the parking lot is an asphalt-paved path with a central, black-painted metal railing. The ramp is flanked by two small, planting beds, each with bushes and a four-lamp light post. The light posts, likely original, feature brown-colored, cylindrical-shaped glass globes. The secondary entrance is at the north elevation, facing the parking lot and set into the central recessed bay. This entrance has three single-panel metal doors, built into brick walls. The center door consists of an active leaf/inactive leaf door. Two single leaf doors are present to the sides. A single leaf door is also located on the east wall of the entry. This floor otherwise has small individual commercial or office spaces with glass storefront windows and multiple single-action doors.

The upper floors of the four elevations are identical, consisting of glass and metal curtain walls with alternating bands of dark brown-tinted, square glass panels and spandrel glass. Directly above each of the first-floor columns are vertical concrete bands extending the full height of the building. Between the other windows are thinner, vertical concrete bands. The flat roof is bordered by an entablature-like horizontal concrete band. A large equipment shelter with satellite dishes is centrally located atop the roof. A large American flag is painted on the exterior of the rooftop shelter. Although currently unoccupied, a back-lit plastic sign, hanging from the building’s first-floor overhang on the south elevation, reads “NOAA Science Center” with the NOAA logo.

Historic Context

The United States Weather Bureau began as a military agency in 1870 and was established as a civilian agency in 1890 (NOAA n.d.). The Central Analysis Unit of the Weather Bureau was established in 1942 and renamed the National Weather Analysis Center (NWAC) in 1955 (WPC 2013, 1-6). In 1954, the Bureau began installing high-powered radars along the coastline to detect and track hurricanes (WPC 2013, 1-6). The following year, the first regularly-scheduled operational computer forecasts were begun by the Joint Numerical Forecast Unit of the NWAC (NOAA n.d.). Three years later, analysis capabilities were again combined to form the National Meteorological Center (NMC) (NOAA n.d.). In 1959, the Weather Bureau's first WSR-57 weather surveillance radar was commissioned at the Miami Hurricane Forecast Center (NOAA n.d.). By the mid-1960s, the NMC had developed computer-based numerical models capable of making sea level predictions as accurate as those made manually (NOAA n.d.). The world’s first weather satellite was launched in 1960 (NOAA n.d.). Throughout the 1950s and 1960s, the majority of early meteorological computer research and analysis occurred at the Suitland Federal Center, where combined Weather Bureau, Navy, Air Force, and university researchers formed the Joint Numerical Weather Prediction Forecast Unit (Fenix 2006).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The Weather Bureau was renamed the National Weather Service (NWS) and consolidated with several others to form NOAA on October 1, 1970 (NOAA n.d.). The World Weather Building was soon thereafter constructed in 1974 by private real-estate investors. No information regarding the architect or builder could be found. By July 1974, the building had at least one tenant, GE MATSCO, a government contractor. By then, the company was performing meteorological work from its space in the building (The Washington Post 1974, D32). It is also likely NMC occupied the building almost immediately after construction was completed (Hodge 1977, MD3) since the agency was moved in and fully functioning by January 1975 (NOAA n.d.). The building provided NMC offices and storage for the growing number of weather reports, research documents, photographs and computers, as well as senior NMC leadership, administrative staff and leading meteorological researchers. The building served as headquarters for the agency and acted as a central hub for the analysis of complex weather data and computer-based weather forecasting.

In 1976, the Automation of Field Operations and Services (AFOS) computer system came online, connecting all NWS field offices and greatly expanding the ability to collect and transfer data electronically (Fenix 2006). Computer systems advanced rapidly through the 1980s and 1990s. The NMC acquired six different super computers between 1958 and 1989; all were housed at the Suitland Federal Center (Shuman 1989, 294-295). Although data collection occurred all over the world and the super computers were largely kept at Suitland, all data output and analysis occurred at the World Weather Building. As noted by David Laskin in 1996, "The NMC is where national weather comes into focus. All the maps you see in newspapers, all those long-range outlooks that flash up on the Weather Channel: they all originate here. This is where the global networks converge; this is where the super computers are run; this is where the nation's weather happens: the NMC is Weather Central" (Laskin 1996, 153).

The NMC was renamed the National Centers for Environmental Prediction (NCEP) in 1995. The NCEP continues to deliver global weather, water, climate, and space weather guidance, forecasts, warnings, and analyses as part of the NWS, under the larger umbrella of NOAA (NOAA n.d.). In the mid-1990s, NOAA began planning new facilities to house various weather forecasting units (Meyer 1998, C3). After multiple delays, the final employees and equipment were moved to the newly-completed NOAA Center for Weather and Climate Prediction in 2012 (American Meteorological Society 2012). The building remains unoccupied and approval was granted by the Prince George's County Planning Board for a change in zoning from Commercial Office to Commercial Shopping (Retail Food, Beverage, and Gas Station) in July 2018.

Eligibility Determination

The NOAA World Weather Building is an example of the suburban corporate office building type. It was evaluated for significance under National Register of Historic Places (National Register) Criteria A, B, and C, using the Maryland Suburbanization Historic Context Addendum (1961-1980). The property was not evaluated for eligibility under Criterion D.

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation improvements, government expansion, or the environmental movement. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. From 1974 until 2012, the building was one of several facilities involved in the collection, processing, and distribution of weather data for the United States. However, research has not found that any revolutionary developments or significant advancements in meteorology can be attributed specifically to the World Weather Building. As one of several buildings used by NOAA, the resource does not have any significant associations. Therefore, the property is not eligible under Criterion A.

The resource is not associated with the lives of persons significant in the past and is not eligible under Criterion B.

Office buildings may derive significance under Criterion C as the work of a master or for possessing high artistic value. Because of

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

their ubiquity, to be considered under Criterion C as a type, period, or method of construction, eligible office buildings should be notable first examples or one of the last unaltered examples. Similar style office buildings exist along major suburban transportation corridors throughout Prince George's County, as well as through Maryland and the United States. In addition, no architect or builder could be identified. The building is of a common design and does not have distinctive architectural features to be considered a true representative of a type, period or method of construction. It also does not represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction. It is not eligible under Criterion C.

The property encompasses 3.8 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0088, Parcel 0000 (2018).

References

American Meteorological Society. 2012. "NOAA's Weather Central Settles in Its New Home." The Front Page Blog, August 10, 2012. Electronic document, accessed October 9, 2018. <http://blog.ametsoc.org/news/noaas-weather-central-settles-into-its-new-home/>.

"Classified Ad 20: GE MATSCO." The Washington Post, July 21, 1974, D32. ProQuest.

Fenix, James. 2006. "A History in Communications Technology Evolution." NOAA History website, National Weather Service Gateway. Electronic document, accessed October 12, 2018. https://www.history.noaa.gov/stories_tales/gateway.html.

Hodge, Paul. 1977. "More Data, Computers Improve Reliability of Weather Forecasting." The Washington Post, October 6, 1977, MD3. ProQuest.

Laskin, David. 1996. Braving the Elements: The Stormy History of American Weather. New York: Doubleday Publishing. Electronic document, accessed October 12, 2018. <https://archive.org/details/bravingelementst00lask/page/n9>.

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Meyer, Eugene. 1998. "NOAA Plans New Facility at Goddard." The Washington Post, Page C3, February 20, 1998. ProQuest.

Nation Oceanic and Atmospheric Administration (NOAA). n.d. "History of the National Weather Service." Electronic document, accessed October 9, 2018. <https://www.weather.gov/timeline>.

-----, n.d. "Brief History of National Weather Service Offices Past and Present." Electronic document, accessed October 9, 2018. <https://www.weather.gov/ilx/nws-wb-history>.

Shuman, Frederick G. 1989. "History of Numerical Weather Prediction at the National Meteorological Center." Weather and Forecasting, Volume 4, April 1989. Electronic document, accessed October 12, 2018. <https://journals.ametsoc.org/doi/pdf/10.1175/1520-0434%281989%29004%3C0286%3AHONWPA%3E2.0.CO%3B2>.

Weather Prediction Center (WPC). 2013. "Summary of WPC's Heritage and Leadership." Electronic document, accessed October 9, 2018. https://www.wpc.ncep.noaa.gov/html/WPC_history.pdf.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

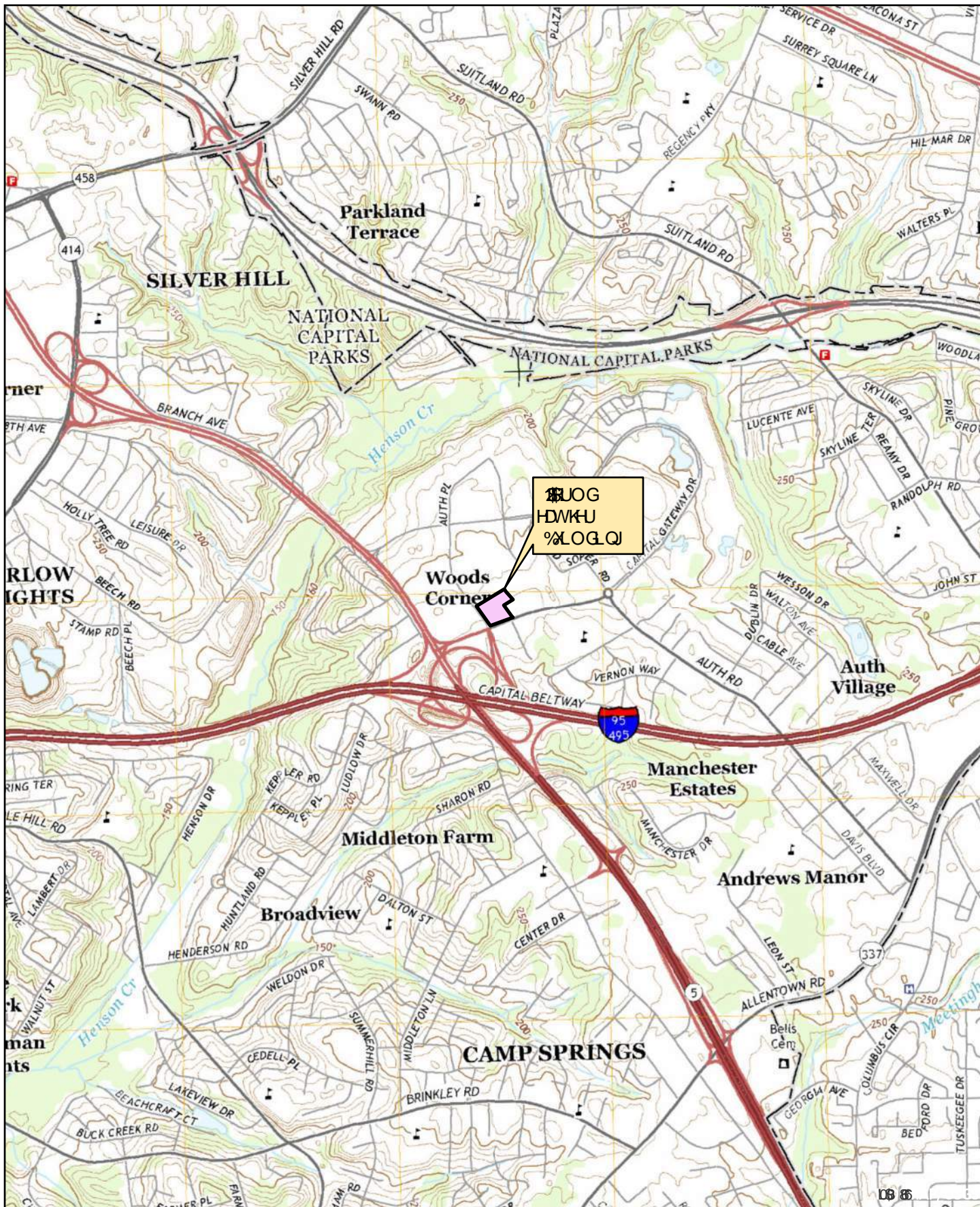
MHT Comments:

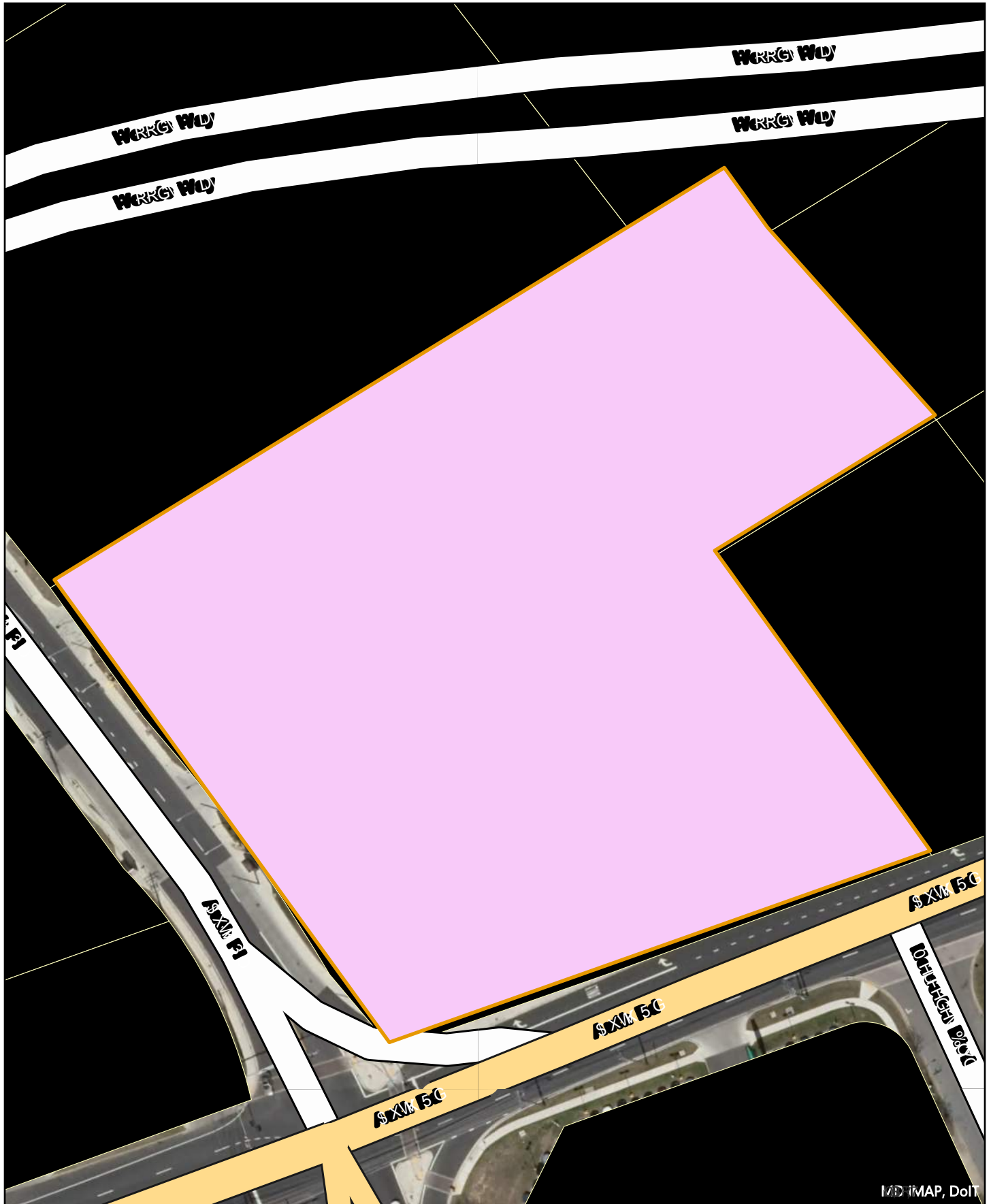
Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date





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

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building
Continuation Sheet

Number Photos Page 1



Photo 1 of 5: South and west elevations, facing northeast.



Photo 2 of 5: North elevation, facing south.

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

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building
Continuation Sheet

Number Photos Page 2



Photo 3 of 5: North and west elevations and parking area, facing southeast.



Photo 4 of 5: South elevation main entry, facing northwest.

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

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building
Continuation Sheet

Number Photos Page 3



Photo 5 of 5: South elevation main entry detail, facing northeast.

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

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building
Continuation Sheet

Number Photos Page 4

PHOTO LOG

Name of Property: NOAA World Weather Building
Name of Photographer: Dovetail Cultural Resource Group
Date of Photographs: August 9, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 5:
South and west elevations, facing northeast.
PG;76A-60_2018-08-09_01.tif

Photo 2 of 5:
North elevation, facing south.
PG;76A-60_2018_08_09_02.tif

Photo 3 of 5:
North and west elevations and parking area, facing southeast.
PG;76A-60_2018-08-09_03.tif

Photo 4 of 5:
South elevation main entry, facing north.
PG;76A-60_2018-08-09_04.tif

Photo 5 of 5:
South elevation main entry detail, facing northeast.
PG;76A-60_2018-08-09_05.tif

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

None

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: New Carrollton Inventory Number: PG:69-000

Address: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy, Fermont St Historic district: ☐ yes ☒ no

City: Hyattsville Zip Code: 20784 County: Prince George's

USGS Quadrangle(s): Washington East, Lanham

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 0043, 0044

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

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: 10/18/2018

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended

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

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Planned Suburban Development known as New Carrollton is the original portion of the City of New Carrollton, Prince George's County, located immediately northwest of the Interstate-495 (I-495) and Annapolis Road (MD 450) interchange. It is bounded on the north by Good Luck Road, on the east by I-495, on the south by commercial buildings situated on the north side of Annapolis Road, and on the west by the Wildercroft subdivision. Originally platted during the 1950s by Albert W. Turner as Carrollton, New Carrollton contains single-family dwellings and accompanying schools and parks, all constructed between 1955 and the mid-1960s on lots ranging between approximately 43 to 122 feet of street frontage and 70 to 139 feet in depth. Signage reading "City of New Carrollton" marks the main entrances to the city, which are the current resource boundaries. One, which is composed of wood, is located within the resource boundaries at the intersection of Lamont Drive and Carrollton Parkway within a grassy median strip.

The vast majority of the single-family dwellings on the thousands of manicured and landscaped lots in New Carrollton were built

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

in variations of the Minimal Traditional and Colonial Revival styles and the Ranch, split-level, split-foyer, and Cape Cod forms. The subdivision contains an estimated 444 acres of land divided by multiple streets laid out in a combination of grid-like and curvilinear patterns. Brier Ditch crosses through the middle of the subdivision from east to west. Buildings are set on lots that measure less than 0.25 acre, according to state tax data, and in some cases, rear yards are fenced in with metal chain-link or varying types of wood fencing. Front yards enclosed by fencing is rare in New Carrollton. Most streets are lined with a poured-concrete, public sidewalk and a walkway composed of brick, concrete, or pavers extends from either the sidewalk or driveway towards each dwelling. Driveways, often made of concrete although there is the occasional paved-asphalt version, extend from the street to a side of the dwelling, occasionally to an attached carport or detached garage. Attached garages are not common.

Description:

According to current state tax data, most houses in this subdivision were built between 1955 and 1963, although some houses have been significantly altered in recent years (e.g., 6441 Fairbanks Street). A vast majority of buildings in New Carrollton are built in some variation of the Minimal Traditional, and Colonial Revival styles and Ranch, Split-level, Split-foyer, and Cape Cod forms, in models chosen by the Albert W. Turner's company, Modern Construction Company. Dwellings were primarily constructed as one to two stories in height and between three to four bays wide. They are commonly clad in a brick veneer with a mix of original (aluminum, asbestos, or bead board) or replacement (vinyl) materials (e.g., 6209 87th Street, 8205 Quentin Street, and 8213 Quentin Street). Rooflines are primarily side gabled, with a moderate number of cross-gabled examples (e.g., 8301 Fremont Street and 8213 Quentin Street), and are sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or rear elevation. Dormers, mainly single and set along the rear of a dwelling, are almost exclusively shed and clad in siding (e.g., 8317 Stanwood Street and 6211 87th Avenue).

Depending on the model, houses' primary entrances are either centered or off-centered in the façade and filled with a single-leaf original wood or replacement door. Metal-and-glass storm doors are common; however, side lights around the primary entrance are rare (e.g., 8507 Nicholson Street). Several entrances are recessed beneath the roof eave (e.g., 8202 Quentin Street and 6416 Lamont Drive). Other fenestration includes single, paired, or tripartite double-hung-sash, replacement windows, some with faux muntins; however, several examples retain original wood windows in a two-over-two or six-over-six form (e.g., 5817 87th Avenue). Bay windows are uncommon among the houses in New Carrollton (e.g., 6419 Fairbanks Street). Some dwelling's windows are flanked by louvered shutters. Primary entrances are commonly accessed by a brick-veneered or poured-concrete stoop and typically recessed beneath the roof eave (e.g., 6112 87th Avenue, 8604 Fremont Street, and 8507 Oliver Street). Additions to a dwelling within New Carrollton are rare; however, when present, it is a one-story extension from a rear elevation (e.g., 5909 85th Place) (Google 2018). A majority of the lots within New Carrollton include a driveway and a moderate number of dwellings feature an attached carport

Common secondary buildings associated with dwellings in New Carrollton include one-story sheds or detached garages. These outbuildings, typically set behind the house, are primarily of frame or concrete-block construction and covered by gabled or shed roofs.

Several public educational facilities were concurrently planned within the boundaries of New Carrollton. These schools, all built by 1963, include Lamont Elementary School, Charles Carroll Middle School, Carrollton Elementary School, and Robert Frost Elementary School (Nationwide Environmental Title Research, LLC [NETR] 1963). Modern Construction Company provided recreational facilities at what is now the Vera Cope Weinbach Neighborhood Park on Westbrook Drive which currently comprises a pool, sports fields, and tennis courts for the residents. This facility along with its tennis and basketball courts were constructed between 1963 and 1968 (United States Department of Agriculture 1963 and 1968).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

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Historic Context:

The resource, New Carrollton, is the original portion of the incorporated city known as New Carrollton in the northern third of Prince George's County within the Lanham District. For further information detailing the history and development of Prince George's County, in particular this area, during the nineteenth and twentieth centuries, please reference the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Approved Historic Sites and Districts Plan (M-NCPPC 2010, 197-204, 220-221).

Albert W. Turner, owner and president of the Berwyn-based Modern Construction Company, purchased two tracts of land known as "Carrollton" from Maurice Downes in 1951, which became the basis for the current name, New Carrollton (Prince George's County Deed Book [PGCDB] 1358, 1266; 1375, 197). Other properties purchased by Turner and his company that were subdivided as part of Carrollton include: 24.07 acres from trustees of Lanham Development Co., Inc.; 0.55 acres from John A and Grace W. Rector; 99.6 acres from Nathan Mitchell; about 21 acres from A. Hansel and Oquerita Rust; and 17 acres from Albert D. and Ethel W. Rust (PGCDB 1371, 378; 1415, 457; 1441, 459; 1448, 460; 1933, 81; 2165, 137). Turner's company was already known for developing other neighborhoods in the county and in Washington, D.C. Soon after their purchase and prior to construction, the company promptly began lobbying the "Maryland Legislature to incorporate an undeveloped area between Riverdale and Lanham as the City of Carrollton" (EHT Traceries Inc. [EHT] 2008). The city was named for the "historically famous family of Carrolls—founders of American democracy" (EHT 2008). According to an article in The Washington Post and Times Herald, "The project was begun in September, 1955, and ultimately it will contain 1300 homes and a 14-acre shopping center. Plans also include provisions for school, churches, parks, and playgrounds" (The Washington Post and Times Herald 1957a, E51).

Turner platted 17 sections of Carrollton, between 1953 and 1959. These early plans called for approximately 1,515 lots within blocks that were platted for residential, recreational, educational, and governmental/community use, divided by many linear and curvilinear streets with several cul-de-sacs, typical of planned suburban developments, including the curved collector road of Carrollton Parkway (KCI Technologies, Inc. [KCI] 1999, D-12). Lots front the street with about 43 and 95 feet with setbacks between approximately 70 and 139 feet.

Carrollton Reality, established by Turner, exclusively sold the lots and helped individual buyers choose from approximately 20 pre-approved models reflecting the Ranch, Minimal Traditional, and Colonial Revival styles and tri-level and bi-level split-level and Cape Cod forms, which would be constructed by Modern Construction Co. (The Washington Post and Times Herald 1957b). Houses were initially advertised to cost between \$15,990 and \$23,950, with special military veteran financing, and appeal to a wide variety of tastes, to "grow as your family grows," and to include "many modern amenities such as gas or electric appliances, ceramic tiled baths and mirrored medicine cabinets, and sodded lots" (The Washington Post and Times Herald 1957a, C-1, 1957b, C-13). Approximately 13 covenants regarding the construction on and use of the property were included with each sale of a residential lot within Carrollton (PGCDB 2258, 141). The requirements included, but were not limited to: a detached dwelling could not be more than two-and-one-half-stories in height, floor plans must be approved by the City government and mayor, no noxious or offensive activity were allowed, no livestock could be raised on residential lots, lots could not be used for dumping grounds, and no temporary structures such as barns, trailers, and tents were allowed (PGCDB 2258, 141). New Carrollton deeds did not carry any racial covenants. Covenants and restrictions were not uncommon additions to land transactions within planned suburban developments in the Modern Period (1930–1960) as they assisted in regulating the overall appearance of the community (KCI 1999, D-14).

Initial construction began in the southern end of Carrollton and by 1957, 250 houses were built (NETR 1957, 1963; The Washington Post and Times Herald 1957c, C1). Sales continued to grow, rising to 426 homes being sold in Carrollton in 1959, bringing the total to 900 homes sold by that time (The Washington Post and Times Herald 1959, B6). Turner continued to develop

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

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Reviewer, National Register Program_____
Date

Carrollton throughout the 1960s, adding a shopping mall (1973) and commercial strips and apartment buildings (KCI 1999, 220; M-NCPPC 2010, 221; PGCPB 47, 98; 52, 3). In the mid-1960s, the name of the city was officially changed to New Carrollton as two other cities in Maryland were already named Carrollton in Carroll and Frederick counties (M-NCPPC 2010, 221). The Capital Beltway (I-495) was constructed through the area in 1965, spurring further construction of apartment complexes (KCI 1999, 220). In the late-twentieth century, the city government of New Carrollton annexed adjoining land and by 1978, Washington Metropolitan Area Transit Authority's (WMATA) Orange Line extended to the city when it terminates (M-NCPPC 2010, 221; WMATA 2018).

Evaluation:

Designed in the latter half of the Modern Period (1930-1960) and continuing into the very early Suburban Diversification Period (1961-1980), New Carrollton shares most of the Modern Period's patterns and physical characteristics. It also meets the context's definition of a Planned Suburban Development (KCI 1999, D-11).

As the appearances of Planned Suburban Developments were heavily controlled by developers, which often resulted in entire areas and neighborhoods with similar or identical house forms and types, with the main variation occurring in exterior materials; therefore, at a minimum, these developments should retain integrity of setting, design, materials, feeling and association (KCI 1999, D-14). Good examples of a Planned Suburban Development should be intact, have limited infill, and retain a large majority of landscape elements and buildings from the first wave of construction and an overall cohesive feel (KCI 1999, D-14).

New Carrollton contains all of the character-defining elements established in Maryland's suburbanization context for this property type, such as a mix of grid-like and curvilinear pattern of streets and cohesive grouping of buildings by function and construction date, many of which share cohesion in architectural style as defined by a developer (KCI 1999, D-14). New Carrollton has an especially high concentration of houses from a particular period as they were all built within a single decade, a characteristic found throughout many mid-twentieth-century suburbs located along I-495 and within Prince George's County. The overall aesthetic of the original subdivision of New Carrollton was tightly controlled, as house plans were set by the Modern Construction Company; therefore, many of the dwellings within the development share common architectural styles, forms, materials, and workmanship and reflect the builder's interpretation or take on common residential plans of the period.

Taken as a whole, New Carrollton appears to be one of the more intact planned suburban subdivisions from the Modern Period (1930-1960) in this area of Prince George's County. Although, the development retains many defining characteristics of a Planned Suburban Development of the Modern Period including an intact planned community design and cohesive architectural styles from a single period of construction. It is not the earliest or leading example of such a planned development, and Turner and his company were responsible for many developments in the county and District of Columbia including Lewis Heights (PG:65-47) and Hollywood (PG:66-39). The development is unique in that the "developers were granted a charter prior to the construction of any houses," however, this did not influence later developments or building patterns in the suburbs (KCI 1999, D-6-D-11). Therefore, the resource is not eligible under Criterion A (events).

Although Albert Turner and his companies were known to have designed and constructed other Planned Suburban Subdivisions throughout the region, they were not known to have initiated the trend, rendering the resource not eligible for listing in the NRHP under Criterion B (persons).

New Carrollton is one of many mid-twentieth century developments along the I-495 corridor in Prince George's County. Although on a whole intact, it is a typical example of this resource type composed of common building styles, forms, and materials. For these reasons, New Carrollton is not eligible for the NRHP under Criterion. As an architectural resource, the resource was not evaluated under Criterion D.

MARYLAND HISTORICAL TRUST REVIEW

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The boundary for the New Carrollton Survey District comprises roughly 444 acres and is confined to the city's limits as shown in the 17 plats ranging from 1953 to 1959 in Prince George's County Plat Book WWW, bounded on the north by Good Luck Road, on the east by I-495, on the south by commercial buildings situated on the north side of Annapolis Road, and on the west by the Wildercroft subdivision.

References:

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

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Washington Post, The, and Times Herald. 1959. 'Carrollton Builder Reports 426 Homes Sold in '59.' The Washington Post and Times Herald. December 12, 1957.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

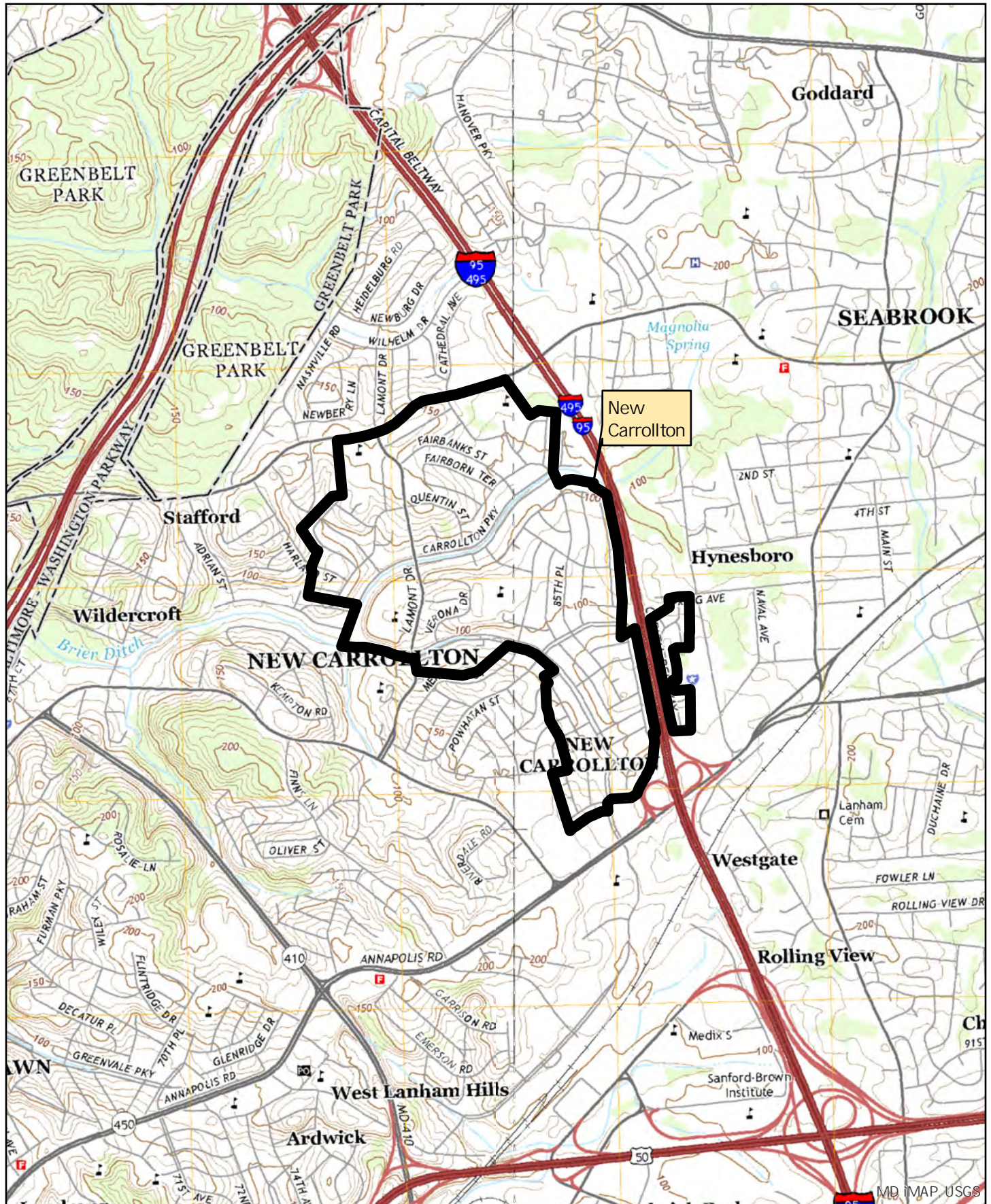
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

New Carrollton

Location: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy,
Fermont St
City: Hyattsville

MIHP : PG:69-000
Prince George's County



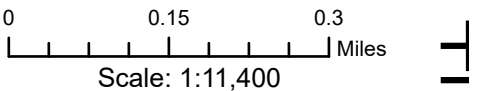
SGS 7.5 Quadrangle - Washington East Lanham

0 0.3 0.6
Miles
Scale: 1:24,000

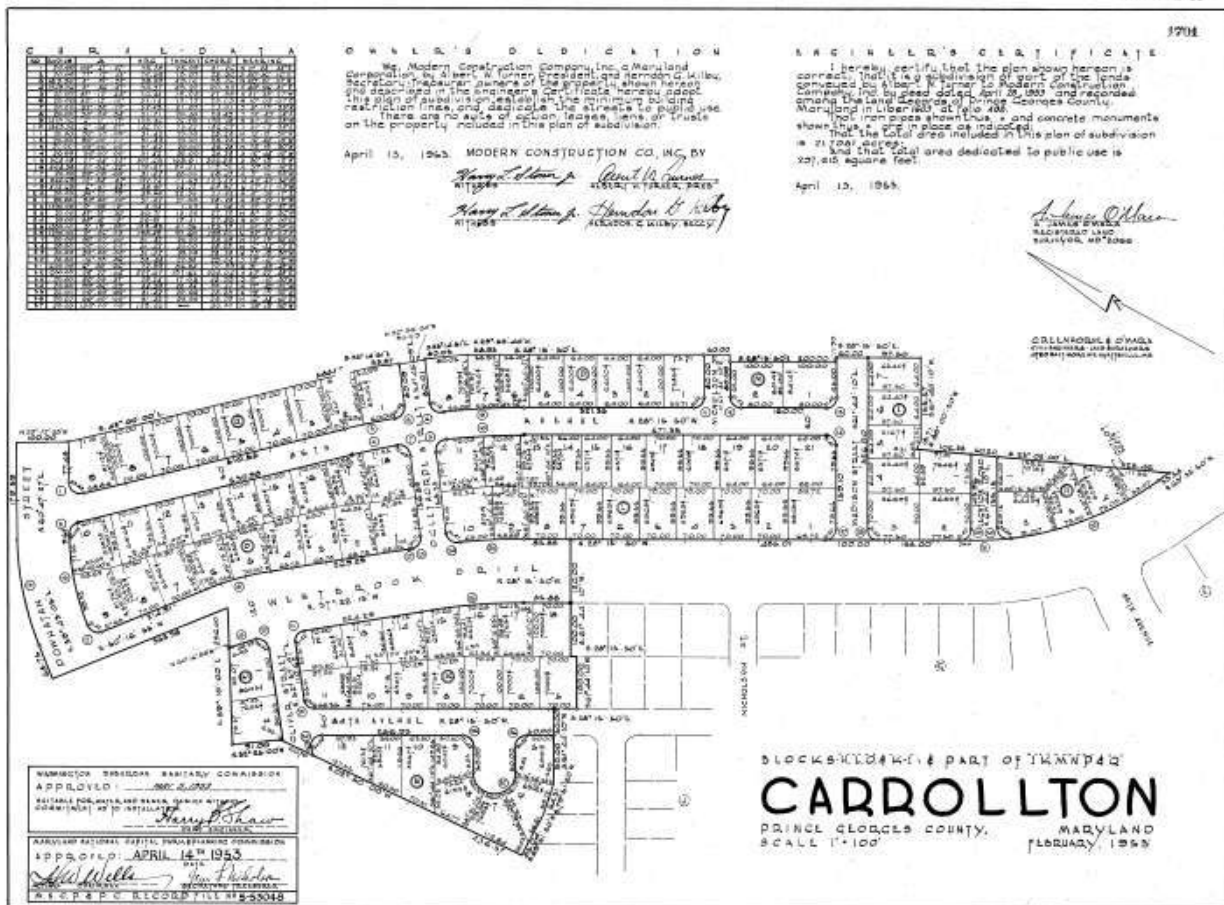
New Carrollton

Location: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy, Fermont St
City: Hyattsville

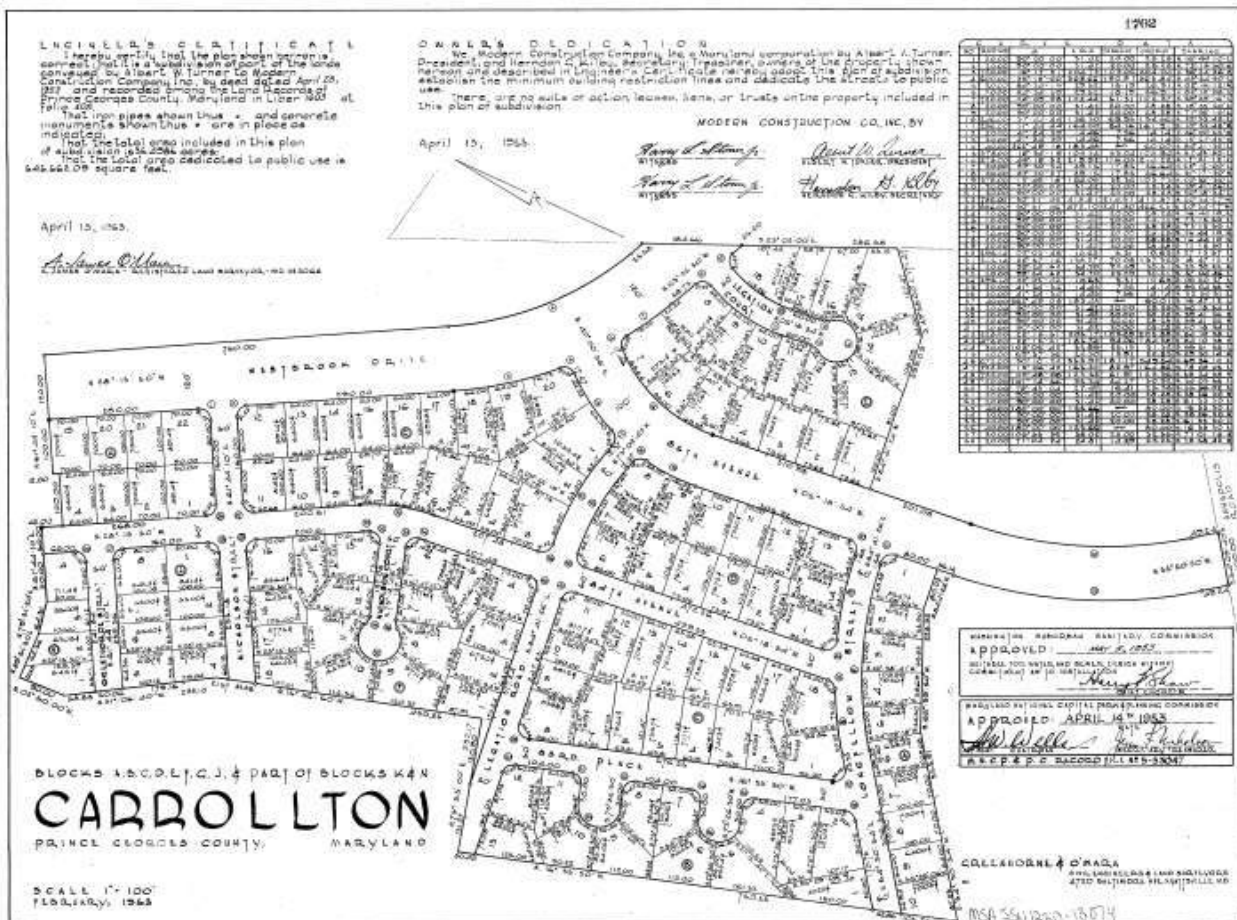
MIHP : PG:69-000
Prince George s County



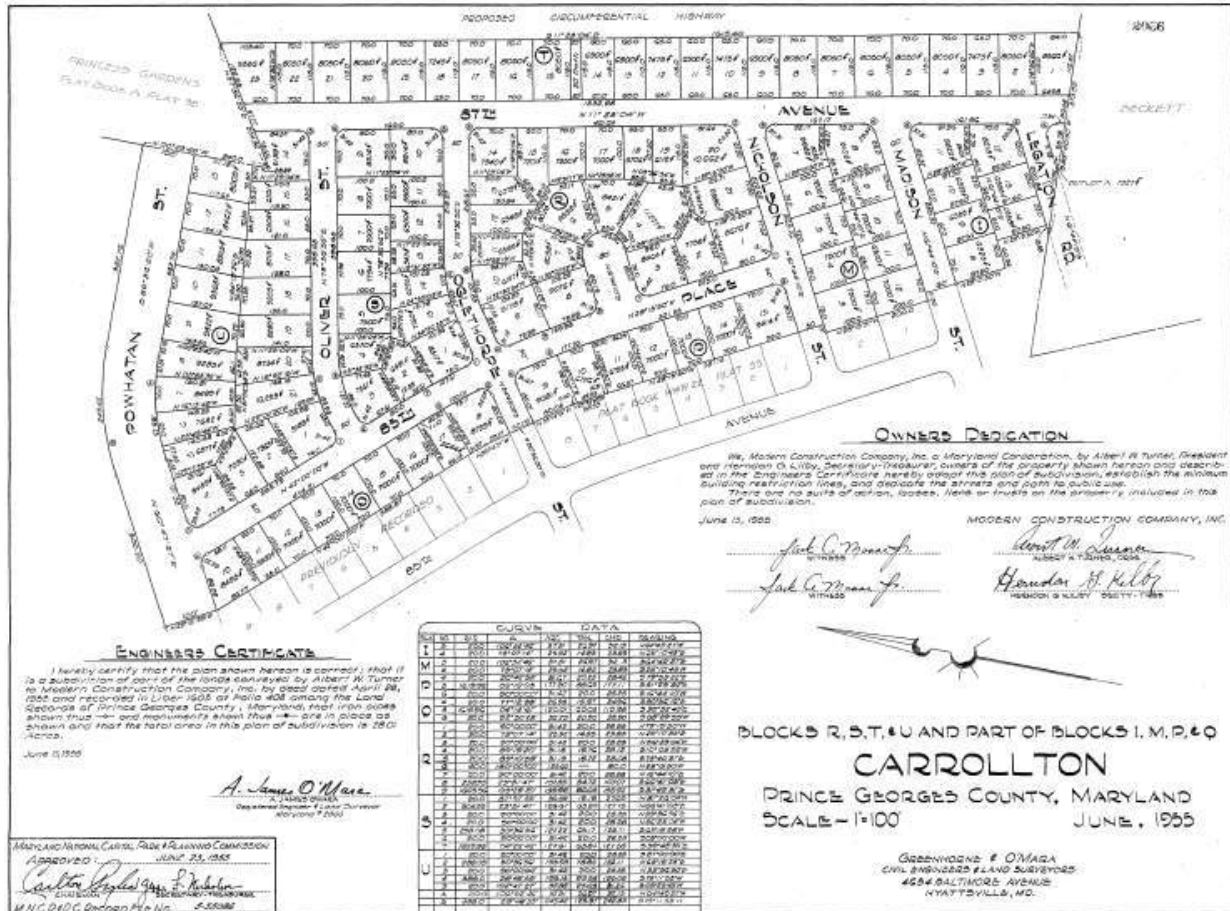
22 of 53



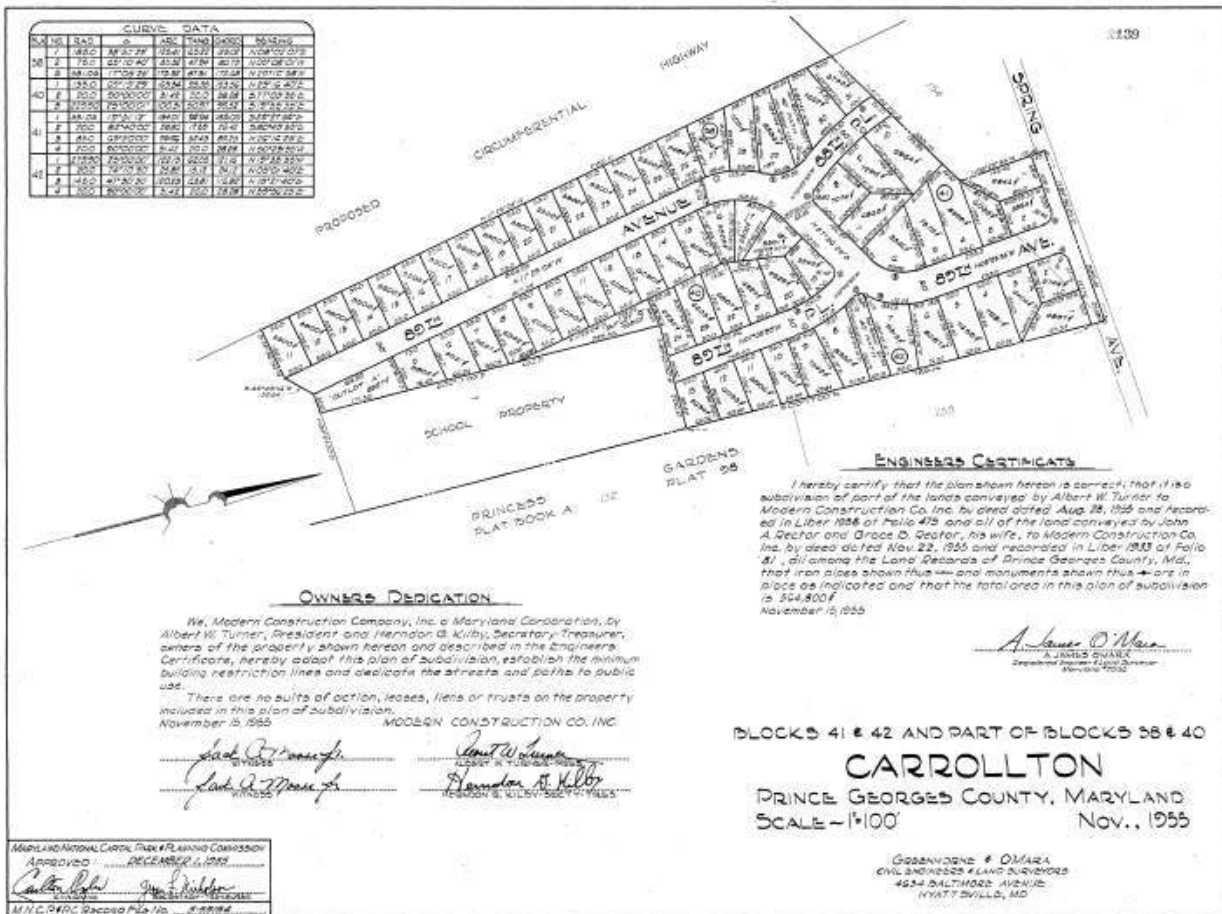
1953 Plat of Blocks W, L, O, and K and Part of I, K, M, N, P, and O in Carrollton
 (PGCPB WWW 22, 53)



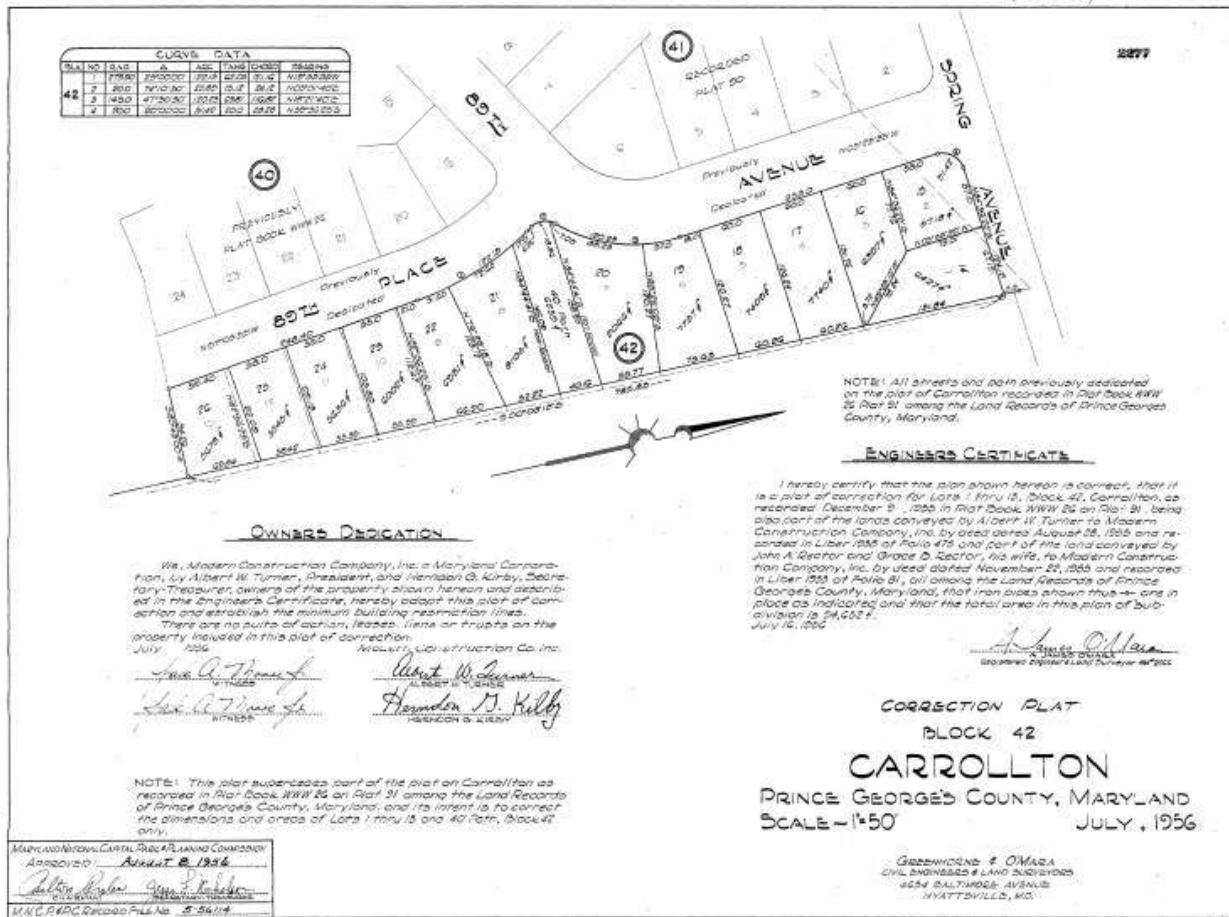
1953 Plat of Blocks A, B, C, D, E, F, G, J, and Part of Blocks K and N in Carrollton
(PGCPB WWW 22, 54)



1955 Plat of Blocks R, S, T, and U and Part of Blocks I, M, P, and Q in Carrollton
(PGCPB WWW 26, 18)



1955 Plat of Blocks 41 and 42 and Part of Blocks 38 and 40 in Carrollton
(PGCPB WWW 26, 91)

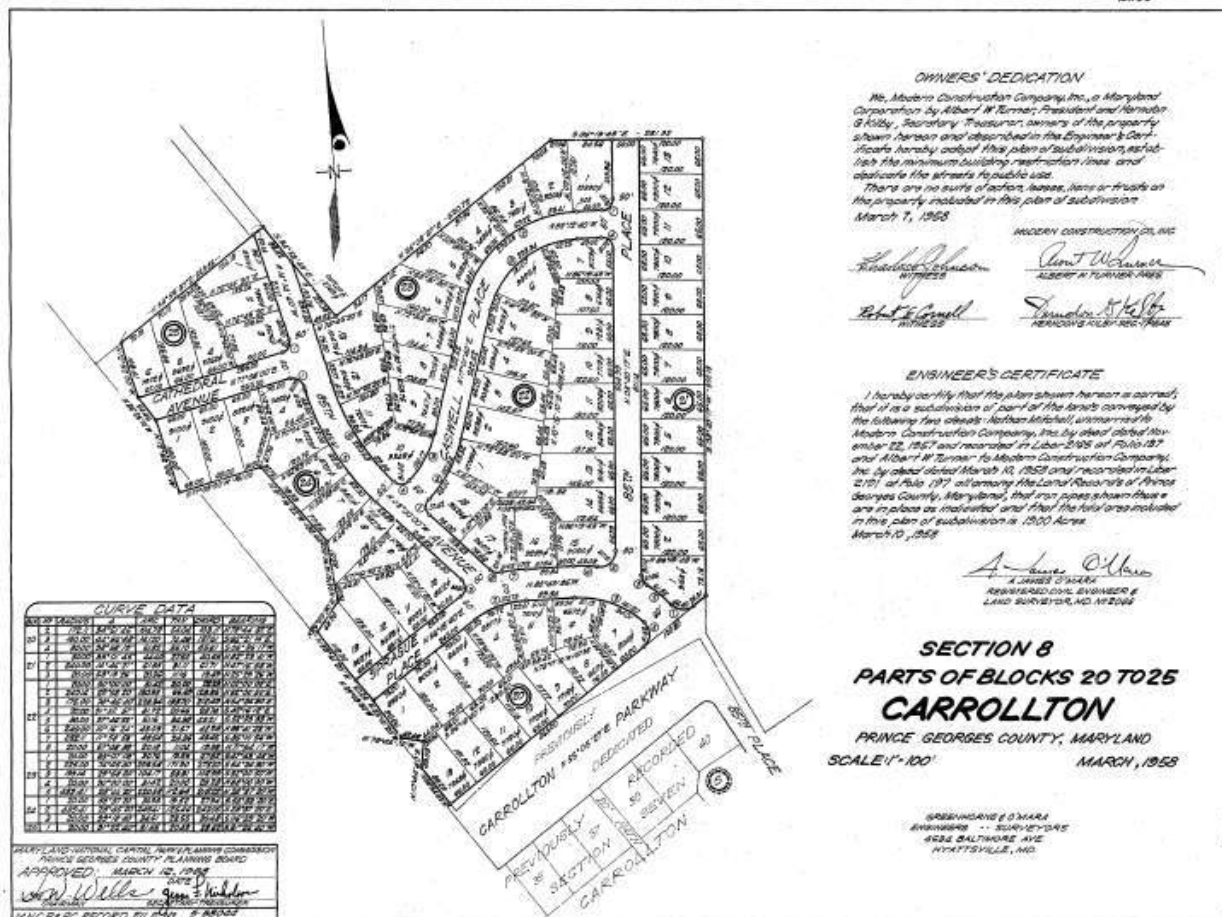


1956 Correction Plat for Block 42 in Carrollton (PGCPB WWW 28, 29)

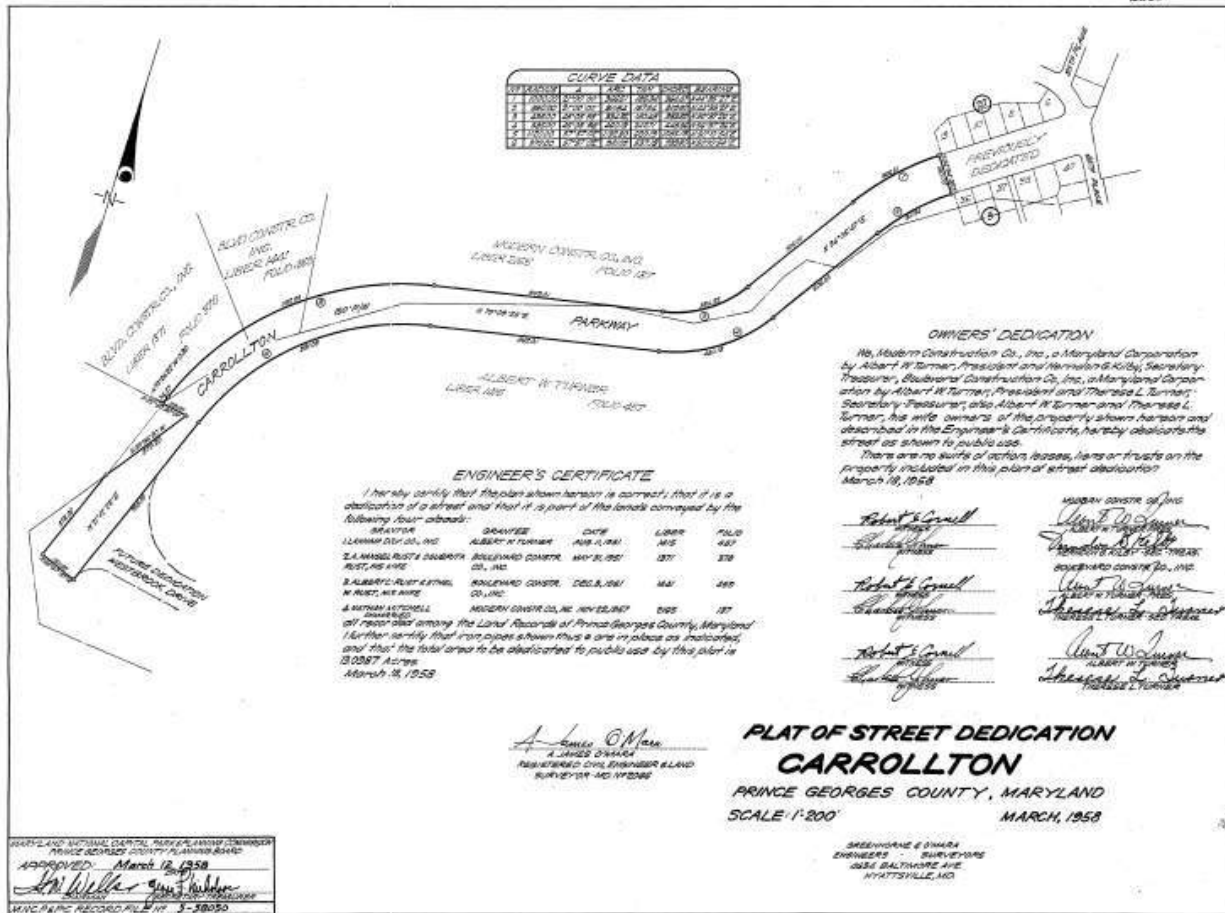


1957 Plat of Section 6 Including Blocks V and X and Part of Blocks W, Y, Z, 1, 2, 3, 4, and 7 in Carrollton (PGCPB WWW 31, 23)

1958 Plat of Section 7 Including Parts of Blocks 1, 2, 3, 4, 5, and W in Carrollton
(PGCPB WWW 31, 95)



1958 Plat of Section 8 Including Parts of Blocks 20 to 25 in Carrollton (PGCPB WWW 31, 96)



1958 Plat of Street Dedication in Carrollton (PGCPB WWW 31, 98)


OWNERS' DEDICATION


We, Carrollton Recreation Club, Inc., by Kenneth H. Shufte, President and John R. Harney, Secretary, and Modern Construction Co., Inc., by Albert W. Turner, President and Norman G. Hays, Secretary, owners of the property shown hereon and described in the Engineer's Certificate, hereby adopt this plan of subdivision, establish the minimum building restrictions and other dedicate the plots to public use.

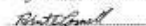
There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.


JUNE 14, 1958

Carrollton Recreation Club, Inc.













MODERN CONSTRUCTION CO., INC.










CURVE DATA									
STATION	CHORD BEARING	CHORD	ARC BEARING	ANGLE	CHORD	ARC BEARING	ANGLE	CHORD	ARC BEARING
1	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
2	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
3	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
4	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
5	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
6	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
7	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
8	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
9	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"
10	123.10	210° 15' 00"	123.10	210° 15' 00"	123.10	210° 15' 00"	210° 15' 00"	123.10	210° 15' 00"

ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct, that it is a subdivision of the lands conveyed by Albert W. Turner to Carrollton Recreation Club, Inc. and Modern Construction Co., Inc. by deeds dated March 21, 1958 and June 10, 1958, and recorded in Land 2100 and 2200 of Folio 504 and 505, among the Land Records of Prince Georges County, Maryland; that the plan shows that it is in place as to acreage; and that the total area included in this plan of subdivision is 102.00 acres.

JUNE 16, 1958




James H. Green
Registered Engineer and
Land Surveyor - MARYLAND

PARTS OF BLOCKS 11 AND 12
SECTION 10
CARROLLTON

PRINCE GEORGES COUNTY, MARYLAND

SCALE: 1" = 100'

JUNE, 1958

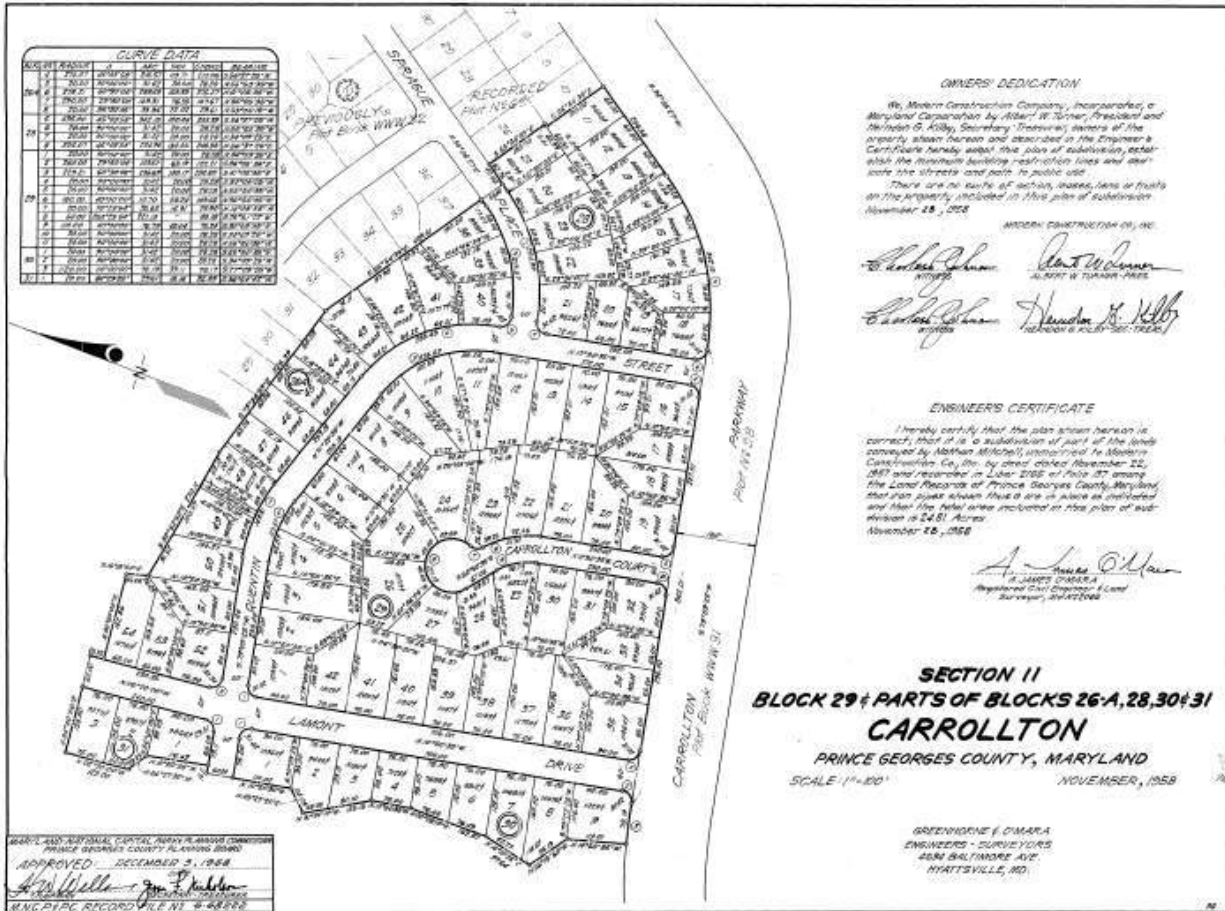
MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
PRINCE GEORGES COUNTY PLANNING BOARD
APPROVED: JUNE 11, 1958
 M. Leo Starch
ENGINEER
MINOR & P.C. RECORD FILE NO. 8-80112

GREENWAVE & O'MARA
ENGINEERS - SURVEYORS
4826 BAYVIEW AVENUE
HYATTSVILLE, MD.

1958 Plat of Section 10 Including Blocks 11 and 12 in Carrollton (PGCPB WWW 32, 68)



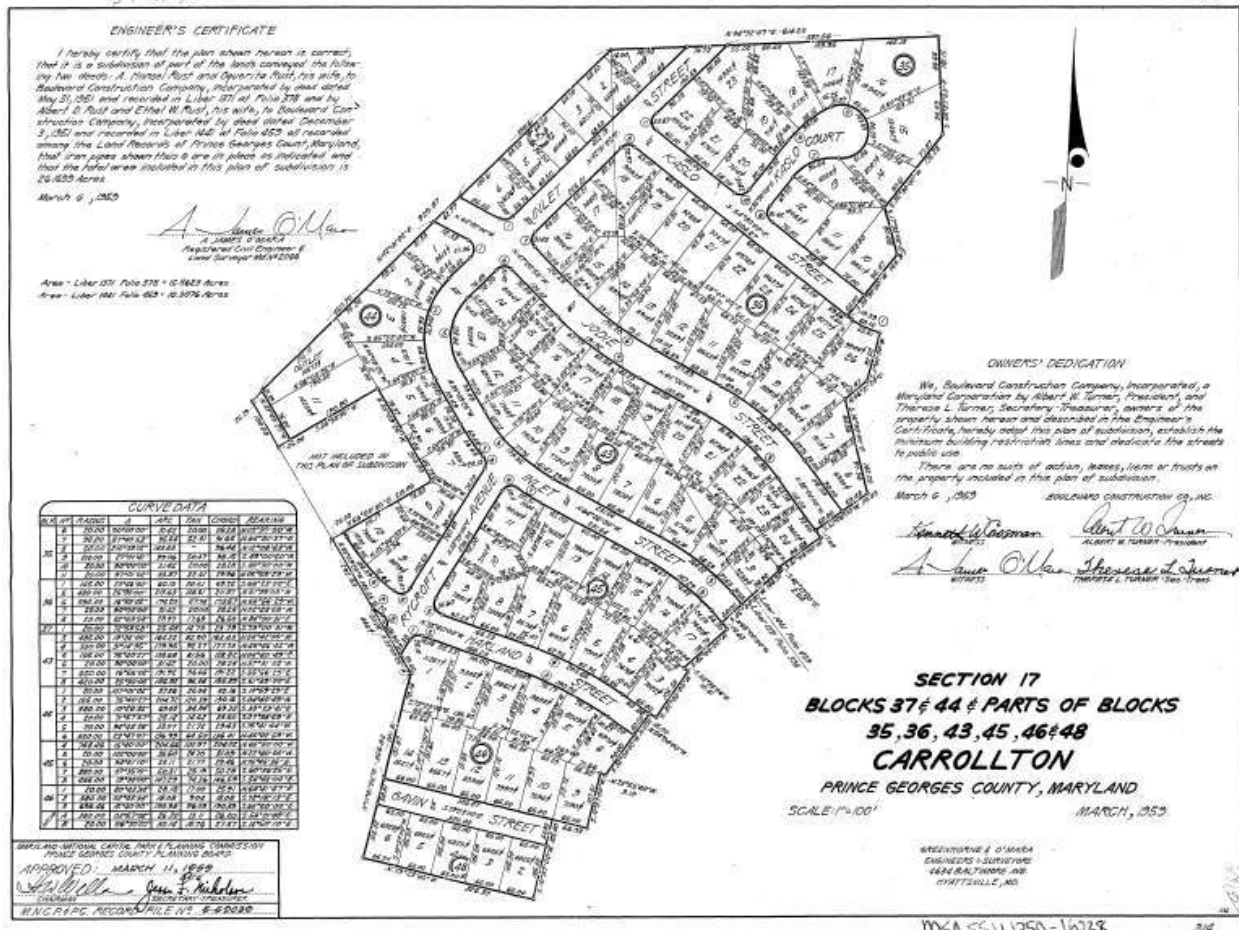
1958 Plat of Section 9 Including Parts of Blocks 20 and 24 Thru 28 in Carrollton
(PGCPB WWW 32, 69)



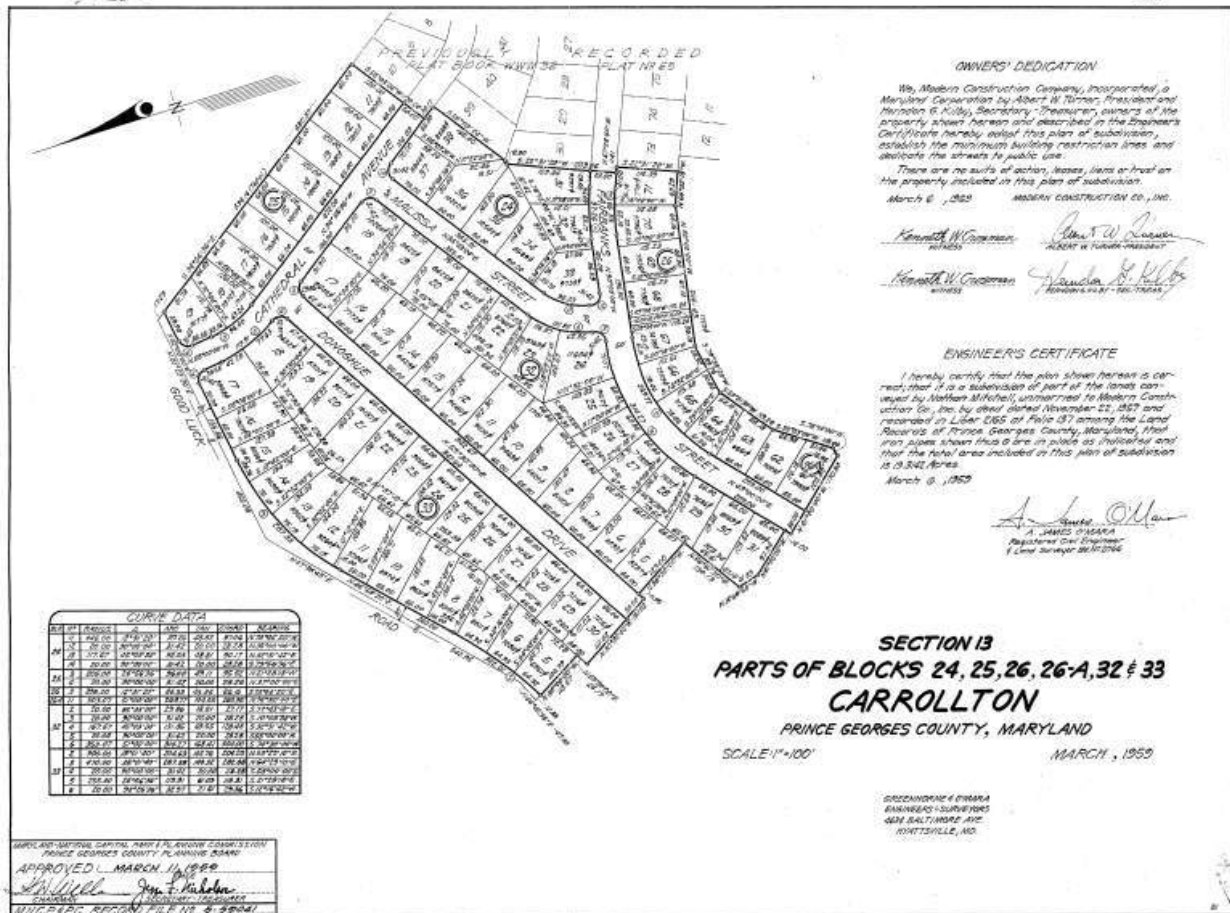
1958 Plat of Section 11 Including Block 29 and Parts of Blocks 26 A, 28, 30, and 31 in Carrollton (PGCPB WWW 33, 100)



1958 Plat of Section 12 Including Parts of Blocks 3, 4, 5, 6, 7, and 8 in Carrollton
(PGCPB WWW 34, 1)

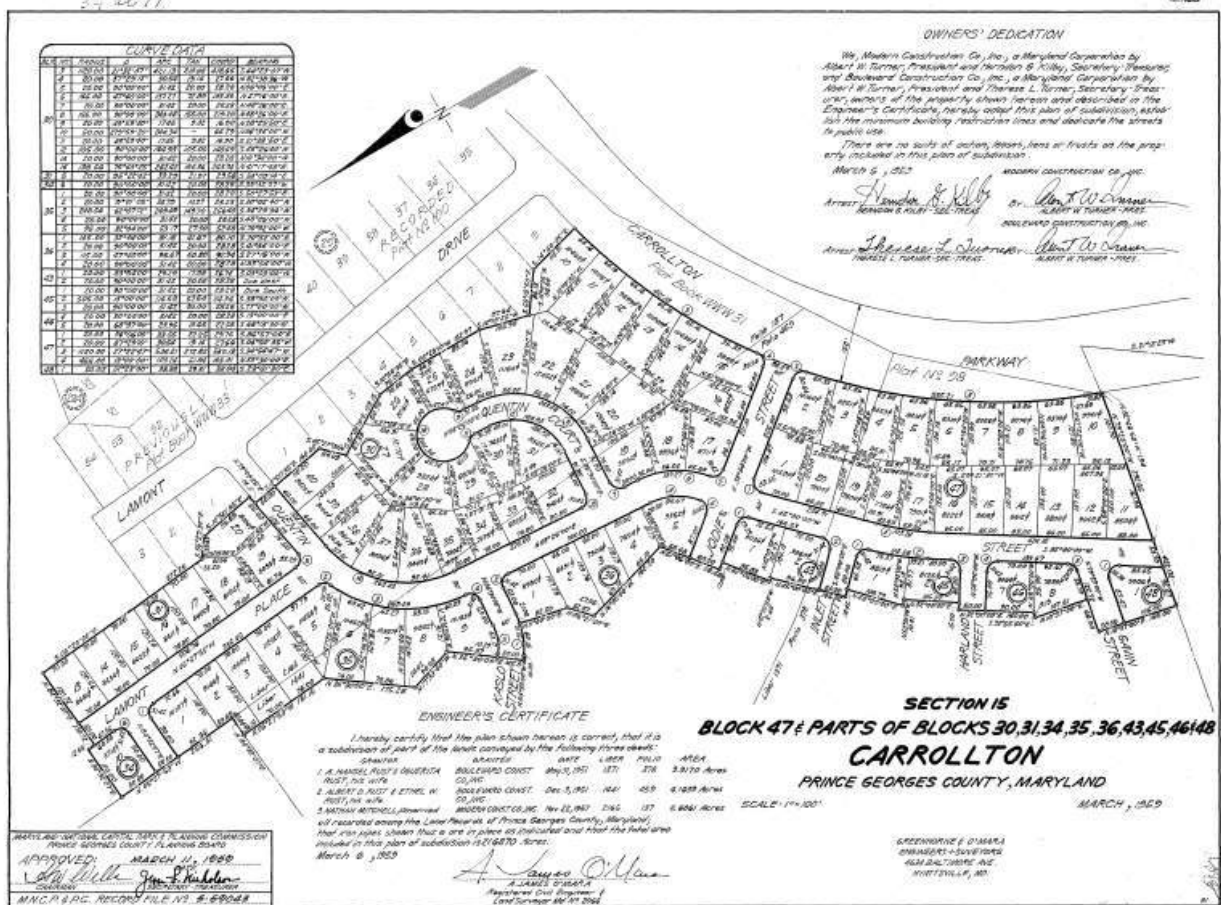


1959 Plat of Section 17 Including Blocks 37 and 44 and Parts of blocks 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB 34, 79)

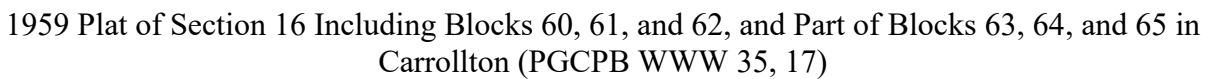


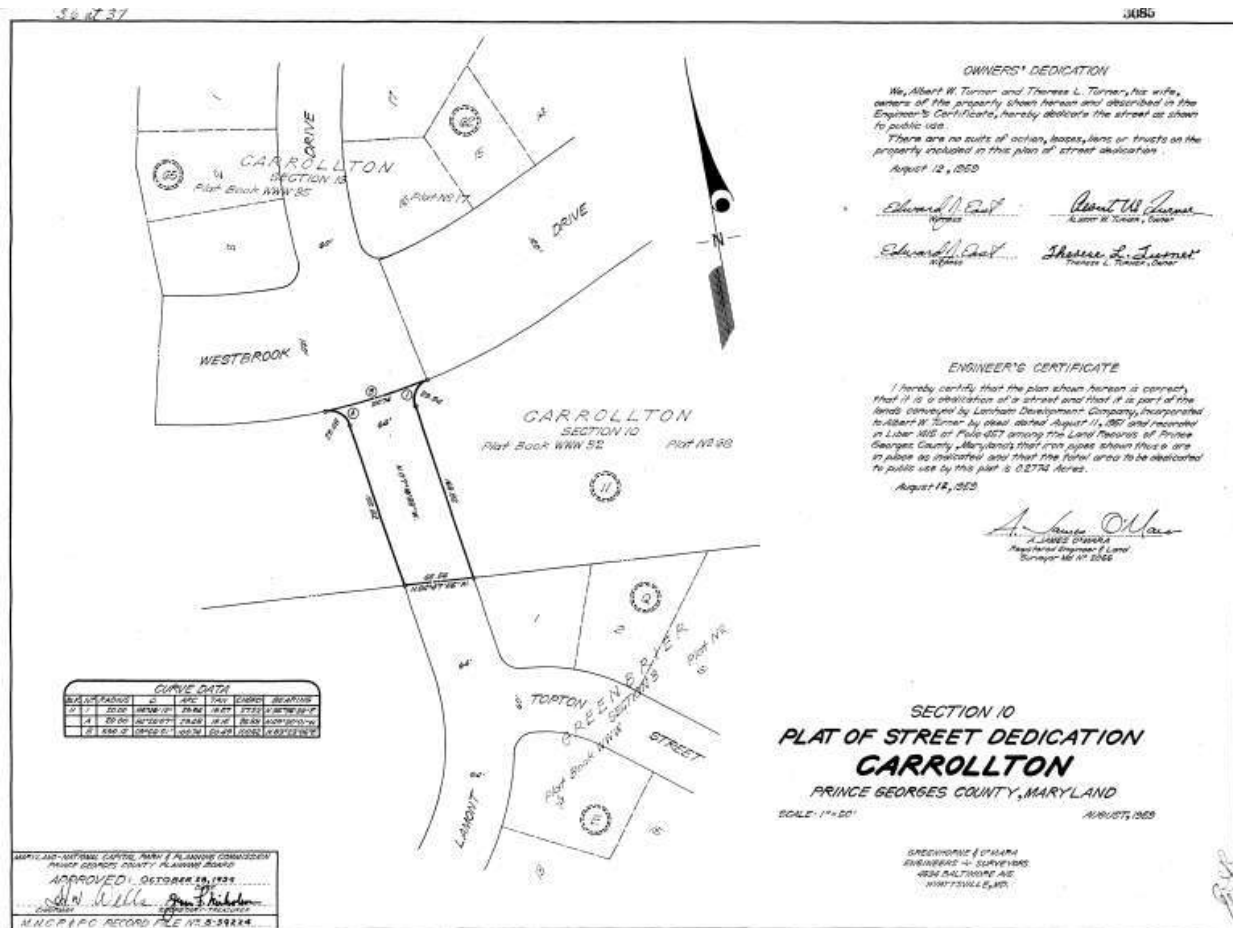


1959 Plat of Section 14 Including Parts of Blocks 26, 26-A, 27, 31, 32, 33, and 34 in Carrollton
(PGCPB WWW 34, 76)

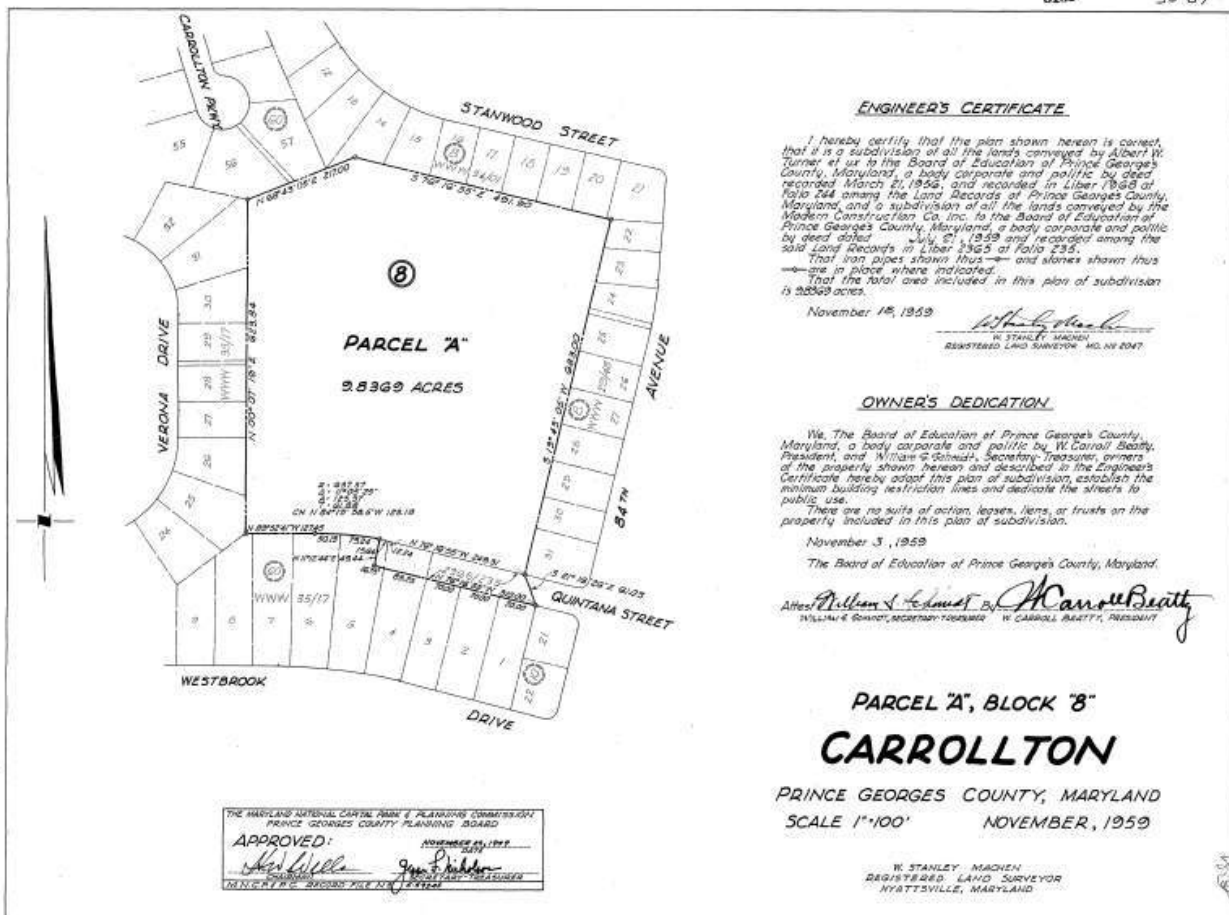


1959 Plat of Section 15 Including Block 47 and Parts of Blocks 30, 31, 34, 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB WWW 34, 77)

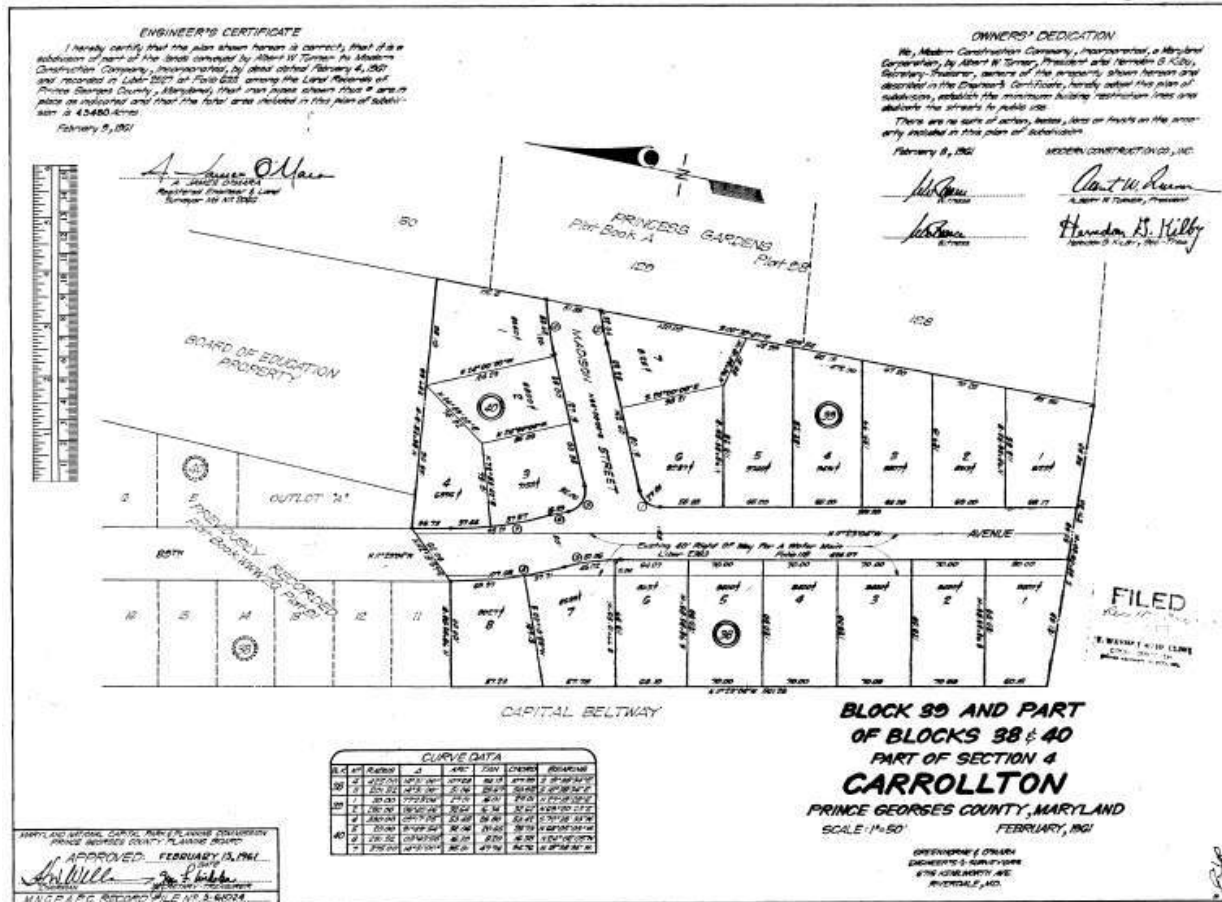




1959 Plat of Section 10 Including Street Dedication in Carrollton (PGCPB WWW 36, 37)

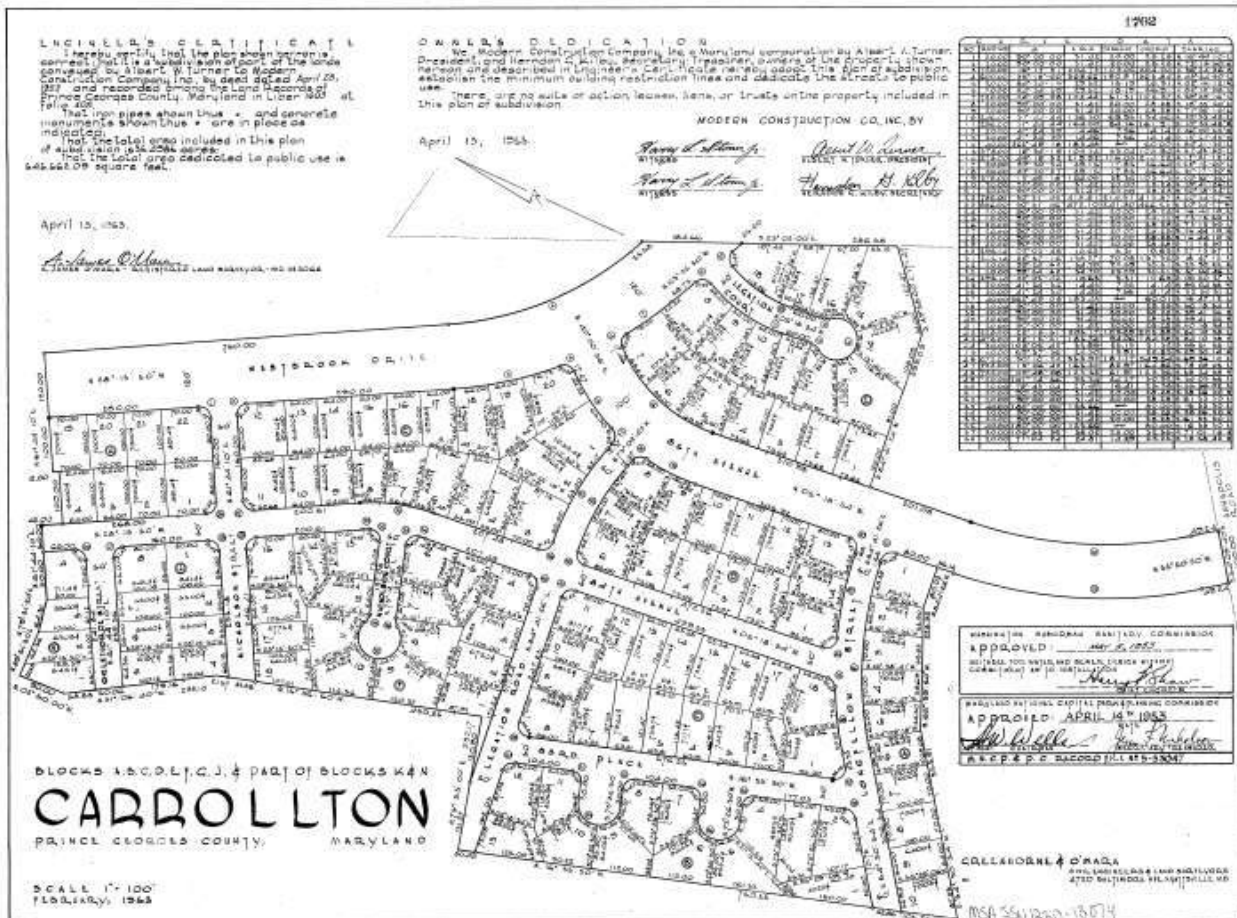


1959 Plat of Parcel A, Block 8 in Carrollton (PGCPB WWW 36, 57)

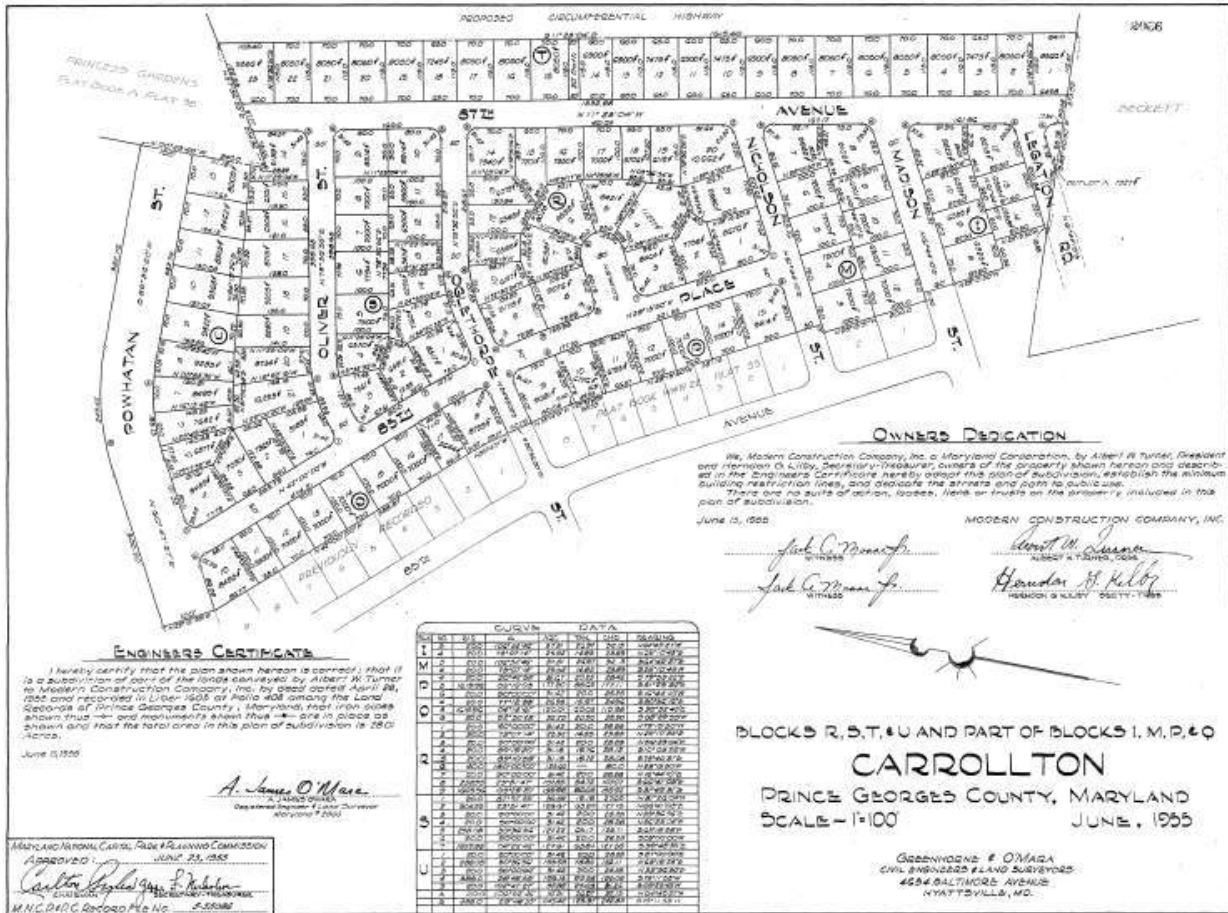


1961 Plat of Part of Section 4 Including Block 89 and Part of Blocks 38 and 40 in Carrollton (PGCPB WWW 39, 60)

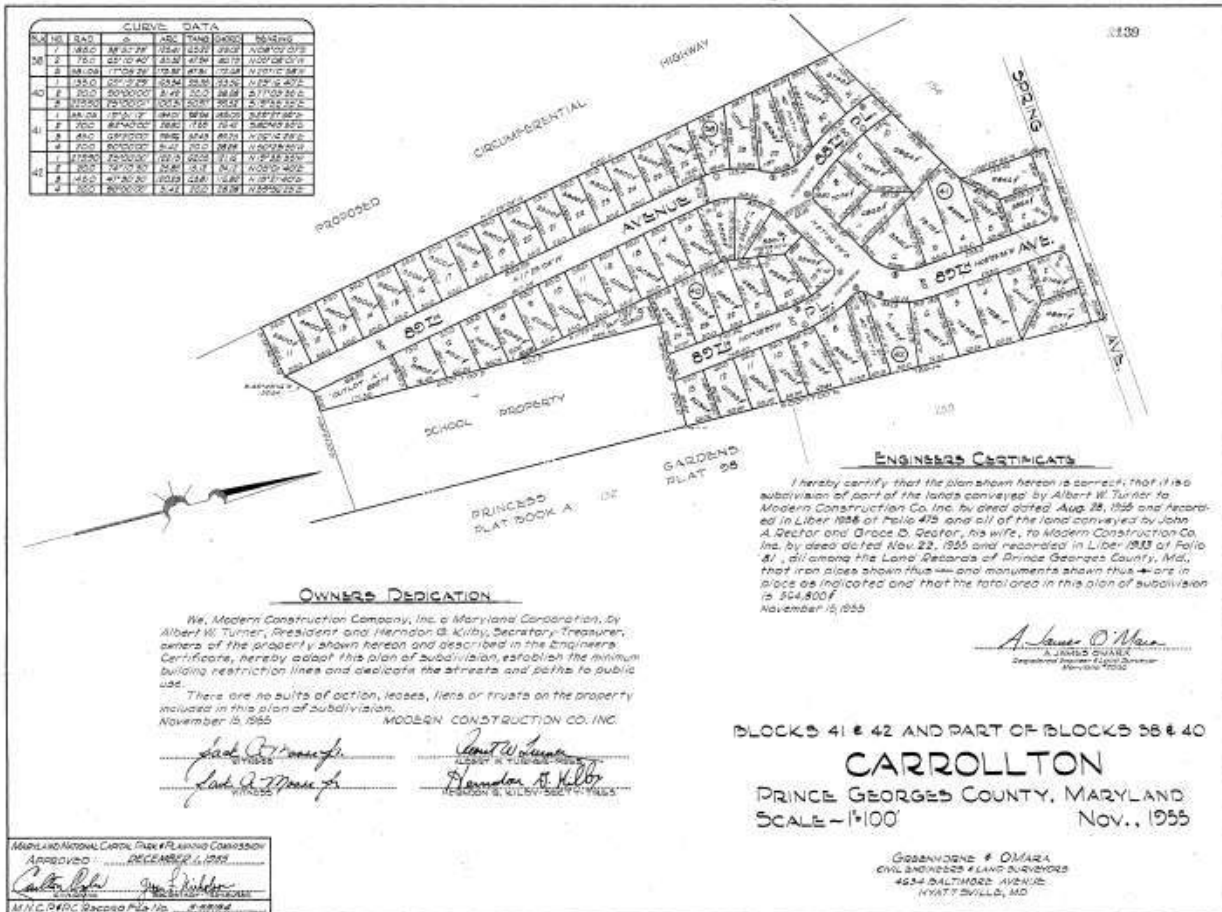


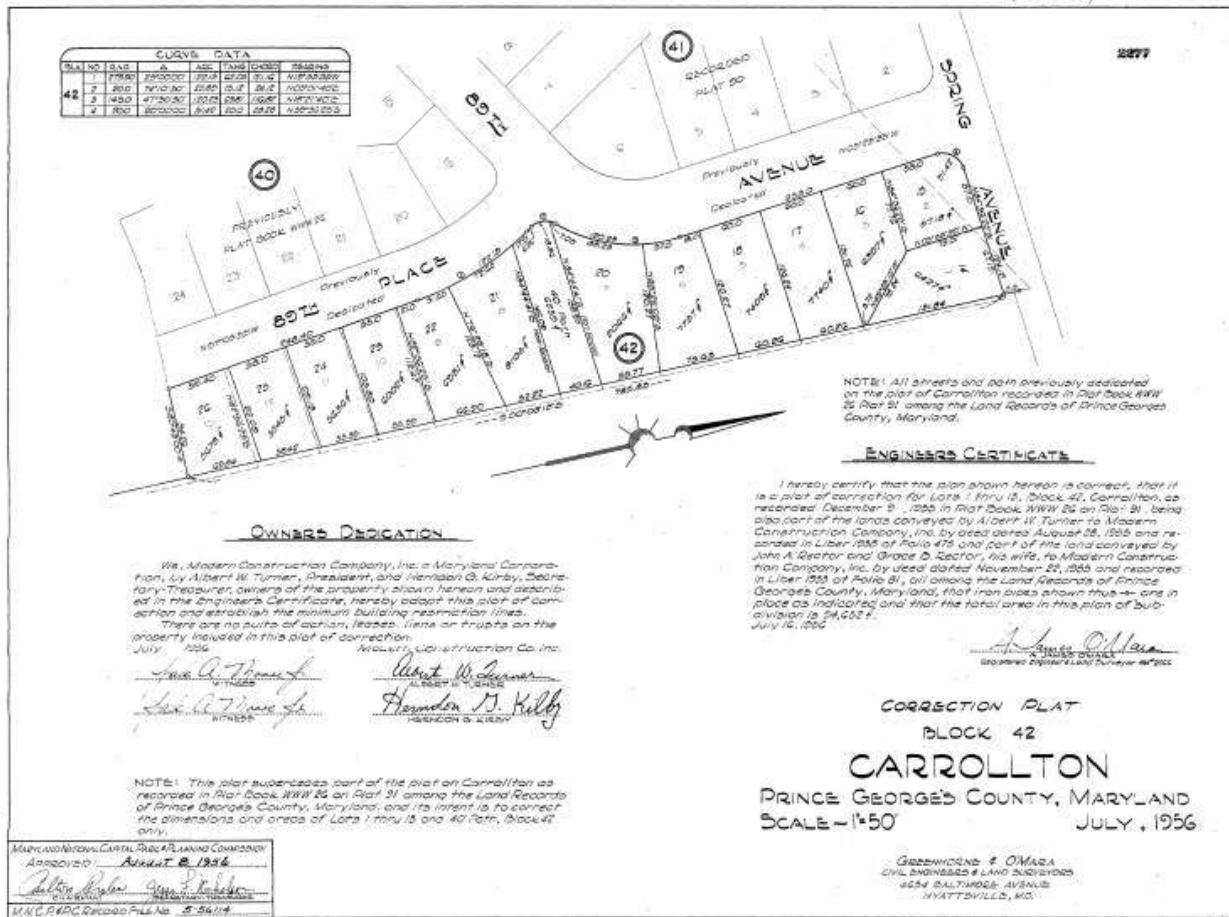


1953 Plat of Blocks A, B, C, D, E, F, G, J, and Part of Blocks K and N in Carrollton
(PGCPB WWW 22, 54)



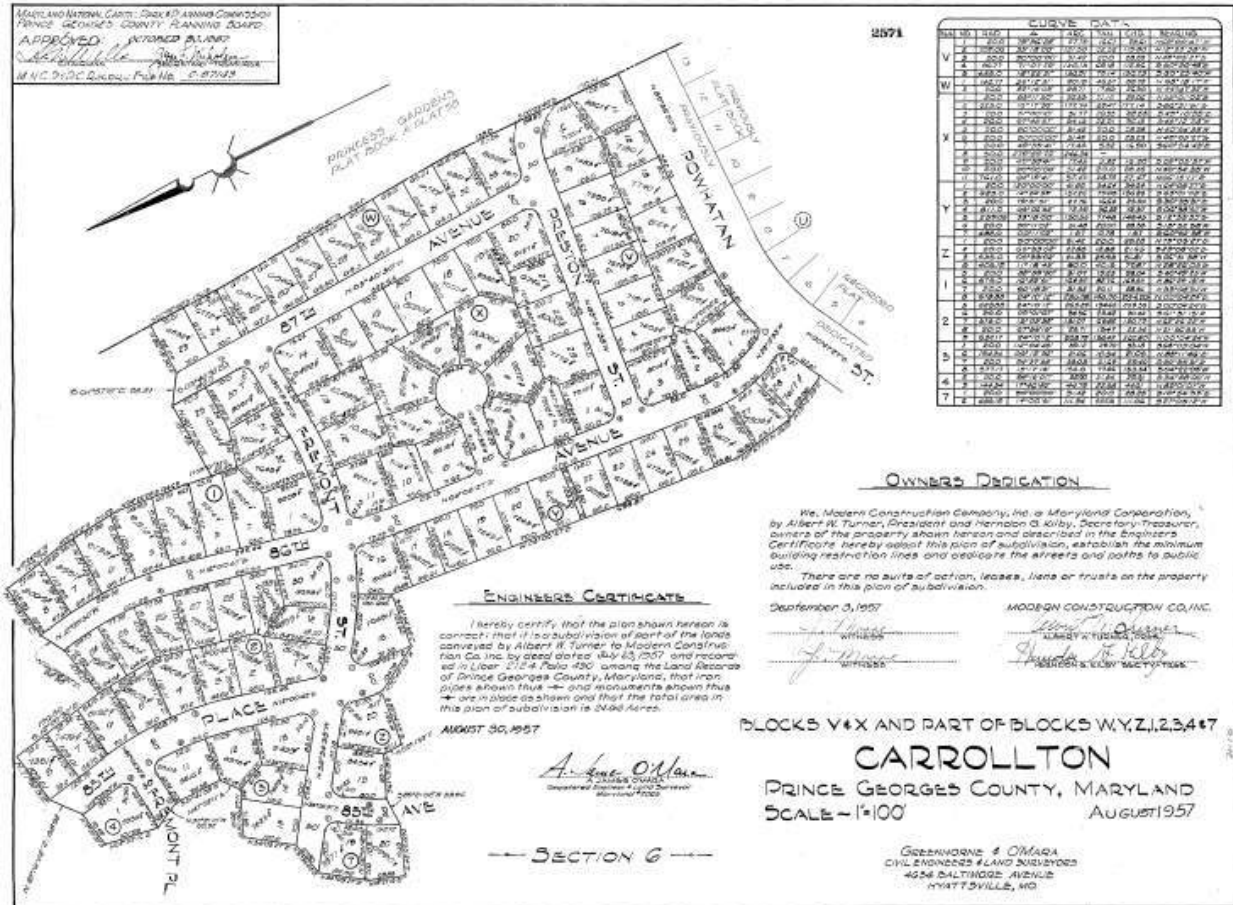
1955 Plat of Blocks R, S, T, and U and Part of Blocks I, M, P, and Q in Carrollton
(PGCPB WWW 26, 18)

[illegible]

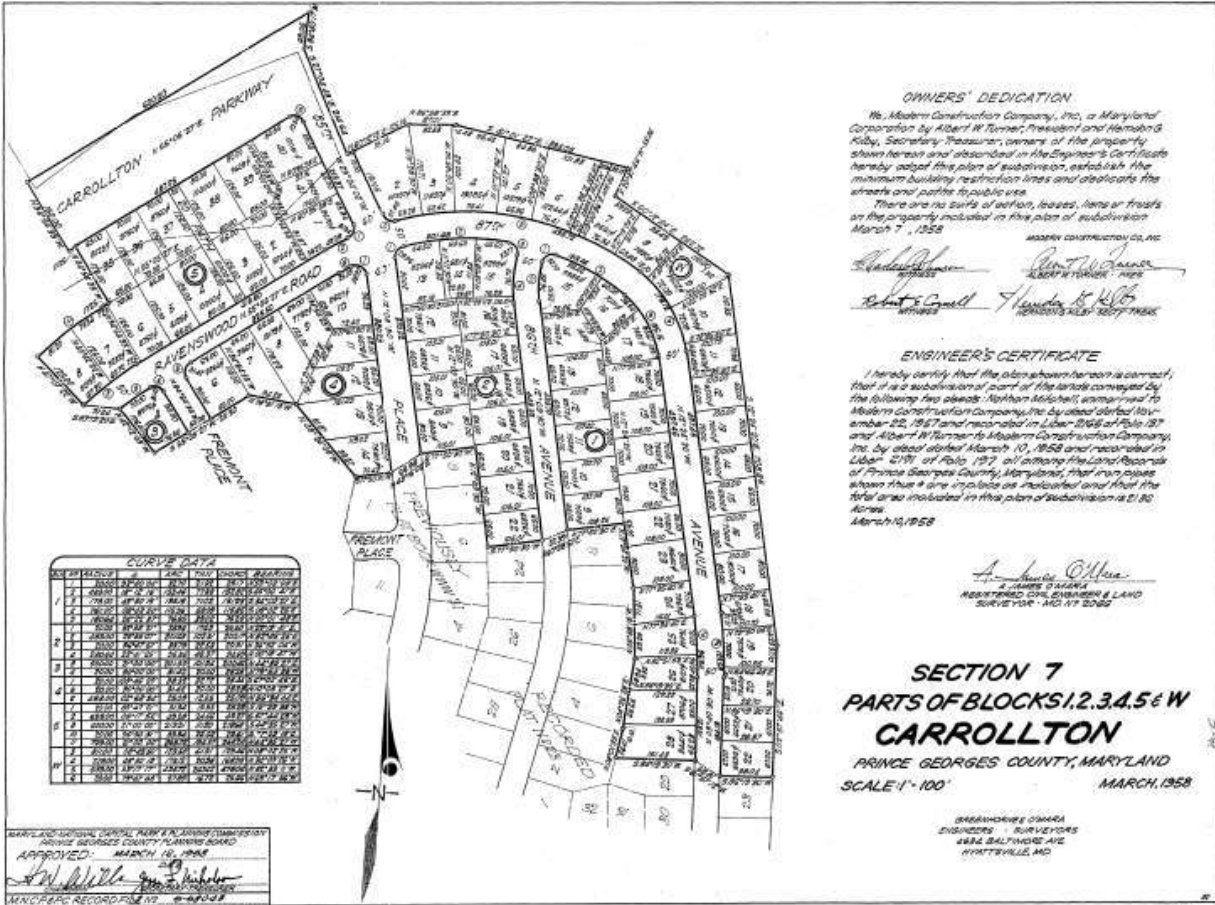


1956 Correction Plat for Block 42 in Carrollton (PGCPB WWW 28, 29)

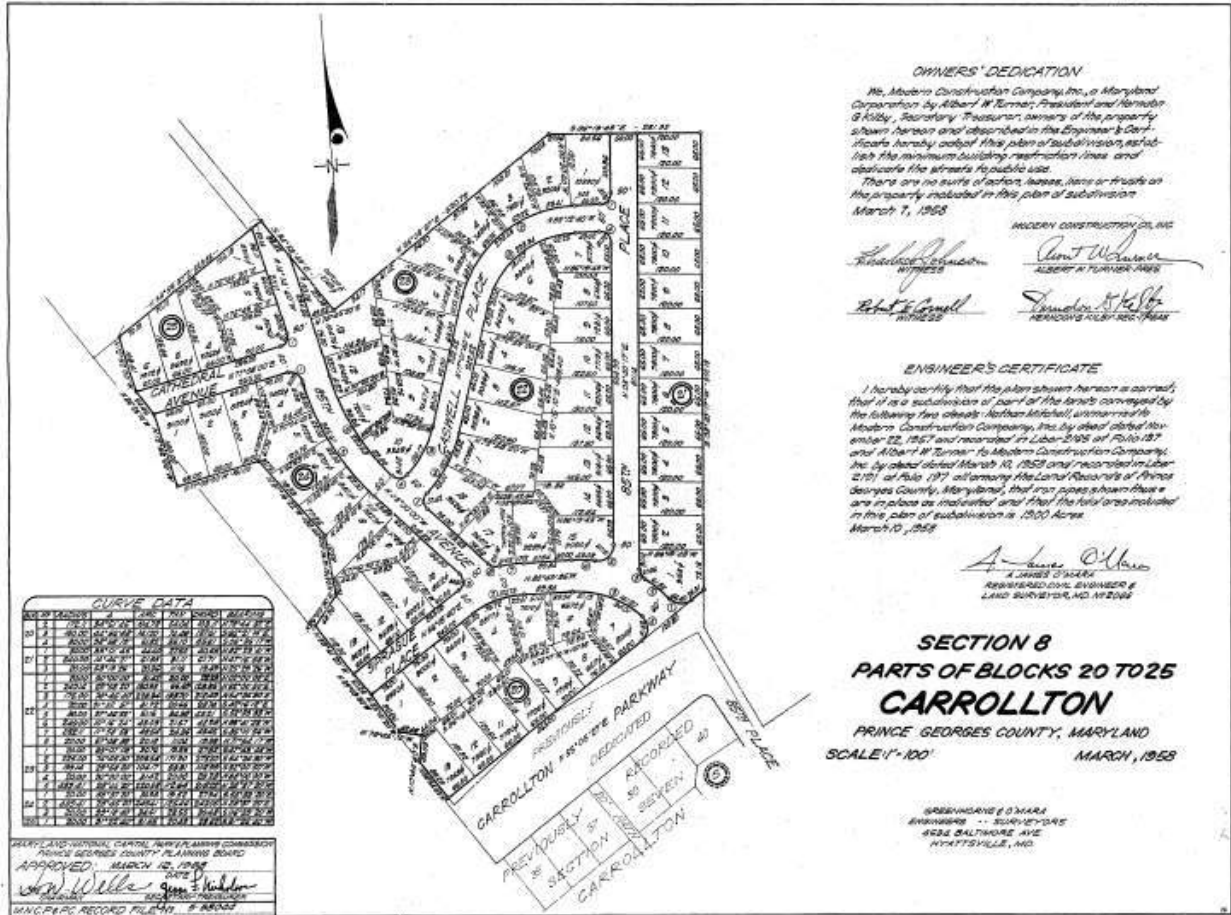




1957 Plat of Section 6 Including Blocks V and X and Part of Blocks W, Y, Z, 1, 2, 3, 4, and 7 in Carrollton (PGCPB WWW 31, 23)

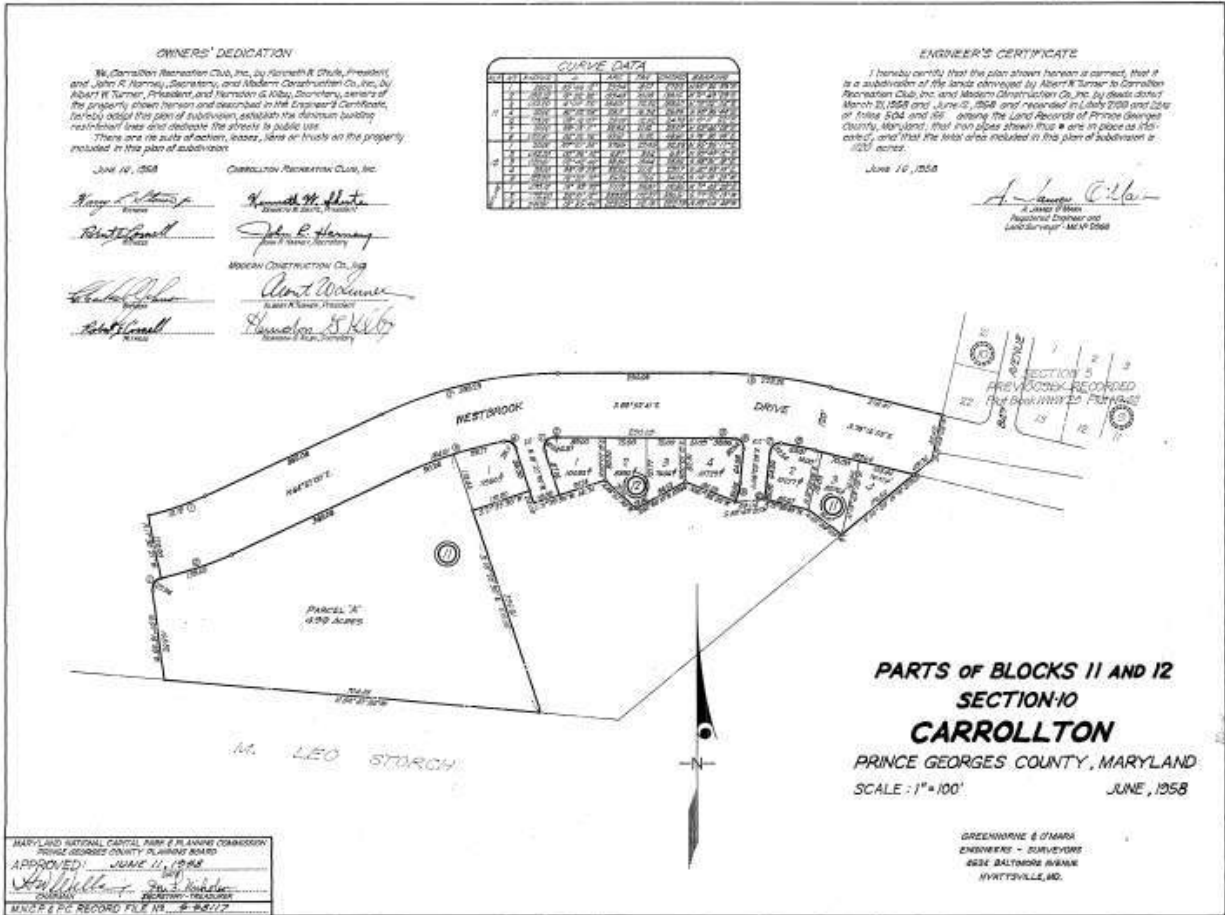


1958 Plat of Section 7 Including Parts of Blocks 1, 2, 3, 4, 5, and W in Carrollton
(PGCPB WWW 31, 95)

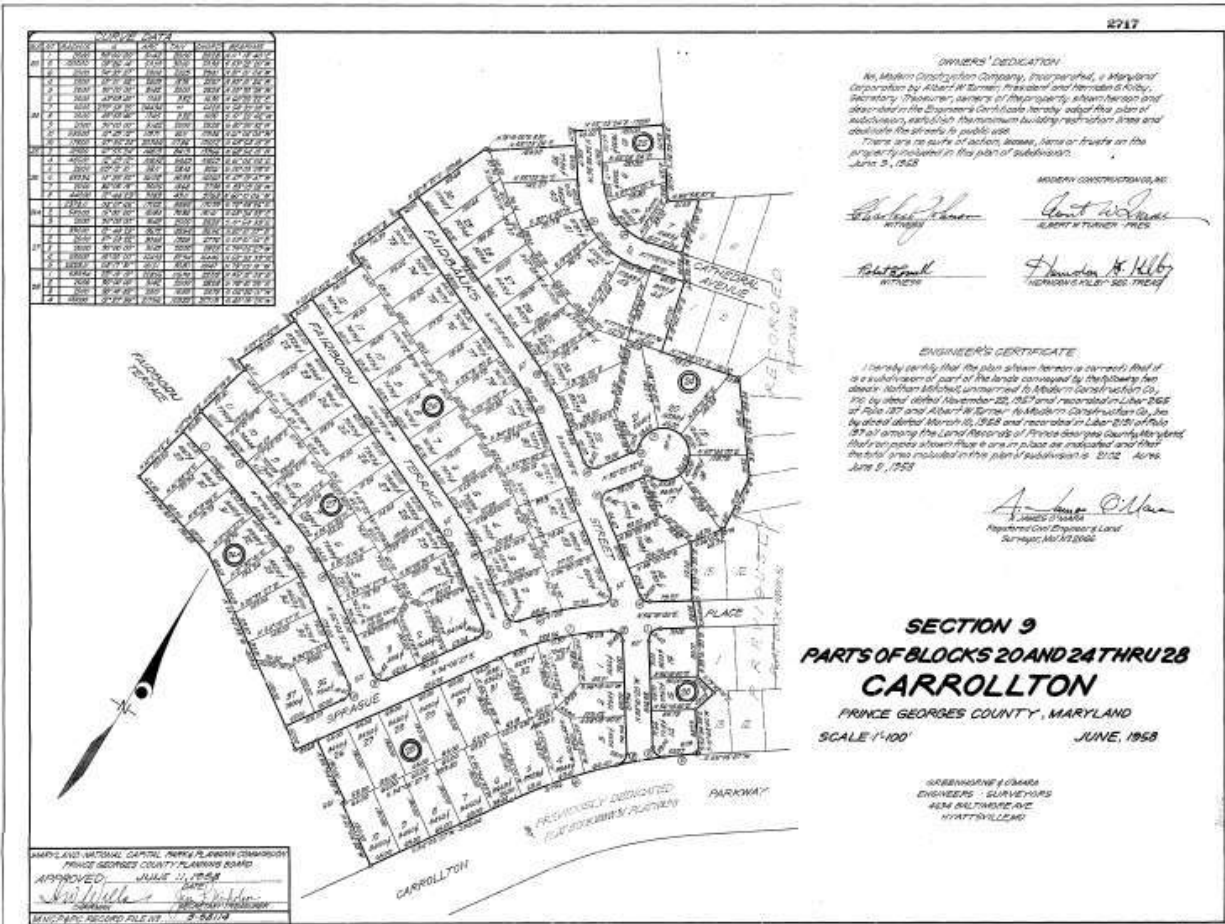


1958 Plat of Section 8 Including Parts of Blocks 20 to 25 in Carrollton (PGCPB WWW 31, 96)

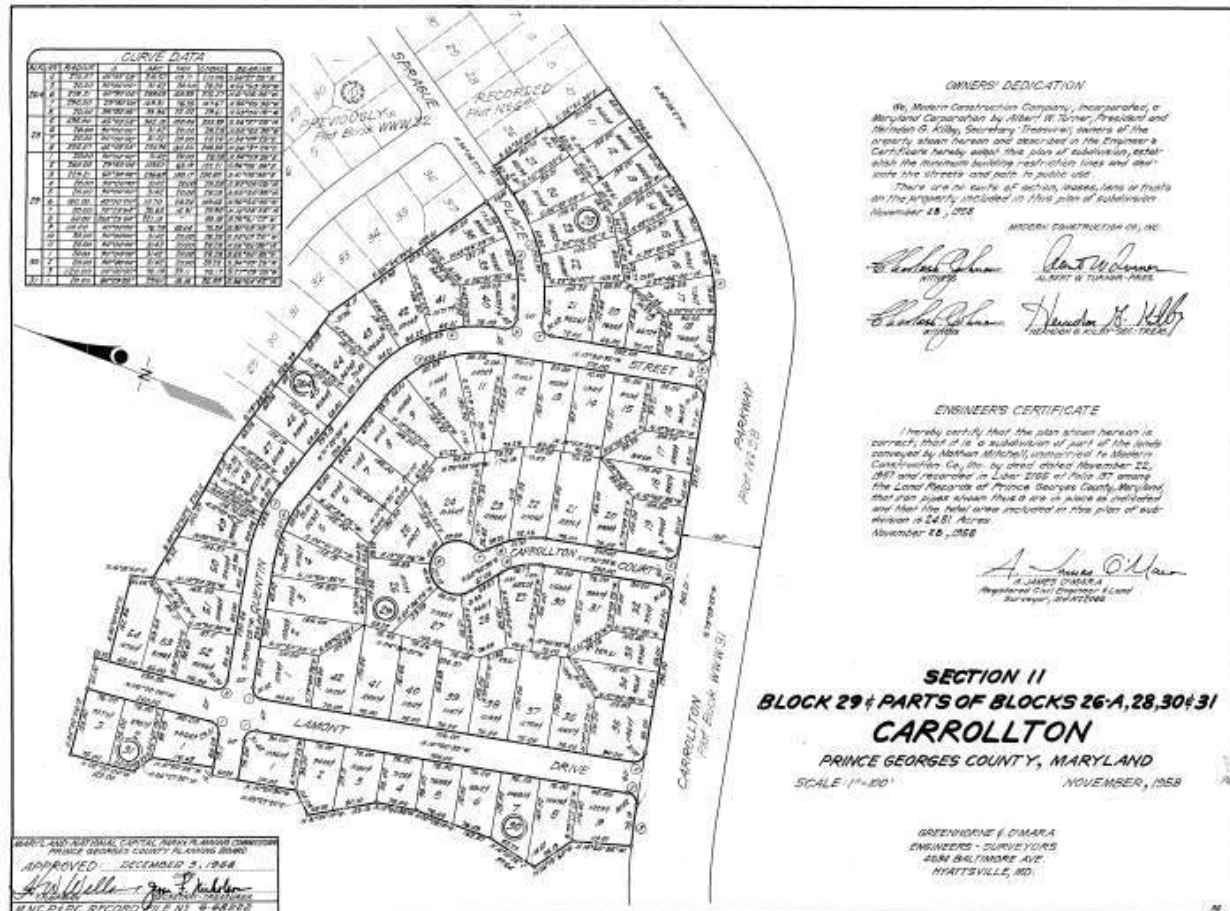




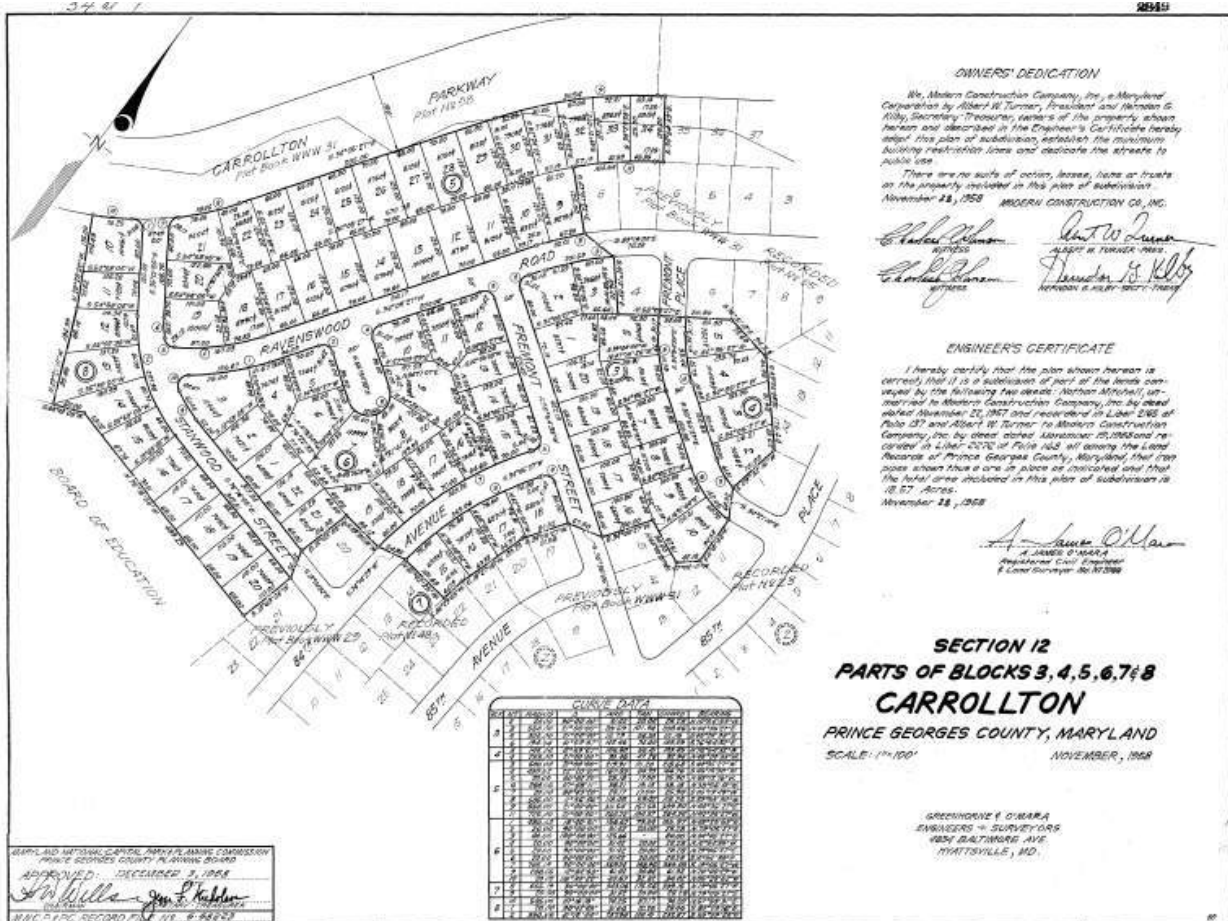
1958 Plat of Section 10 Including Blocks 11 and 12 in Carrollton (PGCPB WWW 32, 68)

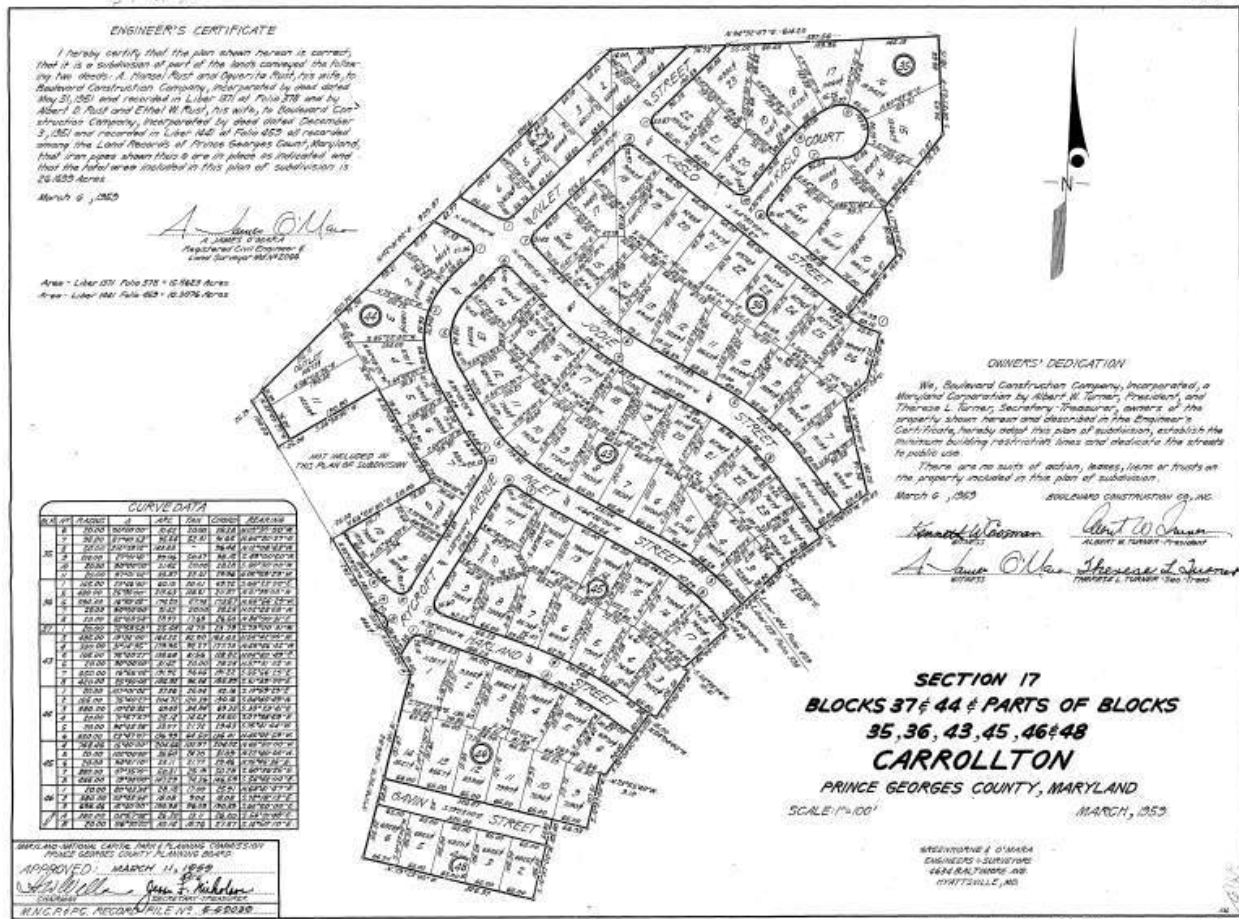


1958 Plat of Section 9 Including Parts of Blocks 20 and 24 Thru 28 in Carrollton
(PGCPB WWW 32, 69)

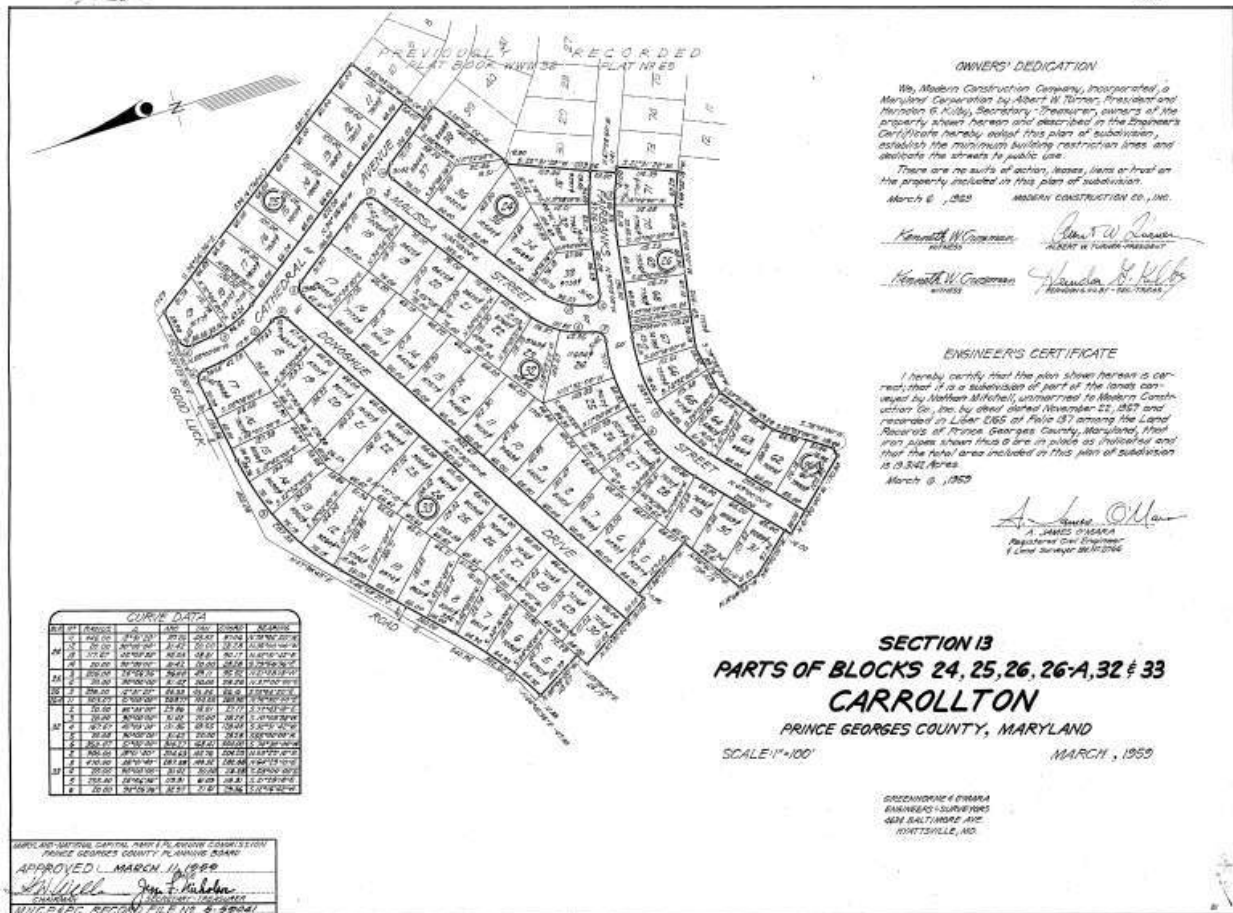


1958 Plat of Section 11 Including Block 29 and Parts of Blocks 26 A, 28, 30, and 31 in Carrollton (PGCPB WWW 33, 100)



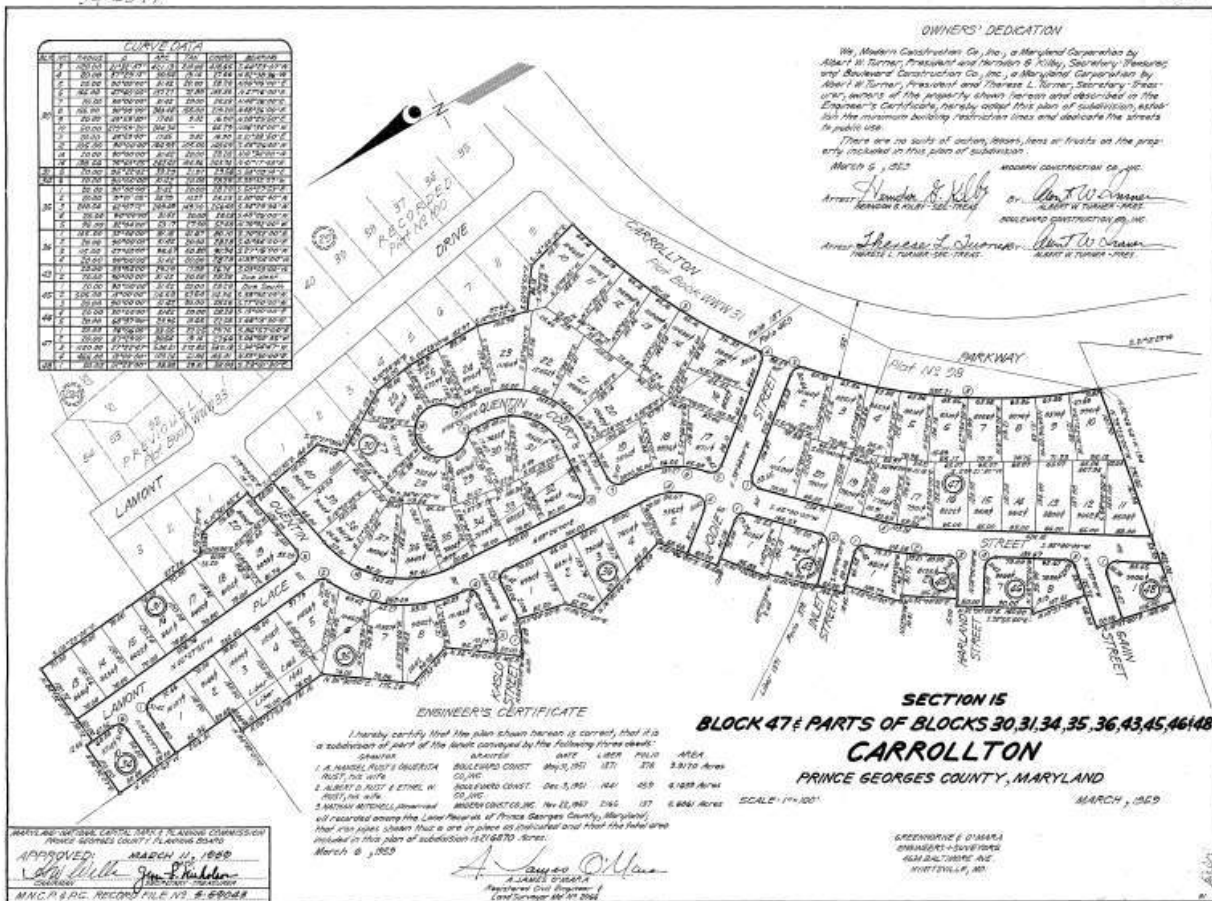


1959 Plat of Section 17 Including Blocks 37 and 44 and Parts of blocks 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB 34, 79)

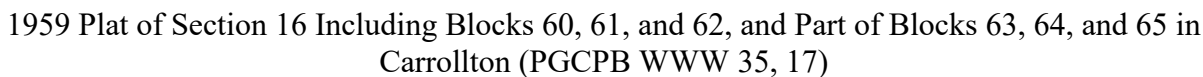


1959 Plat of Section 13 Including Part of Blocks 24, 25, 26, 26-A, 32, and 33 in Carrollton (PGCPB WWW 34, 75)

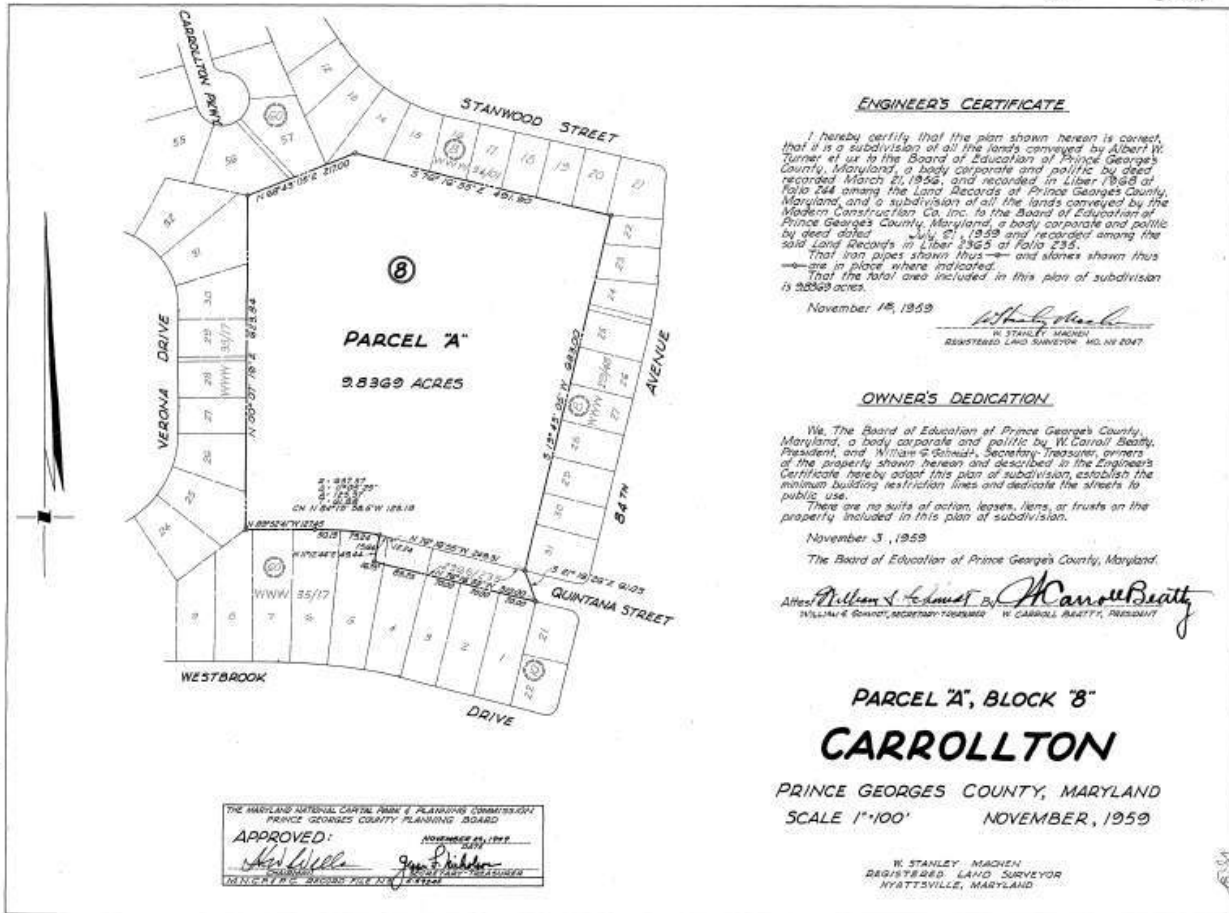




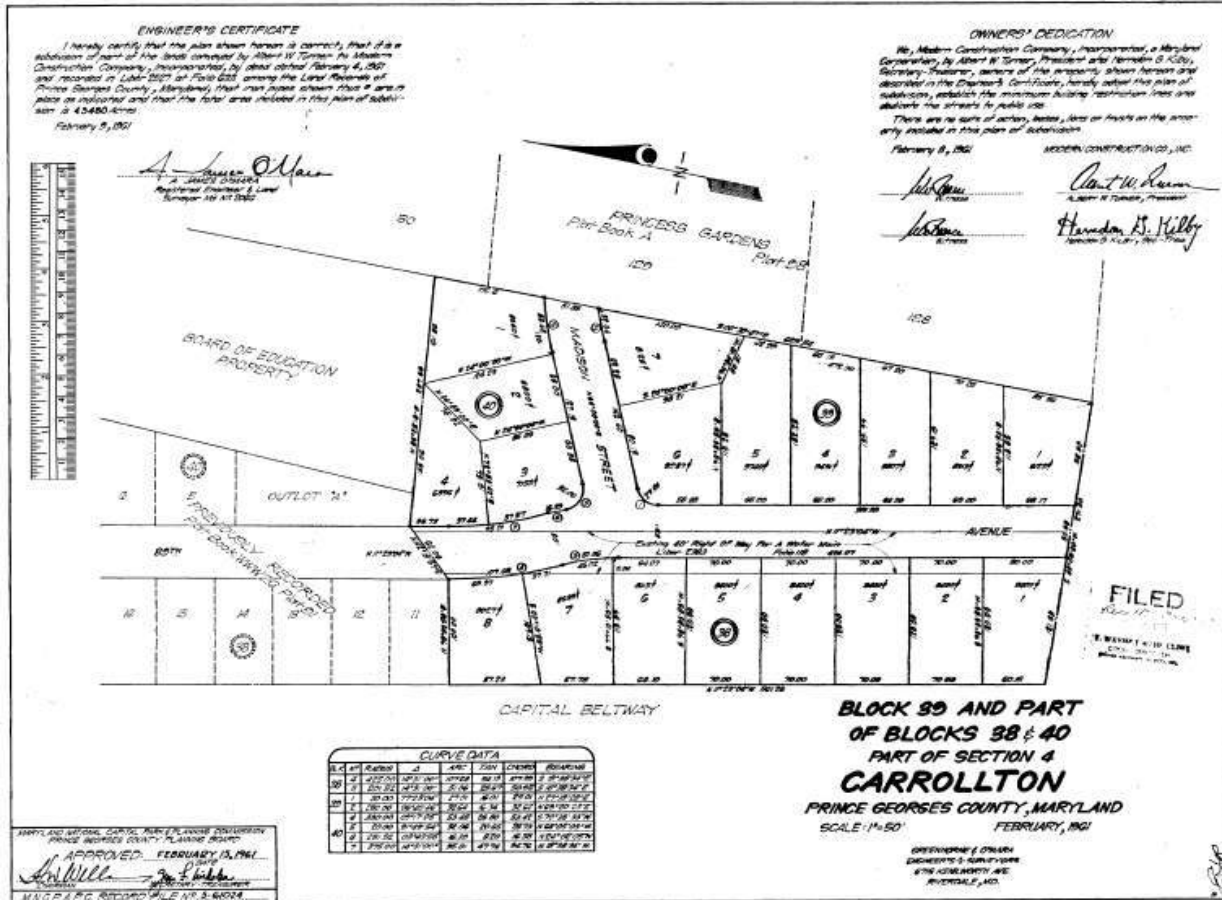
Journal of Management Education 30(6)



1959 Plat of Section 10 Including Street Dedication in Carrollton (PGCPB WWW 36, 37)



1959 Plat of Parcel A, Block 8 in Carrollton (PGCPB WWW 36, 57)



1961 Plat of Part of Section 4 Including Block 89 and Part of Blocks 38 and 40 in Carrollton (PGCPB WWW 39, 60)

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

Inventory No PG:69-000

Name: New Carrollton
Continuation Sheet

Number Photos Page 1



Photo 1 of 8: 8200 Quentin Street, Southeast Oblique



Photo 2 of 8: 8208 Quentin Street, Southeast Elevation

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

Inventory No PG:69-000

Name: New Carrollton
Continuation Sheet

Number Photos Page 2



Photo 3 of 8: Intersection of Quentin and Kaslo Streets, Looking North from 8211 Quentin Street



Photo 4 of 8: 6416 Lamont Street, Northeast Elevation

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

Inventory No PG:69-000

Name: New Carrollton
Continuation Sheet

Number Photos Page 3



Photo 5 of 8: 6441 Fairbanks Street, Southwest Elevation



Photo 6 of 8: Fairbanks Street Cul-de-sac, Looking Northeast

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

Inventory No PG:69-000

Name: New Carrollton
Continuation Sheet

Number Photos Page 4



Photo 7 of 8: 6209 87th Avenue, West Elevation



Photo 8 of 8: West Side of Lamont Drive, Looking Southwest from Quentin Street

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

Inventory No PG:69-000

Name: New Carrollton
Continuation Sheet

Number Photos Page 5

PHOTO LOG

Name of Property: New Carrollton
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 8:
8200 Quentin Street, Southeast Oblique
PG:69-000_2018-05-03_01

Photo 2 of 8:
8208 Quentin Street, Southeast Elevation
PG:69-000_2018-05-03_02

Photo 3 of 8:
Intersection of Quentin and Kaslo Streets, Looking North from 8211 Quentin Street
PG:69-000_2018-05-03_03

Photo 4 of 8:
6416 Lamont Street, Northeast Elevation
PG:69-000_2018-05-03_04

Photo 5 of 8:
6441 Fairbanks Street, Southwest Elevation
PG:69-000_2018-05-03_05

Photo 6 of 8:
Fairbanks Street Cul-de-sac, Looking Northeast
PG:69-000_2018-05-03_06

Photo 7 of 8:
6209 87th Avenue, West Elevation
PG:69-000_2018-05-03_07

Photo 8 of 8:
West Side of Lamont Drive, Looking Southwest from Quentin Street
PG:69-000_2018-05-03_08

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: New Carrollton Metrorail Station and Yard Inventory Number: PG:72-76
Address: 4700 Garden City Drive Historic district: ☐ yes ☒ no
City: New Carrollton Zip Code: 20784 County: Prince George's
USGS Quadrangle(s): Lanham
Property Owner: Washington Metropolitan Transit Authority (WMATA) Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: 12/20/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☒ 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)*

Location/Setting

The New Carrollton Metrorail Station and Yard is an above-ground rail transit station and railroad maintenance facility located at 4280 Garden City Drive in New Carrollton, Prince George's County. New Carrollton is a densely developed suburban area of Prince George's County. New Carrollton Metrorail Station and Yard is an intermodal station served by Washington Metropolitan Area Transit Authority (WMATA or Metro) Metrorail, MetroBus, Prince George's County TheBus, the Maryland Department of Transportation Maryland Rail Commuter (MARC), Amtrak, and Greyhound. It is located within the triangle formed by the Capital Beltway (I-495), John Hanson Highway (U.S. 50), and the railroad tracks of the Amtrak Northeast Corridor/Metrorail Orange Line.

The station is accessed by paved driveways connecting to Garden City Drive (MD 950) to the east and Ellin Road to the west. Due to construction during fieldwork, it was not possible to confirm whether the rectangular vertical "Metro" pylon sign, common to Metrorail stations, is still extant at the Garden City Drive entrance. Asphalt paved parking lots are present on both sides of the station. Closest to the station on both the east and west sides are ungated "Kiss and Ride" parking lots for passenger pick-up and

MARYLAND HISTORICAL TRUST REVIEW

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

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drop-off. Large, gated parking lots for daily parking are located northwest, east, and southeast of the station. During field investigations in August and September of 2018, the daily parking lots to the east and southeast were inaccessible due to construction. The east daily parking lot is under reconstruction and the southeast daily parking lot has been closed permanently. An office building and parking garage are under construction on the southeast daily parking lot.

Architectural Description

The New Carrollton Metrorail Station and Yard was built in two stages. The Metrorail concourse and platform were constructed in 1978. The Amtrak/MARC concourse and platform are an addition constructed in 1983, blending seamlessly with the original station. The station's Metrorail concourse is a one-story concrete building with covered train platforms above. The Brutalist building is built into the prism beneath the Metrorail and Amtrak/MARC tracks and overall has low, linear massing. The building's façade is on the east, facing a large concrete plaza. Due to the building's siting beneath the railroad tracks, only the façade is visible. The façade is smooth concrete, with simple geometric lines incised into the concrete as decoration.

The building has two main entrances at the façade. On the south side, a large unenclosed entrance allows access to the Metrorail concourse and to the elevator and escalators that run to the Metro platform above the station. To the north, an entrance enclosed by a window wall and features automatic sliding doors leading to the Amtrak concourse and the Amtrak/MARC platform above. Both entrances are identified by raised lettering affixed to the concrete façade. Above the south entrance, the lettering reads "New Carrollton Station" and includes the Metro logo. Above the north entrance, the lettering reads "New Carrollton Amtrak Station" and features the MARC and Amtrak logos. On the façade, the entrance is on the platform level and consists of an escalator and staircase surrounded by a low cast-stone wall and an elevator. The entrance is sheltered by a circa 1997 multi-barrel-vault metal and glass canopy, which connects to a pedestrian bridge that spans Ellin Road, providing access to the adjacent New Carrollton Federal Building.

A concrete plaza at each entrance connects the station building to the adjoining parking lots, parking garages, and bus terminals. The east plaza features a tall four-sided concrete clock tower, constructed in 1983 as part of the station's expansion. The tower is partially decorated with brightly colored mosaic tile, installed in 1999. The Greyhound Ticket Office (circa 2005), a small rectangular-plan metal modular building located on the east entrance plaza provides service for Greyhound passengers. Bus shelters constructed of three black-painted metal and glass walls with a wood bench and plexiglass roof are located throughout the property, including eight on the east side and four on the west side. These replaced the original bus shelters. The plaza is lit by simple fixtures consisting of a slender black pole holding a single light source covered by a clear glass globe.

Above the station building are the Metrorail and Amtrak/MARC platforms, connected to the station waiting areas below. The Metrorail platform is concrete with red hexagonal tile flooring. The platform is partially sheltered by a concrete canopy, consisting of paired barrel-vault canopies connected by an arched metal and glass hinge, held aloft by thin concrete columns. Black-painted metal and glass shelters, similar to the bus shelters found in the plaza, are located on the platform as well. Simple glass globe light fixtures, similar in design to those found on the plaza, are attached to the side of the concrete canopy at the connection between the paired barrel-vault canopies. The same light fixtures are attached to four-sided pylons, painted black, that also include the name of the station and information about the Orange Line. The Amtrak/MARC platform does not share design features with the Metrorail platform and consists of a concrete platform, elevator tower, and a partially enclosed escalator. The platform is partially covered by a long, flat concrete roof supported by black-painted metal posts.

The gated parking lots feature small rectangular security booths (circa 1980s), which replaced the original automated gates. These black-painted booths are located on concrete medians and include vehicle gates and ticket machines. They are included at the entrances to all daily parking lots. Due to construction, only the security booth at the west entrance could be surveyed.

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Eligibility recommended _____

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A four-story concrete parking garage (1986) with five levels of parking is located to the northeast of the station on the site of one of the station's original surface parking lots. Enclosed elevator/stair towers are present on all four of its elevations. This garage is highly geometric in design with triangular projections extending from the façade at the support columns. The columns, made of concrete, echo the design of the plaza clock tower. The concrete walls of the building feature impressions likely made by the forms used to pour the concrete. Colorful mosaic tiles decorate the stair towers and some of the support columns of the building.

A seven-story concrete parking garage (2007) with eight levels of parking is located northeast of the station on the site of one of the station's original surface parking lots. Enclosed glass and concrete elevator/stair towers are present at its northwest, southwest, and southeast corners. The architecture of the garage is simple, with poured concrete slabs supported by exterior concrete columns. The façade is broken up by deep grooves in the concrete that separate each slab into smaller concrete panels.

To the north of the station is its rail yard, one of the two where the trains and train operators start and finish their service days on Metro's Orange Line. The rail yard is the hub for the cleaning, repair, and storage of Metrorail trains and maintenance-of-way equipment. The rail yard is surrounded by a tall metal security fence topped with razor wire. Due to access restrictions, observations of the rail yard were made from the top level of a station parking garage and using historic images taken circa 2014. The rail yard's vehicular entry is a gated driveway with a gatehouse accessed from Garden City Drive. Pedestrian access is via a metal turnstile in the fence near the gatehouse. The primary structural component of the complex is the electrified tracks used for the storage, movement, and maintenance of Metrorail passenger trains and WMATA maintenance-of-way equipment. These tracks, like those that service the station, have been continuously repaired and updated since installation. Trains enter the yard via a siding off the main Orange Line north of the station. From there, tracks continue throughout the complex with switches allowing movement between the maintenance buildings and storage tracks. An employee surface parking lot is at the center of the yard. The buildings of the rail yard are simple, industrial type buildings. These buildings include:

- Gatehouse (1978): A small, one-story black-painted building with a flat roof. Large, single pane windows allow guards to surveil the rail yard's vehicular and pedestrian access gates.
- Administration building (1978): A one-story brick-clad rectangular plan building with flat roof. A two-leaf glass door with a black-painted metal frame and glass sidelights and single-pane windows are visible on the southern elevation. A flat-roofed canopy projects from the southern elevation and shades the walkway between the building and the train storage tracks.
- Yard tower (1978): A two-story building, clad in brick, consisting of a rectangular base and a smaller second story. The second story features large ribbon windows looking out over the yard.
- Car wash (1978): A long, two story brick-clad building with clerestory windows. Rails enter through large doorways on the north and south elevations and allow trains access to the building's interior.
- Car Track Equipment Maintenance (CTEM) building (ca. 1978-1980): An eight-bay, two-story building clad in metal sheathing with a low-pitched side-gable roof and seven prominent metal ventilation stacks. Rails enter the building from the north.
- Small storage building (ca. 1978-1980): This building could not be field verified. A small, square-shaped brick-clad storage building located north of the yard tower. A garage door and pedestrian door are located on the building's west elevation, facing an access road.
- The rail yard's other buildings, including the current repair shop, salt dome, and small storage buildings were constructed between

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Date

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1980 and 2004.

Historic Context

The New Carrollton Metrorail Station and Yard is part of the rail transit system operated by WMATA (often referred to as Metro) a regional public transportation entity providing mass transit for Washington, D.C., and surrounding counties in Maryland and Virginia. The original plan for the Metrorail was built out between 1969 and 2001 (Schrag 2009). The Silver Line, an 11.7-mile segment connecting northern Virginia to Washington, D.C. was completed in 2014. An expansion of the Silver Line from downtown Washington, D.C., to Reagan-Dulles International Airport is under construction as of 2018 (WMATA 2014).

The Metrorail traces its beginnings to the 1952 passage of the National Capital Planning Act, a law which mandated the creation of a comprehensive plan for moving people and goods throughout the capital region. The Mass Transportation Survey was completed seven years later and called for the creation of a \$500 million rail rapid transit system for the nation's capital by 1980 (WMATA 2010). By the 1950s, the expansion of the federal government during the 1930s and 1940s had created significant traffic issues in the nation's capital. The existing road and rail networks, which had been laid out many years before, could not handle the increased traffic. As suburban areas in Maryland and Virginia continued to expand, commuter traffic into and out of the city increased. The 1952 plan advocated for the construction of a system of highways as a solution to Washington D.C.'s significant transportation problems as well as to connect the nation's capital to the Interstate Highway System. To complement the highways, the plan called for a 33-mile rail rapid transit system (Schrag 2009). In 1960, the National Capital Transportation Agency (NCTA) was formed and tasked with studying and developing a plan for the region's transportation infrastructure (WMATA 2010). By 1962, the NCTA had developed a proposal for an 83-mile-long rapid transit system with 65 stations, which it presented to President John F. Kennedy. This proposed system was spearheaded by the NCTA's administrator, C. Darwin Stolzenbach, who sought a regional transportation plan that emphasized mass transit over highway development. This plan proved to be controversial, and critics accused the NCTA of being "anti-highway" for delaying construction of the proposed interstates while the rail transit plan was studied (Eisen 1963, A1).

Following Stolzenbach's resignation in 1965, the NCTA proposed a smaller rail rapid transit system that planners emphasized would work with rather than against highways (Schrag 2009). This 25-mile, \$431 million-dollar system was approved by Congress and signed by President Lyndon B. Johnson the same year (WMATA 2010). The following year the NCTA was dissolved, and oversight of the proposed system was given to the newly-formed WMATA. With representatives from Washington, D.C., Maryland, and Virginia on its governing board, WMATA emphasized a regional approach to transportation planning, extending the proposed system beyond the borders of Washington and into the surrounding suburbs (Schrag 2009). In 1968, the WMATA approved a plan for a 97.2-mile system that would connect Washington, D.C., Maryland, and Virginia, naming the new system Metrorail (WMATA 2010).

Revisions to station locations continued into early 1969, growing the system to its final 98-mile size. After approval by all jurisdictions in September of 1969, construction of the Metrorail began in December with a ground breaking at Judiciary Square in Washington, D.C. WMATA hired De Leuw, Cather, & Company to engineer the system and Harry Weese and Associates to design the station architecture.

Harry Weese's design created large, open, and clean stations that reflected the grand civic architecture of the nation's capital while meeting the needs and wants of the users of the system (Baldwin, 2011). Weese created a "design kit-of-parts" to be used in the design of stations to ensure architectural unity throughout the system. The parts included the bare concrete station construction, hexagonal terra-cotta floor tiles, coffered precast concrete panels for underground stations, and paired barrel-vault canopies for aboveground stations (Gerfen, 2014). The monumental coffered concrete vaults of the stations became the signature design

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element of the system (Carter, 2016). The paired barrel-vault canopies over the platforms of the aboveground stations were designed to evoke the vaults of the underground stations. The first aboveground station was Rhode Island Avenue, terminus of the original Red Line, which opened in 1976 (Johnson, 2014). Weese's design for the Metrorail contrasted strongly with existing subways systems in the United States, especially the cramped and (at the time) dirty New York Subway system (Gerfen 2014).

In March of 1976 the Metrorail opened its first line, the Red Line, which featured five stations between Rhode Island Avenue and Farragut North. The Blue Line, the Metrorail's second rail line, opened just over a year later in July of 1977 (WMATA 2010). The Orange Line, which connects New Carrollton in Prince George's County to Washington, D.C., opened on November 20, 1978 (WMATA 2010). Construction of the Orange Line brought Metrorail service to the east side of the Anacostia River and was the furthest extension of the system, bringing Metrorail service as far as the Capital Beltway (Feaver 1978, C1). New Carrollton Station, the terminus of the Orange Line, was sited near the Beltway so that commuters from across the area could easily drive from their homes to the station. The New Carrollton and Landover Station designs appealed to suburban commuters, offering the first "park and ride" facilities in the system. The majority of the Orange Line's 4,000 parking spaces on opening day were available at those two stations. New Carrollton Station, with its large parking lots and easy access to both the John Hanson Highway and the Capital Beltway, was the most popular Orange Line station on opening day. All 1,900 spaces of its parking lot were filled by 8:45 AM (Feaver 1978, C1).

As one of the termini of the Orange Line, New Carrollton Metrorail Station and Yard was constructed with a rail yard for the maintenance and storage of the line's trains and track/station maintenance equipment. Each Metrorail line has rail yards at or near its terminal stations. By siting rail yards at both ends of each line, Metro runs more efficiently by avoiding having to run empty trains across the line each morning and evening (Johnson 2015). At the line's opening, the rail yard included a gatehouse, administration building, yard tower, car wash, and tracks for the movement and storage of Metrorail trains (WMATA/USDOT 2014, Appendix A, 2). Historic aerial images show that the CTEM building and small storage building were also constructed by 1980 and may also date to the original construction of the rail yard.

The opening of the New Carrollton Metrorail Station and Yard spurred new development on previously undesirable property within walking distance of the station. The property, bordered by the Capital Beltway, John Hanson Highway, and the rails of Amtrak's Northeast corridor, was previously undesirable due to lack of direct access. With the opening of the station and the accompanying ramps to the Capital Beltway and John Hanson Highway, the property was developed as the Metro East office park. The property's easy access to Metrorail, Amtrak, and two major highways made it very appealing to developers (Conway 1978, MD1). By 1981, eight buildings had been constructed on the property.

In 1983, Amtrak constructed an addition to WMATA's station to serve intercity passenger trains. The New Carrollton Amtrak Station replaced the Capital Beltway Station just north of New Carrollton. Capital Beltway Station was a small prefabricated station constructed by the Penn Central Railroad between 1969 and 1970 (Penn Central News 1970, 3/Amtrak, 1983).

The New Carrollton Metrorail Station proved so popular upon opening that adequate parking was an issue from day one. Less than a year after opening, WMATA officials restriped parts of the parking lots to add 161 new parking slots and were in the process of constructing another 200 spots. The station's overcrowded parking lots had led to cars being parked illegally throughout the station complex and surrounding area. In six months, five security gate arms a week needed to be replaced due to damage from angry commuters (Contreras 1979, C3). Plans for increased parking were underway in the late 1970s, with construction to begin in the mid-1980s (Hodge 1979, MD1). The addition of the Amtrak/MARC station at New Carrollton worsened the parking shortage, so in 1986 WMATA, the Federal Railway Administration, and the Prince George's County Government began construction of a parking garage on part of the northeast parking lot. The garage was a joint effort between the three agencies, allowing them to share construction costs. The garage opened in December of 1986 with 1,192 spaces, 600 of which were reserved for Amtrak

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customers, 400 for Metro customers, and 192 shared spaces (Henderson 1986, B1).

The New Carrollton Federal Building, a complex of three Internal Revenue Service office buildings, was constructed in 1997 across from the station on Elgin Road. As part of the complex's construction, a covered pedestrian bridge was constructed over Elgin Road and connected to the Metro station's west entrance plaza (Forgey 1997, D5).

In 1999, Prince George's County commissioned architect Ben Van Dusen and painter-sculptor Heidi Lippman to create public art for the New Carrollton Station. The result, titled "Dawn and Dusk," was the addition of brightly colored mosaic tiles to the station's clock tower and 1986 parking garage. The tiles consist of glass pieces in shades of red, blue, yellow, green, magenta, orange, and pieces of marble, granite, and other stone. The mosaic work was created and installed by German and Italian craftsman based on designs by Lippman and Van Dusen (Forgey 1999, C5).

In 2004, Metro constructed new service and inspection facilities within the rail yard and re-aligned tracks within the yard to provide access to the new facilities (WMATA/USDOT 2014, Appendix A, 2).

In 2014, the American Institute of Architects (AIA) awarded the Metrorail the 25 Year Award for Architecture in recognition of its endurance as "an exemplar of good design in its community" (Gerfen, 2014).

Eligibility Determination

The New Carrollton Metrorail Station and Yard is a representative example of the aboveground rail stations designed by architect Harry Weese for the Metrorail during the first phase of its construction. This station was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The property was not evaluated for eligibility under Criterion D.

This evaluation does not cover the entire Metrorail system. As of 2017, WMATA is in the process of preparing an evaluation for the full system (Capps, 2017).

The New Carrollton Metrorail Station and Yard is significant as part of the Metrorail, a major post-World War II transportation engineering project, and for its role in the growth and development of the Washington, D.C., region. As the Maryland terminus of the Orange Line, the station's rail yard serves an important role in the daily operations and maintenance of the system, including the New Carrollton Metrorail Station. As part of the larger Metro system, New Carrollton Metrorail Station and Yard gave the people of Prince George's County access to fast, efficient public transit and further connected the suburbs to Washington, D.C. The station's opening directly spurred development of the adjacent office park and federal office complex and contributed to the overall development of Prince George's County as a suburb of Washington, D.C. Therefore, the New Carrollton Metrorail Station and Yard is eligible under Criterion A.

Research has found no significant association between the New Carrollton Metrorail Station and Yard and the lives of persons significant to our history. Therefore, it is not eligible under Criterion B.

The New Carrollton Metrorail Station and Yard embodies the type, period, and method of construction of the Metrorail system. The station building and Metrorail platform are significant as one of the original aboveground stations designed by architect Harry Weese and are representative of the AIA award-winning design for the Metrorail system. The station features many of the elements from Weese's "design kit of parts," that provide an architectural unity to the system. These elements include the use of smooth exposed concrete, paired barrel-vault-canopies that evoke the vaults of the underground stations, and red hexagonal tiles on the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Metrorail platform. Research did not reveal the architect of the 1983 Amtrak addition to the station nor whether the addition was planned during the building's initial design. The exterior of the addition blends seamlessly into the original station and continues the use the materials and design elements prescribed by Weese for the system. Therefore, the New Carrollton Metrorail Station and Yard is eligible under Criterion C.

The New Carrollton Metrorail Station and Yard retains integrity to convey its significance. The resource remains in its original location. The integrity of setting remains intact, with suburban commercial, office, and residential development surrounding the resource.

The station's design remains intact, with both the original station and Amtrak/MARC addition exhibiting character-defining features such as low, linear massing, restrained decoration, and bare concrete surfaces. The Metrorail platform's character-defining features, including the paired barrel-vault canopies, light fixtures, pylon-style signage, and the red hexagonal floor tiles remain unaltered. Other original features, such as the east entrance plaza, with its expansive concrete surfaces, simple light fixtures, and centrally-located concrete clock tower remain intact. The addition of the colored tiles of "Dusk and Dawn" to the plaza clock tower have not diminished its integrity. The west entrance plaza, although altered by the construction of the pedestrian bridge and new entrance canopy in the 1990s, retains character-defining features such as its expansive concrete surfaces and simple globe light fixtures. The surface parking lots, both the "Kiss and Ride" and daily lots on the east and west sides of the station, have been reconfigured continuously since the station's opening. However, this reconfiguration had not impacted their integrity, as the presence of the parking lots and the role they play in the station's function as a suburban commuter station are what conveys significance, not the physical fabric of the lots.

Based on the evaluated Criteria, the New Carrollton Metrorail Station and Yard is eligible for listing in the NRHP with a period of significance from 1978 (construction of New Carrollton Metrorail Station and Yard) to 1983 (completion of Amtrak addition).

All features constructed during the period of significance are contributing elements: the station building and platforms, both entrance plazas including the clock tower, and rail yard buildings: gatehouse, administration building, yard tower, car wash, CTEM building, and small storage building. The surface parking lots also contribute the significance of this resource, although their presence is what is significant, rather than their physical fabric.

The property encompasses 71.65 acres and is confined to the property owned by WMATA, bounded to the north by Cobb Road, to the south by the John Hanson Highway (U.S. 50), to the west by Ellin Road, and to the east by Garden City Drive (MD 950).

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

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 Date

 Reviewer, National Register Program

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

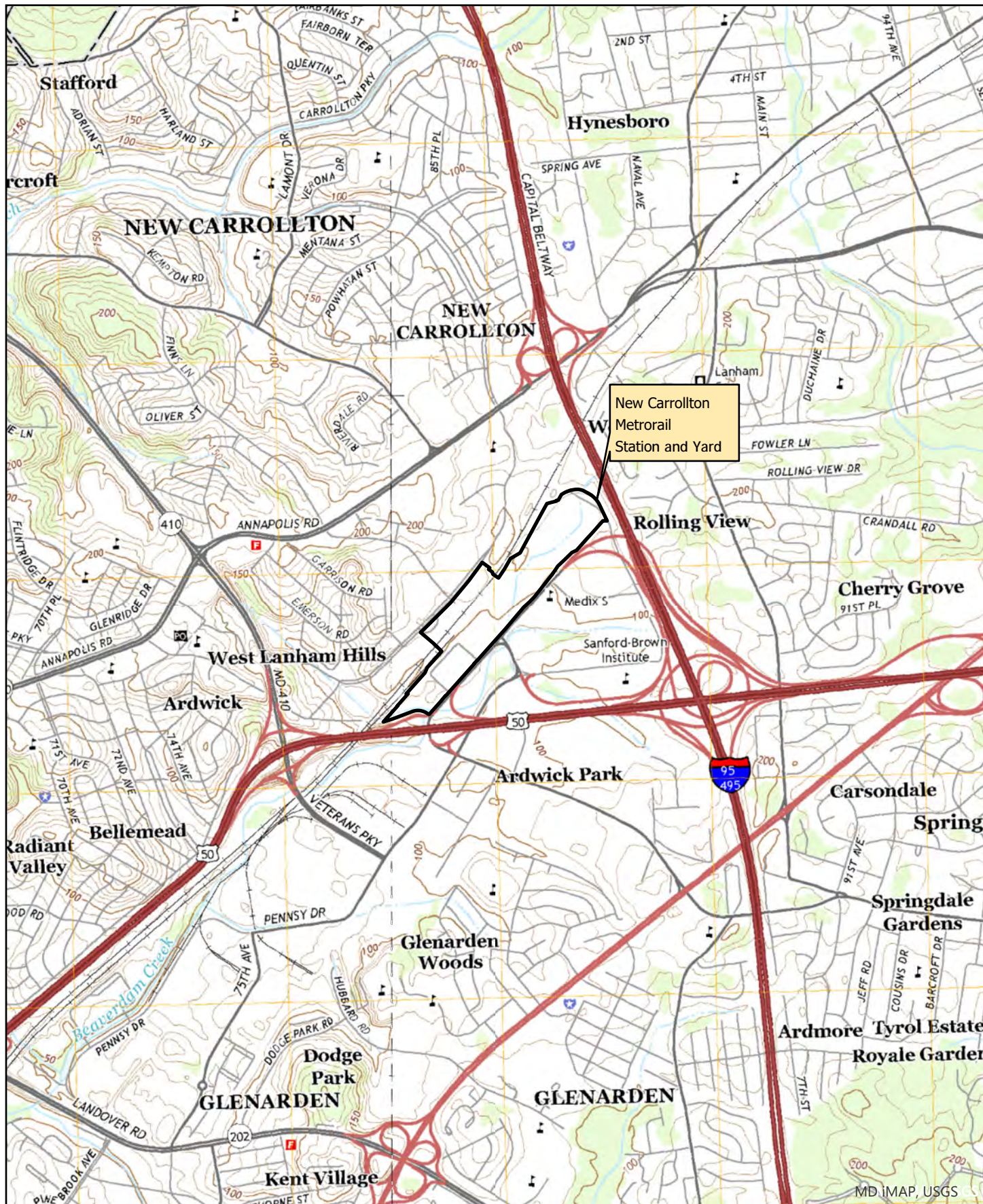
MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

New Carrollton Metrorail Station and Yard

Location: 4700 Garden City Drive
City: New Carrollton

MIHP#: PG:72-76
Prince George's County



USGS 7.5' Quadrangle - Lanham

0 0.3 0.6
Miles
Scale: 1:24,000



New Carrollton Metrorail Station and Yard

Location: 4700 Garden City Drive
City: New Carrollton

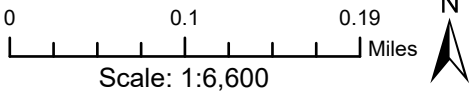
MIHP#: PG:72-76
Prince George's County



Parcel Boundaries

Contributing Element

*=Unable to Field Verify

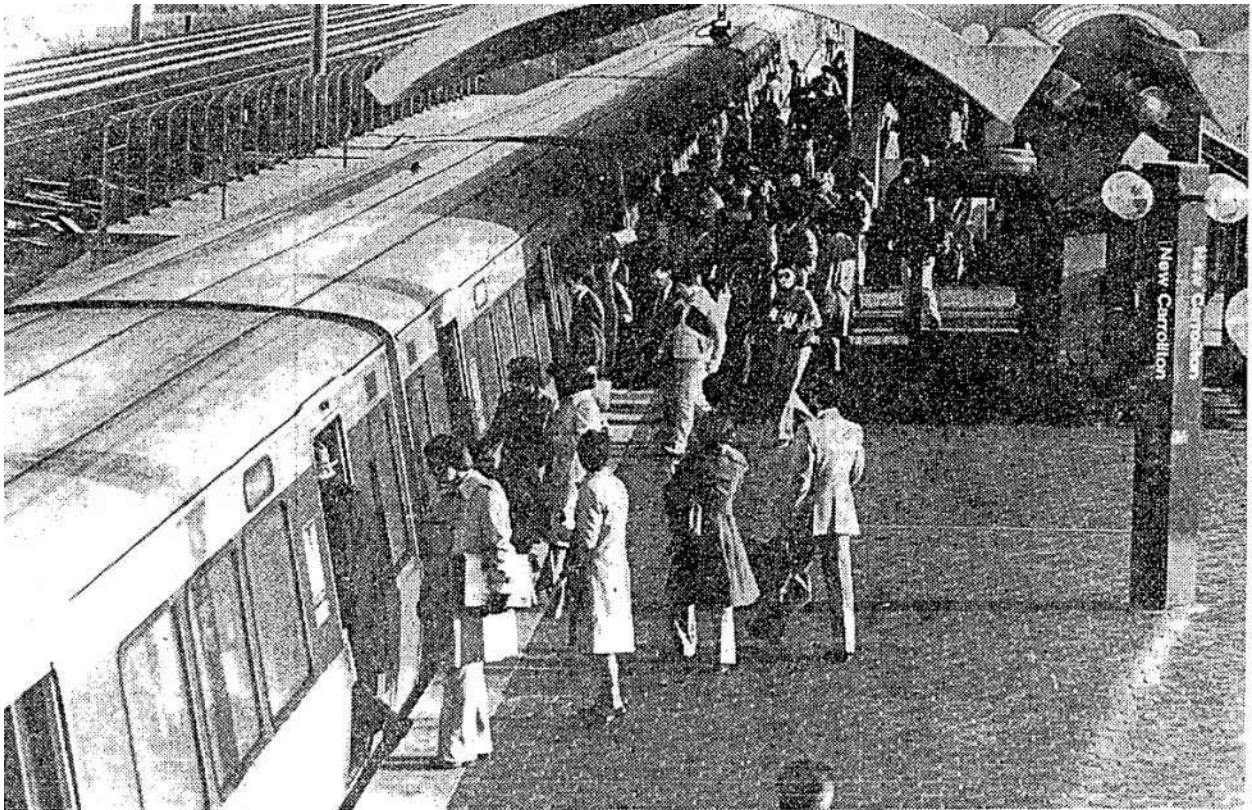


New Carrollton Metrorail Station and Yard
4700 Garden City Drive
New Carrollton, Prince George's County, Maryland



By James M. Thresher—The Washington Post

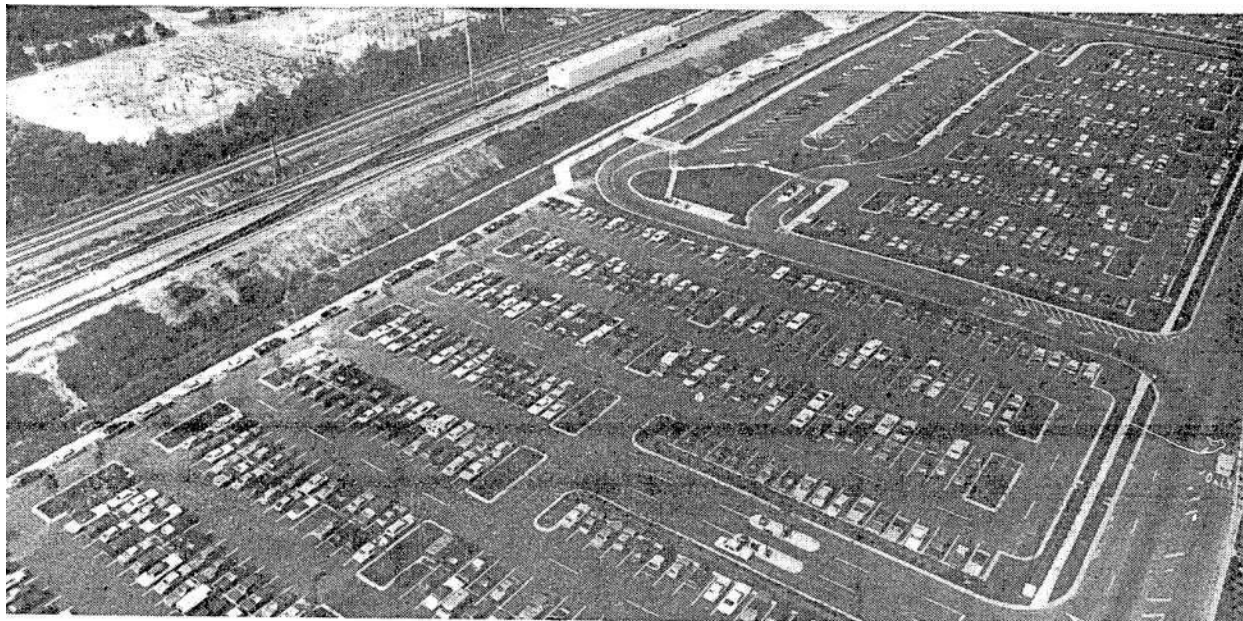
Historic Image 1: New Carrollton Metrorail Station under construction, 1978.
Photo by James M. Thresher, *The Washington Post*, November 12, 1978, C1.



By Larry Morris—The Washington Post

Historic Image 2: New Carrollton Metrorail platform, 1978.
Photo by Larry Morris, *The Washington Post*, November 21, 1978, C1.

New Carrollton Metrorail Station and Yard
4700 Garden City Drive
New Carrollton, Prince George's County, Maryland



At the New Carrollton Metro station, the 1,900 parking spaces are usually filled by 8 a.m. By Larry Morris—The Washington Post

Historic Image 3: New Carrollton parking lots, 1979.
Photo by Larry Morris, *The Washington Post*, September 13, 1979, MD1.



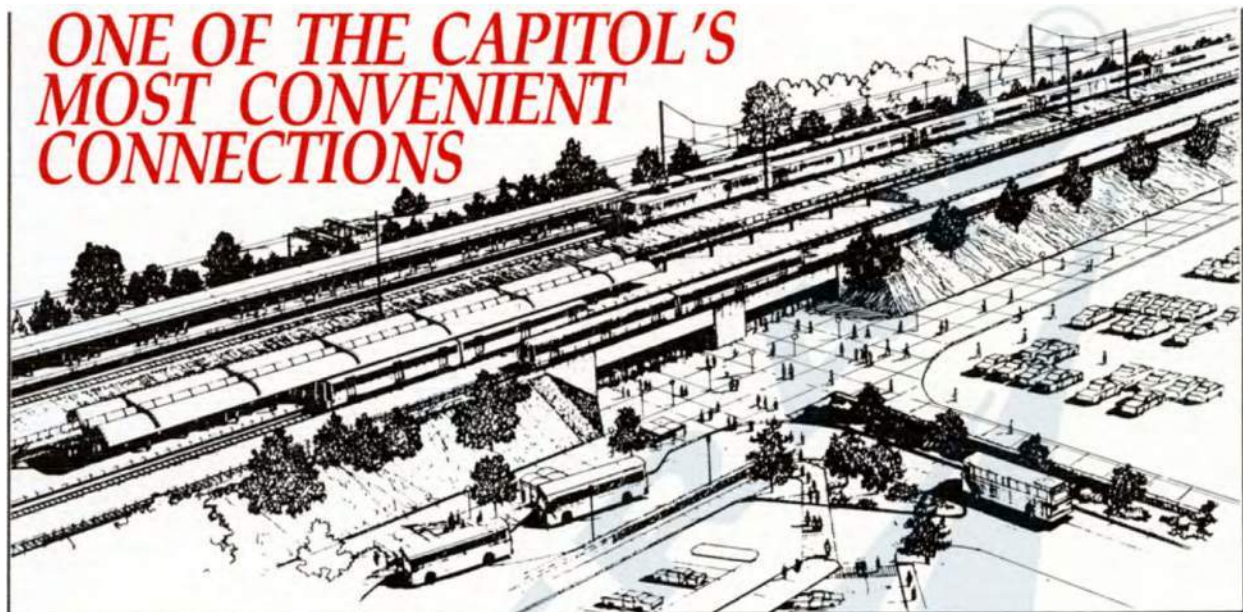
BY DENNIS WHITEHEAD FOR THE WASHINGTON POST

Historic Image 4: Parking attendant Don DeWeese at entrance to
New Carrollton Metrorail Station parking lot, 1981.
Photo by Dennis Whitehead, *The Washington Post*, April 9, 1981, MD1.

New Carrollton Metrorail Station and Yard

4700 Garden City Drive

New Carrollton, Prince George's County, Maryland



Historic Image 5: New Carrollton Metrorail Station with Amtrak addition, 1983.

Image from Amtrak promotional brochure.

<https://history.amtrak.com/archives/i-new-i-new-carrollton-station-brochure-1983>.



Historic Image 6: Yard tower (1978) and repair shop (2004) as seen from Garden City Drive.
Photo from *New Carrollton and Landover Yards Improvements Environmental Assessment*, 2014.

New Carrollton Metrorail Station and Yard
4700 Garden City Drive
New Carrollton, Prince George's County, Maryland



Historic Image 7: View of rail yard employee parking lot and circa 1978-1980 small storage building.
Photo from *New Carrollton and Landover Yards Improvements Environmental Assessment*, 2014.



Historic Image 8: New Carrollton Metrorail platform.
Photo by Stephen Grütering, September 2018, from Google Maps.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 1



Photo 1 of 16: East station entrances, view from east "Kiss and Ride" parking lot, looking northwest.



Photo 2 of 16: East parking lots showing construction, view from east "Kiss and Ride" parking lot, looking northeast.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 2



Photo 3 of 16: New construction on former southeast daily parking lot, view from east “Kiss and Ride” parking lot, looking southwest.



Photo 4 of 16: West daily parking lot, view within lot, looking north.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 3



Photo 5 of 16: Security booth at entrance to west parking lot, view from driveway, looking southwest.



Photo 6 of 16: East entrances, view from parking garage (1986), looking southwest.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 4



Photo 7 of 16: East entrance plaza, view from plaza, looking south.

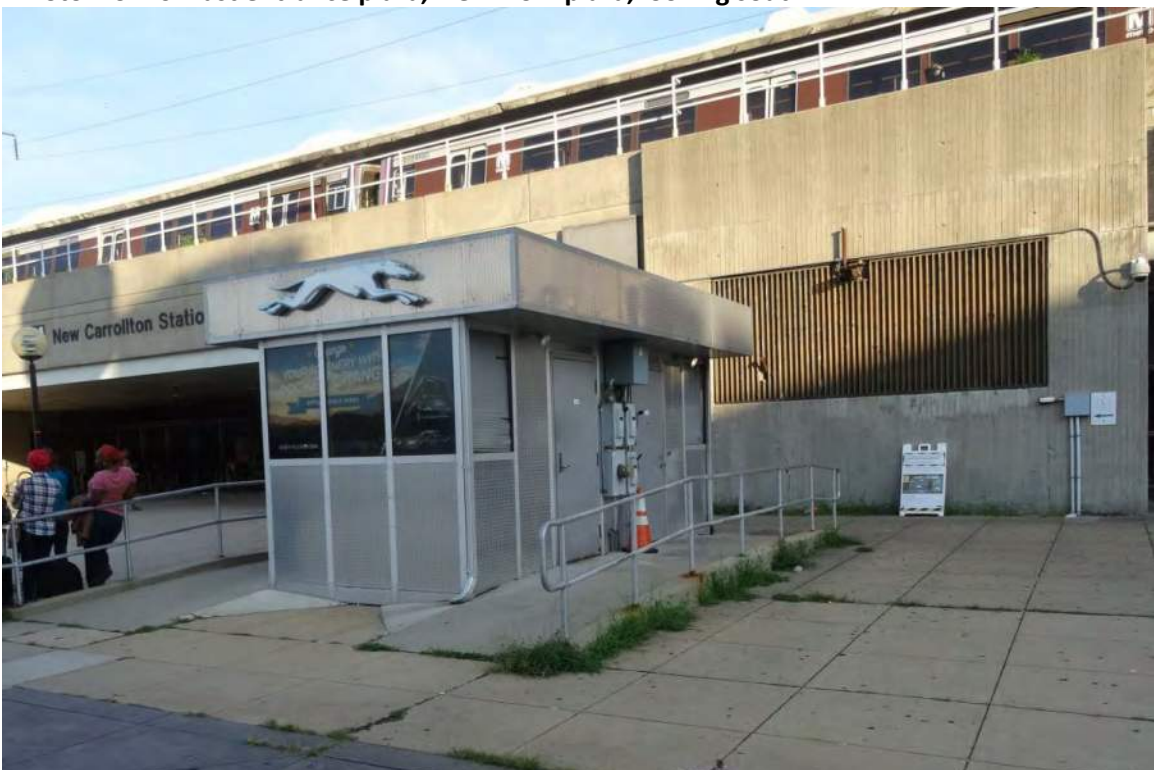


Photo 8 of 16: Greyhound ticket booth, view from east entrance plaza, looking southwest.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 5



Photo 9 of 16: West entrance plaza, view from plaza, looking southeast.



Photo 10 of 16: Metrorail platform, view from parking garage (1986), looking southwest.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 6



Photo 11 of 16: Amtrak/MARC platform, view from west side of tracks, looking east.



Photo 12 of 16: Parking garage (1986), view from east entrance plaza, looking northeast.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 7



Photo 13 of 16: Parking garage (2007), view from east "Kiss and Ride" parking lot, looking north.



Photo 14 of 16: New Carrollton rail yard administration building and gatehouse at far right, view from parking garage (1986), looking northwest.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 8



Photo 15 of 16: New Carrollton rail yard: gatehouse, administration building, CTEM building, and yard tower, view from parking garage (1986), looking northeast.



Photo 16 of 16: New Carrollton rail yard car wash, view from parking garage (1986), looking northeast.

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 9

PHOTO LOG

Name of Property: New Carrollton Metrorail Station and Yard
Name of Photographer: Heather Staton, Dovetail Cultural Resource Group
Date of Photographs: August 9th, September 6th, and September 12th 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 16:

East station entrances, view from east "Kiss and Ride" parking lot, looking northwest.
PG;72-26_2018-08-09_01.tif

Photo 2 of 16:

East parking lots showing construction, view from east "Kiss and Ride" parking lot, looking northeast.
PG;72-26_2018-09-12_02.tif

Photo 3 of 16:

New construction on former southeast daily parking lot, view from east "Kiss and Ride" parking lot, looking southwest.
PG;72-26_2018-09-12_03.tif

Photo 4 of 16:

West daily parking lot, view within lot, looking north.
PG;72-26_2018-09-12_04.tif

Photo 5 of 16:

Security booth at entrance to west parking lot, view from driveway, looking southwest.
PG;72-26_2018-09-12_05.tif

Photo 6 of 16:

East entrances, view from parking garage (1986), looking southwest.
PG;72-26_2018-08-09_06.tif

Photo 7 of 16:

East entrance plaza, view from plaza, looking south.
PG;72-26_2018-08-09_07.tif

Photo 8 of 16:

Greyhound ticket booth, view from east entrance plaza, looking southwest.
PG;72-26_2018-08-09_08.tif

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

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard
Continuation Sheet

Number Photos Page 10

Photo 9 of 16:

West entrance plaza, view from plaza, looking southeast.

PG;72-26_2018-09-12_09.tif

Photo 10 of 16:

Metrorail platform, view from parking garage (1986), looking southwest.

PG;72-26_2018-08-09_10.tif

Photo 11 of 16:

Amtrak/MARC platform, view from west side of tracks, looking east.

PG;72-26_2018-09-12_11.tif

Photo 12 of 16:

Parking garage (1986), view from east entrance plaza, looking northeast.

PG;72-26_2018-08-09_12.tif

Photo 13 of 16:

Parking garage (2007), view from east "Kiss and Ride" parking lot, looking north.

PG;72-26_2018-09-12_13.tif

Photo 14 of 16:

New Carrollton railyard, view from parking garage (1986), looking northwest.

PG;72-26_2018-09-06_14.tif

Photo 15 of 16:

New Carrollton railyard, view from parking garage (1986), looking northeast.

PG;72-26_2018-09-06_15.tif

Photo 16 of 16:

New Carrollton railyard train wash, view from parking garage (1986), looking northeast.

PG;72-26_2018-09-06_16.tif

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

None.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: North Bethesda Grove

Inventory Number: M: 30-43

Address: Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave

Historic District:

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): 0000

Tax Map: HP12

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The North Bethesda Grove community is a single-family, planned suburban development located on the south side of Grosvenor Lane just west of the I-495 and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded by Grosvenor Lane on the north, the residential development of Alta Vista Gardens on the west, the residential development of Grosvenor Heights and I-270 on the east, and I-495 on the south. Roxboro comprises four linear

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

streets and one cul-de-sac (Dickens, Edward, and Fleming Avenues, Lone Oak Drive, and Raleigh Tavern Court) lined with 171 single-family dwellings on residential lots averaging about 0.1 acre. The subdivision encompasses an estimated 44.9 acres and includes the 13-acre Fleming Local Park. All streets are lined with a concrete curb and a concrete sidewalk. Most individual lots are slightly sloped, landscaped with moderate tree coverage, plant beds, and bushes, and often have fenced-in rear yards. Secondary buildings include sheds. Approximately two thirds of the lots feature a concrete or asphalt driveway. The Bethesda Trolley Trail, which runs north-south in this area, cuts through the community along the east side of Fleming Avenue. Fleming Local Park features baseball courts, tennis courts, baseball and softball fields, a playground, picnic pavilion, and a paved-asphalt parking area with two access points from Fleming Avenue.

Description:

The North Bethesda Grove community is a planned suburban neighborhood with single-family dwellings constructed between 1950 and 2018, although most dwellings were constructed between 1950 and 1953 during the Modern Period (1930-1960) (KCI Technologies, Inc. [KCI] 2011). Approximately a quarter of the dwellings in North Bethesda Grove are recent infill. The streets are in a grid pattern, connecting with Grosvenor Lane, an access road to several residential communities such as Lone Oak, Wildwood Manor, and Alta Vista Gardens. Most of the original single-family dwellings were constructed in variations of the Minimal Traditional, Transitional Ranch, and Split-Level forms, with examples of the Colonial Revival styles. Many dwellings in the blocks on the north side of Lone Oak Drive constructed in the 1950s are set at a slight angle on their lots. Most dwellings do not have an attached or inset garage.

Houses in North Bethesda Grove are primarily between three to five bays wide and between one to two stories tall. Two-story dwellings were common in the southern portion of the community. Depending on the slope of the terrain, houses sit atop a crawl space or basement of concrete block; typically, the foundation in the primary elevation would be sheathed with a brick veneer. Cladding includes stretcher-bond brick veneer and asbestos shingles; however, vinyl replacement siding was common. Several of the original dwellings concentrated in the northern portion of the subdivision also feature vertical wood board. Rooflines are primarily front and side gabled, but front-gabled peaks, gambrel roofs, and hipped roofs are also present. Roofs are primarily sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or front elevation or pierce the roof slope. Dormers are present on a few dwellings as shed dormers are set typically on the façade and rear elevation.

Primary entrances are often located on the elevation that faces the road; however, several examples feature it on a side elevation, such as at 9916 and 9918 Fleming Avenue. Entrances are typically filled with a single-leaf wood or metal door and storm door. Concrete stoops and entry porches are most common throughout the neighborhood; however, partial-width porches are also present. Windows are single or paired two-over-two (horizontal muntins), wood-

framed, double-hung sash or single-light, metal-frame, casements; however, one-over-one, vinyl-framed, double-hung-sash units are also common. Windows in the northern segment feature a configuration of one or two casement or double-hung-sash windows above a larger fixed window. Tripartite or bay windows are rare. Additions are typically found at the rear elevation and are in scale with the building's core.

Fleming Local Park was developed between 1975 and 1979 and does not appear in the original plats of the North Bethesda Grove subdivision. A wood sign is situated on the south side of the southern entrance to the park from Fleming Avenue. It reads "Fleming Park, M-NCPPC Department of Park, Montgomery County." Situated at the northwest corner of the park are a pair of tennis courts and a pair of basketball courts constructed in the late 1970s. They are both enclosed by tall metal chain-link fencing and lighted by original fixtures that consist of a tapered metal pole with hinged lights. A one-story, wood-frame, original picnic pavilion is located west of the athletic courts. The pavilion is set on a concrete slab foundation and is covered by a low-pitched, gabled roof supported by square wood posts. A baseball field is on the south side of the entrance to the park. It features a metal, chain-link backstop with wood and metal bleachers flanking each side and a dirt diamond. A metal, chain-link backstop is located east of the baseball diamond near the eastern tree line. A circa-2002, metal-frame, playground is located to the north of the pavilion. Scattered around the park are metal-frame, wood-plank benches. Asphalt pathways traverse the park. Modern drainage systems consisting of infiltration trenches were recently added by Montgomery County's Department of Environmental Protection.

Historic Context:

The North Bethesda Grove community's residential portion is located on the south side of Grosvenor Lane and was once part of the larger tract known as "Dann" on the west side of the Georgetown and Rockville Electric Railway (Montgomery County Deed Book [MCDB] CKW 1035, 29-30; United States Geological Survey [USGS] 1923). This section was platted in two phases: by Austin F. Canfield in 1947 and Covell Builders, Inc., in 1969 (Montgomery County Plat [MCP] 1961, 1962, 9529). Austin F. Canfield purchased the 30.46-acre tract of land from Edward C. Ostrow and his wife, Sylvia G. in August 1946 (MCDB CKW 1035, 29-30). Canfield subdivided the parcel into 161 lots among six blocks divided by Fleming, Dickens, and Edwards Avenues and Lone Oak Drive laid out in a grid pattern (MCP 1961, 1962).

Construction on the dwellings within the community did not begin immediately. According to local tax data and historic maps, the southern portions of Fleming and Dickens Avenues were constructed between 1950 and 1953, and by 1957, all houses in the first phase of development were complete. They were advertised mainly to World War II veterans and exclusively sold by Shannon + Luchs, Co. Realtors (The Evening Star 1952, 44). Other advertisements indicated that houses were eligible for Federal Housing Administration loans (The Evening Star 1959, 18).

Newspaper articles suggest this subdivision was developed by two different firms: City Engineering + Constriction Corporation of Chevy Chase and Burman and Hammond of Arlington (The Washington Post 1951, R6; The Washington Post and Times Herald 1955, G3). Burman and Hammond, franchised as builders of National Homes and consisting of Paul I. Burman and Paul Hammond, were known for “prize-winning developments of Hammond Wood and Hammond Hills in the Wheaton area, and custom home construction at Lake Barcroft” (The Washington Post and Times Herald 1955, G3). National Homes were constructed throughout Montgomery County and the Washington, D.C., metropolitan area in the latter half of the twentieth century (The Evening Star 1970, 51). Information regarding City Engineering + Construction Corporation was not uncovered during this effort.

The second phase of construction was completed by Covell Builders, Inc., which purchased a 2.25-acre parcel on the south side of the Canfield tract from William P. Weiss and his wife, Joan H., in September 1969 (MCDB CKW 3900, 471). Covell Builders also developed a portion of neighboring subdivisions such as Alta Vista (The Evening Star 1968, 78). The company still exists as Covell Communities, LLC, and operates in Easton, Kent Island, Chestertown, and Central Maryland (Covell Communities, Inc. 2018).

Prior to the 1960s, the Fleming Local Park property was a tree-lined open field owned by Gilbert H. Grosvenor and his wife, Elsie May (MCDB CKW 1687, 151; NETR 1957). During the 1960s, the lot was cleared of vegetation, and a pedestrian path connected the top northwest corner of the parcel to the bottom southwest (NETR 1964, 1970). The property was acquired by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in December 1973 (MCDB HMS 4478, 356). In May 1975, the M-NCPPC advertised a call for proposals for constructing “tennis courts, multiuse courts, entrances and parking area, softball field, storm water management structure, recreation shelter, widening Fleming Avenue and other allied development located in Fleming Local Park” (The Washington Post 1975, 121). By 1979, the tennis courts, basketball courts, and a baseball field and associated vehicular and pedestrian entryways were constructed (NETR 1979). Playground equipment was replaced in 2002 (The Washington Post 2002, T02).

Evaluation:

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

The North Bethesda Grove community reflects common trends in single-family residential developments in the latter part of the Modern Period (1930-1960) and the early part of the Suburbanization Diversification Period (1961-1980). It is a typical and basic example of a planned residential development constructed during these periods. The community was not the

first of its type in this area, nor did it shape future single-family development design. Archival research indicates that the resource has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under Criteria A or B.

Surrounded by similar subdivisions, North Bethesda Grove is a modest, basic, and altered example of a planned residential development, created by a developer with a limited selection of house models. Furthermore, the development's Two-Story Massed, Transitional Ranch, and Split-Level forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms which have been altered over time; windows, doors, and exterior cladding has been replaced, and rear additions are present. Additionally, recent infill in the form of larger-scaled homes is prevalent in this community, with over one quarter of the subdivision being demolished and replaced. Collectively, these alterations obscure the development's historic appearance and diminish its integrity of design, materials, workmanship, feeling, and association. Because North Bethesda Grove is a common example of a planned residential development, does not convey any distinctive characteristics or artistic values, and has been altered, the property is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 44.9 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Map HP12, Parcel 0000 and also as seen in Montgomery County plat records 1961, 1962, and 9529.

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--- 1970. "National Homes Sets Sales Mark." October 9, 1970, 51.

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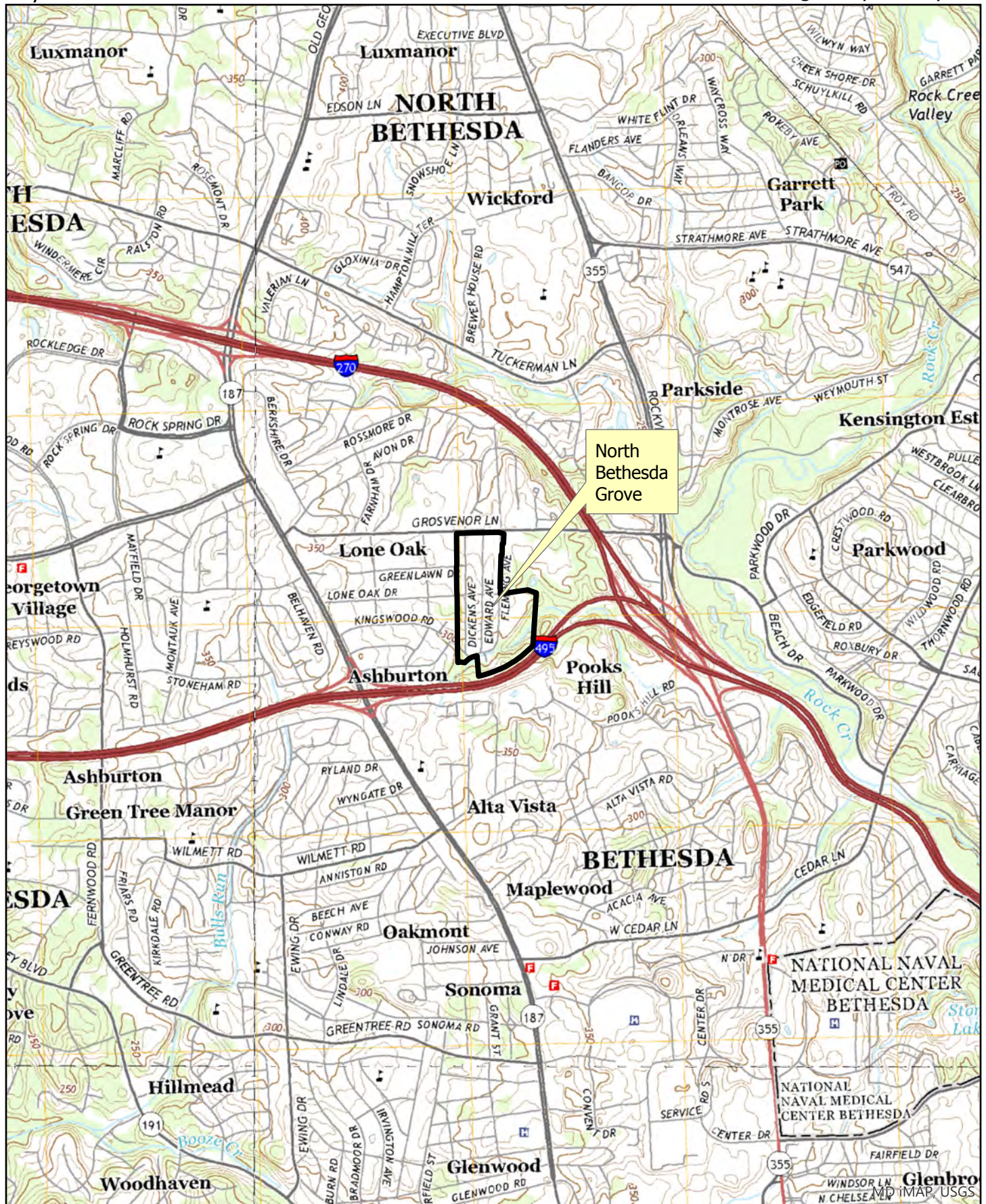
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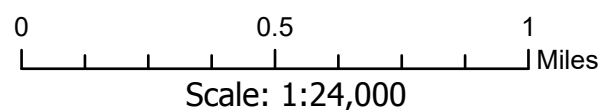
North Bethesda Grove

Location: Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave
City: Bethesda

MIHP#: M: 30-43
Montgomery County



USGS 7.5' Quadrangle - Kensington



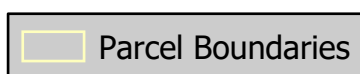
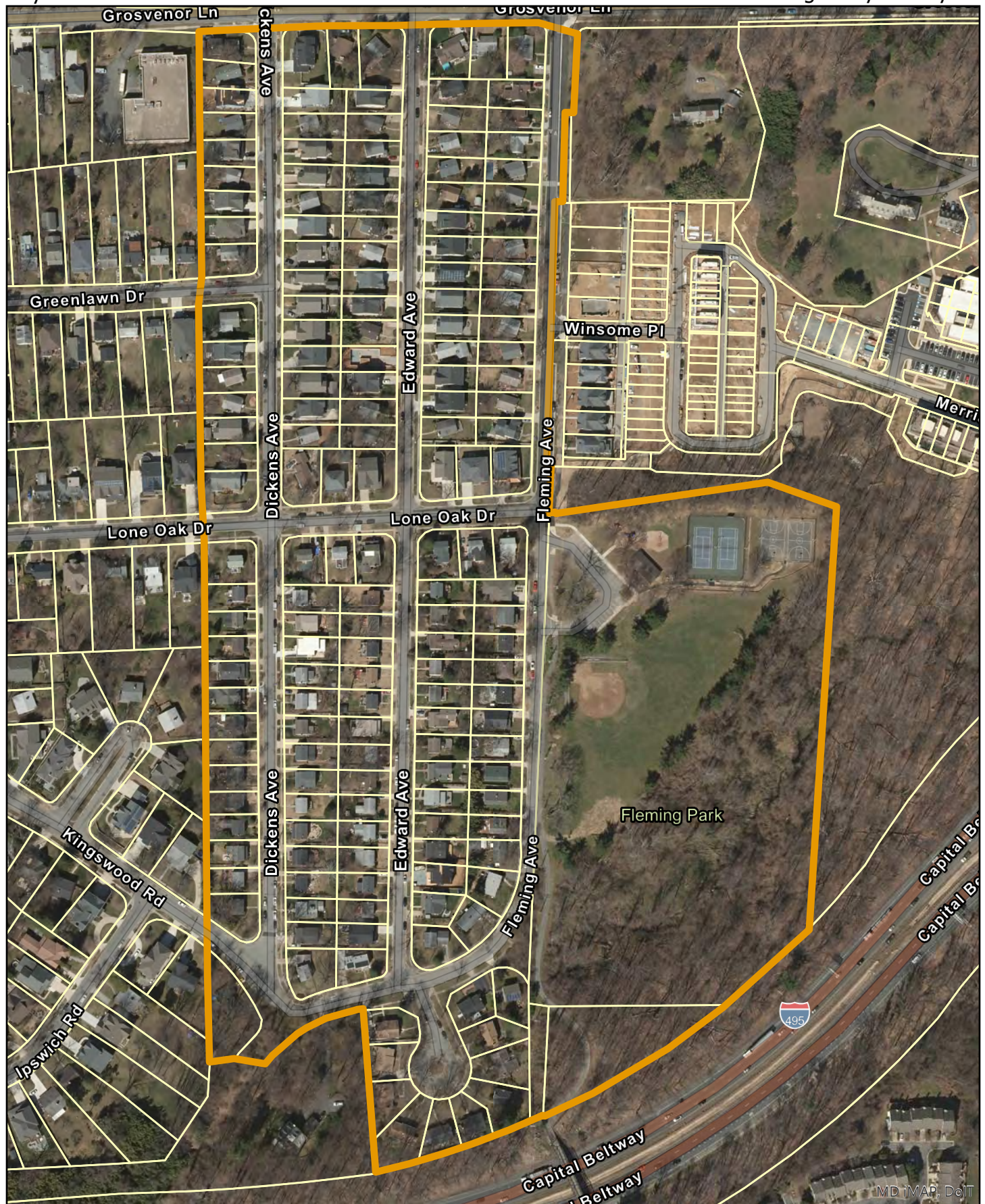
North Bethesda Grove

Location: Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave

City: Bethesda

MIHP#: M: 30-43

Montgomery County



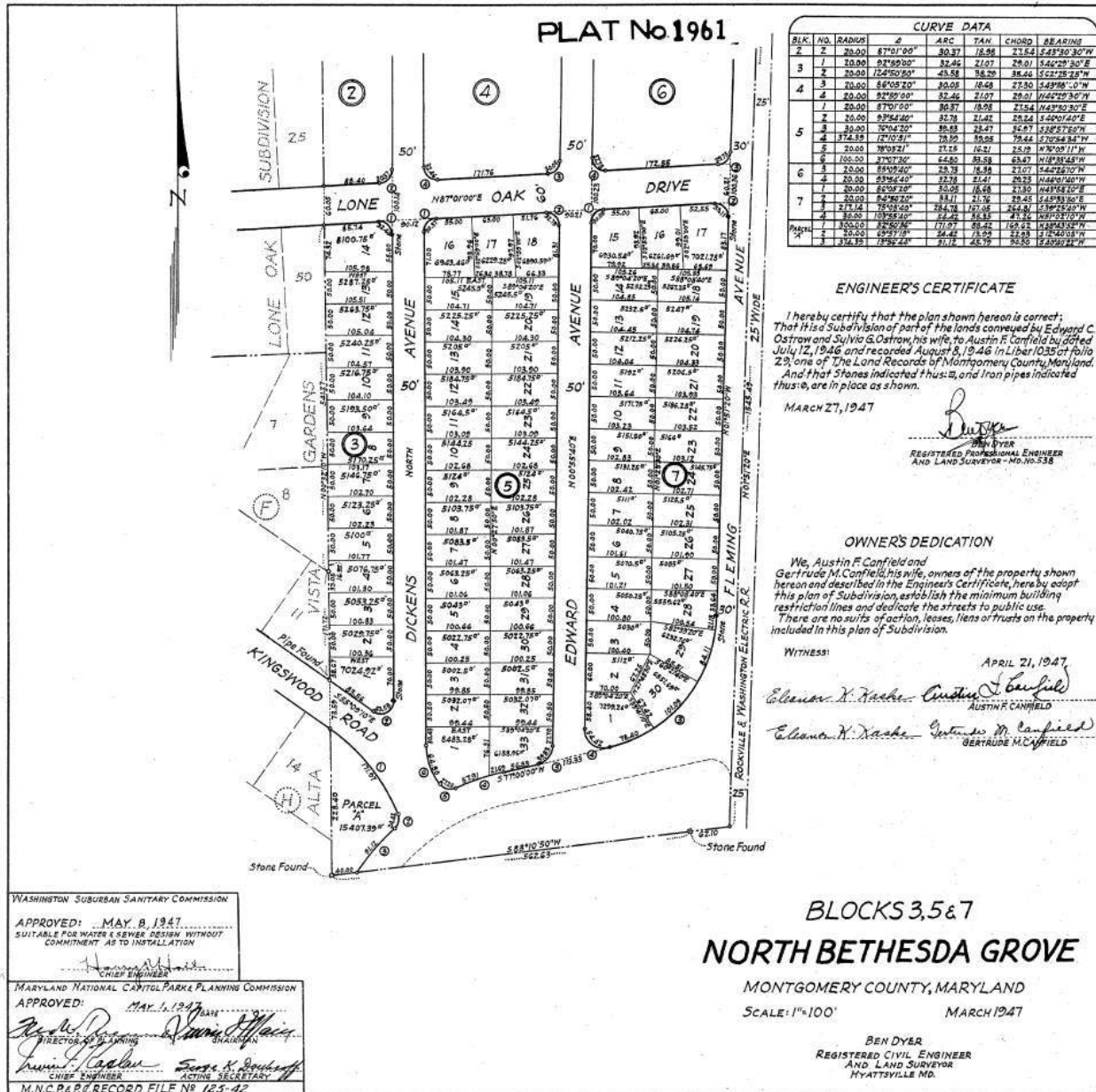
0 0.05 0.1 Miles

Scale: 1:3,000



North Bethesda Grove (M: 30-43)

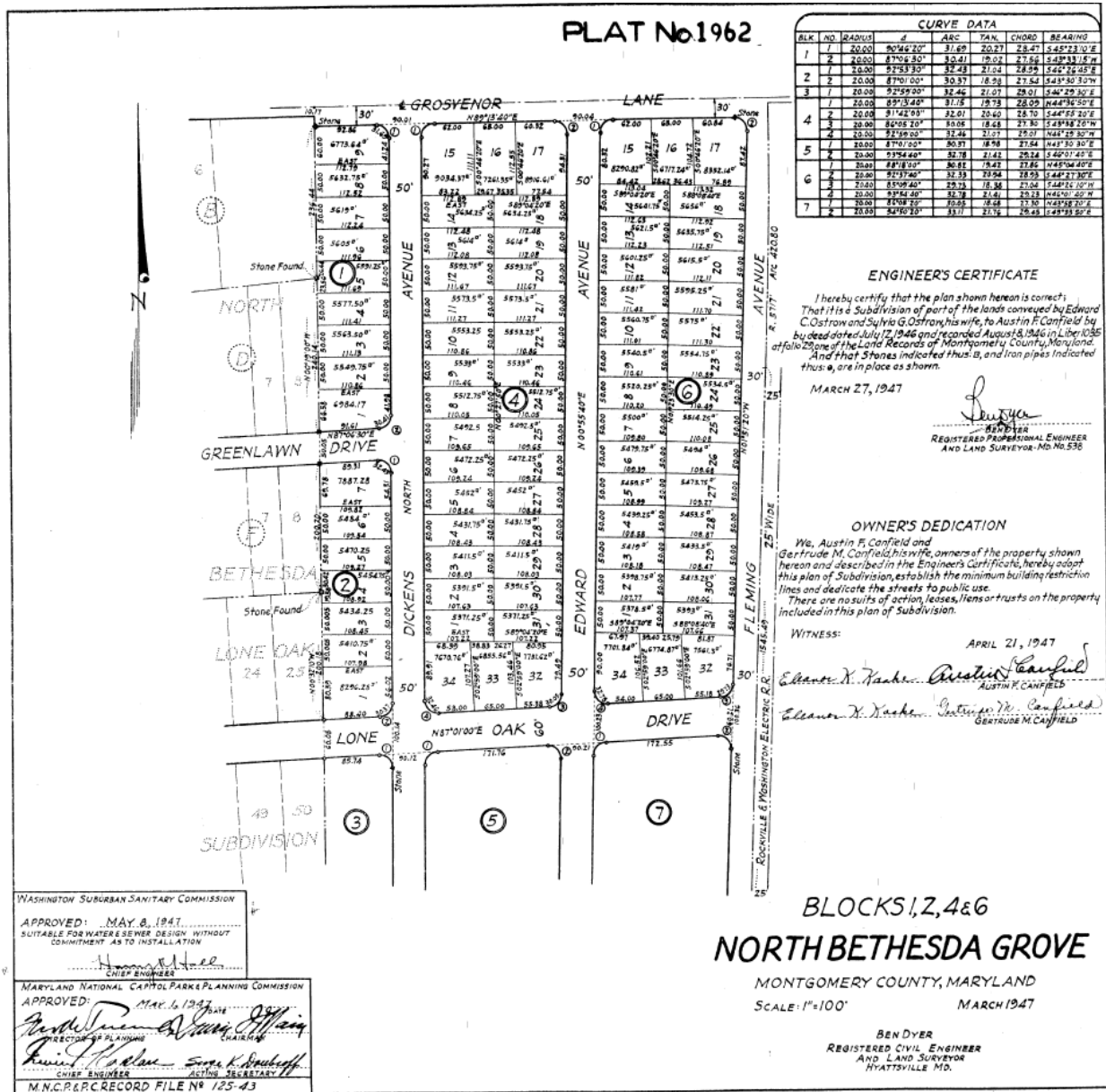
5602, 5608, 5608 Grosvenor Lane; 9904, 9905, 9907-9908, 9910-9932 (evens only), 9909, 9929, 10002-10014 (evens only), 10100-10114 (evens only) Fleming Avenue; 9901-9928, 10001-10015, 10100-10114 Edwards Avenue; 5600-5604, 5605-5611, 5700 Lone Oak Drive; 5700 Kingswood Road; 9900-9902, 9904-9925, 9927-9931 (odds only), 1000, 10002-10012, 10021, 10100-10117 Dickens Avenue
Bethesda, Montgomery County, Maryland



1947 Plat of Blocks 3, 5, and 7 of North Bethesda Grove (MCP 1961).

North Bethesda Grove (M: 30-43)

5602, 5608, 5608 Grosvenor Lane; 9904, 9905, 9907-9908, 9910-9932 (evens only), 9909, 9929, 10002-10014 (evens only), 10100-10114 (evens only) Fleming Avenue; 9901-9928, 10001-10015, 10100-10114 Edwards Avenue; 5600-5604, 5605-5611, 5700 Lone Oak Drive; 5700 Kingswood Road; 9900-9902, 9904-9925, 9927-9931 (odds only), 1000, 10002-10012, 10021, 10100-10117 Dickens Avenue
Bethesda, Montgomery County, Maryland



1947 Plat of Blocks 1, 2, 4, and 6 of North Bethesda Grove (MCP 1962).

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 1



Photo 1 of 11: West side of Fleming Avenue, looking southwest from Grosvenor Lane.



Photo 2 of 11: 10106 Fleming Avenue, east elevation.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 2



Photo 3 of 11: 10102 and 10104 Fleming Avenue, looking southwest from 10106 Fleming Avenue.



Photo 4 of 11: West side of Dickens Avenue, looking southeast from 9912 Dickens Avenue.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 3



Photo 5 of 11: View of Raleigh Tavern Court, looking east from 9806 Raleigh Tavern Court.



Photo 6 of 11: 9916 and 9918 Fleming Avenue, east elevations, view of roofs and side entrances.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 4



Photo 7 of 11: 10010 Edward Avenue, east elevation.



Photo 8 of 11: 10108 Edward Avenue, second story addition, looking southwest.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 5



Photo 9 of 11: Fleming Local Park, overview of parking area, looking north.



Photo 10 of 11: Fleming Local Park, pavilion, looking northwest.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 6



Photo 11 of 11: Fleming Local Park, sign, looking southeast.

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 7

PHOTO LOG

Name of Property: North Bethesda Grove
Name of Photographer: Adriana Moss and Melissa Butler
Date of Photographs: 10/2/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 11:
West Side of Fleming Avenue, looking southwest from Grosvenor Lane.
M; 30-43_2018-10-02_01.tif

Photo 2 of 11:
10106 Fleming Avenue, East Elevation.
M; 30-43_2018-10-02_02.tif

Photo 3 of 11:
10102 and 10104 Fleming Avenue, looking southwest from 10106 Fleming Avenue.
M; 30-43_2018-10-02_03.tif

Photo 4 of 11:
West side of Dickens Avenue, looking southeast from 9912 Dickens Avenue.
M; 30-43_2018-10-02_04.tif

Photo 5 of 11:
View of Raleigh Tavern Court, looking east from 9806 Raleigh Tavern Court.
M; 30-43_2018-10-02_05.tif

Photo 6 of 11:
9916 and 9918 Fleming Avenue, east elevations, view of abstract roofs and side entrances.
M; 30-43_2018-10-02_06.tif

Photo 7 of 11:
10010 Edward Avenue, east elevation.
M; 30-43_2018-10-02_07.tif

Photo 8 of 11:
10108 Edward Avenue, second story addition looking southwest.
M; 30-43_2018-10-2_08.tif

Photo 9 of 11:
Fleming Local Park, overview of parking area, looking north.
M; 30-43_2018-10-2_09.tif

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

Inventory No M: 30-43

Name North Bethesda Grove
Continuation Sheet

Number Photos Page 8

Photo 10 of 11:

Fleming Local Park, pavilion, looking northwest.

M; 30-43_2018-10-2_10.tif

Photo 11 of 11:

Fleming Local Park, playground, looking northwest.

M; 30-43_2018-10-2_11.tif

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

Property Name: North Chevy Chase Local Park

Address: 4105 Jones Bridge Road

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): P695, P806, P539

Tax Map Number: HP41

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The North Chevy Chase Local Park comprises a 29.53-acre parcel of land at 4105 Jones Bridge Road. The park is owned by Montgomery County Department of Parks, Maryland-National Capital Park and Planning Division. This park sits southwest of the I-495 and MD 185 interchange in a suburban area with residential development. To the west, the park is bounded by Walter Reed National Military Medical Center. The majority of North Chevy Chase Local Park is wooded with clearings for the various courts and fields on the property. Access to the park is from Jones Bridge Road to the south; an access road runs north-south with paved parking spots on the east and west sides of the road. A public activity building sits at the north end of the access road. Playground areas are south and west of the building, baseball and soccer fields are to the north, and basketball and tennis courts are located to the east of the activity building. These facilities were constructed on the property during the mid- to late-1960s, though many of the sheds, fences, playground equipment and other small-scale features were added in the late twentieth or early twenty-first century.

The public activity building is a one-story rectangular Contemporary-style structure. Its asphalt-shingle side-gable roof has canted rakes (wider at the peak) and an exterior end chimney on the west gable. Walls are clad with stretcher-bond brick and vinyl siding. The north and south elevations have ribbons of one-over-one slider

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

North Chevy Chase Local Park

windows under the eaves, though several windows have been removed and the openings covered with vinyl siding. The building faces south, with an off-center double-leaf metal door.

The North Chevy Chase Local Park is an example of a local and neighborhood park common throughout suburban Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The park is a type found commonly throughout suburban Maryland and does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 29.53 acres and is confined to the current property tax parcels found on Montgomery County Tax Map HP41, Parcels P695, P806, and P539 (2019).

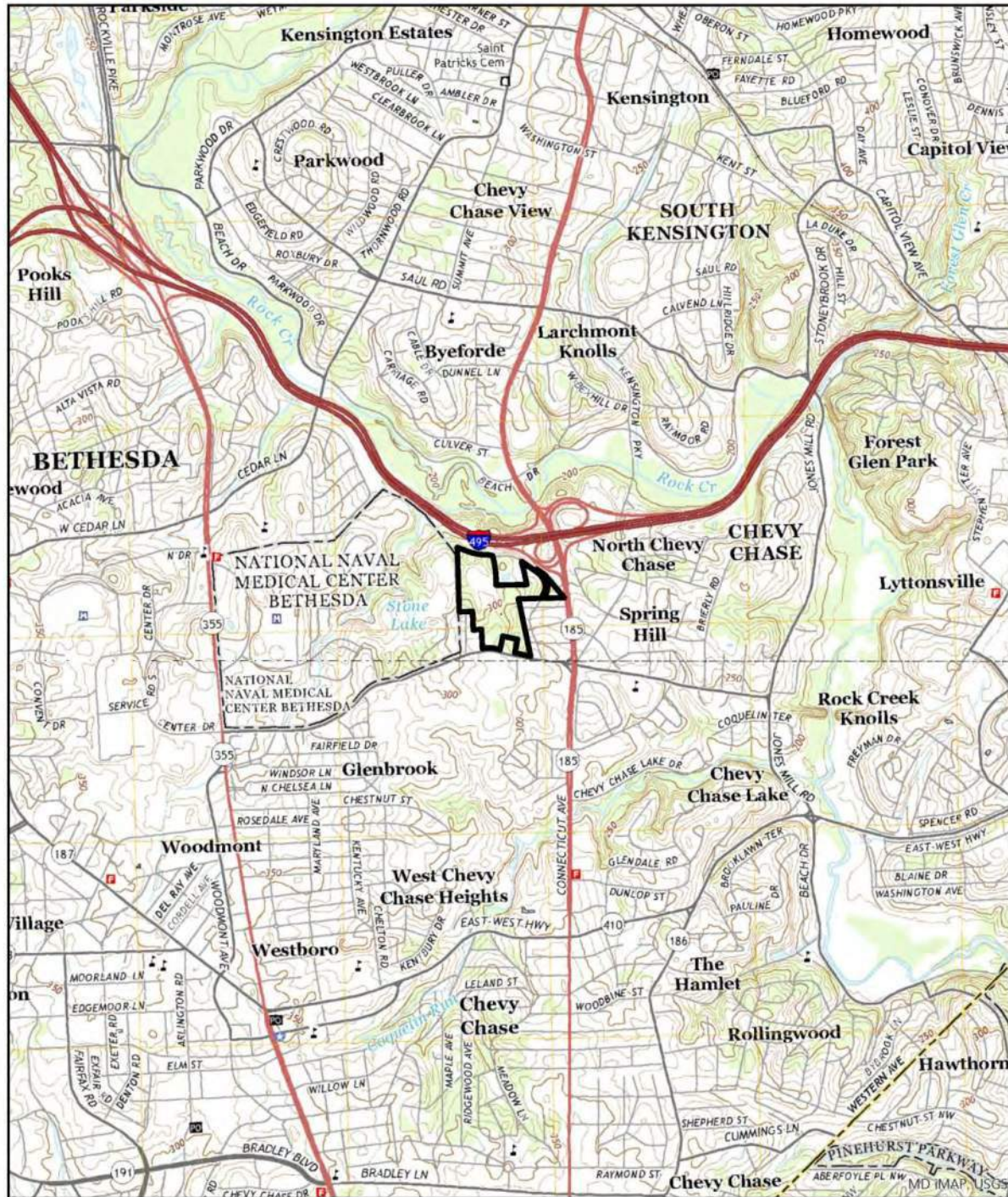
North Chevy Chase Local Park

North Chevy Chase Local Park

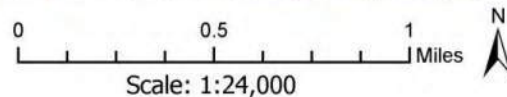
Location: 4105 Jones Bridge Road

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington



North Chevy Chase Local Park



View North to Baseball Fields



Southwest Corner of the Public Activity Building Looking Northeast

North Chevy Chase Local Park



Tennis Courts Looking North



Basketball Court and Public Activity Building Looking West

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: North Farm Inventory Number: M: 26-80
Address: Northwest of the Montrose Road and I-270 intersection Historic District: Yes
City: Rockville Zip Code: 20852 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GQ33, DQ43
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

North Farm is a planned residential development located just east of I-270 and north of Montrose Road in Rockville. It is bounded by Tower Oaks Boulevard on the west, Montrose Road on the south, and the Woodmont Country Club on the north and east sides. This resource contains approximately 90 acres with 262 single-family dwellings on 0.2- to 0.47-acre lots and the 5.48-acre North Farm public park, now owned by the City of Rockville. This development has a manicured park-like setting with 60-foot-wide curvilinear streets flanked by concrete curbs, narrow sidewalks, and trees. Small-scale streetlights scattered throughout the development are topped by Colonial-style lanterns. Some of the natural, gentle sloping topography was retained in the development. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage. Two circa-2010 signs with stone-veneer posts and decorative pre-cast concrete elements identify the area as "North Farm" and are located at the intersections of Tower

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:

Oaks Boulevard and North Farm and Montrose Road and Farm Haven Drive. A circa-2010 sound wall lines the neighborhood's southern boundary along Montrose Road.

Description:

North Farm contains 262 single-family dwellings constructed between 1978 and 1983 by homebuilders Kettler Brothers, Inc., using an array of traditionally styled, four- and five-bedroom houses. Dwellings in this subdivision are Two-Story Massed and Split-Level forms with built-in garages. The Two-Story Massed types commonly feature a one-story garage wing, while the garage is incorporated into the lower level of Split-Level houses. Significant variation in appearance occurs through simplified architectural features of the Georgian Revival, Federal, Dutch Colonial, or Neoclassical styles.

Dwellings in this subdivision are two stories tall and six bays wide. Exterior cladding varies throughout the subdivision to include masonry veneers like stretcher-bond brick, often with some decorative features like quoins, beltcourses, jack or segmental arches, and pre-cast lintels, and uncoursed random-cut stone, which are commonly limited to the façade. Some houses are predominantly clad in simple-drop or beaded aluminum, vinyl, or cementitious-fiberboard siding, with brick-veneer foundations and chimneys. Decorative wood elements like denticulated cornices also add interest to some façades in the neighborhood.

Roofs are predominantly side gabled, hipped, or a combination of the two. Some false-gambrel roofs with gabled dormers and narrow pent roofs augment side-gabled houses. Nearly all houses in this subdivision have asphalt-shingled roofs (three wood-shake roofs mark the stone-veneer, false-gambrel houses at 982 and 992 Farm Haven Drive and 424 Green Pasture Drive). Many dwellings feature one or two exterior-end brick chimneys set along a side or rear elevation; however, a large number have none.

Primary entrances are centrally located on the façade and have a single- or double-leaf wood or metal door. When no porch is present, most of these entries are set within a decorative wood surround featuring decorative Classical elements like arched, scrolled, or triangular pediments. Other entries are flanked by long louvered shutters. Narrow front porches line many houses in North Farm and are frequently supported by square wood posts. Original, six-over-six and six-over-nine, wood-frame, double-hung windows remain in most houses, but one-over-one, vinyl-framed, double-hung units with faux muntins and other types of replacement units are not uncommon. Fixed, louvered, aluminum or vinyl shutters flank most window openings, while wood, louvered, semi-circular and circular vents add interest to many projecting gables at the façade. In some, windows at the façade are set above decorative aprons, below arched inserts, or topped by decorative lintels. Built-in, two-car garages facing the street feature paneled, wood or aluminum overhead doors, either as two separate units or a single wide door.

Common modifications to the dwellings include the introduction of replacement materials through new windows, doors, and siding. Gabled dormers have been added to one-story garage wings of a few houses and small additions have been made to rear elevations, most of which do not detract from the houses' designs. Several houses have been substantially altered at the façade by second story additions over the garage wing, seen at 23 Lily Pond Court, 945 Farm Haven Drive, and 14 Chancelet Court, or across the main massing, like the Split-Level house at 25 Lily Pond Court.

Centrally located along the southern boundary of the subdivision, North Farm Park contains 5.48 acres with passive and active recreation amenities. The northern half of the park is largely open green space bordered by mature trees, while the southern half includes a pair of tennis courts, playground area, basketball court, and a small picnic shelter and restroom facility connected by paved, curvilinear, multi-use paths. Much of the southern half of the park and its southern border along Montrose Road is densely wooded.

Historic Context:

Land within the North Farm subdivision was purchased by Kettler Brothers, Inc., from the trust of Law Bradley Watkins in 1976 (Montgomery County Deed Book [MCDB] 4866, 665). The property's location across the street from another Kettler Brothers' development, Old Farm, and proximity to "Montgomery County's finest golf and country clubs, private academies, White Flint Mall, [and] important business centers," along the bustling I-270 corridor appealed to the Gaithersburg-based firm (The Washington Star 1980, E-3).

Kettler Brothers, Inc., was founded by brothers, Charles, Milton, and Clarence Kettler in 1952 (Byrnes 1962, B-1). Prior to uniting in business together, Charles and Milton Kettler had been working in commercial real estate sales and mortgage banking as Clarence started building homes (Sichelman 1972, D-4). Their business grew alongside the postwar housing boom of the 1950s and 1960s in Montgomery County. The brothers' 500-house Old Farm residential subdivision, built between 1962 and 1967, had a reputation for quality construction and development, and their 2,200-acre new town development, Montgomery Village, brought them national recognition when construction began in 1966 (Sichelman 1972, D-4).

All six sections of North Farm were carefully planned by the time the first plat was filed in April 1977, including a large parcel identified as "proposed park for City of Rockville" (Montgomery County Plats [MCP] 11572, 11617, 13492, 12173, 13492, 13682). Slight revisions were made to some lots and streets as sections were opened in phases between 1977 and 1979. Advertisements indicate that by November of 1983, just two new houses remained available in the subdivision (The Washington Post 1983, F22). Initially houses in North Farm started at \$112,500, rising to \$153,200 in 1980, and just below \$180,000 in late 1983, reflecting a higher cost of living in an area marketed for its proximity to high-end recreation, educational, and commercial facilities and for its sizable single-family dwellings with ample space to entertain (The Washington Post 1983, F22; The Washington Star 1977, B-11, 1980, E-3).

Although no architectural firm or model names were included in advertisements for the development, the forms and features in North Farm bear striking resemblance to Old Farm models like the Embassy, Montgomery, Harford, and Longmeadow houses, which were designed by Patterson and Worland (Greater Farmland Civic Association n.d.). Established by Michael A. Patterson and Wilfrid V. Worland in 1950, both architects were adept in historic revival styles for religious institutions, office buildings, and residential designs that included single-family houses, townhouses, and apartment housing complexes, particularly the Colonial Revival style (Kelly 2015, 192; The Washington Post 1994, D9; 1999, B7). Other examples of their traditionally designed subdivisions in Montgomery County include Fallsmead, Luxmanor, Falls Reach, and Windermere.

Identified as a county-approved cluster development, Kettler Brothers, Inc. set aside three parcels of land later deeded to the City of Rockville. The largest of these, North Farm Park, was deeded to the City of Rockville in May 1977 along with a narrow 1.1-acre parcel along the north side of the development (MCDB 4949, 399). In 1979, the City obtained the remainder of what had been a 2.85-acre lot reserved for the State Highway Administration, identified as Parcel A in Plat One of North Farm (MCDB 5285, 119; MCP 11572).

Evaluation:

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

As a planned residential development, North Farm is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a prolific developer with a limited selection of traditionally styled house models, it did not introduce design innovations and does not demonstrate significant associations with exurban residential development. Furthermore, this development is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals at Kettler Brothers, Inc., involved in the development of North Farm may have made significant contributions to the suburbanization of Montgomery County by the influential positions they maintained in various local and national organizations related to the homebuilding real estate industry. However, their work at Montgomery Village best reflects their influence in Montgomery County. Research has not shown that North Farm has any direct associations with the lives of other significant individuals. Therefore, the resource is not eligible under Criterion B.

Located just north of the Kettler Brothers' Old Farm development, the North Farm subdivision echoes many features of its traditional design, including curvilinear streets, popular house forms, and Colonial Revival styling. It is similar to many other Kettler Brothers, Inc., developments in Montgomery County, and is not known to be an innovative or outstanding example of their work.

Modifications to many dwellings over time, including replacement windows, exterior cladding, and some out-of-character additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because North Farm is not an outstanding example of its type of planned residential development and does not convey any distinctive characteristics or artistic values as a singular development, it is not eligible under Criterion C. North Farm was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 90 acres and is bordered by Montrose Road to the south, Tower Oaks Boulevard to the west, and the Woodmont Country Club to the north and east. It includes multiple parcels found on Montgomery County Tax Map GQ33 and GQ43 (2018).

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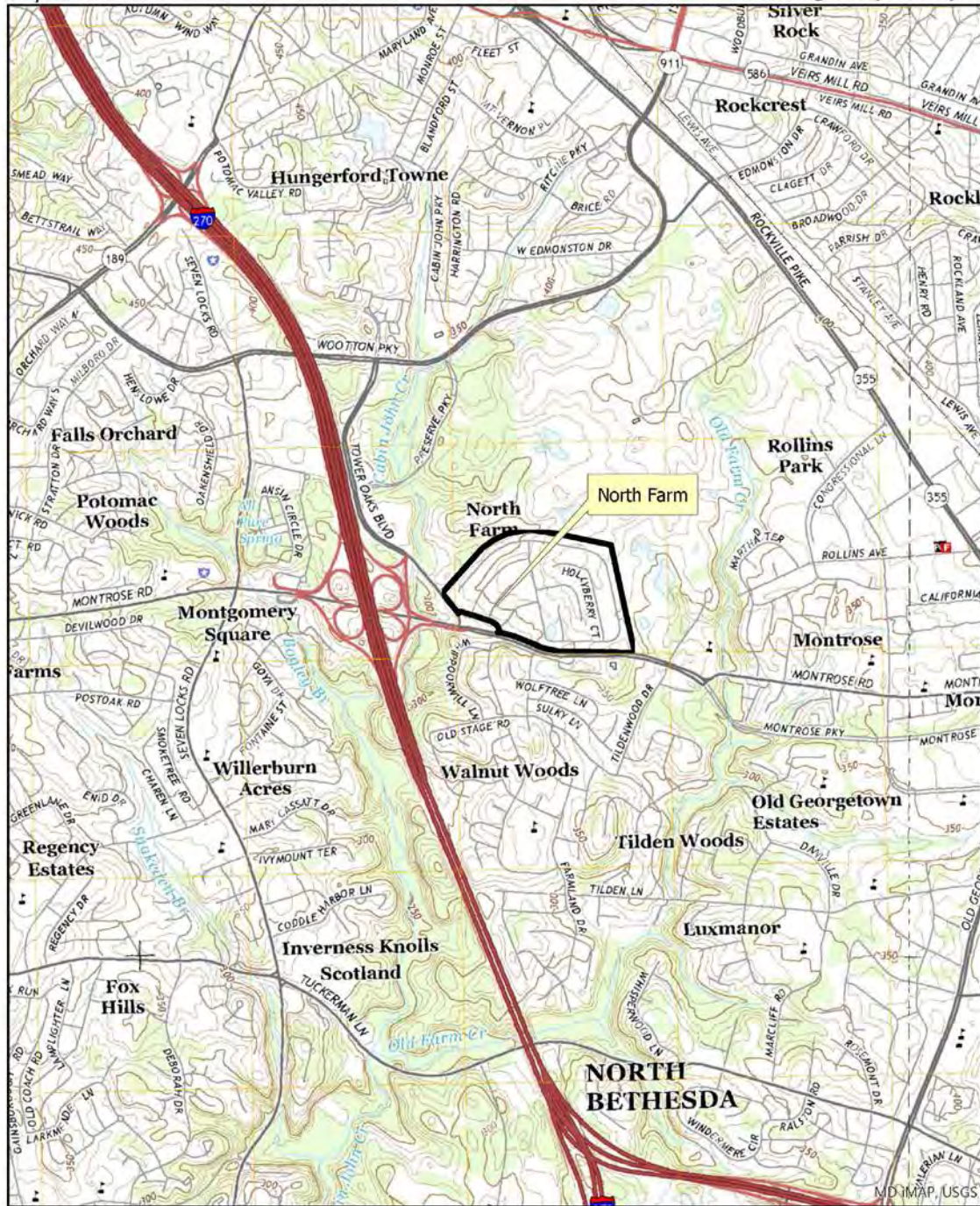
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North Farm

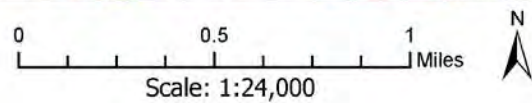
Location: Northwest of the Montrose Road and I-270 intersection

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



North Farm

Location: Northwest of the Montrose Road and I-270 intersection

City: Rockville

Montgomery County





View of 602-606 Farm Pond Lane, looking northeast along north side of road.



View of 21 and 22 Farm Haven Court and cul-de-sac, looking southeast.



East elevation, 985 Farm Haven Drive.



Northeast elevation, 19 Farm Haven Court.



Northeast oblique, 999 Farm Haven Drive.



View of tennis courts and playground, North Farm Park, looking west.

PHOTOGRAPHS



View of picnic shelter and restroom facilities, North Farm Park, looking east.



View of paths and landscape elements, North Farm Park, looking southwest.

PHOTOGRAPHS



Northwest corner of Montrose Road and Farm Haven Drive, looking west.



View of 19-21 Hollyberry Court, looking northwest.

PHOTOGRAPHS



View of 14 and 15 Lily Pond Court and cul-de-sac, looking south.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-10-03**

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

File Format: **M: 26-80_2018-10-03_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 602-606 Farm Pond Lane, looking northeast along north side of road.

02.tif

View of 21 and 22 Farm Haven Court and cul-de-sac, looking southeast.

03.tif

East elevation, 985 Farm Haven Drive.

04.tif

Northeast elevation, 19 Farm Haven Court.

05.tif

Northeast oblique, 999 Farm Haven Drive.

06.tif

View of tennis courts and playground, North Farm Park, looking west.

07.tif

View of picnic shelter and restroom facilities, North Farm Park, looking east.

08.tif

View of paths and landscape elements, North Farm Park, looking southwest.

09.tif

Northwest corner of Montrose Road and Farm Haven Drive, looking west.

10.tif

View of 19-21 Hollyberry Court, looking northwest.

11.tif

View of 14 and 15 Lily Pond Court and cul-de-sac, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Northmont

Inventory Number: M: 36-95

Address: Forest Glen Road on the north, I-495 on the south, Seminary Road on the west

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP12

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Feb 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Northmont is a single-family, planned residential development on the north and south sides of I-495. The northern section is bounded by Forest Glen Road on the north, Georgia Avenue on the west, I-495 on the south, and Holy Cross Hospital on the east. The southern section is bounded by I-495 on the north, Georgia Avenue on the west, the Woodside Forest residential subdivision on the south, and Sligo Creek Park on the east. The 175 single-family dwellings sit on lots ranging between 0.14 and 0.42 acre. Individual lots are evenly graded or slightly sloped with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway and rear lots are occasionally fenced. Northmont has 12 curvilinear streets, four of which terminate in cul-de-sacs. Within the 44.26-acre development, all streets are lined with a concrete curb and sidewalks. Lighting includes lamps attached to metal posts. Secondary resources include sheds.

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

Description:

Northmont is a planned residential development comprising 175 single-family dwellings constructed between 1951 and 1957 during the Modern Period (1930-1960). Most of the houses are constructed in variations of the Contemporary or Colonial Revival styles and Ranch, Split-Level, Minimal Traditional, or Cape Cod forms.

Dwellings are primarily four to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl siding, and stone veneer. Roofs include side gable and hipped examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior (at the façade or side) and interior ends.

Primary entrances are typically centrally located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are four-over-four or two-over-two, double-hung-sash, wood-framed bay, or metal-framed sliding units. Many houses in the neighborhood have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses.

Historic Context:

In March 1950, Eig Development Corporation, owned by Sam Eig and Louis Otterburg and later known as Eig and McKeever, purchased nearly 65 acres from Edith E. Bean (The Evening Star 1956a, B-7; Montgomery County Deed Book [MCDB] 1358, 127; Montgomery County Plats [MCP] 2992). The land was originally part of several larger tracts known as “Grubby Thicket,” “Labyrinth,” and “Joseph’s Park” (MCDB 1358, 127). By the next year, Eig Development Corporation platted the first section of Northmont, located south of Forest Glen Road and inclusive of three new roads: Admiralty Drive, Saxony Road, and Dameron Drive with 47 lots (MCP 2992). Over the next four years, Eig Development Corporation created three additional sections of Northmont located east, south, and southeast of the first platted area, resulting in a 44.26-acre development comprising 175 lots. The later plats make it clear that this subdivision was designed in anticipation of I-495 (MCP 3775). Construction of dwellings in each platted section began shortly after platting and was mostly completed by 1957 (National Environmental Title Research 1957).

Early newspaper advertisements touted three- and four-bedroom spacious ramblers in a convenient location near schools and transportation (The Evening Star 1955a, B-6, 1956b, B-19). In advertisements in the mid 1950s, Eig and McKeever boasted appliances, finished dens, and proximity to Silver Spring and priced the houses between \$18,995 and \$25,950 (The Evening Star 1952, B-17, 1955b, B-18).

Sam Eig was influential in the development of Montgomery County during the 1950s and 1960s, especially in the Chevy Chase and I-270 corridor areas (Kelly 2015, 183). Eig was well-known as a real estate developer with principal works such as the Rock Creek Forest subdivision in Silver Spring, the Eig Building at 8641 Colesville Road, the 26-story Washingtonian Towers on Fields Road in Gaithersburg, as well as several non-residential buildings along I-270 (Kelly 2015, 33, 85, 129). In addition to these achievements,

Eig was a well-known philanthropist; throughout his career, he donated land for the development of many religious facilities, such as the Montgomery Community Jewish Center (Kelly 2015, 83, 183).

Evaluation:

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

Northmont is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Sam Eig was influential in the development of Montgomery County during the third quarter of the twentieth century; Northmont does not exhibit direct and significant associations with his life or career. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Northmont is one of several developments constructed by Eig Development Corporation/Eig and McKeever and is not known to be associated with any architectural firm or other design professionals. The development's Ranch, Split-Level, Minimal Traditional, or Cape Cod forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Northmont is a modest and basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Northmont was not evaluated under Criterion D.

The boundary for the resource encompasses 44.26 acres and is intersected by I-495. The northern section is bounded by Forest Glen Road on the north, Georgia Avenue on the west, I-495 on the south, and Holy Cross Hospital on the east. The southern section is bounded by I-495 on the north, Georgia Avenue on the west, a residential subdivision called Woodside Forest on the south, and Sligo Creek Park on the east, as defined in Montgomery County Plats 2992 and 3775. It includes multiple parcels found on Montgomery County Tax Map JP12.

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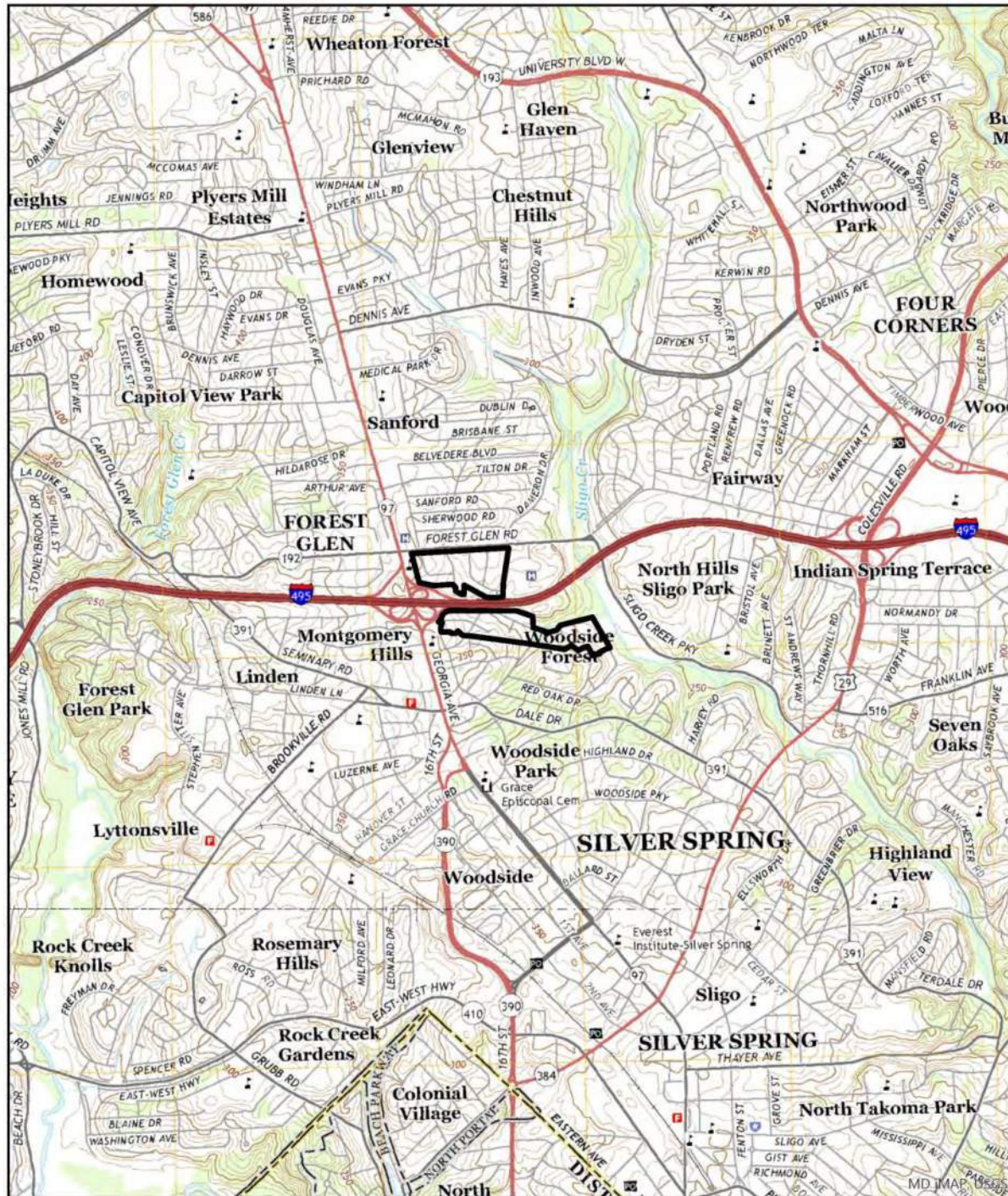
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Montgomery County

Location: Forest Glen Road on the north, I-495 on the south, Seminary Road on the west

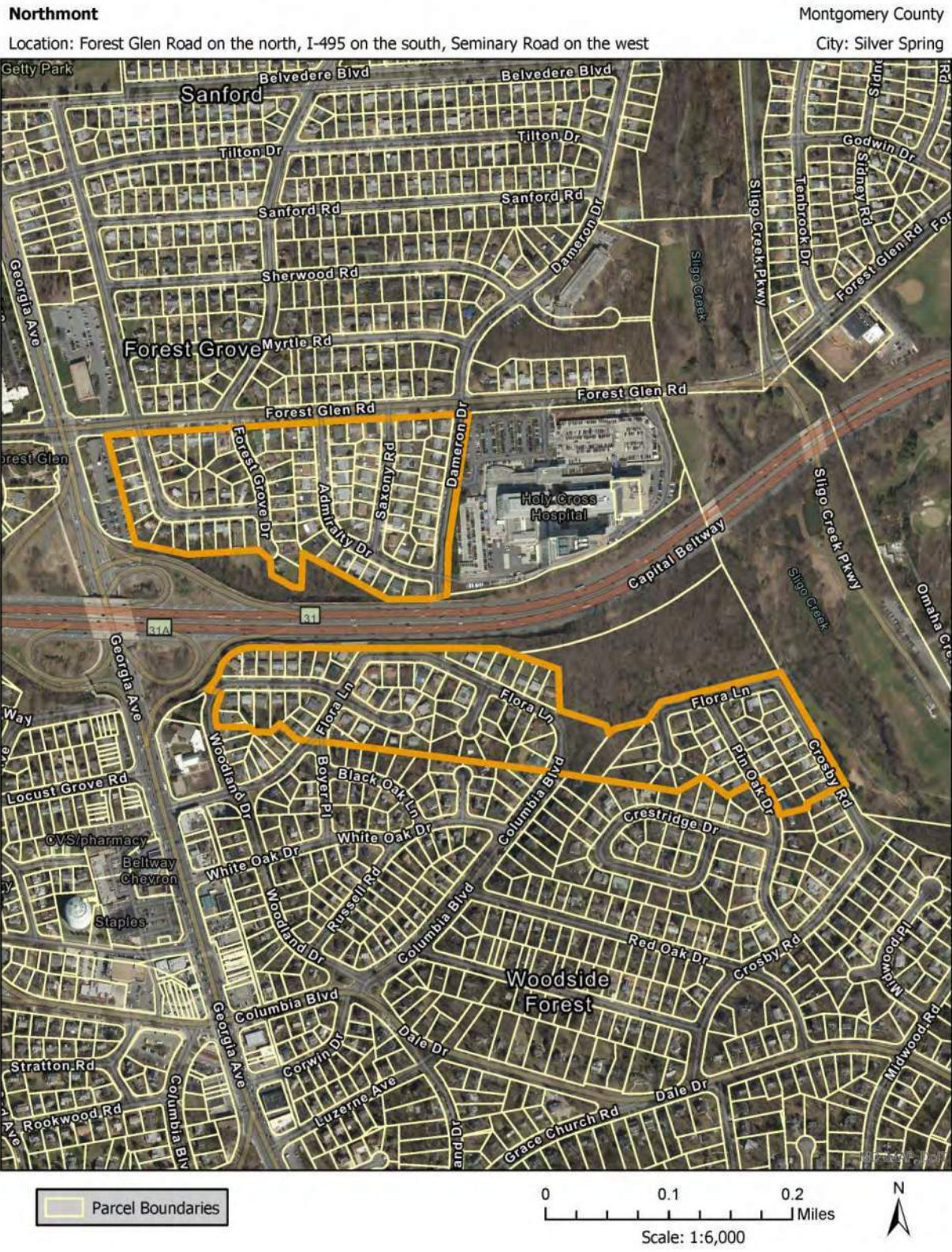
City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles

Scale: 1:24,000





9710 Woodland Drive, northwest oblique.



9705 Forest Grove Drive, northwest oblique.



9712 Forest Grove Road, east elevation.



Streetscape of Admiralty Drive, looking north.



9712 Saxony Road, east elevation.



1604 and 1606 Lansdowne Way, looking east.



1705 and 1707 Lansdowne Way, looking northeast.



9512 Pine Oak Drive, east elevation.



Crosby Road streetscape toward 9514 Crosby Road, looking northwest.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-17**

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

File Format: **M: 36-95_2019-01-17_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9710 Woodland Drive, northwest oblique.

02.tif

9705 Forest Grove Drive, northwest oblique.

03.tif

9712 Forest Grove Road, east elevation.

04.tif

Streetscape of Admiralty Drive, looking north.

05.tif

9712 Saxony Road, east elevation.

06.tif

1604 and 1606 Lansdowne Way, looking east.

07.tif

1705 and 1707 Lansdowne Way, looking northeast.

08.tif

9512 Pine Oak Drive, east elevation.

09.tif

Crosby Road streetscape toward 9514 Crosby Road, looking northwest.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Oakview Inventory Number: M: 37-15
 Address: Southwest of intersection of I-495 and New Hampshire Avenue Historic District: Yes
 City: Silver Spring Zip Code: 20903 County: Montgomery
 USGS Quadrangle(s): Beltsville
 Property Owner: Multiple Tax Account ID: Multiple
 Tax Map Parcel(s): Multiple Tax Map: KP12
 Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
 Agency Prepared By: Dovetail CRG
 Preparer's Name: Adriana Moss Date Prepared: Mar 5, 2019
 Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property: Oakview

Inventory Number: M: 37-15

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Oakview is a planned residential development located on the south side of I-495 and west of the New Hampshire Avenue (Route 650) in Silver Spring. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2000. At that time, the boundaries of the 121.7-acre Oakview development were defined as Hedlin Drive and Arbor Hill Drive and Northwest Branch Stream Valley Park to the west, I-495 to the north, New Hampshire Avenue to the east, and individual residential properties to the south. Research and fieldwork suggest that the boundaries for this resource should be expanded to the west to include an additional 114 houses, the Brookview Local Park, the Roscoe Nix Elementary School, and the Oakview pool facility, and to the east to include 37 houses along New Hampshire Avenue. All 151 lots range from 0.14 to 0.37 acre. The expanded resource is bounded on the north by I-495, on the east by New Hampshire Avenue, on the south by the individual residential lots, and on the west by I-495 and Northwest Branch Stream Valley Park. The expansion to Oakview is approximately 58.3 acres, resulting in 180 total acres. The expansion includes four additional streets (Corliss Street, Hedin Drive, Arbor Hill Drive, and Avenel Road) laid out in a curvilinear pattern and lined with concrete curbs and sidewalks,

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

except for the east side of Avenel Road. A concrete culvert lined with a stone parapet runs beneath Oakview Drive between E. Light and Arbor Hill Drives. Arched streetlights are appended to wood utility poles throughout the residential portion while metal streetlights with rectangular lights on concrete circular bases are situated around the pool and school. An asphalt parking lot, playground, basketball court, and concrete walking paths are associated with the school. A pedestrian access point to the walking paths and park is located between 9822 and 9824 Hendin Drive. Overall lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. All lots feature a concrete or asphalt driveway. Secondary buildings include sheds.

Description:

Like the previously surveyed section of Oakview, the expansion is a planned residential development with single-family dwellings constructed between 1958 and 1961 during the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods. The houses were constructed in variations of the Two-Story Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles.

Dwellings in the expansion of Oakview are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings have a crawl space or basement, primarily clad in a brick veneer. Cladding on the remainder of the houses includes stretcher-bond brick veneer or vinyl, aluminum, or T1-11 siding, commonly in a combination of the two. Roofs within the expansion of Oakview include side or cross gables, all of which are sheathed in asphalt shingles. Roofs have closed or open eaves. Most dwellings have a single brick chimney or metal flue set along a side or rear elevation or piercing the roof.

Primary entrances are typically off-center on the façade with a single-leaf wood or fiberglass door and storm door while some Split-Foyer houses have a double-leaf door (9910 Hedin Drive). Most entrances feature a wood or vinyl door surround and sometimes feature a sidelight and/or transom (9313 Avenel Road). Entrances are accessed by a concrete or brick stoop recessed beneath the roof eave or entry or partial-width porches. Original windows are single metal-frame sliding units and at times are paired with fixed units; however, numerous windows are vinyl replacements or replaced by one-over-one, vinyl-framed, double-hung-sash units sometimes with faux muntins. Tripartite, bow, and bay windows are common throughout the neighborhood. A moderate number of houses also have fixed, vinyl or aluminum, louvered shutters flanking windows on the façade. Attached sunrooms, single-car garages or carports are uncommon. Additions are typically at the rear or side elevation and in scale with the building's core. However, several dwellings feature additions that are larger in scale than the core (9419 Avenel Road).

Constructed in 1957, the abandoned Oakview community pool facility at 1101 Corliss Street is surrounded by a metal chain-link fence and accessed by a concrete walkway extending from the Roscoe Nix Elementary School's Corliss Street parking lot (Holmes 2014). The pool facility includes an in-ground concrete pool, a concrete wading pool, a pool house with bathroom facilities, wood and metal benches, a small circa-1990 playground, and a circa-2000 metal shelter. The pools and pool house are surrounded by concrete. The one-story, front-gabled pool house with a shed-roofed rear extension is clad in a combination of brick veneer and aluminum siding and features wide eaves with exposed rafters and a recessed entryway on the façade (east elevation). Wood walls extend from the northeast and southeast corners of the building and terminate at covered shelters.

The circa-1958 Brookview Local Park is situated immediately northeast of the Roscoe Nix Elementary School and encompasses a baseball diamond, chain-link backstop, and an open field lined with trees (Nationwide Environmental Title Research, LLC [NETR] 1957, 1963). A circa-1958 metal and wood sign that reads "Brookview Park M-NCPPC, Oakview Pool" is located at the northwest corner of the intersection of Hendin and Oakview drives.

Constructed in 2006, the Roscoe Nix Elementary School at 1100 Corliss Street is situated between the Oakview community pool facility and Brookview Local Park and is on the site of the demolished circa-1955 Brookview Elementary School (NETR 2006). Associated with the two-story, masonry educational building are a circa-1958 basketball court and a circa-2006 playground, both of which are enclosed by metal chain-link fencing.

Historic Context:

The Oakview expansion was platted between 1958 and 1959 by the Hampshire Investors Corporation. They purchased the land from Light Development Corporation, the developers of the original portion of Oakview (M: 37-15). The original portion of

Oakview, built from the late 1940s to the mid-1950s, featured Split-Level, Minimal Traditional, and Cape Cod houses in the Colonial Revival style (Leach 2000).

In 1958, Light Development Corporation sold approximately 33.5 acres to Hampshire Investors Corporation (MCDB 2433, 130-135). Between January 1958 and July 1959, Hampshire Investors Corporation subdivided 135 residential lots on Hendin Drive, Oakview Drive, Corliss Street, Arbor Hill Drive, and Avenel Road as an addition to the original portion of Oakview (Montgomery County Plat [MCP] 5169, 5237, 5245, 5305, 5342, 5689). Two earlier houses on what is now Corliss Street are no longer extant. In 1960, Humphrey Construction Company, Inc., platted an additional 18 lots on Avenel Road as part of Oakview after they purchased the land along New Hampshire Avenue from Eric and Alberta Garedinger (MCP 6160). Construction of dwellings on these lots was initiated immediately after being platted.

The houses in the Oakview expansion, constructed by Hampshire Investors Corporation, were laid out in a similar fashion to the original Oakview houses; however, the new houses were variations of the Two-Story Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles. The dwellings were initially advertised as part of an entry for the 1958 Festival of Homes (The Evening Star 1958a, 30). The entry showed a Split-Foyer house with a double-leaf, primary entry door recessed beneath the side-gabled roof. They were advertised for \$18,750 (The Evening Star 1958b, 64). Other advertisements boasted tree-shaded and well-landscaped residential lots in walking distance to a school, churches, shopping, and bus routes (The Washington Post and Times Herald 1962, B14). Some publications called this expansion section Oakview Park (The Evening Star 1960a, 19). Lerner advertised three-bedroom, two-bath ramblers with basements in the new Oakview Park for \$19,950 and four-bedroom ramblers for \$20,750 (The Evening Star 1960a, 19). In 1960, Humphrey Construction Company, Inc., advertised homes within the Oakview expansion designed by Cohen, Haft & Associates with four bedrooms and two bathrooms starting at \$21,990 located near the Hillandale Shopping Center, a church, and two schools (The Evening Star 1960b, 16; 1960c, 30).

Hampshire Investors Corporation was a development venture between Milton Polinger and Jimmie R. Henry (The Washington Post 2000, B05). The company also constructed houses in Tuckerman Woods and Potomac Court in Potomac in the late 1950s and early 1960s (The Evening Star 1966a, 75; The Washington Post and Times Herald 1963, D6). An active builder in the Washington, D.C., metropolitan area, Milton Polinger owned another company called Polinger Construction Corporation and was responsible for notable projects such as Brighton Village in Gaithersburg, Rollins Park and Congressional Towers in Rockville, and the Van Ness complex in Washington, D.C. (The Washington Post 1976, D6). Jimmie R. Henry began at Polinger Construction Corporation prior to starting Hampshire Investors Corporation with Polinger; there he designed and built Montgomery County subdivisions such as the expansion section of Oakview and Yale Village in Gaithersburg (The Washington Post 2000, B05). James I. Humphrey, a prominent Silver Spring builder and developer, was the president of Humphrey Construction Corporation as well as three other building firms (The Evening Star 1963, 31; 1966b, 32). Cohen, Haft & Associates, run by Jack Cart Cohen and Leonard A. Haft, was a prominent architecture firm in the area and produced single-family designs for many other developments in the Maryland suburbs. (Kelly 2015, 179).

To keep up with an ever-growing student population in the county, the Board of Education of Montgomery County opened, the Brookview Elementary School in September of 1955 (The Washington Post 1955a, 20). It was demolished between 1989 and 2002 due to declining enrollment and was initially replaced by a neighborhood park prior to construction of the Roscoe R. Nix Elementary School in 2006 (Bevacqua 2006; NETR 1988, 2002).

In 1956, the Oakview Recreation Corporation purchased 2.9 acres from Xaverian Brothers, Inc., for the construction of a community swimming pool after residents petitioned the Montgomery County Board of Appeals in 1955 (MCDB 2179, 317; The Washington Post and Times Herald 1955b, 25). Construction of the pool and an associated building began immediately afterward and was completed by M. H. Gillespie of Washington, D.C. (The Evening Star 1956, 26). Brookview Local Park, situated just northeast of the school and pool, was developed by the Maryland-National Capital Park and Planning Commission after the purchase of a 4.58-acre lot from the State Roads Commission of Maryland (MCDB 2440, 227).

Evaluation:

The expanded version of Oakview was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C. In 2000, MHT staff determined the original portion of Oakview was

not eligible for listing in the NRHP. The expansion of the Oakview boundary does not change the prior eligibility determination.

Oakview reflects common trends in planned residential developments in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. However, it is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Oakview is not eligible under Criterion A.

Although Polinger, president of the Hampshire Investors Corporation, was a substantial developer in the Washington, D.C., metropolitan area during the mid-twentieth century, the expansion of Oakview is not a good representative of his work. Furthermore, Humphrey and Henry are not known to be particularly innovative or prolific in their work or in suburban development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Oakview was not the first planned residential development in this area of Montgomery County or Silver Spring. The buildings within the community retain most of the character-defining features of their resource types; however, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. Community amenities have either fallen into disrepair, such as the pool, or have been demolished and replaced by new construction, in the case of the school. The community itself is not an exemplary or unique example of a planned residential development. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Oakview, including the existing MIHP-listed resource and the expansion described in the addendum, is southwest of the intersection of I-495 and New Hampshire Avenue and encompasses approximately 180 acres. It is bounded on the north by I-495, on the east by New Hampshire Avenue, on the south by the individual residential lots, and on the west by I-495 and Northwest Branch Stream Valley Park. Oakview is confined to the current property tax parcels, which are found on Montgomery County Tax Map KP12 and the expansion of the resource is also as seen in Montgomery County plat record 5169, 5237, 5245, 5305, 5342, 5689, and 6160.

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---1958a. "1958 Festival of Homes: Hampshire Investors Exhibit." September 27, 1958, 30.

---1958b. "87 Homes Listed for Fall Festival Opening Today." September 5, 1958, 64.

---1960a. "New Oakview Park." November 26, 1959, 19.

---1960b. "Firm Announces 18-Home Project." December 17, 1960, 16.

---1960c. "Oakview Homes by Humphrey." October 8, 1960, 30.

---1963. "New S&L Director Elected." November 8, 1963, 31.

---1966a. "Potomac Court." December 2, 1966, 75.

---1966b. "R.S. Humphrey, Springbrook High Junior, 16." October 4, 1966, 32.

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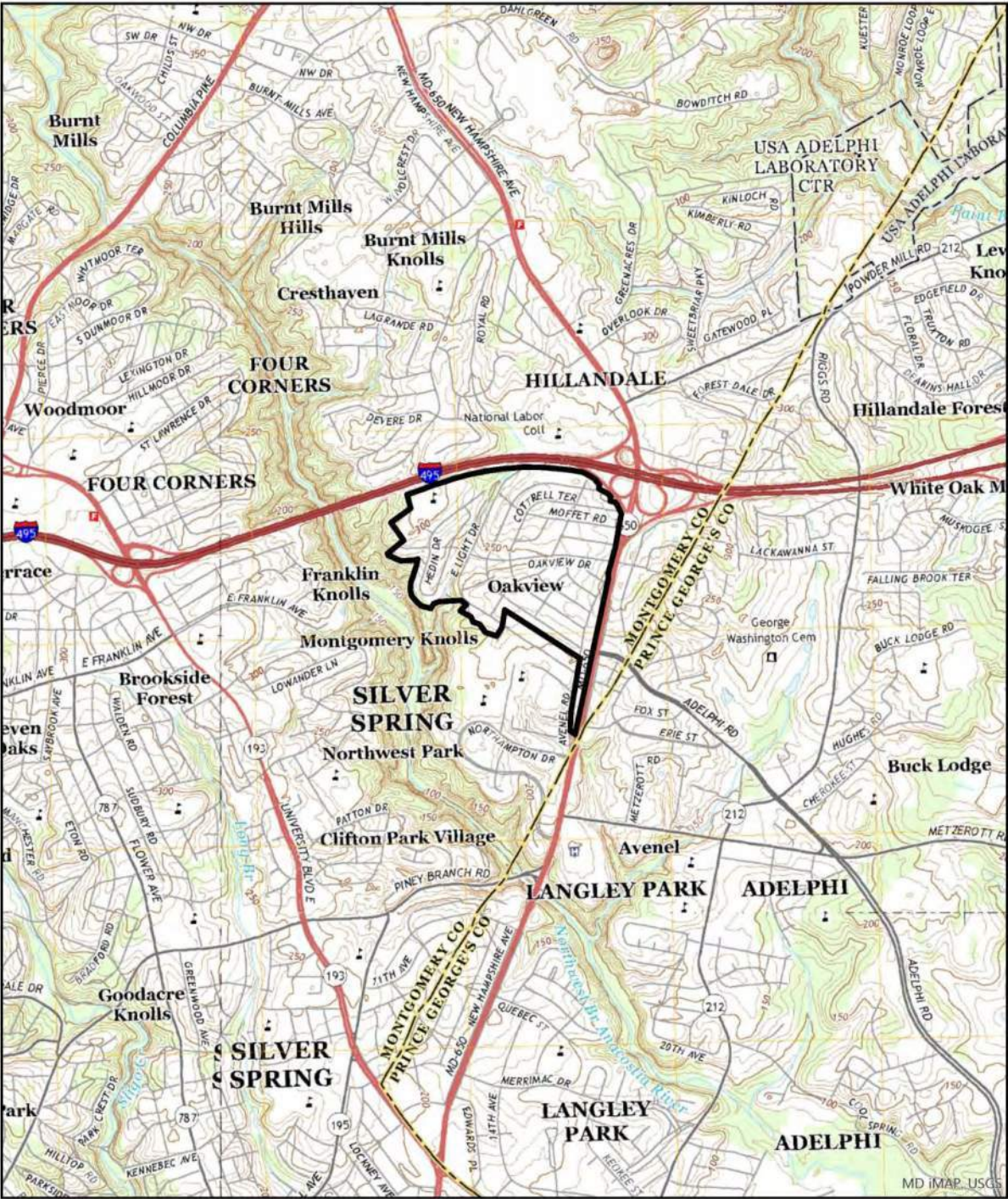
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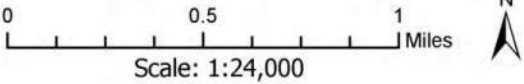
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Oakview Montgomery County
Location: Southwest of intersection of I-495 and New Hampshire Avenue City: Silver Spring



USGS 7.5' Quadrangle - Beltsville



Oakview

Location: Southwest of intersection of I-495 and New Hampshire Avenue

Montgomery County
City: Silver Spring





9809 Arbor Hill Drive, northwest elevation.



9812 and 9814 Arbor Hill Drive, looking north.



Park and pool signage at north corner of intersection of Hendin and Oakview Drives, looking northwest.



Streetview of Oakview Drive looking west from E. Light Drive.



Stone parapet for culvert bridge at Oakview Drive, looking west.



9419 Avenel Road, northwest elevation.



9417 Avenel Road, northwest elevation.



9305 Avenel Road, northwest elevation.



Baseball diamond of Brookview Local Park, looking north.



Façade of Roscoe R. Nix Elementary School, looking north from Corliss Street.



Oakview pool facility, looking northwest from Corliss Street.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Mical Tawney**

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

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

File Format: **M: 37-15_2019-02-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9809 Arbor Hill Drive, northwest elevation.

02.tif

9812 and 9814 Arbor Hill Drive, looking north.

03.tif

Park and pool signage at north corner of intersection of Hendin and Oakview Drives, looking northwest.

04.tif

Streetview of Oakview Drive looking west from E. Light Drive.

05.tif

Stone parapet for culvert bridge at Oakview Drive, looking west.

06.tif

9419 Avenel Road, northwest elevation.

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9417 Avenel Road, northwest elevation.

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9305 Avenel Road, northwest elevation.

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Baseball diamond of Brookview Local Park, looking north.

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Façade of Roscoe R. Nix Elementary School, looking north from Corliss Street.

11.tif

Oakview pool facility, looking northwest from Corliss Street.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Old Branch Avenue Houses

Inventory Number: PG:76B-80

Address: South of I-495, east of Old Branch Avenue

Historic District: Yes

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0097

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: May 22, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Old Branch Avenue Houses are a group of seven houses in Temple Hills (5316-5414 Old Branch Avenue, evens only) primarily constructed in the 1950s. They are bounded by I-495 on the north, Old Branch Road on the west, residential lots on the south, and Branch Avenue on the east; Manchester Drive intersects with Old Branch Avenue between 5320 Old Branch Avenue and 5400 Old Branch Avenue. The 3.6-acre group comprises seven lots, all of which extend east from Old Branch Avenue and range in size from 0.39 to 0.56 acre. The individual lots are slightly sloped, with moderate tree coverage, plant beds, and bushes and some have fenced rear yards. Secondary buildings include sheds, and all lots have a driveway that is made of either asphalt or poured concrete. Brick pillars at the intersection of Manchester Drive and Old Branch Avenue mark the entrance to the larger Manchester Estates subdivision across Branch Avenue to the east

Description:

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

The houses were primarily constructed between 1950 and 1959 during the Modern Period (1930-1960), with one example of infill: 5406 Old Branch Avenue, circa 1993. The group includes variations of the Split-Level, Two-Story Massed, and Ranch forms.

Dwellings are three to five bays wide and one to two stories tall. Foundation and structural system cladding includes stretcher-bond brick veneer or vinyl siding. Roofs are cross or side gabled and sheathed in asphalt shingles. Houses have either an exterior-end or interior-slope brick chimney.

The primary entrances on the façade are often centered and contain a single-leaf wood or fiberglass door and storm door. Entrances are accessed by entry porches or concrete stoops. Original windows are two-over-two, wood-frame, double-hung-sash and wood-frame bow or bay units; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters flanking windows on the façade are common. All seven houses have attached garages. Additions are rare.

Historic Context:

In December 1946, Edson W. and Louise Briggs and Minnie L. and Harvey L. Raul sold 67.62 acres to Dewey M. and Mary M. Freeman (Prince George's County Deed Book [PGCDB] 892, 289; Prince George's County Plat Book [PGCPB] WWW 33, 72-73). The Freemans created the first plat for Manchester Estates in June 1949; it was inclusive of several blocks along curvilinear streets, such as Manchester Drive and Gunston Lane, a dedicated public park area, and the seven lots that make up the current resource (PGCPB WWW 33, 72-73).

While there was some sporadic development in Manchester Estates in the early 1950s, the proposed construction of I-495 and realignment of Branch Avenue to provide access to the new highway likely slowed house construction throughout the neighborhood in the late 1940s and 1950s, including the lots along present-day Old Branch Avenue. Only one lot along Old Branch Avenue (5400 Old Branch Avenue) was constructed soon after Freemans platted the subdivision. In 1958, Dewey and Mary Freeman sold several tracts of land within the subdivision to Joseph E. and Madeline C. Mitchell (PGCDB 2242, 13). That same year, they created a revision of the original Manchester Estates plat for several lots located between Old Branch Avenue and the newly constructed Branch Avenue (PGCPB 34,26). The Mitchells constructed Split-Level houses at 5316-5320, 5410, and 5414 Old Branch Avenue, which surrounded the circa-1950 one-story dwelling at 5400 Old Branch Avenue, and sold them to individual home buyers (e.g., PGCDB 2344, 326; 2357, 548). Around 1993, under the ownership of Joseph H. and Miranda L. Bennet, the last of the seven houses was constructed (PGCDB 576, 405). Meanwhile, the bulk of the Manchester Estates subdivision was developed over a quarter mile away, accessed along Manchester Drive across Branch Avenue to the east. This section, containing larger houses on estate lots of 0.5 to 1.5 acres, is physically and visually distinct from the houses constructed along Old Branch Avenue.

Research did not identify any individual advertisements for these seven properties; however, one of the houses was on a list of Prince George's County construction projects in March 1959; it noted that Joseph E. Mitchell was the owner and builder of the lot and it had an estimated cost of \$14,000 (The Evening Star 1959, B-10).

Dewey M. Freeman was involved in Prince George's County real estate from the 1940s to the 1970s, primarily as a real estate agent. In 1948, he was elected president of the Real Estate Board in Prince George's County and was listed as the seller for many individual houses in southern Prince George's County in the decades following World War II (The Evening Star 1947a, B-10; 1947b, E-9; 1948, B). Joseph and Madeline Mitchell participated in small-scale real-estate construction during the mid- to late-1950s. Among others in addition to the houses on Old Branch Avenue, they constructed one-story dwellings on 36th Place, SE and Q Street, SE, both in Washington, D.C. (The Evening Star 1955, B-5; 1956, B-13)

Evaluation:

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

The Old Branch Avenue Houses represent a common housing type constructed in Prince George's County during the Modern Period. The houses do not demonstrate significant associations with important suburban trends, such as local or regional residential development and planning or demographic changes, and are not known to have associations with any other events

that have made a significant contribution to the broad patterns of history. The Old Branch Avenue Houses are not eligible under Criterion A.

Dewey M. Freeman, a real-estate agent, and Joseph and Madeline Mitchell, local builders, had no significant influence on suburbanization in Maryland. Research has not shown that these houses are associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The Old Branch Avenue Houses are modest and basic examples of the Transitional Ranch, Split-Level, and Two-Story Massed forms. The houses include standard features typical of the period and demonstrate no distinctive stylistic details. They are not the work of master architects and exhibit common materials and forms. Therefore, the houses are not significant under Criterion C. The resource was not evaluated under Criterion D.

This resource is bounded by I-495 on the north, Old Branch Avenue on the west, Branch Avenue on the east, and 5418 Old Branch Avenue on the south. It encompasses 3.6 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0097 and also as seen in Prince George's County plat records WWW 16 page 72 and WWW 34 page 26.

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---1955. "D.C. Lists Building Permits." May 14, 1955, B-5.
---1956. "District Authorizes Homes, Other Buildings." September 22, 1956, B-13.
---1959. "Prince George's County Projects." March 21, 1959, B-10.

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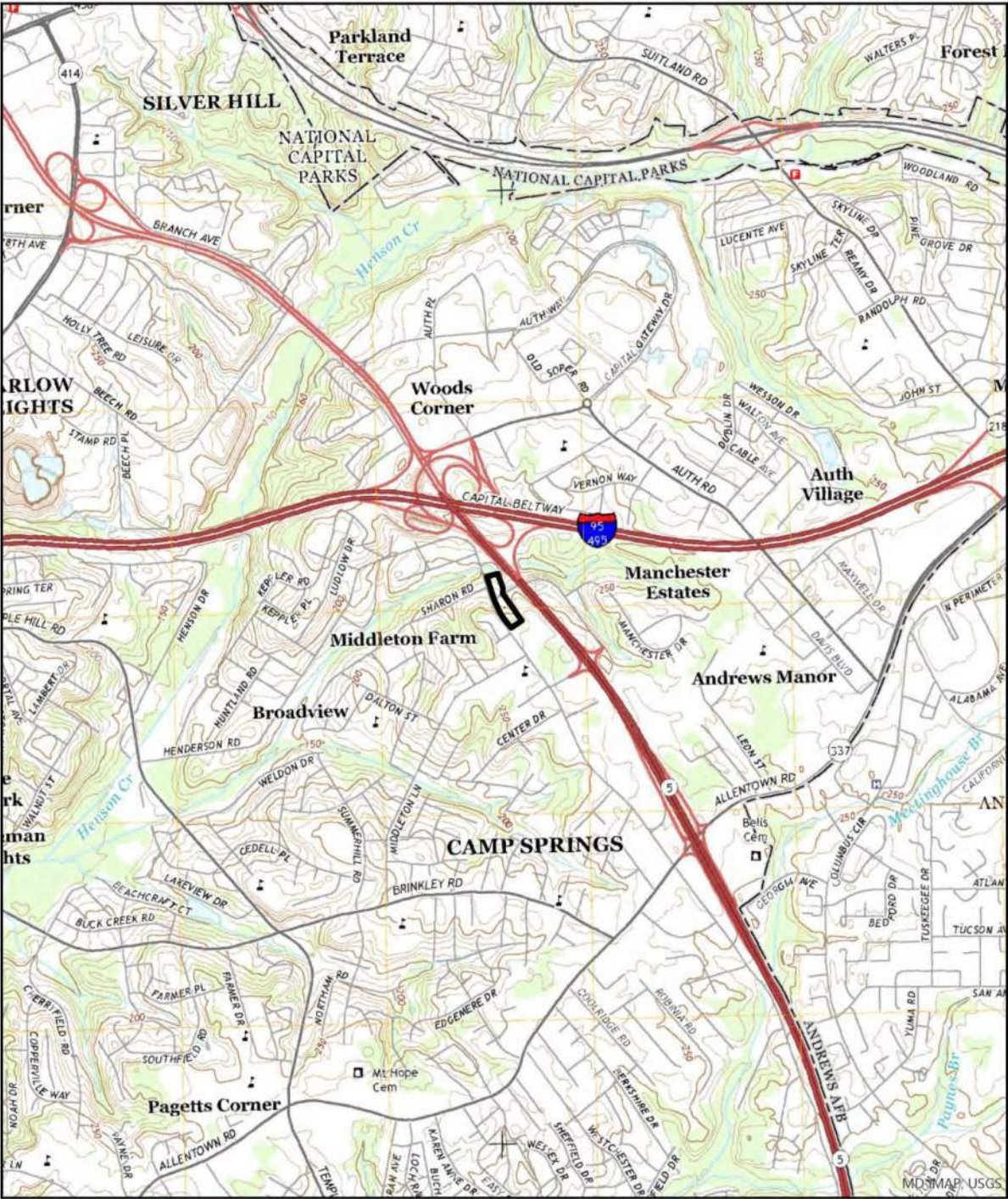
Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

Old Branch Avenue Houses

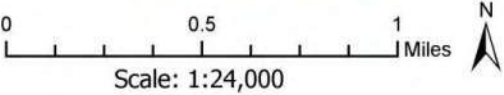
Prince George's County

Location: South of I-495, east of Old Branch Avenue

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

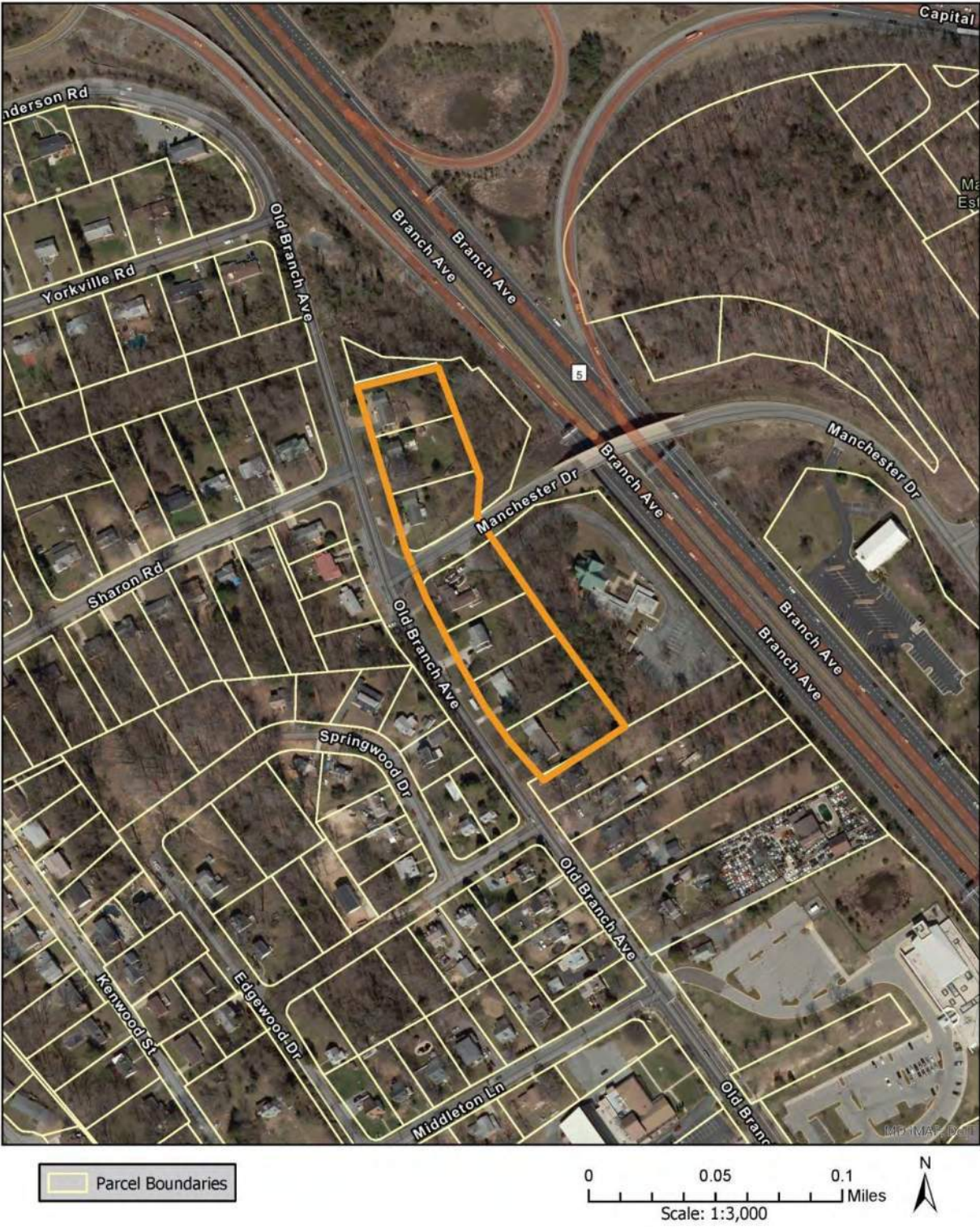


Old Branch Avenue Houses

Location: South of I-495, east of Old Branch Avenue

Prince George's County

City: Temple Hills





Overview of brick pillars at intersection of Manchester Drive and Old Branch Avenue, looking east.



5316 Old Branch Avenue, west elevation.



5318 Old Branch Avenue, west elevation.



5420 Old Branch Avenue, northwest oblique.



5400 Old Branch Avenue, west elevation.



5406 Old Branch Avenue, west elevation.



5410 Old Branch Avenue, southwest oblique.



5414 Old Branch Avenue, west elevation.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Katherine Watts**

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

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

File Format: **PG:76B-80_2019-02-04_01.tif... etc.**

Photographs inserted on continuation sheets:

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Overview of brick pillars at intersection of Manchester Drive and Old Branch Avenue, looking east.

02.tif

5316 Old Branch Avenue, west elevation.

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5318 Old Branch Avenue, west elevation.

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5420 Old Branch Avenue, northwest oblique.

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5400 Old Branch Avenue, west elevation.

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5406 Old Branch Avenue, west elevation.

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5410 Old Branch Avenue, southwest oblique.

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5414 Old Branch Avenue, west elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Old Farm

Inventory Number: M: 30-54

Address: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

Historic District: Yes

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GQ31, GQ32, GQ41, GQ42

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Old Farm, a planned residential development, is bounded by the North Farm neighborhood to the north, I-270 to the west, Tuckerman Lane to the south, and the Tilden Woods neighborhood to the east. The 209-acre development includes 495 single-family dwellings on lots between 0.206 acres and 6.56 acres. In addition to single-family dwellings, the development includes a park, the Old Farm Nature Conservancy, Farmland Elementary School, the Old Farm Swim and Paddle Club, and Faith United Methodist Church of Montgomery County. The streets feature concrete curb and gutter, but sidewalks are present only along Old Stage Road, Magruder Lane, and Old Gate Road and Farmland Drive at Farmland Elementary School. Many lots have paved driveways and either a paved or bricked walkway that connects the street to the front of the houses. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street

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

lamps are attached to utility poles. Some houses have split-rail, picket, or chain link fenced rear yards. Old Gate Court, Plantation Court, Split Rail Court, Tilden Lane, Rolling House Road, Old Club Court, Old Club Road, Hounds Way, Farmland Drive, Wolfree Lane, Oden Court, Old Bridge Road, Race Horse Lane, and Magruder Lane are cul-de-sacs with landscaped circular traffic islands. All streets are curvilinear, following the natural setting. Secondary resources include pools and sheds.

Description:

Old Farm is a planned residential development constructed between 1961 to 1970 during the Suburban Diversification Period (1961– 1980). The residential portion of the development contains single-family dwellings, primarily in the Colonial-Revival style in Two-Story Massed, Split-Level, and Split-Foyer forms. The houses range from three to six bays with one to two stories. Cladding includes brick veneer, vinyl siding, and stone veneer. Roofs include side gabled, side gambrel, and hipped examples, all of which are sheathed in asphalt shingles. Most houses feature exterior-end brick chimneys.

Primary entrances are set in the center of the façade and feature both single-leaf wood or fiberglass paneled or half glazed doors and double-leaf doors. Some doors feature transom lights or broken pediments. Front porches are not common.

A majority of the houses have vinyl, one-over-one double-hung-sash windows; original windows include eight-over-eight or twelve-over-twelve units. Many houses feature fixed shutters. Attached one and two car garages are common throughout the development. Additions to the side or rear elevations are common, although usually in scale with the original building (11705 Magruder Lane). Although rare, infill does exist in Old Farm (7013 Sulky Lane).

The Old Farm Nature Conservancy, an undeveloped wooded area with split-rail fencing, is at the western most end of Tilden Lane, screened from I-270 by a noise wall. The development also includes Farmland Local Park and Farmland Elementary School. The circa-1961 park is adjacent to the elementary school playground and has a main entrance off of Hilden Post Lane as demarcated by a concrete pathway (Montgomery County n.d.a.). The park is a large open green space with two baseball fields and a soccer overlay field. Farmland Elementary School is a two-story educational building constructed circa 1963 and primarily clad in a brick veneer and covered by a flat roof. The primary entrance faces northeast towards Old Gate Road. A majority of the windows are fixed; doors are either single-leaf unglazed or single-leaf glazed. Southwest of the school building is a parking lot, a playground, asphalt playing courts, and basketball courts. A dumpster and loading dock area are located to the west of the main entrance.

Old Farm Swim and Paddle Tennis Club, south of Montrose Road, is a Colonial-Revival style, two-story, five-bay, side-gabled clubhouse constructed circa 1964. Predominantly covered in brick veneer with wood siding in the gables, the east-facing building has a side-gabled roof sheathed in asphalt shingles and a central interior, brick chimney. Entrances included double-leaf, paneled doors with transom lights and a storm door and six-over-six, double-hung-sash, vinyl windows. A two-bay addition sits on the south side of the building; it features one single-leaf and one double-leaf wooden door. Two stairways and a ramp lead up to the east façade of the club house. There are two tennis courts to the west of the clubhouse. A pool, playground, volleyball court, and basketball court are located on the east side of the clubhouse.

Faith United Methodist Church of Montgomery County, completed in 1966, is located in the northeastern-most section of Old Farm along Montrose Road, west of the swim club. The north-facing church has a cross-gabled nave and sanctuary with a gabled and hipped roof classroom wing to the west. The church façade features a small front-gabled projection that serves as the front entrance. It has a double-leaf, paneled door with an arch; the pediment over the projection has dentil molding. The cross-gabled roof has slate shingles, snow guards, and a two-story steeple with a cross at the top. A central interior brick chimney rises above the façade. Brick quoining outlines all corners of the church. Windows are wooden, twelve-over-twelve, double-hung-sash. A parking lot surrounds the south and east side of the church and a playground sits along the southern elevation.

An eighteenth-century smokehouse, listed in the Maryland Inventory of Historic Properties (M: 30-4), sits on private property at 7121 Wolfree Lane. The smokehouse is not visible from the right of way; as a result, no images or clear description of the structure could be obtained.

Historic Context:

On May 21, 1960, Old Farm Real Estate Corp. (which later became Kettler Brothers, Inc.) purchased land from Oscar B. Huffman and Ethel M. Huffman (Montgomery County Deed Book [MCDB] 2739, 581). That same year, they platted their first section of the development called Old Farm, followed soon thereafter by 18 sections completed between 1961 and 1966 (The Evening Star 1964a, B5; Montgomery County Plat [MCP] 6536, 7395, 8369, 24020). Construction began on the houses in 1961; they partnered with architects Patterson and Worland to design the houses in the community and interior designer Stephen D. Jeffery for the furnishings of the houses (The Evening Star 1964b).

Advertisements emphasized the quality of Kettler Brothers, Inc. developments; several included the term “kettlerized” to describe the firm’s attention to detail and process by which they ensured proximity to amenities and features that home buyers desired (The Washington Post 1979, E19). The Kettler Brothers included a community pool in Old Farm, and noted the convenience to the Capital Beltway (The Washington Post 1964a, C14; The Evening Star 1964a, B5). They also focused on the development’s landscape; a 1960 article notes that they planted weeping willows due to their rapid growth, maples because of their color, and white pine and spruce due to their year-round color (The Washington Post 1960). In working with landscape architect Gordon Kennedy, they established 495 building lots and set aside 13 acres for schools and parks, 20 acres for a park, 4.5 acres for a church, and 3 acres for a community pool (Willmann 1962, B1).

Nine different models were available at Old Farm with 54 exterior varieties from which to choose (The Washington Post 1964b, E9). Advertisements emphasized an association with American history, describing houses designed in a “Federalist idiom” to bring a sense of tradition to the community. There were also elements of modernity to the designs, such as different roof, shutter, trim, brick and siding color variations (The Evening Star 1964c, B2; The Washington Post 1964b, E9). Kettler Brothers, Inc., strove to create a development based on American traditions but with some diversity of styles that was appealing to buyers (The Washington Post 1964b, E9). Two Colonial Revival models were offered, the Talbot and the Oakfield (Poole 1964, C1; The Washington Post 1962a, B16). Each house featured a master suite with a dressing room and bathroom, a family room with a fireplace, and a walk-in pantry in the kitchen (Poole 1964, C1). Other features were a formal dining room, attic storage, one or two car garages, gas appliances,

dishwashers, and refrigerators (Poole 1964, C1; The Washington Post 1964c, E15). Prices for the houses ranged from the mid-\$30,000s to \$50,000.

By 1964, 287 houses had been sold within the development (The Washington Post 1964b, E9). Old Farm won awards, as noted in The Washington Post without further details, and was even visited by 80 women, wives of members of the International Congress of Glass, to see the interiors of the development (The Washington Post 1962b, D27; 1964b, E9).

Kettler Brothers, Inc., was founded by brothers Clarence, Charlie, and Milton, along with Clarence's brother-in-law Bill Forlines. They built their first house in 1952, but the company became famous for its mid-1960s developments in Montgomery County, particularly Montgomery Village (Kelly 2015, 188; The Washington Post 1978, D9). Architects Patterson and Worland first started in 1932 as Schreier and Patterson; when Edwin Schreier left the firm Michael Patterson and Wilfred Worland became its leaders (Kelly 2015, 192). Patterson and Worland were known for their Colonial Revival apartments and residential developments, like Old Farm, as well as some early modernist projects such as the Woodmoor Shopping Center (1939) (Kelly 2015, 192).

The Old Farm community pool opened in June 1964; originally the Kettler Brothers did not intend on building a pool but when residents called for one, they provided money for resident leaders to build it. Kettler Brothers, Inc., provided \$35,000 in land to the pool organizers. Nine residents of Old Farm lead the effort to build the \$150,000 pool (The Washington Post 1964d, E3). Historic aerials suggest that the tennis courts were not added until 2002 (Nationwide Environmental Title Research, LLC [NETR] 2002).

In 1963, the Faith United Methodist Church of Montgomery County purchased property from the Kettler Brothers in order to construct a church (McCullough 2004, 1). The Kettler Brothers also gave the church leaders a house at 12101 Old Bridge Road as a part of their parsonage (McCullough 2004, 1). In December of 1965, the cornerstone was laid for the church and construction was completed in March of 1966 (McCullough 2004, 3). Modeled after the Bruton Parish Church in Colonial Williamsburg, the church was constructed in three phases: the first section was built in 1966, an educational wing was added in 1967, and additional space for offices was added in 1972 (McCullough 2004, 3 and 6). Originally known as "Faith Church, the church changed its name to Faith United Methodist Church of Montgomery County in 1968 (McCullough 2004, 6). Today, the church still serves the Montgomery County community.

Additionally, a nineteenth century smokehouse (M: 30-4), located at 12012 Old Bridge Road, sits within the boundaries of the Old Farm development. Listed in the Maryland Inventory of Historic Properties in 1975, the smokehouse is also listed as a landmark on Montgomery County's historic preservation map (Montgomery County n.d.b.). The 1975 documentation form notes that the smokehouse was composed of log and modern siding and was being altered and restored by then owner, Edward Michaels. The smokehouse had been part of an "old farm complex" that remained until the Old Farm development was constructed. Edward Michaels remembered an older house that was adjacent to the smokehouse and that someone from the Smithsonian examined it to help determine its age (Dwyer 1975). The extant house at 12012 Old Bridge was constructed in 1967 as part of the Old Farm development.

Evaluation:

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

As a planned residential development, Old Farm is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a prolific developer with a limited selection of traditionally styled house models, it is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments. Taken as a whole, this neighborhood has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

Kettler Brothers, Inc., worked throughout the Montgomery County area and metropolitan Washington, D.C., but Old Farm was not one of their most influential works. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

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

This resource encompasses 209 acres and is located east of I-270, south of North Farm neighborhood, and north of Tuckerman Lane. Tax maps, which can be found on Montgomery County Tax Maps, are as follows: GQ31, GQ32, GQ41, and GQ42. The development can also be seen in Montgomery County plat records 6067, 6232, 6417, 6419, 6793, 6804, 6896, 7011, 7342, 7393, 7394, 7395, 7522, 7645, 7649, 7650, 8368, and 24020.

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---1964b. Advertisement. May 1, 1964, C7.

---1964c. Advertisement. February 8, 1964, B2.

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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.

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---1964b. "Kettler Showing 8 Furnished Models." September 12, 1964, E9.

---1964c. "Forecast Home Seen at Old Farm." April 4, 1964, E15.

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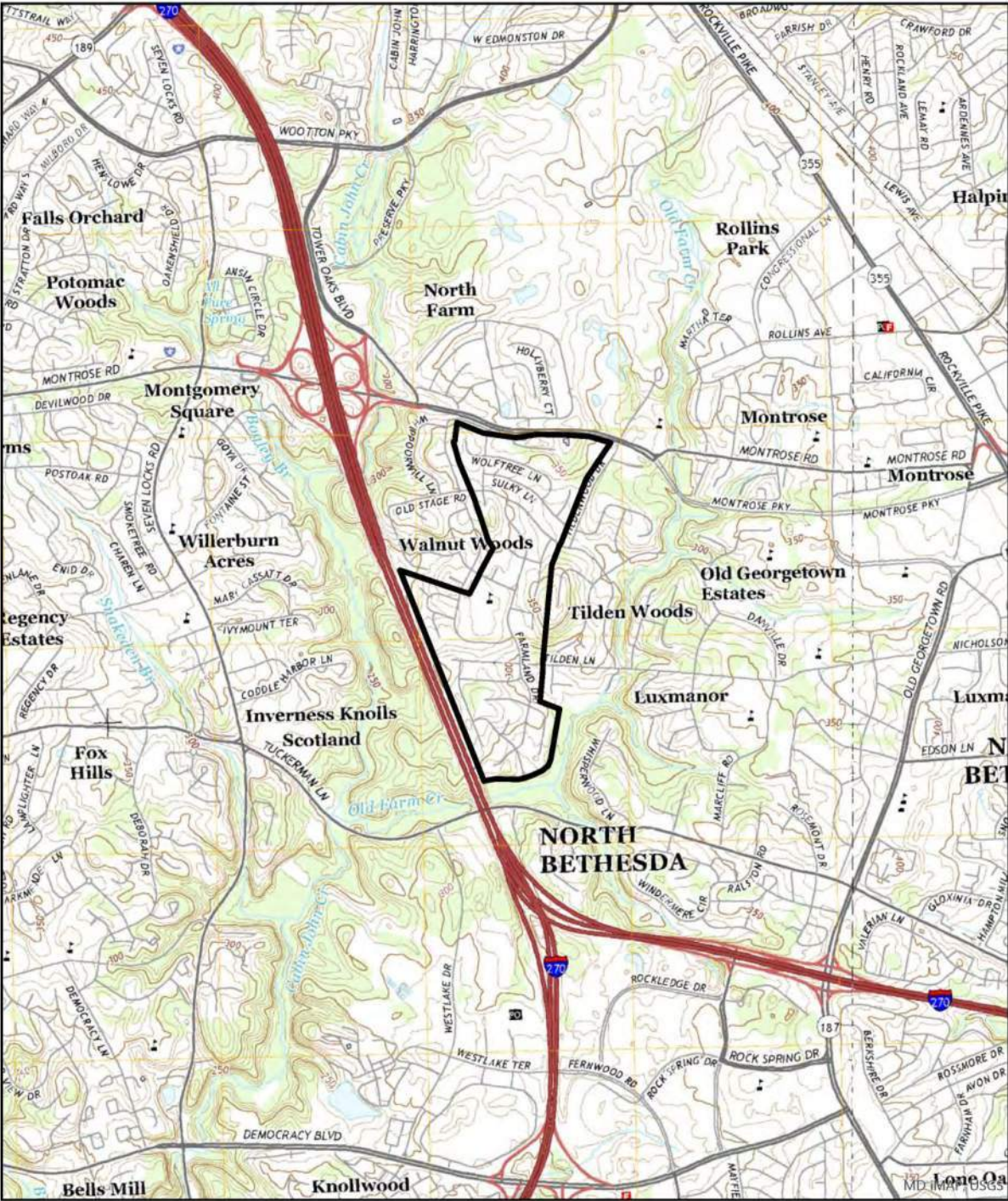
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Old Farm

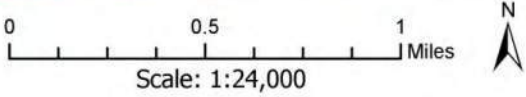
Montgomery County

Location: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

City: Rockville



USGS 7.5' Quadrangle - Rockville

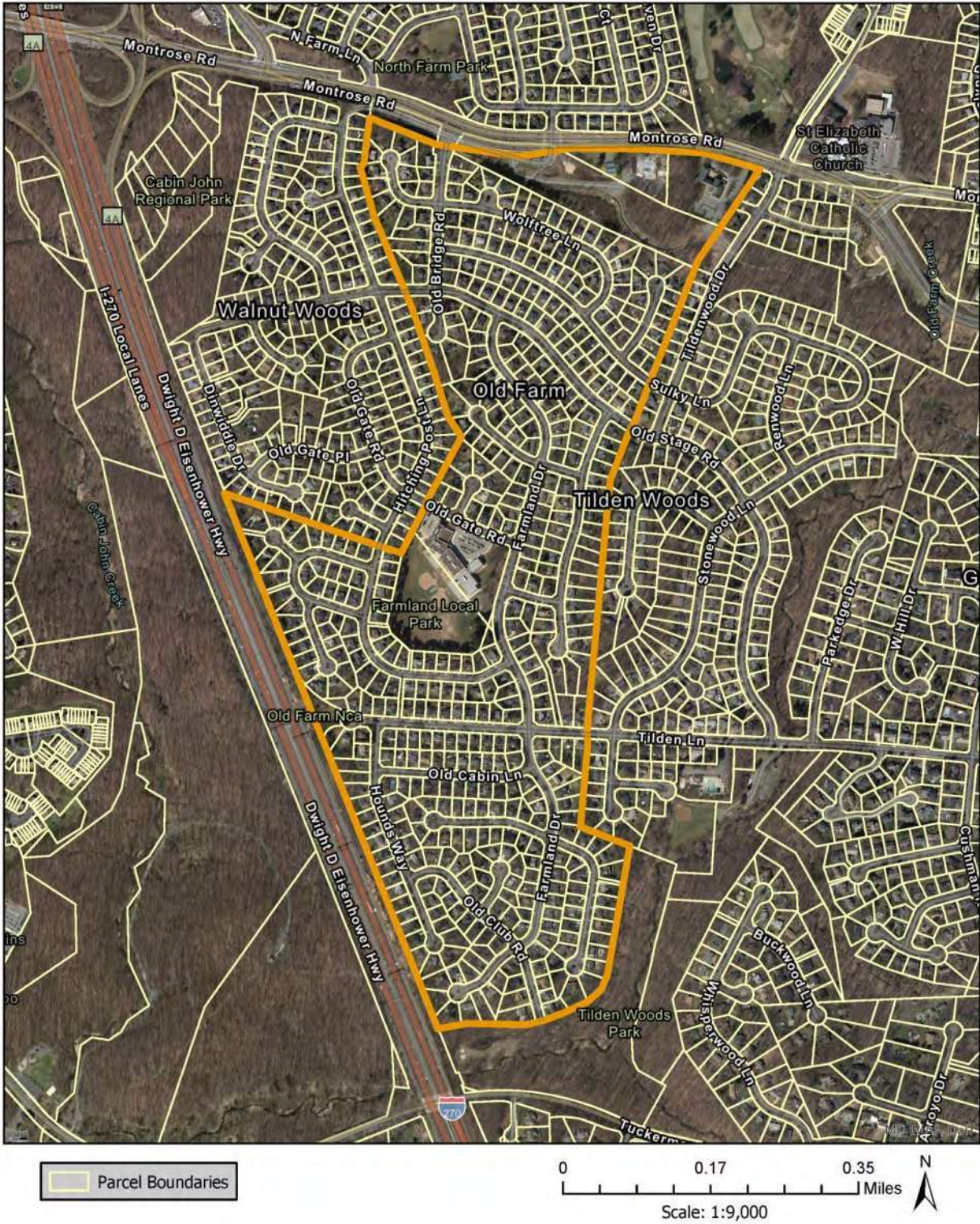


Old Farm

Montgomery County

Location: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

City: Rockville





View of 1 Old Gate Court, looking west.



View of 6928 Old Stage Road, looking southwest.



View of 6903 Old Gate Lane, looking north.



View of 12012 Old Bridge Road, looking west.



View of 7013 Sulky Lane, looking northeast.



View of Farmland Elementary School (7000 Old Gate Road), looking southwest.



Rear view of school and local park, looking north.



View of cul-de-sac at Rolling House Road, looking southwest.



View of 11705 Magruder Lane, looking east.



View of 11702 Magruder Lane, looking west.



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



View of Old Farm Swim and Paddle Tennis Club, looking northeast.



View of Faith United Methodist Church of Montgomery County, looking southwest.

PHOTO LOG

Number of Photos: **13**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

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

File Format: **M: 30-54_2018-12-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 1 Old Gate Court, looking west.

02.tif

View of 6928 Old Stage Road, looking southwest.

03.tif

View of 6903 Old Gate Lane, looking north.

04.tif

View of 12012 Old Bridge Road, looking west.

05.tif

View of 7013 Sulky Lane, looking northeast.

06.tif

View of Farmland Elementary School (7000 Old Gate Road), looking southwest.

07.tif

Rear view of school and local park, looking north.

08.tif

View of cul-de-sac at Rolling House Road, looking southwest.

09.tif

View of 11705 Magruder Lane, looking east.

10.tif

View of 11702 Magruder Lane, looking west.

11.tif

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

12.tif

View of Old Farm Swim and Paddle Tennis Club, looking northeast.

13.tif

View of Faith United Methodist Church of Montgomery County, looking southwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Old Georgetown Club

Inventory Number: M: 35-209

Address: 9600 Fernwood Road

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Old Georgetown Club, Inc.

Tax Account ID: 00431491

Tax Map Parcel(s): 0000

Tax Map: GP52-0000

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Location/Setting

The Old Georgetown Club is a privately owned community swim and tennis club that sits on a rectangular 4.91-acre property south of I-495 and west of Fernwood Road. The club is surrounded by single-family dwellings to the south and west. A wooden sign on two posts along Fernwood Road marks the asphalt entrance drive, which is protected by metal swing-arm gates. The asphalt and concrete drive leads to a gravel parking lot with grass islands surrounded by mature trees. West of the parking lot is a circa 2015 basketball half-court. A concrete walkway, marked by two circa 2008 curved stone walls, leads to two buildings—a circa 1956 pool house building oriented north-south and an early 1980s snack building oriented northeast-southwest. North of the buildings and west of the basketball court is a playground with modern plastic equipment. At the center of the parcel is a 1956 swimming pool surrounded by a concrete patio with areas of concrete pavers to the south. Surrounding the patio is a low coursed-stone wall with pillars. Northeast of the pool is a smaller 1956 wading pool enclosed by a metal fence. North of the wading pool is a grassy area with table games. West of the pool is a circa 1956 pumphouse and circa 2008 deck on a north-south axis. Two circa 1981 tennis courts with hard-court surfaces are west of the pool and enclosed by chain-link fencing. Wooden

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

steps lead to a concrete-paver walkway between the pool deck and the tennis courts. The east side of the walkway is bordered by a plant bed with a bench incorporated along its retaining wall. The western half of the lot, beginning at the playground and pool, is surrounded by a tall metal fence. The remainder of the lot is wooded.

Architectural Description

Pool House (1956)

The one-story 1956 pool house contains restrooms, an office, and storage space. The original rectangular concrete-block building has an asphalt-shingle gable roof with domed skylights on each slope. In the early 1960s, a horizontal cementitious siding-clad extension, sheltered by an extension of the original gable roof, was built to the north. In the same year, a small concrete-block addition was constructed at the southern end of the west elevation; the addition is sheltered by a shed roof extending from the gable roof's rafter end. The early 1980s additions are: a two-story, square tower with a pyramidal roof set at an angle on the southwest corner of the building and an irregular-shaped, shed-roof addition on the southeast corner. Both additions are clad with concrete block and horizontal cementitious siding. The cementitious siding on the building was likely installed circa 2008.

The west elevation has two solid doors leading to storage areas on its north end, and two recessed openings leading to the men's and women's restrooms at the center, topped by a series of rectangular windows. An early 1980s gable-front porch supported by wooden posts projects from the center of the elevation; a three-dimensional dolphin is within the gable end. The southern end addition has large window openings that are boarded up and a single solid door. The south elevation has horizontal cementitious siding in the gable end; three rectangular windows are placed high on the first story. Large window openings, now enclosed with siding, are on the first story of the tower and square fixed-pane windows are on all sides of the second story.

Pumphouse (ca. 1956)

The circa 1956 one-story, rectangular pumphouse for the pool is located directly west of the patio surrounding the pool, at a lower grade. The building is constructed of concrete block and has a shed roof. Paired metal doors are on the west elevation. A small concrete-block addition to the northwest has a shed roof, exposed rafter tails, and a metal door on the south elevation. A circa 2008 rectangular deck, with synthetic wood flooring and plastic balustrades, is over the pumphouse and pumphouse addition.

Pools (1956, ca. 1995, ca. 2014)

The six-lane swimming pool was originally constructed in 1956 with an L-shaped plan. The swimming lanes are oriented east-west. A diving well with two diving boards is located at the pool's southwest corner. Between 1993 and 1998, entry steps at the northeast corner were added, and between 2008 and 2012, a graduated entry at the southeast corner was constructed. A modern plastic pool slide of uncertain date is at the western edge. Between 2015 and 2019, a rectangular graduated entry was added to the north side of the 1956 circular wading pool.

Concession Building (early 1980s)

The early 1980s one-story concession building is set at an angle southwest of the pool house. The lower third of the walls are concrete block and the rest is clad in horizontal cementitious siding. The gable roof is asphalt shingle and has dome skylights on both slopes. The northwest elevation has two metal roll-up garage doors. A circa 2008 gable-roof addition to the east, constructed of concrete block and horizontal siding, contains wood counters with two vinyl-sash walk-up windows. The building, including the addition, also has paired and single door openings.

Historic Context

The Old Georgetown Club first applied for Montgomery County approval to construct a pool on the Fernwood Road site in August 1954. At that time, the property was remote and surrounded by woods, but new residential subdivisions, such as Alta

Vista, were being constructed further away to the east. The organization faced several hurdles in construction, including a county requirement that a majority of a community swimming pool club's members must live within a half mile of the facility, a difficult goal to achieve in the pool's remote location, and the Washington Suburban Sanitary Commission's resistance to extend the water main to the proposed pool site. In addition, the local Bradley Boulevard Citizens Association opposed the proposal as a "nuisance," believing the pool would threaten the area's water supply, depreciate property values and create traffic congestion. Despite these hurdles, the club continued a membership drive for the pool throughout 1955. The organization finally won approval from the County Board of Appeals in November of that year, after obtaining a change in the zoning code regarding pool residency requirements. The pool opened in the summer of 1956 (Washington Post, October 8, 1954, 28; January 11, 1955, 31; January 23, 1955, D11; November 19, 1955, 26; November 27, 1955, D12).

The pool opened with a policy excluding African American members or guests; however, a petition proposed by pool members in 1966 sought to rescind the ban. According to a survey of other swimming clubs in Montgomery County by the petitioners, only one club had written racial restrictions, and four others followed restrictive practices, while 14 others were open to members of all races. The petition was approved in that same year, but the policy change did not immediately alter the racial makeup of the pool, because few African Americans lived in the area, and the waiting list to join the club was long. By then, the club had approximately 250 members (Washington Post, July 29, 1966, C7).

When the pool opened, the property consisted of an L-shaped pool, a round wading pool, and single rectangular pool house east of the pool. Since that time, there have been at least three phases of alterations to the property. In the early 1960s, the pool house was expanded to the north and a small concrete-block addition was constructed at the southwest corner; the latter appears to have been originally used as a concession stand. A larger building campaign was undertaken in the early 1980s when the tower, western porch, and eastern addition were added to the pool house. At that same time, a new concession building was built southwest of the pool house, and the tennis courts were constructed. The pool was expanded to the northeast with a set of stairs between 1993 and 1998, and to the southeast with a graduated entry between 2008 and 2012. Circa 2008, a deck was added over the pumphouse and along the western edge of the concrete pool patio. It is likely at this time that the concrete-paver patio was added south of the concrete pool patio, the stone walls along the patio and in the parking lot were constructed, and the addition to the snack building was built. A graduated entry was added to the original circular wading pool between 2013 and 2015.

Eligibility Determination

The Old Georgetown Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Old Georgetown Club is one of many private swimming clubs constructed in the postwar period and has no significant association with historical trends such as demographic changes, or local and regional planning. While the club was desegregated in the 1960s, its role in local efforts to desegregate swimming pools is not significant. Therefore, the Old Georgetown Club is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Old Georgetown Club is not eligible under Criterion B.

The Old Georgetown Club is an altered example of a suburban swim club. Additions were constructed to the north, east, and southwest of the original pool house; a new concession building was built on the property; and the pools were modified from their original configurations. The Old Georgetown Club does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Old Georgetown Club is not eligible under Criterion C.

The property encompasses 4.91 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP52-0000 Parcel 0000 (2019). Tax account is 00431491.

References

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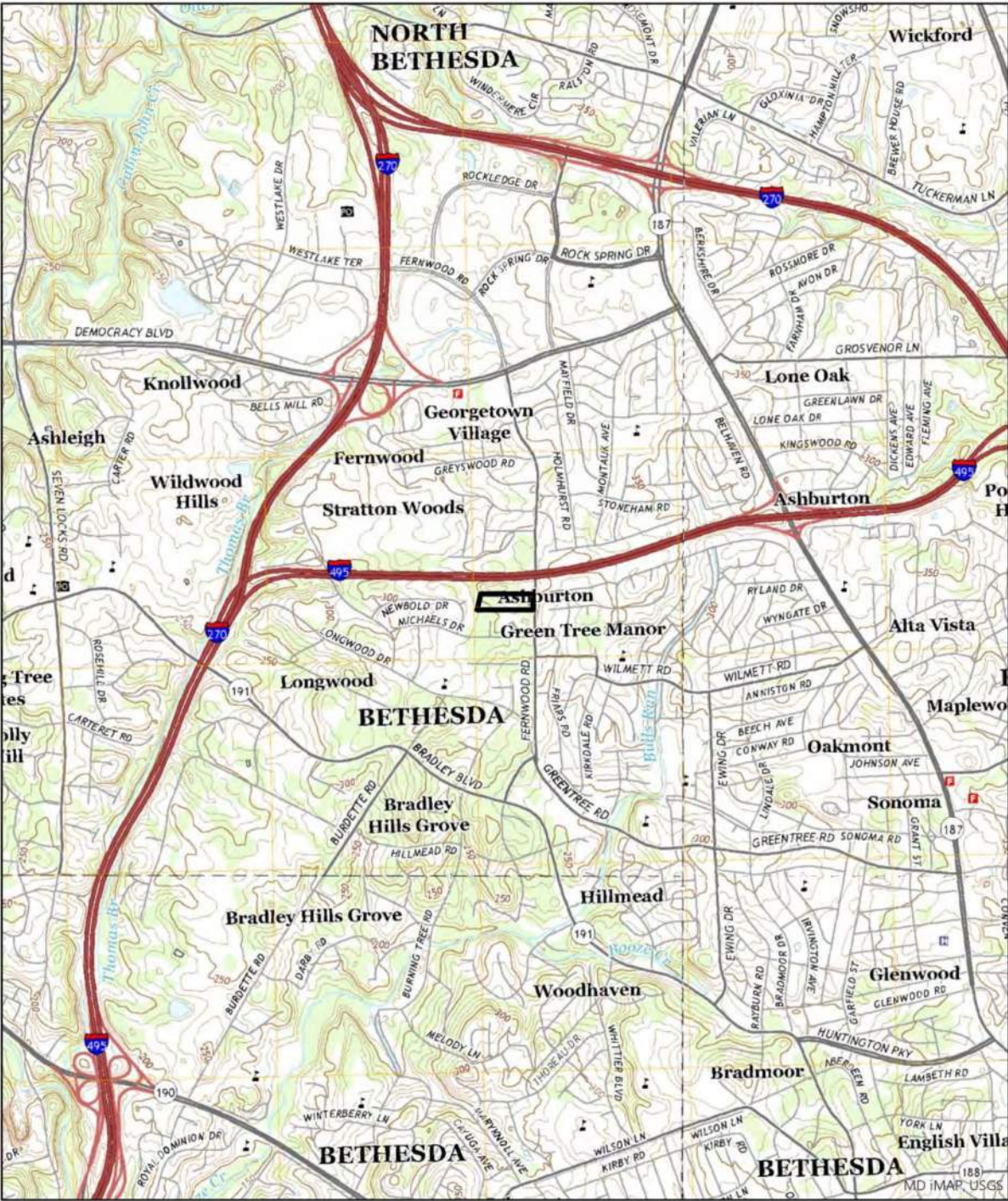
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Old Georgetown Club

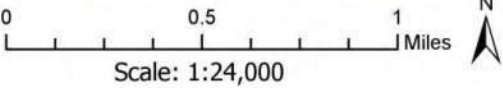
Location: 9600 Fernwood Road

Montgomery County

City: Bethesda



USGS 7.5' Quadrangle - Rockville

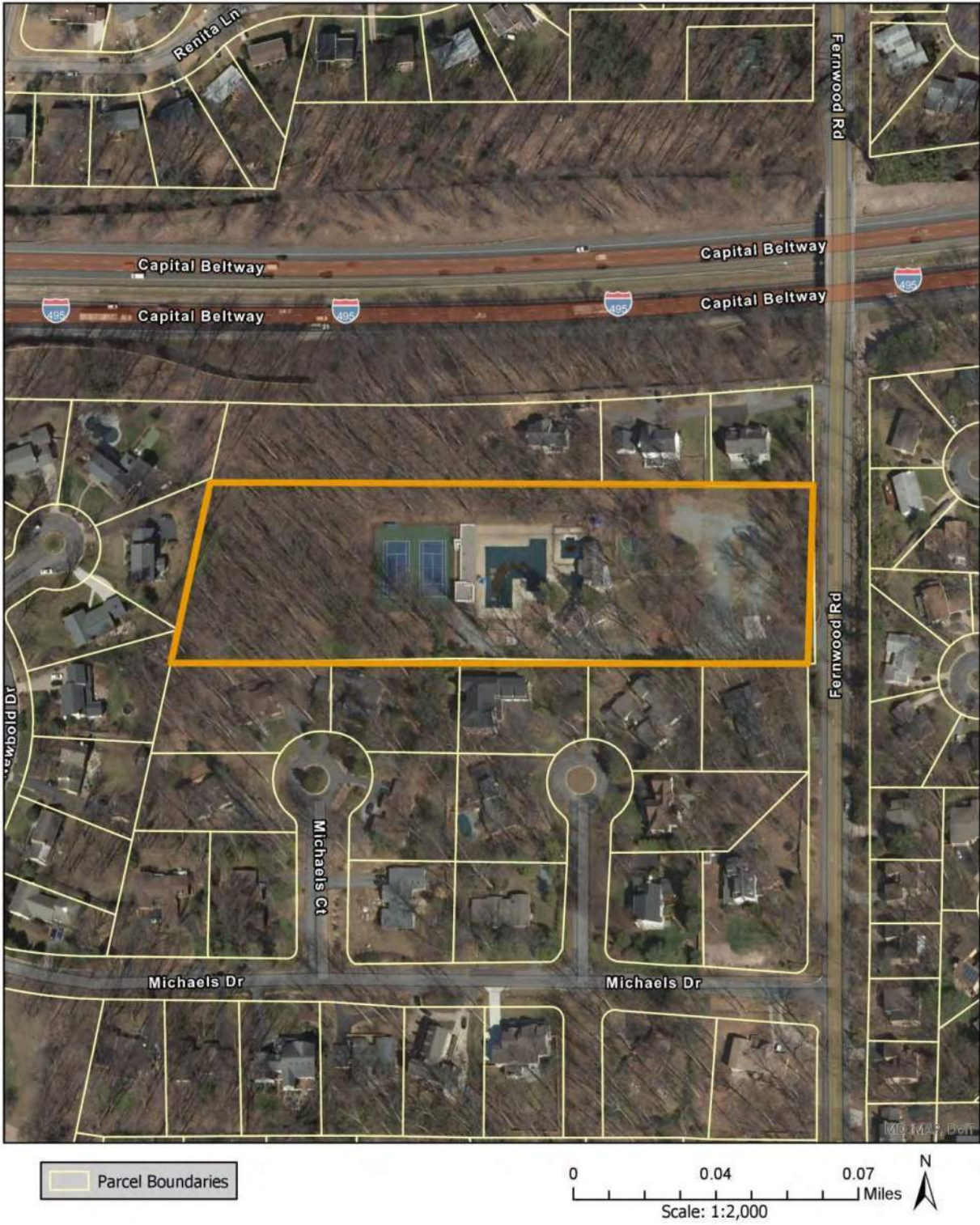


Old Georgetown Club

Location: 9600 Fernwood Road

Montgomery County

City: Bethesda





Pool house, west and south elevations, looking northeast.



Pool and pumphouse, looking west.



Parking lot and east elevation of pool house and snack building.



Patio, pool, and pumphouse, looking northwest.



Tennis courts and stairs, looking southwest.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

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

File Format: **M: 35-209_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Pool house, west and south elevations, looking northeast.

02.tif

Pool and pumphouse, looking west.

03.tif

Parking lot and east elevation of pool house and snack building.

04.tif

Patio, pool, and pumphouse, looking northwest.

05.tif

Tennis courts and stairs, looking southwest.

NR Eligible: ☒ yes ☐ no

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

Olde Carderock is a planned residential development in Bethesda, Montgomery County, bounded on the east by Seven Locks Road and Cabin John Creek, on the south by the Capital Beltway (I-495), and on the west and north by the Carderock Springs Historic District (M: 29-59). Olde Carderock comprises four curvilinear streets and cul-de-sacs (Lilly Stone Drive, Edenwood Court, Thornley Court, and Seven Locks Road) lined with 59 residential lots averaging between 0.25 and 0.75 acre and containing single-family dwellings. The subdivision encompasses an estimated 26.88 acres. Streets are inconsistently lined with a concrete or asphalt curb. The individual lots are sloped and landscaped with heavy tree coverage, plant beds, and often have fenced-in rear yards. Secondary buildings include sheds.

Olde Carderock contains single-family dwellings constructed between 1967 and 1987, with one outlier built in 1999 (8022 Thornley Court). The streets demonstrate a curvilinear pattern, connecting with Seven Locks Road, a primary thoroughfare

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

Date _____

throughout this area of Bethesda. Most of the single-family dwellings in were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Garrison and Modern Colonial subforms), Split-Level, and Split-Foyer forms. A single Cape Cod dwelling is located at 7726 Seven Locks Road. Due to the topography, basement-level garages are common.

Dwellings in Olde Carderock are between three to five bays wide and clad in a brick veneer with a mix of vinyl siding. Rooflines are primarily side gabled (7613 Edenwood Court), with a moderate number of cross-gabled examples (800 Lilly Stone Drive) and a minimal amount of mansard or hipped (7621 Edenwood Court and 8014 Thornley Court). Roofs are primarily sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or rear elevation. Dormers are present on only a few dwellings; arched or front-gabled dormers are set in a series on all elevations or only on the façade (7620 and 7621 Edenwood Court).

Primary entrances are typically centered on the façade and comprise a single-leaf wood or metal door. Windows are single double-hung-sash, vinyl units, including faux muntins (8001 Lilly Stone Drive and 8015 Thornley Court). However, several houses feature tripartite casement windows or bay windows (7600 Edenwood Court and 8015 Thornley Court). Louvered and paneled shutters are common (7617 Edenwood Court). Basement-level garages are present depending on the slope of the lot (8001 Lilly Stone Drive and 7625 Edenwood Court). While additions are not common, when present, they typically are one story tall and extend from the rear elevation.

Historic Context:

Adjacent to the original Carderock Springs subdivision, an excellent example of “Situated Modernism,” Olde Carderock was developed several years later by a different builder, the Jerome F. Kinney Company, using more traditional housing styles and forms.

Following the early 1960s subdivision of Carderock Springs to the west, Jerome F. Kinney Company, a Maryland corporation and developer, purchased a 26.88-acre lot from Frederic W. and Margery S. Farrar in September 1964 (MCDB 3263, 127). The earliest plat dates to 1965 and contains one lot (8106 Lilly Stone Drive); however, the company platted most of the neighborhood in five multi-lot plats ranging from 1967 to 1976 (MCPB 8124). Referred to as “Carderock Springs (East Section)” in land records, later advertisements termed the development “Olde Carderock,” a likely allusion to its traditional Colonial Revival-style houses, a contrast to the Contemporary-style dwellings in the original Carderock Springs development.

With its small scale and proximity to a new elementary school and community center in Carderock Springs, Olde Carderock did not include community amenities. Olde Carderock was not widely promoted, but advertisements highlighted its beltway access, all-electric kitchens, and central air conditioning. Houses, starting in the upper \$50,000 to low \$60,000 range, offered 4 to 5 bedrooms, family rooms, and garages (Olde Carderock 1969) (Congressional Club Area 1970).

Significance Assessment:

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

property is not significant under Criterion A.

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

Olde Carderock is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The subdivision is an addition to an existing development and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development of the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Because Olde Carderock is not a good example of a planned suburban development and does not convey any distinctive characteristics or artistic values, the property is not significant under Criterion C.

Olde Carderock was not evaluated for eligibility under Criterion D as part of this assessment. Based on the evaluated criteria, Olde Carderock is not eligible for listing in the NRHP.

The boundary for the resource encompasses 26.88 acres and is roughly defined by Lily Stone Drive to the north, Seven Locks Road to the east, I-495 to the south, and the Carderock Springs subdivision to the west. It includes multiple parcels found on Montgomery County Tax Map GN122 (2018).

References:

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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>.

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The Washington Post. 1969. "Olde Carderock." Advertisement. January 25: D4.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

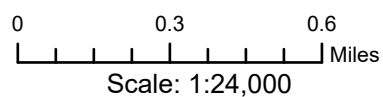
Olde Carderock

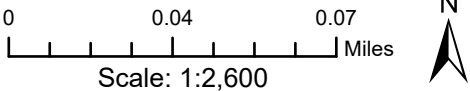
Location: Seven Locks Rd; Thornley Ct; Edenwood Ct
City: Bethesda

MIHP#: M: 29-69
Montgomery County



USGS 7.5' Quadrangle - Falls Church





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

Inventory No M: 29-69

Name: Olde Carderock
Continuation Sheet

Number Photos Page 1



Photo 1 of 6: Northeast Oblique of 7604 Edenwood Court



Photo 2 of 6: Northwest Oblique of 7600 Edenwood Court

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

Inventory No M: 29-69

Name: Olde Carderock
Continuation Sheet

Number Photos Page 2



Photo 3 of 6: Edenwood Court, Looking Northwest



Photo 4 of 6: Edenwood Court, Looking Northeast

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

Inventory No M: 29-69

Name: Olde Carderock
Continuation Sheet

Number Photos Page 3



Photo 5 of 6: Edenwood Court, Looking Southeast



Photo 6 of 6: South Elevation 7617 Edenwood Court

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

Inventory No M: 29-69

Name: Olde Carderock
Continuation Sheet

Number Photos Page 4

PHOTO LOG

Name of Property: Olde Carderock
Name of Photographer: Alison Cramer
Date of Photograph: August 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
Northeast Oblique of 7604 Edenwood Court
M; 29-69_2018-08-08_01

Photo 2 of 6:
Northwest Oblique of 7600 Edenwood Court
M; 29-69_2018-08-08_02

Photo 3 of 6:
Edenwood Court, Looking Northwest
M; 29-69_2018-08-08_03

Photo 4 of 6:
Edenwood Court, Looking Northeast
M; 29-69_2018-08-08_04

Photo 5 of 6:
Edenwood Court, Looking Southeast
M; 29-69_2018-08-08_05

Photo 6 of 6:
South Elevation 7617 Edenwood Court
M; 29-69_2018-08-08_06

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Park View Estates

Inventory Number: M: 35-206

Address: South and east of I-495, west of Rock Creek Park

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP51

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Park View Estates is a planned residential neighborhood bounded by I-495 to the west and north, Rock Creek Park to the east, and Woodend Sanctuary to the south. The subdivision totals approximately 23.3 acres and includes 44 single-family dwellings on lots between 0.208 acre and 0.947 acre. All houses feature paved driveways and paved walkways that connect the street to the primary entrance. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street lamps are attached to utility poles. Some houses have fenced in back yards. Curvilinear streets, following the topography, feature concrete curb and gutter but lack sidewalks. Secondary resources include pools and sheds.

Description:

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 View Estates is a planned residential neighborhood primarily constructed between 1948 and 1969. Two resources were built in 1882, one in 1913, one in 1995, and one in 1983. The neighborhood contains single-family dwellings, primarily constructed in Ranch and Split-Level forms.

Dwellings are primarily three to six bays wide and one to two stories tall. Cladding includes vinyl siding, brick veneer, and stone veneer. Roofs are side-gabled, cross-gabled, gambrel, and flat cantilevered; all of which are covered in asphalt shingles. Houses have interior- or exterior-end brick chimneys, or metal flues.

Primary entrances are typically centered on the façade with a single-leaf, paneled or half-glazed, fiberglass door. Original windows vary, and many houses in the neighborhood have replacement vinyl windows. Attached garages are common. Carports are less common (9209 LeVelle Drive). Many dwellings have additions, which are often on the rear or side elevations and in-scale with the original core.

Historic Context:

In February 1944, Harry and Inez LeVelle purchased a portion of a tract called “Clean Drinking” from John H. Small III and others, on which all of Park View Estates sits (Montgomery County Deed Book [MCDB] 929; 351). The property included two existing houses; state tax data indicates one was constructed in 1882 and the other in 1913. The 1882 house (3220 LeVelle Drive), also known as the Gagarin Estate (M: 32-162), included an outbuilding that was later modified to become the house at 3220 Park View Road. The 1913 house (3231 Park View Road), also likely associated with the Gagarin Estate, has also been modified and appears similar to the other houses in the neighborhood. Both houses were incorporated into the Park View Estates design.

The LeVelles created the first plat for the neighborhood along LeVelle Drive and Park View Drive in July 1946, followed by a second plat in 1948 (Montgomery County Plats [MCP] 1788; 2270). Subsequent subdivisions in 1951 and 1954 were created by two different developers: I. Melvin and Lillian Kramer and William and Marianna Berry, respectively, on land that they each obtained from the LeVelles (MCDB 1546, 529; MCP 2928).

The multiple developers active in Park View Estates may account for the various forms and styles of houses in the neighborhood. Records indicate that most houses were built between 1948 and 1969 during the period when the LeVelle, Berry, and Kramer families were developing the neighborhood, with later infill dating to the 1980s, 1990s, and 2000s. Research suggests that these families were not further involved in land development or real estate in Montgomery County. Due to the neighborhood’s multiple developers, variety of house forms and styles, and sale of empty lots to individual homebuilders, it is considered a planned residential neighborhood.

A 1948 advertisement for the LeVelle section included “rambling-type, ultra-modern homes,” with large living rooms, fireplaces, dining rooms, 3 to 4 bedrooms, 2 to 3 baths, electric kitchens, breakfast nooks, and large recreation rooms. The ad emphasized the area’s natural beauty, history, and “carefully selected neighbors” (The Washington Post 1948, R7). Later builders included Murray Zawatsky of Frank-Murray Construction Co. (The Washington Post 1955, G2). In a 1955 article, Zawatsky discussed designing larger houses for Park View Estates and how homebuyers were moving away from the small house trend (The

Washington Post 1955, G2). No further information was found on Frank-Murray Construction Co. but Murray Zawatsky (1925-1999) had a 50-year career as a building contractor in the Washington, D.C., area and went on to become the president of KMZ Development, Corp. (The Washington Post 1999, B6). Continental Construction Co. also advertised houses in Park View Estates, but no further information about the company was found.

Advertisements for individual houses in Park View included a 1955 ad for 3215 Park View Road, which noted the house's spacious lot, view of Rock Creek Park, and its center-hall entrance, large living room, dining room, breakfast room, master bedroom, three bedrooms, two bathrooms, and two-car garage (The Evening Star 1955, B17). The basement level also featured a recreation room and maid's room (The Evening Star 1955, B17). No sales price was listed. A 1956 advertisement for the same house (The Evening Star 1956, B5) lists the price at \$31,950.

In 1957, the house at 3208 Park View Road was listed at \$32,500; this house featured many of the same elements as 3215 Park View Road, with the exception of a fireplace in the living room and a screened-in porch (The Evening Star 1957, B8). In 1961, the house at 9211 LeVelle Drive was listed at \$42,500 (The Evening Star 1961, B3). All advertisements mentioned the larger features of the house, such as the spacious lots or living room areas, and the proximity to the Rock Creek Park.

Evaluation:

Park View Estates was evaluated in accordance with the Suburbanization Historic Context, the Suburban Historic Context Addendum, and National Register of Historic Places Criterion A, B, and C as a planned residential neighborhood.

Park View Estates is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County. It did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Park View Estates is not eligible under Criterion A.

The LeVelle, Kramer, and Berry families, as developers, and builders including Frank-Murray Construction Co. and Continental Construction Co., did not have a significant influence on suburban development in metropolitan Washington, D.C. Furthermore, research has not shown that Park View Estates is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Park View Estates was created during the Modern Period (1930-1960) with the last houses completed during the Suburban Diversification Period (1961-1980) and is not an exemplary or unique example of a planned residential neighborhood of either era. The buildings include standard features typical of the period and demonstrate common stylistic details. Furthermore, modifications to original houses and infill have affected its overall integrity. Park View Estates does not convey any distinctive characteristics or artistic value, and the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This property encompasses 23.3 acres and is located south and east of I-495, west of Rock Creek Park, and north of Woodend Sanctuary, as defined in Montgomery County plats 1788, 2270, 2928, 3897, 22261, 22903, and 23266. It includes multiple parcels found on Montgomery County Tax Map HP51.

References:

The Evening Star. 1955. Advertisement. May 7, 1955, B17.

--- 1956. Advertisement. January 7, 1956, B5.

--- 1957. Advertisement. March 23, 1957, B8.

--- 1961. Advertisement. March 11, 1961, B3.

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

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

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed March 11, 2019. <http://www.mdlandrec.net/>

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 11, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1948. "Park View Estates." Advertisement. June 6, 1948, R7.

--- 1955. "Builder Sees Reversal of Small Home Trend." April 24, 1955, G2.

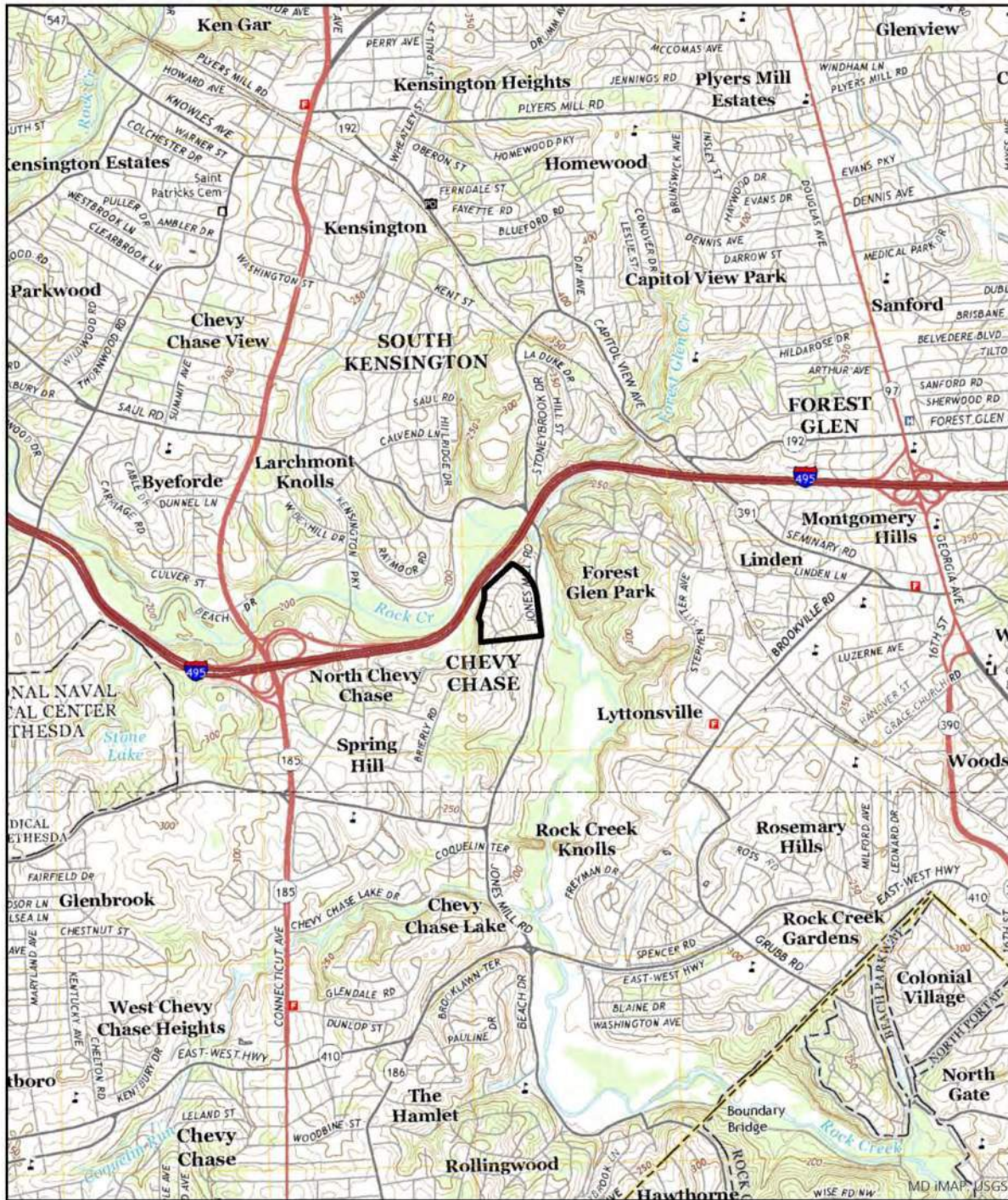
--- 1999. "Obituaries – Murray J. Zawatsky." February 5, 1999, B6.

Park View Estates

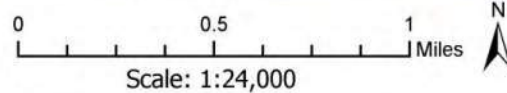
Location: South and east of I-495, west of Rock Creek Park

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington

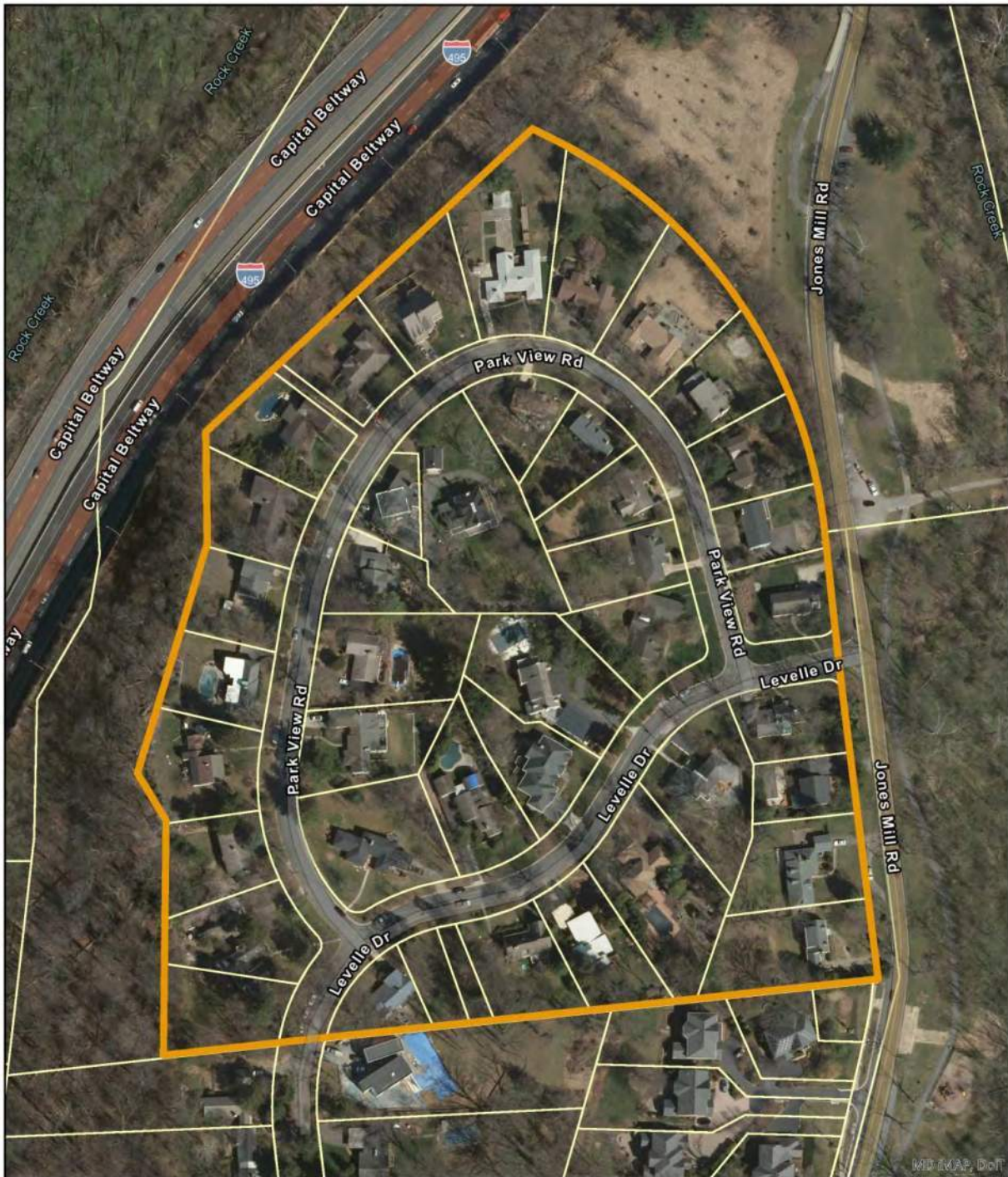


Park View Estates

Montgomery County

Location: South and east of I-495, west of Rock Creek Park

City: Chevy Chase



Parcel Boundaries

0 0.04 0.07 Miles
Scale: 1:2,000





View of 3215 Park View Road, looking north.



View of 3223 Park View Road, looking northwest.



View of 3224 Park View Road, looking southeast.



View of 3238 Park View Road, looking northeast.



View of 3211 Park View Road, looking northeast.



View of 3227 Park View Road, looking west.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-11-14**

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

File Format: **M: 35-206_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 3215 Park View Road, looking north.

02.tif

View of 3223 Park View Road, looking northwest.

03.tif

View of 3224 Park View Road, looking southeast.

04.tif

View of 3238 Park View Road, looking northeast.

05.tif

View of 3211 Park View Road, looking northeast.

06.tif

View of 3227 Park View Road, looking west.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Parkview

Inventory Number: M: 35-205

Address: South and west of I-495, east of Rockville Pike, and north of Taylor Road Historic District: Yes

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP31

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Parkview is a planned residential development bounded by I-495 to the north and east, Rockville Pike (MD 355) to the west, and Taylor Road to the south. The residential area totals approximately 41.8 acres with 167 dwellings on individual lots between 0.36 acre and 1.42 acres. Each house includes a paved driveway and a paved walkway that connects to the street from the front of the houses. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street lamps are attached to utility poles. Some houses have wooden or metal fenced rear yards. The development's streets curvilinear streets, which follow the topography, feature concrete curb and gutter but lack sidewalks. E. Parkhill Drive ends in a cul-de-sac. Secondary resources include pools and sheds.

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

Description:

Parkview is a planned residential development constructed between 1952 to 1956 during the Modern Period (1930-1960). The development contains single-family dwellings in variations of the Ranch, Minimal Traditional, and Split-Level forms. Houses, clad in brick or stone veneer and vinyl siding, are four bays wide, range from one to two-stories, and most have continuous foundations. Roofs include hipped, side-gable, and cross-gable examples, all of which are clad in asphalt shingles. Although rare, some dwellings feature a single exterior-end, brick chimney.

Primary entrances are typically centered on the façade with a single-leaf wood and fiberglass door and storm door. Original wooden doors feature cascading lights or paneled designs (9305 Parkhill Terrace). Although most houses do not have porches, there are a few examples of entry porches and awnings. Original windows are nine light, fixed wood windows and wooden tri-partite picture windows (4501 and 4505 Gretna Street), often with metal storm windows. A majority of the houses have vinyl, double-hung-sash windows. A few houses feature original shutters (9305 Parkhill Terrace). Attached one-car garages are common throughout the development. Carports are commonly found on houses along Gretna and Chanute streets.

Historic Context:

Between November 1951 and January 1952, B-Y Corporation obtained the land that would become Parkview through two different transactions from two different sellers: Alvin I. Brown of Aldon Management Corporation, a development company in metropolitan Washington, D.C., and Edson W. Briggs, Inc., another local development company (Montgomery County Deed Book [MCDB] 1593, 12; Montgomery County Plat Book [MCPB] 3039; The Washington Post 2010). Alvin I. Brown was also president of B-Y Corporation.

Housing construction in Parkview took place from 1952 to 1956. The architects are unknown and no advertisements from the construction period were identified during research; classified ads from later sales provide limited details about individual houses. A 1959 advertisement listed 9221 E. Parkhill Drive for sale for \$28,500 by Bethesda Realty Company (The Washington Post 1959, D11). The house was advertised as a four-bedroom, brick Split-Level with three bathrooms, a screened-in porch, a fireplace, and recreation room (The Washington Post 1959, D11). A 1963 advertisement for 9207 Chanute Drive listed the price as \$28,500; it noted a cathedral ceiling in the living room, a modern kitchen, and a carport (The Washington Post 1963a, D20). Similar advertisements for other Parkview houses were found throughout the 1960s, generally ranging from \$28,500 to \$33,500 (The Evening Star 1961, B2; The Washington Post 1963b, D20).

Besides the proximity to the I-495 and the Bethesda Naval hospital, no other local amenities were listed in the ads. No information was uncovered about B-Y Corporation and their involvement with the development of Parkview.

Evaluation:

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

Parkview is a typical example of a planned residential development from the 1950s. It did not introduce design innovations influential to later developments. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Parkview is not eligible under Criterion A.

Research did not produce information about B-Y Corporation and their influence on development in metropolitan Washington, D.C. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Parkview is a basic example of a planned residential development. The buildings include standard features typical of the period and demonstrate common stylistic details. Due to the fact that Parkview does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 41.8 acres and is located south and west of I-495, east of Rockville Pike (355), and north of Taylor Road. It includes multiple parcels found on Montgomery County Tax Map HP31. The development can also be seen in Montgomery County plat records 3039, 3270, 3271, 3820, 3977, 4016, and 4199.

References:

The Evening Star. 1961. Advertisement. May 28, 1961, B2.

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

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed March 4, 2019. <http://www.mdlandrec.net/>

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 4, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1959. Advertisement. October 11, 1959, D11.

---1963a. Advertisement. July 28, 1963, D20.

---1963b. Advertisement. November 3, 1963, D20.

---2010. "Alvin I. Brown." March 3-7, 2010. Accessed online on March 8, 2019:

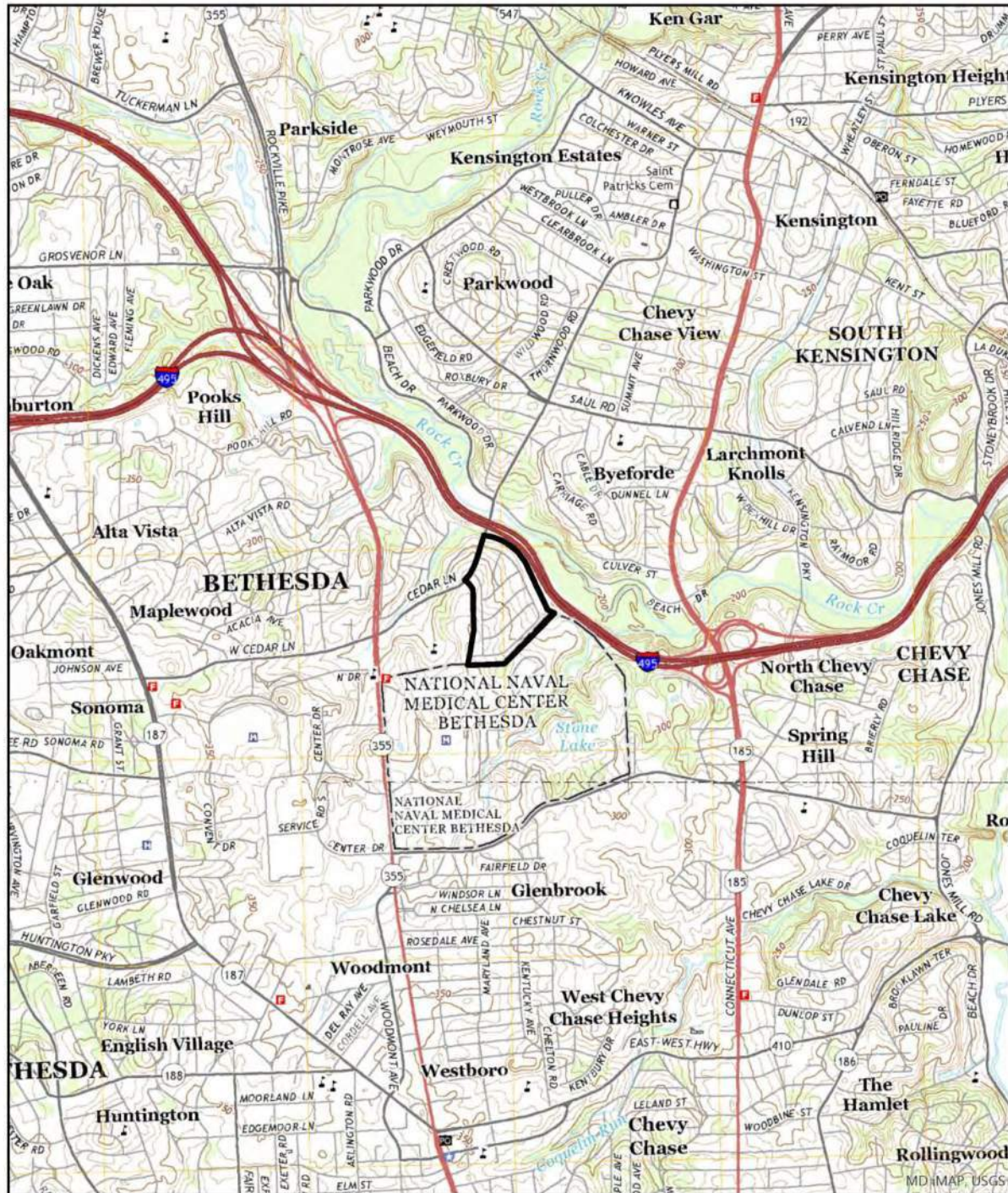
<https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=alvin-i-brown&pid=140238472>.

Parkview

Montgomery County

Location: South and west of I-495, east of Rockville Pike, and north of Taylor Road

City: Bethesda



USGS 7.5' Quadrangle - Kensington

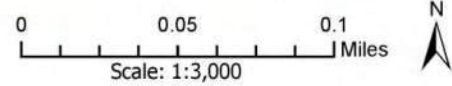
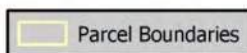
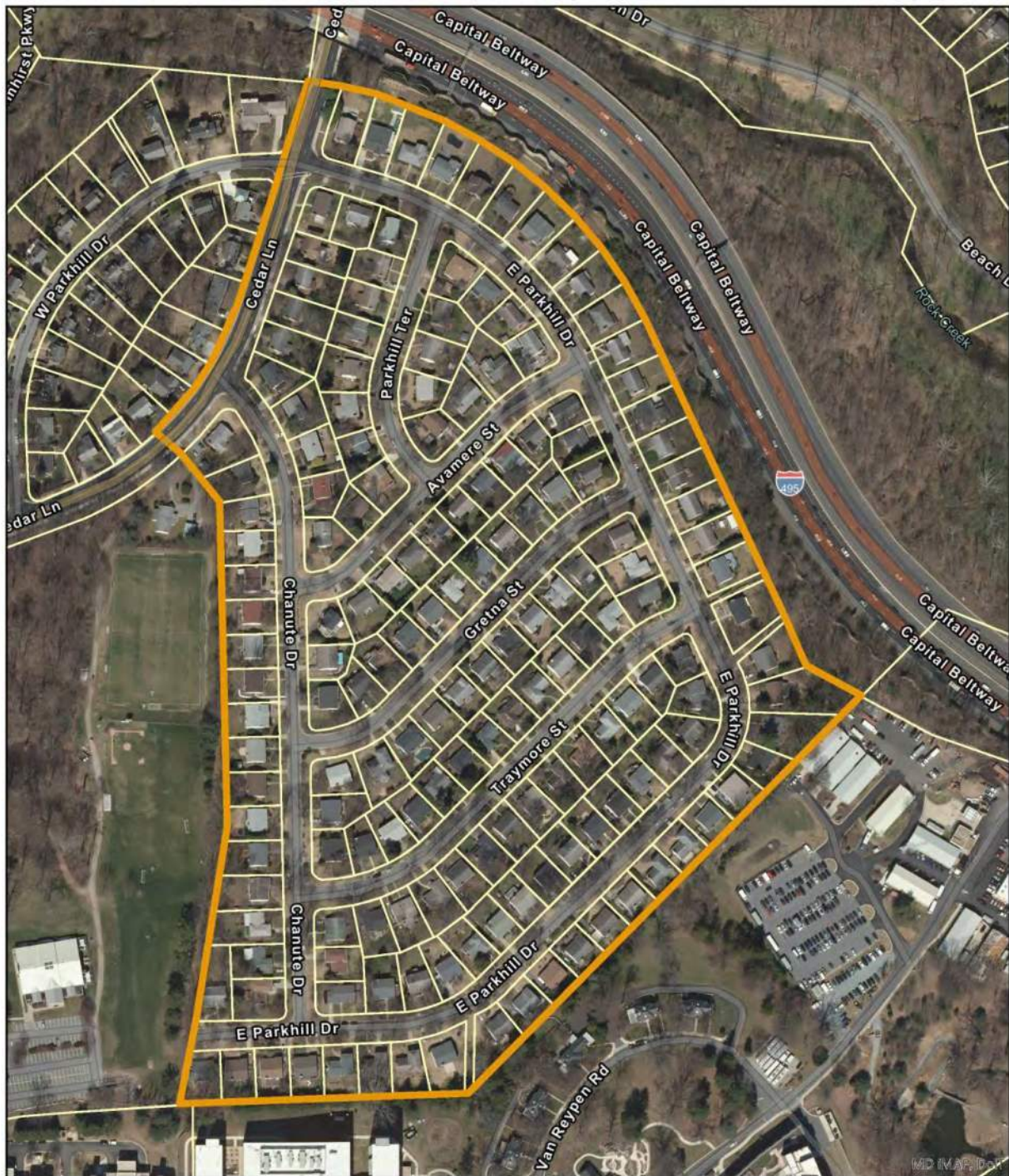
0 0.5 1 Miles
Scale: 1:24,000

Parkview

Montgomery County

Location: South and west of I-495, east of Rockville Pike, and north of Taylor Road

City: Bethesda





View of 4501 Gretna Terrace, looking northwest.



View of 4505 Gretna Terrace, looking northwest.



View of 9306 Parkhill Terrace, looking west.



View of 4511 Gretna Street, looking northwest.



View of 9305 Parkhill Terrace, looking southeast.



Streetscape of E. Parkhill Drive looking from Traymore Street, looking northeast.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-11-14**

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

File Format: **M: 35-205_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 4501 Gretna Terrace, looking northwest.

02.tif

View of 4505 Gretna Terrace, looking northwest.

03.tif

View of 9306 Parkhill Terrace, looking west.

04.tif

View of 4511 Gretna Street, looking northwest.

05.tif

View of 9305 Parkhill Terrace, looking southeast.

06.tif

Streetscape of E. Parkhill Drive looking from Traymore Street, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Persimmon Tree

Inventory Number: M: 35-200

Address: Carlynn Drive at Persimmon Tree Road

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GN12, GN11

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Persimmon Tree is a planned residential development located just south and west of Interstate-495 (I-495) in Bethesda. It is bounded by Persimmon Tree Road on the west, I-495 on the east and north sides, and MacArthur Boulevard and a small residential subdivision to the south. The resource contains approximately 80 acres including 104 single-family dwellings on lots between 0.25 and 1.2 acres, and four parcels of open woodland preserved as common space. Two signs,

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

one located at the southwest corner of the intersection of Persimmon Tree Road and Carlynn Drive and the other at the southwest corner of River Trail Lane and Persimmon Tree Road, denote the neighborhood as "Persimmon Tree." The development has a wooded naturalistic setting void of public sidewalks while cul-de-sacs feature a central landscaped island. The natural topographic features of the development were retained along with mature trees. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage. Interior paved streets are 60 feet wide with concrete curbing throughout. A paved shared-use path lines the west side of Persimmon Tree Road for the length of this subdivision.

Description:

Persimmon Tree contains 104 single-family dwellings constructed between 1959 and 1984, including 92 houses erected by a single builder from 1976 to 1979. Of the 92 dwellings constructed by the same builder (Berger-Berman Builders, Inc.), there are four Contemporary- or Shed-style models designed by architect Jack Kerxton of Cohen, Haft, Holtz, Kerxton, Karabekir, and Associates (CHHKK). These four models were identified briefly in advertisements as the Cedar (two-story with garage wing), Laurel (two-story with projecting upper level at one end and garage wing at the other), and two variations of Birch types (a split-level with a detached garage and a split-level with a garage wing) (The Washington Star 1977a, E-6; 1977b, D-10). A dozen dwellings pre-date Berger-Berman's acquisition of the property, including several ranch and split-level houses situated along the west side of Persimmon Tree Road.

Dwellings in the Persimmon Tree subdivision are two stories tall and predominantly four bays wide. Most houses are clad in a mix of brick and some type of siding, predominantly wood. This wood siding can be simple-drop weatherboard, board-and-batten, T1-11, or is covered by vinyl siding. Rooflines are primarily side gabled with some shed roofs projecting above the main entrance--all of which are sheathed in asphalt shingles. Most dwellings feature one brick chimney that is set along a side elevation, while some have metal flues projecting from the center of the house.

Primary entrances are centrally located on the façade and comprise a single-leaf wood or metal door. Secondary entrances largely consist of sliding, metal-framed, glass doors, located at the rear or side elevations, often leading to a deck or patio. Windows are commonly paired, sliding, metal-framed sashes over a lower fixed sash, although paired, replacement, metal-framed, casement units occur in many houses throughout the subdivision. Common to houses of this style, wood-picket railings line the lower half of windows at the upper level of the façade in some models as well as the upper-floor balconies. A dominant feature of the façade, two-car garages are marked by two overhead, aluminum doors or a single, wide, aluminum, overhead door. One variation of the Birch model includes a detached garage, commonly offset to one side of the façade (6901 Carlynn Court and 6705 River Trail Court).

Modifications to the houses and lots are fairly common in Persimmon Tree. Frequent alterations include the introduction of replacement materials, such as new front doors, vinyl siding, windows, and the screened enclosure of wood decks at the side or rear (8512 River Rock Terrace and 6717 River Trail Court). Replacement windows in several houses have introduced new architectural features like arched transoms (8505 Carlynn Drive and 6716 River Trail Court) or tripartite windows (6620 River Trail Court). Modifications to main entries and garages of a few houses have created recessed porticos, arcades, and sizable additions that have substantially altered the original design (8416 and 8505 Carlynn Drive, 6716 River Rock Terrace, and 6911 Carlynn Court). One house features a random, cut-stone veneer added to a portion of the façade (6713 River Trail Court). None of the houses retain their original cedar-shake roofs. Over time, in-ground swimming pools, tennis courts, and sheds have been added to several backyards in the neighborhood.

The landscape of the subdivision retains a natural setting with paved streets, concrete curbing, and no sidewalks (though a paved shared-use path has been added to the west side of Persimmon Tree Road in recent decades). Small-scale streetlights, likely introduced in the 1980s, are modest in size and also can be found throughout other area neighborhoods. Four irregularly shaped, wooded parcels line much of the north, west, and southern sides of the development, providing a total of 19.63 acres of open space currently owned by the Persimmon Tree Community Association.

Historic Context:

Between 1958 and 1959, Congressional Estates, Inc. (a subsidiary of the Sixteenth Street Woods Development Corporation owned by J.B. and Maurice Shapiro), platted small groupings of 1-acre residential lots along Persimmon Tree Road and likely intended to develop the land within what is now the Persimmon Tree development. The firm established Lots 1 to 7 in Block B and 1 to 6 in Block F, selling many of them directly to individuals for building custom houses. Sales appear to have fallen short of Congressional Estates, Inc.'s plans and the company sold much of its property in the mid-1970s, including 68 acres on the south side of I-495 to the Richard Robins Land Corporation in March 1975 (Montgomery County Deed Book [MCDB] 4621, 703). Richard Robins Land Corporation subdivided the tract, creating the 92 residential lots and four parcels of open space that now comprise the bulk of Persimmon Tree.

One of the founders of the Richard Robins Land Corporation was Peter Berman, co-owner of homebuilding company Berger-Berman Builders, Inc., established in 1969. Soon after the subdivision of land within Persimmon Tree, Berger-Berman Builders hired the firm of CHHKK with architect Jack Kerxton designing four model houses, identified in advertisements as the Cedar, Laurel, and two variations of Birch types (The Washington Star 1977a, E-6; 1977b, D-10).

In November 1975, Berger-Berman Builders spoke with Lew Sichelman of The Washington Star, detailing the company's focus on constructing customizable houses in prime locations at a time when the real estate markets was sluggish (Sichelman 1975, D-1). At that time, the firm was building between 160 and 200 houses a year, but also constructing townhouses, garden apartments, and vacation homes. While the bulk of their work had been in large subdivisions of traditionally styled single-family dwellings in the D.C. region, they reported a new collaboration with CHHKK to produce "contemporary-styled" houses priced between \$133,000 and \$165,000 with 2,600 square feet or more at Persimmon Tree (Sichelman 1975, D-19). Architects at CHHKK, known as Cohen, Haft, and Associates, prior to 1973, "had built a solid reputation as a firm that could deliver cost-effective developer housing. During the 1950s, '60s, and '70s it designed more than 200,000 homes in the Washington, D.C., suburbs" (Drueding 2004).

The first advertisements for houses within the subdivision marketed their unique design, noting "6 distinctive levels of space," with "conversation pits," private decks, two-story living rooms, "high ceiling volumes," "double garages," and cedar-shake roofs (The Washington Post 1977, 61; The Washington Star 1977a, E-6; 1977b, D-10). Real estate articles reported that advance sales were strong for houses in Persimmon Tree at the upper-end of the housing market and by May 1977, Berger-Berman Builders had introduced a second contemporary development known as Potomac Springs with 105 CHHKK-designed houses along Seven Locks Road south of Rockville (Sichelman 1977, D-22). Both developments appeared in a single full page ad in September 1977 with similar house designs (The Washington Star 1977c, 49). By the summer of 1978, most of the lots in Persimmon Tree had been developed and sold at prices significantly higher than early estimates, ranging from \$205,500 to \$258,000 (The Washington Post 1978a, C27; 1979a, A2).

In May 1978, one of Kerxton's designs for a Contemporary-style house in Persimmon Tree was given an "award of merit" by the Metropolitan Washington Builders Council, being judged on "basic design and construction, concern for the environment and energy conservation, and value comparison" (The Washington Post 1978b, E18). In 1979, Berger-Berman received another award of merit from the same organization for CHHKK's design of a single-family house valued over \$135,000 in Potomac Springs (The Washington Post 1979b, E25).

Situated in proximity to Edmund K. Bennett's award-winning Carderock Springs residential development that emerged in the early 1960s, where cluster development and landscape preservation techniques, buried power lines, communal facilities, and architectural covenants were used to create a naturalistic, environmentally sensitive area with Contemporary-style, single-family dwellings, Persimmon Tree was one of a several area neighborhoods that sought to imitate or build upon similar design trends. Developers at the Richard Robins Land Corporation and Berger-Berman Builders emphasized larger wooded lots, retained much of the natural topography and mature trees, established central landscaped islands in the cul-de-sacs,

and set several parcels of land aside as common wooded parks for the benefit of Persimmon Tree's residents.

Evaluation:

Persimmon Tree was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum" and National Register of Historic Places (NRHP) Criteria A, B, and C.

As a planned residential development, Persimmon Tree is an example of the most common type of residential construction during the Suburban Diversification Period (Manning et al. 2018, B-1). One of many created by a developer with a limited selection of house models designed by a well-known architecture firm, it is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments. Furthermore, 11 lots within this subdivision contain earlier dwellings that do not share the same design characteristics of the 92 houses built between 1976 and 1979. Taken as a whole, this neighborhood has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

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

The subdivision is not associated with Cohen, Haft, and Associates or CHHKK's legacy beyond the role this firm played in the design, and it is not known to be a principal work of architect, Jack Kerxton. The Contemporary- and Shed-style architecture of the 92 single-family dwellings built by Berger-Berman Builders, Inc., within the neighborhood is not rare in Montgomery County, as Cohen and Haft employed variations of popular elements in their residential designs, and the manner in which the development was planned copied many of the innovative features Edmund Bennett used in earlier subdivisions.

While the majority of houses within Persimmon Tree are controlled by a local architectural review committee, modifications to many dwellings over time, such as window and door replacement, have diminished its historic integrity of design, materials, and workmanship. Because Persimmon Tree is not an outstanding example of its type of planned residential development and, as an addition to an earlier planned residential neighborhood, does not convey any distinctive characteristics or artistic values as a singular development, it is not eligible under Criterion C.

Persimmon Tree was not evaluated for eligibility under Criterion D as part of this assessment. Based on the evaluated criteria, Persimmon Tree is not eligible for listing in the NRHP.

The boundary for the resource encompasses approximately 80 acres and is defined by Persimmon Tree Road to the west, I-495 to the north and east, and MacArthur Boulevard to the south. It includes multiple parcels found on Montgomery County Tax Map GN12 and GN11 (2018).

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http://montgomeryplanning.org/historic/montgomery_modern/keyes_lethbridge_condon.shtml.

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Sichelman, Lew. 1975. "Builders Diversify, Shoot Housing Rapids." The Washington Star. November 7, 1975, D-1, D-19.

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---- 1978b. "Builders Council Makes 31 Awards for Housing." May 13, 1978, E18.

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---- 1979b. "Awards Given Local Builders for Houses." June 23, 1979, E25.

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---- 1977b. Advertisement for Persimmon Tree. Berger-Berman Builders, Inc. May 13, 1977, D-10.

---- 1977c. Advertisement for Persimmon Tree. Berger-Berman Builders, Inc. September 16, 1977, 49.

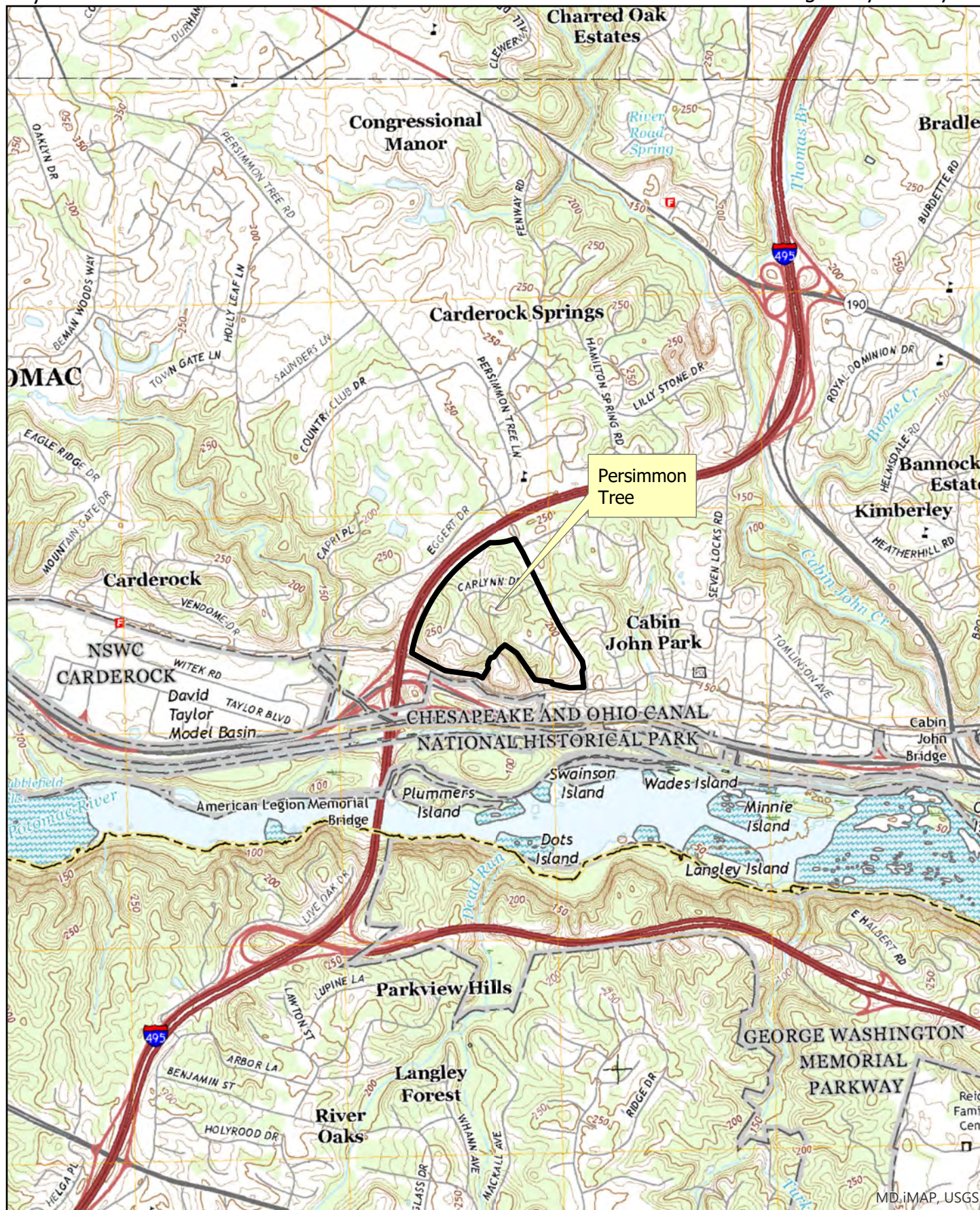
Persimmon Tree

Location: Carlynn Drive at Persimmon Tree Road

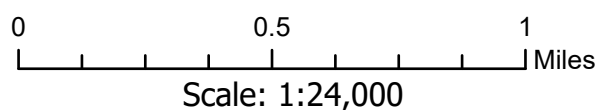
City: Bethesda

MIHP#: M: 35-200

Montgomery County



USGS 7.5' Quadrangle - Falls Church



Persimmon Tree

Location: Carlynn Drive at Persimmon Tree Road

City: Bethesda

MIHP#: M: 35-200

Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:5,000



Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct Bethesda, Montgomery County, Maryland

FLAT No 5335

APPROVED
Sixteenth Street Woods Development Corp.
[Signature]
PRESIDENT

[Signature]
SECRETARY

OWNERS DEDICATION

We, Congressional Estates Incorporated, a Delaware Corporation, by Clifton Herschberg, President and Bernard Gordon, Secretary, owners of the property shown hereon and described in the Engineers Certificate, hereby adopt this plan of subdivision, establish the minimum building restriction line and dedicate the street to public use.

There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision except a certain deed of trust and the parties in interest thereto have below indicated their assent.

August 4, 1958

[Signature]
Clifton Herschberg, President
WITNESSES
[Signature]
Bernard Gordon, Secretary

We hereby assent to this plan of subdivision

[Signature]
WITNESSES
[Signature]
WITNESSES

ENGINEERS CERTIFICATE

I hereby certify that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Rose Duck to Congressional Estates Incorporated by deed dated June 12, 1956 and recorded among the Land Records of Montgomery County, Maryland in Liber 2221 at Folio 83 and that iron pipes shown thus — and stone shown thus — are in place as indicated. The total area dedicated to public use is 14,704 sq.

August 8, 1958

[Signature]
A. James O'Mara
Registered Professional Land Surveyor
Maryland #7062

FILED
AUG 14 1958

LOTS 1, 2 & 3, BLOCK F
**CONGRESSIONAL
COUNTRY CLUB ESTATES**
MONTGOMERY COUNTY, MARYLAND
SCALE — 1"=100'
AUGUST, 1958

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
MONTGOMERY COUNTY PLANNING BOARD
APPROVED August 6, 1958
[Signature] CHAIRMAN
[Signature] SECRETARY-TREASURER
M.N.C.P.P.C. RECORD FILE No. 167-50

GREENHORNE, O'MARA, DEWISSEY & NEALON
Civil Engineers Land Surveyors
4610 Lee Hwy. Arlington Co., Va.

Congressional Estates, Inc. August 1958 plat of Congressional Country Club Estates lots 1, 2, & 3 of block F, in the development now known as Persimmon Tree (MCP 5335).

Persimmon Tree (M: 35-200)

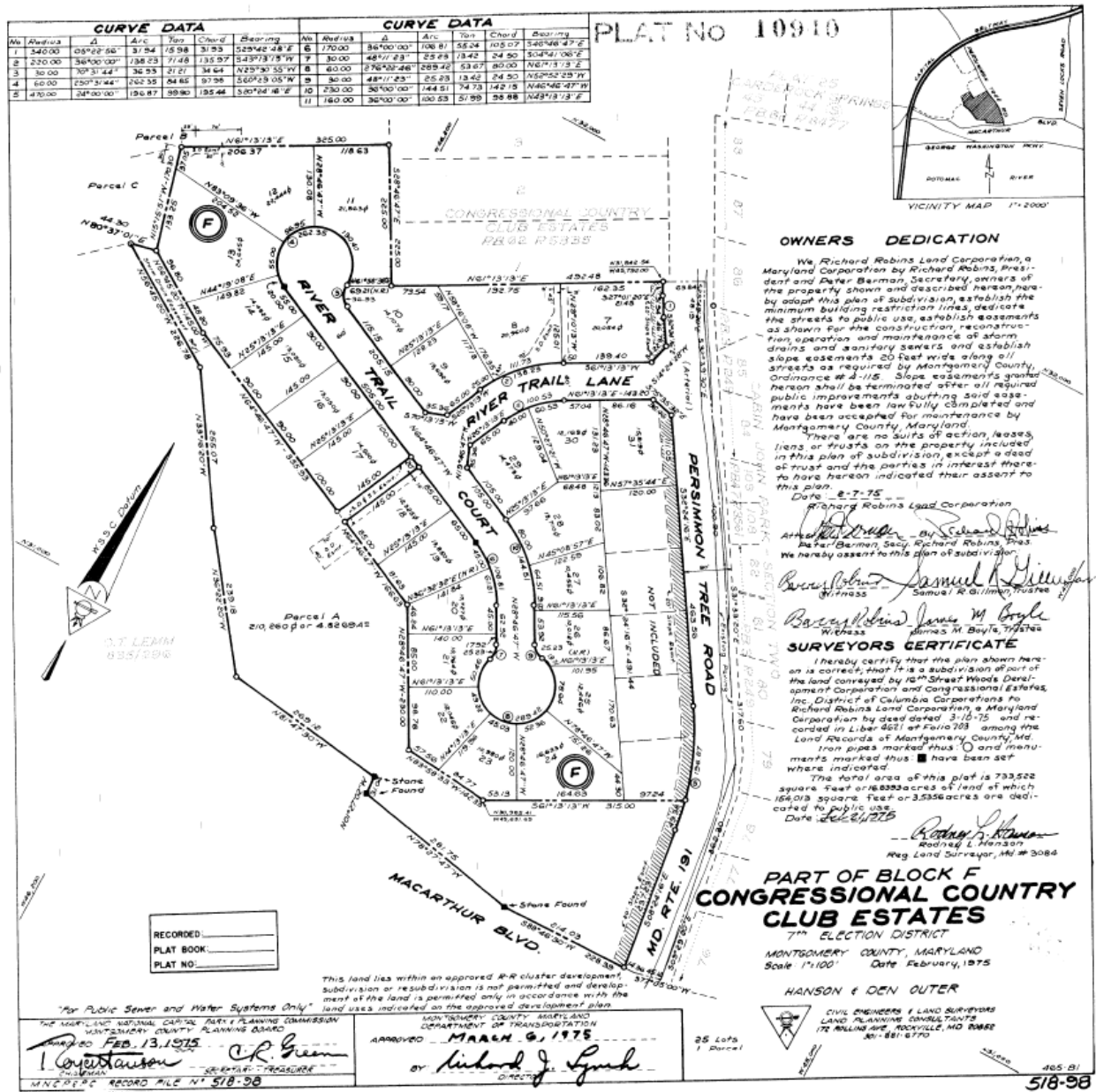
6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct
Bethesda, Montgomery County, Maryland



Congressional Estates, Inc. January 1959 plat of Congressional Country Club Estates lots 1-7 of block B and lots 4-6 of block F, in the development now known as Persimmon Tree (MCP 5449).

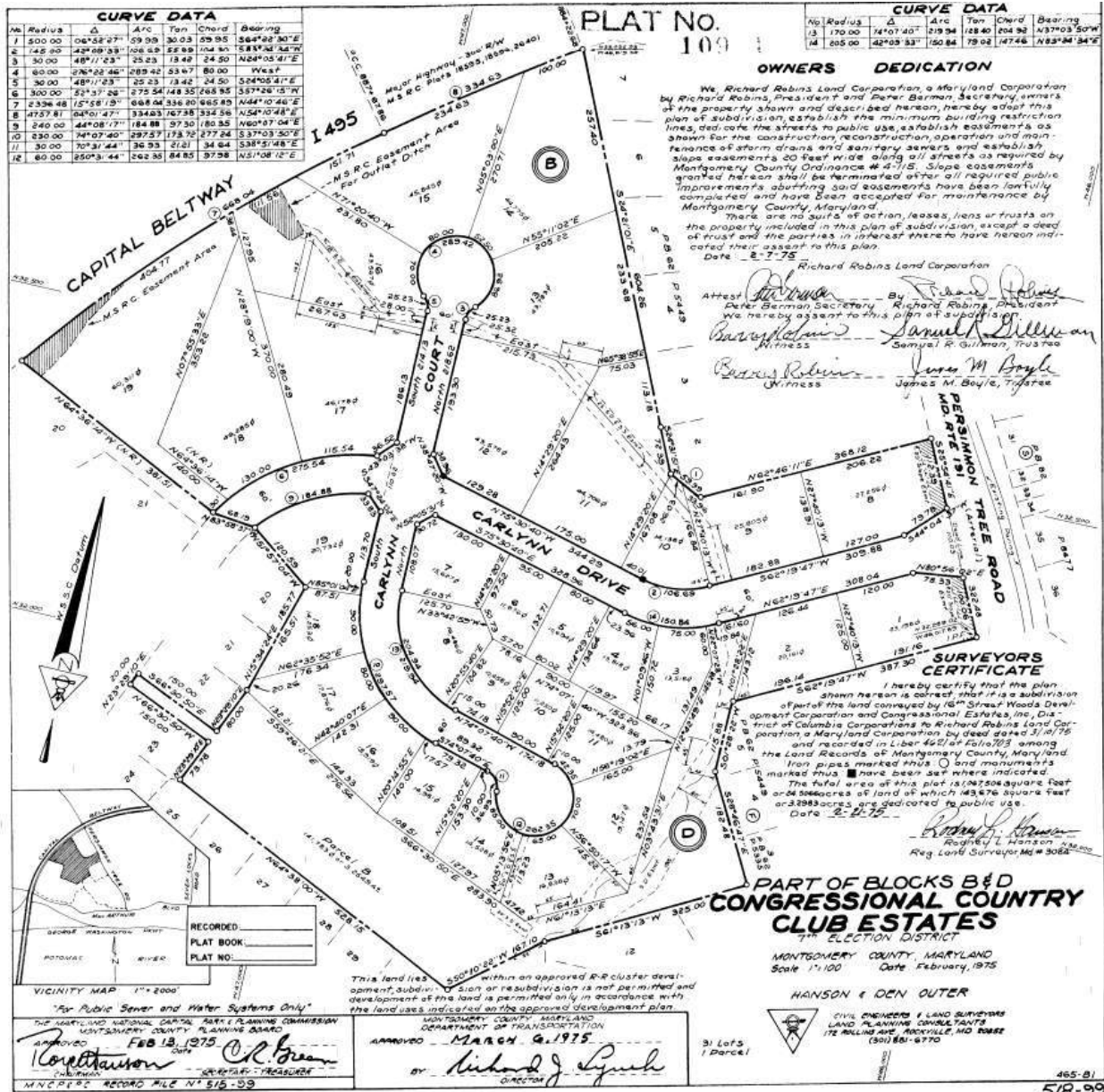
Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct
Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of block F in the development now known as Persimmon Tree (MCP 10940).

Persimmon Tree (M: 35-200)
6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct
Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of blocks B and D in the development now known as Persimmon Tree (MCP 10941).

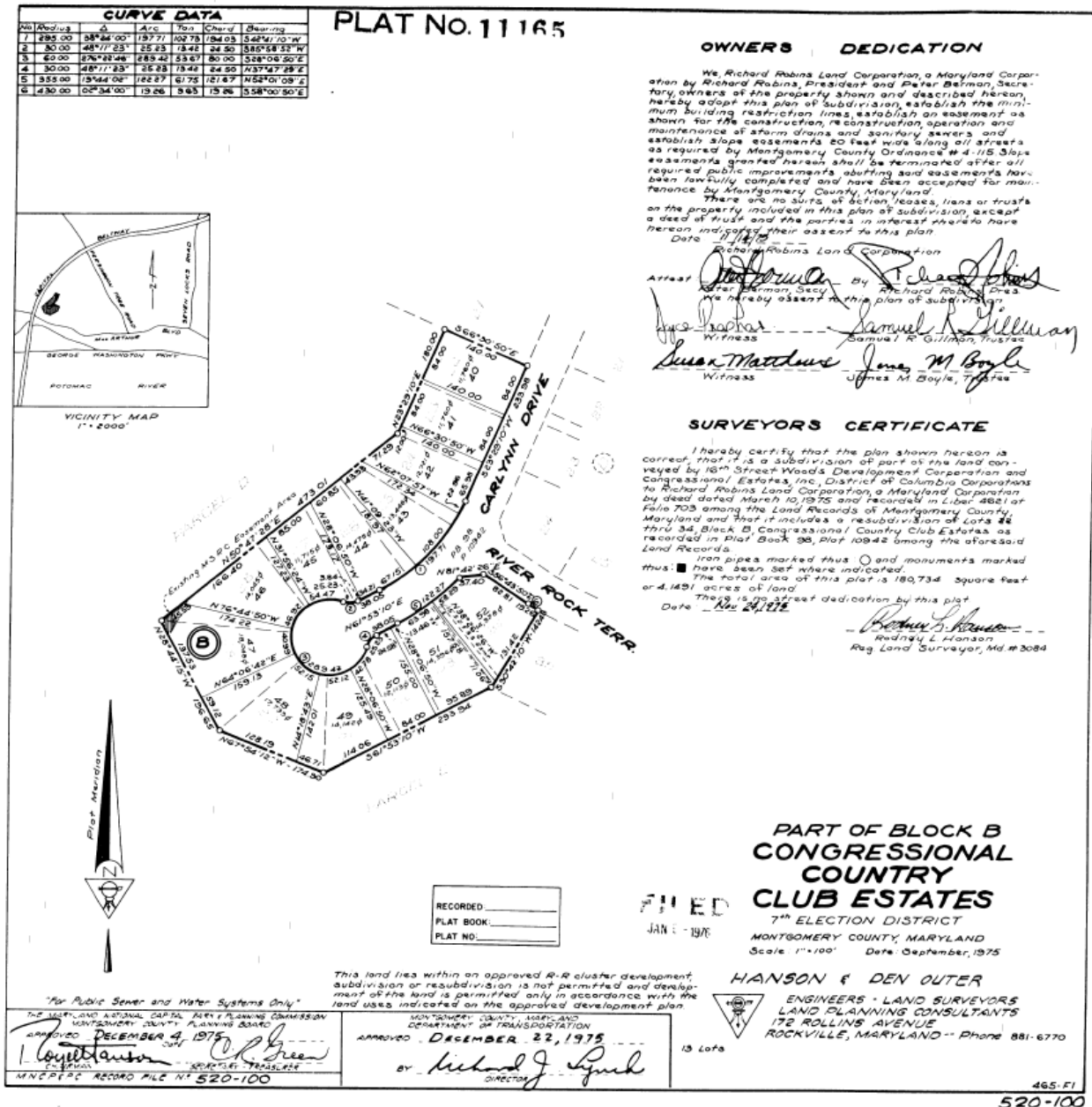
Persimmon Tree (M: 35-200)
6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of blocks B and D in the development now known as Persimmon Tree (MCP 10942).

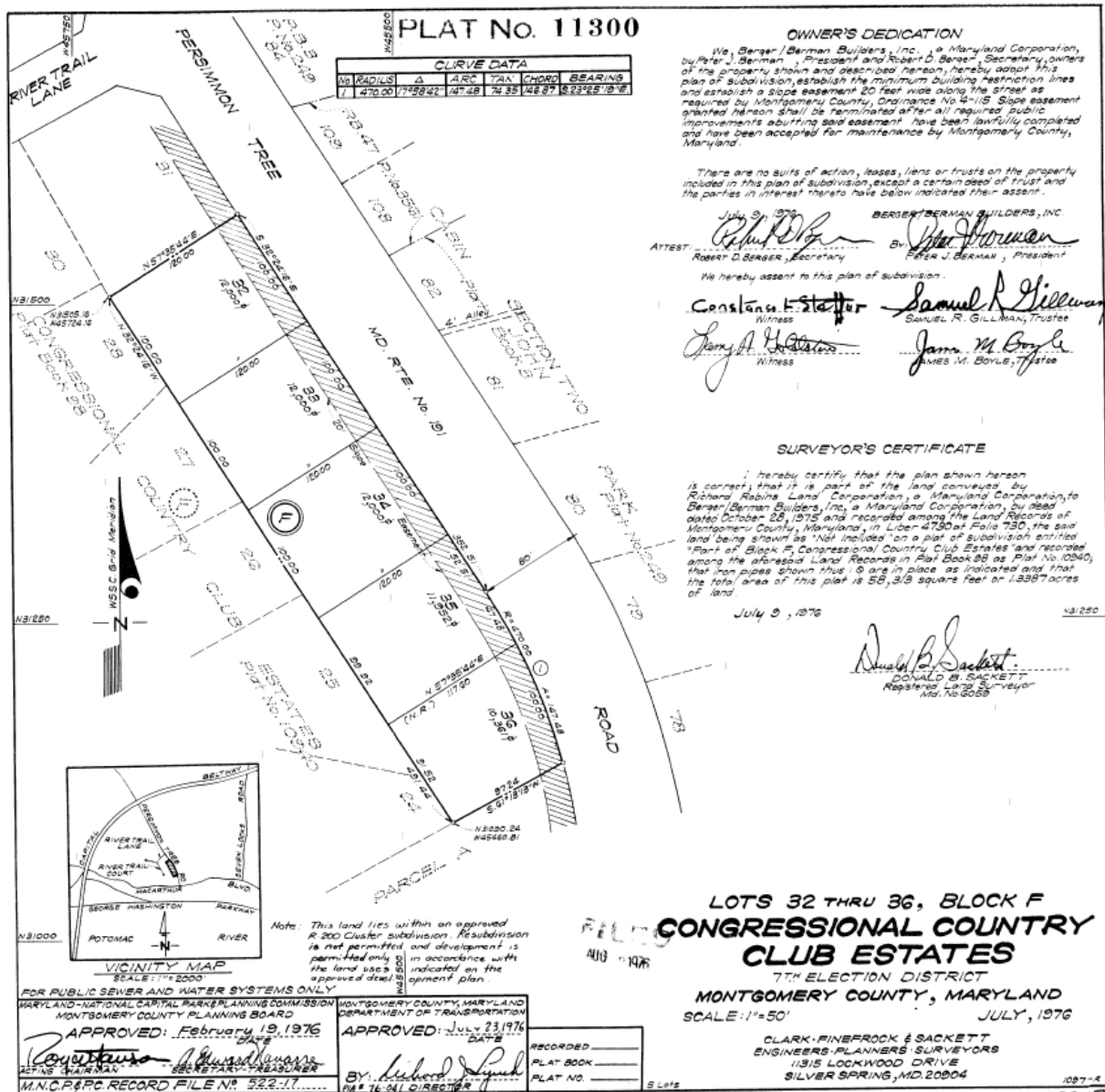
Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct
Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation September 1975 plat of Congressional Country Club Estates part of block B in the development now known as Persimmon Tree (MCP 11165).

Persimmon Tree (M: 35-200)
6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct
Bethesda, Montgomery County, Maryland



Berger/Berman Builders, Inc. July 1978 plat of Congressional Country Club Estates lots 32 thru 36 of block F in the development now known as Persimmon Tree (MCP 11300).

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 1



Photo 1 of 11: Sign at southwest corner of Persimmon Tree Road and Carlynn Drive, looking south.



Photo 2 of 11: Streetscape along Carlynn Drive, looking east towards intersection with River Rock Terrace.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 2



Photo 3 of 11: View of 8609 and 8605 CarylInn Drive, looking northeast.



Photo 4 of 11: View of landscaped island and cul-de-sac at west end of Carlynn Drive, looking southwest.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 3



Photo 5 of 11: South elevation of 8517 River Rock Terrace, looking north.



Photo 6 of 11: Southeast oblique of 8517 River Rock Terrace, looking northwest.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 4



Photo 7 of 11: North elevation of 8512 River Rock Terrace, looking south.



Photo 8 of 11: Detail of entry behind detached garage at 8512 River Rock Terrace, looking southeast.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 5



Photo 9 of 11: Northeast oblique of 8504 River Rock Terrace, looking west.



Photo 10 of 11: Detail of second floor balcony, 8504 River Rock Terrace, looking west.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 6



Photo 11 of 11: South elevation of 8505 Carlynn Drive, looking north.

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 7

PHOTO LOG

Name of Property: Persimmon Tree
Name of Photographer: Melissa Butler and Katherine Watts
Date of Photographs: 10/01/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 11:
Sign at southwest corner of Persimmon Tree Road and Carlynn Drive, looking south.
M; 35-200_2018-10-01_01.tif

Photo 2 of 11:
Streetscape along Carlynn Drive, looking east towards intersection with River Rock Terrace.
M; 35-200_2018-10-01_02.tif

Photo 3 of 11:
View of 8609 and 8605 Carylnn Drive, looking northeast.
M; 35-200_2018-10-01_03.tif

Photo 4 of 11:
View of landscaped island and cul-de-sac at west end of Carlynn Drive, looking southwest.
M; 35-200_2018-10-01_04.tif

Photo 5 of 11:
South elevation of 8517 River Rock Terrace, looking north.
M; 35-200_2018-10-01_05.tif

Photo 6 of 11:
Southeast oblique of 8517 River Rock Terrace, looking northwest.
M; 35-200_2018-10-01_06.tif

Photo 7 of 11:
North elevation of 8512 River Rock Terrace, looking south.
M; 35-200_2018-10-01_07.tif

Photo 8 of 11:
Detail of entry behind detached garage at 8512 River Rock Terrace, looking southeast.
M; 35-200_2018-10-01_08.tif

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

Inventory No M: 35-200

Name Persimmon Tree
Continuation Sheet

Number Photos Page 8

Photo 9 of 11:

Northeast oblique of 8504 River Rock Terrace, looking west.

M; 35-200_2018-10-01_09.tif

Photo 10 of 11:

Detail of second floor balcony, 8504 River Rock Terrace, looking west.

M; 35-200_2018-10-01_10.tif

Photo 11 of 11:

South elevation of 8505 Carlynn Drive, looking north.

M; 35-200_2018-10-01_11.tif

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

Property Name: Peterbilt

Address: 8300 Ardwick Ardmore Road

City: Hyattsville

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): Part of Parcel 6

Tax Map Number: 0052

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 6, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The Peterbilt sales and service facility, at 8300 Ardwick Ardmore Road in Landover, Maryland (Prince George's County), faces south to Ardwick Ardmore Road. It is east of Pennsy Drive, west of Whitetire Road, south of US 50 and opposite Ardwick Ardmore Road from Jefferson Avenue. The general character of the surrounding area is industrial. Pavement surrounds the entire building, and the lot is enclosed with fencing and motorized gates. The building was constructed ca. 1972

The Peterbilt sales and service facility is considered a full-service dealership for the Peterbilt line of trucks. The property consists of approximately 4.59 acres and contains an 18,0365 square foot, flat-roofed building that consists of a large rectangular footprint with a smaller rectangular section attached to the southeast corner of the building, facing Ardwick Ardmore Road as well as to the east. The larger rectangular section building is two stories in height, but much of it is not divided into two floors, as indicated by the two-story garage doors on multiple elevations.

The smaller rectangular section at the southeast is one-story in height and signals the more public, or customer entrance, marked by a cantilevered flat roof, a ribbon of plate glass windows that extends to parts

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

Peterbilt

of the south and east elevations, and human-scaled metal-framed plate-glass doors on the south and east elevations. The entrances feature metal-framed sidelights and transoms. Rectangular tiles of two slightly different dimensions adorn the wall to the left of the south-facing entrance. The concrete masonry wall of the larger two-story section located behind the customer service section is adorned with the trademark Peterbilt logo and is devoid of openings, except for two windows on the east elevation, immediately north of the one-story projection. The two windows are aligned in width, with one on each story, but the first story window extends to the ground and is rectangular while the second story window is square. Each window has three lights.

The building was formerly a Ford truck dealership and an Elliott/Wilson Capitol Trucks dealership before becoming a Peterbilt dealership in 2014. Because this is a specialized dealership trading and servicing large vehicles, the building does not exhibit expansive showroom windows, as the trucks available for purchase are parked outside the building.

The Peterbilt dealership is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. It does not retain its original branding and only minimally applies concepts of the International Style of architecture; therefore, it is not eligible for listing under Criterion C. The property was not evaluated under Criterion D as part of this assessment. The survey boundary is the 4.59-acre parcel, consisting of part of Parcel 6 of Prince George's County Tax Map 0052.

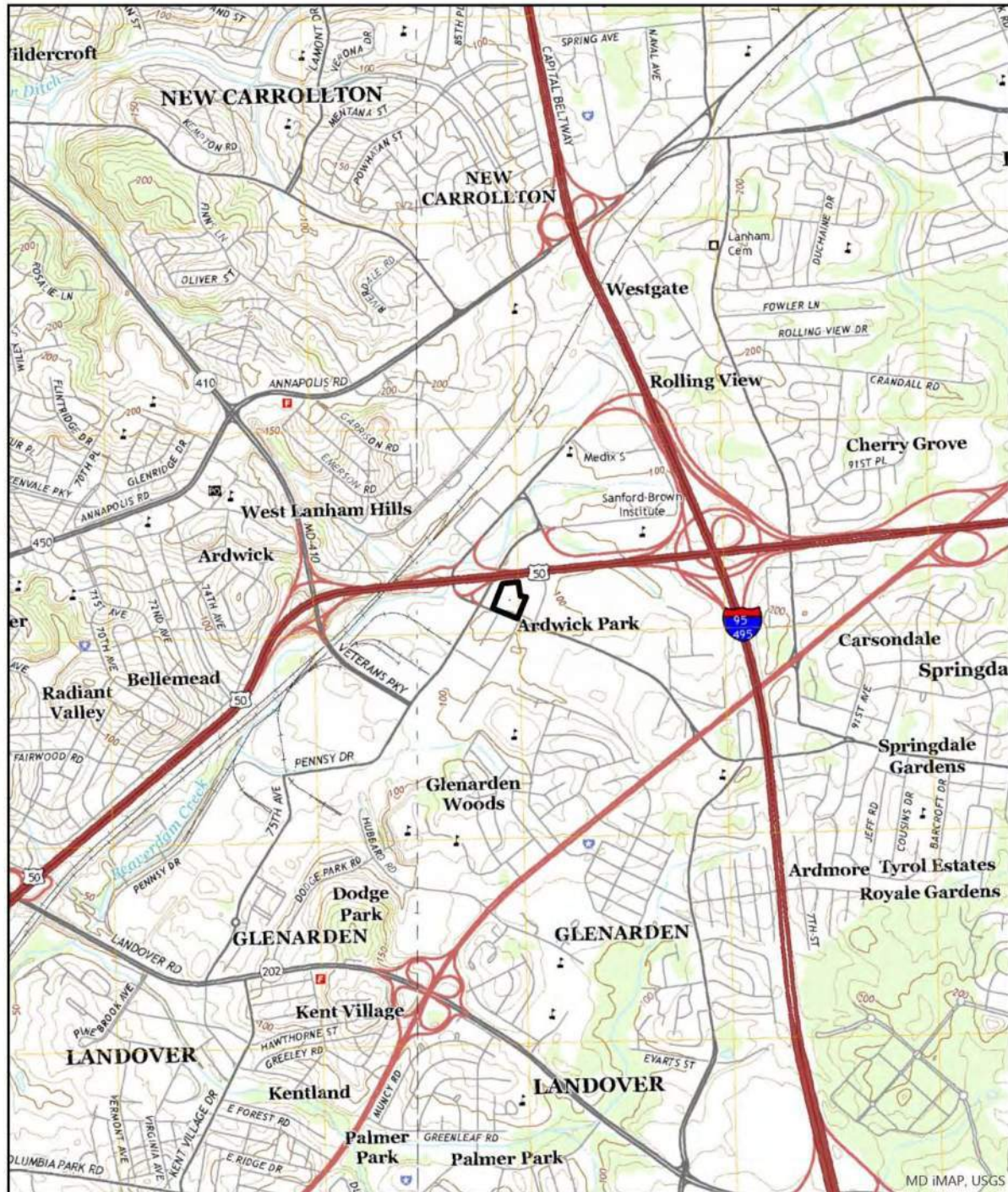
Peterbilt

Peterbilt

Prince George's County

Location: 8300 Ardwick Ardmore Road

City: Hyattsville



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

Peterbilt



View facing northwest towards main entrance.



View facing northeast towards front facade.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Philip F. Gormley House/Gagarin Property

Inventory Number: M: 35-162

Address: 9220 LeVelle Drive

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Ann Graves Gagarin

Tax Account ID: 07-00423126

Tax Map Parcel(s): P182

Tax Map: HP51

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG & MDOT SHA

Preparer's Name: Melissa Butler & Sarah Groesbeck

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B ☒ C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

An easement was placed on the property in 2007 and is held by the Maryland Historical Trust (MHT); however, an eligibility assessment was not made at that time (MHT 2007).

Setting:

The Philip F. Gormley House/Gagarin Property, at 9220 LeVelle Drive, is located within the Park View Estates residential neighborhood in Chevy Chase. It is set on a 0.92-acre irregular-shaped parcel that is characterized by manicured lawn and scattered small shrubs and trees. The dwelling sits at the center of the parcel, facing east. A paved asphalt driveway extends north from LeVelle Drive toward the dwelling. The entrance to the property from LeVelle Drive is marked by a double metal gate with decorative scrolling Gs, dating to the late twentieth or early twenty-first century. The driveway curves around the north and west sides of the house and loops back to the entrance gate. In addition to the house, the only other building on the property is a one-story gable-front garage north of the dwelling.

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

Description:

The Philip F. Gormley House/Gagarin Property is a two-and-one-half-story, three-bay, single-family dwelling with a two-story rear ell and one-story garage addition. The ell may be the oldest part of the house, constructed circa 1882 as part of an earlier dwelling. The two-and-one-half story main block was constructed circa 1912 in the Colonial Revival style, and the garage addition was built in the mid-twentieth century, prior to 1957 (NETR 1957).

The building rests on a continuous foundation; the foundation and exterior walls are clad in stucco. The main block is covered by an asphalt-shingle hipped roof with hipped-roof dormers on its east, west, and south slopes. This block has two brick chimneys: an exterior-end chimney located on the southeast elevation and an interior-slope chimney on the northwest elevation. The ell has an asphalt-shingle gable roof, and the garage addition has a built-up roof. Windows are primarily single or paired twelve-over-one double-hung wood sash with decorative shutters or six-over-six double-hung wood sash.

The main block's façade (east elevation) is symmetrical, with three regularly spaced bays on the first and second stories. A one-story full-width flat-roof porch supported by Tuscan-order columns shelters the first story and wraps around to the south elevation. It covers the central, single-leaf wood door with sidelights and a fanlight. The south and north elevations are each two bays wide. The main block's west elevation is mostly covered by the ell and garage addition.

The two-story ell's south elevation is two bays wide; its first story covered by a full-width shed-roof porch with replacement Tuscan column supports. The first story has double-leaf doors with multi-light sidelights and the second story has two windows. The ell's west elevation has two windows on the first story, one on the second, and a single-light window in the gable. Its window openings are smaller than those on the main block; the windows' casing on the ell's west elevation has a decorative molding distinct from windows on the main block and could be evidence that the ell pre-dates the main block.

The two-bay garage addition has a garage door and picture window with six-over-six sidelights on its west elevation and a single-leaf door with a nine-light window on the north elevation.

The detached garage north of the dwelling is one-story; its roll-up garage door south and is accessed from the paved driveway. The garage is not visible from the public right-of-way nor is it documented in the 2007 easement photographs, but it can be seen on current aerials.

Historic Context:

The property is located on a 0.92-acre parcel that was once a part of a larger estate known as "Clean Drinking Manor." In 1872, 55 acres of that larger tract were conveyed from John C. Jones to his son, Copeland Parker Jones (Montgomery County Deed Book [MCDB] EPB 10:98, 1872). The 1879 Hopkins map shows the Clean Drinking Manor House (built ca. 1750, no longer extant, near the site of present-day Woodend [M: 35-12]), but no residences to its north on Copeland Jones's property. Tax assessment data gives a construction date circa 1882, during Copeland Jones' ownership. The rear ell of the current house may date to the Copeland Jones house; the ell's massing and size of its window openings are characteristic of a late nineteenth century house, and its roofline connection to the existing main block is slightly disjointed. The original core of 3220 Park View Road, listed in state tax data as being constructed in 1882, may also have been part of the earliest complex of buildings. Later sources describe the building as a former milk house, though no contemporary sources have been found to confirm its original use (Gagarin 1969; Washington Post 1986, RE6).

In 1912, Jones and his children conveyed the same 55 acres to Philip F. Gormley (MCDB JLB 230:210, 1912) who constructed the ca. 1912 Colonial Revival house and was listed in 1915 as living in Chevy Chase (Washington Post 1915, 25). Gormley was a building contractor and owner of the P.F. Gormley Company. A 1912 advertisement for the company states that it built the John Paul Jones tomb at the Naval Academy Chapel in Annapolis, Maryland (Washington Post, L82). The company also constructed Camp Humphries in Petersburg, Virginia, and other projects during World War I (Washington Post 1948, B2). Projects in the Washington, DC, area include NRHP-listed Tilden Hall, though financial difficulties on the project caused Gormley to declare bankruptcy during construction, and the unfinished building was auctioned in September 1923 (Washington Post 1923a, 13; Gentry 2015, 8-15). In a notice for the October 1923 auction of Gormley's real estate, the 55-acre parcel was described as including a "large modern dwelling house, barn, silo, dairy and other outbuildings" (Washington Post 1923b, 10).

The listing states that Gormley also owned an adjacent 48.46-acre parcel used as a dairy farm. The house at 3231 Park View Road, constructed ca. 1913, was most likely part of Gormley's property and could have functioned as a tenant house or guest house associated with the farm. The entire 55-acre estate was sold through trustees Julius I. Peysor and Albert M. Bouio to Austin C. Waller (MCDB 342, 398).

Austin C. Waller conveyed an 11.9-acre portion of this property to Myra L. Leary in 1924, who operated a dairy on the property (Gagarin 1969; MCDB PBR 354, 318). Myra Leary lived at the property with her husband, Harry B. Leary, Sr., a Washington businessman and one of the organizers of the General Baking Company. The Learys named their property Clean Drinking Manor after the older manor house to the south, which was in ruins by the early twentieth century (Baltimore Sun 1938, 14). The property was conveyed by Ms. Leary to John H. Small, III, and Clyde D. Small in 1941. A 1942 property advertisement described the property as 21 acres including the dwelling and the following outbuildings: "tool house, servant's cottage consisting of several rooms, complete kitchen and separate heating unit; dairy barn; modern 5-room guest cottage, complete in every detail" (Washington Post 1942, R2). The photograph accompanying the ad shows the house's south elevation; the current house is relatively unaltered from its former appearance. At that time, the main block's porch had a low balustrade without the extant steps, and the rear ell's porch had turned post supports with spindlework and decorative brackets. After several transactions and further subdivision, Harry S. LeVelle and Inez LeVelle, developers of the surrounding Park View Estates subdivision, conveyed the house and 2.5 acres of land to William L. Berry and Marianna Berry. The house was advertised in 1949 as "Clean Drinking Manor," at a cost of \$57,300 and included the house and "a large, attractive guest house" which is most likely now 3220 Park View Road. By 1949 the main block's porch balustrade had been removed and the stairs on south elevation added (Washington Post 1949, R9).

Over the course of several transactions in the 1950s, the land was further subdivided, and the land surrounding the house became a residential subdivision known as Park View Estates. Ultimately, Miles C. and Irene U. Trowbridge conveyed the current 0.92-acre parcel to Gregory G. Gagarin and Ann Graves Gagarin in July 1960 (MCDB 2767, 647). Gagarin, a descendent of a noble Russian family, was a local businessman and World War II veteran associated with Russian-American military operations. Ownership of the property remains with the Gagarin family through a deed of trust held by Gregory G. and Ann Graves Gagarin and their successors (MCDB 15076, 468). The 1969 history written by Kathy Gagarin indicates that during the 1960s the Gagarins "completely replaced the porch" and a few rotting columns. It also describes a formal boxwood garden "arranged in four squares, each having other gardens inside," estimated to be 70 years old but possibly installed in 1912 when the house was constructed, and a large fishpond that was in the garden near the house (Gagarin 1969). Aerial photographs indicate the garden still exists and has remained in roughly the same configuration since the 1950s.

Evaluation:

The Philip F. Gormley House/Gagarin Property was evaluated under the National Register of Historic Places Criteria A, B, and C, as a two-and-one-half-story, three-bay, single-family dwelling constructed circa 1912 with an earlier circa 1882 rear ell. The property was used as a farm and dairy from the late nineteenth century through the early twentieth century. Mid-twentieth century subdivision and development of the property has removed almost all association with this earlier use; the only surviving remnants of the larger complex are the house, milk house/guest house at 3220 Park View Road, and the dwelling at 3231 Park View Road. Therefore, the Philip F. Gormley House/Gagarin Property is not eligible under Criterion A.

No associations with persons of local, state or national significance were identified. Philip Gormley was a prominent Washington, DC, area builder and Gregory Gagarin was involved with important military operations, but this dwelling is not associated with their significant work and career legacies; therefore, the property is not eligible under Criterion B.

The Philip F. Gormley House/Gagarin Property is eligible under Criterion C as an early twentieth century example of Colonial Revival architecture. Although the property has changed through modifications such as the garage addition and alterations to the house's porches, the building retains sufficient integrity and character-defining features to be eligible as an example of its type.

As an architectural resource, the resource was not evaluated under Criterion D.

Period of Significance

The property's period of significance is ca. 1912, when the house was constructed by Philip Gormley.

Integrity

The Philip F. Gormley House/Gagarin Property retains integrity of location because it remains in its original location.

The house has integrity of design since its original massing, roofline, symmetrical fenestration, windows, chimney, and exterior stucco remain. Changes to the building include the garage addition, alterations to the ell's porch, and removal of the main block's porch balustrade, but there is sufficient original material to convey the original design. And though porch columns were replaced in the 1960s, they appear to match the original Tuscan columns. The house was originally part of a larger complex, with buildings that are no longer extant, have been altered (3220 Park View Road), or are separated from the house by intervening development (3231 Park View Road). The property does not have integrity of design to illustrate the larger farm complex that existed in the first half of the twentieth century.

Only the area within the property's boundary retains integrity of setting. The majority of the original 55-acre property was developed during the mid-twentieth century, and associated buildings have been demolished, altered, or separated from dwelling. Within the parcel, the property retains integrity of setting, though altered by the detached garage. The boxwood garden appears to date from the buildings original construction and contributes to the property's setting.

Philip F. Gormley House/Gagarin Property's integrity of workmanship is intact since the house's exterior retains many of its original finishes.

The house retains integrity of materials, with its original stucco exterior, windows, chimneys, and some of its porch columns that date from its construction.

The property retains integrity of feeling and association as an early twentieth century Colonial Revival dwelling. It continues to be used as a residence, and the landscape surrounding the building is sufficiently intact to convey its original character.

Boundary

The property encompasses 0.92 acre and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP51, Parcel 182.

References:

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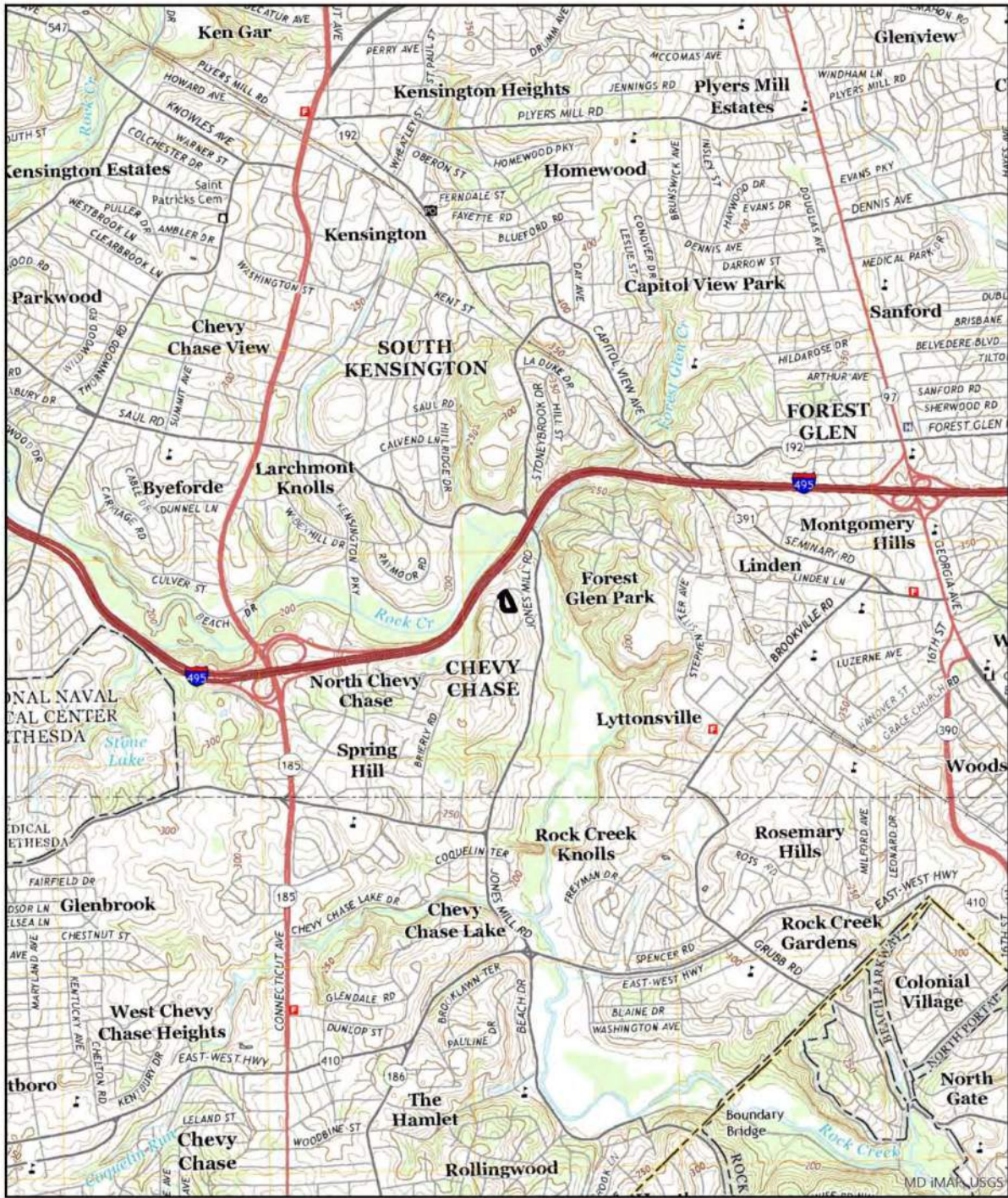
The Washington Post. 1912. "P.F. Gormley Company Building Construction." June 12. L82
---1915. "Rockville Society." June 13. 25.
---1923a. "Bankruptcy Petition Lists \$714,807 Debts. August 7. 13.
---1923b. "Legal Notices." October 18. 10.
---1942. "To Settle An Estate." September 27. R2.
---1948. "P. F. Gormley Dies, Retired Contractor." January 9. B2.
---1949. "Clean Drinking Manor." May 1. R9.
---1986. "Circa 1860 Milk House." November 1. RE6.

Philip F. Gormley House/Gagarin Property

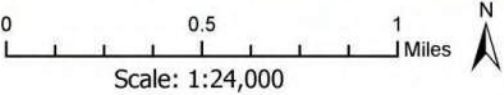
Location: 9220 Levelle Drive

Montgomery County

City: Chevy Chase

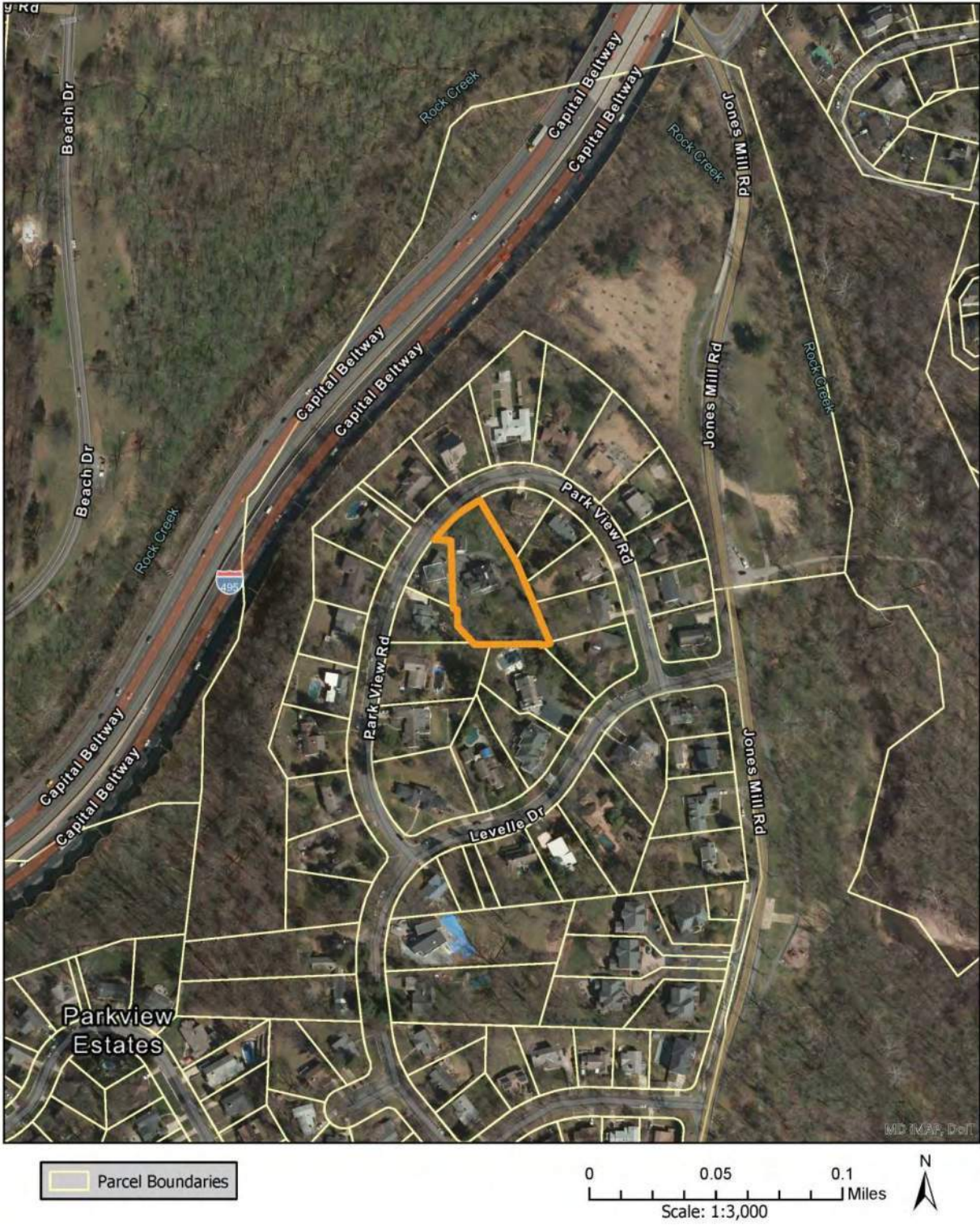


USGS 7.5' Quadrangle - Kensington



Philip F. Gormley House/Gagarin Property
Location: 9220 Levelle Drive

Montgomery County
City: Chevy Chase





View of 9220 Levelle Drive, facing north from Levelle Drive.



View of 9220 Levelle Drive, facing north from Levelle Drive.

PHOTOGRAPHS



View of 9220 Levelle Drive, facing northeast from 3220 Park View Road.

PHOTO LOG

Number of Photos: 3

Name of Photographer: Melissa Butler

Date of Photographs: 2019-04-23

Location of Original Digital File: MD SHPO

File Format: M: 35-162_2019-04-23_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

View of 9220 Levelle Drive, facing north from Levelle Drive.

02.tif

View of 9220 Levelle Drive, facing north from Levelle Drive.

03.tif

View of 9220 Levelle Drive, facing northeast from 3220 Park View Road.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Phillips House Inventory Number: M: 31-73
Address: 3526 Raymoor Road Historic district: ☐ yes ☒ no
City: Kensington Zip Code: 20895 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Ronald D. Eastman Non-Marital Deduction Trust Tax Account ID Number: 13-01154266
Tax Map Parcel Number(s): 0000 Tax Map Number: HP41
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 12/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Setting:

The Phillips House at 3526 Raymoor Road is located within the Rock Creek Hills residential neighborhood in Kensington. The property is set on a 1.04-acre trapezoidal-shaped parcel that is covered by a manicured grass lawn with scattered small shrubs and trees. The resource is bordered to the south by Interstate 495 (I-495) and the primary dwelling faces north towards Raymoor Road. An embankment which parallels Raymoor Road partially obscures the primary elevation of the house from Raymoor Road. An asphalt driveway extends southeast from Raymoor Road on the northeast portion of the property, and turns southwest, creating a courtyard entryway.

Description:

The Phillips House is a modified one-story, multi-bay, single-family dwelling originally constructed circa 1950 in the International Style. The foundation and structural system are clad in narrow, vertical wood siding and are covered by a mostly flat roof with pyramidal component clad in asphalt shingles to the north of the primary entrance.

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The primary entrance protrudes from the northwest elevation and is filled by double-leaf, paneled decorative wood doors with sculptural metal kick plates and rectangular escutcheons. Sidelights and a transom surround the paired entry doors. Two stone pillars frame the sidelights on either side of the entry. Slate pavers line the walkway from Raymoor Road to the main entrance. Other fenestration includes fixed and casement vinyl or aluminum windows.

A one-story, two-bay, flat-roof garage protrudes from the northwest elevation of the dwelling. Situated just north of the primary entry, the garage faces Raymoor Road and is accessed from the paved driveway. The garage's continuous concrete foundation supports a structural system clad in vertical wood siding. Access is via two metal garage doors on the northwest elevation.

A tennis court, added between 1957 and 1963, is located southeast of the dwelling (Nationwide Environmental Title Research, LLC [NETR] 1957, 1963).

Historic Context:

The Rock Creek Hills subdivision was initially platted on land acquired by the Continental Life Insurance Company, Inc., in 1938 (KCI 1999b). Additions to the subdivision were completed through the 1940s, and the subject lot was created as part of the subdivision of Block 9, which was platted in 1945 by H. A. Bartholomew and R. E. Ankers of the Continental Life Insurance Company, Inc. (Montgomery County Plat [MCPB] 1644). Although the Continental Life Insurance Company, Inc., was the primary developer of the Rock Creek Hills, other builders were also engaged in construction in this neighborhood, including Lawrence V. Lutes, Burton Builders, and Wolfarth Development Corporation (Rock Creek Hills Citizens Association 2018, The Washington Post 1959, C1; 1939, R4;). Advertisements suggest that homes were custom built, and as a result, houses vary in style, form, height, and materials. Typical dwellings in Rock Creek Hills are between one- and two-and-one-half stories tall and are constructed in Colonial Revival or Modern styles.

In 1949, Roy F. Thurston and Martha B. Thurston conveyed 3526 Raymoor Road to Ulric B. Phillips and Eleanor Adams Phillips, and it is likely that they had the one-story house constructed circa 1952 (Montgomery County Deed Book [MCDB] 1307, 46; MCPB 1644; United States Geological Survey [USGS] 1951;). Ulrich B. Phillips, a Yale-educated attorney in the U.S. Department of Justice, died in 1957, and Eleanor remarried several years later (The Washington Post 1957, B2). Eleanor continued to live at 3526 Raymoor Road until she conveyed the property, as Eleanor Trowbridge Adams, in 1978 to Ronald D. and Hope B. Eastman (MCDB 2847, 469; 2847, 471; 4294, 527). Ronald Eastman served as a lawyer in Washington and was the General Counsel to the Democratic National Committee from 1976 until 1981. Ronald Eastman died in 2012, and in 2013 the property was transferred to the Ronald D. Eastman Family Trust, who held it for two years before amending the property holding into the Ronald D. Eastman Non-Marital Deduction Trust (MCDB 47519, 147; 49766, 199). The property remains in the Eastman family (MCDB 49766, 199).

Evaluation:

The Phillips House is a one-story, multi-bay, single-family dwelling constructed circa-1950 in the International Style. The resource has been altered from its original International Style design with replacement windows and doors, new exterior siding, and no longer exhibits integrity of design, material, workmanship, or feeling. The house has never been moved and the immediate area remains residential in nature. As a result, the resource retains integrity of location, association, and setting.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified. Though Phillips and Eastman held substantial government positions, this dwelling is not associated with their significant work and career legacies, therefore, the Phillips House is not eligible for the NRHP under Criterion A or Criterion B.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The Phillips House is not a unique or excellent example of its style or form as many Modern Period (1930-1960) dwellings exist throughout Montgomery County. Dwellings in the Rock Creek Hills neighborhood reflect Colonial Revival and Contemporary styles and, on a whole, retain high levels of historic integrity; however, none have been determined individually eligible for the NRHP. The Phillips House is also just one of several non-Colonial Revival-style dwellings within Rock Creek Hills; another example in this neighborhood is 3538 Raymoor Road, a Ranch-style house with elements of the Contemporary style designed in 1958 (Kelly 2015).

Because the Phillips House is not an exceptional example of this property type and style, lacks integrity, and there are better and more intact examples that exist, the resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, the Phillips House is not eligible for the NRHP.

The property encompasses 1.04 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP41, Parcel 0000.

References:

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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.

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--- 1963. Historic Aerial Mosaic Montgomery County, Maryland. Accessed October 20, 2018. <https://www.historicaerials.com/viewer>.

Rock Creek Hills Citizens Association. 2018. "History of Rock Creek Hills." Accessed October 22, 2018. <http://rchca.org/>.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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United States Geological Survey (USGS). 1951 Kensington, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed October 2018. <http://historicalmaps.arcgis.com/usgs/index.html>.

The Washington Post. 1939. "Recent Home Sales in Rock Creek Hills." March 26, 1939. R4. Accessed October 22, 2018.

--- 1957. "Ulric B. Phillips, Attorney for Justice Dept." August 1, 1957. B2. Accessed October 22, 2018.

--- 1959. "Custom Built in Rock Creek Hills." June 13, 1959. C1. Accessed October 22, 2018.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

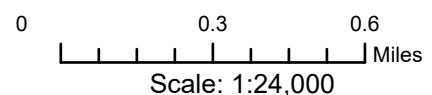
Phillips House

Location: 3526 Raymoor Road
City: Kensington

MHP#: M:31-73
Montgomery County



USGS 7.5' Quadrangle - Kensington



Phillips House

Location: 3526 Raymoor Road
City: Kensington

MIHP#: M:31-73
Montgomery County



MD iMAP, DoIT

 Parcel Boundaries

00.010.02

Miles

Scale: 1:600

N

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 31-73

Name Phillips House
Continuation Sheet

Number Photos Page 1



Photo 1 of 4: Phillips House, 3526 Raymoor Road, northwest entry detail.



Photo 2 of 4: Phillips House, 3526 Raymoor Road, facing south.

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

Inventory No M: 31-73

Name Phillips House
Continuation Sheet

Number Photos Page 2



Photo 2 of 4: Phillips House, 3526 Raymoor Road, Garage on Northwest Elevation.



Photo 3 of 4: Phillips House, 3526 Raymoor Road, northwest elevation.

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

Inventory No M: 31-73

Name Phillips House
Continuation Sheet

Number Photos Page 3

PHOTO LOG

**Name of Property: 3526 Raymoor Road
Name of Photographer: Melissa Butler
Date of Photograph: October 2018
Location of Original Digital File: MD SHPO**

Photographs inserted on continuation sheets.

**Photo 1 of 4:
3526 Raymoor Road, northwest entry detail.
M; 31-73_2018-10-01_01**

**Photo 2 of 4:
3526 Raymoor Road, facing south.
M; 31-73_2018-10-01_02**

**Photo 3 of 4:
3526 Raymoor Road, garage on northwest elevation.
M; 31-73_2018-10-01_03**

**Photo 4 of 4:
3526 Raymoor Road, northwest elevation.
M; 31-73_2018-10-01_04**

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 26-6

Page 1 of 1

Name of Property: Poor Farm, Site and Cemetery

Location: Approximately 1307 Seven Locks Road, Rockville, MD 20854

The 1975 inventory form notes that the ruins of a spring house were extant at that time and small markers from the burial ground visible. Aerial photography from the 1980s show that the ruins were removed; a site visit confirmed that the ruins and burial markers are no longer extant. There are no remaining above-ground resources related to the Poor Farm at this site.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center) Inventory Number: M: 26-86

Address: 1235 Potomac Valley Road

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Potomac Valley Limited Partnership

Tax Account ID: 00157195

Tax Map Parcel(s): 0000

Tax Map: GR21

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019). Due to privacy concerns, areas with residents were not accessible during survey, including the façade and main entrance.

Location/Setting

The Potomac Valley Nursing Home (1964), now known as the Potomac Valley Nursing and Wellness Center, is located in Rockville, Montgomery County, northeast of the Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270) and Falls Road (MD 189) interchange. The 4.44-acre property is in a densely developed suburban area surrounded by residential single-family dwelling and townhome developments. The property is bordered to the north by Potomac Valley Road, to the west and south by dense trees along I-270, and to the east by single family dwellings along Don Mills Court.

The nursing home is accessed by an asphalt and concrete driveway from Potomac Valley Road, leading to an asphalt parking lot

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

that is sited on the highest portion of the property. The L-shaped building wraps around the south and east sides of the parking lot, and the northeast wing is set downhill from the parking lot. The drive curves around the southwest wing, leading to a parking lot and service area south of the building. A plastic-and-metal business sign with stone-clad posts, constructed between 2014 and 2019, is located just east of the driveway. Concrete pedestrian walkways connect the main entrance to the parking lot, the parking lot to the sidewalk along Potomac Valley Road, and run along the northwest elevation of the southwest wing; a gravel pedestrian walkway with wood borders connects a secondary entrance on the northeast wing to Potomac Valley Road. A tall privacy fence, installed between 2014 and 2018, encloses the east side of the property.

Modular sheds and mechanical equipment are located on a concrete pad at the building's southeast elevation. Lawns, trees, shrubs, planting beds, and metal light standards are also located on the property.

Architectural Description

The Potomac Valley Nursing Home is a two-story, Contemporary Style, L-shaped nursing home. The nursing home sits on a concrete foundation, and the property is sloped so that the main entrance, located on the second story of the southwest wing, is at ground level. The building is clad in uncoursed stone and has a shallow-pitched cross-gable roof with deep eaves.

The main entrance is located on the northwest façade, near the corner of the "L," and opens onto the concrete pedestrian walkway. The entrance consists of a front gable projection, supported by stone slab walls, with a recessed metal-sash window wall. A metal-and-glass vestibule with an automatic sliding door with transom projects from the center of the window wall. A second automatic sliding door is located within the vestibule, leading to the lobby. A single metal-and-glass door is northeast of the vestibule. The entry is at ground level to facilitate easy access to the facility. Secondary entrances at the other elevations consist of single metal doors.

Fenestration on all elevations consists of window walls divided by areas of uncoursed stone. Most window walls are two-bay with a large metal, fixed-pane window, a hopper window, and a spandrel panel at each story. A few bays have ribbon windows. Porches, which were originally open, are located at the ends of the wings at the southwest and northwest elevations and are now enclosed by metal-sash window walls with spandrel panels and metal-sash hopper units. The northwest gable-front elevation features a trapezoidal stone area on the first story.

Historic Context

Development of the Potomac Valley Nursing Home began in December 1961 with zoning approval for the project. Construction of the facility was underway two years later. The building was planned to include 160 beds in two wings, with a third 60-bed wing to be added later, but the third wing was never constructed (Washington Post 1962, D5; Historic Aerials, 2019). The facility was designed by Chicago architect Ernest M. Mandel AIA, who was also the vice president of Potomac Valley Nursing Home Inc. (Washington Post 1963, C14; 1964, C8). In 1964, Mandel also designed a Colonial Revival-influenced nursing home, the Woodbine Nursing and Convalescent Center, in Alexandria, Virginia (Washington Post 1964, E15; 1965, F11). As America's population grew and healthcare improved in the mid-twentieth century, nursing homes and similar care facilities became popular. Several nursing homes were constructed around the Beltway, such as the Wheaton Nursing Home (1962), which was developed by Stewart Bainum and became the first facility in Bainum's national Manor Care nursing home chain in 1968 (Kelly 2015, 148).

The Potomac Valley Nursing Home opened in 1964, advertising "not only professional nursing care and the latest facilities, but a continuing concern for the resident's individual requirements." At opening, the nursing home featured individually decorated patient rooms, four dining rooms and recreation areas, a chapel, resident lounges, barber/beauty and dental suites, a greenhouse, and individual resident gardens. The building was advertised as "fireproof" (Washington Post 1964, A32). The following year, three additional nursing homes were built in Montgomery County, the Bethesda-Silver Spring Nursing Home, Fairland Nursing Home, and Westwood Nursing Home (Kelly 2015, 211).

The Potomac Valley Nursing Home building has been altered since its completion in 1964. Changes include the enclosure of the northeast wing's porch sometime between 1988 and 2002, enclosure of the southwest wing's porch sometime between 2002 and 2009, and the replacement of the doors at the main entrance (Historic Aerials). As of 2019, the nursing home remains in

operation as the Potomac Valley Nursing and Wellness Center.

Eligibility Determination

The Potomac Valley Nursing Home was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The Potomac Valley Nursing Home does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The facility was one of several built during the 1960s in response to the region's continued suburban growth. Therefore, Potomac Valley Nursing Home is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, Potomac Valley Nursing Home is not eligible under Criterion B.

The Potomac Valley Nursing Home is not a notable early example or one of the last intact examples of a nursing facility in the Washington, DC, region. The Wheaton Nursing Home (1962), now operating as Manor Care Health Services-Wheaton, Fairland Nursing Home (1965), and Westwood Nursing Home (1965) are still standing. In addition, the infill of the building's prominent porches has diminished its integrity. Research has not found architect Ernest M. Mandel, AIA, to be a master nor does the resource have high artistic value. Therefore, Potomac Valley Nursing Home is not eligible under Criterion C.

The property encompasses 4.44 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map GR21, Parcel 0000 (2019). Tax account is 00157195.

References

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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, 2019.

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"Nursing Home Features Williamsburg Look." The Washington Post, May 22, 1965, F11. ProQuest.

"Potomac Valley Nursing Home." Advertisement. The Washington Post, September 17, 1964, A32. ProQuest.

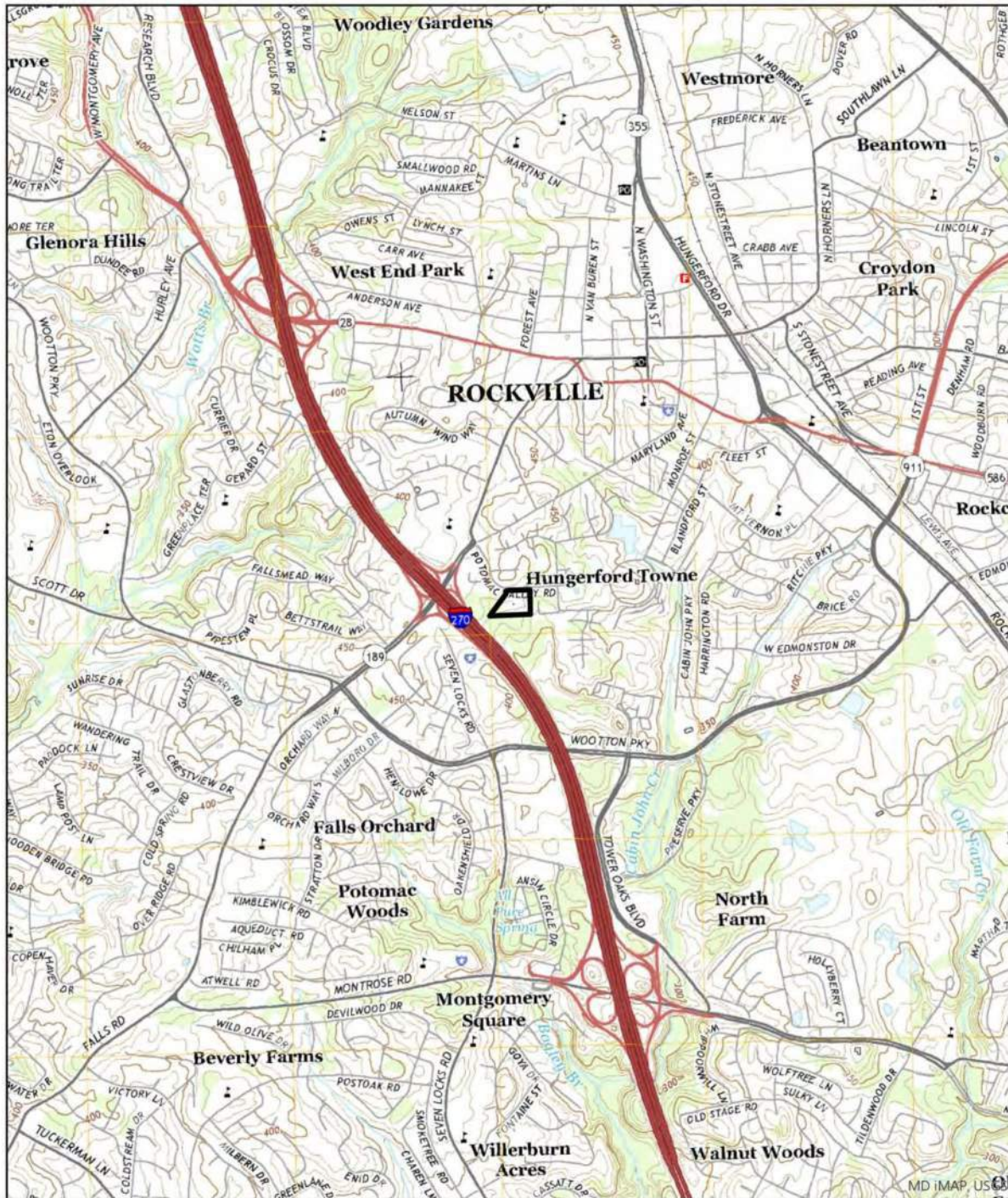
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"Realty and Building News." The Washington Post, September 26, 1964, C21. ProQuest.

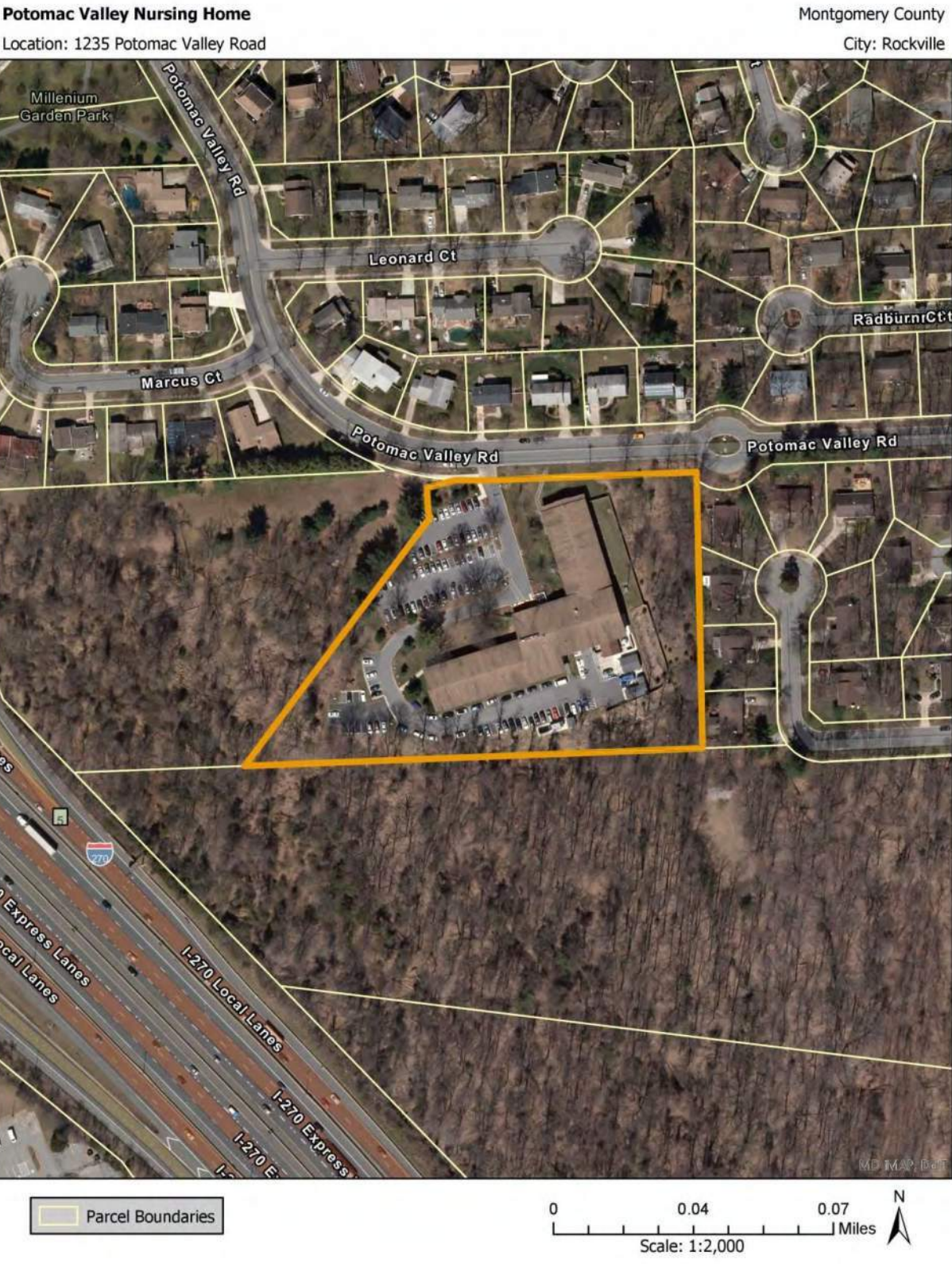
Potomac Valley Nursing Home
Location: 1235 Potomac Valley Road

Montgomery County
City: Rockville



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000



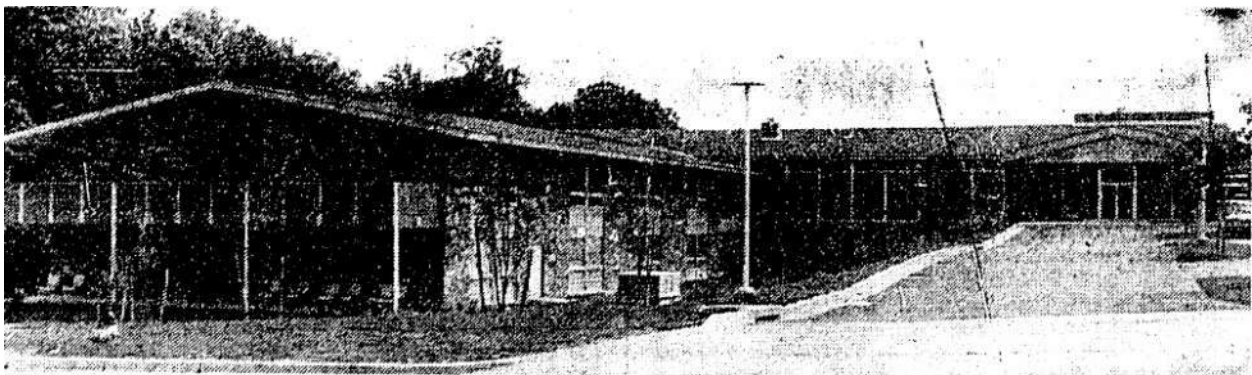
M: 26-86

Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)

1235 Potomac Valley Road
Rockville, Maryland



Architect's Drawing of Potomac Valley Nursing Home, 1963.
Photo from *The Washington Post*, May 25, 1963, C14.



Potomac Valley Nursing Home, 1964.
Photo from *The Washington Post*, October 31, 1964, C8.

Cared-for, care-free living means not only professional nursing care and the latest facilities, but a continuing concern for the resident's individual requirements. At Potomac Valley Nursing Home, residents enjoy individually decorated rooms, four dining rooms and recreation areas, barber, beauty, and dental suites, spacious lounges, all-faiths chapel, enclosed greenhouse and individual, waist-high gardens, and social and recreational activities. Relatives and friends are welcome for lunch and dinner. Your personal inspection is invited.

- 24-HOUR REGISTERED NURSING CARE
- PHYSICIAN OF YOUR CHOICE
- PHYSICAL & OCCUPATIONAL THERAPY
- DELICIOUS MEALS—SPECIALLY PLANNED DIETS
- NEW FIREPROOF BUILDING
- ELECTRONIC BED-TO-NURSING STATION COMMUNICATION

Potomac Valley NURSING HOME
Potomac Valley Road at Great Falls Road
Rockville, Maryland
Phone: 762-0700

Potomac Valley Nursing Home Advertisement, 1964.
Photo from *The Washington Post*, September 17, 1964, A32.

M: 26-86

Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)

1235 Potomac Valley Road
Rockville, Maryland



Main Entrance, 2014. Screen capture from video "Potomac Valley Virtual Tour."
YouTube Video, uploaded by Potomac Valley, August 3, 2016.

PHOTOGRAPHS



Northwest elevation, showing enclosed former porch, looking southwest.



Northwest elevation, looking southeast.

M: 26-86

Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)

PHOTO LOG

Number of Photos: **2**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-09-10**

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

File Format: **M: 26-86_2018-09-10_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Northwest elevation, showing enclosed former porch, looking southwest.

02.tif

Northwest elevation, looking southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: **Powder Mill Elementary School (Frances Fuchs Early Childhood Center)**

Inventory Number: **PG:61-86**

Address: 11011 Cherry Hill Road

Historic District: No

City: Beltsville

Zip Code: 20705

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Board of Education of Prince George's County

Tax Account ID: 00005074

Tax Map Parcel(s): 0000

Tax Map: 0018

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

Location/Setting

Powder Mill Elementary School (Frances Fuchs Early Childhood Center), constructed circa 1970, is a public school located in Beltsville, Prince George's County. The 8.84-acre property is bordered to the west by Cherry Hill Road, to the south and southeast by I-95, and to the north and northeast by residential developments. The property is in a developed suburban area surrounded by single-family dwellings. Trees buffer the property from the neighboring residential developments and from I-95.

The school is accessed by three asphalt driveways from Cherry Hill Road and separated from the road by tree, shrub, and grass-landscaped islands. The driveways lead to asphalt parking lots and a looping drive northwest of the main entrance. The north parking lot has an island with trees, grass, and a metal-frame gazebo. Playgrounds with metal and plastic equipment are located

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

to the northeast, and a large field with a chain-link backstop is located to the south. Fourteen portable classroom buildings are located on the property in two distinct clusters—eight at the northeast corner of the school building and six at the southeast. A chain-link fence encloses the east and southeast sides of the property, including the playgrounds, portable classrooms, and large field. Concrete and asphalt pedestrian walkways are located around the property, connecting the building to the playgrounds, parking lots, portable classrooms, and the sidewalk along Cherry Hill Road. A chain-link-fence-enclosed generator, metal light standards, and four modern modular sheds are also located on the property. A metal flagpole is located northwest of the main entrance, and a metal gazebo is located near the northeast cluster of portable classrooms.

Architectural Description

Powder Mill Elementary School is a one-story, Modernist-influenced, irregular-plan school. The building consists of two rectangular-plan classroom wings, oriented northwest to southeast, connected by a hyphen. An L-shaped administrative wing projects to the southwest. The school building sits on a concrete foundation and is clad in red brick in a running bond pattern. A narrow standing-seam metal cornice runs along the edges of the flat roof.

The building's main entrance is located at the northwest façade, opening onto the concrete pedestrian walkway surrounding the looping driveway. The entrance consists of two sets of paired metal doors with rectangular lights, surrounded by a metal window wall. An identical secondary entrance is located on the southeast elevation. The southwest portion of the administrative wing, which houses a multipurpose room, faces Cherry Hill Road. This southwest elevation has a gently sloping shed roof that runs northwest-southeast and features a central band of metal windows above a brick spandrel flanked by single doors and topped with standing-seam metal wall panels. To the north of the windows, flat metal letters read "FRANCES R. FUCHS SPECIAL CENTER" and three-dimensional plastic numbers read "11011."

Other entrances consist of single and paired metal doors with rectangular lights, vents, or solid panels. Most paired doors have metal sidelights and transoms, including those in the brick hyphen. Some secondary entrances are recessed and sheltered by the main roof. The entrance at the northwest elevation of the western classroom wing is sheltered by a rectangular metal canopy supported by round metal posts. Entrances are accessed by single concrete steps and concrete ramps with metal railings. A bricked-in single doorway is located on the southeast elevation.

The classroom wings feature large openings with ribbons of two-light, metal awning windows topped by large standing-seam metal panels. The northeast portion of the administrative wing has ribbons of multi-light, metal windows with awning openings in the center, topped by a thin band of standing-seam metal wall cladding. Other windows include multi-light metal windows with awning and hopper openings.

Historic Context

In 1964, the Board of Education of Prince George's County purchased the property at 11011 Cherry Hill Road from the Park Construction Corporation. The land had previously been platted for residential construction as a part of the adjacent Cherryvale residential development but was re-platted by the Board of Education in 1965 (Washington Post 1964, B12; Prince George's County Circuit Court, 1965). Historic aerial photographs show that Powder Mill Elementary School was built on the property by 1970.

Neighborhoods in Prince George's County were generally segregated due to a variety of factors, including the use of racially restrictive covenants in many of the county's residential developments in the early twentieth century, the migration of African Americans from Washington, DC, to the suburbs, and movement of white residents to suburbs even further from Washington, DC. These segregated neighborhoods resulted in segregated neighborhood schools (Barnes 1973, A1). In 1954, the US Supreme Court ruled segregated public schools were unconstitutional in *Brown v. The Board of Education of Topeka, Kansas*; however, Prince George's County schools remained segregated by race into the 1970s. In July 1972, US District Judge Frank A. Kaufman settled a lawsuit by eight African-American parents against the Board of Education of Prince George's County by issuing a "sweeping desegregation order" that forbid any Prince George's County public school from having a majority African-American student population (Barnes 1973, A1).

To comply with Judge Kaufman's order, the Board of Education developed a plan to bus students to different schools throughout the county to ensure that the African-American student population within each individual school was at least ten percent and at most 50 percent of the school's population (Matthews 2017, 143). To obtain this ratio at Powder Mill Elementary, students from the Gunpowder Road and Highpoint Homes neighborhoods were transferred from Calverton Elementary to Powder Mill; students from the Trailer Park-Sunnyside neighborhood were transferred from Powder Mill to Chestnut Hills Elementary; and students from the Knollwood-Pleasant Acres neighborhood were transferred from Powder Mill to Cherokee Lane Elementary (Washington Post 1972, A8). Altogether, 130 elementary schools were integrated through the busing plan (Washington Post 1972, A8).

In 1979, Powder Mill Elementary was recommended for closure due to declining enrollment county-wide; however, community opposition led the Board of Education to keep the school open (Collins and Diehl 1979, C1). Two years later, Powder Mill Elementary was again recommended for closure (Washington Post 1981, MD2). Despite community opposition, the Board of Education approved the plan to close Powder Mill and 30 other elementary schools. Powder Mill Elementary closed in September of 1981 and students were transferred to Calverton Elementary for the 1982-1983 school year (Washington Post 1981, B3). In March 1984 the building was re-opened as a special education school and re-named Frances R. Fuchs Special Center (Sauve 1984, MDA12). Frances R. Fuchs was the Supervisor of Special Education for Prince George's County from 1965 until her retirement in 1977, and she was involved in the initiation of early childhood center programs in county schools in the 1950s (Frances Fuchs Early Childhood Center, 2019). The metal canopy on the northwest side of the building was constructed between 1981 and 1988, and portable classrooms were placed on the property in three phases between 1988 and 2008 (Historic Aerials, 2019).

As of 2019, the school is known as Frances Fuchs Early Childhood Center, and provides pre-kindergarten, preschool opportunity, and preschool autism programs (Frances Fuchs Early Childhood Center, 2019).

Eligibility Determination

Powder Mill Elementary School was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Powder Mill Elementary School does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The school was one of many public elementary schools built in response to the county's continued suburban growth. The school was one of 130 elementary schools affected by the county's busing program in the early 1970s and does not have a significant association with the desegregation of Prince George's County schools. The building does not have significant associations with other historical events. Therefore, Powder Mill Elementary School is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. The building's namesake, Frances R. Fuchs, had no direct connection to the building. Therefore, Powder Mill Elementary School is not eligible under Criterion B.

Powder Mill Elementary School is not a notable early example or one of the last intact examples of a mid-century elementary school building in Prince George's County. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Powder Mill Elementary School is not eligible under Criterion C.

The property encompasses 8.84 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0018, Parcel 00B2 (2018). Tax account is 0005074.

References

"31 P.G. Elementary Schools Would Close Under New Plan." The Washington Post, February 12, 1981, MD2.

Barnes, Bart. "Long Integration Fight Ends: Prince George's Was 'Old South' 19 Years Ago." The Washington Post, January 28, 1973, A1. ProQuest.

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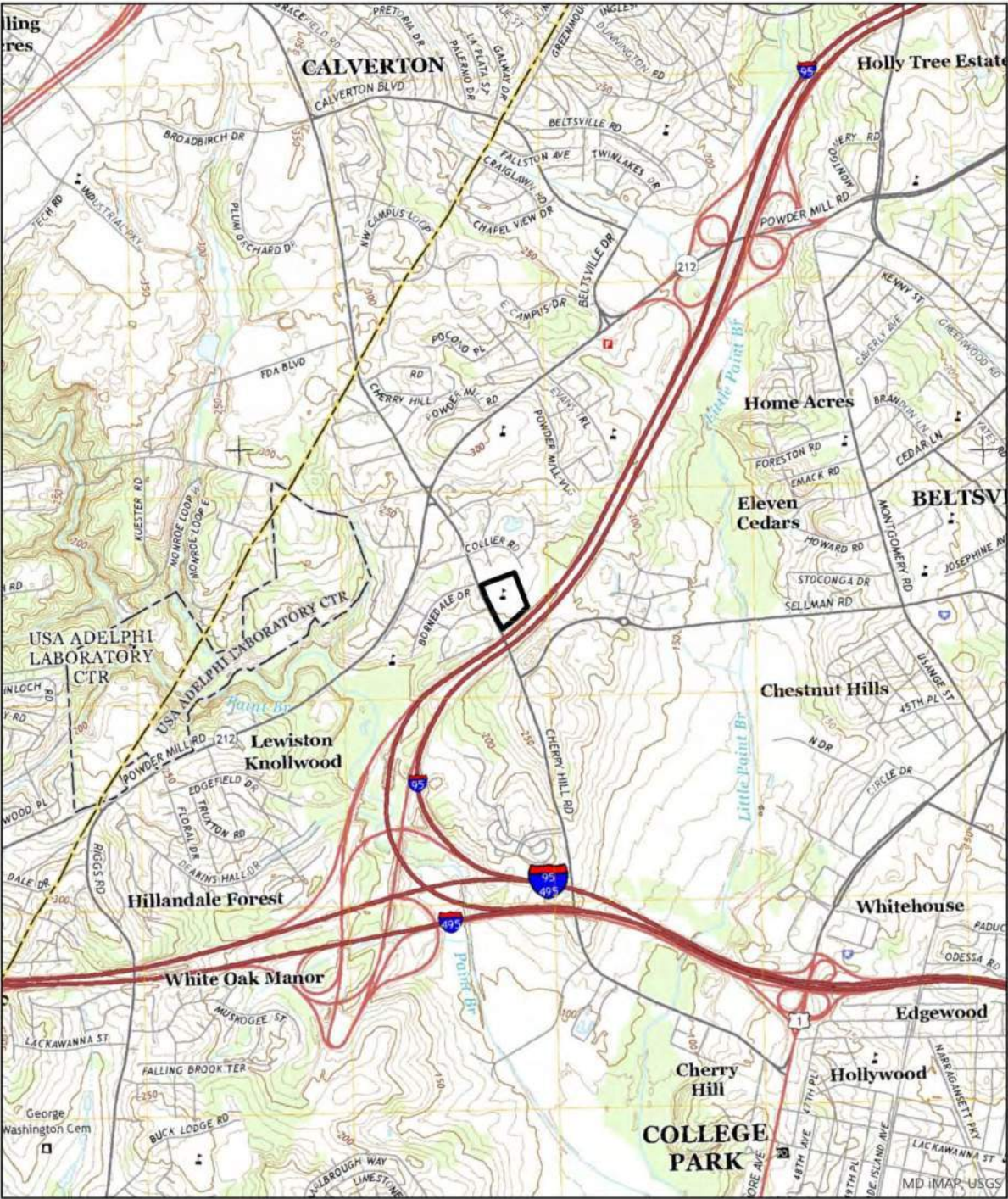
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Powder Mill Elementary School (Frances Fuchs Early Childhood Center)

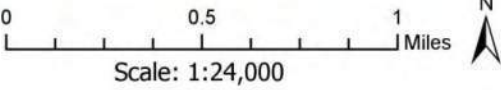
Prince George's County

Location: 11011 Cherry Hill Road

City: Beltsville



USGS 7.5' Quadrangle - Beltsville



Powder Mill Elementary School (Frances Fuchs Early Childhood Center)
Location: 11011 Cherry Hill Road

Prince George's County
City: Beltsville





Main entrance, northwest facade and southwest elevation, looking southeast.



Southwest elevation, looking southeast.

PHOTOGRAPHS



Metal canopy at southwest elevation, looking northeast.

PHOTO LOG

Number of Photos: **3**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

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

File Format: **PG:61-86_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Main entrance, northwest facade and southwest elevation, looking southeast.

02.tif

Southwest elevation, looking southeast.

03.tif

Metal canopy at southwest elevation, looking northeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Powder Mill Estates

Inventory Number: PG:61-43

Address: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0018

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property: Powder Mill Estates

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Powder Mill Estates was recorded in the Maryland Inventory of Historic Properties by P.A.C. Spero & Company in 1998. Documentation on file for this resource focused on the earliest plats of the subdivision, detailing 21 residential lots and recommending it as not eligible for listing in the National Register of Historic Places (NRHP) under any criteria (Taylor 1998, 8.2). At that time, the Maryland Historical Trust did not make an eligibility determination.

Setting:

Powder Mill Estates is a planned residential neighborhood located north of the intersection of I-95 and I-495, between Cherry Hill Road and Powder Mill Road in Hyattsville. It is roughly triangular in shape and bounded by Cherry Hill Road on the north and east, Powder Mill Road on the northwest, Paint Branch

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

Unitarian Universalist Church and Paint Branch Park on the southwest, and I-95 on the south. This resource contains 52 acres including 82 single-family dwellings on lots ranging between 0.3 and 1.0 acre. Streets within the subdivision are curvilinear and 50 feet wide with no curbing and include a service road running parallel to Powder Mill Road. Powder Mill Estates is largely devoid of streetlights and public sidewalks; however, poured-concrete sidewalks and curbs were added in recent decades along the south side of Powder Mill Road from its intersection with Collier Road and around to the west side of Cherry Hill Road. Individual lots are landscaped with grassy lawns, shrubs, ornamental foliage, fences, and some mature trees.

Description:

Powder Mill Estates contains 82 single-family dwellings largely constructed between 1948 and 1962. One house constructed circa 1940 (3216 Sellman Road) predates the subdivision while three others were built after 1977, infilling open lots. Dwellings are predominantly Minimal Traditional, Transitional Ranch, Ranch, and Split-Level forms. Many houses in the subdivision lack applied ornamentation, but some feature elements of the Colonial Revival, Tudor Revival, and Contemporary styles. One outlier is the circa-1996, Two-Story Massed dwelling at 11102 Cherry Hill Road with elements of the New Traditional style.

Houses in Powder Mill Estates are one to two stories tall and three to seven bays wide. Depending on the slope of the terrain, dwellings may include partial basements with foundations commonly clad in a brick veneer. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. Roofs are predominantly side-gabled or hipped and often feature projecting front-gabled or hipped bays at one or both ends of the façade. Most are sheathed in asphalt shingles and feature a single brick chimney at the interior of the house, near the center of the façade, or set along a side elevation.

Primary entrances are centrally located on the façade, often set below wide overhanging eaves or a recessed entry porch, with a single-leaf wood door. Many of these doors appear to be original, while window types in the neighborhood vary greatly with an abundance of replacement units. Original units include double-hung, two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; or paired, sliding, metal-framed sashes. At the façade, some windows are flanked by fixed, louvered or paneled, aluminum shutters. Most dwellings originally included a one-car garage or carport at one end of the façade, either incorporated into the main massing or connected to the house by a breezeway.

Additions and modifications to houses are common. When present, additions are typically at side or rear elevations and often keep with the scale and materials of the original houses. Some are incompatible with the design and character of the older building, including a second-story addition to the house at 10803 Ashfield Road where three front-gabled bays with paired sliding-glass doors and wood balconettes dominate the façade. Another example features a large garage addition and contemporary privacy wall along the façade at 11104 Chery Hill Road. Other common modifications, like the conversion of a one-bay garage into living space, enlarged carport or garage additions, also detract from the original character of the neighborhood.

Historic Context:

Most of the land within Powder Mill Estates was part of a larger agricultural property owned by Aaron Wise Martin and his wife, Cora. The couple sold roughly 174 acres in 1948 and 1949 to the Powder Mill Development Company, Inc., led by James W. and Mary E. Campbell (Prince George's County Deed Book [PGCDB] 911, 243 and 1180, 404). The creation and growth of two federal facilities in the vicinity of the property greatly increased the value of land in the area. To the southeast of this subdivision on the other side of what is now I-95, the U.S. Department of Agriculture (USDA) expanded the Beltsville Agricultural Research Center (BARC) (PG:62-14) between 1933 and 1940 to include the Bureau of Plant Industry facility. In 1944, the U.S. Navy purchased a large tract of land straddling Montgomery and Prince George's County, located immediately west of what would become Powder Mill Estates for the Naval Ordnance Laboratory (NOL) at White Oak (M: 33-25). These facilities encouraged suburban residential development in the area and by August 1952, the federal government pledged \$1.9 million for the construction of a new junior-senior high school near Powder Mill and Cherry Hill Roads to mitigate the strain new federal workers had placed on public services (Fishbein 1952, 21).

Constructed for Mayo L. and Ovenia Smith around 1940, the single-family dwelling at 3216 Sellman Road and the road by which it was accessed pre-date the subdivision of Powder Mill Estates, but were later incorporated into its general design (PGCDB 514, 351-354; United States Geological Survey 1945). The driveway became the west end of Sellman Road and followed a boundary line between the Martin's property and land purchased by the federal government in a 1940 expansion of BARC. Following the construction of I-95 around 1970, the intersection of Sellman Road with the west side of Cherry Hill Road was removed, creating a dead-end street.

Platted in sections between August 1949 and April 1953, residential lots in Powder Mill Estates were largely sold to individual homeowners who later arranged for the construction of their own houses (Prince George's County Plat Book [PGCPB] WWW 17, 12-13; 19, 62; 20, 59 and 92; 23, 7). Less often, two or three lots were sold to individuals; no lots were sold directly by the Powder Mill Development Company to homebuilding companies, and no firm promoted houses for sale in the subdivision. However, some of the earliest residents in the neighborhood facilitated its development by purchasing additional lots and building new houses to sell.

In the mid-1950s, brief classified advertisements frequently marketed Ranch-type houses on spacious lots in Powder Mill Estates. These routinely promoted the property's location near NOL or the Plant Industry at BARC and sometimes provided an idea of the house size, yet few ads included prices (The Washington Post 1955, 30; 1959, 25). One classified ad from 1953 valued a house on Powder Mill Road at \$20,500 while a 1954 ad stipulated a \$5,000 down payment (The Sunday Star 1953, 46; 1954, 40). In 1962, a house constructed on a lot developed by Edward and Anna Boswell at 3303 Powder Mill Road was noted as priced to sell in the mid-\$20,000s (The Sunday Star 1962a, 51). Although no architects or other design professionals were marketed in association with Powder Mill Estates, clusters of the same house type appear throughout the neighborhood, like the two variations of Minimal Traditional dwellings at 11008 to 11014 Cherry Hill Road. Typical of residential subdivisions from the Modern Period, restrictive covenants placed on the property by the Powder Mill Development Corporation limited its development to single-family dwellings no greater than two-and-a-half-stories tall and required that all new construction go through a design review, subject to the approval of an architectural committee for a period of ten years.

Common for the time period, these restrictions also limited property ownership and occupation to Caucasians with the exception of domestic servants (PGCDB 1482, 330; 1503, 464; 1667, 493).

Founders of the Powder Mill Development Company, James W. and his wife Mary E. Campbell lived on a portion of the Martin's farm located northeast of the subdivision on the north side of Cherry Hill Road throughout the 1950s (The Sunday Star 1957, 23). James Campbell began working in the area around the turn of the twentieth century as a sand and gravel contractor, operating the Campbell Sand Company until 1956 (The Washington Times 1914, 4; The Sunday Star 1962b, 67). Prior to World War II, he often bought property in the D.C. area to extract gravel and sand, before selling it to others for development (The Washington Post 1921, 46). During the postwar building boom, Campbell worked with local building associations, sometimes serving on their board of directors and in conjunction with their affiliated construction companies in support of suburban residential construction (The Sunday Star 1957, 23; 1962a, 67). Powder Mill Estates is the only residential neighborhood created by James W. and Mary E. Campbell, but the couple formed other companies to subdivide smaller tracts of land and purchased several lots in other Prince George's County subdivisions, including Riverdale Heights and Forest Knolls, where the Campbell Sand Company supplied materials for contractors working in the development (PGCDB 631, 20; The Washington Post 1952, R7; 1962, B18).

Evaluation:

Powder Mill Estates was evaluated in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

Powder Mill Estates is a planned residential neighborhood created in the Modern Period (1930-1960) with house construction extending into the Suburban Diversification Period (1961-1980). It is typical of planned residential neighborhoods in Maryland and is a common example of its type in Prince George's County. Its design was not innovative or influential, and does not demonstrate significant associations with exurban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in its development are not known to have made significant contributions to suburbanization or the homebuilding industry in Prince George's County. Research has not shown the neighborhood to be associated with the lives of other persons significant in the past. Therefore, this resource is not eligible under Criterion B.

Powder Mill Estates represents a ubiquitous property type in Prince George's County and retains many of the character-defining elements of planned residential neighborhoods from the Modern and Suburban Diversification periods. However, most houses have been modified through the introduction of replacement materials and additions that have diminished the neighborhood's historic integrity of design, materials, workmanship, feeling, and association. Though few in number, three recently constructed dwellings have introduced new forms and styles, and one circa-1949 house has been converted to commercial use as a dentist's office (11108 Cherry Hill Road). Because it is not an outstanding example of its type and does not convey high artistic value as the work of a master, this resource is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Powder Mill Estates encompasses 52 acres and is defined by Cherry Hill Road to the east and north, Powder Mill Road to the northwest, Paint Branch Unitarian Universalist Church and Paint Branch Park to the southwest, and I-95 to the south. It includes multiple parcels found on Prince George's County Tax Map 18 (2019).

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--- 1954. Advertisement for custom-built rambler in Powder Mill Estates. April 18, 1954, 40.
--- 1957. "4 From Area off by Air to Kill African Big Game." July 21, 1957, 23.
--- 1962a. Advertisement for rambling rancher in Powder Mill Estates. January 7, 1962, 51.
--- 1962b. "Campbell Director of Citizens Bank." October 7, 1962, 67.

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The Washington Post. 1921. "Buys Sand Tract for Tile: Overlook Company Acquires 50 Acres Near Silver Hill." February 27, 1921, 46.
--- 1952. Advertisement for Fiesta Rambler in Riverdale Heights subdivision. October 26, 1952, R7.
--- 1955. Advertisement for luxury rambler in Powder Mill Estates by builder. September 11, 1955, 30.

--- 1959. Advertisement for new rambler in Adelphi on Boredale. May 16, 1959, 25.

--- 1962. Advertisement for Forest Knolls subdivision. May 26, 1962, B18.

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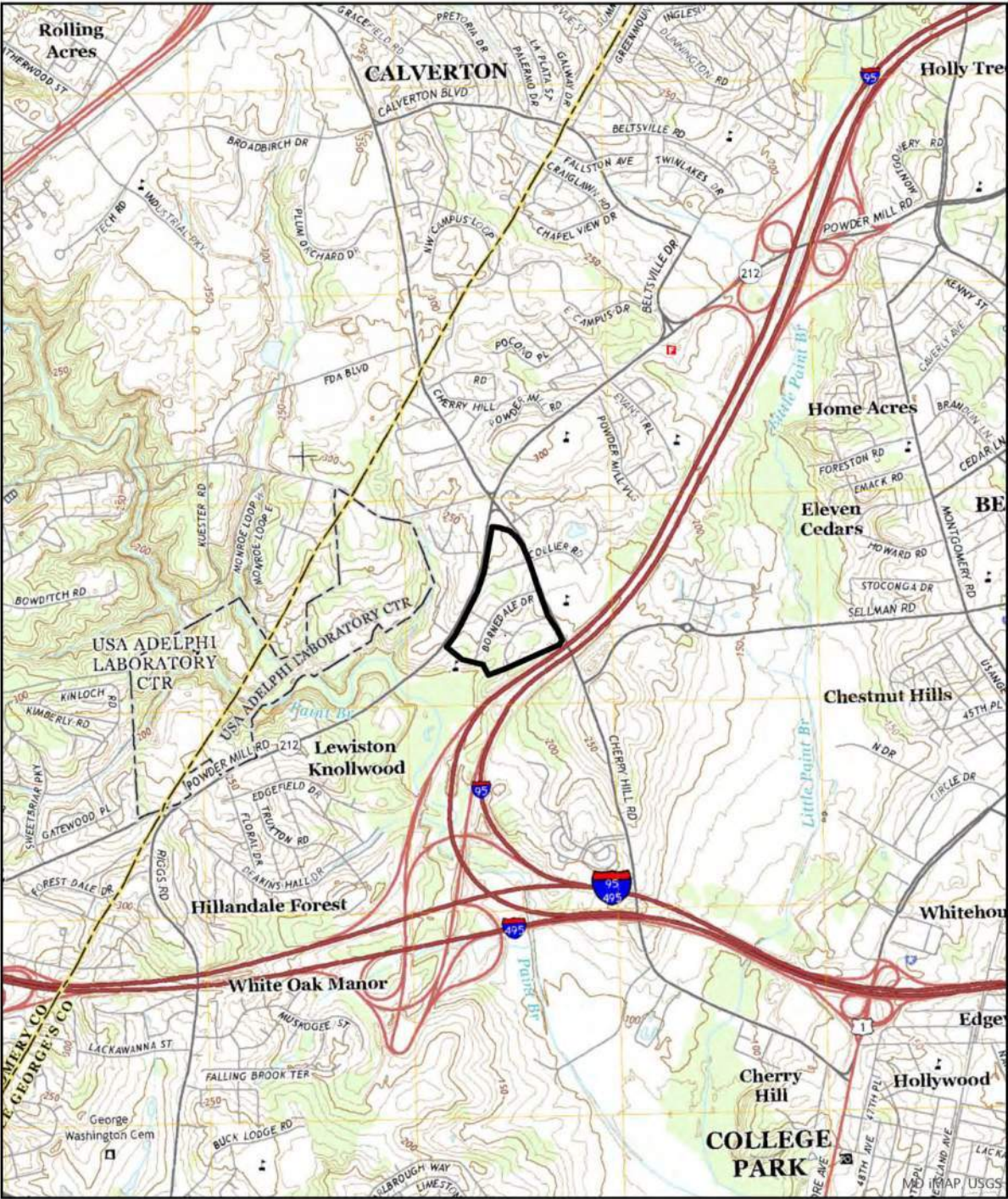
<https://geonames.usgs.gov/apex/f?p=262:1:0::NO:RP%2C1%2C18::>

Powder Mill Estates

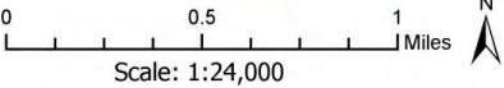
Prince George's County

Location: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

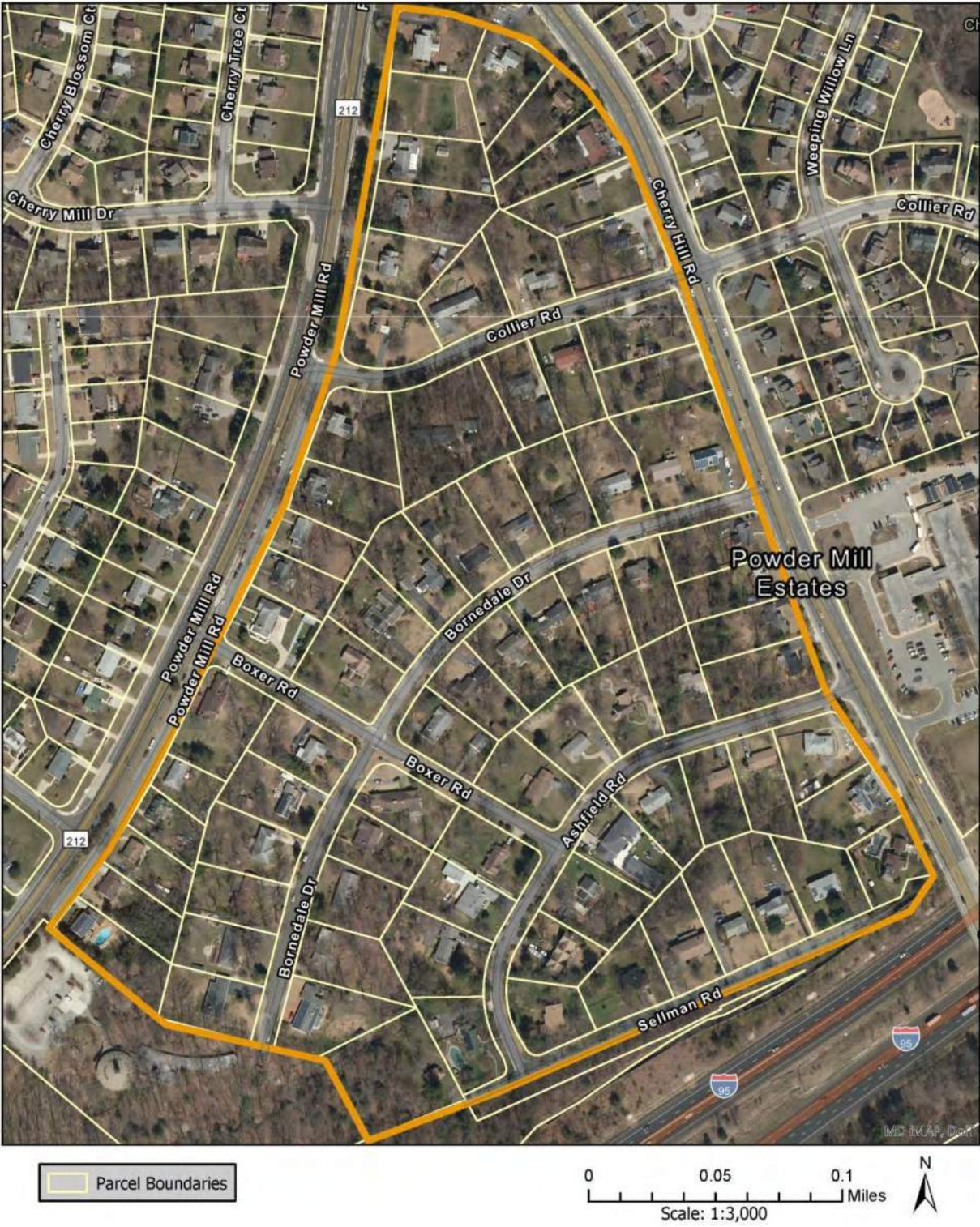


Powder Mill Estates

Prince George's County

Location: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road

City: Hyattsville





View of houses at 3306 and 3308 Sellman Road, looking northeast.



South elevation of 10904 Ashfield Road.



Northwest elevation of 10805 Ashfield Road.



Southeast elevation of 10902 Boredale Drive.



North elevation of 10911 Boredale Drive.



North elevation of 10809 Boredale Drive.



View of 3302 Sellman Road, looking northwest.



Northwest elevation of 10901 Ashfield Road.

PHOTOGRAPHS



West oblique of 10803 Boredale Drive.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Adriana Moss**

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

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

File Format: **PG:61-43_2019-01-21_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of houses at 3306 and 3308 Sellman Road, looking northeast.

02.tif

South elevation of 10904 Ashfield Road.

03.tif

Northwest elevation of 10805 Ashfield Road.

04.tif

Southeast elevation of 10902 Boredale Drive.

05.tif

North elevation of 10911 Boredale Drive.

06.tif

North elevation of 10809 Boredale Drive.

07.tif

View of 3302 Sellman Road, looking northwest.

08.tif

Northwest elevation of 10901 Ashfield Road.

09.tif

West oblique of 10803 Boredale Drive.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Powder Mill Village Inventory Number: PG:61-85
Address: North of I-95, South of Powder Mill Road, West of Evans Trail Historic District: No
City: Beltsville Zip Code: 20705 County: Prince George's
USGS Quadrangle(s): Beltsville
Property Owner: Powder Mill Apartments LLC Tax Account ID: 01-0035873
Tax Map Parcel(s): 00C4 Tax Map: 0012
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: Mar 28, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

Description:

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

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

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

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

Historic Context:

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

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

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

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

Evaluation:

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

Powder Mill Village is a modest and basic example of a garden apartment complex from the 1960s. The complex did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Powder Mill Village is not eligible under Criterion A.

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

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

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

References:

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

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

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

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

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

The Washington Post, Times Herald. 1964. Powder Mill Village to Grow. August 1, 1964, E7.

--- 1966. Powder Mill Village Sold for \$8 Million. December 24, 1966, C3.

--- 1974. Apartment's Water Found to be Unsafe. March 30, 1974, B2.

--- 1988. Classified Ad 149. July 20, 1988, D20.

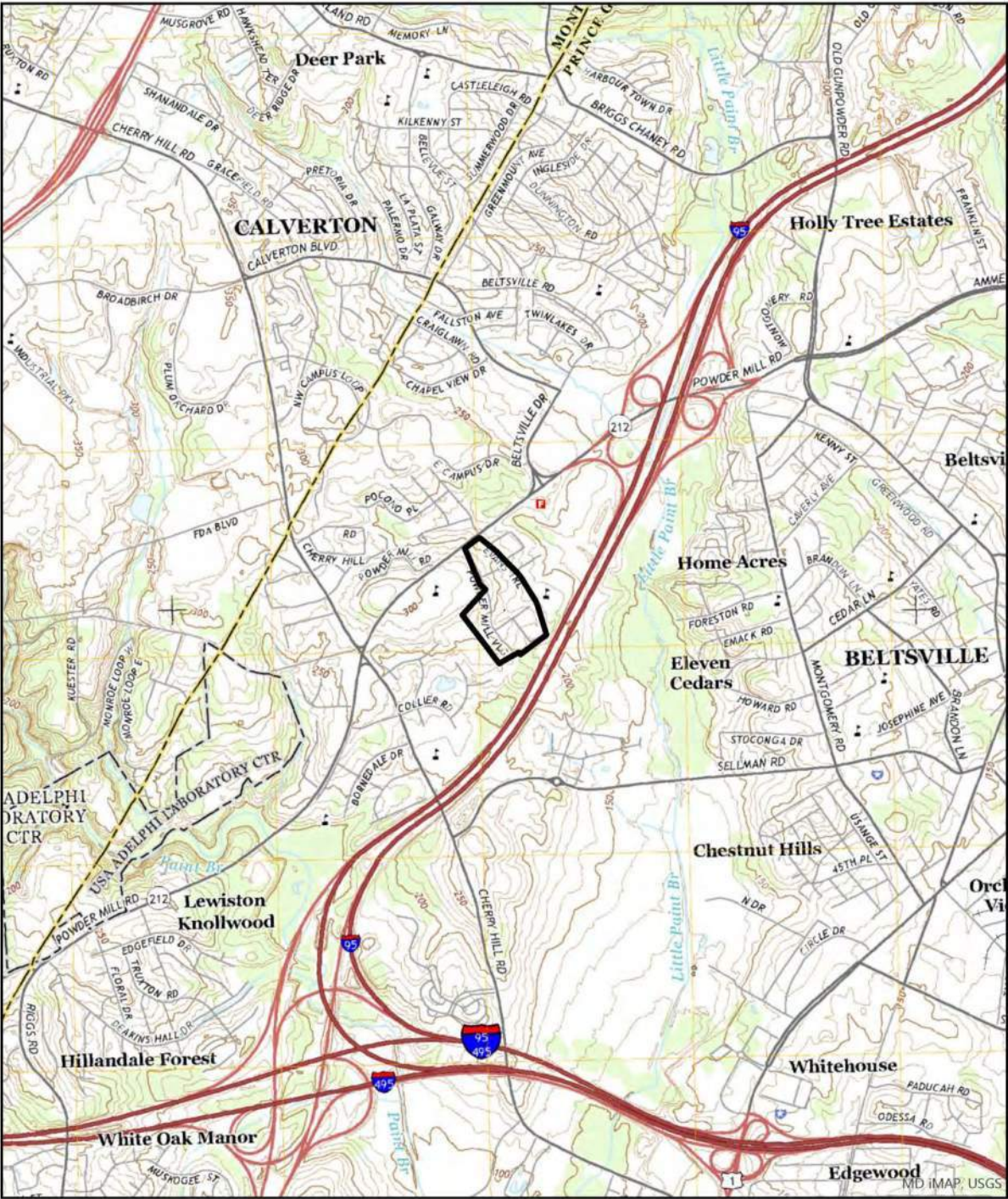
The Washington Star. 1978. 'Y' Operates Apartment Rec Facilities. October 20, 1978, E-4.

Powder Mill Village

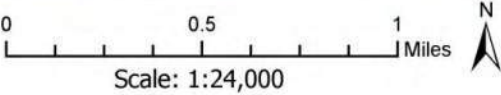
Prince George's County

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

City: Beltsville



USGS 7.5' Quadrangle - Beltsville

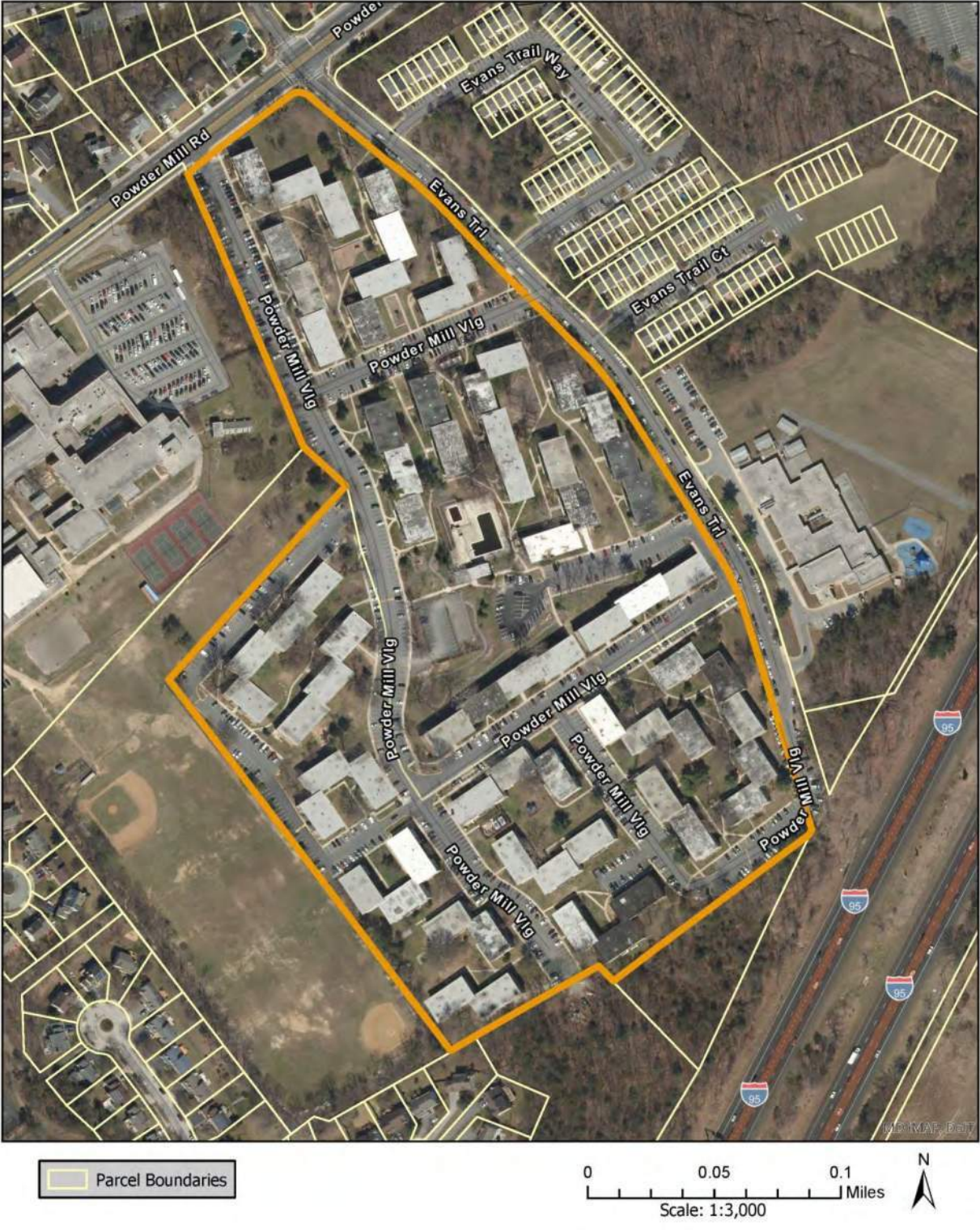


Powder Mill Village

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

Prince George's County

City: Beltsville





View of Powder Mill Village entrance sign, looking southwest.



View of 11234 Evans Trail, looking west.



View of play area, looking east.



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



View of 11348, 11358, and 11350 Evans Trail facing southeast.



View of pool changing facility, facing northeast.



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

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

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

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

File Format: **PG:61-85_2019-01-21_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of Powder Mill Village entrance sign, looking southwest.

02.tif

View of 11234 Evans Trail, looking west.

03.tif

View of play area, looking east.

04.tif

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

05.tif

View of 11348, 11358, and 11350 Evans Trail facing southeast.

06.tif

View of pool changing facility, facing northeast.

07.tif

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

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Prelude Inventory Number: M: 35-195
Address: 7000-7036 Buxton TER 8209-8221 Tomlinson Avenue; 0 Buxton Terrace Historic district: X yes ☐ no
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Falls Church
Property Owner: Multiple; M-NCPPC Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: GN12, GN22
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 12/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 residential development known as Prelude is located south of I-495 in Bethesda, and is bounded by Tomlinson Avenue and Osage Lane on the north, the Carderock Springs Neighborhood Conservation Area (CSNCA) on the south, and other residential development on the east and west. The resource consists of 17.01 acres, including the 7.2 acres located within the CSNCA that is currently owned and managed by the Maryland-National Capital Planning and Park Commission (M-NCPPC) (Montgomery County Plat [MCP] 9396, 9780). The development is filled with single-family dwellings primarily located along Buxton Court and accessed from Tomlinson Avenue. The streets were laid in an intersection, with Tomlinson Avenue running perpendicular to Buxton Terrace, which culminates in a cul-de-sac. Lots in the neighborhood are landscaped with small and mature trees, bushes, and other ornamental foliage and feature paved driveways that extend to a two-car garage at each house. Several street lights line the road. Secondary resources include sheds.

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Description:

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

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

Historic Context:

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

Prelude’s advertising copy, “in the woods of Carderock,” played off the success of the adjacent Carderock Springs community (M: 29-59) (The Washington Post 1970a, D20). Carderock Springs, designed by architects Keyes, Lethbridge, & Condon (KLC), contained 275 single-family houses on wooded, sloping lots with curvilinear streets in a style identified as “Situating Modernism” (Kurtze et al. 2007, 8-1). The 17.01 acres of Prelude was not part of Bennett’s original subdivision, but invoked its leading design strategies. Developers at the William Corporation created larger lots that retained some of the natural topography and mature trees, a central landscaped island in the cul-de-sac, and set land aside for a common wooded park for the benefit of its residents. Historic aerials indicate that construction in Prelude largely occurred between 1969 and 1971 (Nationwide Environmental Title Research, LLC [NETR] 1970). The firm of Alquist Brothers Construction Co., Inc., from College Park, Maryland, provided water and sewer connections. (The Evening Sun 1970, 60). “Contemporary” houses were advertised on wooded lots, for around \$55,000 in 1970 (The Evening Sun 1973, 77; The Washington Post 1970b, D15) The neighborhood’s proximity to Bennett and KLC’s work in Carderock Springs likely prompted Richard Robins and the William Corporation to hire Cohen & Haft to design houses that would appeal to similar types of homebuyers.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

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

Evaluation:

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

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

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

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

References:

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

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

 Reviewer, Office of Preservation Services

 Date

 Reviewer, National Register Program

 Date

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

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

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

State Department of Assessments and Taxations (SDAT). 2018/ "Assorted Montgomery County Tax Records." Accessed October 30, 2018. <https://sdat.dat.maryland.gov>.

The Evening Sun. 1970. "WSSC Lets Contracts for Mains." June 5, 1970. Accessed October 18, 2018. <https://infoweb-newsbank-com.dclibrary.idm.oclc.org/>

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

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

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

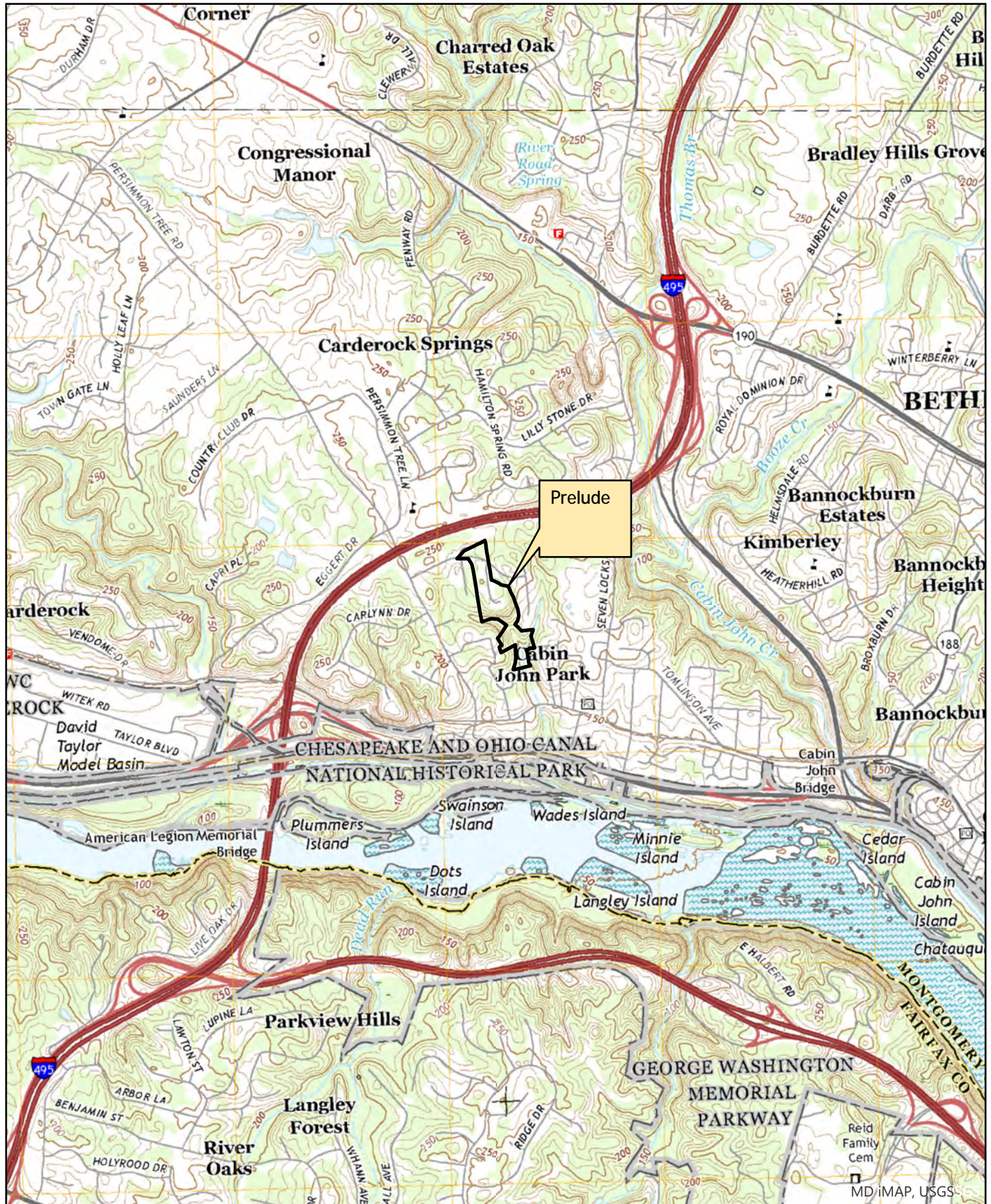
Reviewer, National Register Program

Date

Prelude

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

MIHP#: M: 35-195
Montgomery County



USGS 7.5' Quadrangle - Falls Church

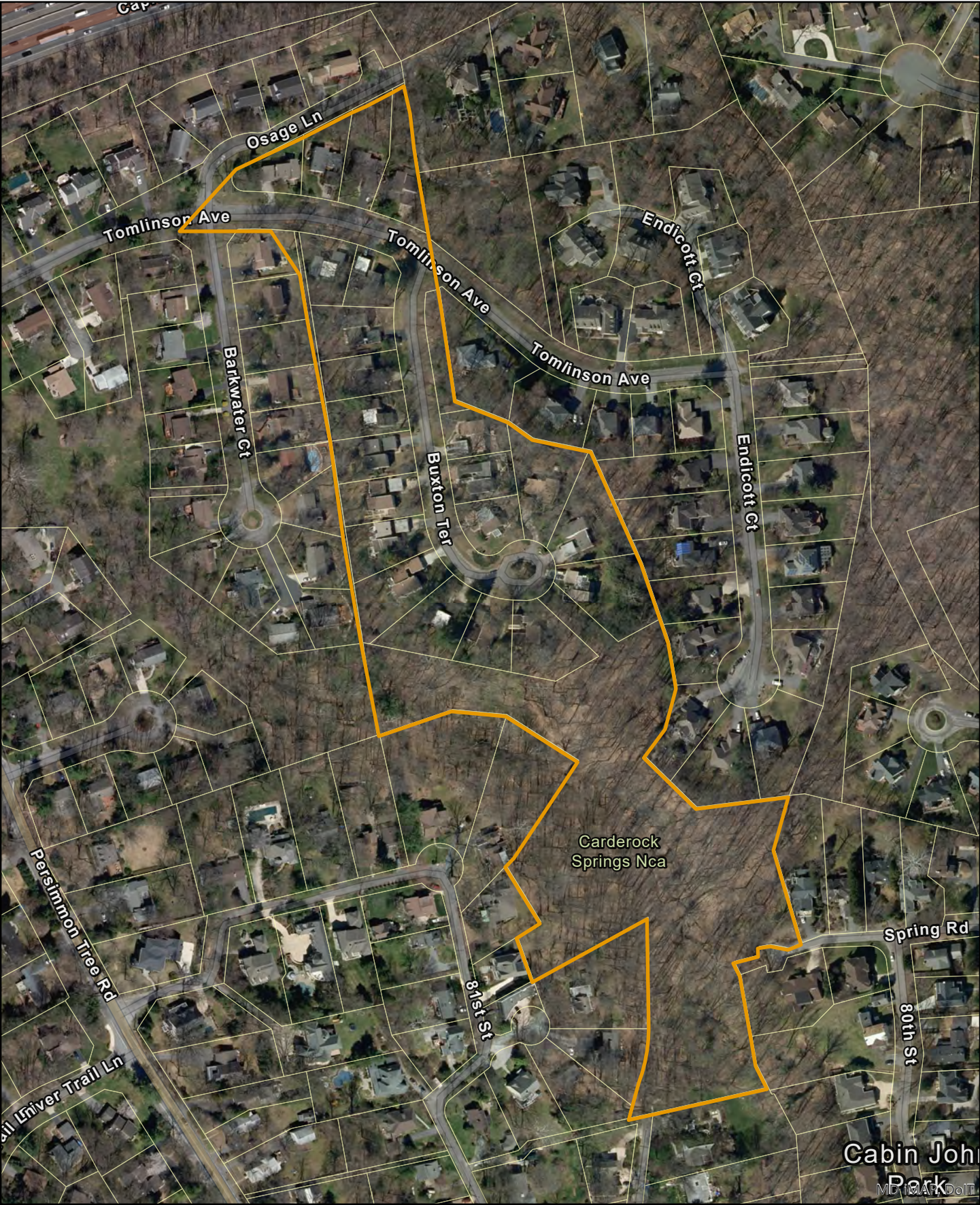
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Scale: 1:24,000



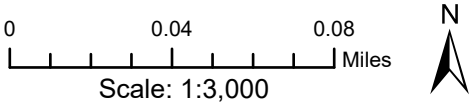
Prelude

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

MIHP#: M: 35-195
Montgomery County



Parcel Boundaries



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

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 1



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



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

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

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 2



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



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

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

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 3



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



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

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 4



Photo 7 of 9: Example of lamppost in Prelude.



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

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 5



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

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

Inventory No M: 35-195

Name Prelude
Continuation Sheet

Number Photos Page 6

PHOTO LOG

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

Photographs inserted on continuation sheets.

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

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

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

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

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

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

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

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

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

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Princess Springs

Inventory Number: PG:69-71

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

Historic District: Yes

City: Hyattsville

Zip Code: 20784

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0044

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

Description:

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

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

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

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

Historic Context:

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

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

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

Evaluation:

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

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

the Aragon Construction Corporation with a limited selection of traditionally styled house models, it did not introduce design innovations influential to later developments. Taken as a whole, this development has no significant association with suburban residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

Although the individuals associated with Aragon Construction Corporation, including Angelo, Xavier, and, Martin Aragona, worked throughout the Prince George's County area, they had no significant influence on suburbanization in Maryland. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Princess Springs is a basic example of a planned residential development, created by a developer with a limited selection of house models. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development from this era. The development's Split-Level and Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Due to the fact that Princess Springs is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 10.1 acres and is located south and west of I-495 and east and north of New Carrollton, as defined in Prince George's County plat record A-5570. It includes multiple parcels found on Prince George's County Tax Map 0044.

References:

The Evening Star. 1965. "Sandy Spring Estates is Launched." September 10, 1965, D16.
---1966. "Aragonas Build in Prince Georges." September 30, 1966, D3.

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

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

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

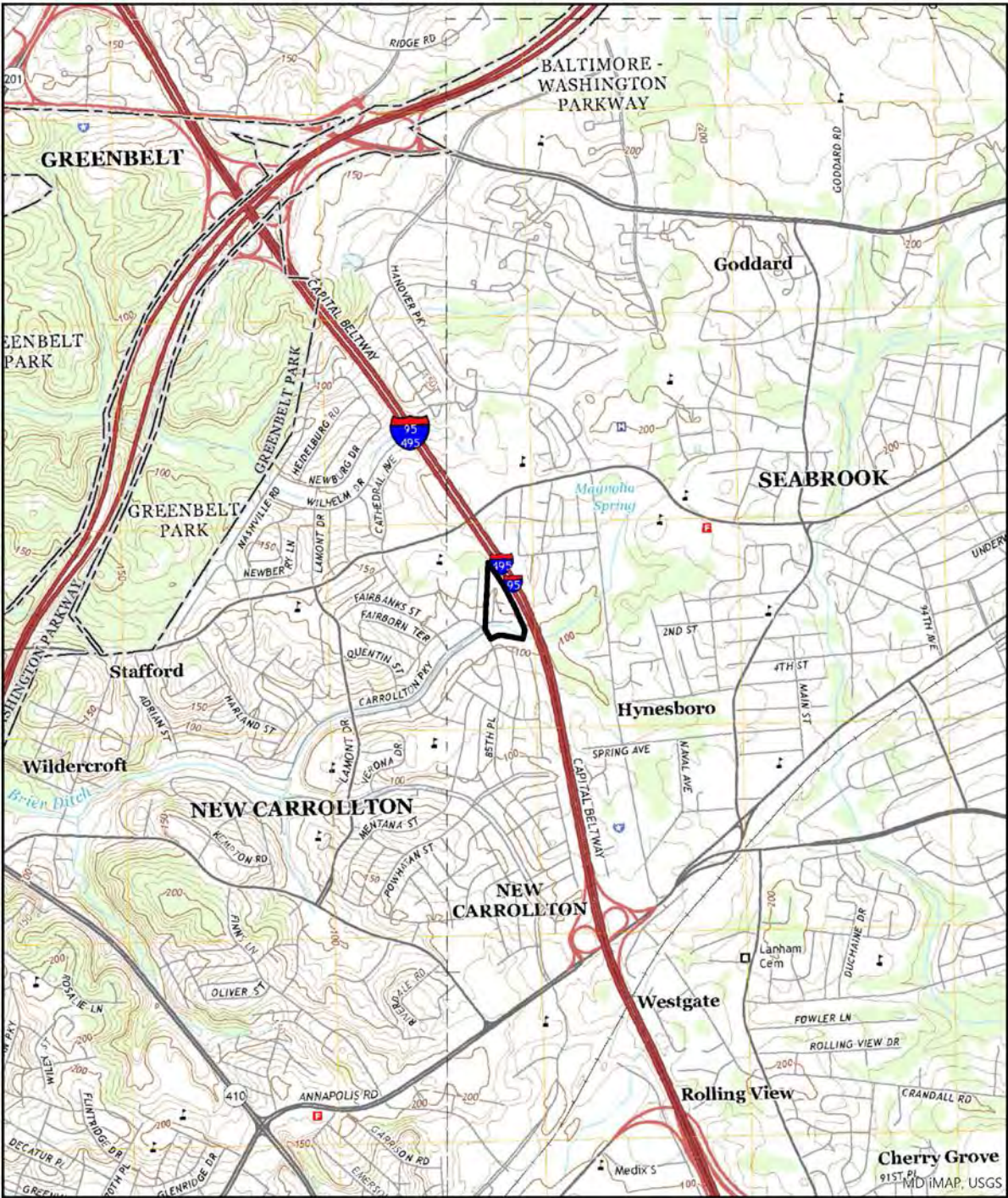
The Washington Post. 1965. "Aragona Brothers Follow Tradition." October 30, 1965, E7.

Princess Springs

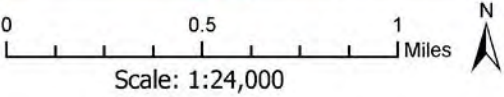
Prince George's County

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

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Princess Springs

Prince George's County

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

City: Hyattsville





View of 6408 86th Avenue, looking west.



View of 6413 86th Avenue, looking northeast.



View of 8511 Carrollton Parkway, looking southeast.



View of 6414 86th Avenue, looking northwest.



View of 6400 86th Avenue, looking west.



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



Streetscape of 86th Court, looking east.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

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

File Format: **PG:69-71_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 6408 86th Avenue, looking west.

02.tif

View of 6413 86th Avenue, looking northeast.

03.tif

View of 8511 Carrollton Parkway, looking southeast.

04.tif

View of 6414 86th Avenue, looking northwest.

05.tif

View of 6400 86th Avenue, looking west.

06.tif

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

07.tif

Streetscape of 86th Court, looking east.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Princeton Inventory Number: PG:76B-81
Address: South of the intersection of Medford Avenue and Auth Road Historic District: Yes
City: Suitland Zip Code: 20746 County: Prince George's
USGS Quadrangle(s): Anacostia
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0098
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Caitlin Sylvester Date Prepared: May 22, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Princeton is a planned residential neighborhood located south of the intersection of Medford Avenue and Auth Road in Suitland. The neighborhood is bounded on the northwest by Medford Avenue, on the northeast by Auth Road, by Brown Avenue to the southeast, and by Auth Village Park and a residential neighborhood to the southwest. The 51.28-acre Princeton neighborhood comprises nine streets laid out in a grid pattern (Auth Road, Davis Boulevard, Griffith Drive, Baxter Drive, Brown Avenue, Morris Avenue, Wyville Avenue, Magruder Avenue, and Medford Avenue) with curbs and drainage. Only some portions of Auth Road have sidewalks. The neighborhood includes the Princeton Elementary School and about 125 single-family dwellings on lots ranging between about 0.17 and 0.47 acre; many houses are located on double lots. Lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are rare, but if present include small-scale sheds and garages.

Description:

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

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

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

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

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

Historic Context:

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

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

Evaluation:

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

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

The developers, such Capital View Realty Company and O.D. Hutton and Sons, Inc., had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

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

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

References:

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

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

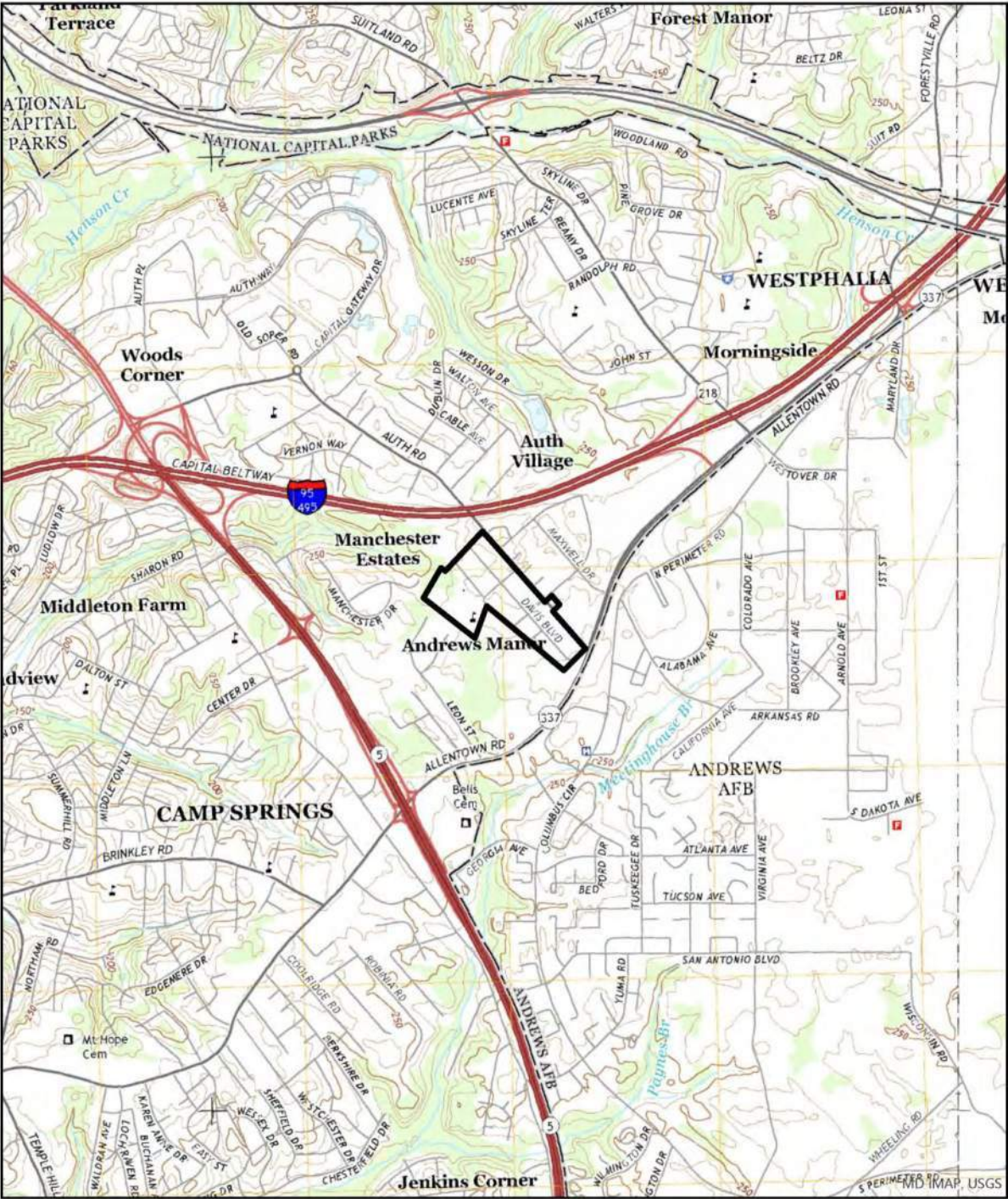
Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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

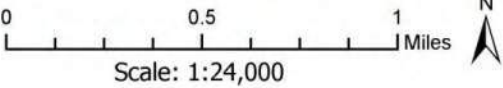
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed April 19, 2019. <http://plats.net/pages/index.aspx>.

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

Princeton Prince George's County
Location: South of the intersection of Medford Avenue and Auth Road City: Suitland



USGS 7.5' Quadrangle - Anacostia

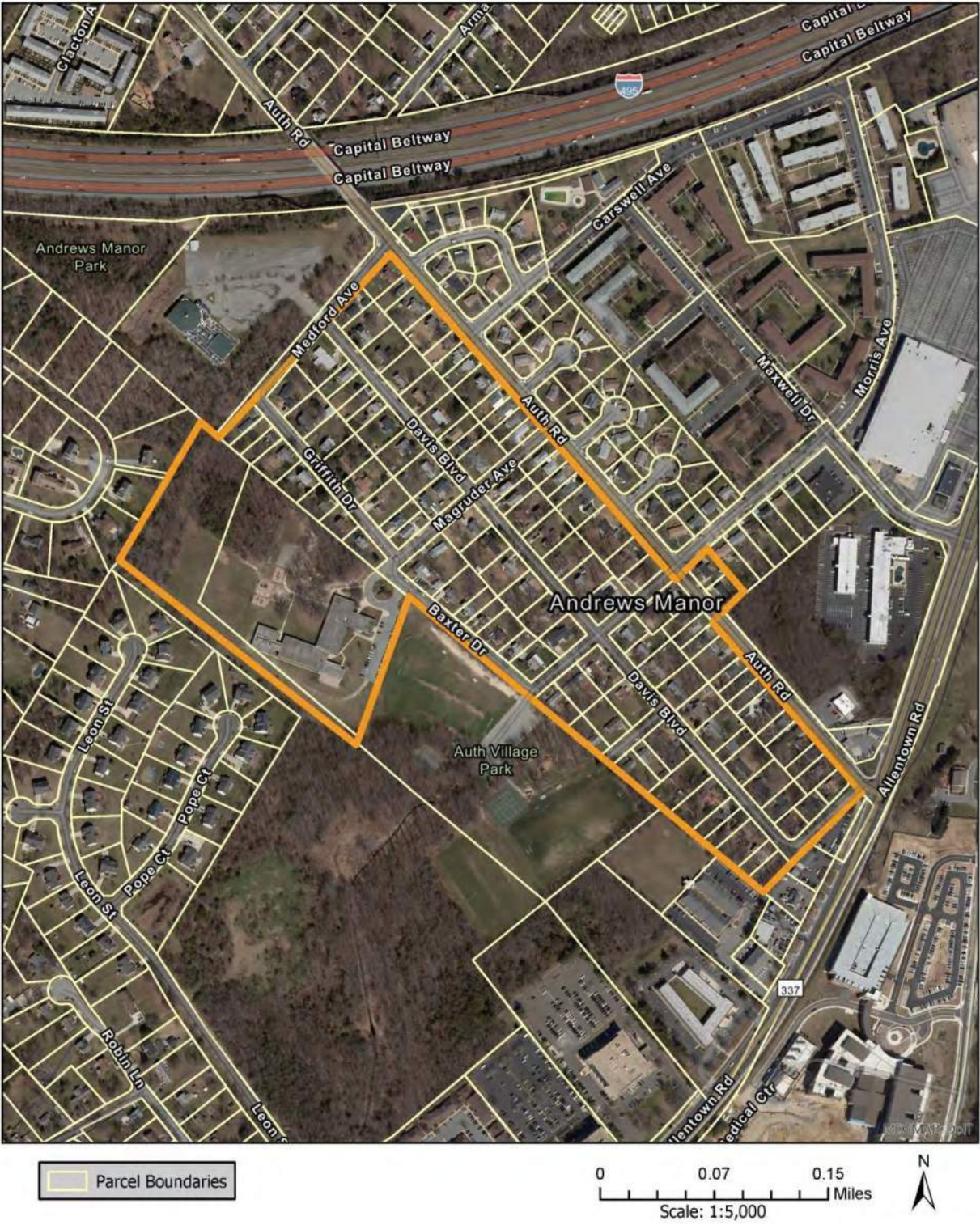


Princeton

Prince George's County

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

City: Suitland





6209 Davis Boulevard, northeast elevation.



6107 Davis Boulevard, northeast elevation.



6101 Davis Boulevard, northeast elevation.



6312 Davis Boulevard, south oblique.



Baxter Drive from Morris Avenue, looking north.



6011 Griffith Drive, north oblique.



6123-6127 Auth Road, looking northwest.



6211 and 6215 Auth Road, looking west.



Auth Road, looking southeast from Morris Avenue.



Princeton Elementary School, looking southwest.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-03-04**

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

File Format: **PG:76B-81_2019-03-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

6209 Davis Boulevard, northeast elevation.

02.tif

6107 Davis Boulevard, northeast elevation.

03.tif

6101 Davis Boulevard, northeast elevation.

04.tif

6312 Davis Boulevard, south oblique.

05.tif

Baxter Drive from Morris Avenue, looking north.

06.tif

6011 Griffith Drive, north oblique.

07.tif

6123-6127 Auth Road, looking northwest.

08.tif

6211 and 6215 Auth Road, looking west.

09.tif

Auth Road, looking southeast from Morris Avenue.

10.tif

Princeton Elementary School, looking southwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Rambling Hills Inventory Number: PG:73-38
Address: East of I-495, north of White House Road, west of Largo Road Historic District: Yes
City: Upper Marlboro Zip Code: 20774 County: Prince George's
USGS Quadrangle(s): Lanham, Upper Marlboro
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0074
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: May 22, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

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

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

lights.

Description:

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

Dwellings in Rambling Hills are primarily three to six bays wide and one to two stories tall. The buildings are set on sloped or level terrain and foundation. Structural system cladding includes stretcher-bond brick or permastone veneer and siding such as vinyl, aluminum, or T1-11, or a combination thereof. A few houses have cedar shake combined with another type of siding. Roofs are side or front gabled, hipped, or gambrel sheathed in asphalt shingles. Some houses have front-gabled dormers. Single chimneys are exterior- or interior-end or interior-slope and clad in brick or vinyl siding.

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

Historic Context:

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

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

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

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

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

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

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

Evaluation:

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

Rambling Hills is typical of planned residential neighborhood in Maryland and the Washington, D.C., suburbs from the Suburbanization Diversification Period (1961-1980). The subdivision is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Rambling Hills is not eligible under Criterion A.

Disc, Inc., Levitt and Son, Inc., and Windson Development Corporation all worked as developers and builders throughout the Washington, D.C. metropolitan area; however, they had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, Rambling Hills is not eligible under Criterion B.

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

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

References:

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--- 1976. Advertisement. January 31, 1976, D6.

--- 1980. "Grand Opening Newpoint Landing." April 19, 1980, E21.

--- 1989. Advertisement. April 29, 1989, F13.

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--- 1972. Advertisement. July 8, 1972, D15.

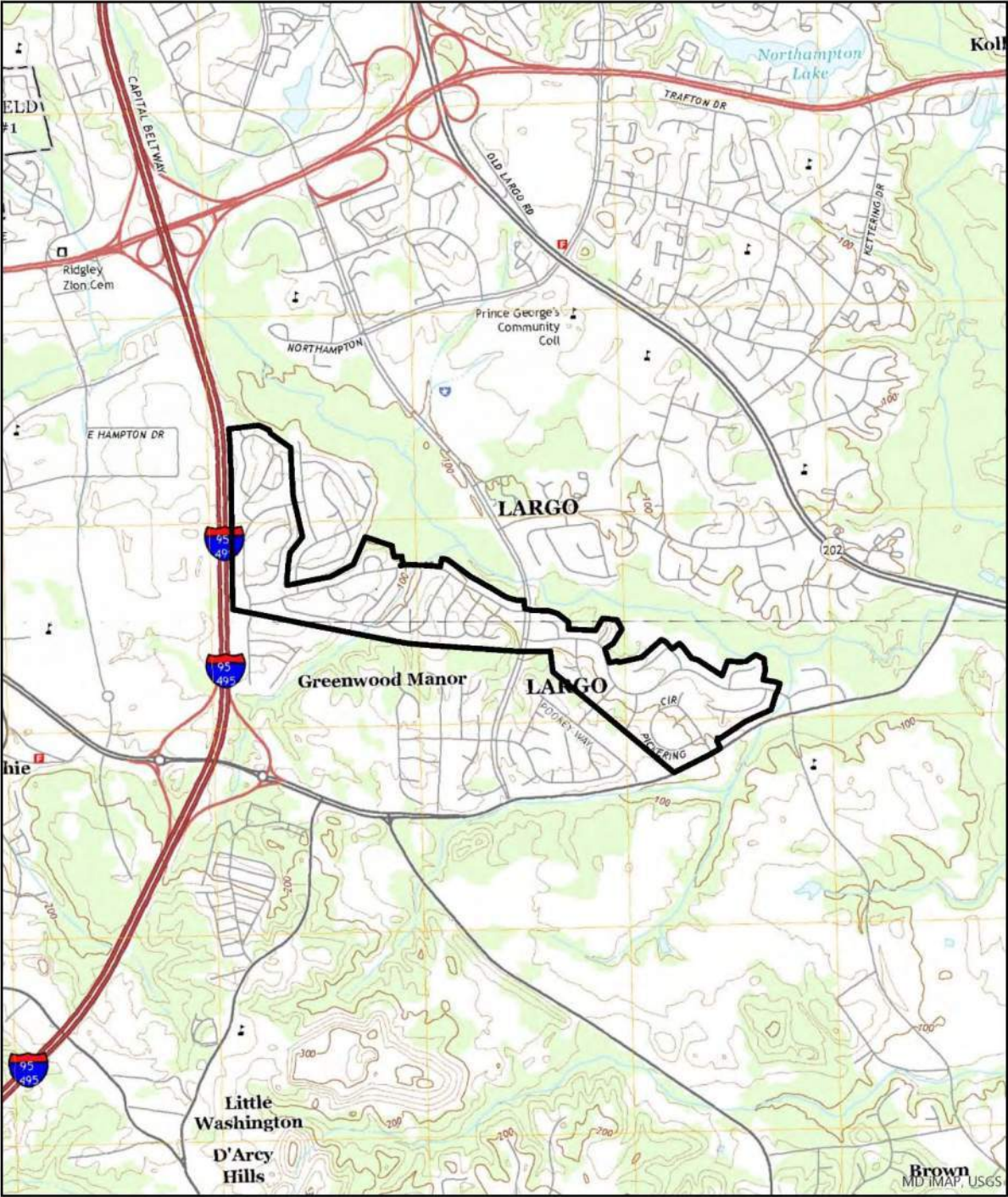
The Washington Star. 1976. "Grand Opening Rambling Hills." April 23, 1976, C-13.

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

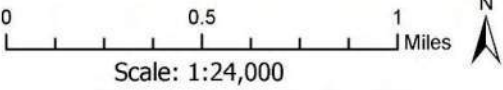
Rambling Hills

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

Prince George's County
City: Upper Marlboro



USGS 7.5' Quadrangle - Lanham and Upper Marlboro



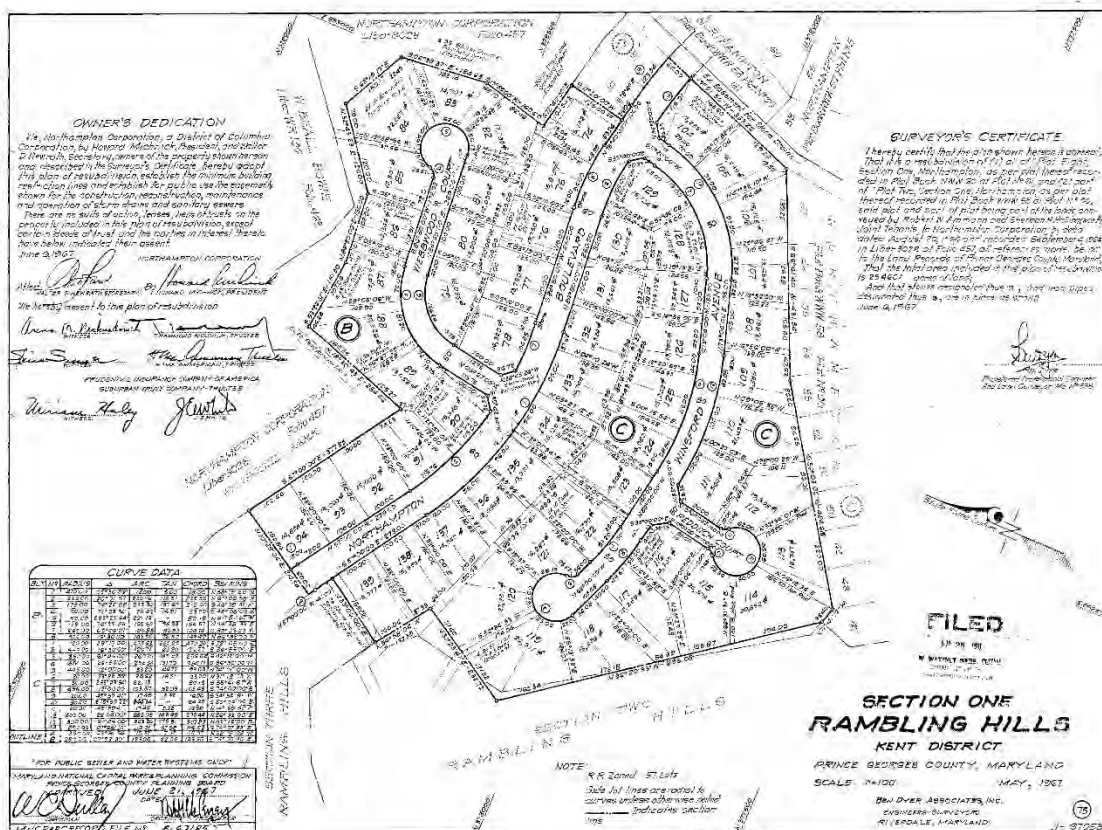
Rambling Hills

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

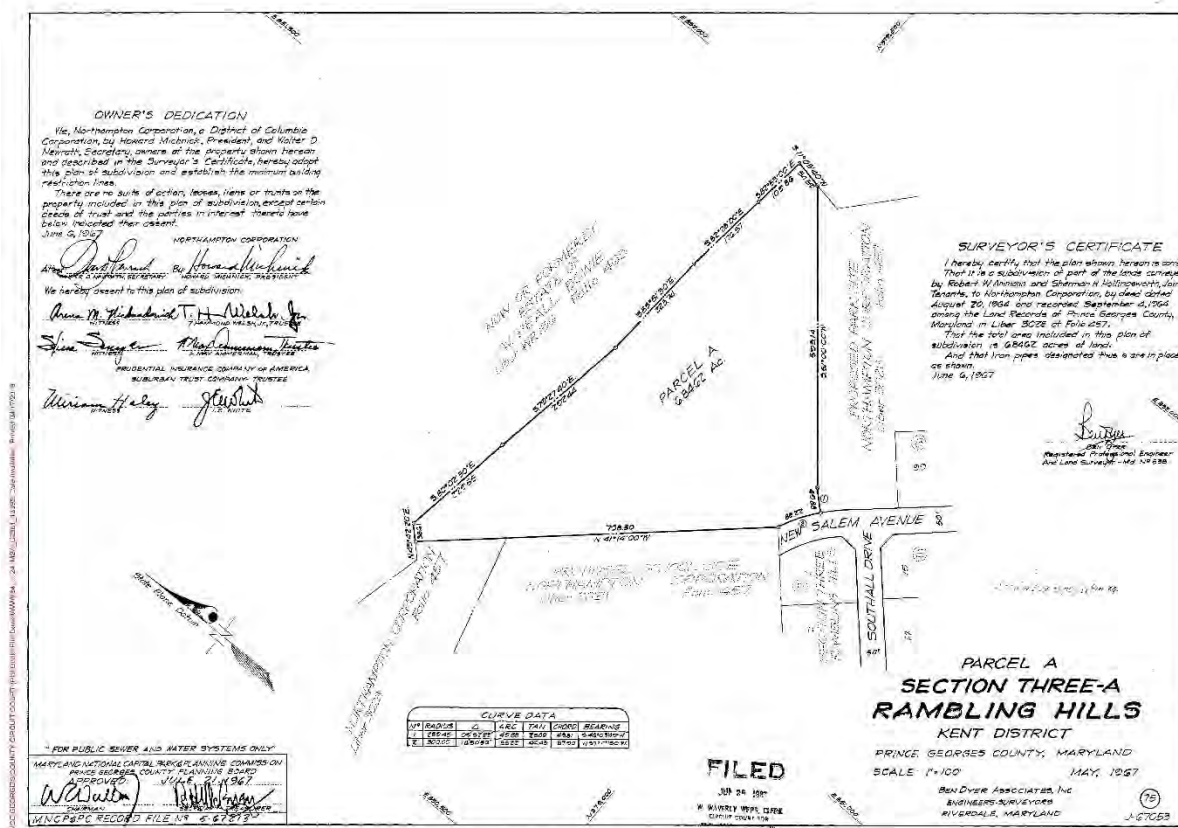
Prince George's County

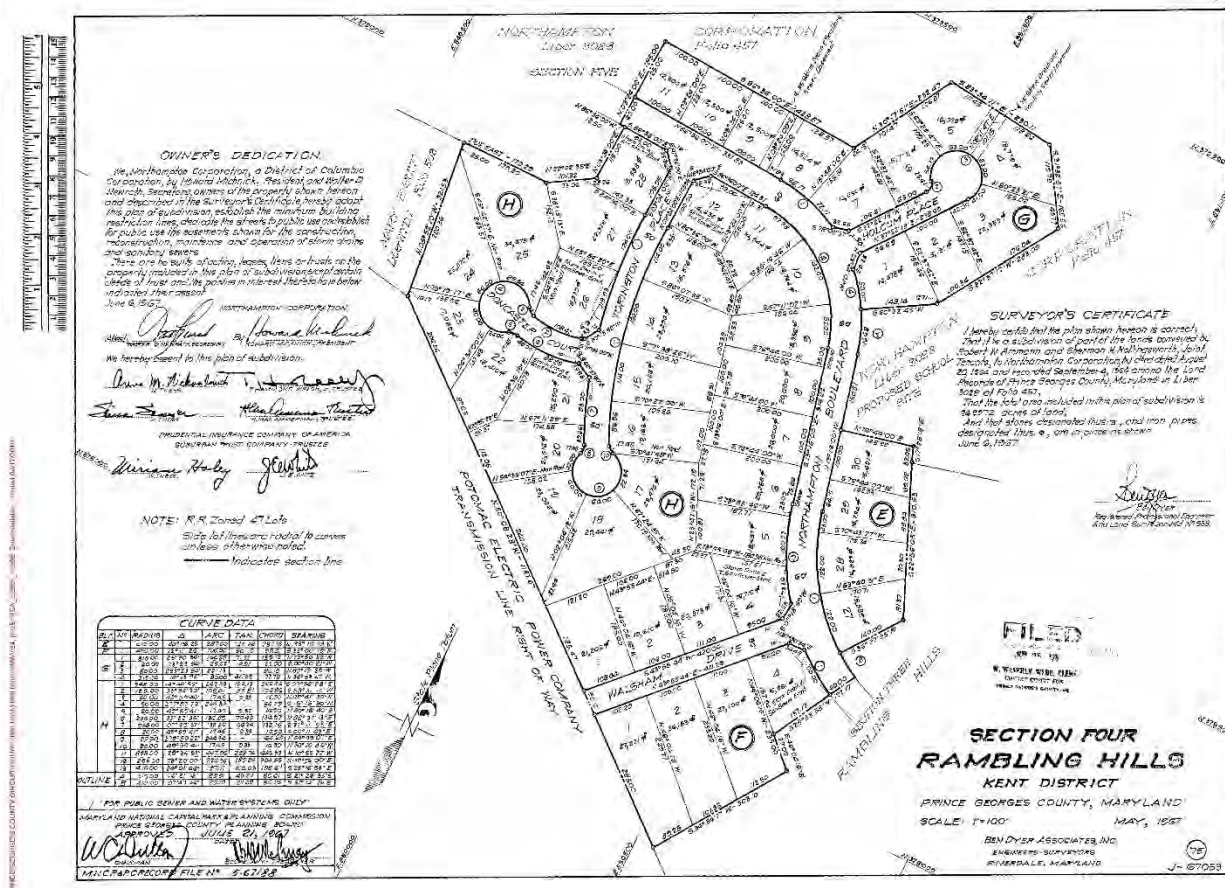
City: Upper Marlboro

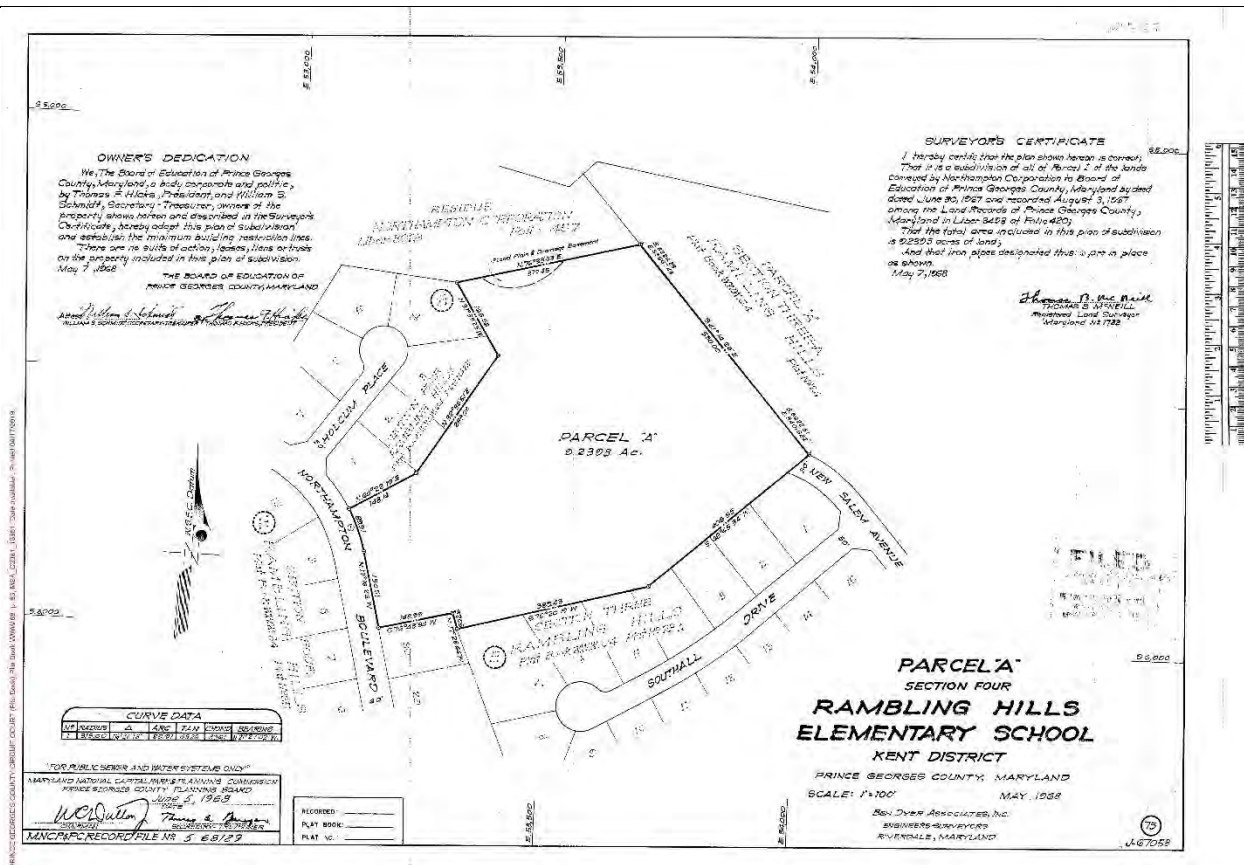




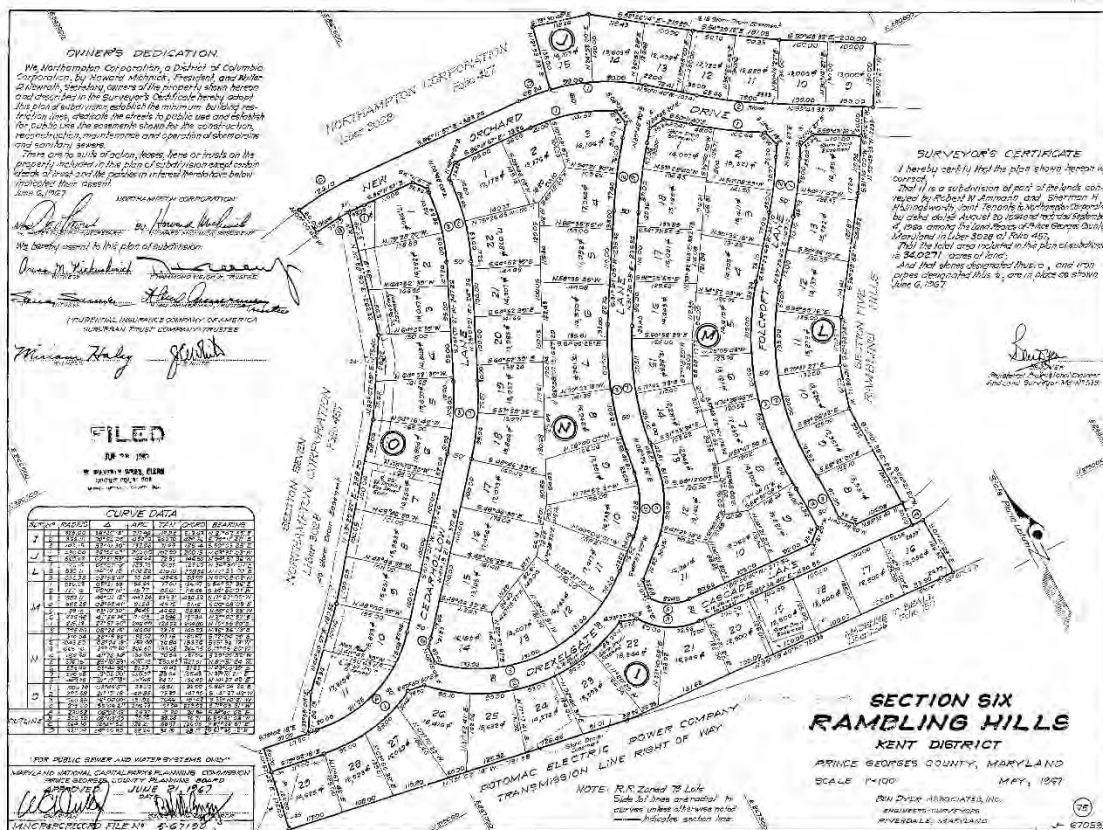


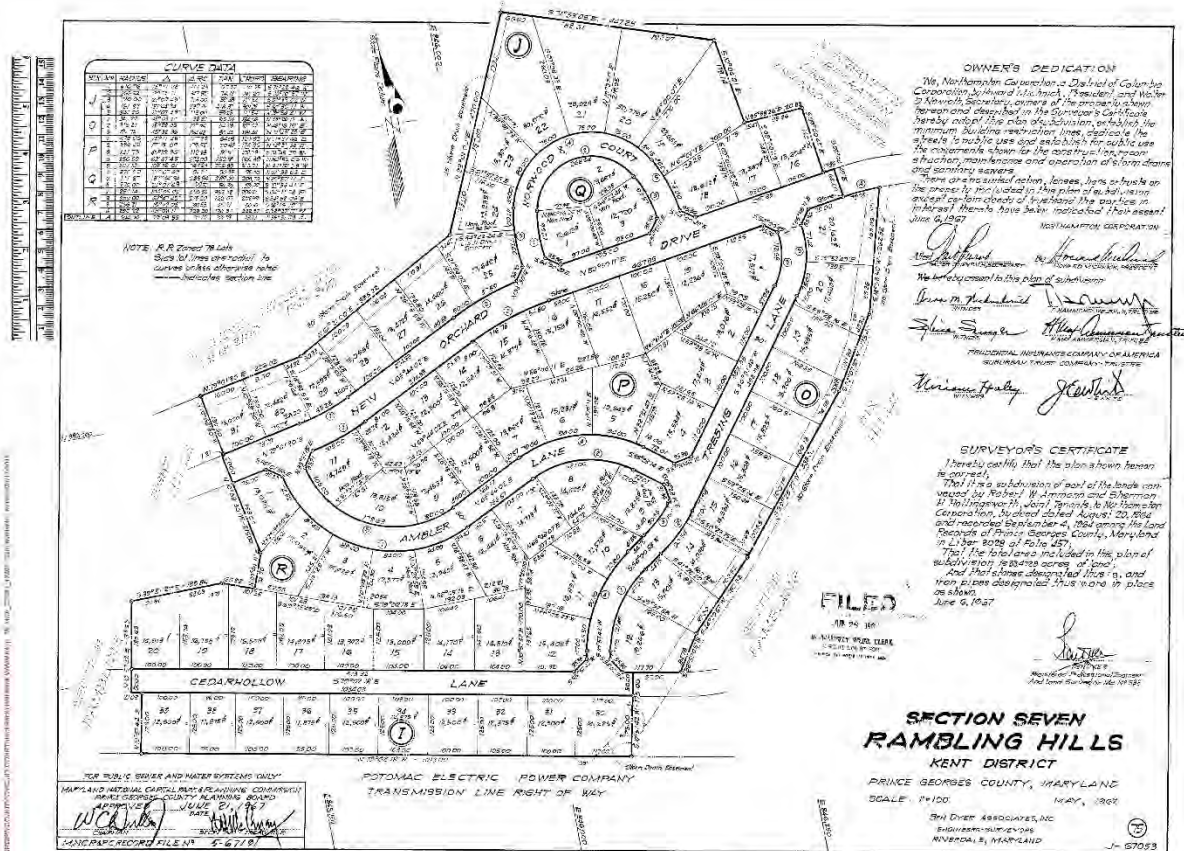


















612-614 Pearse Lane, looking south.



11113-11117 Winsford Avenue, looking southwest.



11115 Winsford Avenue, west oblique.



10702 Woodlawn Boulevard, southwest elevation.



9908-9910 Norwood Court, looking north.



602 Pearce Lane, southwest elevation.



411-415 Pritchard Lane, looking north.



807-809 Carry Place, looking north.

PHOTOGRAPHS



Channelized stream on Woodlawn Boulevard, looking north.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-04-24**

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

File Format: **PG:73-38_2019-04-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

612-614 Pearse Lane, looking south.

02.tif

11113-11117 Winsford Avenue, looking southwest.

03.tif

11115 Winsford Avenue, west oblique.

04.tif

10702 Woodlawn Boulevard, southwest elevation.

05.tif

9908-9910 Norwood Court, looking north.

06.tif

602 Pearce Lane, southwest elevation.

07.tif

411-415 Pritchard Lane, looking north.

08.tif

807-809 Carry Place, looking north.

09.tif

Channelized stream on Woodlawn Boulevard, looking north.

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

Property Name: Red Lobster (Gaithersburg)

Address: 15700 Shady Grove Road

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N598

Tax Map Number: FS962

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

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

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

Red Lobster (Gaithersburg)

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

Red Lobster (Gaithersburg) is an altered example of a mid-twentieth-century chain restaurant common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been significantly remodeled. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

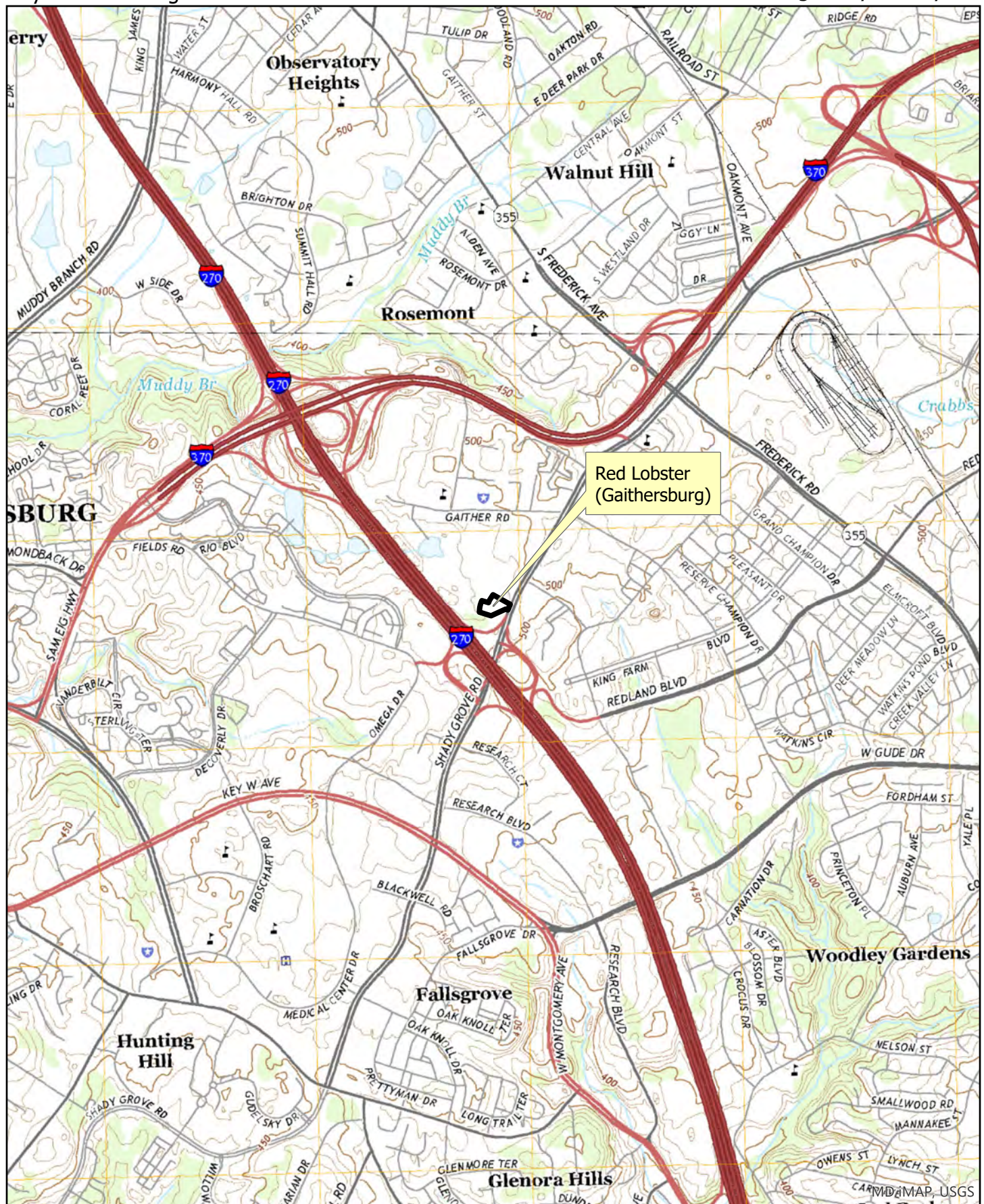
The boundary for the property encompasses two acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map FS962, Parcel N598, Account Number 01519300 (2018).

Red Lobster (Gaithersburg)

Location: 15700 Shady Grove Road

City: Gaithersburg

Montgomery County



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

Red Lobster (Gaithersburg)



Northeast façade



Southwest elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Reiche Cottage/Stone House Inventory Number: M: 26-10-56
Address: 720 W. Montgomery Avenue (MD 28) Historic district: ☐ yes ☒ no
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Sue Richards Tax Account ID Number: 04-00156420
Tax Map Parcel Number(s): P185 Tax Map Number: GR12
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 10/10/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 Reiche Cottage/Stone House is located on W. Montgomery Avenue immediately east of I-270 in the City of Rockville. The property, a rectangular-shaped parcel comprising 0.19 acre, is landscaped with trees and manicured lawn (State Department of Assessments and Taxation [SDAT] 2018). The building, which faces north toward W. Montgomery Avenue, is set on the northern portion of the lot. The property consists of a primary dwelling, a paved driveway on the west side of the parcel leading east from Adclare Road, a brick walkway that extends to the dwelling's primary (north) elevation, and concrete steps located where the walkway meets W. Montgomery Avenue.

Description:

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

MARYLAND HISTORICAL TRUST REVIEW

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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

Historic Context:

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

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

Evaluation:

The Reiche Cottage/Stone House at 720 W. Montgomery Avenue is a two-story, single-family dwelling, constructed in 1887 in the Gothic Revival style. It retains integrity of feeling, association, location, setting, but modifications including replacement siding, roofing, and windows reduces integrity of design, materials, and workmanship. Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the Reiche Cottage/Stone House is not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons). Under NRHP Criterion C, the Reiche Cottage/Stone House is not recognized to be a particularly unique

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

or excellent example of the Gothic-Revival Style as many others exist throughout the area such as the multiple examples located within the Rockville Park Historic District (M: 26-13) and West Montgomery Historic District (M: 26-10) (Owens 1973, Rockville Department of Planning and Development Services 2009). In addition, modifications and alterations have impacted the historic integrity. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

References:

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

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

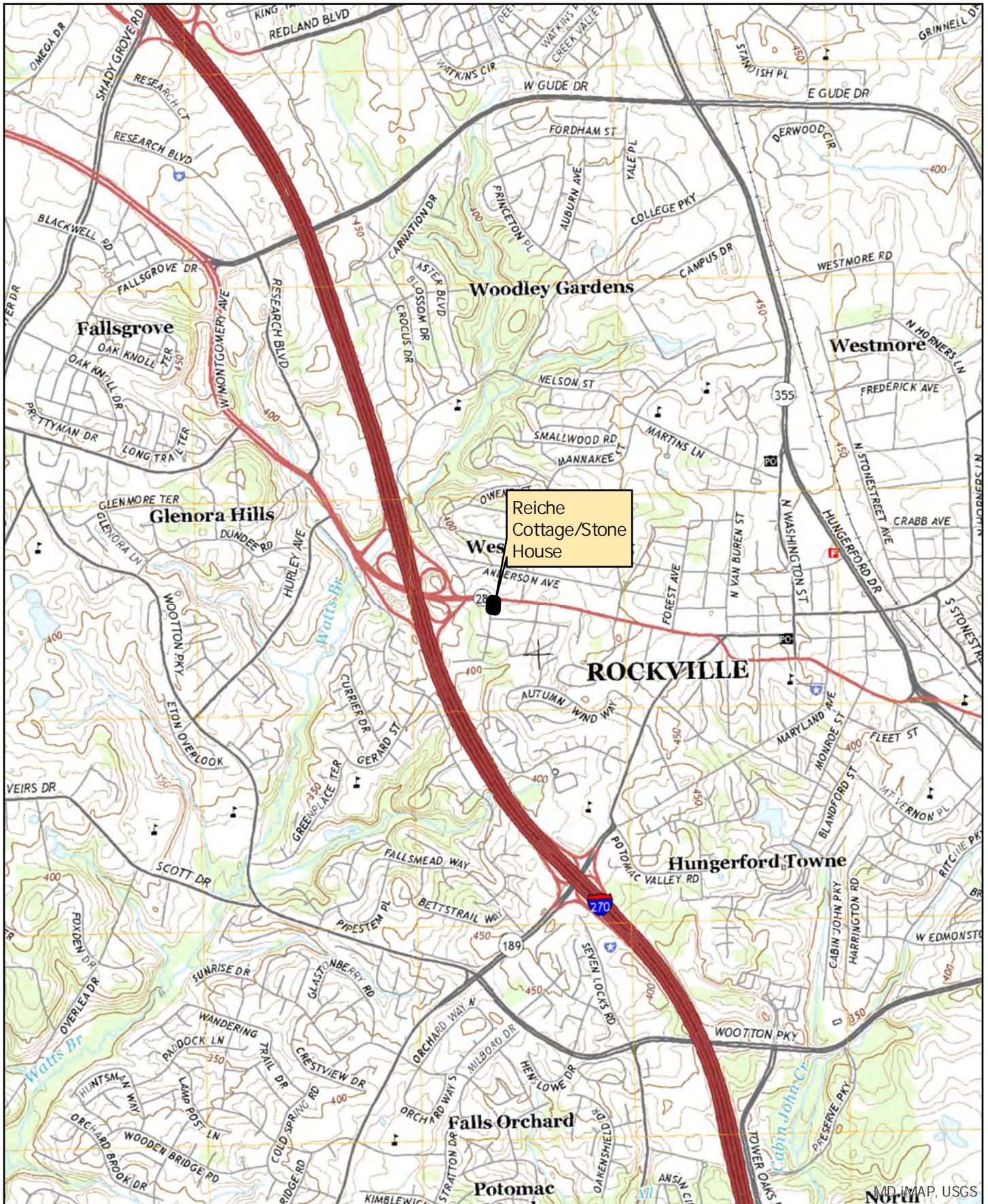
Reviewer, National Register Program

Date

Reiche Cottage/Stone House

Location: 720 West Montgomery Avenue
City: Rockville

MIHP : M: 26-10-56
Montgomery County



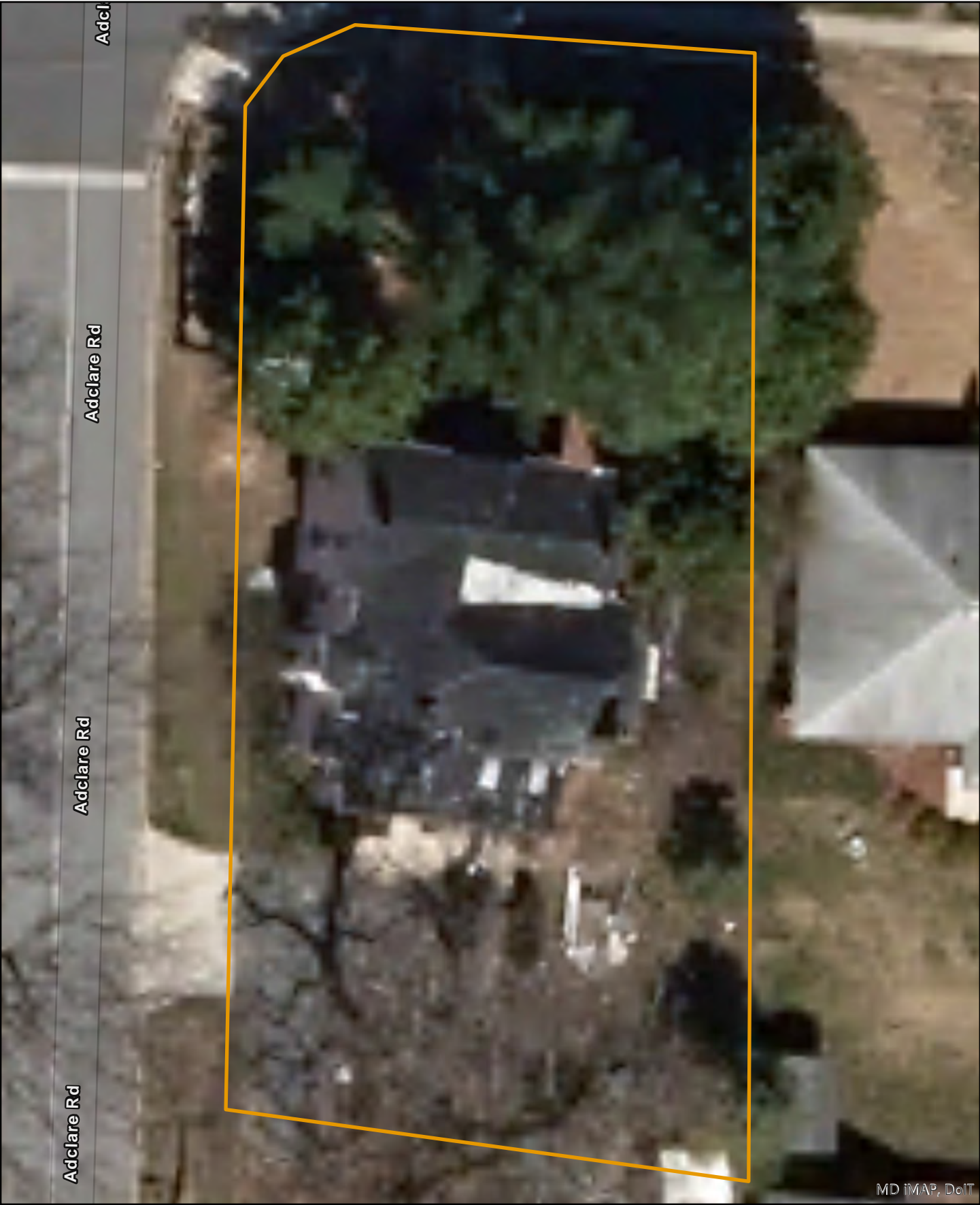
SGS 7.5 Quadrangle - Rockville

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Miles
Scale: 1:24,000

Reiche Cottage/Stone House

Location: 720 West Montgomery Avenue
City: Rockville

MIHP : M: 26-10-56
Montgomery County



Parcel Boundaries

00.01

Miles

Scale: 1:200



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

Inventory No M: 26-10-56

Name: Reiche Cottage/Stone House
Continuation Sheet

Number Photos Page 1



Photo 1: Southwest Oblique from Adclare Road, Facing Northeast



Photo 2: West Elevation from Adclare Road, Facing East

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

Inventory No M: 26-10-56

Name: Reiche Cottage/Stone House
Continuation Sheet

Number Photos Page 2



Photo 3: South Elevation from Brent Road, Facing North



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

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

Inventory No M: 26-10-56

Name: Reiche Cottage/Stone House
Continuation Sheet

Number Photos Page 3

PHOTO LOG

Name of Property: Reiche Cottage/Stone House
Name of Photographer: Alison Cramer
Date of Photograph: May 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 4:
Southwest Oblique, Facing Northeast
M: 26-10-56_2018-05-07_01

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

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

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

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Rock Creek Hills Section 2 Inventory Number: M: 31-78
Address: North of I-495 and west of the Metropolitan Branch, B&O Railroad Historic District: Yes
City: Kensington Zip Code: 20895 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: HP52
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: Apr 1, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

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

Historic Context:

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

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

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

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

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

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

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

Jerry Wolman was a former merchant Marine who took advantage of the post-World War II housing boom to become a successful developer (Bernstein 2013). During the 1960s, Wolman had offices in Philadelphia and Chicago, purchased two Philadelphia sports teams, and became majority owner of their stadium properties. However, he was forced to sell multiple land holdings, including Rock Creek Hills Section 2, following a mortgage market crash and, filed for bankruptcy in 1968.

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

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

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

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

Evaluation:

Rock Creek Hills Section 2 was evaluated as a planned residential development in accordance with Maryland's Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Rock Creek Hills Section 2 is typical of planned residential developments in Maryland and the Washington, D.C., suburbs from the Suburbanization Diversification Period (1961-1980). The development is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Rock Creek Hills Section 2 is not eligible under Criterion A.

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

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

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

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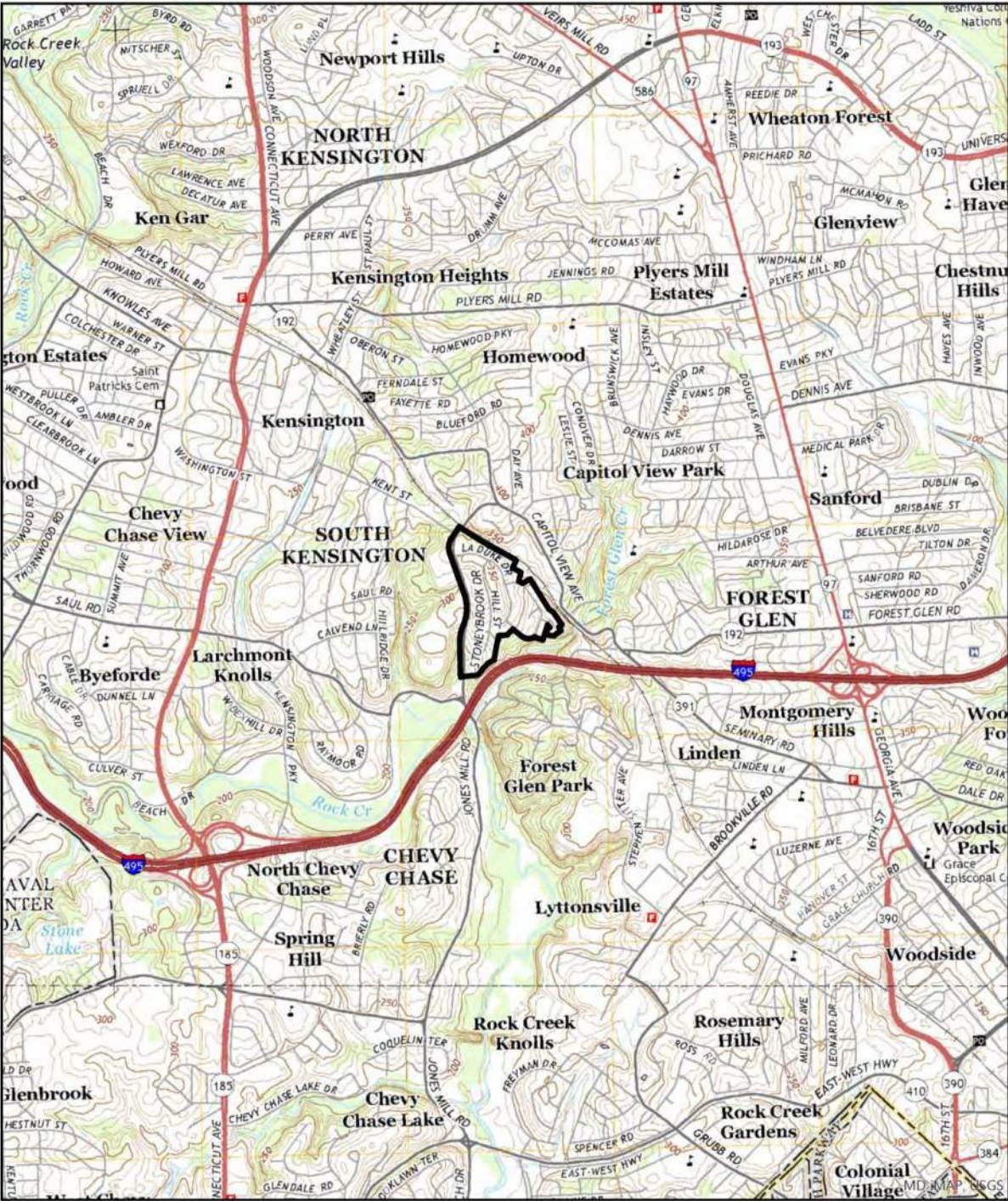
--- 1968. Rock Creek Hills Advertisement. August 10, 1968, D28.

Rock Creek Hills Section 2

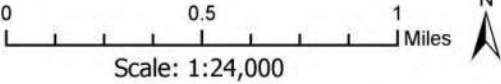
Montgomery County

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

City: Kensington



USGS 7.5' Quadrangle - Kensington

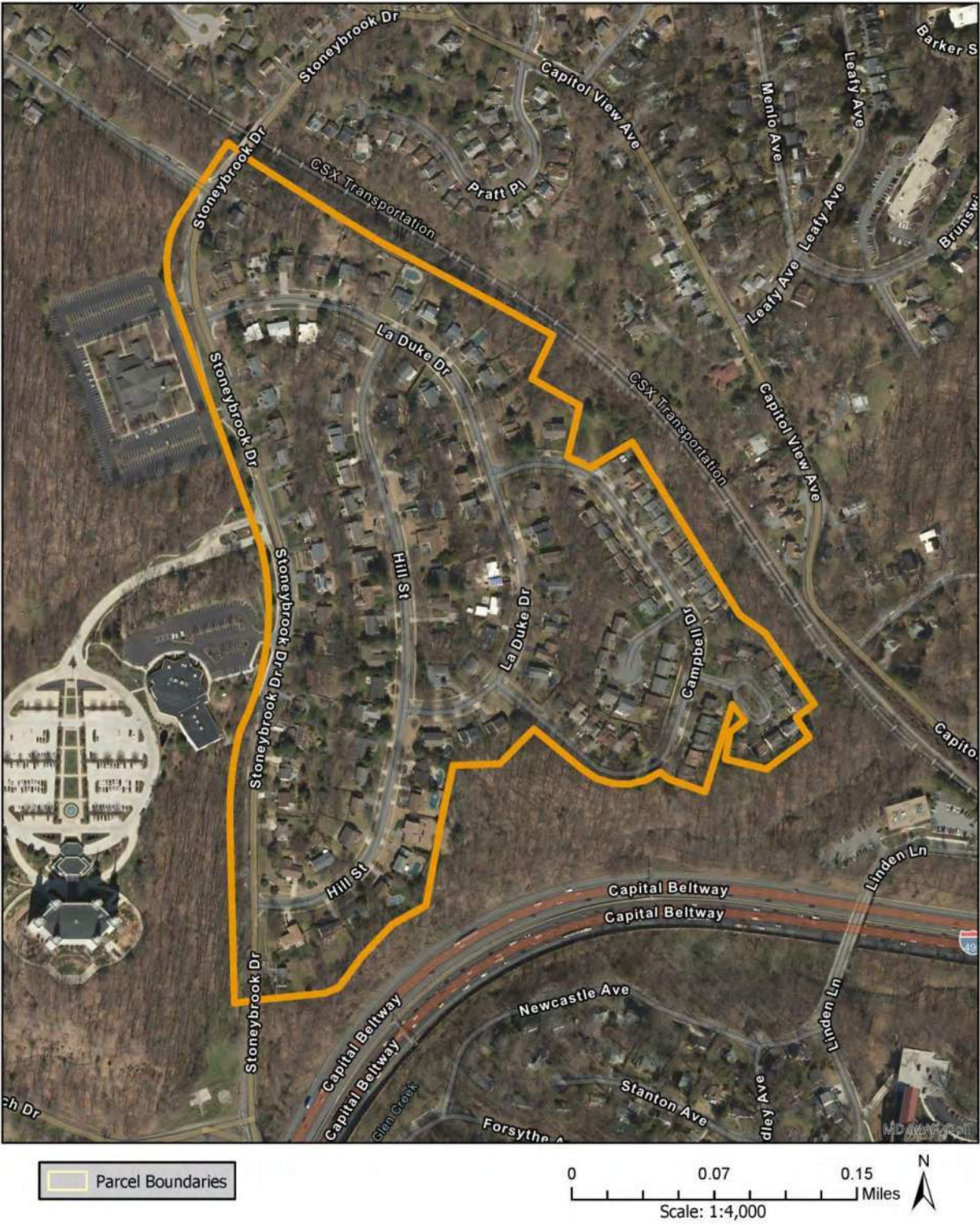


Rock Creek Hills Section 2

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

Montgomery County

City: Kensington





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



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



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



9809 Stoneybrook Drive, looking northeast.



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



9923 La Duke Drive, looking north.



9820 La Duke Drive, looking west.



9801 La Duke Drive, looking south.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-03-18**

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

File Format: **M: 31-78_2019-03-18_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

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

02.tif

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

03.tif

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

04.tif

9809 Stoneybrook Drive, looking northeast.

05.tif

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

06.tif

9923 La Duke Drive, looking north.

07.tif

9820 La Duke Drive, looking west.

08.tif

9801 La Duke Drive, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Rock Creek Stream Valley Park, Units 2 and 3 Inventory Number: M: 36-87
Address: Rock Creek Stream Valley b/w East-West Highway and B&O RR Stone Arch Viaduct Historic District: No
City: Multiple Zip Code: Multiple County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Maryland-National Capital Park and Planning Commission Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: Multiple
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Nicole A. Diehlmann Date Prepared: Mar 18, 2019
Documentation is presented in: Project review and compliance files

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:

Rock Creek Stream Valley Park Overview

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

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

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

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

Rock Creek Stream Valley Park Units 2 and 3 Description

RCSVP Units 2 and 3: Shared Resources

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

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

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

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

RCSVP Unit 2: General Description

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

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

RCSVP Unit 3: General Description

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

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

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

1. In Unit 2, there are two pedestrian bridges that carry the Rock Creek Trail over Rock Creek west of Susanna Lane and northeast of Lavelle Drive. The Susanna Lane bridge is a metal truss bridge with wood plank floor. The Lavelle Drive bridge is an arched metal bridge with a wood-plank floor. A third pedestrian metal truss bridge carries the Rock Creek Trail over a tributary south of the picnic area on Beach Drive northwest of I-495. These pedestrian bridges likely date to the construction of the asphalt Rock Creek Hiker-Biker Trail in the 1970s.
2. There is a stone culvert over a tributary leading to Rock Creek on Beach Drive, just east of Kensington Parkway. The culvert, likely dating to the 1930s construction of Beach Drive, has three arched openings that contain drainage pipes. The center arch is larger than the two on the sides, but all have stone voussoirs and prominent keystones. The culvert has stone parapet walls, but a portion of the south wall was damaged between 2009 and 2012, likely from an automobile, and concrete Jersey barriers have been installed to fill the gap where stone is missing. In addition, some of the stone facing has been removed on the south side of the culvert.
3. A circa 1950s stone culvert carrying the Rock Creek Trail over a tributary of Rock Creek is located west of Cedar Lane and north of the beltway. It consists of a large pipe encased in stone. New concrete embankments, a concrete path and wooden railings have been added to the original culvert.

4. The Beach Drive Bridge over Rock Creek, between the intersections with Grosvenor Lane and Franklin Street, is a concrete span with heavy metal railings and a concrete sidewalk on the north side. It was constructed between 1957 and 1963, during the first phase of construction of Beach Drive through Unit 3.
5. A second Beach Drive Bridge over Rock Creek is northwest of the intersection of Clearbrook Lane and Parkwood Drive. The two-lane concrete bridge, constructed between 1964 and 1970, has heavy metal railings and a concrete sidewalk on the south side.
6. There is one pedestrian bridge over Rock Creek in Unit 3. This arched metal bridge with wood flooring runs parallel to, and south of, the Knowles Avenue Bridge (M: 31-16), and likely dates to the last quarter of the twentieth century.

RCSVP Units 2 and 3: Bridges Crossing the Park

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

1. The East-West Highway bridge, which has a 1974 date stamp, is a four-lane concrete bridge with sidewalks and a concrete parapet with horizontal metal railings. The 1929 plan for the park indicated an earlier bridge carrying East-West Highway over Rock Creek.
2. The B and O Railroad Trestle Bridge (M:36-29, and within M: 35-142) was constructed in 1892 to carry the B and O Railroad Georgetown Branch across Rock Creek. The trestle was altered in 1904, 1928, and 1972, but the alterations were not significant. In the early 2000s, it went out of railroad use and was converted to trail use as part of the Capital Crescent Trail.
3. The Jones Mill Road bridge over Rock Creek has stamped concrete panels topped by a decorative metal railing. A wide concrete sidewalk is on the west side of the two-lane bridge. A date stamp indicates the bridge was constructed in 2000.
4. The bridge that carries I-495 over both Jones Mill Road and Rock Creek was originally constructed as a four-lane bridge consistent with the 1954 Olmsted parkway plan, but that bridge was demolished in the early 1960s to accommodate a widened, six-lane Beltway. The bridge was further altered in the late 1980s when the Beltway was widened to eight lanes.
5. The Kensington Parkway Bridge (M: 31-19), also known as Bridge M0073, which carries Kensington Parkway over Rock Creek, is a four-arch stone and metal bridge with stone parapets connected by thick metal railings. It is 51 feet long and was likely built in the late 1930s as part of the construction of Kensington Parkway. When surveyed in 1994, the bridge had been damaged; however, the bridge appears to have been restored to its original appearance (Crampton and Abell).
6. The Connecticut Avenue Bridge (DOE-MO-0144) was constructed in 1958. This structure was altered in 1985 according to a date imprinted in the parapet and now carries six lanes. This bridge replaced an earlier two-lane bridge carrying Connecticut Avenue over Rock Creek.

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

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

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

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

Historic Context

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

Establishment of Rock Creek Park, Washington, DC

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

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

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

Establishment of the M-NCPPC

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

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

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

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

Creation of Rock Creek Stream Valley Park, Montgomery County

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Eligibility Determination

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

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

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

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

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

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

Integrity

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

Period of Significance

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

Contributing Resources

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

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

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

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

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

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

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

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

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

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

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

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

Non-Contributing Resources

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

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

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

Boundary

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

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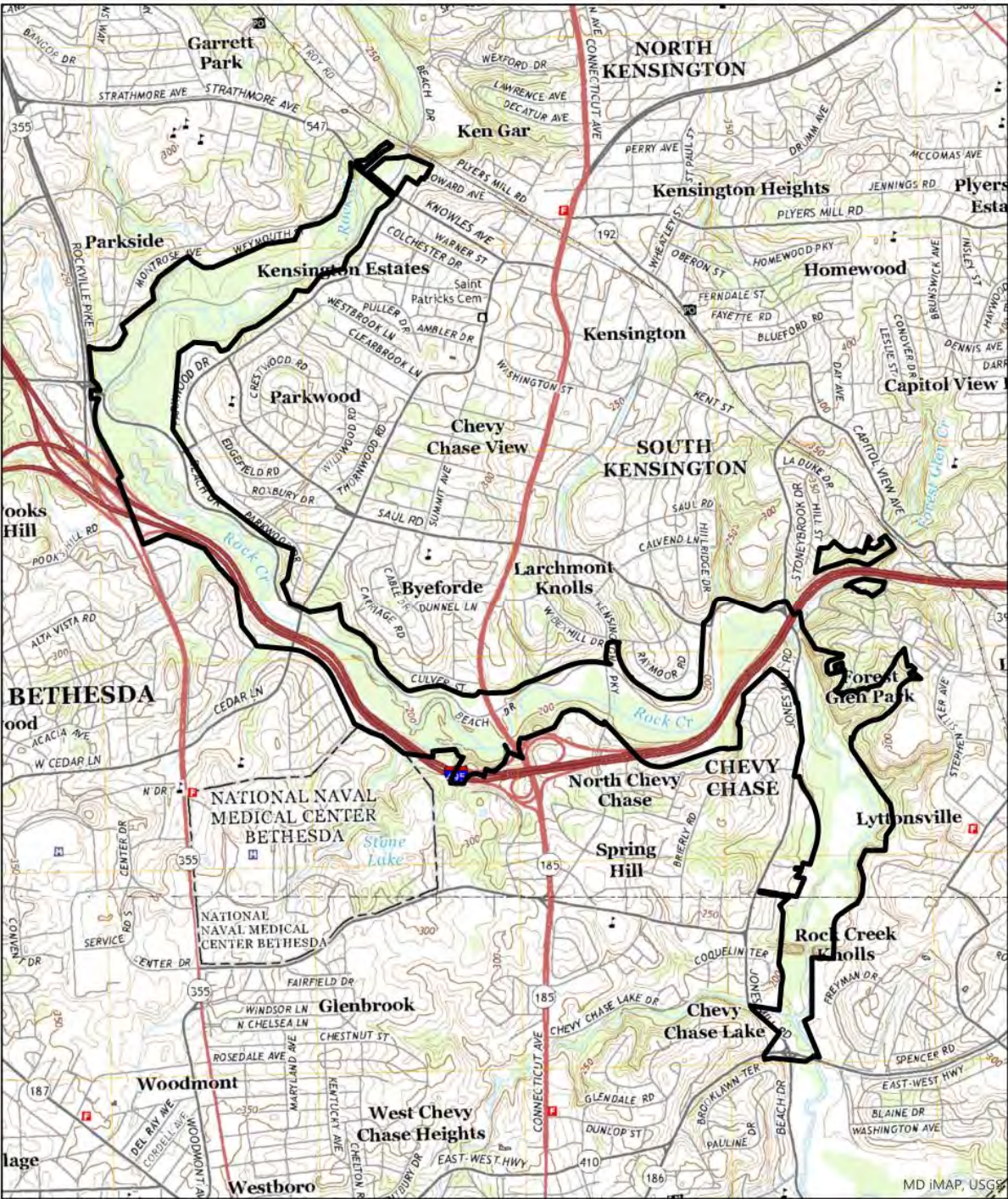
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Rock Creek Stream Valley Park, Units 2 and 3

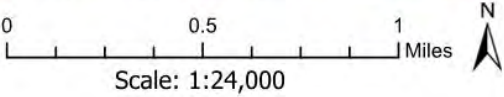
Montgomery County

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

City: Multiple



USGS 7.5' Quadrangle - Kensington



Rock Creek Stream Valley Park, Units 2 & 3

Montgomery County

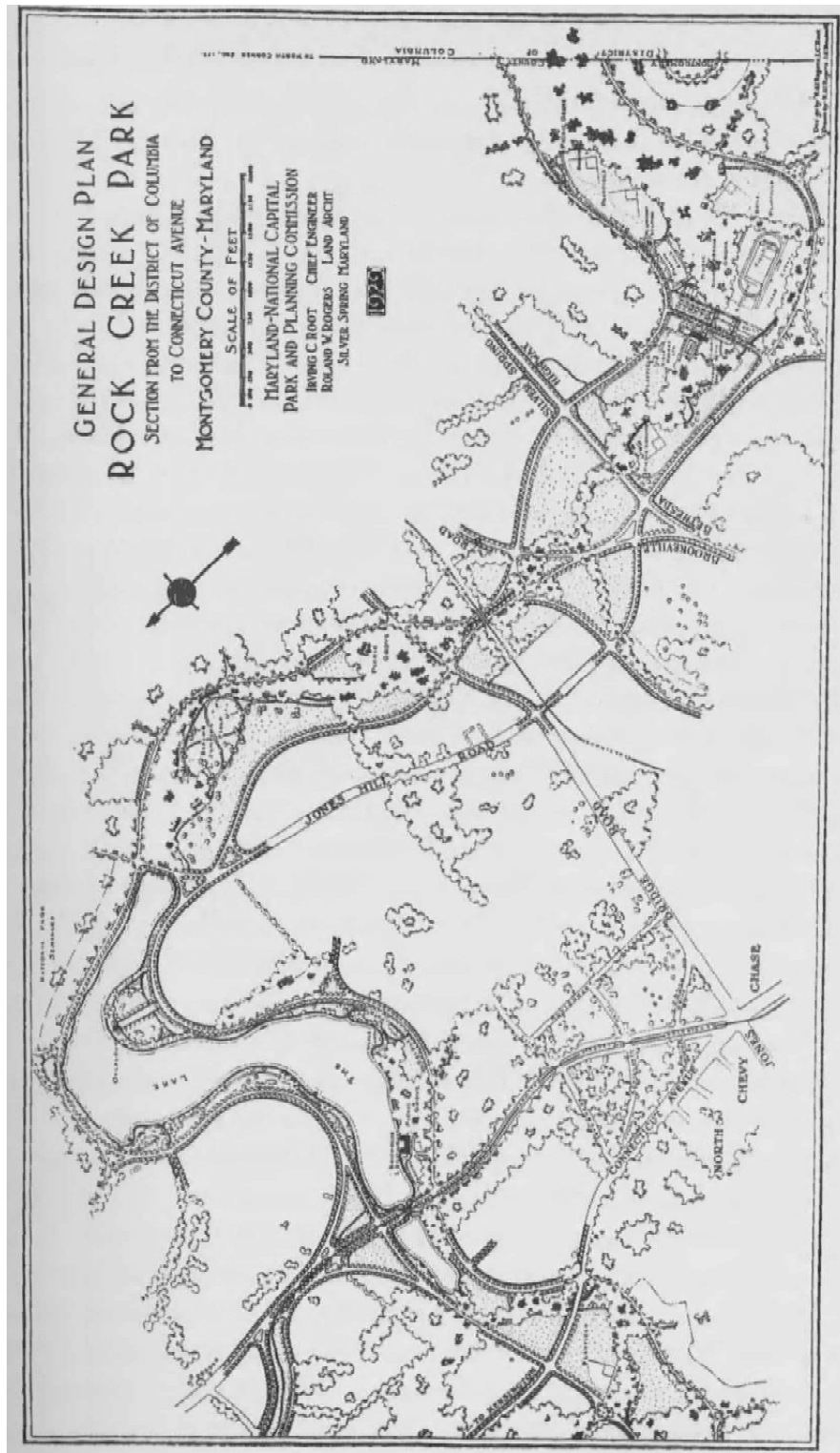
Location: Rock Creek Stream Valley between East-West Highway and the former B&O Railroad Viaduct

City: Multiple



Rock Creek Stream Valley Park, Units 2 and 3

Rock Creek Stream Valley between East-West Highway and the B&O Railroad Stone Arch Viaduct
Montgomery County, Maryland



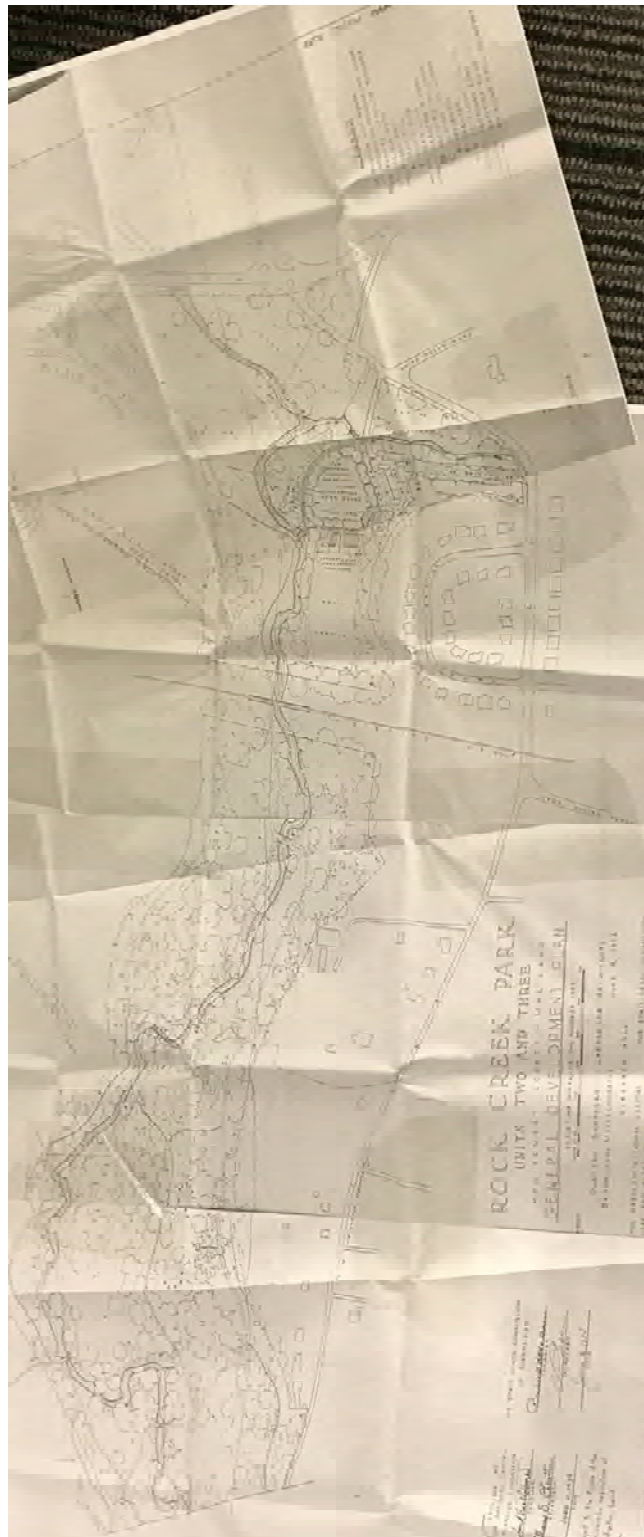
Historic Image 1: General Design Plan, Rock Creek Park, Unit 2, 1929.

Image from "A Park System for the Maryland-Washington Metropolitan District."

M: 36-87

Rock Creek Stream Valley Park, Units 2 and 3

Rock Creek Stream Valley between East-West Highway and the B&O Railroad Stone Arch Viaduct
Montgomery County, Maryland



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

M: 36-87

Rock Creek Stream Valley Park, Units 2 and 3

Rock Creek Stream Valley between East-West Highway and the B&O Railroad Stone Arch Viaduct
Montgomery County, Maryland



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



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

M: 36-87

Rock Creek Stream Valley Park, Units 2 and 3

Rock Creek Stream Valley between East-West Highway and the B&O Railroad Stone Arch Viaduct
Montgomery County, Maryland



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



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



Rock Creek Trail at Jones Mill Road crossing.



Trail bridge over Rock Creek north of Levelle Drive.



Jones Mill Road picnic grove north of Levelle Drive.



Rock Creek Trail at Capital Beltway.



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



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



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



Beach Drive picnic area west of Kensington Parkway.



Parking area west of Cedar Lane.



Rock Creek west of Cedar Lane, looking south.



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



Rock Creek Trail culvert west of Cedar Lane.



Beach Drive Bridge northwest of Franklin Street.



Trail-Path split northwest of Franklin Street.

PHOTOGRAPHS



Parkwood Access Trail at Saul Road.



Beach Drive north of Grosvenor Lane.

PHOTO LOG

Number of Photos: **16**

Name of Photographer: **Jacob Bensen**

Date of Photographs: **2019-01-25**

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

File Format: **M: 36-87_2019-01-25_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Rock Creek Trail at Jones Mill Road crossing.

02.tif

Trail bridge over Rock Creek north of Levelle Drive.

03.tif

Jones Mill Road picnic grove north of Levelle Drive.

04.tif

Rock Creek Trail at Capital Beltway.

05.tif

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

06.tif

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

07.tif

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

08.tif

Beach Drive picnic area west of Kensington Parkway.

09.tif

Parking area west of Cedar Lane.

10.tif

Rock Creek west of Cedar Lane, looking south.

11.tif

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

12.tif

Rock Creek Trail culvert west of Cedar Lane.

13.tif

Beach Drive Bridge northwest of Franklin Street.

14.tif

Trail-Path split northwest of Franklin Street.

15.tif

Parkwood Access Trail at Saul Road.

16.tif

Beach Drive north of Grosvenor Lane.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Rockshire Village

Inventory Number: M: 26-76

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

Historic District:

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR12, FR62

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

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

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

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

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

Historic Context:

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

The Yeonas Company was a developer in the Washington, D.C., metropolitan area. It was estimated that the firm had constructed 12,000 houses at the death of company president Constantine Yeonas in 1990 (The Washington Post 1990, B06). In addition to Rockshire, other developments by Yeonas include Markwood (M: 26-75), Dolley Madison Estates, Flower Valley, Walnut Hill, and Waverly (The Washington Post 1968a, D22). Throughout their lives, brothers Constantine and Stephen were advocates for growth in the area (The Washington Post 1968b, D8; Yeonas 1976, F14). During a time of high demand for suburban housing and increased prices, Yeonas promoted suburban design with affordable prices (Yeonas 1976, F14).

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

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

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

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

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

Evaluation:

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

Rockshire Village is a typical example of a planned residential development from the late 1960s and early 1970s. The development did not introduce design innovations influential to later developments and does not demonstrate significant associations with suburban trends such as local or regional residential development and planning or demographic changes. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Rockshire is not eligible under Criterion A.

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

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

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

References:

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Walsh, Edward. 1973. "School Building Fund Unveiled." The Washington Post. February 3, 1973: B8.

The Washington Post. 1968a. "This Way to the Washington Post Homes of '69". Advertisement. September 21, 1968a: D22.

--- 1968b. "Yeonas Increases Firm's Pace." May 11, 1968b: D8.

--- 1969. Display Ad 78. August 9, 1969: C3.

--- 1970a. Display Ad 110. July 11, 1970a: D17.

--- 1970b. Display Ad 148. November 21, 1970b: E13.

--- 1970c. Display Ad 91. November 7, 1970c: D2.

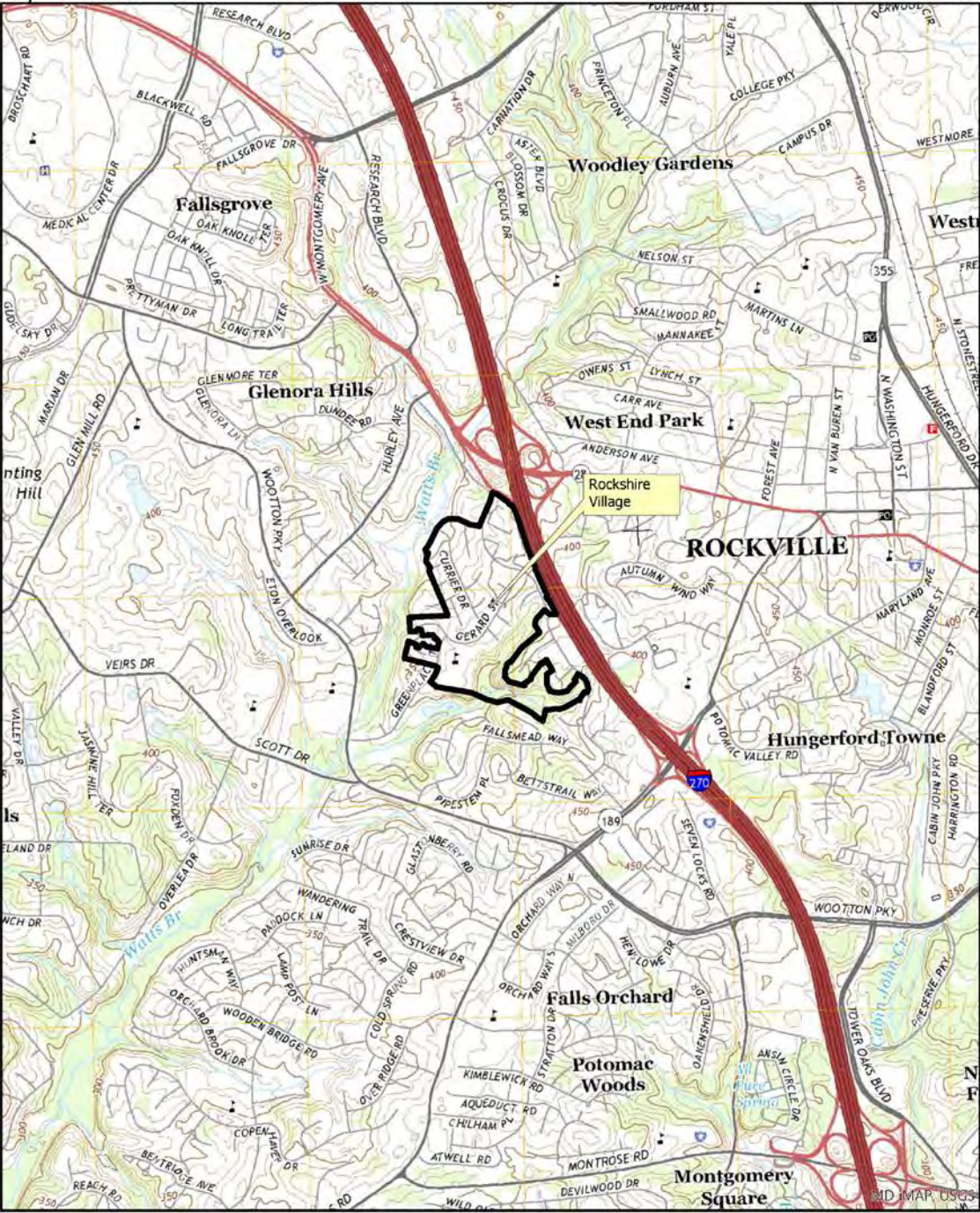
--- 1990. "Constantine G. 'Gus' Yeonas Va. Developer, Dies at 73." June 2, 1990b: B06.

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

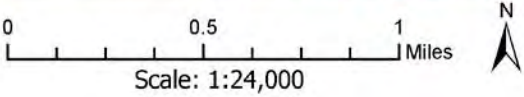
Rockshire Village

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

Montgomery County



USGS 7.5' Quadrangle - Rockville



Rockshire Village

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





View of 2 Devon Court, looking west.



View of 5 Lockness Court, looking southwest.



View of 6 Defoe Court, looking northeast.



View of 9 Defoe Court, looking northwest.



View of 12 Camden Court, looking south.



View of 12 Gerard Court, looking southwest.



View of 1414 Gerard Street, looking southeast.



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



Oblique of left side of Fallsmead School, looking northwest.



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



Detail of fenestration at 4 Chantilly Court, looking northeast.



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

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-06**

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

File Format: **M: 26-76_2018-12-06_01.tif... etc.**

Photographs inserted on continuation sheets:

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View of 2 Devon Court, looking west.

02.tif

View of 5 Lockness Court, looking southwest.

03.tif

View of 6 Defoe Court, looking northeast.

04.tif

View of 9 Defoe Court, looking northwest.

05.tif

View of 12 Camden Court, looking south.

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View of 12 Gerard Court, looking southwest.

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View of 1414 Gerard Street, looking southeast.

08.tif

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

09.tif

Oblique of left side of Fallsmead School, looking northwest.

10.tif

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

11.tif

Detail of fenestration at 4 Chantilly Court, looking northeast.

12.tif

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

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

Property Name: Rockville Christian Church
Address: 301 Adclare Road
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Tax Map Parcel Number(s): 0000 Tax Map Number: GR12
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail Cultural Resource Group
Preparer's Name: Adriana Moss Date Prepared: 11/12/2018
Preparer's Eligibility Recommendation: X Eligibility not recommended
Complete if the property is a non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes

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

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

Rockville Christian Church

Page 2

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

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

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

MHT Comments:

Reviewer, Office of Preservation Services

Date

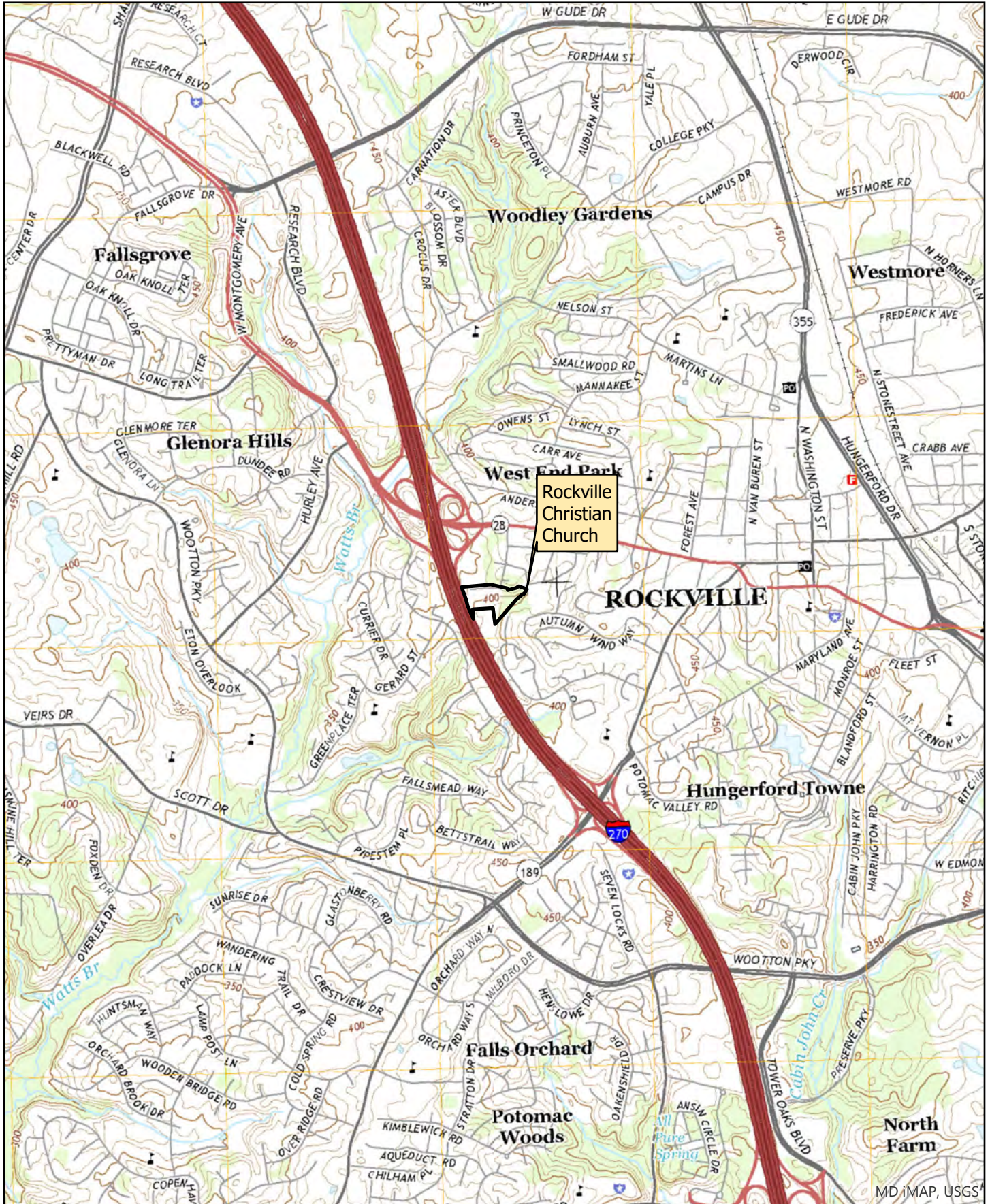
Reviewer, National Register Program

Date

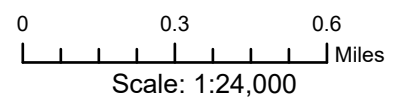
Rockville Christian Church

Location: 301 Adclare Road
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



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

Rockville Christian Church



North elevation, looking south from parking lot



View of Church and signage, looking southwest from roundabout

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

Property Name: Rockville Nursing Home

Address: 303 Adclare Road

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 0000

Tax Map Number: GR12

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

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

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

Rockville Nursing Home

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

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

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

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

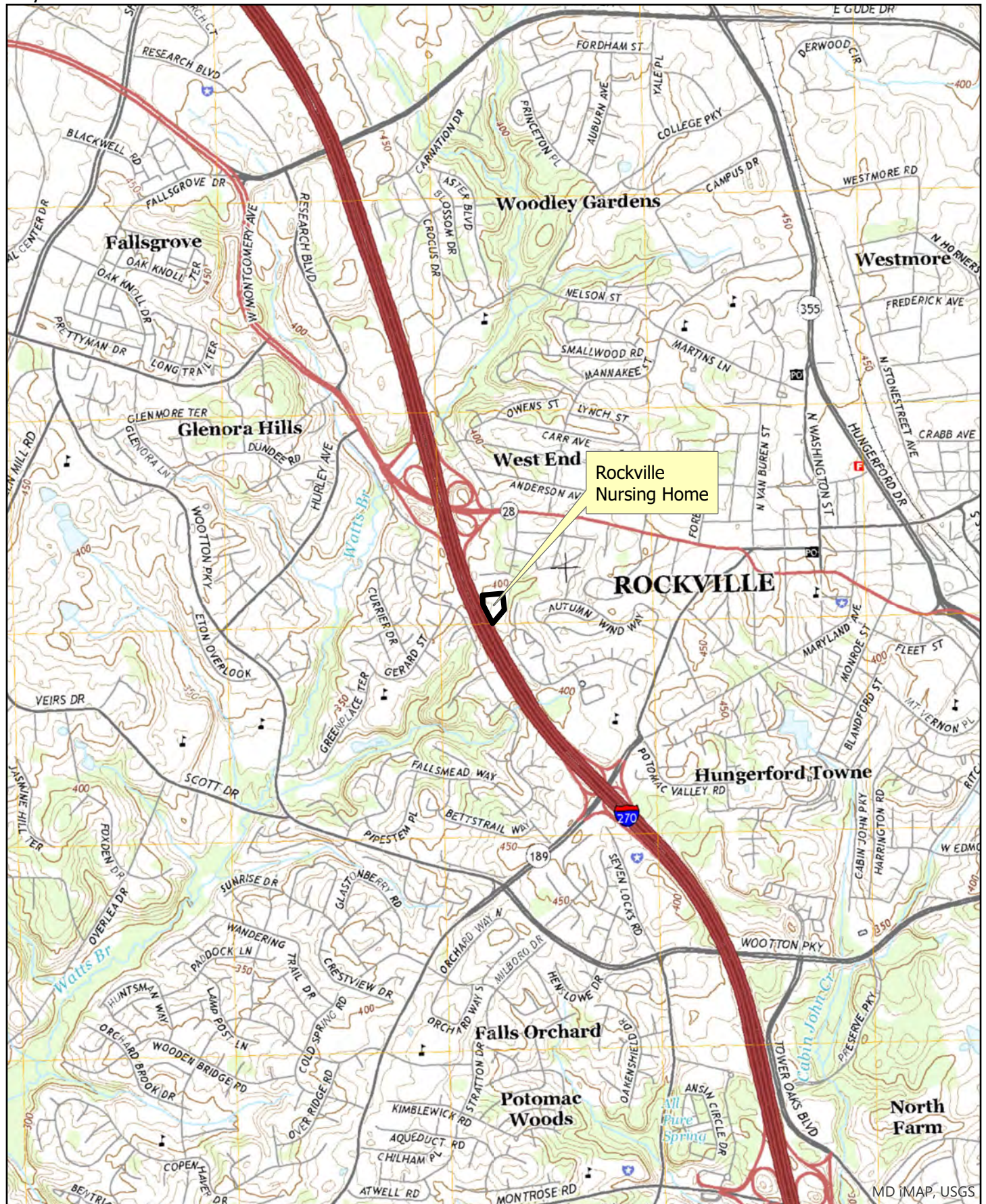
The boundary for the property encompasses 2.45 acres and is confined to the current property tax parcel found on Montgomery County Tax Map GR12, Parcel 0000 (2018).

Rockville Nursing Home

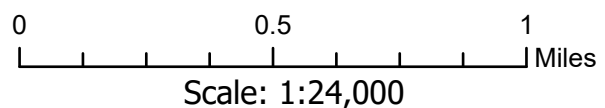
Location: 303 Adclare Road

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



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

Rockville Nursing Home



North façade and east elevation



East elevation with pavillion to the left

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

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

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

City: Chevy Chase Zip Code: 20815 County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: HP41

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

Agency Prepared By: Dovetail CRG

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

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

Description:

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

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

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

Historic Context:

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

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

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

Evaluation:

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

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

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

A small-scale development divided by a major highway, Rolling Hills is not a good example of the type of residential development constructed in in Montgomery County during the Modern and Suburban Diversification periods. The development's Cape Cod, Ranch, and Two-Story Massed houses include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Rolling Hills is not the work of master architects and does not convey distinctive characteristics or artistic values. Furthermore, many dwellings within the subdivision have been heavily modified over the last several decades, with modifications including replacement windows and doors and large additions. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

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

References:

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

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

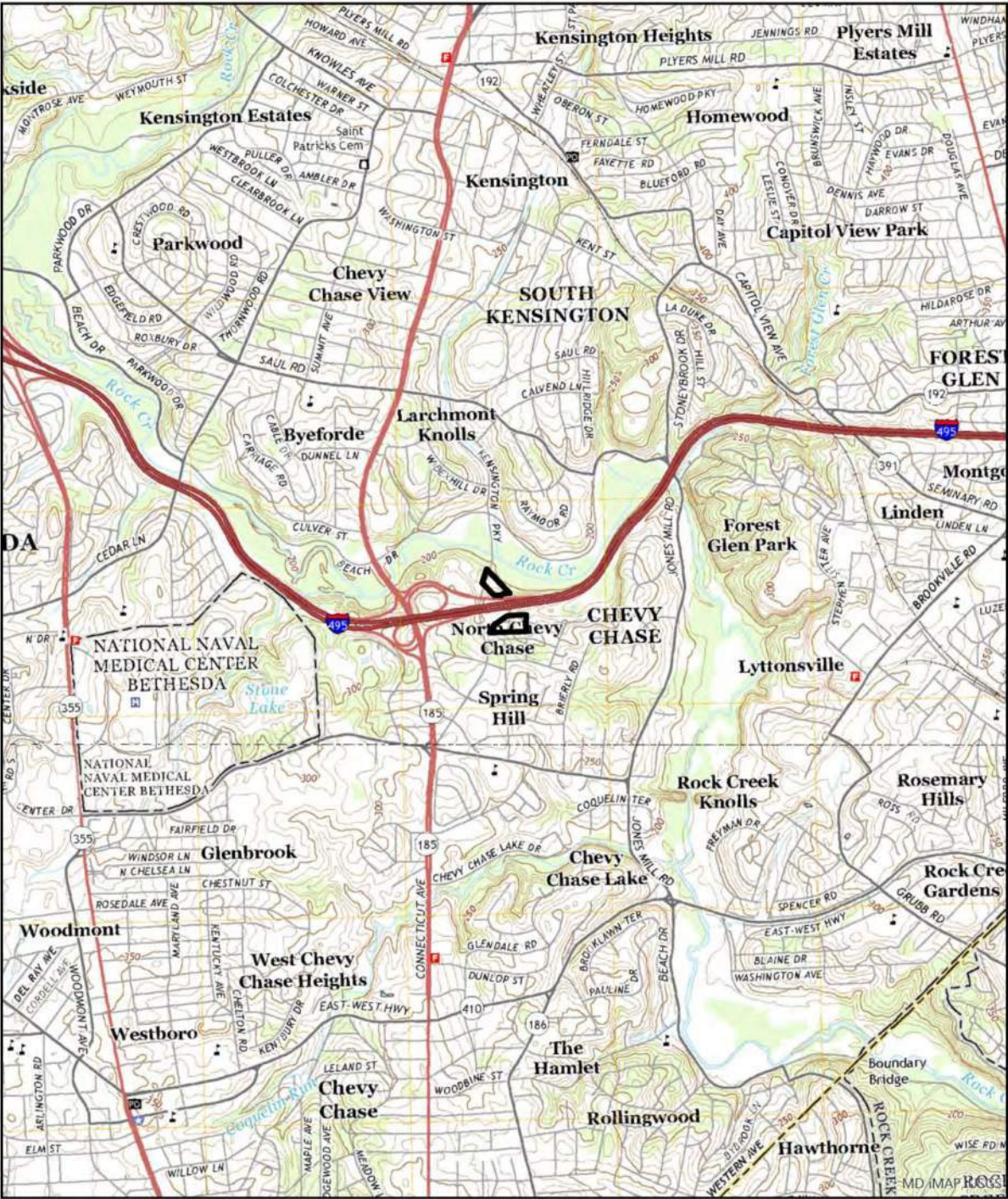
Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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

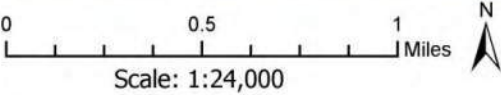
Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

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

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



USGS 7.5' Quadrangle - Kensington

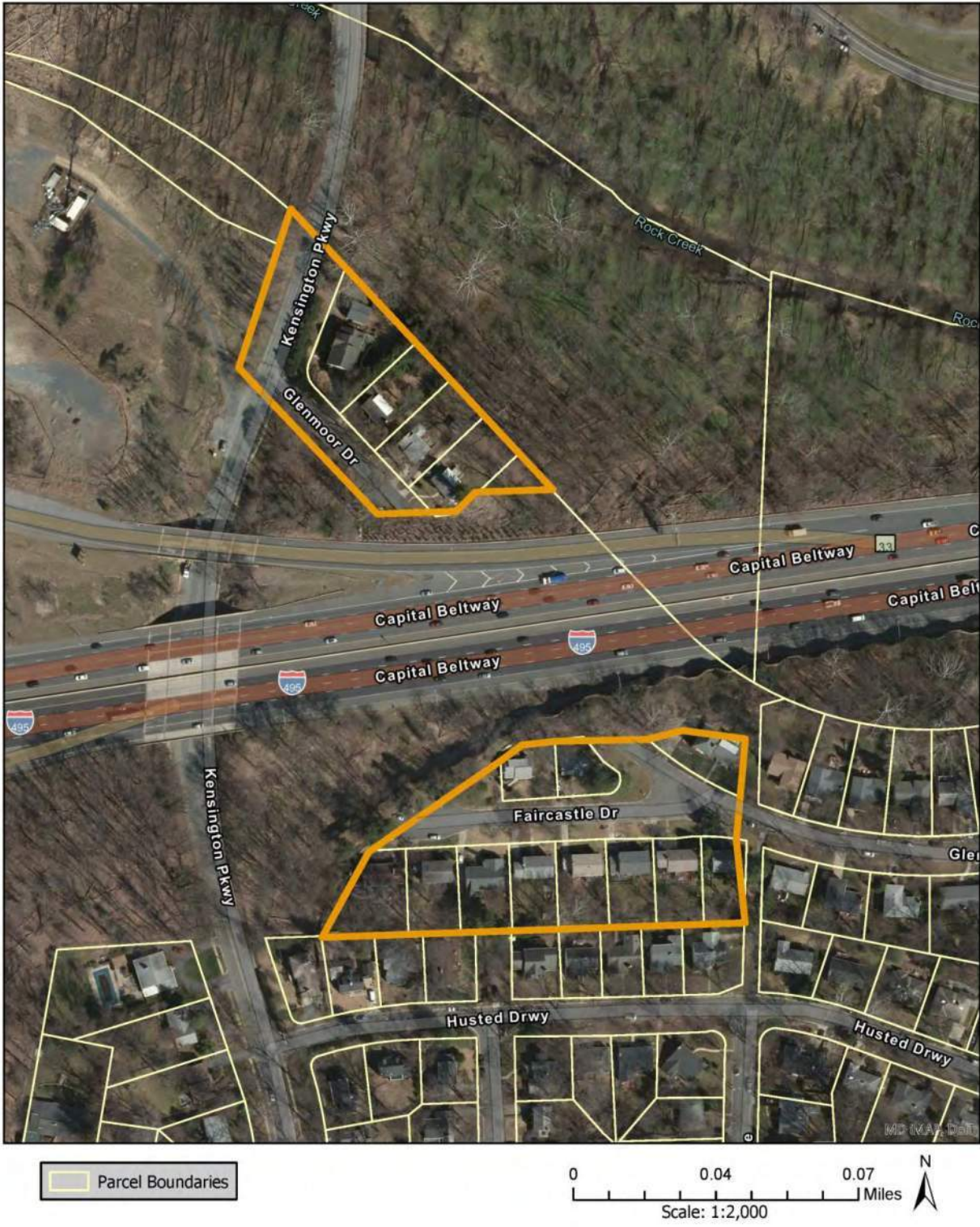


Rolling Hills

Montgomery County

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

City: Chevy Chase





Streetscape facing east on Faircastle Drive.



North elevation of 3606 Faircastle Drive.



South elevation of 3601 Glenmoor Drive.



North elevation of 3600 Faircastle Drive.



Northwest oblique of 3603 Faircastle Drive.



Streetscape of Faircastle Drive, facing southeast.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-11-14**

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

File Format: **M: 35-207_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape facing east on Faircastle Drive.

02.tif

North elevation of 3606 Faircastle Drive.

03.tif

South elevation of 3601 Glenmoor Drive.

04.tif

North elevation of 3600 Faircastle Drive.

05.tif

Northwest oblique of 3603 Faircastle Drive.

06.tif

Streetscape of Faircastle Drive, facing southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Roxboro

Inventory Number: M: 26-78

Address: South of MD 28 at Adclare Road Route 28

Historic District: Yes

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR22

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

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

Description:

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

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

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

Historic Context:

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

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

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

Evaluation:

Roxboro is representative of the type and style of suburban expansion surrounding Washington, D.C., in the decades following World War II. The neighborhood is typical of the ubiquitous planned suburban developments in Maryland and is a basic example of the type commonly built in Montgomery County during the mid-twentieth century. The community is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the development is not known to be associated with any other events that have

made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

Roxboro was created by a mix of local builders, developers, and realtors, and the people involved in its formation had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Roxboro is a modest, basic, and altered development that shows characteristics of both planned suburban neighborhoods and planned suburban developments. The subdivision involved different developers, and some houses were constructed by individual builders or landowners. As such, it is not a good example of either development type. Furthermore, the development's Minimal Traditional, Two-Story Massed, and Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms which have been altered over time; windows, doors, and exterior cladding have been replaced and new additions have been added to the houses. Teardowns and infill are common throughout the community. Collectively, these alterations obscure the development's original appearance and diminish its integrity of design, materials, workmanship, feeling, and association. Because Roxboro is not a good example of a planned suburban development, does not convey any distinctive characteristics or artistic values, and has been altered, the property is not eligible under Criterion C.

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

References:

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

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

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

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

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

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

--- 1952a. "Hill Unit Hits 'Unjustified' GI Housing Price Hikes." July 15, 1952, 17.

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

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

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

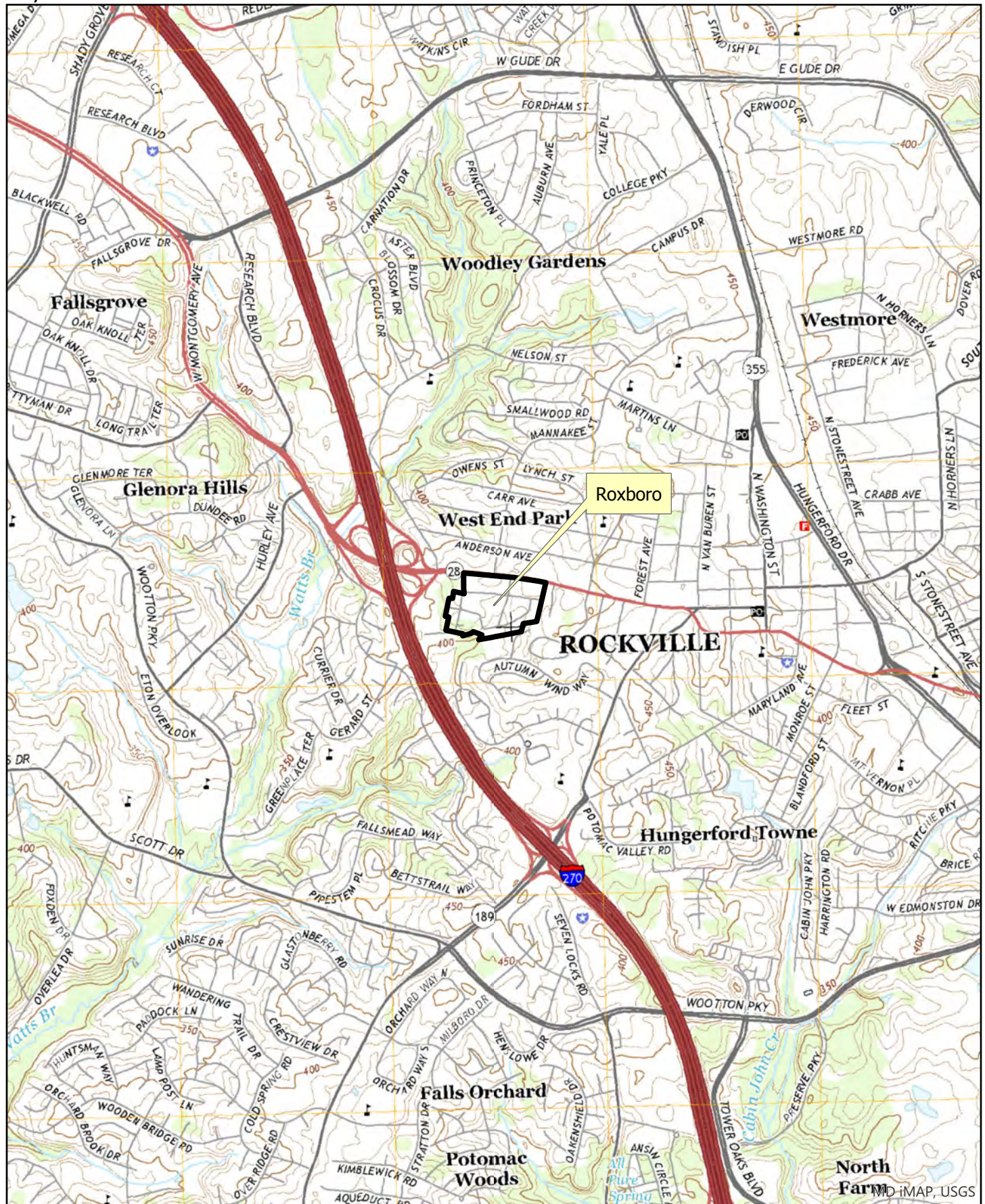
Roxboro

Location: South of MD 28 at Adclare Road

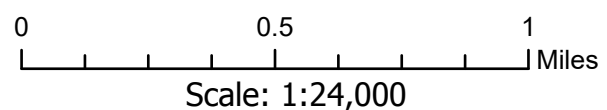
City: Rockville

MIHP#: M: 26-78

Montgomery County



USGS 7.5' Quadrangle - Rockville

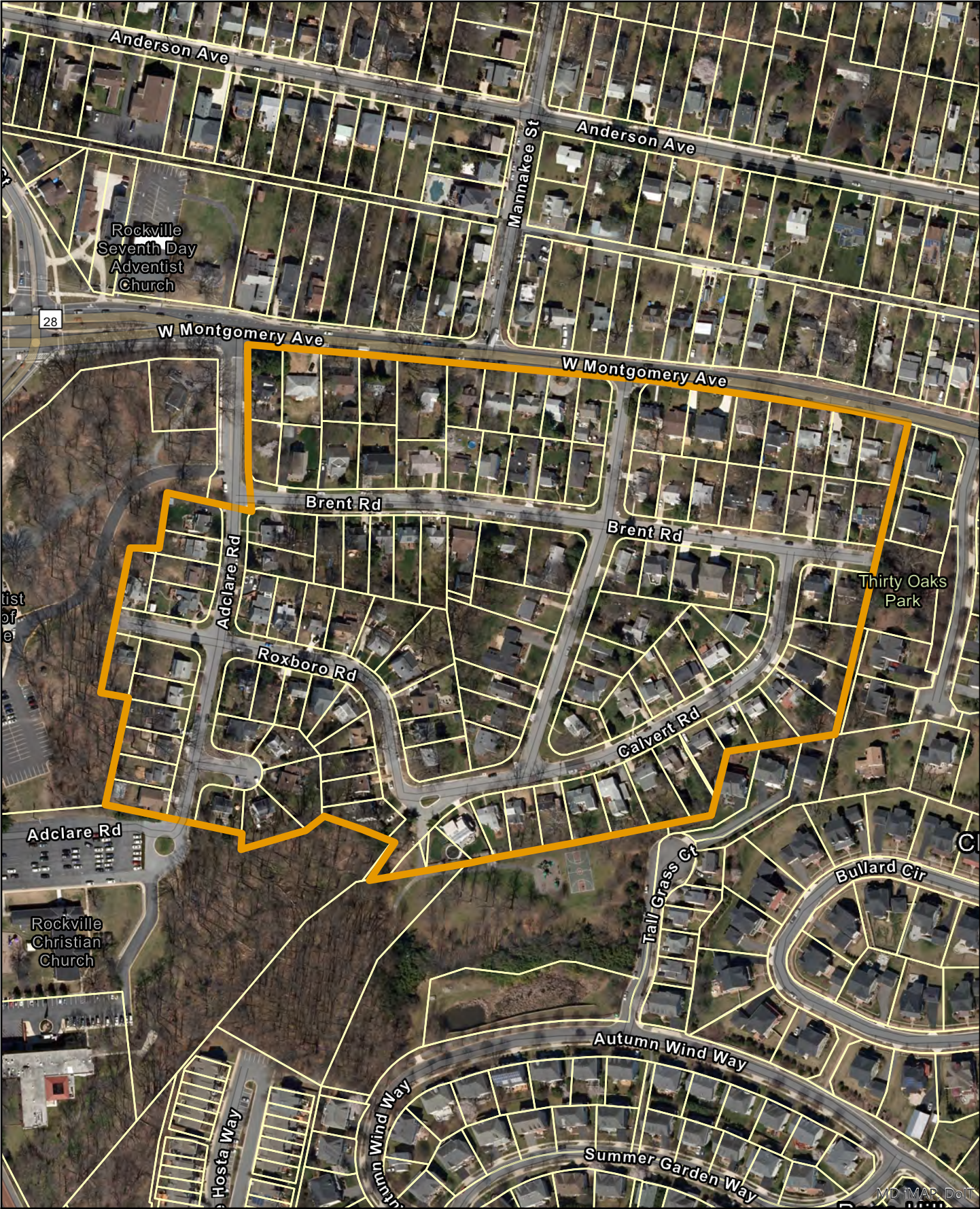


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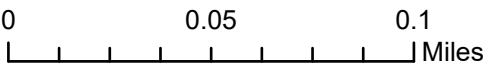
Roxboro

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

MIHP#: M: 26-78
Montgomery County



Parcel Boundaries

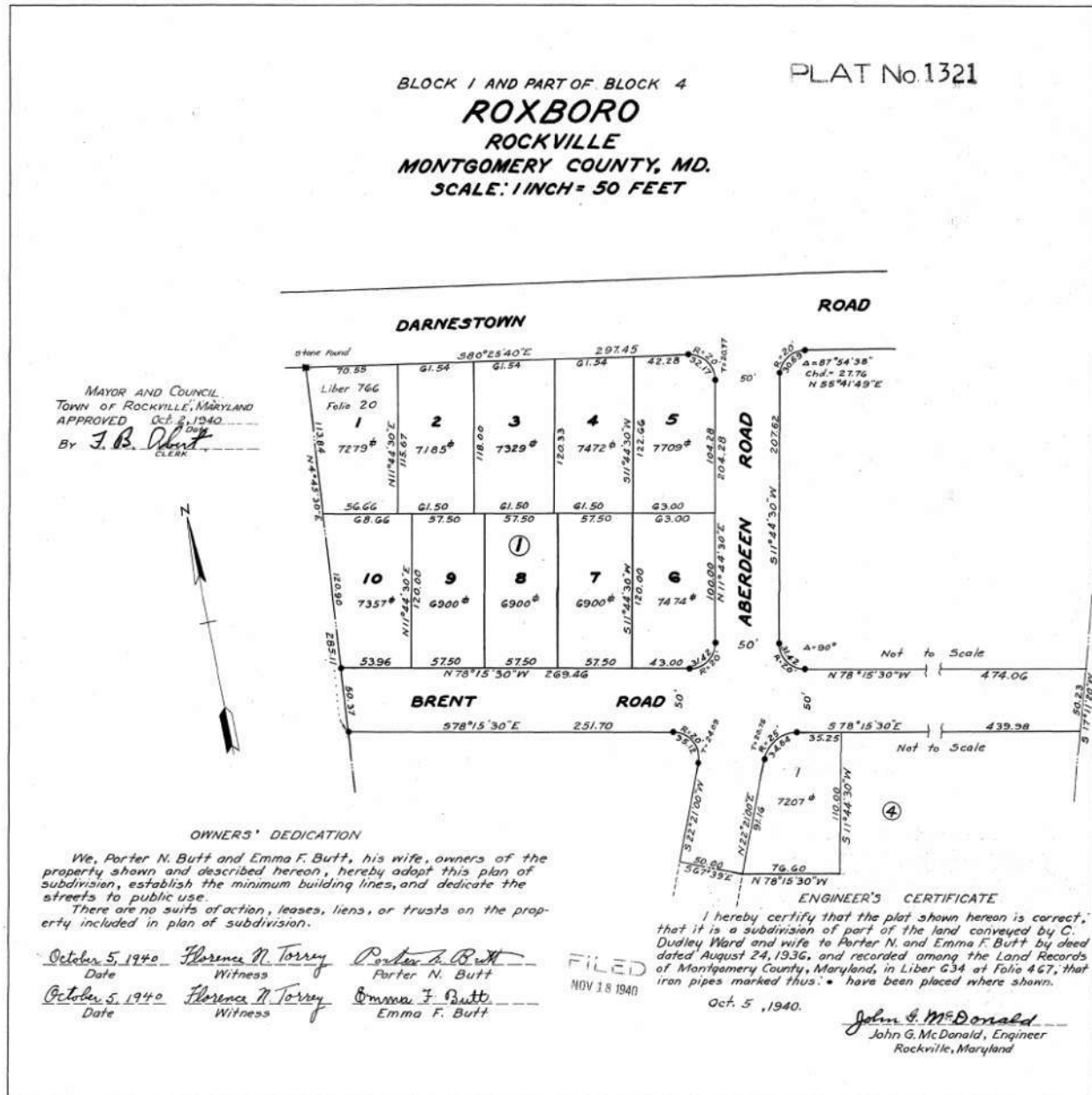


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Roxboro (M: 26-78)

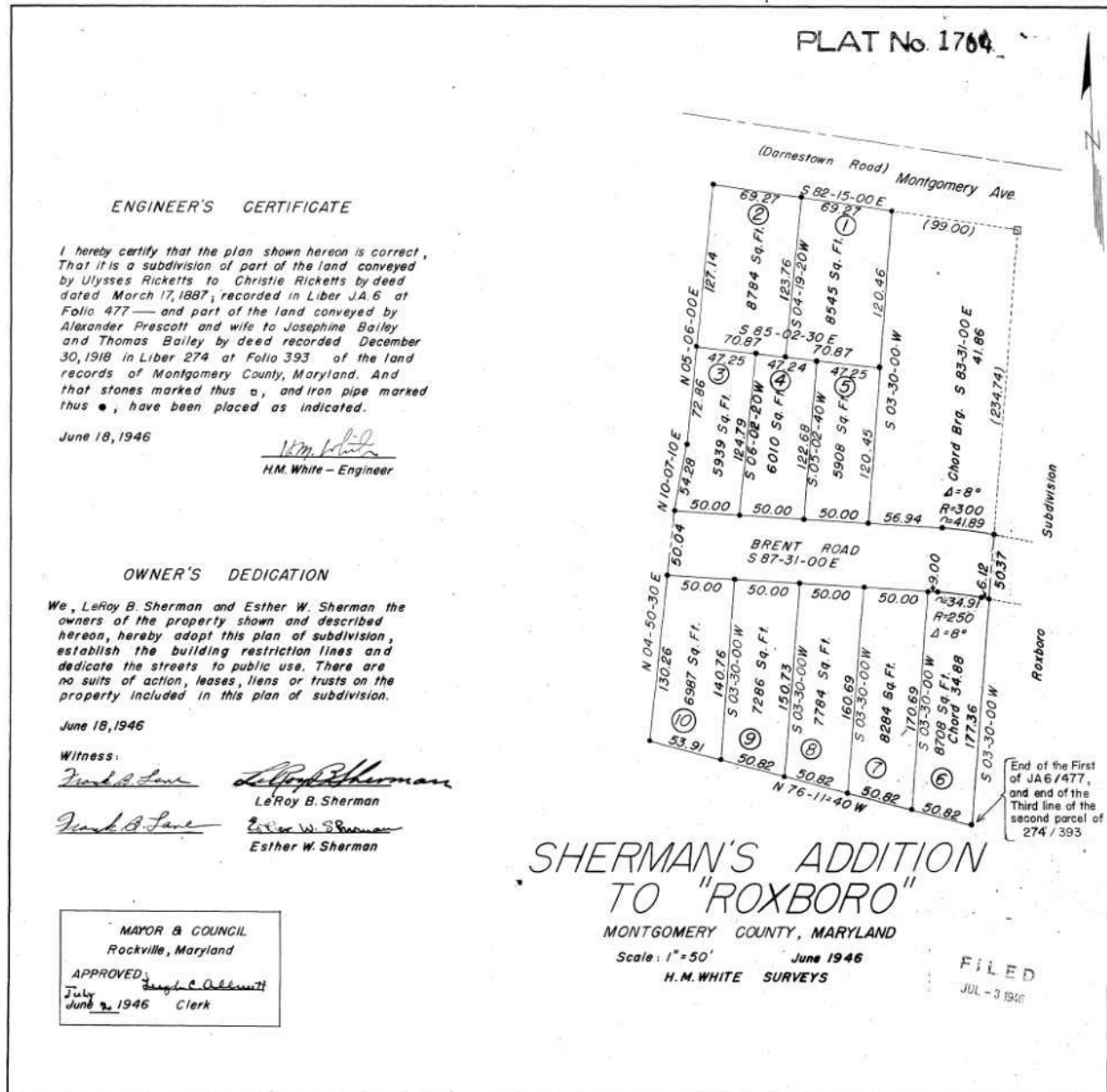
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

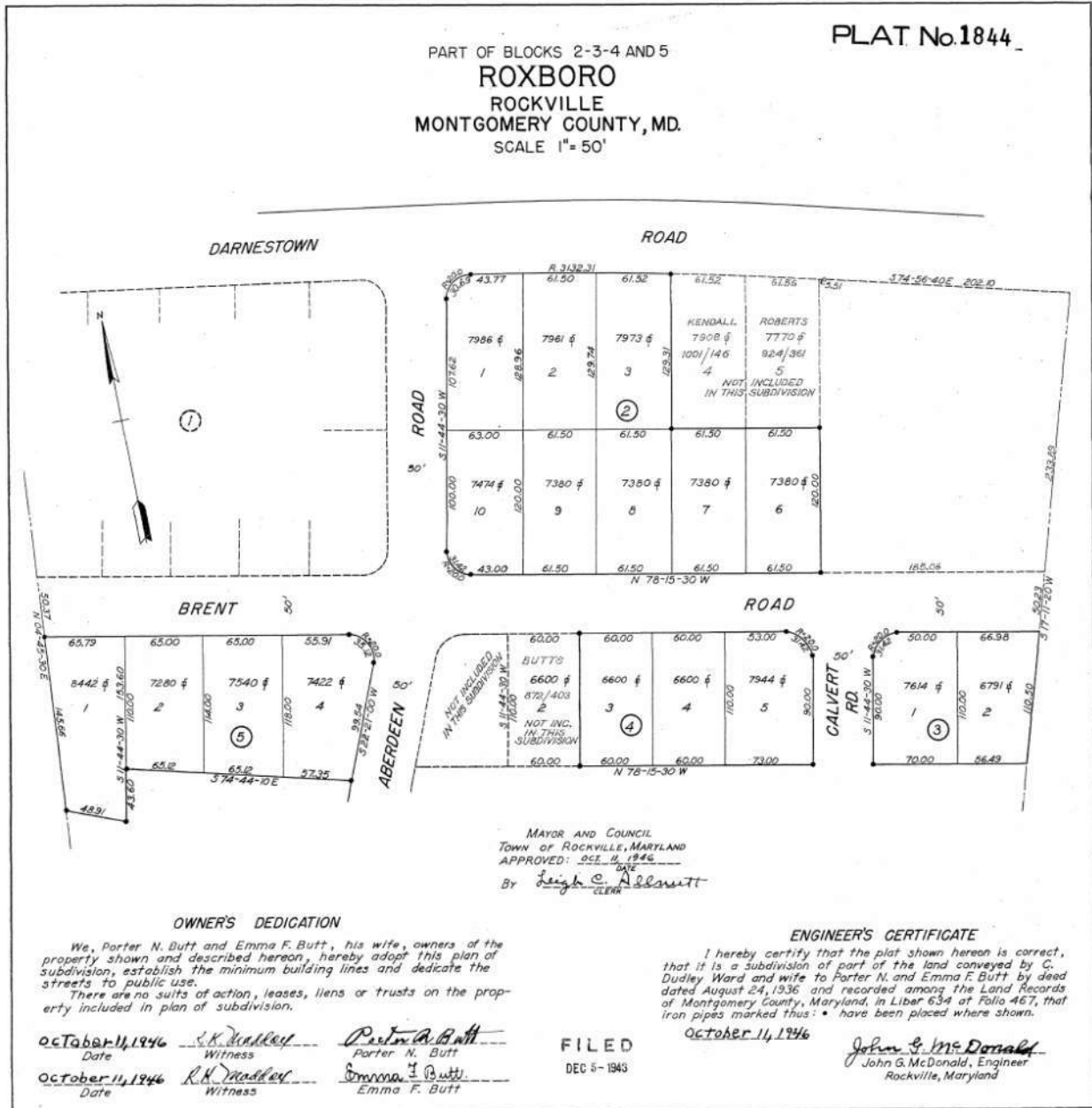
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

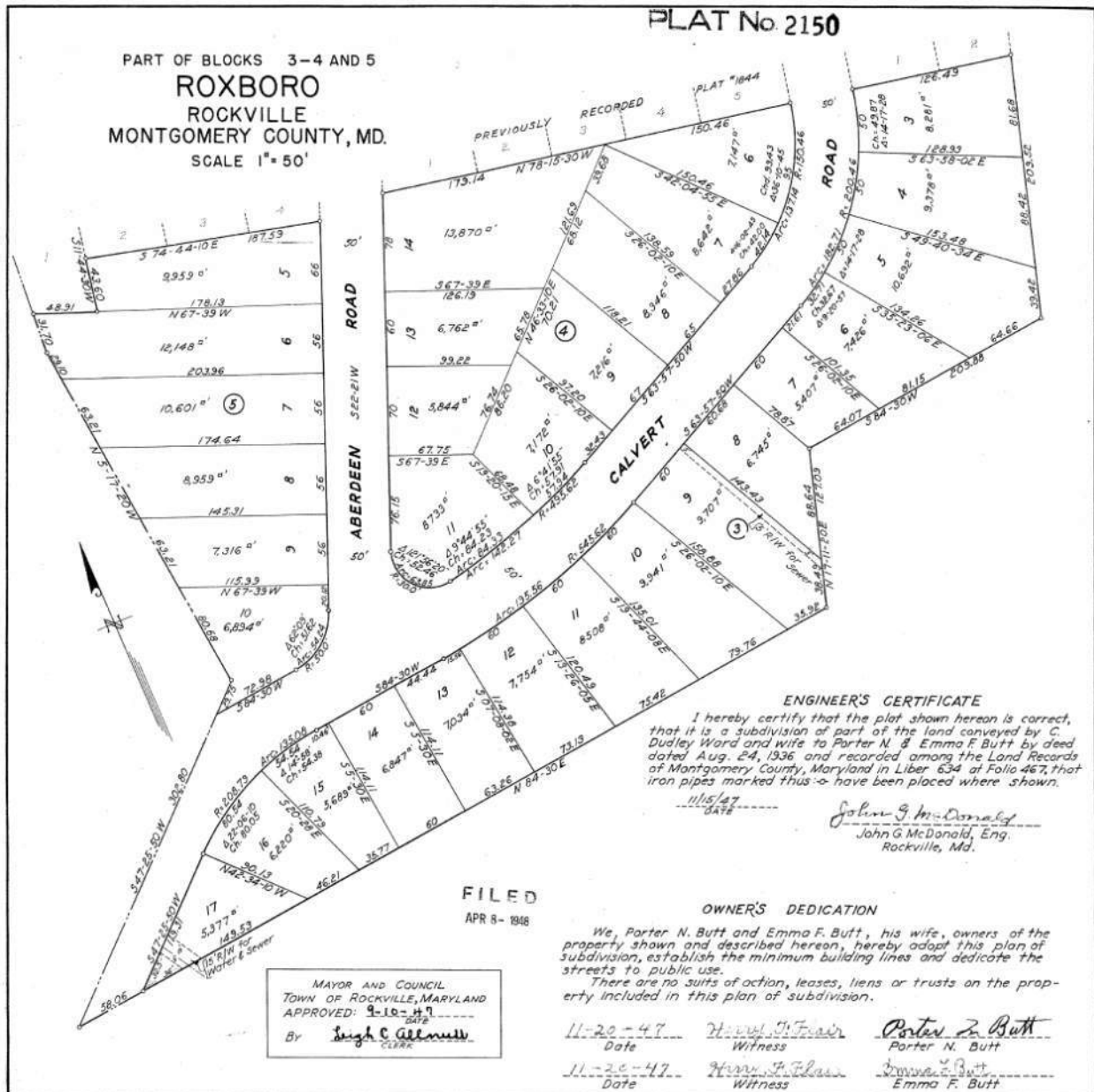
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

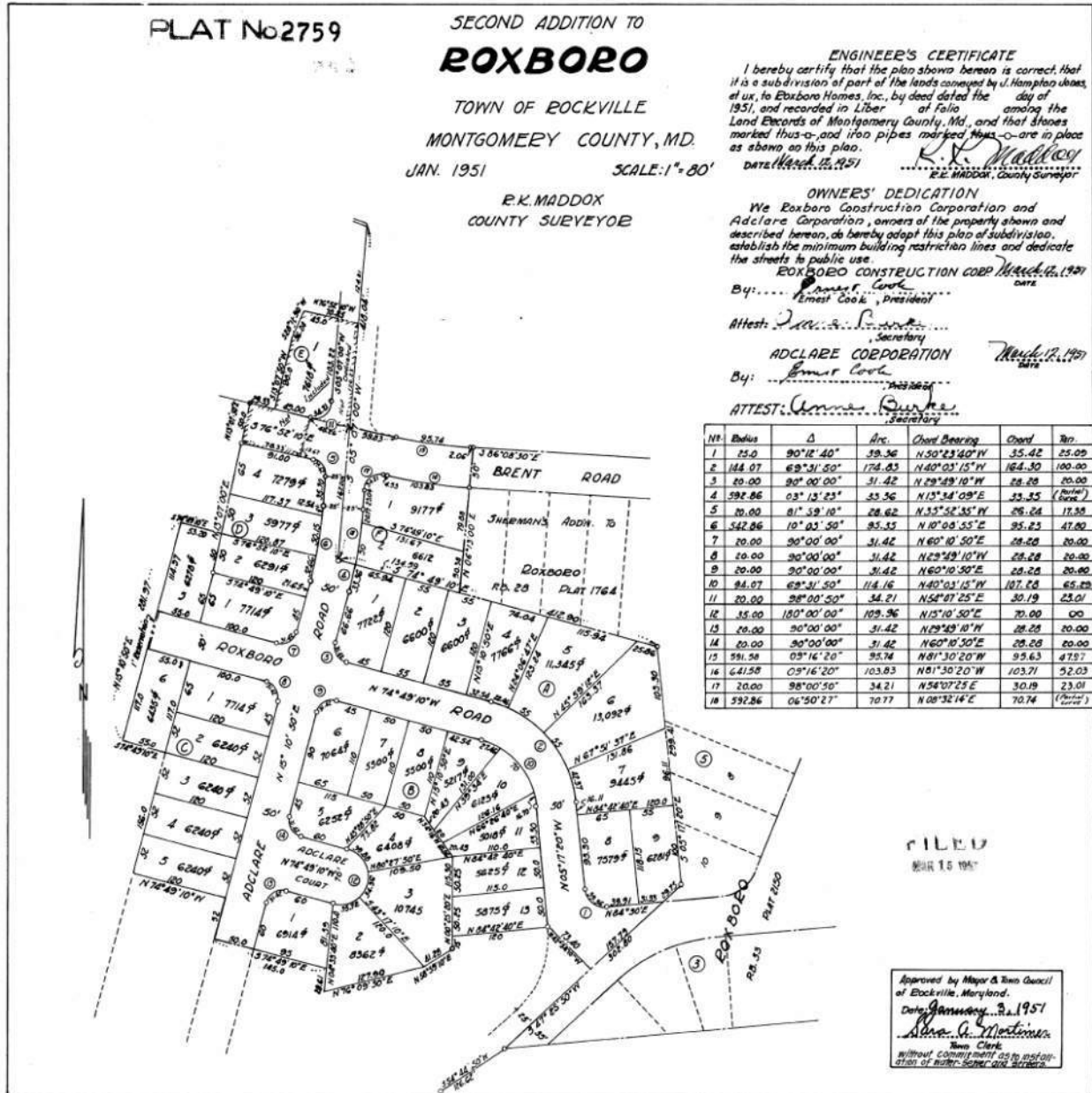
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

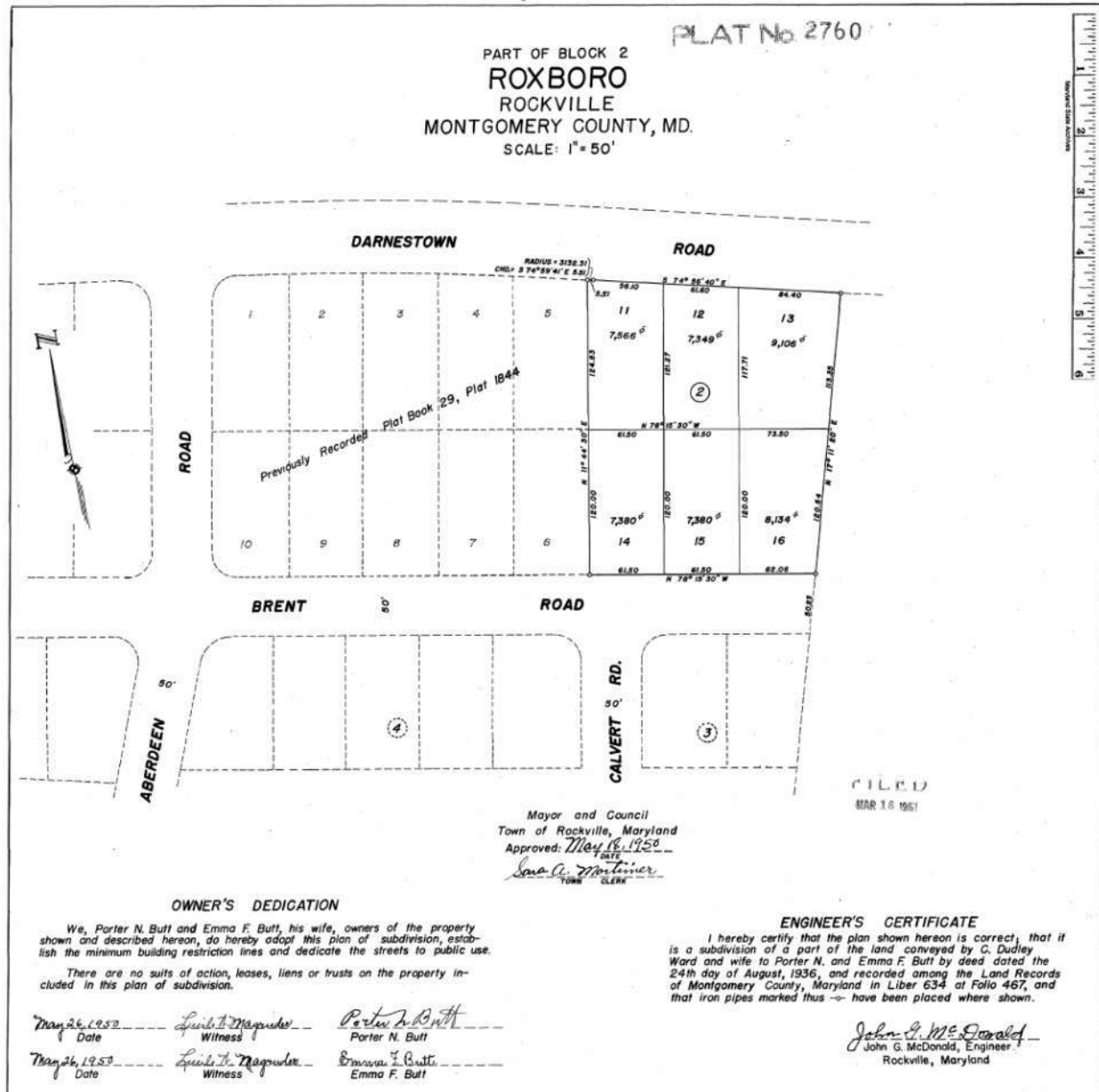
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

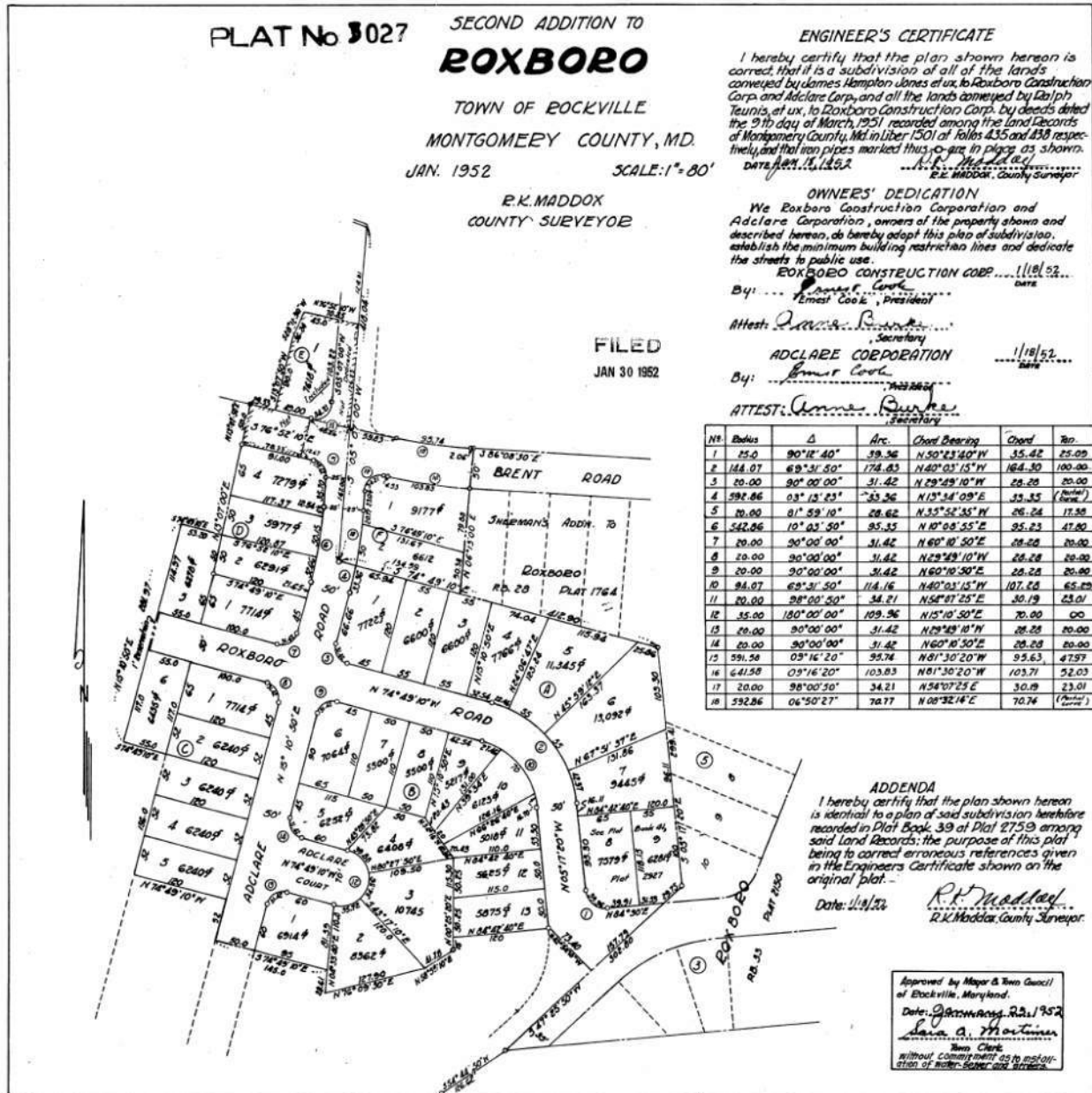
530-540 (evens only), 544, 700-720 (evens only) W. Montgomery Avenue; 529-531, 533, 535-537, 539-541, 543, 544, 703, 705-712, 714-718, 721 Brent Road; 99, 100-104, 106-109, 111, 113 Aberdeen Road; 100-103, 105, 107, 201-211 Adclare Road; 701-718, 802, 803 Roxboro Road; 102-111, 114-128 (evens only) Calvert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



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

Roxboro (M: 26-78)

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



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

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

Inventory No M: 26-78

Name Roxboro
Continuation Sheet

Number Photos Page 1



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



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

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

Inventory No M: 26-78

Name Roxboro
Continuation Sheet

Number Photos Page 2



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



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

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

Inventory No M: 26-78

Name Roxboro
Continuation Sheet

Number Photos Page 3



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



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

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

Inventory No M: 26-78

Name Roxboro
Continuation Sheet

Number Photos Page 4



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

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

Inventory No M: 26-78

Name Roxboro
Continuation Sheet

Number Photos Page 5

PHOTO LOG

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

Photographs inserted on continuation sheets.

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

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

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

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

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

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

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

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

Property Name: Ryder Truck Rental & Leasing

Address: 3901 Whitetire Road

City: Hyattsville

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 2

Tax Map Number: 52

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

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

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

NR-ELIGIBILITY REVIEW FORM

Ryder Truck Rental & Leasing

Ryder Truck Rental & Leasing is common example of a mid-twentieth-century commercial building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 1.77 acres and is defined as Parcel 2 of Plat A-5448 on Prince George's County Tax Map 52.

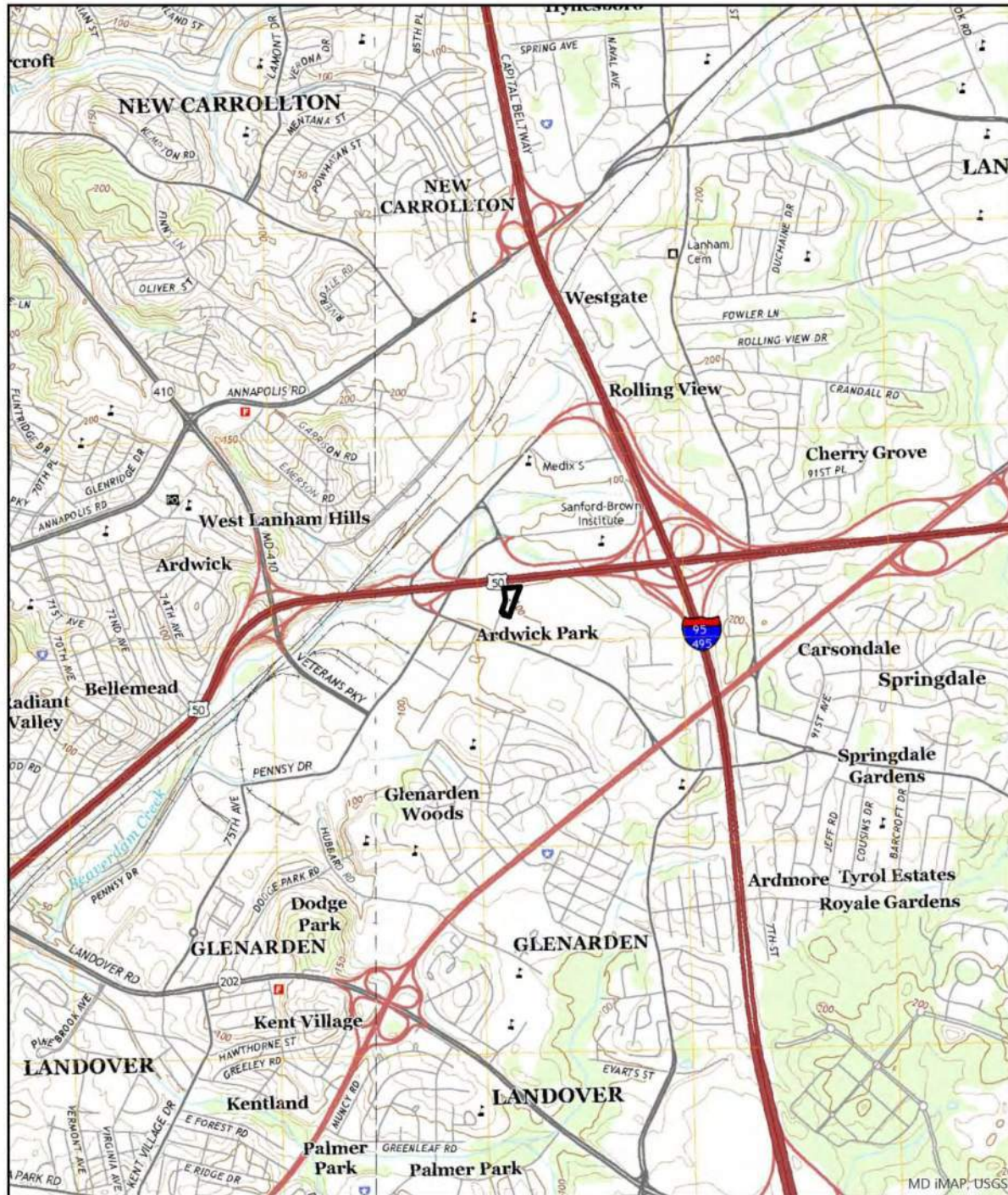
Ryder Truck Rental & Leasing

Ryder Truck Rental & Leasing

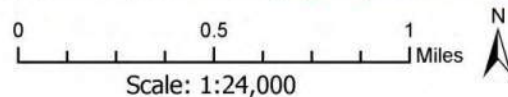
Location: 3901 Whitetire Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Ryder Truck Rental & Leasing



Building Office Block Looking Northeast



West Elevation Service Bays Looking Southeast

Ryder Truck Rental & Leasing



Covered Pumping Station Looking East

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Saddlebrook

Inventory Number: M: 26-77

Address: Southwest of I-270 at Watts Branch Parkway

Historic District: Yes

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR11

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Oct 1, 2018

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

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

Description:

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

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

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

Historic Context:

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

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

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

Evaluation:

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

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

Although both Aldre Properties, Inc., and Rodgers Consulting, Inc., were involved in projects throughout the Washington, D.C., area, their role had no significant influence on suburban Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Saddlebrook is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The resource demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period and is not a good example of a planned residential development of that era. Furthermore, the development's Two-Story Massed, Ranch, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Because Saddlebrook is not a good example of a planned suburban development and does not convey any distinctive characteristics or artistic values, the property is not significant under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

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

References:

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

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

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed December 3, 2018. <http://www.mdlandrec.net/>.

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

Nationwide Environmental Title Research, LLC. 1970. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed December 2018. <https://www.historicaerials.com/>.
Rodgers Consulting, Inc. 2007. Rodgers Consulting: 50. Accessed December 3, 2018. <http://www.rodgers.com/pdf/Rodgers-Consulting-50-Years-of-Success.pdf>.

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

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

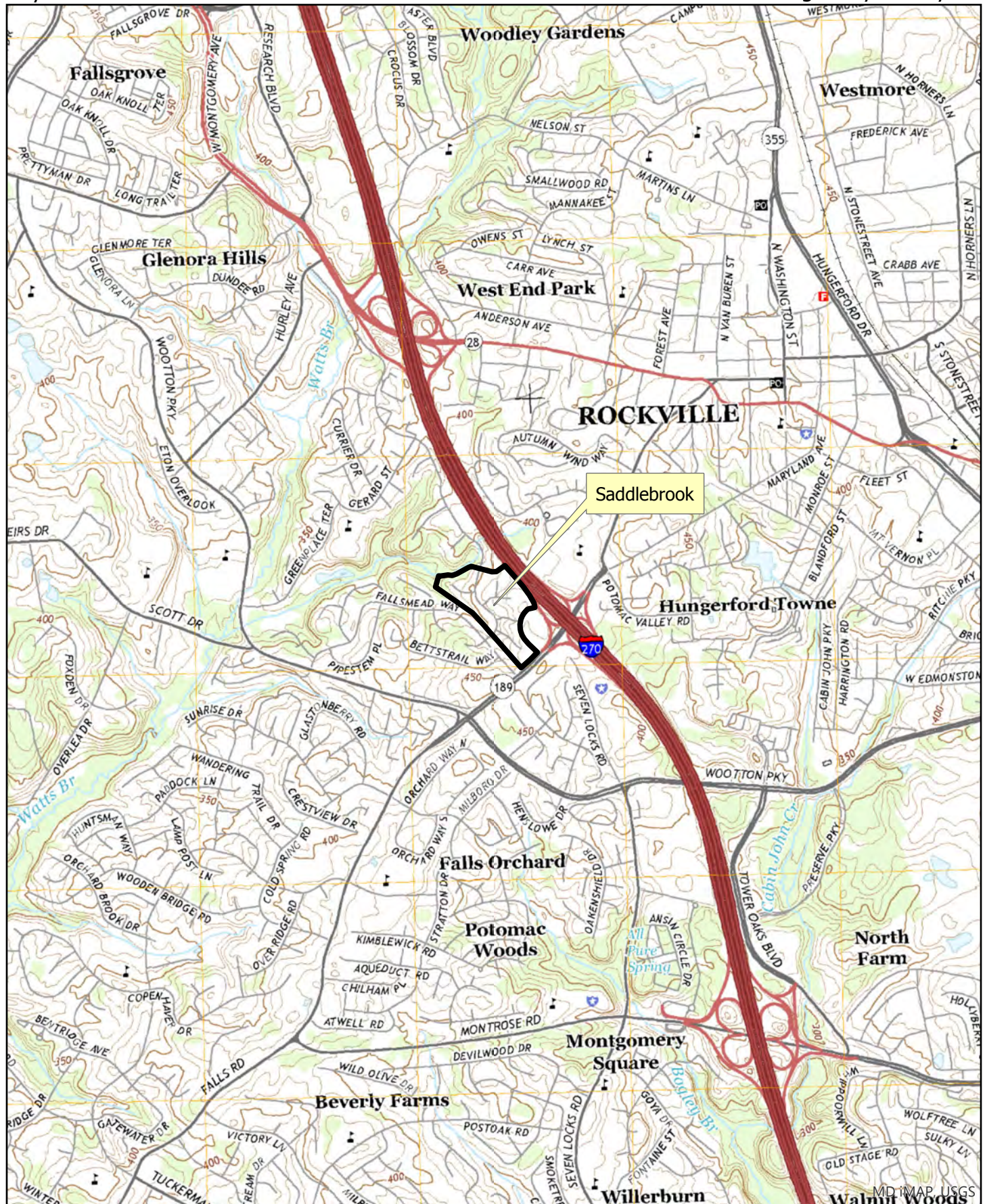
The Washington Post. 1974. "Rockville Falls Road New Homes" June 1, 1974, F19.

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

Saddlebrook

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

MIHP#: M: 26-77
Montgomery County



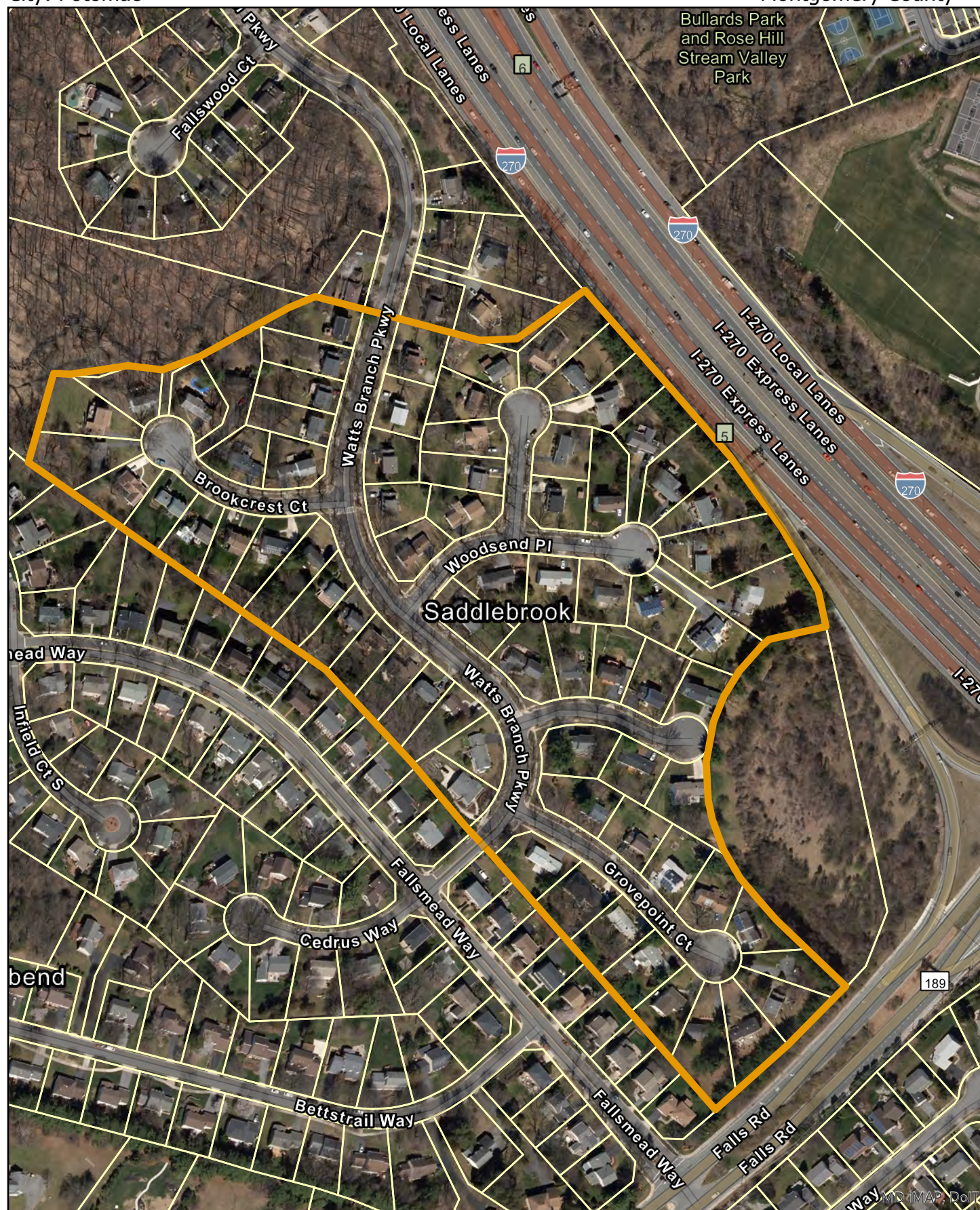
Saddlebrook

Location: Southwest of I-270 at Watts Branch Parkway

City: Potomac

MIHP#: M: 26-77

Montgomery County



Parcel Boundaries

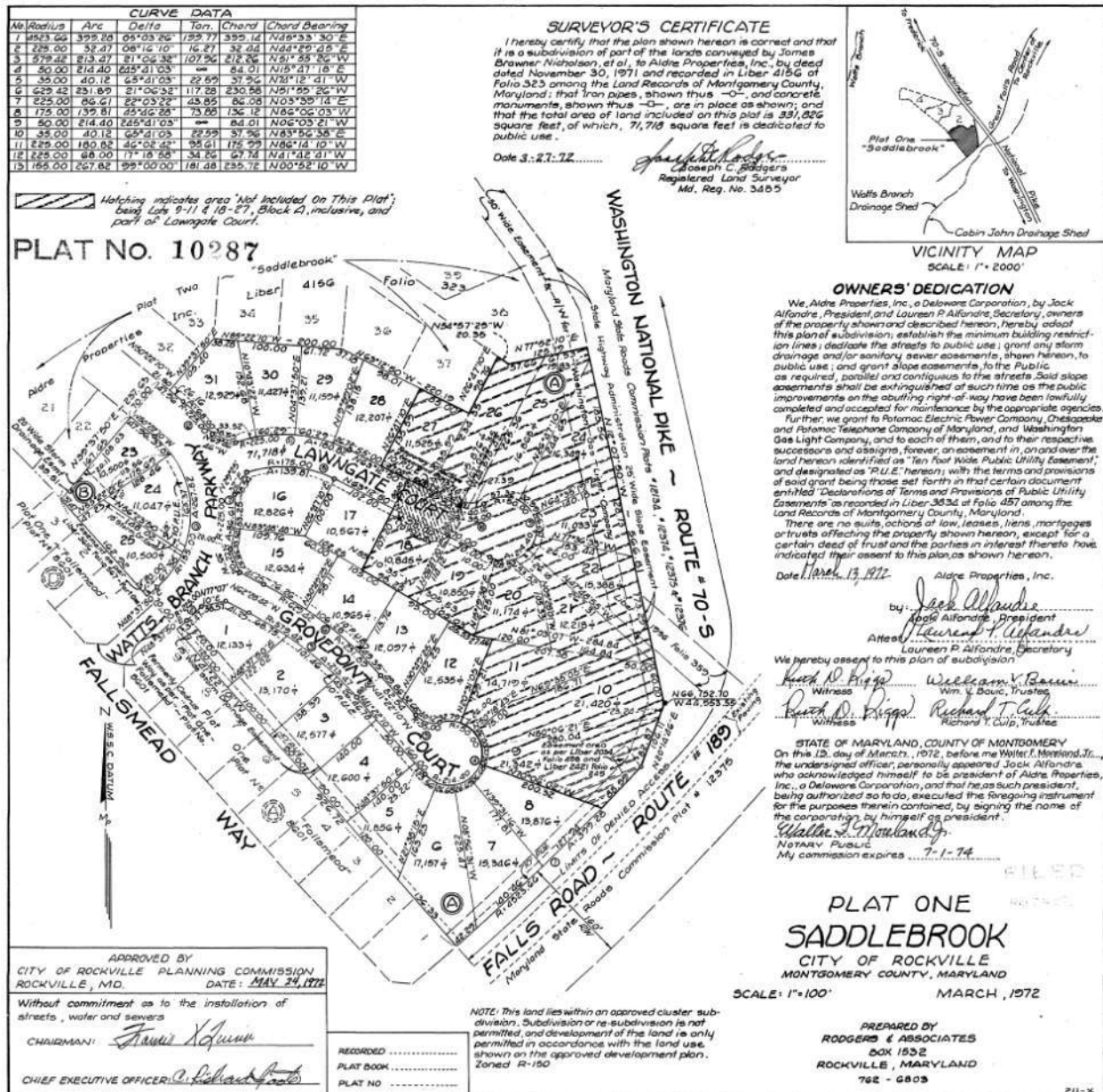
0 0.05 0.1 Miles

Scale: 1:3,000



Saddlebrook (M: 26-77)

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



1972 Plat One of Saddlebrook (MCP 10287).

Saddlebrook (M: 26-77)

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

CURVE DATA					
No.	Radius	Arc	Delta	Tan	Chord
1	135.00	129.59	55°00'00"	70.26	124.67
2	35.00	27.55	45°05'57"	14.53	26.84
3	50.00	235.79	27°11'54"	ee	70.55
4	35.00	27.55	45°05'57"	14.53	26.84
5	35.00	27.55	45°05'57"	14.53	26.84
6	50.00	235.79	27°11'54"	ee	70.55
7	35.00	27.55	45°05'57"	14.53	26.84
8	165.00	126.96	35°19'11"	66.09	124.38
9	315.00	92.92	16°34'07"	46.80	92.58
10	365.00	205.25	31°06'31"	107.50	206.72
11	1764.44	424.47	03°07'56"	212.29	424.41

SURVEYOR'S CERTIFICATE

I hereby certify that the plan shown hereon is correct and that it is a subdivision of part of the lands conveyed by James Browner Nicholson, et al, to Aldre Properties, Inc., by deed dated November 30, 1971 and recorded in Liber 4156 of Folio 323 among the Land Records of Montgomery County, Maryland; that iron pipes, shown thus -O-, and concrete monuments, shown thus -C-, are in place as shown; and that the total area of land included on this plot is 437,164 square feet, of which 68,626 square feet is dedicated to public use.

Date 3:21:32.....

Joseph C. Rodgers
Registered Land Surveyor
Md. Reg. No. 3485

VICINITY MAP
SCALE: 1" = 2000'

PLAT NO. 10288

WASHINGTON NATIONAL PIKE - ROUTE 70-S

PLAT TWO SADDLEBROOK

CITY OF ROCKVILLE
MONTGOMERY COUNTY, MARYLAND

SCALE: 1" = 100' MARCH, 1972

OWNERS' DEDICATION

We, Aldre Properties, Inc., a Delaware Corporation, by Jack Alfandre, President, and Lauren P. Alfandre, Secretary, owners of the property shown and described hereon, hereby adopt this plan of subdivision; establish the minimum building restriction lines; dedicate the streets to public use; grant any storm drainage and/or sanitary sewer easements, shown hereon, to public use; and grant slope easements, to the Public, as required, parallel and contiguous to the streets. Said slope easements shall be extinguished at such time as the public improvements on the abutting right-of-way have been lawfully completed and accepted for maintenance by the appropriate agencies. Further we grant to Potomac Electric Power Company, Chesapeake and Potomac Telephone Company of Maryland, and Washington Gas Light Company, and to each of them, and to their respective successors and assigns, forever, an easement in, on and over the land hereon identified as "Ten Foot Wide Public Utility Easement"; and designated as "P.U.E." hereon; with the terms and provisions of said grant being those set forth in that certain document entitled "Declarations of Terms and Provisions of Public Utility Easements" as recorded in Liber 3834 of Folio 457 among the Land Records of Montgomery County, Maryland.

There are no suits, actions of law, leases, liens, mortgages or trusts affecting the property shown hereon, except for a certain deed of trust and the parties in interest thereto have indicated their assent to this plan as shown hereon.

Date March 13, 1972.....

Aldre Properties, Inc.
by Jack Alfandre
Jack Alfandre, President
Attest: Lauren P. Alfandre
Lauren P. Alfandre, Secretary

We hereby assent to this plan of subdivision

Witness: Richard D. Rizzo, Richard T. Guly
Witness: William V. Rouse, Richard V. Guly, Trustee

STATE OF MARYLAND, COUNTY OF MONTGOMERY
On this 13 day of March, 1972, before me Walter F. Maryland, Jr., the undersigned officer, personally appeared Jack Alfandre, who acknowledged himself to be president of Aldre Properties, Inc., a Delaware Corporation, and that he, as such president, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation by himself as president.

Walter F. Maryland, Jr.
Notary Public
My commission expires 7-1-74

APPROVED BY
CITY OF ROCKVILLE PLANNING COMMISSION
ROCKVILLE, MD. DATE: MAY 24, 1972

Without commitment as to the installation of streets, water and sewers

CHAIRMAN: *Annex X...*

CHIEF EXECUTIVE OFFICER: *Richard F. ...*

RECORDED
PLAT BOOK
PLAT NO.

NOTE: This land lies within an approved cluster subdivision. Subdivision or re-subdivision is not permitted, and development of the land is only permitted in accordance with the land use shown on the approved development plan. Zoned R-150

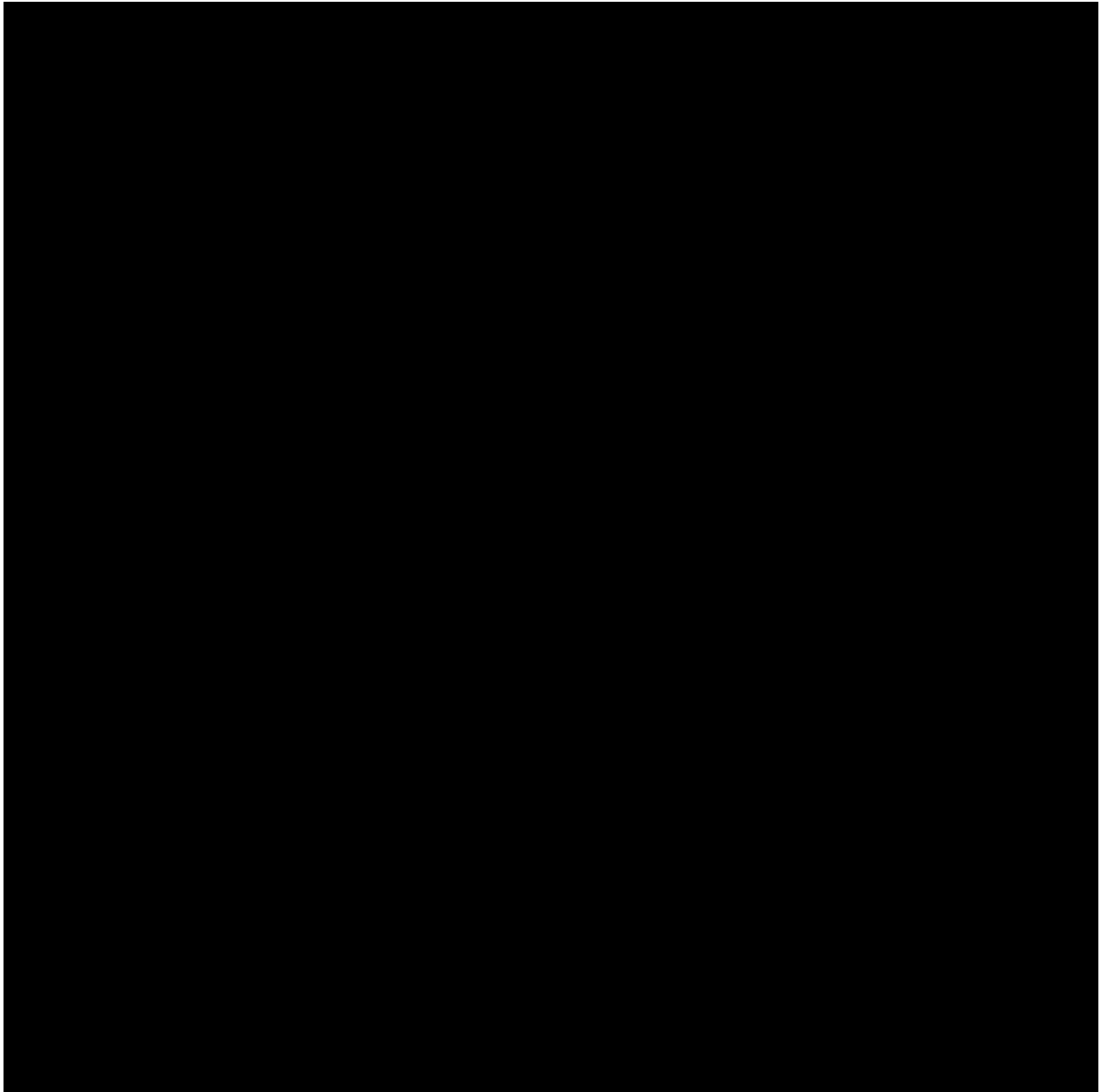
1972 Plat Two of Saddlebrook (MCP 10288).

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

211-X

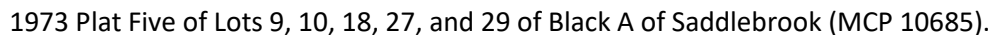
Saddlebrook (M: 26-77)

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



1972 Plat Four of Saddlebrook (MCP 10290).

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



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

Inventory No M: 26-77

Name Saddlebrook
Continuation Sheet

Number Photos Page 1



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



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

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

Inventory No M: 26-77

Name Saddlebrook
Continuation Sheet

Number Photos Page 2



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



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

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 26-77

Name Saddlebrook
Continuation Sheet

Number Photos Page 3

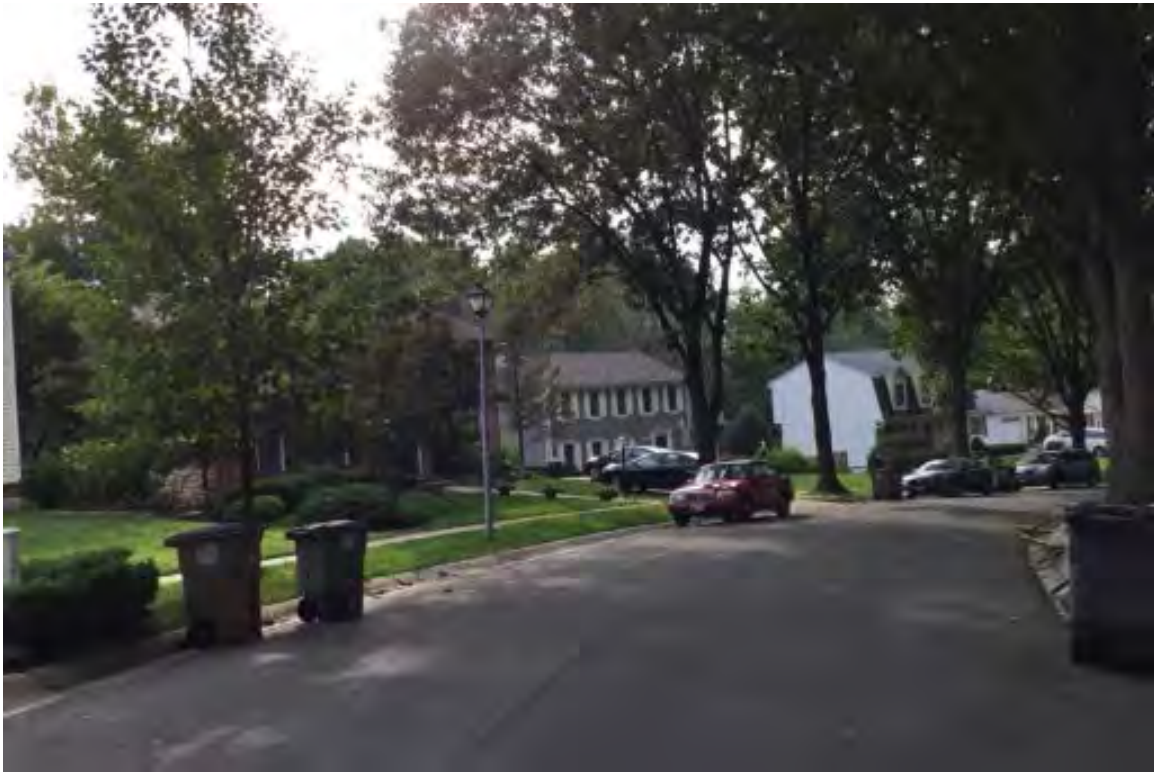


Photo 5 of 6: View of south side of Brookcrest Court, looking west from 12 Brookcrest Court.



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

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

Inventory No M: 26-77

Name Saddlebrook
Continuation Sheet

Number Photos Page 4

PHOTO LOG

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

Photographs inserted on continuation sheets.

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

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

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

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

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

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

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Schrom Hills

Inventory Number: PG:67-74

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

Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

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

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

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

Description:

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

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

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

Historic Context:

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

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

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

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

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

Evaluation:

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

Schrom Hills is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period. The neighborhood did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although the Levins and Wagmans were prolific builders and developers in the area, they had no significant influence on suburbanization in Maryland. The Schrom Hills subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

Schrom Hills is a planned residential development, created by a developer with a limited selection of house models. However, the development demonstrates none of the innovations that appeared during the Suburban Diversification Period and is not a good example of the type. The development's Ranch, Split-Level, Split-Foyer, and Two-Story Massed forms and Colonial Revival-style elements were common during the Suburban Diversification period. There are some replacement windows and doors, modifications to rooflines, and additions that have diminished the historic integrity of materials, design, and workmanship. Because Schrom Hills is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value as a singular development, the resource is not eligible under Criterion C. Schrom Hills was not evaluated under Criterion D.

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

References:

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

Freeman, Paul. 2019. "Abandoned & Little-Known Airfields: Maryland, Northern Prince George's County." http://www.airfields-freeman.com/MD/Airfields_MD_PG_N.htm.

Lewis, Robert J. 1965. "Apartment Due On Knickerbocker Disaster Site." The Evening Star. January 16, 1965, A-24.

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

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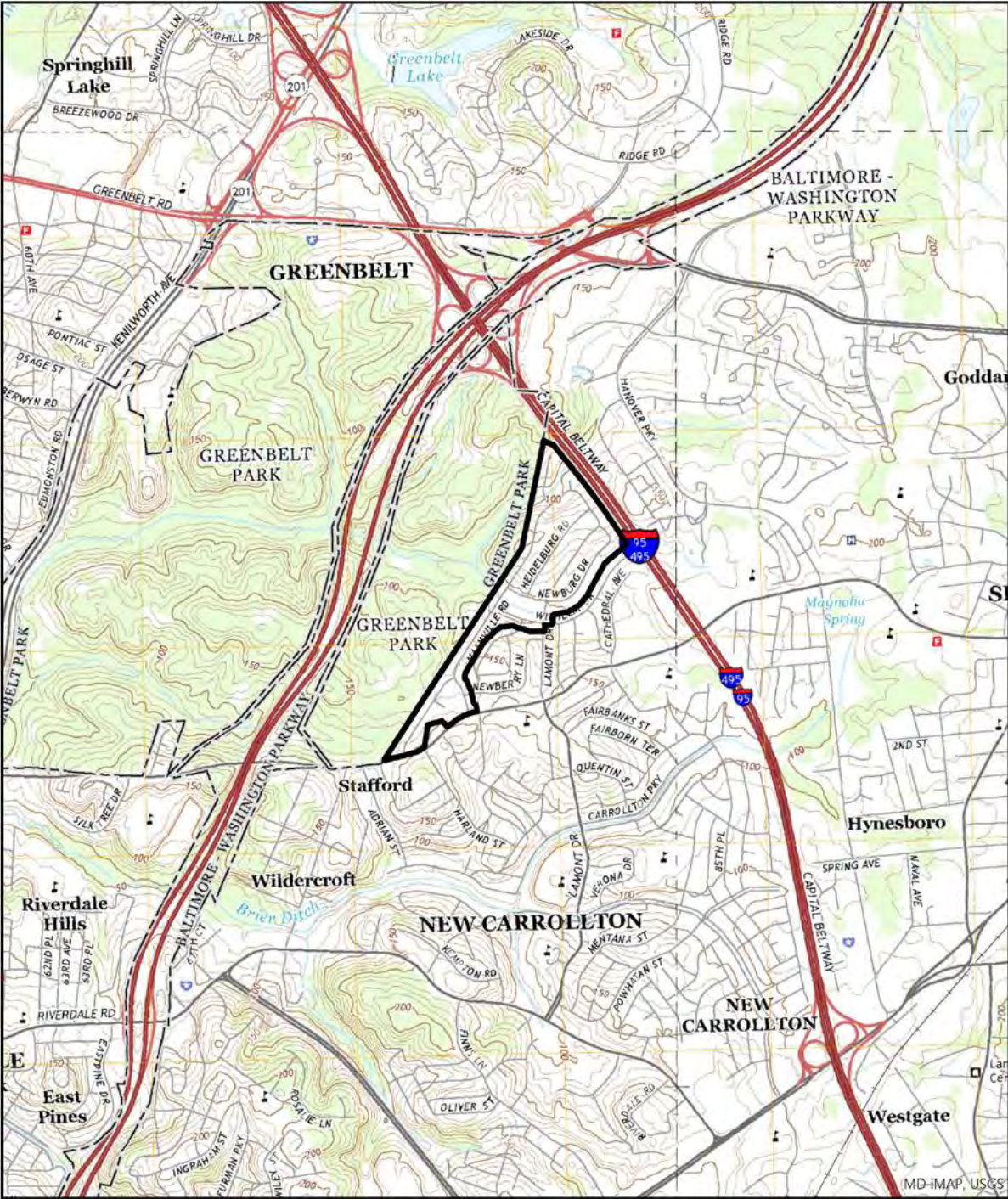
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 29, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Schrom Hills

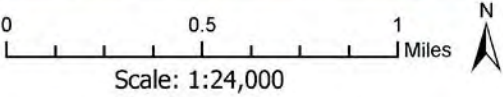
Prince George's County

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

City: Lanham



USGS 7.5' Quadrangle - Washington East



Scale: 1:24,000

Schrom Hills

Prince George's County

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

City: Lanham





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



View of 6921 Nashville Road, looking east.



View of 7605 Newburg Drive, looking southeast.



Oblique of 7014 Kepner Court, looking west.



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



View of 6900 Lamont Drive, looking northwest.



Modern infill at 6906 Nashville Road, looking northwest.



View of 6922 Heidelberg Road, looking northwest.



View of 6823 Nashville looking northeast.



View of 6938 Lamont Drive, looking northwest.



Storm water drain below Nashville Road, looking southeast.



Streetscape on Nashville Road towards 6816, looking southwest.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2019-01-22**

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

File Format: **PG:67-74_2019-01-22_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

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

02.tif

View of 6921 Nashville Road, looking east.

03.tif

View of 7605 Newburg Drive, looking southeast.

04.tif

Oblique of 7014 Kepner Court, looking west.

05.tif

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

06.tif

View of 6900 Lamont Drive, looking northwest.

07.tif

Modern infill at 6906 Nashville Road, looking northwest.

08.tif

View of 6922 Heidelberg Road, looking northwest.

09.tif

View of 6823 Nashville looking northeast.

10.tif

View of 6938 Lamont Drive, looking northwest.

11.tif

Storm water drain below Nashville Road, looking southeast.

12.tif

Streetscape on Nashville Road towards 6816, looking southwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Seven Locks Hills

Inventory Number: M: 29-71

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

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GN23

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

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

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

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

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

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

Description:

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

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

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

Historic Context:

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

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

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

Evaluation:

Seven Locks Hills was evaluated in accordance with Maryland's "Suburbanization Historic Context," "Suburbanization Historic Context Addendum," and National Register of Historic Places Criteria A, B, and C.

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

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

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

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

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

References:

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

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

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

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

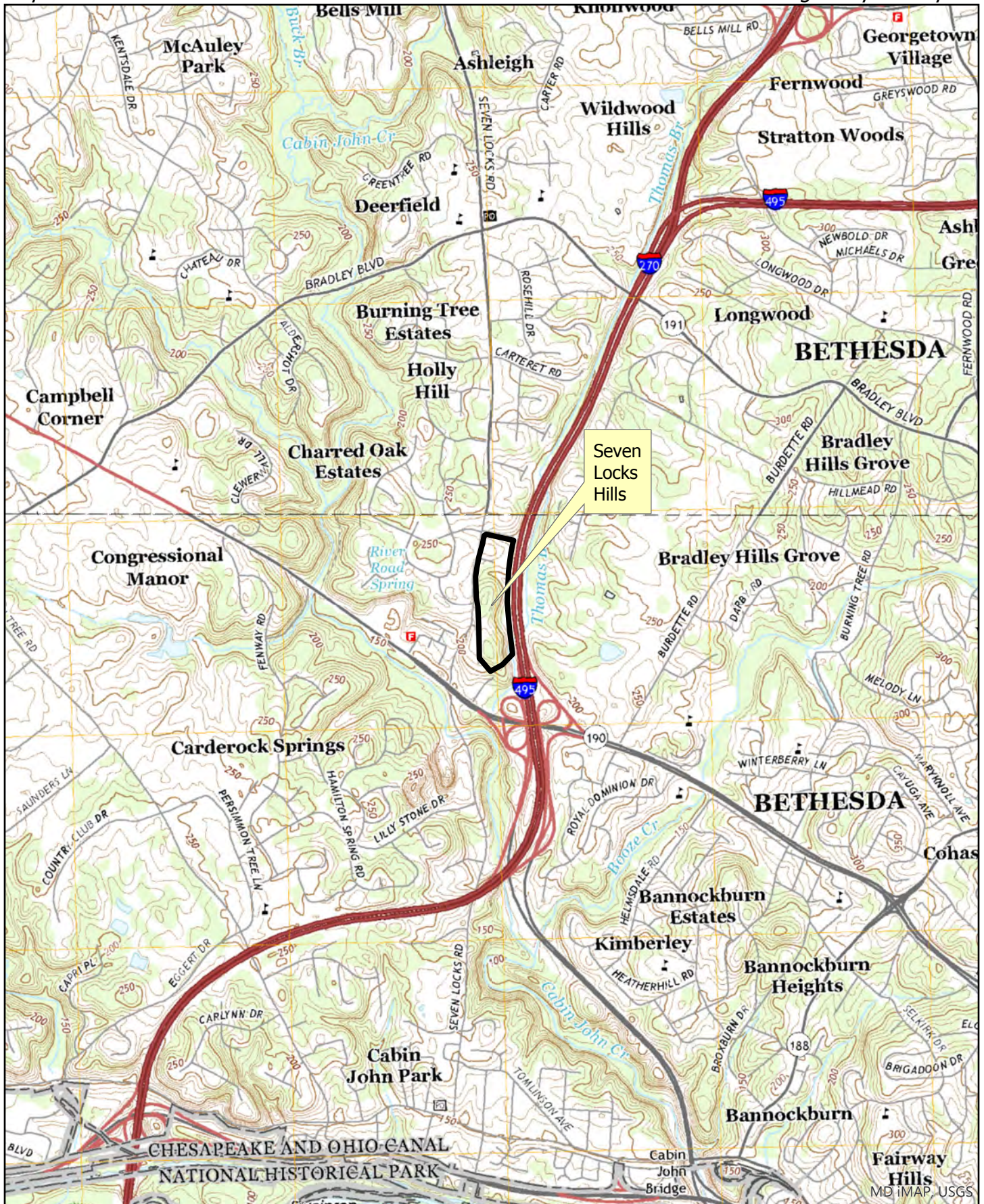
Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 27, 2018. <http://www.msa.md.gov>.

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

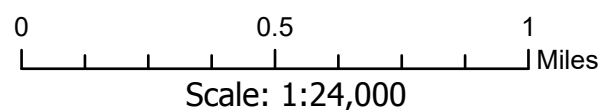
Seven Locks Hills

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

MIHP#: M: 29-71
Montgomery County



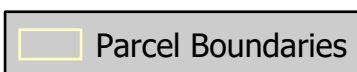
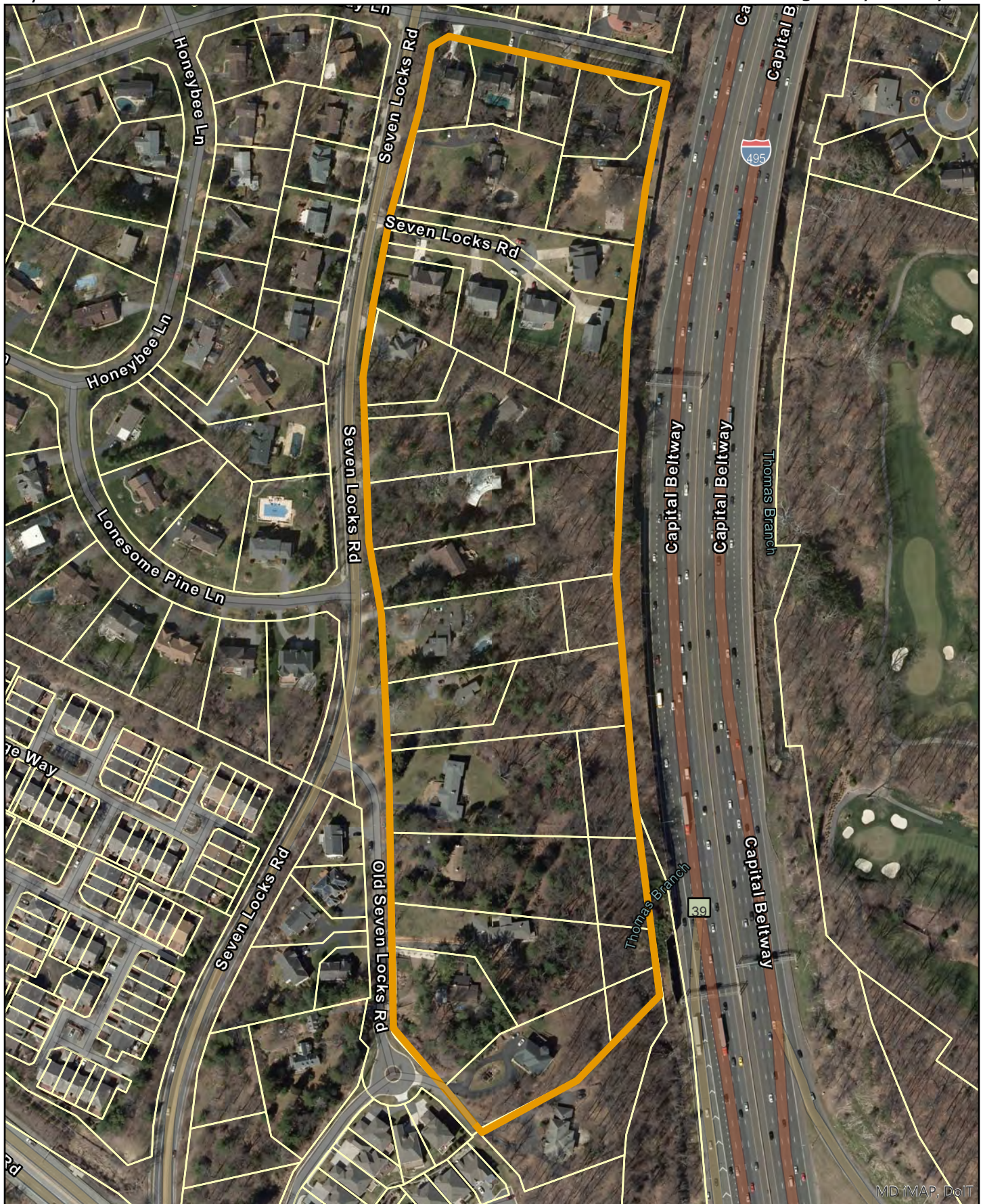
USGS 7.5' Quadrangle - Falls Church



Seven Locks Hills

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

MIHP#: M: 29-71
Montgomery County

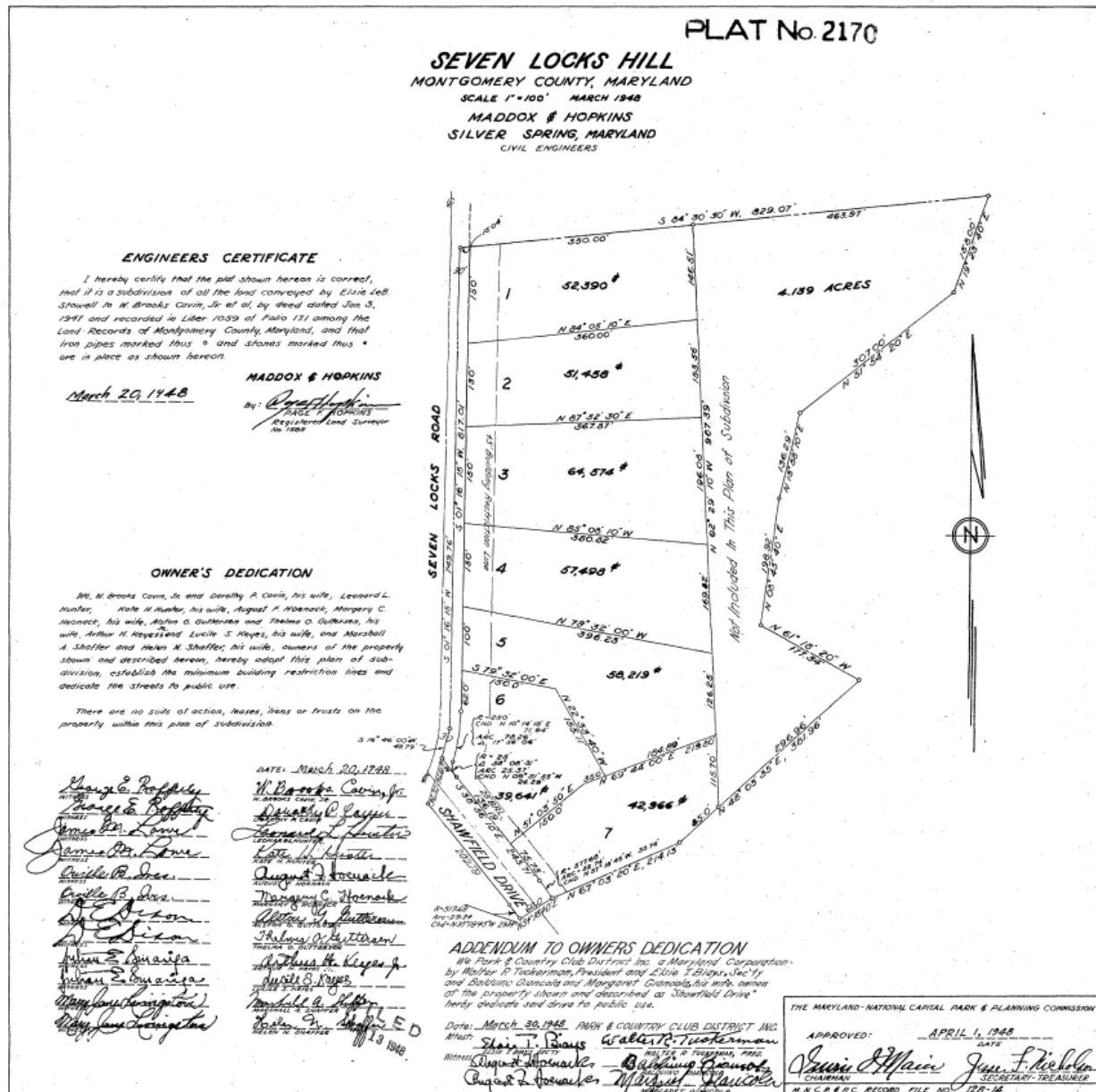


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Scale: 1:3,000

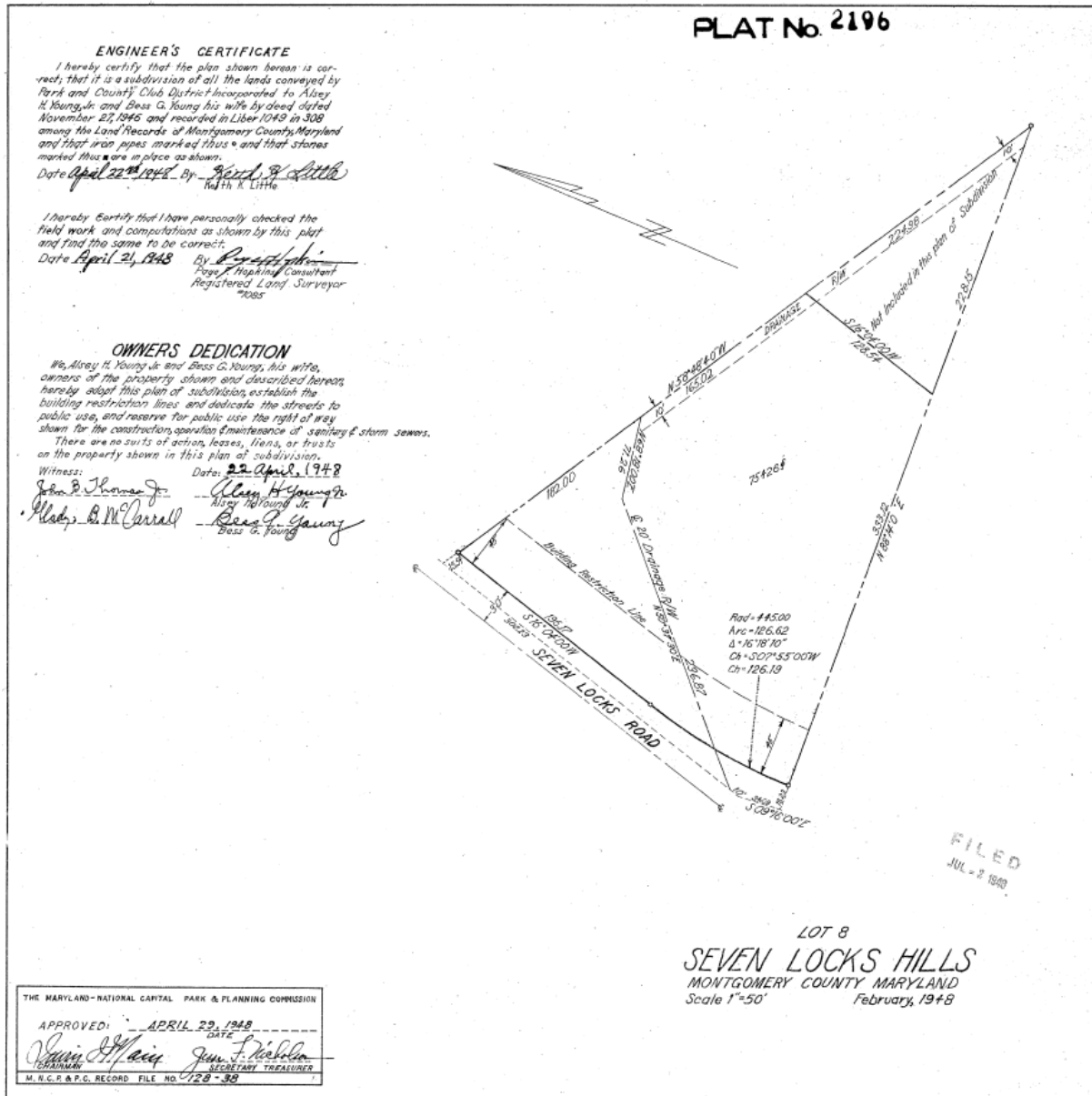


Seven Locks Hills (M: 29-71)
 7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
 8311-8501 Old Seven Locks Road (odds only)
 Bethesda, Montgomery County, Maryland



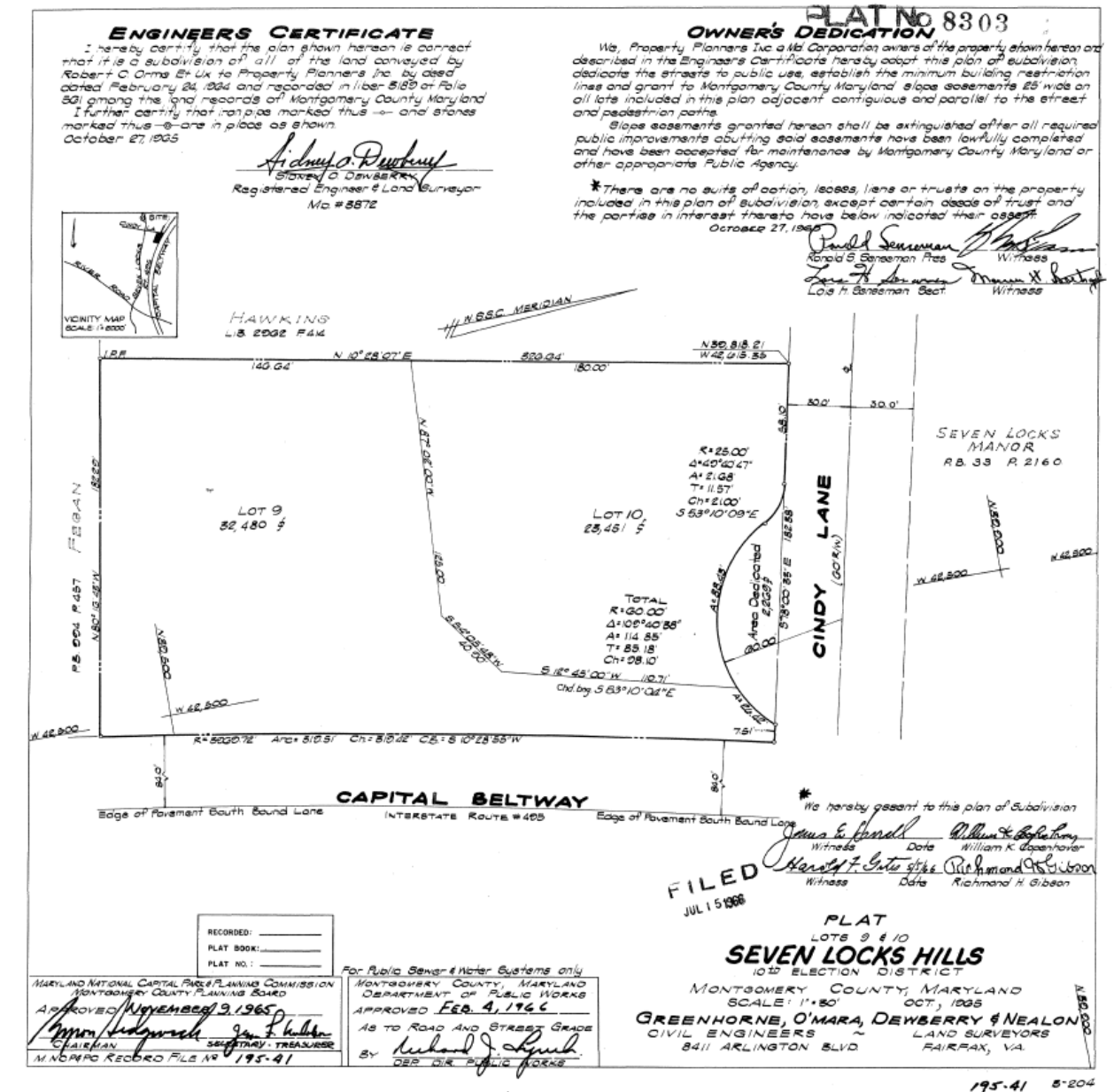
1948 Plat of Seven Locks Hills (Montgomery County Plat [MCP] 2170).

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



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

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

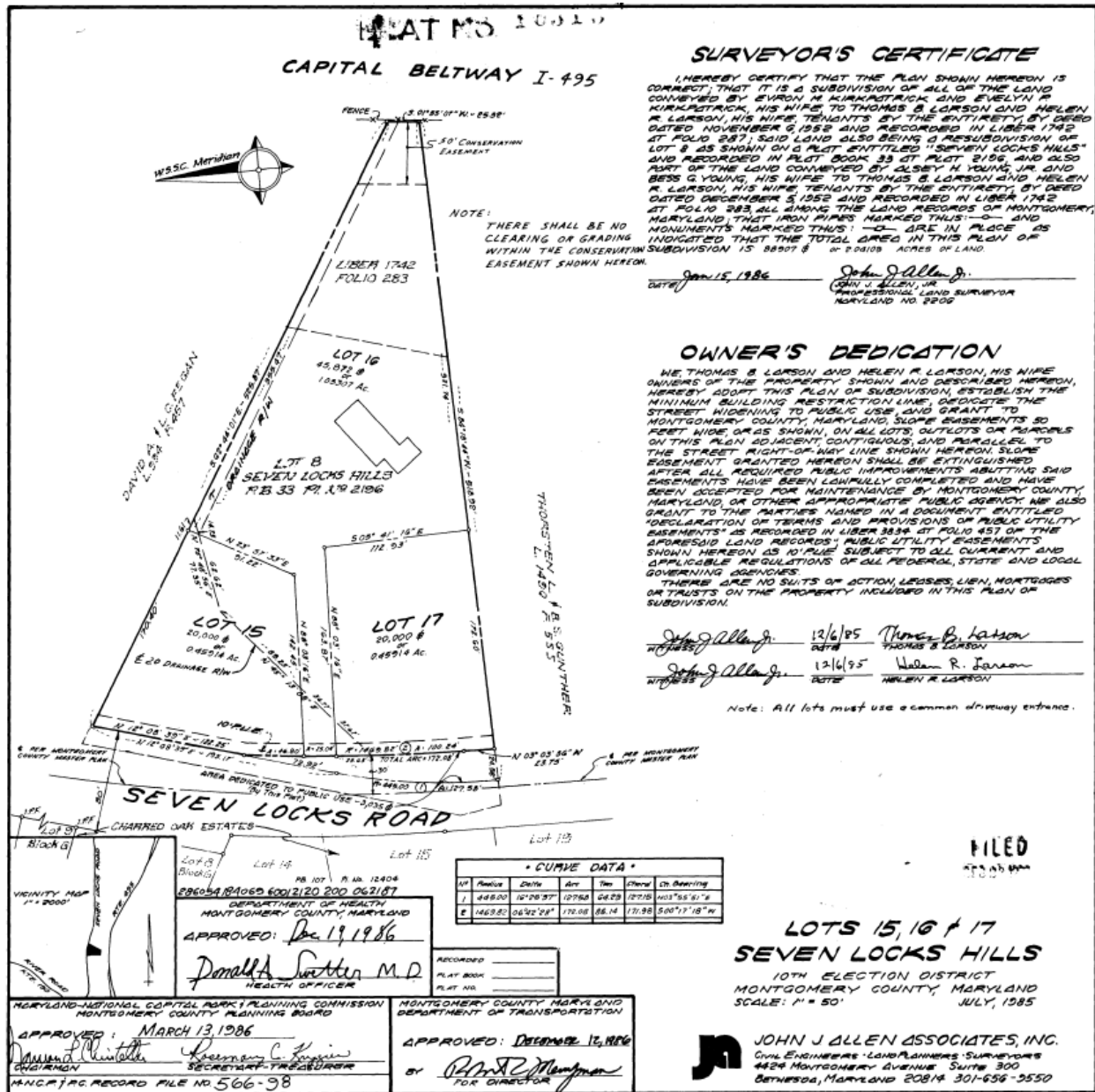


1965 Plat of Seven Locks Hills Lots 9 & 10 (MCP 8303).

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

<p align="center">OWNERS DEDICATION</p> <p>WE, FRANK P. MURRAY AND MARGARET C. MURRAY, HIS WIFE, OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPT THIS PLAN OF SUBDIVISION; ADOPT THE MINIMUM BUILDING RESTRICTION LINES; DEDICATE THE AREA INDICATED HEREON TO PUBLIC USE; GRANT TO MONTGOMERY COUNTY, MARYLAND SLOPE EASEMENTS 40 FEET WIDE OVER THE LOTS INCLUDED HEREON, ADJACENT, CONTIGUOUS AND PARALLEL TO THE STREET LINES SHOWN HEREON, SAID EASEMENTS SHALL BE EXTINGUISHED AFTER ALL REQUIRED PUBLIC IMPROVEMENTS IN THE ADJACENT ROADWAYS HAVE BEEN LAWFULLY COMPLETED AND HAVE BEEN ACCEPTED FOR MAINTENANCE BY MONTGOMERY COUNTY, MARYLAND OR OTHER APPROPRIATE PUBLIC AGENCY; GRANT THE PUBLIC UTILITIES EASEMENT (P.U.E.) AS SHOWN TO THE PARTIES NAMED IN A DOCUMENT ENTITLED "DECLARATION OF TERMS AND PROVISIONS OF PUBLIC UTILITY EASEMENTS," RECORDED IN LIBER 3834 AT FOLD 457 OF THE MONTGOMERY COUNTY, MARYLAND LAND RECORDS, SAID GRANT OF P.U.E. SUBJECT TO ALL CURRENT AND APPLICABLE REGULATIONS OF ALL FEDERAL, STATE AND LOCAL GOVERNING AGENCIES.</p> <p>THERE ARE NO SUITS, ACTIONS AT LAW, LIENS, LEASES, MORTGAGES, TRUSTS, OR EASEMENTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAN OF SUBDIVISION, EXCEPT A CERTAIN DEED OF TRUST AND THE PARTIES IN INTEREST THEREON HAVE AFFIXED THEIR SIGNATURES INDICATING THEIR ASSENT TO THIS PLAN OF SUBDIVISION.</p>		<p align="center">JANUARY 31, 1984</p> <p><i>Lawrence Baker</i> WITNESS</p> <p><i>Frank P. Murray</i> FRANK P. MURRAY</p> <p><i>Margaret C. Murray</i> MARGARET C. MURRAY</p> <p>WE HEREBY ASSENT TO THIS PLAN OF SUBDIVISION: FRIENDSHIP SAVINGS AND LOAN</p> <p><i>Joan N. Spermo</i> JOAN N. SPERMO - TRUSTEE</p> <p><i>W. Robert Wolfe</i> W. ROBERT WOLFE - TRUSTEE</p>		<p align="center">PLAT No 14680</p> <p align="center">VICINITY MAP SCALE: 1"=2000'</p>									
<p align="center">SURVEYORS CERTIFICATE</p> <p>I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF ALL THE LAND CONVEYED BY RUTH E. HAWKINS, SURVIVING TENANT BY THE ENTIRETY, TO FRANK P. MURRAY AND MARGARET C. MURRAY, HIS WIFE, BY DEED DATED DECEMBER 28, 1983 AND RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND IN LIBER 6273 AT FOLD 195.</p> <p align="center">JANUARY 27, 1984</p> <p><i>Douglas H. Woods, Jr.</i> DOUGLAS H. WOODS, JR. PROFESSIONAL LAND SURVEYOR NO. 110712</p>		<table border="1"> <tr> <th colspan="2">PLAT TABULATION</th> </tr> <tr> <td>NUMBER OF LOTS</td> <td>= 4</td> </tr> <tr> <td>AREA OF LOTS</td> <td>= 93584 SQ. FT. / 2.1484 AC.</td> </tr> <tr> <td>AREA OF STREET DEDICATION</td> <td>= 5409 SQ. FT. / 0.1268 AC.</td> </tr> <tr> <td>TOTAL AREA OF PLAT</td> <td>= 99193 SQ. FT. / 2.2772 AC.</td> </tr> </table>		PLAT TABULATION		NUMBER OF LOTS	= 4	AREA OF LOTS	= 93584 SQ. FT. / 2.1484 AC.	AREA OF STREET DEDICATION	= 5409 SQ. FT. / 0.1268 AC.	TOTAL AREA OF PLAT	= 99193 SQ. FT. / 2.2772 AC.
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NUMBER OF LOTS	= 4												
AREA OF LOTS	= 93584 SQ. FT. / 2.1484 AC.												
AREA OF STREET DEDICATION	= 5409 SQ. FT. / 0.1268 AC.												
TOTAL AREA OF PLAT	= 99193 SQ. FT. / 2.2772 AC.												
<p align="center">FOR PUBLIC WATER AND SEWER ONLY</p> <p>MONTGOMERY COUNTY, MARYLAND DEPT. OF TRANSPORTATION</p> <p>APPROVED <i>MARCH 8, 1984</i> DATE <i>Robert C. Mumpster</i> FOR DIRECTOR</p>		<p align="center">SEVEN LOCKS HILLS</p> <p align="center">10TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND</p> <p align="center">JANUARY 1984 SCALE 1"=60'</p> <p align="center">MACRIS, HENDRICKS AND WITMER P.A. ENGINEERS SURVEYORS 15209 FREDERICK ROAD ROCKVILLE, MARYLAND 20850 (301) 340 - 8705</p>											
<p align="center">MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION MONTGOMERY COUNTY PLANNING BOARD</p> <p>APPROVED <i>February 23, 1984</i> DATE <i>Norman L. Cristelli</i> CHAIRMAN</p> <p align="center">M.N.C.P. & P.C. RECORD FILE NO. 552-24</p>		<p align="center">FILED</p> <p align="center">RECORDED PLAT BOOK PLAT NO.</p> <p align="center">284057/83135600/2120200</p>											

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



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

CURVE DATA						CAPITAL BELTWAY 1-495		PLAT NO 19728	
No	Radius	Delta	Area	Ch. Bearing	Ch. Distance				
1	1400.82	55°41'28"	172.08	S. 86.17°	172.08				

NOTE: THERE SHALL BE NO CLEARING OR GRADING WITHIN THE CONSERVATION BASEMENT SHOWN HEREON.

NOTE: ALL TERMS, CONDITIONS, AGREEMENTS, LIMITATIONS, AND REQUIREMENTS ASSOCIATED WITH ANY PRELIMINARY PLAN, SITE PLAN, PROJECT PLAN OR OTHER PLAN, ALLOWING DEVELOPMENT OF THIS PROPERTY, APPROVED BY THE MONTGOMERY COUNTY PLANNING BOARD ARE INTENDED TO SUPPLEMENT AND NOT BE EXTINGUISHED BY THE RECORDED OF THIS PLAT, UNLESS EXPRESSLY CONTINGENTED BY THE PLAN AS APPROVED THE OFFICIAL PUBLIC FILES FOR ANY SUCH PLAN ARE MAINTAINED BY THE PLANNING BOARD AND AVAILABLE FOR PUBLIC REVIEW DURING NORMAL BUSINESS HOURS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF ALL OF THE LAND CONVEYED BY EVHON M. HINSHATHIGH AND EVHON P. HINSHATHIGH, HIS WIFE, TO THOMAS B. LARSON AND HELEN P. LARSON, HIS WIFE, TENANTS BY THE ENTIRETY, BY DEED DATED NOVEMBER 9, 1992 AND RECORDED IN LIBER 1742 AT FOLIO 287 AND LAND ALSO BEING A RESUBDIVISION OF LOT 8 AS SHOWN ON PLAT ENTITLED "SEVEN LOCKS HILLS" AND RECORDED IN PLAT BOOK 142 AT PLAT 1633 AND ALSO PART OF THE LAND CONVEYED BY ALBERT H. YOUNG, JR. AND BESS G. YOUNG, HIS WIFE, TO THOMAS B. LARSON AND HELEN P. LARSON, HIS WIFE, TENANTS BY THE ENTIRETY, BY DEED DATED DECEMBER 5, 1992 AND RECORDED IN LIBER 1742 AT FOLIO 288; PART OF SAID LAND BEING LOT 18, PREVIOUSLY TITLED LOT 18, HAVING BEEN CONVEYED BY THOMAS B. LARSON AND HELEN P. LARSON, HIS WIFE, TO RANI VARMA AND SONITA PAUL, TENANTS IN COMMON, BY DEED DATED DECEMBER 10, 1994 AND RECORDED IN LIBER 7677 AT FOLIO 611, ALL AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND; THAT PERMANENT PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 50-24(c) OF THE SUBDIVISION REGULATIONS OF MONTGOMERY COUNTY, MARYLAND; THAT THE TOTAL AREA IN THIS PLAN OF SUBDIVISION IS 85,872 SQ. FT. OR 1.9718 ACRES OF LAND.

DATE: 2/3/95
 MARIO E. SIRAYO
 PROFESSIONAL LAND SURVEYOR
 MD. NO. 10883

OWNER'S DEDICATION

WE THOMAS B. LARSON AND HELEN P. LARSON, HIS WIFE, OWNERS OF LOTS 19 AND 20 SHOWN AND DESCRIBED HEREON, AND RANI VARMA AND SONITA PAUL, OWNERS OF LOT 18 SHOWN AND DESCRIBED HEREON, HEREBY, ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND GRANT TO MONTGOMERY COUNTY, MARYLAND, A 50' EASEMENT 50 FEET WIDE ON ALL LOTS, OUTLOTS OR PARCELS ON THIS PLAN ADJACENT, CONTIGUOUS, AND PARALLEL TO THE STREET RIGHT-OF-WAY LINE SHOWN HEREON, A 50' EASEMENT (SHOWN HEREON SHALL BE EXTINGUISHED AFTER ALL REQUIRED PUBLIC IMPROVEMENTS ARE PUTTING IN PLACE) HAVE BEEN LAWFULLY COMPLETED AND HAVE BEEN ACCEPTED FOR MAINTENANCE BY MONTGOMERY COUNTY, MARYLAND, OR OTHER APPROPRIATE PUBLIC AGENCY, WE GRANT TO THE PARTIES NAMED IN A DOCUMENT ENTITLED "DECLARATION OF THE IN LIBER 8844 AT FOLIO 497 OF THE ABOVE SAID LAND RECORDS" PUBLIC UTILITY EASEMENTS SHOWN HEREON AS 10' EASEMENTS TO ALL CURRENT AND APPLICABLE REGULATIONS OF ALL FEDERAL, STATE AND LOCAL GOVERNING AGENCIES.

THERE ARE NO SUITS OF ACTION, LEASES, LIENS, MORTGAGES OR OTHERS ON PROPERTY INCLUDED IN THIS PLAN OF SUBDIVISION.

WITNESSES: 3/1/95 Thomas B. Larson
 3/1/95 Helen P. Larson
 3/1/95 Rani Varma
 3/1/95 Sonita Paul

THE PURPOSE OF THIS PLAT IS TO ESTABLISH COMMON DRIVEWAY ACCESS FOR LOTS 18 AND 20 TO SEVEN LOCKS ROAD

FILED JUN - 1 1995
 PLAT OF RESUBDIVISION
 LOTS 18, 19 AND 20
 SEVEN LOCKS HILLS
 10TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 SCALE: 1" = 50'

LANDMARK ENGINEERING INC.
 1751 ELTON ROAD, STE. 202 PHONE: (301) 434-9550
 SILVER SPRING, MD. 20903 FAX: (301) 434-7427
 CONSULTING ENGINEERS - PLANNERS - SURVEYORS
 MSA 554 1244-6449 595-89

295242.18486920011097
 DEPARTMENT OF ENVIRONMENTAL PROTECTION
 MONTGOMERY COUNTY, MARYLAND
 APPROVED: MAR 18 1995
 FOR DIRECTOR: [Signature]

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
 MONTGOMERY COUNTY PLANNING BOARD
 APPROVED: MAR 18 1995
 [Signature]

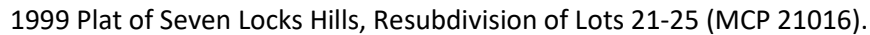
DEPARTMENT OF TRANSPORTATION
 MONTGOMERY COUNTY, MARYLAND
 APPROVED: [Signature]
 DIRECTOR: [Signature]

RECORDED: [Signature]
 PLAT BOOK: [Signature]
 PLAT NO: [Signature]

ANNEPHIC RECORD FILE NO: 595-89 295242

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

**7700-7718 Cindy Lane (evens only), 8505-8803 Seven Locks Road (odds only),
8311-8501 Old Seven Locks Road (odds only)
Bethesda, Montgomery County, Maryland**



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

Inventory No M: 29-71

Name Seven Locks Hills
Continuation Sheet

Number Photos Page 1



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



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

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

Inventory No M: 29-71

Name Seven Locks Hills
Continuation Sheet

Number Photos Page 2



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



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

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

Inventory No M: 29-71

Name Seven Locks Hills
Continuation Sheet

Number Photos Page 3



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



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

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

Inventory No M: 29-71

Name Seven Locks Hills
Continuation Sheet

Number Photos Page 4

PHOTO LOG

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

Photographs inserted on continuation sheets.

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

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

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

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

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

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

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Seven Locks Manor Inventory Number: M: 29-74
Address: 8800-8815 Earl Court, 7707 Cindy Lane, 8801 Seven Locks Road Historic District: Yes
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Falls Church
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GP21
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Katherine Watts Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

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

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

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

Description:

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

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

Historic Context:

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

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

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

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

Evaluation:

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

Seven Locks Manor is a small-scale planned residential neighborhood constructed close to other suburban development in Montgomery County. The development did not introduce design innovations and does not demonstrate significant associations with exurban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developers involved in the platting of Seven Locks Hills had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

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

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

References:

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

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

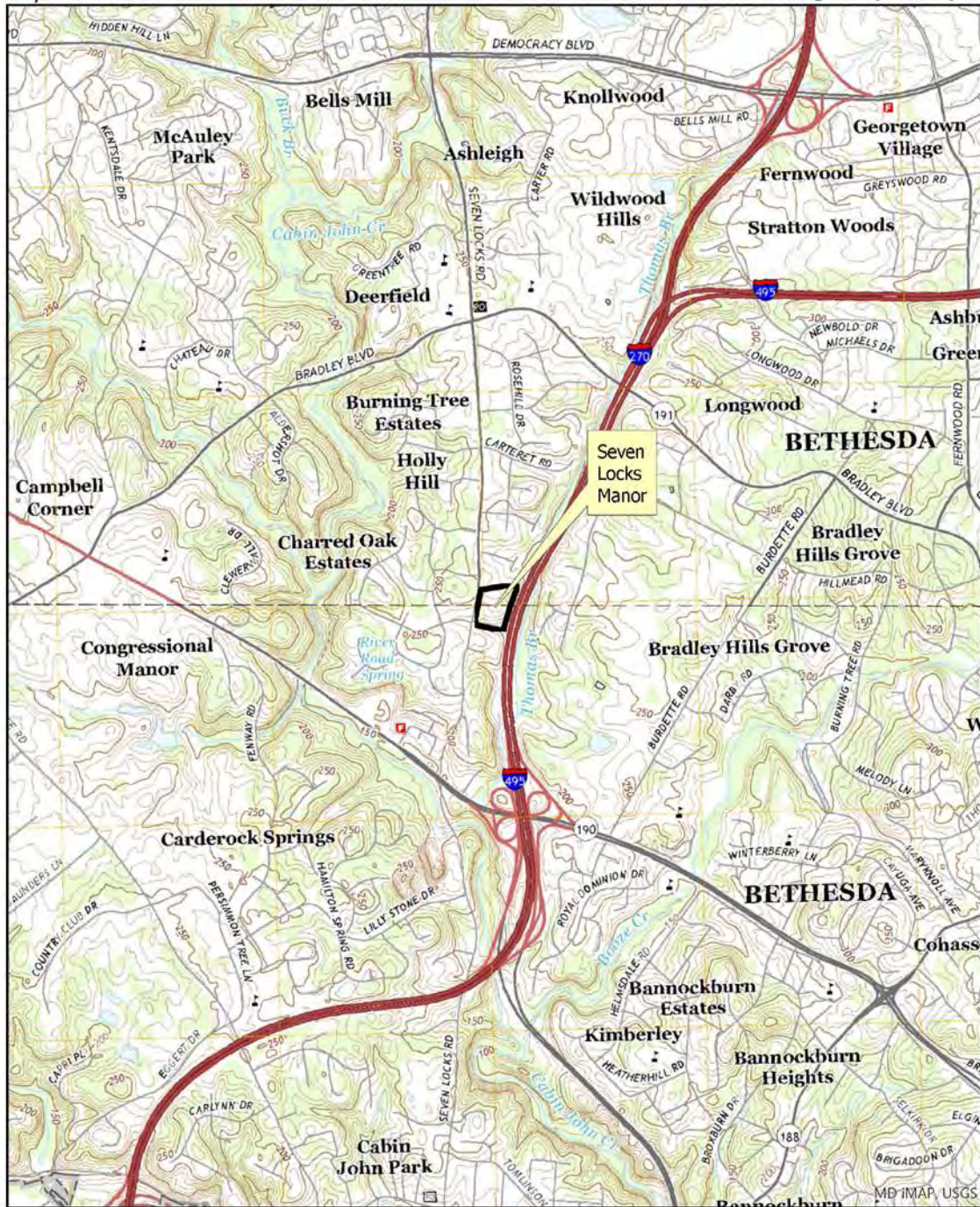
Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net>

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

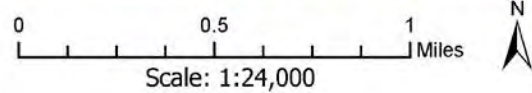
Seven Locks Manor

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

Montgomery County



USGS 7.5' Quadrangle - Falls Church

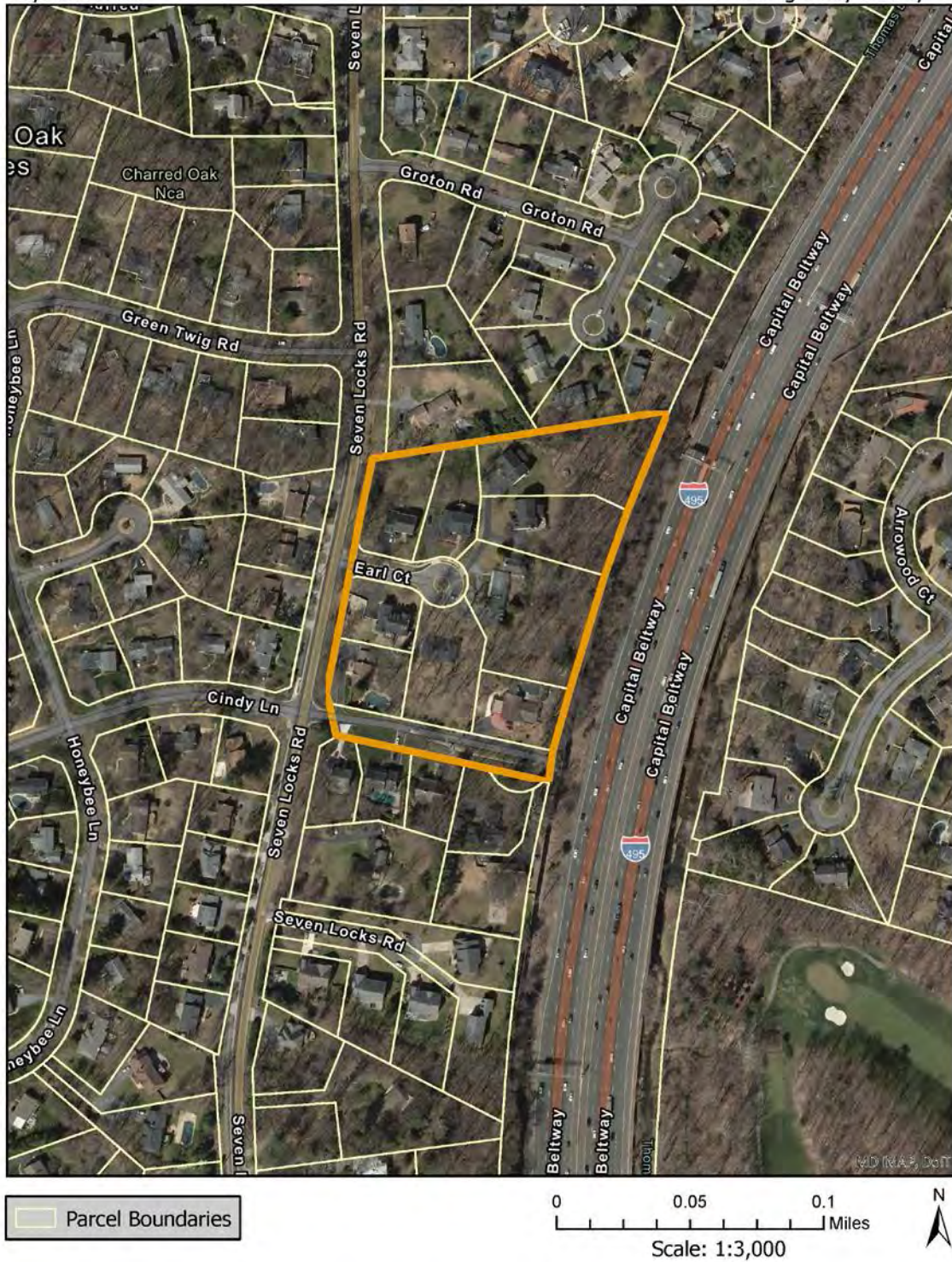


Seven Locks Manor

Location: 8800-8815 Earl Court, 7707 Cindy Lane, 8801 Seven Locks Road

City: Bethesda

Montgomery County



PHOTOGRAPHS



View of 7707 Cindy Lane, looking northeast.



View of 8811 Earl Court, looking south.

PHOTOGRAPHS



View of 8815 Earl Court, looking east.



View of 8801 Earl Court, looking south.



8801 Seven Locks Road, southwest oblique.



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

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-10-01**

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

File Format: **M: 29-74_2018-10-01_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 7707 Cindy Lane, looking northeast.

02.tif

View of 8811 Earl Court, looking south.

03.tif

View of 8815 Earl Court, looking east.

04.tif

View of 8801 Earl Court, looking south.

05.tif

8801 Seven Locks Road, southwest oblique.

06.tif

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

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

Property Name: Seven Locks Plaza (Potomac Woods Plaza)

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

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 0000

Tax Map Number: GQ23

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jean M. Cascardi

Date Prepared: Mar 14, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

1073 to 1097 Seven Locks Road

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

Seven Locks Plaza (Potomac Woods Plaza)

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

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

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

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

350 Fortune Terrace

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

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

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

Seven Locks Plaza (Potomac Woods Plaza)

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

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

Seven Locks Plaza is an undistinguished and altered example of a mid-twentieth-century strip center commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the buildings have been modified with changes to the façades and have therefore lost integrity of design, materials, and workmanship. In addition, the resource does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses approximately 5.33 acres and is confined to the current tax parcel which is found on the Montgomery County Tax Map GQ23, Parcel 0000 (2018).

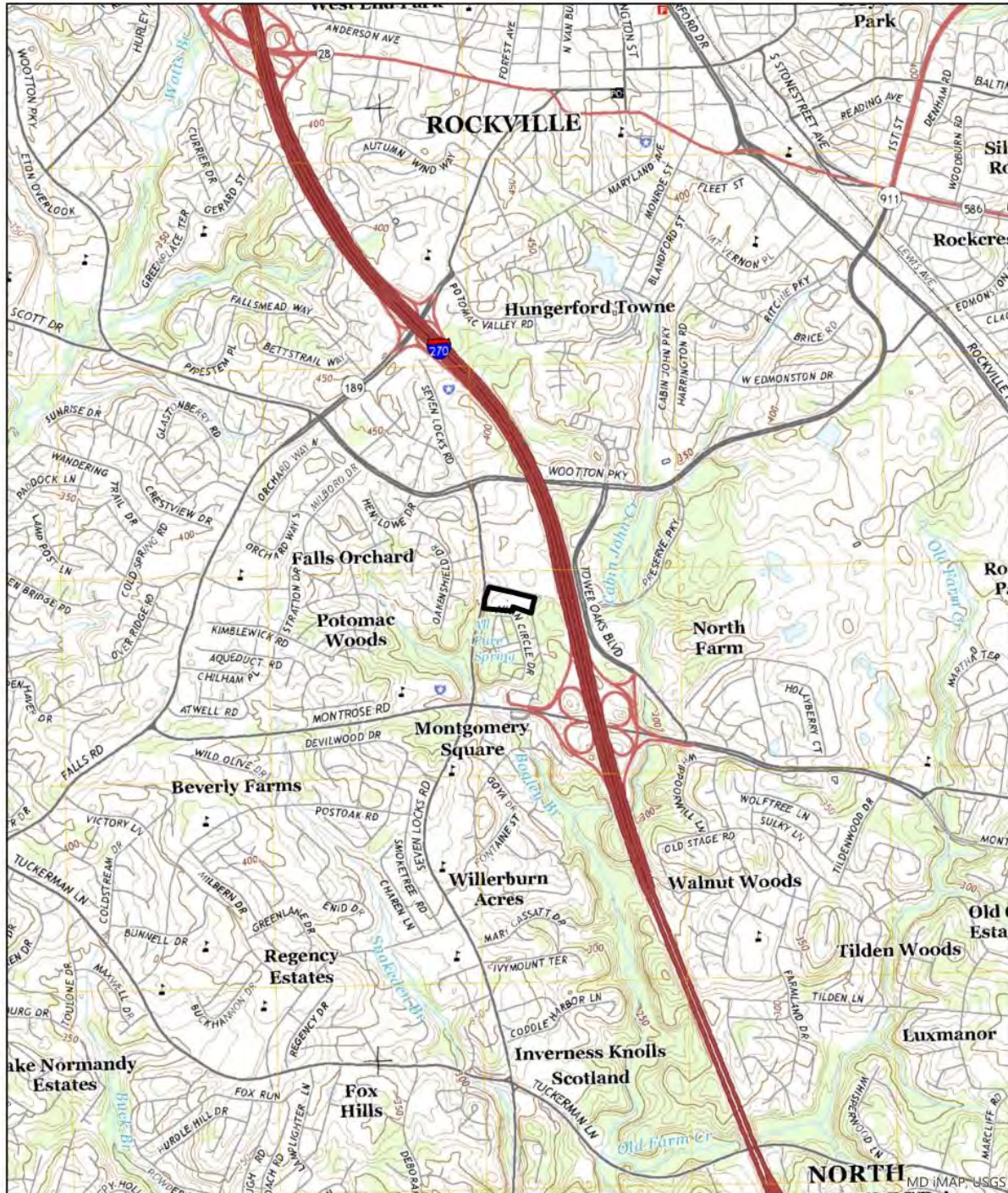
Seven Locks Plaza (Potomac Woods Plaza)

Seven Locks Plaza (Potomac Woods Plaza)

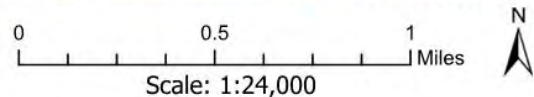
Montgomery County

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

City: Potomac



USGS 7.5' Quadrangle - Rockville



Seven Locks Plaza (Potomac Woods Plaza)



1073 to 1097 Seven Locks Road west portion facade



1073 to 1097 Seven Locks Road east portion facade

Seven Locks Plaza (Potomac Woods Plaza)



350 Fortune Terrace facade

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Shady Grove Development Park, Parcel 2

Inventory Number: M: 20-50

Address: 15801-15813 Gaither Drive/9200-9232 Gaither Road

Historic District: No

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Shady Grove Development Park, LLP

Tax Account ID: 09-01753543

Tax Map Parcel(s): N512

Tax Map: FS52

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

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

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

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

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

Architectural Description

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

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

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

Historic Context

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

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

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

Eligibility Determination

Shady Grove Development Park, Parcel 2, was evaluated for significance in accordance with the Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for eligibility under Criterion D.

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

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

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

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

References

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

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

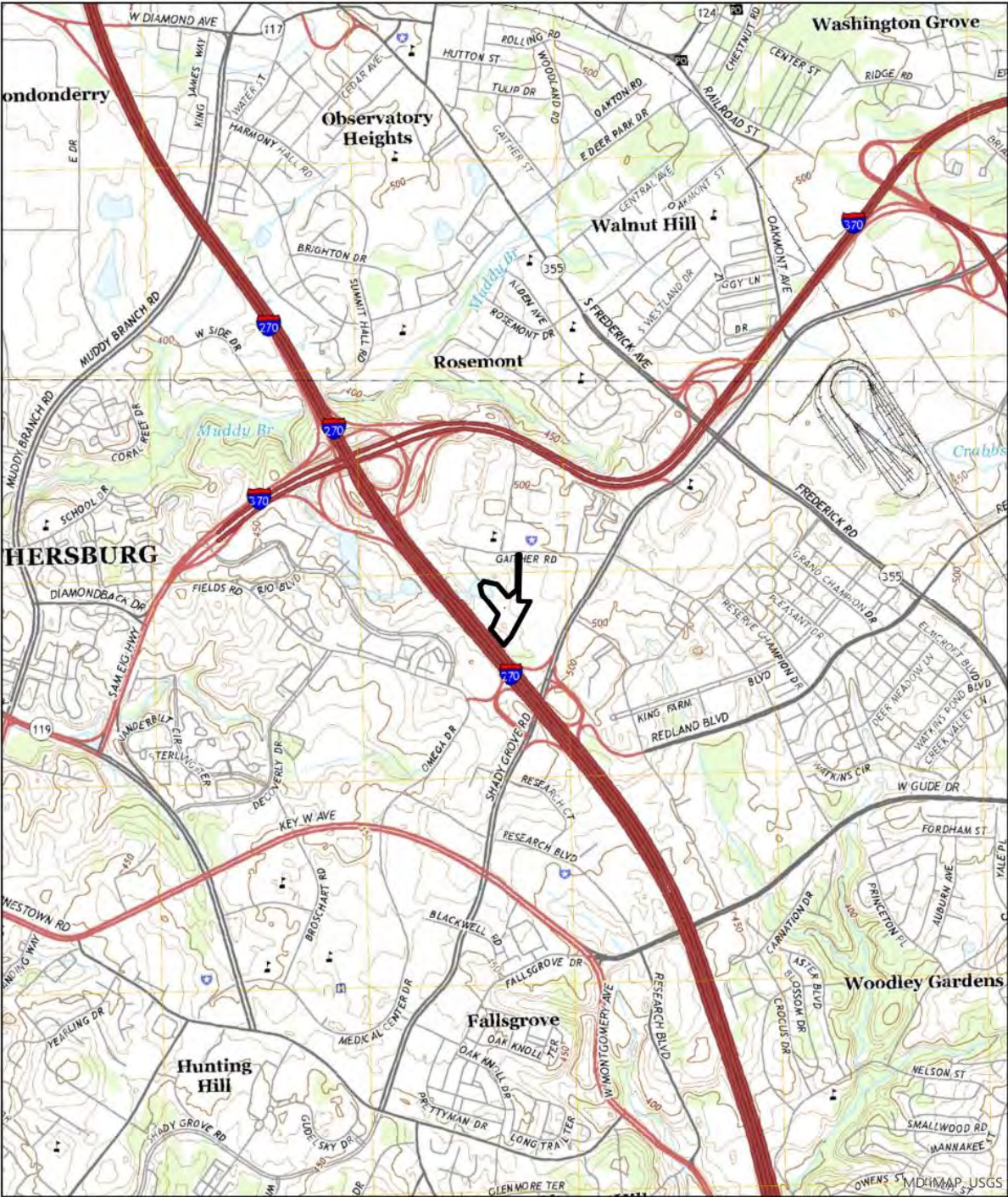
NETROnline. 2019. "Historic Aerials." Accessed March 8, 2019. <https://www.historicaerials.com/viewer>.

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

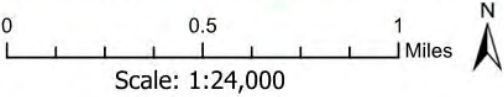
Shady Grove Development Park, Parcel 2

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

Montgomery County
City: Gaithersburg

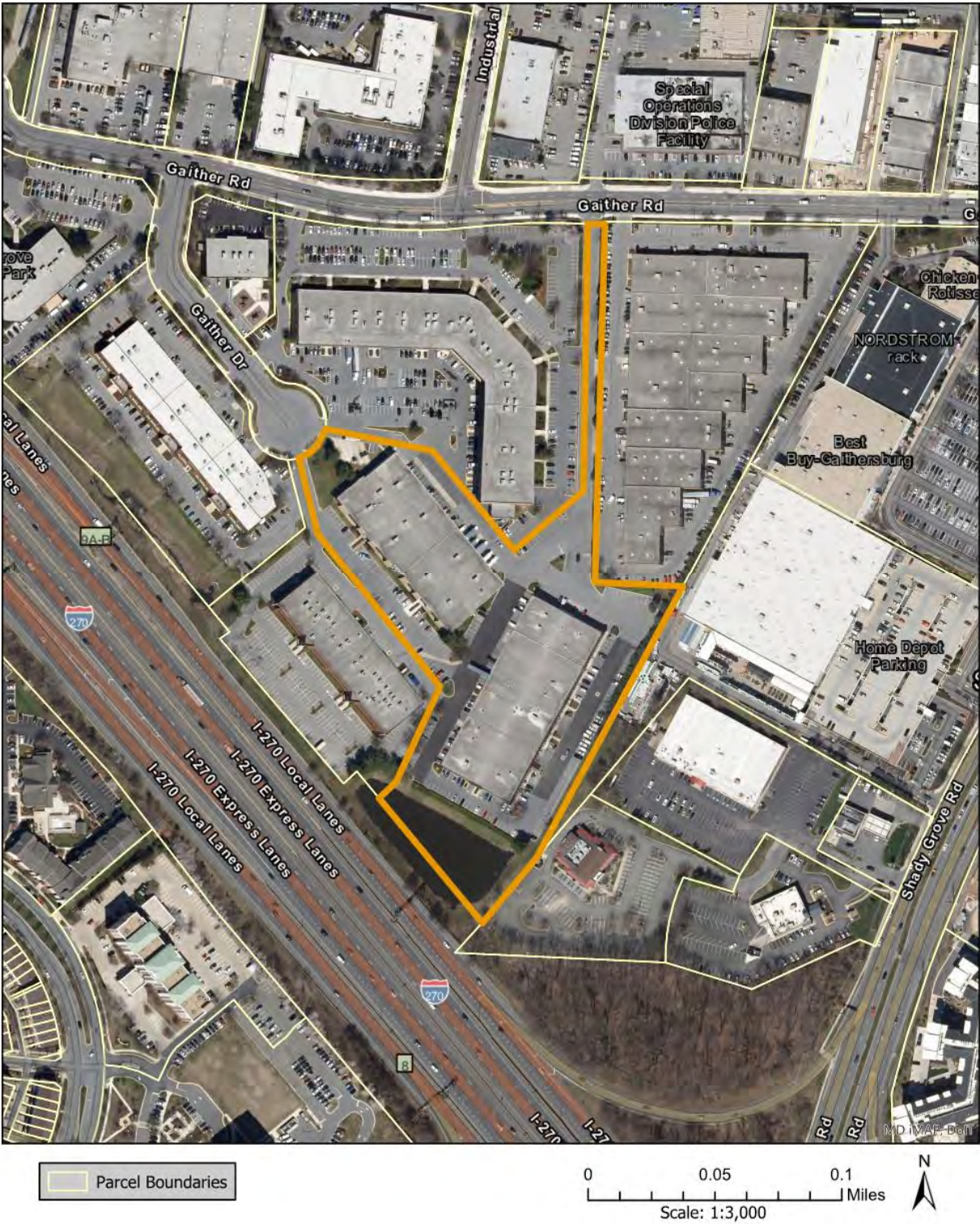


USGS 7.5' Quadrangle - Rockville



Shady Grove Development Park, Parcel 2
Location: 15801-15813 Gaither Drive/9200-9232 Gaither Road

Montgomery County
City: Gaithersburg





Northwest building, southwest and southeast elevations, looking north.



Northwest building, southeast and northeast elevations, looking west.



Southeast building, northwest and northeast elevations, looking south.



Southeast building, southeast elevation, looking north.



Southeast building, southwest elevation, looking north.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Heather Staton**

Date of Photographs: **2018-09-30**

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

File Format: **M: 20-50_2018-09-30_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Northwest building, southwest and southeast elevations, looking north.

02.tif

Northwest building, southeast and northeast elevations, looking west.

03.tif

Southeast building, northwest and northeast elevations, looking south.

04.tif

Southeast building, southeast elevation, looking north.

05.tif

Southeast building, southwest elevation, looking north.

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

Property Name: Sheehy Ford of Marlow Heights

Address: 5000 Auth Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0088

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 26, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

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

Sheehy Ford of Marlow Heights

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

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

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

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

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

Sheehy Ford of Marlow Heights

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

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

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

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

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

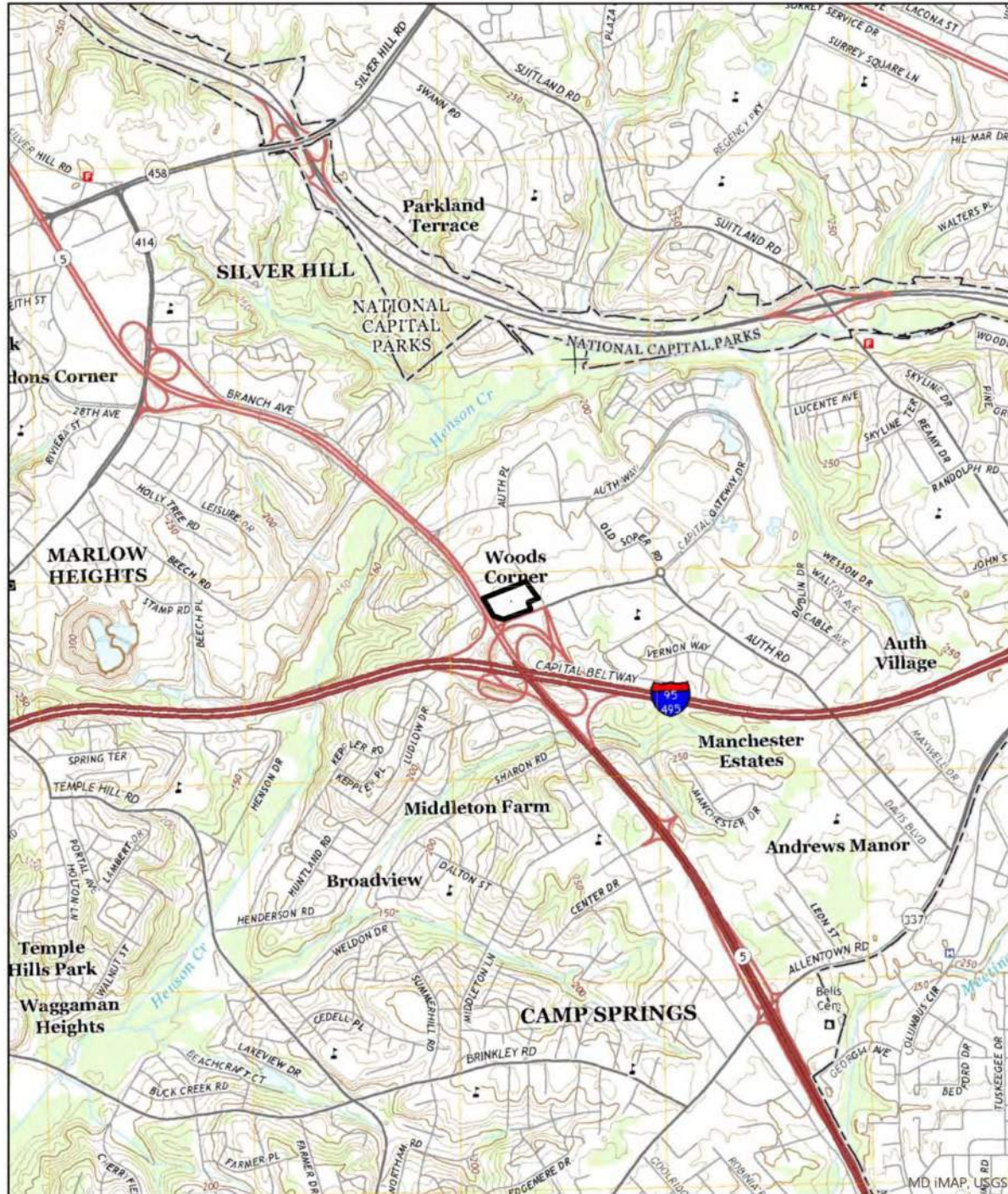
Sheehy Ford of Marlow Heights

Sheehy Ford of Marlow Heights

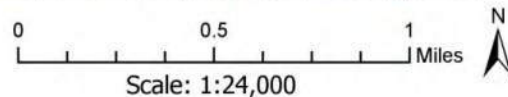
Location: 5000 Auth Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Sheehy Ford of Marlow Heights



Showroom southwest facade and southeast elevation



Service center southeast elevation

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

Property Name: Shell Gas and Service Station (Gaithersburg)

Address: 15730 Shady Grove Road

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N589

Tax Map Number: FS562

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: Oct 16, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

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

NR-ELIGIBILITY REVIEW FORM

Shell Gas and Service Station (Gaithersburg)

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

The Shell Gas and Service Station (Gaithersburg) is an altered example of a twentieth-century commercial type common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by a signage fascia and new exterior cladding. Because of these changes, the property has lost its integrity of design and materials. The Shell Gas and Service Station (Gaithersburg) does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.73 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS562, Parcel N589 (2019).

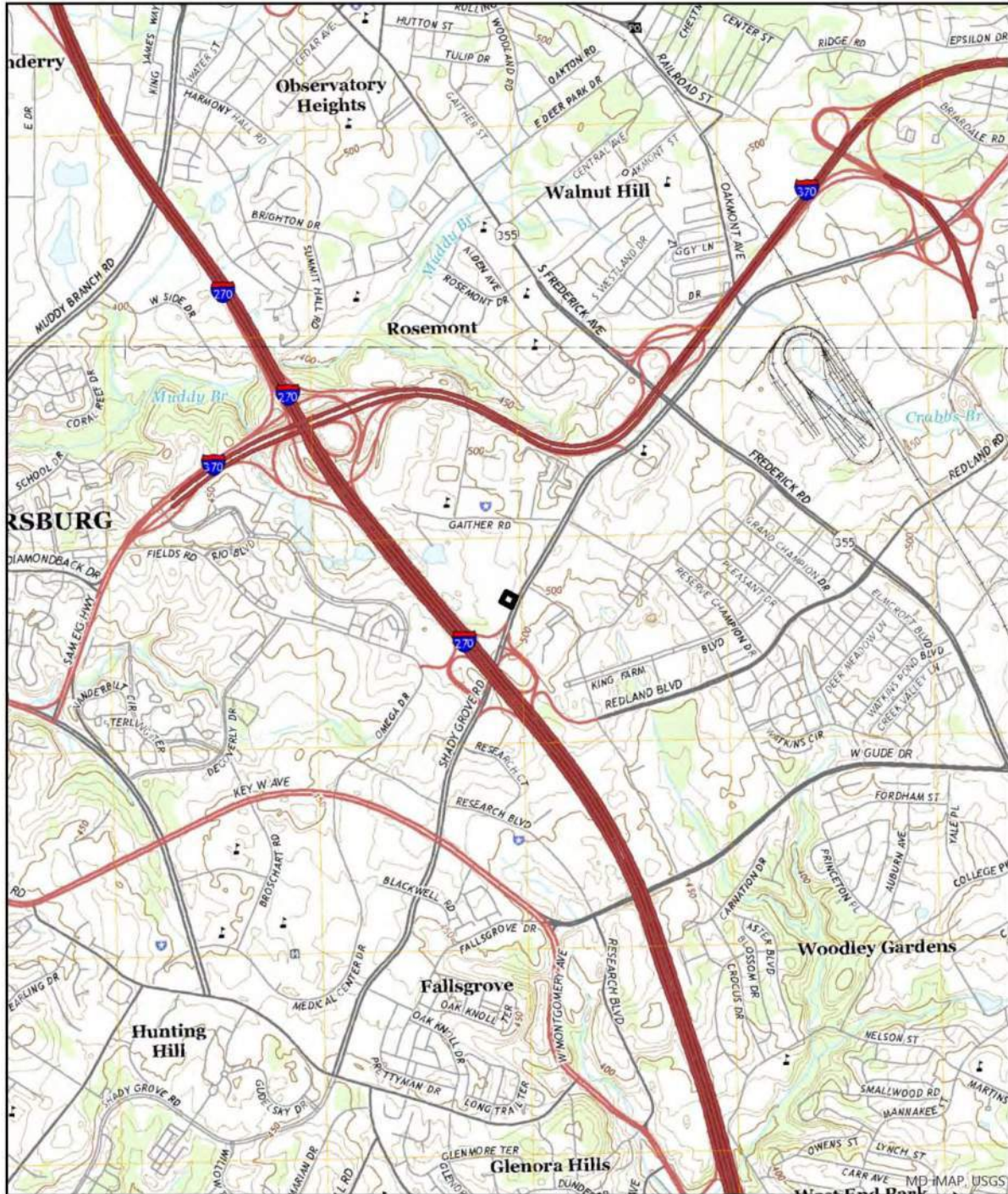
Shell Gas and Service Station (Gaithersburg)

Shell Gas and Service Station (Gaithersburg)

Location: 15730 Shady Grove Road

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000

Shell Gas and Service Station (Gaithersburg)



Oblique, looking northwest.



Oblique, service station, looking southwest.

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

Property Name: Shell Gas and Service Station (Rockville)

Address: 1250 W. Montgomery Avenue

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N865

Tax Map Number: GR123

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: Oct 16, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

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

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

Shell Gas and Service Station (Rockville)

brick cupola with a pyramidal roof.

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

The Shell Gas and Service Station (Rockville) is an altered example of a basic mid-twentieth-century commercial property common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by a signage fascia along the pump canopy and replacement windows and doors. The Shell Gas and Service Station (Rockville) does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.91 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR123, Parcel N865 (2019).

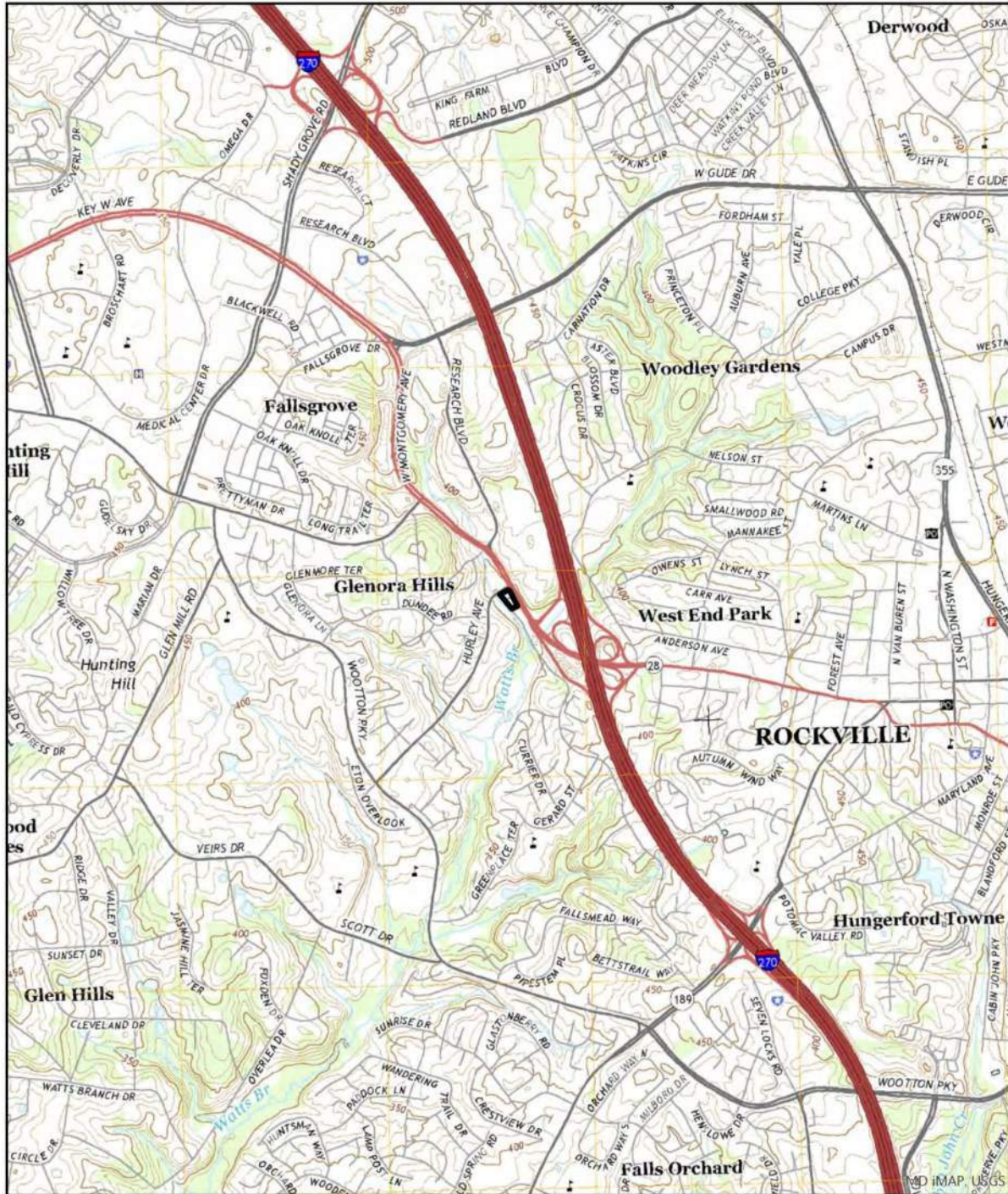
Shell Gas and Service Station (Rockville)

Shell Gas and Service Station (Rockville)

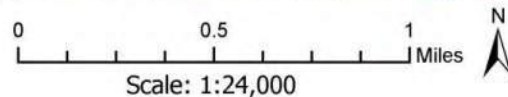
Location: 1250 W. Montgomery Avenue

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville



Shell Gas and Service Station (Rockville)



South elevation, station and canopy, looking north.



Oblique, service station, looking northwest.

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

Property Name: Shell Service Station and Strip Center

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

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): Multiple

Tax Map Number: KP123

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: Oct 16, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

The commercial property at 10201-03 New Hampshire Avenue (MD 650) includes a one-story gas and service station and small one-story strip center. The buildings occupy a 1.3-acre parcel north of Powder Mill Road and I-495 in Montgomery County. According to state tax data, the property was constructed in 1959. The station occupies the southern end of the parcel at the intersection of New Hampshire Avenue, Greenacres Drive, and Powder Mill Road. It consists of a south-facing, side-gabled service building and convenience store with a flat-roofed pump canopy to the south. The station is surrounded by asphalt paving, with concrete paving at the gas pumps. The strip center, facing east along New Hampshire Avenue, is a flat-roofed, L-shaped building fronting an asphalt parking lot, with additional asphalt-paved parking behind the building, to the east. The property is accessed by entrances on New Hampshire Avenue and Greenacres Drive. Sidewalks are present along New Hampshire Avenue and Powder Mill Road, and a landscaped area with grass and trees occupies the southern end of the parcel.

The side-gabled service station, facing south toward the intersection of New Hampshire Avenue and Powder Mill Road, is faced with ribbed concrete panels. The five-bay façade includes an aluminum-framed storefront with a glazed single-leaf entrance and plate-glass windows in the west bay. Four vehicle bays with overhead doors occupy the east bays. The west elevation holds two flush metal doors with transoms; the north transom, above the restroom, has been covered. The south elevation is a blind wall. A signage fascia wraps around the building's roofline at the east, south, and west

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Shell Service Station and Strip Center

elevations. The gabled roof is finished with asphalt-composition shingles and features chimney-like projections at the gable ends. The pump canopy, featuring a wraparound signage fascia, shelters four two-sided pumps and is supported on four rectangular, ribbed-concrete-panel-clad columns. A gable-roofed shed with T1-11 siding is located near the service station's east elevation. A pylon sign with digital gas prices stands along New Hampshire Avenue at the southwest end of the parking lot.

The four-bay strip center, facing west, is a flat-roofed, brick building with a corniced sidewalk canopy supported on square wood columns. The three west bays hold similar aluminum framed storefronts with single-leaf glazed doors and plate-glass windows. Signs are placed along the cornice and above the roof. The south bay has been modified with an enlarged aluminum-framed storefront and extended signage fascia, eliminating the sidewalk canopy. The central entrance, comprising glazed, double-leaf doors, is flanked by plate-glass windows. False quoins are affixed to the corners of the storefront. The north elevation features a drive-up window, and service entrances are located along the east (rear) elevation. A single pole sign advertising the primary tenant, a 7-Eleven, stands at the west edge of the parking lot along New Hampshire Avenue.

The landscaped area south of the gas and service station includes two signs for the Hillandale community. The more prominent sign, facing south along New Hampshire Avenue, consists of a pyramidal-capped brick pier with a curved, sloping wall and raised letters spelling "Hillandale." To the north is a smaller post-and-rail sign with "Hillandale" on the top rail in incised letters. A small water pump stands between the two signs near the sidewalk.

The Shell Station and Strip Center is an altered example of a basic mid-twentieth-century commercial property common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the buildings have been modified by window removal and replacement, additions, and new exterior materials. The Shell Gas and Service Station (Rockville) does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

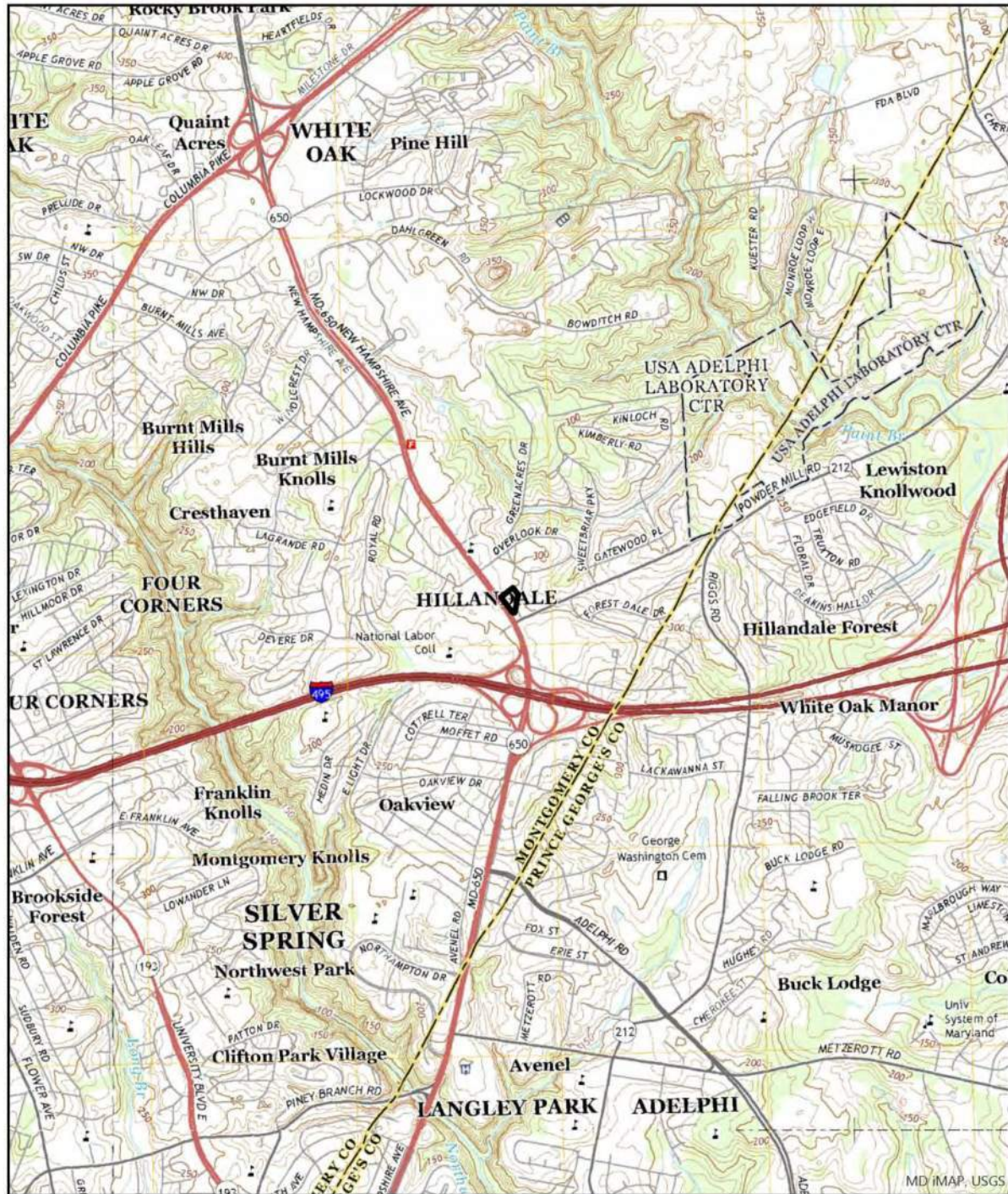
The boundary for the property encompasses 1.3 acres and is confined to the current property tax parcels which are found on Montgomery County Tax Map KP123 (2019).

Shell Service Station and Strip Center**Shell Service Station and Strip Center**

Location: 10201-03 New Hampshire Avenue

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles
Scale: 1:24,000

Shell Service Station and Strip Center



Overview of Shell Service Station, Looking NW from Greenacres Drive



West oblique, strip center, with service station to the south

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Sheraton Potomac Inn

Address: 3 Research Court

City: Gaithersburg

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s):

Tax Map Number: FS61

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Oct 14, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

Originally called the Sheraton Potomac Inn, built ca. 1975, the property remains a hotel and is now a Radisson. It sits on the northeast side of Research Court, surrounded by other commercial development. The front of the 5.325-acre parcel is dominated by the large, square hotel building and surrounding parking. The northeast end of the parcel has mature trees which screen the remainder of the property from I-270 to the northeast. An outdoor pool area sits just southeast of the hotel and is bordered by a hedge. Other utility buildings are located on the opposite side of the building and enclosed by a wood fence.

The hotel building is three stories with a flat roof and exterior walls faced with synthetic stucco. Aerial photographs indicate that the center of the building has an interior, enclosed courtyard lit by a large, multi-light skylight. Windows are predominately four-light ribbon with metal sash. Fenestration is similar on all elevations: rows of ribbon windows on each story, each bay delineated by thin, engaged columns that rise the height of the building. Between the first and second story, vertically ribbed concrete spandrel panels adorn the building; on the south and east elevations, an additional metal panel is located above the concrete panel and between the second and third stories.

The main (south) façade is fourteen bays. The rows of window are interrupted by a hipped-roof tower near the east end of the elevation. The primary entrance, covered by a flat-roof port cochere, is located just west of the tower. A

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

Sheraton Potomac Inn

secondary entrance is located on the east elevation, covered by a smaller flat-roof portico.

The Sheraton Potomac Inn is a common example of an late twentieth-century hotel and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 5.325 acres and is defined as Block A, Lot 15 on Montgomery County Tax Map FS61.

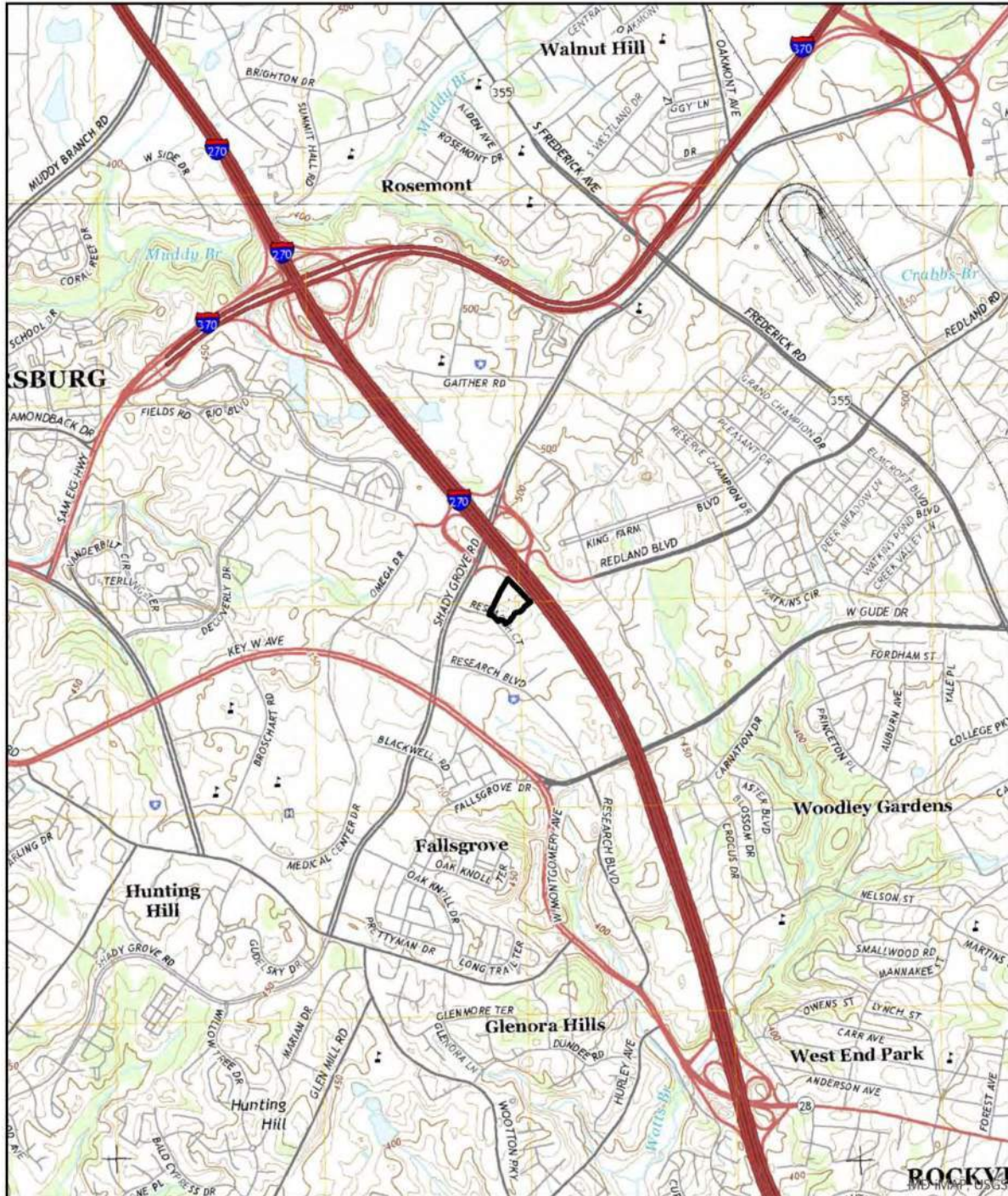
Sheraton Potomac Inn

Sheraton Potomac Inn

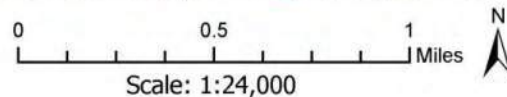
Location: 3 Research Court

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Rockville



Sheraton Potomac Inn



Sheraton Potomac Inn, Southwest Oblique Looking Northeast



Sheraton Potomac Inn, East Elevation Looking North

Sheraton Potomac Inn



Sheraton Potomac Inn, Northeast Oblique Looking Southwest

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Silver Cab of P.G. & Taxi Taxi Dispatch Center

Address: 8316 Ardwick Ardmore Road

City: Hyattsville

Zip Code: 20785

County: Prince Georges

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0005

Tax Map Number: 0052

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 20, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

The property at 8316 Ardwick Ardmore Road in Lanham, Maryland (Prince George's County) is the Silver Cab of P.G. and Taxi Taxi Dispatch Center. The approximately 2.15-acre parcel consists of a brick building along the north side of Ardwick Ardmore Road with two steel canopy structures and a steel pole building to the north. The property is in an industrial area south of US Route 50 and west of I-495.

The brick building, approximately 193 feet long by 44 feet deep, has a flat roof and lacks a clear facade. The building is one-story tall except for a two-story section at the east end, which houses four north-facing garage bays. Most of the south elevation, along Ardwick Ardmore Road, is devoid of openings or adornment, other than a large sign with the business name. Four evenly spaced windows with brick sills occupy the south elevation's west end. Each window is comprised of two hopper units below two fixed sashes. West of the four windows is a recessed entrance located partially below ground level, accessed via concrete steps. A metal railing lines the top of the steps, which are enclosed by brick walls. A cantilevered awning shelters the entrance, which consists of a solid single door with side panels and paneled transom.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Silver Cab of P.G. & Taxi Taxi Dispatch Center

The building's east elevation features a single solid door but is otherwise devoid of openings. At the north elevation, the two-story garage has four vehicle bays and a single pedestrian door. The single door has three horizontal lights. A set of paired metal doors and a single metal door amid a row of seven, evenly spaced windows, each with two hops below vertical rectangle lights, occupy the remainder of the north elevation. The windows have brick sills and brick lintels. The brick building's west elevation has a single metal door with single light set between two windows of the same fenestration pattern found on the other windows on the building.

The first canopy north of the main building has a rectangular footprint almost as long as the brick building. It is constructed of metal beams and set into concrete bases and divided into six bays. An area under the first canopy is enclosed with fencing and barbed wire, and a vacuum on a concrete island is at the east end of the canopy, sheltered by an aluminum awning.

The second canopy north of the main building has a shorter rectangular footprint and has an enclosed east end clad in aluminum siding. The enclosed end has a single vehicle bay on both the south and north elevations, both flanked by sash windows with tape-applied muntin grids. The enclosed end has a single metal door on the east elevation. The canopy section has four bays and a concrete masonry wall at the west end, from which a metal awning extends to the west.

The metal pole building also has a rectangular footprint and side-gabled roof. It has five vehicle bays on its south elevation and two solid metal doors. A shorter, flat-roofed concrete masonry addition is on its west end. The addition has two single doors on its south elevation, a vehicle bay on its west elevation, and a paneled door on the north elevation. The pole building has no openings on its north or east elevations except two louvered vents and a curved exhaust stack on the north elevation.

A contemporary manufactured office trailer is set along the fencing on the west side of the parcel. Historic aerial and topographic maps indicate the property was constructed between 1966 and 1972, including all four buildings.

The Silver Cab of P.G. and Taxi Taxi Dispatch Center is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. Automobile-related businesses are a common property type and this example, which blends functional components of more common forms, is primarily utilitarian in design and does not exhibit distinctive characteristics that would elevate it for listing under Criterion C for architecture. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of Prince George's County Tax Map 0052, Parcel 5, excepting 118 square feet conveyed to Prince George's County. The parcel includes 93,788 square feet (approximately 2.15 acres).

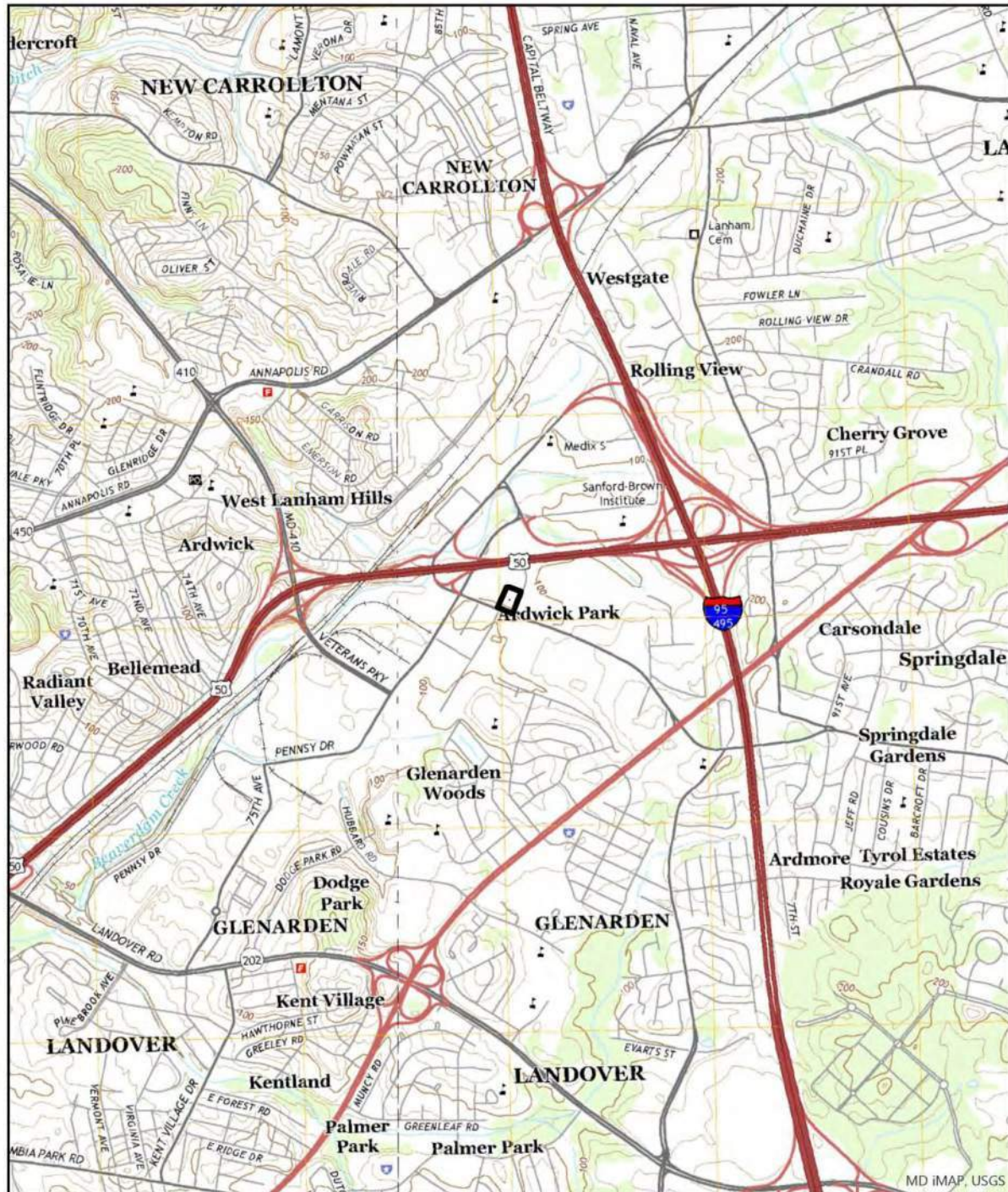
Silver Cab of P.G. & Taxi Taxi Dispatch Center

Silver Cab of P.G. & Taxi Taxi Dispatch Center

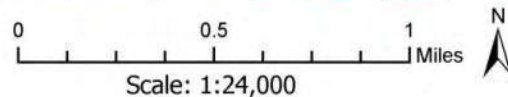
Location: 8316 Ardwick Ardmore Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Silver Cab of P.G. & Taxi Taxi Dispatch Center



View facing northwest towards taxi dispatch center.



View facing southwest towards north elevation of main building.

Silver Cab of P.G. & Taxi Taxi Dispatch Center



View facing south showing relationship of main building, canopies, and pole building.



View facing southeast towards north elevation of main building.

NR-ELIGIBILITY REVIEW FORM

Silver Cab of P.G. & Taxi Taxi Dispatch Center



View facing southwest towards first canopy.



View facing northwest towards second canopy, showing enclosed bay at east end.

Silver Cab of P.G. & Taxi Taxi Dispatch Center



View facing northwest towards south elevation of pole building.



View facing northeast towards west wall of second canopy structure in foreground and concrete masonry addition to pole building in background.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Silver Spring Volunteer Fire Station 16

Address: 111 University Boulevard East

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): N384

Tax Map Number: JP562

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christeen Taniguchi, Jean M. Cascardi

Date Prepared: Mar 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Silver Spring Volunteer Fire Station 16 is a Contemporary fire station, occupying a 0.64-acre parcel surrounded by schools and single-family dwelling neighborhoods. According to state tax data and the Silver Spring Volunteer Fire Department website, the building was constructed in 1968. It is oriented on an approximately north-south axis. Constructed on a slope, the building is one-story at the north façade and two-stories at the south elevation. The fire station is set back from University Boulevard East and one driveway entrance at the north end of the property accesses the road. Immediately north of the building is a concrete paved area, bordered by a concrete wall with metal railing, and east and south are asphalt parking lots. The parcel includes light standards, fuel pumps, and storage sheds. There is a small fire station sign board, with a gabled roof, located on an adjacent parcel along the road.

The rectangular plan building consists of a one-story office portion at the northeast corner, with taller garage portions to the west and south; the south garage portion includes the fire fighters' living quarters. The building

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Silver Spring Volunteer Fire Station 16

is clad in tan brick, with synthetic stucco surfacing bordering the roofline. The office and south garage portions have flat roofs, while the north garage portion has a very low-pitched gable roof. The roof has two access structures, including one located at the east elevation and incorporated into a projecting portion of the east elevation. This access structure is clad with the same brick as the building, including a vented opening made of brick and three-dimensional letters spelling out "SILVER SPRING VOLUNTEER FIRE DEPARTMENT" at the east elevation; this access structure is sheltered by a very low-pitched gabled roof.

The office entrance is at the façade and consists of a single metal and glass door that faces onto a concrete landing with tubular metal handrail and has a transom; plate glass windows, with spandrel panels below, wrap around to the east elevation. The office portion's east elevation has single vinyl double-hung sash windows with synthetic stucco panels above and below. A metal flagpole is mounted on this elevation.

The north elevation has three metal garage doors, sized to accommodate emergency vehicles. The west elevation has single metal doors and two vinyl fixed sash windows.

The south garage portion's east elevation contains four single vinyl fixed sash windows at the first story and four single vinyl double-hung sash windows, with synthetic stucco panels above each window. The south elevation has two metal garage doors, a single metal door and a single vinyl fixed sash window. A single metal door at the second story is accessed by a metal covered staircase. The second story also has two single vinyl double-hung sash windows, as well as a horizontal fixed single sash window. The west elevation has four blind tall and recessed synthetic stucco panels, with a stucco panel above; this elevation also has a single metal door and a metal staircase accessing the roof.

Silver Spring Volunteer Fire Station 16 is an undistinguished example of a mid-twentieth-century fire station found through Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While windows and doors have been replaced, the resource retains integrity. However, it does not represent the work of a master or possess high artistic values and is not eligible for the NRHP Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.64 acres and is confined to the current county tax parcel which is found on Montgomery County Tax Map JP562, Parcel N384.

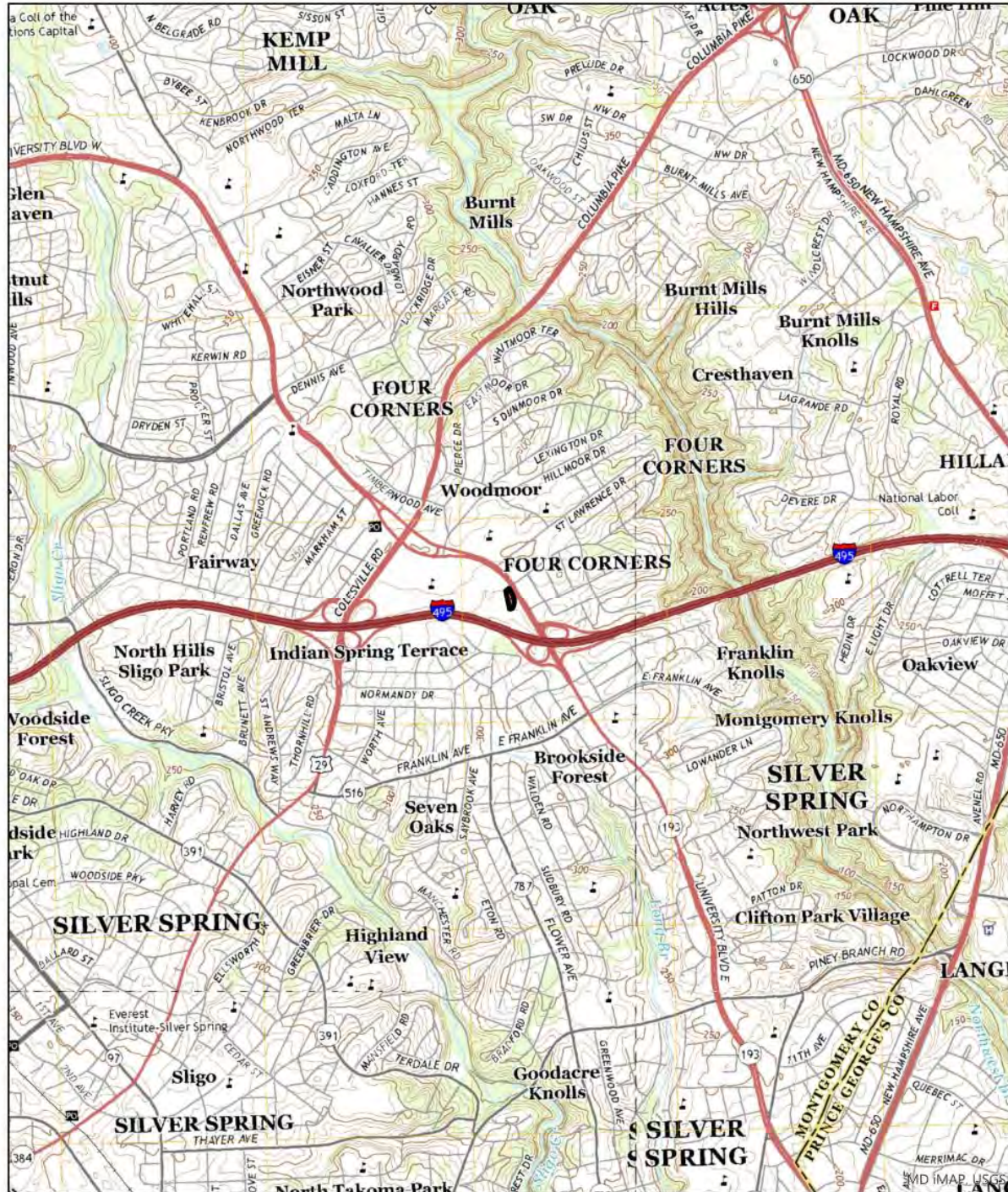
Silver Spring Volunteer Fire Station 16

Silver Spring Volunteer Fire Station 16

Location: 111 University Boulevard East

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000

Silver Spring Volunteer Fire Station 16



North facade and east elevation



South elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Silver Valley

Inventory Number: PG:76A-64

Address: North of I-495, east of Branch Avenue, south of Auth Road

Historic District: Yes

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0098

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: May 21, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Silver Valley is a planned residential neighborhood situated on the north side of I-495, east of Branch Avenue, and south of Auth Road in a part of Suitland known as Camp Springs. It is bounded on the south by I-495, on the west by Silver Valley Way and the Darcey Estates subdivision, on the north by Auth Road, and on the east by an abandoned farm property. The 21.2-acre resource includes 48 single-family dwellings with consistent setbacks on lots ranging between 0.22 and 0.65 acre. Curvilinear streets are 50 feet wide and largely devoid of curbs and sidewalks. Stretches of narrow concrete sidewalks and concrete curbs line Silver Court and select portions of Vernon Way and Silver Valley Way. Streetlights consist of standard lamp arms attached to telephone poles and short metal posts topped by Colonial Revival-style lanterns along existing sidewalks. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, mature trees, and some fenced yards. Secondary buildings such as small storage sheds are associated with more than half of the houses, while detached garages are less common.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Silver Valley contains 48 single-family dwellings largely built between 1940 and 1982 in Two-Story Massed, Minimal Traditional, Cape Cod, Transitional Ranch, Ranch, and Split-Foyer forms. One outlier is the John Mulloy House (PG:76A-29) at 6515 Auth Road, built circa 1900 in a traditional I-house form with a central gable at the façade. Three Two-Story Massed houses located at 5104, 5105, and 5107 Oakland Way (PG:76A-43), likely constructed in the 1940s, may pre-date the property's formal subdivision but were readily incorporated into its design. These four resources and the Cape Cod dwelling known as the Linda Holmes House (PG:76A-30) at 5114 Oakland Way have been recorded in the Maryland Inventory of Historic Properties and were previously found not eligible for individual listing on the National Register of Historic Places (NRHP).

The models and stylistic features of the houses in Silver Valley vary widely. Ranch houses and Split-Foyer types are the most common, with one Split-Foyer model constructed on 12 neighboring lots in the early 1980s. Most of these dwellings lack a distinct architectural style, but may have Colonial Revival or Neoclassical elements. Houses are one to two stories tall and two to five bays wide. Depending on the slope of the terrain, dwellings may include garages or full basements, commonly clad in a brick veneer. At the upper levels, exterior cladding includes stretcher-bond, American-bond, or painted brick veneer; aluminum, T1-11, or vinyl siding; or a combination of these materials. Rooflines are overwhelmingly side gabled, some with projecting front-gabled bays at one end of the façade, all of which are sheathed in asphalt shingles. Some Minimal Traditional and Ranch houses feature an interior brick chimney or exterior-end brick chimney set along a side elevation.

Primary entrances are located near the center of the façade and commonly filled by a single-leaf wood or metal door accessed by a brick or concrete stoop. A few entries are highlighted by a wood or metal surround with Colonial Revival characteristics like pediments, pilasters, or paneled sidelights. A majority of the windows throughout this subdivision are replacement units. Where present, original windows are two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed, double-hung sashes. One original wood-framed, multi-light, bay window remains at 5112 Silver Valley Way. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters. The older I-house, Two-Story Massed, and Minimal Traditional houses have a full or partial-width porch across the façade. Most Ranch and Split-Foyer dwellings have attached carports or built-in garages for one or two vehicles. A small number of detached garages appear to be original.

Additions to houses are not common, but include small-scale additions to a rear elevation. Modifications commonly include the introduction of replacement materials like new vinyl-framed windows and vinyl siding, as well as the conversion of carports or garage bays into additional living space.

Historic Context:

Residential development in the area of Suitland known as Camp Springs was sparked by the expansion of the federal government in the early 1940s, by the construction of Camp Springs Air Base, now Joint Base Andrews, and Suitland Federal Center in 1941, and the completion of the Suitland Parkway a few years later. Land speculation occurred rapidly in the following decade with residential subdivisions emerging along Auth Road in the 1950s, established on farm properties previously owned by the Darcey, Soper, and Auth families (Suffness 1997, 8.3).

Silver Valley was one of the earliest subdivisions to appear along Auth Road; it was platted by Lee R. Hendricks and William D. Thomas following their purchase of roughly 42 acres from Alice Everett in January 1946 (Prince George's County Deed Book [PGCDB] 814, 269; Prince George's County Plat Book [PGCPB] BB 12, 43). The circa-1900 John Mulloy House (PG:76A-29) was likely the main house on Everett's farm property. Three circa-1940s dwellings on Oakland Way (PG:76A-43) may pre-date the farm's subdivision, but were more likely the first dwellings constructed in the neighborhood. The Linda Holmes House (PG:76A-30) is also another early Silver Valley dwelling along Oakland Way. This Cape Cod dwelling, the only one of its type in the neighborhood, was built by Clayton P. and Frances Hendricks in 1948 and later purchased by Linda Holmes in 1993 (Sylvester 2018).

Lee R. Hendricks worked with his father-in-law, William D. Thomas, a carpenter and contractor, and other family members to develop Silver Valley over the course of two decades (United States Federal Population Census 1930, 1940). The neighborhood was originally divided into 0.4 to 0.5-acre lots in nine blocks with a street network designed to connect to the surrounding infrastructure and allow for expansion before plans for the construction of I-495 were public information. Land records indicate that Hendricks and Thomas largely sold undeveloped individual lots, or small groupings, often to family members or other small-

scale contractors like George A. Shupp (PGCDB 978, 165; United States Federal Population Census 1940). In 1950, a neighboring property owner turned real-estate developer, Robert Ammann, bought the southwestern half of Silver Valley, later reorganizing it lots as part of the Darcey Estates Section Two subdivision, also known as Andrews Park (PGCDB 1295, 393). In the 1960s, Hendricks, Thomas, and others began reorganizing lots within the subdivision, creating nine additional plats of land in the neighborhood by 1971 (e.g., PGCPB WWW 41, 54; 50, 97; 66, 90). Aerial images indicate that a majority of lots remained undeveloped in the mid-1960s (Nationwide Environmental Title Research [NETR] 1964). Lee R. Hendricks and other family members continued to sell undeveloped Silver Valley lots into the 1970s, while the last houses were not constructed until the early 1980s (NETR 1980, 1981).

No advertisements were found to detail new houses in Silver Valley and no additional information on Hendricks' family members buying and selling property was discovered in association with the local real estate or construction industry. Land records indicate that mortgages of the individuals who purchased lots in the neighborhood prior to 1950 ranged from \$500 to \$950, while those who purchased lots with dwellings were around \$7,500. Hendricks and Thomas regularly borrowed between \$4,500 and \$12,000 using property in Silver Valley as collateral and likely financing the construction of new houses therein (e.g., PGCDB 980, 482; 1512, 183).

Silver Valley is typical of planned residential neighborhoods in the postwar period in Prince George's County. It was subdivided by a small-scale homebuilder and emerged slowly over time to include an array of popular house types and styles. Also similar to other subdivisions established in the 1940s and 50s, Hendricks and Thomas placed restrictive covenants on the neighborhood in 1948 to control the race of any people who might own or occupy lots within in it as well as land use, building size, and sewage and drainage facilities (PGCDB 1010, 276).

Evaluation:

This resource was evaluated as a planned residential neighborhood in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum and NRHP Criteria A, B, and C.

Silver Valley is typical of planned residential neighborhoods from the Modern and Suburban Diversification periods in Maryland and is a common example of its type in Prince George's County. Its design was not innovative or influential, and does not demonstrate significant associations with exurban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in the development of Silver Valley are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's County. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Silver Valley represents a ubiquitous property type in Prince George's County and retains many of the character-defining elements of planned residential neighborhoods from the Modern and Suburban Diversification periods. However, irregular changes to the lot sizes and streetscape features over time, and modifications to a majority of dwellings, including replacement materials, conversion of garages to living space, and some additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because it is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Silver Valley contains 21.2 acres defined by I-495 on the south, on the west by the Andrews Park subdivision, on the north by Auth Road, and on the east by an abandoned farm property. The development includes multiple parcels found on Prince George's County Tax Map 98 (2019).

References:

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Sylvester, Caitlin. 2018. Maryland Historical Trust Determination of Eligibility Form: Linda Holmes House (PG:76A-30). Copy on file with Maryland Historical Trust, Crownsville, Maryland.

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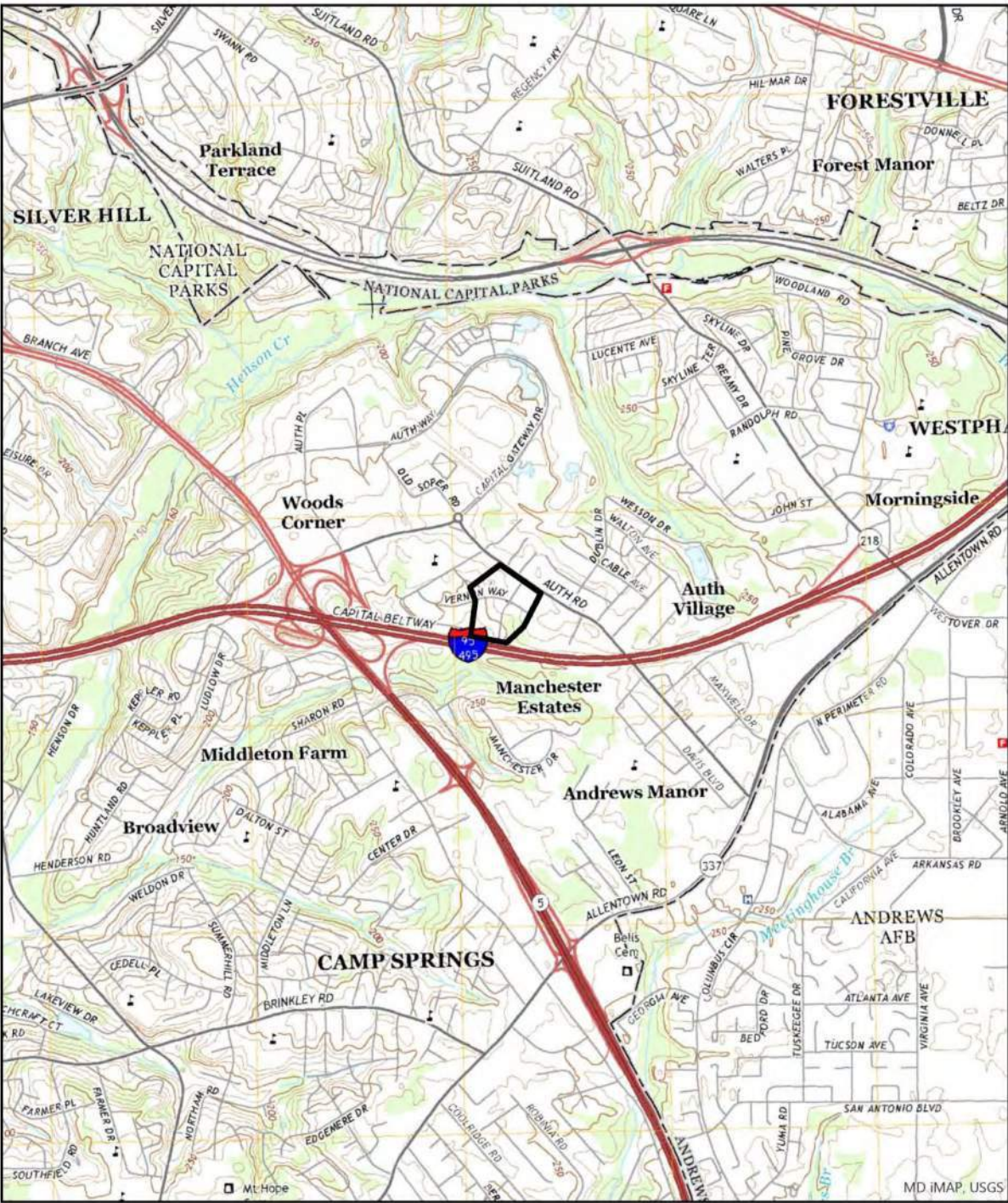
--- 1940. Sixteenth Census of the United States, 1940. National Archives and Records Administration, Washington, D.C. Accessed May 7, 2019. <https://www.ancestry.com>.

Silver Valley

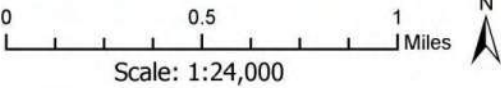
Prince George's County

Location: North of I-495, east of Branch Avenue, south of Auth Road

City: Suitland



USGS 7.5' Quadrangle - Anacostia

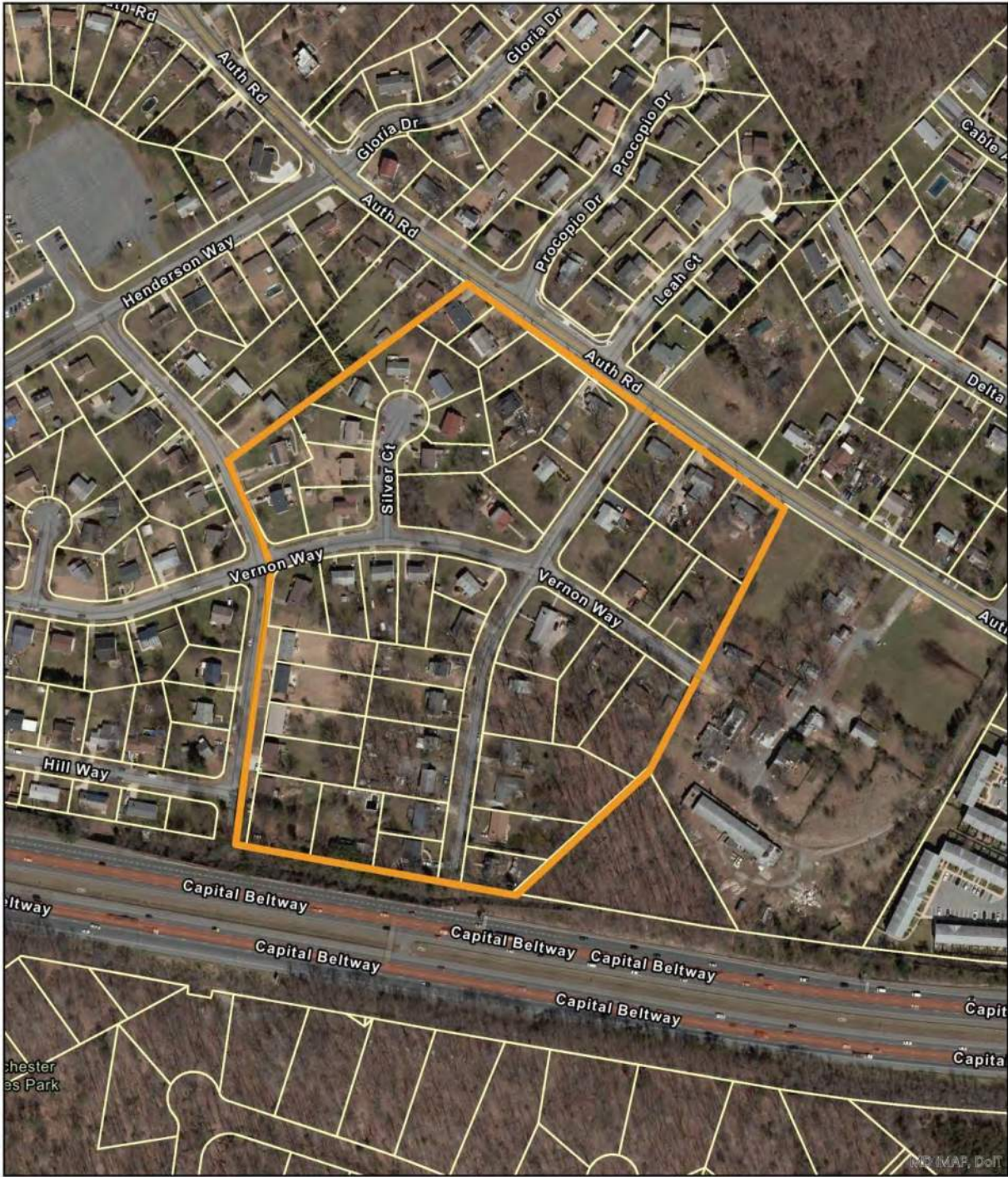


Silver Valley

Prince George's County

Location: North of I-495, east of Branch Avenue, south of Auth Road

City: Suitland



Parcel Boundaries

0 0.05 0.1 Miles
Scale: 1:3,000





Houses at 5701 and 5705 Auth Road, looking southeast.



Southeast oblique of house at 5708 Vernon Way.



View of south elevation of 5600 Vernon Way.



Houses at 5104-5108 Silver Valley Way along east side of road, looking south.



East elevation of house at 5109 Oakland Way (PG:76A-43).



West elevation of Linda Holmes House at 5114 Oakland Way (PG:76A-30).



North elevation of John Mulloy House at 5615 Auth Road (PG:76A-29).



Silver Court streetscape, looking north.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-03-19**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76A-64_2019-03-19_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Houses at 5701 and 5705 Auth Road, looking southeast.

02.tif

Southeast oblique of house at 5708 Vernon Way.

03.tif

View of south elevation of 5600 Vernon Way.

04.tif

Houses at 5104-5108 Silver Valley Way along east side of road, looking south.

05.tif

East elevation of house at 5109 Oakland Way (PG:76A-43).

06.tif

West elevation of Linda Holmes House at 5114 Oakland Way (PG:76A-30).

07.tif

North elevation of John Mulloy House at 5615 Auth Road (PG:76A-29).

08.tif

Silver Court streetscape, looking north.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Snapbox Self-Storage

Address: 5061 Beech Place

City: Temple Hills

Zip Code: 20748

County: Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): Block B, Lot 14 of Plat A-9111

Tax Map Number: 97

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 24, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

Snapbox Self-Storage is a 3.97-acre property Snapbox Self-Storage is a 3.97-acre property on the west side of Beech Place. The parcel is accessed via a driveway running west from Beech Place and the majority of the property is paved. The self-storage buildings comprise two rows of parallel concrete block, flat-roof structures; the west row has four buildings, and the east row has five. The office is located on the east end of the northeastern-most building and is differentiated by its faux-mansard standing-seam metal roof. The office section of this building has paired and triple fixed windows and a glazed metal door on the north end of the east elevation. The remainder of the building, as well as the other buildings on the property, have roll-up metal doors or single-leaf doors on all elevations.

Snapbox Self-Storage is an unremarkable example of a mid-twentieth-century commercial building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

Snapbox Self-Storage

The boundary for the property encompasses 3.97 acres and is defined as Block B, Lot 14 of Plat A-9111 on Prince George's County Tax Map 97.

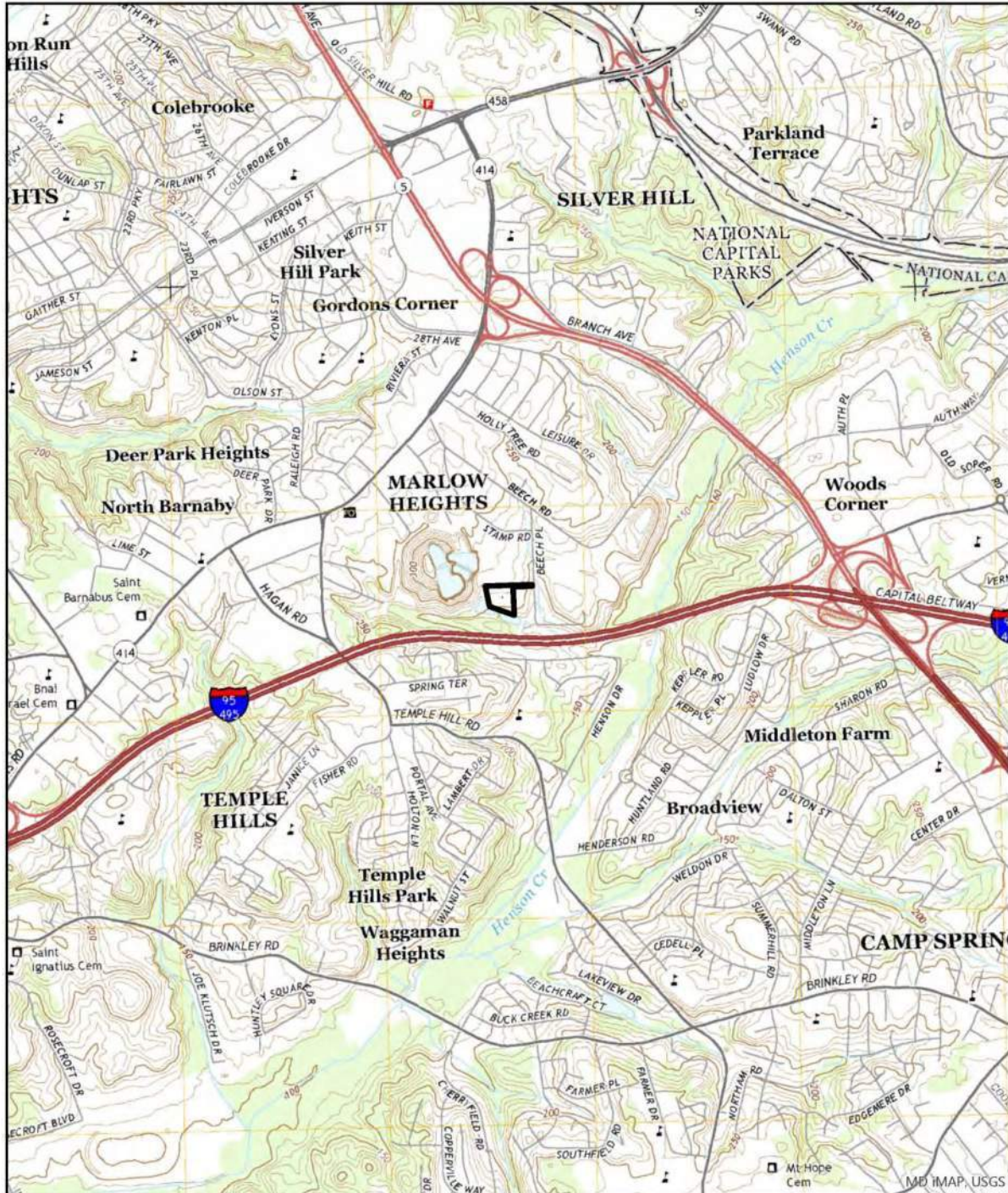
Snapbox Self-Storage

Snapbox Self-Storage

Location: 5061 Beech Place

Prince George's County

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles
Scale: 1:24,000

Snapbox Self-Storage



Snapbox Self-Storage, Office Looking Southwest



Snapbox Self-Storage, Storage Building Looking Southwest

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Spring Dale Inventory Number: PG:73-39
 Address: East of the intersection of Whitfield Chapel Road and Taylor Street Historic District: Yes
 City: Springdale Zip Code: 20744 County: Prince George's
 USGS Quadrangle(s): Lanham
 Property Owner: Multiple Tax Account ID: Multiple
 Tax Map Parcel(s): Multiple Tax Map: 0052
 Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
 Agency Prepared By: Dovetail CRG
 Preparer's Name: Melissa Butler Date Prepared: Aug 1, 2019
 Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Spring Dale is a planned residential neighborhood east of the intersection of Whitfield Chapel Road and Taylor Street in Springdale. The neighborhood is bounded on the west by Whitfield Chapel Road, on the north by Taylor Street, by 92nd Avenue to the east, and by Ardmore Road and Ardwick Ardmore Road to the south. The 12.94-acre neighborhood contains six street laid out in a grid pattern (Whitfield Chapel Road, Taylor Street, 92nd Avenue, Ardmore Road, Ardwick Ardmore Road, and 91st Avenue) with sidewalks, curbs, and drainage. The neighborhood includes 43 single-family dwellings on lots ranging between about 0.23 and 0.32 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are uncommon, but if present include small-scale sheds and garages.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

Spring Dale is a planned residential neighborhood with single-family dwellings primarily constructed between 1947 and 1957 (National Environmental Title Research [NETR] 1957). The single-family dwellings were constructed in variations of the Minimal Traditional and Transitional Ranch forms.

Dwellings are primarily three to four bays wide and one story tall. Cladding includes stretcher-bond brick veneer, common-bond brick, vinyl siding, or a combination of the brick and vinyl siding. Roofs are side or front gabled, all of which are sheathed in asphalt shingles, some with overhanging eaves. Several dwellings have a single brick chimney set along a side or the rear elevation.

Primary entrance placement on the façade varies, but they always comprise single-leaf wood or fiberglass doors and storm doors. The entrances are typically accessed by concrete or brick stoops or entry porches or are recessed beneath the eave. Some entry or partial-width porches are covered by a shed or gabled roof. Original windows are wood- or aluminum-frame double-hung-sash, tripartite, or bay units. Replacement windows include single and paired vinyl-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Some of the houses have an attached carport. Additions are typically found at the rear or side elevation and are in scale with the original building.

Historic Context:

Spring Dale was originally part a large tract known as "Landover," and Francis Scruggs purchased 73.25 acres of Landover in 1939 (Prince George's County Deed Book [PGCDB] 543, 157). In 1947, the Spring Dale subdivision was platted by the Scruggs Properties Incorporated, under the leadership of company president Francis Scruggs, a small-scale residential developer, on 12.94 acres of that tract. No other developments associated with Francis Scruggs or Scruggs Properties Incorporated were identified during this research. Houses within Spring Dale were constructed between 1947 and 1957 by Springdale Builders, Inc., a small residential building enterprise who sold completed dwellings to individual homeowners (NETR 1957). Although this is a moderately sized neighborhood, advertisements could not be found. It was likely not difficult to draw potential homebuyers to the neighborhood due to its proximity to Lanham and New Carrollton. Likewise, an architect or builder was not identified in association with Spring Dale.

Evaluation:

Spring Dale was evaluated as a planned residential neighborhood in the Modern Period (1930-1961) in accordance with Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Spring Dale is typical of the ubiquitous planned residential neighborhoods in the Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Modern period. The neighborhood is not an early example, nor did it introduce design innovations influential to later subdivisions. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The developer, Francis Scruggs, had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Spring Dale is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. Minimal Traditional and Transitional Ranch dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Spring Dale is a common example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Spring Dale was not evaluated under Criterion D.

This property encompasses approximately 12.94 acres and is confined to the current property tax parcels, which are found on Prince Georges County Tax Map 0052 and also as seen in Prince George's County plat record BB 14-10. The neighborhood is bounded on the west by Whitfield Chapel Road, on the north by Taylor Street, by 92nd Avenue to the east, and by Ardmore

Road and Ardwick Ardmore Road to the south.

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed July 22, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed July 22, 2019. <http://plats.net/pages/index.aspx>.

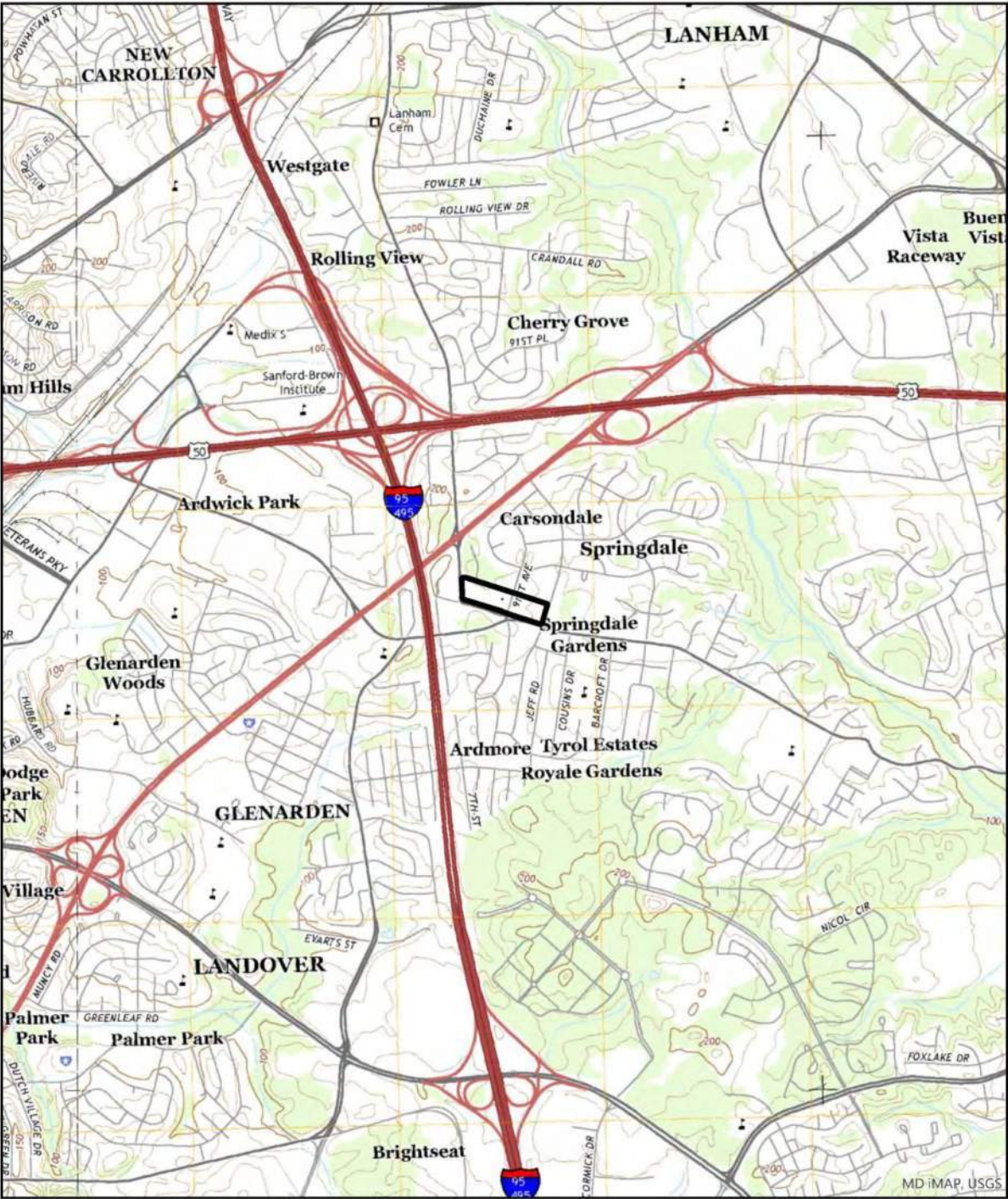
Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic of Prince George's County, Maryland. Accessed July 22, 2019. <http://www.historicaerials.com/viewer>.

Spring Dale

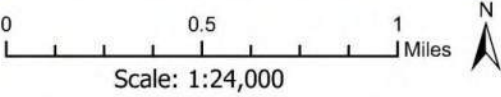
Prince George's County

Location: East of the intersection of Whitfield Chapel Road and Taylor Street

City: Springdale



USGS 7.5' Quadrangle - Lanham

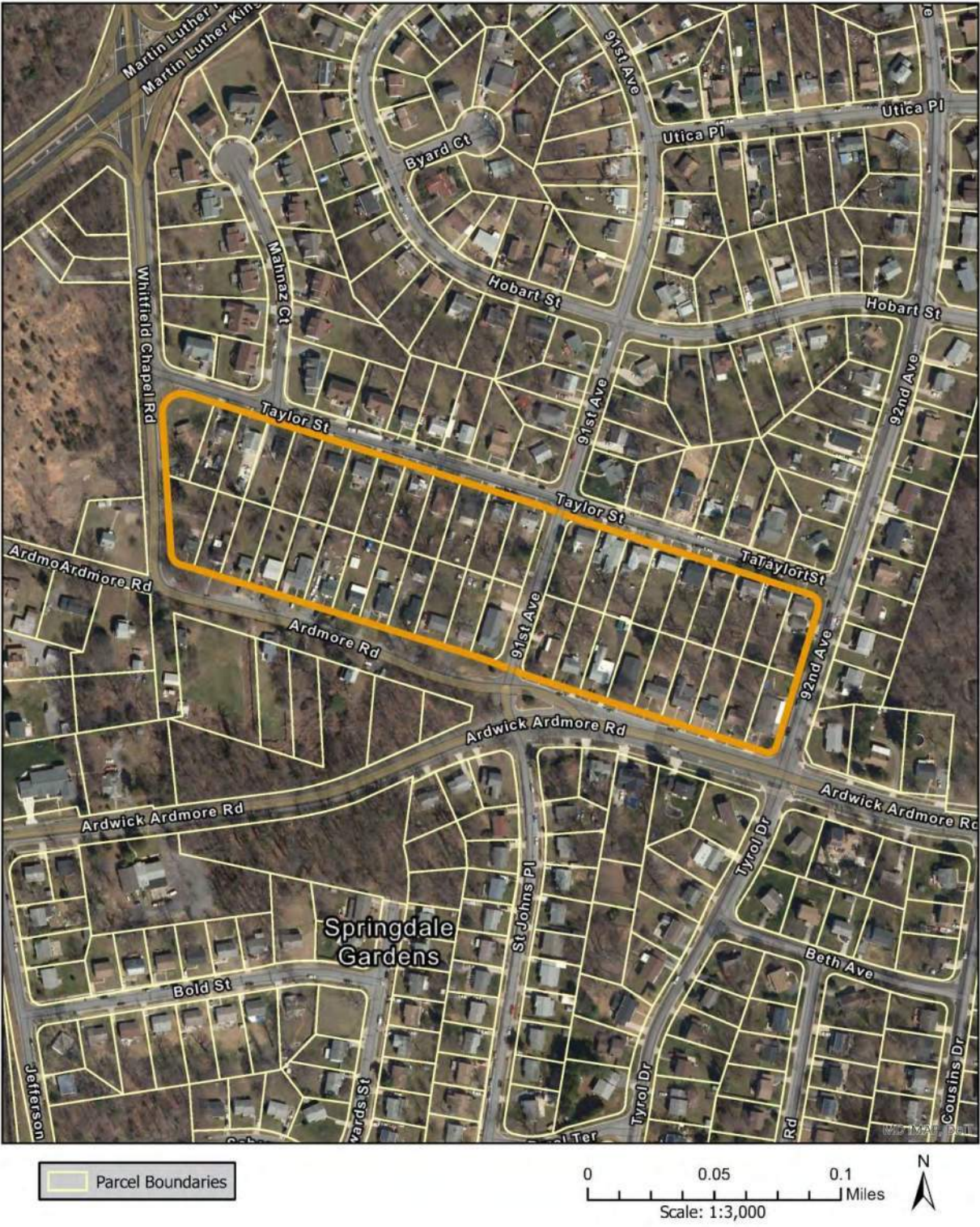


Spring Dale

Prince George's County

Location: East of the intersection of Whitfield Chapel Road and Taylor Street

City: Springdale





Streetscape along Taylor Street, looking southeast.



Oblique of 9013 Taylor Street, looking southwest.



Primary elevation of 9017 Taylor Street, looking south.



Primary elevation of 9022 Ardmore Road, looking north.



Streetscape of Ardmore Road, looking northwest.



Primary elevation of 9014 Ardmore Road, looking north.



Primary elevation of 9008 Ardmore Road, looking north.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Mical Tawney**

Date of Photographs: **07-09-2019**

Location of Original Digital File: **MDOT SHA**

File Format: **PG:73-39_07-09-2019_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape along Taylor Street, looking southeast.

02.tif

Oblique of 9013 Taylor Street, looking southwest.

03.tif

Primary elevation of 9017 Taylor Street, looking south.

04.tif

Primary elevation of 9022 Ardmore Road, looking north.

05.tif

Streetscape of Ardmore Road, looking northwest.

06.tif

Primary elevation of 9014 Ardmore Road, looking north.

07.tif

Primary elevation of 9008 Ardmore Road, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Spring Hill

Inventory Number: M: 35-208

Address: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east

Historic District: Yes

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP51, HP41

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Spring Hill is a planned residential development in Chevy Chase, bounded on the north by I-495 and Rock Creek Park, by the Audubon Naturalist Society, or Woodend (M: 35-12), to the east, by the Rolling Hills and Kenilworth neighborhoods to the west, and by Clifford Avenue and Jones Bridge Road to the south. The subdivision measures approximately 37.6 acres and contains 121 single-family dwellings on lots ranging between 0.15 and 0.45 acre and laid out on curvilinear streets. A traffic island is located along Glenmoor Drive, near its intersection with Spring Hill Lane. Many of the individual lots are sloped with moderate tree coverage, grassy lawns, and bushes at the façade. Some rear yards are fenced. Secondary resources include pools, garages, and sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Description:

Spring Hill contains 121 single-family dwellings constructed between 1949 and 1961, with 19 examples of modern infill built between 1982 and 2016, mostly along McGregor and Inverness Drives. One outlier at 9017 Spring Hill Lane was built in 1920, with many later modifications. Most of the single-family dwellings were constructed in the Two-Story Massed, Split-Level, Ranch, and Minimal Traditional forms, with some Colonial Revival-style elements, especially on the Two-Story Massed forms. Due to the topography, basement-level garages are common.

Dwellings in Spring Hill are one to two stories tall and three to five bays wide, clad in brick veneer, siding, stone veneer, or a combination of veneer and siding. Two-Story Massed houses with Colonial Revival details have a denticulated belt course on the façade. Roofs are primarily side-gabled, with some hipped roofs. Many of the Split-Levels forms have a side-gabled roof with a front-gabled or hipped projection. Roofs are primarily sheathed in asphalt shingles, with one roof sheathed in slate at 3503 Inverness Drive. Most dwellings feature an exterior-end brick chimney, although a few interior-slope chimney examples exist (3419 Glenmoor Drive). Front-gabled dormers are present on a few of the modern infill houses as well as at 3505 Inverness Drive and 9003 Clifford Avenue.

Primary entrances are typically centrally located on the façade with a single-leaf, paneled, wood or fiberglass door. A few double-leaf doors are present on Ranch houses. Two-Story Massed houses with Colonial Revival details also include pediments and sidelights surrounding the doors, such as the broken segmental pediment at 3403 Glenmoor Drive. Windows are primarily one-over-one, double-hung-sash vinyl replacements. Original windows are six-over-six, double-hung-sash, wood-frame units and wood tripartite windows. Bay, tripartite, casement, and sliding windows are common, most are vinyl replacements. Many houses have louvered and paneled shutters on the façade, with some original, such as the diamond pattern shutters at 3502 Husted Driveway. Basement-level garages, some with a recessed entry, are common (3406 Glenmoor Drive).

Historic Context:

Spring Hill was originally part of a larger tract called Clean Drinking, and was conveyed by Joseph and Rosalie Nebel and Herbert and Willie Helsing to Joseph J. Daly in 1948 (Montgomery County Deed Book [MCDB] 1140, 23–24). Daly completed the first plat of Spring Hill in March 1948 with blocks A, B, and C between Spring Hill Lane and Clifford Avenue, along Glenmoor Drive, Inverness Drive, and Husted Driveway (Montgomery County Plat [MCP] 2146). Soon afterward, Daly and Herbert W. Thornton formed Spring Hill, Inc., and added three more plats of the subdivision in 1950 (MCP 2481; 2523; 2724).

Houses in this early section were constructed by Spring Hill, Inc., in conjunction with architects Walter Boucher and James J. Daly (The Evening Star 1954a, B-7; 1957a, B-7). The company was also known for building nearby Locust Hill Estates and Rock Creek Hills neighborhoods (The Evening Star 1952, B-10; 1954b, A-23).

Additional plats related to Spring Hill were made in 1952 and 1954 for John and Pauline King for land conveyed to them by Marion Leigh Wells (MCP 3238; 3637). Later houses in Spring Hill were also built by Smoot-Levick Construction Company, Burton Builders, and Chevy Chase Knolls, Inc., and advertisements

sometimes refer to the subdivision as Spring Hill Woods or Spring Hill Manor, in addition to Spring Hill (The Evening Star 1957b, B-23; 1957c, B-8). Because construction was controlled by a small number of builder-developers, Spring Hill is classified as a planned residential development.

Early advertisements and building permits by Spring Hill, Inc., list a starting price of \$25,000, while homes by Smoot-Levick in 1957 were selling for \$27,450-\$27,950 (The Evening Star 1954a, B-7; 1957c, B-8;). Advertisements emphasized the convenient location, especially for families with children, as the subdivision was walking distance to transportation, such as the Express DC bus and an elementary school (The Evening Star 1954c, B-13; The Washington Post 1961, D12).

With its proximity to Columbia Country Club (M: 35-140), Rock Creek Park, North Chevy Chase Local Park, and Chevy Chase Swimming Pool, Spring Hill did not include any community amenities.

Evaluation:

Spring Hill was evaluated in accordance with the Suburbanization Historic Context and Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. Based on when construction started and when the majority of construction took place, Spring Hill is considered a planned residential development of the Modern Period (1930-1960).

Spring Hill is one of many planned residential developments in the Maryland and the Washington, D.C., suburbs and is typical of those commonly built in Montgomery County in the Modern Period. The subdivision did not introduce design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, the development is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The developers involved in the platting and construction of Spring Hill had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

With multiple builder-developers responsible for the layout and appearance of Spring Hill over time, the subdivision lacks cohesion in streetscape design and building construction dates; consequently, it is not a good example of a planned residential development. Spring Hill has a significant amount of infill (20 houses), the majority of which dates from the 1990s. The modifications and replacement materials on original houses and the large amount of infill lead to an overall lack of integrity in Spring Hill. The houses are not the work of master architects and exhibit common materials and forms. Therefore, the resource is not eligible under Criterion C. Spring Hill was not evaluated under Criterion D.

The boundary for the resource encompasses 37.6 acres and is roughly defined by I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east, Rolling Hills and Kenilworth neighborhoods to the west, and Clifford Avenue and Jones Bridge Road to the south. It includes multiple parcels found on Montgomery County Tax Maps HP51 and HP41 (2019).

References:

The Evening Star. 1952. "Bethesda Area: Town and Country Home." Advertisement. June 14, 1952, B-10.
--1954a. "Dwellings, School Approved to Go Ahead in County." April 10, 1954, B-7.
--1954b. "Rock Creek Hills." Advertisement. November 6, 1954, A-23.
--1954c. "North Chevy Chase (Spring Hill Section): 9905 Spring Hill Lane." Advertisement. March 21, 1954, B-13.
--1957a. "Montgomery Approves More Residential Work." February 23, 1957, B-7.
--1957b. "Spring Hill Manor." Advertisement. September 14, 1957, B-23.
--1957c. "Spring Hill Woods." Advertisement. May 4, 1957, B-8.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed March 11, 2019. <http://www.mdlandrec.net/>

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 11, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

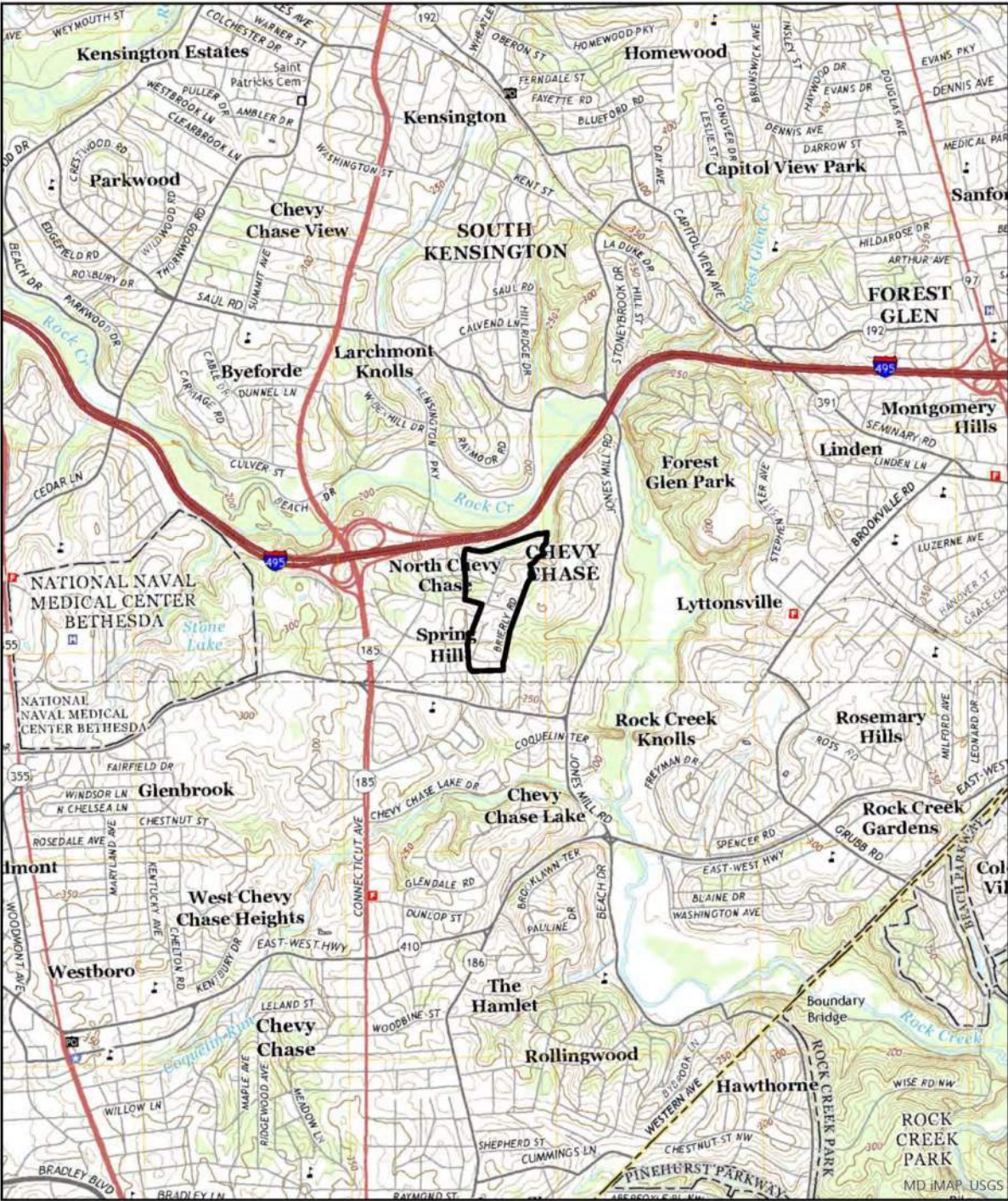
The Washington Post. 1961. "3510 Husted Dr." Advertisement. August 6, 1961, D12.

Spring Hill

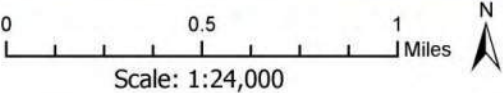
Montgomery County

Location: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington

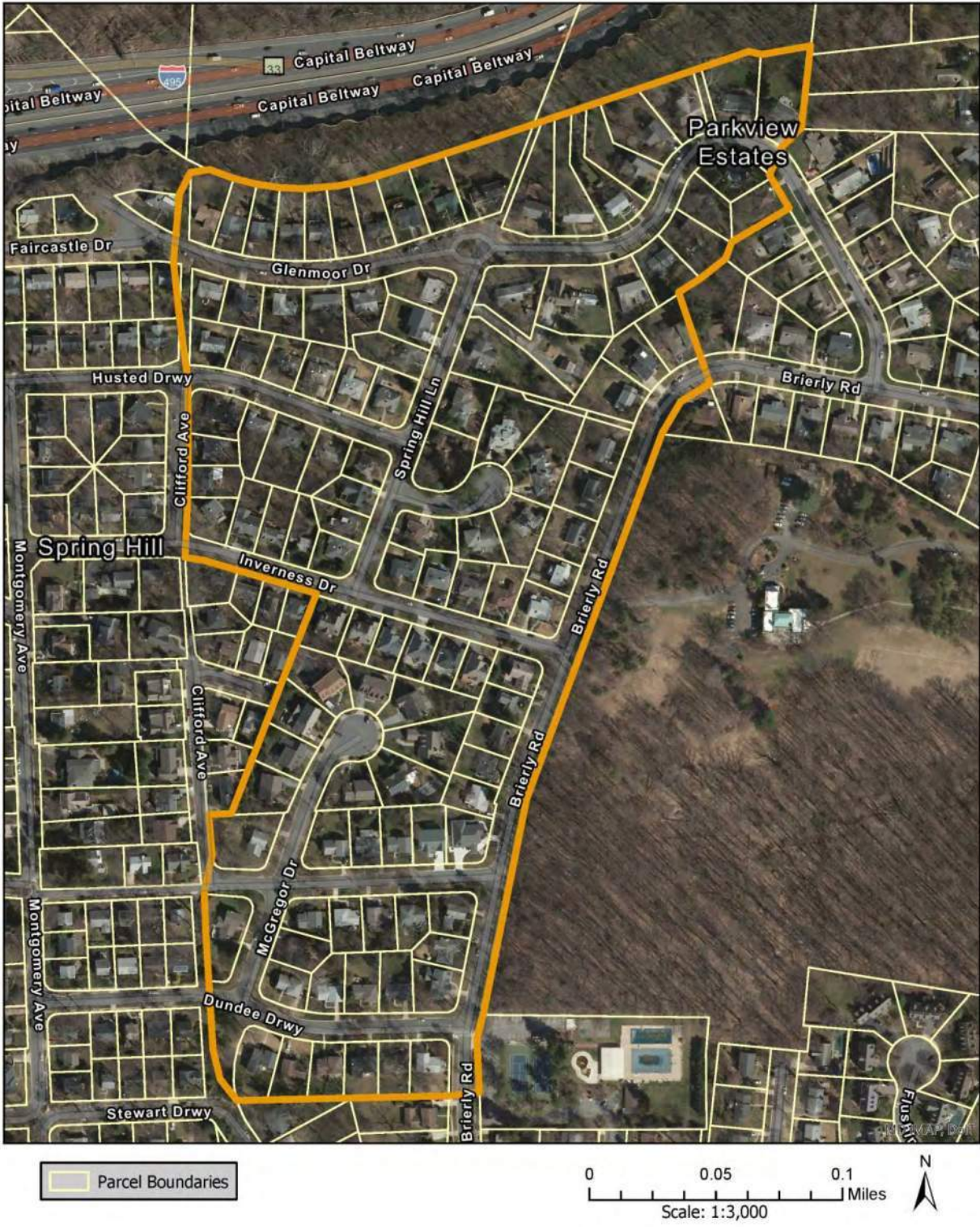


Spring Hill

Location: I-495 and Rock Creek Park to the north, Audubon Naturalist Society to the east

Montgomery County

City: Chevy Chase





View of 3403 Glenmoor Drive, looking north.



View of 3406 Glenmoor Drive, looking east.



View of 3419 Glenmoor Drive, looking northwest.



View of 3502 Husted Driveway, looking southwest.



View of 3503 Inverness Drive, looking north.



Oblique of 3505 Inverness Drive, looking northeast.



View of 9003 Clifford Avenue, looking east.



View of 9017 Spring Hill Lane, looking north.



Streetscape of Kenilworth Driveway, looking northeast.



View of 8918 Brierly Road, looking west.



View of streetlamp and 8904 McGregor Drive, looking southwest.



View of traffic island at intersection of Glenmoor Drive and Spring Hill Lane, viewed from Spring Hill Lane, looking northeast.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-11-14**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-208_2019-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 3403 Glenmoor Drive, looking north.

02.tif

View of 3406 Glenmoor Drive, looking east.

03.tif

View of 3419 Glenmoor Drive, looking northwest.

04.tif

View of 3502 Husted Driveway, looking southwest.

05.tif

View of 3503 Inverness Drive, looking north.

06.tif

Oblique of 3505 Inverness Drive, looking northeast.

07.tif

View of 9003 Clifford Avenue, looking east.

08.tif

View of 9017 Spring Hill Lane, looking north.

09.tif

Streetscape of Kenilworth Driveway, looking northeast.

10.tif

View of 8918 Brierly Road, looking west.

11.tif

View of streetlamp and 8904 McGregor Drive, looking southwest.

12.tif

View of traffic island at intersection of Glenmoor Drive and Spring Hill Lane, viewed from Spring Hill Lane, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: St. Jane Frances de Chantal Church and St. Jane de Chantal School **Inventory Number:** M: 35-201

Address: 9701 Old Georgetown Road 187

Historic District: No

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: George J. Carlin and Myrtle W. Carlin

Tax Account ID: 07-03303867

Tax Map Parcel(s): N780

Tax Map: GP62

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

St. Jane Frances de Chantal Church and St. Jane de Chantal School, at 9601 Old Georgetown Road (MD 187) is situated about 1,000 feet south of Interstate-495 (I-495) in Bethesda. This resource contains a roughly rectangular 12.7-acre parcel featuring a church, a school complex, a circa-1955 educational building, a circa-1980 Quonset hut, and a circa-1985 rectory. The parcel is bounded by Old Georgetown Road on the west, an apartment building to the north, and the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

Rochambeau French International School and a neighborhood of single-family dwellings on the east and south. The lot is largely covered by a system of roads that circle the resource as well as paved parking lots. The primary elevation of the church sanctuary faces northwest, but the complex can be accessed by pedestrians from Old Georgetown Road and by pedestrians and vehicles from the east. The surrounding area is overwhelming residential in character and predominantly filled with single-family dwellings, though multi-family residential development is clustered to the north of the church property.

Description:

St. Jane Frances de Chantal Church was constructed in 1954. The original core of the building is a one-and-one-half story, five-bay, front-gabled section that faces southwest towards Old Georgetown Road. The foundation and structural system are clad in a five-course brick veneer and the roof is sheathed in asphalt shingles. This section features Tudor-Revival-style detailing such as faux half timbering in the gable ends, faux brick veneer buttresses, and an arched entry way filled with a double-leaf door topped with a large fan light. Windows on the section are filled with geometric stained glass and sit on brick sills with stone jack arches. A small front-gabled secondary entry porch extends from the southeast elevation of the original core and features faux half timbering in the gable end. A corner stone reading "1953" (when construction on the church began) is located on the southwest elevation.

In 2001, a large addition expanded the church and currently engulfs the original core. When added, the church was reoriented and the primary entrance is now located on the northwest elevation. This addition is a one-and-one-half story, five-bay, front-gabled section that features many of the same materials as the original core. The foundation and structural system are clad in brick veneer and the roof is sheathed in asphalt shingles. A front-gabled entry projection contains three rounded openings filled with double-leaf, metal-and-glass doors. Fenestration on this addition consists of multi-light fixed vinyl windows, some of which are curved or rounded. A belltower extension is located off the northeast elevation of the addition while a domed apse with arched vinyl windows extends from the southeast elevation.

The circa-1954 to 1963 one-story, multi-bay, St. Jane de Chantal School with Tudor-Revival detailing is built into a slope and located south of the church. The school is laid out in a square shape, with a large, one-and-a-half-story, front-gabled section at the center. The foundation and structural system are clad in a brick veneer that is covered by a side-gabled roof sheathed in slate shingles. Front-gabled projections with faux half timbering in the gabled ends are located along the building. The primary entrance, centered on the southwest elevation, holds a double-leaf, half-glazed, flush metal door with side lights and transom. The door is located under a front-gabled projection with an arched opening as well as a cloth awning. Other fenestration includes multi-light fixed vinyl windows and one-over-one, double-hung-sash vinyl

windows in single, paired, and ribbon configurations. Secondary entrances hold single- and double-leaf, flush doors, some of which are half-glazed.

Three outbuildings are located on the St. Jane Frances de Chantal Church and St. Jane de Chantal School property, including a circa-1955 education building, a circa-1980 Quonset hut, and a circa-1985 rectory. The circa-1955, two-and-a-half-story, seven-bay, education building features Tudor Revival elements and is located east of the school. The foundation and structural system are clad in brick veneer and covered by a side-gabled roof sheathed in slate. A front-gabled projection extends from the façade (southwest elevation) and features faux half timbering in the gable ends. Hipped dormers pierce the southwest and northeast roof slopes. Fenestration includes single and paired, double-hung-sash, vinyl windows and single-leaf, metal-and-glass doors. The circa-1980 Quonset hut is located northeast of the church and is clad in corrugated metal. The circa-1985 rectory is located north of the church and was not accessible during the survey.

Historic Context:

During the post-World War II population boom, Our Lady of Lourdes Church, Bethesda's only Catholic church at the time, was not large enough to support the region's growing number of Catholic residents, and the Archdiocese of Washington established a new parish in 1950 (Weaver 2010). While the new building was under construction, the parish met in the monastery chapel of the Sisters of the Visitation of Holy Mary, now the site of the National Institutes of Health. As a way to honor their hospitality while the parish met at their chapel, the new church was named St. Jane Frances de Chantal, after the founder of the Visitation Sisters (Weaver 2010).

The 300-seat St. Jane Frances de Chantal Church was completed in 1954, with an addition completed in 1959. This portion of the church consists of the front-gabled projection facing Old Georgetown Road with Tudor-Revival style detailing (National Environmental Title Research [NETR] 1957). The Tudor-Revival-style detailing was somewhat unique and contrasted with Modernist Catholic churches and Jewish temples constructed elsewhere in the county during the period (Gournay and Corbin Sies 2002, 60). The school was built concurrently with the church, with additional classrooms added in 1963 (NETR 1963). The large addition that engulfs the church and reoriented the building from southwest facing to northwest facing was completed in 2001 at the cost of \$3.5 million and added an additional 450 seats (Weaver 2010).

During the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980), the number of worship facilities increased in great numbers across the region, spurred by residential development. At this time, building construction in "[o]rganized religion pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban

landscape” (Gournay and Corbin Sies 2002, 59). The St. Jane de Frances Chantal Church and St. Jane de Chantal School property exhibits this pattern of addressing automobiles, modernity, and religion, illustrating; “a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented life style. The tension was expressed in the way sanctuaries were situated to face large, busy roads, when congregants would process toward them mostly from back parking lots” (Gournay and Corbin Sies 2002, 59). Reflecting suburban trends in ecclesiastical design, the St. Jane Frances de Chantal Church and St. Jane de Chantal School are situated along a major roadway and are prominent landmarks visible from many surrounding locations. The complex is easily accessed by pedestrians and vehicles from the surrounding roadways as well as the large parking lots that fill much of the northern and northwestern end of the property.

Evaluation:

Although St. Jane de Chantal Church and St. Jane de Chantal School fits with the general pattern of church development in suburban areas as residential development increased in the Modern (1930-1960) and Suburban Diversification Periods (1961-1980), this resource does not have historic significance beyond this association (KCI 1999, B-40; Manning et al. 2018, F-26). It is one of several Catholic churches built around Bethesda during the mid-twentieth century, including Holy Redeemer Catholic Church and Holy Cross Catholic Church and School. Therefore, the St. Jane Frances de Chantal Church and St. Jane de Chantal School property is not eligible for the National Register of Historic Places under Criterion A. Archival research did not yield information on any notable individuals associated with this church who made significant impacts to local, state, or national history and, therefore, it is also not eligible under Criterion B.

Although the use of Tudor Revival style architectural features was not common at the time among churches in Montgomery County, there are surviving examples of this style among religious worship facilities in the region. This resource is not a prime example of that trend, and the larger circa 2001 addition removed almost all references to that style. Its location, orientation, and phased development are also a common pattern as churches sought to strike a balance between traditional forms and modern amenities for their congregants (Price 2004, 9). As such, the historical development, form, and architectural style of this church is not particularly distinctive in Montgomery County or elsewhere in suburban of Maryland.

Although the church complex retains all of the character-defining elements of its property type, modifications to the building over time have diminished its historic integrity (Manning et al. 2018, E-27). While it retains a high level of historic integrity of location, setting, feeling, and association, the large circa 2001 addition that engulfed the church and reoriented the building from southwest-facing to northwest-facing has resulted in a low to moderate level of integrity of design, materials, and workmanship. Therefore, the St. Jane Frances de Chantal Church and St. Jane de Chantal School is not a particularly unique or excellent example of its architectural

style or property type. For these reasons it is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 12.7 acres confined to the current property tax parcel, which is found on the Montgomery County Tax Map GP562, Parcel N780.

References:

Gournay, Isabelle and Sies, Mary Corbin. 2002. "Modern Movement in Maryland." University of Maryland. <http://mahdc.org/ma/wp-content/uploads/2017/02/Historic-Context-Modern-Movement-in-Maryland.pdf>.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, 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.

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.

Weaver, Anna. 2010. "St. Jane de Chantal Parish marks 60 years of "fidelity to the message of Christ." *Catholic Standard*. <http://www.cathstan.org/Content/Social/Social/Article/St-Jane-de-Chantal-Parish-marks-60-years-of-fidelity-to-the-message-of-Christ/-2/-2/4186>.

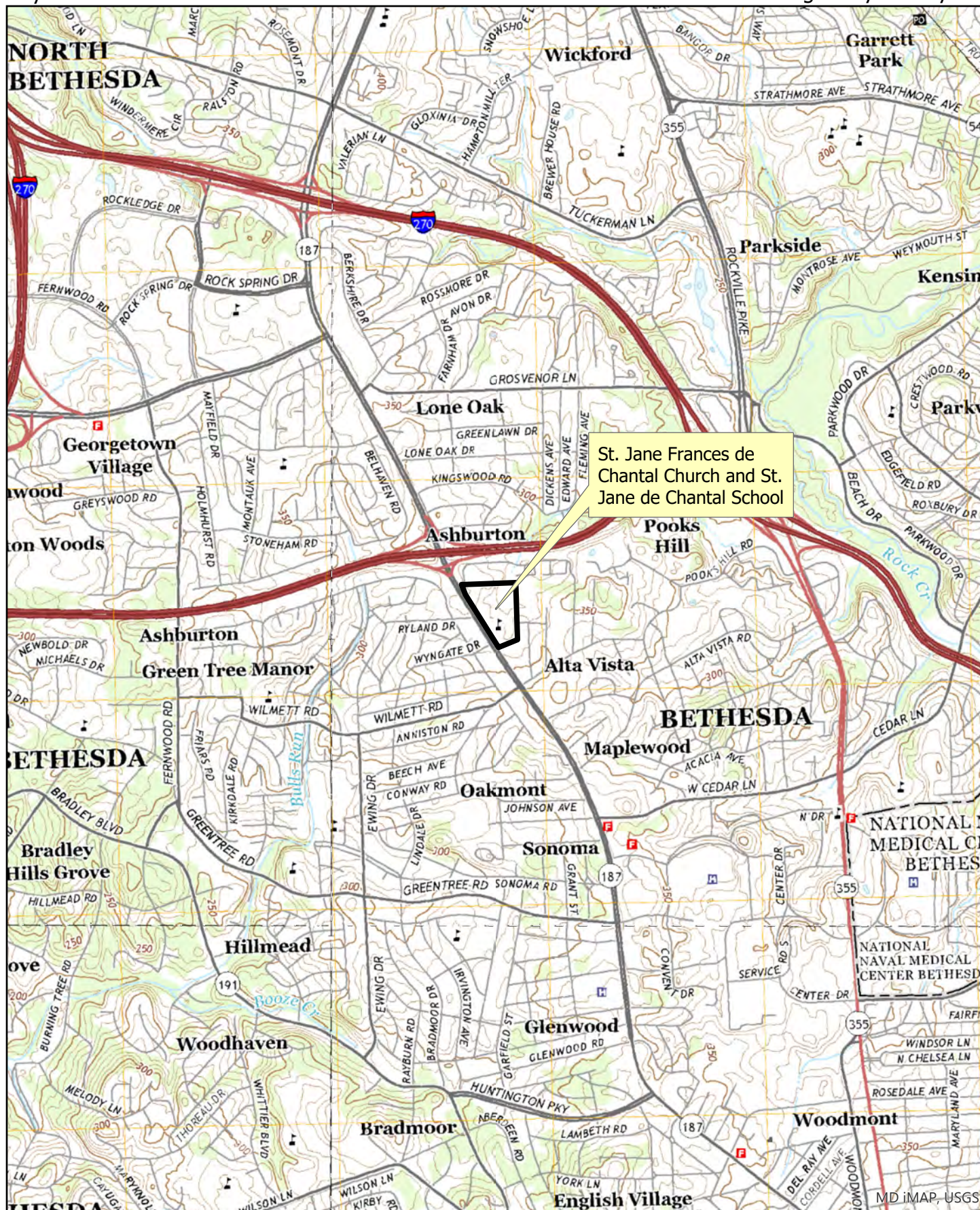
St. Jane Frances de Chantal Church and St. Jane de Chantal School

Location: 9701 Old Georgetown Road

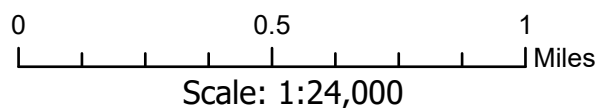
City: Bethesda

MIHP#: M: 35-201

Montgomery County



USGS 7.5' Quadrangle - Kensington



St. Jane Frances de Chantal Church and St. Jane de Chantal School

Location: 9701 Old Georgetown Road
City: Bethesda

MIHP#: M: 35-201
Montgomery County

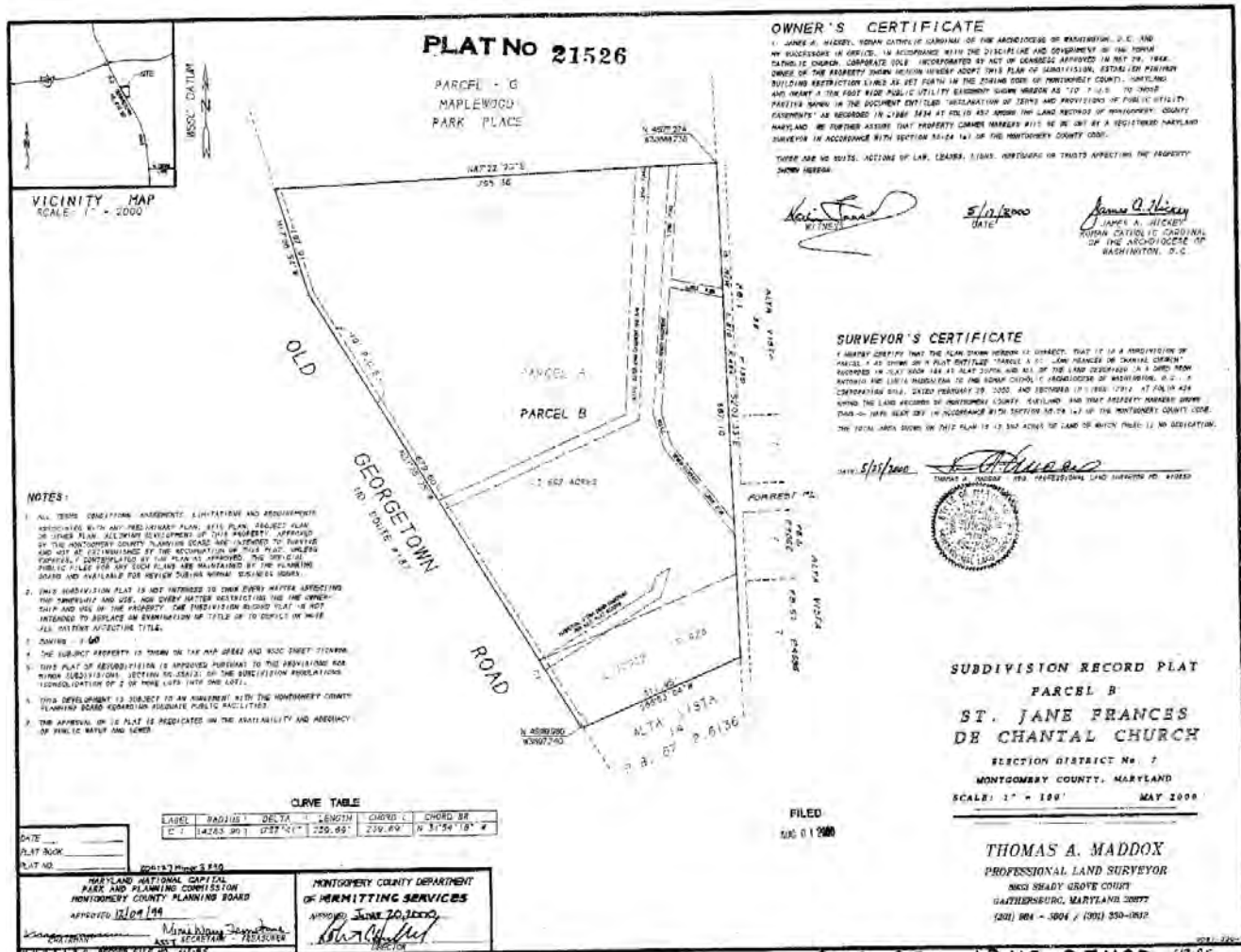


Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000





2000 Plat of St. Jane Frances de Chantal Church (MCP 21526).

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 35-201

Name St. Jane Frances de Chantal Church and St. Jane de Chantal School
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: St. Jane Frances de Chantal Church, south oblique.



Photo 2 of 7: St. Jane Frances de Chantal Church, southeast elevation.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 35-201

Name St. Jane Frances de Chantal Church and St. Jane de Chantal School
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: St. Jane Frances de Chantal Church, northeast elevation.



Photo 4 of 7: St. Jane de Chantal School, southwest elevation.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 35-201

Name St. Jane Frances de Chantal Church and St. Jane de Chantal School
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: St. Jane de Chantal School, southwest elevation, entry detail.



Photo 6 of 7: St. Jane de Chantal School, north oblique.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 35-201

Name St. Jane Frances de Chantal Church and St. Jane de Chantal School
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: Education building, west elevation.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 35-201

Name St. Jane Frances de Chantal Church and St. Jane de Chantal School
Continuation Sheet

Number Photos Page 5

PHOTO LOG

Name of Property: St. Jane de Francis Chantal Church and School

Name of Photographer: Melissa Butler

Date of Photographs: 08/08/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:

St. Jane Frances de Chantal Church, south oblique.

M; 35-201_2018-08-08_01.tif

Photo 2 of 7:

St. Jane Frances de Chantal Church, southeast elevation.

M; 35-201_2018-08-08_02.tif

Photo 3 of 7:

St. Jane Frances de Chantal Church, northeast elevation.

M; 35-201_2018-08-08_03.tif

Photo 4 of 7:

St. Jane de Chantal School, southwest elevation.

M; 35-201_2018-08-08_04.tif

Photo 5 of 7:

St. Jane de Chantal School, southwest elevation, entry detail.

M; 35-201_2018-08-08_05.tif

Photo 6 of 7:

St. Jane de Chantal School, north oblique.

M; 35-201_2018-08-08_06.tif

Photo 7 of 7:

Education building, west elevation.

M; 35-201_2018-08-08_07.tif

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Steuart Ford

Address: 9020 Lanham Severn Road (MD 564)

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Anne Bruder

Date Prepared: Oct 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

Steuart Ford, now known as DARCARS, is a one-story automobile dealership and service facility that sells Ford, KIA, and pre-owned vehicles. Although the polygonal footprint of the building has not changed since it first appeared in the 1980 aerial photo, the 2017 Google Earth Street View indicates that the building was being heavily remodeled at that time, and it is now clad with brushed stainless steel or white enamel panels that characterize early twenty-first century car dealerships. Each car brand has its own area and appears as an individual building designed to differentiate between the vehicles for sale. The pre-owned building has narrow ribbon windows and a double entrance door; the Ford dealership is clad in stainless steel panels and the front door is covered over with an arch panel. The KIA dealership is clad in white enamel panels. The service garage stands to the rear behind the pre-owned section, and a flat roof covers the entire building.

Based on newspaper articles, land records and aerial photographs from 1964 through 2015, Steuart Ford is a former Washington, DC, automobile dealer who moved to Lanham in 1972. The Ford dealership opened in August 1972 and was representative of a number of downtown DC automobile dealers who moved to the suburbs partly in response to changing automobile shopping tastes and growth of the number of residents in suburban Prince George's and Montgomery counties. By 1975, Steuart Ford was attempting to purchase the land surrounding their property and have it rezoned so that the business, particularly the parking area for new cars, could be expanded. Through 1980, the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

Steuart Ford

company was called Steuart Ford, but since that time, DARCARS, a car dealership that was started in 1977 in Silver Spring by an Iranian immigrant, acquired the dealership and added KIA, a Korean automobile company, providing a wider selection of new and used cars.

MDOT SHA has determined that Steuart Ford is not eligible for inclusion in the National Register of Historic Places (NRHP) because it lacks integrity of design, workmanship, feeling and association as a result of the 2017 alterations to the exterior of the building. Based on research conducted as part of this study, MDOT SHA did not identify events or persons of local, state or national significance, and the Steuart Ford building is not eligible for inclusion in the NRHP under Criteria A (events) or B (persons). Due to the lack of integrity, Steuart Fort is not eligible for the NRHP under Criterion C (architecture). NRHP Criterion D (information potential) was not included in the study.

The boundary for Steuart Ford is confined to the tax parcel boundary shown on Prince George's County Tax Map 0044 for Parcel 0000 consisting of 2.5 acres.

Sources Consulted:

Prince George's County Land Records, downloaded from Maryland State Archives, <https://mdlandrec.net/main/> October 8, 2019

Donin, Robert, "Part of Trend: Another New Car Dealer Heads for Suburbs", The Washington Post, July 5, 1972, P. A13

Logan, Harold J. , "Land Rezoning Bid Started in '74", The Washington Post, July 17, 1975, P. B2

The Washington Post, "'FMC 290 R' Luxury Plus", October 24, 1973, P. AS5

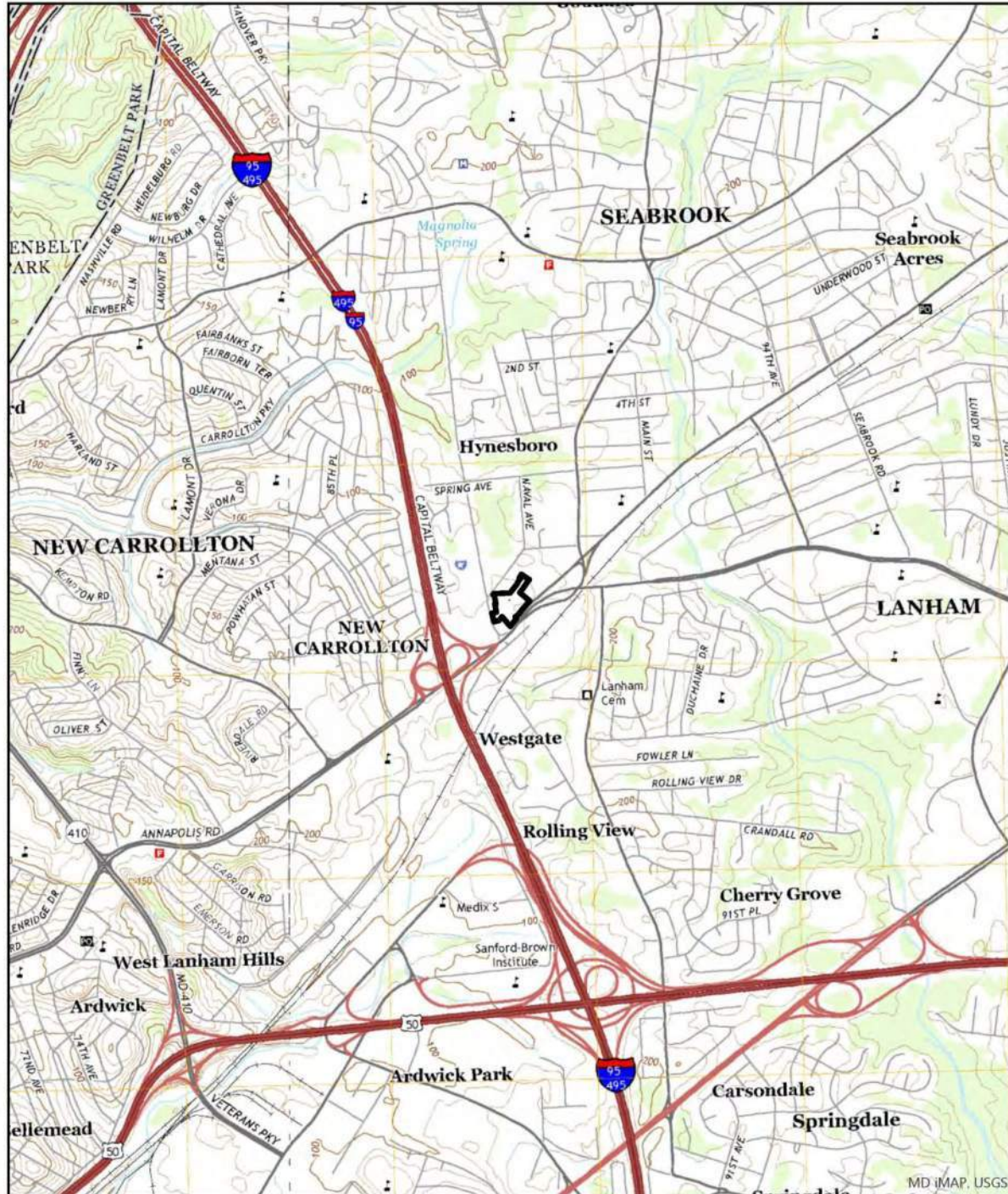
Steuart Ford

Steuart Ford

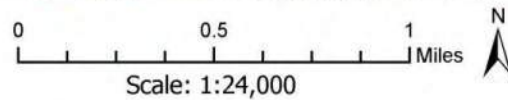
Location: 9020 Lanham Severn Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham



Steuart Ford



Southeast facade at Lanham Severn Road



Southwest service area from Lanham Severn Road

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Stoneyhurst Quarries Inventory Number: M: 29-42
Address: 8101 River Road (MD 190) Historic district: X yes ☐ no
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Falls Church
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: 10/17/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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)*

In 1975, Stoneyhurst Quarries was surveyed but not evaluated for the National Register of Historic Places. A May 1, 2018 site visit found the majority of the resource no longer existed. The largest quarry workings on the north side of River Road have been developed into "Quarry Springs," a luxury condominium complex constructed in 2014. The site has been significantly altered by the redevelopment, including the construction of two five-story residential buildings, a one-story clubhouse building, access driveways, gates and gatehouses, and parking areas. The open cut quarries described in the 1975 survey have been altered by the addition of formal gardens and a swimming pool.

The smaller workings along River Road, located east of "Quarry Springs," have also been replaced by residential developments called "Riverhill" (built circa 1980s) and "River Quarry" (built 2012). The quarry north of River Road and adjacent to Cabin John Creek no longer exists and has been replaced by a wooded area. The quarry south of the road near the creek is also now wooded and is today part of Cabin John Stream Valley Unit 3. The workings at the south end of Stoneyhurst Quarries, along Seven Rocks Road (south of River Road), remain an active quarry site. It is currently operated by Tri-State Stone and Building Supply, Inc. (Tri-State), quarrying Carderock brand decorative stone from the site.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Historic aerials seem to show that the active workings along Seven Rocks Road (south of River Road) were established in the 1950s, starting at the northern end of the current Tri-State property and gradually growing southward over the subsequent decades. While Stoneyhurst Quarries as a whole, particularly the largest quarry area on the north side of River Road, may have had potential significance under Criterion A, the remaining quarry alone is not associated with an event that has made a significant contribution to history. Neither the remaining quarry nor Stoneyhurst Quarries is associated with persons that have made a significant contribution to history or embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or possesses high artistic values, and therefore is not eligible for the National Register of Historic Places under Criteria B or C. The property was not evaluated under Criterion D as part of this assessment.

The property encompasses 219.32 acres and follows the boundaries established by the 1975 survey.

References

Google. 2018. "Maps." Accessed August 20, 2018. <https://www.google.com/maps>.

NETROnline. 2018. "Historic Aerials." Accessed August 28, 2018. <https://www.historicaerials.com/viewer>.

Quarry Springs. Accessed August 20, 2018. 2018. <https://quarrysprings.com>.

Tri-State Stone and Building Supply. "Carderock." Accessed August 28, 2018. <http://www.carderock.com/>.

USGS. "Historical Topographic Map Explorer: Falls Church, 1945, 1951, 1956." Accessed September 24, 2018. <http://historicalmaps.arcgis.com/usgs/>.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

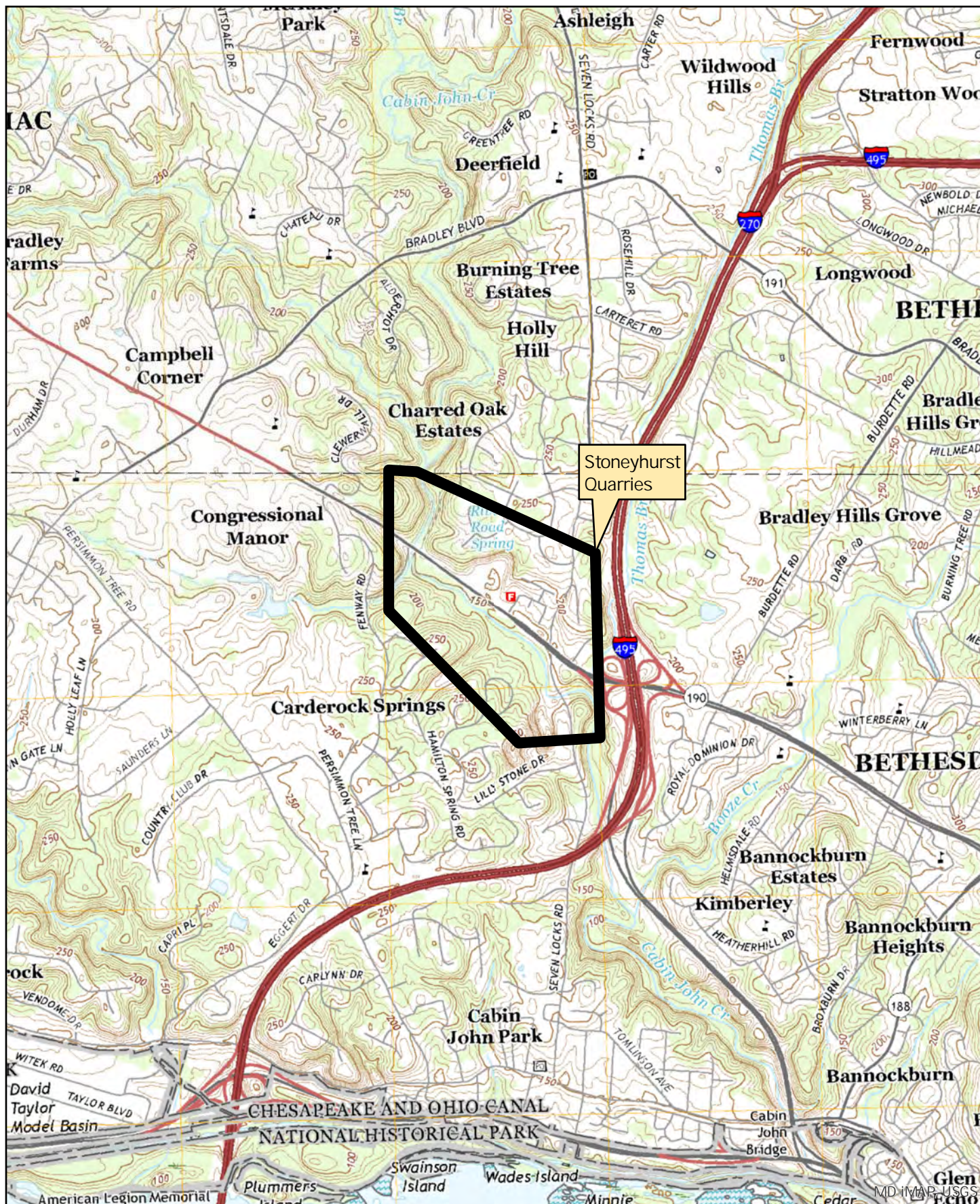
Reviewer, National Register Program

Date

Stoneyhurst Quarries

Location: 8101 River Road
City: Bethesda

MIHP : M: 29-42
Montgomery County



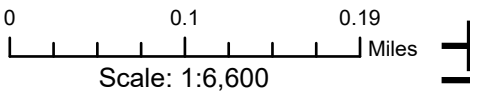
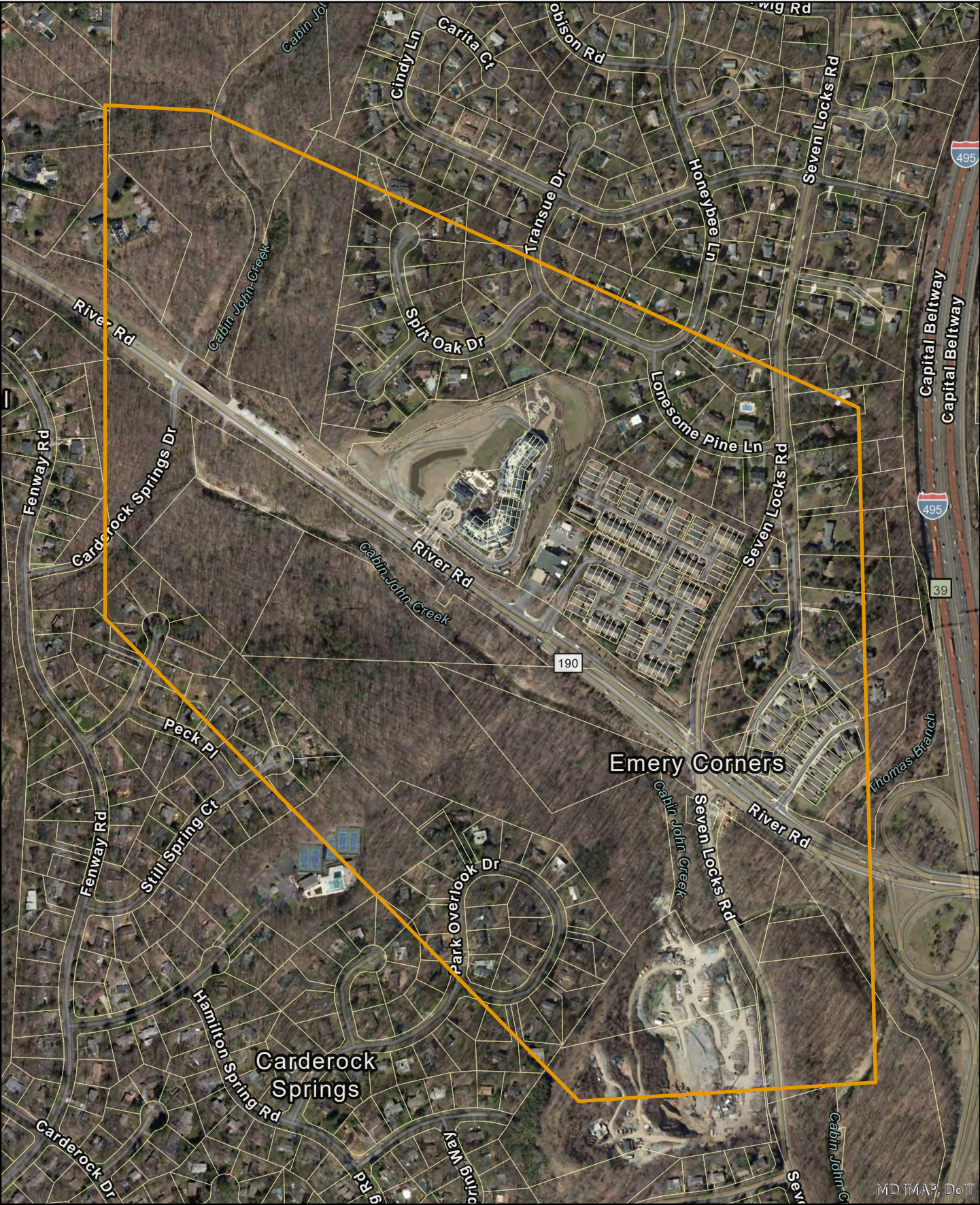
SGS 7.5 Quadrangle - Falls Church

0 0.3 0.6
Miles
Scale: 1:24,000

Stoneyhurst Quarries

Location: 8101 River Road
City: Bethesda

MIHP : M: 29-42
Montgomery County



**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 29-42

Name Stoneyhurst Quarries
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: View from River Road of former quarry site on north side, now Quarry Springs development gardens, looking northeast.



Photo 2 of 7: View from River Road of former quarry site on north side, now Quarry Springs Condominiums looking northeast.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 29-42

Name Stoneyhurst Quarries
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: Residential development on former quarry site, Split Oak Drive north of River Road, looking southwest.



Photo 4 of 7: Tri-State Stone, view from east side of active quarry, looking west.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 29-42

Name Stoneyhurst Quarries
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: Tri-State Stone, view of quarried stone from quarry road, looking west.



Photo 6 of 7: Tri-State Stone quarry, view from east side of active quarry, looking southwest.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 29-42

Name Stoneyhurst Quarries
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: View of Tri-State Stone Company sign on Seven Locks Road from driveway, looking southeast.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 29-42

Name Stoneyhurst Quarries
Continuation Sheet

Number Photos Page 5

PHOTO LOG

Name of Property: Stoneyhurst Quarries
Name of Photographer: Dovetail Cultural Resources Group
Date of Photographs: August 27, 2018 and October 4, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:

View from River Road of former quarry site on north side, now Quarry Springs development gardens, looking northeast.

M; 29-42_2018-08-27_01.tif

Photo 2 of 7:

View from River Road of former quarry site on north side, now Quarry Springs Condominiums, looking northeast.

M; 29-42_2018-08-27_02.tif

Photo 3 of 7

Residential development on former quarry site, Split Oak Drive north of River Road, looking southwest.

M; 29-42_2018-10-04_03.tif

Photo 4 of 7

Tri-State Stone, view from east side of active quarry, looking west.

M; 29-42_2018-10-04_04.tif

Photo 5 of 7

Tri-State Stone, view of quarried stone from quarry road, looking west.

M; 29-42_2018-10-04_05.tif

Photo 6 of 7

Tri-State Stone quarry, view from east side of active quarry, looking southwest.

M; 29-42_2018-10-04_06.tif

Photo 7 of 7

View of Tri-State Stone Company sign on Seven Locks Road from driveway, looking southeast.

M; 29-42_2018-10-04_07.tif

Digital image files only, located at the Maryland Historical Trust.

None

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Stratton Commons

Inventory Number: M: 30-49

Address: I-270 to the North, Stratton Park to the East

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP42

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Stratton Commons is an 18-acre planned residential development in Bethesda, bounded on the east by Stratton Woods Park, on the north and northwest by Interstate 270 (I-270), and on the south by Stratton Woods. Stratton Commons comprises two curvilinear streets, Derbyshire Lane and Surreywood Lane with 25 single-family dwellings on lots averaging between 0.2 and 0.4 acre and 49 townhouses on lots of approximately 0.05 acre each. Concrete sidewalks border the townhouses but are absent in front of single-family dwellings. The individual lots are landscaped with trees, plant beds, and bushes.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Stratton Commons contains townhouses and single-family dwellings constructed between 1976 and 1978 in variations of the Colonial Revival style.

Single-family dwellings in Stratton Commons are five- to seven-bay Two-Story Massed forms clad in brick veneer. Each house includes an attached projecting two-car garage with individual doors. Roofs are side-gabled with side-gabled garages or cross-gabled with gambrel- or gable-front garages. Asphalt shingles have replaced the roofs' original cedar shingles. Primary entrances are typically off-center and comprise a single-leaf wood or metal door. Fenestration on the detached dwellings includes double-hung-sash vinyl windows with false muntins; many examples have fixed shutters. Several dwellings feature a single brick chimney set along a side or rear elevation. Common secondary buildings include sheds.

Townhouses in Stratton Commons are two-story, multi-bay buildings averaging two bays per individual unit, with continuous foundations and structural systems clad in brick veneer. Roofs vary between individual units and include front-gable, side-gable, and side-gambrel, all clad in asphalt shingles. Some gable ends are filled with vinyl siding or brick veneer. Several units feature an exterior-end brick chimney. Front-gabled dormers are present on only a few dwellings. Primary entrances are typically off-center and comprise a single-leaf wood or metal door. All townhouses have either original wood-framed or replacement vinyl-framed double-hung-sash units and some exhibit bay or a fixed bull's eye window, with fixed shutters common.

Historic Context:

Alvin I. Brown and Donald L. Brown conveyed 18.02 acres to the Democracy Development Corporation, a small-scale residential development company, through two transactions in 1972 (Montgomery County Deed Book [MCDB] 4290, 837, 845). No other known developments were identified during research. Stratton Commons was constructed by Berger and Berman Inc., commercial and residential developers and builders in the Washington, D.C. area (The Washington Post 1985, electronic document). Platted in 1976 as "Stratton Commons," the development was constructed along an extension of Derbyshire Lane, part of the earlier Stratton Woods development. Dwellings were constructed between 1976 and 1978. The single-family dwellings in Stratton Commons were advertised as having "cedar shake roofs, master suites with sitting rooms, bedroom-level laundry rooms and lounges, fireplaces, two-story living rooms, and libraries. Two-car garages are also standard." (The Evening Star 1978a, 63). Another contemporary advertisement highlighted the elegance of the homes, at the starting cost of \$160,000, "with a full complement of master sitting suites, bedroom lounges, fireplaces, sunken family rooms... and much more... All built with the quality workmanship that has made Berger/Berman a byword in Montgomery County" (The Evening Star 1978b, 17).

The townhouses, marketed as Bethesda Place Townhouses, were likewise built by Berger and Berman Inc. but were minimally advertised. A newspaper placement from 1977 simply states that "Bethesda Place Townhomes at Democracy Blvd. and Rt. 270 [are] opening soon" and that Lewis and Silverman were the selling agents (The Washington Post 1977, G5). Research suggests that "Stratton Commons" is the combined name for the townhouses and single-family dwellings.

With its small scale and proximity to schools, shops, and local parks, Stratton Commons did not include additional community amenities.

Evaluation:

Stratton Commons was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Stratton Commons is one of many planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Suburban Diversification Period. The inclusion of both single-family houses and townhouses occurred earlier in several other nearby developments from this same period, such as Woodley Gardens. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals involved in the development of Stratton Commons were involved with other development projects in the Washington, D.C. region, but research has not shown that this particular project is a master work or was influential on the design aesthetic of Berger and Berman Inc. Nor has it shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Stratton Commons is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. A small-scale undertaking appended to the existing Stratton Woods development, Stratton Commons is not a good example of a planned residential development of the Suburban Diversification Period. It includes housing in typical styles and forms which include standard features of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Because Stratton Commons is not a good example of a planned suburban development and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C. Stratton Commons was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 18.3 acres and is roughly bounded by the I-270 North Spur on the north and west, Stratton Local park to the east, and Stratton Woods on the south. It includes multiple parcels found on Montgomery County Tax Map GP42 (2018).

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. 2018. "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)." Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net>

Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 21, 2018. <http://www.msa.md.gov>.

The Evening Star. 1978a. "Surrey Lane." March 18, 1978. 63.
--- 1978b. "Surrey Lane." February 24, 1978. 17.

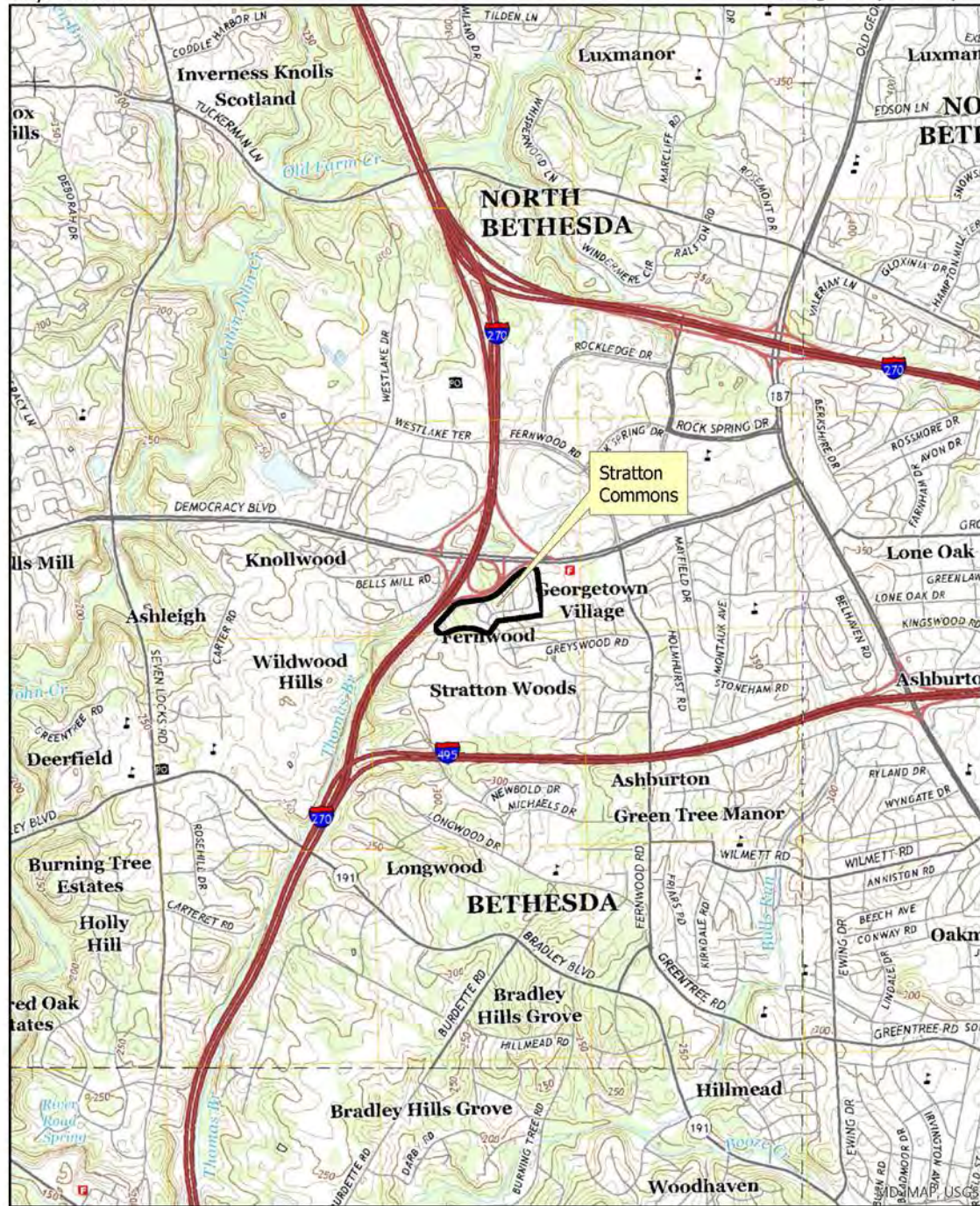
The Washington Post. 1977. "Bethesda Place Townhomes." December 17, 1977. G5.
--- 1985. "Builder's Woes Leave Families in the Middle." October 5, 1985. Accessed January 28, 2019. <https://www.washingtonpost.com/archive/>.

Stratton Commons

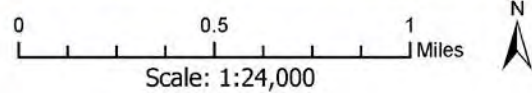
Location: I-270 to the North, Stratton Park to the East

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville



Stratton Commons

Location: I-270 to the North, Stratton Park to the East

City: Bethesda

Montgomery County





View of Bethesda Place at 6719 Surreywood Lane, facing east.



View of Bethesda Place at 6716 Surreywood Lane, facing west.

PHOTOGRAPHS



View of Bethesda Place at 9940 Derbyshire Lane, facing east.



6750 Surreywood Lane, west elevation.

PHOTOGRAPHS



Streetscape on Surreywood Lane, facing north.



6766 Surreywood Lane, facing east.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-49_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of Bethesda Place at 6719 Surreywood Lane, facing east.

02.tif

View of Bethesda Place at 6716 Surreywood Lane, facing west.

03.tif

View of Bethesda Place at 9940 Derbyshire Lane, facing east.

04.tif

6750 Surreywood Lane, west elevation.

05.tif

Streetscape on Surreywood Lane, facing north.

06.tif

6766 Surreywood Lane, facing east.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Stratton Woods Inventory Number: M: 30-50
Address: North I-495, south of Democracy Boulevard, east of I-270 Historic District: Yes
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GP42
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Heather Staton Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Stratton Woods community is a single-family, planned residential development located on the east side of I-270, on the south side of Democracy Boulevard, and on the north side of I-495 in Rockville, Montgomery County. Immediately southwest of the neighborhood is the WMAL Transmitter Property (M: 30-24) and other residential neighborhoods surround Stratton Woods to the northwest (Stratton Commons), northeast (Fernwood), and southeast (Academy Woods [M: 30-38]). Stratton Woods is made up of nine curvilinear streets, two of which terminate in cul-de-sacs, lined with 155 single-family dwellings on residential lots averaging between 0.20 and 0.45 acre. In addition to the dwellings, associated with this neighborhood is Stratton Park, a local park at 9925 Harrogate Road. In total, the subdivision encompasses an estimated 62.05 acres comprising 10.95 acres of park land and 51.1 acres of residential neighborhood. Within the residential portion of Stratton Woods, all streets are lined with a concrete curb and individual

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

lots are evenly graded or slightly sloped with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway and rear lots are occasionally fenced. Secondary resources within Stratton Woods include sheds.

Description:

Stratton Woods is a planned residential development comprising 155 single-family dwellings constructed between 1961 and 1963 during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story Massed, Ranch, Split-Level, and Split-Foyer forms.

Dwellings in Stratton Woods are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement. Cladding on the house includes stretcher-bond brick veneer, siding, such as vinyl or aluminum, or a combination of the two. Roofs within Stratton Woods include front and side gables, as well as the occasional gambrel and hipped examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior end, interior end, and interior slope.

Primary façade entrances are typically off-center and include a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoop. Recessed entryways and door surrounds with Colonial Revival style elements such as pilasters, dentils, and/or pediments are common. Original windows are six-over-six or eight-over-eight, double-hung-sash, wood-frame units; some original bay windows remain on houses that reflect Split-Level, Split-Foyer, or Ranch forms. Many houses within the neighborhood have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses.

Also within Stratton Woods, near its northern boundary south of Democracy Boulevard, is a circa-1975 recreational area called Stratton Park. The rectangular-shaped, local park is heavily wooded along its borders and is accessed from the south by Harrogate Road. A paved parking lot and simple wooden sign are located at the entrance, just south of the one-story, front-gabled picnic shelter with bathrooms on the south side. Near the park's northeast corner is a series of tennis courts and just north of the picnic shelter is a playground. The western half of Stratton Park comprises sports fields. Paved walkways connect each of the features to provide easy foot access throughout the park.

Historic Context:

In June 1960, Aldre, Inc., owned by Jack and Annette Alfandre, purchased approximately 50 acres through two separate deeds from J. Walsh Richards, Nancy Richards, and/or Joseph Richards, Jr. (Montgomery County Deed Book [MCDB] 2739, 593, 597). The land was originally part of a much larger tract known as "Grubby Thicket" (Montgomery County Plats [MCP] 5987 and 6339). By June of that same year, Aldre, Inc. platted the first section of Stratton Woods, inclusive of just one road, Brixton Lane, lined with 54 lots (MCP 5987). By September of 1962, they had created three additional multi-lot plats that expanded Stratton Woods to the north, northwest, and south and resulted in a total of 155 lots within the neighborhood.

(MCP 6339, 6603, 6811). Construction of dwellings in each platted section began shortly after platting and was completed by 1963 (National Environmental Title Research [NETR] 1962, 1963).

Early newspaper advertisements touted three-, four-, and five-bedroom “all-brick, colonial homes” on large, private lots and “careful community planning that has eliminated the boring sameness of so many larger developments” (The Evening Star 1962, B-7). Aldre, Inc. boasted well-priced housing starting at \$26,500 and proximity to Bethesda and all the amenities the growing town had to offer (The Evening Star 1962, B-7). In the early to mid 1960s, their major selling point was that Stratton Woods was “Bethesda’s Best Buy,” claiming that it is “an understatement to say you may never find this much house value in Bethesda” once they sold all houses within the neighborhood (The Evening Star 1963, B-5).

Aldre, Inc., owned and operated by the Alfandre family, was a residential development firm in the Washington, D.C., area and surrounding region throughout the second and third quarters of the twentieth century (The Evening Star 1967, D-7). Other neighborhoods built by Aldre, Inc. include Hunter Woods in Reston, Virginia, Hillcrest Heights in Prince George’s County, and Saddlebrook (M: 26-77) and Potomac Woods near Rockville (The Evening Star 1967, D-7; The Washington Post and Times Herald 1957, D6, 1963, D1).

Stratton Park, not planned as part of the development, originated in the early 1970s, when the Maryland National Capital Park and Planning Commission (M-NCPPC) purchased land for a park north of Stratton Woods and northwest of Fernwood, another residential neighborhood. Although a majority of present-day Stratton Park was originally platted as “Parcel 1” of Fernwood Estates, when M-NCPPC purchased the wooded and undeveloped tract of land for the purposes of a park, they extended Harrogate Road of Stratton Woods to create the only access to the park.

Evaluation:

Stratton Woods was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Stratton Woods is typical of most planned residential developments in Maryland and the Washington, D.C. suburbs and is a basic example of the type commonly built in Montgomery County in the Suburban Diversification Period. The neighborhood is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals involved in the development of Stratton Woods had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Stratton Woods is a modest example of a planned residential development, with lots created by a developer. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential neighborhood from this era. The development’s Two-Story Massed, Ranch, Split-Level, and Split-Foyer

forms include standard features typical of the period and demonstrate no distinctive stylistic details. As a whole, this group of houses does not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Stratton Woods is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Stratton Woods was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 62.05 acres and incorporates the 10.95-acre Stratton Park, as well as the 51.1-acre residential neighborhood that is roughly defined by Stratton Commons to the northeast, Fernwood to the northeast, Academy Woods to the southeast, and the WMAL Transmitter Property (M: 30-24) to the southwest, as defined in Montgomery County Plats 5987, 6339, 6603, and 6811. It includes multiple parcels found on Montgomery County Tax Map GP42.

References:

The Evening Star. 1962. "Advertisement." August 25, 1962, B-7.

---1963. "Bethesda's Best Buy will soon be goodbye." March 9, 1963, B-5.

---1967. "Advertisement." September 29, 1967, D-7.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed December 3, 2018. <http://www.mdlandrec.net/>.

Montgomery County Plat (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

National Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

The Washington Post and Times Herald. 1957. "Aldre, Inc. Buys More Lots." June 1, 1957, D6.

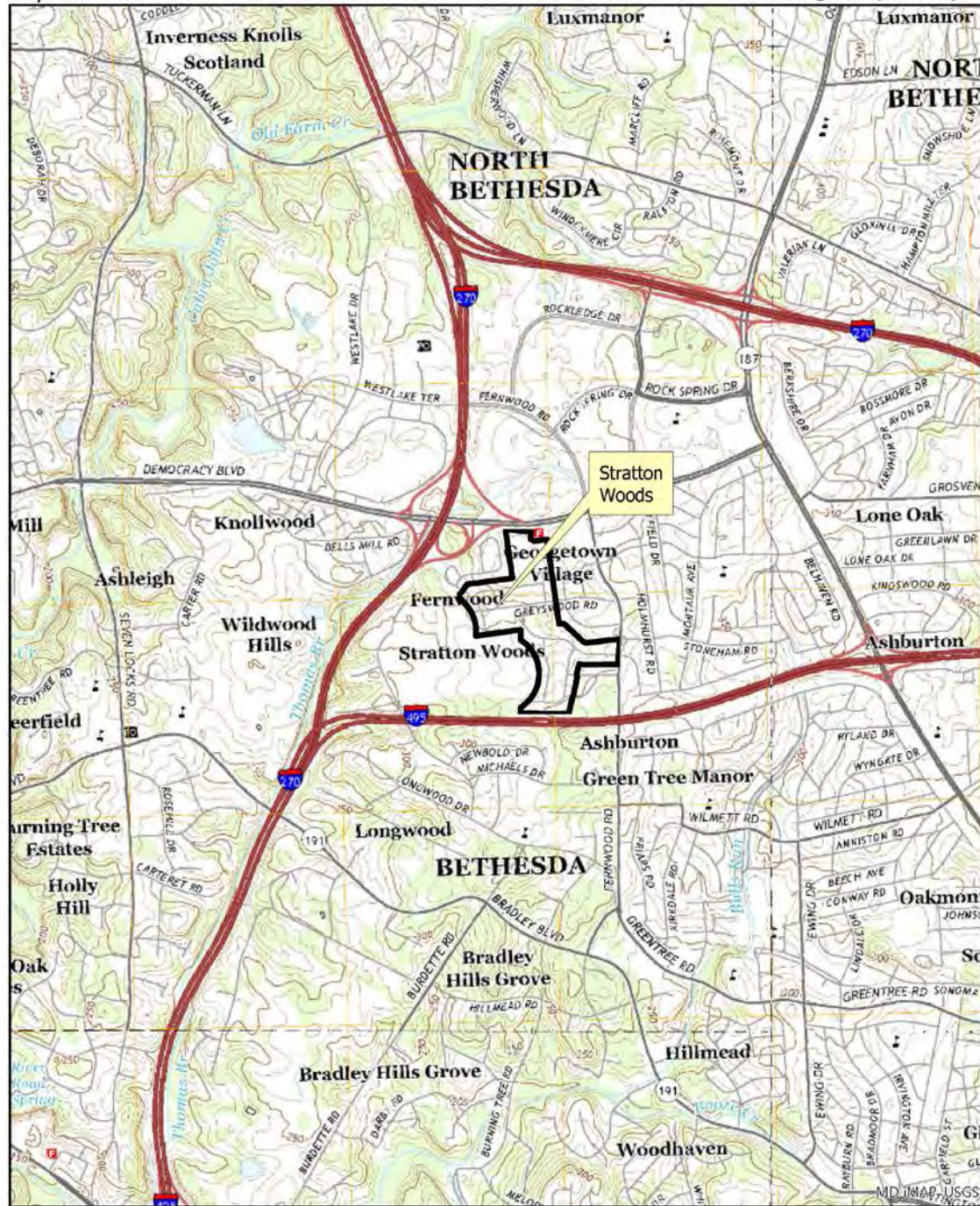
---1963. "Aldre Unveils Potomac Woods." April 13, 1963, D1.

Stratton Woods

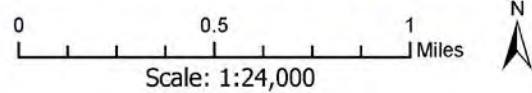
Location: North I-495, south of Democracy Boulevard, east of I-270

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville

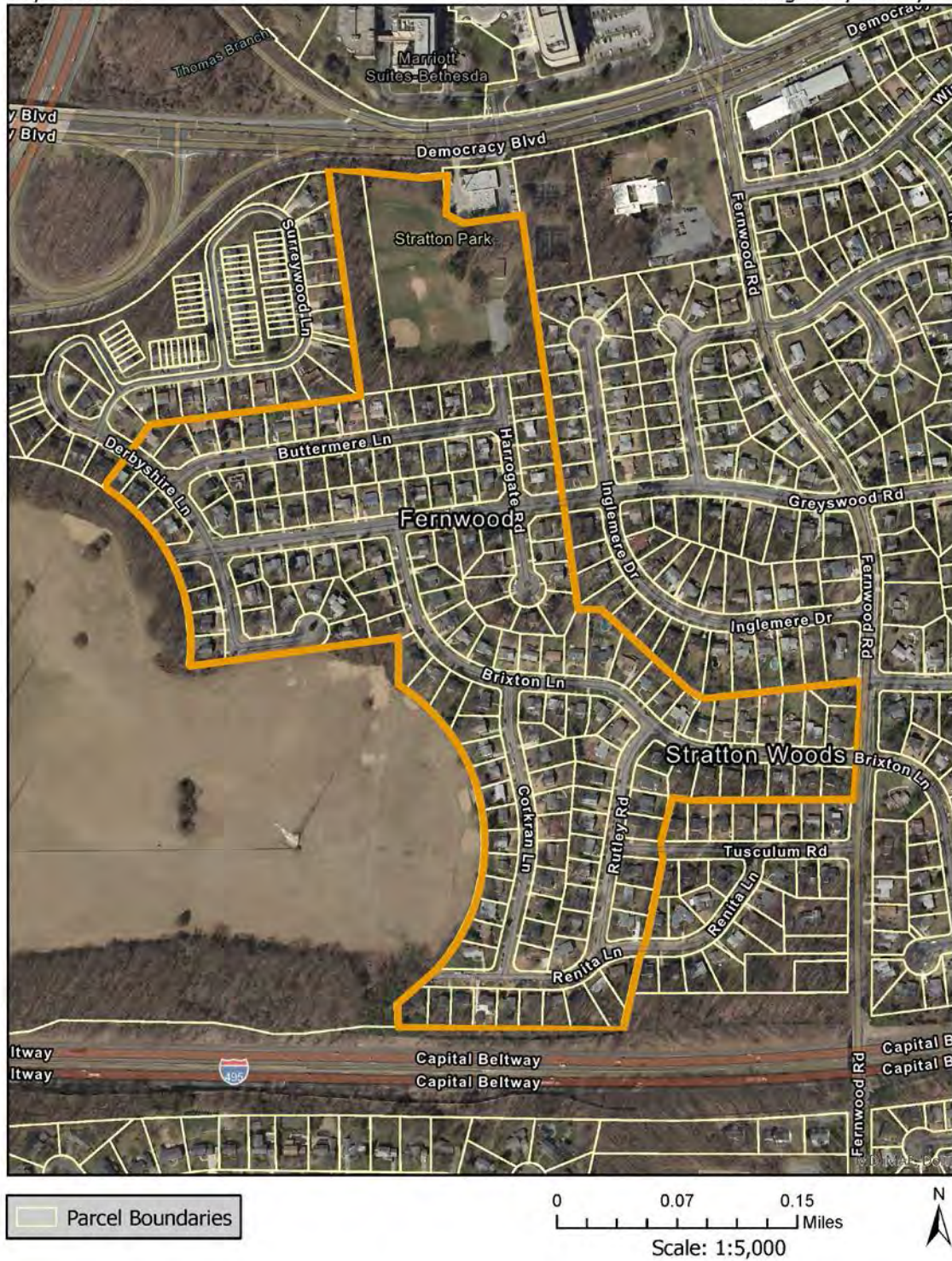


Stratton Woods

Location: North I-495, south of Democracy Boulevard, east of I-270

City: Bethesda

Montgomery County



PHOTOGRAPHS



9914 Derbyshire Lane, looking southwest.



6812 Buttermere Lane, looking south.



Streetscape of Buttermere Lane, looking east.



Streetscape of Harrogate Road, looking east.

PHOTOGRAPHS



Harrogate Road cul-de-sac, looking, looking southeast.



9706 Corkran Lane, looking west.



Streetscape of Rutley Road, looking northwest.



Stratton Park playground and picnic shelter, looking southeast.

PHOTOGRAPHS



Stratton Park sports fields, looking south.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-50_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9914 Derbyshire Lane, looking southwest.

02.tif

6812 Buttermere Lane, looking south.

03.tif

Streetscape of Buttermere Lane, looking east.

04.tif

Streetscape of Harrogate Road, looking east.

05.tif

Harrogate Road cul-de-sac, looking, looking southeast.

06.tif

9706 Corkran Lane, looking west.

07.tif

Streetscape of Rutley Road, looking northwest.

08.tif

Stratton Park playground and picnic shelter, looking southeast.

09.tif

Stratton Park sports fields, looking south.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Strip Center, 4767-4773 Allentown Road

Address: 4767, 4771, 4773 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0000

Tax Map Number: 0089

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 21, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Strip Center, 4767-4773 Allentown Road is a two-building, one-story strip center occupying a 0.76-acre parcel located in a commercial area along Allentown Road, southeast of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. According to state tax data, the one-story buildings with varying architectural styles were constructed in 1967. The south building at 4773 Allentown Road is Colonial Revival-influenced and the buildings at 4767 (north building) and 4771 (center building) Allentown Road are Modernist-influenced. The north building (4767), currently occupied by Dunkin' Donuts/Baskin-Robbins, was originally a Mister Donut location. The strip center is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. It occupies the southwest corner of the parcel and is separated from the road by a grass island. Trees and shrubs buffer the property from the Capital Beltway to the northwest. The property is accessed by a driveway to the northeast and by the southeast driveway shared with the gas station to the south. An asphalt parking lot covers the remainder of the lot. Light standards, asphalt speed bumps, metal bollards, a chain-link dumpster enclosure, a rectangular metal cage enclosing fuel tanks, concrete

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Strip Center, 4767-4773 Allentown Road

parking bumpers, a metal and plastic pay telephone stand, and a metal and plastic business sign are also located on the lot. A wood-board fence continued from the adjacent gas station partially borders the northwest side of the property. The remainder of the northwest border is lined with a chain link fence.

The three buildings of the irregular-plan strip center are architecturally distinct, but all are one-story, rest on continuous foundations, and have a flat roof with mechanical equipment bordered by parapets with metal coping. The south building and the center building share a wall, and the south building (4773) projects toward the road. The south and center buildings' roofs also houses metal and plastic back-lit and electronic signs. A shared concrete staircase with metal handrail, chain link gate, and metal protective railing, located between the center and north buildings, provides basement access to both buildings. The northwest elevations were not accessible during this survey.

The south building's (4773) façade is clad in red brick set in a running bond pattern with wood fascia and projecting pilasters. The main entrance consists of two single metal-and-glass doors with transoms flanking a ten-light fixed metal sash window wall, opening onto a concrete pedestrian walkway that continues around the side to the northeast storefront. The entrance is flanked by two carriage lamp style light fixtures and two plate glass storefront windows. Above the entrance on the fascia is the street number. The entrance is sheltered by a projecting standing-seam metal mansard roof with flared eaves. The southwest elevation is concrete block and has a single metal door.

The center building (4771) is taller than the south building and has four unequal bays. The first and third bays are clad in red brick in a running bond pattern. The second and fourth bays are clad in stacked bond concrete block and have projecting flat-roof canopies clad in metal on the sides and synthetic stucco on the underside. Both concrete-block bays have back-lit metal and plastic signs below the canopies. The first bay has a solid metal door. The second bay contains the main entrance, which consists of two paired metal-and-glass doors covered with metal bars. The fourth bay has a secondary entrance of paired metal doors at the northeast side. The northeast elevation is brick with seven bricked-in window openings, one bricked-in door opening, and three metal grates. There is one metal door in first story and one in the basement level of the northeast elevation.

The north building's (4767) façade is three equal bays separated by synthetic-stucco-clad pilasters, shaded by a canopy clad in painted metal. The main entrance is located at the southwest bay and consists of a single metal-and-glass door with transom and sidelight that opens onto a concrete landing with metal railing. The landing connects by two steps to the concrete pedestrian walkway that runs the length of the façade. A secondary entrance is located in the center bay, consisting of a single metal-and-glass door with transom, opening onto a concrete platform with metal railing raised above the concrete pedestrian walkway. Metal fixed- sash ribbon windows set on painted running-bond brick bases fill the remainder of the bays. A metal panel clad tower with metal and plastic back-lit signs is on the northeast elevation. The remainder of the northeast elevation is painted brick and has a metal door opening onto a wood deck with wood railings that connects to the concrete pedestrian walkway via a concrete ramp. The southwest elevation is unpainted brick and has a metal door at the basement level accessed by the shared staircase.

Strip Center, 4767-4773 Allentown Road is an example of an undistinguished mid-twentieth-century strip center. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While doors

NR-ELIGIBILITY REVIEW FORM

Strip Center, 4767-4773 Allentown Road

have likely been replaced and the majority of the fenestration on the center building's facade has been filled-in, the strip center retains integrity. The building, however, is a common example of its type, does not represent the work of a master or possess high artistic value, and is therefore not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.76 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

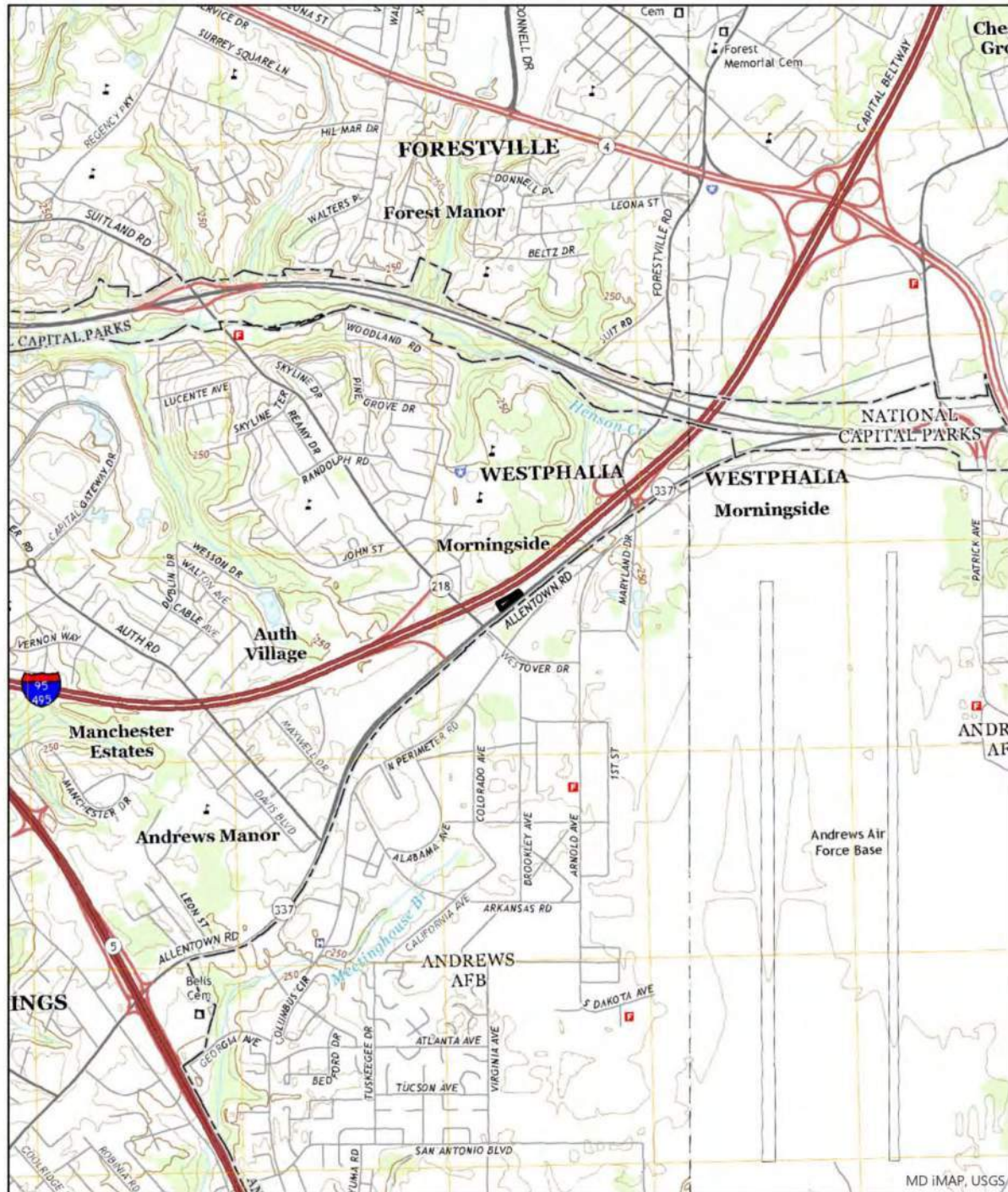
Strip Center, 4767-4773 Allentown Road

Strip Center, 4767-4773 Allentown Road

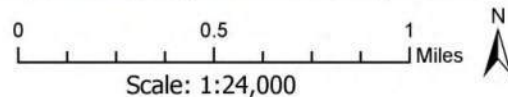
Location: 4767, 4771, 4773 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Upper Marlboro



NR-ELIGIBILITY REVIEW FORM

Strip Center, 4767-4773 Allentown Road



South building, southeast facade and southwest elevation/Center building southeast facade



North building, southeast facade and northeast elevation/Center building, southeast facade and northeast elevation

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Strip Center, 9002 Lanham Severn Road

Address: 9002 Lanham Severn Road

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044-00B3

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christeen Taniguchi, Jean M. Cascardi

Date Prepared: Mar 8, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Strip Center at 9002 Lanham Severn Rd, currently containing 7-Eleven, Lenny's Yum, and Fatima's Hair Salon is a one-story building with no architectural style. It appears the northeastern bay of this three-bay/three storefront building is the original 1950 building (Maryland SDAT), with the two southwestern bays constructed by 1957. Stepped late-twentieth-century additions extend the entire northwest elevation width (Historic Aerials 2019). The building is oriented on a northwest-southeast axis. The 0.49-acre property is surrounded by other commercial properties and is located at the north corner of Lanham Severn Road and Princess Garden Parkway. There is a driveway off each of these two streets, leading to asphalt surface parking lots surrounding the building; small parking lot areas, adjacent to the building, are concrete. Islands with lawns and bushes separate the property from the public sidewalk. A metal-framed backlit plastic sign, supported by a metal round post, is located in front of the building at the property's northeast end.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Strip Center, 9002 Lanham Severn Road

The building has an irregular plan and concrete block construction. The façade's bottom section is clad with white-painted brick, with the top remodeled with synthetic stucco. The southwest storefront has paired metal and glass doors with a transom. The other two storefronts each has a single metal and glass door; the center storefront has a transom. The entrances face onto a concrete pedestrian walkway extending the entire façade width. The façade has metal-framed vertical display windows. Each storefront has a vinyl awning, with a backlit plastic sign affixed to the synthetic stucco.

The southwest elevation has one fixed, single metal-sash window, and the northeast elevation has a filled-in door and window. The late-twentieth-century additions at the northwest elevation have concrete foundations and are clad with vinyl siding. There are three single or paired metal doors at this elevation; several small, rectangular vented openings; and a plastic backlit sign.

The building has a flat roof, and stepped parapets with coping; the roof is occupied by mechanical equipment and has an interior end brick chimney at the northwest elevation. The center business has a plastic backlit sign on the northwest roof edge. The additions are covered with shed roofs.

The Strip Center, 9002 Lanham Severn Road is an altered example of a mid-twentieth-century strip center with no architectural style, commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criterion A or B. Significant alterations, including a remodeled façade and additions, have diminished the building's integrity. The resource does not represent the work of a master, or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The property is located on one tax parcel that encompasses 0.49 acres and is found on Prince George's County Tax Map 0044-00B3, Parcel 0000 (2019).

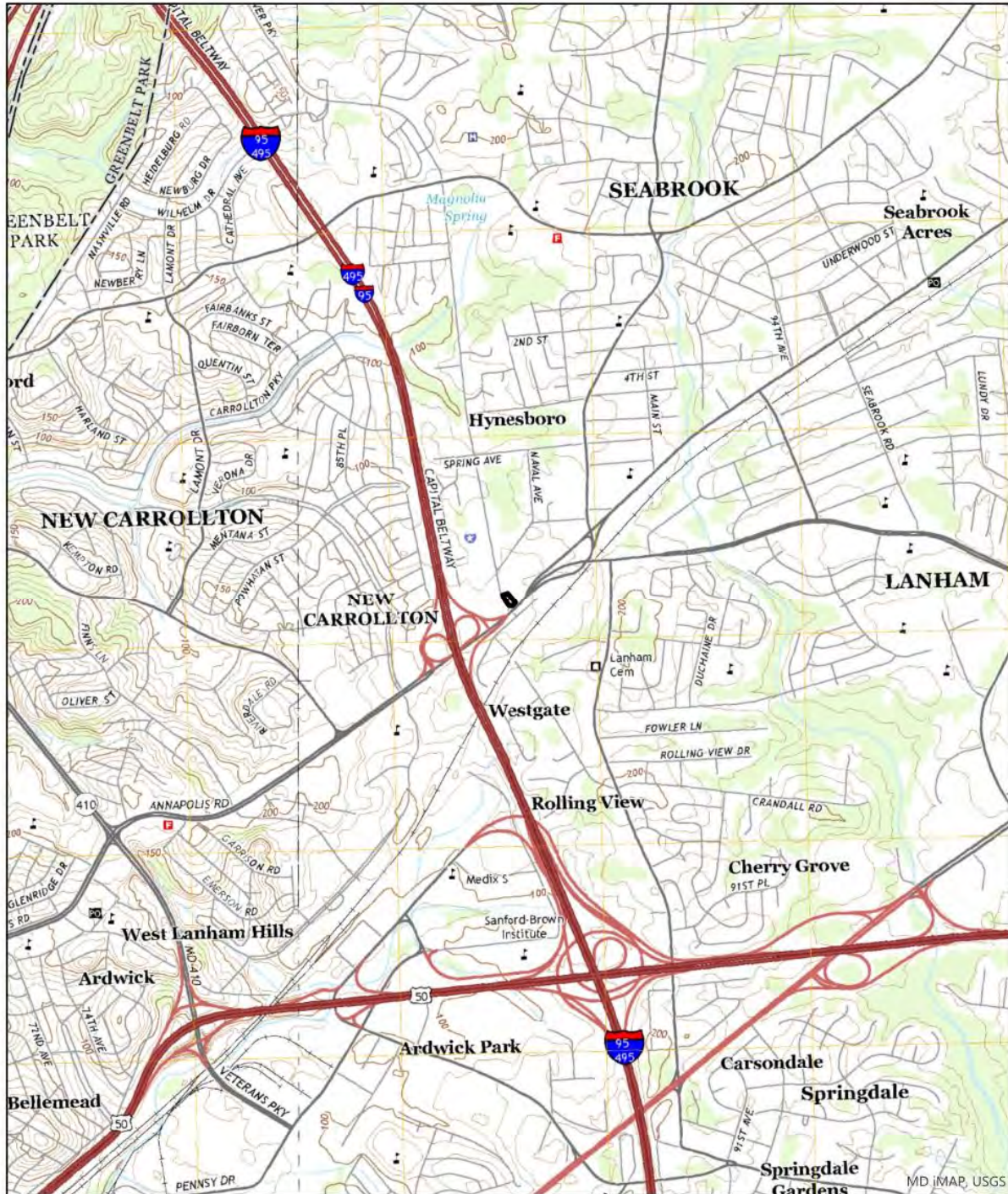
Strip Center, 9002 Lanham Severn Road

Strip Center, 9002 Lanham Severn Road

Prince George's County

Location: 9002 Lanham Severn Road

City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles
Scale: 1:24,000

NR-ELIGIBILITY REVIEW FORM

Strip Center, 9002 Lanham Severn Road



Southeast facade



Northwest elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Sunnyside and Sunnyside Knolls
Address: North of I-495 and east of Rhode Island Avenue

Inventory Number: PG:66-41

Historic District: Yes

City: College Park Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 008, 0019, 0025, 0026

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Sunnyside and Sunnyside Knolls was recorded in the Maryland Inventory of Historic Properties by MDOT SHA in 2000. Documentation on file for this resource included roughly 50 acres of land with 170 single-family dwellings. At that time, the subdivision was determined not eligible for listing in the National Register of Historic Places (NRHP) because the houses had not yet reached 50 years of age. The Maryland Historical Trust concurred with this assessment in 2001. The buildings have since passed the age threshold, and the resource's NRHP eligibility is reevaluated in this form.

Setting:

Sunnyside and Sunnyside Knolls subdivision encompasses three planned residential developments situated on the north side of I-495 between Rhode Island Avenue and the George Washington Carver Center of the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

Beltsville Agricultural Research Center (BARC) in College Park. The subdivision is bounded by I-495 on the south, land owned by BARC on the north and east, and Rhode Island Avenue on the west. This approximately 50-acre resource includes three different residential developments (Sunnyside Section 1 and 2, Sunnyside Section 3, and Sunnyside Knolls) with five blocks and 170 single-family dwellings with consistent setbacks on lots ranging between 0.15 and 0.4 acre. Curvilinear streets are 50 feet wide, flanked by concrete curbs and narrow concrete sidewalks. Streetlights are a mix of standard lamp arms attached to telephone poles and metal posts topped by Colonial Revival-style or conical lanterns. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, few trees, and some fenced yards. Secondary buildings, like small storage sheds, are infrequent.

Description:

The Sunnyside and Sunnyside Knolls subdivision contains single-family dwellings constructed in three phases between 1954 and 1972. Each phase reflects the work of three different sets of developers and builders. The earliest phase of construction included 98 Split-Level houses of the same model built circa 1954 in Sunnyside Section 1 and 2 (Prince George's County Plat Book [PGCPB] WWW 23, 92-93). The dwellings are all three-bay, two-story, frame, houses with Split-Level features and Minimal Traditional forms augmented by a two-story ell projecting from one end of the façade containing a built-in garage. Designed with 1,232 square feet of space, these houses have a concrete foundation, often clad in stucco, brick, or a stone veneer, with walls covered in aluminum, asbestos, fiberboard, or vinyl siding. Roofs sheathed in asphalt shingles are predominantly side-gabled with a front-gabled or hipped ell, and some houses feature a shed-roof dormer at the opposite end of the façade. Some of these houses also feature a central brick or metal chimney and a bay or picture-window at the façade.

The second period of development includes 47 dwellings built between 1968 and 1970 in Sunnyside Section 3 (PGCPB WWW 67, 15). These dwellings are predominantly four-bay, two-story, frame, Split-Foyer dwellings with a lesser number of side-gabled Split-Level dwellings featuring a two-bay, front-gabled section at one end of the façade. Originally designed with 1,176 square feet, these houses also have a concrete foundation often clad in a brick veneer with walls covered in aluminum or vinyl siding. Roofs are all sheathed in asphalt shingles and commonly feature a large, exterior, brick chimney set along a side elevation. A few houses in this section have a built-in garage or carport at one end of the façade, while the majority have a wide concrete driveway.

The last phase of development occurred between 1970 and 1972, adding 25 houses between 972 and 1,176 square feet, in two blocks at the west end of Odessa Road platted as Sunnyside Knolls (PGCPB WWW 70, 36). These dwellings are largely two variations of the same model of the one-and-a-half-story, four-bay, Split-Foyer house type. Two Transitional Ranch houses, both one-story, four-bay, frame dwellings, are also in this section. Like others in the subdivision, these houses have a concrete foundation and are clad in a mix of brick veneer, aluminum, asbestos, or vinyl siding at the façade. All houses are topped by a side-gabled roof sheathed in asphalt shingles and built without chimneys. Some have a projecting, two-bay, front-gabled section with recessed entry porch at one end of the façade. Depending on topography, a few of these houses have a built-in garage; the majority feature wide concrete pads for off-street parking.

Most houses in the subdivision lack applied ornamentation, but some, particularly those in the later sections, have modest architectural elements of the Colonial Revival style including decorative aluminum

surrounds with fluted pilasters and pediments at the main entrance. Primary entrances to all dwellings are typically at or near the center of the façade and have a single-leaf wood or metal door. A majority of the doors and windows throughout this subdivision are replacement units. Original windows include double-hung, six-over-six or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; and paired, sliding, metal-framed sashes. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters.

Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, vinyl siding, stucco, or new stone veneer. Some houses have been modified through the conversion of a built-in garage to additional living space, the addition of a carport to a side elevation, or the addition of a patio or porch at the façade. Several houses feature small-scale additions at the rear elevation, while the house at 5203 Palco Place has been expanded vertically with a second story and enclosed porch addition across the façade.

Historic Context:

Land within Sunnyside Sections 1, 2, 3, and Sunnyside Knolls was part of a larger property that was divided and sold in parts to various real estate speculators during the first half of the twentieth century. Situated west of the circa-1835 Washington Branch of the Baltimore and Ohio Railroad, the name of the subdivision stems from its proximity to Sunnyside station (Hopkins 1879). Residential development in the area was furthered in the early- to mid-twentieth century by the completion of the Berwyn and Laurel Electric Railroad Company in 1902 (Wallace 1929, 8). This streetcar line, later operated by the Capital Transit Company, ran along Rhode Island Avenue and provided service from D.C. to Beltsville until 1948.

In 1945, William and Lovell Elizabeth Mortfeld purchased two adjacent parcels of farmland totaling 50 acres, subdividing the property over the next several years and selling pieces to different real estate investors. In 1952, 26.5 acres were sold to Stephen G. Self, Inc., in partnership with Martin and Ruby McAnallen, who later created Sunnyside Sections 1 and 2 in two March 1954 plats (Prince George's County Deed Book [PGCDB] WWW 1563, 582). Stephen G. Self, Inc., was a real estate and construction firm established by Prince George's County native, Joseph (J.) Norman Ager in the late 1940s; however, the company was not active in the decade that followed, twice appearing in local newspapers on a list of corporations in danger of forfeiture for delinquency (Cumberland Evening Times 1959, 9). In 1951, J. Norman Ager was appointed to serve as one of Prince George's County's representatives on the Washington Suburban Sanitation Commission--a position he held into the late 1950s (The Washington Post 1951, B2). By 1958, Ager worked primarily from his Silver Spring real estate firm with Roger Scofield, known as Ager and Scofield (R.L. Polk and Company 1958, 7). Martin and Ruby McAnallen, appear to have been silent partners in the development, likely working with Ager to finance the purchase and subdivision of the property. The McAnallens did not make a living in land development and are not known to be associated with any other residential properties in Prince George's County; census records indicate that Martin worked as natural gas developer in 1930 and as an auditor for the Internal Revenue Service in 1940 (United States Federal Population Census 1930, 1940).

Research indicates that all of the houses in Sections 1 and 2 were built and sold by the Sunnyside Development Corporation, a company established by Long Island architect and homebuilder Bernard Katz after he moved to the Washington area in 1952 (The Washington Post 1964, E8). By 1964, Katz had

reportedly constructed more than 3,000 buildings in the area, including single-family dwellings, garden apartment complexes, and office buildings in Montgomery and Prince George's counties. Much of this work was done in conjunction with Nathan Metz, a partner in the Sunnyside Development Corporation and another company founded by the pair, known as the Pryme Construction Corporation. Established in 1956, Pryme Construction began building and selling single-family dwellings in Montgomery and Prince George's counties, but shifted to apartment complexes in the early 1960s before Katz started his own company, Bernard Katz and Associates, in 1964 (The Evening Star 1959, B-18; 1961, 23; The Washington Post 1964, E8).

An advertisement announced the grand opening of Sunnyside Section 1 in February 1954 and provided a sketch of its single model type, identifying it as a Split-Level house that was new, different, low-cost, and ultra modern for \$10,500 (The Evening Star 1954a, B-13). In May 1954, a second advertisement indicated that the first section had sold out, while Section 2 houses of the same type priced slightly higher at \$11,000 would be available in the fall (The Evening Star 1954b, B-20). Though they were described as being ultra modern, the form of the single house type constructed in Sections 1 and 2 is similar to other Split-Level tract houses appearing in the suburbs of New York and New Jersey after World War II (Cloues 2012, 27). Although the popularity of the Split-Level form grew, the type constructed by the Sunnyside Development Corporation, with common characteristics of Minimal Traditional houses, was not widely adopted.

The next phase of development in Sunnyside contained an estimated 10.5 acres platted as Section 3 in October 1967 by Stewart Homes, Inc., a company formed by homebuilder Sidney Naham and real estate developer Homer Gudelsky. This land was sold by the Mortfelds to John and Anna Stewart in 1948 and by Anna Stewart, following her husband's death, to Naham and Gudelsky in 1966 (PGCDB 1017, 443; 3273, 379). The Naham Construction Company was established in 1953 and specialized in residential construction, primarily single-family dwellings in Prince George's County neighborhoods like Adelphi Heights, Glen Haven, and Laurelton, as well as English Manor, Eastbourne, and Pilgrim Hill in Montgomery County (Byrnes 1962, B1). Sales of properties within many of these developments were handled by the T. N. Lerner Company. Led by Theodore Lerner, the T. N. Lerner Company partnered regularly with Homer Gudelsky, chief executive officer of the Contee Sand and Gravel Company from 1963 to 1974 (The Washington Post 1989, B6). Gudelsky was also a prominent figure in real estate development within the DC region, particularly commercial developments such as the Tysons Corner and Wheaton Plaza shopping centers and the Montgomery Center office building and Montgomery Auto Sales Park in Silver Spring (The Washington Post 1989, B6). Research did not identify advertisements for new houses in Section 3; however, a few house types appear to be more modest versions of the Split-Level and Split-Foyer models marketed in the Eastbourne subdivision located about 5 miles northwest, priced from \$26,990 (The Washington Post 1964, C12). Mortgages on new houses purchased from Stewart Homes, Inc., in the subdivision suggest similar pricing, with buyers commonly borrowing between \$26,000 and \$29,000 (PGCDB 3684, 925; 3844, 781).

Sunnyside Knolls was the third and final phase of development in this subdivision. Containing roughly 5 acres, it was part of a 10.7-acre tract William Mortfeld sold to Jeannine Balog Neilson in 1962 (PGCDB 2762, 461). In 1967, Jeannine and her husband, Donald Ulmer, sold the property to Ronald Edlavitch who subdivided it in November 1968 (PGCDB 3536, 985). Edlavitch sold 25 lots of Sunnyside Knolls to Hayden

Homes, Inc., a company led by homebuilder Barney Hayden, who in 1969 filed restrictive covenants limiting the type, cost, and uses of property within the subdivision and assigning architectural control over the houses built therein to Hayden and two financial partners (PGCDB 3732, 204; 3768, 712). Hayden Homes, Inc., appears to have defaulted on at least one loan, resulting in an equity case that allowed his financial backers to sell six houses completed by Hayden Homes and 12 open lots to F.G. Marker, Inc., in August 1971 (PGCDB 3981, 641). Barney Hayden retained control over the remaining seven lots, building and selling houses thereon under the name of a new company, Perfection Construction, Inc., between 1971 and 1972, such as the dwelling at 5024 Odessa Road (PGCDB 4109, 248). Though houses in this section were built by different companies, the designs are strikingly similar and include three variations of a common Split-Foyer form and one type of Transitional Ranch dwelling. Neither company placed formal advertisements for these houses, but a classified ad priced new ramblers in Sunnyside Knolls between \$28,650 and \$33,850 (The Evening Star 1970, 87).

Sunnyside and Sunnyside Knolls is typical of many planned residential developments from the mid-1950s into the early 1970s as its design did not include any communally owned amenities like parks or recreational areas. Consistent setbacks and sidewalk design unify the streetscape patterns of the subdivision, indicating a commitment to conforming to the established appearance of the development despite the approximately 20 year period over which it was constructed.

Evaluation:

Sunnyside and Sunnyside Knolls was evaluated as a planned residential development in the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

An example of the most common type of residential subdivision constructed in Prince George's County and created by a group of relatively inexperienced developers using a very limited selection of house models, Sunnyside and Sunnyside Knolls did not introduce influential design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The array of individuals involved in the development of Sunnyside and Sunnyside Knolls are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's County. Bernard Katz worked in a number of prolific companies, while Homer Gudelsky made a larger and more lasting impact in the area of commercial development in the region. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Sunnyside and Sunnyside Knolls represent a ubiquitous development type in Prince George's County and is not a good example of a planned residential development, as it demonstrates none of the innovations that appeared during the Modern or Suburban Diversification periods. It features modest examples of standard design features, including curvilinear streets and popular house forms with minimal styling. Modifications to many dwellings over time, including replacement windows, doors, exterior cladding, enclosure and conversion of original garages, and additions, have diminished the historic integrity of design, materials,

and workmanship of the subdivision. Because Sunnyside and Sunnyside Knolls is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Sunnyside and Sunnyside Knolls contains 50 acres defined by I-495 on the south, Rhode Island Avenue on the west, and land associated with BARC to the north and east. The resource is detailed in Prince George's County Plat Books WWW 23, 92-93; WWW 67, 15; and WWW 70, 36. The development includes multiple parcels found on Prince George's County Tax Maps 18, 19, 25, and 26 (2019).

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--- 1954b. Advertisement for Sunnyside Homes. Steven G. Self, Inc. and Sunnyside Development Corporation. May 1, 1954, B-20.

--- 1959. "Pryme's Exhibit in Ashburton." September 12, 1959, B-18.

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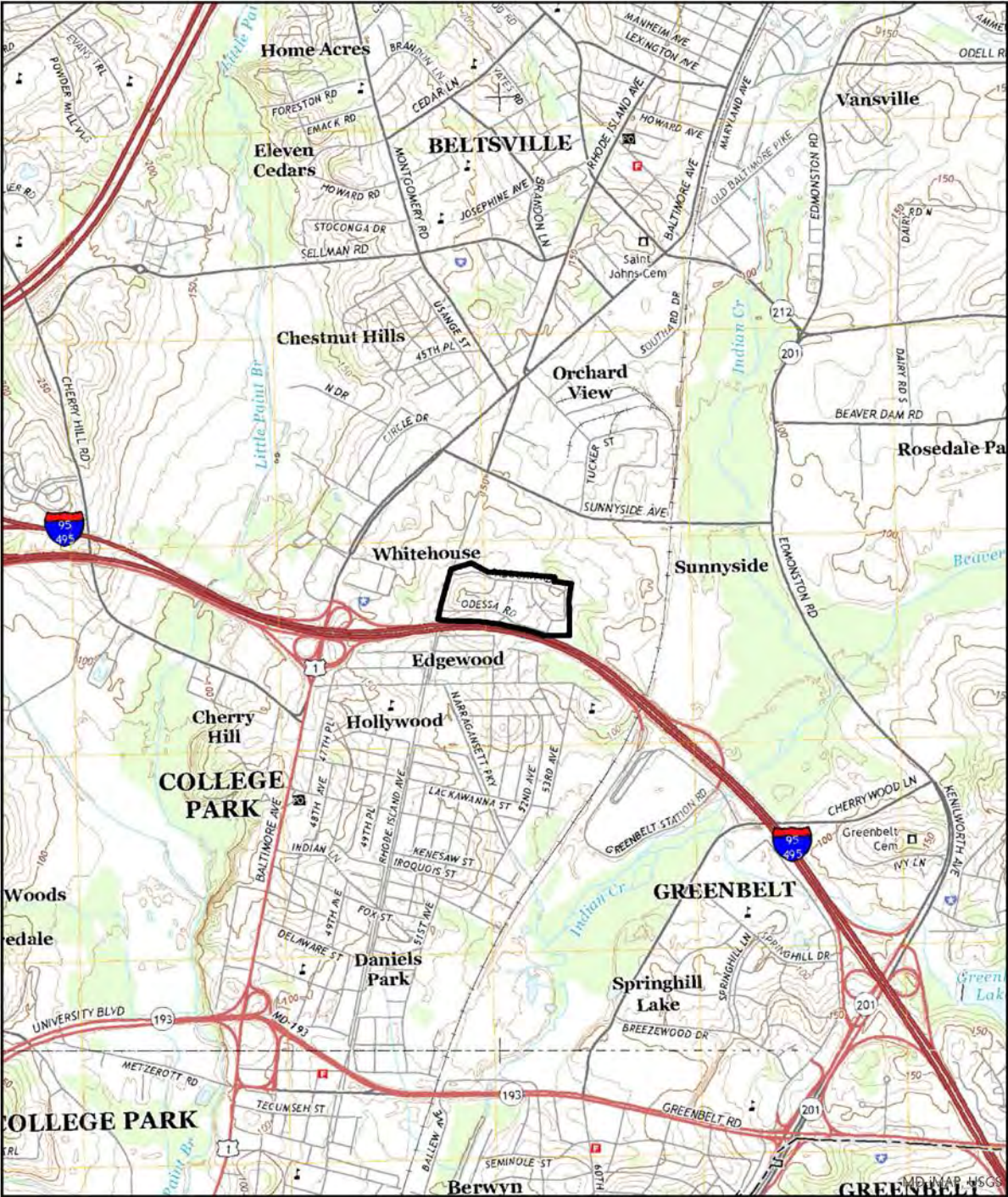
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Sunnyside and Sunnyside Knolls

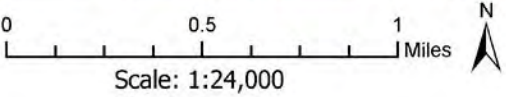
Prince George's County

Location: North of I-495 and east of Rhode Island Avenue

City: College Park



USGS 7.5' Quadrangle - Beltsville



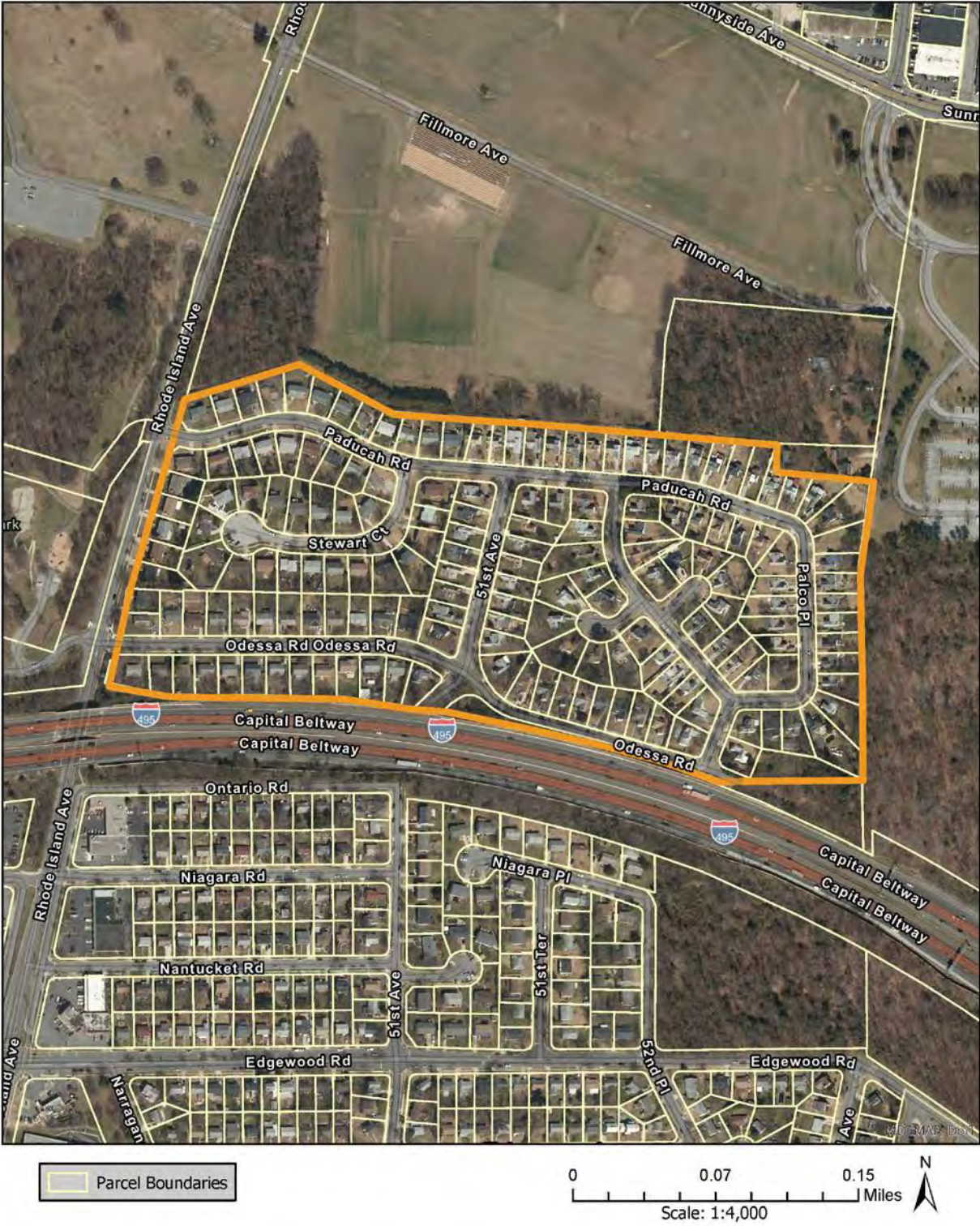
Scale: 1:24,000

Sunnyside and Sunnyside Knolls

Location: North of I-495 and east of Rhode Island Avenue

Prince George's County

City: College Park





East elevation of house at 10130 52nd Avenue.



View of houses on west side of 51st Avenue, looking northwest.



View of houses at 5205 and 5207 Palco Place, looking southeast.



East elevation of house at 10102 51st Avenue.



View of houses at 5008, 5010, and 5012 Paducah Road, looking east.



Southeast oblique of house at 5006 Paducah Road.



North elevation of house at 5011 Stewart Court.



Southeast oblique of house at 5010 Odessa Road.



North elevation of house at 5023 Odessa Road.



North elevation of house at 5013 Odessa Road.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-24**

Location of Original Digital File: **MD SHPO**

File Format: **PG:66-41_2018-10-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

East elevation of house at 10130 52nd Avenue.

02.tif

View of houses on west side of 51st Avenue, looking northwest.

03.tif

View of houses at 5205 and 5207 Palco Place, looking southeast.

04.tif

East elevation of house at 10102 51st Avenue.

05.tif

View of houses at 5008, 5010, and 5012 Paducah Road, looking east.

06.tif

Southeast oblique of house at 5006 Paducah Road.

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North elevation of house at 5011 Stewart Court.

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Southeast oblique of house at 5010 Odessa Road.

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North elevation of house at 5023 Odessa Road.

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North elevation of house at 5013 Odessa Road.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Sunnyside B

Inventory Number: PG:66-83

Address: South of I-495 and east of Rhode Island Avenue

Historic District: Yes

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0026

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Sunnyside B is a planned residential development situated on the south side of I-495, east of Rhode Island Avenue in College Park. The subdivision is bounded on the north by I-495, on the south by Edgewood Road, on the west by other single-family residential developments, and on the east by a 5-acre wooded lot. Containing 2.35 acres, this resource includes nine single-family dwellings with consistent setbacks on lots ranging between 0.15 and 0.22 acre. Streets in the development follow the surrounding grid and are flanked by concrete curbs and narrow concrete sidewalks, except the east side of 52nd Place between Edgewood Road and Niagara Place adjoining an undeveloped wooded lot. Streetlights consist of standard lamp arms attached to telephone poles. Individual lots are landscaped with grassy lawns, shrubs,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

ornamental plantings, few trees, and some fenced yards. Secondary buildings such as small storage sheds and detached garages are associated with less than half of the houses.

Description:

Sunnyside B contains nine single-family dwellings built in 1964 in the same Split-Foyer form. Each house is four bays wide and two stories tall. Designed with 1,080 square feet of space, these houses have a concrete foundation with walls predominantly clad in brick veneer featuring aluminum or vinyl siding filling the ends of a side-gabled roof. All roofs are sheathed in asphalt shingles and two houses have an exterior-end, brick-clad chimney.

Primary entrances are located near the center of the façade and have a single-leaf wood or metal door. Some of the entries have Colonial Revival-style features including a decorative aluminum surround with fluted pilasters topped by a pediment, while others are set within a large rectangular opening lined with an aluminum frame featuring a large fixed transom above a door and single, asymmetrically placed sidelight. A majority of the doors and windows throughout this subdivision are replacement units. Where present, original windows are one-over-one, aluminum-framed, double-hung sashes, paired sliding sashes, or large fixed lights within a three-part picture window or above the main entrance. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters. Some houses feature a two-story, Neoclassical-style porch extending across the façade, supported by four simple, square, wood posts. Two houses have detached garages constructed with many of the same materials as the house; however, the majority has a poured-concrete driveway.

Additions to houses in the subdivision are not common. Two houses facing Edgewood Drive have similar one-story, two-bay, lean-to porches at the rear elevation which may be original to the design of the house, but feature replacement posts and roofing materials. A one-story, one-bay, carport addition extends from the west side of the house at 5129 Niagara Place. Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, and vinyl siding.

Historic Context:

In the early- to mid-twentieth century, residential development in the area was sparked by the Berwyn and Laurel Electric Railroad Company's streetcar line that ran along Rhode Island Avenue, later operated by the Capital Transit Company (Wallace 1929, 8). Land within Sunnyside B was part of a larger property on the north side of Edgewood Drive divided between Margaret Wernig and her siblings from Christopher Leypoldt in 1935 (Prince George's County Deed Book [PGCDB] 421, 367). Wernig's brother developed the neighboring subdivision known as Edgewood Knolls in the early 1950s after obtaining 3 acres of his sister's property. In 1955, Wernig and her daughter, Frances Mae Jordan, sold the remaining 3 acres to the Sunnyside Development Corporation (Hopkins 1879; PGCDB 1829, 57).

The Sunnyside Development Corporation, a company established by Long Island architect and homebuilder Bernard Katz in 1952, platted the lots in Sunnyside B seven years after purchasing the property (The Washington Post 1964, E8). By 1964, Katz had constructed more than 3,000 buildings in the area, including single-family dwellings, garden apartment complexes, and office buildings in Montgomery and Prince George's counties. Much of this work was done in conjunction with Nathan Metz, a partner in

the Sunnyside Development Corporation and another company founded by the pair known as the Pryme Construction Corporation. Established in 1956, Pryme Construction began building and selling single-family dwellings in Montgomery and Prince George's counties, but shifted to apartment complexes in the early 1960s before Katz started his own company, Bernard Katz and Associates, in 1964 (The Evening Star 1959, B-18; 1961, 23; The Washington Post 1964, E8).

Despite their experience in various facets of real estate development, seven years passed before Sunnyside Development Corporation sold the nine lots in Sunnyside B to Supreme Builders, Inc., in 1962 (PGCDB WWW 2825, 70; WWW 2895, 492). Its location adjoining the proposed path of I-495 and its relatively small size likely influenced the decision to delay its development and ultimately sell the subdivided tract. A small-scale construction company, Supreme Builders Inc., led by president, Robert C. Ward, constructed single-family dwellings in the area as early as 1960 and continued into the 1970s. Other examples of their work in Prince George's County include Riverdale Gardens, Sherwood Forest, Laurel Ridge, and Rocky Gorge Estates (The Evening Star 1960, 26; 1969, D-10).

Although no advertisements were found to detail the sales price of houses, the single type of model used in this subdivision shares many architectural characteristics with other examples of Supreme Builders, Inc.'s work in Laurel Ridge and Rocky Gorge Estates (The Evening Star 1969, D-10; Google 2019). Houses in these two subdivisions included built-in carports or garages as a standard feature, but retained the same four-bay façade, fenestration patterns, and roofline. In Rocky Gorge Estates' advertisements dating from 1969 and 1970, these houses were priced at \$31,750 (The Evening Star 1969, D-10). Mortgages placed by new homebuyers in Sunnyside B ranged between \$11,000 and \$18,300, suggesting that these dwellings were modestly priced.

Sunnyside B is typical of many planned residential developments from the early 1960s and did not include community amenities like parks or recreational areas. Consistent setbacks, sidewalks, and street layout repeated previously established patterns, tying this small subdivision to the surrounding area.

Evaluation:

Sunnyside B was evaluated as a planned residential development in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

An example of the most common type of residential subdivision constructed in Prince George's County created by small-scale homebuilder using a single model, Sunnyside B did not introduce influential design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The individuals involved in the development of Sunnyside B, Bernard Katz, Nathan Metz, and Robert Ward, are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's County. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Sunnyside B represents a ubiquitous development type in Prince George's County and is not a good example of a planned residential development as it demonstrates none of the innovations that appeared during the Suburban Diversification Period. Modifications to many dwellings over time, including replacement windows, doors, and exterior cladding have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because it is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. Sunnyside B was not evaluated under Criterion D.

The boundary for Sunnyside B contains 2.35 acres defined by I-495 on the north, another single-family residential development to the west, Edgewood Road on the south, and a 5-acre wooded lot to the east. The resource is detailed in Prince George's County Plat Book WWW 44, 94. The development includes multiple parcels found on Prince George's County Tax Map 26 (2019).

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--- 1961. "New Apartments for Prince George's." July 8, 1961, 23.

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<https://archive.org/details/TheHistoryOfTheMarylandLineOfTheWashingtonRailwayAndElectricCompany>.

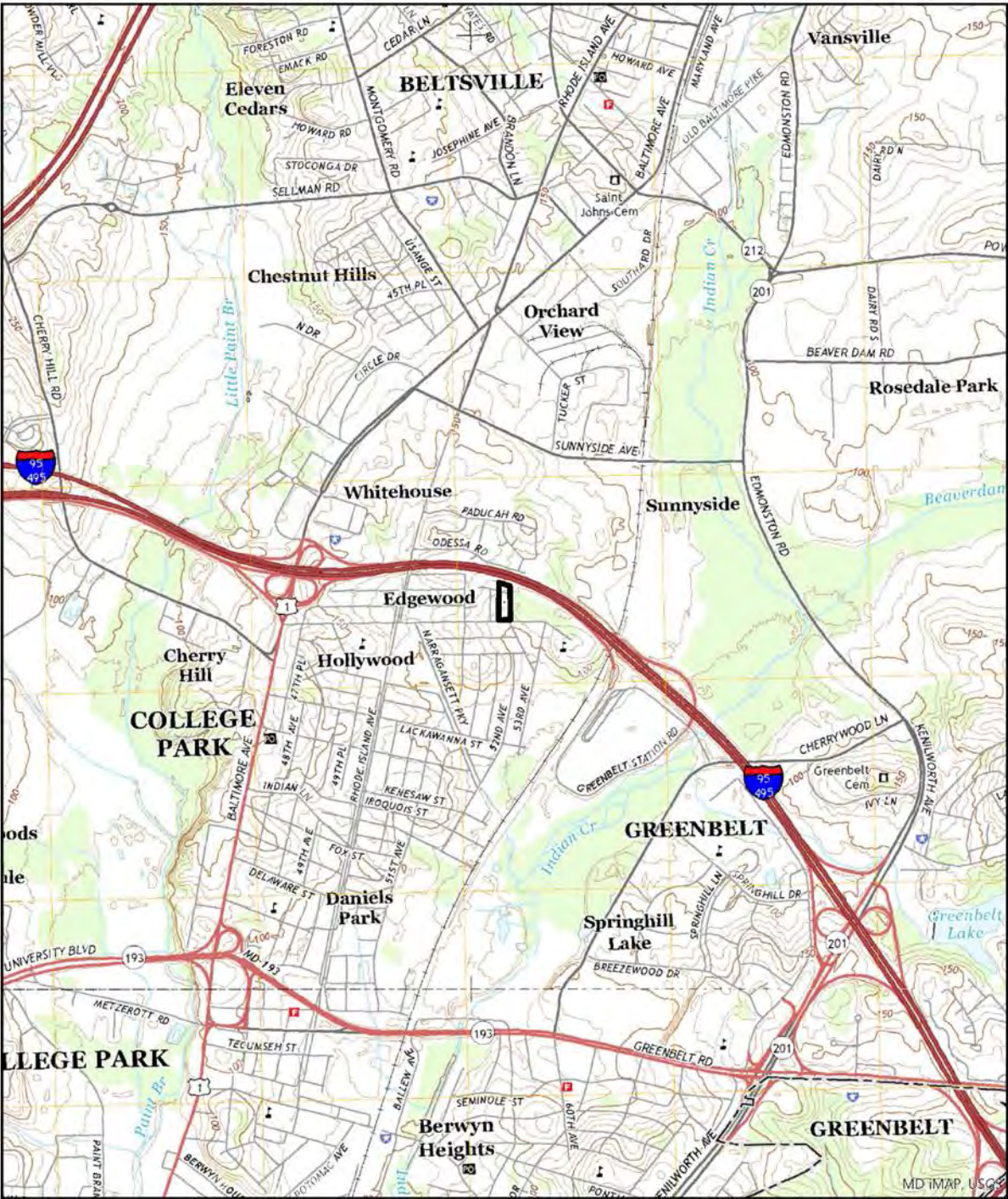
The Washington Post. 1964. "Bernard Katz Organizes Building Firm in Area." March 21, 1964, E8.

Sunnyside B

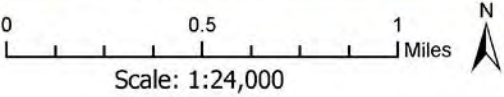
Prince George's County

Location: South of I-495 and east of Rhode Island Avenue

City: College Park



USGS 7.5' Quadrangle - Beltsville

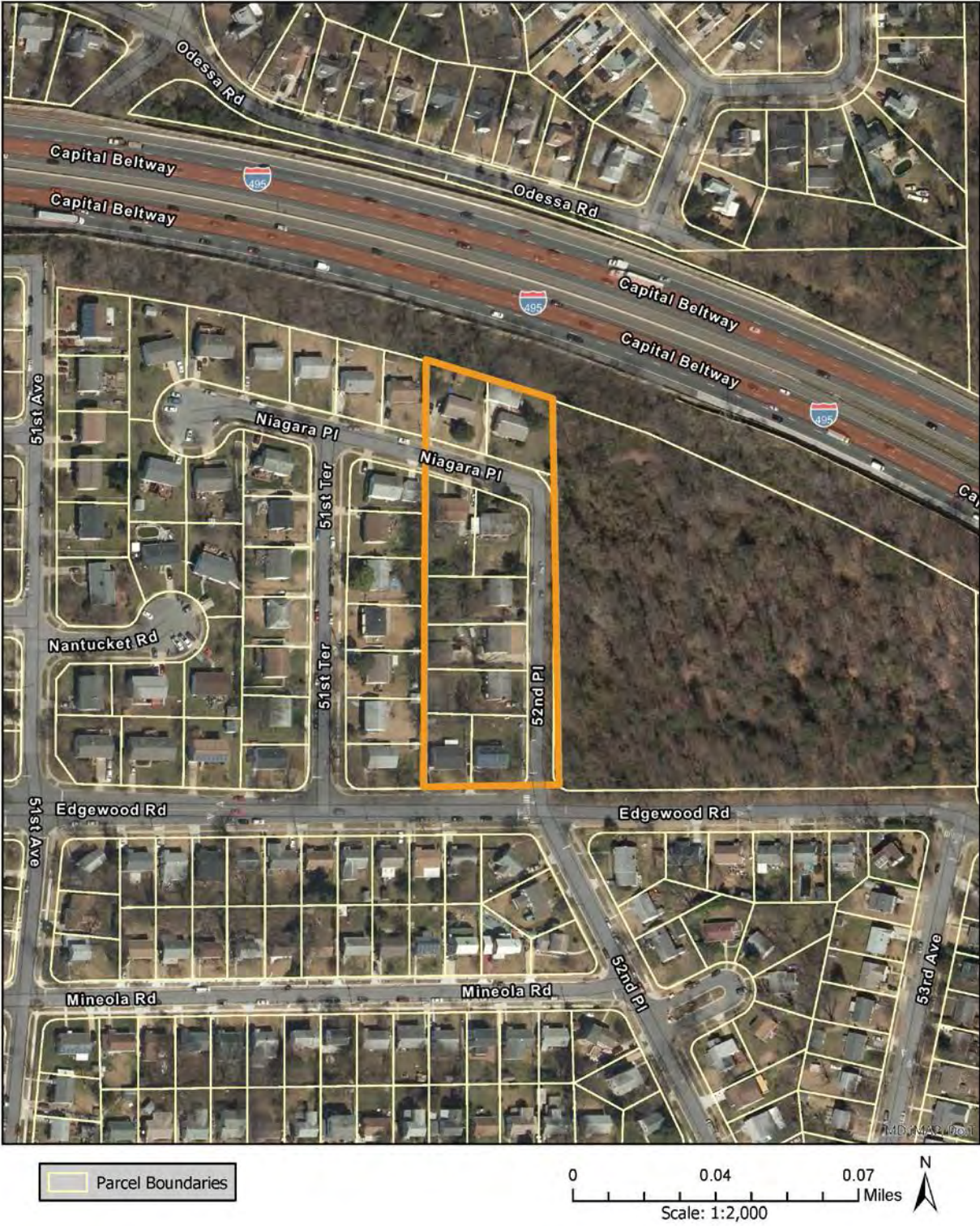


Sunnyside B

Location: South of I-495 and east of Rhode Island Avenue

Prince George's County

City: College Park





North elevation of house at 5127 Niagara Place.



View of 9904 and 9902 52nd Place, looking southwest.



Southeast oblique of house at 5208 Edgewood Road.



Southwest oblique of house and garage at 5130 Niagara Place.



North elevation of house at 5129 Niagara Place.



Detail of main entrance to 9902 52nd Place, looking west.



View along 52nd Place, looking south towards Edgewood Road.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-24**

Location of Original Digital File: **MD SHPO**

File Format: **PG:66-83_2018-10-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

North elevation of house at 5127 Niagara Place.

02.tif

View of 9904 and 9902 52nd Place, looking southwest.

03.tif

Southeast oblique of house at 5208 Edgewood Road.

04.tif

Southwest oblique of house and garage at 5130 Niagara Place.

05.tif

North elevation of house at 5129 Niagara Place.

06.tif

Detail of main entrance to 9902 52nd Place, looking west.

07.tif

View along 52nd Place, looking south towards Edgewood Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Technical Service Park

Inventory Number: M: 36-99

Address: 2415 Linden Lane

Historic District: No

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: TSP Associates

Tax Account ID: 13-00962902

Tax Map Parcel(s): 0000

Tax Map: JP11

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway 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:

The Technical Service Park at 2415 Linden Lane in Silver Spring is not a traditional business park but a single, Modernist, flat-roofed office and warehouse building. Paved parking and driveways surround all four sides of the building, which faces south towards Linden Lane. The property is directly east of CSX Transportation railroad tracks. The site is sloped so that the south façade is two stories in height, while the east elevation, which has office entrances, has only one story exposed above ground. The west elevation, the location of the warehouse loading bays, is more than one story tall, but the interior space is not divided into separate floors. A two-story addition spans the entire north elevation.

The primary façade, facing towards Linden Lane, is seven bays wide. A balcony with white-painted metal railing spans the entire facade, providing access to second floor offices. The cantilevered roof overhangs the balcony, and concrete steps are located at both ends of the balcony. L-shaped brackets frame the three second-story bays and connect the balcony floor to the roof of the building. Each bay has a metal-framed plate-glass storefront on each floor; the dimensions and placements of the entrance vary, but the storefronts align between the two stories.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

The two bays at each end of the façade have decorative concrete breeze blocks screens flush with the wall and windows, while the three center bays exhibit a gridded storefront frame with a mix of solid panels and fixed-sash, single-light, rectangular windows. The breeze block pattern consists of “double-Y” blocks alternating with open blocks. A two-and-a-half-story stone-clad pylon is connected to the southwest corner of the building at the stairs. Perpendicular to the façade, the pylon functions as a sign, with affixed metal letters that spell “Technical Service Park.”

The east elevation is six bays, reflecting the interior division of the building. Each successive bay steps upward from south to north, following the sloping terrain. The east elevation’s four middle bays are separated by walls of stacked bond concrete block that extend above the roofline as a parapet. Each bay features a standing-seam metal awning shading metal-framed storefront windows. The storefronts are metal framed units filled with double-leaf, plate-glass doors, paneled transoms, full-story fixed-sash windows, and full-story wall panels. The south bay has a brick veneer, with a large ribbon of five square windows sandwiched between square panels above and below. One of the exterior stairs from the façade extends to the south part of the south bay, and concrete steps from the parking lot lead to the south bay’s entrance, to the north of the ribbon window. This entrance features an awning similar to the central bays. The east elevation’s north bay is an addition to the original building. It is two stories tall, and its east elevation features a two-story, metal-framed entrance consisting of double-leaf, plate-glass doors flanked by side lights of the same width, all set below four, full-story fixed-lights. Stucco panels balance each side of the entrance, and brick walls frame the north and south sides of the north bay.

The north addition’s two-story north elevation reveals two distinct halves. The east half is brick, with evenly spaced one-by-one windows on each floor. The section between the two halves has an open bay on the ground level, and a one-bay hyphen between the second story of the two halves. The west half has partial-story concrete block wall on the north elevation, and aluminum panel cladding on the upper levels. The west half has unevenly spaced windows and a single plate-glass entrance. The aluminum panel cladding extends to the entire wall covering on the north addition’s west elevation, which has a pull-down garage door and a single-light metal door on the first story and paired one-by-one windows on the second story.

The remaining five bays of the west elevation are stepped, resulting in the north bay extending much farther west than the south bay. The four middle bays each feature at least one loading bay, a full-width concrete loading dock, and a cantilevered flat roof. The west elevation’s south bay is brick, and the breeze block pattern of the façade screens its first story; it is covered by a shed roof, suggesting the screen may shield utilities. Above roof, are five evenly spaced, single-light, fixed-sashed windows with brick sills.

The construction of Technical Service Park was described in the March 8, 1963, edition of the Washington Post. Its size was listed as 75,000 square feet. Its owner was Thomas G. Oyster, the architects were Bartley & Davis Associates, the builder was Bowling & Gardner, Inc., and management and leasing was assigned to C.M. Marsteller, Jr. The announcement included a rendering of the building, showing additional vertical screening elements planned for the middle three bays of primary façade’s second story. This feature was either not implemented or has been removed. In addition, the original awnings on the east elevation were flat instead of the shed form now present.

Architect John A. Bartley (1920-2010) lived in Wheaton, Maryland and was a member of the Potomac Valley chapter of the American Institute of Architects. Born in New Rochelle, New York, he first studied at Wake Forest University before serving in the Marine Corps in World War II as an air navigator in the Pacific from 1942-1945. He resumed his education by earning a B.S. in Architecture from the University of Virginia in 1948. As well as his private architectural practice, he was also employed as an architect by Montgomery County.

The Technical Service Park is not eligible for listing in the National Register of Historic Places. It is not associated with significant historic events or trends, and it is not eligible under Criterion A. It is also not associated with noted individuals, and it is not eligible under Criterion B.

Technical Service Park is an example of a combination office building and warehouse/distribution center. The building is not the work of a master and includes basic Modernist elements, such as a flat roof, simple geometry, and minimal adornment. Its stylistic features are primarily limited to its primary, south, façade: the use of patterned concrete blocks as screens and a stone masonry pylon utilized for signage. The building’s double-Y breeze block is a common pattern, and the inclusion of stone masonry is typical of Maryland’s Modernist buildings. The presence of these elements does not elevate the building into

architectural significance, and it does not convey any distinctive characteristics or artistic value. In addition, notable changes to building have occurred since it was originally designed. The façade does not feature the additional screening elements shown in its architectural rendering. The east elevation's replacement of cantilevered awnings with blue, standing seam metal awnings has diminished the integrity of design and materials, as well as feeling and association. The north addition has additionally diminished the overall cohesive design of the building, also leading to a diminished integrity of feeling and association. Thus, Technical Service Park is not eligible for listing under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of approximately 5.0 acres, including Montgomery Hills Parcel A and Linden Forest Lot 7 and Parts of 12-15 .

References

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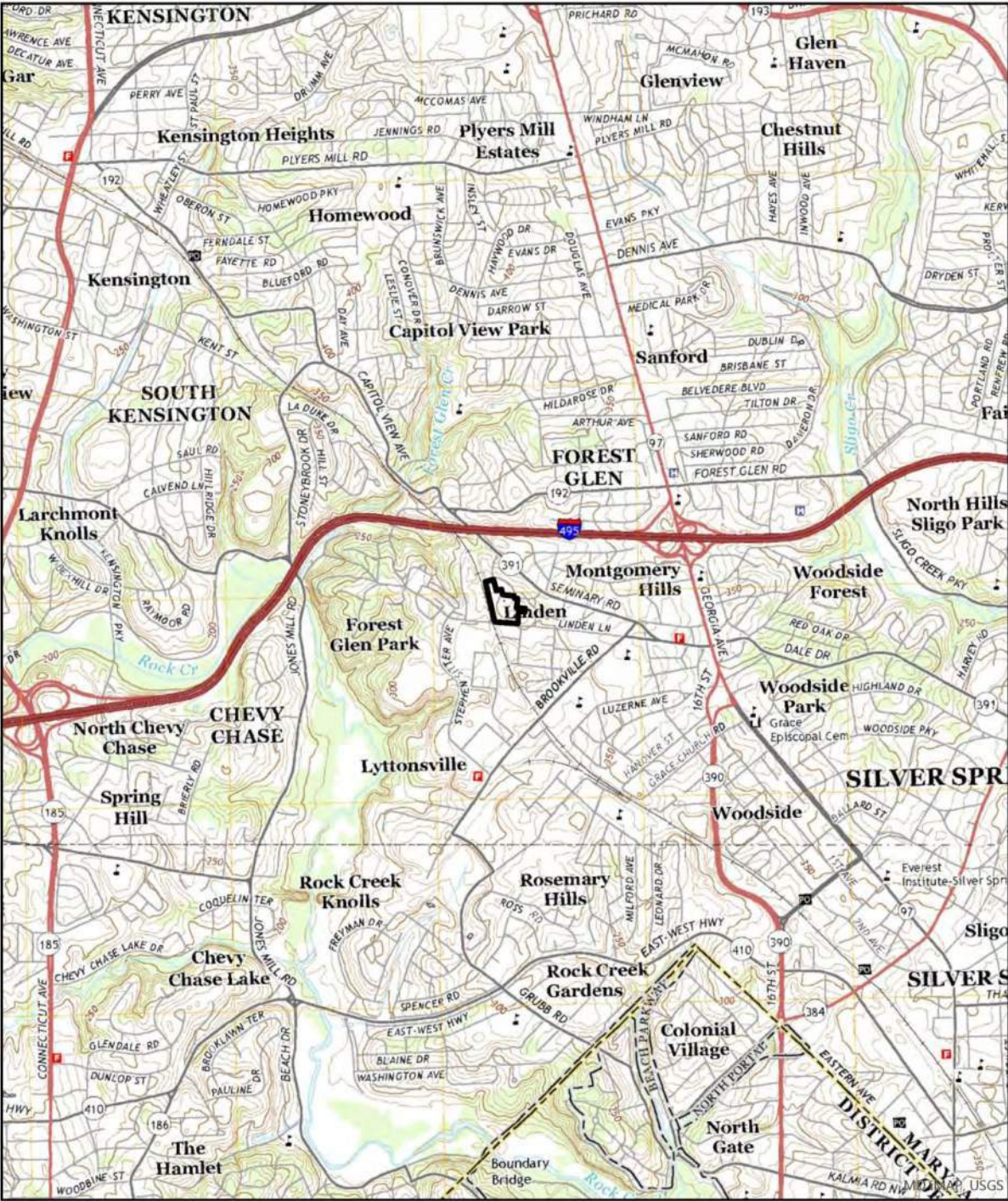
The Washington Post. 2010. Obituary- John A. Bartley. August 22, 2010.

Technical Service Park

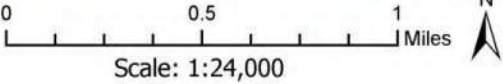
Location: 2415 Linden Lane

Montgomery County

City: Silver Spring

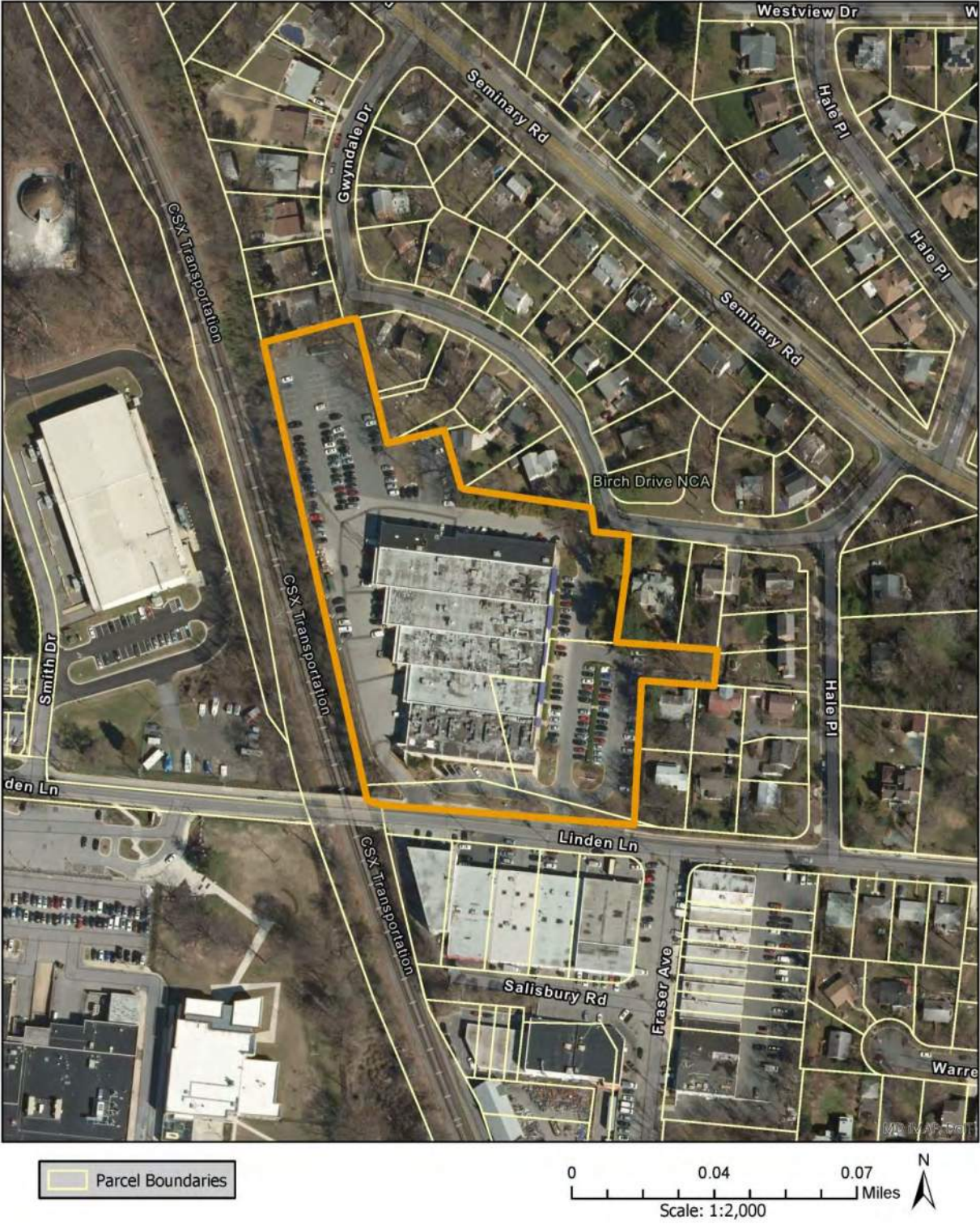


USGS 7.5' Quadrangle - Kensington



Technical Service Park
Location: 2415 Linden Lane

Montgomery County
City: Silver Spring





Oblique view, facing northwest



Detail of southeast corner of building, view facing northwest

PHOTOGRAPHS



View facing west towards stone pylon sign along Linden Lane



Detail, facing northeast, of southwest corner of building, showing cantilevered stair landing and stone pylon sign



View facing northeast of west elevation



Detail, facing east, of screen on west elevation



Oblique view, facing southeast, of northwest corner of building



Detail view, facing west, of northeast corner of building

PHOTOGRAPHS



View facing southwest towards east elevation

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney and Katherine Watts**

Date of Photographs: **2019-07-09**

Location of Original Digital File: **MD SHPO**

File Format: **M: 36-99_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Oblique view, facing northwest

02.tif

Detail of southeast corner of building, view facing northwest

03.tif

View facing west towards stone pylon sign along Linden Lane

04.tif

Detail, facing northeast, of southwest corner of building, showing cantilevered stair landing and stone pylon sign

05.tif

View facing northeast of west elevation

06.tif

Detail, facing east, of screen on west elevation

07.tif

Oblique view, facing southeast, of northwest corner of building

08.tif

Detail view, facing west, of northeast corner of building

09.tif

View facing southwest towards east elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Temple Terrace Inventory Number: PG:76B-82
Address: South of I-495, north of Temple Hill Road, west of Henson Drive Historic District: Yes
City: Temple Hills Zip Code: 20748 County: Prince George's
USGS Quadrangle(s): Anacostia
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0097
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: May 22, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Temple Terrace, a planned residential development, is bounded by I-495 the north, Henson Drive on the east, Temple Hill Community Center and Park on the south, and Spring Terrace Subdivision (PG:76b-43) to the west. The 33.5-acre development includes 96 single-family dwellings on lots between 0.23 and 0.36 acre. The streets have concrete curbs and gutters. Many lots have asphalt or concrete paved driveways and a paved walkway that connects the driveway to the primary entrance on the façade. Individual lots have grassy lawns, some bushes, and moderate tree coverage. While not common, some houses have chain link fenced rear yards. Street lamps are attached to utility poles. All streets are curvilinear, with Stratford Court and Carriage Drive ending in cul-de-sacs. Secondary resources include pools and sheds.

Description:

Temple Terrace is a planned residential development constructed in 1960. The development contains single-family dwellings,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

primarily in the Colonial Revival and Contemporary styles and Two-Story Massed, Ranch, and Split-Level forms. The one to two-story houses sit on continuous foundations and have four to six bays. Cladding includes brick veneer, wood or vinyl siding, and stone veneer, often in combination. Roofs include side gabled and cross-gabled examples, which are sheathed in asphalt shingles. Many houses feature exterior-end or interior-slope brick chimneys. In the absence of a brick chimney, some dwellings have a single metal flue.

Primary entrances are on the façade and contain single-leaf wood paneled doors, some with metal and glass storm doors. One-story porches are common on Split-Level houses.

A majority of the houses have vinyl, one-over-one double-hung-sash windows; original windows include 16-light picture windows, or eight-over-eight units. Many houses feature fixed shutters. Attached one car garages and carports are common throughout the development. Additions to the side or rear elevations are common, although usually in scale with the original dwelling.

Historic Context:

On April 24, 1959, Aldre, Inc., purchased about 33.5 acres of land from Clarence H. Corkran and Charlotte P. Corkran (Prince George's County Deed Book ([PGCDB] 2321, 62). This land was platted in 1960 in two sections; blocks A, B, and parts of C and D were platted in January of 1960, and blocks E and F and parts of C and D were platted in February 1960 (Prince George's County Plat Book [PGCPB] A-3716; A-3773). Houses were constructed by Aldre, Inc., soon after platting, and construction was complete by the end of 1960.

Advertisements showcased two of the four models, including the Adams, a four-bedroom Cape-Cod form and the Jackson, a Two-Story Massed form (The Evening Star 1960a, B5; The Washington Post, Times Herald 1960a, C9). House sizes ranged from three to five bedrooms and ranged from \$20,500 for a three-bedroom model to \$22,500 for a five-bedroom model (The Evening Star 1960a, B5; The Evening Star 1960b, B4). Advertisements boasted recreation rooms, colorful kitchens, and garages, and emphasized the convenient location near shops, schools, and Washington, D.C. (The Washington Post, Times Herald 1960b, B1). The development won an award from McCall's women's magazine for convenient design, though the features which earned the development this title are not enumerated in period advertising (The Evening Star 1960a, B5; The Washington Post, Times Herald 1960b, B1; 1960c, B1).

Aldre, Inc., a real estate development corporation run by president Jack Alfandre, was considered a veteran home building group by 1960, having already built over 500 homes in the Washington, D.C., metropolitan area (The Washington Post, Times Herald 1960d, B1). Developments planned and constructed by Aldre, Inc., include Hilcrest Heights in Prince George's County, Twenty-Sixth Avenue and Keating Street in Prince George's County, and Fernwood Road in Montgomery County.

Evaluation:

Temple Terrace was evaluated as a planned residential development in the Modern Period (1930-1960), in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

As a planned residential development, Temple Terrace is a common type of residential construction during the Modern Period. It is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments; it was one of many created by a prolific developer with a limited selection of traditionally styled house models. The neighborhood has no significant association with residential development and planning trends or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

Aldre, Inc., worked throughout Prince George's County and metropolitan Washington, D.C., but Temple Terrace was not one of their earliest or most influential works. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Despite receiving a magazine award, Temple Terrace is a basic example of a planned residential development, created by a developer with a limited selection of house models. The development's Two-Story Massed, Split-Level, and Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects or exhibit outstanding materials and forms. Because Temple Terrace is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 33.5 acres and is located south of I-495, north of Temple Hill Road, west of Henson Drive, which can be found on Prince George's County Tax Map 0097. The development can also be seen in Prince George's County plat records A-3716, A-3773.

References:

The Evening Star. 1960a. "Temple Terrace." August 20, 1960, B5.
---1960b. "Temple Terrace." December 3, 1960, B4.

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

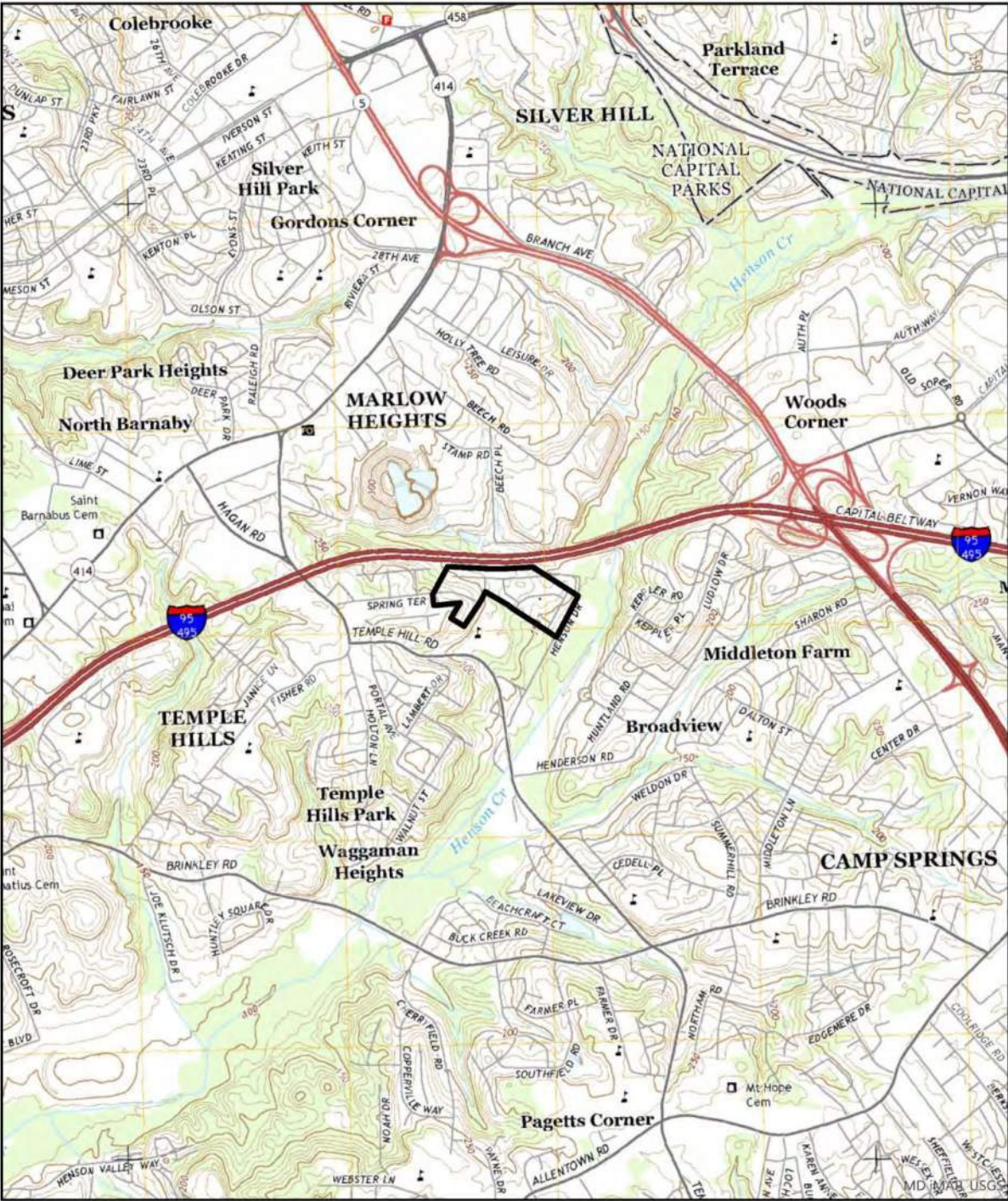
The Washington Post, Times Herald. 1960a. "Luxury Homes at New Temple Terrace." January 9, 1960, C9.
---1960b. "These Homes Delight the Ladies." June 4, 1960, B1.
---1960c. "4000 at Temple Terrace Opening." February 7, 1960, B1.
---1960d. "Aldre Shows New Home Line at Temple Terrace." February 20, 1960, B1.

Temple Terrace

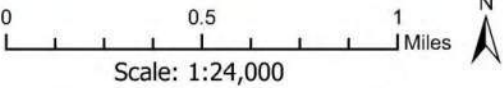
Prince George's County

Location: South of I-495, north of Temple Hill Road, west of Henson Drive

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



Temple Terrace

Prince George's County

Location: South of I-495, north of Temple Hill Road, west of Henson Drive

City: Temple Hills





View of 4108 Canterbury Way, looking north.



View of 3903 Canterbury Way, looking southwest.



View of 4203 Stratford Court, looking southwest.



Streetscape of Canterbury Way from Stratton Road.



Streetscape of Canterbury Way showing rear elevation of dwellings.



Oblique view of 9714 Corkan Lane, facing west.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-03-19**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76B-82_2019-03-19_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 4108 Canterbury Way, looking north.

02.tif

View of 3903 Canterbury Way, looking southwest.

03.tif

View of 4203 Stratford Court, looking southwest.

04.tif

Streetscape of Canterbury Way from Stratton Road.

05.tif

Streetscape of Canterbury Way showing rear elevation of dwellings.

06.tif

Oblique view of 9714 Corkan Lane, facing west.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Texaco/Exxon Gas Station (Suitland)

Address: 4775 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0098

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 18, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The Texaco/Exxon Gas Station (Suitland) occupies a 0.60-acre parcel located in a commercial area along Allentown Road, southeast of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. According to state tax data, the one-story building was constructed in 1973. It has no architectural style. At some point, the property was a Texaco and, by 2012, it became an Exxon station. The building is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. It occupies approximately the northwest end of the parcel. The southeast end of the property is separated from the road by islands planted with grass and shrubs. A concrete curb borders the southwest side of the resource. Two driveways face onto the road. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks and the area beneath the canopy is concrete. The canopy, a replacement built between 2002 and 2005, has a flat roof supported by five rectangular metal posts. Beneath it are five fuel pumps on concrete plinths and protected by metal bollards; there is also a small, rectangular, plastic panel cashier building with two metal and glass doors, a teller window, and metal-framed ribbon windows. The canopy is bordered on four sides by plastic business logos. Light standards, air pump and vacuum stations, metal bollards, and a metal and plastic business sign are also located on the lot. A wood fence and wood dumpster enclosure border the rear of the property.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Texaco/Exxon Gas Station (Suitland)

The rectangular-plan gas station building rests on a concrete slab foundation and is clad in red brick set in a running bond pattern. At the roofline, the building is clad in metal panels, painted white. The roof is flat. At the center of the façade is a recessed area; Google Street View images show this area previously held vending machines. Another recessed area, supported by square wood posts, is located at the northeast corner of the building, and a small niche is at the southwest elevation. The primary entrance at the façade consists of a single wood-framed metal door flanked by two wall-mounted light fixtures, one broken and one with intact globe, facing onto a concrete pedestrian walkway that wraps around to the side elevations. A secondary entrance, consisting of a single metal door, is located at the southwest elevation. The entrance is sheltered by the principal roof supported by square wood posts. The building has no windows.

The Texaco/Exxon Gas Station (Suitland) is an undistinguished example of a mid-twentieth-century gas station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Texaco/Exxon Gas Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The property no longer retains integrity due to the construction of the current canopy and fuel pumps between 2002 and 2005. This gas station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Texaco/Exxon Gas Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.60 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

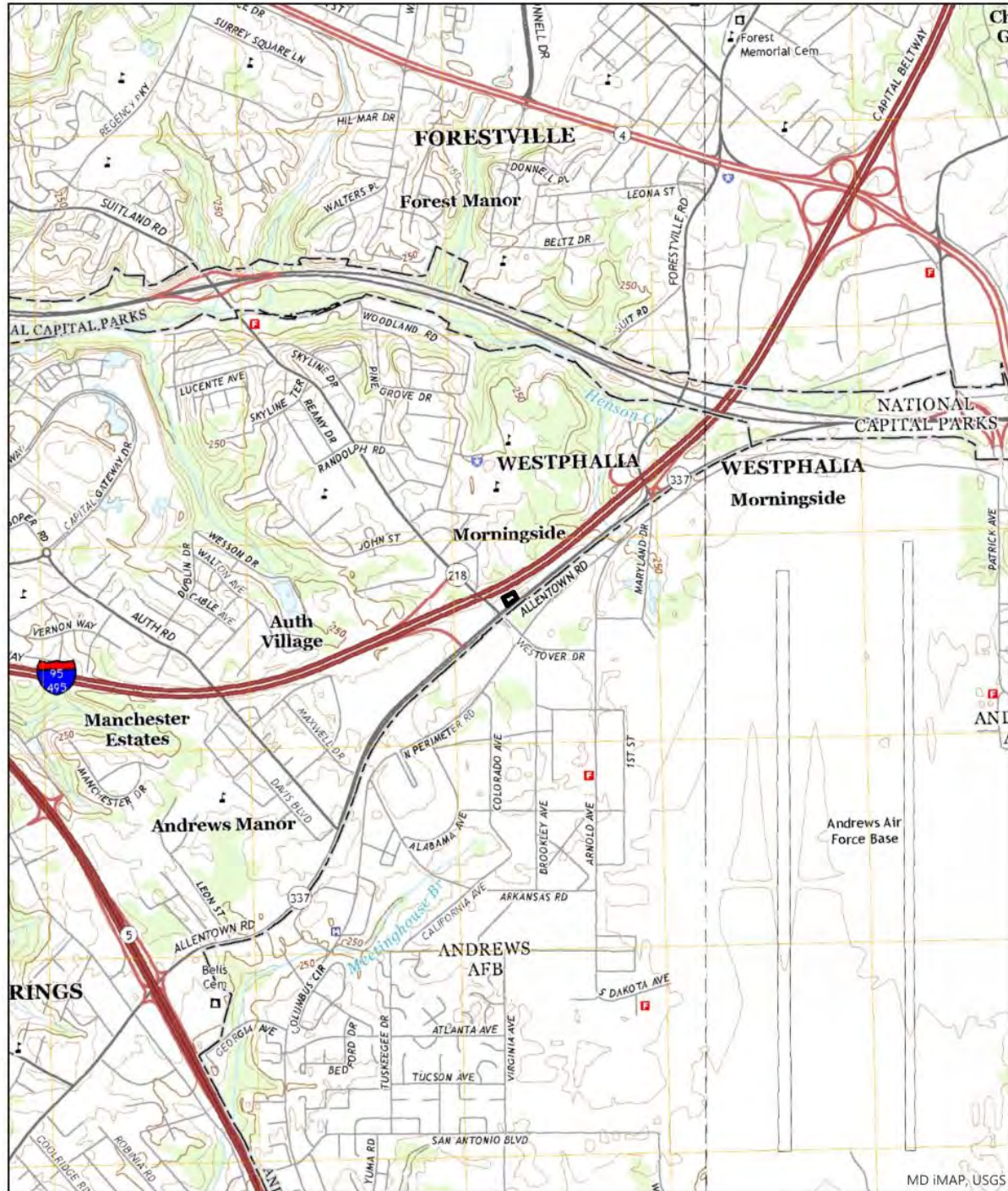
Texaco/Exxon Gas Station (Suitland)

Texaco/Exxon Gas Station (Suitland)

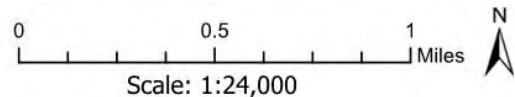
Prince George's County

Location: 4775 Allentown Road

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Texaco/Exxon Gas Station (Suitland)



Overall view facing west

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Texaco-Shell Gas and Former Service Station (Suitland)

Address: 5120 Auth Road

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0088

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Texaco-Shell Gas and Former Service Station (Suitland) is a Mansard-influenced gas and service station occupying a 0.51-acre parcel on the northwest corner of the intersection of Auth Road and Auth Place in a predominantly commercial area with auto dealerships and office buildings. According to state tax records, the one-story building was constructed in 1975. At some point it was known as Tony's Texaco, but by 2009 the property became a Shell station. The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Auth Road. Two driveways connect the lot to Auth Road. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks. The gas and service station lies at the center of the northern boundary and a metal canopy, altered between 2002 and 2005, runs north-south, south of the building (Historic Aerials 2019). The lot is separated from the roads by islands planted with grass, small trees, and shrubs; a wood board fence lines the northwest border and a portion of the northeast. A metal shed of unknown date is located north of the building. A metal-and-plastic, double-pole

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Texaco-Shell Gas and Former Service Station (Suitland)

business sign is at the southeast corner; light standards, air pump and vacuum stations, dumpsters, and metal bollards are also on the lot.

The nearly rectangular gas and service station has an asymmetrical façade. The building rests on a concrete slab foundation. The building is clad in a combination of stacked concrete block and vertical metal siding. A flat-roof canopy projects over a concrete walkway on all but the northwest (rear) elevation. The front face of the canopy has colored metal panels imprinted with the words "Food Mart" and "Subway." The slightly larger west side of the building has a partial faux-mansard roof, covered in horizontal metal siding, with an open trapezoidal area at the facade, while the east side has a flat roof. The southeast façade contains the main entrance, which is centered below the mansard roof. It consists of paired wood-and-glass doors with a wood-framed sidelight, facing onto the concrete pedestrian walkway. The entrance is flanked by two single-light fixed wood sash windows. Below the furthest southwest window is a metal cashier's box inset into the wall and a projecting metal tray. A four-light wood sash ribbon window is located to the northeast under the flat-roof section of the building. The façade is clad in stacked concrete block below the windows and vertical metal siding above. The trapezoidal portion of the faux-mansard roof has six boarded-up transom windows. The building's southwest elevation has a two-light fixed wood sash window with stacked concrete block below at the southwest corner; the remainder of the elevation is covered on vertical metal siding. The northeast elevation is covered in vertical metal siding and has a three-light wood sash window that reaches the ground. Originally, garage bays would have been housed on the northeast elevation or the façade. The northwest elevation was not accessible during this survey.

The metal canopy has a flat roof supported by four rectangular metal posts. Beneath it are four fuel pumps on concrete plinths protected by rounded metal bollards; the canopy is bordered on three sides by plastic panels with business logos.

Texaco-Shell Gas and Former Service Station (Suitland) is an altered example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, Texaco-Shell Gas and Former Service Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was remodeled at some time to convert the service bays into a food mart (Jones 2016, 7-19), and between 2005 and 2006 a new roof overhang was constructed. The property has been altered by the construction of a new canopy and fuel pumps between 2002 and 2005. This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. Texaco-Shell Gas and Former Service Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.51 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0088, Parcel 0000 (2018).

References

Jones, D. Wayne. "A Field Guide to Gas Stations in Texas." Austin, Texas: Texas Department of Transportation. Environmental Affairs Division, Historical Studies Branch, 2016. Accessed March 2018. <http://www.thc.texas.gov/public/upload/preserve/survey/highway/TxDOT%20Field%20Guide%20to%20Gas%20Stations%20in%20TX%202016.pdf>.

NR-ELIGIBILITY REVIEW FORM

Texaco-Shell Gas and Former Service Station (Suitland)

“Texaco Budget Buys (Advertisement),” The Washington Post, November 23, 1976, D8. ProQuest.

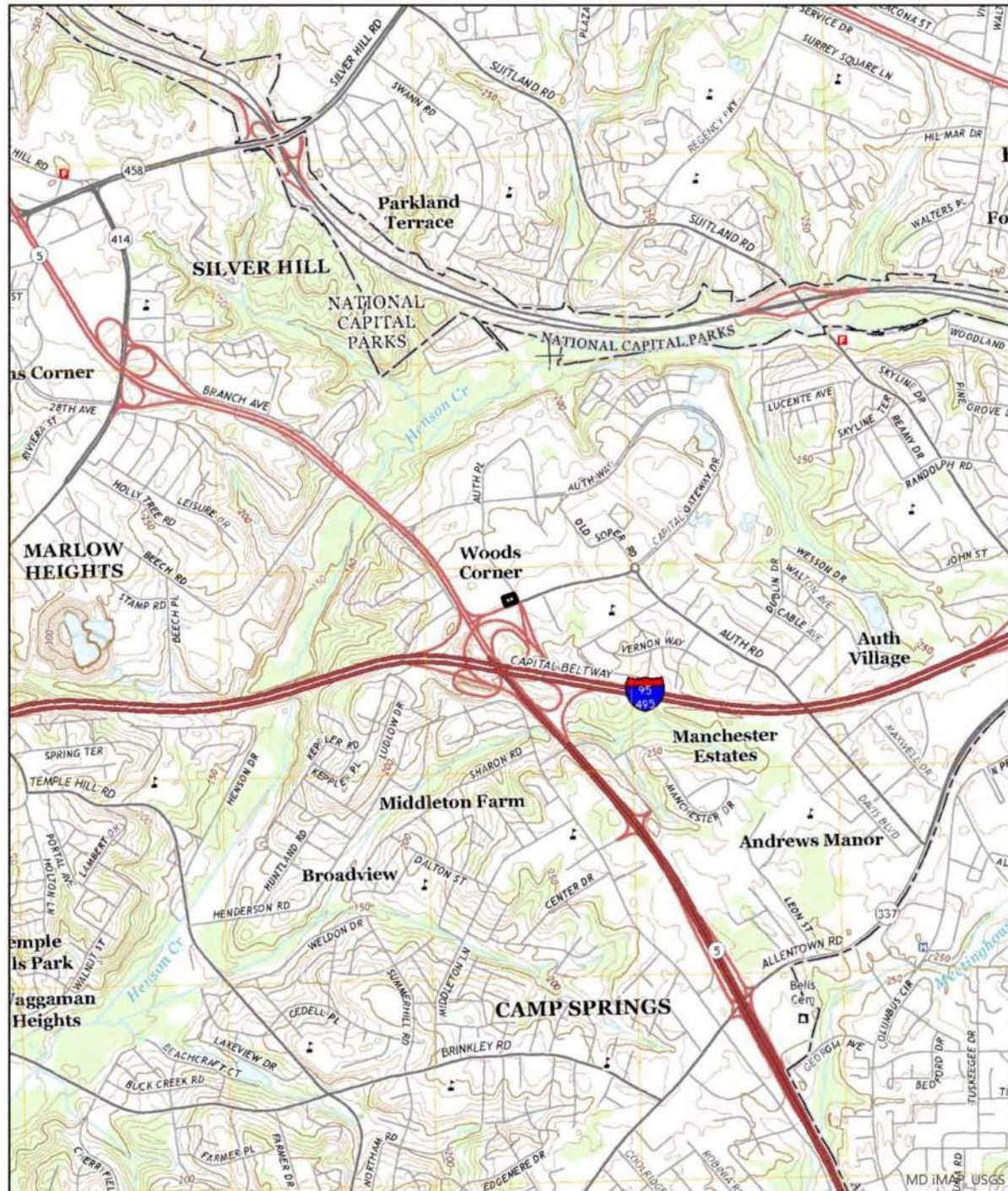
Texaco-Shell Gas and Former Service Station (Suitland)

Texaco-Shell Gas and Former Service Station (Suitland)

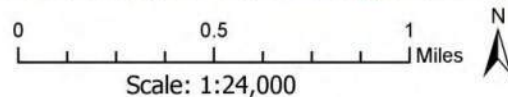
Prince George's County

Location: 5120 Auth Road

City: Suitland



USGS 7.5' Quadrangle - Anacostia



NR-ELIGIBILITY REVIEW FORM

Texaco-Shell Gas and Former Service Station (Suitland)



Southeast facade and southwest elevation

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: The Chateau

Inventory Number: M: 37-37 and PG:65-57

Address: 9727 and 9737 Mt. Pisgah Road

Historic District: No

City: Silver Spring

Zip Code: 20903

County: Montgomery and Prince George's Counties

USGS Quadrangle(s): Beltsville

Property Owner: Hillzo Limited Partnership

Tax Account ID: Multiple

Tax Map Parcel(s): N440, N442, 0000

Tax Map: KP22, 0024

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Chateau is a high-rise apartment complex located south of I-495 in Silver Spring. The resource is within both Montgomery and Prince George's counties. The complex consists of two high-rise apartment buildings built between 1966 and 1970. The 11.4-acre parcel is bounded by I-495 to the north, Holly Hill Terrace neighborhood to the east, Greenwich Woods apartments to the south, and Mt. Pisgah Road to the west. The mostly flat parcel has grassy lawns with trees along its perimeter, bushes at the façades of buildings, and sidewalks around the two buildings and the pool house. There are five asphalt parking lots, a tennis court, a pool and pool house, an underground parking garage, and a playground. At least three different types of street lights are present on the property; only the ones closest to the buildings appear to be original. Located north of the buildings and parallel to I-495, the sign for the apartment complex

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

consists of the words “The Chateau” mounted on an iron gate between two square brick posts topped with lamps. This original sign appeared as a drawing in an advertisement for the apartments in 1976 (The Washington Post 1976, A3).

Description:

The Chateau is a high-rise apartment complex constructed between 1966 and 1970 during the Suburban Diversification Period (1961-1980). The two identical high-rise buildings contain 399 total apartment units (Leet 1975, E-2). The building at 9727 Mt. Pisgah Road faces north, and the building at 9737 Mt. Pisgah Road faces south. Mt. Pisgah Road provides access to the two buildings and terminates in the largest of five parking lots. There are underground parking garages associated with both buildings, with access from Mt. Pisgah Road at the west elevation of 9737 and access at the rear of 9727, near the east elevation. Both buildings are 15 stories tall and approximately 25 bays wide. Their continuous foundations and structural systems are clad in brick veneer, and concrete frames the entrances, balconies, and side elevation windows. One-story mechanical enclosures occupy the center of each building’s flat roof; the enclosure at 9737 Mt. Pisgah Road includes signage facing I-495. Both buildings feature a castellated parapet at the roofline above the entrance, on the north side of 9727 Mt. Pisgah Road and on the south side of 9737 Mt. Pisgah Road.

The entrances are identical. Each features a cast concrete, cantilevered awning with many globe lights, and a glass-enclosed entrance with a single-leaf, commercial-style, metal and glass door on each side. The enclosed vestibule leads to a double-leaf commercial style door providing access to the lobby.

In individual apartment units, metal sliding glass doors provide access to the balconies. The balconies are organized in pairs, made of concrete with metal railings, and feature an exposed aggregate concrete panel on the railing side closest to the partition wall. The units directly above the building’s main entrance do not have balcony access, but there are metal railings below the windows that keep the visual balance of the façade. Windows include metal-framed sliding, fixed, and tripartite units.

A pool and pool house are located south of 9727 Mt. Pisgah Road. The one-story, one-bay, concrete-block pool house is a curved building with a decorative concrete screen façade and a flat roof lined with metal coping. The entrance contains a double-leaf, metal door and a metal chain-link gate. The in-ground pool is surrounded by concrete walkways and enclosed with a metal chain-link fence. A single fenced tennis court is located west of 9727 Mt. Pisgah Road, near the entrance to the development and a small parking lot. The playground is located north of 9737 Mt. Pisgah Road in a grassy area with trees and picnic tables near I-495.

Historic Context:

The land for The Chateau apartments spans three parcels, two of which are in Montgomery County, and one of which is in Prince George’s County. Alan I. Kay and Allan E. Rozansky of Alan I. Kay, Inc., purchased the land in 1965 from Jack Kay, Inc. (Montgomery County Deed Book [MCDB] 3457, 345). The land was first platted in 1966 for Alan I. Kay, Inc., later known as Rozansky and Kay Construction Company (Prince George’s County Plat Book [PGCPB] WWW 60, 86). By 1968, construction was underway, with three buildings and 508 units planned at the time; however, for unknown reasons, only two buildings were

constructed (The Evening Star 1968, C-1). Rozansky and Kay were active throughout the metropolitan Washington area, buying land and building apartment complexes and condominiums, such as Marina Towers in Alexandria (The Evening Star 1968, C-1). In 1977, Alan I. Kay, Inc., sold the three parcels of The Chateau to Hillzo Limited Partners, who remains the owner (MCDB 6269, 345).

Few advertisements existed for The Chateau upon its opening. In 1976, two-bedroom, two-bathroom apartments were advertised from \$240/month, with efficiency, one- and three-bedroom apartments on a wait list. The location off New Hampshire Avenue near the Beltway was emphasized in advertisements, along with the many amenities, such as a swimming pool, tennis court, health club, sauna rooms, a picnic area, and optional underground parking. The buildings featured laundry facilities on each floor, soundproof concrete floors, club and party rooms, a beauty salon, storage rooms, closed circuit TV security system, valet service, and 24-hour concierge service. Each unit contained eat-in kitchens with dishwashers, double ovens, frost-free refrigerators, walk-in closets, and balconies (The Washington Post 1976, A3). Current photographs on The Chateau's website show substantial renovations to the kitchens. Amenities such as the pool, tennis court, fitness center, and club rooms are still available to tenants.

Evaluation:

The Chateau was evaluated as a high-rise apartment complex in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

The Chateau is a basic example of the high-rise apartment complexes built in Montgomery County during this period. It did not introduce design innovations influential to later developments and does not have significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The professionals involved in the development of The Chateau had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not significant under Criterion B.

The Chateau is representative of a common mid- to late-twentieth century building type that remains present in the Maryland suburbs. The high-rise apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. For these reasons, this resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 11.4 acres and is roughly defined by I-495 to the north, Greenwich Woods to the south, Holly Hill Terrace to the east, and Mt. Pisgah Road to the west. It includes two parcels found on Montgomery County Tax Map KP22 (2019) and one parcel found on Prince George's County Tax Map 0024 (2019).

References:

The Evening Star. 1968. "On the Potomac: Apartment Features Marina." November 1, 1968, C-1.

Leet, Rebecca. 1975. "Tenant Rebates Likely." The Evening Star. February 6, 1975, E-2.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed March 6, 2019. <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 6, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Southern Management Company. n.d. "Apartments." Accessed March 25, 2019. <https://www.southernmanagement.com/>.

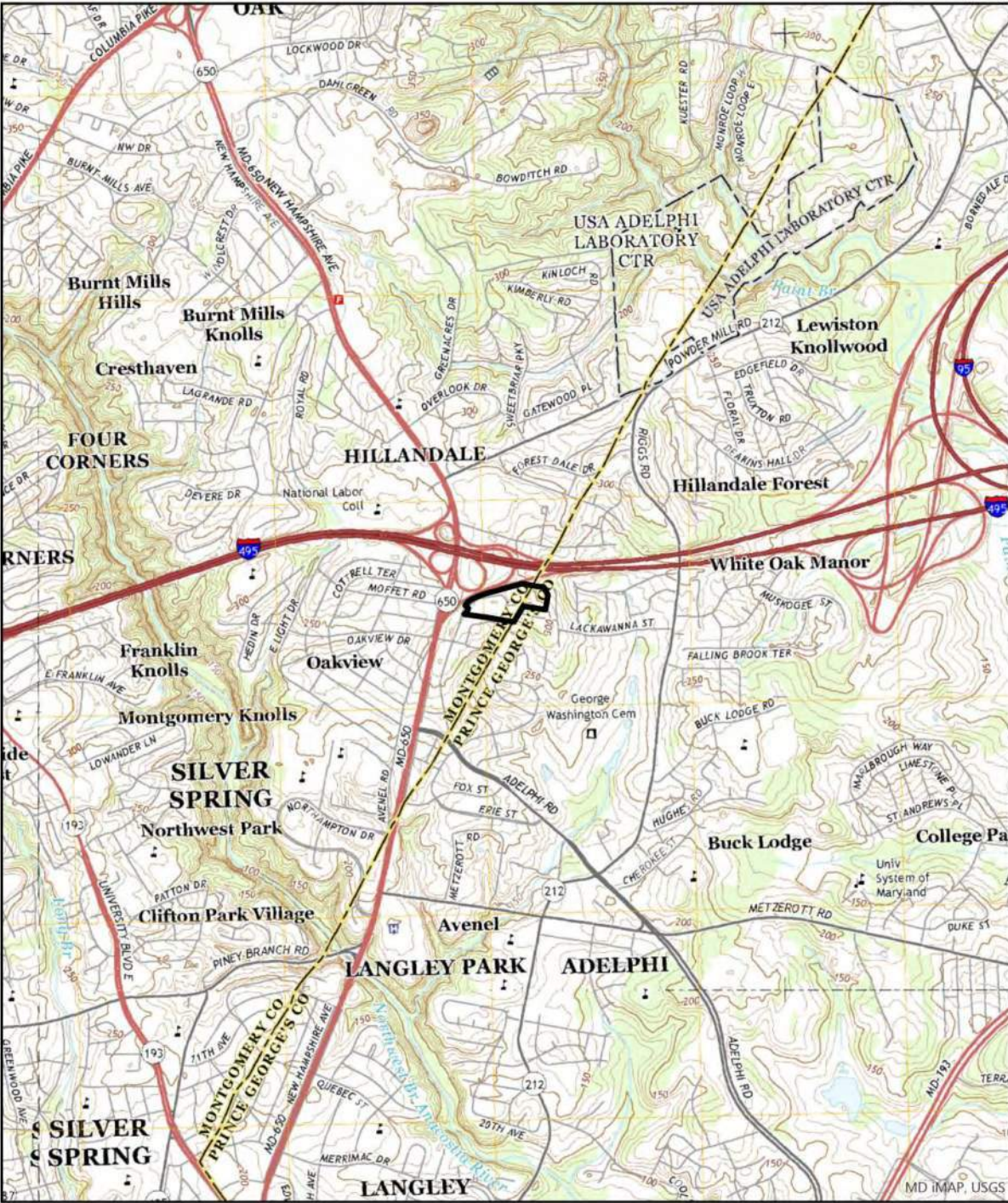
The Washington Post. 1976. "The Chateau Apartments." Advertisement. May 8, 1976, A3.

The Chateau

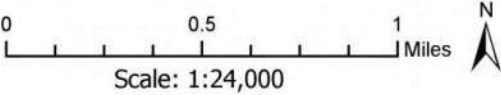
Montgomery County and Prince George's County

Location: 9727 and 9737 Mt. Pisgah Road

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

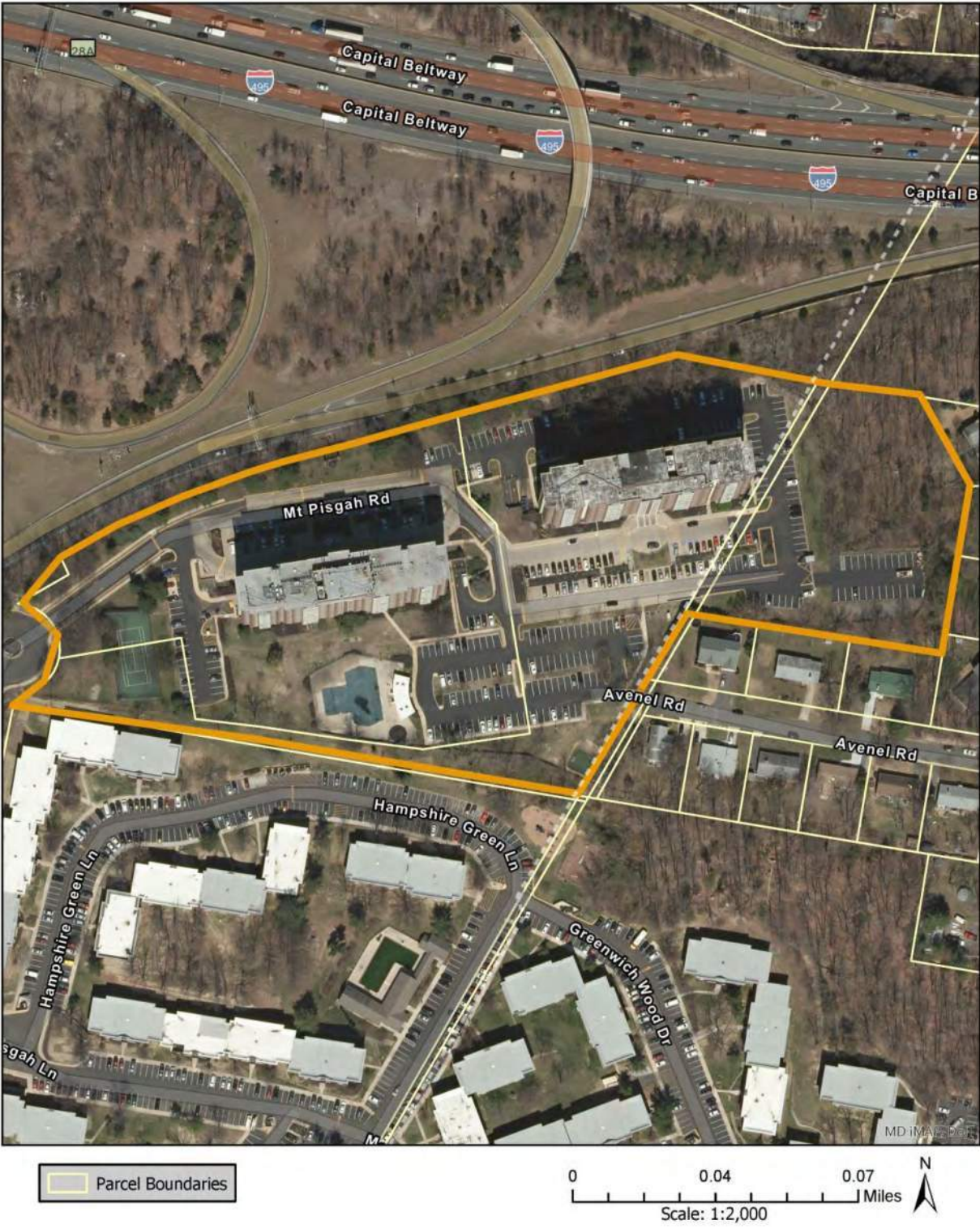


The Chateau

Location: 9727 and 9737 Mt. Pisgah Road

Montgomery County and Prince George's County

City: Silver Spring





View of 9727 and 9737 Mt. Pisgah Road from the other side of I-495, looking south.



View of 9737 Mt. Pisgah Road, looking northeast.



Entrance detail, 9727 Mt. Pisgah Road, looking southwest.



Oblique of pool house, looking northwest.



View of playground along Mt. Pisgah Road, looking northwest.



View of entrance to parking garage at 9737 Mt. Pisgah Road, looking south.



View of tennis court near 9727 Mt. Pisgah Road, looking southwest.



Window detail of 9737 Mt. Pisgah Road, looking north.



View of the rear elevation of 9727 Mt. Pisgah Road, looking north.



View of original apartment sign along I-495, looking west.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Heather Staton**

Date of Photographs: **2019-02-12**

Location of Original Digital File: **MD SHPO**

File Format: **M: 37-37_PG:65-57_2019-02-12_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 9727 and 9737 Mt. Pisgah Road from the other side of I-495, looking south.

02.tif

View of 9737 Mt. Pisgah Road, looking northeast.

03.tif

Entrance detail, 9727 Mt. Pisgah Road, looking southwest.

04.tif

Oblique of pool house, looking northwest.

05.tif

View of playground along Mt. Pisgah Road, looking northwest.

06.tif

View of entrance to parking garage at 9737 Mt. Pisgah Road, looking south.

07.tif

View of tennis court near 9727 Mt. Pisgah Road, looking southwest.

08.tif

Window detail of 9737 Mt. Pisgah Road, looking north.

09.tif

View of the rear elevation of 9727 Mt. Pisgah Road, looking north.

10.tif

View of original apartment sign along I-495, looking west.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: The Classics

Address: 4591 Allentown Road

City: Suitland

Zip Code: 20746

County: Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 230 and Parcel G

Tax Map Number: 89

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 20, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

The Classics Restaurant, constructed in 1971, sits on a 1.898-acre parcel on the northwest side of Allentown Road and just east of Interstate 495 to the north. Located north of Joint Base Andrews, the property is primarily paved parking and is bordered with trees on its northeast and northwest sides with minimal landscaping along the Allentown Road driveway entrance. The restaurant/night club is at the west end of the property, directly adjacent to the U-Haul building to its west.

The Classics is a one-story rectangular building with a flat roof, set on a continuous foundation. Exterior walls are faced with stretcher bond brick and stucco. The building lacks window openings; a large circular bay projecting from the northeast corner of the building had the only windows, though they were covered with plywood at the time of the survey. The building faces roughly east, its double-leaf main entrance covered by a metal porte cochere with decorative latticework. Only remnants of the porte cochere's cloth covering remain. The only other visible fenestration on the building was two flush metal doors on the south elevation's west end.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

The Classics

The Classics is an unremarkable example of a mid-twentieth-century restaurant and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

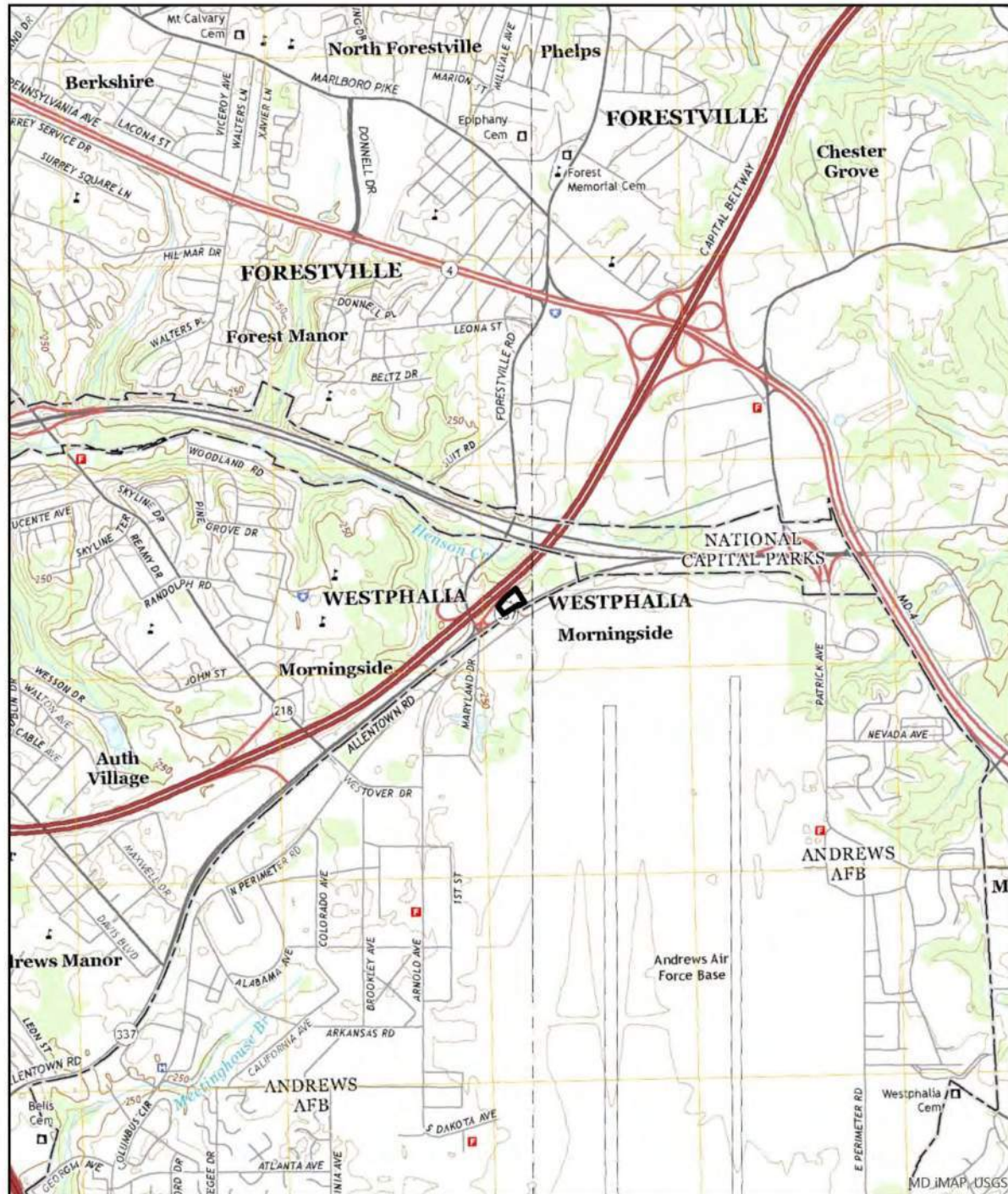
The boundary for the property encompasses 1.898 acres and is defined as Parcel G of Plat A-5659 and Parcel 230 on Prince George's County Tax Map 89.

The Classics**The Classics**

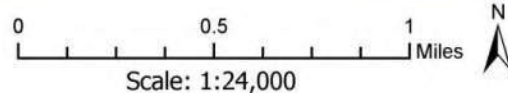
Location: 4591 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Scale: 1:24,000

The Classics



The Classics, Southeast Corner Looking West



The Classics, East Elevation Looking Southwest

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: The Promenade Inventory Number: M: 35-193
Address: 5225 Pooks Hill Road Historic district: ☐ yes ☒ no
City: Bethesda Zip Code: 20814 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Promenade Towers Mutual Housing Corp, Board of Director Tax Account ID Number: C000732
Tax Map Parcel Number(s): N508 Tax Map Number: HP12
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Danae Peckler Date Prepared: 12/6/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 Promenade is a multi-family development located southeast of the intersection of I-270 and I-495, between I-495 and Pooks Hill Road just west of Rockville Pike in Bethesda. The development consists of two high-rise apartment buildings connected by a low-lying hyphen accompanied by an outdoor swimming pool, tennis courts, tennis clubhouse, gate house, and stone gateway on a 24.77-acre irregular-shaped parcel (Montgomery County Plats [MCP] 10231). Primary access to the property is obtained from Pooks Hill Road by a straight two-lane road with a wide grassy median lined by mature deciduous trees. Internal roadways lead around the west side of the complex to the main entrance and a surface parking lot for visitors and to the east of the complex, where residents access the subterranean parking garage and loading areas built into the hillside below. The landscape maintains the looks of a wooded hillside with rolling topography featuring dense clusters of mature trees with grassy lawns, low-lying shrubs, and ornamental foliage along interior roadways and around the building complex.

Description:

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
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The Promenade at 5225 Pooks Hill Road is a high-rise apartment complex constructed between 1972 and 1973, during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). Two V-shaped, high-rise apartment buildings, influenced by the International and New Formalism styles, stand 18 stories tall. Together, the towers contain 1,072 units designed as one- or two-bedroom apartments between 630 and 1,448 square feet (The Official Promenade Towers 2018). A one-story hyphen or arcade connects the two towers with a large lobby at the first floor and other shared facilities, including an indoor pool, various shops, meeting rooms, and recreational spaces at the lower levels below the ground surface. Built into the slope of the hill, a three-level parking garage is located below the hyphen and outdoor swimming pool. It is accessed from an internal roadway that runs along the east side of the complex and is entirely hidden from view of those entering the facility. The parking garage is clad in a stretcher-bond concrete block veneer painted to match the brick veneer used throughout the complex. A chevron motif is visible in the plan of the complex, particularly at its east elevation where the north and south towers, parking garage, and loading areas form a sawtooth pattern.

Each high-rise building rests on a continuous concrete foundation supporting a concrete and steel structural system clad in off-white, stretcher-bond, brick veneer with matching mortar. At the top floor of both buildings, the brick is a few shades darker in color, acting as a cornice. The horizontal massing of the buildings is balanced by regular vertical columns of concrete cantilevered balconies, each featuring three solid, exposed-aggregate concrete panels supported by a brown metal railing. At the corners and ends of the high-rises, the balconies are slightly larger in size. Each tower is topped by a flat roof with wide overhanging eaves lined by a metal coping. At the east and west ends of the buildings, the top floor units feature a central, full-length, bay window with a deck that extends across the entire elevation. Rooftop access is gained by a small, pentagonal massing clad in exposed-aggregate concrete panels situated over the elevator shaft of each tower.

The main entrance to the complex is located at the center of the hyphen's west elevation, below a canopy that extends to cover a semi-circular driveway. The canopy and hyphen are topped by a flat concrete roof that is regularly punctuated by recessed channels that serve a practical function as drain spouts. These channels also provide an aesthetic pattern that serves as a Modernist interpretation of a classical fret and arcade motif, reinforced by the simple, round, metal columns below each recession in the roofline. The columns are smooth and painted dark brown, keeping with the natural hues employed elsewhere in the architecture, including the concrete-aggregate panels that add interest to the solid walls of the hyphen and its eaves. The hyphen's arcade-like appearance is heightened by the repetitive use of paired or triplet metal columns to define each bay and allow for floor-to-ceiling, metal-framed, glass walls between them. Visible from the east elevation, the hyphen's lower level is marked by a semi-circular, glass curtain wall with regularly spaced, paired columns supporting a flat roof that doubles as a patio from the lobby above. Windows in both towers appear to be original, paired or tripartite, single-light, metal-framed units, with one or two sliding sashes atop a pre-cast concrete sill that imitates rough cut stone. Fixed, metal-framed windows throughout the hyphen and window wall below also appear original.

Few if any alterations have been made to the exterior of the buildings, but historic aerials indicate that the terrace around the in-ground pool was significantly altered between 2002 and 2005 (National Environmental Title Research [NETR] 2002, 2005). Originally paved largely with concrete following the chevron pattern of the parking garage below, the terrace is now marked by a circular pattern of walkways with added greenspace and raised beds filled with ornamental plantings. The in-ground pool retains its location and form, but is surrounded by several recently constructed pavilions that provide shaded areas for residents. These pavilions were designed to mimic the original architecture with each corner supported by three round metal columns painted in the same shade of brown. The base of each shelter, however, is clad in natural-colored stucco, and each structure is topped by a low-pitched, hipped roof clad in green, standing-seam metal. Other recently added poolside structures include three small, rectangular pergolas that are also supported by round metal columns and topped by a series of wood beams.

The tennis courts and clubhouse, situated on the southeast side of the main entrance road, appear little altered since initial

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Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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construction and are enclosed by a chain-link metal fence. Flanked by four courts to the north and three courts on the south side, the clubhouse is a one-story, nine-bay building on a concrete-slab foundation. Its structural system is clad in the same brick veneer as the high-rise buildings with each bay defined by poured-concrete columns. A set of exterior metal stairs at the west elevation provide access to a rooftop deck with wide overhanging eaves lined by a metal railing. The five western bays of the building are filled with fixed, metal-framed, tripartite, storefront windows in the "pro shop" space, while the four eastern bays are nearly filled with brick, but feature narrow, paired, metal-framed windows, suggesting its use for bathrooms.

Another original feature of the complex is a small, one-story, one-bay gate house located at the north end of the entry road, northwest side of the tennis courts. It rests on a concrete slab foundation and has a low brick-veneered wall with canted, fixed, metal-framed windows on all sides. The building is covered by a pentagonal, asphalt-shingled roof and features a single-leaf, half-glazed, metal door in the center of the southeast elevation.

At the perimeter, the property is surrounded by dense collections of mature trees, buffering the complex from I-495 and I-270 and creating a natural wooded setting. An established landscape surrounds the building complex with mature trees, shrubs, and ornamental plantings layered around both public and private spaces. Immediately north of the main entrance and canopy is a circular seating area with wooden benches arranged around a flagpole. Narrow concrete sidewalks connect the high-rise towers to parking lots, tennis courts, and Pooks Hill Road. Low, irregularly coursed, rough-cut, stone walls line the main entry road and its gateway. Divided into three parts, the stone wall of the gateway is topped by a smooth stone coping and features elaborately carved tiered finials at the east and west ends. The center stone segment features the name of the property with a small fountain between it and the public sidewalk.

Historic Context:

The Promenade sits atop an area known as Pooks Hill and was designed by Washington, D.C. architect Donald H. Drayer (1909-1973) in 1972 as a luxury high-rise complex for developer Nathan Landow, president of Landcon Associates. The landscape was designed by a well-known Montgomery County landscape architect, Thurman D. Donovan. The area got its name from "Nation's Business" publisher, Merle Thorpe, after he purchased 150 acres along Rockville Pike in 1927 and built a large country estate he called "Pook's Hill" after a 1907 Rudyard Kipling novel, "Puck of Pook's Hill" (The Official Promenade Towers 2018).

Nathan Landow entered into Washington, D.C.-area real estate as a young professional working with fellow builder, Lawrence Brandt, for much of the 1960s. The partners specialized in multi-family residential and mixed-use properties, and often employed Donald Drayer to design their buildings. Landow and Brandt dissolved their partnership in 1969 and each started their own companies (The Washington Post 1969a, D2). In the 1970s, Nathan Landow became a significant fundraiser for the Democratic Party and served as the Chair of the Maryland Democratic Party from 1988 to 1992 (Carlson 1998, D1). He continues to be involved in the real estate industry with his three children at Landow & Company (Landow & Company 2016).

In November 1971, Landow purchased the 24.77 acres known as Parcel J of Pooks Hill from Zebulon J. Brodie (Montgomery County Deed Book [MCDB] 4148, 636). By that time much of the surrounding estate had become neighborhoods of single-family dwellings with several multi-family residential developments along Pooks Hill Road. These included townhouses, garden apartment complexes, and elevator apartment buildings like the nine-story 1949 "Pooks Hill Apartments," now Pooks Hill Towers, and the nine-story 1964 "Linden Hill Towers," a luxury apartment hotel (Kelly 2015, 468-147; The Washington Post 1964, C6). Brodie continued to develop surrounding property in the 1970s, including 33 townhouses at the intersection of Pooks Hill Road and Linden Avenue (The Washington Post 1971a, E19). Plans for the high-rise Marriott hotel, immediately east of the Promenade, were also underway by November 1971 (The Washington Post 1971b, C1).

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Landow originally planned to construct three high-rise towers on two different parcels of the Pooks Hill estate, but the Promenade was the only high-rise project that materialized (The Washington Post 1971b). In June 1980, it was sold to a Chicago-based firm, American Invsco (Invsco) for roughly \$50 million (MCDB HMS 5535, 115; Saperstein 1980a, B1). One of the nation's largest converters of apartments into condominiums, Invsco had turned much of neighboring Grosvenor Park to the north into condos in 1979. However, shortly after its purchase, Invsco announced a plan to convert the Promenade into a cooperative (co-op) residential complex, sparking protests from current tenants and local media coverage as it was just the second co-op in Montgomery County at that time (Walsh 1980, C1). Invsco's efforts were scrutinized by local government officials as a heated debate on the impacts of condo conversions had taken place in the previous year, resulting in an emergency four-month condo moratorium in July 1979, and the passage of several new laws to protect poor, elderly, and handicapped renters, while ensuring protection against major maintenance issues for condo purchasers later that fall (Mansfield 1979, C3; Reisig 1979, A1). In February 1980, the County enacted a transfer tax on the sale of condos to support the Emergency Condominium Conversion Fund, which provided grants to elderly and handicapped renters who could not afford to buy their unit outright (Tofani 1980, MD1). The move to convert the Promenade to a co-op was seen as an attempt to subvert those new laws as no property is exchanged in the purchase of a share and, therefore, no real estate taxes are paid on the transaction.

Concerns arose after the cost of Invsco's shares revealed they would earn more than double the price paid for the Promenade (Saperstein 1980a, B1). While the company's actions were found to be legal after two challenges in court, the incident had soured sales and spawned an investigation by the U.S. House of Representatives' Commerce, Consumer, and Monetary Affairs subcommittee, chaired by Congressman Benjamin Rosenthal of New York (Knight 1980, B1; Saperstein 1980a, B5). By December 1980, the investigation found 48 instances of real-estate investors falsifying federal loan applications for lower interest rates in the Grosvenor Park conversion; identified deals given to Invsco employees and consultants; and found Invsco's president in contempt for refusing to relinquish additional information (Knight 1980, B1; Saperstein 1980b, A1). Within a year, Invsco was in arrears and by August 1982, Chase Manhattan Bank had control of the company's majority share in the co-op, the Promenade Mutual Housing Corporation (MCDB 5535, 115; Teeley 1981, D8; Teeley 1982, E1). Despite grabbing headlines, Rosenthal's efforts to pass national legislation to curb egregious condo and co-op conversions fell flat; however, several laws were passed by localities, most notably in New York City and Washington D.C., to regulate these housing types. Today, the Promenade remains a rare example of a high-end co-op in Montgomery County.

The architecture of the Promenade has been identified as one of the principle works of the prominent mid-twentieth-century Washington, D.C., architect Donald H. Drayer, best known for designing "high-rise luxury apartments, and custom projects for high-profile clients" (Kelly 2015, 388-391). Drayer was a prolific designer, but also successful in that many of his works were actually constructed. Architectural drawings from the Promenade on file at the Library of Congress were produced in 1972 and revised in 1973, the same year that Drayer died from cancer at age 64 (Library of Congress 2018; The Washington Post 1973, C5). Other principle works stemming from his collaborations with Landow include the high-rise apartments at Prospect House (1965), Park Sutton in Silver Spring (1962), Prospect House in Arlington (1964), and the Colonnade in D.C. (1964-1967), and commercial office buildings like the Imperial House (1962), Carlton Towers in D.C. (1963), and the Landow Building (1971) (Kelly 2015, 388-391; The Washington Post 1961, B2; Willmann 1962, B1; Willmann 1964, C1).

Drayer's design for the Promenade illustrates a maturation of his earlier work in high-rise apartments like the Grosvenor Park (1962) and Park Sutton (1963) buildings in style and form. At both Grosvenor Park and Park Sutton, the buildings are linear in form with new materials and crisp angles of the International Style, while the Promenade incorporates more naturally hued materials balanced with an influence of monumentality and classical geometric forms of New Formalism. Similar to Grosvenor Park where the landscape building layout buffers the development from busy roadways and neighboring development, the Promenade goes further in the purposeful siting of buildings, adding to the feeling of seclusion and maximizing visitors' as well as residents' exposure to open space. The architectural elements of the Promenade are more in keeping with those at the Colonnade--

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another high-rise luxury apartment collaboration with Landow, designed between 1964 and 1969. Both properties feature mirrored V-shaped, high-rise towers clad in off-white brick veneer and concrete-aggregate panels; however, the Promenade's design more seamlessly blends non-traditional forms and materials with a classically inspired arcade and symmetrical geometric patterns. In its overall shape and use of geometric motifs, the Promenade is similar to Cohen, Haft and Associates' 18-story Parkside Plaza apartment tower built in 1965 and set amongst a wooded site with a design theme based in radiating concentric circles (Kelly 2015, 270-272).

The landscape design for the Promenade was produced by T.D. Donovan & Associates in 1972 and is also on file with Drayer's drawings for the complex (Library of Congress 2018). Known as "the landscape architect par excellence in Montgomery County," Thurman Donovan established the firm in 1955 after training with S.E. Sanders, a landscape architect known for preserving the natural landscape (Kelly 2015, 384-388). Donovan worked in residential and corporate settings as well as large-scale planned communities, with some of his most significant projects including custom landscape plans for the model homes of Edmund Bennet's Carderock Springs development in the 1960s and multi-layered courtyards for garden apartment complexes like Cohen, Haft, & Associates' Wheaton House Apartments, recipient of an American Institute of Architects (AIA) Potomac Valley First Award in 1962 (Kelly 2015, 384-388). At the time, Architectural Record described Donovan's courtyard at Wheaton House "as both a 'big garden' and 'wooded grove.' Donovan used existing locust trees as well as evergreens, an assortment of flowering trees, and small shrubs that helped to create soft barriers" between private terraces and central common space (Creveling and Gournay 2005, 7-6, 7-7). Working at a larger scale, Donovan's landscape design for the Rossmoor Leisure World community in Montgomery County earned him an award from the American Association of Nurserymen, presented by President Lyndon B. Johnson and the first lady in 1966 (New York Times 1966, 27). Reflecting on T.D. Donovan's legacy, the firm notes that his work "brought forth elegant, sophisticated landscapes, reflective of the living union between people and place" (Donovan, Feola, Balderson, & Associates 2015). His design for the Promenade is in keeping with his other notable works that use topography to make outdoor spaces seem larger and provide the feel of an intimate oasis amidst a bustling suburban environment (Creveling and Gournay 2005, 7-2, 7-3).

Drayer and Donovan both illustrated success consistently through their work, reputation, and clientele. Drayer's decades-long relationship with high-end developers like Nathan Landow demonstrates his ability to work professionally and efficiently with a great understanding of market demands in DC-area real estate. As part of the Washington Building Congress' Craftsmanship Awards Committee for no less than a decade, Drayer worked to honor local builders and tradespeople for quality work, and was later recognized by the D.C. Metropolitan Subcontractors Association as the outstanding architect of 1970 (The Washington Post 1960, B1; 1969b, D20; 1970, D18).

Evaluation:

The Promenade is a multi-family development with high-rise or elevator-type apartment buildings in the greater Bethesda area of Montgomery County--a property type that emerged in suburban areas during the early Suburban Diversification Period (1961-1980) and continues to present day (Manning et al. 2018).

The Promenade is a late example of a high-rise apartment building in the Washington, D.C., suburbs and is one of many intact examples of high-rise buildings in the area. Despite the national attention brought by the Promenade's conversion to a co-op apartment in the early 1980s, the practice of condo and co-op conversions was not legally altered by this event at the local level. Montgomery County laws to slow the pace of condo conversions were already in place at that time. Although Nathan Landow and subsequent owner, Invsco, were notable developers, their work at the Promenade does not appear to have made lasting or substantial impacts on the history of multi-family construction or community planning in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible for the NRHP under Criteria A or B.

The Promenade has been recognized as one of the principal works of Donald H. Drayer; however, as one of the region's most prolific architects, there are many similar examples of his designs. Furthermore, this is one of many high-rise complexes in the area and is not known to have had an important influence on the design of similar complexes. In addition, the Promenade has not received any design awards. Therefore, it is not eligible for the NRHP under Criterion C as the work of a master architect or as an outstanding example of this property type. The landscape design by T.D. Donovan & Associates is also one of many designs produced by this prolific firm in the region and did not receive any design awards. Therefore, it is also not eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses 24.77 acres confined to the current property tax parcel, which is found on Montgomery County Map HP12, Parcel N508.

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Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

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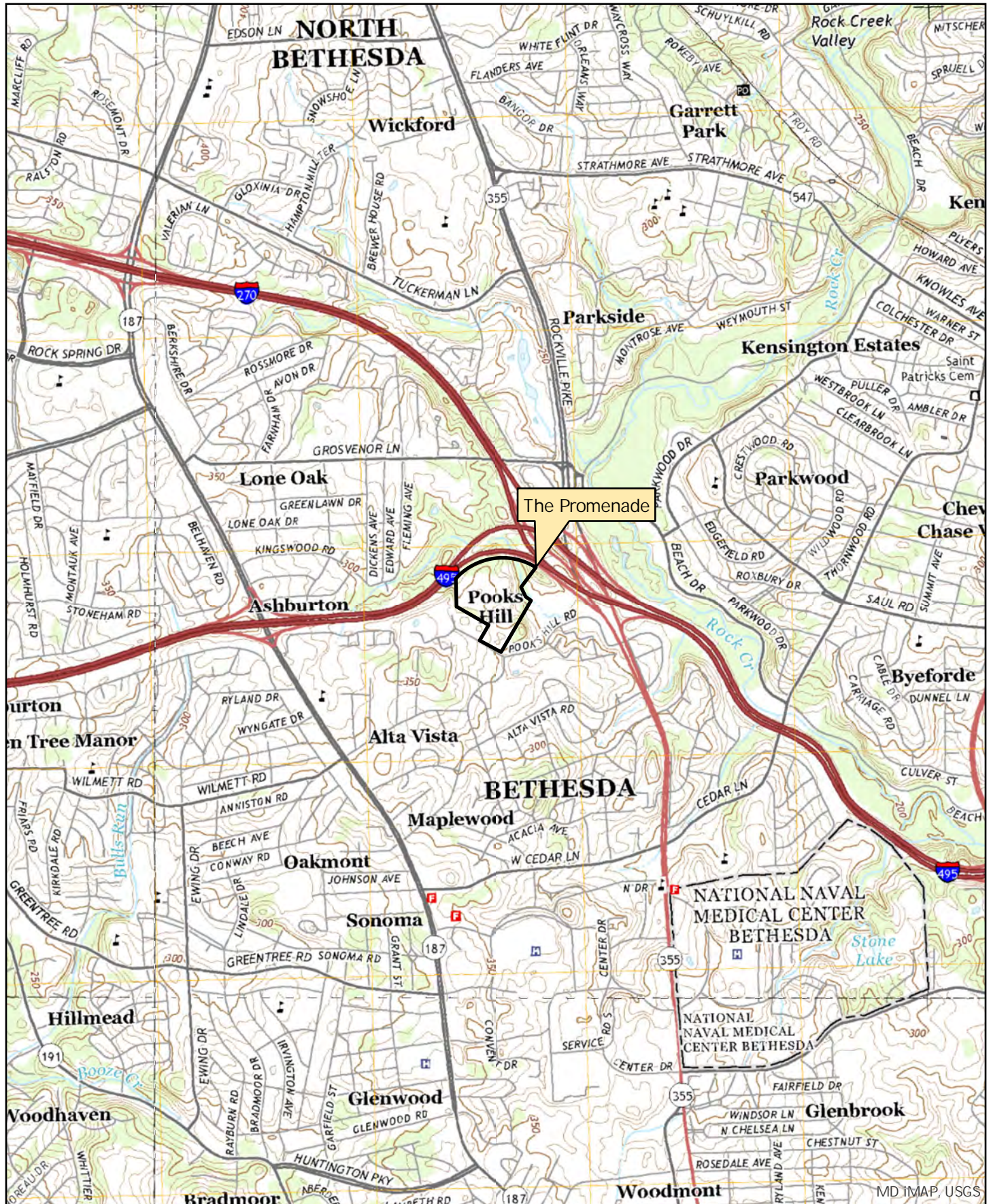
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Date_____
Reviewer, National Register Program_____
Date

The Promenade

Location: 5225 Pooks Hill Rd
City: Bethesda

MIHP: M: 35-193
Montgomery County



SGS 7.5 Quadrangle - Kensington

0 0.3 0.6
Miles
Scale: 1:24,000

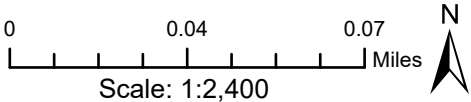
The Promenade

Location: 5225 Pooks Hill Rd
City: Bethesda

MIHP#: M: 35-193
Montgomery County



Parcel Boundaries



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Historic Properties Form**

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Name The Promenade
Continuation Sheet

Number Photos Page 1



Photo 1 of 17: View of south tower, main entry, and landscape at the Promenade, facing southeast.



Photo 2 of 17: Main entry to the Promenade and canopy, facing southeast.

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Name The Promenade
Continuation Sheet

Number Photos Page 2



Photo 3 of 17: Detail of typical windows, sills, brickwork, and balconies of Promenade units, north tower.



Photo 4 of 17: View of canopy and main entry, facing north.

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Name The Promenade
Continuation Sheet

Number Photos Page 3



Photo 5 of 17: View of sidewalk, parking area, and surrounding landscape along north elevation of south tower, looking west.



Photo 6 of 17: View of hyphen and south tower, facing east from main entry drive.

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Photo 7 of 17: View from central patio overlooking pool and terrace, facing northeast.



Photo 8 of 17: View of hyphen and north tower from southwest corner of terrace, facing northwest.

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Continuation Sheet

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Photo 9 of 17: South elevation of north Promenade tower from terrace, facing north-northwest.



Photo 10 of 17: View of east elevation of hyphen between high-rise towers, facing northwest.

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Maryland Inventory of
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Continuation Sheet

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Photo 11 of 17: Detail of west elevation and southwest corner of south tower from internal road.



Photo 12 of 17: View of pool and recently constructed shelters on terrace, facing northeast.

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Continuation Sheet

Number Photos Page 7



Photo 13 of 17: View of gate house from north side of entry road, facing northeast.



Photo 14 of 17: View of east elevation of parking garage and south tower from internal road, facing west.

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Photo 15 of 17: Tennis courts and southwest elevation of clubhouse, facing north.



Photo 16 of 17: Tennis courts and northeast elevation of clubhouse, facing south.

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Name The Promenade
Continuation Sheet

Number Photos Page 9



Photo 17 of 17: Stone gateway south side of Pooks Hill Road, facing northeast.

PHOTO LOG

Name of Property: The Promenade

Name of Photographer: Danae Peckler, Melissa Butler, Jonas Schnur

Date of Photographs: 08/07/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 17:

View of south tower, main entry, and landscape at the Promenade, facing southeast.

M; 35-193_2018-08-07_01.tif

Photo 2 of 17:

Main entry to the Promenade and canopy, facing southeast.

M; 35-193_2018-08-07_02.tif

Photo 3 of 17:

Detail of typical windows, sills, brickwork, and balconies of Promenade units, north tower.

M; 35-193_2018-08-07_03.tif

Maryland Historical Trust
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Continuation Sheet

Number Photos Page 10

Photo 4 of 17:

View of canopy and main entry, facing north.

M; 35-193_2018-08-07_04.tif

Photo 5 of 17:

View of sidewalk, parking area, and surrounding landscape along north elevation of south tower, looking west.

M; 35-193_2018-08-07_05.tif

Photo 6 of 17:

View of hyphen and south tower, facing east from main entry drive.

M; 35-193_2018-08-07_06.tif

Photo 7 of 17:

View from central patio overlooking pool and terrace, facing northeast.

M; 35-193_2018-08-07_07.tif

Photo 8 of 17:

View of hyphen and north tower from southwest corner of terrace, facing northwest.

M; 35-193_2018-08-07_08.tif

Photo 9 of 17:

South elevation of north Promenade tower from terrace, facing north-northwest.

M; 35-193_2018-08-07_09.tif

Photo 10 of 17:

View of east elevation of hyphen between high-rise towers, facing northwest.

M; 35-193_2018-08-07_10.tif

Photo 11 of 17:

Detail of west elevation and southwest corner of south tower from internal road.

M; 35-193_2018-08-07_11.tif

Photo 12 of 17

View of pool and recently constructed shelters on terrace, facing northeast.

M; 35-193_2018-08-07_12.tif

Photo 13 of 17:

View of gate house from north side of entry road, facing northeast.

M; 35-193_2018-08-07_13.tif

Photo 14 of 17:

View of east elevation of parking garage and south tower from internal road, facing west.

M; 35-193_2018-08-07_14.tif

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. M: 35-193

Name The Promenade
Continuation Sheet

Number Photos Page 11

Photo 15 of 17:

Tennis courts and southwest elevation of clubhouse, facing north.
M; 35-193_2018-08-07_15.tif

Photo 16 of 17:

Tennis courts and northeast elevation of clubhouse, facing south.
M; 35-193_2018-08-07_16.tif

Photo 17 of 17:

Stone gateway south side of Pooks Hill Road, facing northeast.
M; 35-193_2018-08-07_17.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: The Valley

Inventory Number: M: 36-97

Address: South of I-495, east of Georgia Avenue

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP22

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Jul 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The Valley is a planned residential development located south of Interstate 495 (I-495) in Silver Spring. The development is bound on the north by residential development Northmont, on the south and east by Woodside Forest, another residential development, and on the west by Woodland Drive. The 2.9-acre development comprises three streets, Flora Lane, Boyer Place, and Woodland Drive, the latter of which has a concrete curb and concrete sidewalks. The subdivision includes 15 single-family dwellings on lots ranging between 0.1 and 0.23 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Vinyl or wood fencing is present at the sides and rear of many individual lots. A concrete sidewalk leads from the primary entry of each dwelling to the street or the dwelling's driveway. Secondary buildings are rare, but if present, include sheds.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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 Valley is a planned residential development with single-family dwellings constructed between 1957 and 1959 (National Environmental Title Research [NETR] 1957). The single-family dwellings appear to be variations of two models: a one-story, hipped-roof model, and a two-story, side-gabled model.

The one-story houses are two-bays clad in stretcher bond brick veneer, or common bond brick, and roofs are clad in asphalt shingles. Entrances are located on the primary elevation and comprise single-leaf wood or fiberglass doors, some with storm doors. Most entrances are accessed via a concrete or brick stoop and some entrances are located within an engaged single-bay entry porch. Tripartite picture windows, including aluminum or wood windows, or vinyl-clad replacements, are located on the primary elevation. Additional fenestration includes single, one-over-one, double-hung-sash vinyl or aluminum units. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. These hipped-roof houses feature an exterior-end brick chimney.

The two-story houses are constructed in the Colonial Revival style and have three bays and a symmetrical facade. Dwellings have a common-bond brick structural system. Entrances are centrally located on the primary elevation and comprise single-leaf wood or fiberglass doors, some with storm doors, and Colonial Revival surrounds. Fenestration includes single, vinyl, double-hung-sash windows with false muntins, fixed vinyl windows, and aluminum double-hung-sash windows. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. The house at 1706 Flora Lane has a bull's eye window on the second story. Roofs are all side gabled and are sheathed in asphalt shingles. These dwellings feature an exterior-end brick chimney. Several dwellings feature attached carports; one house, at 1710 Flora Lane, has enclosed a carport to function as a garage.

Historic Context:

In 1940, Omer G. and Alice Mae Kremkau purchased 6 acres from the executors of the will of Alice O. Stewart (Montgomery County Deed Book [MCDB] 777, 395). The Valley was platted on 2.9 of those 6 acres in 1940 with 22 residential lots and blocks A and D set aside for non-residential use (Montgomery County Plat [MCP] 1350). In 1943, Kremkau applied for a zoning change to allow an apartment building to be constructed on block A, however this application was denied due to the residential character of the surrounding area (The Evening Star 1943, B). By 1946, Kremkau sought rezoning again, this time to allow commercial development on block A of The Valley subdivision. That application was met with approval, and block A was allowed to be developed for commercial use, while the rest of The Valley remained subdivided for single-family residences (The Evening Star 1946, B). The block was sold in 1947 (Waterloo 2013). Dwellings within The Valley were built between 1955 and 1957 (NETR 1957). Frank Calcara, a locally known builder, designer, and developer who began working in the Washington, D.C. area in 1937, was the builder of the single-family dwellings within The Valley (The Washington Post 1949, M11). Omer G. Kremkau was a realtor, builder, and developer in the Washington, D.C., suburban area, and is associated with small-scale real estate development projects such as Woodside Hills in Montgomery County. Calcara constructed the dwellings and completed houses sold to individual buyers.

Due to its proximity to other neighborhoods like Forest Glen and Woodside Park, which have amenities such as parks, churches, and schools, and proximity to downtown Silver Spring, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood could not be found, although The Valley was mentioned as one of 87 housing sites to tour in 1958, with house prices starting at \$26,950 (The Evening Star 1958a, D-2; 1958b, B-2).

Evaluation:

The Valley was evaluated as a planned residential development in the Modern Period (1930-1960) in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

The Valley is typical of the ubiquitous planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The developers, Omer G. and Alice Mae Kremkau, had no significant influence on suburbanization in Maryland. Likewise, builder Frank Calcara was involved with many small-scale residential projects in the Washington, D.C., suburban area, but also had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

With its small size and replacement materials, The Valley is a modest example of a planned residential development constructed during the Modern Period. The dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because The Valley is a basic example of a planned residential development with several replacement materials and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. The Valley was not evaluated under Criterion D.

This property encompasses approximately 2.9 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP22 and also as seen in Montgomery County plat record 1350. The neighborhood is bounded on the north by residential development Northmont, on the south and east by another development, Woodside Forest, and on the west by Woodland Drive.

References:

The Evening Star. 1943. "Seven Rezoning Pleas Opposed in Montgomery." May 14, 1943, B.
1946. "Hearing is Set on Silver Spring Master Plan." December 12, 1946, B.
1958a. "87 Homes Listed for Festive Fall Opening." September 5, 1958, D-2.
1958b "Big Weekend Seen for Home Tours." September 6, 1958, B-2.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <https://www.roads.maryland.gov/>.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed July 17, 2019. <http://www.mdlandrec.net/>.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed July 18, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed July 17, 2019. <http://www.historicaerials.com/viewer>.

The Washington Post. 1949. "Builder's Home Reflects his Personality." December 25, 1949, M11.

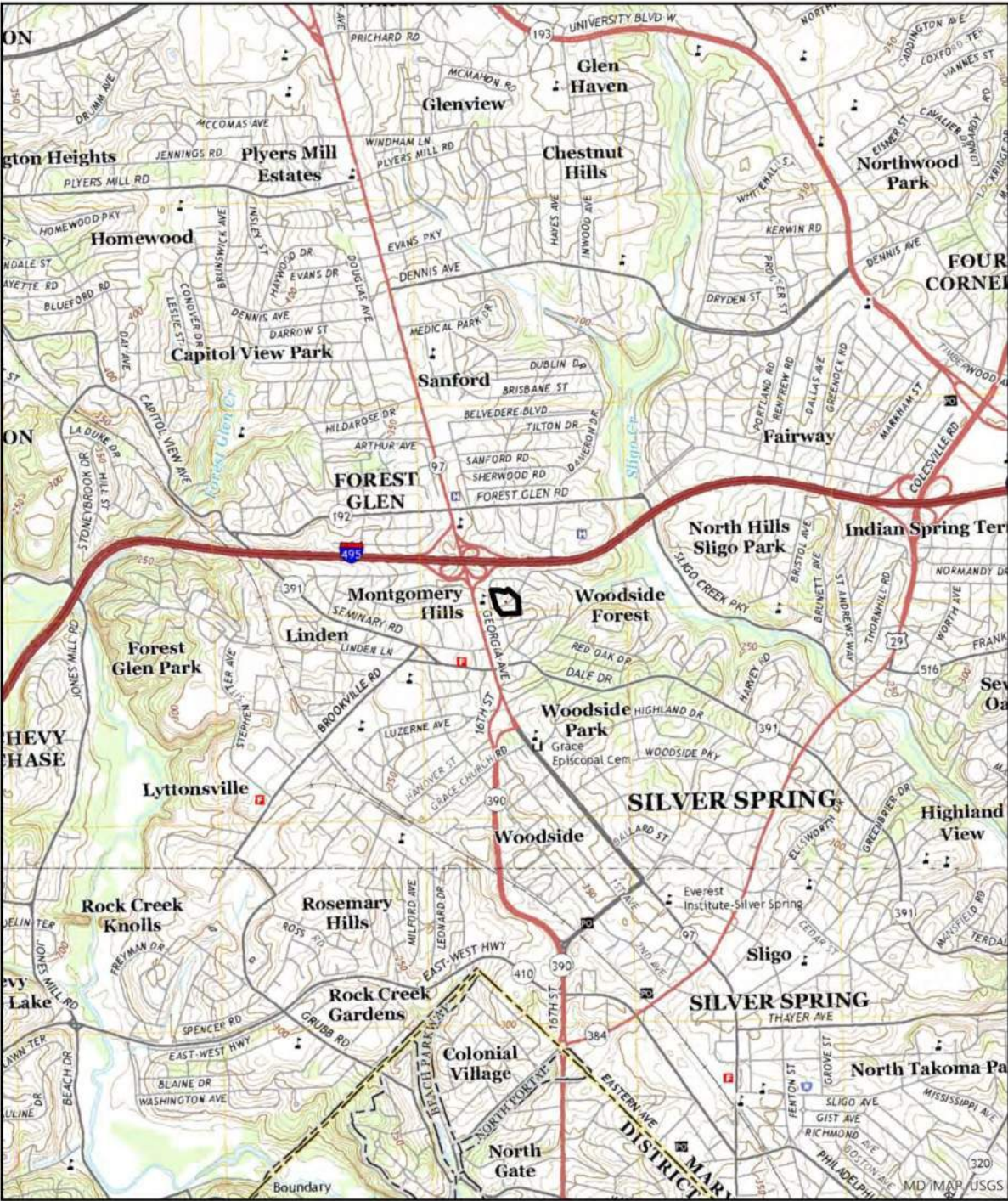
Waterloo, Emma. 2013. National Register of Historic Places Nomination Form: Calvary Evangelical Lutheran Church (M:36-37). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Valley

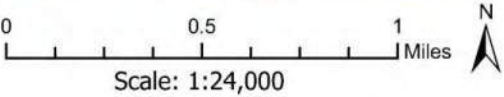
Location: South of I-495, east of Georgia Avenue

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

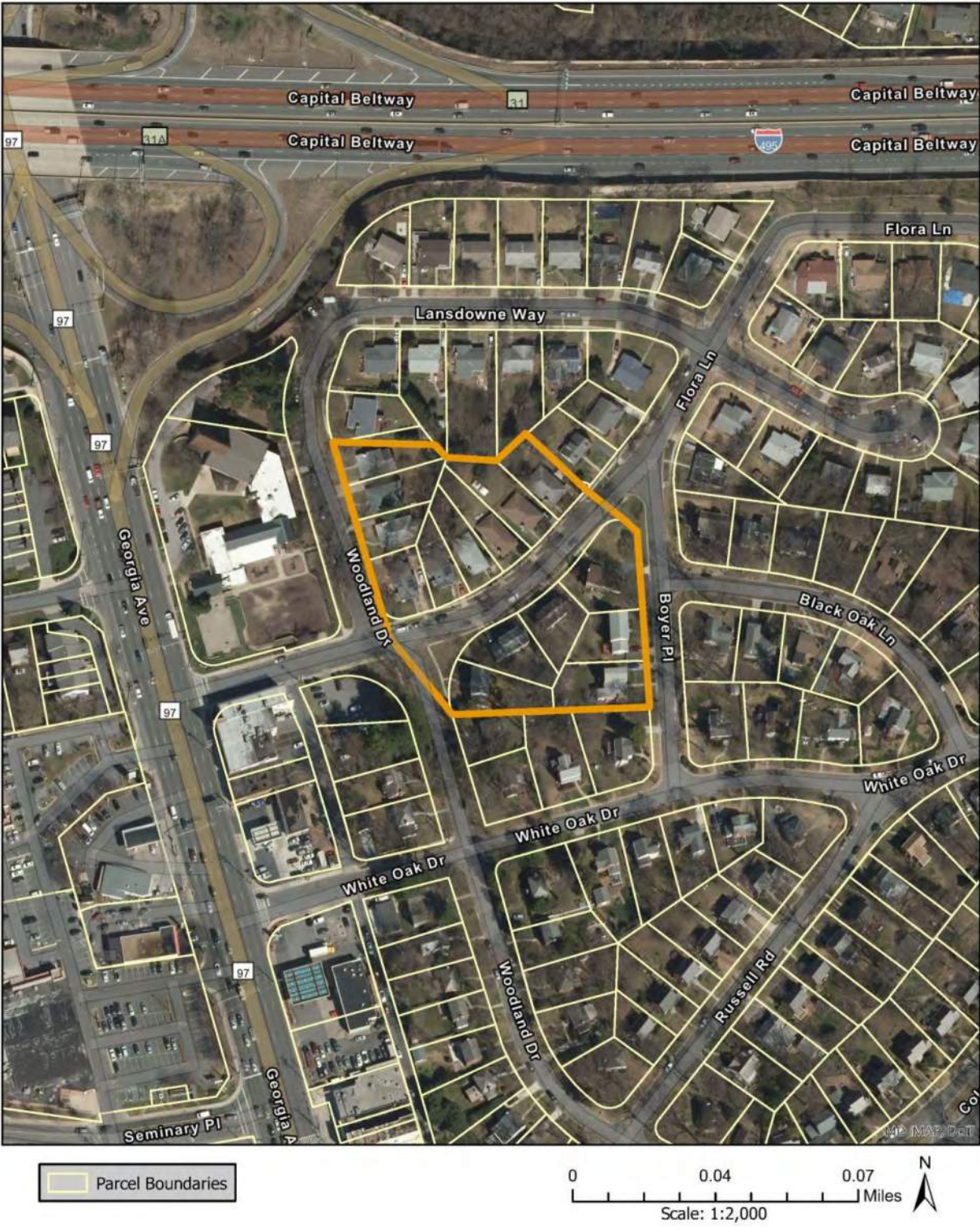


The Valley

Location: South of I-495, east of Georgia Avenue

Montgomery County

City: Silver Spring





Oblique of 1706 Flora Lane, looking southeast.



Primary elevation of 1708 Flora Lane, looking south.



Oblique of 1710 Flora Lane, looking south.



View of Flora Lane, looking at 1717 and 1715, looking northeast.



Oblique of 1713 Flora Lane, looking northwest.



Primary elevation of 1711 Flora Lane, looking north.



Oblique of 1709 Flora Lane, looking northeast.



View of 1707 Flora Lane, looking northwest.



Oblique of 9509 Woodland Drive, looking northeast.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney and Katherine Watts**

Date of Photographs: **2019-07-09**

Location of Original Digital File: **MD SHPO**

File Format: **M: 36-97_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Oblique of 1706 Flora Lane, looking southeast.

02.tif

Primary elevation of 1708 Flora Lane, looking south.

03.tif

Oblique of 1710 Flora Lane, looking south.

04.tif

View of Flora Lane, looking at 1717 and 1715, looking northeast.

05.tif

Oblique of 1713 Flora Lane, looking northwest.

06.tif

Primary elevation of 1711 Flora Lane, looking north.

07.tif

Oblique of 1709 Flora Lane, looking northeast.

08.tif

View of 1707 Flora Lane, looking northwest.

09.tif

Oblique of 9509 Woodland Drive, looking northeast.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: The Willows

Inventory Number: M: 21-285

Address: 17200 Davis Avenue

Historic District: No

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Gaithersburg

Property Owner: WILLOWS OF G'BURG ASSOC LP

Tax Account ID: 09-00791806

Tax Map Parcel(s): N325

Tax Map: FT41

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Oct 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The Willows is a 9.08-acre garden apartment complex located along the east side of I-270 in Gaithersburg. The complex consists of buildings constructed between 1975 and 1977 (Nationwide Environmental Title Research, LLC [NETR] 1970, 1981). The complex is bounded by multi-family residential properties on the north, south, and east, and I-270 on the west. Vehicular access is from the north via Perry Parkway extending south from West Diamond Avenue.

The complex includes two primary clusters of garden apartment buildings, a leasing office, a pool and pool house, a maintenance building, and a playground. The property has landscaped grassy courtyards, open space with trees, bushes, and other ornamental foliage, and concrete pedestrian paths that connect buildings and parking areas. Parking areas have speed bumps and concrete sidewalks line each of the internal roads. Wood signage guides traffic through the property. Trash receptacles are located in a fenced area on the west side of the property. A drainage area with chain-link metal fencing is located west of the apartment unit at 401 West Diamond Street. Metal street lamps are located throughout the complex and

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

are uniform in design.

Description:

The Willows is a garden apartment complex constructed between 1975 and 1977. The complex consists of two primary clusters of 13 buildings. Each cluster contains two groupings of apartment buildings. Two to four buildings are connected to create linear, L-shaped, or U-shaped configurations.

Each apartment building is four stories tall and six bays wide with a mix of International- and Contemporary-style architectural features. They contain one- and two-bedroom units ranging from approximately 600 to 800 square feet in size (Apartments.com 2019). The poured-concrete foundations and structural systems are clad in stucco. Each apartment building is covered by a flat roof with metal coping and ventilation or mechanical systems. A shared central entrance provides access to a slightly protruding open stairwell, which leads to individual unit entrances. A set of concrete steps, sheltered by cloth awnings, lead to the shared stairwell. At the fourth story, the stairwells and some window bays are capped by a protruding concrete awning sheathed in metal roofing.

Entrances to apartment units are filled with original single-leaf, metal-and-glass doors. Ground-floor apartments also have metal-and-glass sliding doors with metal-framed sidelights. Some buildings contain a secondary maintenance room entrance filled with a double-leaf metal door and sidelight. Windows are metal-framed one-over-one, double-hung sash, or sliding units.

At the southern portion of the complex is the community center and leasing office, maintenance building, pool house, pool, and playground, all constructed circa 1977. The community center and leasing office is a one-story, multi-bay, rectangular building. The one-story, four-bay, building is clad in stucco and has a flat roof. In keeping with the design of the garden apartment buildings, a cloth awning lines portions of the east and north elevations. Access to the leasing office is centered in a recessed bay on the east elevation filled with two single-leaf, metal-framed, glass doors. Additional fenestration includes metal-framed casement windows.

The pool house is clad in stucco and covered by a flat roof. The primary entrance to the pool house is in a central recessed bay. The main entry is filled with open metal double-leaf doors that function as open gates to a central corridor within the building. There is no additional fenestration visible from the exterior of the pool area; however, there is likely a secondary entry located on the rear of the building to access the pool area.

The maintenance building, located between the community center and leasing office and the pool house, is covered by a flat roof with metal coping and is clad in stucco to match the other buildings within the complex. The building is accessed by a single metal, sectional garage door located on the east elevation facing a linear paved asphalt parking lot.

An outdoor, in-ground, poured-concrete pool and wading pool are west of the pool house. They are surrounded by a poured-concrete patio and enclosed by metal, chain-link fencing.

Wood signs are located throughout the complex to provide direction. A playground is located in the southwest of the complex and was added between 1981 and 1989 (NETR 1981, 1989).

Historic Context:

The Willows property was originally platted as Parcels A and B of The Willows in June 1975 by Washington, D.C., developers Sheldon T. Katz and Benjamin B. Weitz, in partnership as Willows Associates, on approximately 9 acres they purchased from William H. Klimdist in 1975 (Montgomery County Deed Book [MCDB] 4667, 172; Montgomery County Plat [MCP] 11057). The buildings and amenities were designed by unidentified builders or architects.

The project initially appeared in The Washington Post in January 1977 and was noted as a garden apartment complex with one- and two-bedroom units, with several specialized senior citizen units available (The Washington Post 1977, 133). After construction of the entire complex, the Community Management Corporation of Maryland Equal Opportunity Housing, a professional management company, operated and advertised The Willows. They boasted of the "comfortable," "convenient"

and “secure” complex’s pool, washers and dryers in every building, and easy access to I-270 (The Washington Post 1977, 133). One-bedroom apartments started at \$197 per month while two-bedroom units were leased beginning at \$226 per month (The Washington Star 1977a, 59; 1977b, 57).

The 1968 Housing Act established the Section 236 program to assist families in procuring private apartments if they earned a high enough income to disqualify them for public housing, but did not earn enough to afford private housing (The Washington Post 1979a, C1). Although the apartments were not specifically advertised as low-income housing, The Willows was advertised as having “rents tailored to your income” and qualified as Section 236 Housing (The Washington Post 1977, 133). By 1978, residents and the public were notified of the failure of the Department of Housing and Urban Development (HUD) to implement a credit program that would reimburse low-income residents in the Washington, D.C., area for rent increases, which occurred illegally and triggered a lawsuit (The Washington Post 1979a, C1). The Willows’ residents could apply for reimbursement credits to recoup the money they paid above the Section 236 threshold through 1980 since HUD failed to implement the initial program (The Washington Post 1980, MD2).

Since the late 1970s, The Willows property has continued to provide low-income affordable rental housing for Gaithersburg residents under the management of Edgewood Management (Housing Opportunities Commission of Montgomery County 2016; Edgewood Management n.d.).

Sheldon T. Katz and Benjamin B. Weitz were not particularly well-known Washington, D.C.,-area developers; however, they were independently active in residential construction in Montgomery and Prince George’s counties. Weitz was known for creating affordable housing options to rent or buy during the mid-1960s and into the 1970s in the region. In 1972, he joined a group of developers and architects including Joel Klein, Eric Baer, and Herbert Cohen to establish Leesburg Manor, a HUD-insured 198-unit apartment complex (The Washington Post 1972, D8). Katz is mainly known for his involvement with the conversion of a school in Bowie into a residential development for senior citizens in the late 1970s and early 1980s (The Washington Post 1979b, MD8).

Evaluation:

The Willows was evaluated as a garden apartment complex of the Suburban Diversification (1961-1980) period in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

The Willows was not the first garden apartment complex the area, nor did it shape future multi-family residential design at the local or regional level. The garden apartments were constructed in the late 1970s and do not appear to have been a notable example of this housing type nor was it among the first to provide subsidized housing in Montgomery County. Therefore, the property is not eligible under Criterion A.

Although Sheldon T. Katz and Benjamin B. Weitz worked in the construction and development of mid- and low-income rental housing, their efforts have not made lasting or substantial contributions to the history of apartment or townhouse complex design in Montgomery County or the Washington, D.C., region. Therefore, the property is not eligible under Criterion B.

Although the complex retains most of the character-defining features of its property type, the buildings have no notable design features and are made of common materials and have typical finishes. Ornamental features and other alterations have occurred around the complex, such as the replacement of signage and introduction of landscaping retaining walls. They are also not known to be the work of a master architect, nor do they exhibit high artistic value. For these reasons, this resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

This property encompasses 9.08 acres and is confined to the current property tax parcel found on Montgomery County Tax Map FT41, Parcel N325 and also as seen in Montgomery County plat record 11057.

References:

Apartments.com. 2019. “The Willows.” Accessed October 15, 2019. <https://www.apartments.com/the-willows-gaithersburg-md/53vxx6p/>.

Edgewood Management. n.d. "The Willows." Accessed October 14, 2019.
<https://www.edgewoodmgmt.com/apartments/md/gaithersburg/the-willows/>.

Housing Opportunities Commission of Montgomery County. 2016. Affordable Rental Homes Guide. Accessed October 4, 2018.
<http://www.hocmc.org/images/files/ResourceDocs/Affordable-Housing-Guide-January2016.pdf>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed October 15, 2019. <http://www.msa.md.gov/>.

Nationwide Environmental Title Research, LLC. n.d. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed October 14, 2019. <https://www.historicaerials.com/viewer>.

The Washington Post. 1977. "The Willows." January 23, 1977, 133.
--- 1979a. "Rent Refunds Owed." October 24, 1979, C1.
--- 1979b. "Plans Aired for Closed Bowie School." August 9, 1979, MD8.
--- 1980. "Rent Refund Deadline." January 17, 1980, MD2.

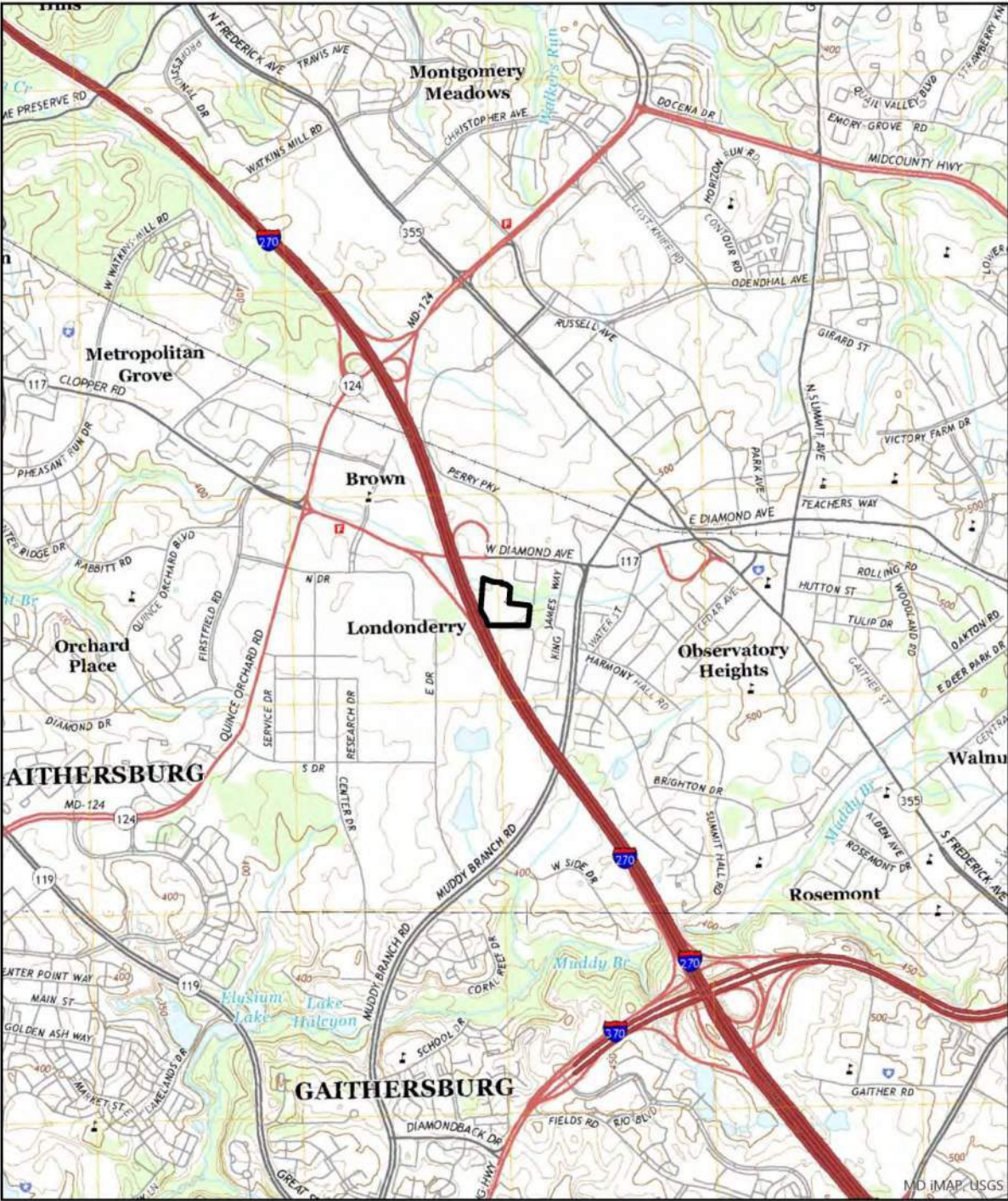
The Washington Star. 1977a. "The Willows." May 8, 1977, 59.
--- 1977b. "The Willows." May 22, 1977, 57.

The Willows

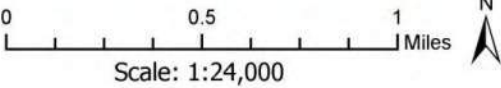
Location: 17200 Davis Avenue

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Gaithersburg

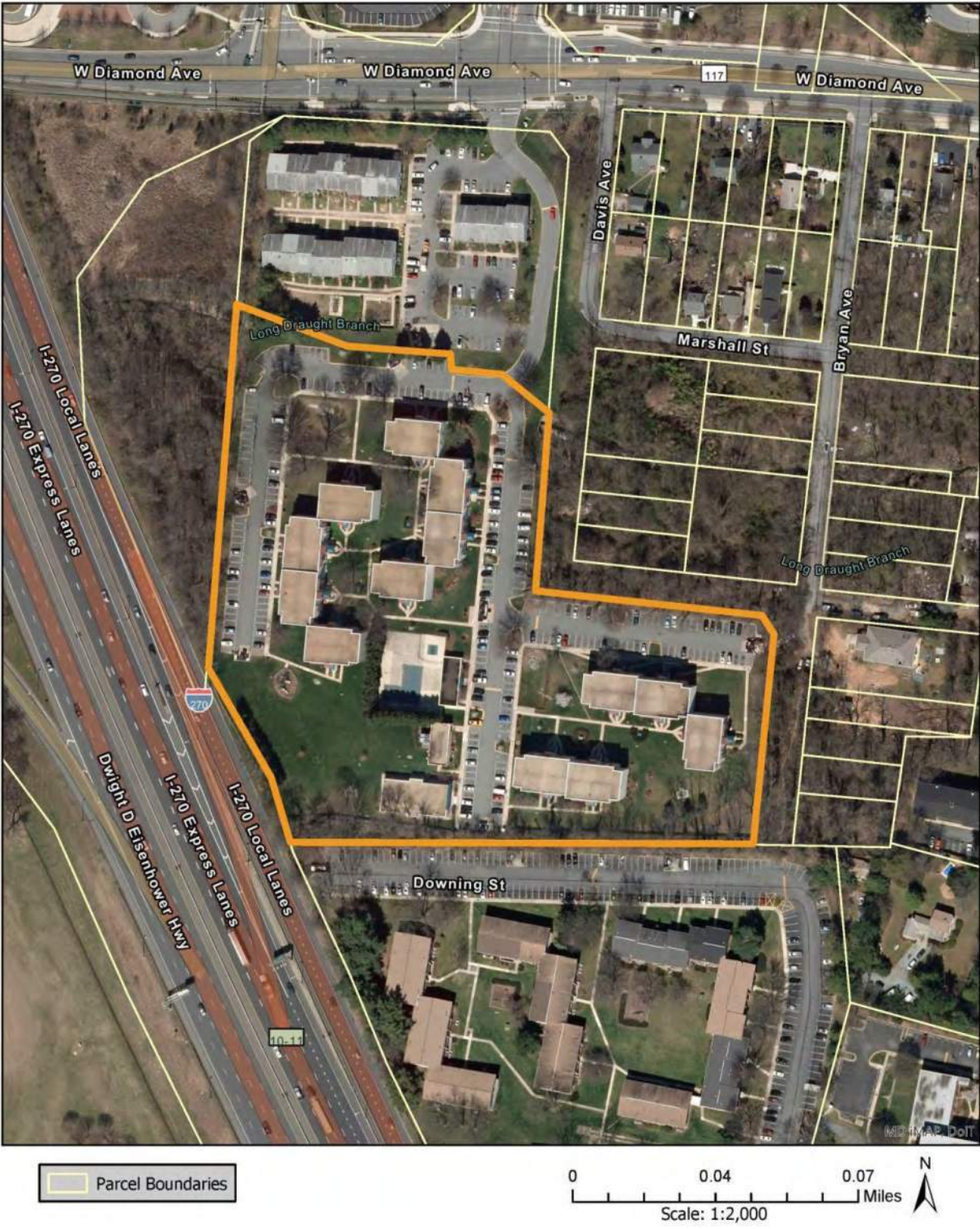


The Willows

Location: 17200 Davis Avenue

Montgomery County

City: Gaithersburg





401 West Diamond Avenue, front elevation, looking south.



413 and 415 West Diamond Avenue, looking southeast.



Leasing office and community center, looking west.



Leasing office, maintenance building, and pool house (left to right), looking southwest.



Pool, looking northwest.



Sign from West Diamond Avenue, looking southwest.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **10/09/2019**

Location of Original Digital File: **MHT**

File Format: **M: 21-285_10/09/2019_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

401 West Diamond Avenue, front elevation, looking south.

02.tif

413 and 415 West Diamond Avenue, looking southeast.

03.tif

Leasing office and community center, looking west.

04.tif

Leasing office, maintenance building, and pool house (left to right), looking southwest.

05.tif

Pool, looking northwest.

06.tif

Sign from West Diamond Avenue, looking southwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Thomas W. Riley Estate Subdivision

Inventory Number: M: 31-79

Address: West of the I-495 and Georgia Avenue interchange

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Apr 1, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Thomas W. Riley Estate Subdivision is a planned residential neighborhood located west of the I-495 and Georgia Avenue interchange in Silver Spring. The neighborhood is bounded by Forest Glen Road to the north, the Forest Glen Metro Station to the east, Ellis Street to the south, and the Forest Glen Knolls neighborhood to the west. The Thomas W. Riley Estate Subdivision includes three roads: Forest Glen Road, Ellis Street, and Elkton Avenue. The neighborhood encompasses approximately 2.5 acres and contains 17 single-family dwellings on lots ranging from about 0.11 and 0.17 acre. The individual lots are evenly graded or slightly sloped with light tree coverage, plant beds, and bushes and have a concrete or asphalt driveway. Secondary buildings include sheds. All of the streets feature concrete curbs and gutters as well as concrete sidewalks.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Description:

The dwellings within the Thomas W. Riley Estate Subdivision were constructed between 1940 and 1960 during the Modern Period (1930-1961). The roads are in a rough grid pattern, with Forest Glen Road and Ellis Street running parallel on the north and south sides of the neighborhood, and Elkton Avenue running north to south in the western portion of the neighborhood. Most of the single-family dwellings were constructed in variations of the Transitional Ranch, Two-Story Massed, and Split-Level forms.

Dwellings are primarily three or four bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding includes stretcher-bond brick veneer, at times in combination with vinyl siding. Roofs are side-gabled, front-gabled, or gable-on-hip, and sheathed in asphalt shingles; some feature wide overhanging eaves or wall dormers. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of roof.

Primary entrances are typically centered with a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Entry porches are covered by a shed or hipped roof or are recessed beneath the building's roof eave. Windows include two-over-two, six-over-six, or eight-over-eight, wood-frame, double-hung-sash units, and single or paired one-over-one, vinyl-framed, double-hung-sash units. Tripartite windows are common throughout the neighborhood. Some dwellings also feature fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Additions are typically found at the rear or side elevation and are in scale with the original building.

Historic Context:

In 1940, Louis C. Dismar, a real estate salesman, and his daughter, Helen, purchased Lot One of the estate of Thomas W. Riley, a prominent Washington, D.C., businessman (MCDB 794, 401; United States Federal Population Census 1940) (Montgomery County Deed Book [MCDB] 794, 40; Washington Post 1898, 9). That year the Dismars platted the eastern section of Lot One and three houses were built at the time on the northern half, likely by individual homeowners (Montgomery County Plats [MCP] 1912). In 1946, the Dismars created a new plat for the Thomas W. Riley subdivision, in which they replatted the original section and platted the western section of Lot One. The remainder of the undeveloped lots were built upon between 1952 and 1960 by individual buyers (MCP 1953). The Dismars were not involved in large-scale development, as this was the only subdivision found to be associated with them.

Research did not reveal a common owner, architects, or builders for the Thomas W. Riley Estate Subdivision, and it appears homeowners bought and developed individual lots themselves. Due to its proximity to the Forest Glen neighborhood, which had many amenities such as parks, churches, and a school, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood or the houses within it could not be found.

Evaluation:

The Thomas W. Riley Estate Subdivision was evaluated as a planned residential neighborhood during the Modern Period (1930-1960) in accordance with Suburbanization Historic Context and NRHP Criteria A, B, and C.

The Thomas W. Riley Estate Subdivision is typical of the ubiquitous planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. The resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The Dismers had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The Thomas W. Riley Estate Subdivision is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. Transitional Ranch, Two-Story Massed, and Split-Level dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because the Thomas W. Riley Estate Subdivision is a common example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

This neighborhood encompasses approximately 2.5 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP12 and a Montgomery County plat records 1912, 1953, and 13094. The neighborhood is bounded by Forest Glen Road to the north, the Forest Glen Metro Station to the east, Ellis Street to the south, and the Forest Glen Knolls neighborhood to the west.

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

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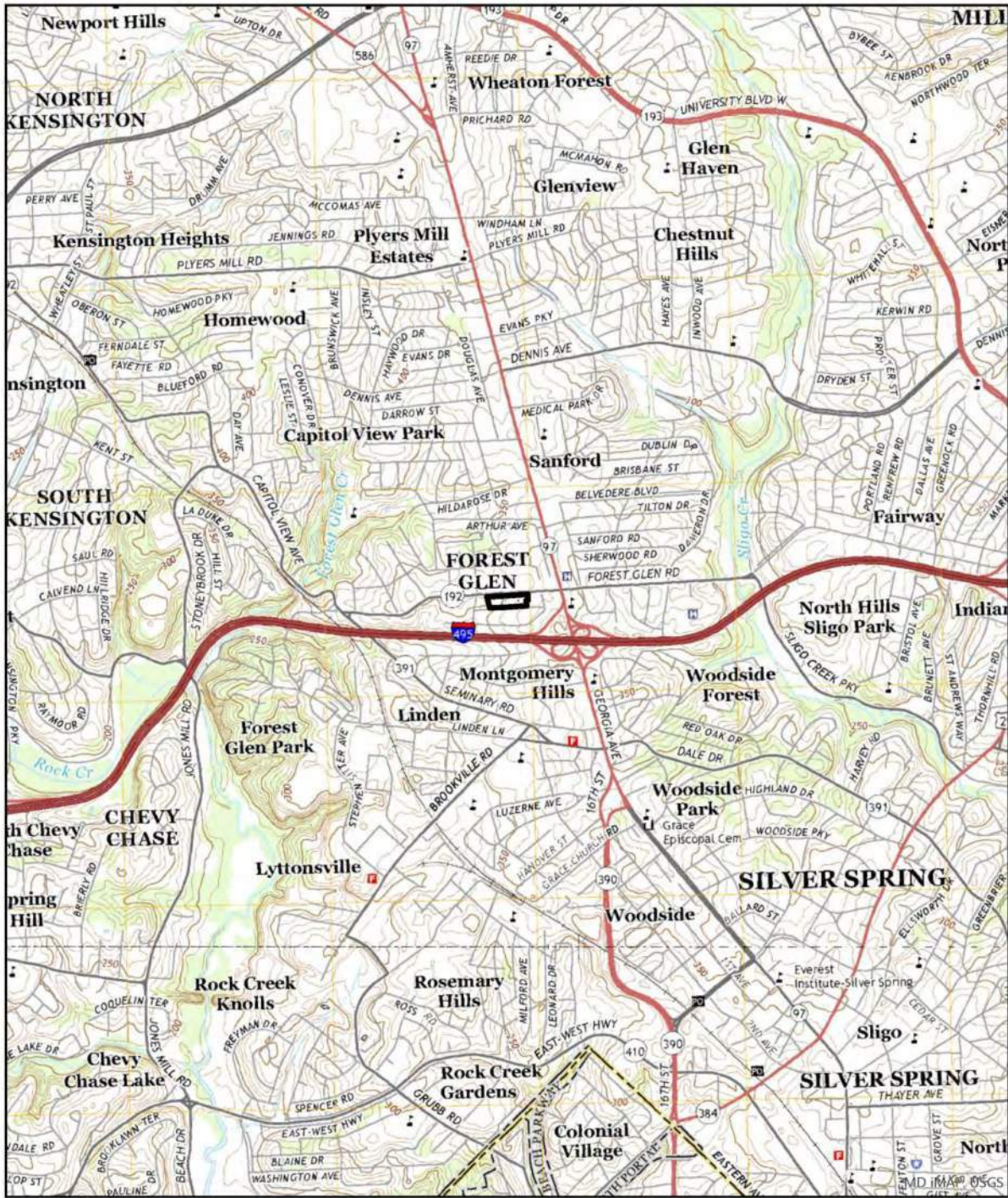
The Washington Post. 1898. "Riley is Burned Out Again: Fire on the Riverfront Destroys Several Buildings". May 19, 1898, 9.

Thomas W. Riley Estate Subdivision

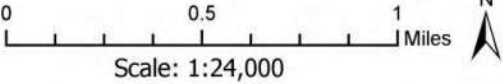
Location: West of I-495 and Georgia Avenue interchange

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

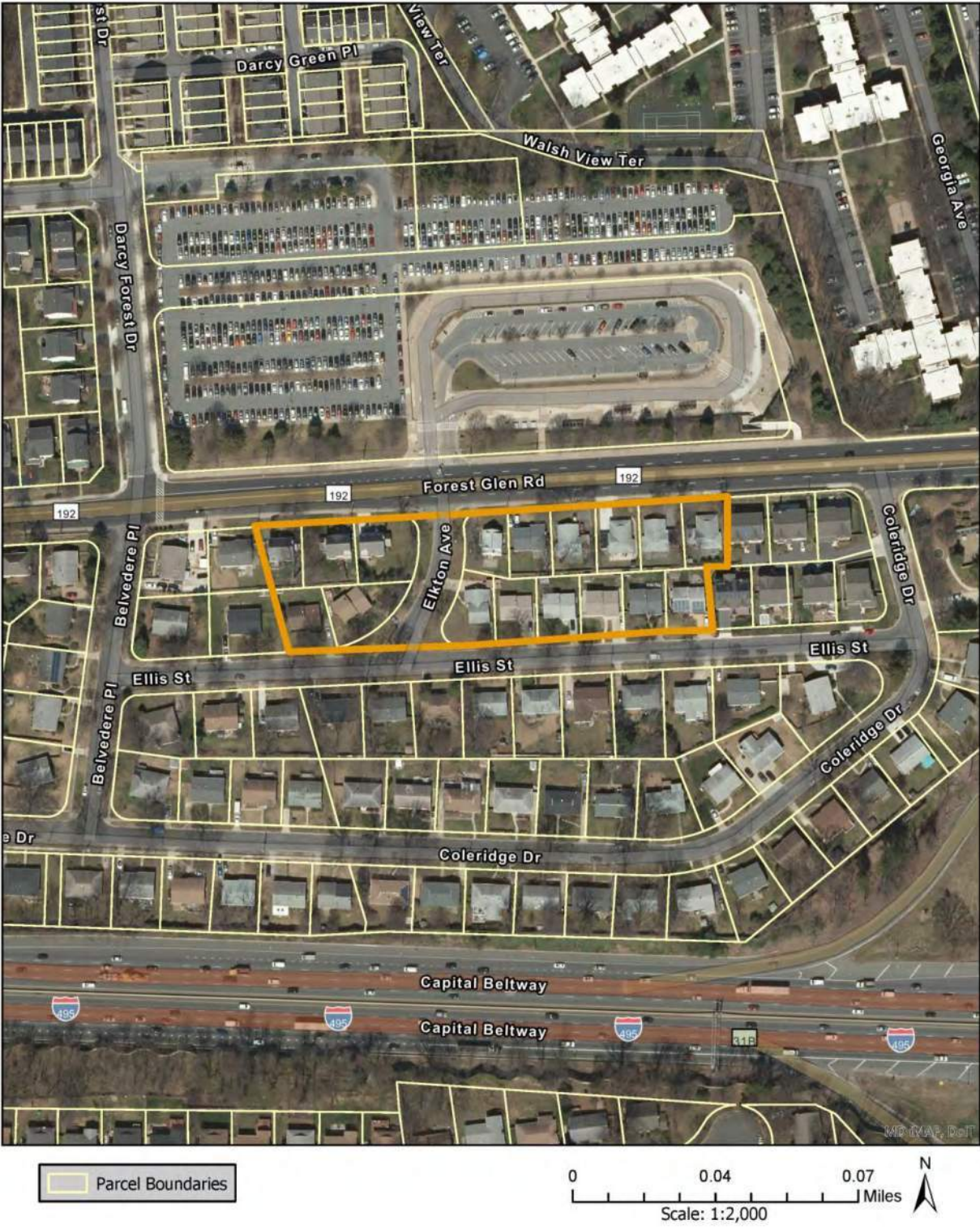


Thomas W. Riley Estate Subdivision

Location: West of I-495 and Georgia Avenue interchange

Montgomery County

City: Silver Spring





2110 and 2112 Forest Glen Road, looking south.



2114 Forest Glen Road, south elevation.



2117 Ellis Street, southeast oblique.



2201 Ellis Street, south elevation.



2200 Forest Glen Road, northeast oblique.



2202 Forest Glen Road, northeast oblique.



2204 Forest Glen Road, north elevation.



View of north side of Ellis Street, looking northwest.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs:

Location of Original Digital File: **MD SHPO**

File Format: **M: 31-79__01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

2110 and 2112 Forest Glen Road, looking south.

02.tif

2114 Forest Glen Road, south elevation.

03.tif

2117 Ellis Street, southeast oblique.

04.tif

2201 Ellis Street, south elevation.

05.tif

2200 Forest Glen Road, northeast oblique.

06.tif

2202 Forest Glen Road, northeast oblique.

07.tif

2204 Forest Glen Road, north elevation.

08.tif

View of north side of Ellis Street, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Tracor Applied Sciences Inventory Number: M: 26-73
Address: 1601 Research Boulevard Historic district: ☐ yes ☒ no
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: MS 1601 LLC Tax Account ID Number: 04-02254965
Tax Map Parcel Number(s): 0000 Tax Map Number: FR63
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jon Schmidt, Jacob Bensen Date Prepared: 12/20/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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

Tracor Applied Sciences is located at 1601 Research Boulevard in Rockville, Montgomery County, directly west of Washington National Pike (I-270). The surrounding area is suburban in character, with office parks in its immediate surroundings and residential subdivisions beyond. The property's western boundary along Research Boulevard has a concrete sidewalk with a bus shelter. Tracor Applied Sciences is accessed via two slightly curved entrances separated by a thickly wooded area. The northern entry faces a traffic signal. The southern entry features a metallic, rounded rectangular sign. The sign is adorned on both sides with white, stylized letters "M S D" in colored circles, "www.mesoscale.com" and "1601" in black. The north, east, and south portions of the parcel are heavily wooded. The rest of the property has parking lots interspersed with grass medians. There is a concrete utility shelter in the north section of the parking lot.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Architectural Description

The office buildings comprising Tracor Applied Sciences were constructed separately but share the same address. The northern building was erected in 1969 and the southern in 1984. They are connected by a two-story sky bridge.

Influenced by New Formalism, the northern building is two-stories tall and is rectangular in plan. The pronounced forebay, at the center of the west-facing façade, is five bays wide and projects four bays forward from the center of the building. Each of the three forebay elevations consist of concrete pilasters with a recessed tinted-glass curtain wall behind it, creating a narrow partially enclosed portico. The pilasters are capped by blank frieze-like concrete panels. The main entrance, consisting of double tinted-glass doors at the center at the recessed curtain wall, is accessed from the parking area by an accessible concrete ramp and by concrete stairs. The ramp features parged concrete block walls, beginning at the north end of the façade and crossing to the south end before returning to the center at the main entrance. The ramp has a business sign at its north end, and planting beds with mature ornamental plantings are located at the forebay along the ramp's north half and within the bend at its south half. The concrete stairway provides direct access to the main entrance, cutting through the ramp from the west. Directly in front of the stairway is a circular concrete planter, and a curved drive, with circular and curved patterns in paver and brick, provides vehicular access to the main entrance; these features, along with the ramp and stairs, date to the early 2000s. Landscaping surrounds much of the building and includes three flagpoles mounted south of the forebay. The north elevation of the forebay features a small parking area used as a loading dock. The sky bridge extends from the south elevation of the forebay.

The forebay is flanked by two bays on either side of the façade, each bay featuring four concrete pilasters alternating with three tall, narrow windows. The central window panel within each bay is the widest. The north and south elevations of the building consist of twelve bays; most are identical to those at the façade. The third bay from the east at the north elevation is the one exception; this bay's central window and adjacent pilasters are replaced by an entrance with double doors, each with a single light, with concrete steps and metal handrails. Above the entrance, the wall is clad with a tall concrete panel. The east elevation has eight bays identical to the other elevations, with a backlit plastic and metal sign at the top of its north corner. Frieze- and plinth-like horizontal concrete panels border all the bays, with narrow metal dividers in between. The building has a flat roof clad with bituminous material and edged with a narrow, metal cornice.

The Postmodern-influenced southern building is two stories tall and features a two-story parking garage below. The building is nearly trapezoidal in shape, with the east and west elevations stepping outward two bays to the south. Mature landscaping surrounds most of the building, with the topography sloping sharply from north to south. This building does not have an apparent façade. It is instead entered via the sky bridge or from within the parking garage. The bridge meets the north elevation approximately one third of the way from the building's west corner. It is a two-story tall connection stretching over the parking lot between the buildings. The sky bridge consists of a concrete substructure, approximately seven feet off the ground, including concrete piers and a concrete base. Above the concrete base, the bridge is clad with tinted-glass curtain walls and topped by a flat roof. The glass curtain walls consist of identical square glass panes set into a likely black metal frame.

The southern building's garage is accessed via an asphalt drive at the north end of the west elevation and at the east and west ends of the north elevation. The parking garage consists of geometric concrete piers, similar in appearance to those found on the sky bridge, concrete walls and floors, and metal horizontal railings. These elements are only above-ground at the west elevation due to the sloping terrain. At the north elevation, the upper level of the garage is visible at the base of the elevation. At its north and west elevations, the office building above has tinted-glass curtain walls flanked at the top and bottom by solid black panels; on the west elevation, each bay also has reflective glass panels, creating a stepped pattern with the tinted ones. The building is sheltered by a flat roof clad with bituminous material and features mechanical equipment and a centrally-located tinted-glass skylight.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Due to heavily wooded areas, the east and south elevations of the 1984 building were not visible for survey. Google 3D map view, however, indicates the east and south elevations are similar in design to the north and west elevations, with reflective and tinted glass patterns creating a stepped pattern.

Historic Context

Tracor Applied Sciences was first platted in 1967 as part of the National Capital Research Park (Plat 8870). This unplanned industrial park was to be at the proposed Research Boulevard on the west side of Washington National Pike (I-270), between West Gude Drive and the West Montgomery Avenue (MD 28) interchange. The National Capital Research Park was one of 29 light industrial parks platted in the suburbs surrounding Washington, D.C., in the early 1960s (The Washington Post 1961, B7).

Prior to the late 1960s, the area surrounding I-270 (then U.S. Route 240) was primarily agricultural, with corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1). During the 1960s and 1970s, however, the area became Rockville's "Golden Mile" with the construction of new office and industrial parks along the highway (Krucoff 1978, MD1). Despite the area's growth, the National Capital Research Park saw little development during the Suburban Diversification Period, with the completion of only four buildings by 1981 (Historic Aerials).

Soon after National Capital Research Park was platted, lots Four and Five of the industrial park were sold to Tracor Applied Sciences, Inc., a research science firm based in Texas. The company had opened its Applied Technology Division offices in Bethesda in the early 1960s but had quickly outgrown its space and moved several times during the decade (Sween 1984, 194). In April of 1968, the company broke ground for a 55,000 square foot laboratory, at the northern portion of the evaluated property, to house its ocean sciences and applied physics laboratories (The Washington Post 1968, E6). The architect of this facility is unknown at this time. At its new facility, the company worked on sonar, scientific, and analytical studies (Sween 1984, 194).

Throughout the 1970s, Tracor continued to grow through the acquisition of other firms. In 1984, Tracor was listed on the Fortune 500 list as one of the nation's largest industrial companies (Kleiner 2010). During the same year, Tracor constructed a 130,000-square-foot addition, designed by a currently unknown architect, to the south of its Rockville laboratory more than doubling the size of the facility. The new building, connected to the original by a sky bridge, included office and laboratory space with "electronically secure rooms" for the company's applied sciences unit (Melton 1984, MD10).

In 1986, Tracor was acquired by defense contractor Westmark Systems and, despite its parent company's financial troubles in the late 1980s, grew to over 7,000 workers worldwide and continued to expand throughout the 1990s (Kleiner 2010). The General Electric Company of Britain acquired Tracor in 1998 and renamed the company Marconi North America Inc. (The Washington Post 1998, C11/ Vogel 1998, G3). Only a year later, Marconi was sold to British Aerospace (BAE Systems), creating the third-largest defense contractor in the world after Boeing Company and Lockheed Martin Corporation (Swardson 1999, F3). The Tracor property was sold by BAE Systems Technology Solutions and Services, Inc. to MS 1601, LLC in 2011 and as of 2018 is occupied by Meso Scale Diagnostics (Deed, 2011).

Eligibility Determination

Tracor Applied Sciences is an example of the suburban corporate office building type. It was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C and using the Maryland Suburbanization Historic Context Addendum (1961-1980). The property was not evaluated for eligibility under Criterion D.

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

improvements, government expansion, or the environmental movement. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. Research has shown that Tracor Applied Sciences does not have significant associations with such trends. The property was one of many suburban office buildings built along I-270 between the late 1960s and 1980. Therefore, Tracor Applied Sciences is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. Therefore, Tracor Applied Sciences is not eligible under Criterion B.

To derive significance under Criterion C, an individual office building must be the work of a master or possess high artistic value. Because of their ubiquity, to be considered under Criterion C as a type, period, or method of construction, individual office buildings should be one of the first examples or one of the last unaltered examples. Research has shown that Tracor Applied Sciences is not the work of a master nor does it possess high artistic value. The property's original building is not one of the first examples nor is it one of the last unaltered examples. The building's 1984 addition is not in keeping with the style of the original, and the complex is not a good example of the type constructed during the Suburban Diversification Period. Thus, Tracor Applied Sciences is not eligible under Criterion C.

Based on the evaluated Criteria, Tracor Applied Sciences is not eligible for the NRHP.

The property encompasses 13.2 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FR63, Parcel 0000 (2018).

References

"Capital Commerce: New Tracor Laboratory." The Washington Post, April 6, 1968, E6. ProQuest.

"Digest." The Washington Post, April 22, 1998, C11. ProQuest.

"Industrial Parks Spring Up in Suburbia." The Washington Post, March 25, 1961, B7. ProQuest.

Kleiner, Diana J. 2010. "TRACOR." The Handbook of Texas Online. Accessed November 9, 2018. <http://www.tshaonline.org/handbook/online/articles/dnt03>.

Krucoff, Carol. "I-270: Land Prices Soar as Office Buildings Sprout Along 'Golden Mile' Where Corn Once Grew." The Washington Post, November 16, 1978, F1. ProQuest.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2018.

Melton, R. H. "Montgomery Notes." The Washington Post, March 22, 1984, MD10. ProQuest.

Montgomery County Land Records. Deed Book 42129: 41, August 30, 2011. MDLandRec.

NETROnline. 2018. "Historic Aerials." Accessed November 9, 2018. www.historicaerials.com.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Swardson, Anne. "British Aerospace to Buy Marconi." The Washington Post, January 20, 1999, F3. ProQuest.

Sween, Jane C. Montgomery County: Two Centuries of Change. Woodland Hills, California: Windsor Publications, Inc., 1984.

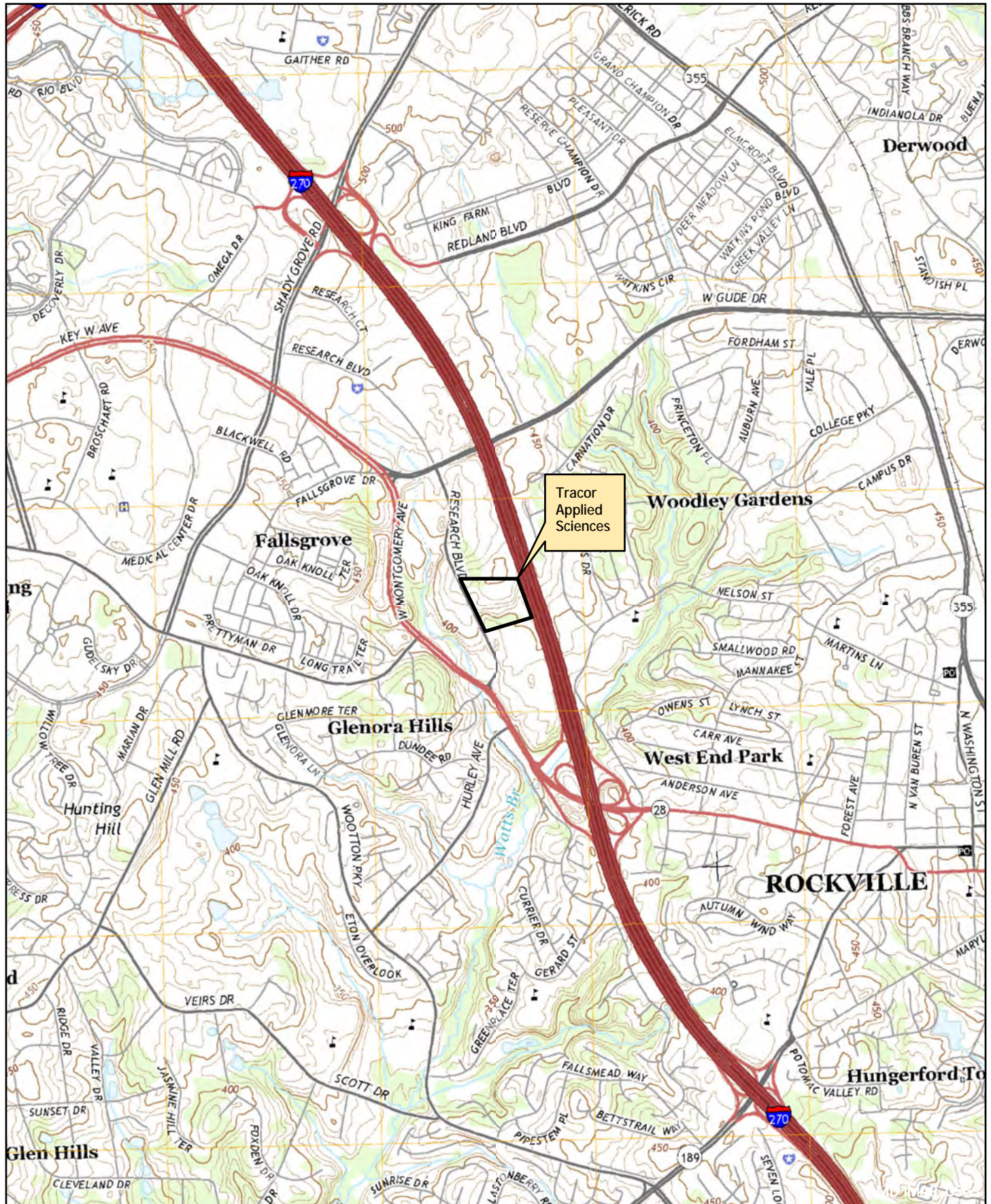
Vogel, Steve. "Employees at Tracor Get Pledge." The Washington Post, July 9, 1998, G3. ProQuest.

MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G**MHT Comments:**_____
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Tracor Applied Sciences

Location: 1601 Research Boulevard
City: Rockville

MIHP#: M: 26-73
Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6
Miles
Scale: 1:24,000

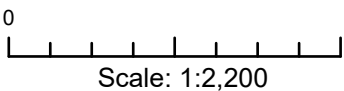


Location: 1601 Research Boulevard
City: Rockville

MIHP#: M: 26-73
Montgomery County



Parcel Boundaries



M: 26-73
Tracor Applied Sciences
1601 Research Boulevard
Rockville, Montgomery County, Maryland



Historic Image 1: Tracor Applied Sciences, circa 1984.
Image from *Montgomery County: Two Centuries of Change* by Jane C. Sween, Page 194.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 1



Photo 1 of 9: View of the west façade of the northern building, looking east.



Photo 2 of 9: View of the north elevation of the forebay, looking south.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 2



Photo 3 of 9: View of the north elevation, looking southeast.



Photo 4 of 9: Oblique view of the east and north elevations, looking southwest.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 3



Photo 5 of 9: View of the west and south elevations of the forebay and sky bridge, looking northeast.



Photo 6 of 9: View of the west elevation of the sky bridge, looking east.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 4



Photo 7 of 9: View of the west elevation of the southern building, looking east.



Photo 8 of 9: Oblique view of the west elevation, looking southeast.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 5



Photo 9 of 9: Oblique view of the north elevation of the southern building and east elevation of the sky Bridge, looking southwest.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 6

PHOTO LOG

Name of Property: Tracor Applied Sciences
Name of Photographer: Melissa Butler, Dovetail Cultural Resource Group
Date of Photographs: September 10, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:

View of the west façade of the northern building, looking east.
M; 26-73_2018-09-10_01.tif

Photo 2 of 9:

View of the north elevation of the forebay, looking south.
M; 26-73_2018-09-10_02.tif

Photo 3 of 9:

View of the north elevation, looking south.
M; 26-73_2018-09-10_03.tif

Photo 4 of 9:

Oblique view of the east and north elevations, looking southwest.
M; 26-73_2018-09-10_04.tif

Photo 5 of 9:

View of the west and south elevations of the forebay and sky bridge, looking northeast.
M; 26-73_2018-09-10_05.tif

Photo 6 of 9:

View of the west elevation of the sky bridge, looking east.
M; 26-73_2018-09-10_06.tif

Photo 7 of 9:

View of the west elevation of the southern building, looking east.
M; 26-73_2018-09-10_07.tif

Photo 8 of 9:

Oblique view of the west elevation, looking south.
M; 26-73_2018-09-10_08.tif

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-73

Name Tracor Applied Sciences
Continuation Sheet

Number Photos Page 7

Photo 9 of 9:

**Oblique view of the north elevation of the southern building and east elevation of the sky
bridge, looking west.**

M; 26-73_2018-09-10_09.tif

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Tusculum and Grubby Thicket

Inventory Number: M: 30-51

Address: I-495 to the North, Fernwood Road to the East

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP52

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Tusculum and Grubby Thicket is a planned residential development in Bethesda, Montgomery County. It is bounded on the south by Interstate 495 (I-495), on the north and west by Stratton Woods, and on the east by Fernwood. It consists of two streets laid in a curvilinear pattern. According to local tax data, residential lots vary from 0.25-0.5 acre each, totaling approximately 9.55 acres for the subdivision. The residential properties are landscaped with small and mature trees, bushes, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at most dwellings. Concrete curbs are located throughout the neighborhood. Secondary resources include sheds.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Tusculum and Grubby Thicket contains 25 single-family dwellings constructed between 1960-1963 (Montgomery County Plat [MCP] 5037, 6141; National Environmental Title Research [NETR] 1963). One dwelling within the resource boundaries, known as the Queen Property, at 9622 Fernwood Road (M: 30-27), was built in 1948 and predates the subdivision. Most of the residences were constructed in variations of popular mid-twentieth century residential styles, such as the Colonial Revival, and Ranch, Split-Level, and Split-Foyer forms.

Houses in Tusculum and Grubby Thicket are one to two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, although some feature small sections of wood, or vinyl siding, especially in the gable ends. Roofs include side- and cross-gabled examples and are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end and interior chimneys.

Primary entrances are typically centered on the façade, or located on the side of a projecting bay, and are filled by single-leaf wood or metal doors. Windows vary based on building style, but are predominately hung-sash or fixed units in vinyl or aluminum. Louvered and paneled shutters are common on hung sash and ribbon windows; vinyl units include faux muntins. Porches are occasionally present, and are typically incorporated into an overhanging, front-gabled roof (6603 Tusculum Road).

Infill and additions are rare within Tusculum and Grubby Thicket, but replacement of siding material, windows, and doors are common. When additions are present, they typically extend from the side or rear of dwellings, as seen at 6709 Renita Lane.

Historic Context:

Tusculum and Grubby Thicket was first platted in 1960, as a re-subdivision of F. B. Crosthwaite's subdivision of part of "Tusculum" and "Grubby Thicket," platted in 1907 (MCP 88). E. Fulton Brylawski conveyed the land to the Biowin Company, headed by president Robert H. Blum, and construction began soon after (Montgomery County Deed Book [MCDB] 2793, 451). Blum was an officer of the Suburban Maryland Builder's Association (The Washington Post 1962, B2). Washington Suburban Sanitary Commission proposals for construction in the subdivision were advertised in 1961 (The Evening Sun 1961, 49); however, no advertisements for the sale of houses within the subdivision were identified during archival research.

Evaluation:

Tusculum and Grubby Thicket was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Tusculum and Grubby Thicket is an example of a planned residential development, the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods. The development is not an early example, nor did it introduce design innovations influential to later developments. Tusculum and Grubby Thicket has neither significant associations with local or regional residential development and planning or demographic changes. Furthermore, the property is not known to

be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

While Robert J. Blum, president of the development corporation who platted the subdivision was associated with the Suburban Maryland Builder's Association, his role in the organization and in the Maryland suburbs in general was not significant. Therefore, Tusculum and Grubby Thicket North is not eligible under Criterion B.

Tusculum and Grubby Thicket is a typical example of the ubiquitous planned residential developments in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County during the Modern and Suburban Diversification Periods (Manning et al. 2018, E-7). The architecture of the single-family dwellings within the development is not rare in Montgomery County, and the houses are not the work of master architects and exhibit common materials and forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The resource encompasses approximately 9.55 acres. This is confined to Montgomery County Plats 5037 and 6141, found on Montgomery County Tax Map GP52.

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed January 25, 2019. <http://www.mdlandrec.net/>

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

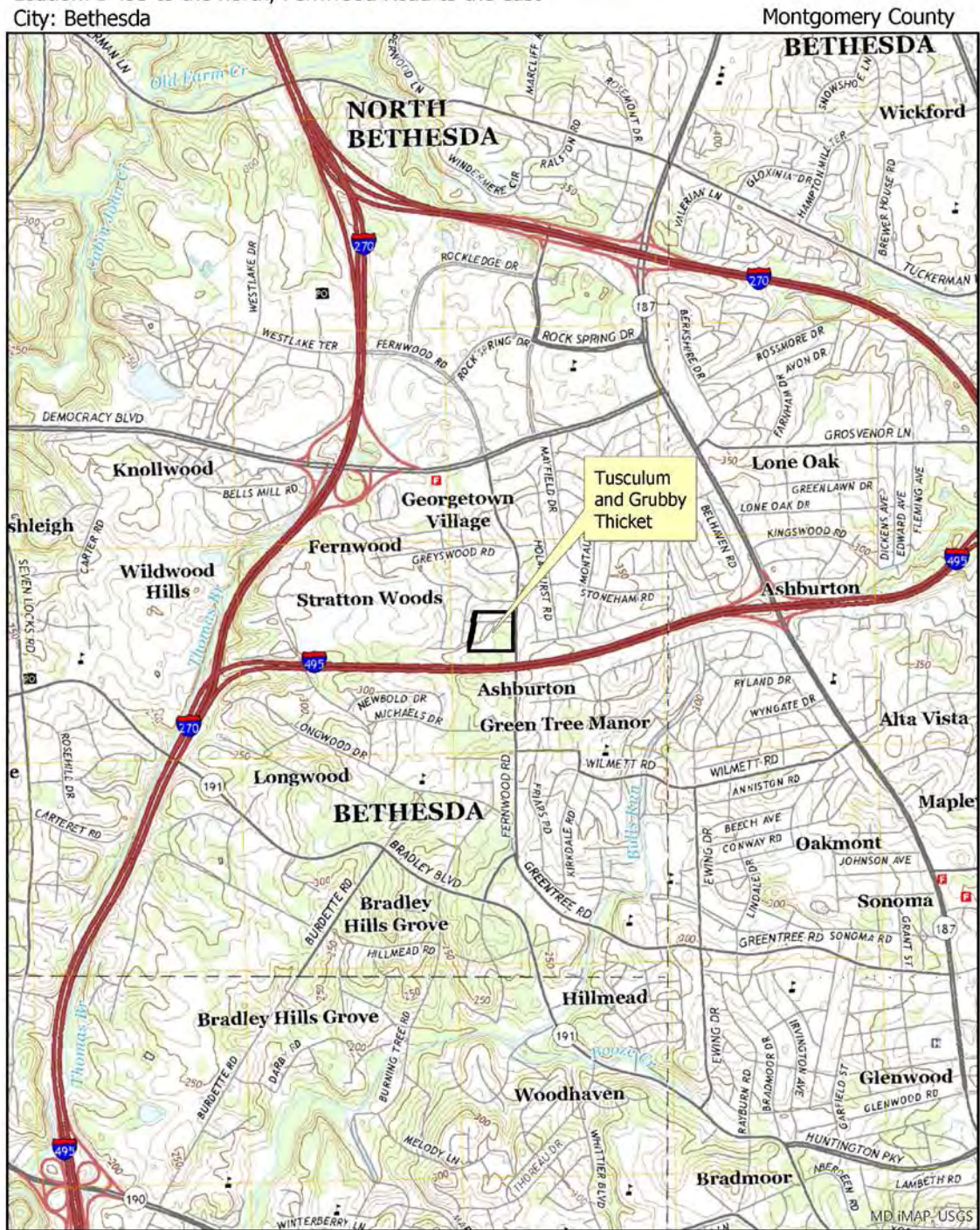
National Environmental Title Research (NETR). 1963. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

The Evening Sun. 1961. "Washington Suburban Sanitation Commission." June 16, 1961. 49.

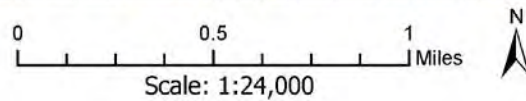
The Washington Post. 1962. "The State of Real Estate." November 4, 1962. B2.

Tusculum and Grubby Thicket

Location: I-495 to the north, Fernwood Road to the east
City: Bethesda



USGS 7.5' Quadrangle - Rockville

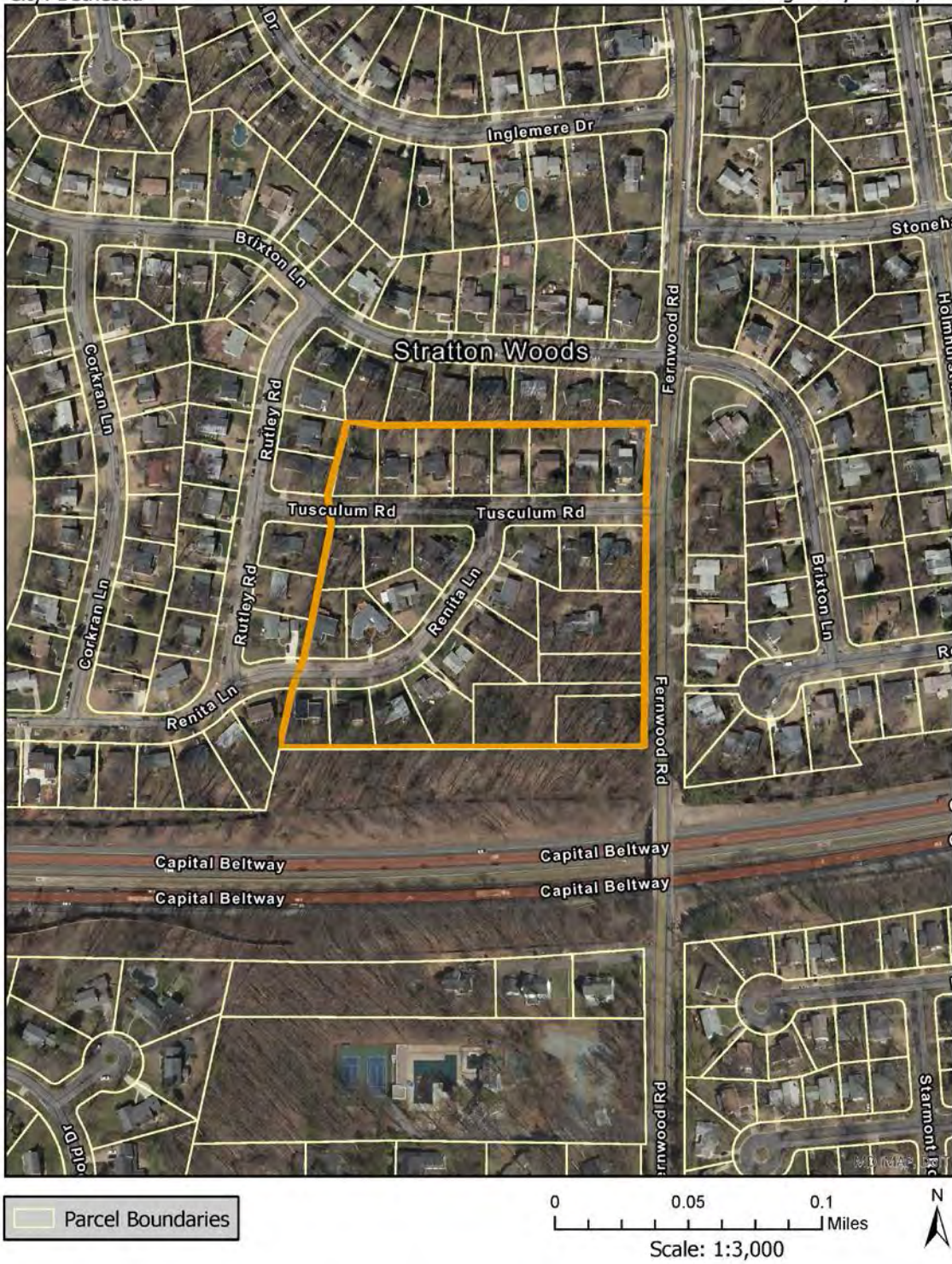


Tusculum and Grubby Thicket

Location: I-495 to the north, Fernwood Road to the east

City: Bethesda

Montgomery County





Streetscape looking north on Renita Lane.



Southeast elevation of 6713 Renita Lane.



South elevation of 6603 Tusculum Road.



North elevation of 6002 Tusculum Road.



Southwest oblique of 6703 Renita Lane.



Southeast elevation of 6709 Renita Lane.



Southwest oblique of 6607 Tusculum Road.



Southwest view of Tusculum Road facing northeast at 6002 Tusculum Road.



South elevation of 6601 Fernwood Road.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Katherine Watts and Melissa Butler**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-51_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape looking north on Renita Lane.

02.tif

Southeast elevation of 6713 Renita Lane.

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South elevation of 6603 Tusculum Road.

04.tif

North elevation of 6002 Tusculum Road.

05.tif

Southwest oblique of 6703 Renita Lane.

06.tif

Southeast elevation of 6709 Renita Lane.

07.tif

Southwest oblique of 6607 Tusculum Road.

08.tif

Southwest view of Tusculum Road facing northeast at 6002 Tusculum Road.

09.tif

South elevation of 6601 Fernwood Road.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Tusculum Woods Inventory Number: M: 35-202
Address: South of Old Georgetown Club, west of Fernwood Road Historic District: Yes
City: Bethesda Zip Code: 20817 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GP52
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Tusculum Woods is a planned residential development in Bethesda. It is bounded on the north by Old Georgetown Club, on the south by Marywood, and on the east by Fernwood Road. It consists of three streets: Michaels Road, Burning Tree Road, and Michaels Court. Burning Tree Road and Michaels Court terminate at cul-de-sacs. The 14.6-acre subdivision contains 19 single-family dwellings on lots that ranging from 0.4-0.6 acre each. The residential properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at most dwellings. Concrete curbs are located throughout the neighborhood. Secondary resources include sheds.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Tusculum Woods contains 19 single-family dwellings, including 12 original dwellings constructed between 1959-1961 (Montgomery County Plat [MCP] 5660, National Environmental Title Research [NETR], 1962). Most of these residences were constructed in variations of the Ranch form, with elements of the Contemporary style, with the use of wide, overhanging eaves, low-pitched rooflines, window walls, and minimal ornament. Houses are one to two stories tall and four to seven bays wide with asymmetrical footprints. All have continuous foundations and structural systems predominantly clad in a brick or stone veneer, with some examples of wood or vinyl siding. Roofs, primarily sheathed in asphalt shingles, include side- and cross-gabled examples. Many feature brick exterior-end or interior chimneys.

Primary entrances, typically located on the façade, contain single- or double-leaf wood or metal doors. Windows, predominantly vinyl-clad, include hung-sash, casement, ribbon, and fixed units. Attached carports are typical on original dwellings, and replacement dwellings have attached garages. Common modifications include replacement windows, doors, and siding material, or complete replacement of the original dwelling (6612 Michaels Drive). Large or street-facing additions to dwellings are uncommon.

Historic Context:

Tusculum Woods was platted in 1959 by Melvin J. Berman as “Tusculum and Grubby Thicket,” and was a resurvey of F. B. Crosthwaite’s subdivision of “Tusculum” and “Grubby Thicket” from 1907 (Montgomery County Plats [MCP] 88,5660). Construction of houses, designed by Jack Cohen of Cohen and Haft, started soon thereafter (The Washington Post 1960b, C1). Thurman Donovan was hired as the landscape architect on the project. Although plats refer to the development as Tusculum and Grubby Thicket, it was advertised in newspapers as “Tusculum Woods.” These advertisements emphasized the development’s integration with its natural setting, with “contemporary architecture [that] finds itself strikingly wedded to towering poplars and white oaks” (The Washington Post 1960a, D2). Other articles about the development went into more detail: “ten H-shaped homes—including a furnished model completed for The Washington Post’s Homes of ’60 exhibit—are being sought out by thousands of viewers who have heard that architect, builder, and landscaper accomplished an exciting, new home in the \$40,000 class” (The Washington Post 1960b, C1). In 1962, the Bethesda-Chevy Chase Chamber of Commerce awarded its annual home building prize, the Lawrence A. Funt cup, to Melvin Berman for Tusculum Woods. The development was chosen on the basis of its site planning (Cohen and Haft), landscape design (Thurman Donovan), and street and lot layout (Greenhorn and O’Mara). (The Evening Star, 1962, B-1). The platting and development of Tusculum Woods did not include any amenities like community centers or other facilities, as it was centrally located to many other residential developments and amenities, and is immediately south of the Old Georgetown Club, a swim club.

Berman was prominent developer who gained greater success when he later went on to partner with James Rouse. Their company, the Rouse Company, built mostly shopping centers, indoor malls, and other commercial projects. Their largest achievement is the residential and commercial planned development of Columbia, Maryland (The Baltimore Sun 2012, G11).

Evaluation:

Tusculum Woods was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Tusculum Woods is a planned residential development, the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods. The development is not an early example and did not introduce design innovations influential to later developments. Tusculum Woods has neither significant associations with local or regional residential development and planning or with demographic changes. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

Developer and builder Melvin J. Berman later gained prominence for his role in the development of Columbia in Howard County; his work in Tusculum Woods is not representative of his achievements. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, Tusculum Woods is not eligible under Criterion B.

Despite receiving an award for its site planning and design, Tusculum Woods is a modest example of a planned residential development, created by a developer with a limited selection of house models. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development from this era. The architecture of the original single-family dwellings within the development exhibit features of the Contemporary style popular in Montgomery County in the 1960s; however, multiple dwellings in this small development have been replaced and landscaping has been altered over time, reducing integrity of the development overall. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The resource encompasses approximately 14.6 acres. This is confined to Montgomery County Plat 5660, found on Montgomery County Tax Map GP52.

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

National Environmental Title Research (NETR). 1962. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

The Baltimore Sun. 2012. "Columbia Celebrates Anniversary of 1st Land Buy." February 19, 2012. G11.

The Evening Star. 1962. "NIH Awarded Oliver Owen Kuhn Cup." January 6, 1962.B-1.

The Washington Post. 1960a. "Directions to Listed Homes for 1960." September 10, 1960. D2.
---1960b. "A Contemporary with New Ideas." September 17, 1960.C1.

Tusculum Woods

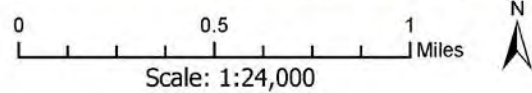
Location: South of Old Georgetown Club, west of Fernwood Road

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville



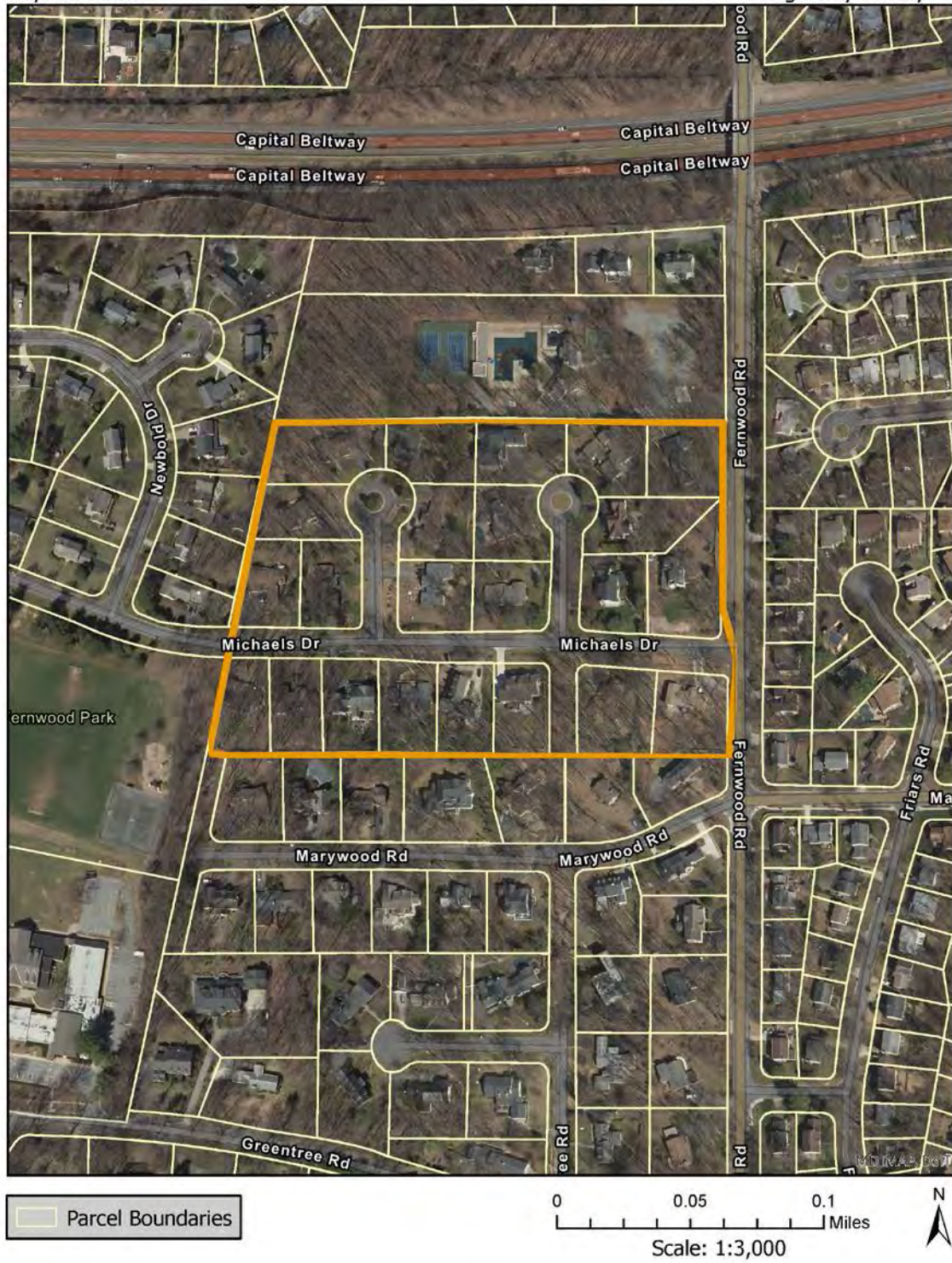
Scale: 1:24,000

Tusculum Woods

Location: South of Old Georgetown Club, west of Fernwood Road

City: Bethesda

Montgomery County





South elevation of 6617 Michaels Drive.



North elevation of 6610 Michaels Drive.



West elevation of 6501 Michaels Court.



Southeast elevation of 9505 Michaels Court.



Northwest oblique of 6504 Michaels Drive.



Northwest oblique of 6612 Michaels Drive.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Melissa Butler and Katherine Watts**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-202_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

South elevation of 6617 Michaels Drive.

02.tif

North elevation of 6610 Michaels Drive.

03.tif

West elevation of 6501 Michaels Court.

04.tif

Southeast elevation of 9505 Michaels Court.

05.tif

Northwest oblique of 6504 Michaels Drive.

06.tif

Northwest oblique of 6612 Michaels Drive.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: U-Haul Moving & Storage of Landover

Address: 3900 Whitetire Road

City: Hyattsville

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 1

Tax Map Number: 52

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

U-Haul Moving & Storage of Landover comprises a 2.34-acre parcel on the west side of Whitetire Road in Landover, Maryland. The parcel is bordered by US 50 to the north and surrounded by other commercial properties to the east, west, and south. Dominated by the large building at the center of the parcel, the remainder of the lot is paved.

The building is composed of a square main block and wings on the north elevation (north wing) and east side of the south elevation (south wing). The building is one story with a flat roof and an exposed lower level on its south, west, and north elevations. The exteriors of the main block and south wing are clad with standing seam metal siding or are exposed concrete block, while the north wing is faced with stretcher-bond brick. The primary entrance is on the lower level of the south wing's west elevation; this has double-leaf glazed metal doors flanked by ribbons of plate glass windows on both sides. Additional entrances for storage areas are on the west end of main block's south elevation and a covered loading dock on the north end of the main block's east elevation. The north wing's first story on its north, east, and west elevations has window walls.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

U-Haul Moving & Storage of Landover

U-Haul Moving & Storage of Landover is common example of a mid-twentieth-century commercial building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 2.34 acres and is defined as Parcel 1 of Plat A-5448 on Prince George's County Tax Map 52.

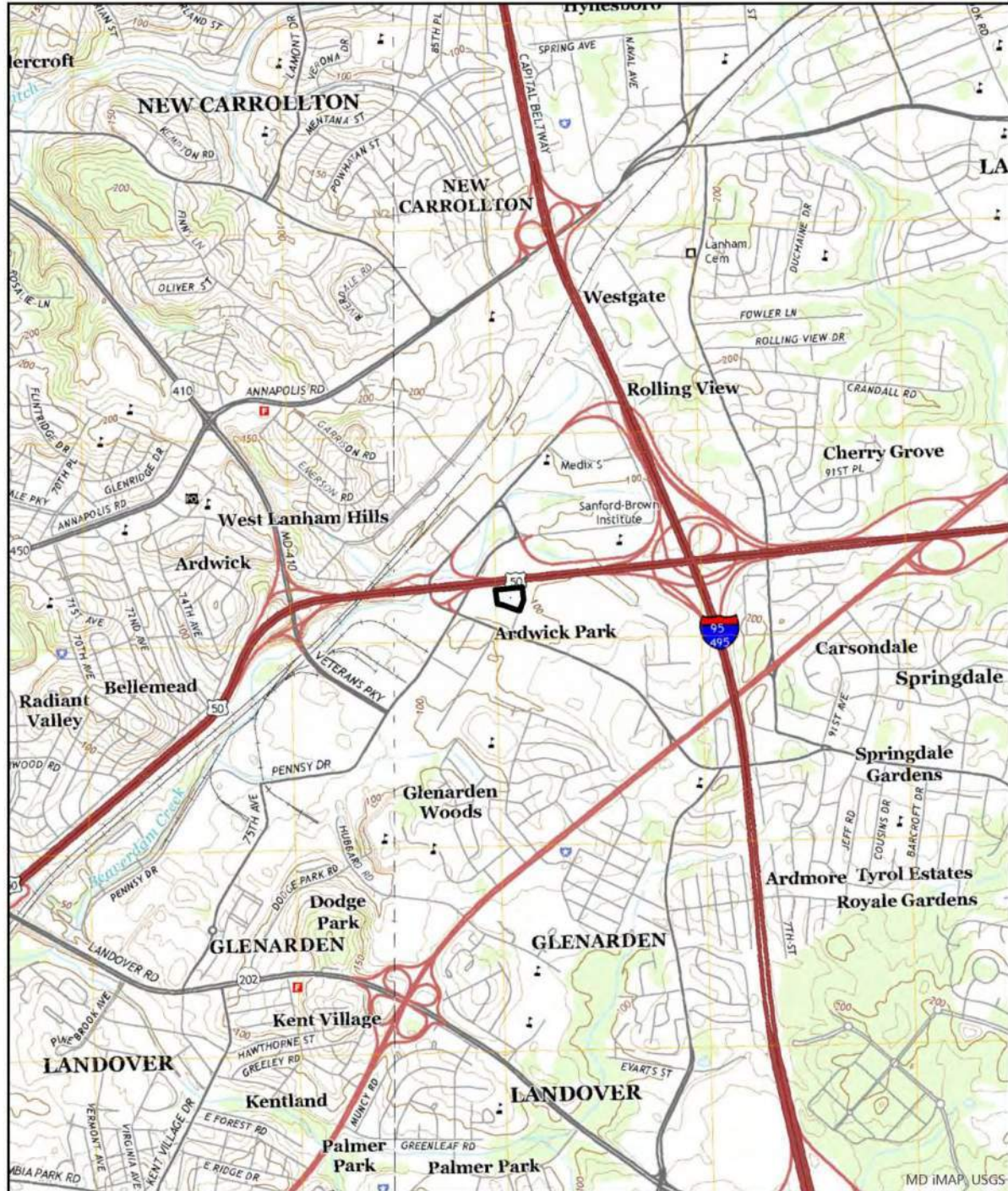
U-Haul Moving & Storage of Landover

U-Haul Moving & Storage of Landover

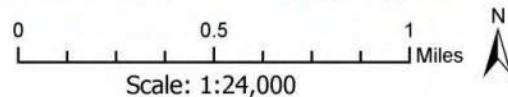
Location: 3900 Whitetire Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



U-Haul Moving & Storage of Landover



Southeast Corner of South Wing Looking Northeast



Main Block and North Wing Looking East

U-Haul Moving & Storage of Landover



East Elevation of Main Block, Showing Loading Dock, Looking Northwest

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: USPS Southern MD Processing & Distribution Center Inventory Number: PG:75A-78

Address: 9201 Edgeworth Drive

Historic District: Yes

City: Capitol Heights

Zip Code: 20790

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: United States of America

Tax Account ID: 13-1557248

Tax Map Parcel(s): 0173, 0014

Tax Map: 0074

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971 (September 2012). Construction dates and building names are based on an interview with Charles Karpiak, Maintenance Engineer Specialist for USPS and historic aerial imagery.

Location/Setting

The United States Postal Service (USPS) Southern Maryland Processing and Distribution Center is a USPS processing and distribution center complex and retail post office (Hampton Park Post Office) in Capitol Heights, Prince George's County. The 71.49-acre property is in a densely developed industrial area adjacent to the Capital Beltway (I-495/I-95). The property is bordered to the north by Edgeworth Drive, to

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

the south by industrial development and high voltage electric transmission lines, to the west by Hampton Park Boulevard and industrial properties, and to the east by the Capital Beltway.

The resource is accessed via asphalt driveways with two gatehouses (1984) from Hampton Park Boulevard and Edgeworth Drive and via a gated asphalt driveway and ungated driveways from Edgeworth Drive. Both gatehouses are square in plan with flat roofs; the Hampton Park Boulevard gatehouse has canopies to the north and south. Multiple buildings are spread throughout the relatively level lot. Asphalt parking lots and concrete pads with metal light standards, metal utility poles, metal bollards, and landscaped islands are between the buildings and cover much of the parcel. Chain-link fencing surrounds most of the property, and a metal vertical-bar fencing separates the public and employee parking areas. Trees buffer the property on all sides. Metal mail boxes and a metal communications dish are also located on the property. Plastic business signs identifying the property are located at the corner of Edgeworth Drive and Hampton Park Boulevard and at the driveways. Concrete pedestrian walkways and staircases connect the buildings, and a small landscaped plaza with benches is located west of the main building. Salt and equipment sheds were built on the east side of the property circa 2000.

Architectural Description

The buildings on the property are described below. All rest on concrete foundations and have flat roofs with mechanical equipment.

USPS Southern Maryland Processing and Distribution Center (1972, 1984, 1989-1990, and 1996 additions)

This is a large, irregular-plan mail processing and distribution center and retail post office, originally constructed in 1972. A large addition containing an expanded post office, employee offices, and additional mail processing space was built to the north in 1984. Smaller receiving and distribution additions were constructed to the east in 1984 and between 1989 and 1990, and two more small receiving and distribution additions were made to the south and west in 1996.

The large 1984 addition to the north is two stories and contains the complex's retail post office and main entrances. The addition has an Art Moderne influence, with rounded corners, horizontal bands, and ribbon windows. The building is clad in large, rectangular, synthetic stucco panels resembling porcelain enamel. The main public entrance, consisting of sliding electric doors, is located on the west façade and is sheltered by a canopy with cylindrical synthetic stucco-clad columns. Backlit plastic-and-metal signs on the canopy read "United States Post Office" and include the USPS logo. The entrance is flanked by metal-framed window walls. On both stories are metal-frame ribbon, fixed-sash, hopper, and awning windows. The addition incorporated an earlier one-story retail post office building, still visible at the west façade's south end as the only square cornered part of the addition. The bulk of the addition forms an extension of the original processing facility to the south, with additional loading docks lining the east elevation. Secondary entrances consist of paired metal swinging doors, single metal doors, metal roll-up garage doors, and loading docks. Metal signs and two-light traffic signals are located above the loading docks. Direct access to the original 1972 processing facility to the south is provided via a west-facing employee entrance located south of the original retail post office. The entrance consists of a projecting lobby area with paired metal-and-glass doors flanked by metal sash window walls. To the west of the entrance is a circa 2008 security checkpoint sheltered by a flat-roofed metal canopy.

The original, one-story, central processing facility is a tall, windowless building bordered by recessed truck loading bays. The building is clad in concrete block and concrete pebble aggregate at the recessed base and by tall painted corrugated metal panels above. Pedestrian entrances, located with the loading docks on the east and west elevations, consist of single metal doors, with and without square lights, some of which are accessed by concrete staircases with metal railings. On the west elevation, projecting metal signs number each dock. A circa 2015 hydrogen plant, consisting of a series of storage tanks and machinery, stands along the east elevation's south side.

The two small 1984 and 1989-1990 additions are each one-story loading dock additions, similar in design to the 1984 addition. The two small 1996 additions are one story and clad in concrete block at the base and painted metal panels above. Entrances consist of single metal doors accessed by concrete staircases with metal railings and loading docks.

The mail processing and distribution facility interior is a large, warehouse-type space with poured-concrete floors and painted concrete block walls, primarily used for sorting and distributing different types of mail. The machinery present at the center include parcel sorters and singulators (handwriting readers).

Vehicle Maintenance Facility 1 (VMF1) (1974, canopy replaced 2019)

This is a one-story, rectangular plan building located just south of the Hampton Park Boulevard driveway. The building is clad in vertically-oriented metal siding. Entrances consist of single metal doors, with and without square lights, and metal-and-glass roll-up garage doors. Metal vents are present just below the roofline. A flat-roofed metal canopy sheltering a fuel pump, supported by two square metal posts, is north of the building. This canopy was under construction as of 2019 and replaced a previous one, built between 1981 and 1993, at the same location.

Fire Water Tank (circa 1970s)

This is a large, cylindrical metal water tank with a small, roughly square-plan building projecting to the north, together standing at the south end of the property. The exact build date is unknown, but historic aerials show the tank and building in place by 1980. The tank is accessed by a metal ladder and the building is clad in vertically oriented painted metal siding and has a shed-roof wing made of painted concrete block. Paired solid metal doors and paired metal doors with three-light windows provide access to the building.

Long-Life Vehicle (LLV) Building (1979)

This two-story, rectangular-plan office and garage building is located at the south end of the property, to the east of the fire water tank. It is clad in vertically oriented painted wood siding at the north façade and west elevation, and in painted metal panels at the south and east elevations. The main entrance is recessed at the façade and consists of a single metal-and-glass door surrounded by a two-story metal-sash window wall. East of the entrance, the passenger's side of a USPS Jeep is affixed to the wall, covering an electrical panel. Secondary entrances consisting of single metal doors with three-light windows and metal-and-glass roll-up garage doors.

Vehicle Control Center (ca. 1980, canopy sometime between 1981 and 1993)

This is a one-story, rectangular-plan building located on the large parking lot west of the processing and distribution center. The building is clad in vertically oriented metal siding. The main entrance consists of a single metal-and-glass door on the east façade, sheltered by a metal awning. Sliding metal-sash windows, each with one light replaced by an air conditioning unit, are located on the south and west elevations. A flat-roofed metal canopy, constructed sometime between 1981 and 1993 and supported by three square concrete posts, projects north from the building.

USPS Capital Beltway Facility (Sometime between 1981 and 1993)

This is a tall one-story, near-rectangular plan building clad in vertically oriented metal siding, located south of VMF1. Its main entrance is located on its north façade and is recessed at the northeast corner; the entrance consists of paired metal-and-glass doors surrounded by a metal-sash window wall. The remainder of the façade consists of loading docks with metal signs and two-light traffic signals above. At the west end of the façade, three-dimensional lettering spells out the name of this building.

Machine Storage Garage (ca. 1990)

A small, rectangular plan, metal-clad garage building is located at the east edge of the property. Single metal doors and metal roll-up garage doors provide access.

Historic Context

The post-World War II era brought a significant increase in the volume of mail in the United States and with it changes to the Prince George's County's postal system, which was run by the US Post Office Department, the predecessor to the USPS. The service needs of the newly-developed suburbs and the increase in mail following the war challenged the Post Office Department and forced a change in the way mail was handled. Prior to 1958, all post offices five miles or more from a city's central post office were self-sufficient, processing and distributing mail for their local area (URS 2012, 2-40). This system, however, was not able to handle the explosive growth of mail during and immediately following World War II (URS 2012, 2-50).

In 1959, the Metropolitan Area Service Improvement Plan (Metro System) was adopted by the Post Office Department. This plan called for the construction of new facilities, with mechanized and automatic sorting equipment, on the outskirts of cities near transportation arteries such as highways, airports, and railroad lines. With the introduction of the Zone Improvement Plan (ZIP) Code mail sorting system in 1963, the Post Office Department expanded the Metro System to 552 sectional centers, which improved efficiency by directing mail to central points where it was then loaded onto trucks bound for local post offices. As the railroads cancelled unprofitable passenger train service due to competition from airlines and the expansion of the Interstate Highway System in the 1960s, the Post Office Department's reliance on trucks, buses, and airplanes to carry the mail continued to increase (Auerbach 1966, B1; URS 2012, 2-56). Finding that many existing facilities were overcrowded and not designed for truck transportation, the Post Office Department implemented a five-year building program in 1963 to construct new facilities and upgrade existing ones (URS 2012, 2-56). The modernization of the postal system could not keep up with the

increase in mail volume, however, and in October 1966 one million pieces of mail were “logjammed” at the Chicago Post Office, bringing what was then the largest post office in the world to a virtual halt for an entire week (USPS 2012, 38).

In 1970, construction began on the Capital Beltway Truck Terminal, the first mail processing and distribution center in Prince George’s County, at George Palmer Highway (later Martin Luther King Jr. Highway) and Lottsford Vista Road in Lanham. This center was built and operated by Mail Express Inc., a Post Office Department contractor (Watson 1970, C1). That same year, planning began for the USPS Southern Maryland Processing and Distribution Center. Prince George’s County planning officials initially opposed the complex and accused the federal government of discriminating against the county by locating only “blue-collar-type” agencies in the county (Neary 1970, D2). Problems with the construction of a sewer line to the Capital Beltway Truck Terminal delayed its opening until 1971 (Denton 1971, E3). As of 2019, the Capital Beltway Truck Terminal building is occupied by Extra Space Storage (Google Maps, 2019).

In 1971, the US Congress passed the Postal Reorganization Act to address the problems facing the system by transforming the US Post Office Department into the USPS, an independent establishment of the executive branch. The USPS continued the improvements started by its predecessor, including the development and implementation of automatic sorting machinery and a continued reliance on trucks, rather than trains, for mail distribution. By the early 1970s, mail was shipped almost entirely by truck and plane, with only one mail train operating out of Union Station in Washington, DC (USPS 2012, 38-40; Claiborne 1972, A36).

By 1972, 556 processing and distribution centers had been constructed across the nation as part of the continued relocation of mail processing facilities from downtown post offices to suburban areas (Claiborne 1972, A36; Causey 1972, B11). Architecturally, these facilities were housed in utilitarian buildings designed around high-speed mechanized mail processing equipment (URS 2012, 3-3). Reflecting the Modern architectural ideas present in the Post Office Department’s 1959 and 1964 design manuals, the International Style was preferred (URS 2012, 2-89). The USPS Southern Maryland Processing and Distribution Center was built in 1972 and consisted of a main warehouse building to the south and a separate retail post office building to the north. The distribution center’s site was chosen due to its close proximity to the Capital Beltway, which offered easy truck access to Washington, DC, and its suburbs.

VMF1 was constructed on the west end of the property in 1974 and the LLV Building to the south in 1979. The Fire Water Tank was built west of the LLV Building sometime in the 1970s. The Vehicle Control Center adjacent to the west elevation was built circa 1980.

In 1984, a large two-story addition with retail post office and USPS offices was added to the north elevation, incorporating the retail post office building and replacing a parking lot. A loading dock addition was also built on the east elevation at this time. The vehicular circulation of the complex was also altered; the original entrance on Edgeworth Drive became the entrance to the public parking lot and a new truck entrance was built at Hampton Park Boulevard. A new staff parking lot was also built along Edgeworth Drive.

A second loading dock addition was built on the east elevation in 1989, the Machine Storage Garage was built circa 1990, two loading dock additions were built at the south and west elevations in 1996, and

loading docks on the east elevation were enclosed in the 1990s. The USPS Capital Beltway Facility was built to the south of VMF1 sometime between 1981 and 1993. The hydrogen plant was built at the south end of the east elevation circa 2015 to power the center's machinery (Historic Aerials, 2019; Karpiak Interview, 2019).

In 2018, the center was one of several places where a pipe bomb was located, after several were mailed to prominent members of the Democratic Party (Leshan, 2018). The canopy of VMF1 was in the process of being replaced as of the 2019 field visit. The center remains in operation as a USPS processing center and retail post office.

Eligibility Determination

The USPS Southern Maryland Processing and Distribution Center was evaluated for significance as a USPS Processing and Distribution Center in accordance with the USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971 and National Register of Historic Places (NRHP) Criteria A, B, and C. With a build date of 1972, the USPS Southern Maryland Processing and Distribution Center was built just outside of the 1940 to 1971 date range for this context study. However, as the building was designed in 1970 using the postal guidelines established prior to 1972, it is being evaluated using the criteria from this context. It was not evaluated for eligibility under Criterion D.

The USPS Southern Maryland Processing and Distribution Center does not have a significant association with the administration, impact, and perception of government services and institutions. At the local level, it is one of several buildings of its type built in the Washington, DC, suburbs during this period to handle the increase in mail. In Prince George's County, it was predated by the Capital Beltway Truck Terminal in Lanham. Research has not shown the USPS Southern Maryland Processing and Distribution Center to be directly associated with events that had a national level impact. In addition, any experimental or developing technologies and machinery that were to have national level impacts have been removed or repurposed. Furthermore, the center is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion B.

The USPS Southern Maryland Processing and Distribution Center does not have a significant association with a building form, architectural style, engineering technique, or artistic value, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area. In addition, the center has been significantly altered by the construction of multiple additions since 1980, most notably the 1984 addition to the north, and is no longer representative of its building type. Research has not shown the building to be the work of a master or to have significant associations that shaped the historic identity of an area. Therefore, the USPS Southern Maryland Processing and Distribution Center is not eligible under Criterion C.

The boundary for the property encompasses 71.49 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0074, Parcels 0173 and 0014 (2018).

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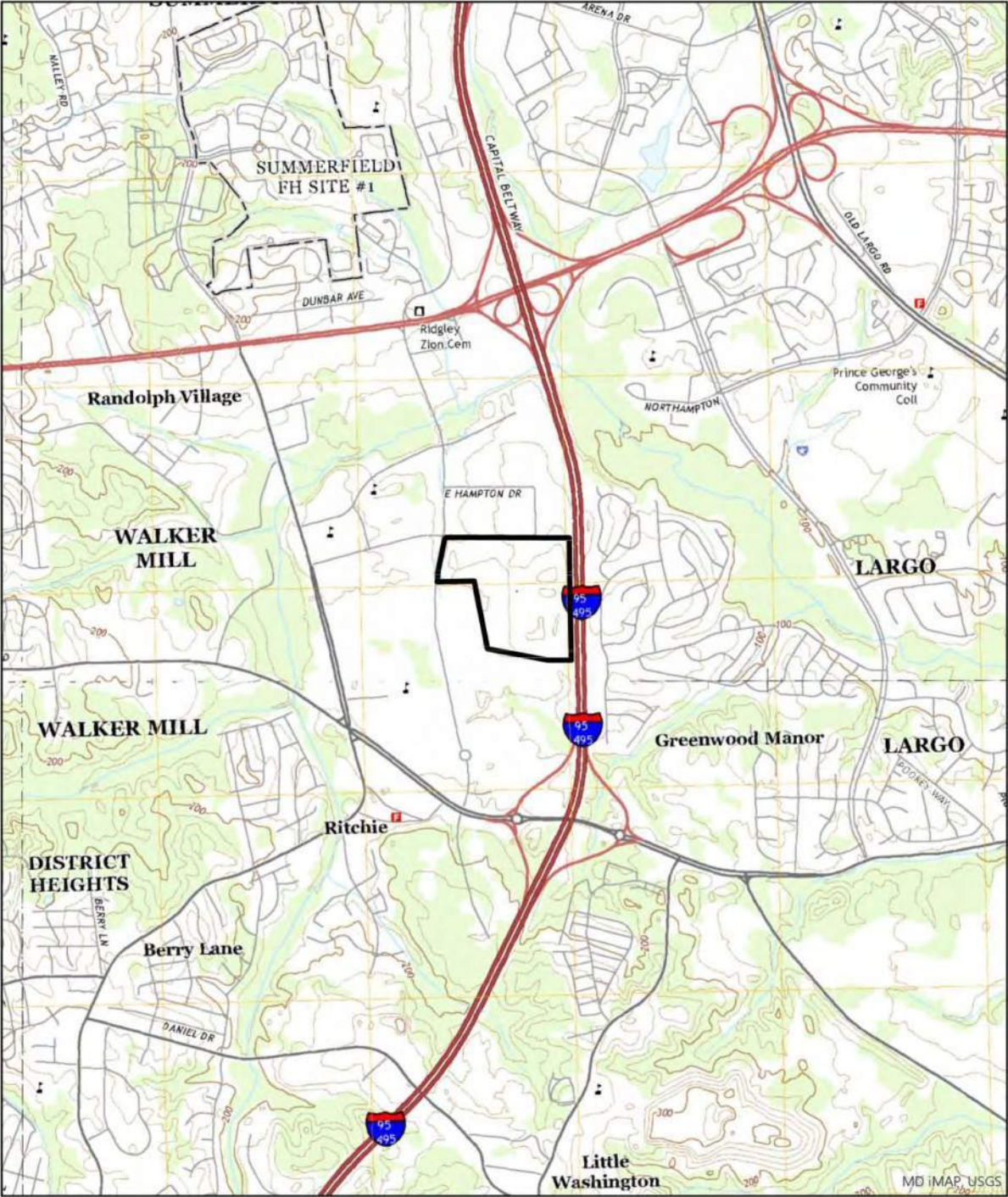
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USPS Southern Maryland Processing and Distribution Center

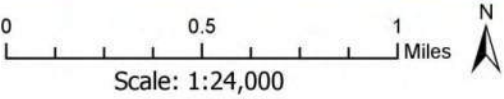
Location: 9201 Edgeworth Drive

Prince George's County

City: Capitol Heights



USGS 7.5' Quadrangle - Lanham



USPS Southern Maryland Processing and Distribution Center

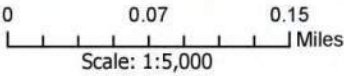
Location: 9201 Edgeworth Drive

Prince George's County

City: Capitol Heights



Parcel Boundaries



USPS Southern Maryland Processing and Distribution Center

9201 Edgeworth Road
Capitol Heights, Maryland



Circa 2019 aerial photo of the postal center with construction dates and building names.
Imagery from Google, map by Melissa Butler and Adriana Moss, Dovetail Cultural Resource Group.



Main building, 1972 section with 1996 addition, west elevation, looking northeast.



Main building, north portion of 1972 section with additions, east elevation, looking northwest.



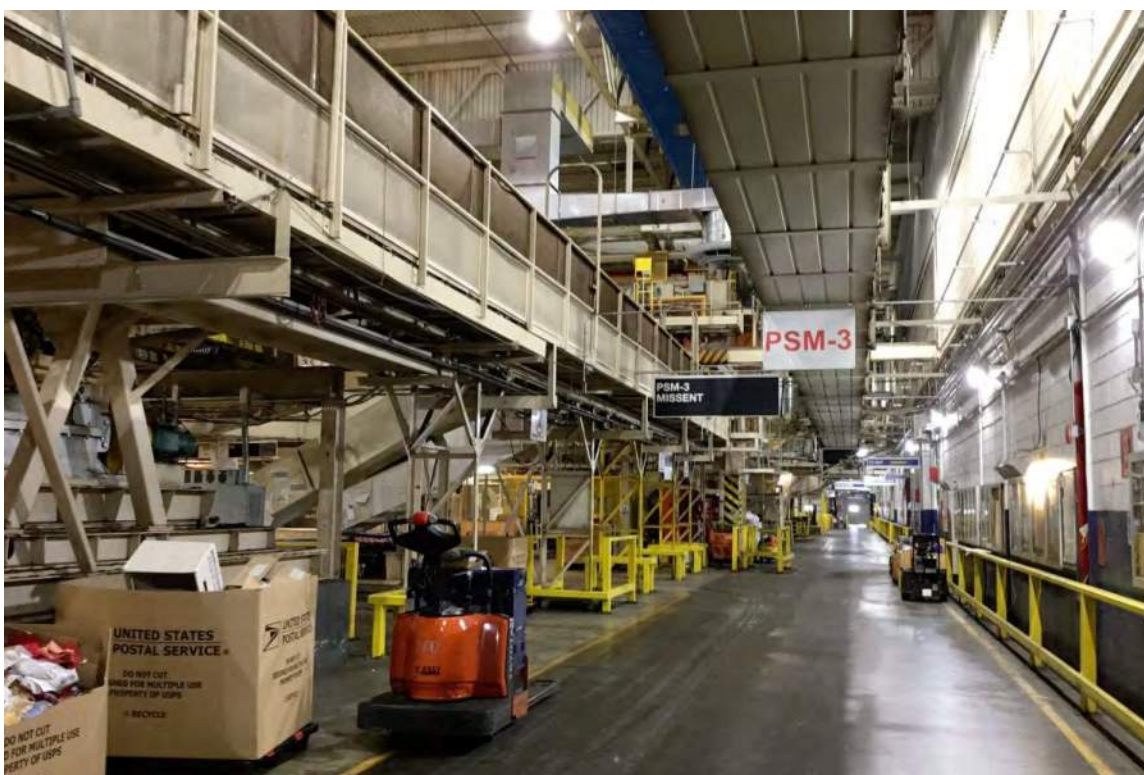
Main building, south portion of 1972 section, east elevation, look southwest.



Main building, 1984 addition, west elevation, looking southeast.



Main building, employee entrance and security checkpoint, west elevation, looking north.



Main building, 1972 section of interior with parcel sorting machinery, looking south.



Vehicle Maintenance Facility 1, south elevation, looking north.



Fire Water Tank, south and east elevations, looking southwest.



Long-Life Vehicle Building, north facade and west elevation, looking southeast.



Vehicle Control Center, north and east elevations, looking southwest.



USPS Capital Beltway Facility, main entrance at north facade, looking south.



USPS Capital Beltway Facility, loading docks at north facade, looking south.



Machine Storage Garage, north elevation, looking south.

Number of Photos: **13**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2019-05-07**

Location of Original Digital File: **MD SHPO**

File Format: **PG:75A-78_2019-05-07_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Main building, 1972 section with 1996 addition, west elevation, looking northeast.

02.tif

Main building, north portion of 1972 section with additions, east elevation, looking northwest.

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Main building, south portion of 1972 section, east elevation, look southwest.

04.tif

Main building, 1984 addition, west elevation, looking southeast.

05.tif

Main building, employee entrance and security checkpoint, west elevation, looking north.

06.tif

Main building, 1972 section of interior with parcel sorting machinery, looking south.

07.tif

Vehicle Maintenance Facility 1, south elevation, looking north.

08.tif

Fire Water Tank, south and east elevations, looking southwest.

09.tif

Long-Life Vehicle Building, north facade and west elevation, looking southeast.

10.tif

Vehicle Control Center, north and east elevations, looking southwest.

11.tif

USPS Capital Beltway Facility, main entrance at north facade, looking south.

12.tif

USPS Capital Beltway Facility, loading docks at north facade, looking south.

13.tif

Machine Storage Garage, north elevation, looking south.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Ward Building Inventory Number: M: 26-72-1
Address: 1300 Piccard Drive Historic district: ☐ yes ☒ no
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Ward Office Building I, LLC Tax Account ID Number: 04-00145767
Tax Map Parcel Number(s): 0000 Tax Map Number: FS61
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen, Christeen Taniguchi Date Prepared: 11/26/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☒ 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). In addition, the Ward Building is part of 70-S Industrial Park (MIHP# M: 26-72).

Location/Setting

The Ward Building is located at 1300 Piccard Drive in Rockville, Montgomery County. It is located on Lot 6 of 70-S Industrial Park. The property is bordered to the north by the Macrogen Corporation Headquarters at 1330 Piccard Drive, to the south by West Gude Drive, to the west by Washington National Pike/Dwight D. Eisenhower Highway (I-270), and to the east by Piccard Drive. The surrounding area is densely developed with suburban office parks, industrial sites, and residential communities clustered along the I-270 corridor.

Trees and a grass lawn separate the property from its surroundings, with the building immediately surrounded by small lawns and planting beds and featuring asphalt parking lots on all four sides. Two asphalt driveways connect the parking lot to Piccard Drive, with concrete sidewalks linking the building's entrances to the parking lots. A black, low rectangular sign faces onto Piccard Drive

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

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Date

and a black pylon-style sign is present in a curb bump-out on the southwest side of the building. Both signs likely date to 1978, with the text created by a white sheet, likely plastic, placed behind a black panel from which the words "Ward building" have been cut out. The sign's lettering is written in a stylized font so that the "r" in Ward extends below itself to connect with the "b" in building. The street sign also includes "1300."

Architectural Description

The Ward Building is a Brutalist corporate office building constructed in 1978. The building features sharp angles, with a strong emphasis on the geometric shapes that make up the building's massing. The nearly square-shaped building is three stories tall, although most of the first story is partially underground, except at the east elevation. Aside from this east elevation, which also has a loading dock, the building's three other elevations are identical and notably symmetrical, particularly at its entrances. Most of the building is clad in red brick set in a running bond pattern. Four stripes of darker colored brick set in a soldier course break up the building. These stripes are located above and below the second and third story windows and run around the entirety of the building. The mortar is colored to match the bricks. There is a sign mounted near the roof line on the west elevation reading "Chickasaw Nation Industries."

The primary entrances are located at the northeast and southwest corners of the building and hexagonal towers are located at the northwest and southeast corners. Due to the partially-underground first story, the primary entrances are at the building's second story. The two entrances are almost identical in appearance. Due to its proximity to Piccard Drive, and because it faces a larger parking lot, the northeast entrance is likely the façade. The entries each consist of two sets of double-leaf glass doors in black, likely metal frames. Glass transom windows, set in black frames are present above each set of doors and a glass sidelight is present between the sets of doors. All glass of the building is darkly tinted. Both entrances are covered by a triangular overhang, clad in brick matching the building and supported by a single brick pier set between the sets of doors. On the third level, a large, single light window is set into the wall, directly above the entry doors. This window is also covered by a triangular, brick-clad overhang supported by a single brick pier. The entrances differ slightly, as the northeast entrance is accessed by concrete stairs and the southwest entrance is accessed by brick stairs. Both stairs feature the same simple, black-painted handrails and are separated from the parking lot by small, landscaped concrete plazas.

The hexagonal towers, likely containing staircases, extend from the ground to above the roof line. Each tower features a single-panel door at ground level and at roof level. The loading dock is accessed from the parking lot by a concrete ramp, sloping downward, and is partially covered by a concrete roof supporting one of the planting beds near the northeast entrance. A small enclosure, consisting of three brick walls, is present at the top of the entrance to the loading dock ramp to hold the building's dumpster.

The building's fenestration also consists of ribbon windows on the second and third stories, large fixed circular windows, and skylights. The ribbon windows on all four elevations are made of glass panels; their upper panels are angled downward and the lower panels are angled upward so that, combined with the solid panels at each end, they create a triangular prism extending from the exterior wall. The large circular windows, four located at the primary entrances and two each at the towers, are surrounded by dark brick set in a soldier course. Large skylights, consisting of a brick frame infilled with dark glass panels, extend all four elevations, allowing sunlight into the first story.

The building features a flat roof surrounded by a low parapet wall. At the center of the roof is a mechanical room with heating, ventilation, and air conditioning, and other mechanical equipment.

Historic Context

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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The Ward Building is part of the 70-S Industrial Park, located between Piccard Drive and the Dwight D. Eisenhower Memorial Highway (I-270) in Rockville. Prior to the late 1960s, the area surrounding I-270 (then U.S. Route 240) was mostly undeveloped, with corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1). During the 1970s, however, the area became Rockville's "Golden Mile" with the construction of new office and industrial parks along the highway (Krucoff 1978, MD1).

The land on the east side of I-270 was purchased by an investment group consisting of the Gudelsky Brothers, Contee Company, H. Max and Josephine Ammermann, Martin Seldeen, Charles Haugh, and R. Robert Linowes from the Scheffres and Turner families in 1965 (Deed, 7/27/1965). The investors initially planned to have the land re-zoned to construct a mixed-use residential, commercial, and industrial development, but the property was never re-zoned (The Washington Post 1967, B7). The property on the west side of the planned Piccard Drive was platted as six lots in September of 1968 and formally named 70-S Industrial Park (Plats 9117 and 9281). Martin Seldeen, president of Seldeen Development and one of the investors in the industrial park, referred to the area as "ripe for development" and described the area's growth as "the old sheep instinct-when you see an area has prestigious occupants, an air of prestige goes along with it" (Krucoff 1978, MD1).

The first parcels sold in the new industrial park, Lots 5 and 6, were sold just five months later in February 1969 to Electro-Nucleonics, Inc., a New Jersey-based manufacturer of centrifuges (Deed, 2/18/1969). Electro-Nucleonics, however, never developed the properties and in 1977, Lot 6 was sold to the Ward Corporation, a Montgomery County residential and commercial developer (Deed, 3/28/1977). The Ward Corporation moved its headquarters to its new building in June 1978, occupying 20,000 square feet of the 94,000 square foot building (Krucoff 1978, MD1/Real Estate Notes 1977, E29). The Ward Building was designed by Donald N. Coupard Associates (Real Estate Notes 1977, E29).

The Ward Corporation was formed in the late 1960s by Richard E. Ward. The company's five subsidiaries, R.E. Ward, Inc., Ward Development Company, Ward Component Systems, Richlynn Development, and Richlynn Land Developers constructed numerous residential and commercial properties in the Washington, D.C., metropolitan area (Teeley 1982, F1). By the 1970s, Ward Corporation and its subsidiaries had become one of the largest local developers. In Maryland, thirteen residential developments were constructed during this period, including Middleboro Estates (1973-1978), Quince Orchard Manor (1973), Montgomery Place (1976), Rockingham (1977), Prosperity Woods (1978), Foxhall North (1978), Seneca Highlands (1978), Montpelier Woods (1978), Marlton (1978), Washingtonian Tower Condominiums (1978), and Montpelier Manor in 1979 (Teeley 1982, F1). 1978 was the pinnacle of the company's success, with eight developments under construction simultaneously in Montgomery and Prince George's Counties (Ward, 1978). Beyond Maryland, the company built developments in the Virginia suburbs of Washington, D.C., including Burkerride (1977) and Partridge Court (1978). Altogether, Ward and its subsidiaries built over 1,000 homes in the D.C. suburbs between 1977 and 1984 (Mariano 1984, E1). However, the Federal Trade Commission (FTC), under its program investigating home-construction defects, cited the Ward Corporation in 1982 for violating warranty and repair obligations on its new homes in Maryland and Virginia (Teeley 1982, F1). In 1984, the company signed a consent agreement with the FTC, agreeing to establish an arbitration procedure to resolve warranty complaints from owners of Ward homes and to repair or pay for repairs, while not admitting guilt in the claims of warranty violations (Mariano 1984, E1). The Ward Corporation's successor company, Piccard Companies, was founded in 1994 by the son and daughter of Richard E. Ward, so that ownership remained in the same family (Piccard Companies, n.d.). In 2013, after thirty-five years of ownership, the Ward Corporation sold the building to Ward Office Building I, Inc., which in turn sold the building to Ward Office Building I, LLC in 2016 (Deeds, 2013 and 2016).

Donald N. Coupard, AIA, was a native of Montgomery County and prior to his architecture career served in the U.S. Navy during World War II (Kelly 2015, 150). Coupard earned his Bachelor of Architecture degree from Catholic University in 1952 and worked as a consulting architect for developer Carl M. Freeman and others before partnering with Alfred Marius Rinaudot in 1958

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Eligibility recommended _____

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to form the firm of Rinaudot and Coupard, designing Congressional Plaza that same year (Kelly 2015, 150). Congressional Plaza is a Modernist shopping center built on the site of the former Congressional Airport, reusing two of the former airport's hangers in its design and housing Rockville's first national clothier, J. C. Penney Company (Kelly 2015, 136). The center featured a strongly linear design, featuring low rise buildings and large surface parking lots, but has been significantly altered and no longer reflects Coupard's original design (Kelly 2015, 136).

In 1960, Coupard founded his own firm, Donald N. Coupard & Associates (Obituary 2008). The firm's work throughout the 1960s and early 1970s was firmly within the Modernist movement. In 1968, Coupard designed an industrial plant and office complex for the Vitro Corporation, a defense and NASA contractor, in Aspen Hill. The Vitro Corporation facility was the second complex for the company in Montgomery County, and featured a three-story skeleton-frame building with tinted glass curtain walls (Kelly 2015, 113). In 1970, the firm designed the Computer Center of the Maryland National Bank in College Park. The 42,000 square foot building was in the New Formalist style, featuring monumental second and third floors sheathed in insulating glass supported by pre-cast concrete columns on the first floor (Computer Center 1970, E17). Coupard's 1970 design for the County Employees Parking Garage in Rockville won him the AIA Potomac Valley Twenty-Five Year design award in 1971 (Kelly 2015, 180, 203). The firm later became DNC Architects, where Coupard served as CEO until his retirement in 1990 (Obituary, 2008). As of 2018, DNC Architects is still active and is headquartered in Gaithersburg (DNC Architects).

Eligibility Determination

The Ward Building is a representative example of the suburban corporate office building type and was evaluated for significance under National Register of Historic Places Criteria A, B, and C, and using the Maryland Suburbanization Historic Context Addendum (1961-1980).

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation improvements, government expansion, or the environmental movement. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. The Ward Building does not have a significant association with such trends. For example, the building's construction as part of the development of 70-S Industrial Park was not new or innovative, as the I-270 corridor had already transformed from primarily agricultural to suburban residential and office by this time. Therefore, the Ward Building is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. The building's owners and the developers of the industrial park in which it sits, were not involved in innovative or significant developments. Therefore, the Ward Building is not eligible under Criterion B.

To derive significance under Criterion C, an individual office building must be the work of a master or possess high artistic value. Because of their ubiquity, to be considered under Criterion C as a type, period, or method of construction, eligible office buildings should be notable first examples or one of the last unaltered examples. Although Donald N. Coupard is not a master, his design for the Ward Building is distinctive due to its heavy, blocky appearance created by its partially below-grade construction and heavy application of brick as a cladding and decorative material. The use of brick is distinctive when compared with most other Brutalist style buildings in Montgomery County, such as the National Sand & Gravel and Ready Mixed Concrete Associations Headquarters (1964) in Silver Spring, 831 University Boulevard in Takoma Park (1965), Martin Marietta Headquarters (1976), and Bethesda Marriott Hotel (1979), which use concrete for cladding and decoration. These buildings are also more conventional in plan and feature sunken rectangular or square windows. In addition to its use of brick, the Ward Building stands out amongst the county's Brutalist architecture because of the angular and circular geometry of its symmetrical design including its plan, walls, and windows

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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and skylights. These character-defining features remain intact. Another Brutalist-influenced building, 1370 Piccard Drive, is also clad with brick and uses angular and curved features, but it does not possess high artistic value. The Ward Building retains high integrity of design, materials, and workmanship and shows no signs of major exterior alterations since its completion in 1978. Therefore, the Ward Building is eligible under Criterion C for its high artistic value.

The period of significance is 1978, the year of design and construction. The Ward Building is in excellent condition and retains integrity of location, setting, feeling, and association. It also retains high integrity of design, materials, and workmanship. This includes the likelihood the concrete stairs at the northeast elevation are original to the building. The eligible boundary of this resource is the parcel which has remained the same since originally platted.

The property encompasses 4.76 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS61, Parcel 0000 (2018).

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Date

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Date

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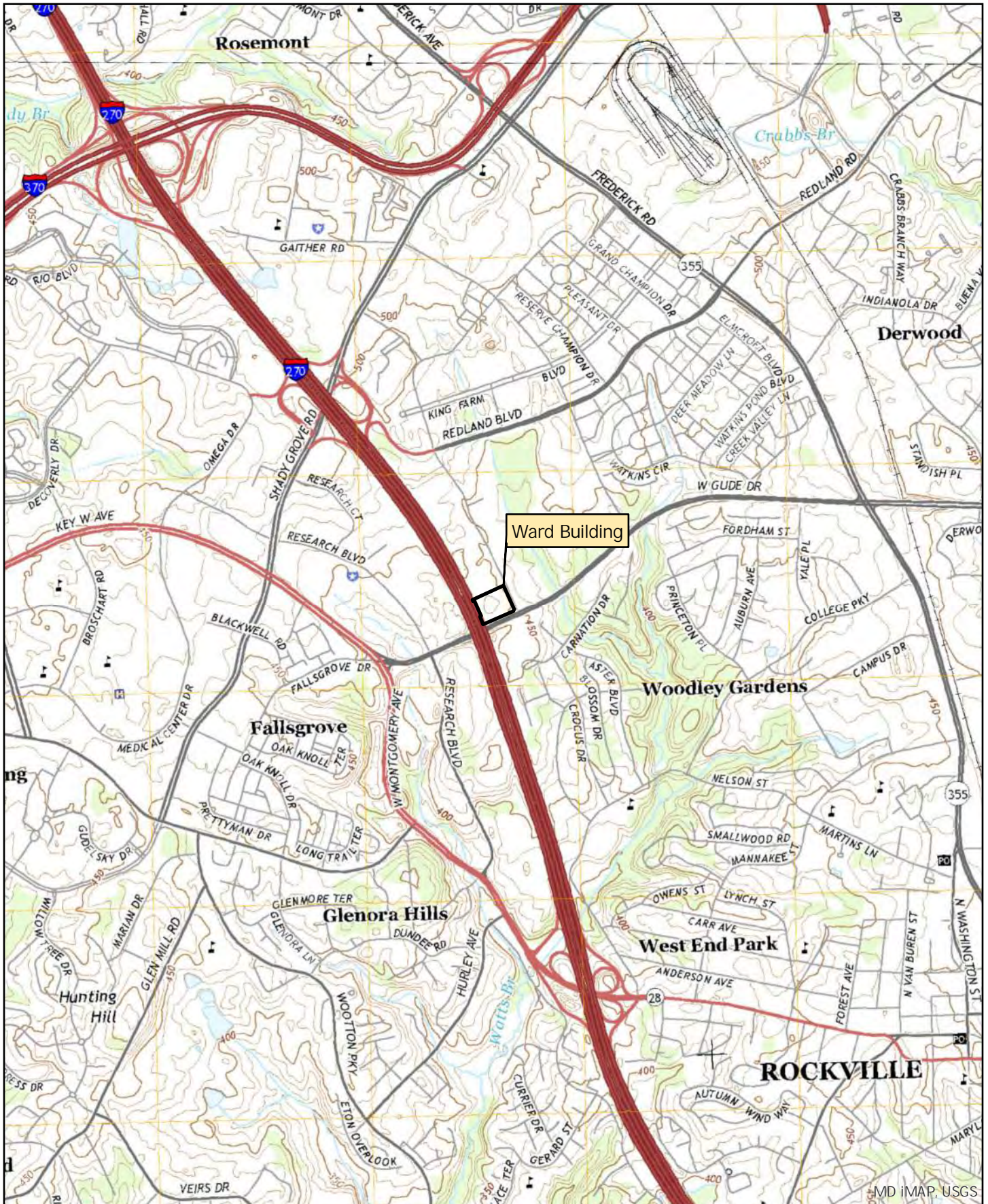
---. "Washingtonian Tower." Advertisement. The Washington Post, December 9, 1978, C13. ProQuest.

MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G**MHT Comments:**_____
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Ward Building

Location: 1300 Piccard Drive
City: Bethesda

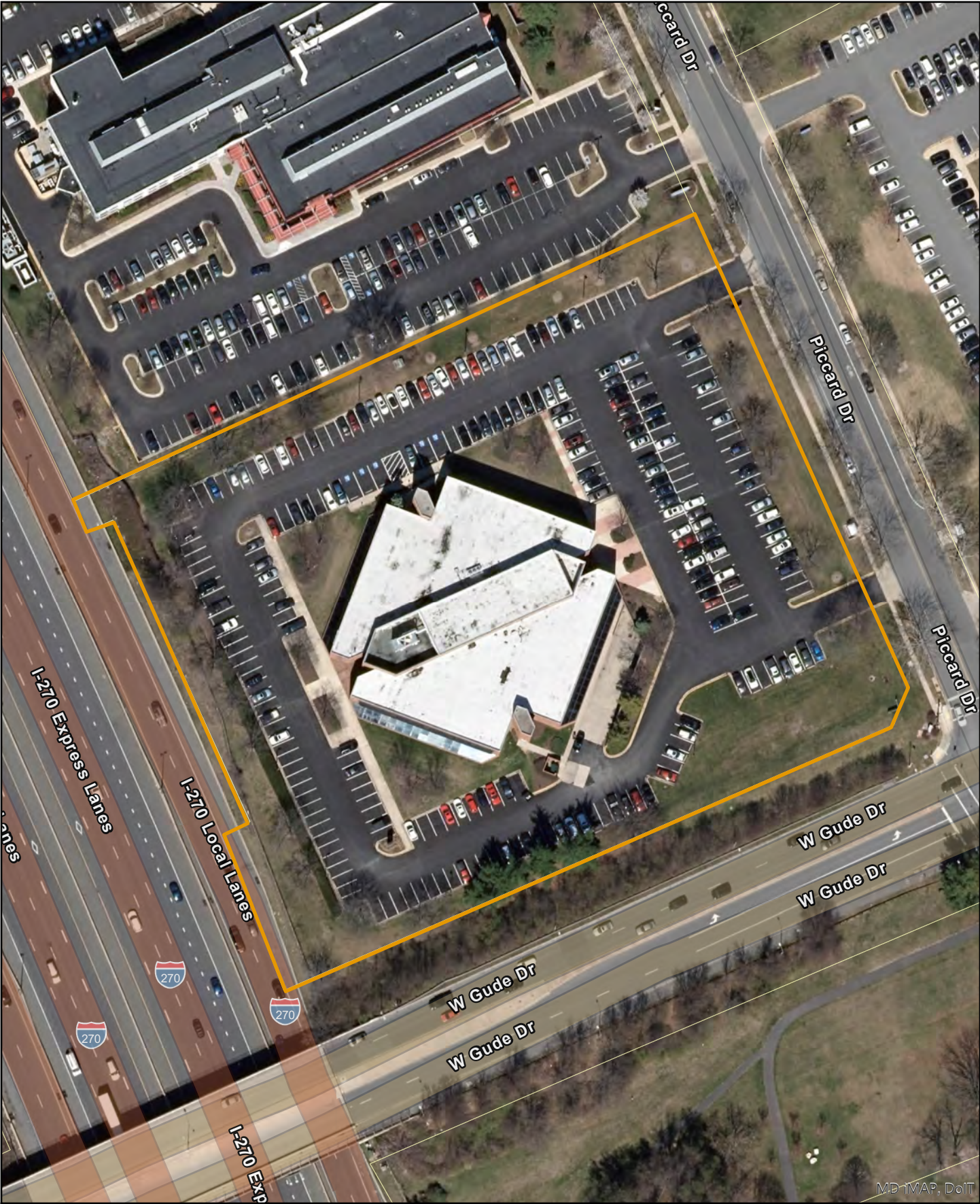
MIHP#: M: 26-72-1
Montgomery County



Ward Building

Location: 1300 Piccard Drive
City: Rockville

MIHP#: M: 26-72-1
Montgomery County



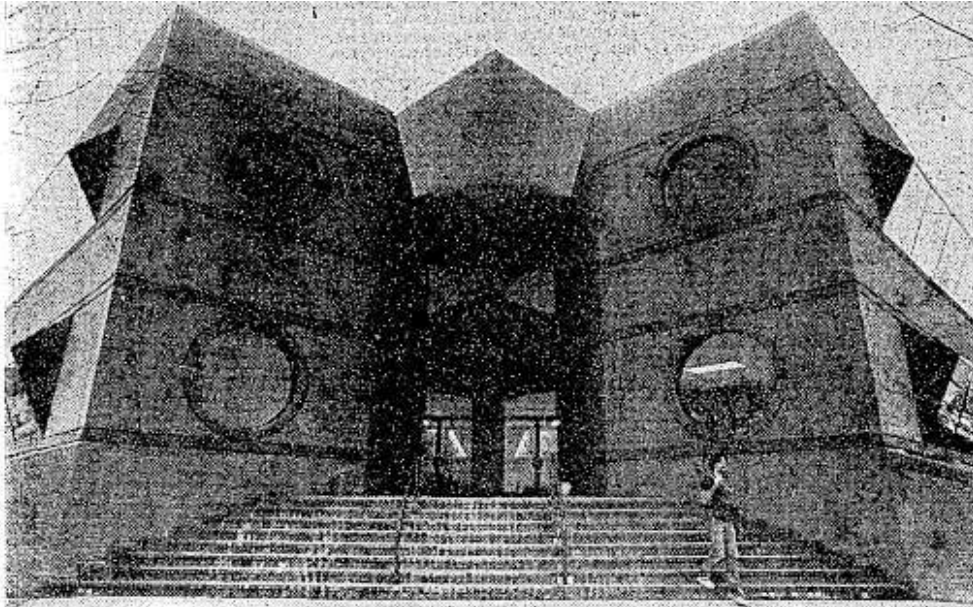
Parcel Boundaries

00.010.03

Miles

Scale: 1:1,200

N



Historic Image 1: Ward Building (1300 Piccard Drive) Entrance, 1978.
Photo by Craig Herndon, *The Washington Post*, November 16, 1978, pg. MD1.

**THE
WASHINGTONIAN TOWER**
is
Your Condominium Apartment
It May Be

- On the 25th Floor.
- Overlooking a golf course, small lake, Maryland and Virginia mountains.
- Spacious and just redecorated
- Convenient to all I-270 corridor facilities.

PRICED FROM:

Efficiencies, \$28,290	2 Bedrooms, \$54,950
2 Bedrooms, \$45,000	3 Bedrooms, \$89,990

Over 50% Sold in 4 Months

Sales Office Open Every day 10 to 6
Phone 948-1464

DIRECTIONS: I-270 to Shady Grove Rd. exit. Go west (left) on Shady Grove Rd. to a right on Fields Rd. Follow Fields Road to the Washingtonian Tower on right

Another Ward Corporation Enterprise
Sales by Brennen Associates

Historic Image 2: Ward Corporation Advertisement-The Washingtonian Tower, 1978
The Washington Post, December 9, 1978, pg. C13.

The Washington Post, June 10, 1978, pg. E13.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: Northeast entrance, view from landscaped plaza, looking west.



Photo 2 of 7: South elevation showing underground loading dock, looking northeast.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: South elevation, looking northwest.



Photo 4 of 7: Southwest entrance, looking east from landscaped plaza.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: North elevation, looking northeast from southwest entrance.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 4



Photo 6 of 7: Detail of southwest entrance, looking east.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 5



Photo 7 of 7: Detail of "Ward building" pylon-style sign. View from parking lot, looking north.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-72-1

Name Ward Building
Continuation Sheet

Number Photos Page 6

PHOTO LOG

Name of Property: Ward Building
Name of Photographer: Dovetail Cultural Resource Group
Date of Photographs: August 7, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
East entrance, view from landscaped plaza, looking west.
M; 26-72-1_2018-08-07_01.tif

Photo 2 of 7:
South elevation showing underground loading dock, looking northeast.
M; 26-72-1_2018-08-07_02.tif

Photo 3 of 7:
South elevation, looking northwest.
M; 26-72-1_2018-08-07_03.tif

Photo 4 of 7:
West entrance, looking east from landscaped plaza.
M; 26-72-1_2018-08-07_04.tif

Photo 5 of 7:
North elevation, looking northeast from west entrance.
M; 26-72-1_2018-08-07_05.tif

Photo 6 of 7:
Detail of west entrance, looking east.
M; 26-72-1_2018-08-07_06.tif

Photo 7 of 7:
Detail of "Ward building" pylon-style sign. View from parking lot, looking north.
M; 26-72-1_2018-08-07_07.tif

Digital image files only, located at the Maryland Historical Trust.

None

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Warehouse, 5000-5060 Beech Place

Address: 5000-5060 Beech Place

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0097

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Warehouse, 5000-5060 Beech Place, is a rectangular plan warehouse constructed in 1977 with no architectural style, according to state tax records. Facing west and oriented on a north-south axis, the building occupies the center of a 3.65-acre property surrounded by industrial and warehouse properties. Three concrete driveways from Beech Place access the property's asphalt parking lot. The property is separated from the road by grass- and tree-landscaped islands; trees border neighboring properties to the north and east. A small rear area at the north end of the property is enclosed by a chain-link fence.

The one- and two-story warehouse sits on a concrete slab foundation. The building is clad in red running-bond brick; five projecting entrance bays at the façade are clad in speckled tan brick. The east elevation is painted concrete block. The building, including the bays, has a flat roof with mechanical equipment.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Warehouse, 5000-5060 Beech Place

The main entrances are located at the west façade, most at the projecting bays. All main entrances consist of single doors that are either metal or metal and glass. Most doors are flanked by steel windows with metal spandrel panels below, including those with original two-light, awning units over single-light, fixed sashes. Other doors are accompanied by replacement vinyl side lights. All main entrances are sheltered by metal-panel hoods with recessed circular light fixtures. Plastic three-dimensional address numbers are mounted on most of the hoods. Many of these entrances face onto concrete landings and two have metal stairs. Most projecting bays have a single door at the façade, except for 5020-5022, which has two entrances. One entrance, formerly 5028, has been filled in with brick. Most of the bays' side elevations have windows, many with original steel sash windows; some have replacement single-light fixed-sash windows, and the 5038/5038-B south elevation has a single metal door. The north and south elevations of 5030 have been filled in with brick.

Secondary pedestrian entrances at the façade consist of single metal doors. Loading docks and metal roll-up garage doors provide vehicle access. At the south end of the façade, loading docks face onto concrete pads and there is a concrete ramp with metal railings accessing two of the garage doors. Two loading docks were replaced by pedestrian entrances with metal staircases.

The south elevation has single metal doors, one of which replaced a window, and several bricked-in windows. One of the entrances connects to the parking lot by a concrete ramp with metal railings. Access to the east elevation was limited during this survey, but several blocked-in doors and windows, including six-light, steel-sash awning windows, are located at the south end of the elevation. The north elevation has no fenestration.

Warehouse, 5000-5060 Beech Place is an undistinguished example of a mid-twentieth-century warehouse commonly found throughout Maryland. The property is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The resource has loading docks converted to pedestrian entrances, replacement doors and windows, and bricked-in doors and windows. Warehouse, 5000-5060 Beech Place does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 3.65 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map 0097, Parcel 0000 (2018).

Warehouse, 5000-5060 Beech Place

Warehouse, 5000-5060 Beech Place

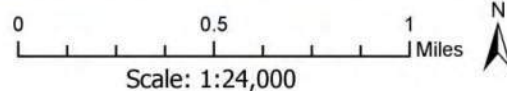
Location: 5000-5060 Beech Place

Prince George's County

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



NR-ELIGIBILITY REVIEW FORM

Warehouse, 5000-5060 Beech Place



West facade



South elevation

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Warehouses, 8901-8961 D'Arcy Road

Address: 8901, 8941-8961 D'Arcy Road

City: Upper Marlboro

Zip Code: 20774

County: Prince George's

USGS Quadrangle(s): Upper Marlboro

Tax Map Parcel Number(s): 0318, 0338, 0111, 0352

Tax Map Number: 0082

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Description of Property and Justification: (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Warehouses, 8901-8957 D'Arcy Road, consists of three warehouse buildings with no architectural style. The buildings at 8901 and 8941-8943 D'Arcy Road were built in 1968, and 8951-8961 D'Arcy Road was built in 1974, according to state tax records. 8901 D'Arcy Road is oriented on a northeast-southwest axis; both 8941 and 8951 D'Arcy Road are oriented on an east-west axis. The three warehouse buildings are located on the three southeast parcels of the property and a fenced asphalt-paved storage area is located on the northwest parcel; the entire complex is 6.97 acres. A second fenced asphalt parking lot is located southwest of 8941-8943 D'Arcy Road. The resource is surrounded by industrial properties and single-family dwellings. Four driveways from D'Arcy Road access the complex, separated from the road by islands with grass and trees. Two wood business signs are located along the road. The property is bordered to the northwest, southwest, and partially to the southeast by trees and chain link fencing.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Warehouses, 8901-8961 D'Arcy Road

The warehouses at 8901 and 8941-43 D'Arcy Road are one-story tall and, due to the sloping terrain, the warehouse at 8951-8961 is one and a half stories tall. All three warehouses have a concrete foundation and flat roof. Partition walls project above the roofline on each building. Metal signs and plastic banners attached to the buildings identify tenant names and addresses.

8901 D'Arcy Road (1968)

This roughly rectangular-plan warehouse faces southeast toward a parking lot and is clad in red brick in a running bond at the façade and northeast elevation. The brick partially continues onto the southwest and northwest elevations in a quoin-like pattern, although these elevations are primarily painted concrete block. The building has two wings, possibly early additions, at the southwest elevation. One is a one-story office, clad in red brick at the façade and painted concrete block at the southwest elevation. The other is a tall one-story garage made of painted concrete block. The building façade is four bays wide, each bay consisting of a single metal-door pedestrian entrance, two metal-sash multi-light hopper windows, and a metal roll-up garage door. The symmetrical office wing façade consists of a single metal-and-glass door flanked by two metal-sash multi-light hopper windows. The garage wing façade has a single metal pedestrian door and a metal-and-glass roll-up garage door. The southwest elevation of the office has two metal-sash multi-light hopper windows and two sliding vinyl-sash windows. The northeast elevation of the main building and southwest elevation of the garage wing have no fenestration, and the northwest elevation was not accessible during this survey.

8941-8943 D'Arcy Road (1968)

This rectangular-plan warehouse faces north toward a parking lot. The building is clad in red brick in a running bond at the façade and east elevation that partially continues onto the south and west elevations in a quoin-like pattern, although these elevations are primarily painted concrete block. The façade is three bays wide. The center and west bays each consist of a single metal door, accessed by a concrete and brick staircase with metal railing, and two metal-sash multi-light hopper windows; the east bay has a single loading dock. The west elevation has a single loading dock. The south and east elevations have no fenestration.

8951-8961 D'Arcy Road (1974)

This is an irregular-plan warehouse that faces north toward a parking lot. The building is clad in red brick in a running bond at the façade and east elevation. The west elevation and most of the south elevation are painted concrete block over poured concrete; the east end of the south elevation has brick in a quoin-like pattern. Pedestrian entrances at the façade consist of single metal doors flanked by metal-caged through-wall air conditioning units. Garage bays with metal roll-up doors provide vehicular access; the garage doors at the façade's west end have concrete ramps, due to the sloping terrain. One garage door was replaced with a single metal pedestrian door surrounded by vertical wood siding. A single metal door, below the level of the garage bays, is present at the west end. Windows consist of metal-sash multi-light hopper windows; one window has been replaced with a sliding vinyl-sash window with metal grate and one has been boarded-up. The entrances and windows are sheltered by hipped-roof hoods clad in wood shingles, suggesting mansards. Most of the other elevations have single metal pedestrian doors, loading docks, and metal roll-up garage doors. There are also two bricked-in windows at the southwest elevation. The northwest and east elevations have no fenestration.

NR-ELIGIBILITY REVIEW FORM

Warehouses, 8901-8961 D'Arcy Road

Warehouses, 8901-8961 D'Arcy Road is an undistinguished example of a mid-twentieth-century warehouse complex commonly found throughout Maryland. The property is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The resource has been altered by the replacement or removal windows and doors. Regardless, the resource does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 6.97 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Map 0082, Parcels 0318, 0338, 0111, and 0352 (2018).

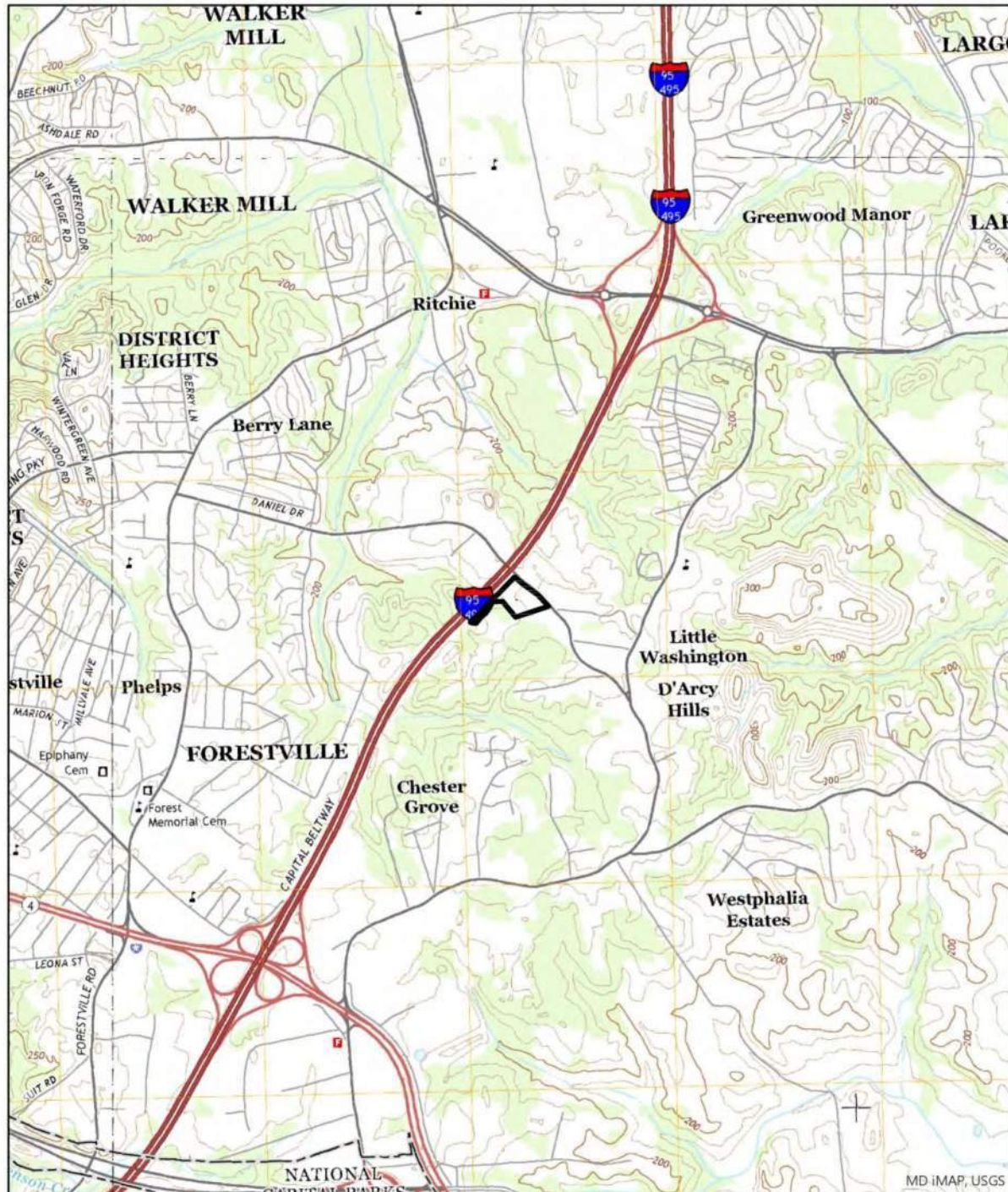
Warehouses, 8901-8961 D'Arcy Road

Warehouses, 8901-8961 D'Arcy Road

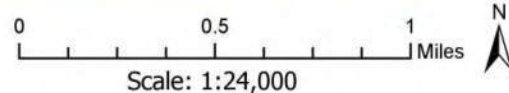
Location: 8901, 8941-8961 D'Arcy Road

Prince George's County

City: Upper Marlboro



USGS 7.5' Quadrangle - Upper Marlboro



Warehouses, 8901-8961 D'Arcy Road



8901 D'Arcy Road, southeast facade



8941-8943 D'Arcy Road, north facade

NR-ELIGIBILITY REVIEW FORM

Warehouses, 8901-8961 D'Arcy Road



8951-8961 D'Arcy Road, north facade

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:76A-33

Page 1 of 1

Name of Property: Warren Ammann House

Location: 5801-5822 Auth Road, Suitland, MD (Prince George's County)

As verified by field survey in February 2019, the Warren Ammann House and associated buildings at 5801-5822 Auth Road in Suitland are no longer extant. Google aerial photography indicates some associated buildings were still present in April 2018; however, demolition of all buildings on the property was recently complete as of February 2019.

Prepared by: MDOT SHA Consultant Architectural Historian Rebecca Crew

Date: June 14, 2019

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Washington Biologists' Field Club on Plummers Island Inventory Number: M: 12-46-2

Address: Plummers Island on the Potomac River Historic District: No

City: Cabin John Zip Code: 20818 County: Montgomery

USGS Quadrangle(s): Falls Church

Property Owner: United States of America Tax Account ID: 07-00437236

Tax Map Parcel(s): P705 Tax Map: GN121

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney Adriana T. Moss Date Prepared: August 20, 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: C&O Canal National Historical Park

Inventory Number: M: 12-46

Eligible:

Listed: Yes

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting

The Washington Biologists' Field Club on Plummers Island (WBFC) is a private research station composed of a cabin, recreational elements, and landscape features situated on a 12.23-acre island known as Plummers Island in the Potomac River (Eckerlin et al. 2021). The island is situated on the northern side of the river, south of the Clara Barton Parkway and Locks 11 and 12 of the Chesapeake and Ohio (C&O) Canal, and east of I-495 and the American Legion Memorial Bridge in Montgomery County, Maryland. According to WBFC records, the cabin building was constructed in 1901 by the club and is still used by club members and the public (Carla Dove, personal communication 2021; Perry 2007). The island is accessed by crossing Rock Run Culvert from an unpaved trail that extends south from the C&O Canal Towpath near Lock 10. The island, currently owned by the National Park Service (NPS), is located within the National Register of Historic Places (NRHP) boundaries of the C&O Canal National Historical Park (M: 12-46).

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 WBFC cabin and several associated recreational elements, situated atop the highest part of the island on the eastern of two naturally terraced rock formations, are surrounded by local native, introduced, and invasive flora, fauna, birds, and insects that the club members research (Washington Biologists' Field Club 2021a). The two rock formations (late Precambrian muscovite schist to the west and gneiss to the east), also called rock buttresses, feature many small to large rock outcrops of erosional remnants of former falls and gorge walls with sparse herbaceous vegetation (Fleming 2015; Simmons et al. 2016). Lower points of the island, between and surrounding the rock formations, are covered with plants and trees whereas the southern bank of the island, exposed to the Potomac River, features a sandy and muddy bank with boulder-like colluvium and rocky outcrops (Fleming 2015). The island is thickly covered by primarily mature deciduous trees including silver maple, red oak, birch, and other minor species such as sycamores. The island comprises 12 natural communities of which four are globally rare communities (two of which are also rare to the state). Twenty-one species within the communities are state-rare extant flora species (including one globally rare extant species) and 36 state-rare historic flora species (four of which are globally rare historic taxa) (Simmons et al. 2016, 2020). For over a century, the vegetation on the island has grown unplanned and organically, without intervention by the researchers. The scientists mark their research plots of study with pin flags or flagging tape, which can be found all over the island today. South and downslope from the cabin is Cactus Rock, a part of lichen studied throughout the mid-twentieth century and a traditional gathering spot for the club members due to its vistas of the Potomac River and associated wildlife (Perry 2007, 30, 34; Robert Soreng, personal communication 2021). The island is also open to the public who use it for fishing, hiking, or to observe wildlife (Carla Dove, personal communication 2021).

The one-story, three-bay cabin faces south and has a side-gabled roof. Constructed into a slope, the building sits on a stone and timber post foundation supporting a wood-frame structural system clad in cypress shingles. A one-story, three-bay full-width porch with wood decking spans the south elevation, and timber posts support the moderately pitched shed roof. The main entrance, centrally positioned beneath the porch, is filled with a single-leaf flush wood door, a replacement of the original. A secondary entrance in the north elevation has a similar door and mirrors the primary entrance on the opposite elevation. Window openings are unglazed, enclosed only by operable, wood, vertical board shutters. The low-pitched, side-gabled roof features replacement asphalt shingles. An exterior-end, broad, rubble stone chimney is centered on the west elevation; it was repaired with new mortar where necessary in the 1990s but entirely reconstructed in 2015 utilizing the stone of the original chimney (Perry 2007, 10; Steve Sheffield, personal communication 2021). A one-story, shed-roofed wing is appended to the east half of the north elevation. This wing, which appears original to the building according to historic images on file with the club, is clad with cypress shingles and features a metal stovepipe flue and an engaged, poured-concrete porch that covers a single-leaf, wood door on the wing's west elevation and the single-leaf door on the main block's north elevation (Perry 2007, 18).

The interior of the cabin has an open plan, and the structural system is left exposed. New wooden cross beams were installed in the 1990s; however, the floor, floor supports, and walls were only repaired as necessary (Perry 2007, 10). A loft area, where researchers formerly slept during periods of on-site study, is in the west half of the building above the fireplace (Carla Dove, personal communication 2021). The brick fireplace hearth and surround which formerly featured a wooden mantel supported by wood rounded posts, were completely reconstructed using brick for the surround and concrete block for the fire box in 2015 (Perry 2007, 10, 17; Steve Sheffield, personal communication 2021). Above the fireplace surround, the chimney is parged. The wing contains a kitchen, which has a stove, stainless-steel stovepipe, and cabinets.

In addition to the cabin, there are many man-made recreational and landscape elements on the island associated with the WBFC. Four circa-1990 wood picnic tables and benches are permanently installed to the north of the cabin atop the eastern rock formation, and just northwest of the tables is a circa-1904 stone fire pit (A) (associated letter throughout remainder of text correlates to the site plan submitted with this DOE) that is used for roasting oysters at annual gatherings (Perry 2007, 10, 18). Also near the cabin are a series of four steel posts stamped with "U.S.S.," standing for United States Steel, set in a rectangle shape just northwest of the cabin on the west side of the picnic site; they are the supports to set up a temporary latrine on event days (Robert Soreng, personal communication 2021). The original signage situated at the eastern end of the island upon entry was recently replaced with a metal sign on wood posts by the NPS; the original sign is currently kept inside the cabin. Bronze memorial plaques, dating between the 1940s and the early 2000s, have been fixed to the eastern stone formation marking the scattering of cremated remains of former club members, or other commemorative honors.

In the western section of the island is a fire pit (B) and the remains of a possible fire pit (C) created from stone found on the island. The fire pit (B) is located atop the highest point of the western rock formation while the remnants of a possible fire pit (C)

is situated just southeast of the western rock formation in a lower-lying area of the island. WBFC members do not know for whom or when these were constructed and if they are still in use (Robert Soreng, personal communication 2021).

Historic Context

The WBFC was founded in the early twentieth century by a group of like-minded scientists and researchers. The idea for a club came about after Charles L. Pollard (1872–1945) learned about a biology club in New Jersey. Pollard, a curator at the U.S. National Museum (the Smithsonian Institute) and editor of the *Plant World* magazine, was inspired to form a similar club for biologists in the Washington, D.C., area (The *Manchester Journal* 1945; Perry 2007, 2). In January 1900, Pollard and other scientists met for the first time in Pollard's home at 1854 Fifth Street in Washington, D.C.; it was here that the WBFC was born (Perry 2007, 2). In addition to Pollard, the other early members of the club included Adrian Pieters (botanist in charge of seed and plant introduction and distribution in the U.S. Department of Agriculture), William Palmer (a taxidermist and modeler at the Smithsonian), Orator Cook (curator at the National Herbarium and professor of botany at George Washington University), William Hay (head of biology at Washington High School and visiting professor at Howard University and Georgetown University), Guy Collins (Office of Botanical Investigations), William Maxon (chairman of botany at the U.S. National Museum-Smithsonian), Edward Morris (a biologist with Washington high schools), and William Pollock (U.S. National Herbarium) (Perry 2007, 2). These founding members were all scientists, botanists, curators, geneticists, zoologists, and biologists living in and around the Washington, D.C. area. Many taught at local schools, such as Georgetown or Howard University, or worked closely with the United States Department of Agriculture, the Smithsonian Institution, and other institutions (Perry 2007).

Soon after forming, the WBFC began looking for a more permanent location for their club to meet and conduct research. According to the early club members, it was necessary for the WBFC headquarters to be situated in an area with easy access to the natural environment in order to research and collect biological materials, the focus of their club's activities. Initially, the WBFC rented a cottage in Upper Marlboro, Maryland; however, the inconvenient distance of the cottage from Washington, D.C., made it difficult for members to make the trip, and the club began looking for another location (Perry 2007, 2). In 1901, the same year that the WBFC was formally incorporated "for the promotion of research of fauna and flora and the general advancement of biological science," the club relocated to Plummers Island, the present-day location of the club (The *Evening Star* 1901, 3; Perry 2007, 2). Plummers Island, an island situated in the Potomac River and located to the northwest of Washington, D.C., was an ideal location for the WBFC as it offered a natural setting where the club could conveniently conduct research and gather data. The island had been brought to the club members' attention by a fellow researcher who had collected biological specimens on the island before (Perry 2007, 2).

The WBFC originally rented the land on Plummers Island for \$30 a year, but after several years of negotiation with the landowner, the club purchased the 12.23-acre island in 1908 (Washington Biologists' Field Club Archives n.d.; Washington Biologists' Field Club 2021a). In that same year, they purchased 25 acres of land on the mainland, just to the north of the island past the C&O Canal (Washington Biologists' Field Club 2021a). Since the island was undeveloped, the WBFC constructed a cabin to support their research mission and provide a place where club members could stay during trips to the island. Club members William Beattie and William Palmer drew the plans for the cabin, which was to be constructed on the highest point of the island, and obtained building materials for its construction (Perry 2007, 2; Washington Biologists' Field Club 2021a). Construction started in the spring of 1901 and the cabin was completed by November of that year, comprising a one-story one-room building with a rear kitchen wing (Perry 2007, 3). The total cost of the cabin came to \$200, which is approximately \$6,200 today (Perry 2007, 3).

As the WBFC continued to grow, so too did their land holdings in the area. Issues with individuals trespassing on their mainland property prompted the organization to purchase additional land in the 1920s, bringing their mainland holdings to 38.5 acres (The *Washington Post* 1927; Perry 2007, 6). Throughout the early- to mid-twentieth century, the club continued to maintain, visit, and research the island and the mainland property. However, in June 1958, the National Capital Planning Commission (NCPC) initiated condemnation proceedings against the WBFC's land holdings for the expansion of the George Washington Parkway under the Capper-Cramton Act. (Perry 2007, 7). It was also around this time that a site to the west of Plummers Island was selected for the construction of a bridge across the Potomac River that would connect with the planned Capital Beltway (I-495) (Perry 2007, 7). After an unsuccessful attempt to find a new location for their club, an agreement was reached with the NCPC in February 1959 that allowed the club to transfer the property to NPS but maintain use of the island (The *Washington*

Post 1959). In exchange, the WBFC received financial compensation only for its mainland holdings (Perry 2007, 7). In the agreement, the club was permitted to fence the island to keep the public out. Instead, the club has asked non-members to respect the island and the cabin, to not stay overnight, and to remove their trash (Robert Soreng, personal communication 2021). Today, the WBFC continues to operate under that agreement with NPS.

Since its inception, the WBFC has sought to conduct research and advance various biology-affiliated fields of study. Using Plummers Island as the base for most of the club's research, members have conducted a wide variety of studies, many of which have been long term, intending to provide a better understanding of the natural environment over time. Topics ranged from field- or species-specific research to research on the general natural history of the island and surrounding area. Studies from the 1900s, 1910s, and 1920s examined fish, insects, reptiles, birds, and mammals located on the island and in the surrounding D.C. area. (Washington Biologists' Field Club 2021b). The earliest study that explored the natural history of Washington, D.C., was conducted by Waldo McAtee in 1918, and future studies expanded upon his work (McAtee 1918; Perry 2007, 191–192).

Starting in the mid to late 1930s, club members began a series on the natural history of Plummers Island. The series, documenting the flora and fauna observed on the island to that time, included the contributions of multiple club members, including William Maxon, co-founding member; Albert Kenrick Fisher, surgeon and co-founder of the Branch of Economic Ornithology in the U.S. Department of Agriculture (USDA) and the Division of Economic Ornithology and Mammalogy; Sidney Blake, botanist and plant taxonomist; Ellsworth Killip, botanist and curator at the Smithsonian Institution; Emery Leonard, botanist; Edna M. Ermold, biologist with the USDA specializing in mycological collections; and Maurice Brady, research staffer for the Bureau of Biological Survey of the USDA (Washington Biologists' Field Club 2021b). By 1960, the WBFC had documented 26 mammals, 186 birds, 22 reptiles, 20 amphibians, 55 fishes, 776 flowering plants, 70 mosses, 80 lichens, and 118 fungi on the island (Christmas 1960). This ongoing series has continued into the 21st century.

The club's early studies have provided important baselines for identifying environmental changes on the island over time. Already by the 1930s, club members and other scientists recognized the value of continuous observation of the island to outside researchers. In his 1935 introduction to the "Natural History of Plummers Island," cofounding member William Maxon noted the alteration of habitat and resulting changes in species on the island over 35 years and how scientific observations throughout that period had given it an "almost unique place in current natural history studies" (Maxon 117). The club's long history of extensive research on the island, if not wide-ranging or individually groundbreaking, is rare in the field of biological studies, making the island a valuable point of comparison for future studies in the area or in similar environments (Cohn 1994).

In a notable study starting in the 1960s, Mason E. Hale, Jr., curator of lichens at the Smithsonian Institution, and James Lawrey, of George Mason University, examined the long-term growth rate of rock-inhabiting lichens on the island. To do so, Hale and Lawrey relied on data from specimens collected by WBFC members on Plummers Island since 1907, giving them access to over 60 years of detailed information (Lawrey 2011, 6). Lawrey and Hale found that lichen growth was slower on Plummers Island than other nearby areas. The study demonstrated that lichens located near roads and other heavily populated regions can accumulate lead and other metals (Lawrey and Hale Jr. 1979) and inferred through comparisons of past and present-day lichen species on the island that a less diverse community and fewer species existed on the island because of environmental stressors (Lawrey 2011, 7). This research added to the growing body of evidence demonstrating how elements of the natural environment can be negatively impacted by roadways and other forms of air pollution, supporting efforts in Congress and at the EPA in the 1970s to eventually eliminate the use of tetraethyl lead in gasoline as part of air quality and emissions standards (Eckerlin et al. 2021, 13; Environmental and Energy Study Institute 2016; U.S. Energy Information Administration 2020).

Throughout its history, the WBFC membership has included prominent scientists, researchers, and practitioners in diverse fields of biology. From 1901 to 1996, membership of the club was limited to 50 members, all of whom were male (Perry 2007, 8). It was not until 1995 that women were recruited to join the club; the organization's first female president was elected in 2005 (The Washington Post 2005). Because of the limited membership opportunities, club members have historically been leaders in their respective fields. Members have often held influential positions in Washington, D.C.-area educational institutions, government agencies, and non-profit organizations, directing research and policy at the national level. Since its inception, the WBFC has provided a forum for members with ties to the Smithsonian Institution, the USDA, the Department of the Interior, the National Institute of Standards and Technology, the University of Maryland, Georgetown University, George Washington University, the National Council for Science and the Environment, and many others. Their membership has included multiple directors of the National Museum of Natural History, the National Zoological Park, the Fish and Wildlife Service, and the

Patuxent Wildlife Refuge. These ties with various institutions have made the WBFC a uniquely influential avocational club.

Notable members with achievements outside the WBFC include Vernon Bailey, who developed live traps that would not harm small animals during study; Frederick Coville, whose research allowed for blueberries and cranberries to be grown commercially; Henry Henshaw, a zoologist and ethnologist who completed an extensive study on native North American languages; Charles Piper, who is credited with making the soybean one of America's top crops; and Roger Tory Peterson, who developed the first modern field guide with his "A Field Guide to the Birds" in 1934.

In the realm of national policy, influential members have included Gifford Pinchot, the first chief of the U.S. Forest Service and "father" of modern forestry; Howard Zahniser, who was critical to the creation of the 1964 Wilderness Act which made it possible to preserve and protect certain lands in the U.S. from development (Eckerlin et al. 2021, 13); Clarence Fredine, who as chief of the National Park Service's Division of International Affairs in 1964 organized and expanded student conservation programs and developed the service's policies for international activities; and John S. Gottschalk, who as director of the Bureau of Sport Fisheries and Wildlife (1964-70), initiated the first formal endangered species program, introduced innovative waterfowl management concepts, and brought about the ban on the use of DDT (Ravo 1999). Although these achievements were made outside the WBFC, the prestigious membership of the WBFC was particularly unique for a scientific club.

Today, the WBFC has about 65 active members. Research is still conducted on the island by members and outside researchers; the club offers research grants to those seeking financial assistance to complete a study (Washington Biologists' Field Club 2021c). Grants have helped fund studies on fish in the Potomac River, on breeding birds on the island, on plants specific to the area, and many other topics (Perry 2007, 11). The breadth of research completed on Plummers Island supports the claim that it is the most thoroughly studied island in North America (Ethridge 1951; Eckerlin et al. 2021, 12).

In addition to conducting research, members of the club have maintained the natural and man-made elements of the island. In the mid-1960s, repairs were made to the property, specifically the cabin, which had been frequently vandalized. Shutters were added to windows, sturdier doors were installed, the roof was replaced, and the kitchen was enlarged and given new windows. Maintenance repairs were made again the 1990s, including reconstruction of the original fireplace with brick and concrete block, replacing an original wood surround. Support beams were added to the cabin interior to reinforce the roof and provide additional storage. In 2015, the chimney was reconstructed using the original fieldstone. This regular upkeep of the cabin has allowed members to continue to utilize the space there while completing research (Perry 2007, 10). The WBFC still meets on the island to complete research, attend annual meetings -- which often coincide with an annual shad bake and oyster roast -- and to spend time in the natural environment they have preserved on the island for over 100 years.

Evaluation

The Washington Biologists' Field Club on Plummers Island is eligible for inclusion in the NRHP under Criterion A. The WBFC is a twentieth-century, private-club research station set on an island in the Potomac River. For over a century, Plummers Island has been used by scientists for short- and long-term biological research studies as well as natural history and geological studies. Nearly 400 published studies have established and expanded upon a continuous body of research encompassing 120 years of observation. These studies have provided a unique source of long-term historical data for comparative studies involving the effects of outside forces such as climate change, invasive species, and pollution. Few places in the world provide a similar breadth of historical data with a location so close to a national capital.

In part due to the WBFC's proximity to Washington, D.C., club members, consisting of some of the leading researchers in their respective fields, have contributed to, influenced, and continue to inform new knowledge and understanding of biology, natural resources, and agriculture (Perry 2007, iv). The WBFC has been a forum for major scientific figures in the twentieth-century environmental movement for over a century. This membership of influential policymakers is unique among twentieth-century naturalist clubs.

The WBFC is eligible for listing in the NRHP under Criterion A for its association with contributions to science and conservation as the site of long-term scientific studies conducted by the club and as the meeting place for the club's collective membership of influential and accomplished scientists.

The WBFC is not eligible under Criterion B. Although there have been several notable individual members of the club that have made lasting and significant contributions to their fields, these specific accomplishments were made outside of their association with the WBFC. Such individuals are more appropriately represented by other properties more directly associated with their productive lives. Their cumulative importance as part of a club of prominent scientific members is best expressed under Criterion A.

With respect to NRHP Criterion C, the built environment of the WBFC is not a unique resource. The island contains a natural landscape that has evolved over time with limited human intervention. The only building on the island, the 1901 cabin, is typical of vernacular buildings of the period and has been altered. Other structures or designed elements include the fire pits, memorial plaques, hiking trails, and signs. Neither the cabin nor these simple additions represent the work of a master or possess high artistic value. As a natural landscape, its significance is derived from an association with the research and studies conducted on it; therefore, the WBFC is not significant under Criterion C.

The resource was not evaluated under Criterion D.

Period of Significance

The WBFC derives its significance from its role as an important research site and for its unique membership including influential Washington, D.C.-area biologists. Its period of significance begins in 1901, when the club acquired the island, constructed the cabin, and began their work on the island, and continues to 1971, the current 50-year cut-off date as established by the NPS in National Register Bulletin 16A, regarding historic properties in which significant activities began within the period of significance and continue to have importance, but no more specific date can be identified to end the historic period (U.S. Department of the Interior National Park Service 1997, 42). The WBFC does not qualify as exceptionally important under Criteria Consideration G, but future investigations may determine that the period of significance extends beyond 1971.

Character-Defining Features

Cabin site: the cabin site includes the cabin, picnic area, and fire pit (A) atop the easternmost rock formation. The 1901 cabin and adjacent picnic site have been used since the club's founding as a gathering place for researchers during their studies and club events and continue to be used as such. The cabin has been altered with new materials as part of repairs over time, but its use and overall design remain intact. Likewise, although the picnic tables themselves are 1990s replacements, the picnic area has been in continuous use since the establishment of the club on Plummers Island in 1901.

Memorial plaques: these plaques on the western rock formation of the island commemorate past important members of the club and indicate the location of several members' cremated remains. The plaques demonstrate the important role the island has played in members' lives and are one of the club's few physical alterations to the island, reflecting the value of past contributions of the founders and other members to the club.

Walking trails: the trails were established by club members to access the cabin, picnic site, and study areas and have been an integral part of the landscape for over a century. Although walking trails may change over time, the presence of trails on the island (as opposed to specific alignments or locations) is an important aspect of the WBFC's character.

Cactus Rock: a local landmark used as a traditional gathering spot and Potomac River overlook; it has also played an important role in the study of lichens on the island.

The natural, unplanned character of the Plummers Island landscape: although specific plants, plant communities and geological features, other than those noted above, do not contribute to the historical significance of the WBFC, the overall character of the landscape, which has been allowed to evolve naturally and organically for over a century, is a character-defining feature of the property. The continual, undirected growth and evolution of the natural environment played a pivotal role in the club's contributions over the last century, as researchers studied changes to the flora and fauna of the island resulting from outside stimuli such as drought, invasive species, pollution, etc. that reflect similar changes occurring in the world at large.

Fire pit (B) and fire pit (C) do not contribute to the property's significance. These appear similar to fire pit (A) but are not in use

and are not documented in the club's history. The NPS sign near the entrance to the island is a later replacement and is also noncontributing.

Integrity

The WBFC and Plummers Island have undergone continuous change and evolution over time. As such, the integrity of the WBFC is not tied closely to design, materials, and workmanship, but more to the location, setting, feeling, and association.

The WBFC has integrity of location due to its continued presence on Plummers Island.

The WBFC retains integrity of design. The layout and appearance of the buildings and structures on the island retain the appearance of an early twentieth-century naturalist club.

Setting: The WBFC retains integrity of setting. The island's natural landscape has undergone continuous change, but specific flora and fauna are not critical to the club's significance. The natural setting on Plummers Island is intact.

The WBFC lacks integrity of materials and workmanship. Changes to the cabin and picnic area over time include the replacement of doors and the roof, the addition of ceiling support beams, the reconstruction of the fireplace, and the reconstruction of the chimney. However, these aspects of integrity are not critical to the WBFC's significance.

The WBFC retains integrity of feeling and association. The island location, natural landscape, and the presence of the cabin, picnic area, walking trails, and other features combine to convey the character of the WBFC from the early through the mid-twentieth century.

Boundary

The resource encompasses 12.23 acres and is confined to the current tax parcel which is found on Montgomery County Tax Map GN11, Parcel P705 (2021).

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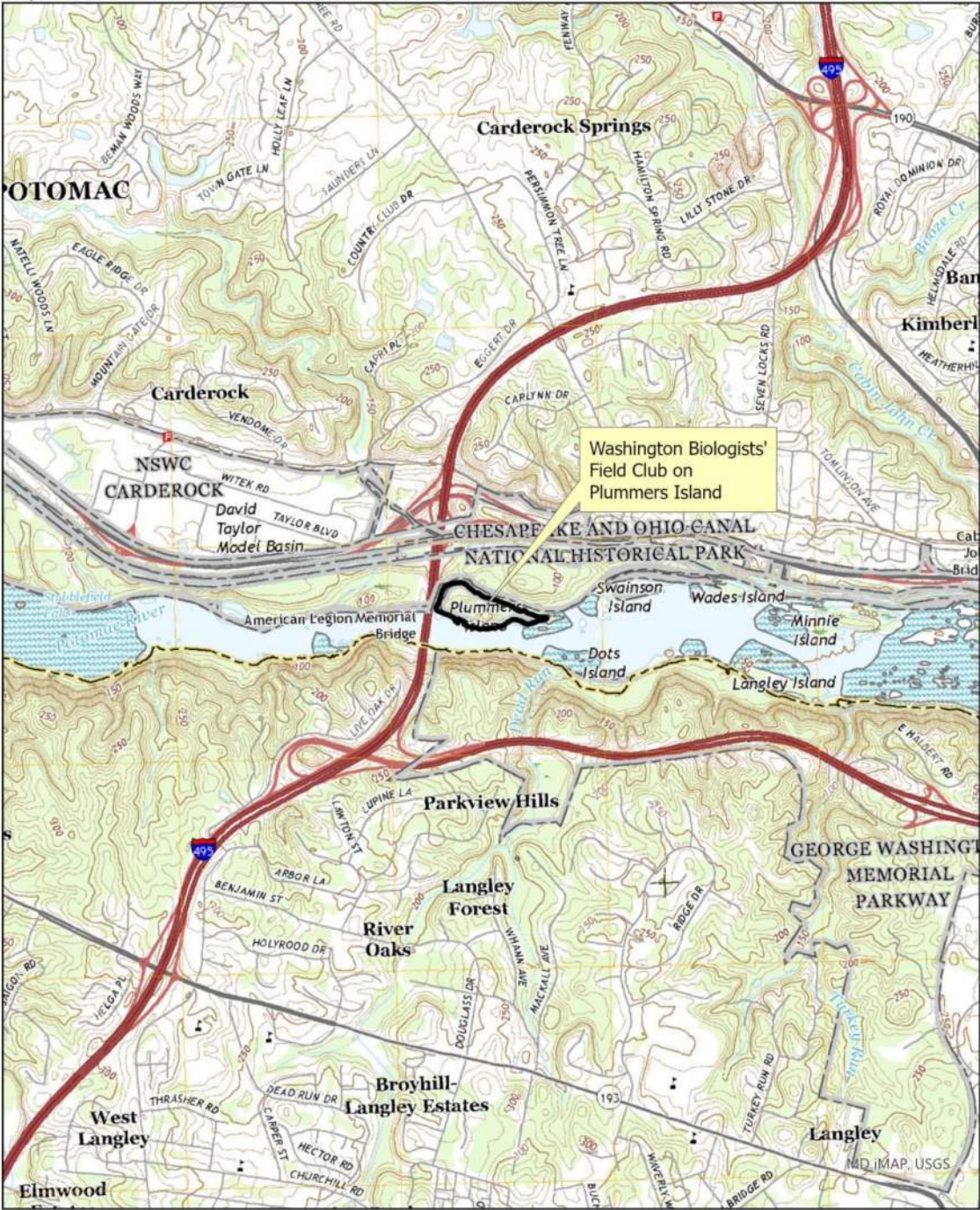
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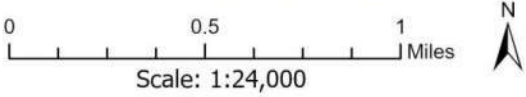
Washington Biologists' Field Club on Plummers Island

Location: Plummers Island on the Potomac River
City: Cabin John

Montgomery County



USGS 7.5' Quadrangle - Falls Church



Washington Biologists' Field Club on Plummers Island

Location: Plummers Island on the Potomac River
City: Cabin John

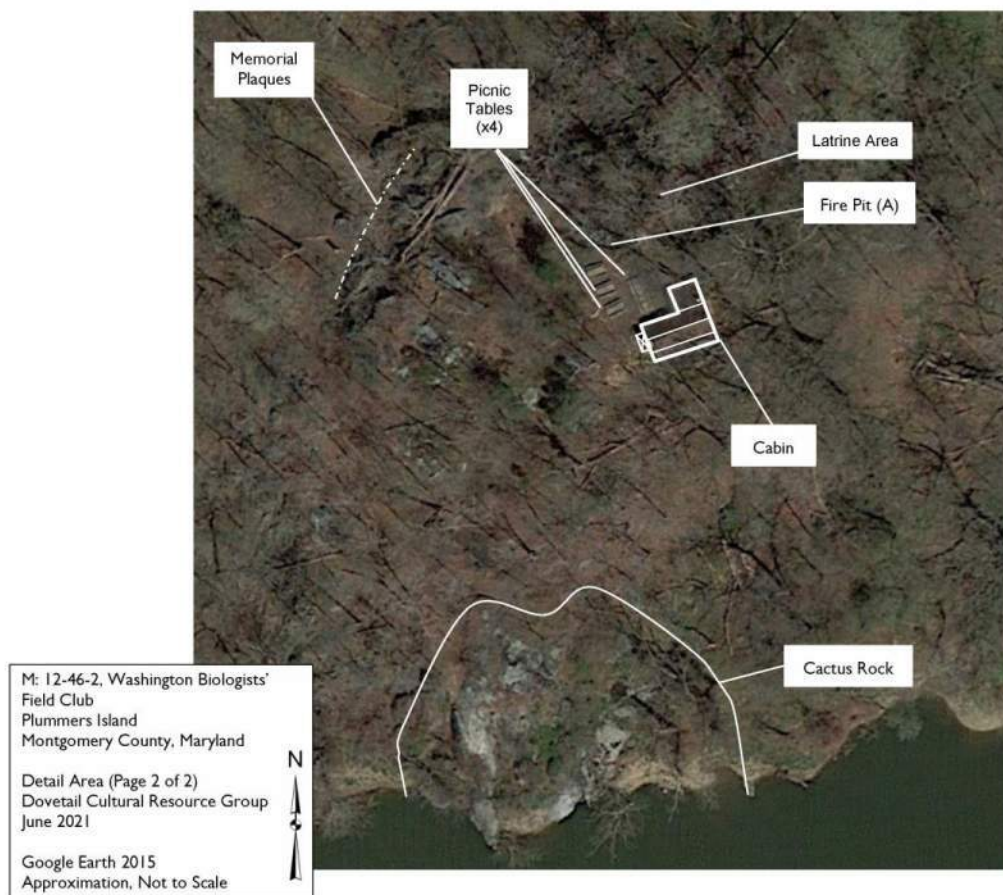
Montgomery County

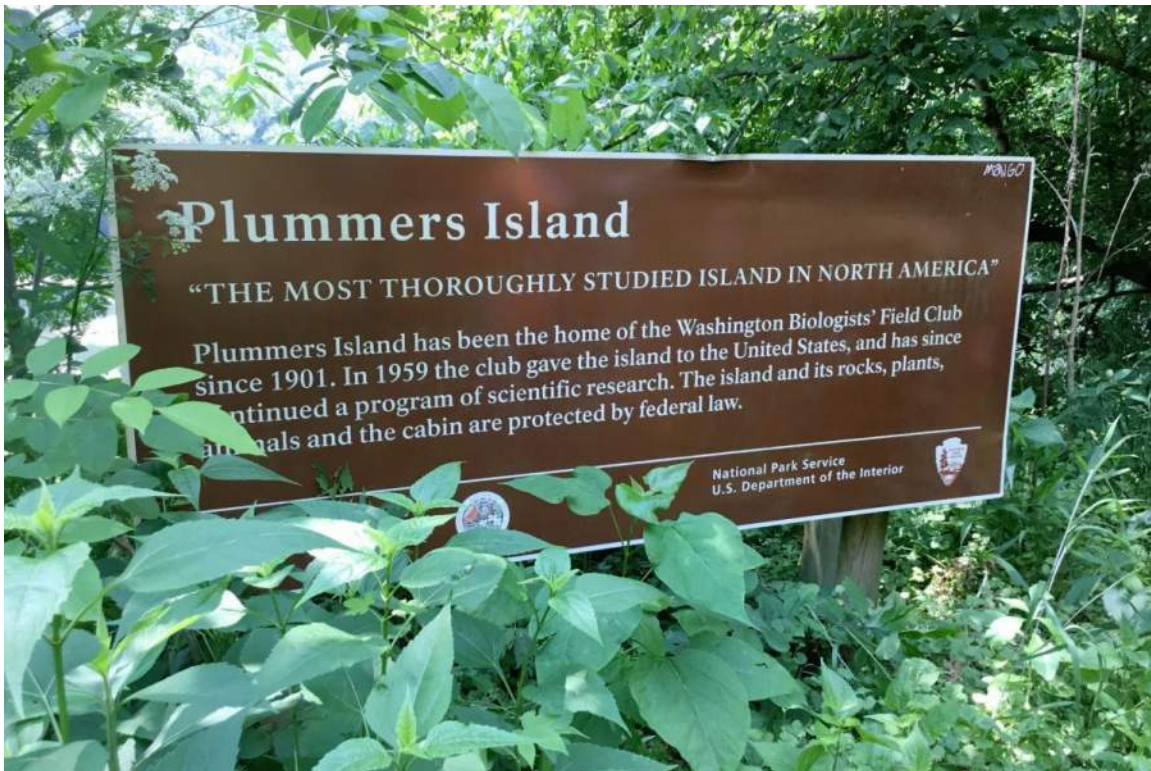


Plummers Island

[illegible]

MAPS





Plummers Island signage, looking south.



Walking trail in eastern section of Plummers Island with flagging pins in the background demarcating a study area, looking west.



Walking trail in eastern section of Plummers Island showing natural growth of flora on the island, looking west.



WBFC cabin, southwest oblique.



WBFC cabin, northeast oblique.



WBFC cabin, east elevation.



WBFC cabin, west elevation.



WBFC cabin kitchen projection, north elevation, looking southeast.



Detail of WBFC cabin chimney stack on west elevation, looking south.



WBFC cabin interior, fireplace surround on western wall.



Set of picnic tables situated immediately northwest of the cabin, looking west.



Stone fire pit (A) immediately west of cabin, looking north.



View of memorial plaques, looking northeast.



Cactus Rock, looking south.



View of a research study location of an invasive plant with typical pin flag demarcation, looking south.



Fire pit (B) in western half of the island, looking east.



Remnants of stone fire pit (C) in western half of the island, looking east.



Original Plummers Island sign now stored inside of WBFC cabin.



Plummers Island southern shore, looking west towards American Legion Bridge.

PHOTO LOG

Number of Photos: **19**

Name of Photographer: **Heather Dollins Staton**

Date of Photographs: **2021-05-26**

Location of Original Digital File:

File Format: **M: 12-46-2_2021-05-26_01.tif... etc.**

Photographs inserted on continuation sheets:

M: 12-46-2_2021-05-26_001

Plummers Island signage, looking south.

M: 12-46-2_2021-05-26_002

Walking trail in eastern section of Plummers Island with flagging pins in the background demarcating a study area, looking west.

M: 12-46-2_2021-05-26_003

Walking trail in eastern section of Plummers Island showing natural growth of flora on the island, looking west.

M: 12-46-2_2021-05-26_004

WBFC cabin, southwest oblique.

M: 12-46-2_2021-05-26_005

WBFC cabin, northeast oblique.

M: 12-46-2_2021-05-26_006

WBFC cabin, east elevation.

M: 12-46-2_2021-05-26_007

WBFC cabin, west elevation.

M: 12-46-2_2021-05-26_008

WBFC cabin kitchen wing, north elevation, looking southeast.

M: 12-46-2_2021-05-26_009

Detail of WBFC cabin chimney stack on west elevation, looking south.

M: 12-46-2_2021-05-26_010

WBFC cabin interior, fireplace surround on western wall.

M: 12-46-2_2021-05-26_011

Set of picnic tables situated immediately northwest of the cabin, looking west.

M: 12-46-2_2021-05-26_012

Stone fire pit(A) immediately west of cabin, looking north.

M: 12-46-2_2021-05-26_013

View of memorial plaques, looking northeast.

M: 12-46-2_2021-05-26_014

Cactus Rock, looking south.

M: 12-46-2_2021-05-26_015

View of a research study location of an invasive plant with typical pin flag demarcation, looking south.

M: 12-46-2_2021-05-26_016

Fire pit (B) in western half of the island, looking east.

M: 12-46-2

Washington Biologists' Field Club on Plummers Island

PHOTO LOG

M: 12-46-2_2021-05-26_017

Remnants of stone fire pit (C) in western half of the island, looking east.

M: 12-46-2_2021-05-26_018

Original Plummers Island sign now stored inside of WBFC cabin.

M: 12-46-2_2021-05-26_019

Plummers Island southern shore, looking west towards American Legion Bridge.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Washington Coca-Cola Bottling Plant Silver Spring Inventory Number: M: 33-31
Address: 1710 Elton Road Historic district: ☐ yes ☒ no
City: Silver Spring Zip Code: 20903 County: Montgomery
USGS Quadrangle(s): Beltsville
Property Owner: CCBCC Operations Tax Account ID Number: 05-00281444
Tax Map Parcel Number(s): N100 Tax Map Number: KP22
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: 1/2/2019
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☒ 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).

Previously surveyed Coca-Cola properties in Maryland include the Candler Building/Coca-Cola Building (B-1002), Frederick Coca-Cola Bottling Plant (F-3-261), National Register of Historic Places (NRHP)-listed Coca-Cola Bottling Company of Baltimore Building (B-5270/13000847) and NRHP-listed Coca-Cola Company Baltimore Branch Factory (B-3685/01000407).

Location/Setting

The Washington Coca-Cola Bottling Plant (Silver Spring) is located at 1710 Elton Road in Silver Spring, Montgomery County, northeast of the Capital Beltway (I-495)/New Hampshire Avenue (MD 650) interchange. The property is in a densely developed area of the county, surrounded by apartment buildings, shopping centers and other commercial developments, single-family residences, office buildings, and industrial properties. The plant is bordered to the north by the Hillandale Forest residential community, to the south by Elton Road, to the west by the Hillandale Shopping Center, including a SunTrust bank, and to the east

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

by the Executive Court office park. The building is sited on the western edge of the property. It is separated from Elton Road by a grass lawn and planting beds with a concrete pedestrian walkway connecting the building's entrance to the public sidewalk. On the east side of the front lawn, adjacent to the driveway, is a utility access area screened by low bushes. The building is surrounded on its north and east sides by asphalt parking lots, and a driveway is located to the east of the building, connecting the rear parking lot and loading docks to Elton Road.

Architectural Description

The New Formalist Washington Coca-Cola Bottling Plant (Silver Spring) was constructed in 1969 as a nearly rectangular shaped manufacturing plant. This tall one-story building has a two-story office section at the south-facing façade. The plant portion of the building extends to the north and consists of two large square masses similar in size and height.

The office section is clad on the first story with red brick set in a running bond pattern and on the second story with square white marble panels. The second story extends over most of the first story to create a covered walkway along the façade. This overhang is supported by seven pairs of thin square columns clad in white marble and joined by red-painted, diamond-patterned metal screens. The ends of the overhanging second story each have a single white square column clad in white marble. On the east end, the marble panels wrap around the side of the building but stop at the end of the office section of the building. The marble panels continue beneath the overhang and onto the covered walkway ceiling. Small light fixtures are inset into the walkway's ceiling. The building's employee entrance is located beneath the overhang, facing south along Elton Road. It consists of a set of double-leaf glass doors, likely replacement, in black painted frames. The doors are surrounded by glass panes set in black-painted metal frames. The building number, 1710, is painted on the glass transom above the doors. Inside these doors is an open riser switchback staircase leading to the second floor. The staircase consists of a metal frame, painted white, with gray terrazzo treads and landing. A silver metal handrail is present on both sides of the staircase, supported by balusters made of thin white-painted metal, bent into a wave-like shape. Beyond the staircase, the lobby has otherwise been altered from its original design. The east side of the façade, below the marble-paneled overhang, is a window wall, consisting of large, fixed glass panes over solid black-painted panels. Both the glass and solid panels are set in a black-painted metal frame. A single-pane fixed window is located west of the entrance. Above the entrance, affixed to the marble-clad face of the second-story overhang, a back-lit plastic sign reads "Coca-Cola" in the company's trademark script. At the furthest east end of the façade, a turnstile provides secured pedestrian access to the shipping and receiving areas.

The façade is extended to the west by an adjacent two-story section with a slightly lower roofline. A continuation of the first story of the marble-clad section, it is clad in the same running-bond brick; this section has a flat roof and a corbeled brick parapet. At this part of the building, the covered walkway of the adjacent marble overhang continues across the façade in the form of a flat-roofed canopy supported by five pairs of thin white-painted square piers. The canopy includes small attached fixtures, unlike the recessed lights of the overhang. Two single-pane fixed windows, identical to the one west of the main entrance, are located beneath the canopy. This section's second-story west elevation has seven windows, which were not viewable during this survey. Google aerial views, however, show five single and two double windows, each consisting of a larger upper pane, likely fixed, and a smaller lower pane.

The façade's west end is a blind one-story section clad in stacked-bond brick with a corbeled parapet. Set forward of the adjacent two-story section, it stands flush with the plane of the marble-clad overhang to the east. A visitor entrance, comprising a glass door with glass surround set in a black-painted metal frame, is located at the east elevation of this section, approached from the adjacent flat-roofed canopy. The door is flanked by single pane glass sidelights and is topped by a three-panel transom. The words "Coca-Cola Silver Spring" are painted on the transom above the door.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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The plant section is clad in red brick laid in a running bond pattern, topped with corrugated metal paneling and coping on its north, west, and east sides. It has limited fenestration, as the majority of the building's windows are located on its façade.

The plant features multiple garage entrances and secondary pedestrian entrances. Intact garage entrances include an overhead roll-up door with three sets of rounded-corner rectangular windows at its center. The number of windows varies between nine and fifteen, depending on the size of the door. There are four garage entrances on the east elevation, three of which have been filled in. There are nine garage entrances on the south elevation; one has been filled in, four have been converted to modern loading docks, one has a replacement garage door, and three remain intact.

Pedestrian entrances include a single-leaf solid metal door on the west elevation, two single-leaf metal doors with square windows and three single-leaf solid metal doors on the east elevation, two sets of double-leaf solid metal doors on the east elevation, and one single-leaf solid metal door on the second floor of the office block where it extends slightly from the building. This door also features a metal staircase, painted black, connecting it to the ground level.

A low parapet wall surrounds the building's flat roof. Numerous square skylights allow light into the building. The roof also houses mechanical heating, ventilation, air conditioning, and refrigeration equipment and related piping. Metal vents are present throughout the roof. A short brick chimney extends through the roof at the northeast corner.

A large advertising sign reading "Enjoy Coca-Cola" is present on the building's roof at the west elevation, facing west. The sign consists of metal letters, painted red, attached to a black-painted metal screen supported by a black-painted metal framework. Holes in the lettering indicate that the sign may once have included neon tubing, which is no longer extant.

A black-painted sliding metal security gate, decorated with a red and white Coca-Cola bottle emblem, is located across the driveway along Elton Road. The north and east sides of the property are bordered by a tall metal security fence. On the south side of the property, facing Elton Road, the fence consists of diamond-patterned panels matching the screens between the columns at the façade and is set atop a brick wall. The parking lot at the south elevation features a concrete ramp sloping down toward the building to allow access to the loading docks. Four vertical cylindrical storage tanks with related piping are located on the east side, directly adjacent to the building. The two tanks to the north are identical in size, both taller than the building, and the two tanks to the south consist of a tank taller than the building and a tank shorter than the building.

Historic Context

In the 1960s, the James E. Crass Coca-Cola Bottling Plants, Inc. (Crass) owned and operated all three of the Coca-Cola plants in the Washington, D.C., area. These plants were located in Alexandria, Virginia; Capitol Heights, Maryland; and Silver Spring, Maryland (Goodman 1961, C11). Crass was one of the largest independent bottling companies in the country and owned seventeen bottling plants in four states and Washington, D.C. (Goodman 1962, A23).

The Washington Coca-Cola Bottling Company, a Crass company, announced plans in January of 1960 to build a new bottling plant to replace the Coca-Cola Bottling Works located in downtown Silver Spring (The Washington Post 1960, B13). The Coca-Cola Bottling Works was located in a small Art Deco Style building at 1110 East West Highway and had been in operation since 1942 (Seltzer, n.d.). This earlier plant followed the design guidelines developed by the Standardization Committee of Coca-Cola Bottlers and adopted in 1929 and 1932 (Martin, 2018).

Plans for the new Washington Coca-Cola Bottling Plant (Silver Spring) called for a fully air-conditioned, state-of-the-art 100,000 square foot facility to be constructed on Elton Road on the former Idlewild Dairy property. This property, off New Hampshire

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Avenue, was adjacent to the proposed route for the Washington Circumferential Highway (Capital Beltway), which would provide the company's trucks easy access to the rest of the Washington, D.C., Metropolitan Area (The Washington Post 1960, B13). The Washington Coca-Cola Bottling Company took ownership of the property in July 1961 (Montgomery County Land Records, 2869: 338).

The proposed Elton Road plant, designed by New York-based Luria Engineering Company, was designed to look "more like a campus library" than an industrial plant, with a symmetrical façade, grand entrance with pediment, and a large cupola with clock. The new building would be more than just an industrial plant and would feature office space and a community room for use by "civic and youth organizations." (The Washington Post 1960, B13). The planned plant was never constructed and the property on Elton Road remained undeveloped throughout the 1960s.

In 1961, Crass's Coca-Cola Bottling Company of Alexandria announced plans to replace its bottling plant in downtown Alexandria with a new facility (Goodman 1961, C11). The Alexandria plant, reported to be the largest bottling facility in the world in 1961, designed by Budina and Freeman, shares design elements with the unbuilt Silver Spring plant. These common features include air conditioning, a community room, and Colonial Revival-style architecture (Davis 1961, C11). The Alexandria Coca-Cola Bottling Plant is more restrained in its design than the unbuilt Silver Spring plant, lacking the elaborate details such as the cupola and grand entrance, instead featuring simple Colonial Revival details such as double-hung multi-light windows, brick cladding, and a gabled roof.

The final segment of the Capital Beltway opened in 1964 with a ribbon-cutting ceremony at the New Hampshire Avenue interchange, just southwest of the bottling plant site on Elton Road (Kozel 2007). The Washington Coca-Cola Bottling Company sold the Coca-Cola Bottling Works in Silver Spring on East West Highway a year later, but the Elton Road site remained vacant (Goodman 1965, D8).

It was not until 1969, nine years after the announcement of the new plant, that construction began on the new Washington Coca-Cola Bottling Company plant in Silver Spring on Elton Road. Construction of the 110,000 square foot plant was completed in November 1969, and it was immediately put into service, producing 1,500 bottles of Coca-Cola per minute (Kelley 1969, M2). To celebrate the plant's opening the company held a public open house, offering guided tours, music, door prizes (including a chance to win a color television), and free bottles of Coke to all attendees (Washington Coca-Cola Bottling 1969, E8). The Silver Spring plant's New Formalist architecture differed from the Colonial Revival architecture of Crass's Alexandria plant. There was no longer a common architectural language for Coca-Cola plants in the region. In addition, the 1950s and 1960s brought bottling innovations such as the invention of the aluminum can, the introduction of new bottle sizes, automated manufacturing lines, and the introduction of new products, which changed the way plants were designed and operated (Coca-Cola, 2018).

During the 1970s, the Coca-Cola Company restructured its bottling system throughout the nation. Crass and its bottling plants were for sale and Coca-Cola worried that it might lose control over its bottlers, so the company arranged financing and management to combine the privately-owned Crass with a corporate subsidiary, the Coca-Cola Bottling Company of Baltimore. The \$200 million transaction in 1980 created the Mid-Atlantic Coca-Cola Bottling Company and relocated its administrative offices to the Silver Spring plant. Coca-Cola granted the new company distribution rights for most of Maryland, Washington, D.C., Virginia, and parts of Pennsylvania and Ohio. As part of the reorganization, the company closed the majority of its bottling plants, leaving only the facilities in Alexandria, Silver Spring, and Baltimore in operation (Potts 1983, WB1).

Further consolidation of the bottling companies in the 1980s created Coca-Cola Enterprises Northeast which owned both Mid-Atlantic Coca-Cola Bottling Company and the New England Coca-Cola Bottling Company. In 1988, the company moved its headquarters to Columbia, Howard County, Maryland and announced plans to close its Silver Spring bottling plant and relocate

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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operations to a new facility in Columbia. The group's president explained that the decision was a result of the urbanization of Silver Spring, noting that "Twenty years ago, Silver Spring was in the middle of the suburbs. Now, we have high-rises all around us. The business is not conducive to operating in a residential neighborhood" (Rosenthal 1988, 11D).

The consolidated facility in Howard County was never built, and the Silver Spring bottling plant remains in operation. By 2018, it was owned and operated by Coca-Cola Bottling Company Consolidated, the largest independent bottler in the United States, with thirteen plants throughout the country (Coca-Cola Bottling Company Consolidated 2018).

The Washington Coca-Cola Bottling Plant (Silver Spring) has only received minor alterations since its original construction. The Elton Road façade appears to show no sign of changes. Alterations have occurred on the secondary south and east elevations. These consist of the "bricking in" of several garage bays (dates unknown), replacement of garage bays with modern loading docks on the south elevation, and installation of piping connecting the circa 1990s vertical storage tanks into the building. On the rooftop, near the "Enjoy Coca-Cola" sign facing west, historic images show an advertising icon consisting of an oversized Coca-Cola bottle, which was removed at an unknown time.

Eligibility Determination

The Washington Coca-Cola Bottling Plant (Silver Spring) was evaluated in accordance with the Suburbanization Historic Context Addendum and NRHP Criteria A, B, and C. It is an example of the manufacturing plant building type. The property was not evaluated for eligibility under Criterion D.

Under Criterion A, manufacturing plants should have significant associations with historical trends, such as transportation improvements or government expansion. As a later example of the suburban manufacturing plant building type and one of many plants constructed adjacent to the Capital Beltway, the Washington Coca-Cola Bottling Plant (Silver Spring) does not have a significant association with such trends, and thus is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. Therefore, the Washington Coca-Cola Bottling Plant (Silver Spring) is not eligible under Criterion B.

To derive significance under Criterion C, an individual manufacturing plant must be the work of a master or possess high artistic value. The Washington Coca-Cola Bottling Plant (Silver Spring) possesses high artistic value as an example of New Formalism, particularly as expressed within the context of manufacturing facilities. The plant's design is distinctive when compared to other Coca-Cola bottling plants in the region, such as the restrained Colonial Revival-style Alexandria Coca-Cola Bottling Plant or the earlier Art Deco-style bottling plants in Baltimore and Frederick.. Thus, the Washington Coca-Cola Bottling Plant (Silver Spring) is eligible under Criterion C.

The Washington Coca-Cola Bottling Plant (Silver Spring) is eligible for the National Register of Historic Places. The period of significance is 1969, the year of completion. The plant retains high integrity, with character-defining elements, such as its rectangular massing, smooth stone paneling, column-like supports, lobby staircase, and diamond-pattern metal fence with brick base, all present and in good condition. As a manufacturing plant, alterations to the building such as the replacement of garage doors with loading docks are expected and do not diminish the overall integrity of the building. The eligible boundary of this resource is the parcel boundary, which has remained the same since originally platted.

The property encompasses 4.61 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map KP22, Parcel N100 (2017).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Date

Reviewer, National Register Program

Date

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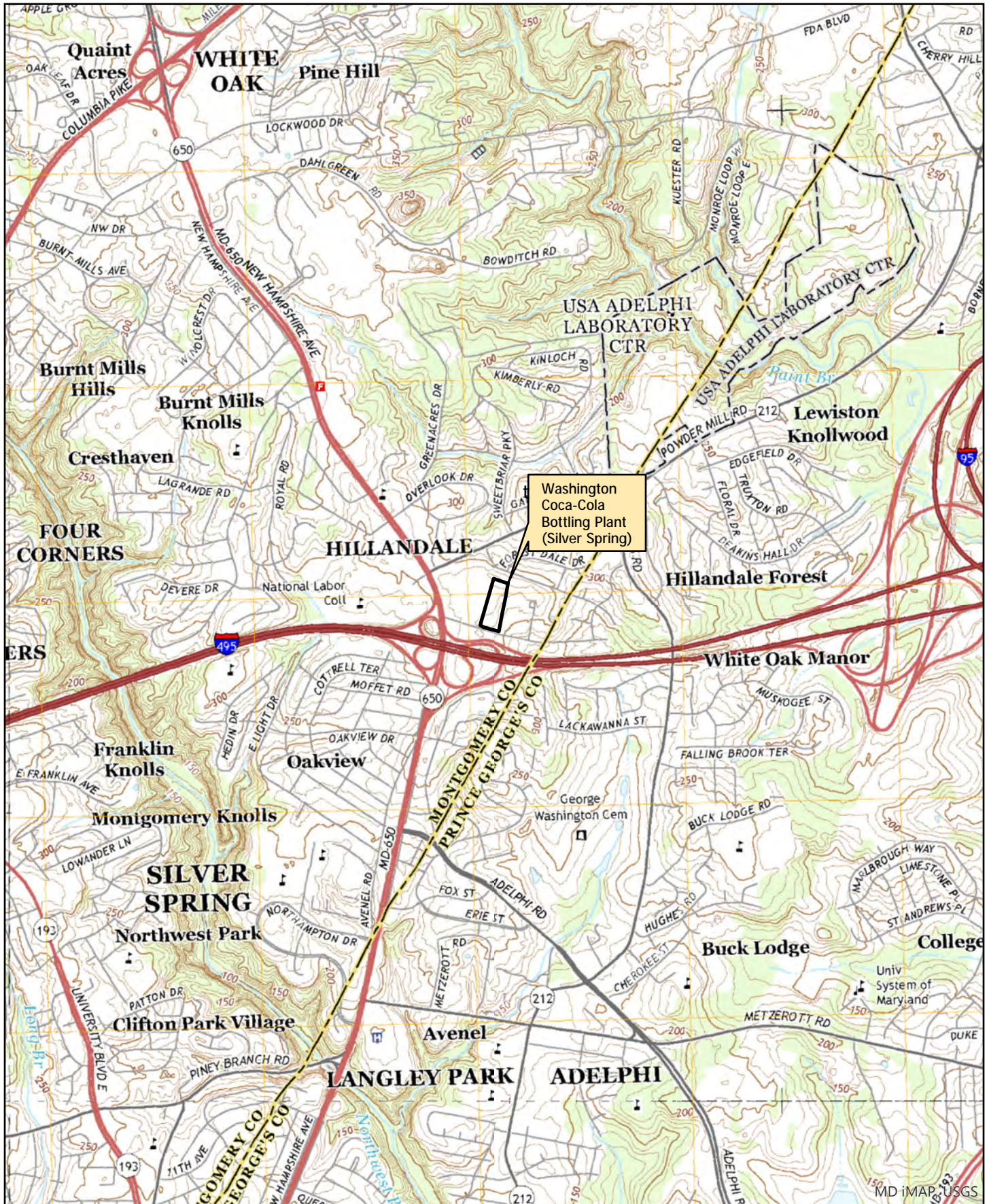
Washington Coca-Cola Bottling Company. “Open House.” Advertisement. The Washington Post, November 9, 1969, E8. ProQuest.

MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G**MHT Comments:**_____
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

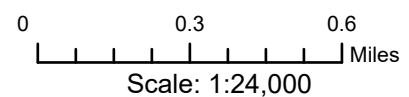
Washington Coca-Cola Bottling Plant (Silver Spring)

Location: 1710 Elton Road
City: Silver Spring

MIHP#: M: 33-31
Montgomery County



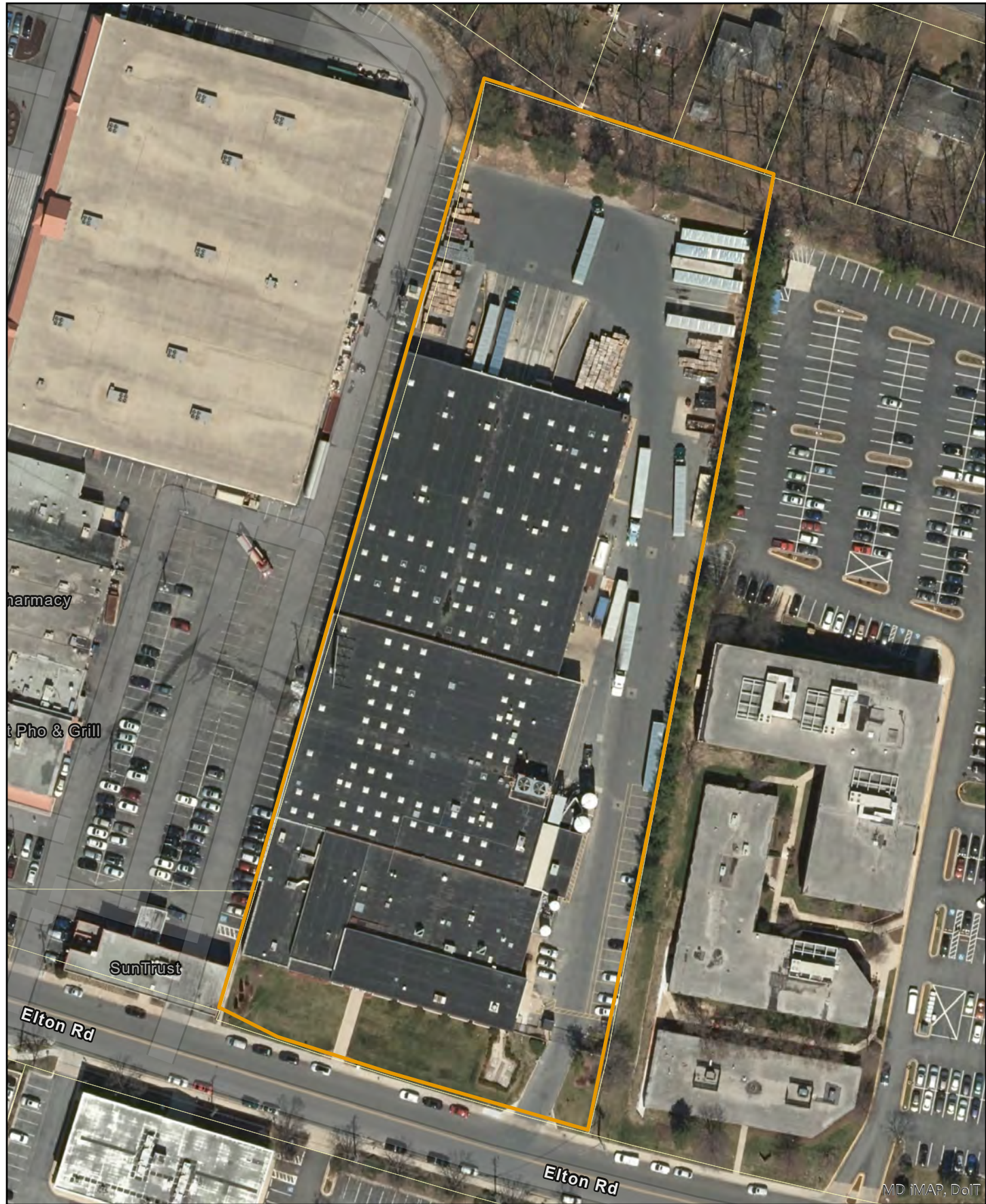
USGS 7.5' Quadrangle - Beltsville



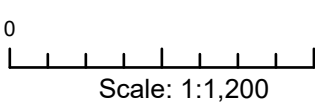
Washington Coca-Cola Bottling Plant (Silver Spring)

Location: 1710 Elton Road
City: Silver Spring

MIHP#: M: 33-31
Montgomery County



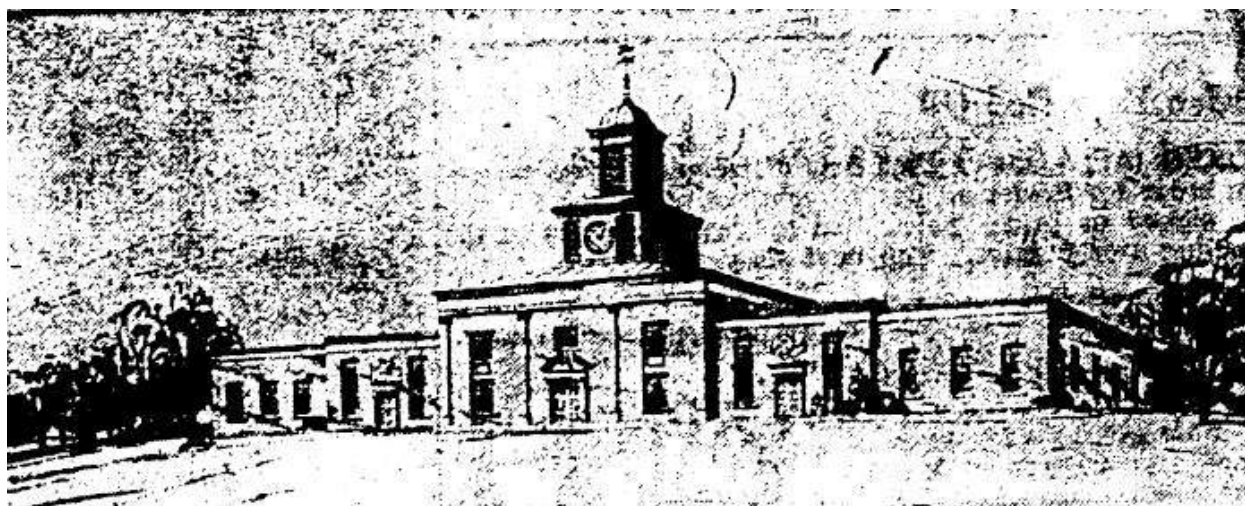
Parcel Boundaries



Washington Coca-Cola Bottling Plant (Silver Spring)

1710 Elton Road

Silver Spring, Montgomery County, Maryland



Projected Coca-Cola Plant

Historic Image 1: Washington Coca-Cola Bottling Plant (Silver Spring), Unbuilt Original Design, 1960.

Image from *The Washington Post*, January 17, 1960, Page B13.



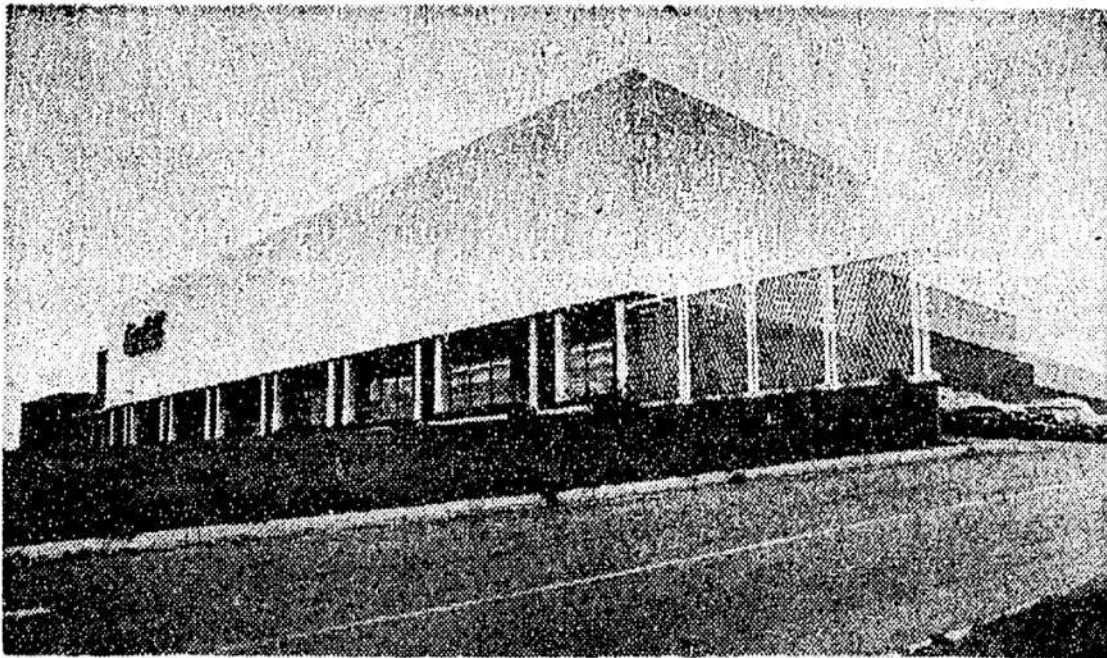
Historic Image 2: Alexandria, Virginia Coca-Cola Bottling Plant, 1961.

Photo by Ellsworth Davis, *The Washington Post*, November 26, 1961, Page C11.

Washington Coca-Cola Bottling Plant (Silver Spring)

1710 Elton Road

Silver Spring, Montgomery County, Maryland



By Tom Kelley—The Washington Post

Historic Image 3: Washington Coca-Cola Bottling Plant (Silver Spring), 1969.

Photo by Tom Kelley, *The Washington Post*, November 9, 1969, Page M2.



Historic Image 4: Rooftop "Enjoy Coca-Cola" sign and Coca-Cola bottle, unknown date.

Photo from Hillandale Citizens Association, *A Twenty Minute Look at Hillandale*, slide 13.

Silver Spring, Montgomery County, Maryland

Historic Image 5: Washington Coca-Cola Bottling Plant (Silver Spring) Open House, 1969.
Image from *The Washington Post*, November 9, 1969, Page E8.

**Maryland Historical Trust
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Inventory No M: 33-31

Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 1



Photo 1 of 14: Façade, view from Elton Road looking northwest.



Photo 2 of 14: Façade, view from Elton Road looking northeast.

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Historic Properties Form**

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Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 2



Photo 3 of 14: Employee entrance at façade, view from Elton Road looking north.



Photo 4 of 14: Detail of employee entrance, view looking north.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 33-31

Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 3



Photo 5 of 14: Interior view of staircase at employee entrance, looking southwest.



Photo 6 of 14: Visitor entrance and covered walkway, view from employee entrance, looking west.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

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Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 4



Photo 7 of 14: East end of façade beneath marble-clad overhang, looking northeast.



Photo 8 of 14: South section of east elevation, view from parking area looking southwest.

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Historic Properties Form**

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Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 5



Photo 9 of 14: Center section of east elevation, view from shipping and receiving area, looking southwest.



Photo 10 of 14: East elevation garage door, view from shipping and receiving area, looking west.

**Maryland Historical Trust
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Historic Properties Form**

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Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 6



Photo 11 of 14: North elevation loading docks, view from shipping and receiving area, looking south.



Photo 12 of 14: West elevation, view from adjacent parking lot looking northeast.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 33-31

Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 7



Photo 13 of 14: Rooftop advertising sign, west elevation, looking northeast.



Photo 14 of 14: Security gate with Coca-Cola bottle emblem, view from Elton Road looking north.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 33-31

Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 8

PHOTO LOG

Name of Property: Washington Coca-Cola Bottling Plant (Silver Spring)
Name of Photographer: Melissa Butler, Dovetail Cultural Resource Group and Jacob Bensen, RK&K
Date of Photographs: September 10th and December 28th 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 14:
Façade, view from Elton Road looking northwest.
M; 33-31_2018-09-10_01.tif

Photo 2 of 14:
Façade, view from Elton Road looking northeast.
M; 33-31_2018-09-10_02.tif

Photo 3 of 14:
Employee entrance at façade, view from Elton Road looking north.
M; 33-31_2018-09-10_03.tif

Photo 4 of 14:
Detail of employee entrance, view looking north.
M; 33-31_2018-12-28_04.tif

Photo 5 of 14:
Interior view of staircase at employee entrance, looking southwest.
M; 33-31_2018-12-28_05.tif

Photo 6 of 14:
Visitor entrance and covered walkway, view from employee entrance, looking west.
M; 33-31_2018-12-28_06.tif

Photo 7 of 14:
East end of façade beneath marble-clad overhang, looking northeast.
M; 33-31_2018-12-28_07.tif

Photo 8 of 14:
South section of east elevation, view from parking area looking southwest.
M; 33-31_2018-12-28_08.tif

Photo 9 of 14:
Center section of east elevation, view from shipping and receiving area, looking southwest.
M; 33-31_2018-12-28_09.tif

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 33-31

Name Washington Coca-Cola Bottling Plant (Silver Spring)
Continuation Sheet

Number Photos Page 9

Photo 10 of 14:

East elevation garage door, view from shipping and receiving area, looking west.

M; 33-31_2018-12-28_10.tif

Photo 11 of 14:

North elevation loading docks, view from shipping and receiving area, looking south.

M; 33-31_2018-12-28_11.tif

Photo 12 of 14:

West elevation, view from adjacent parking lot looking northeast.

M; 33-31_2018-09-10_12.tif

Photo 13 of 14:

Rooftop advertising sign, west elevation, looking northeast.

M; 33-31_2018-09-10_13.tif

Photo 14 of 14:

Security gate with Coca-Cola bottle emblem, view from Elton Road looking north.

M; 33-31_2018-09-10_14.tif

Digital image files only, located at the Maryland Historical Trust.

None.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Washington DC Temple Inventory Number: M: 31-71
Address: 9900 Stoneybrook Drive Historic district: ☐ yes ☒ no
City: Kensington Zip Code: 20895 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Corporation of the Presiding Bishop of the Church of Jesus Tax Account ID Number: 13-03377561
Tax Map Parcel Number(s): Multiple Tax Map Number: HP52
Project: I-495/270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Matt Manning Date Prepared: 12/6/2018

Documentation is presented in: _____

Preparer's Eligibility Recommendation: ☒ 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 Washington D.C. Church of Jesus Christ of Latter-Day Saints (the Church or The Church of Jesus Christ) Temple (Washington D.C. Temple) is located at 9900 Stoneybrook Drive, on the north side of Interstate 495 (I-495) and Beach Drive in Kensington, Montgomery County. The temple is located north of Rock Creek Park in what is primarily a residential area, surrounded by a dense collection of trees around the property's perimeter. This resource includes two parcels totaling roughly 31.7 acres. The larger parcel contains 27.9 acres with the temple building, annex and the bridge that connects them, and an elaborately designed plaza that includes walkways, street lamps, formal gardens, and a fountain flanked by tree-lined parking lots--all of which is accessed by a wide curvilinear driveway leading southwest from Stoneybrook Drive where a gate and gatehouse are located. A utility building situated northwest of the temple is visible in aerial imagery, but was not accessed during the current survey. Also associated with this resource is a 3.82-acre parcel adjoining the northeast corner of the temple lot that contains a visitors' center and additional parking. A metal fence lines both parcels along Stoneybrook Drive. The primary elevation of the Washington D.C. Temple faces north toward the parking lot and formal ornamental garden. The temple and parking lot are oriented on a north-south axis with the gardens, walkways, and parking space arranged within a curvilinear circulation pattern. The irregular footprint of the

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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visitor center is situated within a circular walkway sidewalk with an oval-shaped parking lot filling the northeast corner of this smaller parcel. Both parcels are owned by the Corporation of the Presiding Bishop of the Church of Jesus Christ Latter Day Saints. Access to the temple parcel was not permitted during survey as the facility is undergoing a significant renovation.

Description:

The Washington D.C. Temple is a multi-story, multi-bay, religious building designed in 1967, and constructed between 1971 and 1974 in the Church of Jesus Christ Latter Day Saints tradition of temple architecture with elements of the New Formalist style (Wilcox 1995). Architectural characteristics of New Formalism are reflected in the monumental design of the temple. Character-defining features of the style exhibited in the temple include its smooth marble cladding, while the graduated towers, repeated pattern of stylized crenellation, and minimal fenestration illustrate historical connections to earlier temple designs and the Gothic Revival style once commonplace in religious architecture (Manning et al. D- 8).

The primary massing is hexagonal in shape marked by six diamond-shaped towers at each corner topped with golden spires. Walls between the smooth surfaces of each tower are marked by continuous vertical expanses of thick projecting stone slabs separated by flat stone panels that add texture and dramatic fluting to this large marble edifice. The vertical projections extend above the parapet wall of the roof, creating a stylized pattern of crenellation. The graduated towers are composed of alternating rectilinear shafts clad in smooth flat panels and shorter squared massings clad in a textured pattern similar to that of the building's exterior walls. Taken together, these features create a dramatic profile with an overarching emphasis on the temple's verticality.

The temple was built with a continuous poured-concrete foundation supporting a reinforced-concrete structural system that is predominantly clad in white Alabama marble (Wilcox 1995). The spires of each tower are coated with a gold porcelain cladding (Wilcox 1995). The six towers represent the different missionary orders within the Church of Jesus Christ Latter Day Saints, the heights corresponding to the significance of each order. Three shorter towers symbolize the Aaronic Priesthood, while two taller towers represents the Melchizedek Priesthood. The tallest of all six towers stands at 288 feet with its spire topped by a statue of Moroni, an angel in the Church's theology. Typical in the Church's temple architecture, this sculpture of Moroni was sculpted by Avarad Fairbanks (The Church of Jesus Christ of Latter-Day Saints 2018a; DC Temple 2018; Hard-to-Find Mormon Videos 2015).

The primary entry to the temple, centrally located at the second story of the north elevation is accessed via a glass-enclosed bridge approximately 90 feet long that connects to a hexagonal-shaped annex situated immediately north of the main building (Hard-to-Find Mormon Videos 2015; Wilcox 1995). Literature published by the Church indicates that a set of double-leaf, bronze doors with eight celestial medallions provide entry to the temple under the glass bridge. Additional sets of bronze double-leaf doors are located on the northeast and southeast elevations. The first story has a secondary entrance on the north elevation, directly under the bridge. Fenestration includes narrow vertical expanses of stained-glass windows with a fluted vertical design at the corners of the towers. Additional windows are covered by a translucent marble panel that is 5/8ths of an inch thick, making them nearly invisible from the exterior(Wilcox 1995).

The annex building is built into a hillside with one story visible from the parking lot and a lower level accessible from the south elevation. Echoing the monumentality and New Formalist design of the temple, this building also rests on a continuous concrete foundation and has a concrete structural system clad in marble panels (The Church of Jesus Christ of Latter-Day Saints 2018a; The Church of Jesus Christ of Latter-Day Saints 2018b; Google 2018, Wilcox 1995). The north elevation of the annex features a hexagonally-shaped, marble-clad, flat-roofed canopy supported at the north end by a series of thick marble-clad columns that repeat the crenellating pattern of the main massing. Entry to the annex is obtained through a set of double-leaf, metal-framed, glass doors. Additional fenestration in the annex includes similarly designed vertical expanses of metal-framed, stained-glass windows at the corners of the building.

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Eligibility recommended _____

Eligibility not recommended _____

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Situated immediately north of the annex is the temple plaza featuring a fountain and a series of rectangular garden beds flanked by concrete sidewalks. The beds and sidewalks narrow as they extend north, flanked by rows of trees, shrubs, and ornamental plantings along with a series of parking lots—all designed within an encircling exterior roadway. A one-story, one-bay gate house is located northeast of the temple building at the main entrance at Stoneybrook Drive, within an oval-shaped median between the entry gates on the west side of Stoneybrook Drive. This hexagonal building further echoes the New Formalist style of the temple and is largely clad in smooth marble panels with a thick, overhanging marble-clad cornice and flat roof. Single-leaf half-glazed metal doors are centrally located on the north and south elevations while metal-framed fixed windows wrap around the east side of building to provide a relatively unobstructed view of Stoneybrook Drive.

The visitors' center was constructed sometime between the completion of the temple and 1979, when it is visible in aerial photographs (Montgomery County Map 2018). It is located northeast of the temple and is accessed from the visitors' parking lot to the north or from the temple plaza and gardens by a set of concrete stairs. As temple buildings are not open to the public, visitor centers often accompany temple buildings as a component of their missionary outreach. Although it post-dates the temple, a visitors' center was presented in concept drawings from 1969, albeit in a different form (Wilcox 1995). Like the annex, this two-story building is built into a hillside but is primarily accessed from the upper story that is level with the adjacent parking lot. The multi-bay building rests on a continuous concrete foundation and is clad in exposed-aggregate concrete panels with projecting walls featuring rectilinear vertical expanses of the same, echoing the vertical crenellating pattern of the temple. The building is topped by a flat roof surrounded by a parapet wall that is lined by a metal coping. The primary entry for the visitors' center is located on the southwest elevation, facing the temple building, and is filled by a double-leaf, metal-framed glass doors flanked by a series of full-length, fixed, metal-framed windows. Historic aerials indicate that the building was expanded sometime between 1993 and 2004 by a rectilinear addition extending southeast (Montgomery County Map 2018). The visitors' center currently holds a small museum and auditorium as well as gathering and meeting spaces. A small, oval, reflecting pond immediately south of the visitors' center can be seen in 2018 satellite imagery, but was not visible at the time of survey due to construction barricades (Google 2018). The center is landscaped with shrubs and ornamental plantings and is surrounded by a circular concrete sidewalk with a parking lot that extends from its northeast side to the western edge of the ornamental perimeter fence. This white-painted metal fence extends northwest along Stoneybrook Drive and features a motif of overlapping triangular pickets that imitate the church spires supported by regularly placed, square, marble-clad posts.

A utility building is located west of the Temple and accessed by a concrete drive at the west side of the circular parking plaza. The building was not accessible during survey, but aerial images show a one-story building with a flat roof, multiple garage bays on the northwest elevation, and an enclosure hosing mechanical equipment for the Temple.

Historic Context:

Kensington and Bethesda grew increasingly suburban throughout the early-twentieth century, attracting more affluent citizens at the time since they were further away from the city center of Washington, D.C. and provided an open-landscape concept of living (KCI 1999, B-40–B-41). Due to a variety of factors including the area's proximity to Washington, D.C., well-developed road network, and location near the institutions of the National Institutes of Health (completed in 1938) and the National Naval Medical Center (completed in 1942 and now known as the Walter Reed National Military Medical Center), development of all types occurred into the mid-twentieth century as the increased number of jobs drew people to these suburban communities (Cosmopolitan Retirement Living 2018).

During the Modern (1930-1960) and Suburban Diversification Periods (1961-1980), the number of worship centers increased in

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Eligibility recommended _____

Eligibility not recommended _____

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great numbers across Maryland's suburban landscape. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. [Construction] pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape" (Gournay and Corbin Sies 2002, 59). The design and location of the Washington D.C. Temple exemplifies the balance between automobiles, modernity, and religion. The D.C. Temple design was associated with the great monuments of Washington, D.C., with its use of monumental scale and white marble. Its location immediately north of the I-495 Capital Beltway was strategic missionary placement, visible to the millions of people who travel the road (Wilcox 1995). The building is oriented on the site so that the east elevation, including the primary spire featuring the angel Moroni, aligns with the westbound approach of I-495, placing the Temple in the direct line of sight of travelers along the Beltway. Though highly visible, the temple is not publicly accessible. Characterized by elements of New Formalism—a style used from the 1950s-1970s to convey significance for ceremonial buildings—the temple's design illustrates a balance between modernity and traditional precedents (McAlester 2013, 662).

As a result of the mid-twentieth-century population boom in Washington, D.C.'s suburbs and an increased number of members of the Church of Jesus Christ on the East Coast, the need arose for a temple to house important religious functions beyond regular worship services. It was designed by Keith Wilson Wilcox, along with Harold K. Beecher, Henry P. Fetzer, and Fred L. Markham, architects and members of the church who were appointed for the task of designing the Washington D.C. Temple. The architects drew inspiration from previous temple design in their plans, including elements from the Salt Lake Temple, notably the six-tower design (Wilcox 1995). The Salt Lake Temple was one of the most well-known symbols of the Church; referencing that iconic building's form was a way to brand the Washington DC Temple and the Church in an area with a relatively small number of members. The D.C. Temple towers' smooth marble surface is a simplification of the heavily ornamented six-tower design of the Salt Lake Temple. The architects' also repeated other elements typical of the Church of the Latter Day Saints temple architecture where towers are used to emphasize verticality, the number of towers is symbolic (though many temples have just one), and a hierarchy of spaces is used to filter access to sacred areas. The D.C. Temple opened to the public in 1974 for a month-long open house, during which time members of the public were permitted to tour the building, as is customary for the opening of Church of Jesus Christ Latter Day Saints Temples (Standard- Speaker 1974, 7). After the opening celebration, the church was dedicated and access limited to members of the Church of Jesus Christ. Today the Washington D.C. Temple continues to function as a regional religious center. It was recently closed in the spring of 2018 for renovation work and is expected to be completed in 2020.

The Church of Jesus Christ completed its first temple in 1836, six years after the Church's founding. The temple, located in Kirtland, Ohio, was built following a revelation received by the church's founder and first prophet, Joseph Smith, Jr. Believed to be a continuation of temple-building in the Old Testament, the Church continued to build temples as its membership moved to Missouri, Illinois, and Utah. The earliest two temples, in Kirtland (extant, but owned by The Community of Christ) and Nauvoo, Illinois (burned in 1848), were both rectangular buildings with a single tower on their primary facades. The former building displays elements of Federal, Greek Revival, and Gothic Revival, while the latter was primarily Greek Revival. The interiors of both buildings were dominated by assembly spaces on their first and second stories. After the being forced out of Nauvoo and migrating west to Utah, members began construction of the Salt Lake (1893), St. George Utah (1877), Logan Utah (1884), and Manti Utah (1888) temples (The Church of Jesus Christ of Latter-Day Saints. N.d.). Constructed with the same rectangular, multi-story massing as the earlier temples, these buildings were designed primarily in the Gothic Revival style (Logan, St. George) or a combination of styles, such as the Manti Temple, which eclectically combines Gothic Revival with elements of French Renaissance Revival and French Second Empire styles. Of the Church's nineteenth century Utah temples, the Salt Lake Temple was started first but finished last, combining elements of Gothic Revival and Romanesque. As the headquarters of the Church, the building's distinctive six-tower design fittingly set it apart from other nineteenth century temples. During the twentieth century additional temples were built throughout the United States and internationally as the Church grew outside of Utah. These buildings display a variety of styles and forms, though the single-spire form was the most prevalent. For the majority of the twentieth century the

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Church constructed a few large, regional temples that functioned as centerpieces of their religious community. This policy changed in 1997, when the Church began planning for more, smaller temples. When the policy change announcement was made in 1998 there were a total of 51 functioning temples in the world; by the end of 2000 that number increased to 102 (Lloyd 2017).

As the Church of Jesus Christ's theology evolved and solidified during the decades after its founding, so did the function of the temple. While the Kirtland and Nauvoo temples housed meetings and general assemblies, in Utah temples became reserved for special ceremonies for practicing members. Rather than being sites of regular weekly worship, they serve as a sacred hub for three primary activities: marriage, or "sealing" ceremonies, endowment (instruction on living and "man's course through eternity"), and proxy baptisms on behalf of the dead (Standard-Speaker 1974, 7). Therefore, the layout of the interior space serves the needs of church members by consisting of sealing rooms, a gathering hall, ordination rooms, "celestial" room designed to invoke heaven according to the Church's theology, office spaces, locker rooms, and other functional spaces (Wilcox 1995). The interior alterations to the temple between 1974 and 2018 were minimal, and renovations underway from 2018-2020 will be the largest alteration to the temple interior since construction (DC Temple 2018).

Evaluation:

The following evaluation is written in reference to the Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980) (Manning et al. 2018). As noted in the Suburbanization Historic Context Addendum, "Major religious groups had doubled in the Washington, DC, area between 1945 and the early 1960s, with significant growth in the suburbs, where congregants typically arrived at their worship facilities by automobile" (Manning et al. 2018:F-23). Worship facilities were often designed to be landmarks on the suburban landscape (Manning et al. 2018, F-24).

The D.C. Temple was the first of its kind for the Church of Jesus Christ on the East Coast and its construction reflected the significant spread of the religion from western states to a growing population in the east. The site selection of the Washington D.C. Temple reflects the significant demographic changes occurring in around Washington, D.C. as population growth and amenities shifted to the suburbs. The Church selected this particular site along I-495 in the Washington, D.C. suburban area for its first East Coast temple as opposed to a location in a central city, indicating the growing importance and influence of the suburbs. The specific site, selected for its prominent location along I-495 and accessibility from the interstate highway system, reflects the important role the highway played, providing convenience to the Church's growing number of congregants, accessibility to members traveling from outside the region, and visibility to everyone traveling around the city. Therefore, the Washington D.C. Temple is significant under Criterion A as an example of an outside organization locating an important regional center in a suburban area, demonstrating the changing relationship between the city and its suburbs.

No important associations with persons of local, state, or national significance have been identified with this resource, and therefore, the resource is not eligible under Criterion B.

The temple has few comparisons in the Washington, D.C. area; its striking design, scale, and visibility from I-495 make it a local landmark. Architecturally, the Washington D.C. Temple is recognized by the Church as a unique example of temple design, reflecting its period of construction and traditional architectural precedent (Wilcox 1995). As the first on the East Coast and the third largest temple in the world, this resource is also an exceptional example of Latter-Day Saints architecture from the period. For these reasons, this resource is also eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

National Register Bulletin 15 provides additional guidance for religious properties, specifically in Criteria Consideration A noting that, "a religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

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importance” (Shrimpton et al. 1997). As this resource is significant under Criterion A for its association with suburban demographic changes and Criterion C for its unique and influential design, it meets Criteria Consideration A.

Integrity

The Washington DC Temple retains integrity to convey its significance. The property remains in its original location and retains integrity of location.

Its integrity of setting is also intact. The temple was constructed in a residential area, in proximity to the I-495 Capital Beltway. These characteristics of its external setting have not noticeably been altered since the end of the period of significance. Within the property, the temple grounds were originally characterized by a sense of seclusion provided by the trees which surround the temple, visitors center, and parking areas.

The temple’s design remains intact, despite some changes to the property. The biggest change to buildings on the property was the late-twentieth or early twenty-first century addition to the visitors’ center’s southeast elevation. Although the addition altered the building’s massing, it was added to a less-prominent façade. Despite this alteration, the visitors’ center still has its original exterior cladding with vertical crenellating pattern and orientation toward the temple through its full-length windows, entrance, and concrete patio on the southeast elevation. The temple has also undergone repairs and renovations, such as repairs to the Angel Moroni statue within the last decade. The building’s character-defining features, such as its hexagonal massing, marble exterior, spires and Angel Moroni, vertical orientation, crenellation, and minimal fenestration are intact. Other original site features such as the guardhouse, white pointed-arch fence, and utility building are original to the site, have integrity of design, and contribute to the property. The site has its original spatial organization, organized through interconnected curvilinear driveways and walkways, parking, and the axial main walkways bisecting the temple plaza. Although the specific configuration and types of decorative plantings on the property have changed throughout the site’s history, the presence of decorative planting bed is also important to the temple’s design and character-defining to the property.

The Washington DC Temple has integrity of materials. Other than the visitors’ center addition, there have not been any major renovations to the buildings, which retain original or in-kind replacement materials such as the temple’s marble exterior, gold porcelain-clad spires, and bronze doors.

The temple has integrity of workmanship since a large portion of the buildings have original materials or alterations made during the period of significance.

The temple has integrity of feeling and association. It is able to convey the aesthetic of a temple built by the Church of Jesus Christ of Latter-day Saints and retains features that convey its historic character.

Period of Significance

A period of significance for this resource begins in 1971 and ends with the construction of the visitors’ center, believed to have been completed by 1979. The historic boundary for this resource includes approximately 31.7 acres confined to the current property tax parcels, which is found on Montgomery County Map HP52, Parcel N507.

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Eligibility recommended _____

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Criteria: A B C D Considerations: A B C D E F G

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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

MHT Comments:

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 Reviewer, National Register Program

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Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

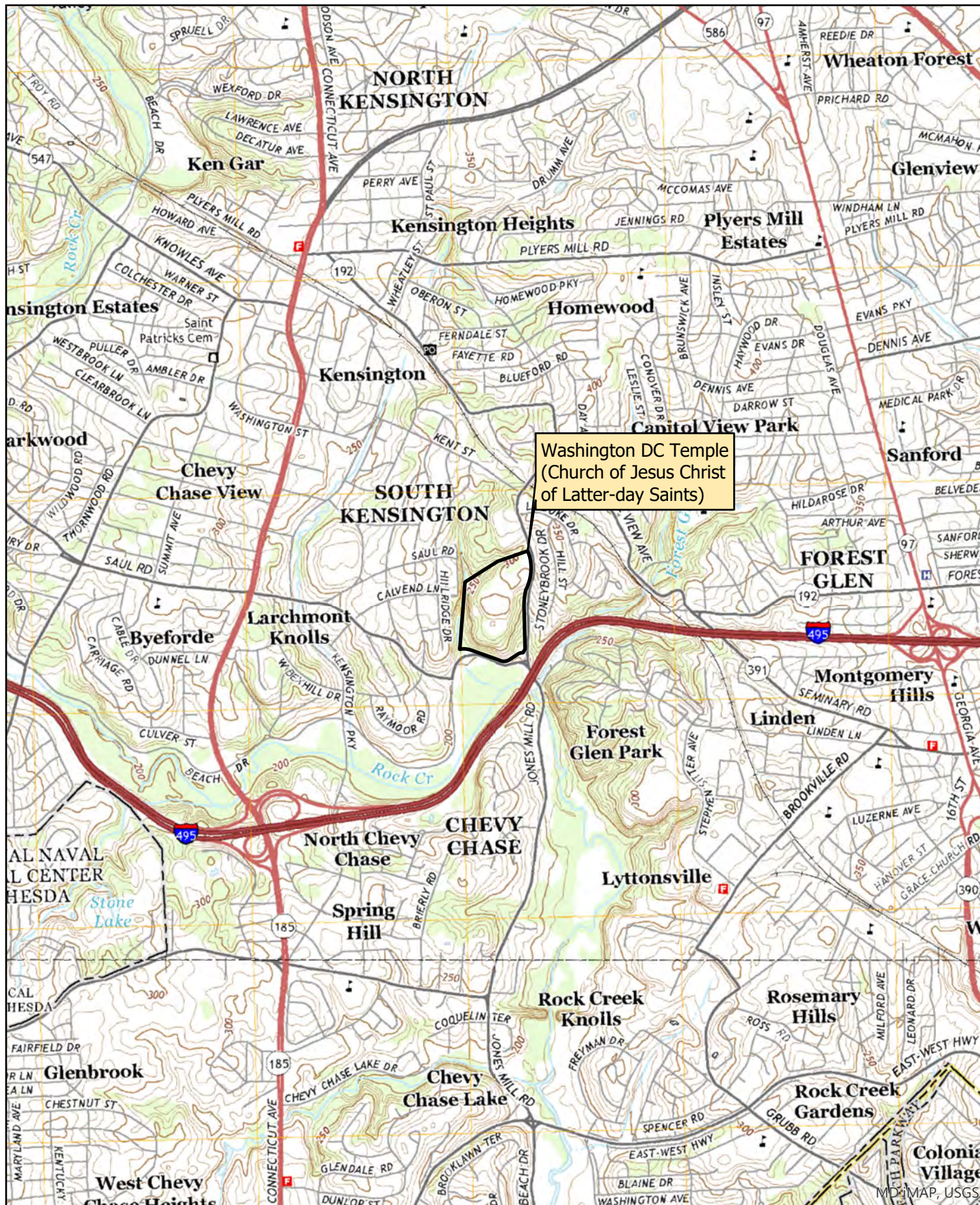
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Date_____
Reviewer, National Register Program_____
Date

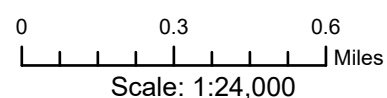
Washington DC Temple (Church of Jesus Christ of Latter-day Saints)

Location: 9900 Stoneybrook Dr
City: Kensington

MIHP#: M: 31-71
Montgomery County



USGS 7.5' Quadrangle - Kensington



Washington DC Temple (Church of Jesus Christ of Latter-day Saints)

Location: 9900 Stoneybrook Dr
City: Kensington

MIHP#: M: 31-71
Montgomery County



Parcel Boundaries

0 0.04 0.07 Miles
Scale: 1:2,600



**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: View of temple facing south from visitor center. Closest access permitted due to construction.



Photo 2 of 7: View of temple from visitor center parking lot, facing south.

**Maryland Historical Trust
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Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: View of visitor center, facing southwest.



Photo 4 of 7: View of gate house and fence on Stoneybrook Drive.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: View of gate house and fence on Stoneybrook Drive.



Photo 6 of 7: Model of temple inside visitor center.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: Model of temple inside visitor center.

PHOTO LOG

Name of Property: Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)

Name of Photographer: Danae Peckler, Melissa Butler

Date of Photographs: 08/07/2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:

View of temple facing south from visitor center. Closest access permitted due to construction.

M; 31-71_2018-08-07_01.tif

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 5

Photo 2 of 7:

View of temple from visitor center parking lot, facing south.

M; 31-71_2018-08-07_02.tif

Photo 3 of 7:

View of visitor center, facing southwest.

M; 31-71_2018-08-07_03.tif

Photo 4 of 7:

View of gate house and fence on Stoneybrook Drive.

M; 31-71_2018-08-07_04.tif

Photo 5 of 7:

View of gate house and fence on Stoneybrook Drive.

M; 31-71_2018-08-07_05.tif

Photo 6 of 7:

Model of temple inside visitor center.

M; 31-71_2018-08-07_06.tif

Photo 7 of 7:

Model of temple inside visitor center.

M; 31-71_2018-08-07_07.tif

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 1



Photo 1 of 2: North elevation of temple from parking lot (The Church of Jesus Christ of Latter-Day Saints 2018a).



Photo 2 of 2: Detail of stained glass at tower corner, facing west (The Church of Jesus Christ of Latter-Day Saints 2018a).

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 31-71

Name Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)
Continuation Sheet

Number Photos Page 2

PHOTO LOG

Name of Property: Washington, D.C. Temple (Church of Jesus Christ of Latter-Day Saints)

Location of Original Digital File: The Church of Jesus Christ of Latter-Day Saints 2018a

Photographs inserted on continuation sheets.

Photo 1 of 2:

North elevation of Temple from parking lot (The Church of Jesus Christ of Latter-Day Saints 2018a).

Photo 2 of 2:

Detail of stained glass at tower corner, facing west (The Church of Jesus Christ of Latter-Day Saints 2018a).

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Washington National Pike Industrial Park, Block A Inventory Number: M: 26-85
Address: 2-5 and 44 Research Place, 2301 Research Boulevard Historic District: Yes
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): 0000 Tax Map: FS61-0000
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: May 9, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Location/Setting

Washington National Pike Industrial Park, Block A, is a planned office/industrial neighborhood consisting of five buildings on 21.53 acres located along Research Place in Rockville, Montgomery County. The surrounding area is densely developed with suburban office parks, industrial properties, and residential communities. Washington National Pike Industrial Park, Block A, is bordered to the northwest by office buildings along Research Court, to the northeast Washington National Pike/Dwight D. Eisenhower Highway (I-270), to the southeast by office buildings along Research Boulevard, and to the southwest by Research

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Boulevard. The buildings are accessed by individual asphalt driveways from Research Place; 2301 Research Boulevard also has a driveway accessing Research Boulevard. Each building is surrounded by an asphalt parking lot with light standards and tree- and grass-landscaped islands; plastic-and-metal business signs at the driveways identify the tenants of each building. Concrete pedestrian walkways connect the buildings to their parking lots and, at 5 Research Place, to the concrete sidewalk along Research Place. Grass, trees, bushes, planting beds, metal flag poles, and metal bollards surround the buildings.

Architectural Description

All buildings sit on a concrete foundation and have a flat roof with mechanical equipment.

4 Research Place/NUS Corporation Building (1968, 2016 renovation)

4 Research Place/NUS Corporation Building is a three-story former office building currently in use as a self-storage facility. Before being extensively altered in 2016, its design reflected the International Style. The rectangular-plan building is clad in gray-painted brick at the base with vertically-ribbed metal paneling flanked by masonry panels above. A metal-clad cornice projects slightly on all elevations. A metal fence with sliding gate surrounds the northeast section of the building.

Facing a parking lot at the southwest elevation, concrete steps with a landing lead up to the original main entrance, which has been enclosed. The current main entrance is at the basement level of the southeast elevation and consists of a sliding metal-and-glass door. An adjacent entrance, providing access to the office, consists of a single metal-and-glass door with transom, flanked by metal-sash window walls. Both entrances are sheltered by a projecting metal-clad awning. Secondary entrances, located at the northeast elevation, where a projecting metal-clad rectangular tower faces I-270, include a sliding metal-and-glass door located at the base of the tower, and a separate single metal door to the south beneath a metal-clad awning supported by square metal posts. Metal-sash window walls are present on the tower on all three levels, and metal-and-plastic business signs are present at the top of the tower. The building has no windows beyond those found at the entrances.

5 Research Place (1971, 2011 additions)

5 Research Place is a one-story New Formalist-influenced office and laboratory building currently occupied by the U.S. Consumer Product Safety Commission's National Product Testing and Evaluation Center. The L-shaped building is clad in tan brick set in a running bond and synthetic stucco. The synthetic stucco cornice projects slightly, supported by brick-clad pilasters and sheltering the building's entrances and windows. One-and-a-half story additions were built in 2011, including those with brick at the base and synthetic stucco panels above at the northeast and northwest elevations. The other additions are brick enclosures at the southeast façade and northeast elevation containing mechanical equipment.

The main entrance is located at the southeast façade, facing Research Place, and consists of paired metal-and-glass doors with transoms flanked by aluminum-sash window walls, opening onto a concrete staircase and accessible ramp, both with metal railings, which connect the entrance to the Research Place sidewalk and the building's parking lot. Secondary entrances located on the façade, northwest elevation, and northeast addition consist of paired metal-and-glass doors with transoms flanked by aluminum-sash

window walls, and single metal doors, two with small rectangular lights. Metal roll-up garage doors are located on the northeast addition. The building has six-light, fixed aluminum-sash replacement windows.

2301 Research Boulevard (1973)

2301 Research Place is three-story International Style-influenced office building currently occupied by medical offices. The rectangular-plan building is clad in tinted metal-sash ribbon windows separated by horizontal concrete or masonry bands between floors.

The recessed main entrance is located at the southwest façade and consists of paired metal-and-glass doors sheltered by a flat-roofed metal-and-glass canopy with a moderately-pitched gabled skylight. Lettering spells "2301" on the southwest elevation of the canopy. Secondary entrances are located on the other elevations and consist of single and paired metal-and-glass doors with transoms and sidelights, sheltered by hoods; the northeast elevation entrance is sheltered by a canopy.

2 Research Place (1974)

2 Research Place is a three-story Brutalist office building currently occupied by financial offices. The square building has brick-clad second and third stories that appear suspended over a first-floor glass curtain wall. The first story is clad in continuous metal-sash tinted windows and is notched at the corners, giving added weight to the upper levels. The second and third stories are clad in red brick laid in a combination of running bond and soldier bond. Second and third floor windows, fixed metal-sash units, are recessed into the wall, separated by a grid of brick pilasters. The third floor features wider window openings, with half the number of pilasters.

The main entrance is set within the first-story window wall at the northeast façade and consists of a single metal-and-glass door with sidelight. Secondary entrances along other elevations are similar. A concrete loading dock is present on the southeast elevation. Two back-lit, metal-and-plastic signs are located on the façade at the third story.

3 Research Place (1977)

3 Research Place is a three-story New Formalist-influenced office building currently occupied by the Transportation Communications Union. The rectangular-plan building is clad in light-colored brick with masonry panels on the projecting cornice. A small service wing projects from the southeast elevation at the first story and a brick dumpster enclosure, with metal gates and single metal door, projects from the southwest elevation.

The main entrance, approached via a landscaped concrete pedestrian walkway and concrete steps, is located at the northeast façade and consists of paired metal-and-glass doors with transom and sidelights, sheltered by a masonry panel-clad hood. A secondary entrance at the southwest elevation is identical to the main entrance, with the addition of three-dimensional lettering reading "3 RESEARCH PLACE" on the synthetic stucco-clad hood. Windows at each elevation consist of metal-sash window walls with spandrel panels, separated by brick pilasters. On the cornice at the façade, three-dimensional letters read "TRANSPORTATION COMMUNICATIONS UNION" and a back-lit metal and plastic sign of the union's logo is

attached to the wall below. The loading area wing consists of paired metal doors, a concrete loading dock, and a metal roll-up garage door.

Historic Context

The development of Washington National Pike Industrial Park, Block A, was made possible in May of 1958 when the Montgomery County Council voted to approve the rezoning of 61 acres at the intersection of U.S. Route 240 (later I-70S, then I-270) and Shady Grove Road from agricultural to industrial use. The land was part of a 107-acre tract sold by Anita Weitz to Joseph D. Bulman and Louis Norman in 1957 (MDLandRec). Robinson Land Brokers Inc. of Silver Spring was the real estate firm listed as the developer of the new industrial park. Robinson was responsible for the sale and leasing of land within the park, but it is unclear how long they remained associated with the property as it was developed over more than two decades (Washington Post 1958, C7). The decade of 1953 to 1963 was one of major industrial development in the Washington, DC, suburbs with 32 industrial parks, including Washington National Pike Industrial Park, planned or in development (Reistrup 1963, C11). Prior to the late 1960s, the I-270 corridor consisted mainly of corn fields and other agricultural properties surrounding a few office buildings clustered around the freeway exits (Krucoff 1978, MD1).

In 1968, Washington National Pike Industrial Park Block A, consisting of five lots and Research Place, was platted by the landowners, which now included Joseph Bulman and Louis Norman, as well as Robert and Mary Furman, and Informatics, Inc (Plats.net). By the late 1960s, only the NUS Corporation Building at 4 Research Place had been constructed within Block A. Two additional buildings were constructed within the Washington National Pike Industrial Park outside of Block A on Research Court and Research Boulevard by the end of the 1960s. No further development of the park would occur outside of Block A until after 1980 (Historic Aerials, 2019).

By the 1970s, the I-270 corridor was described as the “Golden Mile” of Rockville due to its numerous development opportunities (Krucoff 1978, MD1). Martin Seldeen, the developer of the nearby 70-S Industrial Park, referred to the area as “ripe for development” and described the area’s growth as “the old sheep instinct-when you see an area has prestigious occupants, an air of prestige goes along with it” (Krucoff 1978, MD1).

The development of Washington National Pike Industrial Park, Block A, occurred throughout the 1970s, beginning with the construction of 5 Research Place, according to state tax data, in 1971. 2301 Research Boulevard was completed in 1973, 2 Research Place in 1974, and 3 Research Place in 1977. Additional buildings outside of Block A were constructed within the industrial park, which was by then bounded by Shady Grove Road to the north, W. Montgomery Avenue to the west, W. Gude Drive to the south, and I-270 to the east. Development outside of Block A occurred primarily between 1980 and 1989 and continued until 2001 (Historic Aerials 2019; SDAT).

In 2011, the U.S. Consumer Product Safety Commission (CPSC) moved its National Product Testing and Evaluation Center to 5 Research Place, constructing small rectangular-plan additions at the building’s northwest and northeast elevations. The new laboratory replaced the CPSC’s Gaithersburg laboratory, a former military missile facility the center had occupied since 1975 (CPSC, 2011; Historic Aerials, 2019). 4 Research Place/NUS Corporation Building was converted to a CubeSmart Self Storage facility and

extensively remodeled in 2016. All other Washington National Pike Industrial Park, Block A, buildings continue their original use as office space.

Eligibility Determination

Washington National Pike Industrial Park, Block A, was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as a planned office/industrial neighborhood. The property was not evaluated for eligibility under Criterion D.

Washington National Pike Industrial Park, Block A, does not have a significant association with historical trends such as transportation improvements and demographic changes or important associations with local zoning practices. At the time the park was planned, a total of 32 industrial parks were being planned or developed in the Washington, DC, area. By the time most parcels within Block A were developed in the 1970s, the I-270 corridor had already transitioned from agricultural to industrial and commercial use, so it was not an early example of businesses relocating to the suburbs. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Washington National Pike Industrial Park, Block A, is not eligible under Criterion A.

No individuals of Robinson Realtors, the real estate firm responsible for the sale and leasing of land within the park, nor the individual landowners made significant contributions to history. Research has not shown this office/industrial neighborhood to be associated with the lives of other persons significant in the past. Therefore, Washington National Pike Industrial Park, Block A, is not eligible under Criterion B.

Washington National Pike Industrial Park, Block A, does not embody the distinctive characteristics of a type, period, or method of construction. It is not the first example nor one of the last intact examples of its type. Research has shown no association with a master, nor do the park and its buildings possess high artistic value. In addition, 4 and 5 Research Place have been modified. Therefore, Washington National Pike Industrial Park, Block A, is not eligible under Criterion C.

The property encompasses 21.53 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map FS61-0000, Parcel 0000 (2018). Tax account is 00263035.

References

"Council Approves Industrial Park." The Washington Post, May 17, 1958, C7. ProQuest.

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<http://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>.

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NETROnline. 2019. "Historic Aerials." Accessed April 15, 2019. <https://www.historicaerials.com/viewer>.

Reistrup, J. V. "32 Industrial Parks Sprout in Decade." The Washington Post, June 9, 1963, C11. ProQuest.

US Consumer Product Safety Commission (CPSC), "CPSC Announces Grand Opening of New State-of-the-Art National Product Testing and Evaluation Center." Press release, June 13, 2011.

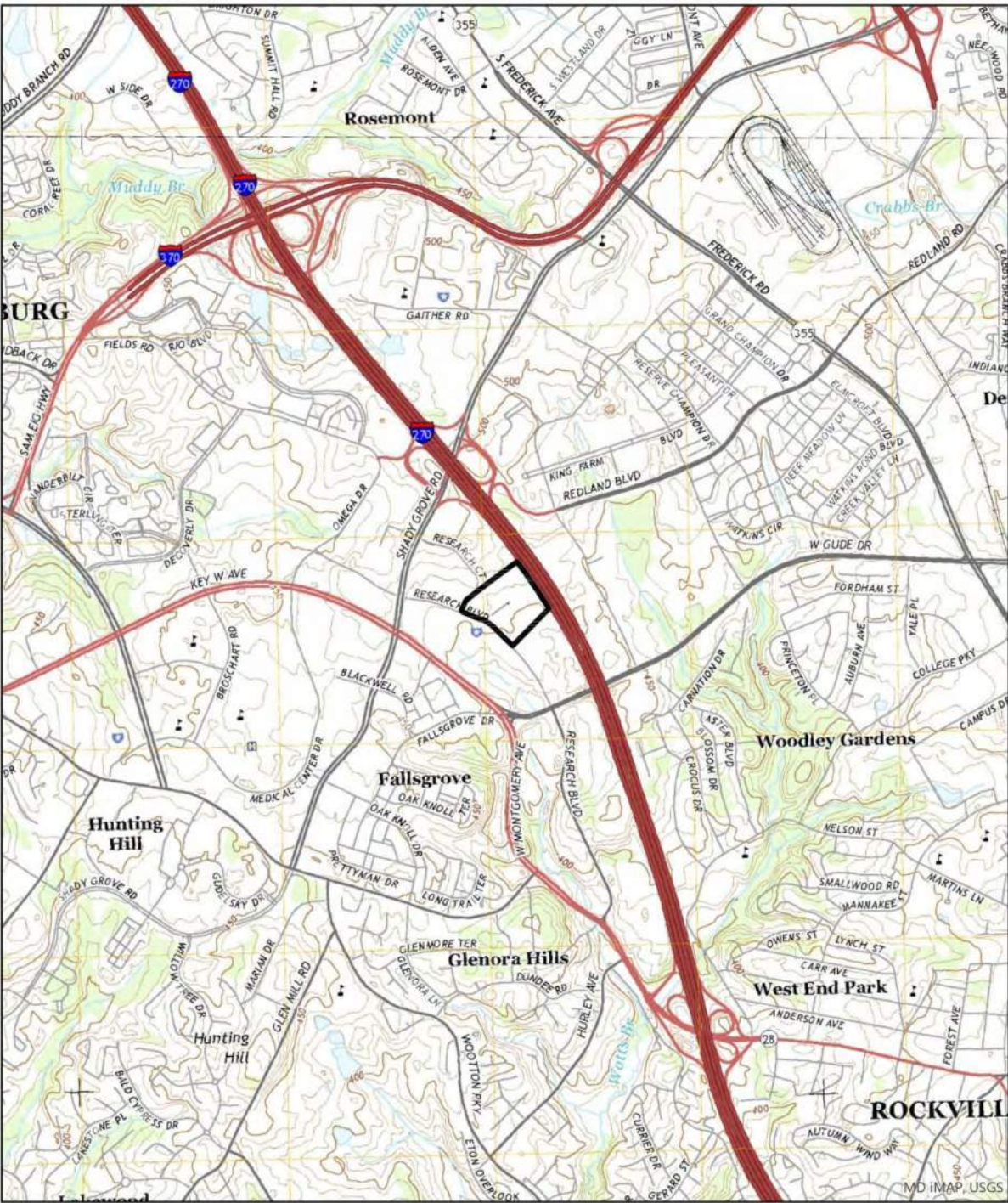
<https://www.cpsc.gov/content/cpsc-announces-grand-opening-of-new-state-of-the-art-national-product-testing-and-evaluation>.

Washington National Pike Industrial Park, Block A

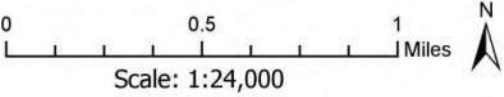
Location: 2-5 and 44 Research Place, 2301 Research Boulevard

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville

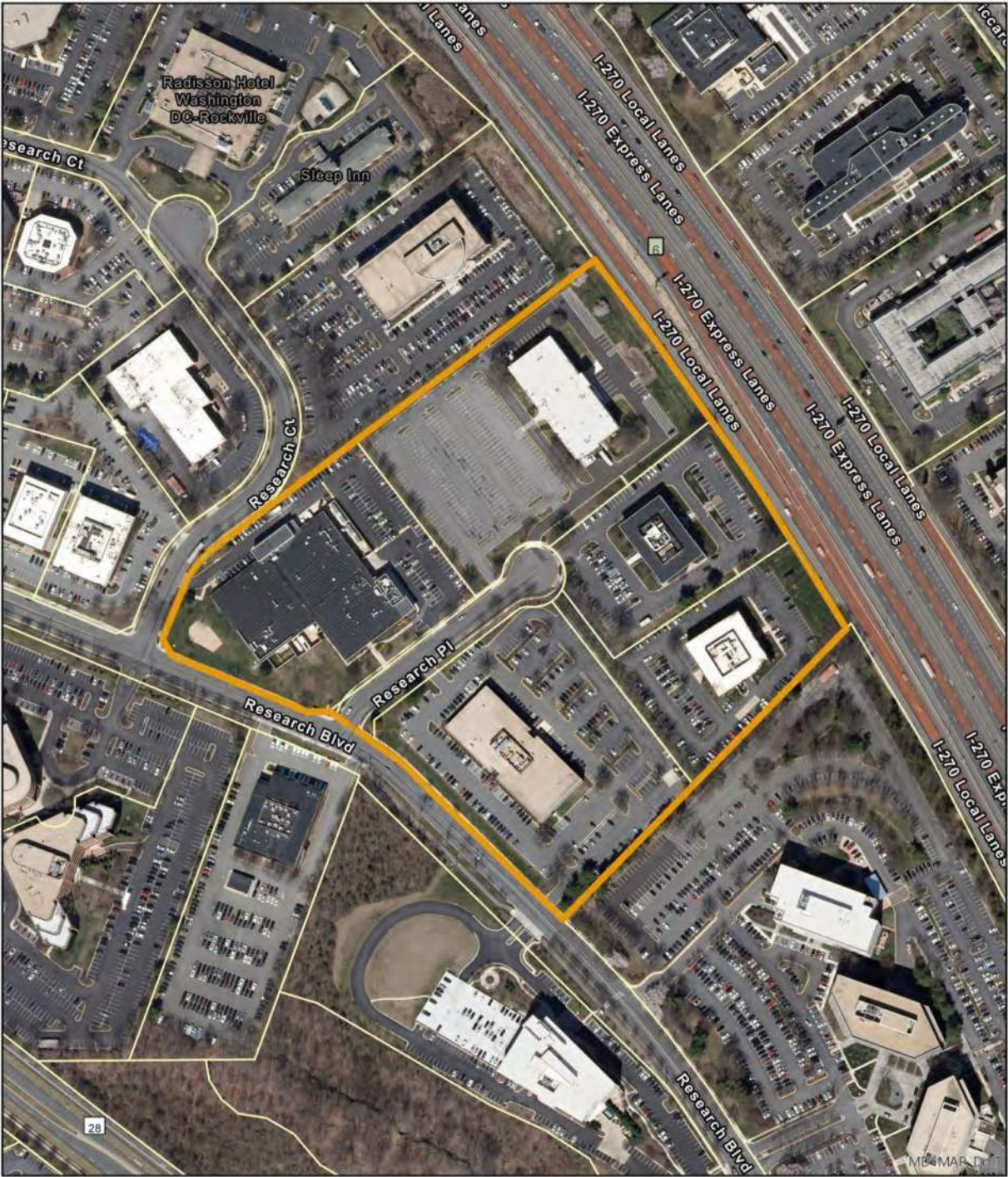


Washington National Pike Industrial Park, Block A

Location: 2-5 and 44 Research Place, 2301 Research Boulevard

Montgomery County

City: Rockville

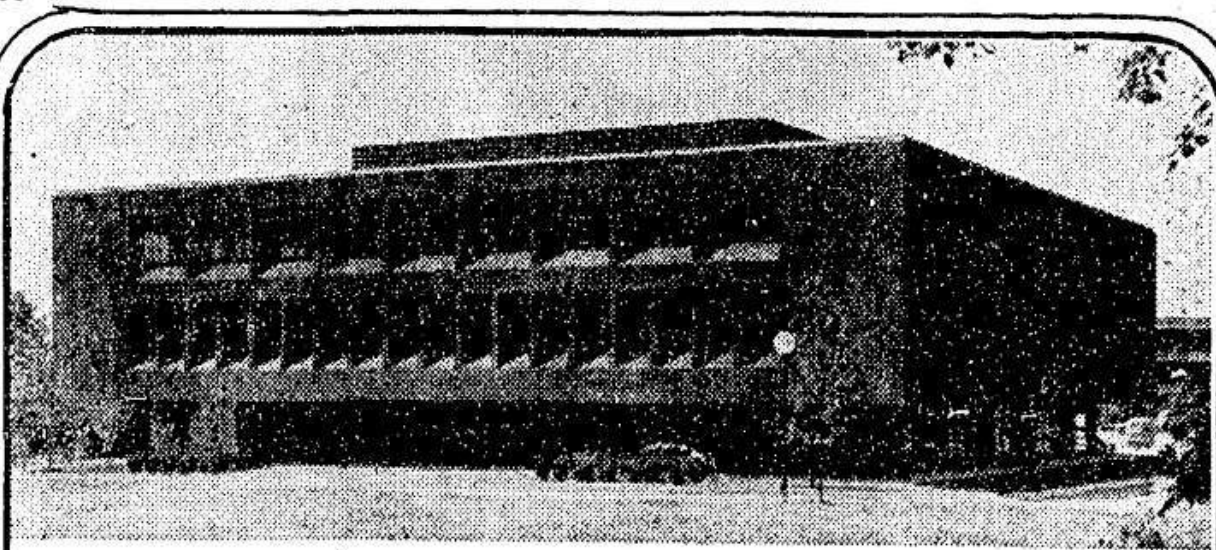


Parcel Boundaries

0 0.05 0.1 Miles
Scale: 1:3,000



Washington National Pike Industrial Park, Block A
2-5 and 44 Research Place, 2301 Research Boulevard, Rockville, Maryland



LEASING OFFICE SPACE
For Immediate Occupancy
IN MONTGOMERY COUNTY'S FINEST LOCATION

Street "70" Bldg.

I-270 (70S) - Shady Grove Road #2 Research Place

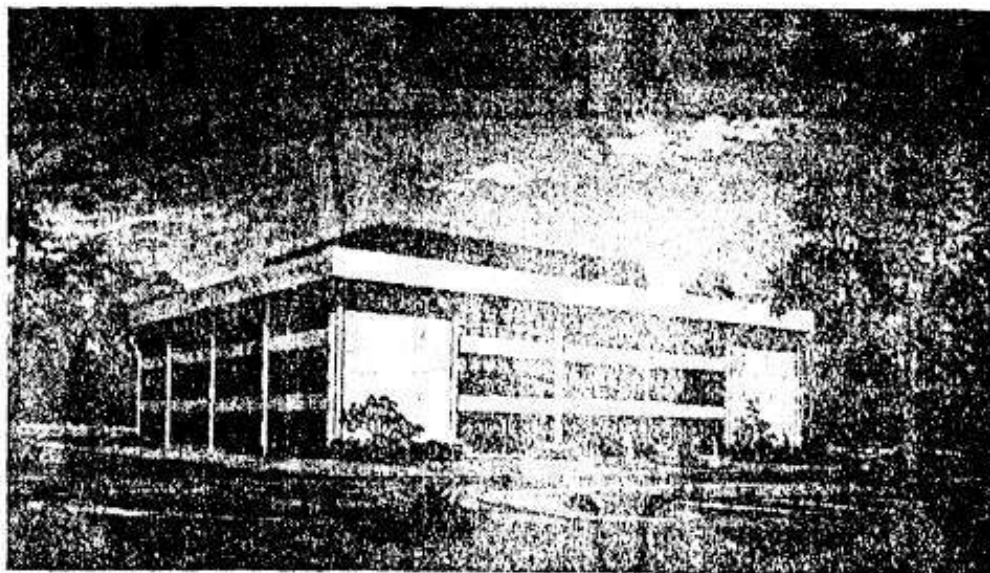
Because this building is brand new we can easily customize your new offices
to the exact size and layout you want at minimum cost (up to 34,000 sq. ft.)

- Ample free parking
- Park like setting overlooking I-270
- Security patrolled premises
- We provide all custodial services on a daily basis
- Convenient, accessible to everything
- Ideal heating and cooling guarantees comfort for all employees at all times

Brokers Cooperation invited

Call John Lingenfelter, Owner 948-9002 DAYS 654-8883 EVES.

Washington National Pike Industrial Park, Block A
2-5 and 44 Research Place, 2301 Research Boulevard, Rockville, Maryland



Coffee & Danish

That's right. To introduce our brand-new 40,000 sq. ft. energy-saving building to the office building community, we invite office space users, investors, leasing agents, and brokers to join us on Wednesday, June 29th, 1977, between 9 & 11 a.m. for Coffee & Danish. Our architects, engineers, and marketing people will be on hand to personally show you the building and to answer any questions you may have. The building, with immediate frontage on I-270, is located at #3 Research Place, Rockville, Maryland, in the fast-growing Shady Grove/I-270 corridor of Montgomery County. Plan on it.

Furman Builders

(301) 424-1800



4 Research Place, NUS Corporation Building, southwest and southeast elevations, looking north.



5 Research Place, southeast facade, looking north.



2301 Research Boulevard, southwest facade and northwest elevation, looking southeast.



2 Research Place, northeast facade and northwest elevation, looking south.



3 Research Place, northeast facade and southeast elevation, looking west.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-09-10**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-85_2018-09-10_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

4 Research Place, NUS Corporation Building, southwest and southeast elevations, looking north.

02.tif

5 Research Place, southeast facade, looking north.

03.tif

2301 Research Boulevard, southwest facade and northwest elevation, looking southeast.

04.tif

2 Research Place, northeast facade and northwest elevation, looking south.

05.tif

3 Research Place, northeast facade and southeast elevation, looking west.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: WSSC Central Avenue Water Pumping Station

Inventory Number: PG:72-78

Address: 175 and 255 Brightseat Road

Historic District: No

City: Landover

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Washington Suburban Sanitary Commission (WSSC)

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0067

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Location/Setting

The Washington Suburban Sanitary Commission (WSSC) Central Avenue Water Pumping Station is located in Landover, Prince George's County, west of the Capital Beltway (I-495)/Central Avenue (MD 214) interchange. The 3.77-acre property is in a densely developed suburban area surrounded by single-family dwelling and townhome developments, and commercial development. The property is bordered to the north by an office building, to the south by Central Avenue, to the west by Brightseat Road, and to the east by one of the Central Avenue ramps of the Capital Beltway. The property is surrounded by a chain-link

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

fence and is accessed by an asphalt driveway from Brightseat Road, shared with the privately-owned property to the south. Swinging gates provide access from the driveway to the property's internal service road. An incised wood sign near the gates reads "CENTRAL AVENUE WATER PUMPING STATION/9000 CENTRAL AVENUE." Beyond the gates, the service road provides access to the pumping station building to the south and the electrical substation to the north before curving to provide access to the seven pumps on concrete plinths and protected by metal bollards along the property's east border. The service road continues to the north to a second set of gates, which provide access to a pump, associated with the WSSC Central Avenue Water Pumping Station, located on the adjacent property. The building, substation, and pumps are surrounded by grass, and mature trees surround the property.

Architectural Description

Pumping Station Building (1966-1967)

The pumping station building is Colonial Revival-style and located southeast of the service road, adjacent to the entry gates, facing northwest. It is a one-story, rectangular-plan building with projecting wings to the northeast and southwest resting on a concrete foundation. The building is clad in red brick set in a running bond. The building's pedestrian entrances consist of single three-panel wood doors and paired three-panel wood doors with arched wood transoms. At the façade there is a recessed area at the north corner where a paired door entrance is sheltered by the principal roof, supported at the corner by a brick rectangular post. Large, paired wood doors provide service access to the building. The building has no windows; instead large, arched openings with metal vents are located on all four elevations. The slate-shingle roof is hipped, with projecting metal panel-clad dormers with metal vents on the northwest and southeast slopes. A cupola sits at the center of the roof's ridge.

Electrical Substation (ca. 1975)

The electrical substation has no architectural style, located north of the service road, adjacent to the entry gates. The rectangular plan structure is one story and consists of four walls surrounding electrical infrastructure. The walls are clad in red brick set in a running bond with a false asphalt composition shingle-clad mansard at the top. Large rectangular openings with chain-link gates provide access at the north and south elevations. Multiple, smaller arched openings with chain-link fencing are present on the east and west elevations. The structure has no roof.

Communications Tower (sometime between 2007 and 2009)

The tower is located to the east of the electrical substation, north of the service road. It is a self-supporting triangular steel tower resting on a concrete base. A square-plan, concrete panel-clad building with a flat roof, housing communications equipment and surrounded by a chain-link fence, is located north of the tower.

Pumps (sometime between 2015 and 2018)

There are eight pumps, including the one on the adjacent property; seven are located on the southeast and east side of the service road. They consist of a raised concrete plinth, accessed by a metal ladder, with projecting pipes, metal railings, and raised rectangular metal grates.

Historic Context

The WSSC was established on May 1, 1918, in response to water and sewer needs of Montgomery and Prince George's Counties (WSSC, 2019). Following World War II, the WSSC experienced significant growth due to new suburban construction. Between 1950 and 1960, the system saw 70 percent growth, as the WSSC installed 846 miles of new water mains, 698 miles of sewer lines, and increased water connections from 60,000 in 1950 to 136,000 by 1960. By that year, the region's water consumption was 18 billion gallons annually (Washington Post 1961, B2).

In response to this immense growth, in 1964 the WSSC purchased property on Brightseat Road in Prince George's County for the construction of a new water pumping station (SDAT). Growth in the region continued and, in 1965 and 1966, the WSSC reported record water distribution amounts both years. By June of 1966 construction of the new pumping station was underway with completion scheduled for the end of the year, despite construction delays due to equipment shortages during the Vietnam War. To address water pressure issues in southern Prince George's County in the same year, a temporary pump was installed, and customers were asked "not to use water unnecessarily-for lawns or cars" (Washington Post 1966, B4). The Central Avenue Water Pumping Station was completed and online by June of 1967 (Barnes 1968, F1).

To address the continuing demand for water in Prince George's County, the WSSC approved the installation of an additional pump and the construction of an electrical substation at the Central Avenue Water Pumping Station in 1972 with completion expected by 1974 (Washington Post 1972, D14). A second parcel along Brightseat Road, next to the Central Avenue Water Pumping Station, was purchased by the WSSC in 1974, to accommodate this expansion (SDAT). In 1975, the WSSC let a contract for construction of a second pumping station, a chlorination building, and an electrical substation on the property (Washington Post 1975, E28). Historic topographic maps and aerial imagery show the electrical substation northwest of the original pumping station was completed by 1979; however, the second pumping station and chlorination building were never constructed. Between 1981 and 1993, Brightseat Road was re-aligned to the west, and the original alignment became a cul-de-sac on the private property adjacent to the WSSC Central Avenue Water Pumping Station (Historic Aerials, 2019). A metal communications tower was constructed east of the electrical substation between 2007 and 2009, and eight new pumps were built. Seven replaced the ones originally located on the property, and one was constructed on the adjacent parcel to the north sometime between 2015 and 2018.

Eligibility Determination

The WSSC Central Avenue Water Pumping Station was evaluated for significance as a public utility complex using information available in the Suburbanization Historic Context Addendum and in accordance with the National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The WSSC Central Avenue Water Pumping Station is a small part of the overall expansion of the water infrastructure of the Washington, DC, suburbs in the years following World War II and has no significant association with historical suburban trends such as regional planning, government expansion, or the environmental movement. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the WSSC Central Avenue Water Pumping Station is not eligible under Criterion B.

The WSSC Central Avenue Water Pumping Station is not a notable first example or the last unaltered example of a public utility complex. In response to the increase in development in the Washington, DC, suburbs following World War II, the WSSC greatly expanded the water and wastewater infrastructure throughout Montgomery and Prince George's Counties, including the construction of multiple new water and wastewater treatment plants, numerous other pumping stations, and the laying of new mains and service lines. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the WSSC Central Avenue Water Pumping Station is not eligible under Criterion C.

The property encompasses 3.77 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0067 Parcels 0007, 0101, 0132, 0146 (2018). Tax accounts are 1563014, 1562974, 1570308, and 1563030.

Resources

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"Contract Let for Pumping Station." The Washington Post, May 10, 1975, E28. ProQuest.

Maryland State Department of Assessments & Taxation (SDAT). 2019. "Real Property Data Search." <https://sdattax.dat.maryland.gov/RealProperty/Pages/default.aspx>.

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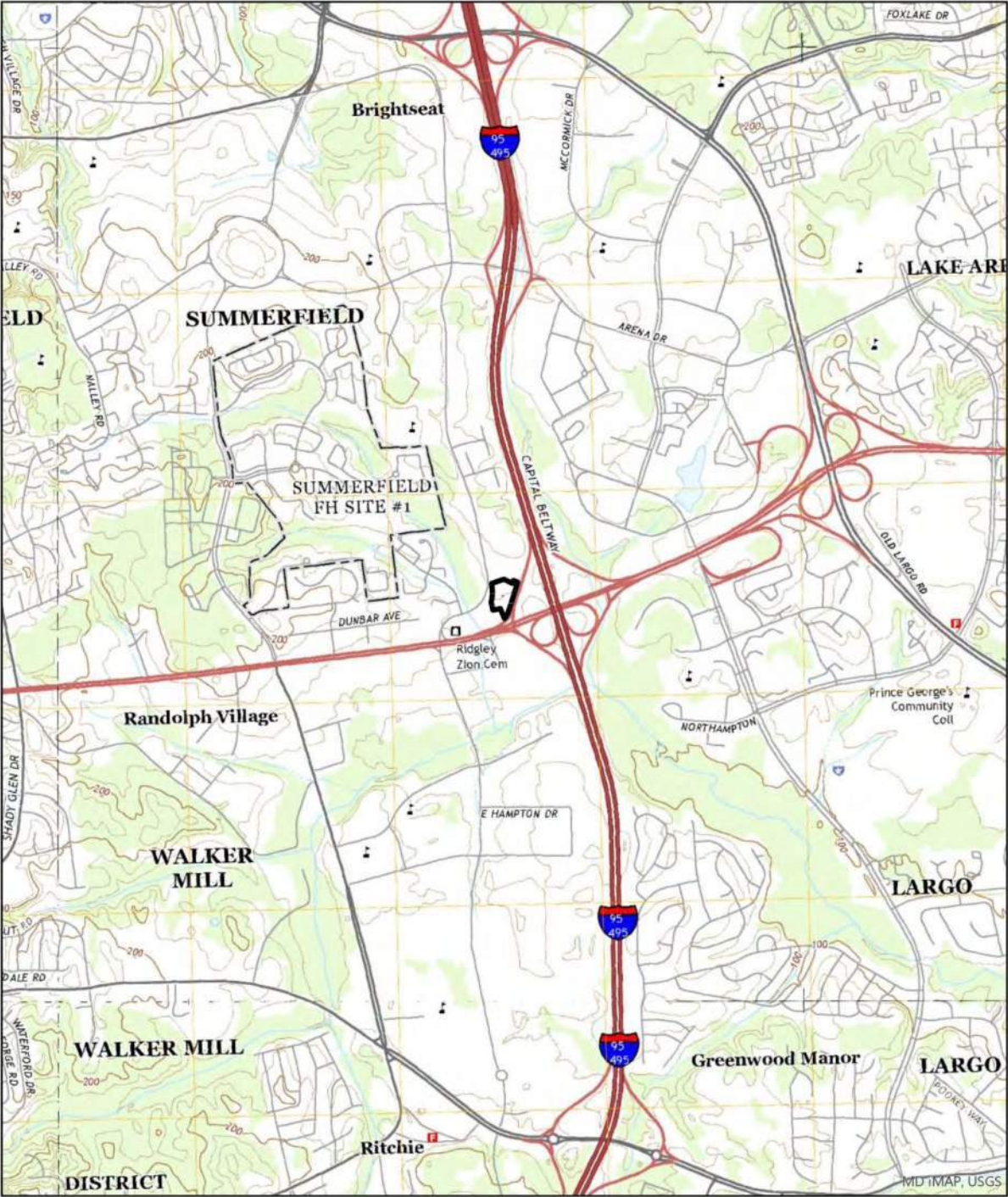
"WSSC Water System Grows 70% in Decade." The Washington Post, March 7, 1961, B2. ProQuest.

WSSC Central Avenue Water Pumping Station

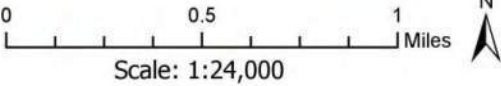
Location: 175, 255 Brightseat Road

Prince George's County

City: Landover



USGS 7.5' Quadrangle - Lanham

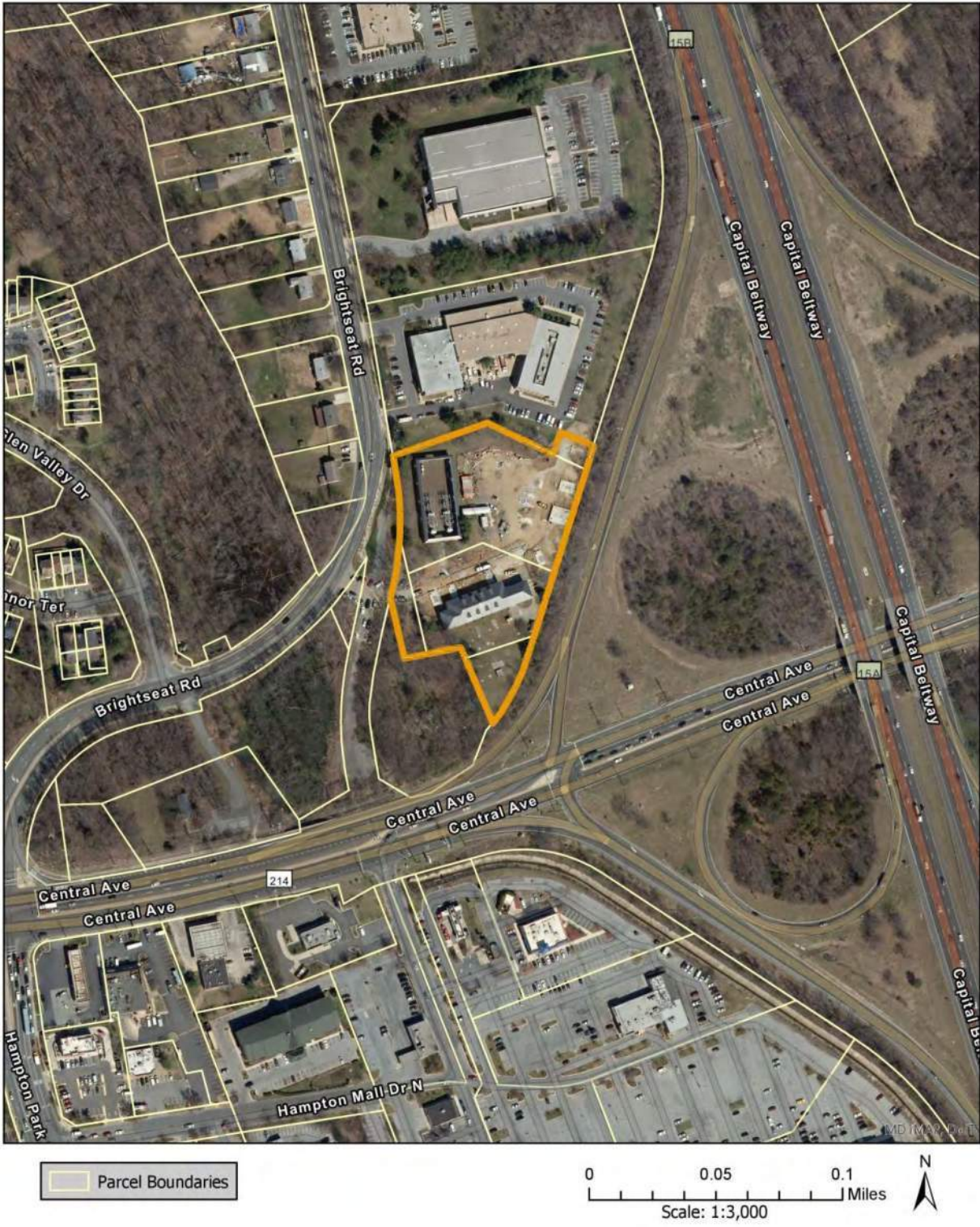


WSSC Central Avenue Water Pumping Station

Location: 175, 255 Brightseat Road

Prince George's County

City: Landover





Pumping station building, northwest facade and southwest elevation with pumps, looking southeast.



Electrical substation, south and west elevations, looking northeast.



View from adjacent property showing pumping station building, pumps, and communications tower, looking southwest.

PHOTO LOG

Number of Photos: **3**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2019-04-24**

Location of Original Digital File: **MD SHPO**

File Format: **PG:72-78_2019-04-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Pumping station building, northwest facade and southwest elevation with pumps, looking southeast.

02.tif

Electrical substation, south and west elevations, looking northeast.

03.tif

View from adjacent property showing pumping station building, pumps, and communications tower, looking southwest.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Waste Management - Temple Hills

Address: 4900 Beech Place

City: Temple Hills

Zip Code: 20748

County: Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0000

Tax Map Number: 0097

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Rebecca Crew

Date Prepared: Jun 19, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

The Waste Management Property at 4900 Beech Place is an approximately 15-acre parcel on the east side of Beech Place in Temple Hills, Maryland (Prince George's County).

The Waste Management Property consists of a gabled, metal-clad pole building at the east end of the property. Until about 2012, according to aerial photography, a larger metal pole building occupied a significant part of the parcel to the west of the extant building. Property tax records indicate the structure at 4900 Beech Place was built ca. 1969. Historic topographic maps and aerial photography support this date for both the extant building and the demolished building.

The extant building consists of a rectangular footprint with extensions along the north side. The west elevation has a single, off-center entrance, sheltered by a shed awning comprised of metal siding and enclosed on the sides by the same material. The south elevation is continuous and has nine, irregularly sized and spaced vehicle bays. The east elevation is devoid of openings. The west elevation is divided into three sections. The exposed section of the original building has two vehicle bays at the east end of the elevation. The middle

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

Waste Management - Temple Hills

section has five vehicle bays and one bay with a single sash window. The west section, which projects twice the length of the middle section, has a single vehicle bay.

A prefabricated, double-wide office trailer is set to the west of the west elevation.

The Waste Management Property is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. It is a typical example of a ubiquitous building type and not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the entirety of Prince George's County Tax Map 97, Parcel F, encompassing 661,062 square feet or 15.1758953 acres.

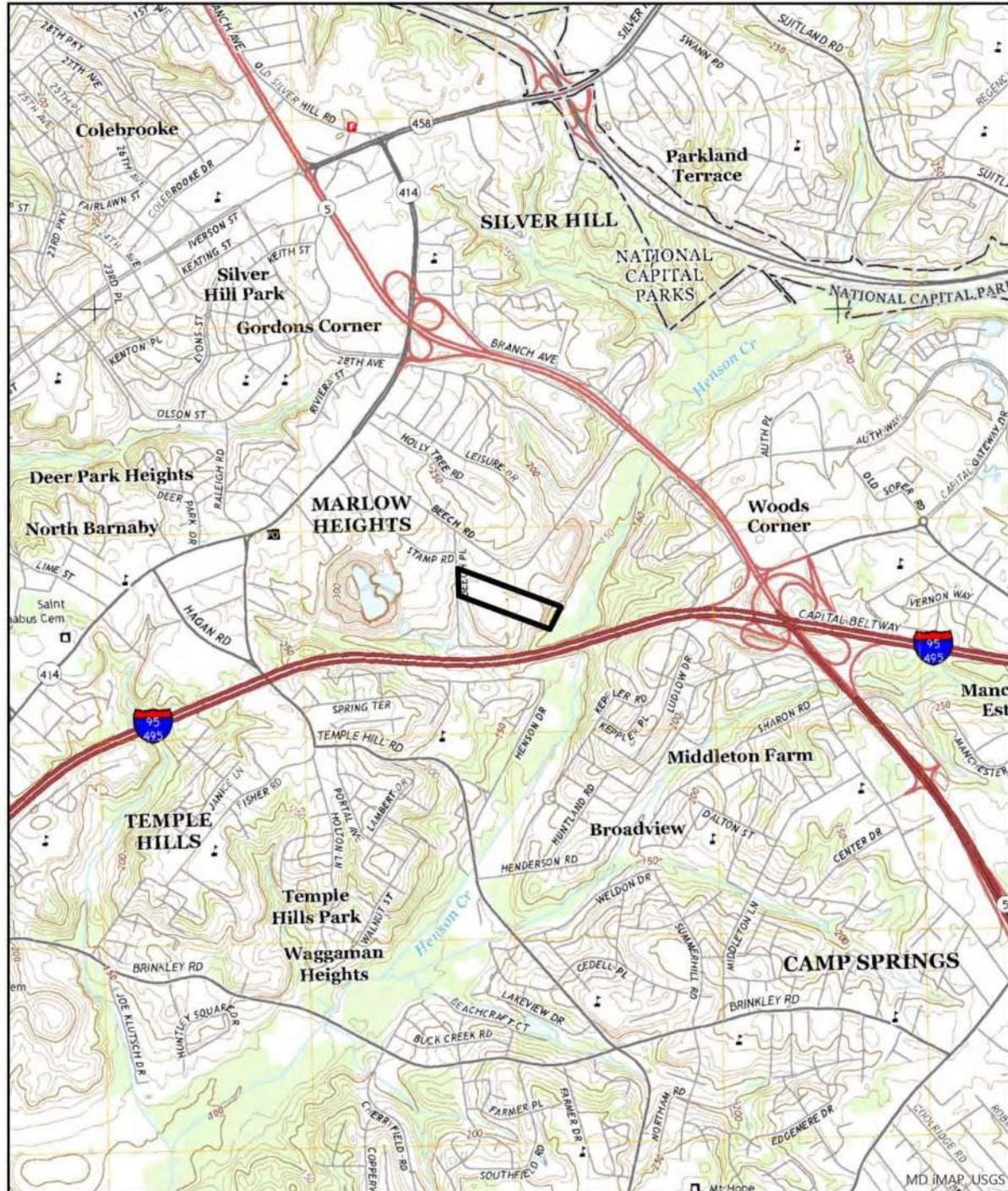
Waste Management - Temple Hills

Waste Management - Temple Hills

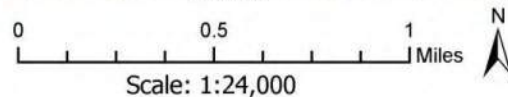
Location: 4900 Beech Place

Prince George's County

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



Waste Management - Temple Hills



View facing southwest towards pole building and office trailer.



View facing southwest towards pole building.

Waste Management - Temple Hills



View facing northwest towards south and east elevations of pole building.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Watkins Glen

Inventory Number: M: 29-75

Address: 12210-12299 Greenleaf Avenue

Historic District: Yes

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Watkins Glen Homes Corporation

Tax Account ID: 04-00141587

Tax Map Parcel(s): 0000

Tax Map: GQ23

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Watkins Glen is a multi-family development located immediately southwest of the I-270 and Montrose Road interchange in Potomac. According to local tax data, the resource consists of 10 buildings constructed between 1970 and 1973. The irregular-shaped townhouse complex comprising 14.268 acres is bounded by the residential neighborhood of Willerburn Acres on the west, I-270 on the east, Cabin John Regional Park on the south, and Montrose Road on the north. Access to the complex is obtained by Greenleaf Avenue, which extends from Willerburn Acres across Brogley Branch. On a whole, Watkins Glen is heavily wooded, despite the building clusters and parking areas along the northeastern edge. The southeast edge, along Brogley Branch, remains undeveloped. Grassy areas decorated with ornamental foliage and mature trees are located between the asphalt parking areas and façade of each building, which face the parking lots. Poured-concrete sidewalks extend between primary entrances, parking lots, and the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

individual buildings. Some rear yards are enclosed with fences. The development also has street lighting and drainage systems. Lighting consists of lantern-topped, metal street lamps that appear to be original. Secondary resources are not present within Watkins Glen.

Description:

The Watkins Glen complex is a townhouse development constructed between 1970 and 1973 during the Suburban Diversification Period (1961-1980). The development consists of 10 buildings that, together, contain 52 townhouse units.

The irregularly shaped buildings in the complex are two stories in height and filled with anywhere from 3 to 18 staggered townhouse units, all of which are two bays wide and range between 1,600 and 1,800 square feet. The buildings stand on a basement foundation supporting a structural system that is clad in a combination of aluminum siding and stretcher-bond brick. The buildings near the southwestern edge of the resource are covered by a flat roof lined with a false mansard sheathed in asphalt shingles, while those closer to the northeastern edge feature side-gabled roofs covered in the same material. The location and material of chimney flues vary; they are located along the rear elevation or pierce the roof slope and are clad in brick or metal.

Primary entrances to each unit, commonly accessed by a poured-concrete stoop or walkway, are located on each building's façade. Several units feature an overhanging second story. Original doors are single-leaf, wood units that are typically paneled and include several lights; in some units, they are flanked by sidelights or set below a fixed transom. Replacement doors are single-leaf, metal units that are paneled and occasionally feature a fanlight or are half-glazed. Second-level balconies, present on some units, are accessed from sliding glass doors. Some units include rear decks. Fenestration includes vinyl-framed double-hung-sash, sliding metal, and wood- or replacement vinyl-framed fixed windows.

Historic Context:

The area known as Watkins Glen was platted in January 1967 as Section Two, Parcel A, Block F of Willerburn Acres, a larger 1960s, single-family neighborhood to the southwest (Montgomery County Plat [MCP] 8496). This section of Willerburn Acres, as designed by brothers Orville F. Smith, William M. Smith, Robert O. Smith, and John D. Smith, partners under the name O.F. Smith and Bros. Company, contained 16.51 acres and included plans to extend the pre-existing Greenleaf Avenue across Bogley Branch, thereby connecting to the larger Willerburn Acres neighborhood. It laid out a design for 79 townhouses in 10 buildings, as well as easements for scenic areas.

The townhouses were never constructed, however, and in March 1969, Per-Olof Holtze and Charles R. Wolfe of the Watkins Glen Homes Corporation purchased a 14.27-acre portion of the above-mentioned Section Two, Parcel A, Block F in Willerburn Acres (Montgomery County Deed Book 3845, 853). Although they kept much of the original design, including Greenleaf Avenue and the scenic easements, the overall acreage reduction resulted in smaller buildings and fewer townhouse units (52) (MCP 9612). In 1970, construction began on the four-bedroom townhouses with the intent to sell them for around \$45,000 to \$65,000; however, almost immediately the development fell into financial troubles and faced foreclosure.

In early 1971, as part of an effort to provide low-cost housing for low- to middle-income families, the Montgomery County Housing Authority (the Housing Authority), considered leasing the Watkins Glen townhouses under the Department of Housing and Urban Development's section 23 program (Hendricks 1971, C-12). The Housing Authority's plan was to modify Watkins Glen to contain six- to seven-bedroom rental units, for which residents would pay 25 percent of their income (Hendricks 1971, C-12). Facing strong opposition by local residents, the plan for low-income housing never materialized, and the Watkins Glen townhouses remain privately owned.

Advertisements for Watkins Glen from 1970 described the units as "total electric townhouses" with private courtyard entries, a two-way electric heat pump, walls of glass, and balconies "that overlook a magnificent wooded parkland" (The Evening Star 1970, C-12). Each townhouse included two-and-a-half baths, living room, separate dining room, and kitchen with self-cleaning oven, range hood, frost-free refrigerator and freezer, dishwasher, and disposer (The Evening Star 1970, C-12). Although tax records still largely refer to this neighborhood as Watkins Glen, by the late 1970s, it became known locally as Treasure Oak, possibly as a result of the financial and controversial issues that plagued this development in the early 1970s (The Evening Star 1978, D-7). Today, the neighborhood group associated with these townhouses is called Treasure Oak Community Association and a sign on Greenleaf Avenue near Bogley Branch reads "Welcome to Treasure Oak."

Evaluation:

Watkins Glen is a townhouse complex that reflects a common trend in multi-family developments beginning in the Suburban Diversification Period (1961-1980) that continues to the present day.

Watkins Glen is one of many similar townhouse developments in Montgomery County; it features no influential innovations and did not shape future multi-family residential design at the local or regional level. It lacks significant associations with important suburban trends such as demographic change or local planning initiatives and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. The people associated with the development of Watkins Glen, Per-Olof Holtze and Charles R. Wolfe were not significant or influential at the local, state, or national level. Therefore, the property is not eligible under Criteria A or B.

Although the townhouse buildings retain most of the character-defining features of their property types, the complex is not one of the earliest or last remaining examples. Better examples of townhouse developments exist elsewhere in the region, such as the Colonial Revival-style Preston Place (1958) in Chevy Chase. The development's townhouses include standard features typical of the period and demonstrate no distinctive stylistic details. The complex is not the work of master architects and exhibits common materials and forms. Alterations, such as replacement fenestration, have diminished the Watkins Glen's historic integrity of design, materials, workmanship, feeling, and association. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 14.27 acres and is bounded by the residential neighborhood of Willerburn Acres on the west, I-270 on the east, Cabin John Regional Park on the south, and Montrose Road on the

north, as seen on Montgomery County Tax Map GQ23, Parcel 0000 and also as seen in Montgomery County plat records 9612.

References:

The Evening Star. 1970. "Watkins Glen." September 25, 1970, C-12.

--- 1978. "Potomac, Treasure Oak" June 10, 1978, D-7

Hendricks, Theodore W. 1971. "U.S. Sued for Housing Action." The Baltimore Sun. July 23, 1971, C-12.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book. n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed November 11, 2018. <http://www.mdlandrec.net/>

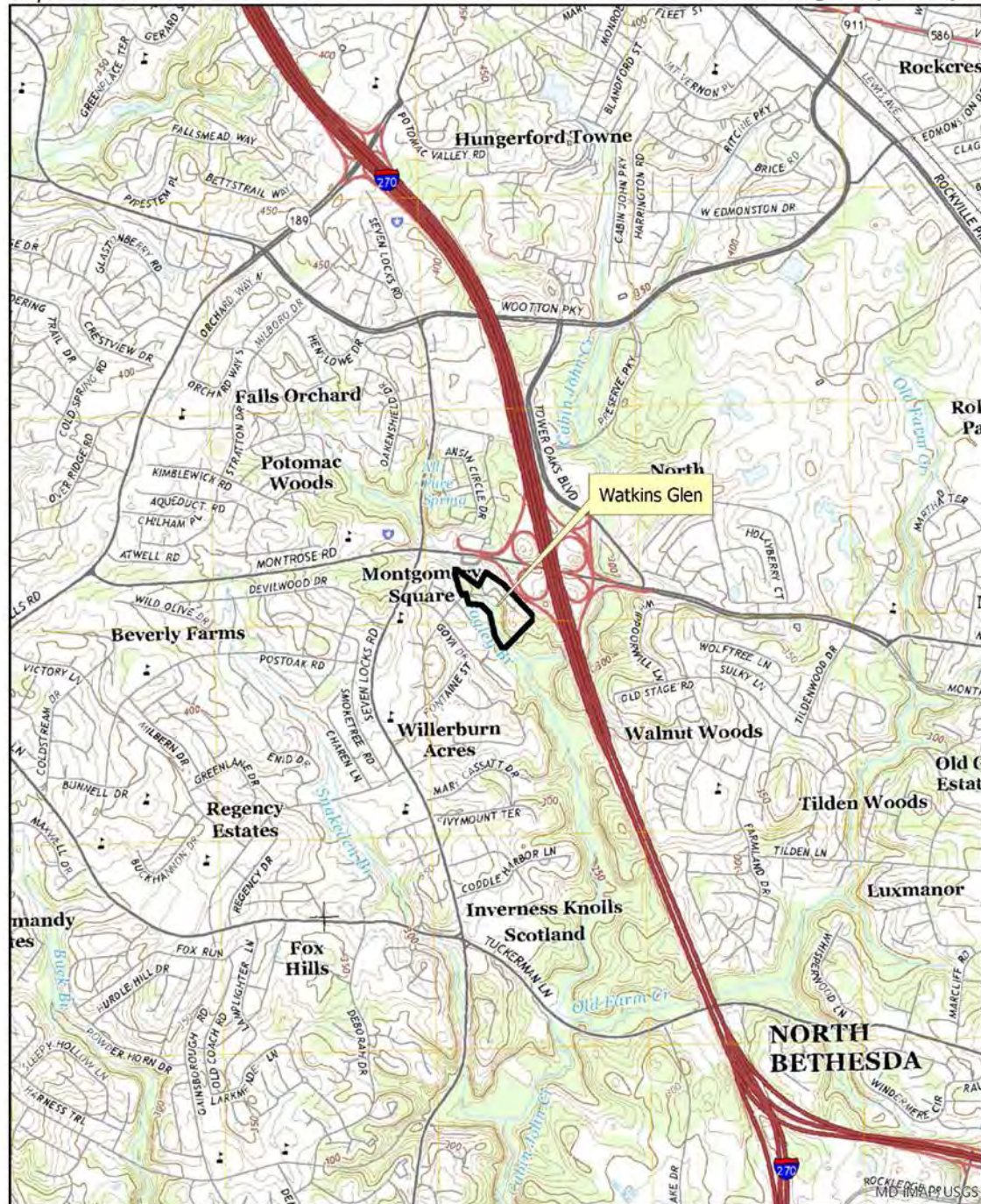
Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 11, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Watkins Glen

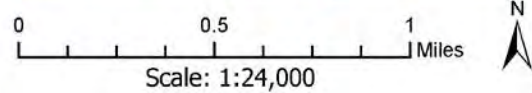
Location: 12210-12299 Greenleaf Avenue

City: Potomac

Montgomery County



USGS 7.5' Quadrangle - Rockville



Watkins Glen

Location: 12210-12299 Greenleaf Avenue

City: Potomac

Montgomery County



PHOTOGRAPHS



View of Greenleaf Avenue and 12210 Greenleaf Avenue, looking southwest.



12210-12216 Greenleaf Avenue, looking west.

PHOTOGRAPHS



12226 and 12228 Greenleaf Avenue, looking northeast.



View of Greenleaf Avenue, looking southeast.

PHOTOGRAPHS



12293-12297 Greenleaf Avenue, looking south.



12216 and 12218 Greenleaf Avenue, looking northwest.

PHOTOGRAPHS



12260–12268 Greenleaf Avenue, looking northwest.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-10-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-75_2018-10-04_01.tif... etc.**

Photographs inserted on continuation sheets:

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View of Greenleaf Avenue and 12210 Greenleaf Avenue, looking southwest.

02.tif

12210–12216 Greenleaf Avenue, looking west.

03.tif

12226 and 12228 Greenleaf Avenue, looking northeast.

04.tif

View of Greenleaf Avenue, looking southeast.

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12293–12297 Greenleaf Avenue, looking south.

06.tif

12216 and 12218 Greenleaf Avenue, looking northwest.

07.tif

12260–12268 Greenleaf Avenue, looking northwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: West End Park Section 2 Inventory Number: M: 26-81
Address: Northeast of the I-270 and W. Montgomery Avenue Interchange Historic District: Yes
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GR13
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The West End Park Section 2 community is a single-family, planned residential neighborhood located on the north side of Montgomery Avenue (Route 28) and northeast of the interchange of Route 28 and I-270 in Rockville, Montgomery County. The development is bounded on the north by Woodley Gardens Park and Woodley Gardens West, on the west by I-270, on the south by Montgomery Avenue, and on the east by the residential subdivision known as West End Park Historic Area (M: 26-7). West End Park Section 2 comprises eight streets (Anderson, Carr, Wilson, Beall, and Montgomery Avenues, Nelson and Owens Streets, and Henderson Circle) and one cul-de-sac (Owens Court) with three churches and 189 single-family dwellings on ranging from 0.2 to 0.38 acre. The subdivision encompasses an estimated 63.4 acres. Streets include concrete curbs and sidewalks except for the north side of Anderson Avenue and the south side of Carr Avenue. Most lots are evenly graded but some are slightly sloped with light to moderate tree

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

coverage, plant beds, and bushes. All houses include a concrete driveway, and fenced rear yards are common. Secondary buildings include sheds and detached garages.

Description:

The West End Park Section 2 community began as a planned residential neighborhood with single-family dwellings constructed between 1927 and 2018, a majority of which were built between 1949 and 1971. The streets are laid out in a grid pattern with some curvilinear streets and one cul-de-sac. Most of the single-family dwellings were constructed in variations of the Colonial Revival style in Minimal Traditional, Cape Cod, Split-Level, Split-Foyer, Two-Story Massed, and Ranch forms.

Dwellings in West End Park Section 2 are primarily two to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, typically parged or covered in a brick veneer. Cladding includes stretcher-bond brick veneer and vinyl siding, commonly in a combination. Stucco and wood or T1-11 siding are present but uncommon. Roofs are primarily side, front, or cross gabled sheathed in asphalt shingles; most feature a boxed cornice with partial or full returns. Some side-gabled roofs also feature a front-gabled peak. Most dwellings have a single brick chimney either piercing the roof slope or set along a side elevation. If dormers are present, they are gabled or shed examples.

Primary entrances comprise a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Although not common, stone-veneered stoops are also present. Many entrances feature a wood or vinyl door surround with Colonial Revival characteristics such as a flat or triangular pediment or sidelights. Some entry porches are covered by a shed or gabled roof or are recessed beneath the building's roof eave. Windows are single or paired two-over-two or six-over-six, wood-framed, double-hung-sash units; however, many original windows have been replaced by vinyl-framed double-hung sash or sliding units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most houses within West End Park Section 2 have an attached sunroom or attached or inset garages for a single vehicle. A small portion of dwellings feature an attached carport. Additions are typically found at the rear or side elevation in scale with the original building.

West End Park Section 2 includes three churches: the Rockville Seventh Day Christian Church at 727 W. Montgomery Avenue (ca. 1965), the Rockville Church of God at 726 Anderson Avenue (ca. 1970), and the First Church of Christ, Scientist, at 100 Nelson Street (ca. 1965). The Rockville Seventh Day Christian Church is a one-story, one-bay, Contemporary-style building clad in a light-colored, brick veneer and covered by a low-pitched, hipped roof with wide overhanging eaves. A double-leaf, metal door accessed by a set of concrete steps and handicap ramp is centered in the south elevation. The Rockville Church of God is a one-and-one-half-story, brick-clad building covered by a moderately pitched, front-gabled roof with a short spire. Fenestration includes vinyl casement windows and double-leaf, metal-clad, glass doors; at the façade (north elevation), brick pilasters frame central vertical windows with stone and vinyl-sided spandrels. Unlike the other churches, the First Church of Christ, Scientist, is built into a slope and features Colonial Revival-style characteristics. The two-story, brick-clad building is covered by a moderately pitched, hipped roof pierced by a central spire. Windows are single, one-over-one, vinyl-clad, double-hung-sash units with faux muntins and the building is accessed by a double-leaf, wood door topped by a full transom.

A one-story, hipped-roof porch is set in front of the primary entrance, located in the second story of the southeast elevation, and features tapered wood columns set on brick piers.

Historic Context:

The West End Park Section 2 community is located on the east side of I-270 on what was once a single-family agricultural property known as the Julius West Farm. The subdivision was formally platted by Henry N. Copp in 1890.

Henry N. Copp, a Washington, D.C., lawyer, purchased portions of the Julius West Farm near Rockville in 1889 from the West family and the Rockville Academy estimated to equal approximately 500 acres (Montgomery County Deed Book [MCDB] JA 13, 444-447; Rathner 2017). Copp and his development partner, Dr. Reuben B. Detrick, filed subdivision plats for West End Park in 1890 and 1891 (Montgomery County Plats [MCP] B, 5-8). Located on the north side of Darnestown Road (current Montgomery Avenue) and stretching from the current location of I-270 on the west to Frederick Avenue on the east, the plans for the subdivision featured a manmade lake and large diagonal boulevards with integrated circles and vistas lined with residential and commercial lots from one and one half to three acres (Rathner 2017). Development did not occur immediately, and the manmade lake and large boulevards never came to fruition.

Copp and Detrick originally planned West End Park in two sections in 1889 (MCP A, 42-43). However, by 1891 the subdivision was replatted as four sections where section 1 became section 2, but in the end, only sections 2 and 3 of this second iteration of West End Park were completed as planned (MCP B, 5-8). Copp sold approximately 220 lots before economic hardship caused by legal challenges, overextension, and the Financial Crisis of 1893 forced him to sell the rest of the remainder of the property at auction in 1900 (Rathner 2017; Ziek 2010). Sections 1 and 4 were later resubdivided by other developers and no longer resemble the original West End Park plans.

The earliest development within Copp's West End Park began prior to 1927 in Section 3, the area encompassed by the previously inventoried West End Park (M: 26-7), immediately east of Section 2 (MCP B, 7). West End Park, with many examples of Victorian-era houses, depended on the railroad for access to Washington. Houses in Section 2, the southwestern most of Copp and Detrick's four sections, first appeared in 1927, after the advent of the automobile (MCP B, 6).

Initial advertisements for all portions of the West End Park subdivision were geared towards Washingtonians who wanted an easy escape from the hustle and bustle of city life. In a promotional booklet for the subdivision, Copp noted "while people in Washington are restless and sleepless during the sultry nights of summer, the residents of Rockville are quietly sleeping beneath coverlets and being refreshed for their next day's duties" (Rathner 2017, electronic document). Properties were initially sold by The West End Park Loan and Trust Company and it was not until at least 1927 that any construction occurred in Section 2.

Sporadic growth continued during the 1930s through mid-1950s when a moderate number of lots between Anderson and Carr Avenues were developed with single-family dwellings by individual owners or builders, which is evident by the varying forms and styles of the buildings on those streets. In April of 1946,

at least 50 “beautifully wooded gently rolling homesites” in West End Park Section 2 were advertised to home builders and investors at auction (The Evening Star 1946, 44). The lots were touted as located in the main area of growth of Rockville.

Between 1962 and 1969, lots in the northern portion of the current resource were replatted by West End Park North, Inc. and Lingenfelter Builders, Inc. (MCP 6868, 9028, 9261). The dwellings constructed during this period were primarily built by James E. Cafritz, Inc., some of which were sold by the real estate firm of Samuel E. Bogley, Inc. (The Washington Post and Times Herald 1963, D6). Three churches also were constructed during the 1960s and 1970s: The Rockville Seventh Day Christian Church at 727 Montgomery Avenue, the Rockville Christian Church of God at 730 Anderson Avenue, and the First Church of Christ, Scientist, at 100 Nelson Street. Periodic demolition of dwellings within the West End Park subdivision and construction of larger homes began in the mid-1980s and continues to this day.

Henry N. Copp was a New York native who worked as an attorney in Washington, D.C., and who specialized in obtaining patents for inventors as well as land and mining claims and contests (Ziek 2010, electronic document). Copp became an active real estate developer, in particular along the Baltimore and Ohio Railroad, where his developments included Kensington Park, Addition to Kensington, and Garrett Park. His development partner, Dr. Reuben B. Detrick, came from Pennsylvania to the Washington area to serve as the chief of the Internal Revenue Division of the Treasury Department. Detrick worked closely with Copp on several development projects in the Rockville area. Detrick took an active interest in development in Montgomery County, particularly in Kensington, where he promoted its incorporation and served as its first mayor.

James E. Cafritz was a Washington, D.C. area builder and developer in the mid-twentieth century credited with subdivisions such as Cherrywood, West End Park, Aspen Hill Park, and Laurel Grove (The Washington Post and Times Herald 1965, D6). Cafritz and the architectural team of Horowitz and Seigel Associates offered three home designs for West End Park: “a split-level, Colonial, and rambler” with the “latter selected as a Forecast Home by the Washington Gas Light Co.” (The Washington Post and Times Herald 1962, D4). “Features include paneled family activity centers off the kitchen, paneled terrace rooms with sliding glass doors on grade to a patio, 3 and 4 bedrooms, center hall foyers, full basements, and optional carports” (The Washington Post and Times Herald 1962, D4).

Evaluation:

West End Park Section 2 was evaluated in accordance with the Suburbanization Historic Context and Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

The West End Park Section 2 community reflects a broad range of single-family residential development patterns, beginning in the Industrial/Urban Dominance Period (1870-1930) and continuing through the Suburban Diversification Period (1961-1980). The subdivision was platted in 1890 and although lots were sold, development did not occur until the late 1920s, followed by two major periods of growth in the early 1950s and between 1961 and 1971. The resource is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Its predominant development period, 1950-1970, came after suburban development in Rockville was already well under way. The neighborhood does not demonstrate significant associations with suburban expansion in Rockville or Washington, D.C., which is

better represented in Rockville by the range of houses in the adjacent West End Park. Furthermore, West End Park Section 2 is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the neighborhood is not significant under Criterion A.

Henry N. Copp and Reuben Detrick were popular and largely successful developers in the late-nineteenth century in Montgomery County; however, their work in West End Park Section 2 was limited to platting streets, and the pair was forced to sell the property before carrying out their full vision. Copp is better represented by his work in Garrett Park, and Detrick for his role in Kensington. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not significant under Criterion B.

The West End Park Section 2 community was not the first planned residential neighborhood in this area of Montgomery County or Rockville. Construction in this subdivision did not begin until over 30 years after being platted, and most occurred during the 1960s. With mid-twentieth century houses constructed along streets laid out in the nineteenth century, West End Park Section 2 is not a good example of the type of suburban development that occurred in Montgomery County. The neighborhood's house forms and styles include standard features typical of their period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Although the buildings in the West End Park Section 2 community retain most of the character-defining features of their property types, additions, replacement materials such as fenestration and siding, and infill negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 63.4 acres and is bounded on the north by Woodley Gardens Park and Woodley Gardens West, on the west by I-270, on the south by Montgomery Avenue, and on the east by the residential subdivision known as West End Park Historic Area (M: 26-7). It is confined to the current property tax parcels, which are found on Montgomery County Tax Map GR13 and also as seen in Montgomery County plat book A page 42 and B page 6, and plats 6868, 9028, and 9261.

References:

The Evening Star. 1946. "Auction Sale." April 12, 1946, 44.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed December 3, 2018. <http://www.mdlandrec.net>.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 3, 2018.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Rathner, Janet Lubman. 2017. "Vintage Rockville, Showing Its Ages." The Washington Post. March 10, 2017. Accessed December 20, 2018. <http://www.washingtonpost.com/wp-dyn/content/article/2007/03/09/AR2007030900852.html>.

The Washington Post and Times Herald. 1962. "More Homes Being Shown in Rockville." November 3, 1962, D4.

---1963. "Forecast Home in Maryland." January 5, 1963, D6.

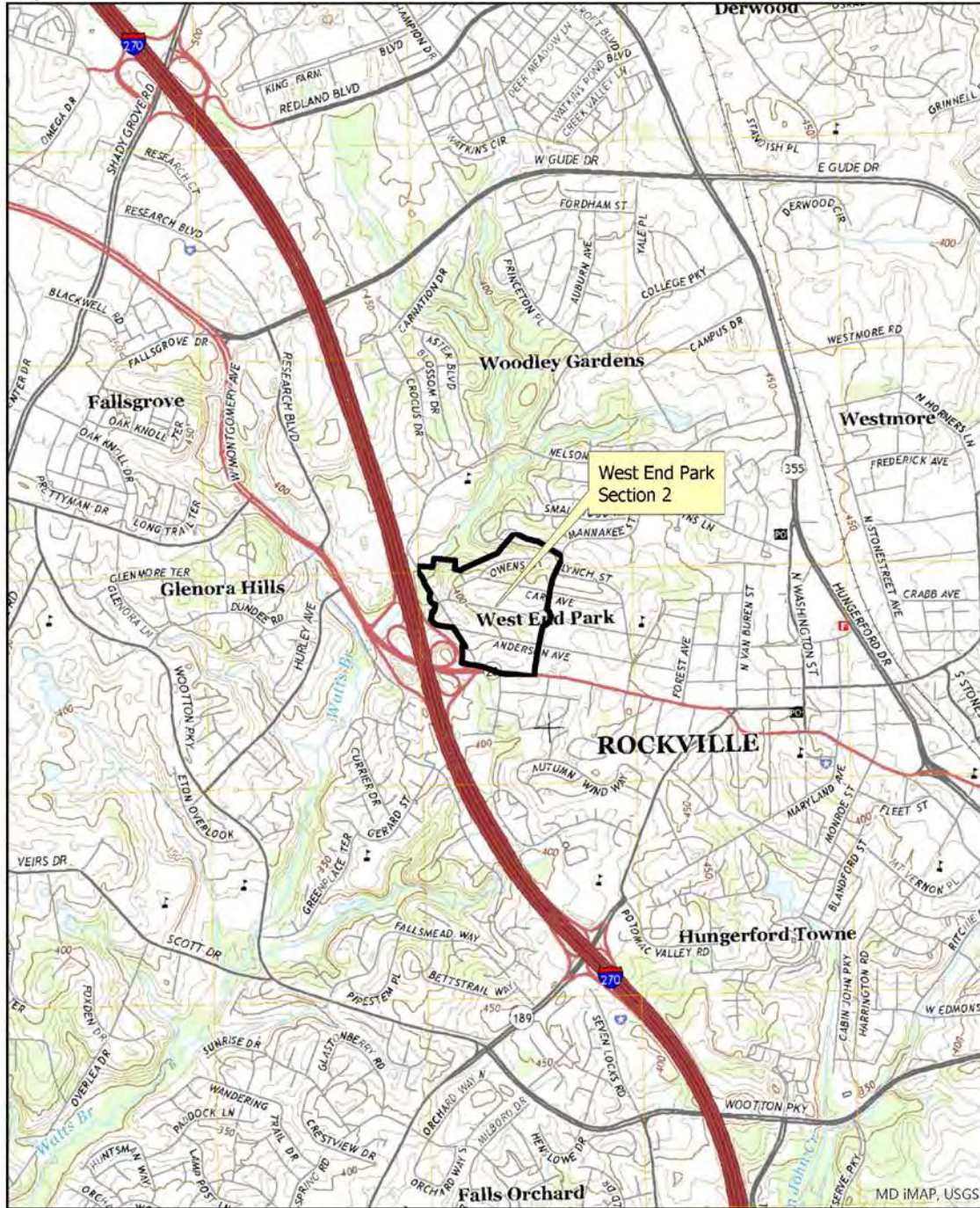
---1965. "J.E. Cafritz to Build at Laurel." June 12, 1965, D6.

Ziek, Robin D. 2010. National Register of Historic Places Nomination Form: Rockville Park Historic District (M: 26-13), Montgomery County, Maryland. Accessed December 28, 2018.
https://mht.maryland.gov/secure/medusa/PDF/NR_PDFs/NR-1526.pdf.

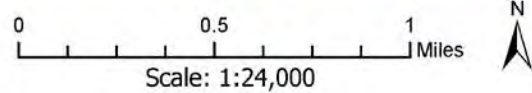
West End Park Section 2

Location: Northeast of I-270 and W. Montgomery Avenue interchange
City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville

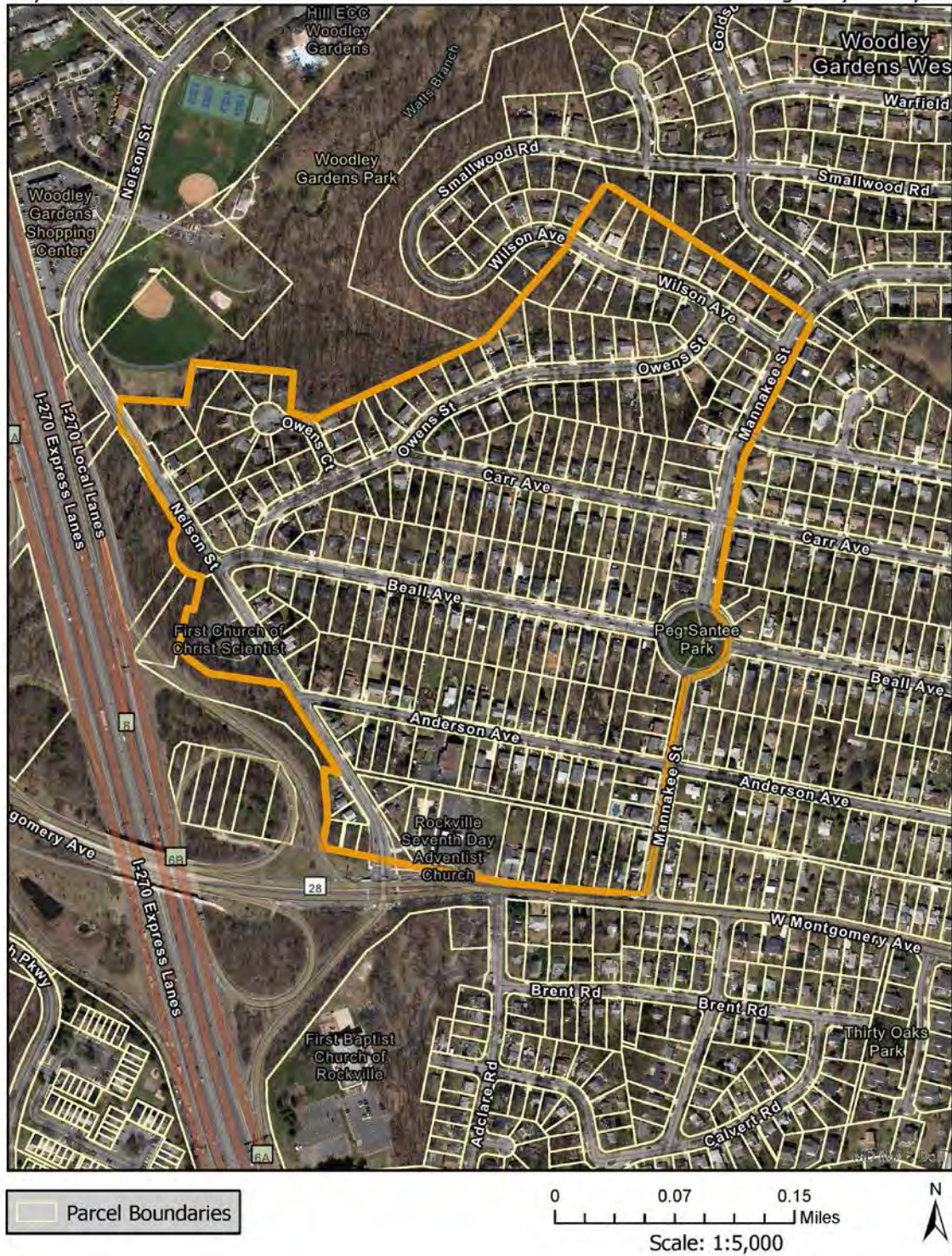


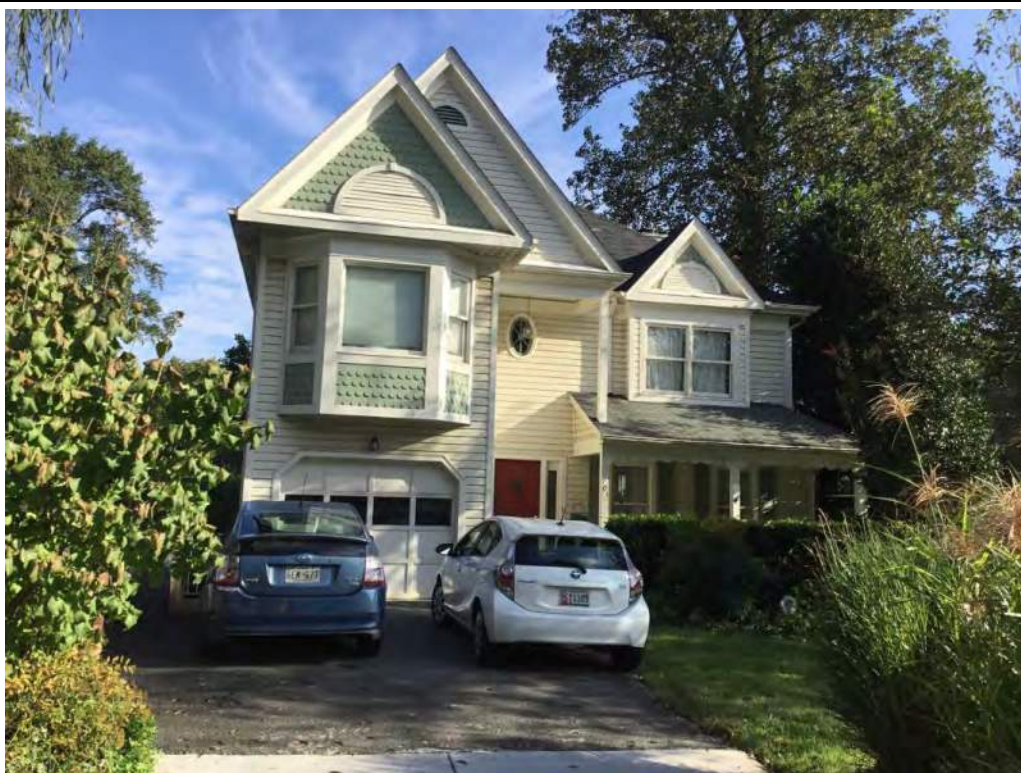
West End Park Section 2

Location: Northeast of I-270 and W. Montgomery Avenue interchange

City: Bethesda

Montgomery County





703 Beall Avenue, south elevation.



707 Beall Avenue, southwest oblique.



South side of Beall Avenue, looking southwest from 715 Beall Avenue.



East side of Nelson Street, looking east from 107 Nelson Street.



Rockville Church of God at 731 Anderson Avenue, north elevation.



West side of Mannakee Street, looking northwest from 2 Mannakee Street.



Overview of Carr Avenue, looking west.



74 Anderson Avenue, southwest elevation.



North side of Wilson Avenue from Owens Street, looking northwest.



East side of Mannakee Street, looking northwest from 710 Mannakee Street.

PHOTOGRAPHS



First Church of Christ Scientist at 100 Nelson Street, north oblique.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-81_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

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703 Beall Avenue, south elevation.

02.tif

707 Beall Avenue, southwest oblique.

03.tif

South side of Beall Avenue, looking southwest from 715 Beall Avenue.

04.tif

East side of Nelson Street, looking east from 107 Nelson Street.

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Rockville Church of God at 731 Anderson Avenue, north elevation.

06.tif

West side of Mannakee Street, looking northwest from 2 Mannakee Street.

07.tif

Overview of Carr Avenue, looking west.

08.tif

74 Anderson Avenue, southwest elevation.

09.tif

North side of Wilson Avenue from Owens Street, looking northwest.

10.tif

East side of Mannakee Street, looking northwest from 710 Mannakee Street.

11.tif

First Church of Christ Scientist at 100 Nelson Street, north oblique.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: White Oak Manor

Inventory Number: PG:65-56

Address: South of I-495, east of Riggs Road

Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0024

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Mar 25, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

White Oak Manor is a planned residential development located south of I-495 and east of Riggs Road in Hyattsville. A 1990s addition to White Oak Manor borders the subdivision to the south and east. The development is approximately 38 acres and is composed of eight curvilinear streets, six of which terminate in cul-de-sacs. There are approximately 110 single-family dwellings on lots ranging between 0.20 and 0.54 acre. All streets are lined with a concrete curb, sidewalks, and streetlamps, and individual lots are evenly graded or slightly sloped with moderate tree coverage and bushes. All lots feature a concrete driveway connected to the house by a concrete walkway, and rear lots are occasionally fenced. Secondary resources include sheds and detached carports.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Description:

White Oak Manor is a planned residential development of approximately 110 single-family dwellings constructed between 1957 and 1970 during the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. Most of the single-family dwellings were constructed in the Ranch, Split-Level, or Two-Story Massed forms. Colonial Revival-style detailing is present on Two-Story Massed houses.

Dwellings are primarily five to seven bays wide and one to two stories tall. Foundations are often parged concrete and, depending on the slope of the terrain, may include a crawl space or basement. Cladding on the houses consists of stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of materials. Roofs are front or side gabled, all of which are sheathed in asphalt shingles. Most dwellings feature either an exterior-end or interior-slope brick chimney.

Primary entrances include a single-leaf wood or fiberglass door and storm door on the façade, although placement varies depending on the form or style of the house. Door surrounds with modest Colonial Revival-style elements, such as sidelights, dentils, and pediments, are common on Two-Story Massed houses. Original windows are six-over-nine, six-over-six, or nine-over-nine, double-hung-sash units and multi-light bay windows. A majority of houses have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, typically flank façade windows. Concrete stoops at primary entrances are common. Although uncommon, some dwellings have one-story, partial width porches. Many houses have attached single-car carports or garages.

Historic Context:

In November 1954, White Oak Manor, Inc., owned by William S. Eagle and David F. Linowes, purchased 87.39 acres along Whitfield Chapel Road from Isadore and Bertha Gudelsky, Harry and Lea Gudelsky, Homer S. and Martha Gudelsky, Anna Gudelsky, Ida Gudelsky, Charles and Frannie Scheffres, Jerome and Myrtle Scheffres, Eugene Scheffres, and Lillian and Milton Turner (Prince George's County Deed Book [PGCDB] 1794, 464). By February of the next year, White Oak Manor, Inc., had platted the first section of White Oak Manor, totaling over 8 acres. It included 21 lots along Lackawanna and Muskogee streets. White Oak Manor, Inc., began construction of the houses soon after the plats were filed; all of the houses in this section were completed by 1957 and White Oak Manor, Inc., sold the houses to individual home buyers (Nationwide Environmental Title Research [NETR] 1957; PGCDB 20012, 22; Prince George's County Plat Book [PGCPB] WWW 25, 59). White Oak Manor, Inc., also subdivided a 4.96-acre section containing 17 lots along Lackawanna Street and Lackawanna Court, although houses in this section were not constructed until 1970 (NETR 1964, 1970; PCPB 26, 99).

Between December 1967 and May 1968, White Oak Manor, Inc., sold 25.11 acres to Lenore Corporation, which was owned by Myron and Lenore Loewinger, and the White Oak Corporation, which was owned by Allen Berenter and Allen Morris (PGCDB 3550, 852). The corporations subdivided the 25.11 acres in 1968 and created 72 lots and six cul-de-sacs that extend from Muskogee Street (PGCPB WWW 67, 55). Between 1968 and 1970, they built the houses and sold them to individual home buyers (NETR 1970; PGCDB 3704, 807).

Newspaper advertisements from the late 1950s and early 1960s touted three- and four-bedroom Split Levels with a fireplace in the living room, multiple bathrooms, modern kitchen, and a carport. Real estate agents, such as Hugh T. Peck and Sarvis Realty Company, noted that Federal Housing Administration loans were available and priced the houses in the low- to mid-\$20,000s (The Evening Star 1963, D-12; The Washington Post and Times Herald 1959, C12).

In the 1970s, houses in White Oak Manor were selling between \$32,500 and \$41,750 and the advertisements boasted that the dwellings were custom built and featured central air-conditioning, a tiled basement, and a carport (The Evening Star 1970, C-15; 1971, D-14; The Washington Post and Times Herald 1971, D35). This subdivision did not include any community amenities.

Research did not uncover any other projects completed by the three firms associated with the development of White Oak Manor (White Oak Manor, Inc., Lenore Corporation, and White Oak Corporation).

Evaluation:

White Oak Manor was evaluated as a planned residential development in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

White Oak Manor is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Modern and Suburban Diversification periods. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the subdivision is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The professionals involved in the development of White Oak Manor, such as William S. Eagle, David F. Linowes, Myron, Lenore Loewinger, Allen Berenter, and Allen Morris, had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

White Oak Manor is a modest and basic example of a planned residential development and demonstrates none of the innovations in residential developments that occurred during the Suburban Diversification period. Furthermore, the development's Ranch, Split-Level, and Two-Story-Massed forms include standard features typical of the period and demonstrate only modest Colonial Revival-style details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because White Oak Manor is a common example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. White Oak Manor was not evaluated under Criterion D.

White Oak Manor encompasses approximately 38 acres. It is bounded on the north by I-495, on the east and south by a 1990s residential addition to White Oak Manor, and on the west by Riggs Road, as defined

in Prince George's County Plats WWW 25 page 52, WWW 26, page 99, and WWW 67, page 55. It includes multiple parcels found on Prince George's County Tax Map 0024.

References:

The Evening Star. 1963. "Adelphi- White Oak Manor." August 14, 1963, D-12.

---1970. "White Oak Manor." November 20, 1970, C-15.

---1971. "White Oak Manor." May 13, 1971, D-14.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 20 2019. <http://www.mdlandrec.net>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 20, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post and Times Herald. 1959. "Adelphi- White Oak Manor." May 13, 1959, C12.

---1971. "White Oak." August 1, 1971, D35.

White Oak Manor

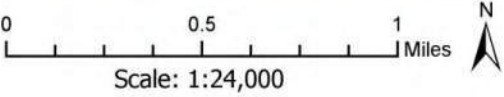
Location: South of I-495, east of Riggs Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

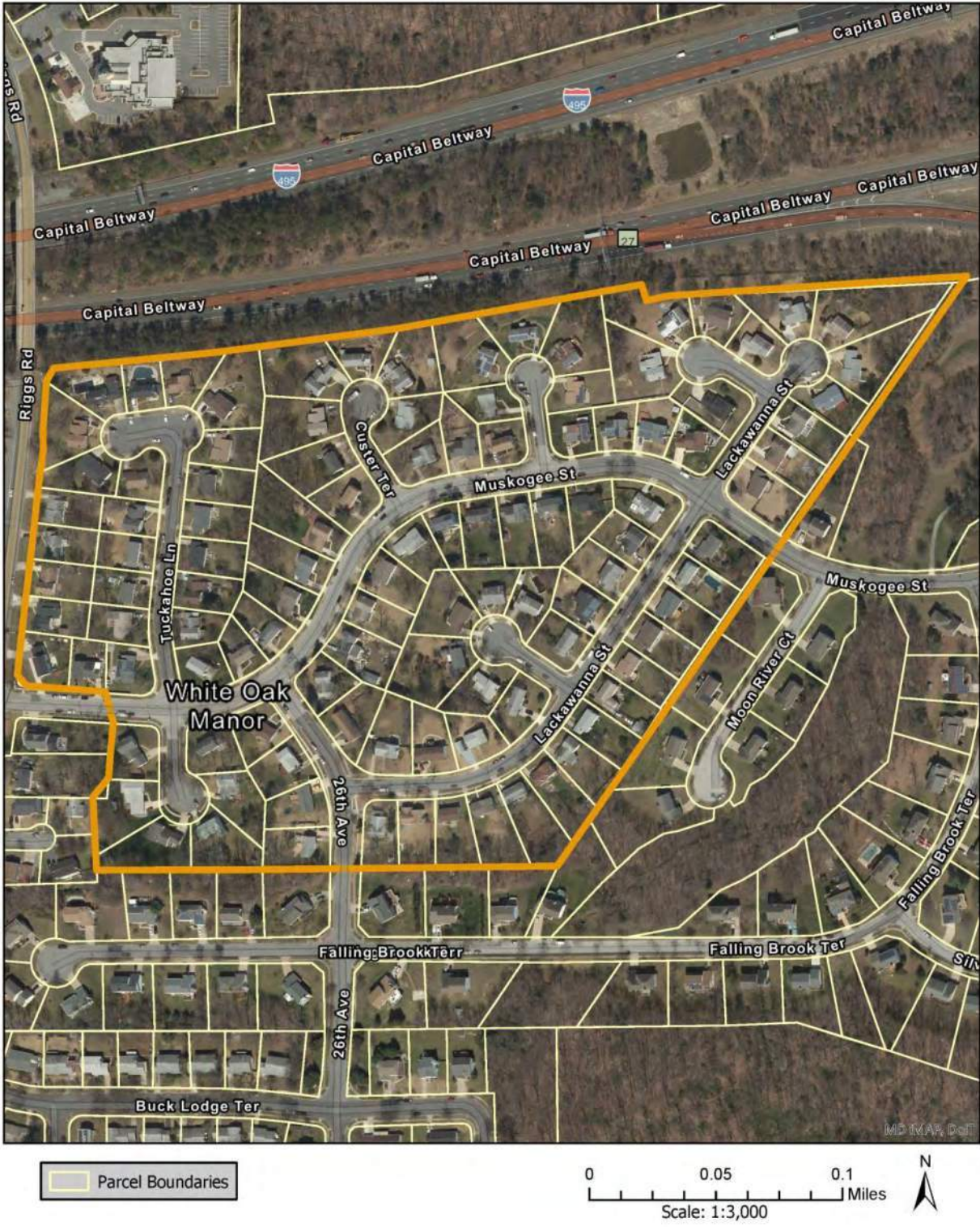


White Oak Manor

Location: South of I-495, east of Riggs Road

Prince George's County

City: Hyattsville





9212 Tuckahoe Lane, east elevation.



Tuckahoe Lane, overview of cul-de-sac, looking north.



Streetscape of 26th Avenue, looking northwest.



2604 Lackawanna Street, southwest oblique.



Streetscape of Muskogee Street, looking northwest.



Streetlamp on Muskogee Street.

PHOTOGRAPHS



9809 26th Avenue, northeast oblique.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:65-56_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9212 Tuckahoe Lane, east elevation.

02.tif

Tuckahoe Lane, overview of cul-de-sac, looking north.

03.tif

Streetscape of 26th Avenue, looking northwest.

04.tif

2604 Lackawanna Street, southwest oblique.

05.tif

Streetscape of Muskogee Street, looking northwest.

06.tif

Streetlamp on Muskogee Street.

07.tif

9809 26th Avenue, northeast oblique.

**MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Whitfield Chapel Park

Address: 5214 Whitfield Chapel Road

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): A

Tax Map Number: 52

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Description of Property and Justification: (Please attach map and photo)

Whitfield Chapel Park, also known as Whitfield Community Park, is a local and neighborhood park in Lanham comprising 26.33 acres of land. The property was conveyed to the Maryland-National Capital Park and Planning Commission in multiple parcels, with the north 16.18 acres conveyed 1975-1976 (Prince George's County Plat Book NLP 97:15, 1977) and the south 10.14 acres acquired in 1993 (Prince George's County Deed Book 9164:495, 1993).

The park is in a suburban residential neighborhood, located between Whitfield Chapel Road to the east and Interstate 495 to the west. Whitfield Chapel Park is characterized by wooded areas and open space for recreational activities. Park access is via a paved driveway directly across from Keewatin Road which leads west to two paved parking areas. The park contains two baseball fields, one directly south of the eastern-most parking lot; the other located west of the parking lots. Both baseball fields have chain link fences and a few benches; the west field also has lighting and a rectangular one-story exposed aggregate shed-roof storage or utility building. Aerial photographs suggest a single baseball field was present on the site in the 1960s. By 1980, the park included multiple baseball fields, in different locations than the original. The park was redesigned and additional amenities were added sometime between 1981 and 1993, and the current east

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Whitfield Chapel Park

baseball field is close to the same location and orientation as the original 1960s field. The southeast end of the park has a small playground and paved trails constructed during the 1990s, after the parcel was purchased in 1993.

The Whitfield Chapel Park is an example of a local and neighborhood park common throughout suburban Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The park is a type found commonly throughout suburban Maryland and most of the existing amenities and infrastructure are replacements added after 1981. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 26.33 acres and is defined as Parcel B of Plat A-9068 and Parcel A of Plat A-7588 on Prince George's County Tax Map 52.

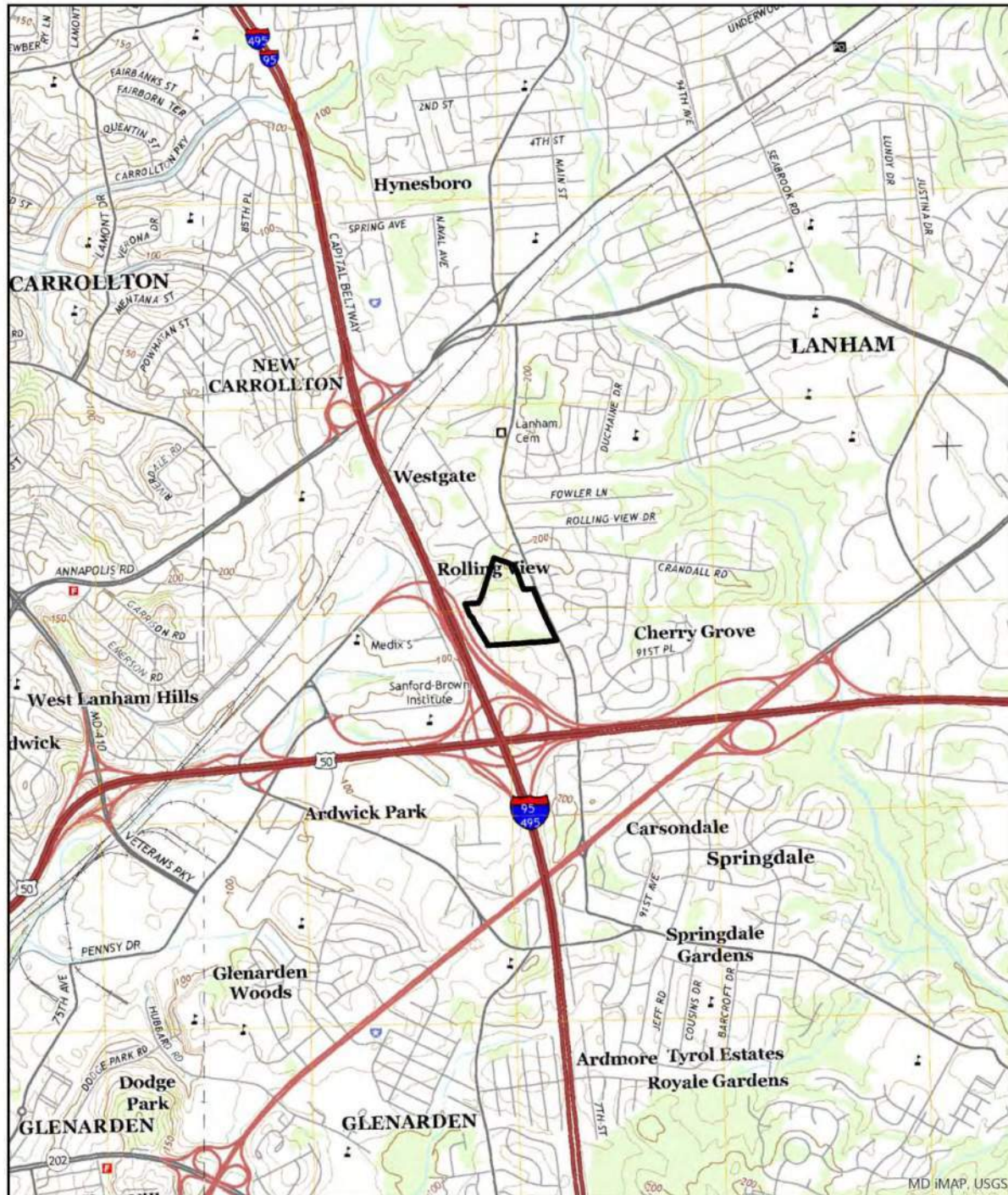
Whitfield Chapel Park

Whitfield Chapel Park

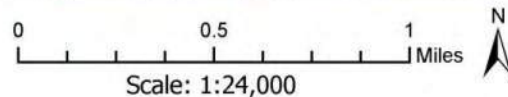
Location: 5214 Whitfield Chapel Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham



NR-ELIGIBILITY REVIEW FORM

Whitfield Chapel Park



East Baseball Field Looking East Toward Whitfield Chapel Road



West Parking Lot and Baseball Field Looking West

Whitfield Chapel Park



Playground Area Looking Southeast

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Whitfield Woods Inventory Number: PG:70-103
Address: Northeast of intersection of Route 50 and I-495 Historic District: Yes
City: Lanham Zip Code: 20706 County: Prince George's
USGS Quadrangle(s): Lanham
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0052
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Heather Staton Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Whitfield Woods community is a single-family, planned residential development located on the east side of I-495 and Whitfield Chapel Road, on the south side of Crandall Road, and on the north side of Route 50 in Lanham, Prince George's County. Other residential neighborhoods surround Whitfield Woods to the north and northeast (Whitfield Gardens), and east (Hayden's Subdivision). Whitfield Woods is approximately 44.44 acres and is composed of six curvilinear streets and two cul-de-sacs, with approximately 180 single-family dwellings on lots averaging between 0.15 and 0.32 acre. All streets are lined with a concrete curb and individual lots are evenly graded or slightly sloped with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway, and rear lots are occasionally fenced. Some streets include streetlamps. Secondary resources within Whitfield Woods include sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Description:

Whitfield Woods is a planned residential development comprising approximately 180 single-family dwellings constructed between 1967 and 1990, largely during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Ranch, Split-Level, and Split-Foyer forms.

Dwellings in Whitfield Woods are primarily three to four bays wide and one to two stories tall. Dwellings, often of concrete-block construction, sit atop a crawl space or basement, depending on the slope of the terrain. Cladding on the houses includes a combination of materials, including stretcher-bond brick veneer and siding, such as vinyl or aluminum. Roofs include front and side gables, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick, exterior-end chimney or an interior-end metal flue.

Primary entrances are typically off-center and include a single-leaf wood or fiberglass door and storm door often accessed by a concrete stoop or the occasional one-story entry porch. Door surrounds with modest Colonial Revival-style elements, such as sidelights, dentils, and pediments, are common. Many houses within the development have secondary side entrances with a single-leaf doors. Original windows are two-over-two, six-over-six, or eight-over-eight, double-hung-sash units and multi-light bay or bowed windows. A majority of houses have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, commonly flank the façade. Attached, single-car carports or garages are incorporated into the design of many houses in this development.

Historic Context:

In September 1965, Bass Brothers, Inc., owned by Jack M. Bass and Ralph S. Bass, purchased approximately 35 acres along Whitfield Chapel Road from Clarence M. Schwerin, III, and wife, Suzanne B. Schwerin (Prince George's County Deed Book [PGCDB] 3207, 262, 272). By November of that same year, Bass Brothers, Inc., had platted the first section of Whitfield Woods, totaling over 15 acres. It included several secondary streets and an access road (91st Place) from Whitfield Chapel Road. This first portion of Whitfield Woods was situated on the south side of Whitfield Gardens, a planned residential development platted by Caskel Developments, Inc., in the early 1960s (Prince George's County Plat Book [PGCPB] WWW 58, 52). Beginning in 1967, Bass Brothers, Inc., began development on the houses in the first section of Whitfield Woods. Between 1966 and 1969, they further expanded Whitfield Woods to the southeast. Construction began soon after each new section was platted. In the late 1980s, George F. and Katherine R. Kabus platted an eight-lot addition to Whitfield Woods on the eastern edge of 91st Place; dwellings in the section date to 1990 and reflect similar forms, Split-Level and Split-Foyer, as exhibited in the earlier sections.

Early newspaper advertisements touted three-, four-, and five-bedroom houses that were "close, but not too close, to major shopping centers, good schools and downtown Washington" (The Evening Star 1970, D-4). In the late 1960s and early 1970s, house sales were completed by Gitelson and Neff Associates, Inc. They boasted the financial practicality of Whitfield Woods houses, noting that the builder was responsible for the settlement cost and that eight percent conventional financing over a 25-year period was available, as was Federal Housing Administration and Veterans Affairs financing (The Evening Star 1970, D-4). The houses were priced from \$25,290 (The Washington Post and Times Herald 1966, R44).

Whitfield Woods was the largest and most advertised development created by Bass Brothers, Inc., if not the only one. Research did not uncover any other project completed by this Maryland-based firm.

Evaluation:

Whitfield Woods was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Whitfield Woods is typical of most planned residential developments in Maryland and the Washington, D.C. suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the subdivision is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals involved in the development of Whitfield Woods had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Surrounded by similar subdivisions, Whitfield Woods is a modest and basic example of a planned residential development and demonstrates none of the innovations in residential developments that occurred during the Suburban Diversification Period. Furthermore, the development's Ranch, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate only modest Colonial Revival-style details. As a whole, this group of houses does not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Whitfield Woods is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values as a singular development, the property is not eligible under Criterion C. Whitfield Woods was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary Whitfield Woods for the resource encompasses a total of 44.44 acres. It is bounded on the north by Whitfield Gardens, on the east by Hayden's Subdivision, on the south by Route 50 and on the west by Whitfield Chapel Road, as defined in Prince George's County Plats WWW 58 page 52, WWW 63, pages 29-31, WWW 70, pages 93, NLP 132, page 39, and NLP 154, page 29. It includes multiple parcels found on Prince George's County Tax Map 0052.

References:

The Evening Star. 1970. "Advertisement." November 27, 1970, D-4.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed January 28, 2019. <http://www.mdlandrec.net>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed January 28, 2019.

<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

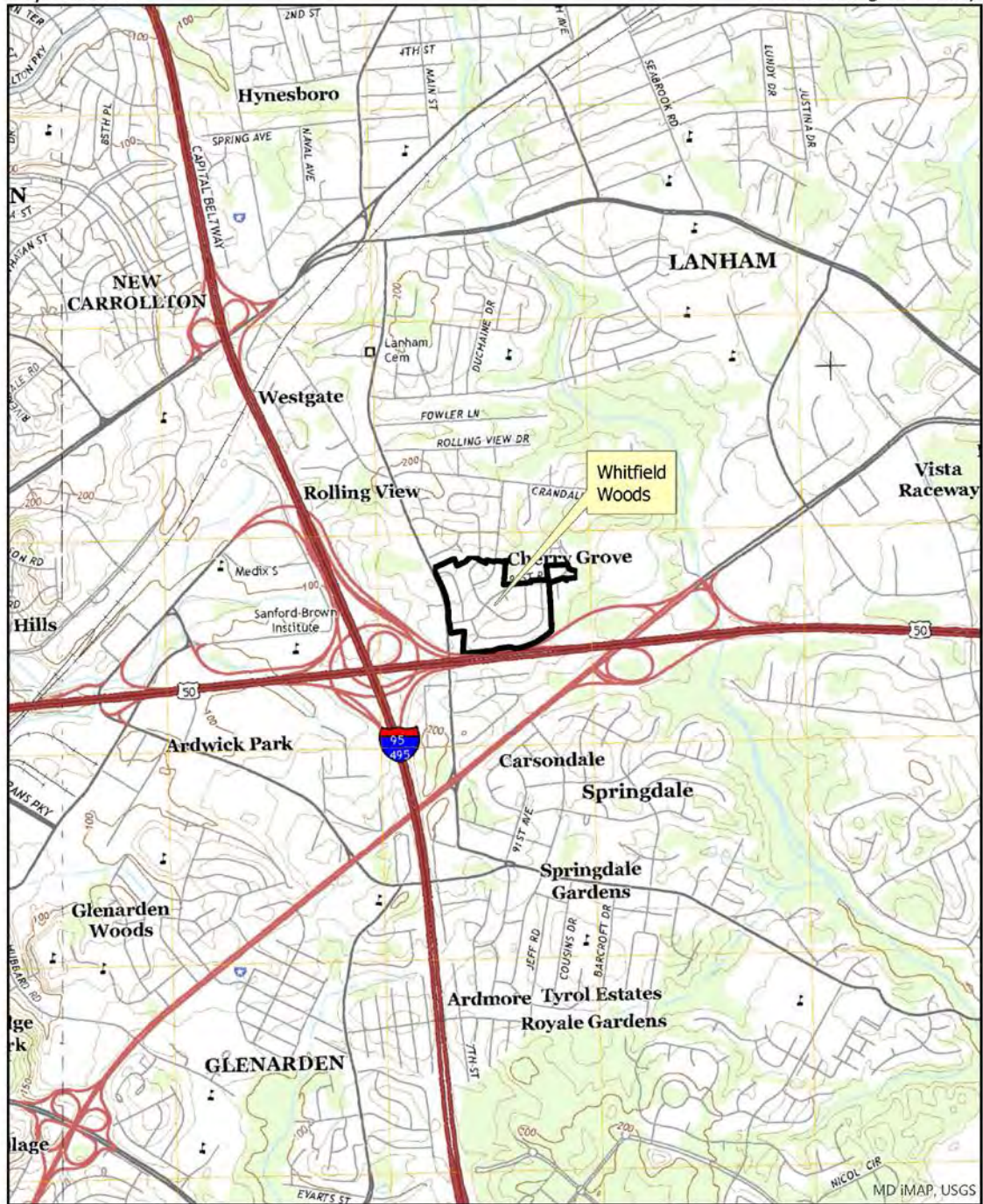
The Washington Post and Times Herald. 1966. "Whitfield Woods" September 10, 1966, R44.

Whitfield Woods

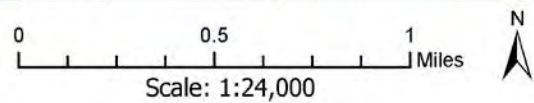
Location: Northeast of intersection of Route 50 and I-495

City: Lanham

Prince George's County



USGS 7.5' Quadrangle - Lanham

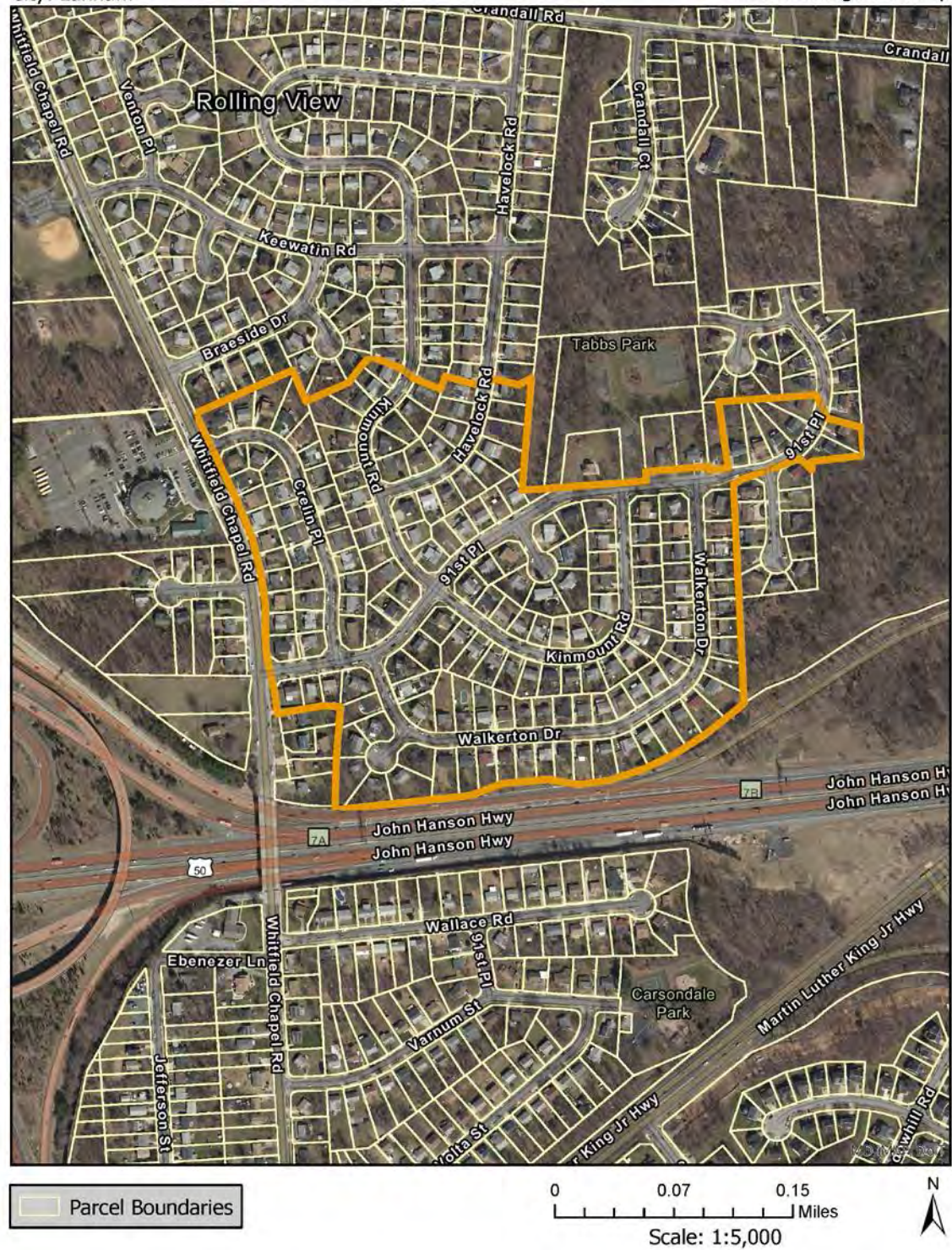


Whitfield Woods

Location: Northeast of intersection of Route 50 and I-495

City: Lanham

Prince George's County





8903 91st Place, looking south.



8902 91st Place, looking northeast.



8900 Walkerton Drive, looking southeast.



Streetscape of Walkerton Drive, looking northeast.



8924 Walkerton Drive, looking northeast



9013 Walkerton Drive, looking east.



Streetscape of Kinmount Road, looking southeast.



Streetscape of Whitfield Chapel Road, looking northeast.

PHOTOGRAPHS



4325 Crelin Road, looking north.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Heather Staton**

Date of Photographs:

Location of Original Digital File: **MD SHPO**

File Format: **PG:70-103__01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

8903 91st Place, looking south.

02.tif

8902 91st Place, looking northeast.

03.tif

8900 Walkerton Drive, looking southeast.

04.tif

Streetscape of Walkerton Drive, looking northeast.

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8924 Walkerton Drive, looking northeast

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9013 Walkerton Drive, looking east.

07.tif

Streetscape of Kinmount Road, looking southeast.

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Streetscape of Whitfield Chapel Road, looking northeast.

09.tif

4325 Crelin Road, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Wildwood Hills Inventory Number: M: 29-76

Address: West of the intersection of I-270 and Democracy Boulevard Historic District: Yes

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple Tax Account ID: Multiple

Tax Map Parcel(s): Multiple Tax Map: GP32

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester Date Prepared: Jan 31, 2019

Documentation is presented in:

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Wildwood Hills community is a single-family, planned suburban neighborhood located west of the Democracy Boulevard and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north by the Devonshire townhouse development, on the west by the Montgomery Country Club, and on the east and south by the Democracy Boulevard and I-270 interchange. Wildwood Hills comprises five curvilinear streets (Bells Mill Road, Beacon Terrace, Coventry Way, Woodhill Road, and Thomas Branch Drive) with 38 single-family dwellings on lots averaging between 0.47 and 0.71 acre. The subdivision encompasses an estimated 30 acres. The individual lots are either evenly graded or slightly sloped with heavy tree coverage, plant beds, and bushes that give the lots privacy from one another. Secondary buildings are rare, but if present include sheds, and all lots feature a concrete or asphalt driveway. The streets do not feature curbs or sidewalks.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Description:

The Wildwood Hills community began as a planned suburban neighborhood with single-family dwellings primarily constructed between 1950 and 1959 during the Modern Period (1930-1961). The streets are laid out in a curvilinear pattern, with Bells Mill Road, Woodhill Road, and Thomas Branch Road forming the perimeter of the neighborhood with Beacon Terrace and Coventry Way crossing through the neighborhood. Most of the single-family dwellings were constructed in variations of the Minimal Traditional, Ranch, Transitional Ranch, and Cape Cod forms. One example of the Contemporary style is found at 7206 Beacon Terrace. Modern infill properties, mostly built since 2000, are located throughout Wildwood Hills.

Dwellings in Wildwood Hills are primarily three or five bays wide and one or two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, often clad in a brick veneer. Cladding includes stretcher-bond brick veneer, but at times is in combination with vinyl siding. Roofs are side or cross gabled sheathed in asphalt shingles; many feature front-gabled dormers while some feature an overhanging eave with occasionally a boxed cornice. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of roof.

Primary entrances are typically off-center and comprise a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Some entry or partial-width porches are covered by a shed or hipped roof or are recessed beneath the building's roof eave. Windows include single and paired vinyl-framed, sliding units, six-over-six or eight-over-eight wood-frame double-hung sash units, and one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also feature fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Many Minimal Traditional and Ranch-form houses feature an attached garage or carport. Additions are typically found at the rear or side elevation and are in scale with the original building.

Historic Context:

In October 1946, Charles S. Hartung and his wife, Jannette Hartung, purchased the approximately 38 acres for Wildwood Hills from Boulevard Heights Inc. (Montgomery County Deed Book [MCDB] 1041, 275). The land was originally part of a much larger tract known as "Grubby Thicket" (MCDB 226, 62). Charles S. Hartung does not appear to have been a prolific real estate developer as not much information about him is available, and his primary occupation is listed as "engraver" in the census (United States Federal Population Census 1940). Wildwood Hills was platted in three multi-lot plats between 1948 and 1950, from west to east (Montgomery County Plats [MCP] 2189, 2512; 2742). Construction of dwellings in each section began shortly after platting, with all houses built between 1950 and 1959 (National Environmental Title Research [NETR] 1949, 1963).

With its small scale and proximity to Walter Johnson High School, Bethesda Country Club, and other nearby facilities, Wildwood Hills did not include community amenities. It was not widely promoted, but advertisements touted its proximity to the Bethesda Country Club as well as the large half acre lot size, landscaping, and privacy (Washington Post 1951, 7B; 1954, 6F). Houses were constructed by both individual owners and by builder-developers who purchased multiple lots to construct similar houses.

Advertisements for one such group of houses, possibly the Ranch examples along Woodhill Road, priced houses around \$19,000, and noted that they offered “a pleasing architectural design for comfort and spacious living” with entrance foyers, three bedrooms, all-electric kitchen, built-ins, air-conditioning, fireplaces, and full basements (The Washington Post 1951, 7B; 1953, 3M).

Evaluation:

Wildwood Hills was evaluated in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Wildwood Hills is typical of the ubiquitous planned residential neighborhoods in Maryland and the Washington, D.C. suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developer, Charles S. Hartung, had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Wildwood Hills is surrounded by similar suburban neighborhoods and developments and is a modest and basic example of a planned residential neighborhood. The Minimal Traditional, Ranch, Transitional Ranch, and Cape Cod dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Wildwood Hills is a common example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses approximately 30 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GP32 and also as seen in Montgomery County plat records 2189, 2512, 2742.

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PagelId=214>.

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United State Federal Population Census. 1940. Sixteenth Census of the United States, 1940. Washington, D.C. National Archives and Records Administration. Accessed January 20, 2019. <http://www.ancestry.com>.

The Washington Post. 1951. "Wildwood Hills" advertisement. May 19, 1951: 7B.

---1953. "Columbia Home Cooler" advertisement. May 31, 1953: 3M.

---1954. "Wildwood Hills" advertisement. September 26, 1954: 6F.

Wildwood Hills

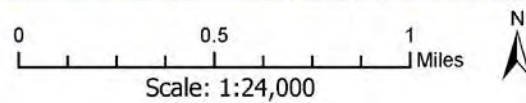
Location: West of the intersection of I-270 and Democracy Boulevard

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Kensington



Wildwood Hills

Location: West of the intersection of I-270 and Democracy Boulevard
City: Bethesda

Montgomery County





South side of Bells Mill Road, looking southwest from 7108 Bells Mill Road.



7121 Thomas Branch Drive, southeast elevation.

PHOTOGRAPHS



7201 Thomas Brach Drive, southeast elevation.



7207 Beacon Terrace, southeast oblique.

PHOTOGRAPHS



10021 Woodhill Road, west elevation.



10028 Woodhill Road, northeast elevation.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-11**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-76_2018-12-11_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

South side of Bells Mill Road, looking southwest from 7108 Bells Mill Road.

02.tif

7121 Thomas Branch Drive, southeast elevation.

03.tif

7201 Thomas Brach Drive, southeast elevation.

04.tif

7207 Beacon Terrace, southeast oblique.

05.tif

10021 Woodhill Road, west elevation.

06.tif

10028 Woodhill Road, northeast elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Wildwood Knolls Inventory Number: M: 30-52
Address: South of I-270 and North of Grosvenor Lane Historic District: Yes
City: Bethesda Zip Code: 20814 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: HP13
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: Jan 31, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Wildwood Knolls community is a single-family, planned residential neighborhood located on the south side of I-270 and southeast of the Old Georgetown Road (Route 187) and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north and east by I-270, on the south by the Bethesda Health and Rehabilitation Center, and on the west by another residential subdivision called Wildwood Manor. An access point for the Bethesda Trolley Trail is at the east end of the subdivision at Fleming Avenue. Wildwood Knolls comprises five streets (Rossmore Drive, Fleming Avenue, Dickens Avenue, Cheshire Drive, and Cheshire Court) and one cul-de-sac (Rossmore Court) with 45 single-family dwellings on lots between 0.21 and 0.40 acre. The subdivision encompasses an estimated 16.6 acres. All streets are lined with a concrete curb, but only Cheshire Drive and Dickens Avenue include a sidewalk. Individual lots, all with concrete driveways, are either evenly graded or slightly sloped with light to

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds or detached garages.

Description:

The Wildwood Knolls community is a planned residential neighborhood with single-family dwellings constructed between 1962 and 1971 during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style and the Split-Level, Split-Foyer, and Ranch forms.

Dwellings in Wildwood Knolls are primarily three to four bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in brick veneer. Cladding on the remainder of the house includes stretcher-bond brick veneer and vinyl siding, commonly in combination. Roofs are primarily side or cross gabled sheathed in asphalt shingles; most feature a boxed cornice or partial or full returns. Most dwellings feature a single brick chimney set along a side elevation.

Primary entrances are typically off-center and comprise a single-leaf wood or fiberglass door and storm door, often accessed by concrete or brick stoops or entry porches. Most entrances feature a wood or vinyl door surround with Colonial Revival characteristics such as a flat or triangular pediment or fluted pilasters. Occasionally, entry porches are covered by a shed or gabled awning or are recessed beneath the building's roof eave. Windows are single one-over-one, vinyl-framed, double-hung-sash units with faux muntins. Tripartite and bay windows are common throughout the neighborhood. Many houses also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Most dwellings within Wildwood Knolls have an attached sunroom or attached or inset garages for a single vehicle. Attached carports are uncommon. Additions are typically found at the rear or side elevation and are in scale with the building's core.

Historic Context:

The Wildwood Knolls community is located on what was once a single-family residential property. The subdivision was formally platted by Prichard-Fisher, Inc. in 1960.

Prichard-Fisher, Inc., a Maryland corporation owned by Mason C. Prichard, acquired an approximately 16-acre wooded tract known as "Addition to Wilson's Discovery" in 1959 from Donald R. and Ruth W. Ernst, and Elizabeth Mason A. Wallace Moore, Jr. (Montgomery County Deed Book [MCDB] CKW 2659, 261; Nationwide Environmental Title Research, LLC [NETR] 1957). In 1960, Prichard-Fisher, Inc., platted Wildwood Knolls with 45 single-family residential lots between 0.21 and 0.40 acre (Montgomery County Plats [MCP] 5831). Prichard-Fisher, Inc., sold off lots to individuals and developers, including F.M. and D.P. Bell. C and S Construction Co. won the contract in 1961 for the construction of water mains, sewer lines, and house connections within the subdivision (The Washington Post and Times Herald 1961, B6). Construction on dwellings began in 1962 along Cheshire Terrace, Cheshire Drive, and Rossmore Court (Nationwide Environmental Title Research, LLC 1964).

Initial advertisements for dwellings in Wildwood Knolls by F.M. and D.P. Bell appeared in 1962 (The Washington Post and Times Herald 1962a, D2). "New Ramblers and Split Levels in beautiful Bethesda on scenic wooded lots at Wildwood Knolls" were advertised as "new custom homes" containing three to five

bedrooms, one to two fireplaces, and one- or two-car garages on sale for \$32,950 to \$35,950 (The Washington Post and Times Herald 1962a, D2, 1962b, D10). Resale notices advertised centrally air-conditioned ramblers with large modern kitchens, basement, fireplace, three bathrooms, and a garage for \$38,950 (The Washington Post and Times Herald 1967, E2). Homes by builders other than F.M. and D.P. Bell continued to be added to Wildwood Knolls throughout the 1960s with prices steadily rising. In 1968, new custom houses constructed with Colonial-Revival-style characteristics with an “excellent location, close in walk to schools, bus, and Wildwood Shopping Center” were being sold for between \$46,950 and \$49,990 (The Washington Post and Times Herald 1968a, c10, 1968b, D40). Later advertisements taken out by Bethesda Realty Company did not identify a builder.

Based on research, Prichard-Fisher, Inc. did not develop any of the individual lots within the Wildwood Knolls subdivision. F.M. and D.P. Bell, also known as F.M. and D.P. Bell, Co., was a development firm owned by brothers, F. Meade Bell and David P. Bell, and known for other residential subdivisions in Bethesda such as Ashleigh, Bradley Hills, Bradley Manor, and Luxmanor (Fleishman 2001; The Washington Post and Times Herald 1963, C14). Generally, the Bells aimed to build “luxury” homes meant for “affluent, family-oriented buyers” with two bathrooms and inset garages that were not exactly identical to their neighbors on the inside (Fleishman 2001).

Evaluation:

Wildwood Knolls was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C.

Wildwood Knolls is not an early example of a planned residential neighborhood, nor did it introduce design innovations influential to later developments. The neighborhood does not demonstrate significant associations with exurban residential expansion or other important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Wildwood Knolls is not eligible under Criterion A.

Although F.M. Bell and D.P. Bell were active developers and neighborhood planners in Montgomery County and Bethesda in particular, their work was not innovative or influential. Therefore, Wildwood Knolls is not eligible under Criterion B.

As a planned residential neighborhood appended to a larger existing development, Wildwood Knolls is not a good example of the type of development that occurred in the Maryland suburbs during the Suburban Diversification Period. Its single-family houses include standard features of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Although the buildings in the Wildwood Knolls community retain most of the character-defining features of their property types, additions negatively impact the overall aesthetic of the community and its integrity of design and workmanship. Because Wildwood Knolls is not a good example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, Wildwood Knolls is not eligible for listing in the NRHP.

This property encompasses 16.6 acres and is bounded on the north and east by I-270, on the south by the Bethesda Health and Rehabilitation Center, and on the west by another residential subdivision called Wildwood Manor. It is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP13 and also as seen in Montgomery County plat record 5831.

References:

Fleishman, Sandra. 2001. "1950s Houses Dad Built in Bethesda Are Remade for 21st Century Families." May 26, 2001. Accessed December 17, 2018. <https://www.washingtonpost.com/>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 3, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Nationwide Environmental Title Research, LLC. n.d. Historic Aerial Mosaics of Montgomery County, Maryland. Accessed December 2018. <https://www.historicaerials.com/>.

The Washington Post and Times Herald. 1961. "11 Contracts Awarded." March 4, 1961, B6.

---1962a. "Advertisement for Wildwood Knolls." July 28, 1962, D2.

---1962b. "Wildwood Knolls." May 12, 1962, D10.

---1963. "Advertisement for Bradley Manor." November 23, 1963, C14.

---1967. "Wildwood Knolls, Bethesda." May 20, 1967, E2.

---1968a. "Bethesda Realty Presents..." April 27, 1968, C10.

---1968b. "Bethesda, New Custom Home, Wildwood Knolls." June 30, 1968, D40.

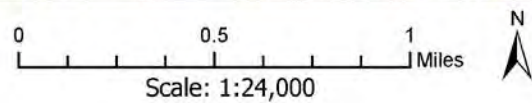
Wildwood Knolls

Location: South of I-270 and north of Grosvenor Lane
City: Bethesda

Montgomery County



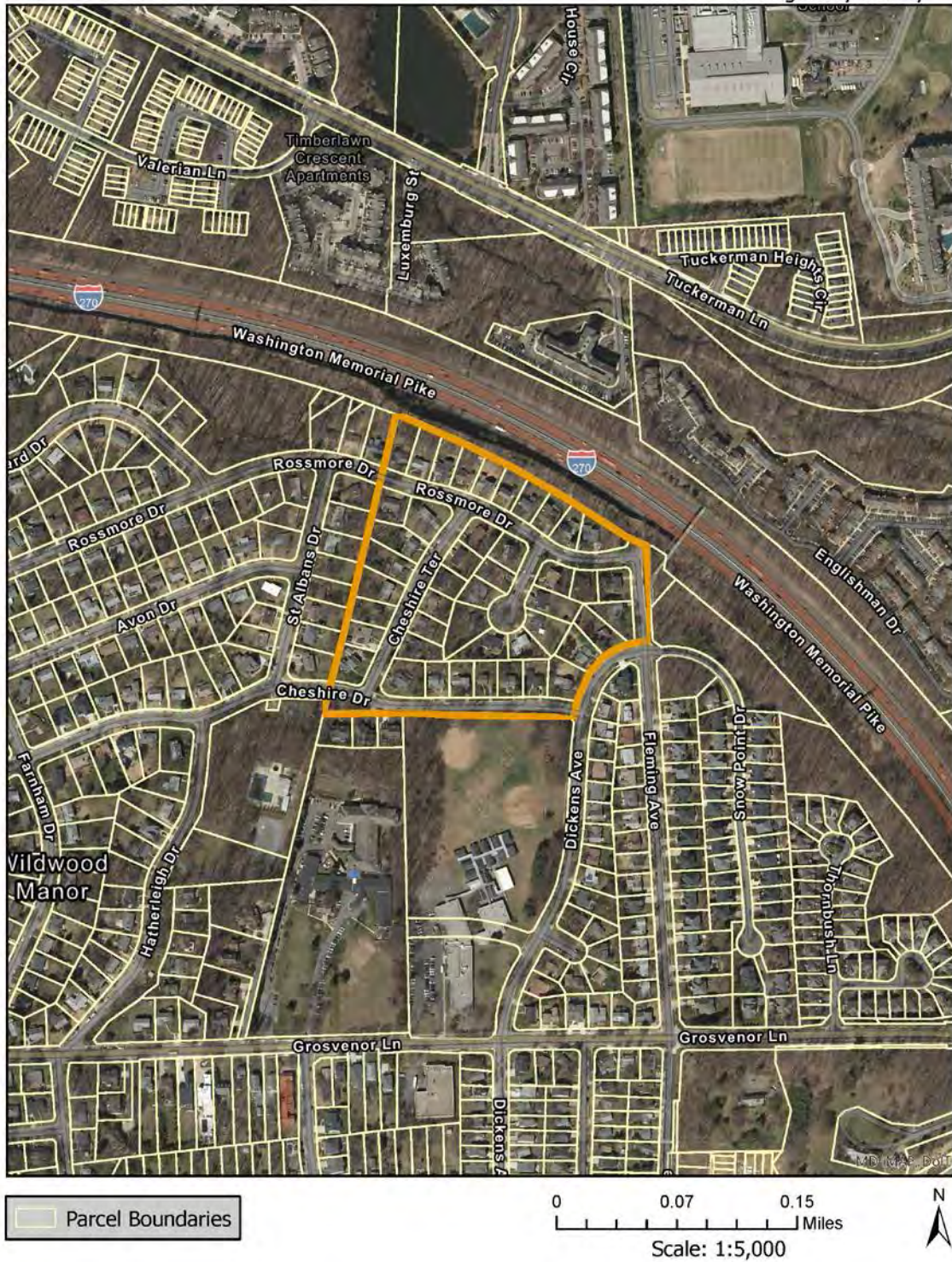
USGS 7.5' Quadrangle - Kensington



Wildwood Knolls

Location: South of I-270 and north of Grosvenor Lane
City: Bethesda

Montgomery County





North side of Rossmore Drive, looking northwest from 5719 Rossmore Drive.



East side of Cheshire Terrace, looking south from 10315 Cheshire Terrace.



10306 Cheshire Terrace, east elevation.



10302 Cheshire Terrace, looking west.



West side of Cheshire Terrace, looking northwest from 10306 Cheshire Terrace.



View of cul-de-sac of Rossmore Court, looking south.



5705 Rossmore Drive, south elevation.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-52_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

North side of Rossmore Drive, looking northwest from 5719 Rossmore Drive.

02.tif

East side of Cheshire Terrace, looking south from 10315 Cheshire Terrace.

03.tif

10306 Cheshire Terrace, east elevation.

04.tif

10302 Cheshire Terrace, looking west.

05.tif

West side of Cheshire Terrace, looking northwest from 10306 Cheshire Terrace.

06.tif

View of cul-de-sac of Rossmore Court, looking south.

07.tif

5705 Rossmore Drive, south elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Wildwood Manor

Inventory Number: M: 30-53

Address: South of I-270 and east of Old Georgetown Road

Historic District: Yes

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP13

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

The Wildwood Manor community is a single-family, planned residential development located on the south side of I-270 and southeast of the Old Georgetown Road (Route 187) and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded on the north by I-270, on the south by the Bethesda Health and Rehabilitation Center, on the east by another residential subdivision called Wildwood Knolls, and on the west by Old Georgetown Road. Wildwood Manor comprises 13 streets (Old Georgetown Road; Rossmore, Avon, Cheshire, Farnham, Rudyard, Southport, Hatherleigh, St. Albans, and Berkshire Drives; Grosvenor and Chatsworth Lanes; Tyburn and Yorkshire Terraces; and Hurst Street) with 328 single-family houses on lots between 0.18 and 0.4 acre, a medical center, and the Wildwood Manor Shopping Center. The streets are laid out in a curvilinear pattern with one intersection (Rossemore and Farnham Drives) divided by a small grassy median that features several park benches. The subdivision encompasses an

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

estimated 129 acres, with a concrete curb along all streets, and concrete sidewalk present only along Cheshire Drive. The individual lots are either evenly graded or slightly sloped with light to moderate tree coverage, plant beds, and bushes. All lots feature a concrete or asphalt driveway and often have fenced-in rear yards. Secondary buildings include sheds. A wood plank sign that reads "Wildwood Manor" stands at the entrance of the subdivision at the intersection of Cheshire Avenue and Old Georgetown Road.

Description:

The Wildwood Manor community began is a planned residential development with single-family dwellings primarily constructed primarily between 1952 and 1968 during the Modern Period (1930-1961) and Suburban Diversification Period (1961-1980), with some recent large-scale, residential infill beginning in the 2000s (5933 Cheshire Drive and 10240 Hatherleigh Drive). Most of the single-family dwellings were constructed in variations of the Colonial Revival and Contemporary styles in the Split-Level, Split-Foyer, Two-Story Massed, and Ranch forms.

Dwellings in Wildwood Manor are primarily four or five bays wide and one or two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, often clad in a brick veneer. Cladding includes stretcher-bond brick veneer, at times combined with vinyl siding. Roofs are side, front, or cross gabled, gable on hip, or hipped sheathed in asphalt shingles. Most feature an overhanging eave, and some include a boxed cornice. Contemporary examples along Grosvenor Lane (5900-6016, evens only) and an additional house at 6017 Southport Drive feature open, overhanging eaves occasionally filled with faux rafter tails. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of roof.

Primary entrances are typically off-center and comprise a single-leaf wood or fiberglass door and storm door, typically accessed by concrete or brick stoops or entry porches. Some entrances are flanked by sidelights or feature a large fixed, transom. In some Ranch-form dwellings, the sidelights are decorated with geometric cut-outs. Houses embellished with Colonial Revival-style detailing feature a wood or fiberglass door surround with characteristics such as a flat or triangular pediment or fluted pilasters. Contemporary-style dwellings have a plain surround around entrances and some are recessed into the façade. Occasionally, entry or partial-width porches are covered by a shed or hipped awning or roof or are recessed beneath the building's roof eave. Windows are single and paired vinyl-framed, sliding units and six-over-six, wood-frame or one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Contemporary examples feature windows that extend to the roof eave. Many dwellings also featured fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Some Split-Level or Split-Foyer forms include an inset garage, while Ranch houses may feature an attached garage or carport. Additions are typically found at the rear or side elevation and in scale with the building's core. In the 2000s, new homeowners began demolishing original houses in Wildwood Manor and replacing with new large-scale dwellings (5933 Cheshire Drive).

A circa-1959 community swimming pool facility at 10235 Hatherleigh Drive includes an in-ground, concrete swimming pool and similar wading pool; a one-story pool house; and a circa-2010, one-story pavilion (Wildwood Pool 2018). The concrete-block pool house is covered by low-pitched, gabled roof with wide overhanging eaves. Fenestration includes single- and double-leaf, metal doors and window openings covered by roll-up, metal shades. The circa-2010 hipped-roof pavilion is located south of the building and

east of the pool. The facility is enclosed in fencing and accessed by Hatherleigh Drive by a gated gravel drive connected to a parking area. A wooden sign set upon square, wood posts is located south of the drive. It reads "Wildwood Manor Swimming Pool Assoc."

The Wildwood Medical Center (10401 Old Georgetown Road) and the Wildwood Shopping Center (10213-10323 Old Georgetown Road), are located along Old Georgetown Road on the west side of the subdivision. The circa-1966, four-story, five-bay, medical center sits on a continuous foundation supporting a structural system clad in a brick veneer with vertical window bays with ribbons of metal-framed, double-hung-sash units separated by parged spandrels at each floor. The flat roof with metal coping features wide, overhanging eaves. The primary entrance is recessed in the center of the southwest elevation and contains a double-leaf, metal-framed, glass door.

The Wildwood Shopping Center includes a strip mall, service station, and two banks. The circa-1958, one-story, multi-bay, linear strip mall at is set back from the road and surrounded by asphalt parking. The building, which currently holds 30 shops and restaurants and a grocery store, faces southwest towards the road. The building is connected by a sidewalk canopy that runs along its façade; two pedestrian openings provide direct access to parking in the rear of the building. Those areas, marked by slightly taller, hipped-roof, archways in the walkway, at one time were open landscaped areas but have since been partially filled in (Nationwide Environmental Title Research, LLC 1963). Historically, the building was clad in a brick veneer; however, later modifications include wood shingles, beadboard, and siding accented by cornerboards and lattice (Dollar Ranch v2.0 2019). Gabled parapets atop the sidewalk canopy screen the building's flat roof. The sidewalk canopy is supported by Tuscan-style columns set upon brick piers. Fenestration includes wood or metal-framed storefront windows and partially or fully glazed single- and double-leaf, wood- or metal-framed doors with transoms.

A circa-1963, one-story, multi-bay service station at 10335 Old Georgetown Road on the northwest corner of the Wildwood Shopping Center currently houses an Exxon. The building features a combination of vertical wood board, vertical board-and-batten siding, and brick veneer. The service station is covered by an asymmetrical front-gabled roof sheathed in wood shake shingles. The primary pedestrian entrance, containing a single-leaf, metal-framed, glass door, is located in the south half of the west elevation. Three metal, sectional, garage doors with three fixed lights are situated in the north half of the same elevation. Associated with the service station are circa-1980, one-story, gas pump shelter and a recent electronic, metal, back-lit sign that reads "Exxon" and displays gas prices. Square, brick piers support a deck roof sheathed in wood shingles and a metal boxed cornice.

A circa-1975, one-story, multi-bay, parged Sandy Spring Bank branch stands at 10329 Old Georgetown Road just northwest of the strip mall in the shopping center. It is covered by a cross-gabled roof sheathed in wood shingles and has a drive-thru extension on its southwest elevation. Fenestration includes fixed metal-framed windows and metal-framed, glass doors. A recessed concrete porch with a set of steps and a handicap ramp is situated in the east corner of the building and provides access to the entrance and an ATM.

A circa-1995, one-story, multi-bay PNC bank building was constructed where the parking area extended to the southwest of the strip mall along Old Georgetown Road. It is clad in the same materials as the strip mall and covered by a deck roof.

Historic Context:

Wildwood Manor is located on the south side of I-270 on what was once a single-dwelling residential property. The subdivision was formally platted between 1951 and 1965.

As initially platted in 1951 by Marcus S. and Helen Goldnamer, Eugene H. and Edna R. Phifer, James C. and Edna C. Wilkes, and Joan Nathan Fisher on a portion of a 91.26-acre tract, Wildwood Manor included 40 single-family residential lots and one commercial lot on several streets (Grosvenor Lane, Cheshire, Berkshire, and Farnham Drive, and Tyburn Terrace) (Montgomery County Plat [MCP] 2778, 2779). In July 1951, the 91.26-acre tract was sold to Alvin L. Aubinoe and his wife, Dorothy B. (MCDB 1555, 12). Aubinoe and his wife purchased an additional 14-acre tract from Gilbert H Grosvenor and wife, Elaie May in 1952 (MCDB 1724, 600). In 1955, Aubinoe, acting under the Cheshire Land Co., Inc., purchased 59.22 acres from Alpha Land Corporation (MCDB 2073, 198). Between 1951 and 1965, Alvin L. Aubinoe and his company, Alvin L. Aubinoe, Inc., subdivided 299 more residential lots and one commercial lot in Wildwood Manor. An additional lot at the southwest intersection of Grosvenor Lane and Cheshire Drive was subdivided for a Protestant Episcopal Church of the Diocese of Washington; however, the church currently thereon dates to 1992 and therefore is not included in the current resource boundaries (MCP 4130).

Aurell Construction Co., led by Alvin L. Aubinoe, Jr., began construction in 1952, and development continued through 1968, when the Yeonas Company completed 30 single-family dwellings along parts of Yorkshire Terrace, Farnham Drive, and Rudyard Drive and included "The General," a four- to five-bedroom Split-Level or Split-Foyer with Colonial Revival-style elements with beginning prices around \$40,000 (The Evening Star 1963, C12; The Washington Post and Times Herald 1968, C2). Early advertisements for Wildwood Manor by Alvin L. Aubinoe, Inc., detailed the subdivision as a "community of contemporary [one]-level homes" offering three bedrooms, up to two bathrooms, deluxe kitchens, and some featuring basements (The Evening Star 1952, 34). Half of the subdivision was completed by the late-1950s, when Split-Level and Split-Foyer forms, as well as some Contemporary-styled homes, were introduced to the neighborhood (The Evening Star 1958, B2). Dwellings constructed in the late 1950s and early 1960s featured more Colonial Revival-style characteristics but were "designed for modern living" (The Washington Post and Times Herald 1965, E13). In the 2000s, new homeowners began demolishing original houses in Wildwood Manor and replacing with new large-scale dwellings.

The Wildwood Manor Shopping Center, set along Old Georgetown Road, was constructed in 1958 and owned by Aubinoe; it originally held 12 commercial spaces comprising a supermarket, hardware store, drug store, variety store, clothing stores, and beauty and barber shops (The Washington Post and Times Herald 1958, B2). In the summer of 1959, the Wildwood Manor Swimming Pool Association completed a "300-family community pool" on a 5-acre tract designed by Joseph E. Wagner, Jr. Associates at the eastern edge of the subdivision that included a large swimming pool, wading pool, and a bathhouse surrounded by sun decks and a parking area (The Washington Post and Times Herald 1959, B13). By 1966, Aubinoe had opened the Wildwood Medical Center adjacent to the shopping center; the four-story building was specifically designed for dental and medical offices (The Sunday Star 1966, B7).

Alvin L. Aubinoe was a builder, registered architect, and realtor in the Washington, D.C., area who built both locally and internationally from 1923 to the 1960s (The Evening Star 1963, C12; The Washington Post

1951, F24). Besides Wildwood Manor, Aubinoe is known for constructing both residential and commercial properties such as the Congressional Hotel, the Dupont Plaza, the Wire Building, the Washington and Lee Apartments, and numerous individual homes and was the president of the Home Builders Associated of Metropolitan Washington (The Washington Post 1951, F24). Alvin L. Aubinoe, Jr., followed in his father's footsteps working with him in the Wildwood Manor subdivision while beginning his own firm, Aurell Construction, Co. (The Evening Star 1963, C12). The Yeonas Company was a real estate and development firm out of Virginia who constructed mainly residential properties throughout the suburban Washington, D.C., area (The Washington Post and Times Herald 1968, C2). It was founded in 1946 by George C. Yeonas, a Greek immigrant (The Washington Post 1990).

Evaluation:

Wildwood Manor was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Surrounded by residential subdivisions, Wildwood Manor is an example of a planned residential development spanning the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980) that also includes community amenities, and a shopping center. It was not the first to include such features, as other examples exist throughout the Montgomery County. Viers Mill Village in Silver Spring includes a park, churches, and an elementary school, Randolph Hills in Rockville includes a shopping center and a local park, and Stonybrook in Wheaton includes a local park and a shopping center (KCI Technologies, Inc. 1999, Appendix D; State Department of Assessments and Taxation 2019). Wildwood Manor did not influence later development patterns, and the resource is not known to have associations with any other events that have made a significant contribution to the broad patterns of history, such as local or regional residential development and planning or demographic changes; therefore, it is not eligible under Criterion A.

Although the Aubinoes were successful developers and neighborhood planners in Montgomery County and Bethesda specifically, their role had no significant influence on suburban Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Wildwood Manor is not an exemplary or unique example of a planned residential development and is one of many still present in this area of Montgomery County and Bethesda. The streets and houses include standard features typical of the period and demonstrate no distinctive stylistic details. In the earlier sections of the community, older dwellings have been demolished and replaced by modern, large-scale infill which has ultimately negatively impacted the overall aesthetic of the planned suburban development and its historic integrity of design, workmanship, feeling, and association. Similarly, the shopping center associated with Wildwood Manor has been altered with replacement exterior materials and new construction. Although other buildings throughout the subdivision retain some of their character-defining features, many also have been modified through replacement fenestration or additions. For these reasons, this resource is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, Wildwood Manor is not eligible for listing in the NRHP.

This property encompasses approximately 129 acres and is bounded on the north by I-270, on the south by the Bethesda Health and Rehabilitation Center, on the east by another residential subdivision called Wildwood Knolls, and on the west by Old Georgetown Road. It is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP13 and also as seen in Montgomery County plat records 2778, 2779, 2956, 2974, 3904, 4025, 4130, 4243, 4481, 4530, 5134, 5571, 5925, 5571, 5572, 5925, 6035, 6161, and 7714.

References:

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--- 1958. "Area Reaches Halfway Point." December 27, 1958, B2.

--- 1963. "Wildwood Manor Is Aurell Exhibit." September 13, 1963, C12.

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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---1959. "Wildwood Manor Swim Club Is Started." May 23, 1959, B13.

---1965. "A New Section of Wildwood Manor." October 30, 1965, E13.

---1968. "Yeonas Invites you to meet 'The General.'" June 29, 1968, C2.

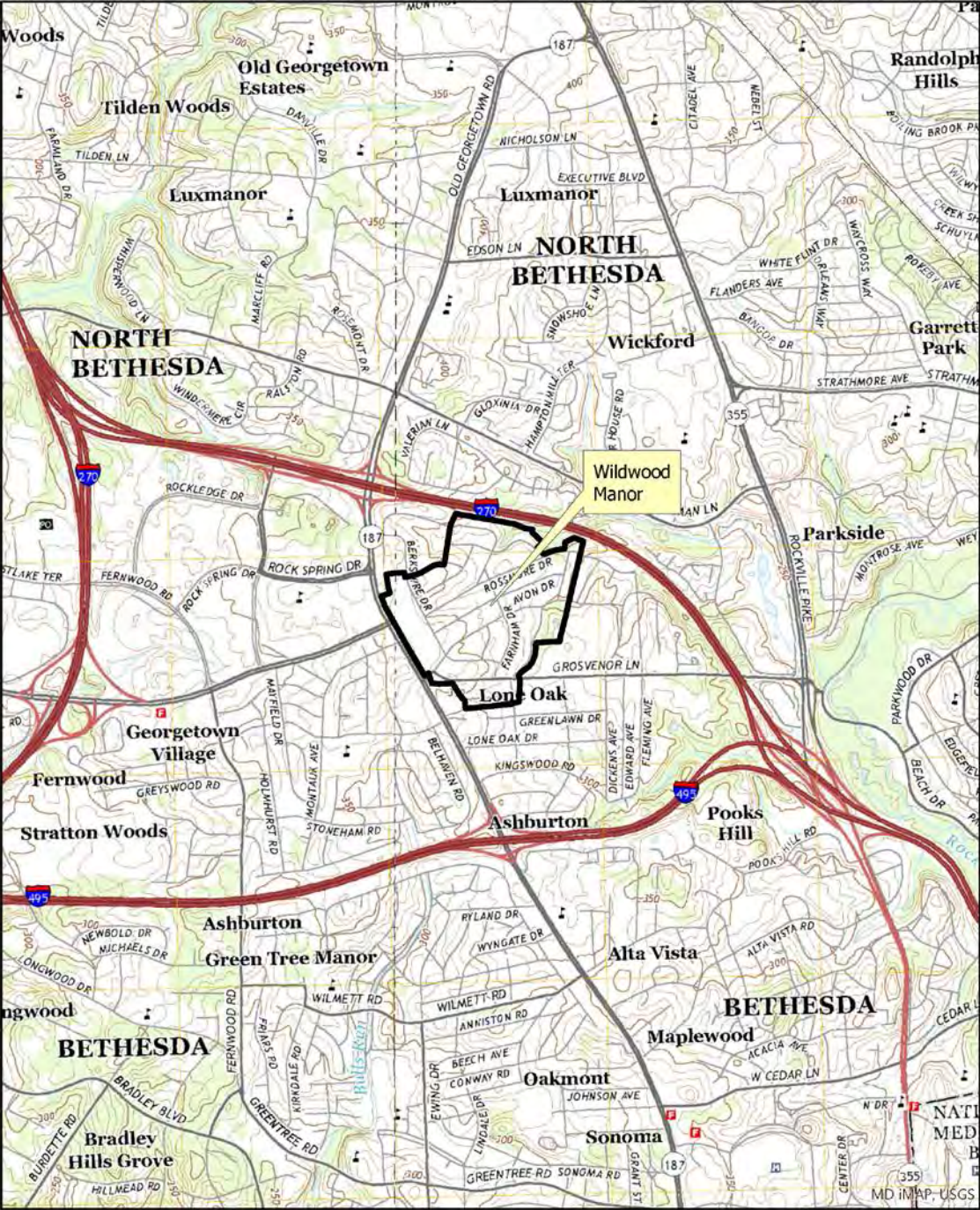
Wildwood Manor Pool. 2018. "Wildwood Manor Pool." Accessed January 8, 2019. <https://wildwoodpool.com/>.

Wildwood Manor

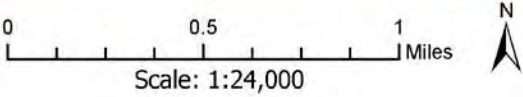
Location: South of I-270 and East of Old Georgetown Road

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Kensington



Wildwood Manor

Location: South of I-270 and east of Old Georgetown Road
City: Bethesda

Montgomery County





6021 Berkshire Drive, south elevation.



6025 Southport Drive, south elevation.



North side of Cheshire Drive, looking northeast from Farnham Drive.



Chatsworth Lane, looking east from 6004 Chatsworth Lane.



Rudyard Drive, looking southwest from 5916 Rudyard Drive.



Wildwood Manor pool, looking north from parking lot.



Exxon service station, southwest oblique.



Strip mall at Wildwood Shopping Center, looking southeast at southwest elevation.



Strip mall at Wildwood Shopping Center, looking northeast at southwest elevation.



Wildwood Medical Building, looking southeast at west elevation.



5908 Grosvenor Lane, north elevation.

PHOTO LOG

Number of Photos: **11**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-08**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-53_2019-01-08_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

6021 Berkshire Drive, south elevation.

02.tif

6025 Southport Drive, south elevation.

03.tif

North side of Cheshire Drive, looking northeast from Farnham Drive.

04.tif

Chatsworth Lane, looking east from 6004 Chatsworth Lane.

05.tif

Rudyard Drive, looking southwest from 5916 Rudyard Drive.

06.tif

Wildwood Manor pool, looking north from parking lot.

07.tif

Exxon service station, southwest oblique.

08.tif

Strip mall at Wildwood Shopping Center, looking southeast at southwest elevation.

09.tif

Strip mall at Wildwood Shopping Center, looking northeast at southwest elevation.

10.tif

Wildwood Medical Building, looking southeast at west elevation.

11.tif

5908 Grosvenor Lane, north elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Willerburn Acres Inventory Number: M: 29-77
Address: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park Historic District: Yes
City: Potomac Zip Code: 20854 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: GQ22, GQ23, GQ32
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Katherine Watts Date Prepared: Mar 5, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Willerburn Acres is a 150-acre planned residential neighborhood in Rockville, bounded by the Inverness Knolls townhouses to the south, Seven Locks Road and the Regency Estates neighborhood to the west, Montrose Road to the north, and Cabin John Regional Park, the Watkins Glen townhouses, and I-270 to the east. The curvilinear streets and cul-de-sacs branch off of Seven Locks Road, a primary thoroughfare in this part of Rockville. Streets are inconsistently lined with concrete curbs and gutters, with only portions of Gainsborough Road and Fontaine Street containing curbs, while the rest of the northern portion of the neighborhood consistently has streets lined with curbs. Several houses directly front Seven Locks Road. The neighborhood includes 311 single-family dwellings on lots between 0.311 and 0.474 acre, although several lots along Gainsborough Road are as large as 1 acre. The individual lots are landscaped, with

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

moderate tree coverage, shrubs at the building façade, and some fenced-in rear yards. Many of the lots are sloped. Secondary resources include sheds and swimming pools.

Description:

Willerburn Acres contains single-family dwellings constructed between 1953 and 2017, with the majority built between 1965 and 1971. Modern infill has occurred between 1982 and 2017 and is fairly common (30 houses). Most of the single-family dwellings were constructed in variations of the Colonial Revival, Contemporary, or Tudor Revival styles and Two-Story Massed, Split-Level, or Ranch forms. Basement-level garages are somewhat common as a result of topography.

Dwellings in Willerburn Acres are three to five bays wide and one to two stories tall, clad in vinyl siding, brick or stone veneer, or a mix of materials. Roofs include side-gabled, hipped, cross-gabled, mansard, and gambrel examples, all of which are sheathed in asphalt shingles; some have a denticulated cornice. Most dwellings feature an exterior-end brick chimney, although some Ranches have central-interior chimneys. Front-gabled or hipped dormers are present on the houses with mansard roofs and those with substantial Colonial Revival or Tudor Revival-style elements.

Primary entrances are typically centrally located on the façade, comprising a single-leaf wood or metal door with side lights. Double-leaf doors are present on some Split-Level and Two-Story Massed forms. Original windows are eight-over-eight or six-over-six, double-hung-sash, wood-frame units. There are also wood-framed bay windows and picture windows, with some vinyl replacements of both. Many houses have one-over-one, double-hung-sash, vinyl replacement windows. Louvered and paneled shutters are common on the façades. Colonial Revival details, such as fans, are common around fenestration. Attached one or two-car garages are almost universally present. Additions, while not common, are usually one- or two-bays wide and one- to two-stories tall, appended to a side elevation.

Historic Context:

Willerburn Acres was named after the three men who first developed the tract in 1947: Earl L. Williams, Raymond A. Miller, and Lester T. Burn. The three continued platting Willerburn Acres through 1957 (Montgomery County Plats [MCP] 2014, MCP 2015) and sold the majority of the tract to O.F. Smith and Brothers Company in 1959 and 1966 (Montgomery County Deed Book [MCDDB] 2551, 104; 3488, 31). The remainder of the tract not belonging to O.F. Smith and Brothers or Williams, Miller, and Burn was owned by a few individual investors (often married couples) and one corporation, Willerburn-Inverness, Inc. O.F. Smith and Brothers Company continued subdividing the property through the 1960s and '70s, when most houses were constructed. O.F. Smith and Brothers sold individual lots to more than 15 local builders, including Glengarry Ltd., Key Builders, Edward L. Tiffey, Hansen and Tjom, Brittany Builders, and Hartz Construction (The Evening Star 1966, D-2). Due to the large number of builders, a set of standards was created to ensure continuity in size, form, and design, a common prerequisite in planned residential neighborhoods of the Suburban Diversification Period. The builders agreed to build four- and five-bedroom traditional houses with starting prices between \$40,000 and \$50,000 in the mid-1960s (The Evening Star 1966, D-2). The sections of Willerburn Acres platted by O.F. Smith and Brothers contain streets consistently lined with a concrete curb and gutter, while the earlier streets platted by Williams, Miller, and Burn to the south lack curbs and have a culvert.

Individual builders advertised for Willerburn Acres by showcasing their model houses and the many amenities included with the purchase of a house in the development. The models by Hartz Construction Company, Inc., included a Nutone intercom throughout the house, GE appliances, a paneled family room with fireplace, and five bedrooms, including a master suite (The Washington Post 1965a, D11). The location close to the Beltway and the nearby Cabin John Regional Park was also emphasized (The Washington Post 1965b, E9; 1966, D28). While each builder had their own designs and floor plans, overall, the Colonial Revival style of Willerburn Acres was a consistent selling point (The Washington Post 1965c, E8).

Willerburn Acres did not include any community amenities. Several churches, schools, and a synagogue were constructed along Seven Locks Road around the same time as Willerburn Acres, and Cabin John Regional Park borders the subdivision along the east side.

Evaluation:

Willerburn Acres was evaluated as a planned residential neighborhood in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Willerburn Acres is a late example of the many planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a typical of those commonly built in Montgomery County in the Suburban Diversification Period, the neighborhood's period of greatest growth. The development did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The many professionals involved in the development of Willerburn Acres had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Willerburn Acres is a planned residential neighborhood created with the influence of multiple developers and demonstrates variations in streetscape, setback, and lot size, despite efforts to standardize its design. It is not a good example of a planned residential neighborhood from the Modern or Suburban Diversification periods. Furthermore, the development's Two-Story Massed, Split-Level, and Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Modern infill, additions, and replacement materials have had a negative impact on the neighborhood's integrity of design, materials, feeling, and association. Because Willerburn Acres is not a good example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Willerburn Acres was not evaluated under Criterion D.

The boundary for the resource encompasses 150 acres and is roughly defined by Montrose Road to the north, Seven Locks Road to the west, Inverness Knolls to the south, and Cabin John Regional Park, Watkins

Glen townhouses, and I-270 to the east. It includes multiple parcels found on Montgomery County Tax Maps GQ22, GQ23, and GQ32 (2019).

References:

The Evening Star. 1966. "Distinctive Designs: Willerburn Acres Has Many Styles." April 29, 1966, D-2.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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---1965b. "Hartz Construction Co. Inc." Advertisement. March 6, 1965, E9.

---1965c. "The Builders of Willerburn Acres Present Their Home of the Week." Advertisement. June 19, 1965, E8.

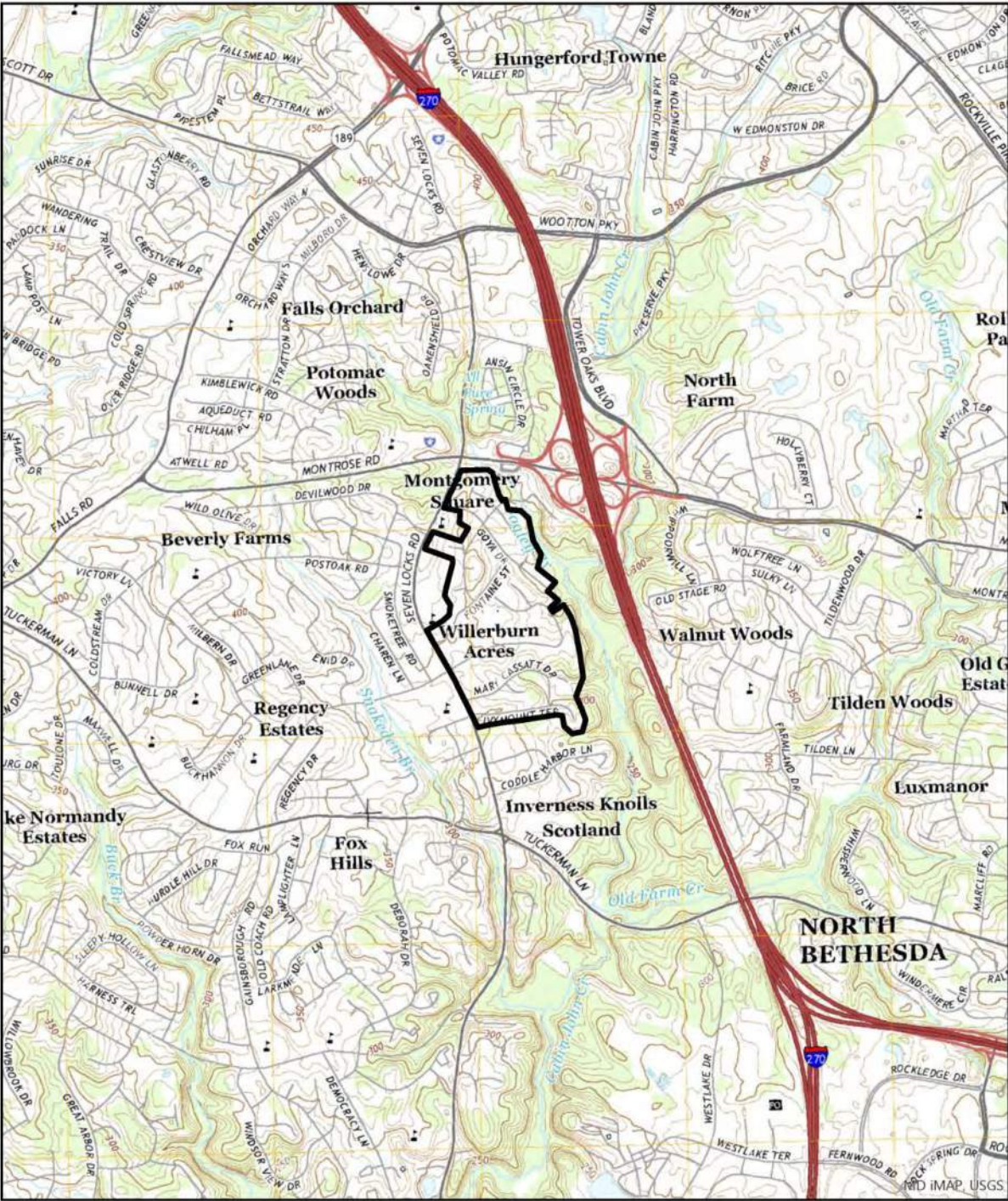
---1966. "Bethesda Area." Advertisement. September 10, 1966, D28.

Willerburn Acres

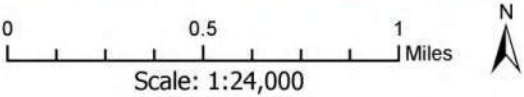
Montgomery County

Location: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park

City: Potomac



USGS 7.5' Quadrangle - Rockville



Willerburn Acres

Location: South of Montrose Road, east of Seven Locks Road, west of Cabin John Regional Park

Montgomery County

City: Potomac





Oblique of 7621 Fontaine Street, looking north.



View of 12004 Reynolds Avenue, looking southwest.



View of 7629 and 7625 Fontaine Street from Gainsborough Road, looking northwest.



View of 7708 Mary Cassatt Drive, looking southwest.



View of 7904 Van Gogh Court, looking south.



View of 11500 Gauguin Lane, looking east.



View of 11706 Gainsborough Road, looking northwest.



View of 12103 Greenleaf Avenue, looking east.



View of 11825 Gainsborough Road, looking northeast.



View of 11524 Gauguin Lane, looking southwest.



Streetscape including 7817 Ivymount Terrace, looking northeast.



View of 11759 Gainsborough Road, looking south.

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-10-03**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-77_2018-10-03_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Oblique of 7621 Fontaine Street, looking north.

02.tif

View of 12004 Reynolds Avenue, looking southwest.

03.tif

View of 7629 and 7625 Fontaine Street from Gainsborough Road, looking northwest.

04.tif

View of 7708 Mary Cassatt Drive, looking southwest.

05.tif

View of 7904 Van Gogh Court, looking south.

06.tif

View of 11500 Gauguin Lane, looking east.

07.tif

View of 11706 Gainsborough Road, looking northwest.

08.tif

View of 12103 Greenleaf Avenue, looking east.

09.tif

View of 11825 Gainsborough Road, looking northeast.

10.tif

View of 11524 Gauguin Lane, looking southwest.

11.tif

Streetscape including 7817 Ivymount Terrace, looking northeast.

12.tif

View of 11759 Gainsborough Road, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Windermere

Inventory Number: M: 30-46

Address: North of I-495, South of Tuckerman Lane, and West of Old Georgetown Road.

Historic District: Yes

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GQ41, GF51

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Windermere, a planned residential development platted as Heritage Walk, is located just north of I-270 and east of Old Georgetown Road in Rockville. It is bounded by I-270 on the south, a 15-acre undeveloped parcel along a branch of Old Farm Creek on the west, Tuckerman Lane on the north, and Lux Lane along with a small residential development on the east, separating the Heritage Walk development from Old Georgetown Road. This resource contains approximately 85 acres including 168 single-family dwellings on lots between 0.25 and 0.33 acre, and nine parcels totaling 10.42 acres of open woodland preserved as common space controlled by the Heritage Walk Homes Corporation (HWHC). The HWHC also owns and operates a community pool and recreation center within the development. A low, curvilinear, brick wall flanks either side of Arroyo Drive and Ralston Road along the south side of Tuckerman Lane denoting the area as "Windermere." This development has a manicured park-like setting devoid of public sidewalks. Tall

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

trees are scattered along interior roads that are 60 feet wide with concrete curbing. Some natural topographic features were retained along with mature trees throughout much of the subdivision. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage.

Description:

Windermere contains 168 single-family dwellings. At least one of these pre-dates the creation of this residential subdivision, the late-nineteenth-century Magruder House located at 6220 Mazwood Road, while a portion of another house, which tax records identify as the circa-1939 dwelling at 6108 Wayside Drive, appears to have been substantially modified to blend in with the rest of the subdivision. Neither resource has been previously recorded with the Maryland Historical Trust. At least 165 of the dwellings in this development were constructed between 1970 and 1978 by multiple builders using five basic models designed by architects at the firm of Patterson and Worland.

Dwellings within Windermere have traditional designs and draw heavily from elements of the Colonial Revival style. Model names and plans were not provided in advertisements, but information compiled by a resident listed them as the Berwick, Amberleigh, Carlton, Downing, and the Jamestown that was later known as the Windsor. Only the Windsor was physically identified in this material, noted as the “model with the Dutch roof elevation” (Hebert 2018 [electronic document]). The Windsor is one of three varieties of Two-Story Massed houses accompanied by two variations of Split-Level houses. The Two-Story Massed types commonly feature an attached garage wing, although some garages are incorporated into the lower level of a side or rear elevation within the main massing of the house. Significant variation in appearance occurs through simplified architectural features of the Georgian Revival, Federal, Dutch Colonial, or Neoclassical styles.

Dwellings in this subdivision are two stories tall and five to seven bays wide. They are predominantly clad in brick veneer, some with decorative features like quoins, beltcourses, jack arches, or pre-cast lintels. Most of these brick-clad dwellings also feature some type of simple-drop siding composed of wood, aluminum, vinyl, or a type of cementitious fiberboard in the gable ends, along a side elevation, or at the garage wing. A lesser number of houses are predominantly clad in aluminum, vinyl, or cementitious simple-drop siding, and commonly feature brick along a foundation, chimney, or side elevation. Decorative features in some of these houses include corner boards and two-story pilasters. Less than a handful of houses are partially clad in a random-cut or irregularly coursed stone veneer at the façade.

Roofs are predominantly side gabled or hipped, sometimes featuring a central gabled peak or pediment at the façade. Other roof types throughout Windermere include false gambrels on a side-gabled house, and side-gabled with a two-bay front-gabled or false-gambrel projection. The vast majority of houses in this subdivision have asphalt-shingled roofs (examples of wood-shake roofs are found on houses with false-gambrel roofs at 10801 Mazwood Place and 6204 Mazwood Road). All dwellings feature at least one exterior brick chimney set along a side elevation, while many models with Georgian Revival styling possess two chimneys, one at each side elevation.

On the façade, primary entrances are centrally located and comprise a single-leaf or double-leaf wood or metal door. These entryways are often marked by some variation of Classical entablature, pent roof, or portico. A lesser number of houses feature a Neoclassical two-story porch across the façade or around the

main entrance. Few secondary entrances are visible from the street, but when present, occur as single-leaf doors in side-facing garage wings. Original windows include six-over-six, nine-over-nine, or twelve-over-twelve, double-hung, wood-framed sashes flanked by fixed aluminum shutters. One model features tripartite picture windows at either side of the main entrance at the lower level of the façade (6456 Windermere Circle). Replacement windows include one-over-one, double-hung, vinyl sashes, and are fairly common. In some models, windows at the façade are set above decorative aprons or below semi-circular or arched inserts. Attached garage wings set to one side of the façade commonly face the street or neighboring lot at the side elevation. Such garages feature wood or aluminum overhead doors, either as two separate doors or a single wide door.

One late-twentieth-century exception to the typical house types is the circa-1978, rambling, Colonial Revival-style Ranch house at 6207 Charnwood Drive. It is not known if Patterson and Worland designed this dwelling, but its architectural style was clearly intended to match the neighborhood.

Modifications to the houses, such as replacement materials, modest additions to rear elevations, and a few new front porches, are fairly common. However, a sizeable addition to the rear and east side of the house at 6353 Windermere Circle has introduced features that are not in keeping with many dwellings in the development, like shed-roof dormers. Over time, in-ground swimming pools, pergolas, and sizable decks have been added to several backyards in the neighborhood.

The landscape of the subdivision retains a park-like setting with paved streets, concrete curbing, and no sidewalks. Eight small, irregularly shaped, narrow, wooded parcels are scattered throughout the blocks of this neighborhood, ranging between 0.09 and 0.93 acre, and provide some woodland open space within the neighborhood. The HWHC also owns the roughly 4-acre parcel containing the Windermere Community Pool and Sam Suls Recreation Center at 6360 Windermere Circle. This gated property was closed and largely inaccessible during the current survey, but appears to contain a large in-ground pool, two-story pool house, and a pair of tennis courts arranged around a semi-circular, paved parking lot with a large central grassy island and landscaped medians.

Historic Context:

The Columbia Credit Company, led by president B. Francis Saul II, purchased the roughly 85 acres of land that would become Windermere in September 1969. This property was previously known as the Magruder farm during the latter half of the nineteenth century with a single-family dwelling attributed to Richard Magruder (6220 Mazwood Road) visible in an 1879 map of the area (Hopkins 1879). In 1926, the farm was purchased by Louis and Louisa Mazza and a second house, visible in historic aerial photographs, was constructed on the current lot of 6108 Wayside Drive (a portion of this dwelling may remain within the extant house at this location).

In 1942, the Mazzas subdivided a portion of the farm in a residential subdivision called Mazwood, platting two blocks and streets around the property's existing dwellings. Following Louise Mazza's death in 1963, trustees sold 111.2 acres of the Magruder farm and the undeveloped lots of Mazwood to the Columbia Credit Company (Montgomery County Deed Book [MCDB] 3905, 524). The first plat of Windermere, identified therein as Heritage Walk, was made in December 1969 as a cluster development with eight more plats filed by the spring of 1971 (Montgomery County Plats [MCP] 9548, 9629, 9686, 9887, 10031-32,

10043, 10041, 10132, and 11395). These plats laid out the remainder of the neighborhood with the exception of Block 1 of Mazwood, which was subdivided in 1976.

Acting as subsidiaries of the B. F. Saul Company, Columbia Credit Company and Columbia Homes, Inc., worked with area homebuilders, some of whom were related, like Shelton Zuckerman of Shelton Homes, Inc., Louis Zuckerman of Windermere Homes, Inc., and Zuckerman Katz to construct the dwellings in according to the architects' designs. However, advertisements placed between 1970 and 1976 in local newspapers attributed all construction in the development to Columbia Homes, Inc. The name "Windermere" was used in promotional literature to identify the Heritage Walk development from the beginning, as was the involvement of architects Patterson and Worland and landscape architect, David B. Wolfe, in its design (The Evening Star 1970, D-3). Columbia Homes, Inc., under the leadership of Al Chipman, Vice President of B. F. Saul Company, was also behind the 50-house single-family subdivision, Walnut Woods, and a townhouse development on Montrose Road known as Watkins Glen (The Evening Star 1970, D-3).

The architectural firm Patterson and Worland was established by Michael A. Patterson and Wilfrid V. Worland in 1950 (Kelly 2015, 192). Both Patterson and Worland were known as skillful designers in several historic revival styles, particularly the Colonial Revival, for religious institutions, office buildings, and residential designs that included single-family houses, townhouses, and apartment housing complexes (The Washington Post 1994, D9; 1999, B7). The firm also worked in Modernist styles, winning an Award of Distinction from the American Builder magazine's 1962 Model Home Contest for their design of single-family homes in the Crest Park subdivision, alongside the similarly styled dwellings of Charles Goodman (Lampl 2004, E-30). The bulk of the firm and Worland's work appears to have been in conjunction with large development firms in single-family subdivisions. In Montgomery County, their traditional designs fill entire neighborhoods including Old Farm, North Farm, Fallsmead, Luxmanor, and Falls Reach.

Little information was found on the work of landscape architect, David B. Wolfe; however, a 2011 obituary indicated that he started his own landscaping services business before transitioning to landscape design at an early age, later transitioning again to a long career in consumer marketing and business management (Obit Tree 2019).

Historic information recently compiled by local residents indicates that "Windermere" refers to a lake and small town in northwestern England and identifies the false-gambrel roof model house as "the Windsor" and provides names associated with the other models (the Berwick, Amberleigh, Carlton, and Downing), but does not provide information on the architectural features that define them (Hebert 2018).

Advertisements for Windermere indicate a sharp rise in the value of houses between 1970 and 1976, likely the result of the economic inflation of the 1970s. Initially between \$60,000 to \$80,000, advertisements from 1974 quoted a starting point of \$92,500, rising to \$145,000 by August 1976 (The Evening Star 1970, D-3; The Washington Post 1976, D29; The Washington Star-News 1974, C-4).

Identified as a county-approved cluster development subdivision, Columbia Homes, Inc. initially marketed the community's association with "27 acres of private parkland;" however, by 1974, plans for this space had changed to include a community recreation center with a pool, clubhouse, and tennis courts (The Evening Star 1970, D-3; The Washington Star-News 1974, C-4). This return to the market appeal of exclusive access to an active community center over open space reflects a growing shift in upper-income

homebuyers' interests in the mid-1970s. Presently, the community recreation center is named after Samuel Suls, one of Windermere's earliest residents who purchased the house at 6406 Windermere Circle in June 1971 (MCDB 4083, 867).

Evaluation:

Windermere was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

As a planned residential development, Windermere is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a developer with a limited selection of house models designed by a well-known architecture firm, it did not introduce design innovations and does not demonstrate significant patterns with exurban development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The individuals involved in the development of Windermere are not known to have made significant contributions to suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The subdivision is not associated with Patterson and Worland's legacy beyond the role this firm played in the design, and it is not known to be a principal work of either architect. While Windermere contains well-executed designs of traditionally styled, single-family houses priced for upper-income residents, this type of neighborhood is fairly common in Montgomery County.

While houses within Windermere are controlled by a local architectural review committee appointed by the neighborhood association, modifications to many dwellings over time like the introduction of replacement windows and exterior cladding, have diminished its historic integrity of design, materials, and workmanship. Because it is not an outstanding example of its type of planned residential development and does not convey any distinctive characteristics or artistic values as a singular development, this resource is not eligible under Criterion C. Windermere was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 85 acres and is defined by Tuckerman Lane to the north, Lux Lane to the east, I-270 to the south, and a 15-acre wooded parcel (Account #04-01829211) along a branch of Old Farm Creek to the west. It includes multiple parcels found on Montgomery County Tax Map GQ41 and GQ51 (2018).

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---- 1999. "Architect Wilfrid Worland Dies at 92." December 14, 1999, B7.

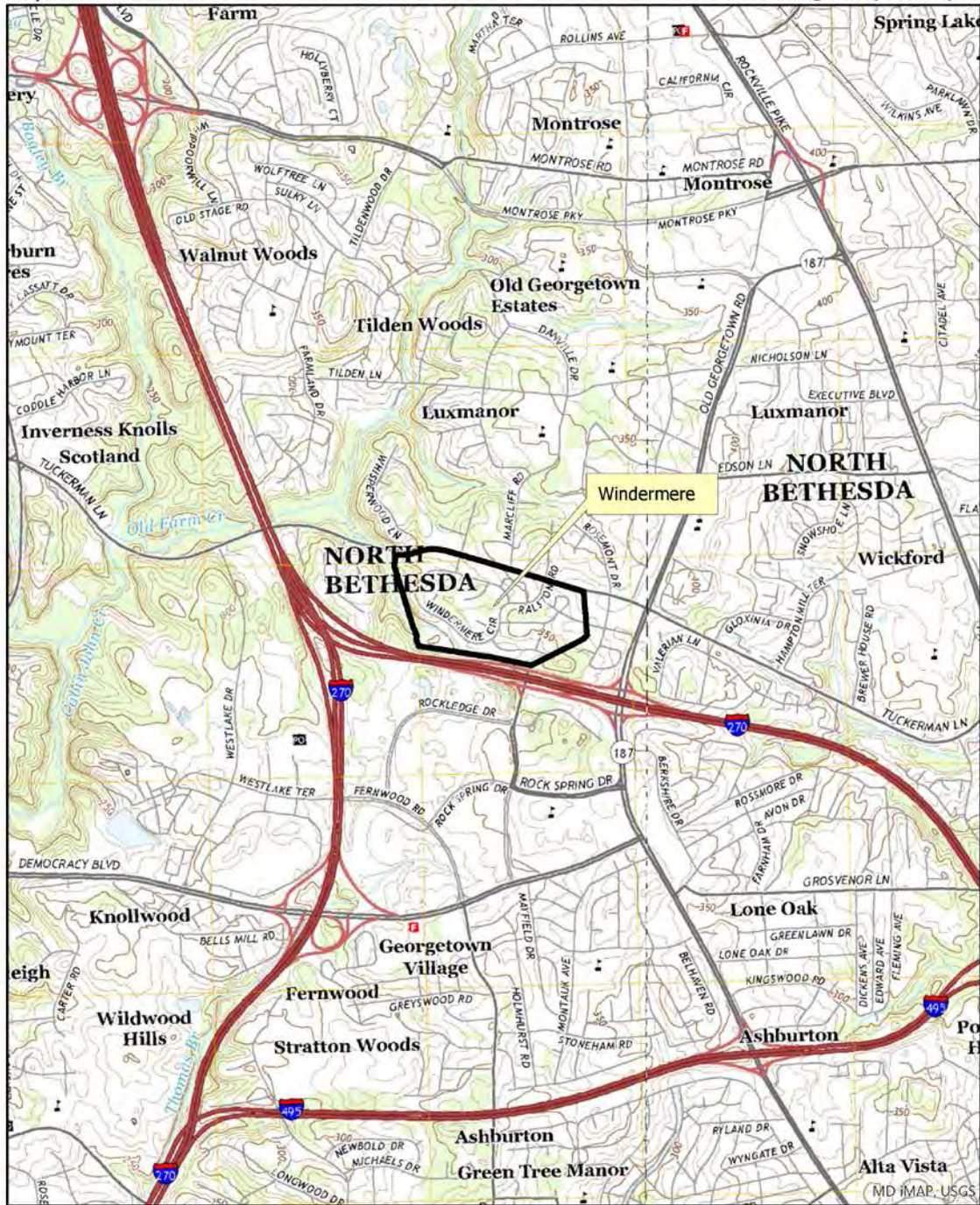
The Washington Star-News. 1974. Advertisement for Windermere. Lewis Silverman, Inc. March 1, 1974, C-4.

Windermere

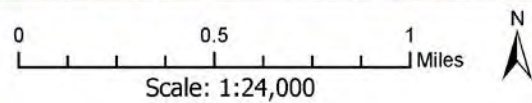
Location: North of I-495, south of Tuckerman Lane, and west of Old Georgetown Road

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville



Windermere

Location: North of I-495, south of Tuckerman Lane, and west of Old Georgetown Road

City: Rockville

Montgomery County





Windermere Circle Streetscape, looking east along south side of roadway.



West elevation, 10801 Mazwood Place.



West elevation, 10805 Mazwood Place.



Southeast elevation, 6325 Windermere Circle.

PHOTOGRAPHS



View of Waxwood Court, looking north.



Northwest elevation, 14 Windermere Court.

PHOTOGRAPHS



North elevation of Magruder house at 6220 Maxwood Road.



South elevation, 6207 Charnwood Road.

PHOTOGRAPHS



North elevation, community pool and recreation center, 6360 Windermere Circle.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-46_2018-12-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Windermere Circle Streetscape, looking east along south side of roadway.

02.tif

West elevation, 10801 Mazwood Place.

03.tif

West elevation, 10805 Mazwood Place.

04.tif

Southeast elevation, 6325 Windermere Circle.

05.tif

View of Waxwood Court, looking north.

06.tif

Northwest elevation, 14 Windermere Court.

07.tif

North elevation of Magruder house at 6220 Maxwood Road.

08.tif

South elevation, 6207 Charnwood Road.

09.tif

North elevation, community pool and recreation center, 6360 Windermere Circle.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Page 1 of 5

Name of Property: WMAL Transmitter Property

Location: 7115 Greentree Road, Bethesda, Montgomery County

National Register Re-evaluation

The following is a National Register of Historic Places re-evaluation of the WMAL Transmitter Property due to recent alterations to the resource:

The resource was determined eligible in 2000. However, the 1941 Colonial Revival style radio transmitter building was demolished and replaced by a temporary transmitter located in a metal shipping container in September of 2016 (*Radio World* 2016). The sale of the property to Toll Brothers, a residential developer, was finalized in 2017 following a year of negotiations (Rodgers 2017). The four radio towers were decommissioned and shut down in May of 2018 (Reigert 2018). A site visit on September 11, 2018 found that the four radio towers, temporary transmitter, and three satellite dishes are still extant. A small, square-plan brick building with a hipped roof also remains extant directly adjacent to the tower closest to the Transmitter Building site.

The WMAL Transmitter Property was previously determined eligible under Criterion A as an excellent example of a radio transmission building, representing the mid-twentieth century trend of moving outdated urban transmission facilities into the suburbs to increase broadcast area and provide service to the growing number of listeners located in the suburbs. The demolition of the radio transmitter building, a vital component of this radio transmission, means a significant loss of integrity for the property. The resource can no longer be considered a significant example of a radio transmission facility since the remaining elements alone do not exemplify this pattern of events. Therefore, the resource is no longer eligible under Criterion A.

The WMAL Transmitter Property was previously found eligible under Criterion C as a good example of a radio transmitter building and an excellent example of the Colonial Revival style. The evaluated radio transmitter building is no longer extant. When the facility opened, a 1941 advertisement in *The Evening Star* described the entire complex as “utilizing the latest radio transmission equipment,” boasting 5,000 watts of power, as compared to their previous 250 to 500 watts; however, similar to Criterion A, the remaining elements alone do not exemplify this engineering technology. Therefore, the resource is no longer eligible under Criterion C.

The resource continues to have no association with persons who have made specific contributions to history and does not meet Criterion B. The resource also continues to have no known potential to yield important information, and is not eligible under Criterion D.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Page 2 of 5

Name of Property: WMAL Transmitter Property

Location: 7115 Greentree Road, Bethesda, Montgomery County

The property encompasses 74.83 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP42, Parcel N495 (2019).

References

Reigert, Emily M. "Sproul Decommissions Greentree Road Transmitter Site," *Radio*, May 2, 2018. <https://www.radiomagonline.com/industry/sproul-decommissions-greentree-road-transmitter-site>

----. "WMAL Tower Site Demolition Begins." *Radio World*, September 20, 2016. <https://www.radioworld.com/news-and-business/wmal-tower-site-demolition-begins>

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Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Page 3 of 5

Name of Property: WMAL Transmitter Property

Location: 7115 Greentree Road, Bethesda, Montgomery County



Photo 1 of 6: WMAL Transmitter Towers, Looking East.



Photo 2 of 6: WMAL Satellite Dishes, Looking Southeast.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Page 4 of 5

Name of Property: WMAL Transmitter Property

Location: 7115 Greentree Road, Bethesda, Montgomery County



Photo 3 of 6: Temporary Transmitter on Transmitter Building Site, Looking Northeast.



Photo 4 of 6: Driveway and Transmitter Building Site from Greentree Road, Looking East.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-24

Page 5 of 5

Name of Property: WMAL Transmitter Property

Location: 7115 Greentree Road, Bethesda, Montgomery County



Photo 5 of 6: Small Brick Building Adjacent to Transmission Tower, Looking East.



Photo 6 of 6: View from Transmitter Building Site, Looking East.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Wolfe's Subdivision

Inventory Number: M: 35-204

Address: I-495 on the south, I-270 on the west, and Greentree Road on the east

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP42

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Setting:

Wolfe's Subdivision is a planned residential neighborhood in Bethesda. It pre-dates Interstate 495 (I-495) and as such, is a discontinuous residential area located on both the north and south sides of I-495. The north section, which contains 6.43 acres, is bounded on the south by I-495, on the north and west by Interstate 270 (I-270), and on the east by Greentree Road. It consists of one linear street, Barnett Road, which runs along an east-west axis, and terminates on the west side of the road. The south section contains 8.33 acres bounded on the north and west by I-495. Ten houses are located south of I-495 at the termination of Longwood Drive. According to local tax data, residential lots within Wolfe's Subdivision vary from 0.68-1.21 acres, totaling approximately 14.76 acres for the subdivision as a whole. The residential properties are landscaped with small and mature trees, bushes, and other ornamental foliage and feature

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

paved driveways that extend from public roads to an attached garage or carport at each dwelling. Concrete sidewalks are located throughout the neighborhood. Secondary resources include sheds.

Description:

Wolfe's Subdivision contains 19 single-family dwellings, constructed between 1949 and 1962, predominantly in variations of the Colonial Revival style in the Two-Story Massed, Split-Level, Ranch, and Split-Foyer forms. Dwellings on both the north and south sides of I-495 share characteristics of style, form, massing, and lot size.

Houses in Wolfe's Subdivision are one- to two-and-one-half stories tall, and three to six bays wide. All have continuous foundations and structural systems predominantly clad in brick veneer, vinyl siding, or stucco, and some feature small sections of wood siding. Hipped, side- and cross-gabled roofs are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end and/or interior chimneys.

Primary entrances are typically centered on the façade and are filled by single-leaf wood or metal doors. Windows vary based on building style, but are predominately single- or double-hung-sash, vinyl windows with faux muntins. Additional window types, such as picture windows and casement windows are present on some houses. Louvered and paneled shutters are common on sliding and ribbon aluminum and vinyl windows. Carports and porches are rare within Wolfe's Subdivision.

Infill is uncommon within Wolfe's Subdivision; however, several circa-1950 dwellings have been torn down and replaced with circa 1980-2010 dwellings (7222 and 7209 Longwood Drive). Additions and other material modifications are typical. Additions are typically one or two stories and extend from the side or rear of dwellings, or are second-story additions on a one-story dwelling.

Historic Context:

Wolfe's Subdivision was platted in 1948 by Harry H. Wolfe, Jr., and his wife, Mary Rose Wolfe. Individual lots were sold to homeowners, and dwellings were constructed between 1949 and 1961. The construction of I-495 in the early 1960s split the subdivision into north and south sections, and resulted in the demolition of at least four dwellings (Nationwide Environmental Title Research [NETR] 1957, 1962, 1963). Advertised as a part of the Bradley Hills Grove area in 1955, houses on Barnett Road sold for \$38,950-\$43,500 (The Evening Star 1955, 31). The house at 7216 Barnett Road was advertised as having amenities such as a step-down living room, stone fireplace, "farmhouse-size kitchen," and four large bedrooms (The Evening Star 1955, 31). The platting and development of Wolfe's Subdivision did not include any amenities like community centers or other facilities, as it was located east of the Montgomery Country Club (now the Bethesda Country Club).

Research indicates Harry and Mary Wolfe made many small-scale real estate transactions between the 1940s and 1970s, but were not involved with many large development projects. Shortly after Wolfe's Subdivision was platted, the Wolfe family lived at 9080 Greentree Road, located near the subdivision but not within it (The News 1951, 13). Mr. Wolfe developed the land, but was not a real estate developer; he was employed as the manager of the Bell Laundry in Bethesda (The News 1951, 13).

Evaluation:

Wolfe's Subdivision was evaluated in accordance with Maryland's Suburbanization Historic Context, Suburbanization Historic Context, and National Register of Historic Places Criteria A, B, and C.

Wolfe's Subdivision is an example of a planned residential neighborhood property type. This small-scale neighborhood is not an early example and did not introduce design innovations influential to later developments. The neighborhood does not demonstrate significant associations with exurban residential expansion, planning, or demographic changes; furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Wolfe's Subdivision is not eligible under Criterion A.

While the developers of this subdivision bought and sold land in the Washington, D.C., area, no notable projects and no associations with individuals of local, state, or national significance were identified. Therefore, Wolfe's Subdivision is not eligible under Criterion B.

Wolfe's Subdivision is typical of planned residential neighborhoods in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County during the Modern and Suburban Diversification periods. The architecture of the single-family dwellings within the neighborhood is not rare in Montgomery County, and the houses are not the work of master architects and exhibit common materials and forms. Furthermore, many dwellings within the subdivision have been substantially modified over the last several decades with replacement windows and doors and large additions. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The resource encompasses approximately 14.76 discontinuous acres: 6.43 acres on the north of I-495, bounded by I-270 on the north and west, and Greentree Road on the east; and 8.33 acres to the south, bounded by I-495 on the north and west. Wolfe's Subdivision is confined to Montgomery County Plats 1739, 2246, and 2083, found on Montgomery County Tax Map GP42.

References:

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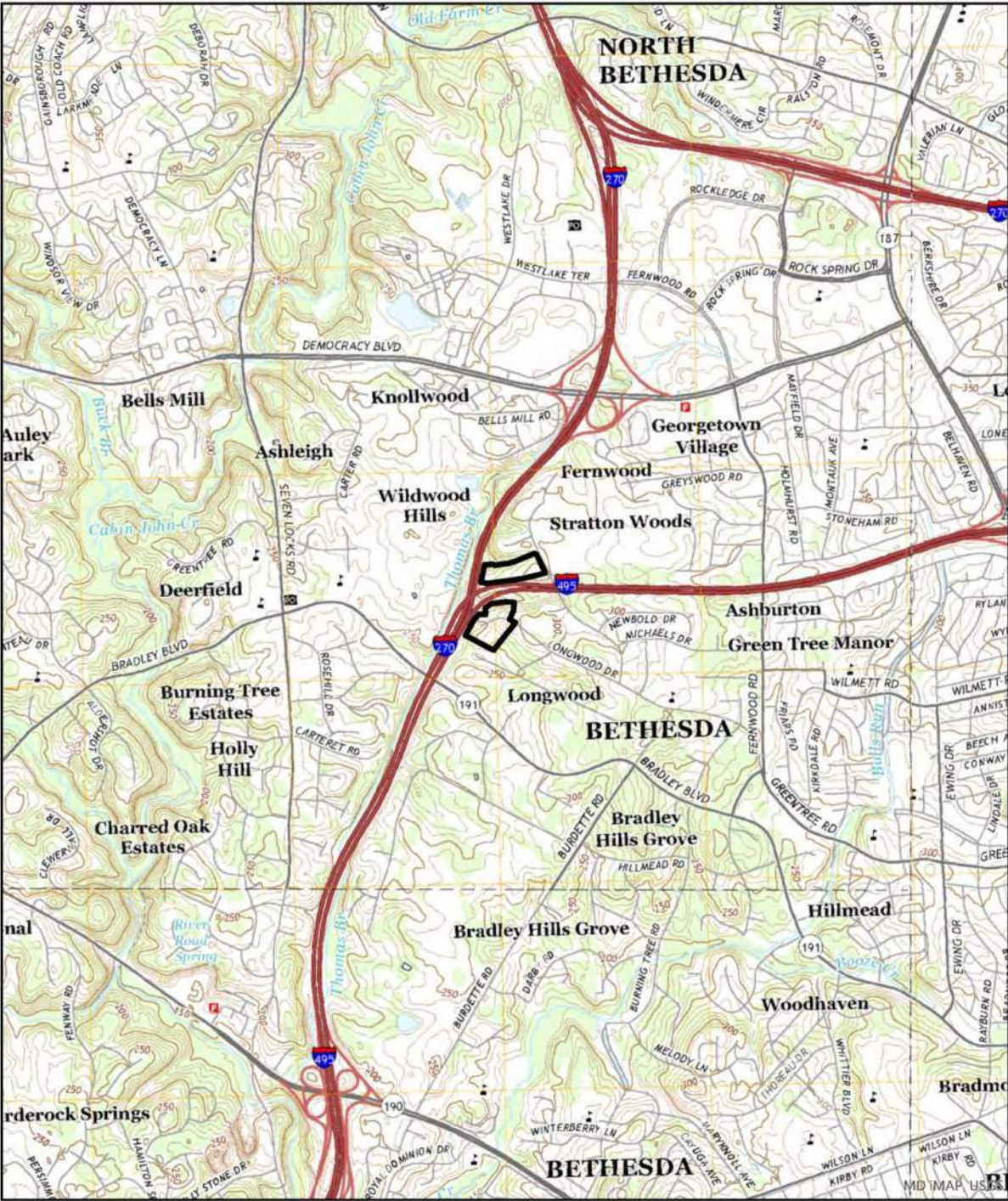
The News. 1951. "Nine Months of Rheumatic Fever Fatal." September 22, 1951, 13.

Wolfe's Subdivision

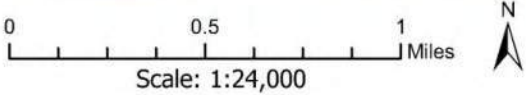
Montgomery County

Location: I-495 on the south, I-270 on the west, and Greentree Road on the east

City: Bethesda



USGS 7.5' Quadrangle - Rockville



Wolfe's Subdivision

Montgomery County

Location: I-495 on the south, I-270 on the west, and Greentree Road on the east

City: Bethesda





South elevation of 7203 Barnett Road.



South elevation of 7207 Barnett Road.



View of I-495 noise wall , facing west on Longwood Drive.



Streetscape facing east on Longwood Drive.



South elevation of new construction at 7209 Longwood Drive.



South elevation of 7213 Longwood Drive.



North elevation of 7212 Longwood Drive.



South oblique of 7223 Barnett Road.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-204_2018-10-02_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

South elevation of 7203 Barnett Road.

02.tif

South elevation of 7207 Barnett Road.

03.tif

View of I-495 noise wall , facing west on Longwood Drive.

04.tif

Streetscape facing east on Longwood Drive.

05.tif

South elevation of new construction at 7209 Longwood Drive.

06.tif

South elevation of 7213 Longwood Drive.

07.tif

North elevation of 7212 Longwood Drive.

08.tif

South oblique of 7223 Barnett Road.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Woodlane

Inventory Number: PG:76B-83

Address: West of Branch Avenue, north and south of I-495

Historic District: Yes

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0097

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: May 17, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Woodlane is a planned residential neighborhood located west of Branch Avenue and on the north and south sides of I-495 in Temple Hills. The neighborhood is divided by I-495, and the north section is bounded on the west by Beech Road, on the east by the Branch Avenue, and on the south by I-495. The southern portion is bounded by I-495 on the north, Branch Avenue on the east, and Henson Drive on the west. The northern portion is approximately 54.5 acres, and the southern portion is approximately 60.5 acres, totaling about 115 acres. The neighborhood contains single-family dwellings on lots ranging between 0.20 and 1.30 acres and has 10 curvilinear streets: Wood Road, Long View Road, Newman Road, Braddock Road, Keppler Road, Brentley Road, Ludlow Road, Action Road, Henderson Road, and Keppler Place. A portion of Keppler Road is lined by a sidewalk, and roads south of I-495 are lined with concrete curbs. The individual lots are sloped, with moderate tree coverage, plant beds, bushes, and some fenced rear yards. All lots feature a concrete or asphalt driveway, and walkways connect the street or driveways to the primary entrance to each building. Secondary resources include sheds and pools. Lighting throughout the neighborhood consists of lamps attached to utility poles.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

Woodlane is a planned residential neighborhood of single-family dwellings constructed between 1946 and 1980 with several examples of infill that date between 1980 and 2003. Most of the dwellings were constructed in variations of the Ranch, Split-Level, and Two-Story Massed forms and with influences from the Contemporary and Colonial Revival styles.

Dwellings are primarily three to seven bays wide and one to two stories tall. The buildings sit atop a basement or crawlspace, depending on topography, and are primarily clad in a brick veneer, vinyl or aluminum siding, or permastone. Roofs are side- or front-gabled or hipped and are sheathed in asphalt shingles. Most dwellings feature a single brick chimney or set of chimneys along a side elevation or an interior slope. Dormer types include shed or gable.

Primary entrances are located on the façade, with a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, an entry porch, or a full-height porch. Most entrances on Colonial Revival-style dwellings feature a wood or vinyl door surround with ornamentation such as pilasters and flat or arched pediments. Windows vary based on house style and form and include single one-over-one, vinyl-framed, double-hung-sash units, occasionally with faux muntins, casement, fixed, or awning windows or a combination of those types. Tripartite, bay, and picture windows are common throughout the neighborhood. Many houses in the Colonial Revival style also feature fixed, vinyl, louvered shutters flanking windows. Most dwellings have either an attached or inset single or double bay garage or carport. Additions are typically found at the rear elevation in scale with the building's core.

Historic Context:

In 1920, attorney John W. Wood acquired about 150 acres in several transactions from Margaret I. Thorne, et al, Thomas F. Wood, and Joseph C. Mattingly, Trustee (The Evening Star 1939, B-13; Prince George's County Deed Book [PGCDB] 148, 349-350). In 1940 and 1941, this land was platted for subdivision as two discontinuous sections separated by undeveloped land (Prince George's County Plat Book [PGCPB] BB 8, 25; BB 8, 70). Advertisements from the early 1940s announce land for sale, and several suggest to potential builders that they could buy the lots and then construct the buildings after the war (The Evening Star 1943, B-17; 1944, B-7). In 1947, 100 by 150-foot lots were advertised at \$650 each, and 2-acre land in the same subdivision was available for \$700 per acre (The Evening Star 1947, 28). Many buyers followed that suggestion, as most construction occurred between 1950 and 1964. Individual lot owners selected the builder for their dwelling, and as a result, dwelling size and style varies within the neighborhood.

Additional sections of Woodlane were platted by couples who purchased land from Wood in the 1940s and subdivided their holdings in the 1950s through the early 1970s (e.g., PGCPB WWW 26, 55; WWW 27, 64;). Aerial imagery shows several dwellings built by 1949; however, the bulk of construction occurred later (Nationwide Environmental Title Research, LLC [NETR] 1949, 1957, 1963). By 1954, advertisements listed individual dwellings, such as a three-bedroom custom rambler for sale, rather than lots for sale (The Evening Star 1954, 38). A 1956 advertisement for 5401 Henderson Road listed the single-story dwelling for \$24,750 (The Washington Post, Times Herald 1956, 62).

In 1967, Dawson Corporation, run by president Michael Paul, platted a 5.27-acre expansion to Woodlane that comprised 10 of lots (PGCPB WWW 65, 80). Research does not show other projects associated with the Dawson Corporation (The Evening Star 1969, 12).

John W. Wood, who subdivided his land after 20 years of ownership, was not involved with design or construction of individual dwellings. His involvement ended by the 1950s when couples bought empty lots from him; furthermore, there were no covenants or other restrictions listed in the plat or deeds. Wood was not involved in any other real estate development projects in Prince George's County.

Evaluation:

Woodlane was evaluated as a planned residential neighborhood of the Modern (1930-1960) and Suburbanization Diversification (1961-1980) periods, in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and

National Register of Historic Places Criteria A, B, and C.

Woodlane is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs. The neighborhood is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Woodlane is not eligible under Criterion A.

Beyond the platting and subdivision of Woodlane, John W. Wood was not involved in real estate development and had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, Woodlane is not eligible under Criterion B.

Woodlane is not a good example of a planned residential neighborhood of the era. While the buildings within the community retain most of their character-defining features for their property types, they represent common styles and forms. Furthermore, several buildings in the development have been demolished and replaced with infill. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

This property encompasses approximately 115 acres. The north section is bounded on the west by Beech Road, on the east by the Branch Avenue, and on the south by I-495. The southern portion is bounded by I-495 on the north, Branch Avenue on the east, and Henson Drive on the west. It can be found on Prince George's County Tax Map 0097 and Prince George's County plat records BB 8, 25; BB 8, 70; WWW 26, 55; WWW 27, 64; WWW 27, 99; WWW 29, 77; WWW 30, 56; WWW 30, 65; WWW 35, 66; WWW 36, 42; WWW 42, 74; WWW 43, 18; WWW 45, 64; WWW 50, 62; WWW 60, 24; WWW 70, 53; and CEC 92, 22.

References:

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--- 1943. "Prepare for the future." April 6, 1943, B-17.
--- 1944. "Beautiful Home Sites—Victory Gardens." March 11, 1944, B-7.
--- 1947. "Woodlane." June 28, 1947, 28.
--- 1954. "Woodlane." August 17, 1954, 38.
--- 1969. "Delinquent Taxes." December 27, 1969, 12.

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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.

Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed May 16, 2019. <https://www.historicaerials.com/viewer>.

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

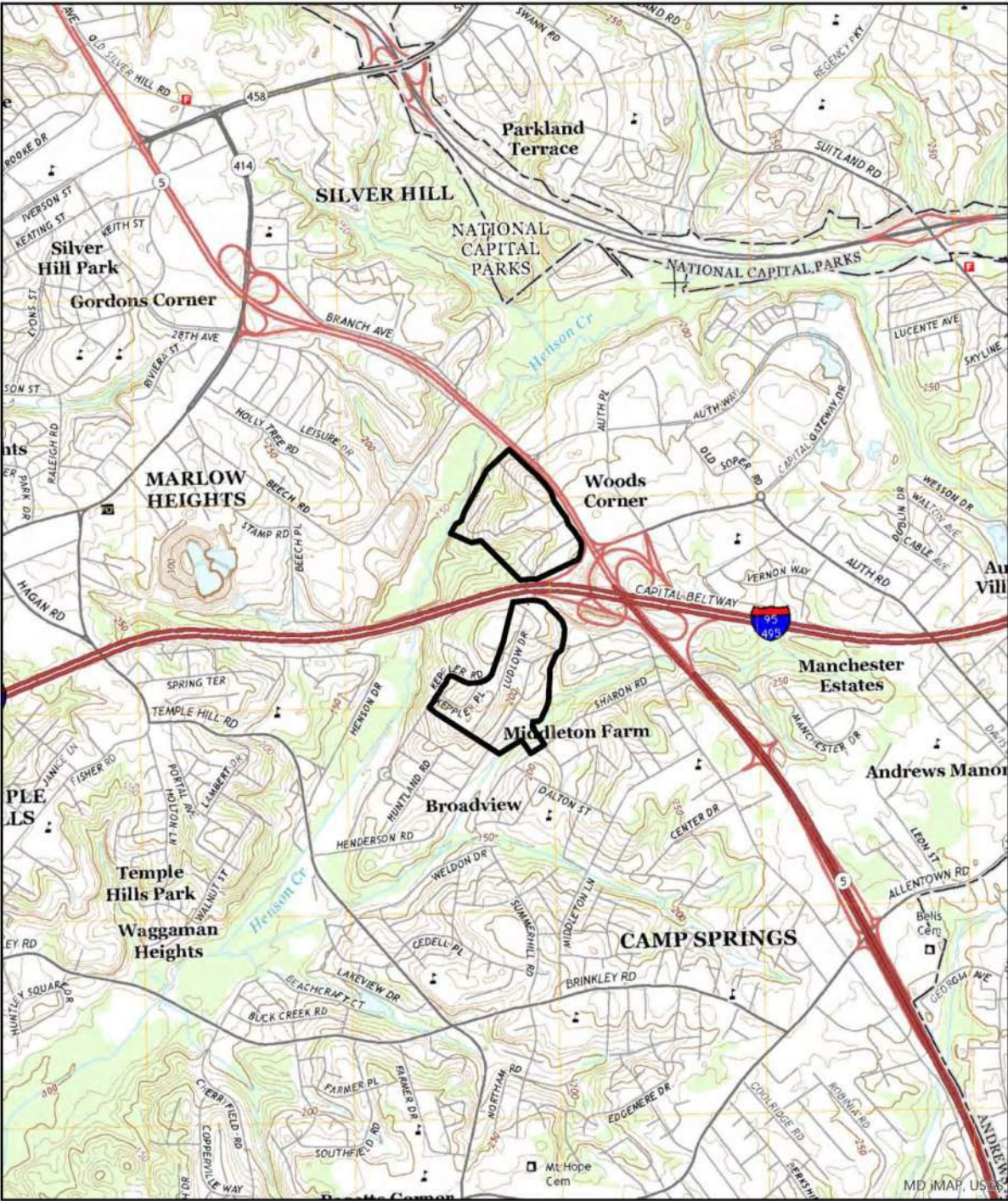
The Washington Post, Times Herald. 1956. "Grand Opening Woodlane Sub." September 15, 1956, 62.

Woodlane

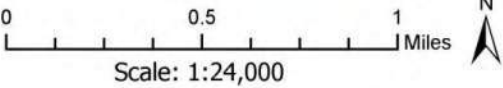
Prince George's County

Location: West of Branch Avenue, north and south of I-495

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



Woodlane

Prince George's County

Location: West of Branch Avenue, north and south of I-495

City: Temple Hills





4969 Keppler Road, looking northwest.



4982 Keppler Road, looking southeast.



4921 Braddock Road, looking northwest.



4918 Braddock Road, looking southeast.



4910 Braddock Road, oblique looking south.



4904 Braddock Road, looking southeast.



4874 Long View Road, looking southeast.



Streetscape along Newman Road.



4702 Newman Road, looking southeast.



Streetscape on Keppler Place, looking southeast.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Katherine Watts and Mical Tawney**

Date of Photographs: **2019-03-19**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76B-83_2019-03-19_01.tif... etc.**

Photographs inserted on continuation sheets:

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4969 Keppler Road, looking northwest.

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4982 Keppler Road, looking southeast.

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4921 Braddock Road, looking northwest.

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4918 Braddock Road, looking southeast.

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4910 Braddock Road, oblique looking south.

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4904 Braddock Road, looking southeast.

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4874 Long View Road, looking southeast.

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Streetscape along Newman Road.

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4702 Newman Road, looking southeast.

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Streetscape on Keppler Place, looking southeast.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☐

Property Name: Woodley Gardens Inventory Number: M: 26-71
Address: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park,
Woodley Gardens Park Historic district: X yes ☐ no
City: Rockville Zip Code: 20850 County: Montgomery
USGS Quadrangle(s): Rockville
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: GR13, GS11
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: MDOT SHA
Preparer's Name: Melissa Butler and Matt Manning Date Prepared: 12/6/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: X Eligibility recommended ☐ Eligibility not recommended
Criteria: X A ☐ B X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes X no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The planned residential development known as Woodley Gardens is located within the City of Rockville in Montgomery County, and is bounded on the southeast by Interstate 270 (I-270), on the north by W. Gude Drive, on the east by Upper Watts Branch Park, and on the south by Nelson Street. In addition to a mix of single-family dwellings, townhouses, and garden apartment buildings, Woodley Gardens contains a shopping center, swim club, park, and a senior center. Single-family lots average 0.25 acre.

The subdivision encompasses approximately 200 acres, divided by several curvilinear, botanically-named streets: Azalea Drive runs north from Nelson Street and then west, with Blossom Drive, Aster Boulevard, Crocus Drive extending north from Nelson and intersecting Azalea. Hawthorn Court and Carnation Drive are located in the north of the development. Streets within Woodley Gardens are lined with concrete sidewalks and tree lawns support mature hardwood trees. A planted median divides traffic along Azalea Drive until its intersection with Woodley Drive. Street parking is present throughout the community.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Date

Reviewer, National Register Program

Date

Single-family houses are set behind grassy lawns, and most include small-scale plantings. Taller trees are common in backyards. All have private concrete driveways, which are typically paired with the driveway of an adjoining house. Multi-family dwellings, fronting both Azalea Drive and off-street parking lots, also feature grassy lawns and demonstrate a mix of flowerbeds, small bushes, and ornamental trees. Each townhouse along Azalea Drive includes a concrete walkway leading to the adjoining sidewalk.

Architectural Description:

Woodley Gardens, a planned residential development of the Suburban Diversification Period (1961-1980), contains Colonial Revival-style single- and multi-family dwellings constructed between 1960 and 1970. The single-family dwellings in Woodley Gardens are variations of two-story massed, split-level, split-foyer, and transitional ranch forms. Multi-family dwellings include townhouses and a small number of garden apartment buildings. The development includes the Rockville Senior Center (formerly an elementary school), the Woodley Gardens Shopping Center, Woodley Gardens Park, and the Woodley Gardens Swim Club.

Most single-family dwellings in Woodley Gardens have continuous concrete or masonry foundations. The dwellings are primarily one to two stories and between three to five bays wide. Most are clad in brick veneer, but some feature a mix of materials, including stone and horizontal siding (22 Hawthorn Court). Roofs, sheathed in asphalt shingles, are primarily side gabled, with a moderate amount of front-gabled and cross-gabled examples. Most dwellings feature a single brick chimney set along a side or rear elevation (824 Aster Boulevard, 635 Crocus Drive). Dormers are almost exclusively front-gabled and clad in siding. Primary entrances, both centered and off-center, have a single-leaf wood or replacement door, often with sidelights and transoms (639 Crocus Drive, 621 Aster Boulevard). Some entrances are located beneath small entry porches, and metal-and-glass storm doors are common additions. Window units include single, paired, or tripartite double-hung-sash replacement windows. However, several examples retain original, six-over-six wood windows. Louvered and paneled shutters are common (630 Aster Boulevard, 1002 Azalea Drive). Most houses in Woodley Gardens include a driveway, and a moderate number of dwellings feature an attached carport (618 Crocus Drive, 618 Aster Boulevard). Driveways are characteristically paired, giving the streetscape a uniform appearance and resulting in wider, uninterrupted lawns. Additions are not common, but when present, they are typically one story and extend from the rear elevation (634 Crocus Drive, 621 Blossom Drive). Two late-1960s, Contemporary-style houses designed by local architects John Wilmot Sr. and David Porter (1) are located at the intersection of Azalea and Woodley Drives.

Multi-family units, located along Azalea Drive, consist of primarily of townhouses. The east side of Azalea Drive includes a section identified as the Woodley Gardens Cooperative. This area includes garden apartments and townhouses oriented along a U-shaped drive with off-street parking. Elsewhere along Azalea Drive, rows of townhouses form U-shaped courtyards around parking lots that stem from the street. A brick sign at the intersection of Nelson Street and Azalea Drive, along with small signs at the entrance to each parking area, identify these units as Regents Square. The townhouses are two stories and range from two to three bays. They feature varied fenestration, and roof types include flat, gambrel, and side- or front-gabled examples sheathed in asphalt shingles. Most units are clad in brick veneer, though vinyl siding is also present (814-852 Azalea Drive). Chimneys are present only at end units. Primary entrances include centered and off-centered examples and Several entrances are located beneath a small entry porch (892 Azalea Drive). Entrances include single-leaf paneled wood or metal replacement doors, often with storm doors. Windows are single or paired, double-hung-sash, replacement units, some with faux muntins; however, several examples retain original wood windows in a six-over-six form (892 Azalea Drive). Louvered and paneled shutters are common.

The garden apartment buildings are two-stories tall and similar in scale to the townhouses. The buildings have brick-clad seven-bay facades with central entrances that provide access to a shared stairwell. The apartments feature a variety of façade treatments with different Colonial Revival-style details, including entrance porticos, cornices, jack and round arches, circular windows and attic vents, and paneled wood doors with sidelights. Windows are six-over-six, vinyl-clad replacement units, and some include louvered shutters. Roof types also vary, including gabled, hipped, and gambrel, all clad with asphalt shingles. The buildings at the south end

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feature walk-out basements; otherwise, the central façade entrances provide the only exterior access. The central group of buildings, within the U-shaped drive, form a shared courtyard and patio for the use of the cooperative residents.

Woodley Gardens Park is located along the south side of Nelson Street. Opened in 1964 and maintained by the City of Rockville, the park contains a brick picnic shelter, basketball and tennis courts, baseball fields, playgrounds, trails, and picnic areas. Adjacent to the park is the Woodley Gardens Swim Club, a symmetrical I-shaped building comprising a side-gabled main block with two front-gabled wings and a north-facing façade. The entrance, located on the main block, consists of two sets of paired doors flanking a central eight-over-twelve sash window. The doorways contain 15-light wood doors with 4-light transoms. An extended roof porch spans between the wings, supported by ornamental wrought iron columns with a vine motif. The east wing features three eight-over-twelve sash windows and a circular window at the gable. The opposite wing lacks sash windows but is otherwise identical. A broad wood cornice below the gables continues across the central porch, and the roofs are finished with asphalt shingles. A four-sided arched cupola with a bell roof occupies the center of the main block. Small, side-gabled extensions project from the east and west ends of the building. The building's east end has been altered by a large vinyl-clad, multi-gabled addition currently used as a preschool.

The Woodley Gardens Shopping Center, built in 1969, is located near the southern edge of Woodley Gardens at 1101 Nelson Street. A one- to two-story, multi-bay strip shopping center with Colonial Revival-style elements, the building includes a one-story west section and a two-story east section, both clad in brick veneer and covered by a faux-mansard roof. A flat-roofed canopy, with square wood columns and a crowning balustrade, shelters the storefronts. Coordinating signage, comprising printed metal panels, occupies the balustrade above individual storefronts. Storefronts have been altered, but most are two bays. Original windows are fixed, multi-light wood-framed units or similar box bay units supported by decorative brackets. The west section was originally a grocery store; the building is now subdivided into multiple retail spaces. The two-story east section has a deeper setback than the west section. The resulting space functions as a landscaped plaza with outdoor seating. A bank occupies the easternmost storefront and includes a drive-up window with a canopy similar to that above the storefronts. The eastern section's second level includes a central clock tower and flanking non-original, vinyl-clad, six-over-six sash windows. The shopping center's north elevation consists of rear service entrances and truck loading bays for deliveries.

The Rockville Senior Center, formerly Woodley Gardens Elementary, is a one-story, multi-bay building constructed circa 1964 in the Contemporary style. The center, located east of where W. Gude Drive extends over I-270, is clad in brick veneer and covered by a low-pitched gabled roof sheathed in asphalt shingles. The primary entrance is located under a large shed overhang and is filled with glazed, metal framed glass doors. Windows are metal-framed in a combination of fixed and movable sash units. The building includes a one- to two-story addition along its west elevation featuring a two-story curved window wall with metal-framed windows.

Historic Context:

In 1959, developer Monroe Warren of Meadowbrook, Inc., purchased 200 acres of farmland from the Milor Farm adjoining I-270 west of Rockville (2). Warren was an established developer in the Maryland suburbs of Washington, DC, and his work included the developments of Meadowbrook, Leland, North Chevy Chase, Woodley Hill, and Rockcrest (3). In 1960, Warren subdivided the 200-acre Rockville tract as "Rockville Estates," later changing the name to Woodley Gardens. Under the City of Rockville's planned community zoning designation, Warren planned Woodley Gardens with a shopping center, swim club, park, and a mix of housing types, including single and multi-family dwellings.

Warren envisioned Woodley Gardens as a "country club" community with a mix of housing types in traditional styles, in contrast to the Contemporary-style homes constructed in the 1960s elsewhere in Montgomery County, such as Charles Goodman's Rock

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Creek Woods (M: 31-37) and Hammond Woods (M: 31-38) (4). A noted preserver of trees (Willman, John B. 1960), Warren retained as many as possible in the backyards of the Woodley Gardens single-family houses, and historical aerial images show that he and other developers planted street trees at regular intervals throughout the development. These trees have grown to form canopies.

As architect of Woodley Gardens, Warren hired Bagley-Soulé Associates, a firm experienced in traditional Colonial Revival-style dwellings and one he had worked with on past developments. The firm designed not only single-family houses in the development, but townhouses, garden apartments, and a swim club as well, lending the community a cohesive architectural style.

Bagley-Soulé designed ranches, split-levels, and two-story houses in seven different models with fourteen variations. Two houses had been constructed by December 1960, and advertised prices initially ranged from \$22,500 to \$27,950 (5). The architects' use of the Colonial Revival style shows a neoclassical influence, with prominent front gables and wide cornices.

The garden apartments and townhouses, now known as the Woodley Gardens Cooperative, were similar to the Preston Place townhouses in Chevy Chase designed by Bagley-Soulé for Warren in 1959 (6). Preston Place was one of the earliest townhouse developments in suburban Maryland, and the firm's later work at Georgetown South in Manassas, Virginia, opened in 1963, became a model for townhouse communities in the suburbs around Washington, DC (7). The Woodley Gardens townhouses ranged from two to three bedrooms, and the apartments were available as one- or two-bedroom units. The garden apartment buildings lacked private outdoor space, such as balconies, but included private basement rooms advertised as "hobbies" rooms (8).

The incorporation of townhouses and apartments into a community of single-family houses was a new concept in Montgomery County when introduced by Monroe Warren in 1960. The Washington Post's real estate editor, John Willmann, wrote a series of articles following Monroe Warren and Woodley Gardens, starting early in the construction process. Noting that Woodley Gardens required specialized zoning under Rockville's new "planned community" category, Willmann called Warren a "pioneer" and the development "a new frontier in housing," in part for Warren's decision to construct high-end houses in the Rockville area. The articles described Warren as using his expertise to demonstrate new housing concepts to other area builders, highlighting Woodley Gardens as an example of a new method of community building which attracted similar new development to the area (9, 10, 11).

For his part, Warren advertised Woodley Gardens as "Montgomery County's first completely pre-planned community," (12) and the sales office noted that "some solid renting families are a desirable part of a community" (13). All residents, whether homeowners or renters, were eligible for membership at the Bagley-Soulé-designed Woodley Gardens Swim Club, which opened in 1962 (14). Early advertisements for the townhouses and apartments highlighted the community's "care free maintenance" and suggested that renters could eventually become owners of a Woodley Gardens single-family house (15).

In 1964, upon completion of the first phase of Woodley Gardens, Warren sold the remaining subdivided property to several construction firms, which carried the development to completion. Herman Greenberg and Albert Small of Southern Engineering purchased most of the remaining property and constructed 200 single-family houses south of Nelson Street in a section marketed as Woodley Gardens West (16). Along Azalea Drive, Southern Engineering completed 250 townhouses modeled after those designed by Bagley and Soulé and already constructed by Warren. These Southern Engineering two- to four-bedroom townhouse rental units were marketed as Regents Square (17). The firm also built out most of the remaining parcels north of Nelson Street with single-family dwellings, including an area called Woodley Woods, where Warren originally planned additional townhouses (18). Although Warren had planned a shopping center for Woodley Gardens as early as 1961 (19), construction was ultimately completed by Southern Engineering in 1969, when the center opened with a Safeway grocery store (20).

Southern Engineering employed Cohen and Haft, Associates, as architects for both the single-family houses and the townhouses.

MARYLAND HISTORICAL TRUST REVIEW

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Models for single-family houses were selected from previous Southern Engineering developments at Tilden Woods in Bethesda and Sleepy Hollow Run in Virginia (21). Cohen and Haft's previous townhouse designs included Modernist examples at the Whitehall Apartments in Bethesda (22).

Warren sold 31 building sites along Aster Boulevard to David Croyder and Milton Irvin of Croyder, Irvin, and Co., who hired the architecture firm of Patterson and Worland to design traditional colonial houses in keeping with the character of the development. Marketed as Salem Walk, the section featured five model houses priced from \$41,000 to \$49,000 (23). Advertisements focused on architectural details such as grapevine mortar joints, corbeled chimneys, and "authentic proportions" (24).

The mix of rental and owner-occupied housing in Woodley Gardens was unusual in Montgomery County at the time but did not last long. Before the end of Warren's involvement with the development, he enlisted the firm of Edmund C. Flynn to convert rental apartments and townhouses to a cooperative. These units were advertised as Woodley Gardens Cooperative in 1964, with prices ranging from \$15,250 for a one-bedroom apartment to \$26,400 for a three-bedroom townhouse (25). Regents Square was converted to condominiums in 1971.

As Woodley Gardens grew, the community attracted more developers to the Rockville area. In addition to Woodley Gardens West by Southern Engineering, James Cafritz created West End Park along Carr Avenue and Lynch Street in 1962, and Clark-King Construction developed Woodley Gardens East along Bradford Drive in 1964 (26). In 1966, Artery Enterprises followed the Woodley Gardens blueprint in Plymouth Green along College Parkway to the east, constructing 300 single-family houses and over 250 apartments and townhouses (27) within a single planned residential development.

A small group of investors, led by local real estate developer Robert E. Buchanan, extended Aster Boulevard and Carnation Drive in 1980, creating an addition advertised as The Glen at Woodley Gardens. These single-family dwellings conformed to the Colonial Revival style of Woodley Gardens, but all were larger two-story houses with attached two-car garages (28). The local school, Woodley Gardens Elementary, closed in 1978, and the building became the Rockville Senior Center in 1982 (29). A small addition was constructed along the building's west elevation in 2011. An addition to the Woodley Gardens Swim Club's east end was created in the 1980s and expanded c. 2008.

Today, Woodley Gardens maintains its mix of single- and multi-family dwellings. Although the apartments and townhouses have been converted to private ownership, many of the condominium units in Regents Square are available for lease, resulting in a mix of owners and renters. The shopping center, swim club, and elementary school buildings continue to serve the community.

Significance Assessment:

Woodley Gardens was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum" and National Register of Historic Places (NRHP) Criteria A, B, and C.

Woodley Gardens was the first known example of a planned residential development in Montgomery County to feature a mix of housing types and was the first in Rockville. Developer Monroe Warren planned Woodley Gardens as an entire community, with single-family houses, apartments, townhouses, a shopping center, a swim club, a large park, and space for an elementary school. In creating this mix, Warren recognized the growing diversity of suburban residents in the Washington, DC, suburbs. The development attracted other developers to the area who built upon and replicated Monroe Warren's success using a similar mix of housing. Because of its importance as an early example of mixed housing types in a planned residential development, Woodley Gardens is significant under Criterion A.

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Although Monroe Warren was a notable developer working in Montgomery County and the Washington, DC, area, he is better known for his Kennedy-Warren apartment building in DC and his Meadowbrook development in Chevy Chase, for which he named his development company. Research did not identify Woodley Gardens residents known to have made significant contributions to history. Therefore the resource is not significant under Criterion B.

With mixed housing types, a shopping center, and amenities including a swim club, park, and school all planned as part of the community, Woodley Gardens is an excellent example of a planned residential development of the Suburban Diversification Period. The development's consistent use of a single style for residential, commercial, and community buildings and common stylistic motifs between single- and multi-family dwelling types result in a cohesive community in which multi-family dwellings are integrated with rather than isolated from single-family houses. Woodley Gardens is significant under Criterion C as an excellent, intact example of a planned residential development.

Within Woodley Gardens, there have been minimal alterations to the development, dwellings, and associated commercial and community buildings over time, and the resource maintains integrity of feeling, location, design, setting, materials, workmanship, and association. The dwellings, shopping center, swim club, and park all retain their original functions in their original locations. Although the Rockville Senior Center has replaced the Woodley Gardens elementary school, the original building remains, and the space continues to serve the larger community.

Based on the evaluated Criteria, Woodley Gardens is eligible for listing in the NRHP with a period of significance of 1960-1970, from the beginning of construction by Monroe Warren to the completion of the Woodley Gardens Shopping Center and the final residences north of Nelson Street by Southern Engineering and Croyder, Irvin, and Co. In addition to the residences, Woodley Gardens includes Woodley Gardens Park, Woodley Gardens Swim Club, Woodley Gardens Elementary (Rockville Senior Center), and Woodley Gardens Shopping Center. A list of contributing and non-contributing resources is attached.

Although platted by Monroe Warren, Woodley Gardens West and Woodley Gardens East are distinct sections with houses constructed by different developers and are not included in the Woodley Gardens boundary.

Woodley Gardens is roughly bound by I-270 on the west, W. Gude Drive to the north, Upper Watts Branch Park to the east, and Woodley Gardens Park and Watts Branch to the south. The planned residential subdivision encompasses approximately 200 acres and 517 dwellings, including single-family residences, townhouses, and apartments.

Footnotes:

- (1) Peerless Rockville. 2013. "Woodley Gardens Tour." Accessed August 2018, <http://www.peerlessrockville.org/wp-content/uploads/2012/09/Woodley-Gardens-Tour-final-version.pdf>.
- (2) Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018.
- (3) Matt Manning. 2012. Maryland Determination of Eligibility Form: Preston Place (M 35-170). Form on file at Maryland Historical Trust, Crownsville, Maryland.
- (4) Paul Seder. 2003. Maryland Determination of Eligibility Form: Hammond Wood Historic District (M: 31-38). Form on file at Maryland Historical Trust, Crownsville, Maryland.
- (5) "Preview Showing Woodley Gardens." Advertisement. The Washington Post. 1960. December 3: B6.
- (6) Manning, Matt. 2012. Maryland Determination of Eligibility Form: Preston Place (M 35-170). Form on file at Maryland Historical Trust, Crownsville, Maryland.
- (7) "Town Houses Attract Many to Georgetown South." The Washington Post. 1963. September 7: C7.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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Date

Reviewer, National Register Program

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- (8) "Woodley Gardens Apartments, Inc." The Washington Post. 1964. Advertisement. January 18: D7.
 (9) John B Willmann. 1960. "A New Housing Frontier for Rockville." The Washington Post, December 3: B1.
 (10) John B. Willmann. 1964. "A Veteran Builder Shows Them." The Washington Post, March 21: E1.
 (11) John B. Willmann. 1966. "Woodley Gardens Fulfills a Dream." The Washington Post, June 25: D1.
 (12) "Woodley Gardens." Advertisement. The Washington Post. 1961. December 16: B4.
 (13) "Town Houses Planned for Woodley Gardens." The Washington Post. 1962. January 20: D2.
 (14) "Woodley Gardens Pool Attracts Throng." The Washington Post. 1962. July 21: D11.
 (15) "Woodley Gardens Apartments, Inc." 1964.
 (16) Willmann. "A Veteran Builder Shows Them." 1964.
 (17) "Regents Square Opened by Small and Greenberg." The Washington Post. 1965. August 21: E2.
 (18) Willmann. "A Veteran Builder Shows Them." 1964.
 (19) "Woodley Gardens." 1961.
 (20) Matt Manning. 2014. Maryland Determination of Eligibility Form: Woodley Gardens Shopping Center (DOE-MO-0329). Form on file at Maryland Historical Trust, Crownsville, Maryland.
 (21) "Woodley Gardens West Open." The Washington Post. 1964. October 24: C14.
 (22) "Whitehall Apartments Voted Kuhn Cup." The Washington Post. 1963. January 26: D14.
 (23) "A Feel for Detail." The Washington Post. 1966. April 23: D1.
 (24) "Salem Walk in Montgomery County." The Washington Post. 1967. September 16: E12.
 (25) "A Thinking Man's Ad!" Advertisement. The Washington Post. 1964. June 6: E10.
 (26) Willmann. "A Veteran Builder Shows Them." 1964.
 (27) "Plymouth Green to Grow." The Washington Post. 1966. September 17: D6.
 (28) "Good Living Begins in a Home of Your Own." Advertisement. The Washington Post. 1981. June 20: E5.
 (29) "Montgomery County's Used-to-Be Schools." The Washington Post. 1981. April 16: MD2.

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MARYLAND HISTORICAL TRUST REVIEW

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Reviewer, National Register Program_____
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The Washington Post. 1964. "A Thinking Man's Ad!" Advertisement. June 6: E10.

The Washington Post. 1981. "Good Living Begins in a Home of Your Own." Advertisement. June 20: E5.

The Washington Post. 1981. "Montgomery County's Used-to-Be Schools." April 16: MD2.

The Washington Post. 1966. "Plymouth Green to Grow." September 17: D6.

The Washington Post. 1960. "Preview Showing Woodley Gardens." Advertisement. December 3: B6.

The Washington Post. 1965. "Regents Square Opened by Small and Greenberg." August 21: E2.

The Washington Post. 1967. "Salem Walk in Montgomery County." September 16: E12.

The Washington Post. 1963. "Town Houses Attract Many to Georgetown South." September 7: C7.

The Washington Post. 1962. "Town Houses Planned for Woodley Gardens." January 20: D2.

The Washington Post. 1963. "Whitehall Apartments Voted Kuhn Cup." January 26: D14.

The Washington Post. 1961. "Woodley Gardens." Advertisement. December 16: B4.

The Washington Post. 1964. "Woodley Gardens Apartments, Inc." Advertisement. January 18: D7.

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The Washington Post. 1962. "Woodley Gardens Pool Attracts Throng." July 21: D11.

The Washington Post. 1964. "Woodley Gardens West Open." October 24: C14.

Willman, John B. 1960. "A New Housing Frontier for Rockville." The Washington Post, December 3: B1.

Willmann, John B. 1964. "A Veteran Builder Shows Them." The Washington Post, March 21: E1.

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MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G**MHT Comments:**_____
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Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Parks	Woodley Gardens Park	1964	C	
Regents Square	602-648 AZALEA DR	1966	C	
Woodley Gardens Cooperative	601-651 AZALEA DR	1963	C	
Single Family Detached	1 HAWTHORN CT	1968	C	
Single Family Detached	10 HAWTHORN CT	1969	C	
Single Family Detached	1000 ASTER BLVD	1962	C	
Single Family Detached	1001 ASTER BLVD	1962	C	
Single Family Attached	1001 NELSON ST	1966	C	
Single Family Detached	1002 ASTER BLVD	1962	NC	Integrity has been compromised due to heavy alterations
Single Family Detached	1002 AZALEA DR	1961	C	
Single Family Detached	1003 ASTER BLVD	1962	C	
Single Family Detached	1003 AZALEA DR	1962	C	
Single Family Attached	1003 NELSON ST	1966	C	
Single Family Detached	1004 ASTER BLVD	1962	C	
Single Family Detached	1004 AZALEA DR	1961	C	
Single Family Attached	1005 NELSON ST	1966	C	
Single Family Detached	1006 ASTER BLVD	1962	C	
Single Family Detached	1006 AZALEA DR	1961	C	
Single Family Attached	1007 NELSON ST	1966	C	
Single Family Attached	1009 NELSON ST	1966	C	
Single Family Attached	1011 NELSON ST	1966	C	
Single Family Attached	1013 NELSON ST	1966	C	
Single Family Attached	1015 NELSON ST	1966	C	
Single Family Detached	1025 WINTERGREEN	1970	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

	TER			
Single Family Detached	1026 WINTERGREEN TER	1970	C	
Single Family Detached	1027 WINTERGREEN TER	1970	C	
Single Family Detached	1028 WINTERGREEN TER	1970	C	
Single Family Detached	1029 WINTERGREEN TER	1970	C	
Single Family Detached	1030 WINTERGREEN TER	1970	C	
Single Family Detached	1031 WINTERGREEN TER	1970	C	
Single Family Detached	1032 WINTERGREEN TER	1970	C	
Single Family Detached	1033 WINTERGREEN TER	1970	C	
Single Family Detached	1035 WINTERGREEN TER	1970	C	
Single Family Detached	1039 WINTERGREEN TER	1970	C	
Single Family Detached	1041 CARNATION DR	1969	C	
Single Family Detached	1041 WINTERGREEN TER	1970	C	
Single Family Detached	1043 CARNATION DR	1969	C	
Single Family Detached	1043 WINTERGREEN TER	1969	C	
Single Family Detached	1044 CARNATION DR	1969	C	
Single Family Detached	1045 WINTERGREEN TER	1969	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	1046 CARNATION DR	1969	C	
Single Family Detached	1046 WINTERGREEN TER	1970	C	
Single Family Detached	1047 WINTERGREEN TER	1969	C	
Single Family Detached	1048 CARNATION DR	1969	C	
Single Family Detached	1048 WINTERGREEN TER	1969	C	
Single Family Detached	1050 CARNATION DR	1969	C	
Single Family Detached	1050 WINTERGREEN TER	1970	C	
Single Family Detached	1051 CARNATION DR	1969	C	
Single Family Detached	1082 LARKSPUR TER	1970	C	
Single Family Detached	1084 LARKSPUR TER	1970	C	
Single Family Detached	1086 LARKSPUR TER	1969	C	
Single Family Detached	1087 LARKSPUR TER	1970	C	
Single Family Detached	1088 LARKSPUR TER	1970	C	
Single Family Detached	1089 LARKSPUR TER	1970	C	
Single Family Detached	1090 LARKSPUR TER	1970	C	
Single Family Detached	1092 LARKSPUR TER	1969	C	
Single Family Detached	1094 LARKSPUR TER	1969	C	
Single Family Detached	1095 LARKSPUR TER	1969	C	
Single Family Detached	1096 LARKSPUR TER	1969	C	
Single Family Detached	1097 LARKSPUR TER	1969	C	
Single Family Detached	1098 LARKSPUR TER	1969	C	
Single Family Detached	1099 LARKSPUR	1969	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

	TER			
Single Family Detached	11 HAWTHORN CT	1969	C	
Retail	1101 NELSON ST	1969	C	
Single Family Detached	1102 AZALEA DR	1965	C	
Single Family Detached	1102 CARNATION DR	1962	C	
Single Family Detached	1103 AZALEA DR	1965	C	
Retail	1103 NELSON ST	1969	C	
Single Family Detached	1104 CARNATION DR	1962	C	
Retail	1107 NELSON ST	1969	C	
Retail	1111 NELSON ST	1969	C	
Retail	1113 NELSON ST	1969	C	
Retail	1115 NELSON ST	1969	C	
Retail	1117 NELSON ST	1969	C	
Retail	1119 NELSON ST	1969	C	
Retail	1121 NELSON ST	1969	C	
Retail	1123 NELSON ST	1969	C	
Retail	1125 NELSON ST	1969	C	
Institutional/Community Facility	1150 CARNATION DR- Rockville Senior Center	1964	C	
Single Family Detached	12 HAWTHORN CT	1969	C	
Single Family Detached	1202 AZALEA DR	1967	C	
Single Family Detached	1203 AZALEA DR	1968	C	
Single Family Detached	1204 AZALEA DR	1967	C	
Single Family Detached	1205 AZALEA DR	1968	C	
Single Family Detached	1207 AZALEA DR	1968	C	
Single Family Detached	13 HAWTHORN CT	1969	C	
Single Family Detached	14 HAWTHORN CT	1969	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	15 HAWTHORN CT	1969	C	
Single Family Detached	16 HAWTHORN CT	1969	C	
Single Family Detached	17 HAWTHORN CT	1969	C	
Single Family Detached	18 HAWTHORN CT	1969	C	
Single Family Detached	19 HAWTHORN CT	1968	C	
Single Family Detached	2 HAWTHORN CT	1968	C	
Single Family Detached	20 HAWTHORN CT	1968	C	
Single Family Detached	21 HAWTHORN CT	1968	C	
Single Family Detached	22 HAWTHORN CT	1968	C	
Single Family Detached	23 HAWTHORN CT	1968	C	
Single Family Detached	24 HAWTHORN CT	1968	C	
Single Family Detached	25 HAWTHORN CT	1968	C	
Single Family Detached	26 HAWTHORN CT	1969	C	
Single Family Detached	27 HAWTHORN CT	1968	C	
Single Family Detached	28 HAWTHORN CT	1968	C	
Single Family Detached	3 HAWTHORN CT	1968	C	
Single Family Detached	4 HAWTHORN CT	1968	C	
Single Family Detached	5 HAWTHORN CT	1968	C	
Single Family Attached	500 AZALEA DR	1966	C	
Single Family Attached	501 AZALEA DR	1966	C	
Single Family Attached	502 AZALEA DR	1966	C	
Single Family Attached	503 AZALEA DR	1966	C	
Single Family Attached	504 AZALEA DR	1966	C	
Single Family Attached	505 AZALEA DR	1966	C	
Single Family Attached	506 AZALEA DR	1966	C	
Single Family Attached	507 AZALEA DR	1966	C	
Single Family Attached	508 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	510 AZALEA DR	1966	C	
Single Family Attached	512 AZALEA DR	1966	C	
Single Family Attached	514 AZALEA DR	1966	C	
Single Family Attached	516 AZALEA DR	1966	C	
Single Family Attached	518 AZALEA DR	1966	C	
Single Family Attached	520 AZALEA DR	1966	C	
Single Family Attached	522 AZALEA DR	1966	C	
Single Family Attached	524 AZALEA DR	1966	C	
Single Family Attached	526 AZALEA DR	1966	C	
Single Family Attached	528 AZALEA DR	1966	C	
Single Family Attached	530 AZALEA DR	1966	C	
Single Family Attached	532 AZALEA DR	1966	C	
Single Family Attached	534 AZALEA DR	1966	C	
Single Family Attached	536 AZALEA DR	1966	C	
Single Family Attached	538 AZALEA DR	1966	C	
Single Family Attached	540 AZALEA DR	1966	C	
Single Family Attached	542 AZALEA DR	1966	C	
Single Family Attached	544 AZALEA DR	1966	C	
Single Family Attached	546 AZALEA DR	1966	C	
Single Family Attached	548 AZALEA DR	1966	C	
Single Family Attached	550 AZALEA DR	1966	C	
Single Family Attached	552 AZALEA DR	1966	C	
Single Family Attached	554 AZALEA DR	1966	C	
Single Family Attached	556 AZALEA DR	1966	C	
Single Family Attached	558 AZALEA DR	1966	C	
Single Family Attached	560 AZALEA DR	1966	C	
Single Family Attached	562 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	564 AZALEA DR	1966	C	
Single Family Attached	566 AZALEA DR	1966	C	
Single Family Detached	6 HAWTHORN CT	1968	C	
Single Family Detached	600 BLOSSOM DR	1961	C	
Single Family Detached	601 BLOSSOM DR	1961	C	
Single Family Detached	602 ASTER BLVD	1964	C	
Single Family Detached	602 CROCUS DR	1961	C	
Single Family Detached	603 ASTER BLVD	1964	C	
Single Family Detached	603 BLOSSOM DR	1961	C	
Single Family Detached	604 ASTER BLVD	1964	C	
Single Family Detached	604 BLOSSOM DR	1961	C	
Single Family Detached	604 CROCUS DR	1961	C	
Single Family Detached	605 ASTER BLVD	1964	C	
Single Family Detached	605 BLOSSOM DR	1961	C	
Single Family Detached	606 ASTER BLVD	1964	C	
Single Family Detached	606 CROCUS DR	1961	C	
Single Family Detached	607 ASTER BLVD	1964	C	
Single Family Detached	607 BLOSSOM DR	1961	C	
Single Family Detached	608 ASTER BLVD	1964	C	
Single Family Detached	608 CROCUS DR	1961	C	
Single Family Detached	609 ASTER BLVD	1964	C	
Single Family Detached	609 BLOSSOM DR	1961	C	
Single Family Detached	610 ASTER BLVD	1964	C	
Single Family Detached	610 BLOSSOM DR	1961	C	
Single Family Detached	610 CROCUS DR	1961	C	
Single Family Detached	611 ASTER BLVD	1964	C	
Single Family Detached	611 BLOSSOM DR	1961	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	611 CROCUS DR	1961	C	
Single Family Detached	612 ASTER BLVD	1965	C	
Single Family Detached	612 CROCUS DR	1961	C	
Single Family Detached	613 ASTER BLVD	1965	C	
Single Family Detached	613 BLOSSOM DR	1961	C	
Single Family Detached	613 CROCUS DR	1961	C	
Single Family Detached	614 ASTER BLVD	1965	C	
Single Family Detached	614 BLOSSOM DR	1961	C	
Single Family Detached	614 CROCUS DR	1961	C	
Single Family Detached	615 ASTER BLVD	1965	C	
Single Family Detached	615 BLOSSOM DR	1961	C	
Single Family Detached	615 CROCUS DR	1961	C	
Single Family Detached	616 ASTER BLVD	1965	C	
Single Family Detached	616 BLOSSOM DR	1961	C	
Single Family Detached	616 CROCUS DR	1961	C	
Single Family Detached	617 ASTER BLVD	1965	C	
Single Family Detached	617 BLOSSOM DR	1961	C	
Single Family Detached	617 CROCUS DR	1961	C	
Single Family Detached	618 ASTER BLVD	1966	C	
Single Family Detached	618 BLOSSOM DR	1961	C	
Single Family Detached	618 CROCUS DR	1961	C	
Single Family Detached	619 ASTER BLVD	1966	C	
Single Family Detached	619 BLOSSOM DR	1961	C	
Single Family Detached	619 CROCUS DR	1961	C	
Single Family Detached	620 ASTER BLVD	1966	C	
Single Family Detached	620 BLOSSOM DR	1961	C	
Single Family Detached	620 CROCUS DR	1961	C	

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Woodley Gardens, Montgomery County, Maryland

Single Family Detached	621 ASTER BLVD	1966	C	
Single Family Detached	621 BLOSSOM DR	1961	C	
Single Family Detached	621 CROCUS DR	1961	C	
Single Family Detached	622 ASTER BLVD	1966	C	
Single Family Detached	622 BLOSSOM DR	1961	C	
Single Family Detached	622 CROCUS DR	1961	C	
Single Family Detached	623 ASTER BLVD	1965	C	
Single Family Detached	623 BLOSSOM DR	1961	C	
Single Family Detached	623 CROCUS DR	1961	C	
Single Family Detached	624 ASTER BLVD	1965	C	
Single Family Detached	624 BLOSSOM DR	1961	C	
Single Family Detached	624 CROCUS DR	1961	C	
Single Family Detached	625 ASTER BLVD	1965	C	
Single Family Detached	625 BLOSSOM DR	1961	C	
Single Family Detached	625 CROCUS DR	1961	C	
Single Family Detached	626 ASTER BLVD	1965	C	
Single Family Detached	626 BLOSSOM DR	1961	C	
Single Family Detached	626 CROCUS DR	1961	C	
Single Family Detached	627 ASTER BLVD	1966	C	
Single Family Detached	627 BLOSSOM DR	1961	C	
Single Family Detached	627 CROCUS DR	1961	C	
Single Family Detached	628 ASTER BLVD	1965	C	
Single Family Detached	628 BLOSSOM DR	1961	C	
Single Family Detached	628 CROCUS DR	1961	C	
Single Family Detached	629 ASTER BLVD	1966	C	
Single Family Detached	629 BLOSSOM DR	1961	C	
Single Family Detached	629 CROCUS DR	1961	C	

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Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	630 BLOSSOM DR	1961	C	
Single Family Detached	630 CROCUS DR	1961	C	
Single Family Detached	631 BLOSSOM DR	1961	C	
Single Family Detached	631 CROCUS DR	1961	C	
Single Family Detached	632 BLOSSOM DR	1961	C	
Single Family Detached	632 CROCUS DR	1961	C	
Single Family Detached	633 BLOSSOM DR	1961	C	
Single Family Detached	633 CROCUS DR	1961	C	
Single Family Detached	634 BLOSSOM DR	1961	C	
Single Family Detached	634 CROCUS DR	1961	C	
Single Family Detached	635 BLOSSOM DR	1962	C	
Single Family Detached	635 CROCUS DR	1961	C	
Single Family Detached	636 BLOSSOM DR	1961	C	
Single Family Detached	636 CROCUS DR	1961	C	
Single Family Detached	637 BLOSSOM DR	1961	C	
Single Family Detached	637 CROCUS DR	1961	C	
Single Family Detached	638 BLOSSOM DR	1961	C	
Single Family Detached	638 CROCUS DR	1961	C	
Single Family Detached	639 BLOSSOM DR	1961	C	
Single Family Detached	639 CROCUS DR	1961	C	
Single Family Detached	640 BLOSSOM DR	1962	C	
Single Family Detached	640 CROCUS DR	1961	C	
Single Family Detached	641 BLOSSOM DR	1961	C	
Single Family Detached	641 CROCUS DR	1961	C	
Single Family Detached	642 BLOSSOM DR	1962	C	
Single Family Detached	642 CROCUS DR	1961	C	
Single Family Detached	643 BLOSSOM DR	1961	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	643 CROCUS DR	1961	C	
Single Family Detached	644 BLOSSOM DR	1962	C	
Single Family Attached	652 AZALEA DR	1966	C	
Single Family Attached	654 AZALEA DR	1966	C	
Single Family Attached	656 AZALEA DR	1966	C	
Single Family Attached	658 AZALEA DR	1966	C	
Single Family Attached	660 AZALEA DR	1966	C	
Single Family Attached	662 AZALEA DR	1966	C	
Single Family Attached	664 AZALEA DR	1966	C	
Single Family Attached	666 AZALEA DR	1966	C	
Single Family Attached	668 AZALEA DR	1966	C	
Single Family Attached	670 AZALEA DR	1966	C	
Single Family Attached	672 AZALEA DR	1966	C	
Single Family Attached	674 AZALEA DR	1966	C	
Single Family Attached	676 AZALEA DR	1966	C	
Single Family Attached	678 AZALEA DR	1966	C	
Single Family Attached	680 AZALEA DR	1966	C	
Single Family Attached	682 AZALEA DR	1966	C	
Single Family Attached	684 AZALEA DR	1966	C	
Single Family Attached	686 AZALEA DR	1966	C	
Single Family Attached	688 AZALEA DR	1966	C	
Single Family Attached	690 AZALEA DR	1966	C	
Single Family Attached	692 AZALEA DR	1966	C	
Single Family Detached	7 HAWTHORN CT	1969	C	
Single Family Attached	700 AZALEA DR	1966	C	
Single Family Attached	702 AZALEA DR	1966	C	
Single Family Attached	704 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	706 AZALEA DR	1966	C	
Single Family Attached	708 AZALEA DR	1966	C	
Single Family Attached	710 AZALEA DR	1966	C	
Single Family Attached	712 AZALEA DR	1966	C	
Single Family Attached	714 AZALEA DR	1966	C	
Single Family Attached	716 AZALEA DR	1966	C	
Single Family Attached	718 AZALEA DR	1966	C	
Single Family Attached	720 AZALEA DR	1966	C	
Single Family Attached	722 AZALEA DR	1966	C	
Single Family Attached	724 AZALEA DR	1966	C	
Single Family Attached	726 AZALEA DR	1966	C	
Single Family Attached	728 AZALEA DR	1966	C	
Single Family Attached	730 AZALEA DR	1966	C	
Single Family Attached	732 AZALEA DR	1966	C	
Single Family Attached	734 AZALEA DR	1966	C	
Single Family Attached	736 AZALEA DR	1966	C	
Single Family Attached	738 AZALEA DR	1966	C	
Single Family Attached	740 AZALEA DR	1966	C	
Single Family Attached	741 AZALEA DR	1966	C	
Single Family Attached	742 AZALEA DR	1966	C	
Single Family Attached	743 AZALEA DR	1966	C	
Single Family Attached	744 AZALEA DR	1966	C	
Single Family Attached	745 AZALEA DR	1966	C	
Single Family Attached	746 AZALEA DR	1966	C	
Single Family Attached	747 AZALEA DR	1966	C	
Single Family Attached	748 AZALEA DR	1966	C	
Single Family Attached	749 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	750 AZALEA DR	1966	C	
Single Family Attached	751 AZALEA DR	1966	C	
Single Family Attached	752 AZALEA DR	1966	C	
Single Family Attached	753 AZALEA DR	1966	C	
Single Family Attached	754 AZALEA DR	1966	C	
Single Family Attached	755 AZALEA DR	1966	C	
Single Family Attached	756 AZALEA DR	1966	C	
Single Family Attached	757 AZALEA DR	1966	C	
Single Family Attached	758 AZALEA DR	1966	C	
Single Family Attached	759 AZALEA DR	1966	C	
Single Family Attached	760 AZALEA DR	1966	C	
Single Family Attached	761 AZALEA DR	1966	C	
Single Family Attached	762 AZALEA DR	1966	C	
Single Family Attached	763 AZALEA DR	1966	C	
Single Family Attached	764 AZALEA DR	1966	C	
Single Family Attached	765 AZALEA DR	1966	C	
Single Family Attached	766 AZALEA DR	1966	C	
Single Family Attached	767 AZALEA DR	1966	C	
Single Family Attached	768 AZALEA DR	1966	C	
Single Family Attached	769 AZALEA DR	1966	C	
Single Family Attached	770 AZALEA DR	1966	C	
Single Family Attached	771 AZALEA DR	1966	C	
Single Family Attached	772 AZALEA DR	1966	C	
Single Family Attached	773 AZALEA DR	1966	C	
Single Family Attached	774 AZALEA DR	1966	C	
Single Family Attached	775 AZALEA DR	1966	C	
Single Family Attached	776 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	777 AZALEA DR	1966	C	
Single Family Attached	778 AZALEA DR	1966	C	
Single Family Attached	779 AZALEA DR	1966	C	
Single Family Attached	780 AZALEA DR	1966	C	
Single Family Attached	781 AZALEA DR	1966	C	
Single Family Attached	782 AZALEA DR	1966	C	
Single Family Attached	783 AZALEA DR	1966	C	
Single Family Attached	784 AZALEA DR	1966	C	
Single Family Attached	785 AZALEA DR	1966	C	
Single Family Attached	786 AZALEA DR	1966	C	
Single Family Attached	787 AZALEA DR	1966	C	
Single Family Attached	788 AZALEA DR	1966	C	
Single Family Attached	790 AZALEA DR	1966	C	
Single Family Attached	792 AZALEA DR	1966	C	
Single Family Attached	794 AZALEA DR	1966	C	
Single Family Detached	799 NELSON ST	1968	C	
Single Family Detached	8 HAWTHORN CT	1969	C	
Single Family Attached	800 AZALEA DR	1966	C	
Single Family Detached	800 CROCUS DR	1961	C	
Single Family Detached	801 ASTER BLVD	1966	C	
Single Family Detached	801 BLOSSOM DR	1961	C	
Single Family Detached	801 CROCUS DR	1961	C	
Single Family Detached	801 NELSON ST	1964	C	
Single Family Detached	802 ASTER BLVD	1966	C	
Single Family Attached	802 AZALEA DR	1966	C	
Single Family Detached	803 ASTER BLVD	1967	C	
Single Family Detached	803 BLOSSOM DR	1962	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	803 CROCUS DR	1962	NC	Integrity has been compromised due to heavy alterations
Single Family Detached	803 NELSON ST	1968	C	
Single Family Detached	803 WOODLEY DR	1968	C	
Single Family Detached	804 ASTER BLVD	1967	C	
Single Family Attached	804 AZALEA DR	1966	C	
Single Family Detached	804 BLOSSOM DR	1962	C	
Single Family Detached	804 CROCUS DR	1962	C	
Single Family Detached	804 WOODLEY DR	1968	C	
Single Family Detached	805 ASTER BLVD	1967	C	
Single Family Detached	805 BLOSSOM DR	1962	C	
Single Family Detached	805 CROCUS DR	1962	C	
Single Family Detached	805 NELSON ST	1964	C	
Single Family Detached	805 WOODLEY DR	1968	C	
Single Family Detached	806 ASTER BLVD	1967	C	
Single Family Attached	806 AZALEA DR	1966	C	
Single Family Detached	806 BLOSSOM DR	1962	C	
Single Family Detached	806 CROCUS DR	1962	C	
Single Family Detached	807 ASTER BLVD	1967	C	
Single Family Detached	807 BLOSSOM DR	1962	C	
Single Family Detached	807 CROCUS DR	1962	C	
Single Family Detached	807 NELSON ST	1968	C	
Single Family Detached	807 WOODLEY DR	1968	C	
Single Family Detached	808 ASTER BLVD	1967	C	
Single Family Attached	808 AZALEA DR	1966	C	
Single Family Detached	808 BLOSSOM DR	1962	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	808 CROCUS DR	1962	C	
Single Family Detached	809 ASTER BLVD	2005	NC	Not built within the Period of Significance
Single Family Detached	809 CROCUS DR	1962	C	
Single Family Detached	809 NELSON ST	1964	C	
Single Family Detached	809 WOODLEY DR	1968	C	
Single Family Attached	810 AZALEA DR	1966	C	
Single Family Detached	810 BLOSSOM DR	1962	C	
Single Family Detached	810 CROCUS DR	1962	C	
Single Family Detached	811 ASTER BLVD	1967	C	
Single Family Detached	811 BLOSSOM DR	1961	C	
Single Family Detached	811 CROCUS DR	1962	C	
Single Family Detached	811 NELSON ST	1961	C	
Single Family Detached	811 WOODLEY DR	1968	C	
Single Family Detached	812 ASTER BLVD	1967	C	
Single Family Attached	812 AZALEA DR	1966	C	
Single Family Detached	812 BLOSSOM DR	1962	C	
Single Family Detached	812 CROCUS DR	1962	C	
Single Family Detached	812 WOODLEY DR	1968	C	
Single Family Detached	813 ASTER BLVD	1967	C	
Single Family Detached	813 CROCUS DR	1962	C	
Single Family Detached	813 WOODLEY DR	1968	C	
Single Family Attached	814 AZALEA DR	1966	C	
Single Family Detached	814 CROCUS DR	1962	C	
Single Family Detached	814 WOODLEY DR	1968	C	
Single Family Detached	815 ASTER BLVD	1967	C	
Single Family Detached	815 CROCUS DR	1962	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Detached	815 WOODLEY DR	1968	C	
Single Family Detached	816 ASTER BLVD	1967	C	
Single Family Attached	816 AZALEA DR	1966	C	
Single Family Detached	816 CROCUS DR	1962	C	
Single Family Detached	816 WOODLEY DR	1968	C	
Single Family Detached	817 ASTER BLVD	1967	C	
Single Family Detached	817 CROCUS DR	1962	C	
Single Family Attached	818 AZALEA DR	1966	C	
Single Family Detached	818 WOODLEY DR	1968	C	
Single Family Detached	819 ASTER BLVD	1962	C	
Single Family Attached	820 AZALEA DR	1966	C	
Single Family Detached	821 ASTER BLVD	1962	C	
Single Family Attached	821 AZALEA DR	1966	C	
Single Family Attached	822 AZALEA DR	1966	C	
Single Family Detached	823 ASTER BLVD	1962	C	
Single Family Attached	823 AZALEA DR	1966	C	
Single Family Detached	824 ASTER BLVD	1962	C	
Single Family Attached	824 AZALEA DR	1966	C	
Single Family Detached	825 ASTER BLVD	1962	C	
Single Family Attached	825 AZALEA DR	1966	C	
Single Family Detached	826 ASTER BLVD	1962	C	
Single Family Attached	826 AZALEA DR	1966	C	
Single Family Detached	827 ASTER BLVD	1962	C	
Single Family Attached	827 AZALEA DR	1966	C	
Single Family Detached	828 ASTER BLVD	1962	C	
Single Family Attached	828 AZALEA DR	1966	C	
Single Family Attached	829 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	830 AZALEA DR	1966	C	
Single Family Attached	831 AZALEA DR	1966	C	
Single Family Attached	832 AZALEA DR	1966	C	
Single Family Attached	833 AZALEA DR	1966	C	
Single Family Attached	834 AZALEA DR	1966	C	
Single Family Attached	835 AZALEA DR	1966	C	
Single Family Attached	836 AZALEA DR	1966	C	
Single Family Attached	837 AZALEA DR	1966	C	
Single Family Attached	838 AZALEA DR	1966	C	
Single Family Attached	839 AZALEA DR	1966	C	
Single Family Attached	840 AZALEA DR	1966	C	
Single Family Attached	841 AZALEA DR	1966	C	
Single Family Attached	842 AZALEA DR	1966	C	
Single Family Attached	843 AZALEA DR	1966	C	
Single Family Attached	844 AZALEA DR	1966	C	
Single Family Attached	845 AZALEA DR	1966	C	
Single Family Attached	846 AZALEA DR	1966	C	
Single Family Attached	847 AZALEA DR	1966	C	
Single Family Attached	848 AZALEA DR	1966	C	
Single Family Attached	849 AZALEA DR	1966	C	
Single Family Attached	850 AZALEA DR	1966	C	
Institutional/Community Facility	850 NELSON ST- Woodley Gardens Swim Club	1962	C	
Single Family Attached	851 AZALEA DR	1966	C	
Single Family Attached	852 AZALEA DR	1966	C	
Single Family Attached	853 AZALEA DR	1966	C	
Single Family Attached	854 AZALEA DR	1966	C	
Single Family Attached	855 AZALEA DR	1966	C	

Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	856 AZALEA DR	1966	C	
Single Family Attached	857 AZALEA DR	1966	C	
Single Family Attached	858 AZALEA DR	1966	C	
Single Family Attached	859 AZALEA DR	1966	C	
Single Family Attached	860 AZALEA DR	1966	C	
Single Family Attached	861 AZALEA DR	1966	C	
Single Family Attached	862 AZALEA DR	1966	C	
Single Family Attached	863 AZALEA DR	1966	C	
Single Family Attached	864 AZALEA DR	1966	C	
Single Family Attached	865 AZALEA DR	1966	C	
Single Family Attached	866 AZALEA DR	1966	C	
Single Family Attached	867 AZALEA DR	1966	C	
Single Family Attached	868 AZALEA DR	1966	C	
Single Family Attached	869 AZALEA DR	1966	C	
Single Family Attached	870 AZALEA DR	1966	C	
Single Family Attached	871 AZALEA DR	1966	C	
Single Family Attached	872 AZALEA DR	1966	C	
Single Family Attached	873 AZALEA DR	1966	C	
Single Family Attached	874 AZALEA DR	1966	C	
Single Family Attached	875 AZALEA DR	1966	C	
Single Family Attached	876 AZALEA DR	1966	C	
Single Family Attached	877 AZALEA DR	1966	C	
Single Family Attached	878 AZALEA DR	1966	C	
Single Family Attached	879 AZALEA DR	1966	C	
Single Family Attached	880 AZALEA DR	1966	C	
Single Family Attached	881 AZALEA DR	1966	C	
Single Family Attached	882 AZALEA DR	1966	C	

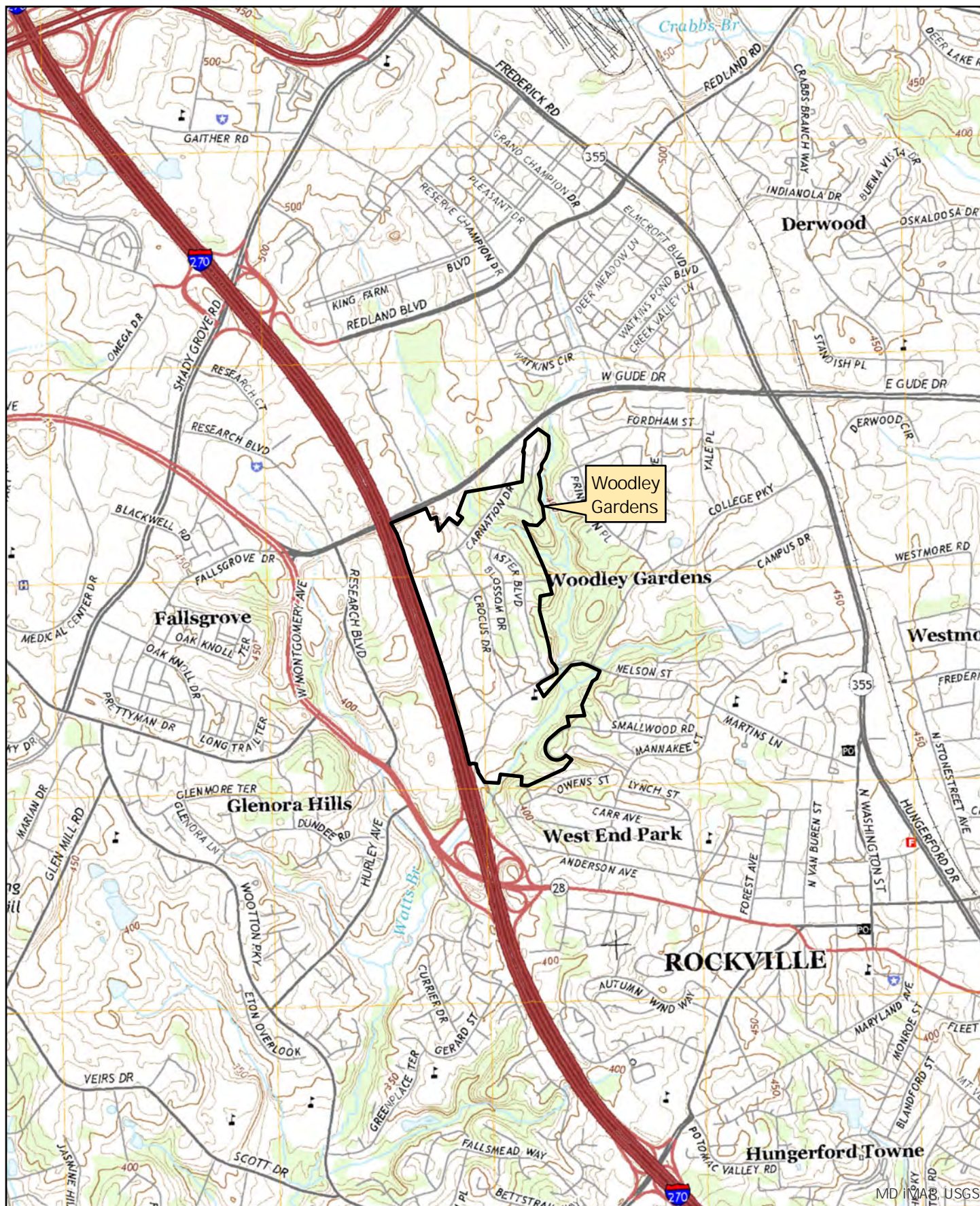
Woodley Gardens (M: 26-71)
Azalea Dr., Nelson St., Aster Blvd., Woodley Dr., Wintergreen Ter., Blossom Dr.,
Larkspur Ter., Crocus Dr., Hawthorn Ct., Carnation Dr.
Woodley Gardens, Montgomery County, Maryland

Single Family Attached	883 AZALEA DR	1966	C	
Single Family Attached	884 AZALEA DR	1966	C	
Single Family Attached	885 AZALEA DR	1966	C	
Single Family Attached	886 AZALEA DR	1966	C	
Single Family Attached	887 AZALEA DR	1966	C	
Single Family Attached	888 AZALEA DRIVE	1966	C	
Single Family Attached	889 AZALEA DR	1966	C	
Single Family Attached	890 AZALEA DR	1966	C	
Single Family Attached	891 AZALEA DR	1966	C	
Single Family Attached	892 AZALEA DR	1966	C	
Single Family Attached	893 AZALEA DR	1966	C	
Single Family Attached	895 AZALEA DR	1966	C	
Single Family Detached	9 HAWTHORN CT	1969	C	
Single Family Detached	900 AZALEA DR	1967	C	
Single Family Detached	901 NELSON ST	1961	C	
Single Family Attached	907 NELSON ST	1966	C	
Single Family Attached	909 NELSON ST	1966	C	
Single Family Attached	911 NELSON ST	1966	C	
Single Family Attached	913 NELSON ST	1966	C	

Woodley Gardens

Location: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
City: Rockville

M: 26-71
Montgomery County

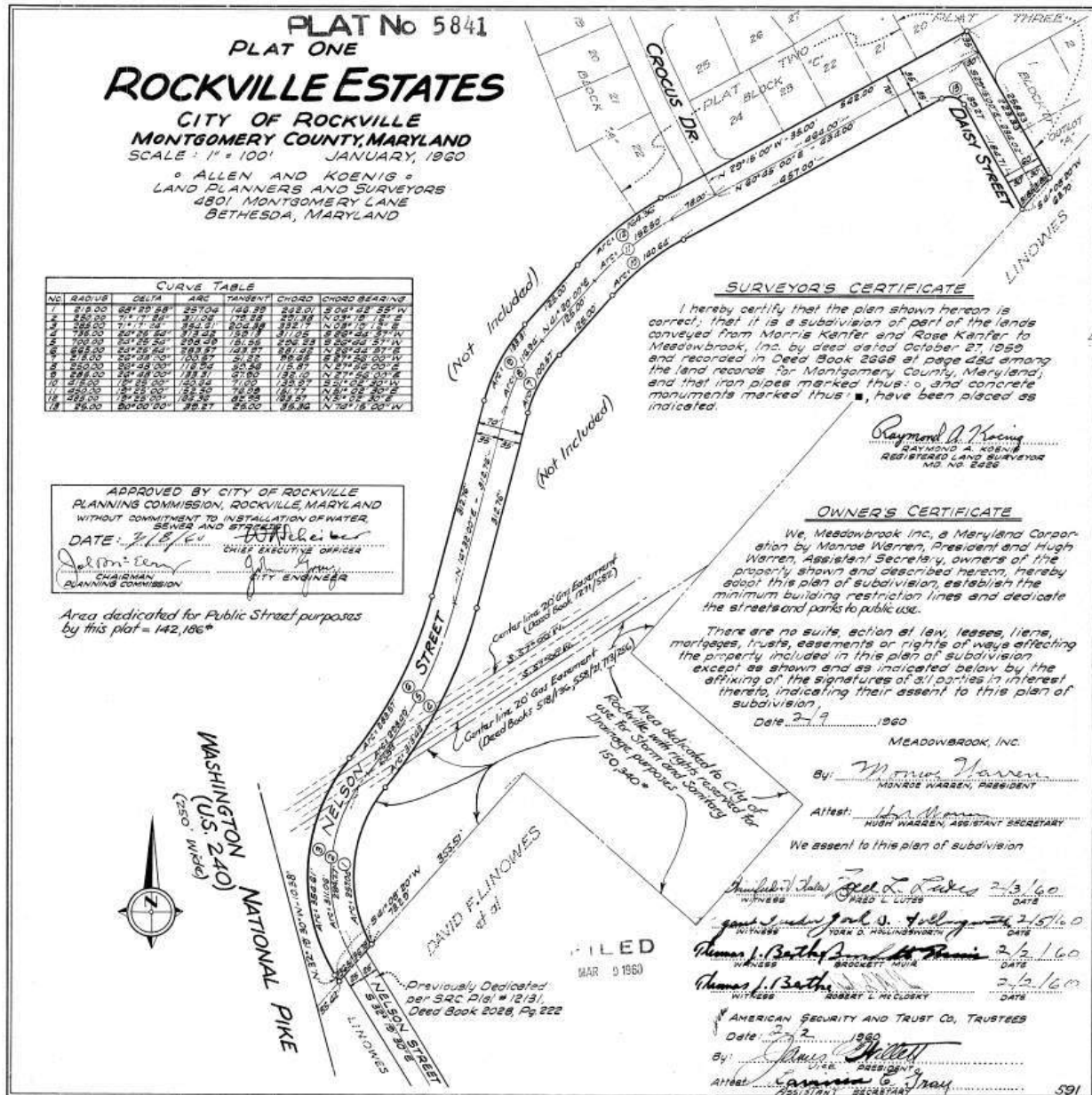


SGS 7.5 Quadrangle - Rockville

0 0.3 0.6
Miles
Scale: 1:24,000

Location: Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
City: Rockville

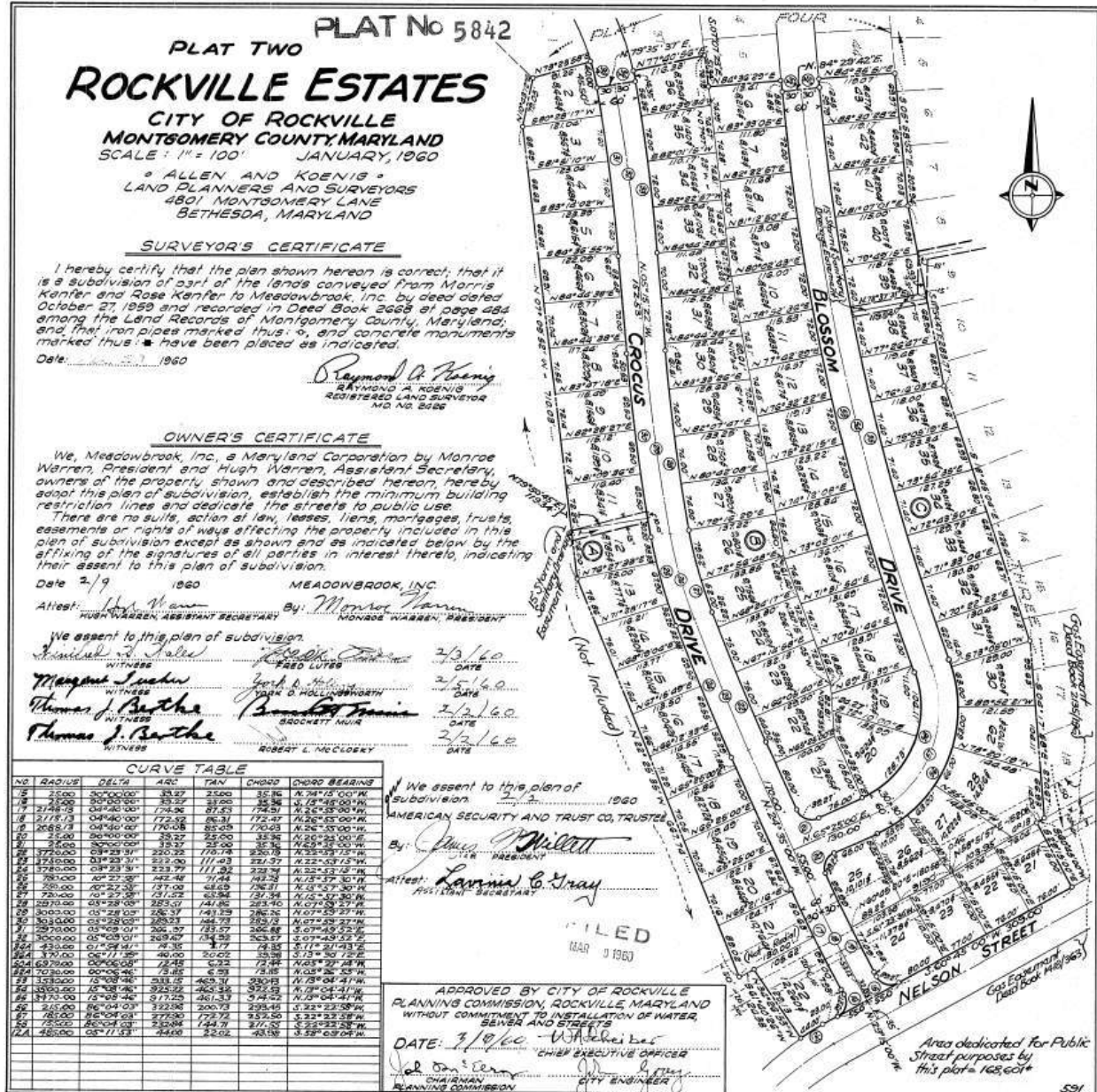
Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



1960 Plat One of Rockville Estates (MCP 5841).

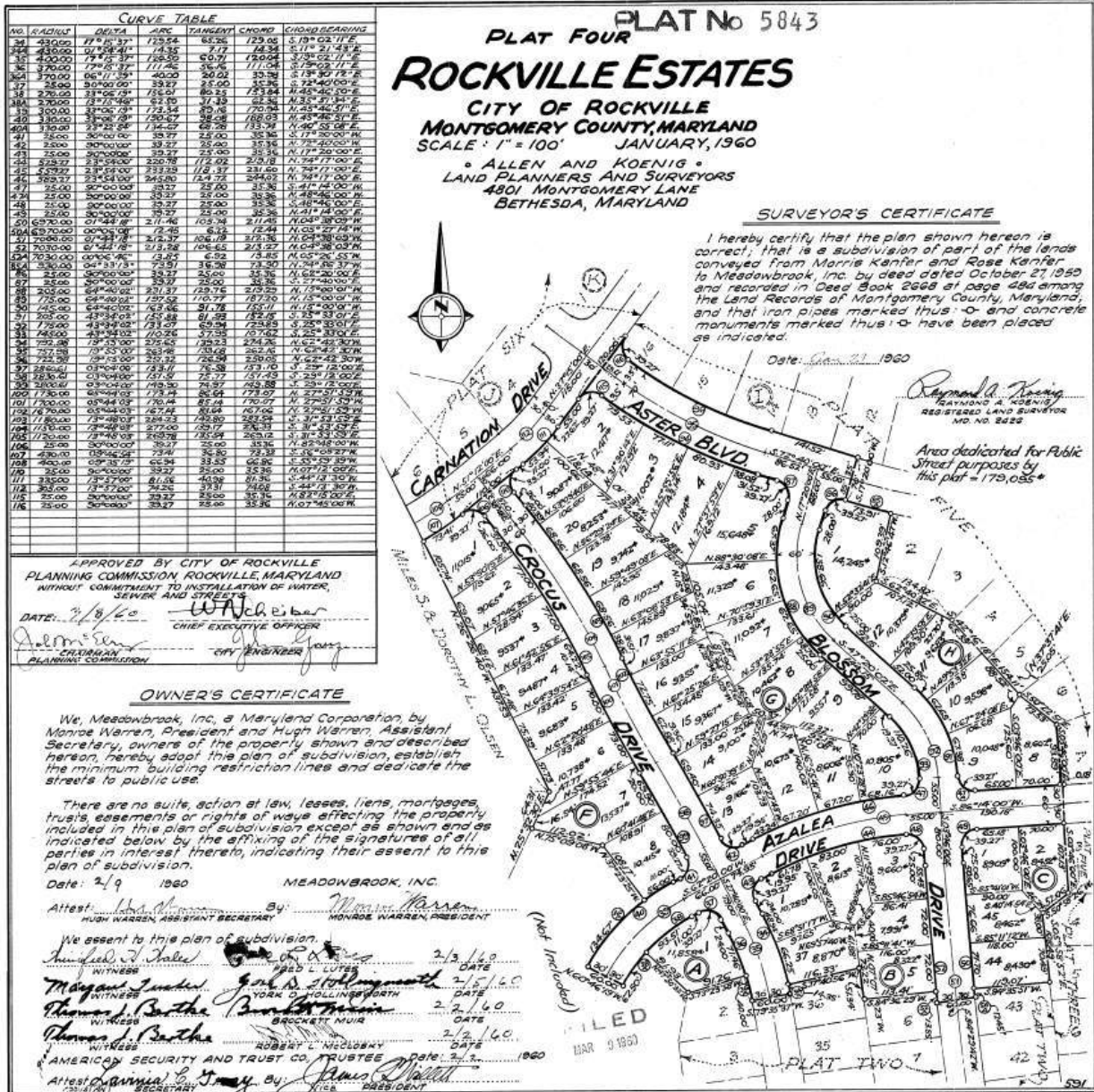
Woodley Gardens (M: 26-71)

Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



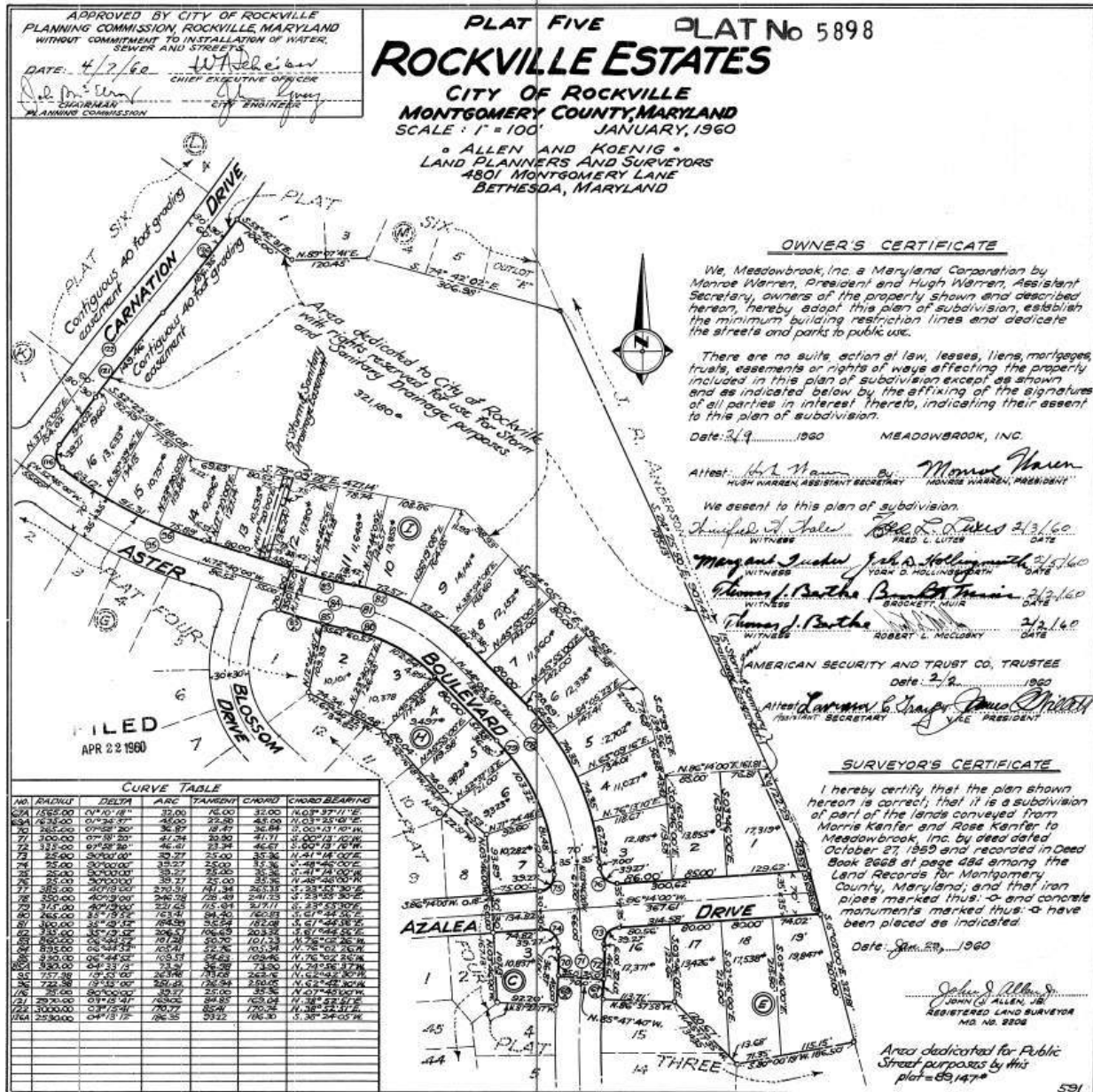
1960 Plat Two of Rockville Estates (MCP 5842).

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



1960 Plat Four of Rockville Estates (MCP 5843).

Woodley Gardens (M: 26-71)
Bounded by I-270, W. Gude Dr, Upper Watts Branch Park, Woodley Gardens Park
Rockville, Montgomery County, Maryland



**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 1



Photo 1 of 14: Intersection of Crocus Drive and Carnation Drive, Looking Northeast



Photo 2 of 14: Woodley Gardens Senior Center, Southwest Oblique

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 2



Photo 3 of 14: Woodley Gardens Swim Club, Northwest Elevation



Photo 4 of 14: Azalea Drive, Looking West

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 3



Photo 5 of 14: East Elevation of 633 Blossom Drive



Photo 6 of 14: Southwest Oblique of House at 803 Woodley Drive

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 4



Photo 7 of 14: Oblique of House at 22 Hawthorn Court Facing Southwest



Photo 8 of 14: Townhouse Court on Azalea Drive, Looking Northeast

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 5



Photo 9 of 14: Sign for Townhouses 602-648 Regents Square Parking Area, Looking West



Photo 10 of 14: 651 Azalea Drive, Looking East

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 6



Photo 11 of 14: 664-692 Regents Square on Azalea Drive, Looking West



Photo 12 of 14: Townhouses 704 and 706 Azalea Drive, Looking Northwest

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 7



Photo 13 of 14: 642 Blossom Drive, Facing Southwest



Photo 14 of 14: Southeast Oblique of 637 Crocus Drive

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 8

PHOTO LOG

Name of Property: Woodley Gardens
Name of Photographer: Alison Cramer,
Adriana Moss, Melissa Butler
Date of Photograph: August and October 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 14:
Intersection of Crocus Drive and Carnation Drive, Looking Northeast
M; 26-71_2018-08-08_01

Photo 2 of 14:
Woodley Gardens Senior Center, Southwest Oblique
M; 26-71_2018-08-08_02

Photo 3 of 14:
Woodley Gardens Swim Club, Northwest Elevation
M; 26-71_2018-08-08_03

Photo 4 of 14:
Azalea Drive, Looking West
M; 26-71_2018-08-08_04

Photo 5 of 14:
East Elevation of 633 Blossom Drive
M; 26-71_2018-08-08_05

Photo 6 of 14:
Southwest Oblique of House at 803 Woodley Drive
M; 26-71_2018-08-08_06

Photo 7 of 14:
Oblique of House at 22 Hawthorn Court Facing Southwest
M; 26-71_2018-08-08_07

Photo 8 of 14:
Townhouse Court on Azalea Drive, Facing East
M; 26-71_2018-08-08_08

Photo 9 of 14:
Sign for Townhouses 602-648 Regents Square Parking Area, Looking West
M; 26-71_2018-10-26_09

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No M: 26-71

Name: Woodley Gardens
Continuation Sheet

Number Photos Page 9

Photo 10 of 14:

**651 Azalea Drive, Looking East
M; 26-71_2018-10-26_10**

Photo 11 of 14:

**664-692 Regents Square on Azalea Drive, Looking West
M; 26-71_2018-10-26_11**

Photo 12 of 14:

**Townhouses 704 and 706 Azalea Drive, Looking Northwest
M; 26-71_2018-10-26_12**

Photo 13 of 14:

**642 Blossom Drive, Facing Southwest
M; 26-71_2018-10-26_13**

Photo 14 of 14:

**Southeast Oblique of 637 Crocus Drive
M; 26-71_2018-10-26_14**

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Woodside Forest Inventory Number: M: 36-98
Address: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive Historic District: Yes
City: Silver Spring Zip Code: 20910 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: JP21 and JP22
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Mical Tawney Date Prepared: Sep 6, 2019
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Woodside Forest is a planned residential development in Silver Spring, bounded by I-495 to the north, Georgia Avenue to the west, Colesville Road to the east, and Highland Drive to the south. The 83.8-acre development includes 307 houses that sit on lots between 0.03 and 0.20 acres. Individual lots are evenly graded or moderately sloped with some tree coverage, plant beds, and bushes and often have fenced rear yards. Walkways from the driveway to the front of each house are common. The development has dense tree coverage and streetlamps attached to utility poles, but does not have sidewalks. Secondary resources include sheds and detached garages.

Description:

Woodside Forest is a planned residential development constructed primarily from 1935 to 1974 with one cluster of infill built along Columbia Boulevard in the late-1980s. The infill was built on an area that had been green space in the development. The

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

development has various forms of houses, including Two-Story Massed, Minimal Traditional, Cape Cod, Split-Level, and Split-Foyers. Styles also vary, but the most common is Colonial Revival. The houses are two, three, or four bays with one-and-one-half or two stories; some include a basement level. Cladding includes vinyl or asbestos siding, brick or stone veneer, and weatherboard. Roofs are side-gabled, hipped, gambrel, or gable-on-hip and sheathed in either asphalt or slate shingles. Houses have exterior-end, interior-end, interior-slope, and central brick chimneys.

Primary entrances include single-leaf wood or fiberglass, single-leaf half-glazed wood, or double-leaf fiberglass doors and metal storm doors. Doors on the Colonial Revival-style houses feature a post-and-lintel surround on the primary entrance or a pediment (9411 Woodland Drive). Porches are common throughout the development and come in the following forms: enclosed entry porch, full-height porch, and recessed entry porch (1538 Red Oak Drive). Most houses have one-over-one, double-hung-sash, vinyl replacement windows. Original windows include wood-framed circle, picture, eight-over-eight and two-over-two, double-hung-sash, and tripartite units (9400 Woodland Drive and 1715 Black Oak Lane). A few houses retain their original shutters (1515 Black Oak Lane). Side and rear additions are common throughout the development.

Historic Context:

In May 1930, Jacob S. Gruver, a real estate developer in Washington, D.C., and surrounding areas, purchased 90 acres from Clarence B. and Elizabeth A.M. Hight (Montgomery County Deed Book [MCDB] 504, 181). In 1936, the first plat was drawn for Woodside Forest, north of the previously established Woodside Park (M: 36-18) neighborhood (Montgomery County Plats [MCP] 645). From 1936 to 1942, additional plats were drawn for the development with Jacob as the developer and his son, Fulton Gruver, as the builder, operating as a company called J.S. Gruver & Son (The Washington Post 1939a, R3). They planned to build 350 houses in stages or groups; as noted with the labeling of various sections on their plats (The Washington Post 1936, R3). Shortly after sections were platted, construction began in the southwest side of the development, along Live Oak Drive and Russell Road. The Gruvers apparently sold some lots before constructing houses; newspaper advertisements from the 1940s and 50s list some houses on Live Oak Drive and Red Oak Drive by other builders (The Washington Post 1941, R5; 1942, R4; 1951, R2). Jacob Gruver remained involved in the development of Woodside Forest until his passing in 1950. Following his death, his son, Fulton, took over the development of Woodside Forest and continued as the builder (MCP 3085; The Washington Post 1950, B1). From 1953 to 1962, Fulton expanded Woodside Forest by platting various additions, corrections, and resubdivisions and sold finished houses to individual homebuyers (MCP 3488, 4070, 4331, 5014, 5404, 5612, 6864). Primarily, houses were sold through the offices of William M. Throckmorton (Ellyn 1939, R1; The Washington Post 1939b, R2).

Jacob S. Gruver was involved in Washington, D.C., real estate development throughout much of the second quarter of the twentieth century. He started his own company, Thrift Building Co., and was the director of the District Title Insurance Company (The Evening Star 1950, B). Besides constructing Woodside Forest, Gruver also built six brick garages on Concord Avenue in D.C., owned property on Connecticut Avenue in D.C., and also advertised for houses built by Thrift Building Co. on Madison Street N.W. and Irving Street N.W. in D.C. (The Evening Star 1928, 1B; 1950, B; The Washington Post 1922, 3; 1929, R1).

Early newspaper advertisements from the late 1930s and into the 1950s noted that the houses in Woodside Forest were spacious and modern with several bedrooms, two bathrooms, an all-electric kitchen, a recreation room, a dining room, and a large wooded lawn (Ellyn 1939, R1; The Evening Star 1951a, E12). In 1953, a house was advertised for \$24,950 and another advertisement noted that "if your income is just a mite above average you can afford this beautiful, 6-rm, 2 1/2 -bath home" (The Evening Star 1951b, B14; 1953, B13). By 1959, the price for a house had increased to \$37,500 (The Evening Star 1959, D15). Nearby amenities listed in advertisements included a new elementary school, a large junior high school, a new high school, the Argyle and Indian Spring Country Clubs, Sligo Park, and Silver Spring shopping center (The Washington Post 1936, R3).

Evaluation:

Woodside Forest was evaluated as a planned residential development in the Modern Period (1930–1960) and the Suburban Diversification Period (1961–1980) in accordance with the Suburbanization Historic Context, the Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Woodside Forest is an example of a common type of residential construction during the Modern Period (1930–1960) and the Suburban Diversification Period (1961–1980). The development adjoins Woodside Park (M: 36-18), an earlier, similar

development to the south, and did not introduce design innovations influential to later developments. This development has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

Jacob S. and Fulton Gruver owned and developed properties throughout southern Maryland and the Washington, D.C. suburban region, but research indicates that their work was not prolific. Furthermore, research has not shown that Woodside Forest is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Woodside Forest is a basic example of a planned residential development with Colonial Revival-style houses, typical of this period. The houses include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Woodside Forest is a common example of a planned residential development and does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 83.8 acres and is located south of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive, as seen on Montgomery County Tax Maps JP21 and JP22. The neighborhood can also be seen in Montgomery County plat records 645, 842, 970, 1196, and 1233.

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---1950. "Jacob Gruver, Guilded, Killed at Crosswalk; Sister Gravely Hurt." January 26, 1950, B.

---1951a. Advertisement. June 3, 1951, E12

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---1959. Advertisement. May 10, 1959, D15.

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---1936. "Third Group of J.S. Gruver Homes is Open." November 29, 1936, R3.

---1939a. "Post Display Home in Rustic Community: Woodside Forest, Md., Boasts a Remoteness and All Conveniences." December 10, 1939, R3.

---1939b. "Hundred Pay Visits to Post Display Home: Woodside Forest House Presented in Ideal Surroundings." December 3,

1939, R2.

---1941. "Tucker Now Showing 2 Homes in Woodside Forest, Md." November 2, 1941, R5.

---1942. "Tucker Shows New Home in Woodside Forest Today." April 19, 1942, R4.

---1950. "J.S. Gruver Estate Tops \$500,000." February 1, 1950, B1.

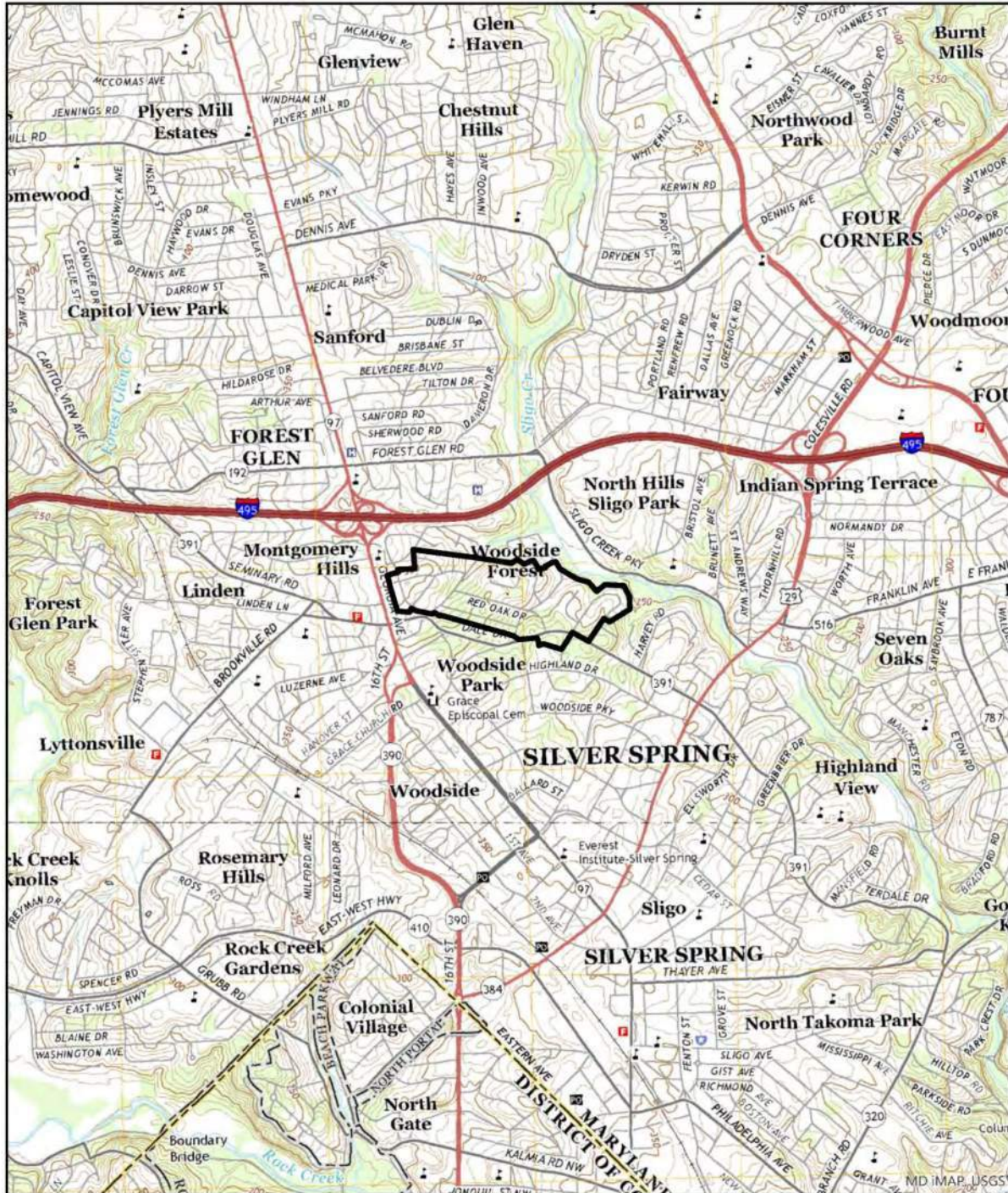
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Woodside Forest

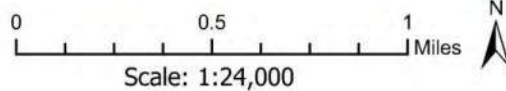
Montgomery County

Location: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



Woodside Forest

Montgomery County

Location: South of I-495, east of Georgia Avenue, west of Colesville Road, and north of Highland Drive

City: Silver Spring

