



8816 Saunders Lane, south elevation.



8815 Saunders Lane, east oblique.



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



5511 Ruxton Drive, northwest oblique.



5505 Ruxton Drive, northwest oblique.



Ruxton Drive streetscape, looking east.



Ruxton Drive streetscape, looking northwest toward 5500 Ruxton Drive.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Heather Staton**

Date of Photographs: **2019-01-21**

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

File Format: **PG:70-104_2019-01-21_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

8816 Saunders Lane, south elevation.

02.tif

8815 Saunders Lane, east oblique.

03.tif

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

04.tif

5511 Ruxton Drive, northwest oblique.

05.tif

5505 Ruxton Drive, northwest oblique.

06.tif

Ruxton Drive streetscape, looking east.

07.tif

Ruxton Drive streetscape, looking northwest toward 5500 Ruxton Drive.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Adelphi Forest

Inventory Number: PG:65-50

Address: North 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: 0017

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:

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

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

Description:

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

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

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

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

Historic Context:

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

Evaluation:

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

Adelphi Forest is a typical example of a planned residential neighborhood from the late 1950s and early 1960s. The development did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Adelphi Forest is not eligible under Criterion A.

The subdivision was platted by people not involved in the building and development profession, and archival research has not revealed any information on builders and developers involved with particular dwellings within the neighborhood. The people involved in its formation had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

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

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

References:

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

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

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

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed January 18, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 13, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

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

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

--- 1961. "Adelphi Forest." March 11, 1961, D8.

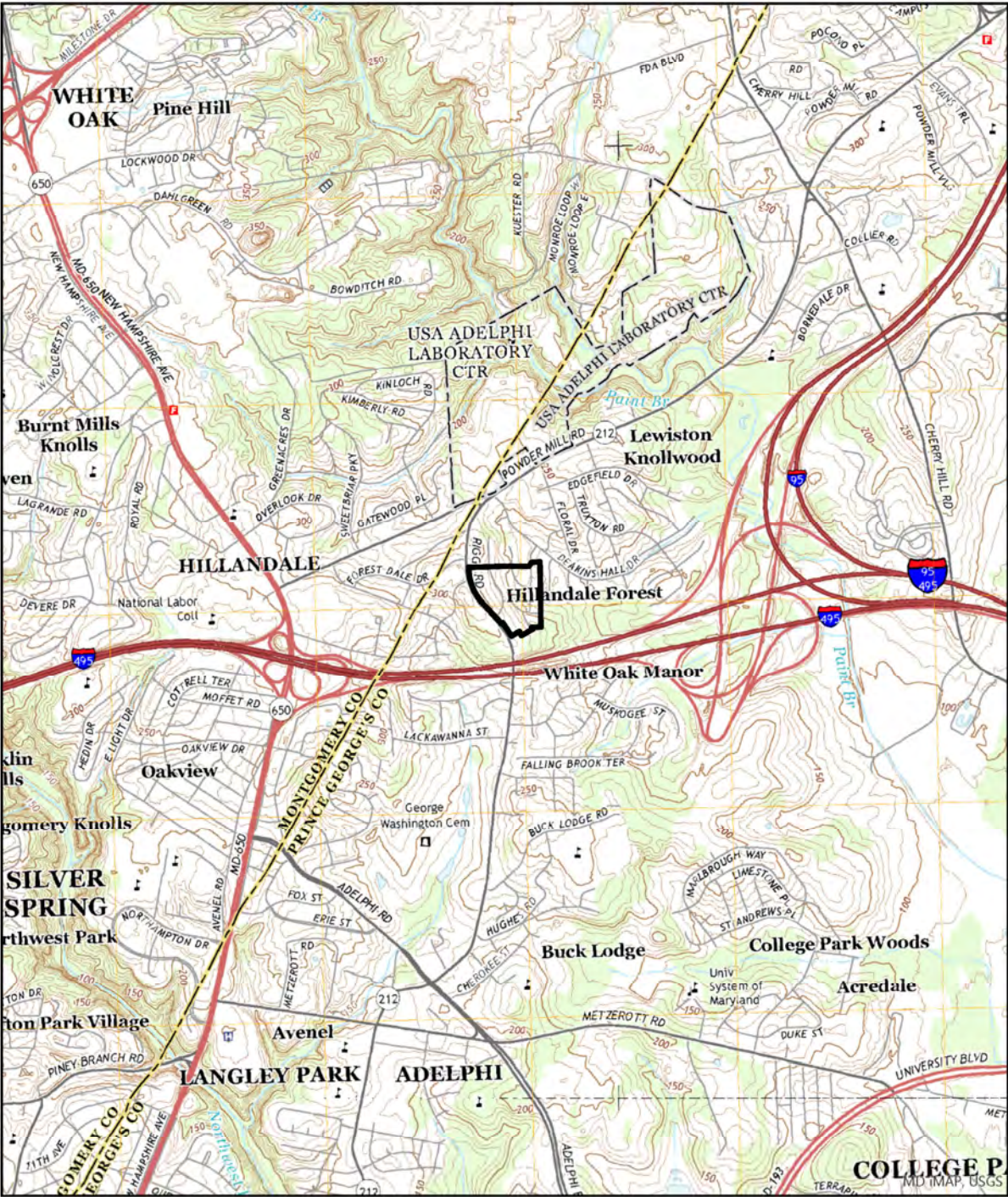
--- 1964. "Adelphi Forest." August 29, 1964, E15.

Adelphi Forest

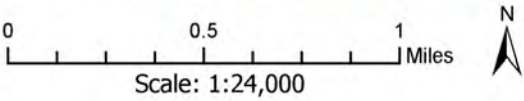
Location: North of I-495, East of Riggs Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville

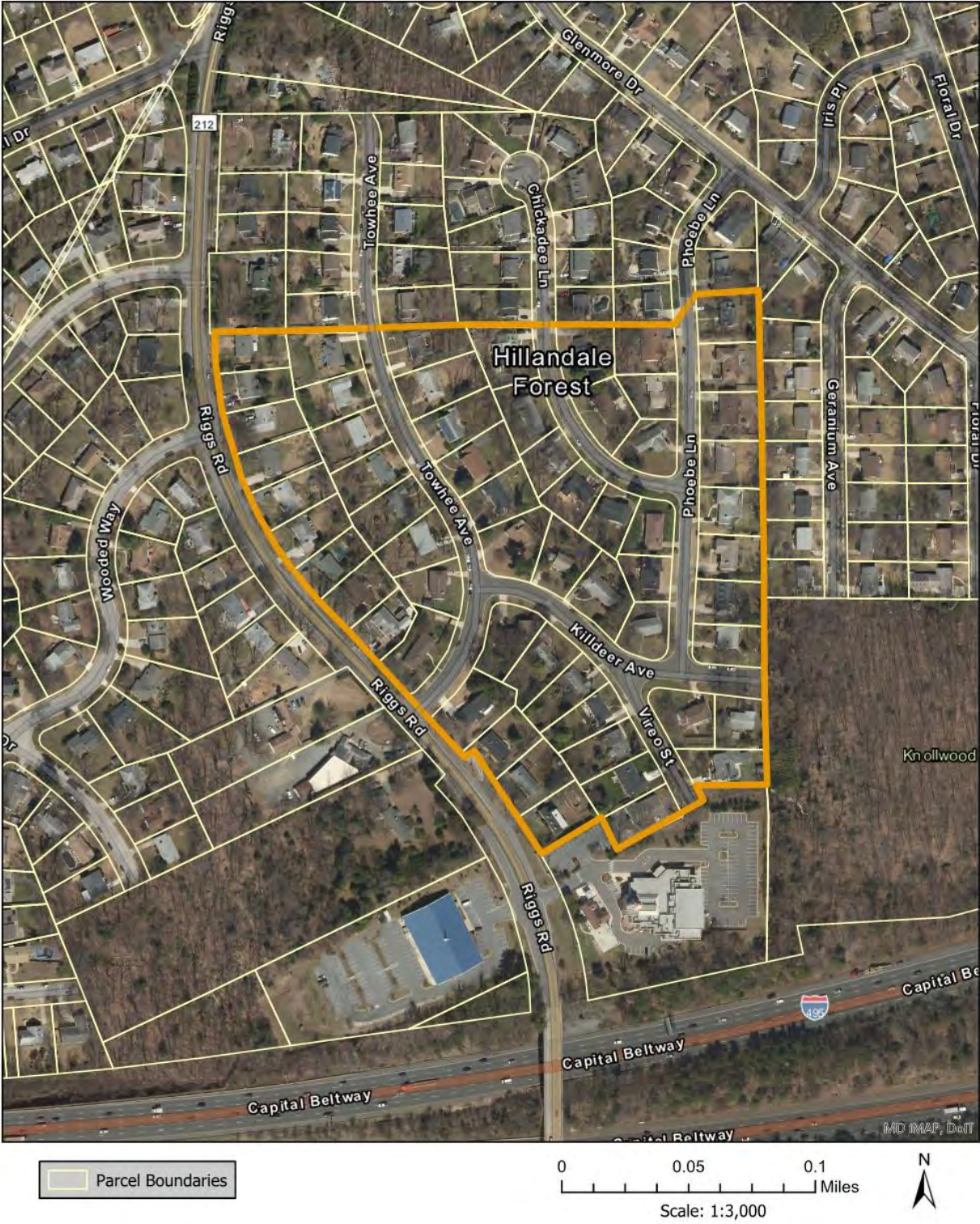


Adelphi Forest

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

Prince George's County

City: Hyattsville





West elevation of 10115 Phoebe Lane.



Streetscape, facing north on Towhee Avenue.



East elevation of 101001 Towhee Avenue.



Northwest oblique of 10005 Riggs Road.



Southwest oblique of 10103 Phoebe Lane.



East elevation of 10104 Phoebe Lane.



Southwest oblique of 10103 Chickadee Lane.

Number of Photos: **7**
Name of Photographer: **Katherine M. Watts**
Date of Photographs: **2019-01-08**
Location of Original Digital File: **MD SHPO**
File Format: **PG:65-50_2019-01-08_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif
West elevation of 10115 Phoebe Lane.

02.tif
Streetscape, facing north on Towhee Avenue.

03.tif
East elevation of 101001 Towhee Avenue.

04.tif
Northwest oblique of 10005 Riggs Road.

05.tif
Southwest oblique of 10103 Phoebe Lane.

06.tif
East elevation of 10104 Phoebe Lane.

07.tif
Southwest oblique of 10103 Chickadee Lane.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Allentowne Apartments

Inventory Number: PG:76B-76

Address: 5214 Carswell Avenue and 5218 Morris Avenue

Historic District: No

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Bridgerail Suitland, LLC

Tax Account ID: Multiple

Tax Map Parcel(s): 0000

Tax Map: 0098

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

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:

Allentowne Apartments, currently known as Allentown Apartments, is a garden apartment complex located south of I-495 in Suitland. The resource is bound by I-495 and Carswell Avenue on the north, the Courts of Camp Springs (Andrews Manor) apartment complex to the south and west, and From the Heart Ministries on the east. Allentowne Apartments spans both the west and east sides of Morris Avenue. The complex consists of eight garden apartment buildings, a pool house, and a pool constructed between 1963 and 1964. The resource comprises four parcels that total 7.74 acres.

The parcel has grassy public areas, mature trees, and bushes at the entrances of buildings. Poured-concrete sidewalks connect the buildings to one another and to on street parking along Carswell 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:

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

Description:

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

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

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

Historic Context:

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

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

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

\$1,453/month, and three-bedroom units are \$1,312-\$1,683/month. The playground, balconies, laundry, air-conditioning continue to be selling points for the apartment complex (CoStar Group, Inc. 2019).

Charles S. Bresler was a Washington, D.C., aide to Maryland Governor Spiro Agnew and a local builder-developer in Greenbelt and other locations in Prince George's County (The Sunday Star 1968, B-5). Newspaper articles related to his political career stated that he was responsible for more than 2,000 developments, including apartments and housing developments, in the Washington, D.C., area (The Sunday Star 1966, E-4). During the third quarter of the twentieth century Bresler and Burton J. Reiner, also a local developer, owned Charles Burton Builders, Inc. Projects completed by this company include Town Square, a 180-townhouse development completed as part of the urban renewal area in southwest Washington, D.C., Olde Colonial Woods, a single-family subdivision in Olney, and Heritage Valley, a single-family subdivision in Damascus (The Evening Star 1965, F-2; 1974, C-6; National Park Service n.d.; Washington Star-News 1973, E-8).

Evaluation:

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

Allentowne Apartments is an example of a garden apartment complex of the Suburban Diversification Period (1961-1980) and is a basic example of a type commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Burton Reiner and Charles S. Bresler were involved in the development of Allentowne Apartments and worked throughout the Washington, D.C., region; however, they had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Allentowne Apartments is representative of a common mid- to-late twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, such as replacement windows, have impacted the building's integrity of design and materials. For these reasons, this resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the resource encompasses 7.74 acres and is roughly defined by I-495 and Carswell Avenue on the north, the Courts of Camp Springs apartment complex to the south and west, and From the Heart Ministries on the east. It is confined to tax parcels 06-441923, 06-441931, 06-3030590, and an additional parcel that is listed as "account unknown" with an ID of "9999999," found on Prince George's County Tax Map 0098.

References:

CoStar Group, Inc. 2019. "Allentown Apartments." Accessed April 11, 2019.
<https://www.apartments.com/allentown-suitland-md/dkx14qh/>.

The Evening Star. 1965. "Town Square Opens in Southwest." May 21, 1965, F-2.
---1974. "Heritage Valley in Lovely Damascus." May 1, 1974, C-6.

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.

National Park Service. n.d. Southwest Washington, Urban Renewal Area. HABS DC-856. Photographs, Written Historical and Descriptive Data. Library of Congress. Accessed April 11, 2019.
<https://www.loc.gov/pictures/item/dc1017/>.

Prince George's County Deed Book (PGCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed April 1, 2019. <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 20, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Sunday Star. 1963. "Enjoy Family Life to Fullest at the New Allentowne Apts." September 22 1963, D-11.
---1964. "Immediate Occupancy Allentowne Apts." March 22, 1964, D-9.
---1966. "GOP's Bresler to Ru for Comptroller Post." June 12, 1966, E-4.
---1968. "Greenbelt Furor: Bresler's Libel Suit Heard." January 7, 1968, B-5.

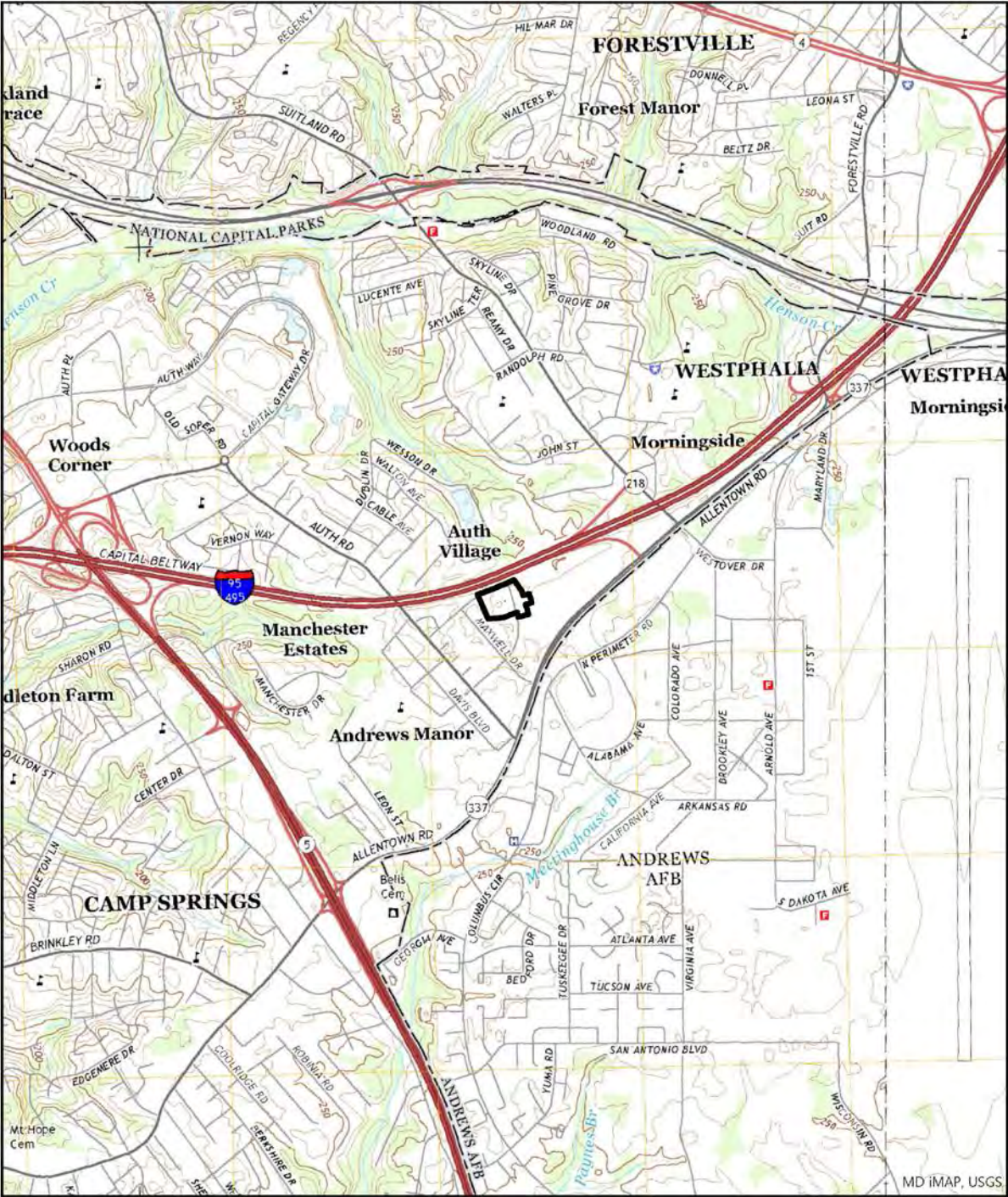
Washington Star-News. 1973. "Olde Colonial Woods." October 26, 1973, E-8.

Allentowne Apartments

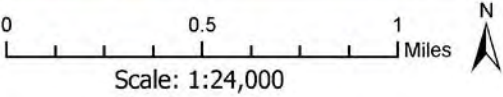
Location: 5214 Carswell Avenue and 5218 Morris Avenue

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Allentowne Apartments

Location: 5214 Carswell Avenue and 5218 Morris Avenue

Prince George's County

City: Suitland



Parcel Boundaries

0 0.04 0.07 Miles
Scale: 1:2,000



Sign of Allentown Apartments from Morris Avenue, looking northeast.



5208-5216 Morris Avenue, looking northwest.



5209-5211 and 5213-5215 Morris Avenue, looking west.



Rear elevation detail of 5200-5206 Carswell Avenue, looking northwest.



Stairwell detail on 5202 Morris Avenue, looking south.



Playground, looking west.



Gated pool, looking north.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Katherine Watts**

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

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

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

Photographs inserted on continuation sheets:

01.tif

Sign of Allentown Apartments from Morris Avenue, looking northeast.

02.tif

5208-5216 Morris Avenue, looking northwest.

03.tif

5209-5211 and 5213-5215 Morris Avenue, looking west.

04.tif

Rear elevation detail of 5200-5206 Carswell Avenue, looking northwest.

05.tif

Stairwell detail on 5202 Morris Avenue, looking south.

06.tif

Playground, looking west.

07.tif

Gated pool, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Alta Vista Gardens

Inventory Number: M: 30-45

Address: North of I-495, south of Lone Oak Drive, 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: HP12, GP62

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:

The planned residential neighborhood known as Alta Vista Gardens is bound by I-495 to the south, Old Georgetown Road to the west, the North Bethesda Grove neighborhood to the east, and the Loan Oak neighborhood to the north. Alta Vista Gardens is comprised of single-family dwellings at 9800–9903 Broad Street, 5709–5717 Kingswood Court, 5704–5915 Kingswood Road, 5802–5911 Jarvis Lane, and 4101 and 5800–5918 Ispwich Road. The residential area totals 38.4 acres with 127 single-family dwellings on lots between 0.069 acre and 0.394 acre. Portions of the neighborhood have concrete sidewalks, and street lamps attached to utility poles are found throughout. All driveways are paved, and most properties feature a paved walkway from the street to the building's façade. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Some yards are fenced (picket [vinyl and wooden], chain-link, and split rail). Kingswood Court has a landscaped circular traffic island at the center of a cul-de-sac; Broad Street ends in

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

a cul-de-sac as well. The streets are curvilinear, following the natural setting. Secondary resources include detached garages, sheds, and swimming pools.

Description:

Alta Vista Gardens contains single-family dwellings constructed primarily between 1948 and 1958 along with many examples of modern infill. The development includes Ranch, modified Cape Cod, Split-Levels, and Minimal Traditional forms. The houses are one to two stories and range from three to five bays. They feature a variety of roof types, nearly all of which are sheathed in asphalt shingles. Front- and side-gabled are most common, although other types include mansard, gable-on-hipped, and cross gabled. Attached and detached garages, both single- and double-car, are present throughout the neighborhood.

A majority of the resources are clad in stretcher-bond brick veneer and vinyl siding, including some houses that exhibit both exterior materials. Cape Cod houses include dormers. Most resources feature an exterior-end, brick chimney as well as metal flues.

Primary entrances are set in the center of the façade and feature single-leaf wood or fiberglass paneled or half glazed doors. The house at 5812 Ipswich Road retains an original wooden door with cascading lights. Some doors feature metal storm doors. A variety of porches are present and include recessed entries. Windows include bay picture windows, tripartite windows, and sliding windows. Six-over-six and one-over-one hung-sash windows are also present. Many houses feature fixed shutters. Secondary resources include carports, sheds, garages, and swimming pools.

Historic Context:

Construction for Alta Vista Gardens began in 1948. The property was developed by Eugene M. Fry and his company, E. M. Fry & Sons (The Washington Post 1965, B2). As noted in Eugene Fry's obituary, Eugene was "active in the development of Bethesda" and was a member of several real estate boards (The Washington Post 1965, B2). In April of 1946, Eugene purchased over 28 acres east of Old Georgetown Road that included the circa-1844 Montgomery Bean House (M: 30-17) at 9827 Old Georgetown Road (Montgomery County Deed Book [MCDB] 913, 428; 1015, 273). It was on this land that he platted and developed Alta Vista Gardens.

Alta Vista Gardens was developed as an extension of Alta Vista, another development to the south. James Graham noted in a 1949 article that Alta Vista Terrace, the first "Alta Vista" neighborhood, "has developed so rapidly in the past two years that population growth has outstripped community services." (Graham 1949, A2). He estimated that roughly 235 houses were built in that area from 1947 to 1949 and that another 150 were under construction (Graham 1949, A2). Topographical maps and aerial photographs show that Alta Vista Gardens was well developed by 1958, and by 1966, additional development had engulfed the surrounding area (Nationwide Environmental Title Research, LLC [NETR] 1957, 1958, 1966).

Advertisements for Alta Vista Gardens primarily focused on individual houses as opposed to the development as a whole and were sold by various realtors, including Eugene Fry. This suggests that Eugene Fry sold the lots to other builders. Most of the houses advertised were listed as ramblers (Ranch houses) with two to three bedrooms, maid's toilets, a living room, a dining room, and basements (The Washington

Post 1949a, R9; The Washington Post 1957, C9). A different advertisement calls the houses “modern new bungalows” and describes them as “attractive brick homes with living room and fireplace, large picture window . . . 2 big bedrooms . . . [and a] fine basement.” (The Washington Post 1949b, R8). Other advertisements note the neighborhood’s proximity to certain amenities such as the Naval Hospital, National Public Health, elementary schools, and one parochial school (The Washington Post 1953, R7; The Evening Star 1957). Convenience was integral to advertisements for the neighborhood; even an advertisement for Safeway noted the grocer’s proximity to a variety of neighborhoods, including Alta Vista Gardens. (The Evening Star 1956, A14). Prices ranged from \$15,500 to \$28,500, depending on the model.

Evaluation:

Alta Vista Gardens was evaluated in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Alta Vista Gardens is a typical example of a planned residential neighborhood from the late 1940s and 1950s in suburban Maryland. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

Eugene M. Fry, the developer for Alta Vista Gardens, worked throughout the Bethesda area, but was not particularly influential to the suburbanization of Maryland. Furthermore, research has not shown that the neighborhood and encompassing properties are associated with the lives of other people significant in the past. Therefore, the property is not eligible under Criterion B.

Alta Vista Gardens is a modest and basic example of a planned residential neighborhood, with lots sold to a variety of builders. The neighborhood’s houses include standard features typical of the period and demonstrate common stylistic details. The houses are not the work of master architects and feature common materials and forms. Finally, the integrity of the neighborhood has been compromised by the high volume of new infill. Because Alta Vista Gardens is an undistinguished example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic value, the neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 38.4 acres and bounded by the Capital Beltway to the south, Old Georgetown Road to the west, Lone Oak Drive to the north, and Dickens Drive to the east. It can be found on Montgomery County Tax Maps HP12 and GP62 and in Montgomery County plat records 1684, 1771, and 3329.

References:

The Evening Star. 1956. Advertisement. October 4, 1956, A14.
--- 1957. Advertisement. December 7, 1957, 22.

Graham, James. “Alta Vista Building Up Very Fast: New Roads, Schools Planned in Alta Vista Terrace.” The Washington Post. November 13th, 1949: A2.

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 20, 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 December 20, 2018. <http://www.msa.md.gov>.

Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed December 21, 2018. <https://www.historicaerials.com/viewer>.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 30 - 17). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 1949a. Advertisement 40. January 11, 1949: R9.

--- 1949b. Advertisement 51. July 10, 1949: R8.

--- 1953. Advertisement 55. September 13, 1953: R7.

--- 1957. Advertisement 41. June 15, 1957: C9.

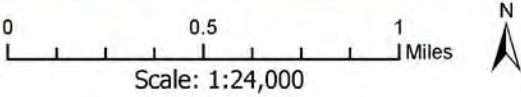
--- "Eugene M. Fry Dies, County Developer." April 26th, 1965: B2.

Alta Vista Gardens

Location: North of I-495, south of Lone Oak Drive, and east of Old Georgetown Road
City: Bethesda Montgomery County

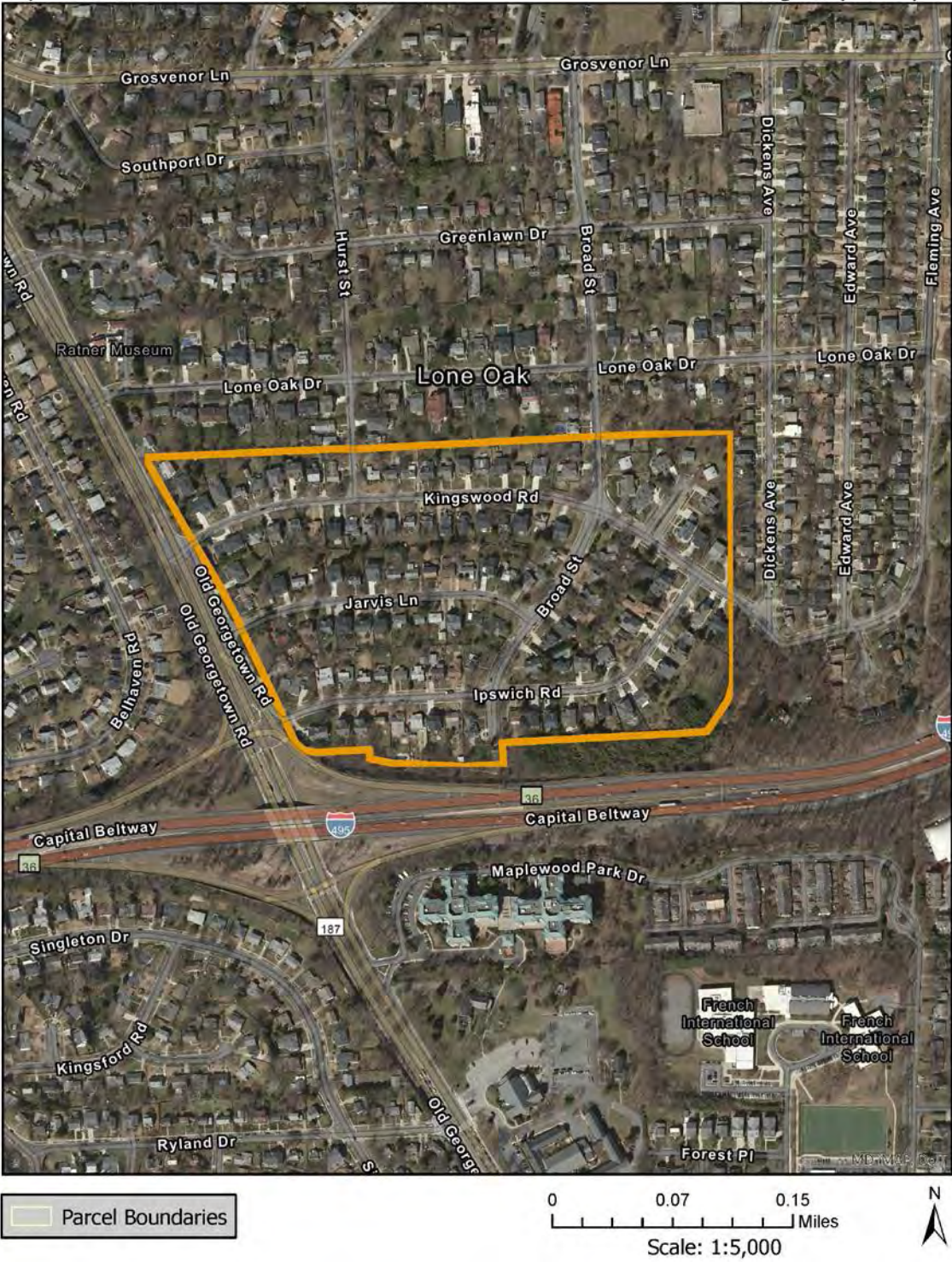


USGS 7.5' Quadrangle - Kensington



Alta Vista Gardens

Location: North of I-495, south of Lone Oak Drive, and east of Old Georgetown Road
City: Bethesda Montgomery County





View of 5809-5813 Jarvis Lane, looking north.



View of 5816 Kingswood Road, looking south.



View of 5817 Kingswood Road, looking north.



View of 5900 Kingswood Road, looking south.



View of 5901 Kingswood Road addition, looking west.



View of 5905 Ipswich Road, looking north.



View of 5908 Kingswood Road, looking south.



View of Montgomery Bean House (9827 Old Georgetown Road, M: 30-17), looking southwest.



View of 5900 Ipswich Road, looking southwest.



Streetscape featuring 5915 and 5913 Ipswich Road, looking northeast.



Streetscape of Kingswood Court, looking northeast.

PHOTO LOG

Number of Photos: **11**

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

Date of Photographs: **2018-12-06**

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

File Format: **M: 30-45_2018-12-06_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 5809-5813 Jarvis Lane, looking north.

02.tif

View of 5816 Kingswood Road, looking south.

03.tif

View of 5817 Kingswood Road, looking north.

04.tif

View of 5900 Kingswood Road, looking south.

05.tif

View of 5901 Kingswood Road addition, looking west.

06.tif

View of 5905 Ipswich Road, looking north.

07.tif

View of 5908 Kingswood Road, looking south.

08.tif

View of Montgomery Bean House (9827 Old Georgetown Road, M: 30-17), looking southwest.

09.tif

View of 5900 Ipswich Road, looking southwest.

10.tif

Streetscape featuring 5915 and 5913 Ipswich Road, looking northeast.

11.tif

Streetscape of Kingswood Court, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Andrews Manor Inventory Number: PG:76B-77
Address: South of I-495, east of Auth Road, west of Courts of Camp Springs 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: Heather Staton 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:

Andrews Manor is a planned residential development on the south side of I-495 in Suitland. It is bounded by I-495 on the north, Auth Road on the west, Super 8 at Camp Springs on the south, and the Courts of Camp Springs on the east. The 48 single-family dwellings sit on lots ranging between 0.16 and 0.3 acre. Individual lots are evenly graded with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway and are occasionally fenced. Andrews Manor has seven streets, three of which terminate in cul-de-sacs. Within the 13.7-acre development, all streets are lined with a concrete curb and sidewalks. Secondary resources include sheds.

Description:

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

Andrews Manor is a planned residential development platted in 1958 comprising 48 single-family dwellings constructed between 1961 and 1962. Most of the houses are constructed in variations of the Ranch and Transitional Ranch forms.

Dwellings are primarily four to seven bays wide and one story tall. Cladding on the houses includes stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of the two. Roofs are side gable and sheathed in asphalt shingles. Most dwellings feature a single brick chimney placed at a side elevation or metal flues that pierce the roof's slope.

Primary entrances are typically off-center on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or partial-width porch. Original windows include metal- or wood-framed ribbon or metal-framed sliding units. Many houses in the development have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car garages are incorporated into the original design of many houses; in many dwellings, the garages have been converted into living space.

Historic Context:

In September 1958, Lovell O. and Gertrude Dallas Minear sold 106.48 acres to Rose Iacovone (Prince George's County Deed Book [PGCDB] 2255, 252; Prince George's County Plat Book [PGCPB] WWW 33, 59). That same month, Iacovone created a plat for Andrews Manor, a subdivision on 13.7 acres south of the proposed Washington Circumferential Highway and east of Auth Road. It contained four blocks with 48 lots, four streets, and three cul-de-sacs. Following the submission of the plat, Iacovone sold the lots to Robin Hood Homes, Inc., a building firm operated by members of the Lucente family, including Frank, Sr., John, and Frank, Jr. (The Evening Star 1964a, 27). Robin Hood Homes, Inc., completed construction on the houses by 1962 and sold the developed lots to individual home buyers, often for around \$15,000 (e.g., PGCDB 2616, 288, 556; 8348, 835). This developer was involved with the project through completion, resulting in a comprehensively planned subdivision.

Early newspaper advertisements do not note the name of the subdivision, but instead touted the name of the builder, Robin Hood Homes, Inc., which was common for this firm (The Evening Star 1961, B-3; 1964b, 29). The houses were marketed as three-bedroom ranch ramblers near many conveniences such as shopping centers in Penn-Mar and Marlow Heights, schools, religious facilities, bus routes, and the proposed Andrews Plaza Shopping Center (The Evening Star 1961, B-3). Prices for the houses started at \$15,650 and Federal Housing Administration and conventional financing was available with no down payment for veterans (The Evening Star 1961, B-3).

Frank Lucente, Sr. was involved in house construction from the mid 1940s through the 1960s with several members of his family, including his sons, although the firm was not officially called Robin Hood Homes, Inc., until the early 1960s (The Evening Star 1964, 27). The firm was responsible for other subdivisions in Prince George's County throughout the 1960s and early 1970s, including Robin Hood Plains and King's Grant in Oxon Hill and Country Village in District Heights (The Evening Star 1964a, 27; 1964b, 29; 1966, E-5; 1967, D-13).

Evaluation:

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

Andrews Manor is typical of planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type constructed during the early Suburban Diversification Period. The development did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Andrews Manor is not eligible under Criterion A.

Although Robin Hood Homes, Inc., built houses in southern Prince George's County throughout the third quarter of the twentieth century, neither the firm, nor the individuals associated with it, including Frank Lucente, Sr., John Lucente, and Frank Lucente, Jr., had a significant influence on suburbanization in Maryland. Research has not shown that the development is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Andrews Manor is a modest and basic example of a planned residential development and demonstrates none of the innovations in residential developments that occurred during the Suburban Diversification Period. The development's Ranch and Transitional Ranch forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Andrews Manor is a modest and basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Andrews Manor was not evaluated under Criterion D.

The boundary for the resource encompasses 13.7 acres and is bounded by I-495 on the north, Auth Road on the west, Super 8 at Camp Springs on the south, and the Courts of Camp Springs on the east, as defined in Prince George's County Plat Book WWW 33, page 59. It includes multiple parcels found on Prince George's County Plat Tax Map 0098.

References:

- The Evening Star. 1961. "Grand Opening Robin Hood Homes." April 22, 1961, B-3.
---1964a. "Whole Family Participates in Building these Houses." April 10, 1964, 27.
---1964b. "Grand Opening Robin Hood Homes." April 17, 1964, 29.
---1966. "Country Village." September 16, 1966, E-5.
---1967. "Ground is Broken for King's Grant." May 26, 1967, D-13.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

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

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

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

Andrews Manor

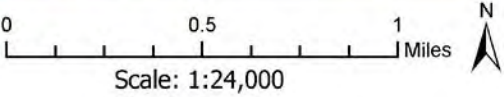
Prince George's County

Location: South of I-495, east of Auth Road, west of Courts of Camp Springs

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Andrews Manor

Prince George's County

Location: South of I-495, east of Auth Road, west of Courts of Camp Springs

City: Suitland





6102 Carswell Terrace, looking north.



6206 Auth Road, looking south.



6226 Auth Road, looking northeast.



Streetscape of Morris Avenue, looking south.



5481 Morris Avenue, looking north.



6114 Auth Road, looking northwest.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

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

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

File Format: **PG:76B-77_2019-02-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

6102 Carswell Terrace, looking north.

02.tif

6206 Auth Road, looking south.

03.tif

6226 Auth Road, looking northeast.

04.tif

Streetscape of Morris Avenue, looking south.

05.tif

5481 Morris Avenue, looking north.

06.tif

6114 Auth Road, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Andrews Manor Apartments

Inventory Number: PG:76B-78

Address: South of I-495, north of Morris Avenue

Historic District: No

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Bristol Pines, Ltd. Partnership

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0098

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

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:

Andrews Manor Apartments, currently known as the Courts of Camp Springs, is a garden apartment complex located south of I-495 in Suitland. The resource is bounded by I-495 and Carswell Avenue on the north, the Allentowne Apartments, another apartment complex, to the east, Andrews Manor, a single-family subdivision, to the west, and Morris Avenue to the south. The complex consists of 13 garden apartment buildings, a pool, a pool house, and a leasing office. The resource comprises five parcels which total 19.79 acres and is enclosed with metal fencing.

The complex's landscaping includes grassy public areas, mature trees, and bushes at the entrances of buildings. Concrete sidewalks connect the buildings to one another and to parking areas that 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:

between buildings and along Maxwell Drive. The apartment complex has two playgrounds. A wooden sign for the complex, supported by brick posts, stands on the south side of Carswell Avenue, and metal lamp posts are found throughout the resource.

Description:

Andrews Manor Apartments is a garden apartment complex constructed between 1959 and 1961. It features 414 studio, one-, two-, and three-bedroom units. In addition to one-story apartment units, this complex also has two-story townhouse-like units. The 13 garden apartment buildings are two to three stories tall and multiple bays wide with minimal exterior decoration. The continuous foundation and structural system are clad in a brick veneer with vinyl siding located between windows. Roofs are gabled, sheathed in asphalt shingles, and pierced by metal flues.

The primary entrance for individual units is located within an enclosed stairwell. Units also have a secondary entrance that provides access to a patio or wood balcony lined with a metal railing. Those buildings that contain the two-story townhouse floor plans have an exterior primary entrance for each unit surrounded by a wooden trellis. All doors are made of metal or fiberglass. Windows include sliding and fixed vinyl-clad or metal units.

A one-story, concrete pool house constructed between 1959 and 1961 is located north of Carswell Avenue. It has a low-pitched roof and has single-leaf doors on the west elevation. Immediately west of the pool house are a pool and a children's wading pool, both of which are surrounded by poured-concrete and enclosed with metal fencing.

A circa-2008 leasing office is located east of the pool house and north of Carswell Avenue (Google 2019). The southernmost portion of the office is covered by a front-gabled roof and has a single-leaf storm doors on the west and east elevations. A one-story hyphen connects the southernmost portion of the office to another circa-2008 building that holds the leasing office. This northernmost portion section is covered by a side-gabled roof and clad in fiber cement siding.

Two playgrounds, one near Carswell Avenue and one near Maxwell Drive, and a wooden sign south of Carswell Avenue are also associated with Andrews Manor Apartments.

Historic Context:

The land on which the Andrews Manor Apartments currently stands was part of a late-1950s land subdivision known as Andrews Manor. In September 1958, Lovell O. and Gertrude Dallas Minear sold 106.48 acres to Rose Iacovone (Prince George's County Deed Book [PGCDB] 2255, 252). Following this purchase, Iacovone created Plat No. 2 of Andrews Manor Section 2, a 26-acre subdivision located just east of a single-family neighborhood of the same name, in October of the same year. The Andrews Manor Apartments development was limited to five of the seven lots on the 1958 plat: A, B, C, D, and E (PGCPB WWW 33, 72). Wanted advertisements for carpenters and plumbers to work on the Andrews Manor Apartments project in April, May, and June 1959 suggest that the buildings were constructed during Iacovone's ownership (The Evening Star 1959, A-17; The Sunday Star 1959a, D-3; 1959b, E-2).

Following construction of the apartments, Iacovone sold the five lots to Eleanor Pace of Webb and Knapp, Inc., through transactions in 1960 and 1961 (PGCDB 2441, 536). In April 1963, Andrews Manor, Inc., purchased the apartment complex and sold it to Andrews Manor Associates in October of the same year (The Evening Star 1963, B-5; PGCDB 2808, 193; 2808, 572). Andrews Manor Associates, composed of general partners Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch, remained the owner of the apartment complex until 2005, at which time it was sold to the current owner, Bristol Pines Ltd. Partnership (PGCDB 22744, 613). It is likely that the name change from Andrews Manor Apartments to the Courts of Camp Springs occurred around this transaction (The Washington Post 2007, T.9; Whitlock 1999, B-7).

The earliest advertisements for Andrews Manor Apartments described the buildings as being of the New California Ranch style (The Sunday Star 1960a, A-3). The apartments featured amenities such as air conditioners, courtyards, private patios and balconies, and a swimming pool. When the apartments opened, rent started at \$79.50/month for the studio, \$89.50/month for a one-bedroom, \$110/month for a two-bedroom, and \$135/month for a three-bedroom unit (The Sunday Star 1960a, A-3). The advertisements touted easy access to transportation and proximity to schools, shopping centers, and Andrews Air Force Base (The Sunday Star 1960b, E-9). In 1967, the apartment complex became desegregated and accepted residents of all races (The Evening Star 1967, A-7).

Today, studio units rent for \$1,000/month, one-bedroom units are \$1,100/month, two-bedroom units are \$1,350-\$1,375/month, and three-bedroom units are \$1,600/month (CoStar Group, Inc. 2019). Easy access to public transportation and Andrews Air Force Base playground, balconies, laundry, air-conditioning continue to be selling points for the apartment complex.

Research could not associate Rose Iacovone with any other development or real estate projects in Maryland other than the subdivision of Andrews Manor in the late 1950s and early 1960s. Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch were involved with several real estate and development firms throughout the Washington, D.C., region during the 1960s and 1970s. Goldberg and Kirsch were associated with Portal Enterprises, the developer for the River Forest subdivision in Fort Washington, and in the mid-1960s, Goldberg was the head of MHA Associates (The Evening Star 1965, A-12; 1969, 54). Friedlander worked for the Robert H. Kent and Co. firm, which was responsible for Layhill Village in Silver Spring and Crest Park in Hillandale (The Sunday Star 1964, G-17; 1966, H-21).

Evaluation:

Andrews Manor Apartments was evaluated as a garden apartment complex spanning the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Andrews Manor Apartments is a basic example of an apartment type commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the resource is not known to be associated with any other events that

have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Jerome Friedlander, Nathaniel Goldberg, and Martin Krisch were involved in the development of Andrews Manor Apartments and were in real estate development throughout the Washington D.C. region; however, they had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Andrews Manor Apartments is representative of a common mid- to late-twentieth-century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, such as replacement windows, have impacted the building's integrity of design and materials. For these reasons, this resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the resource encompasses 19.79 acres and is roughly defined by I-495 and Carswell Avenue on the north, the Allentowne Apartments, another apartment complex, to the east, and Andrews Manor, a neighborhood, to the west, and Morris Avenue to the south. It is confined to five tax parcels (06-417642, 06-417626, 06-0417618, 06-0417659, and 06-0417634) found on Prince George's County Tax Map 0098.

References:

CoStar Group, Inc. 2019. "The Courts of Camp Springs." <https://www.apartments.com/the-courts-of-camp-springs-suitland-md/2rcq9hb/>.

The Evening Star. 1959. "Carpenters Wanted." May 16, 1959, A-17.

---1963. "Andrews Manor Sold." May 4, 1963, B-5.

---1965. "Managers Elect Officers." December 31, 1965, A-12.

---1967. "Pentagon Housing Bias Ban, Realty Men Assess Andrews Ruling." June 23, 1967, A-7.

---1969. "River Forest." June 13, 1969, 54.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

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

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

Prince George's County Deed Book (PGCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed April 1, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 20, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Sunday Star. 1959a. "Plumbers." April 2, 1959, D-2.

---1959b. "Carpenters Wanted." June 7, 1959, E-2.

---1960a. "Grand Opening Andrews Manor." May 1, 1960, A-3.

---1960b. "Cool Air Cond. Andrews Manor." June 26, 1960, E-9.

---1964. "Crest Park. Hillandale." September 27, 1964, G-17.

---1966. "Silver Spring-Layhill Village." March 13, 1966, H-21.

The Washington Post. 2007. "In Brief" September 6, 2007, T.9.

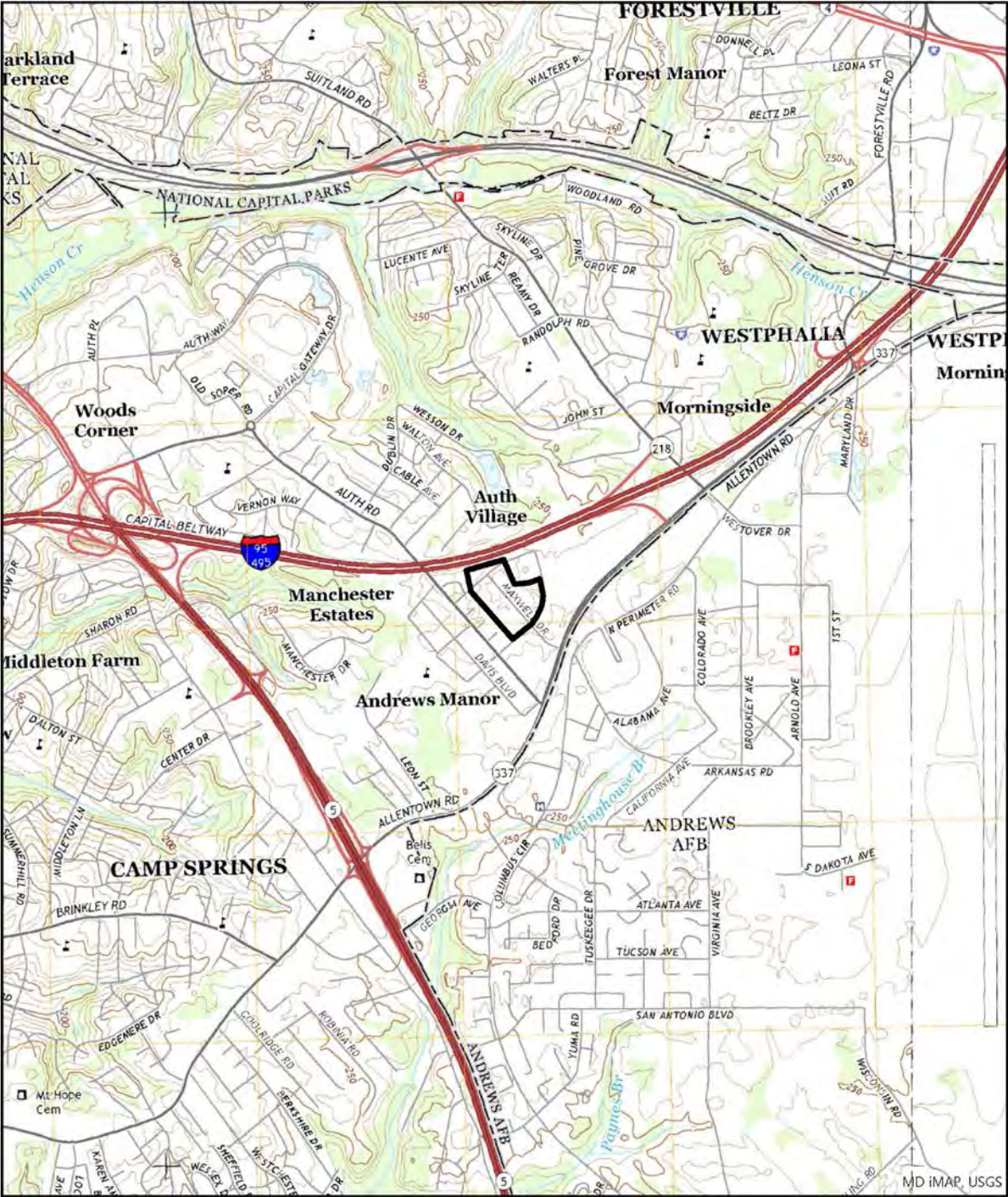
Whitlock, Craig. 1999. "Confusion over police shooting; Pr. George's man may have tried to break up drug deal." September 29, 1999, B-7.

Andrews Manor Apartments

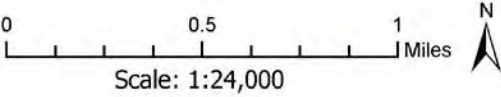
Location: South of I-495, north of Morris Avenue

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Andrews Manor Apartments

Location: South of I-495, north of Morris Avenue

Prince George's County

City: Suitland





Entrance sign on Carswell Avenue, looking east.



Grassy areas and walkways between buildings from Maxwell Drive, looking west.



6206 and 6208 Maxwell Avenue, looking east.



Playground overview, looking east from Maxwell Drive.



6243-6267 Maxwell Drive, looking northwest.



6202-6204 Maxwell Drive, looking east.



Rear elevation of apartment building, from Carswell Avenue, looking south.



Overview of wading pool, pool house, leasing office, looking northeast from Carswell Avenue.



Pool house, looking northeast.



Lampost on Carswell Avenue, looking northwest.

Number of Photos: **10**
Name of Photographer: **Katherine Watts**
Date of Photographs: **2019-02-14**
Location of Original Digital File: **MD SHPO**
File Format: **PG:76B-78_2019-02-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Entrance sign on Carswell Avenue, looking east.

02.tif

Grassy areas and walkways between buildings from Maxwell Drive, looking west.

03.tif

6206 and 6208 Maxwell Avenue, looking east.

04.tif

Playground overview, looking east from Maxwell Drive.

05.tif

6243-6267 Maxwell Drive, looking northwest.

06.tif

6202-6204 Maxwell Drive, looking east.

07.tif

Rear elevation of apartment building, from Carswell Avenue, looking south.

08.tif

Overview of wading pool, pool house, leasing office, looking northeast from Carswell Avenue.

09.tif

Pool house, looking northeast.

10.tif

Lampost on Carswell Avenue, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Andrews Manor Shopping Center

Inventory Number: PG:76B-79

Address: 4801-4949 Allentown Road

Historic District: No

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: American Property Andrews Manor, LLC/Consortium One Andrews, LLC Tax Account ID: Multiple

Tax Map Parcel(s): 0000

Tax Map: 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: 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 Andrews Manor Shopping Center is located in Suitland, Prince George's County. The 21.33-acre property is in a densely developed area of the county, surrounded by apartment buildings, single-family dwellings, and other commercial developments. Andrews Manor Shopping Center is bordered to the north by I-95/I-495, to the south by Allentown Road (MD 337) and Joint Base Andrews, to the west by commercial and residential developments, and to the east by commercial developments and the highway ramp from I-95/I-495 to MD 337. The property is buffered from I-95/I-495 by trees and separated from

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:

Allentown Road by tree- and grass-landscaped islands and concrete sidewalks. Access is provided by two driveways from Allentown Road and a driveway to the former service station at the corner of Allentown Road and the I-95/I-495 access ramp. There are six buildings on the property, surrounded by asphalt parking lots with tree-landscaped islands, a metal flag pole, metal bollards, and light standards. A metal, plastic, and synthetic stucco Andrews Manor Shopping Center sign with a clock and tenant names and a metal and plastic sign for From the Heart Church Ministries Annex are located along Allentown Road. The rear area of 4949 Allentown Road, including two playgrounds surrounded by a metal fence, are secured by a set of swing-arm gates adjacent to the building's southwest elevation and chain-link gates at the northeast elevation. A cellular communications tower and two associated outbuildings are located at the northeast corner of the property, adjacent to the northeast elevation of 4801 Allentown Road, and surrounded by a wood-plank fence.

Architectural Description

The Andrews Manor Shopping Center is an extensively altered planned commercial development consisting of a 1963 strip center, a 1965 former movie theater, a 1971 former furniture store/warehouse, a small 1975 store/office building, a circa 1981 restaurant building, and a drive-thru restaurant building constructed some time between 1995 and 2002. The 1963 strip center and 1965 former movie theater were renovated with unifying architectural features and ornament sometime between 1995 and 2002. The 1971 former furniture store/warehouse received a small circa 2013 addition at the façade.

The 1963 strip center and 1965 former movie theater occupy the northeast section of the property, the 1971 former furniture warehouse/showroom occupies the northwest section, the 1975 store/office building occupies the southwest section, and the two newest buildings are located in the parking lot to the southeast of the strip center. All buildings sit on a concrete slab foundation and have a flat roof with mechanical equipment.

Strip Center, 4801-4917 Allentown Road (1963, façade renovation some time between 1995 and 2002)

This large, roughly rectangular, one-story building with no architectural style, is clad at the southeast façade in synthetic stucco above painted brick set in a running bond, at the southwest and northeast elevations in painted brick set in a running bond, and at the northwest elevation in painted concrete block. A covered pedestrian walkway, supported by square metal posts, runs along the façade, with a tall synthetic-stucco clad parapet wall with back-lit plastic and metal signs above. Synthetic-stucco-clad towers, topped with pyramidal-roofed lanterns, stand at intervals along the facade. Main tenant entrances consist of single and paired metal-and-glass doors with transoms, flanked by storefront windows. At the northeast anchor store, the storefront windows wrap around to the northeast elevation. Some storefronts include fabric awnings or metal security shutters.

Secondary entrances are located at the sides and rear of the strip center. The southwest elevation has paired metal doors and two bricked-in doors at ground level, and a single metal door accessed by a metal staircase and sheltered by a metal awning. Service entrances, including loading docks; single and paired metal doors opening onto concrete loading platforms, ramps, and staircases; and metal roll-up garage doors are located at the northwest (rear) elevation. The service entrances to the southwest anchor store are sheltered by projecting metal hoods, and a service entrance to the northeast anchor store is sheltered

by a wood-shingled awning. The northeast elevation has a concrete loading platform, built between 2015 and 2019, with a single metal door and a roll-up garage door, both sheltered by a projecting standing-seam metal awning.

Former Andrews Manor Theatre/Andrews Manor Twin (1965, 'twinned' in early 1970s, façade renovation some time between 1995 and 2002)

This rectangular plan one-story building with no architectural style is clad in brick set in a running bond, painted on the southwest façade, and southeast and northeast (side) elevations. Synthetic stucco panels are present above the brick cladding on the façade and southeast elevation. The main entrance is located on the façade and consists of paired metal-and-glass doors with a metal security shutter flanked by a metal-and-glass window wall. The entrance is sheltered by a flat-roofed, irregular-shaped canopy supported by posts identical to those on the strip center. Secondary entrances consist of single and paired metal doors north of the main entrance, and a single metal door flanked by metal-and-glass window walls on the southeast elevation. The northeast elevation has no fenestration and the northwest elevation was not accessible during this survey.

Former Levitz Furniture Warehouse and Showroom (1971, circa 2013 renovation and in-fill addition)

This nearly rectangular plan, one-story former Levitz Furniture Warehouse and Showroom with no architectural style has a concrete block foundation and is clad in synthetic stucco panels. Historic aerial images show a circa 2013 addition near the south end of the southeast façade, filling in a previously open space. Large, three-dimensional lettering reading "JESUS IS LORD/FROM THE HEART CHURCH MINISTRIES" and the church's logos are present at the façade, lit by projecting light fixtures. The main entrance is located at the center of the façade, consisting of four sets of metal-and-glass paired doors with sidelights and two sets of metal-and-glass paired doors flanked by multi-light sidelights, with multi-light transoms. The entrance is sheltered by a flat-roofed metal canopy and opens onto a concrete pedestrian walkway with the church logo. Secondary façade entrances are paired metal doors with small rectangular windows sheltered by metal-framed fabric awnings, located southwest of the main entrance, and metal-and-glass paired doors sheltered by metal-framed fabric awnings on the projecting bay southeast of the façade. Paired metal doors are also located on the southeast elevation of the projecting bay. Fixed-metal sash windows are located between the entrances on the projecting bay.

A secondary entrance, consisting of paired metal doors with small rectangular windows, is located on the southwest elevation; the entrance opens onto a concrete ramp with metal railings and is sheltered by a metal awning. The northeast elevation includes a recessed secondary entrance, consisting of metal-and-glass paired doors with transoms opening onto a concrete staircase with metal railings; a loading dock; and fixed-metal sash windows. The northwest elevation was not accessible during this survey.

Small Store/Office Building, 4929/4941 Allentown Road (1975)

This rectangular plan, one-story store/office building with no architectural style is clad in painted running-bond brick and diagonal painted wood siding. Synthetic stucco-clad canopies shelter the continuous concrete pedestrian walkway surrounding the entire building. The main entrance to the None Suffer Lack Federal Credit Union (4929 Allentown Road) is located at the southeast façade and consists of paired

metal-and-glass doors with a transom flanked by storefront windows above spandrel panels, which wrap around to the northeast elevation. Secondary entrances are located on the façade, northwest, and northeast elevations and consist of single and paired metal-and-glass doors with transoms and single metal doors. Windows at each elevation consist of storefront windows above spandrel panels and fixed-metal sash windows.

4921 Allentown Road (circa 1981)

The roughly square restaurant building at 4921 Allentown Road was built circa 1981, according to historic aerial images, and is clad in painted split face concrete block and vinyl siding. The main entrance at the northwest façade consists of paired metal-and-glass doors opening onto a concrete staircase with metal railings, sheltered by a metal-framed fabric awning. Secondary entrances, with metal or metal-and-glass doors, are located on each elevation.

4827 Allentown Road (some time between 1995 and 2002)

The T-shaped drive-thru restaurant building at 4827 Allentown Road was built some time between 1995 and 2002, according to historic aerial images. It is clad in tile with synthetic stucco above and metal-cladding at the roofline. Glass block is incorporated into the southeast façade, and metal-clad canopies shelter the drive-thru windows. The walk-up service windows at the façade are sheltered by a flat-roofed hood. A back-lit metal-and-plastic pole sign stands at Allentown Road.

Historic Context

The Andrews Manor Shopping Center was first platted in 1962 as a single parcel. The strip center at the northeast corner of the property was developed in April of 1963 by the Ziegler Corporation with 25 storefronts and a 1,000-car parking lot (Washington Post 1963, B11). The Ziegler Corporation was a small Washington, DC-based commercial real estate developer that also developed Plaza del Mercado in Wheaton, Maryland (1969) and re-developed the Bel Air Shopping Center in Bowie, Maryland (1979) (Washington Post 1969, D9; 1970, E25; Davidson 1979, MD12). Early tenants at Andrews Manor included anchor stores Food Fair supermarket and Woolworth's variety store and a mix of smaller businesses including Val's Hairstylist, Triangle Shoes, Andrews TV & Radio Company, and G.A.C. Finance Corporation (Porter 1961, B8; Washington Post 1963, B14 & F6; Washington Post 1965, B2 & B9; Washington Post 1966, C7). In 1965, the Andrews Manor Theater (4801 Allentown Road) opened at the northeast corner of the strip center. The movie theater was a part of the Showcase Theatres chain owned by John Broumas and opened with a showing of Circus World (Coe 1965, B10). In the early 1970s the theater was "twinned" and a second screen was added. It is unclear if this required an addition to the building or if the work was entirely to the interior (Coursey, n.d.).

In 1970, Zeigler Corporation advertised that a 135,000 square foot site, with room for a 30,000 square foot "build to suit" retail building was available at Andrews Shopping Center (Washington Post 1970, D10). A year later, the shopping center property was re-platted and split it into two parcels, with the existing strip center and movie theater on parcel W-5 and the available property on parcel W-4 (Plat 76-78). According to state tax records, a Levitz Furniture Warehouse and Showroom (4949 Allentown Road) was constructed on parcel W-4. The store opened for business in January of 1972 (Washington Post 1972, A16). The land

was re-platted again in 1974, and parcel W-4 was split into parcel W-4A to the north and W-4B to the south (Plat 91-13). According to state tax records, the small store/office building at 4929/4941 Allentown Road was built on parcel W-4B in 1975. Research has not shown what the building's original tenants were, but by the early 1980s it housed a One Hour Photo store and an office of the Routh Robbins Coldwell Banker realty company (Washington Post 1980, B17; 1982, MD9).

Two pad sites were added to the Andrews Manor Shopping Center after 1980. The first, a restaurant at 4921 Allentown Road (currently Kachi's Chicken), was built circa 1981 and second, the restaurant at 4827 Allentown Road (currently Checker's), was built sometime between 1989 and 1995 (Historic Aerials, 2019). The strip center's façade was remodeled sometime between 1995 and 2002, and the former Levitz Furniture Warehouse and Showroom was renovated and received an addition circa 2013 (Historic Aerials, 2019; M-NCPPC, 2013).

As of 2019, the strip center building remains in commercial use, anchored by a La Colonia International Supermarket and Family Dollar variety store; the Andrews Manor Theatre/Andrews Manor Twin has been converted into a restaurant (Fast Eddie's); the Levitz Furniture Warehouse and Showroom is in use as From the Heart Church Ministries and Christian School; and the small store/office building at 4929/4941 Allentown Road is in use as None Suffer Lack Federal Credit Union, a credit union associated with From the Heart Church Ministries.

Eligibility Determination

The Andrews Manor Shopping Center was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as a planned commercial development. The property was not evaluated for eligibility under Criterion D.

The Andrews Manor Shopping Center does not demonstrate strong associations with social and demographic changes. This planned commercial development introduced no new commercial types, and research does not show that it served as an important community gathering place. Its tenant mix was not unique or influential; the variety store, supermarket, and small retail and service businesses were common features of planned commercial developments during the Suburban Diversification Period. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the Andrews Manor Shopping Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the Andrews Manor Shopping Center is not eligible under Criterion B.

The Andrews Manor Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. As a planned commercial development with pad sites later added to a stand-alone shopping center, it is not a good example of the type constructed in the Suburban Diversification Period. Andrews Manor Shopping Center is not an early example or one of the last intact examples of its type and has diminished integrity due to alterations and additions in the years following the Suburban Diversification Period, such as the replacement of original fabric at the building façades, construction of an addition to the former Levitz Furniture Warehouse and Showroom, and addition of post-1980 pad sites.

Research has shown the shopping center has no known association with a master architect and that Ziegler Corporation was one of many small commercial development companies in the Washington, DC, region during the time period; the commercial development also does not possess high artistic value. Therefore, the Andrews Manor Shopping Center is not eligible under Criterion C.

The property encompasses 21.33 acres and is confined to the three current property tax parcels, which are found on Prince George's County Tax Map 0098, Parcel 0000 (2018). Tax accounts are 06-0417683, 06-0417667, 06-0417675.

References

"Advertisement: Andrews TV & Radio Co." The Washington Post, November 23, 1965, B9. ProQuest.

"Advertisement: G.A.C. Finance Corporation." The Washington Post, November 4, 1963, B14. ProQuest.

"Advertisement: One Hour Photo." The Washington Post, June 30, 1982, MD9. ProQuest.

"Advertisement: Routh Robbins Coldwell Banker Real Estate." The Washington Post, August 10, 1980, B17. ProQuest.

"Advertisement: Triangle Shoes." The Washington Post, May 26, 1966, C7. ProQuest.

"Advertisement: Val's Hairstylist." The Washington Post, July 21, 1963, F6. ProQuest.

"Advertisement: Woolworth's." The Washington Post, June 29, 1965, B2. ProQuest.

"Andrews Manor Shopping Center." The Washington Post, January 13, 1963, B11. ProQuest.

"Classified Ad-Real Estate Analyst, Ziegler Corporation." The Washington Post, March 21, 1970, E25. ProQuest.

Coe, Richard L. "Theater Chain Grows Apace." The Washington Post, May 18, 1965, B10. ProQuest.

Coursey, Jack. "Andrews Theatre-4801 Allentown Road, Suitland, MD 20746." Cinema Treasures. Accessed April 16, 2019. <http://cinematreasures.org/theaters/37674>.

Davidson, Gary. "Council Miffed." The Washington Post, December 13, 1979, MD12. ProQuest.

The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department. "The Approved Central Branch Avenue Corridor Revitalization Sector Plan." Upper Marlboro, Maryland: M-NCPPC, April 2013.

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 April 15, 2019. <https://www.historicaerials.com/viewer>.

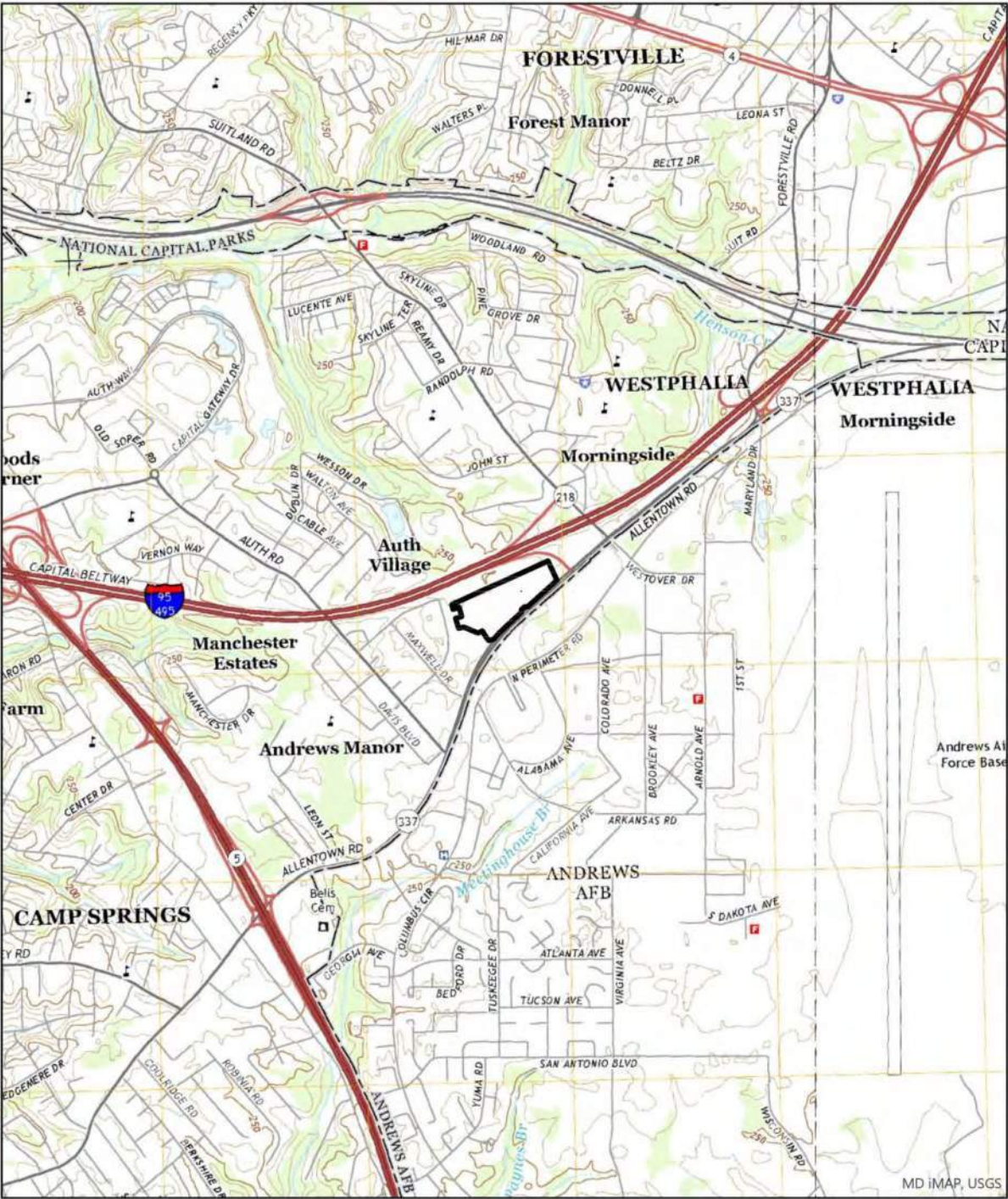
“New Shopping Center Opens-Plaza del Mercado.” The Washington Post, October 21, 1969, D9. ProQuest.

Porter, Frank C. “Capital Commerce: Food Fair Maps Expansion Here.” The Washington Post, August 17, 1961, B8. ProQuest.

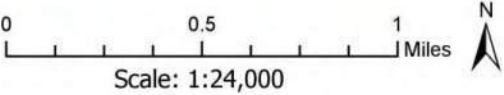
“Prince George’s County, Maryland Circuit Court (Subdivision Plats).” Accessed March 15, 2019 via <http://plats.net>.

Andrews Manor Shopping Center
Location: 4801-4949 Allentown Road

Prince George's County
City: Suitland



USGS 7.5' Quadrangle - Anacostia



Andrews Manor Shopping Center
Location: 4801-4949 Allentown Road

Prince George's County
City: Suitland





Strip center southwest anchor store, southeast facade, looking northwest.



Strip center southeast facade, looking north.



Former Andrews Manor Theatre/Andrews Manor Twin southwest facade, looking northeast.



Former Levitz Furniture Warehouse and Showroom, southeast facade, looking northeast.



Small Store/Office Building, 4929-4941 Allentown Road northwest elevation, looking southeast.



4921 Allentown Road northwest facade, looking southeast.



4827 Allentown Road southeast facade, looking northeast.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-13**

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

File Format: **PG:76B-79_2019-02-13_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Strip center southwest anchor store, southeast facade, looking northwest.

02.tif

Strip center southeast facade, looking north.

03.tif

Former Andrews Manor Theatre/Andrews Manor Twin southwest facade, looking northeast.

04.tif

Former Levitz Furniture Warehouse and Showroom, southeast facade, looking northeast.

05.tif

Small Store/Office Building, 4929-4941 Allentown Road northwest elevation, looking southeast.

06.tif

4921 Allentown Road northwest facade, looking southeast.

07.tif

4827 Allentown Road southeast facade, looking northeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Andrews Park

Inventory Number: PG:76A-63

Address: North of I-495 and east of Branch Avenue

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:

Andrews Park is a planned residential development situated on the north side of I-495, east of Branch Avenue in a part of Suitland known as Camp Springs. The wedge-shaped subdivision is bounded on the south by I-495, on the northwest by Henderson Way, and on the northeast and east by Silver Valley Way and another single-family subdivision. The 18.9-acre development includes 60 single-family dwellings with consistent setbacks on lots ranging between 0.15 and 0.38 acre. Curvilinear streets are 50 feet wide and flanked by concrete curbs, but devoid of sidewalks. Streetlights consist of standard lamp arms attached to telephone poles. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, few trees, and some fenced yards. Secondary buildings such as small storage sheds are associated with roughly 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:

Andrews Park contains 60 single-family dwellings built between 1960 and 1965 in five basic models of Ranch, Split-Foyer, and Split-Level forms. One outlier is the Transitional Ranch house at 5401 Henderson Way. The most popular model in the subdivision is a two-story, four-bay, Split-Foyer house with two variations: one featuring a two-bay, full-height porch and the other with a stylized, projecting, gabled bay at one end of the façade. More than 50 percent of the dwellings are one of these two variants. Most houses in the subdivision lack a distinct architectural style, but some have Colonial Revival, Neoclassical, Storybook, or Contemporary elements.

These 1,000- to 1,200- square-foot houses have continuous concrete foundations with walls predominantly clad in aluminum or T1-11 siding with smaller sections of brick veneer or decorative wood siding adding interest to the façade. Ranch houses in the subdivision clustered along the south side of Hill Way are clad in a stretcher-bond brick veneer. All houses are covered by side-gabled roofs sheathed in asphalt shingles with the exception of the Transitional Ranch house that has a hipped, asphalt-shingled roof. About a dozen houses have an interior chimney, many of which are seen in the Transitional Ranch and Ranch forms and clad in brick or metal.

Primary entrances are located near the center of the façade and have a single-leaf wood or metal door. Entries to the Split-Foyer houses are often topped by a four-light fixed transom or flanked by full-length aluminum shutters. A few have been augmented by Colonial Revival-style features like decorative aluminum surrounds topped by a pediment. Entries to Split-Level-type houses are set below a pent roof or the roofline of a projecting garage bay. In the latter instance, a low brick wall supports three square wood posts to create a small stylized porch. A majority of the doors and windows throughout this subdivision are replacement units. Original wood-framed picture windows, multi-light bay windows, or paired, aluminum-framed, sliding sashes remain extant in less than a handful of houses. Original windows are two-over-two (horizontal muntins) or six-over-six, wood-framed, double-hung sashes. At the façade, windows are commonly flanked by fixed, louvered, aluminum shutters.

Most houses in Andrews Park were built without garages, but have a driveway to provide off-street parking space. Roughly 10 Ranch houses in the subdivision have an original carport. A few Split-Level houses feature a built-in, one-car garage, while two Split-Foyer, Garrison-type houses have a built-in, two-car garage. Detached garages are rare and likely were added at a later date.

Additions to houses commonly include one-bay carports to a side elevation or small-scale additions to the rear elevation. Replacement materials such as new front doors, vinyl-framed windows, and vinyl siding, as well as the conversion of carports or garage bays into additional living space, are common.

Historic Context:

Residential development in the area of Suitland known as Camp Springs was sparked by the expansion of the federal government in the early 1940s, the construction of Camp Springs Air Base, now Joint Base Andrews, and Suitland Federal Center in 1941, and the completion of the Suitland Parkway a few years later. Land speculation occurred rapidly in the following decade with residential subdivisions emerging along Auth Road in the 1950s, established on farm properties previously owned by the Darcey, Soper, and Auth families (Suffness 1997, 8.3). Created by the Darcey and related Ammann families in 1950, Auth Village (PG:76A-38) and Silver Valley, platted in 1946 by Lee R. Hendricks and William D. Thomas, were some of the earliest subdivisions along Auth Road, followed by Darcey Estates Section One in 1956 (Prince George's County Plat Book [PGCPB] BB 12, 43; WWW 27, 28; Suffness 1997, 8.4).

Andrews Park was platted as Darcey Estates Section Two in December 1959 by homebuilder-turned-developer Michael Cappacchione, president of the Michael G. Cappy Construction Company, Inc. (Prince George's County Deed Book [PGCDB] 2321, 338; 2432, 30; PGCPB WWW 37, 90). Cappacchione worked to secure the property in conjunction with Robert and Britannia Ammann and several trustees. He then subdivided a portion of the Darcey farm and a portion of the adjacent Silver Valley subdivision, re-platting its lots and altering roads to allow for denser development and account for construction of I-495. The Michael G. Cappy Construction Company also worked with the Ammanns to build new Ranch and Contemporary-style Split-Level houses in Darcey Estates Section One (The Evening Star 1959, B-7).

Michael Cappacchione was elected to the board of the Prince George's Chapter of the Home Builders Association of Metropolitan Washington in December 1960 (The Washington Post 1960, B3). He remained affiliated with the group into the

mid-1960s, and used some of the same National Homes models in Andrews Park in other Prince George's County residential developments, including Wilburn Estates located roughly 4 miles north, off E. Addison Road (PGCDB 2868, 257). In the 1970s, he shifted his business interests, developing high-rise condominiums and large-scale commercial properties, working with architects like Charles W. Englehart of Annapolis to develop a 21-story apartment building in Ocean City, Maryland, and designing a \$23-million luxury hotel and trade center near Dulles Airport (The Washington Post 1972, C3; Willmann 1979, E5).

The earliest advertisements indicate that Cappacchione initially marketed the subdivision as part of Darcey Estates, showcasing the all-electric "Somerset" model in the Split-Level houses at 5413-5417 Henderson Way (The Evening Star 1960, D-9). Starting in May 1962, the name Andrews Park was increasingly used in conjunction with builder, Cappacchione and his new company, Andrews Park, Inc. (Willmann 1962, B29). In September 1962, two new models called the Berkeley (Split-Foyer with two-bay, Neoclassical-style porch) and the Broadmoor (Split-Level with built-in garage) were marketed as part of the Homes of '62, priced from \$16,900 and \$17,990, respectively (The Washington Post 1962, D38). These dwellings also were advertised with the National Homes logo and Andrews Park was noted as one of the subdivisions in which manufactured houses from the Lafayette, Indiana, and National Homes Corporation were being built exclusively (The Washington Post 1963, D7). Historic aerial images indicate that the majority of the lots within this subdivision were developed by April 1963 (United States Department of Agriculture 1963).

Andrews Park is typical of many planned residential developments from the early 1960s as it was not designed to include community amenities like parks or recreational areas. Its street network and layout repeated previously established patterns in the surrounding area, while the appearance of the subdivision was also regulated by standard restrictive covenants to control use, building setbacks, and size for a period of 30 years (PGCDB WWW 2936, 0241).

Evaluation:

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

An example of the most common type of residential subdivision constructed in Prince George's County and created by small-scale homebuilder using a limited number of models, Andrews Park did not introduce influential design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in the development of Andrews Park are not known to have made significant impacts on suburbanization or the homebuilding industry in Prince George's County. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, it is not eligible under Criterion B.

Andrews Park represents a ubiquitous development type in Prince George's County and is not a good example of a planned residential development as it demonstrates none of the innovations that appeared during the Suburban Diversification Period. Modifications to many dwellings over time, including replacement windows, doors, and exterior cladding have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because it is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Andrews Park contains 18.9 acres defined by I-495 on the south, Henderson Way on the northwest, and Silver Valley Way and another residential development on the northeast. The resource is detailed in three Prince George's County plats (PGCPB WWW 37, 90; 43, 68; 50, 76). The development includes multiple parcels found on Prince George's County Tax Map 98 (2019).

References:

The Evening Star. 1959. Photo caption for house in Camps Springs Area. June 20, 1959, B-7.
--- 1960. Advertisement for Darcey Estates. Michael G. Cappy, Builder. April 23, 1960, D-9.

Google. 2019. Google Streetview [Google Maps Web Access]. Accessed May 8, 2019.
<http://www.google.com/earth/download/ge/agree.html>.

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 23, 2019. <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed April 11, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

State Department of Assessments and Taxation (SDAT). 2019. Assorted Montgomery County Tax Records. Accessed April 11, 2019. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

Suffness, Rita. 1997. Maryland Historical Trust Determination of Eligibility Form: Eugene Darcey House (PG:76A-28). Copy on file with Maryland Historical Trust, Crownsville, Maryland.

United States Department of Agriculture. 1963. 1VAQW00010040, Aerial Photography Single Frames Record Collection. <https://earthexplorer.usgs.gov/>.

The Washington Post. 1960. "The State of Real Estate." December 3, 1960, B3.
--- 1962. Advertisement for Andrews Park by Michael G. Cappy Construction. September 8, 1962, D38.
--- 1963. "More Manufactured Homes Seen in Area." October 26, 1963, D7.
--- 1972. Photo caption for Capri Condominium in Ocean City, Maryland. March 4, 1972, C3.

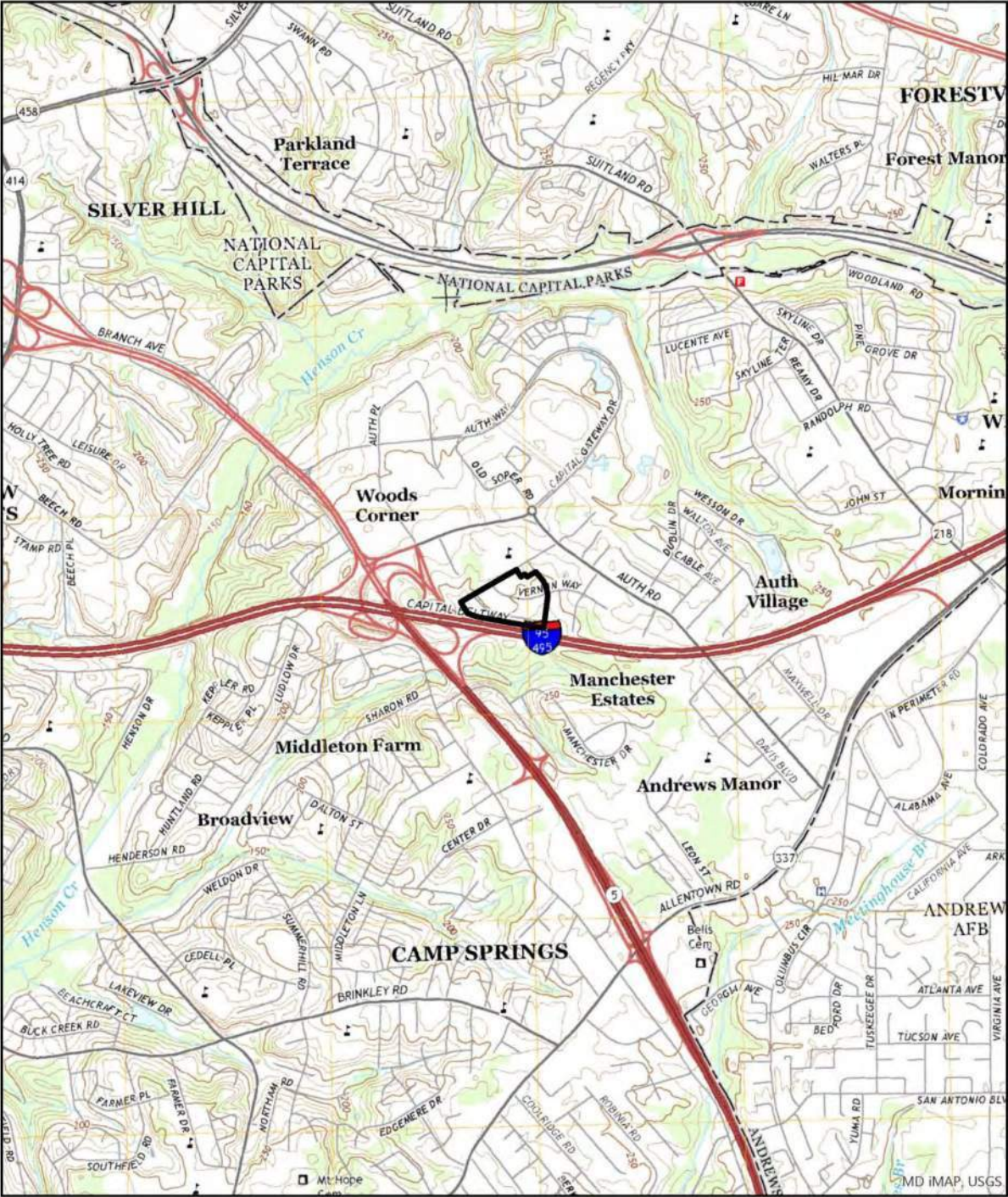
Willmann, John B. 1962. "Hundreds of Model Homes Await Area's New-Address Seekers." The Washington Post. May 5, 1962, B29.
--- 1979. "Trade Center Planned Near Dulles International Airport." The Washington Post. January 21, 1979, E5.

Andrews Park

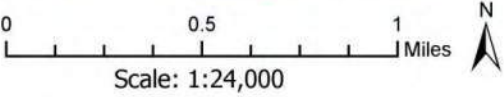
Location: North of I-495 and east of Branch Avenue

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



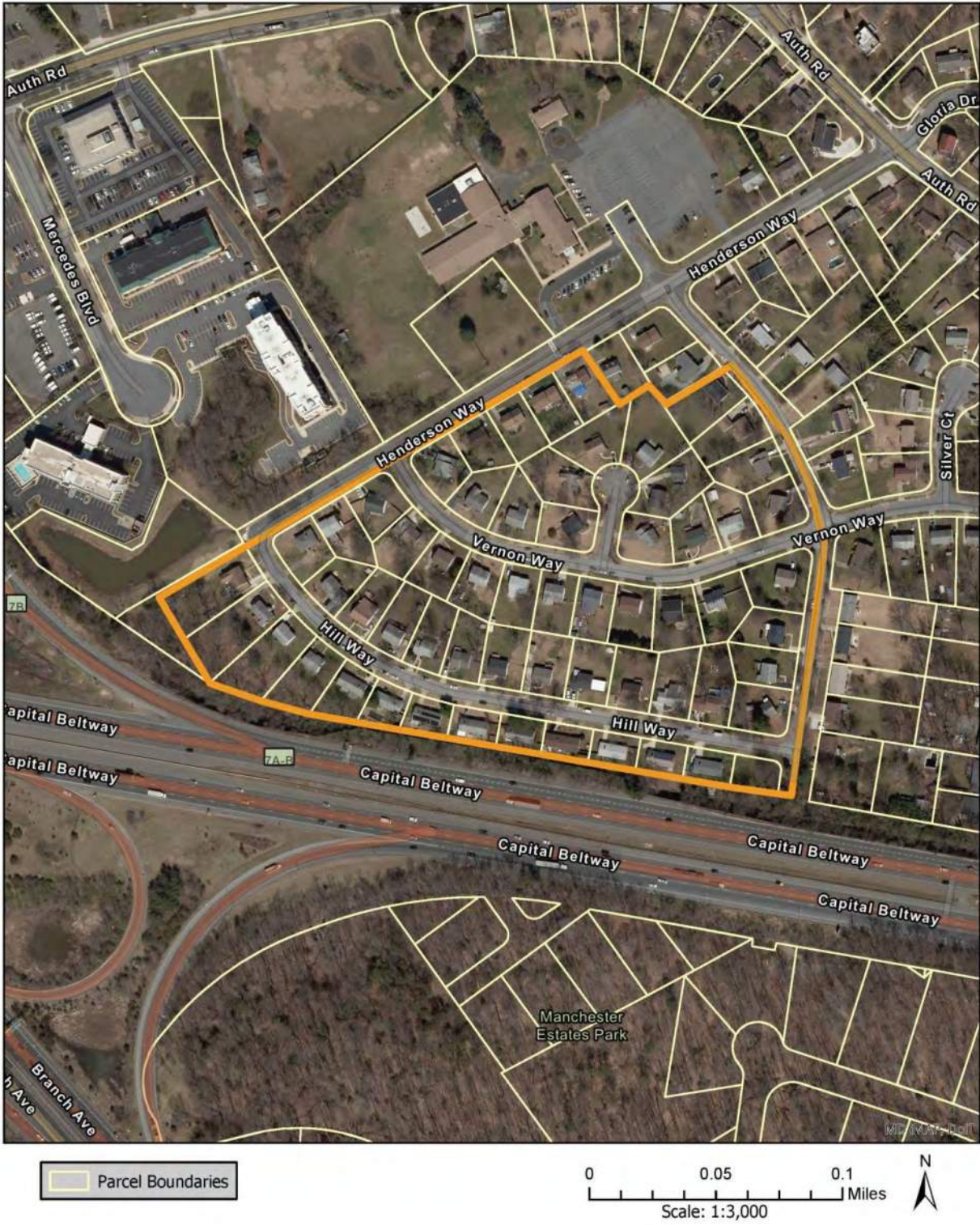
Scale: 1:24,000

Andrews Park

Location: North of I-495 and east of Branch Avenue

Prince George's County

City: Suitland





Northwest elevation of house at 5415 Henderson Way.



Houses at 5417 to 5411 Henderson Way along east side of road, looking south.



North elevation of house at 5505 Vernon Way.



Northeast elevation of house at 5007 Silver Valley Way.



Northeast oblique of house at 5521 Hill Way.



Southeast oblique of house at 5520 Hill Way.



West elevation of house at 5401 Henderson Way.



Split-Foyer model at 5513 Vernon Way, looking south.

PHOTO LOG

Number of Photos: 8

Name of Photographer: Mical Tawney

Date of Photographs: 2019-03-19

Location of Original Digital File: MD SHPO

File Format: PG:76A-63_2019-03-19_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

Northwest elevation of house at 5415 Henderson Way.

02.tif

Houses at 5417 to 5411 Henderson Way along east side of road, looking south.

03.tif

North elevation of house at 5505 Vernon Way.

04.tif

Northeast elevation of house at 5007 Silver Valley Way.

05.tif

Northeast oblique of house at 5521 Hill Way.

06.tif

Southeast oblique of house at 5520 Hill Way.

07.tif

West elevation of house at 5401 Henderson Way.

08.tif

Split-Foyer model at 5513 Vernon Way, looking south.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Andrews Village

Inventory Number: PG:76A-61

Address: 5104 –5182 Clacton Avenue

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: 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:

Andrews Village, a townhouse development, is bounded by I-495 to the south, the Darcy Estates to the west, and Auth Road to the north and east. The 4.45-acre development includes 80 townhouse units. Each section of townhouses has an asphalt parking lot. Concrete sidewalks line the parking lots and Clacton Avenue and lead to a walkway in front of each unit. There is minimal tree coverage in the area, but individual lots have fenced, grass rear yards. Some lots have bushes lining the façade. Street lamps are attached to utility poles. Clacton Avenue ends at the southernmost unit's asphalt parking lot. Secondary resources 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:

Andrews Village is a townhouse development constructed in 1966 during the Suburban Diversification Period (1961– 1980). The Colonial Revival-style townhouses all follow a sequential pattern: a central single or paired cross-gabled unit, sometimes with a garrison overhang, flanked by two or more side-gabled units on either side. The units are all two bays with three stories, including a basement level. Cladding includes brick veneer and vinyl siding. Roofs are sheathed in asphalt shingles. Units have metal flues located on the rear field of the roof.

Primary entrances include single-leaf wood or fiberglass doors with fanlights or centered glazed inserts and metal storm doors. All doors on units that are not of the garrison subtype feature arched or broken triangular pediments. Outlines remaining on some units suggest some pediments have been replaced. Primary entrances on the garrison units feature a post-and-lintel surround on the door. All units have a set of concrete stairs to a small concrete stoop with decorative, metal railing. Townhouses have one-over-one, double-hung-sash, vinyl windows; only two units (5117 and 5111 Clacton Avenue) have original, six-over-six, double-hung-sash, wood windows. Occasionally, bay windows are located on either the side or the rear elevation (5105 Clacton Avenue). Townhouses have fixed shutters; the facades of some units feature fixed, metal decorative railings below windows, suggestive of balconies.

Historic Context:

In October 1964, W. Ladd Prohaska, Frank G. Principe, and Edward J. Delisio, trustees of the Andrews Village Joint Venture, purchased land from Robert W. Ammann, Brittanica P. Ammann, Mcleod H. Farr, and Dolores K. Farr. In 1965, they platted the development called Andrews Village (Prince George's County Plat Book [PGCPB] 55, 100). Andrews Village Joint Venture built all 80 units of Andrews Village, which were designed by Zupkus, Zemaitis and Associates and managed by T. D. Burgess Company (The Evening Star 1966, C8). The first 40 units were completed by February of 1966 with the other 40 finished in April of that same year (The Evening Star 1966, C8).

In March of 1973, tenants in common of Andrews Village, Ladd Prohaska, Frank G. Principe, Edward and Olga Delisio, LeRoy and Sylvia Houck, Elmo H. Denton, and Robert Fastnaught, Inc., sold the development to the Condo Corporation (Prince George's County Deed Book [PGCDB] 3954, 64; 4197, 560). The townhouses were converted into condominiums that same year. The development featured four floor plans, all of which were sold for \$34,950 with Shannon and Luchs handling sales (The Evening Star 1973, C12). Advertisements noted that the units were townhouse condominiums and had an associated condominium fee that covered all maintenance and responsibilities such as lawn work or snow shoveling (The Washington Post 1973, E3). Andrews Village's proximity to I-495 and surrounding shopping facilities was also noted in advertisements. Each unit had three floors, with three bedrooms, a bath and a half, a recreation room, laundry room, a kitchen with new appliances, and a dining room (The Washington Post 1973, E3).

Evaluation:

Andrews Village was evaluated as a townhouse development in the Suburban Diversification Period (1961– 1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Andrews Village is an example of a common type of residential construction during the Suburban Diversification Period (1961-1980). It is not an early example of a townhouse development, nor did it introduce design innovations influential to later developments. This development has no significant association with suburban residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

W. Ladd Prohaska, Frank G. Principe, Edward and Olga Delisio, LeRoy and Sylvia Houck, Elmo H. Denton, and Robert Fastnaught, Inc., owned and developed properties throughout Maryland and northern Virginia, but research indicates that their work was not significant to suburbanization in Maryland. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Andrews Village is a basic example of a townhouse development, created by developers in the Colonial-Revival style typical of this period. The townhouses include standard features typical of the period and demonstrate no distinctive stylistic details. The townhouses are not the work of a master and do not convey any distinctive characteristics or artistic value. The resource is not eligible under Criterion C. Andrews Village was not evaluated under Criterion D.

This resource encompasses 4.45 acres and is located north of I-495, south and west of Auth Road, and east of Darcy Estates, as seen on Prince George's County Tax Map 0098. The development can also be seen in Prince George's County plat record A-8103.

References:

The Evening Star. 1966. "Andrews Village Nearing Completion." February 25, 1966, C8.

---1973. Advertisement. July 6, 1973, C12.

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>.

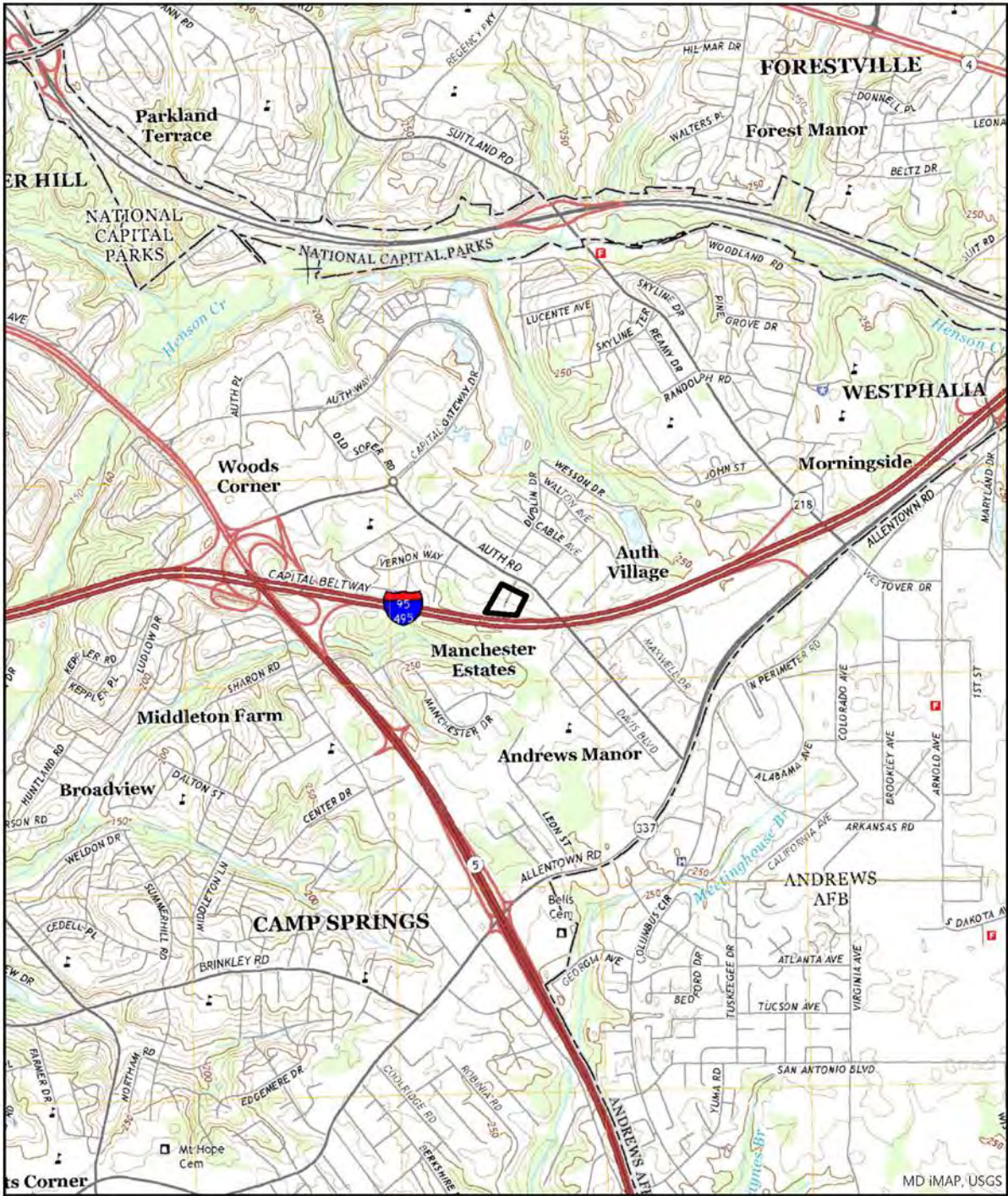
The Washington Post. 1973. Display Ad 43. June 23, 1973, E3.

Andrews Village

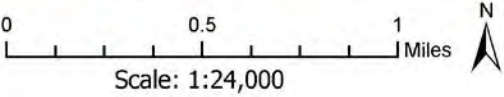
Location: 5104-5182 Clacton Avenue

Prince George's County

City: Camp Springs



USGS 7.5' Quadrangle - Anacostia



Scale: 1:24,000

Andrews Village

Location: 5104-5182 Clacton Avenue

Prince George's County

City: Camp Springs





View of parking lot and front elevation of 5115-5125 Clacton Avenue, looking west.



View of 5137 Clacton Avenue, looking south.



Front elevation of 5105-5113 Clacton Avenue, looking north.



View of 5119 - 5121 Clacton Avenue, looking west.



View of 5146 – 5152 Clacton Avenue, looking north.



View of parking area, looking towards 5157-5175 Clacton Avenue, looking southwest.



View of rear fences and sheds near 5141 Clacton Avenue.



Detail of pediment modification over door on 5182 Clacton Avenue.



Detail of original bay window on 5105 Clacton Avenue.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Katherine Watts**

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

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

File Format: **PG:76A-61_2019-02-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of parking lot and front elevation of 5115-5125 Clacton Avenue, looking west.

02.tif

View of 5137 Clacton Avenue, looking south.

03.tif

Front elevation of 5105-5113 Clacton Avenue, looking north.

04.tif

View of 5119 – 5121 Clacton Avenue, looking west.

05.tif

View of 5146 – 5152 Clacton Avenue, looking north.

06.tif

View of parking area, looking towards 5157-5175 Clacton Avenue, looking southwest.

07.tif

View of rear fences and sheds near 5141 Clacton Avenue.

08.tif

Detail of pediment modification over door on 5182 Clacton Avenue.

09.tif

Detail of original bay window on 5105 Clacton Avenue.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Ardwick Industrial District

Inventory Number: PG:72-77

Address: 8201/8121 Ardwick Ardmore Road

Historic District: Yes

City: Landover

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): 0000

Tax Map: 0051

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Feb 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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 Ardwick Industrial District is a small industrial neighborhood located at 8201 and 8121 Ardwick Ardmore Road in Landover, Prince George's County. The resource is in a densely developed area of the county, surrounded by industrial buildings and located near the John Hanson Highway (US 50) and Veterans Parkway (MD 410) interchange. The district is bounded by Ardwick Ardmore Road and John Hanson Highway to the north, industrial development to the south, Amtrak's Northeast Corridor/Metro's Orange Line to the west, and Pennsy Drive to the east. Beaverdam Creek flows through a forested area that separates the industrial neighborhood and John Hanson Highway.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ 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 Ardwick Industrial District is a planned industrial neighborhood, divided by its 1966 and 1979 plat maps into three parcels: N-1, N-3, and N-4 (re-division of parcel N-2). Parcel N-1 consists of a circa 1968 warehouse, built and originally occupied by the Joseph M. Zamoiski Company, and parcel N-4 is occupied by a 1970 warehouse, built and originally occupied by the Georgia-Pacific Corporation. Both are accessed from Ardwick Ardmore Road by a shared driveway, located on Parcel N-3, and by rail from a spur line on the southwest end of the property connected to Norfolk Southern using Amtrak's Northeast Corridor. The spur tracks are overgrown and no longer appear to be in use. The buildings are separated from Ardwick Ardmore Road and Pennsy Drive by lawns and trees. A gated alley runs between the two warehouses.

Joseph M. Zamoiski Company Warehouse (circa 1968, post-2013 addition)

Due to limited access, the southwest elevation could not be observed during this survey and its description is based on aerial imagery.

The Joseph M. Zamoiski Company Warehouse is a one-story, nearly rectangular plan warehouse with no architectural style. It is located at the southwest end of parcel N-1, faces Ardwick Ardmore Road, and is fronted by an asphalt parking lot and the shared driveway. Islands, planted with trees, bushes and grass, are located throughout the parking lot and a small planting bed is situated near the building's pedestrian entrance. The building is clad in white brick set in a running bond pattern and topped with black-painted metal coping. Three-dimensional letters reading "Metro Supply Facility" and including the Metro logo are affixed to the top center of the northeast façade. The building's flat roof has small rectangular skylights, likely plastic, and houses mechanical and telecommunications equipment.

The building's main entrance is located at the warehouse offices, which sits on concrete piers and projects from the northwest end of the façade. The entrance consists of paired glass doors in a black-painted metal frame. The doors are flanked on both sides by two large glass panes. A glass transom, with "METRO SUPPLY FACILITY" painted in white lettering, is located above the doors. Above the entrance are five solid black panels. The central panel, above the transom, features a half-round protruding light fixture and the building number, 8201, painted in white. A six-step concrete staircase and curved concrete ramp, with black-painted metal railings, connect the entrance to the parking lot. The windows, located on the façade and northwest elevation of the warehouse offices, each consist of a tall glass pane set in a black-painted frame. The windows are set back into the wall, with a white-painted stucco panel above and below the window. Two of the windows on the northwest elevation differ from the others, and feature a glass pane with a white, flat panel above, rather than a full glass pane.

Truck access to the building is provided by four large garage bays which project from the center of the façade and by loading docks located at the southeast end of the façade. There are thirteen loading dock openings, with one converted to a single solid panel pedestrian door with metal staircase. Three of the remaining openings have modern truck bumpers. Six openings on the southwest elevation face onto the railroad siding.

On the northwest elevation, a metal canopy extends from the building to cover a concrete platform. Historic aerials show this to be a post-2013 addition to the building. Beneath the metal canopy are window openings, each consisting of a single tall, likely translucent panel. The southeast elevation has rectangular vented openings but no fenestration.

Georgia-Pacific Corporation Warehouse (1970, 1972-1979 addition)

Due to limited access, the northwest and southwest elevations were not observed during this survey. The description of the southwest elevation is based on aerial imagery.

The Georgia-Pacific Corporation Warehouse is a one-story, rectangular plan warehouse with a one- and two-story L-shaped Mansard-style office wing projecting from the northeast façade. The building is located at the southwest end of parcel N-4. An asphalt parking lot, the shared driveway, and materials storage area are located to the northeast and northwest of the building. The property is surrounded by a tall chain link fence topped by razor wire.

The office wing is clad on the first story with tan brick set in a running bond pattern. A mansard, clad in white-painted aluminum siding, covers the second story and forms a parapet for the flat roof. The one-story portion of the office wing directly connected to the warehouse also has a flat roof with a mansard parapet, in imitation of the adjacent two-story section, which conceals mechanical equipment. Two pedestrian entrances are located on the northwest elevation. The northernmost entrance consists of a single glass door in a silver metal frame with a glass transom above; the second entrance is at the corner formed by the office wing, but could not be directly observed. Windows, consisting of tall, rectangular panes in a metal frame, are located throughout the first story, and are inset into the mansard roof on the northwest and southeast elevations. A glass panel wall, located on the southeast elevation and set in a metal frame, consists of four tall panes topped by four rectangular panes.

The warehouse portion is a concrete block building, painted gray. Its flat roof has small, likely plastic, rectangular skylights. According to historic USGS topographic maps, the northwestern portion of the warehouse is an early addition constructed some time between 1972 and 1979; at the northeast façade, it also features a mansard parapet, clad with white-painted, aluminum siding in imitation of wood shingles, which wraps around to the northwest elevation. Vehicular access to the warehouse is through four large garage doors at the façade and one garage door on the southwest elevation. A long loading dock, sheltered by the main roof of the building, is located at this elevation and faces onto the railroad siding.

Historic Context

Historic aerials show that development of the area surrounding the Ardwick Industrial District began when the land was cleared of trees between 1957 and 1963. One building east of the Ardwick Industrial District was completed by 1963, and the United Parcel Service warehouse at 8322 Ardwick Ardmore Road was completed by 1966 (Historic Aerials 2018/Washington Post 1966, C2). The Ardwick Industrial District was platted that year by the Manor Real Estate Company and the Joseph M. Zamoiski Company. The land was subdivided into three parcels, N-1 and N-2, and N-3. Parcel N-3 was reserved as a right-of-way to allow

both parcels access to Ardwick Ardmore Road. A twenty-five-foot right-of-way was also reserved on the southwest side of the property for a railroad spur to serve both parcels (Plat A-6262).

In 1967, construction began on the first building in the new industrial neighborhood, 8201 Ardwick Ardmore Road (Parcel N-1). This warehouse, designed by the Baltimore architecture firm of Bacharach + Bacharach, was constructed for the Joseph M. Zamoiski Company of Washington, D.C., an appliance distribution firm (The Washington Post 1967, M2). Although research did not reveal whether the warehouse was completed by the projected date of December 1967, by April 1968 the company was advertising jobs for truck drivers at the facility (The Washington Post 1968, C14). In 1984 the warehouse was sold to the Washington Metropolitan Area Transit Authority (WMATA). A metal canopy, extending from the building to cover a concrete platform at the northwest elevation, was constructed post-2013 (Historic Aerials 2018).

The second parcel, N-2, was sold in 1968 to the Georgia-Pacific Corporation. State tax records show the company constructed a warehouse on the parcel in 1970. Historic USGS topographic maps show the northwest section of the warehouse was added some time between 1972 and 1979 (Historic Aerials 2018). Undeveloped land to the northwest, currently a materials storage area, was added to the parcel in 1979. The new, larger parcel was re-named parcel N-4. In 2001, Georgia-Pacific sold the warehouse and property to Prince George's Development Associates, Inc. As of 2018, the warehouse is occupied by Rew Materials, a construction supply distributor.

Eligibility Determination

The Ardwick Industrial District was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It is an example of the planned industrial neighborhood development type. The property was not evaluated for eligibility under Criterion D.

Ardwick Industrial District does not have significant associations with important historical trends such as transportation improvements or demographic changes. It is not an early example of businesses relocating to the suburbs, since by the time of the buildings' construction in 1968 and 1970, at least two other industrial properties in the area had already been developed. Therefore, the Ardwick Industrial District is not eligible under Criterion A.

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

Ardwick Industrial District is not a notable first example nor is it the last intact example of an industrial neighborhood in Prince George's County. Research has not shown Ardwick Industrial District to be the work of a master, nor does it possess high artistic value. Therefore, the Ardwick Industrial District is not eligible under Criterion C.

The property encompasses 13.57 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0051, Parcel 0000 (2018). Tax accounts are 20-2219178, 20-2204840, and 20-2246890.

References

"Classified Advertisement: Career Opportunities-United Parcel Service." The Washington Post, October 30, 1966. ProQuest.

"Classified Advertisement: Truck Drivers." The Washington Post, April 19, 1968. ProQuest.

Google. 2019. "Maps." Accessed January 4, 2019. <https://www.google.com/maps>.

LoopNet. 2009, 2011, 2014, 2016. "8121 Ardwick Ardmore Road." Accessed January 4, 2019. <https://www.loopnet.com/Listing/17115215/8121-Ardwick-Ardmore-Road-Landover-DC/>.

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

Microsoft. 2019. "Bing Maps." Accessed January 4, 2019. <https://www.bing.com/maps>.

NETROnline. 2018. "Historic Aerials." Accessed December 18, 2018. <https://www.historicaerials.com/viewer>.

"Pride of Zamoiski." The Washington Post, March 5, 1967. ProQuest.

Prince George's County Land Records. Deed Book 5952: 0906, August 2, 1984. MDLandRec.

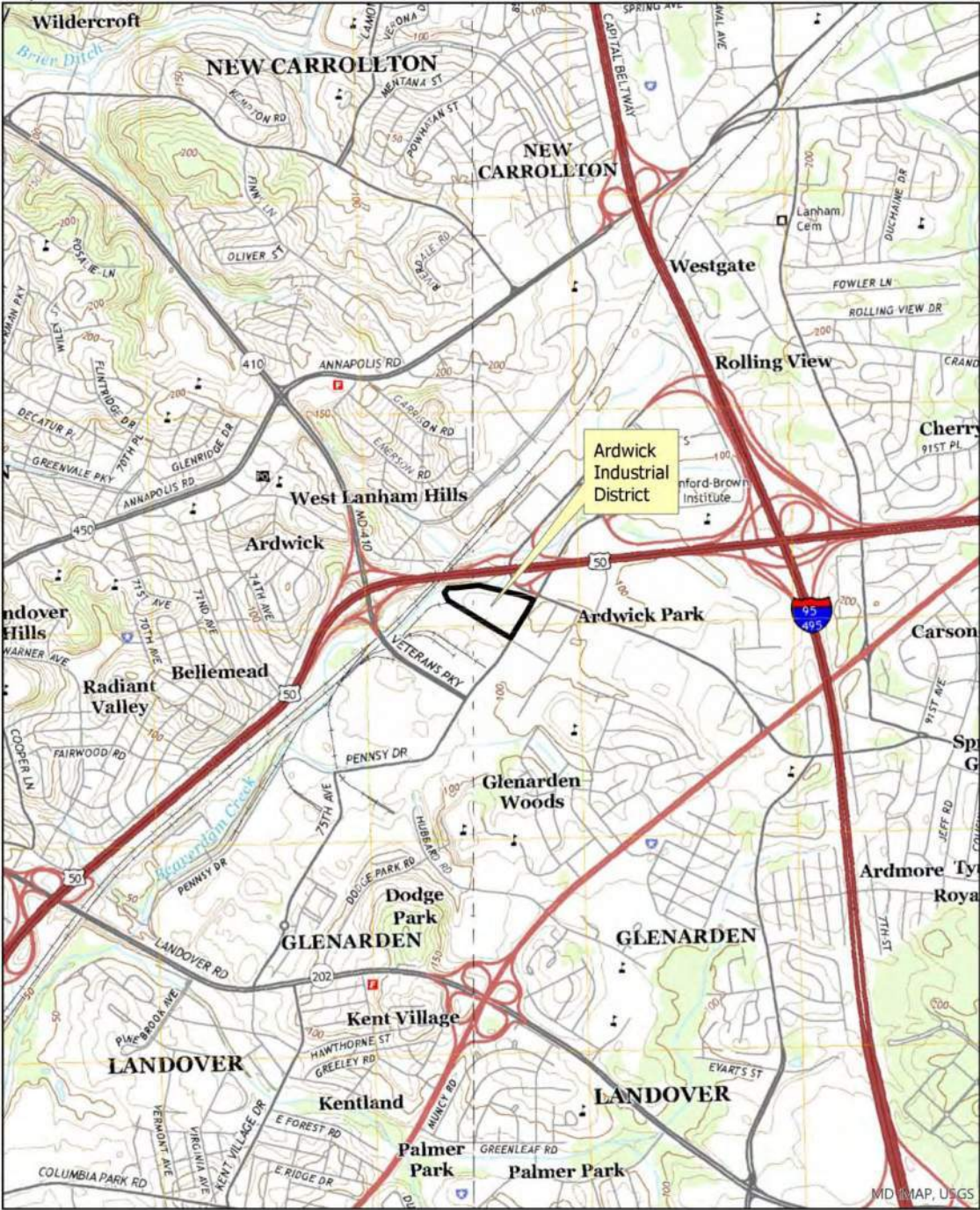
Prince George's County Land Survey, Subdivision, and Condominium Plats. Plat A-6262, October 1966. Plats.net.

Prince George's County Land Survey, Subdivision, and Condominium Plats. Plat 103-30, March 1979. Plats.net.

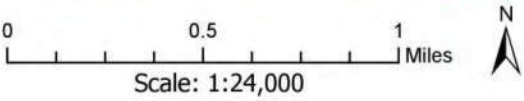
Ardwick Industrial District

Location: 8201/8121 Ardwick Ardmore Road
City: Landover

Prince George's County



USGS 7.5' Quadrangle - Lanham



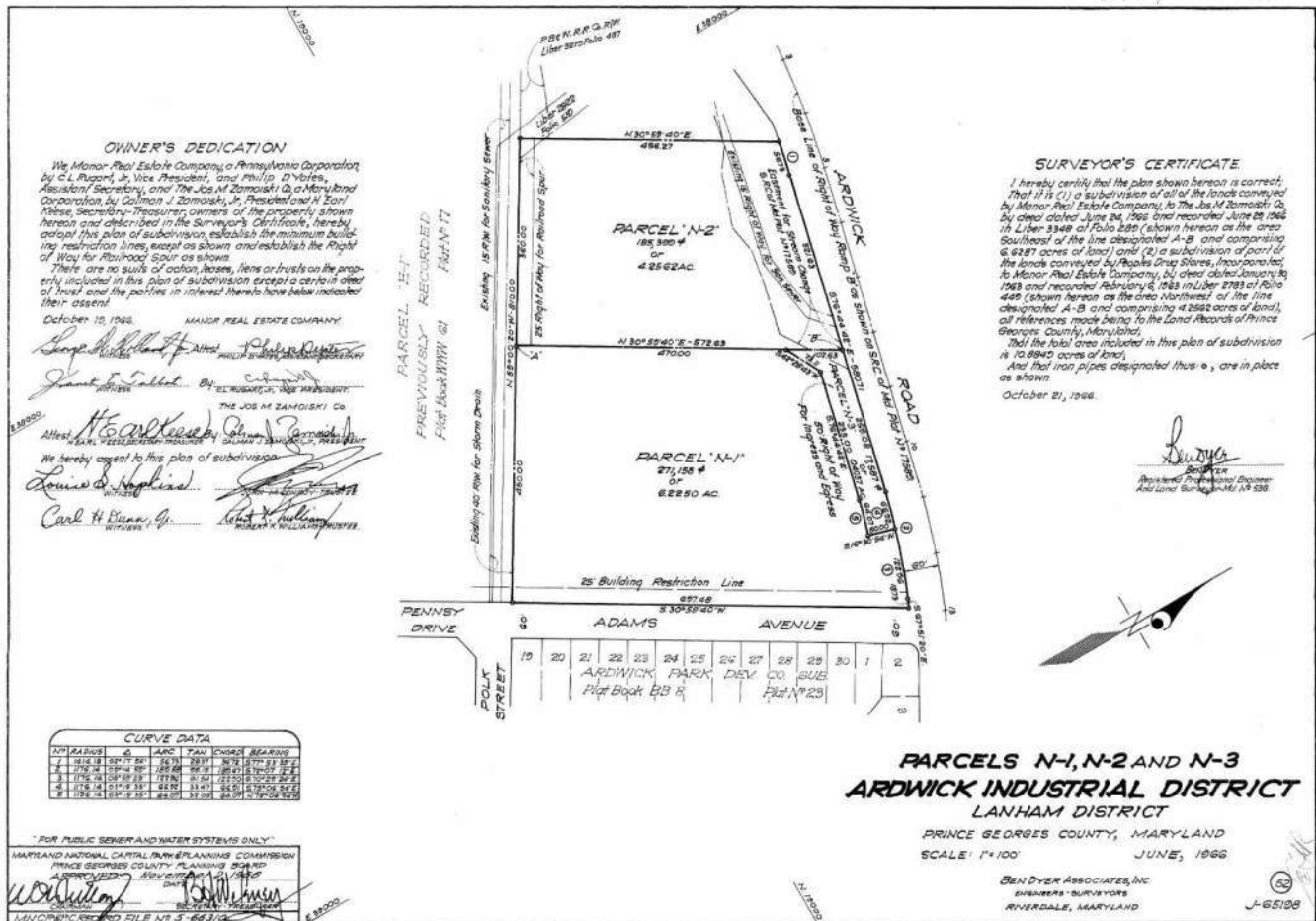
Ardwick Industrial District

Location: 8201/8121 Ardwick Ardmore Road
City: Landover

Prince George's County



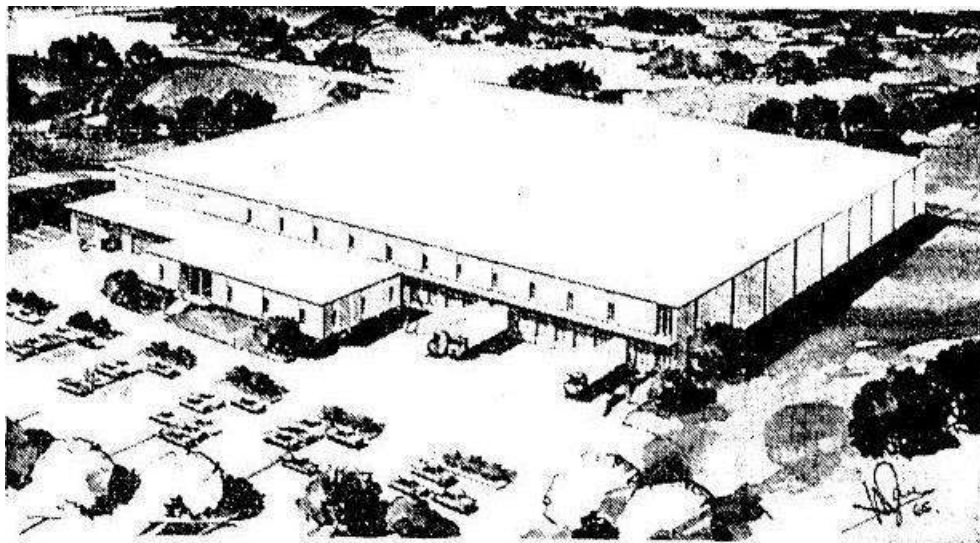
PG:72-77
Ardwick Industrial District
 8201/8121 Ardwick Ardmore Road
 Landover, Prince George's County, Maryland



Historic Image 1: Ardwick Industrial District, Plat A-6262, 1966.
 Image from Plats.net.

Ardwick Industrial District

8201/8121 Ardwick Ardmore Road
Landover, Prince George's County, Maryland

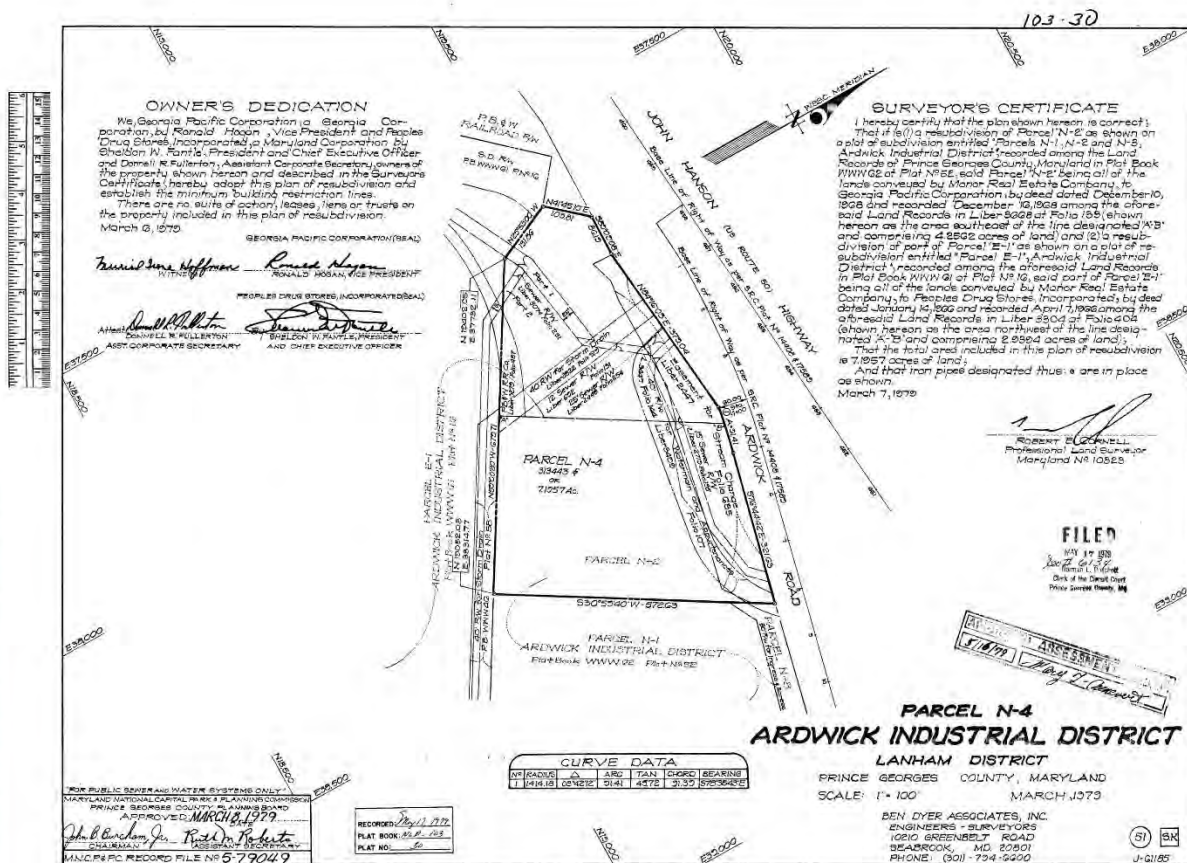


PRIDE OF ZAMOISKI -Artist's sketch of the new office-warehouse home of The Jos. M. Zamoiski Co. of Washington, now under construction in the Ardwick-Ardmore Industrial Park in Landover. The

Zamoiski firm is one of the country's largest appliance distributors. Completion is expected in late December. Architect is Bacharach & Bacharach of Baltimore. Builder is the Minkoff Construction Co.

Historic Image 2: Architect's drawing of Joseph M. Zamoiski Company warehouse, 1967
Image from *The Washington Post*, March 5, 1967, page M2.

Ardwick Industrial District
 8201/8121 Ardwick Ardmore Road
 Landover, Prince George's County, Maryland



Historic Image 3: Ardwick Industrial District, Plat Book NLP 103, p. 30, 1979.

Image from Plats.net

Ardwick Industrial District

8201/8121 Ardwick Ardmore Road
Landover, Prince George's County, Maryland



Historic Image 4: 8121 Ardwick Ardmore Road, 2016
Image from LoopNet Commercial Real Estate



Joseph M. Zamoiski Company Warehouse, northeast facade, view from parking lot looking southwest.



Joseph M. Zamoiski Company Warehouse, main entrance at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, garage bays at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, loading docks at facade, view from parking lot looking south.



Joseph M. Zamoiski Company Warehouse, front section of northwest elevation, view from alley, looking north.



Joseph M. Zamoiski Company Warehouse, rear section of northwest elevation, view from alley looking south.



Georgia-Pacific Corporation Warehouse, oblique view looking west.



Georgia-Pacific Corporation Warehouse, northeast facade, view looking southwest.



Georgia-Pacific Corporation Warehouse, southeast elevation, view from alley looking west.

PHOTO LOG

Number of Photos: **9**

Name of Photographer: **Mical Tawney, Dovetail Cultural Resource Group**

Date of Photographs: **2018-09-05**

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

File Format: **PG:72-77_2018-09-05_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Joseph M. Zamoiski Company Warehouse, northeast facade, view from parking lot looking southwest.

02.tif

Joseph M. Zamoiski Company Warehouse, main entrance at facade, view from parking lot looking south.

03.tif

Joseph M. Zamoiski Company Warehouse, garage bays at facade, view from parking lot looking south.

04.tif

Joseph M. Zamoiski Company Warehouse, loading docks at facade, view from parking lot looking south.

05.tif

Joseph M. Zamoiski Company Warehouse, front section of northwest elevation, view from alley, looking north.

06.tif

Joseph M. Zamoiski Company Warehouse, rear section of northwest elevation, view from alley looking south.

07.tif

Georgia-Pacific Corporation Warehouse, oblique view looking west.

08.tif

Georgia-Pacific Corporation Warehouse, northeast facade, view looking southwest.

09.tif

Georgia-Pacific Corporation Warehouse, southeast elevation, view from alley looking west.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Argyle Forest South Section

Inventory Number: M: 32-35

Address: North of Forest Glen Road, East of Renfrew Road

Historic District: Yes

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP32

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:

Argyle Forest South Section, a planned residential development in Silver Spring, is bounded by Forest Glen Road on the south, Renfrew Road on the east, and residential developments to the north (Argyle Forest) and west (Sunset Terrace). The community is composed of 17 single-family dwellings on individual rectangular lots that range between 0.15 acre and 0.18 acre, totaling about 2.86 acres. Individual lots have grassy lawns and light tree coverage, bushes, and other ornamental foliage; some have rear and side yards fully or partially enclosed with chain-link metal fencing. Sidewalks are located on the southern portion of the subdivision, along Forest Glen Road. Several houses have asphalt or concrete driveways leading towards the east or west side of the dwelling from the street. Secondary resources include sheds.

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

The northern portion of Argyle Forest was previously determined not eligible for listing in the National Register of Historic Places (NRHP) in 2000 and is recorded as M: 32-9.

Description:

Argyle Forest South Section is a planned residential development comprising 17 single-family dwellings constructed between 1952 and 1957. Most of the houses reflect variations of the Colonial Revival styles in the Minimal Traditional and Ranch forms.

Dwellings in Argyle Forest South Section are primarily three to four bays wide, and one to two stories tall. The dwellings rest on continuous foundations and are clad primarily in stretcher-bond brick veneer, with sections of aluminum or vinyl siding in gable-ends. Roof types vary and include side, front, and cross gables, sheathed in asphalt shingles. Many dwellings feature interior- and/or exterior-end, brick chimneys.

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

Original windows include eight-over-eight, double-hung-sash wood windows. Additional fenestration throughout the subdivision includes replacement double-hung-sash vinyl windows with false muntins, as well as original bay or ribbon windows. Front-gabled dormers and paneled and/or louvered shutters are common throughout the subdivision. Few dwellings feature either attached, single-car garages or carports.

Historic Context:

Argyle Forest was initially platted in 1947 by Michael and Mary Anselmo, local residential real estate developers, and comprised Blocks A-I (Montgomery County Plat 1974). The south section of Argyle Forest, Block B, was subdivided into 13 individual lots in 1952 by George E. Pontious and Paul W. Taltamus, and construction began soon after and was complete by 1957 (Nationwide Environmental Title Research [NETR] 1957). An additional four lots from Block A were also developed between 1952 and 1957. Advertisements for single-family houses throughout Argyle Forest South Section highlighted the brick houses with large wooded lots, fireplaces, screened-porches, and powder rooms in some models, priced from \$13,930-16,350 (The Washington Post 1948, B14). As there were a selection of models constructed within the community, Argyle Forest South Section qualifies as a planned residential development. The Argyle Forest South Section location was praised for being convenient to both shopping centers and schools in a "choice neighborhood" (The Washington Post 1955, D7). Argyle Forest South Section did not include any neighborhood amenities as it is located in proximity to Argyle Local Park and Sligo Creek Golf Course.

Evaluation:

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

Argyle Forest South Section is a typical example of a planned residential development from the early to mid-1950s. The development did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Argyle Forest South Section is not eligible under Criterion A.

The subdivision was platted by Michael and Mary Anselmo and George E. Pontious and Paul W. Taltamus, small-scale local residential developers, and archival research has not revealed any information on builders or architects involved with particular dwellings within the community. The people involved in its formation had no significant influence on suburbanization in Maryland. Research has not shown that the subdivision is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Argyle Forest South Section is a basic example of a planned residential development. The neighborhood was constructed as an addition to an existing subdivision, and its single-family dwellings include standard features typical of the period with common stylistic details, materials, and forms. Argyle Forest South Section does not convey any distinctive characteristics or artistic value and is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 2.86 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map JP32 and also in Montgomery County Plat record 3098.

References:

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

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed February 4, 2019. <http://www.msa.md.gov/>.

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

The Washington Post. 1948. "Argyle Forest." May 3, 1948. B14.

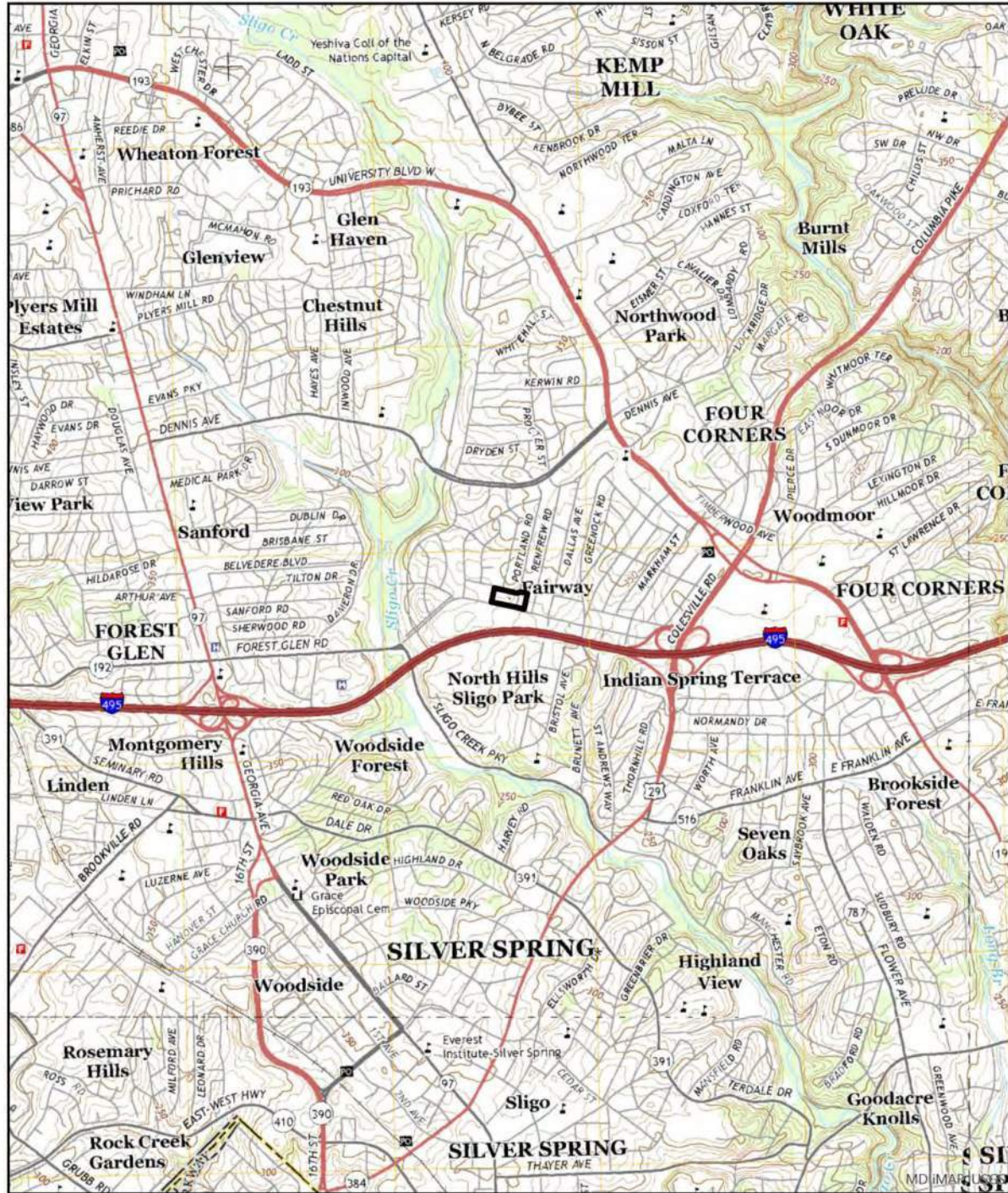
--- 1955. "Argyle Forest." April 3, 1955, D7.

Argyle Forest South Section

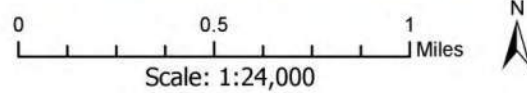
Location: North of Forest Glen Road, East of Renfrew Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

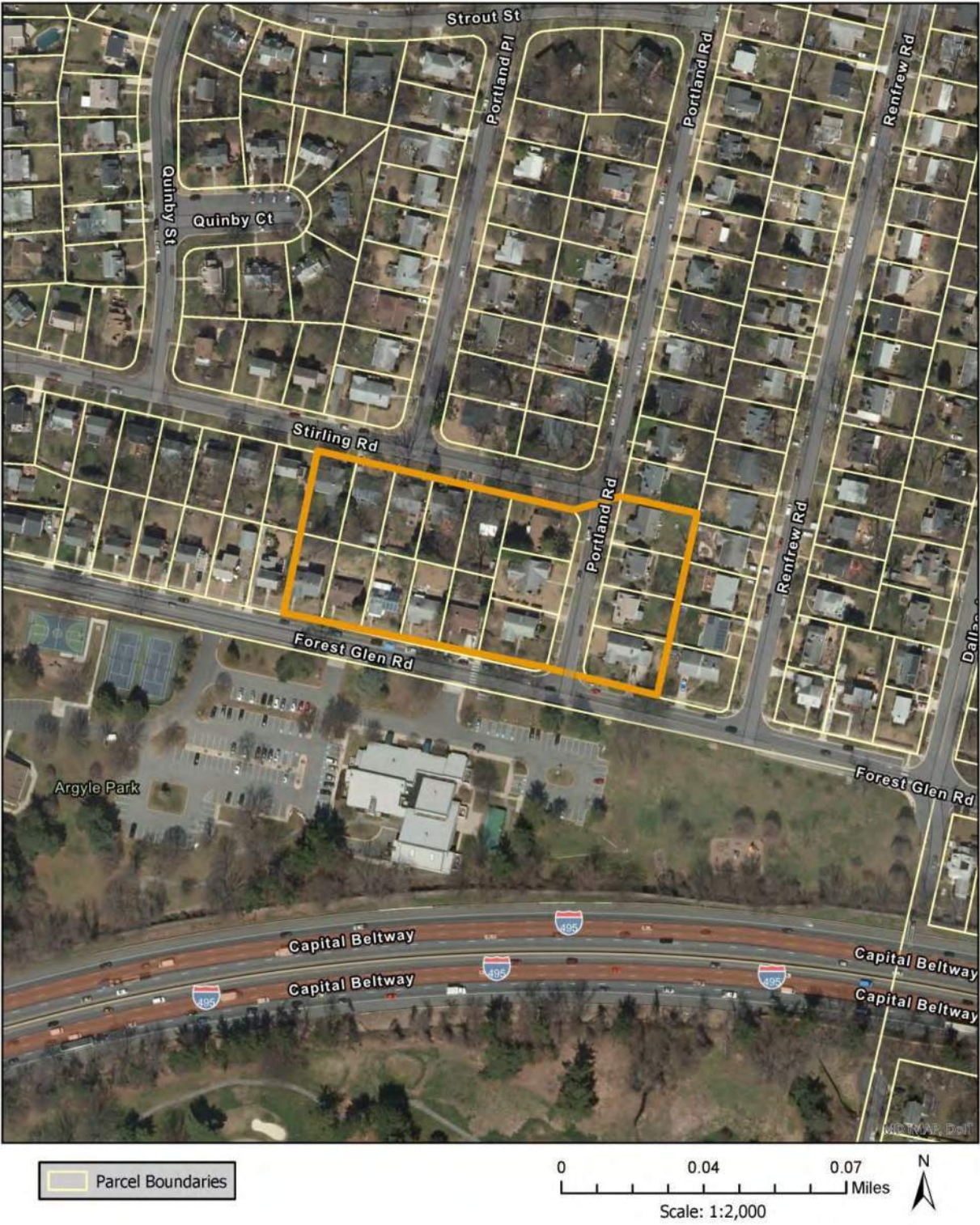


Argyle Forest South Section

Location: North of Forest Glen Road, East of Renfrew Road

Montgomery County

City: Silver Spring





Southeast oblique of 1011 Forest Glen Road.



Southwest oblique of 1001 Forest Glen Road.

PHOTOGRAPHS



West elevation of 9901 Portland Road.



East elevation of 9902 Portland Road.



Streetscape of Forest Glen Road, facing northwest.



West elevation of 9903 Portland Road.

PHOTOGRAPHS



North elevation of 1006 Stirling Road.

PHOTO LOG

Number of Photos: **7**

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

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

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

File Format: **M: 32-35_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Southeast oblique of 1011 Forest Glen Road.

02.tif

Southwest oblique of 1001 Forest Glen Road.

03.tif

West elevation of 9901 Portland Road.

04.tif

East elevation of 9902 Portland Road.

05.tif

Streetscape of Forest Glen Road, facing northwest.

06.tif

West elevation of 9903 Portland Road.

07.tif

North elevation of 1006 Stirling Road.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Argyle Local Park

Inventory Number: M: 32-37

Address: 900, 1000, 1030 Forest Glen Road

Historic District: No

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Maryland-National Capital Park and Planning Commission

Tax Account ID: 13-0096885, 13-00968668

Tax Map Parcel(s): P604, P706

Tax Map: JP32

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

This resource is within the boundaries of Sligo Creek Parkway (M: 32-15), which was determined eligible for the National Register of Historic Places (NRHP) in 2000 and 2005. Argyle Local Park was determined to be a non-contributing element of M: 32-15 in 2000 and recommended for exclusion from the M: 32-15 boundary during the 2005 re-evaluation. Therefore, it is being evaluated separately.

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

Location/Setting

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

Argyle Local Park is a 15.04-acre public park in a densely developed area of single-family residential subdivisions, bounded by Forest Glen Road to the north, the Capital Beltway (I-495) to the south, Sligo Creek Stream Valley Park Unit 4 and the former Greater Washington Boy's and Girl's Club (M: 31-26) to the west, and Dallas Avenue to the east. The park includes within its boundary the Forest Glen Senior Center (currently known as the Margaret Schweinhaut Senior Center) and the South Four Corners Neighborhood Park.

As of 2019, the Maryland-National Capital Park and Planning Commission (M-NCPPC) identifies the west section of the park as Argyle Local Park, the center section of the park as the Margaret Schweinhaut Senior Center, and the east section as South Four Corners Neighborhood Park. The three sections are interconnected and share features, acting as a single cohesive park. The resource contains a recreation center, senior center, and several recreation structures on gently rolling land with mature trees. Trees and grass separate the property from Forest Glen Road and Dallas Avenue, and trees screen the park from the Capital Beltway. The property is accessed by four driveways (two concrete, two asphalt) from Forest Glen Road, which lead to asphalt parking lots with landscaped islands and an internal circulation road. Light standards, metal street signs, utility poles, metal flag poles, a metal-roofed wood bulletin cabinet, wood-and-metal benches, concrete pedestrian walkways, and an asphalt trail are located throughout the park. Rustic wood-board park signs with incised lettering are located along Forest Glen Road at South Four Corners Neighborhood Park and between the driveways of the senior center; a metal modular pavilion is located east of the senior center.

Architectural Description

Silver Spring YMCA Youth Services (sometime between 1957 and 1963)

Possibly originally constructed as a single-family dwelling, this Minimal Traditional building is located within Argyle Local Park. With three-bays and a cross-gabled roof, it rests on a parged basement foundation and is clad in vinyl siding. The entrance, located at the west façade, is approached via a wood porch with wood steps and railings, sheltered by a shed roof supported by square wood posts. All windows on the main level are one-over-one, double-hung, vinyl-sash. The basement windows are two-light sliding vinyl sash. The roof is clad with asphalt-composition shingles. A square brick chimney pierces the roofline east of the ridge near the house's north end.

Forest Glen Senior Center/Margaret Schweinhaut Senior Center (1972, 1981-1982 addition)

The Forest Glen Senior Center, now known as the Margaret Schweinhaut Senior Center, is located in the center section of the park, just north of the Capital Beltway and surrounded by asphalt parking lots. A 10,000 square foot addition was constructed to the east between 1981 and 1982. The senior center is a one-story, Shed-style building with an L-shaped plan, resting on a concrete slab foundation. The building is clad with vertical ribbed-metal siding and has multi-direction shed roofs clad in standing-seam metal. The two main entrances are located on the north façade and consist of paired metal-and-glass doors with electric openers and sidelights, sheltered by projecting metal-frame fabric awnings with round metal posts. Three-dimensional letters attached to the wall between the main entrances read "MARGARET SCHWEINHAUT SENIOR CITIZENS CENTER FOREST GLEN/MONTGOMERY COUNTY DEPARTMENT OF RECREATION." Secondary entrances are located on the other three elevations and consist of single or

paired metal-and-glass doors with sidelights and single or paired metal doors. Single-light, vinyl fixed-sash windows of various sizes are located on all four elevations, and a two-light vinyl-sash sliding window is located on the west elevation. Square plastic-and-glass light fixtures are also located on all elevations. The roof is pierced by several chimney vents enclosed by square wood boxes. An asphalt path, the Margaret Schweinhaut Senior Center Trail, loops around the south and east elevations of the building.

Argyle Recreation Center (1992)

The Argyle Recreation Center is located in Argyle Local Park and replaced the original recreation center building, which was destroyed by fire in 1989. Argyle Recreation Center is a one-story, Shed-style building with a T-shaped plan, resting on a concrete slab foundation. The building is clad in brick set in a running bond and synthetic stucco. The main entrance is located on the north façade and consists of a single metal-and-glass door with sidelight sheltered by a projecting roof supported by a brick post. Secondary entrances consist of single metal doors. Windows are enclosed by projecting metal screen boxes and are large, multi-pane, and metal fixed-sash. The steeply-sloped roof is clad in asphalt-composition shingles. The roof is pierced on the east slope by skylights and on the west slope by several small vents.

Recreation Structures

Within Argyle Local Park, northeast of the Argyle Recreation Center, are asphalt-paved tennis courts surrounded by a chain link fence. The courts were likely originally built circa 1924 by the Argyle Country Club and have since been renovated several times by M-NCPPC. The baseball/softball field, with chain link backstop, and large rectangular field within Argyle Local Park and the large lawn in South Four Corners Neighborhood Park were built between 1957 and 1963. Argyle Local Park's full-sized asphalt basketball court, with chain link fence along its north side, was built between 1964 and 1970. The large playgrounds in Argyle Local Park and South Four Corners Neighborhood Park were built between 1988 and 2002. They have wood, metal, and plastic equipment on mulch contained by a low wall of wooden railroad ties. Historic aerials show the playground in South Four Corners Neighborhood Park was expanded between 2002 and 2005.

Historic Context

The land currently occupied by Argyle Local Park, the Forest Glen Senior Center/Margaret Schweinhaut Senior Center, South Four Corners Neighborhood Park, and the Sligo Golf Course was originally developed as the Argyle Country Club. The Argyle Country Club was founded in 1923 in Washington, DC, by the merger of the Argyle Tennis Club and Brightwood Caddie's Association. One year later, the club leased land along Sligo Creek, bordered by Sligo Creek Parkway, Forest Glen Road, and Dallas Avenue in Silver Spring from the Argyle Land Company (Argyle Country Club, 2019). The club used an old farmhouse on the property as a clubhouse and constructed a nine-hole golf course and several tennis courts. In 1945, the club relocated to a former dairy farm in Silver Spring and sold the Sligo Creek property to the M-NCPPC, which established the public Sligo Golf Course on the site (Argyle Country Club, 2019). A portion of the property to the west was subdivided from the park circa 1950 to construct the Greater Washington Boys' and Girls' Club, Silver Spring Branch (M: 31-26) (Tamburrino 2000, 3).

By 1953, plans for the Capital Beltway were revealed showing that the new highway would run directly through the Sligo Golf Course, splitting the property into a large section to the south and a smaller section to the north (Hammerstadt 2005, 8-3). As a result, the property was re-designed starting in 1953; the golf course was rebuilt south of the Capital Beltway and the northern section re-developed into a separate park, which became Argyle Local Park (Hammerstedt 2005, 7-2). The tennis courts and golf course constructed by the country club remained in public use during the re-development. By 1957, a baseball field was constructed on the west section of the new park. The Argyle Recreation Center was built on the property sometime between 1957 and 1960, replacing the farmhouse/clubhouse used by the Argyle Country Club that burned in a fire, and a small Minimal Traditional building was built southeast of the recreation center between 1957 and 1963 (Historic Aerials, 2019; Hammerstadt 2005, 8-3; Washington Post 1960, F17). Historic aerials show a rugby field was painted on the grass area east of the baseball field sometime between 1957 and 1963 and removed by 1964. Construction of the Capital Beltway through the area of the Sligo Golf Course property began in 1960, and the highway opened to traffic in 1964, permanently separating the Sligo Golf Course from the north section of the property (Kozel, 2007).

The Forest Glen Senior Center and its associated parking lot were built in 1972. Forest Glen Senior Center was one of several senior centers operating in Montgomery County in the 1970s (Glickfield 1976, MD4). Between 1981 and 1982, the center received a 10,000 square foot addition. The center was later renamed in honor of Maryland State Delegate Margaret Schweinhaut (Montgomery Parks, 2019; Prager 1979, MD10).

The Argyle Recreation Building was destroyed by arson in 1989 and rebuilt in 1992 (Kaiman 1992, MD6). Two playgrounds were added between 1988 and 2002: one to the South Four Corners section near the Capital Beltway, and one adjoining the tennis courts along Forest Glen Road. The South Four Corners playground was expanded sometime between 2002 and 2005 (Historic Aerials, 2019).

As of 2019, Argyle Local Park, Forest Glen Senior Center, and South Four Corners Neighborhood Park are owned and operated by M-NCPPC, providing sports, recreational, and senior center amenities.

Eligibility Determination

Argyle Local Park was evaluated in accordance with the Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C as an example of a mid-twentieth-century local and neighborhood park. It was not evaluated for eligibility under Criterion D.

Argyle Local Park does not have a significant association with any important historical trends such as the environmental movement or local planning initiatives. The park was created using land separated from the Sligo Creek Golf Course by the planning and construction of the Capital Beltway in the 1950s and 1960s and is not associated with the planning or development of the surrounding neighborhoods. It is also not associated with the planning or development of the nearby Sligo Creek Parkway or the Capital Beltway. Therefore, Argyle Local Park is not eligible for the NRHP under Criterion A.

Research has not shown Argyle Local Park to be associated with events or persons that have made a significant contribution to history. Although currently named for her, the senior center does not have a

significant association with Maryland State Delegate Margaret Schweinhaut. Therefore, the park is not eligible for the NRHP under Criterion B.

Argyle Local Park is not the work of a master and is not the first example or one of the last intact examples of its type. The park is a common example of a local and neighborhood park. Furthermore, replacement of the Argyle Recreation Center in 1992 and the addition of new playgrounds between 1988 and 2002 has diminished the overall integrity of the park. The Forest Glen Senior Center no longer retains the integrity of its original design due to the substantial addition constructed between 1981 and 1982. Therefore, Argyle Local Park is not eligible for the NRHP under Criterion C.

The evaluated property encompasses 15.04 acres and is confined the north end of the current tax parcels, found on Montgomery County Tax Map JP32, Parcels P604 and P706 (2019), and bound to the south by the Capital Beltway.

References

Argyle Country Club. 2019. "Our Story." <https://www.argylecc.net/story>.

"Creative Crafts for Children." The Washington Post, July 31, 1960, F17. ProQuest.

Glickfield, Chreyl. "For Senior Citizens: Where to Go to Have a Good Time." The Washington Post, September 30, 1976, MD4. ProQuest.

Hammersted, Erin. "Sligo Creek Parkway." Determination of Eligibility Form M: 32-15, January 2005, on file at Maryland Historical Trust, Crownsville, MD.

Kaiman, Beth. "News Near You: Silver Spring." The Washington Post, June 18, 1992, MD6. ProQuest.

Kozel, Scott M. 2007. "Capital Beltway History." Roads to the Future. www.roadstothefuture.com/Capital_Beltway.html.

Leach, Sara Amy. "Sligo Creek Parkway." Determination of Eligibility Form M: 32-15/PG:62-25, January 2000, on file at Maryland Historical Trust, Crownsville, MD.

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

Montgomery County Recreation. 2019. "Margaret Schweinhaut Senior Center." Accessed April 26, 2019. <https://www.montgomerycountymd.gov/rec/facilities/seniorcenters/schweinhaut.html>.

NETROnline. 2019. "Historic Aerials." Accessed April 26, 2019. www.historicaerials.com.

Prager, Debbie. "Funds Approved for Two Senior Centers." The Washington Post, April 12, 1979, MD10. ProQuest.

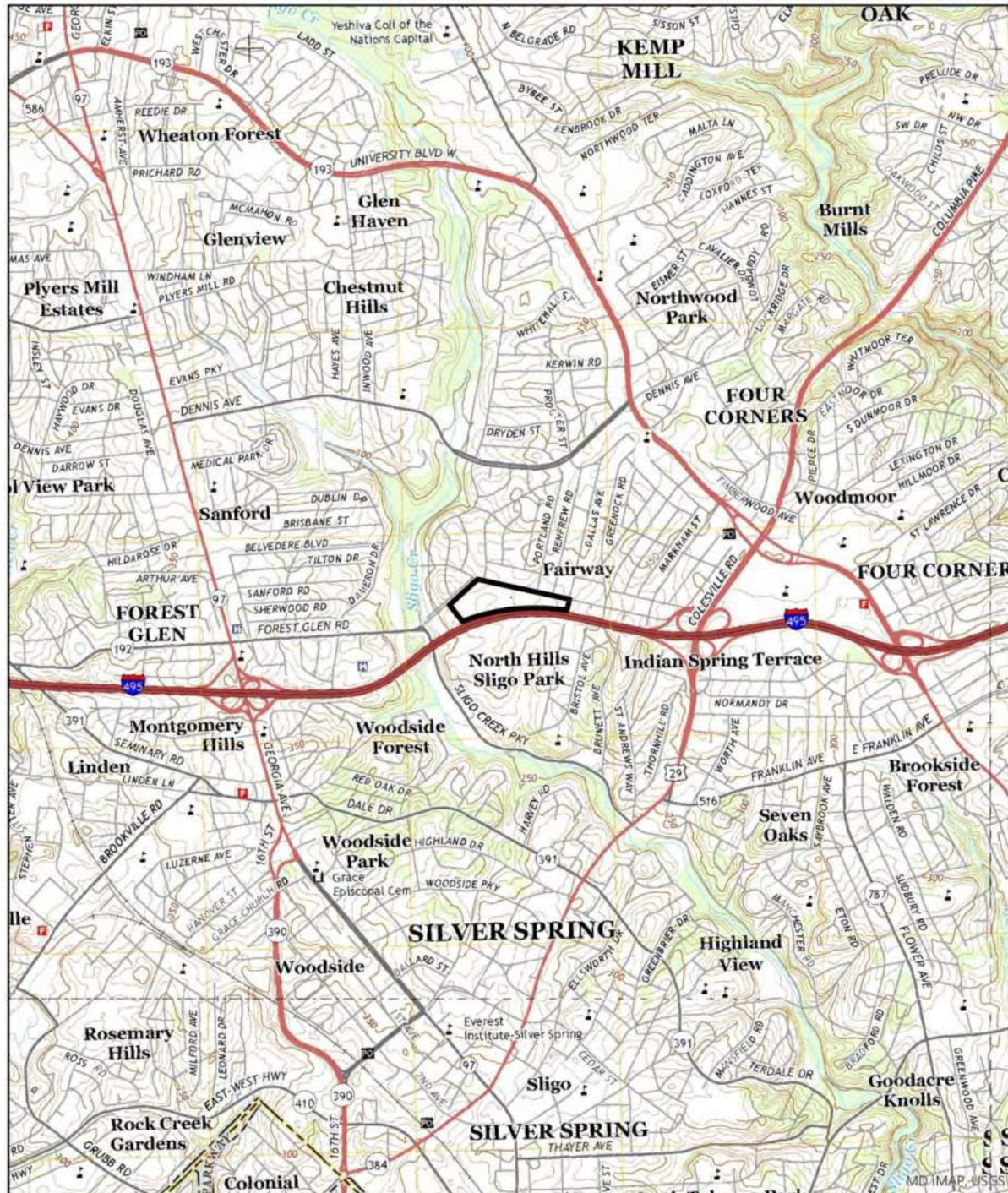
Tamburrino, Tim. "Greater Washington Boy's and Girl's Club, Silver Spring Branch." Determination of Eligibility Form M: 31-26, January 2000, on file at Maryland Historical Trust, Crownsville, MD.

Argyle Local Park

Location: 900, 1000, 1030 Forest Glen Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

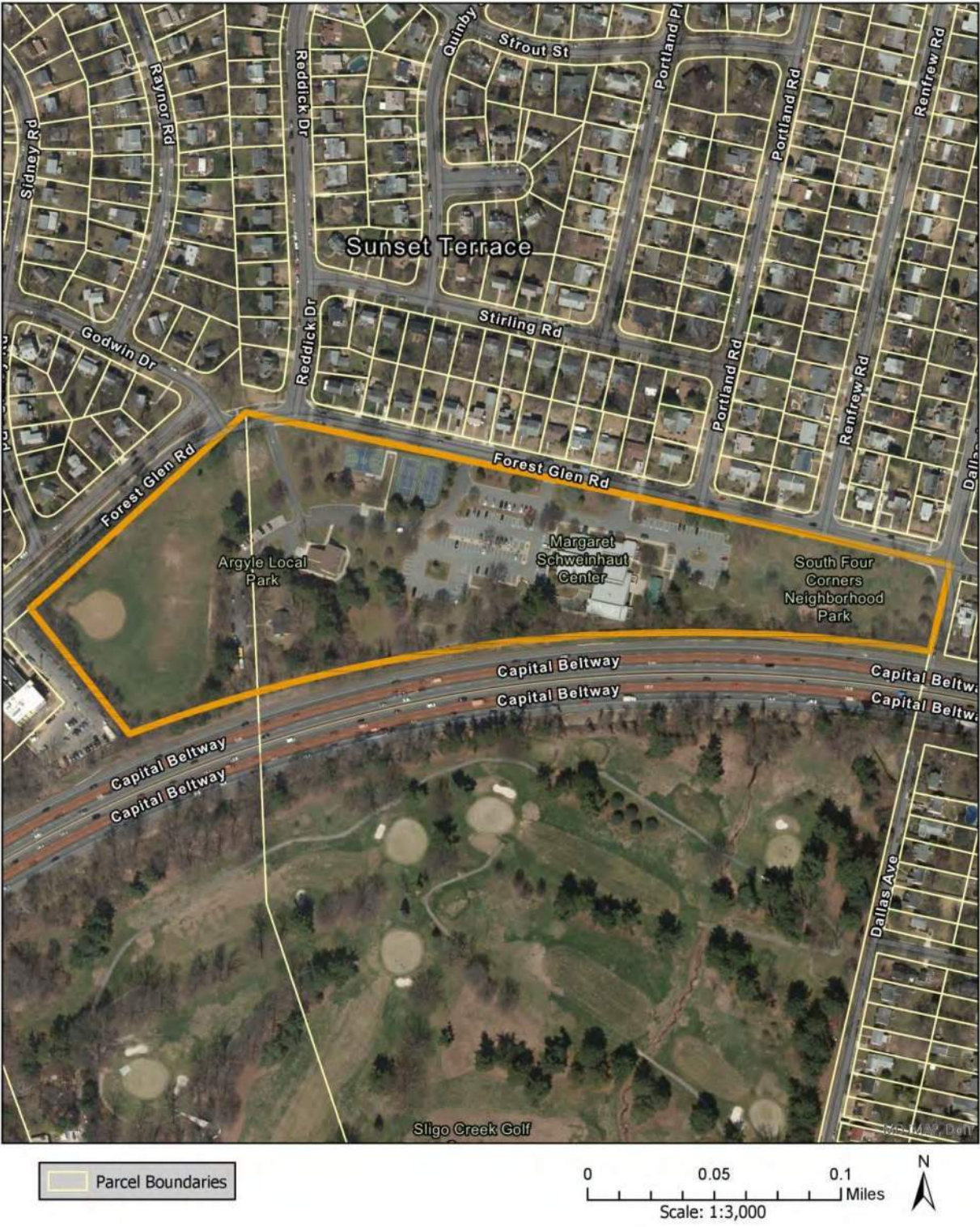
0 0.5 1 Miles
Scale: 1:24,000

Argyle Local Park

Location: 900, 1000, 1030 Forest Glen Road

Montgomery County

City: Silver Spring





Silver Spring YMCA Youth Services, facade and north elevation, looking southeast.



Forest Glen Senior Center/Margaret Schweinhaut Senior Center, facade, looking south.



Forest Glen/Margaret Schweinhaut Senior Center, west elevation, looking east.



Forest Glen/Margaret Schweinhaut Senior Center, east elevation, looking southwest.



Argyle Recreation Center, facade, looking south.



Argyle Local Park, playground, basketball court, and tennis courts, looking northeast.



Argyle Local Park, baseball/softball field and large sports field, looking southwest.



South Four Corners Neighborhood Park, playground, looking southeast.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Melissa Butler**

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

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

File Format: **M: 32-37_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Silver Spring YMCA Youth Services, facade and north elevation, looking southeast.

02.tif

Forest Glen Senior Center/Margaret Schweinhaut Senior Center, facade, looking south.

03.tif

Forest Glen/Margaret Schweinhaut Senior Center, west elevation, looking east.

04.tif

Forest Glen/Margaret Schweinhaut Senior Center, east elevation, looking southwest.

05.tif

Argyle Recreation Center, facade, looking south.

06.tif

Argyle Local Park, playground, basketball court, and tennis courts, looking northeast.

07.tif

Argyle Local Park, baseball/softball field and large sports field, looking southwest.

08.tif

South Four Corners Neighborhood Park, playground, looking southeast.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Arrowood

Inventory Number: M: 35-196

Address: East of I-495, South of Bradley Blvd, North of Arrowood Road

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP31

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

Agency: MDOT SHA

Agency Prepared By: 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:

The planned residential development known as Arrowood is bounded by I-495 on the northwest, Bradley Boulevard and Redwood Avenue on the northeast, and Arrowood Road on the south. The primary street of Arrowood is Kittery Lane, with a small cul-de-sac, Kittery Court, branching off to the southeast from Kittery Lane. One property is located on Arrowood Road (7323 Arrowood Road) and the houses on the southwest side of Bradley Boulevard between

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:

Redwood Avenue and I-495 are also included in the survey area. Arrowood contains 34 dwellings, the majority of which were built between 1962 and 1972 and are situated on 0.5-acre lots with grassy lawns, bushes, and mature trees. Most houses have attached two-car garages with paved driveways, some of which are semi-circular. The neighborhood does not have sidewalks, but many of the properties have brick, stone, or concrete walks leading from the main entrance to the road or driveway. Secondary resources include swimming pools.

Description:

First platted in 1961, Arrowood is a development of 34 single-family dwellings, the majority (27) of which were built between 1962 and 1972. Of the remaining seven houses, five were built between 1979 and 1989, and two were built in 1997 and 2000 that replaced 1960s houses (Montgomery County Plat Book [MCPB] 69, 6466; MCPB 69, 6529).

Houses in Arrowood are predominately Colonial Revival; those built by the developer prior to 1973 consist of six Colonial Revival models and one Contemporary model. Along Bradley Boulevard, houses were built between 1965 and 1989 in a variety of styles including one Contemporary model, one Tudor Revival model and several Colonial Revival homes similar to those along Kittery Lane. The Colonial Revival-style models include: two-story massed with a side-gabled roof (some with full-height porches); one-and-a-half-story with a side-gabled roof and dormers; two-story massed with a hipped roof; one-and-a-half-story with a side-gambrel roof; split level; and one-and-a-half-story with a mansard roof. The houses in Arrowood are between four and seven bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature sections of stone veneer or wood siding.

The majority of houses in Arrowood have symmetrical facades with centered primary entrances featuring single- or double-leaf doors. Doors vary between wood paneled, half-glazed wood, wood with decorative lights, fully glazed, and metal or fiberglass replacements. Windows are typically double-hung sash wood windows with divided lights, most commonly twelve-over-twelve on the first floor and eight-over-eight on the upper levels. Some one-over-one double-hung-sash vinyl replacements are present. Replacement doors are more common than replacement windows. A notable example of both replacement windows and doors is at 1 Kittery Court. Most houses were built with attached two-car garages, but additions to the side or rear of houses are common, such as the two-bay, hipped-roof garage addition at 9112 Kittery Lane and the rear two-story addition at 9110 Kittery Lane.

The only Contemporary-style model in Arrowood (7316 Bradley Boulevard) is a one-story, five-bay, stone and brick-veneered house. Not long after its construction, the house was advertised as an "unusual custom stone and brick contemporary" that "must be seen to be appreciated" (The Washington Post 1967, C42).

According to state tax data, 9116 and 9120 Kittery Lane were built in 2000 and 1997, respectively, replacing 1960s-era houses. The original house at 9116 Kittery Lane was a Mansard-roofed, one-and-a-half-story dwelling, looking much like the house that still stands at 9126 Kittery Lane (The Washington Post 1971, E19). The houses at 9116 and 9120 Kittery Lane are both infill at a much larger scale than the adjacent 1960s houses.

Historic Context:

In 1913, land north of what was to become the Arrowood subdivision was purchased for the development of the Montgomery Country Club (Bethesda Country Club 2018). In 1922-1923, the Burning Tree Club (M: 35-121) began as a men's-only private golf course immediately south of what would become Arrowood (KCI Technologies, Inc. 2000). By the time the Capital Beltway (I-495) was built between 1955 and 1964, Bethesda was rapidly suburbanizing, with homeowners eager to buy a home with more space but conveniently located to their jobs and the city of Washington, D.C. (Manning et al. 2018, B-4). Arrowood was ideally situated next to I-495.

Land was conveyed from Gabriella Placht to Spotswood I. Quinby Inc., and Arrowood was first platted in 1961 (Montgomery County Deed Book [MCDB] 2888, 111; MCPB 69, 6466). The remainder of Kittery Lane and Bradley Boulevard from the surveyed area was platted in 1964 when Jack A. Pappadeas and REB, Inc. conveyed land to Spotswood I. Quinby (MCDB 3222, 448; 3266, 609; MCPB 77, 7656). The plats also note that parts of Arrowood were resubdivisions of land previously surveyed as the Kefauver and Haney Tracts of Bradley Hills. Quinby was a residential builder in the Montgomery County area from the 1940s through the 1960s (The Washington Post 1981, C5).

The platting and development of Arrowood did not include any amenities like community centers or recreational facilities, as it is a fairly small development of 34 lots, and it is located very near the Burning Tree Club and also near the Montgomery Country Club (now the Bethesda Country Club) (The Washington Post 1977, 57). Historic newspaper research indicates that Arrowood was known for high quality, large homes sited on wooded, landscaped 0.5-acre lots. Advertisements stated that houses in Arrowood were "designed and built for the discriminating buyer" (The Evening Star 1963, C-14) and emphasized the Colonial Revival style, large interiors, wooded lots, high quality materials, and "close-in" suburban location (The Evening Star 1966, E-24; The Washington Post 1965, E4).

In 1974, two houses in Arrowood were purchased by foreign governments, that of Japan and Sierra Leone (MCDB 4543, 263; MCDB 4510, 776). Although their exact function is unknown, they retain foreign ownership today and are perhaps used as overflow space from embassies located downtown in Washington, D.C.

Evaluation:

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

Arrowood is a planned residential development constructed during the Suburban Diversification Period (Manning et al. 2018, B-1). The development did not introduce influential design innovations, has no significant associations with local or regional residential development and planning or demographic changes, and is not known to be associated with other events that have made a significant contribution to the broad patterns of history. Therefore, Arrowood is not eligible under Criterion A.

The developer of Arrowood, Spotswood I. Quinby, was active in the Montgomery County-area as a builder and later as a real estate salesman, but no notable or influential projects were identified during archival research. Therefore, Arrowood is not eligible under Criterion B.

As a planned residential development, Arrowood is not the first example, nor is it the last intact example. Planned residential developments with Colonial Revival-style houses are prevalent in the Maryland suburbs, and Arrowood demonstrates none of the housing innovations that appeared during the Suburban Diversification Period. The development's Colonial Revival forms include standard features typical of the period and demonstrate no distinctive stylistic details. Modifications to the dwellings over time, such as additions, replacement windows and doors, as well as the two tear-downs with new construction, have diminished the historic integrity of design and materials throughout the development. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The resource, encompassing approximately 23 acres, is bounded by I-495 on the northwest, Bradley Boulevard and Redwood Avenue on the northeast, and Arrowood Road on the south and is found on Montgomery County Tax Map GP31 (2018).

References:

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

The Evening Star. 1963. Advertisement for Arrowood, Bethesda's Most Talked About New Community of Colonial Homes: 9105 Kittery Lane. September 13, 1963, C-14.

The Evening Star. 1966. Advertisement for 9118 Kittery Lane, Arrowood. January 23, 1966, E-24.

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

KCI Technologies, Inc. 2000. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Burning Tree Club (M: 35-121). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum 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 15, 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 November 15, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

United States Geological Survey (USGS). 1957 Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed November 2018. <http://historicalmaps.arcgis.com/usgs/index.html>

---1965 Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed November 2018. <http://historicalmaps.arcgis.com/usgs/index.html>

The Washington Post. 1965. Advertisement for 9106 Kittery Lane, Arrowood. October 30, 1965, E4.

--- 1967. Advertisement for 7316 Bradley Boulevard. February 19, 1967, C42.

--- 1971. Advertisement for 9116 Kittery Lane, Arrowood. April 17, 1971, E19.

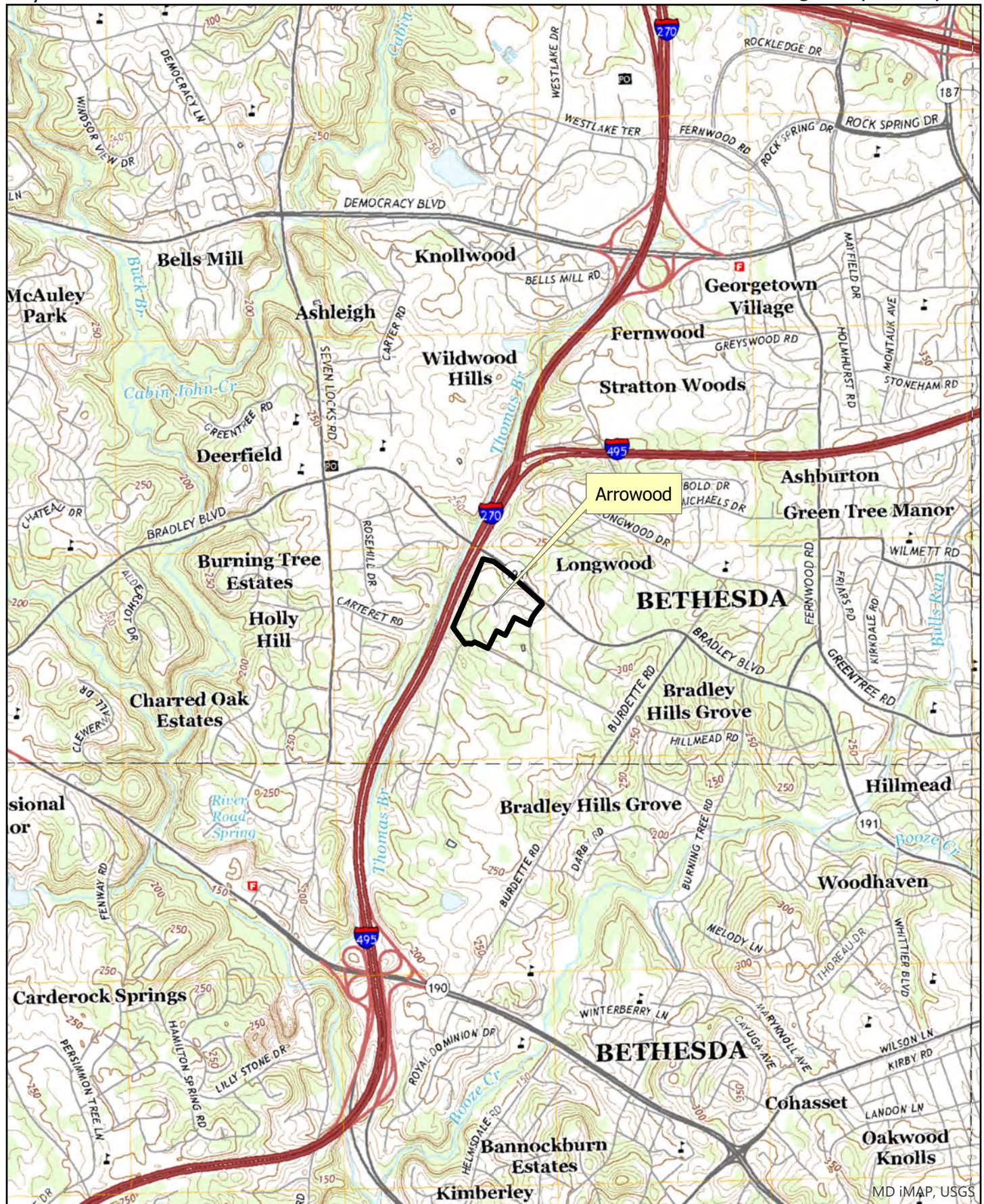
---1977. Advertisement for Bethesda-Arrowood Estate Area, Near Burning Tree Club. July 10, 1977, 57.

--- 1981. Obituary for Spotswood I. Quinby, Ex-Builder and Salesman. April 7, 1981, C5.

Arrowood

Location: East of I-495, South of Bradley Blvd, North of Arrowood Road
City: Bethesda

MIHP#: M: 35-196
Montgomery County



Arrowood

Location: East of I-495, South of Bradley Blvd, North of Arrowood Road
City: Bethesda

MIHP#: M: 35-196
Montgomery County



0 0.05 0.1 Miles
Scale: 1:3,000

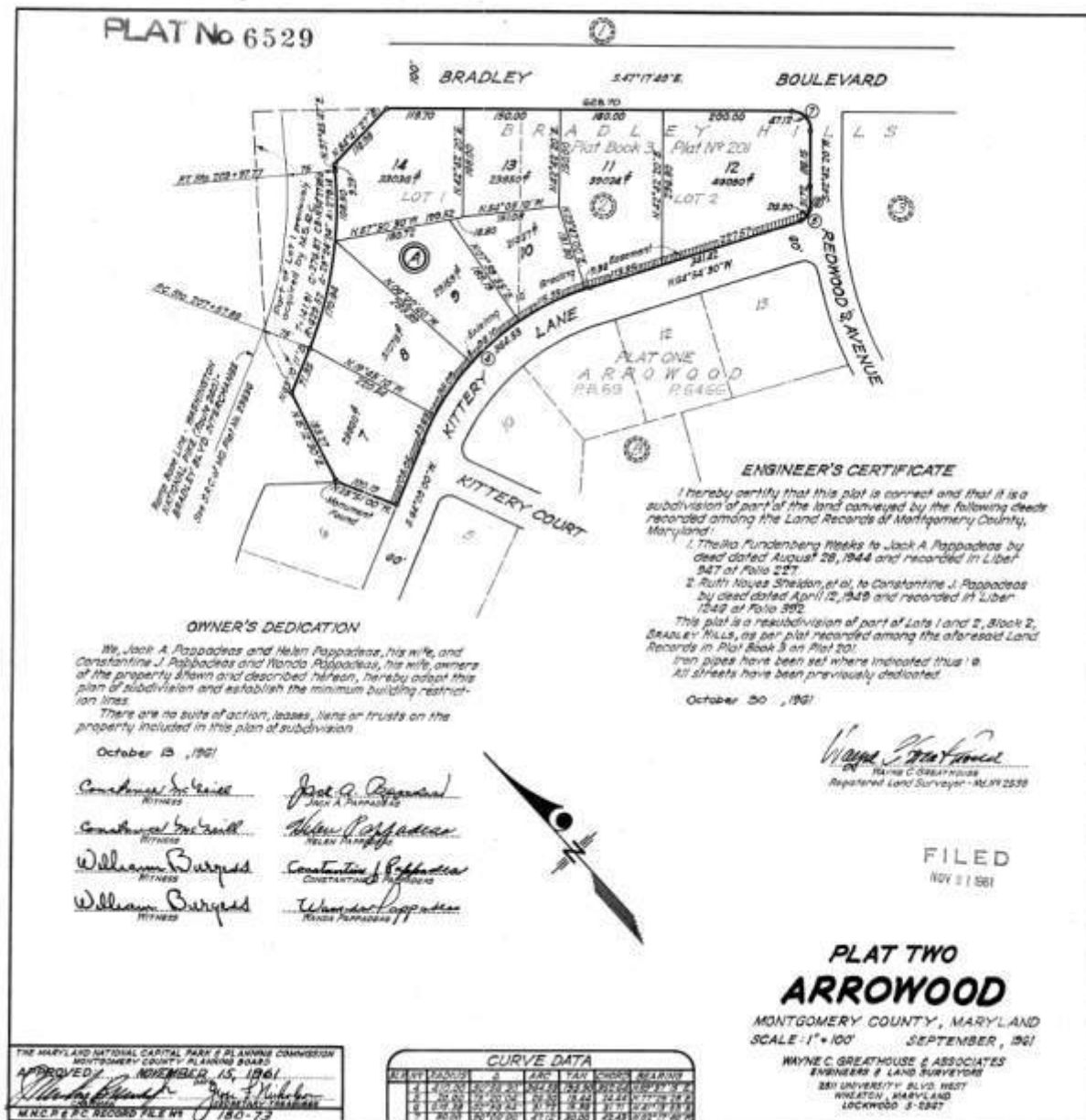


Arrowood (M: 35-196)

9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only)
Bethesda, Montgomery County, Maryland



Arrowood (M: 35-196)
 9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only)
 Bethesda, Montgomery County, Maryland



1961 Plat Two of Subdivision of Arrowood (MCP 6529).

Arrowood (M: 35-196)
9100-9129 Kittery Lane, 1, 2, 5, 6 Kittery Court, 7312-7404 Bradley Boulevard (evens only)
Bethesda, Montgomery County, Maryland



1964 Plat Three of Subdivision of Arrowood (MCP 7656).

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 35-196

Name Arrowwood
Continuation Sheet

Number Photos Page 1



Photo 1 of 6: View of 9108-9110 Kittery Lane, looking north, from 9102 Kittery Lane.



Photo 2 of 6: 9104 Kittery Lane, east elevation.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 35-196

Name Arrowwood
Continuation Sheet

Number Photos Page 2



Photo 3 of 6: 6 Kittery Court, northeast elevation.



Photo 4 of 6: 7312 Bradley Boulevard, north oblique.

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

Inventory No M: 35-196

Name Arrowwood
Continuation Sheet

Number Photos Page 3



Photo 5 of 6: 7316 Bradley Boulevard, northeast elevation.



Photo 6 of 6: 7320 Bradley Boulevard, northeast elevation.

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

Inventory No M: 35-196

Name Arrowood
Continuation Sheet

Number Photos Page 4

PHOTO LOG

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

Photographs inserted on continuation sheets.

Photo 1 of 6:
View of 9108-9110 Kittery Lane, looking north, from 9102 Kittery Lane
M; 35-196_2018-10-02_01.tif

Photo 2 of 6:
9104 Kittery Lane, east elevation.
M; 35-196_2018-10-02_02.tif

Photo 3 of 6:
6 Kittery Court, northeast elevation.
M; 35-196_2018-10-02_03.tif

Photo 4 of 6:
7312 Bradley Boulevard, north oblique.
M; 35-196_2018-10-02_04.tif

Photo 5 of 6:
7316 Bradley Boulevard, northeast elevation.
M; 35-196_2018-10-02_05.tif

Photo 6 of 6:
7320 Bradley Boulevard, northeast elevation.
M; 35-196_2018-10-02_06.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Ashburton

Inventory Number: M: 30-44

Address: West of Old Georgetown Road and North and South of I-495 **Historic District:** Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP52, GP62, GP63

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:

Ashburton is a planned residential neighborhood straddling the north and south sides of I-495 between its connection with I-270 and the I-270 Spur in Bethesda. It is bounded by Old Georgetown Road to the east, the Wyngate, Tuscolum, and Academy Woods subdivisions to the south, the Fernwood, Georgetown Village, and Marymount subdivisions to the west, and the Marymount subdivision and Bells Mill Road to the north. The Ashburton neighborhood has

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:

approximately 650 single-family residential dwellings and is divided into two sections containing an estimated 96.7 acres to the north of I-495 and 79.3 acres to the south. Residential lots are between 0.14 and 0.39 acres containing single-family dwellings with modest setbacks. Individual lots are relatively flat and landscaped with grassy lawns, ornamental plantings, few trees, and some fenced-in yards. Secondary buildings are not common but include small storage sheds and detached garages. The streets are 60 feet wide and flanked by curbs and sidewalks throughout much of the neighborhood, although a few areas that developed later at the fringes of the development do not have sidewalks.

Description:

Ashburton contains single-family dwellings primarily constructed between 1956 and 1963, with at least a dozen houses constructed post-1995 replacing older ones. Current tax records indicate that these houses range from approximately 1,800 to 5,400 square feet of finished living space. Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Modern Colonial, Garrison Colonial, and Cape Cod subforms), Ranch, Split-Level, and Split-Foyer forms. Some of the original houses include features of the Contemporary and Storybook styles, while more recently constructed or heavily modified dwellings depict Millennium Mansion and New Traditional styles (McAlester 2013, 707-750). As houses in this neighborhood were erected by a number of different builders that purchased a series of lots, clusters of similar house models and styles appear in scattered groupings throughout various sections.

Dwellings in Ashburton are between one and two-and-a-half stories tall and three to six bays wide. Many houses are clad in brick, but some include a mix of materials such as a stone veneer, stucco, weatherboard, Masonite, aluminum, vinyl, or T1-11 siding. Rooflines vary to include side-gabled, front-gabled, or hipped roofs, and also combinations of these types. Roofs are predominantly sheathed in asphalt shingles, though some recently constructed dwellings feature small sections covered by standing-seam metal. Most dwellings feature at least one brick chimney that is either centrally located or set along a side or rear elevation. Most of the Cape Cod-type houses feature two gabled dormers at the façade, while some other Colonial Revival-style dwellings feature a three-bay, shed-roofed dormer across the primary elevation. Gabled, hipped, and shed-roofed dormers have been added to other houses in the neighborhood over time, often at the rear elevation.

Primary entrances to dwellings in Ashburton are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Roughly a dozen houses along either side of Bulls Run Parkway feature this centrally located main entrance and a secondary entrance positioned close to the driveway on the side elevation. Many of these doors appear to be original, while window types in the neighborhood vary greatly and are overwhelmingly filled with replacement units. Where present, original units include double-hung, two-over-two

(horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture windows; groupings of fixed, wood-framed lights; paired, sliding, metal-framed sashes; or multi-light, metal-framed, bay windows. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters, particularly those houses with Colonial Revival styling. One- and two-car garages or carports were incorporated into the original design of many houses in this development; however, an equal number of houses were built without them but feature off-street parking space to one side of the façade. The few detached garages observed during the survey likely date from the original construction period (6116 Lone Oak Drive).

Additions and modifications to the houses are common in Ashburton. Many houses have been modified through the enclosure of carports or conversion of attached garages into living space, while others have enlarged front porches or entrances (9715 De Paul Drive and 9829 Singleton Drive). Several houses feature additions at the rear elevation or have been expanded vertically with an additional full or half story on the façade (6109 Lone Oak Drive and 6214 Rockhurst Road). More than a dozen houses scattered throughout the development have been constructed since 1995 in architectural forms and styles that are not in keeping with the character of the neighborhood. Over time, in-ground swimming pools have been added to some back yards in the neighborhood, while other modest alterations have been commonly made to front yards, including newly constructed terrace walls, planting beds, and driveways.

Historic Context:

Located roughly 2.3 miles northwest of downtown Bethesda, land within the Ashburton subdivision was part of a 213-acre farm sold to the Kaufman-Goldnamer Company in 1939, developers of the Wyngate subdivision between 1939 and 1947 (Montgomery County Deed Book [MCDB] CKW 728, 444). In 1955, the Kaufman Company gained full control of the property and sold it to real-estate developers, H. Max Ammerman and the Bancroft Construction Corporation, who promptly created the residential neighborhood of Ashburton from the remaining acreage (MCDB CKW 2157, 434).

The Bancroft Construction Corporation, led by brothers Marvin and Herschel Blumberg, got its start in 1948 building single-family tract houses. The Blumberg brothers and Bancroft construction were involved in the development of many residential neighborhoods, including Bancroft Park, Sherwood Forest Manor, Rock Creek Palisades, and the award-winning Rock Creek Woods (M: 31-37). A smaller-scale development with 78 single-family dwellings, Rock Creek Woods was designed in collaboration with architect Charles M. Goodman and acknowledged by McCall's magazine and its Congress for Better Living in 1958 for outstanding new houses that catered to a modern lifestyle (The Washington Post 1958a, B4).

Like Bancroft Construction and the Blumberg brothers, H. Max Ammerman was involved in many other real estate developments in the D.C. region. At the time of his death in 1988, he

was acknowledged for the pivotal role he had in creating suburban malls, including Tysons Corner shopping center in Virginia and Montgomery County's Wheaton Plaza (Barnes 1988, D7).

In Ashburton, Ammerman and the Blumbergs took a collaborative approach to development, selling groupings of lots to various homebuilding companies and marketing the neighborhood's resulting architectural diversity of form and style as a desirable alternative to the monotony that typically plagued such suburban communities (The Washington Post 1957, E52).

Largely platted between December 1955 and January 1957, Ashburton continued residential development patterns established by surrounding neighborhoods, tying into and extending several pre-existing streets. In December 1959 and March 1961, Ammerman and the Blumbergs subdivided the remaining land at the north end of the property. In the southern section, land at the western end of Earlham and Hollins Drive was platted in September 1961 by a different company, Sheraton Developers, which created roughly 30 lots, constructed two basic variations of Contemporary-style houses, and established landscaped islands in the cul-de-sacs.

Ashburton is typical of many planned neighborhoods as it did not include any communally owned amenities like parks or recreational areas. The 8.2-acre parcel currently occupied by Ashburton Elementary School at 6314 Lone Oak Drive appears to have been set aside for a public school. The Montgomery County School Board agreed to purchase the property from the Bancroft Corporation in 1956, but the property was not platted as part of the Ashburton subdivision (The Evening Star 1956, A-16). Advertisements printed between 1956 and 1960 regularly touted the development's proximity to public schools, numerous churches, shopping centers, and country clubs, but land platted in association with the neighborhood was regulated to single-family residential lots with two lots reserved for storm drainage near the area that became I-495. Archival research indicates that no architectural covenants or restrictions beyond building setbacks were placed on lots within the neighborhood.

Aerial images indicate that all lots within the subdivision were filled by April 1963, reflecting the success of the developers' strategy, the area's significant population growth, and the desire for new suburban houses near the recently completed Capital Beltway (I-495) (United States Department of Agriculture, 1963).

Evaluation:

Ashburton was evaluated as a planned residential neighborhood in the Modern Period (1930-1960) and the Suburban Diversification Period (1961-1980) in accordance with Maryland's "Suburban Historic Context and Survey Methodology" and "Suburbanization Historic Context Addendum" with respect to National Register of Historic Places Criteria A, B, and C.

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

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

Ashburton is a modest and basic example of a planned residential neighborhood, with lots created by a developer and little to no constraints on the architecture that emerged within its boundaries. The subdivision demonstrates none of the innovations in residential developments that appeared following World War II in Montgomery County. As such, it is not a good example of a planned residential neighborhood from this era. The development's Two-Story Massed, Cape Cod, Ranch, Split-Level, and Split-Foyer forms include standard features typical of the period and common stylistic details. As a whole, this group of houses does not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Ashburton is not a good example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values as a collective development, the property is not eligible under Criterion C. Ashburton was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for this resource is divided into two sections totaling 176 acres. The northern half encompasses 96.7 acres and is roughly defined by Old Georgetown Road on the east; I-495 on the south; the Georgetown Village and Marymount subdivisions and Ashburton Elementary School on the west; and the Marymount subdivision and Bell Mills Road on the north. The southern half contains 79.3 acres and is roughly bounded by Old Georgetown Road on the east, I-495 on the north; and the Academy Woods, Tusculum, Fernwood, and Wyngate subdivisions on the west and south sides. The Ashburton development includes multiple parcels found on Montgomery County Tax Maps GP52, GP62, and GP63 (2018).

References

Barnes, Bart. 1988. "H. Max Ammerman Dies; Developed Suburban Malls." November 1, 1988, D7.

The Evening Star. 1956. "County Board Will Pay Record School Site Price." February 28, 1956, A-16.

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

Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. 2018. "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)." Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

McAlester, Virginia Savage. 2013. A Field Guide to American Houses. Revised and Expanded from the Original Edition written by Virginia and Le McAlester. New York: Alfred A. Knopf.

Montgomery County Deed Book. Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed December 12, 2018. <http://www.mdlandrec.net/>

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed December 12, 2018.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed December 12, 2018.
http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

United States Department of Agriculture. 1963. 1VAQW00050066, Aerial Photography Single Frames Record Collection. <https://earthexplorer.usgs.gov/>.

The Washington Post. 1957. "Harmonious Variety Achieved in Ashburton by Many Builders." September 7, 1957, E52.

---- 1958a. "Two Area Builders Cited for Outstanding Homes." October 11, 1958, B4.

---- 1958b. "Community in the Making: Pre-Planned Ashburton Keeps to Its Timetable." May 24, 1958, C1.

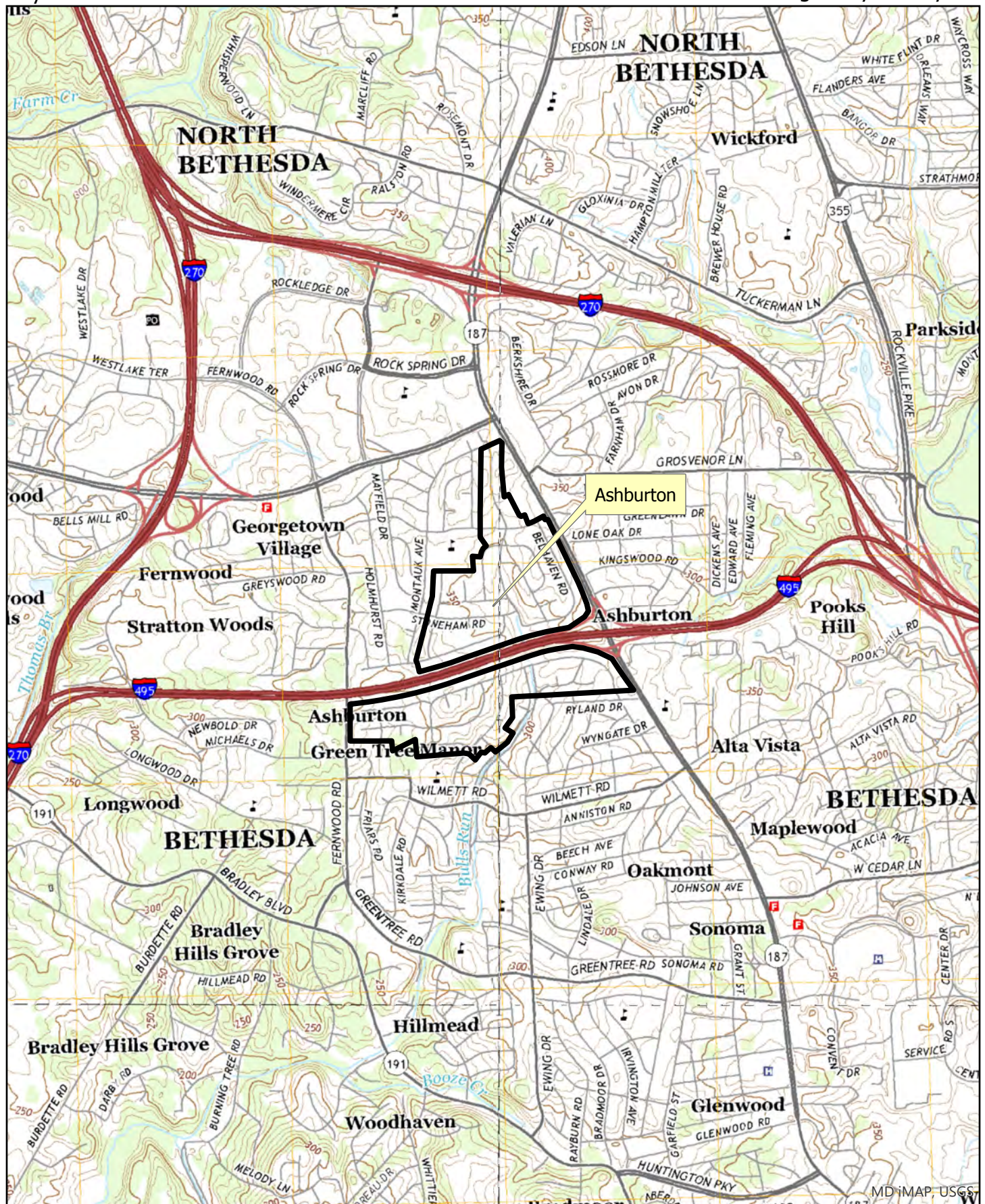
Ashburton

Location: West of Old Georgetown Road and North and South of I-495

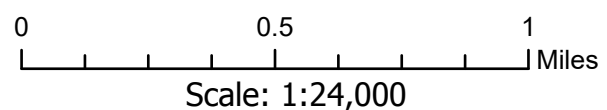
City: Bethesda

MIHP#: M: 30-44

Montgomery County



USGS 7.5' Quadrangle - Kensington



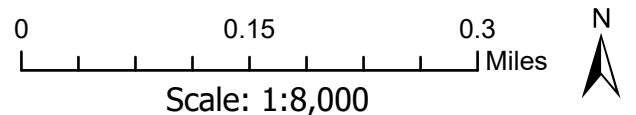
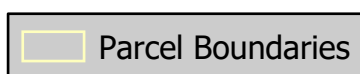
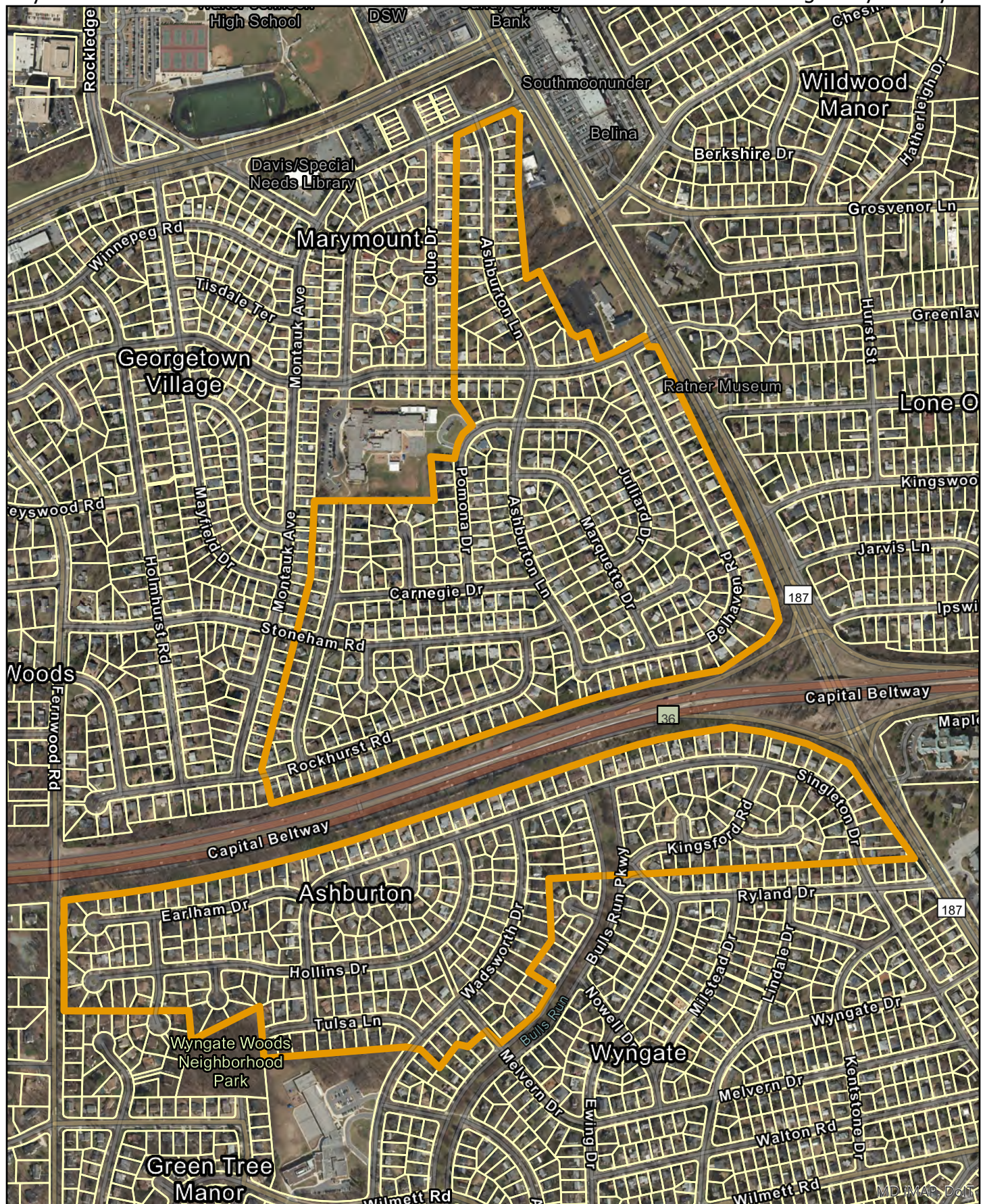
Ashburton

Location: West of Old Georgetown Road and North and South of I-495

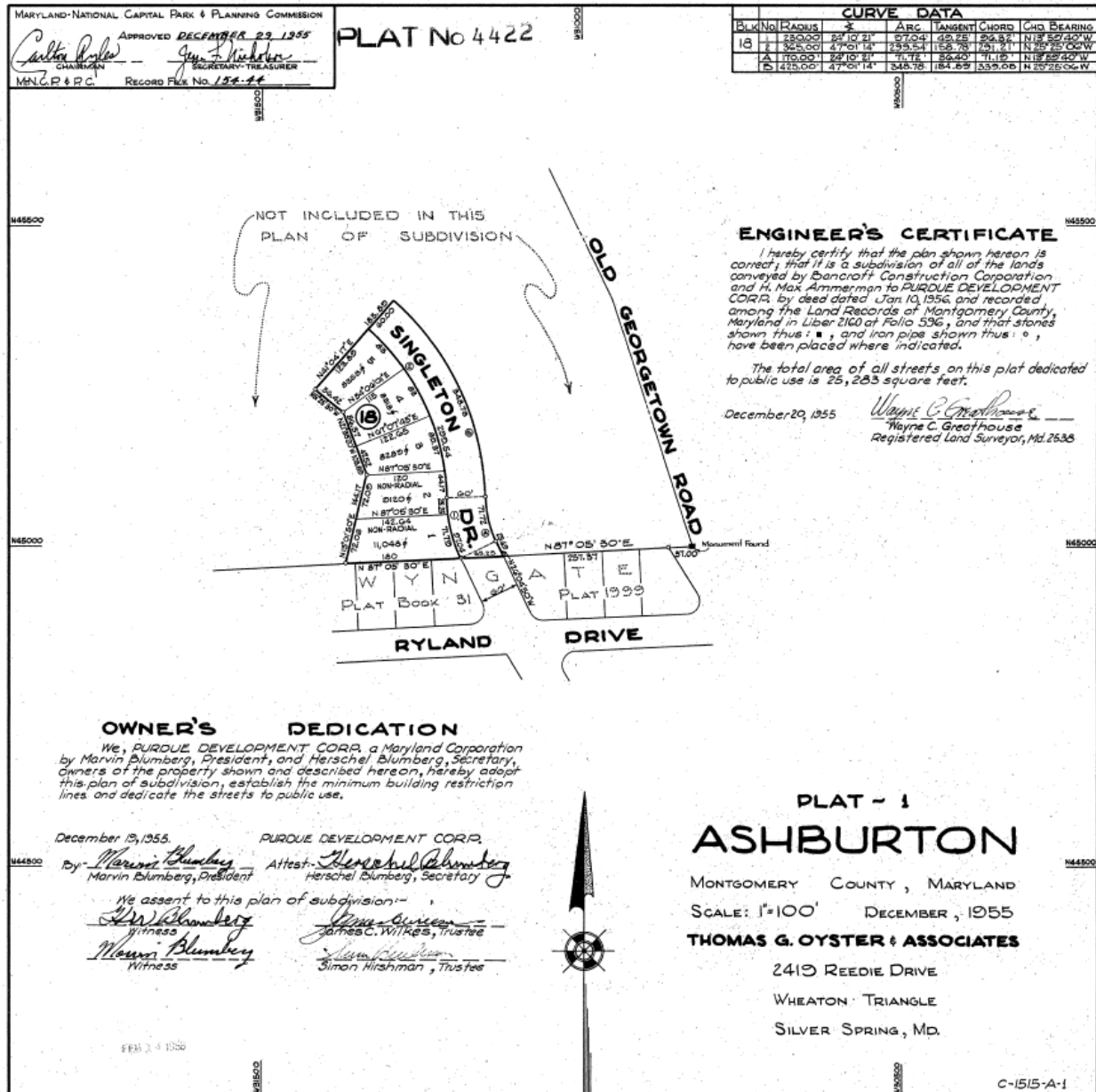
City: Bethesda

MIHP#: M: 30-44

Montgomery County

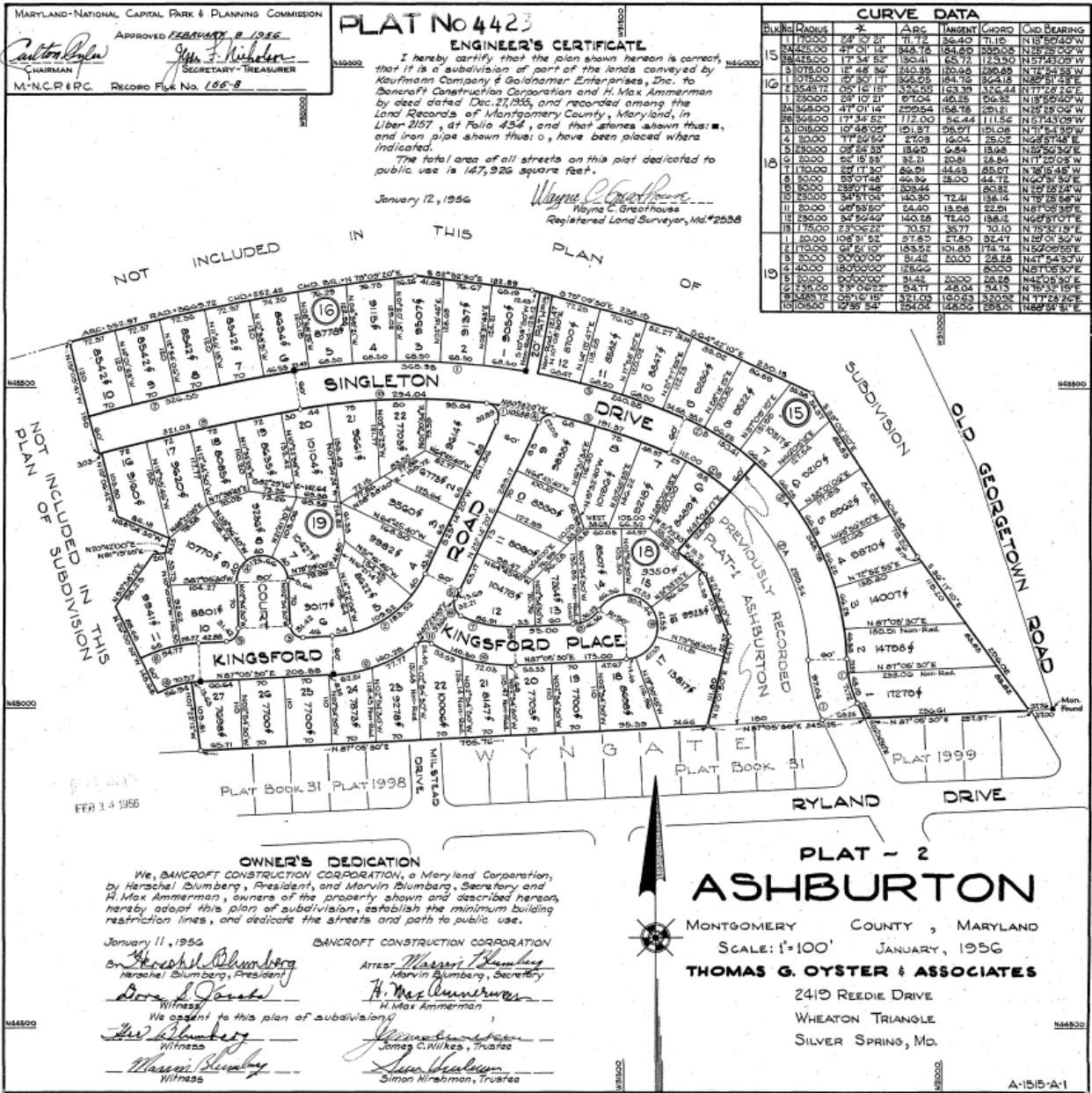


**Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr,
Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham
Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct,
Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln,
Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland**

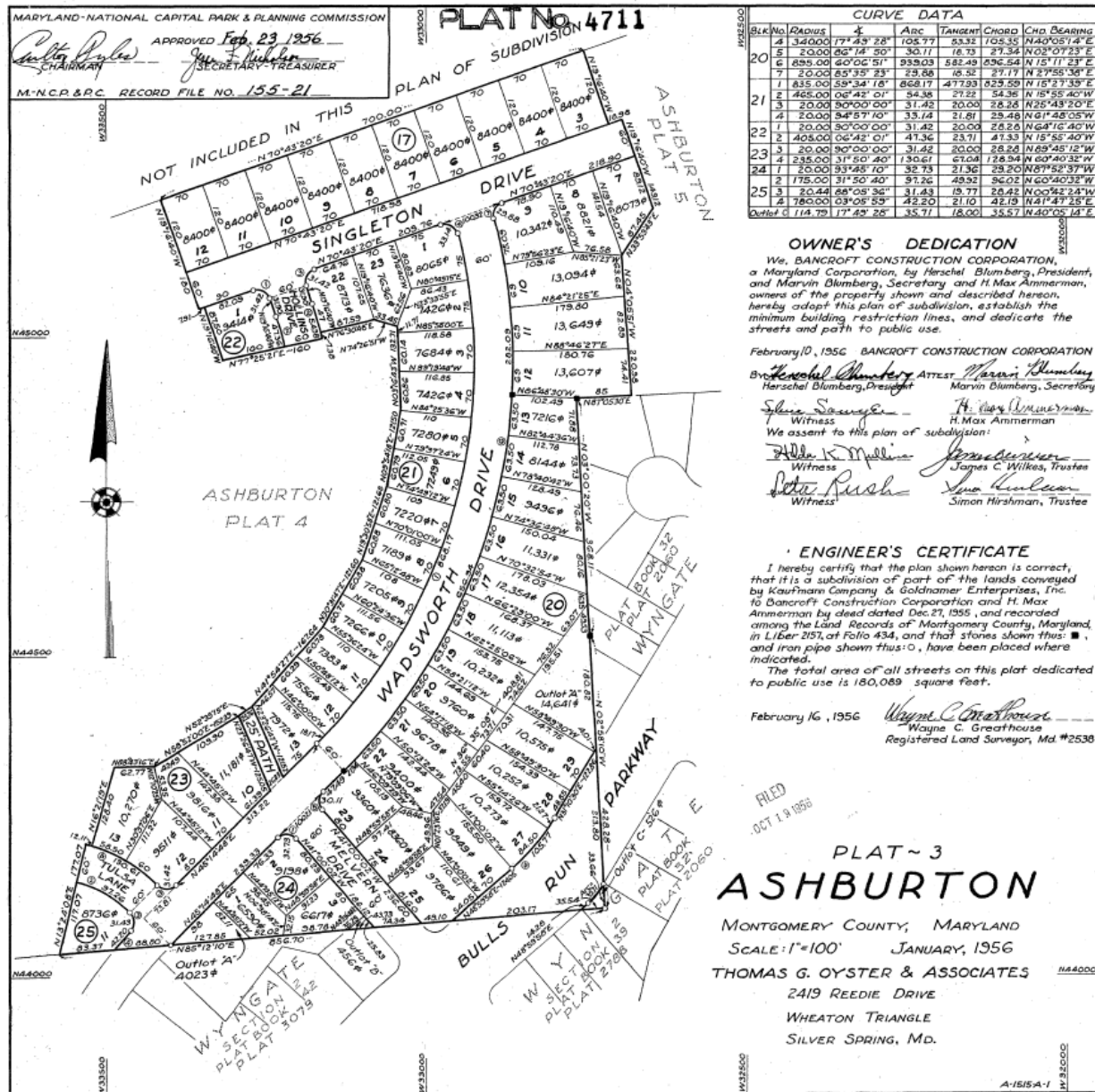


Blumbergs' Purdue Development Corporation December 1955 Plat 1 of Ashburton
(Montgomery County Plats [MCP] 4422).

Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland



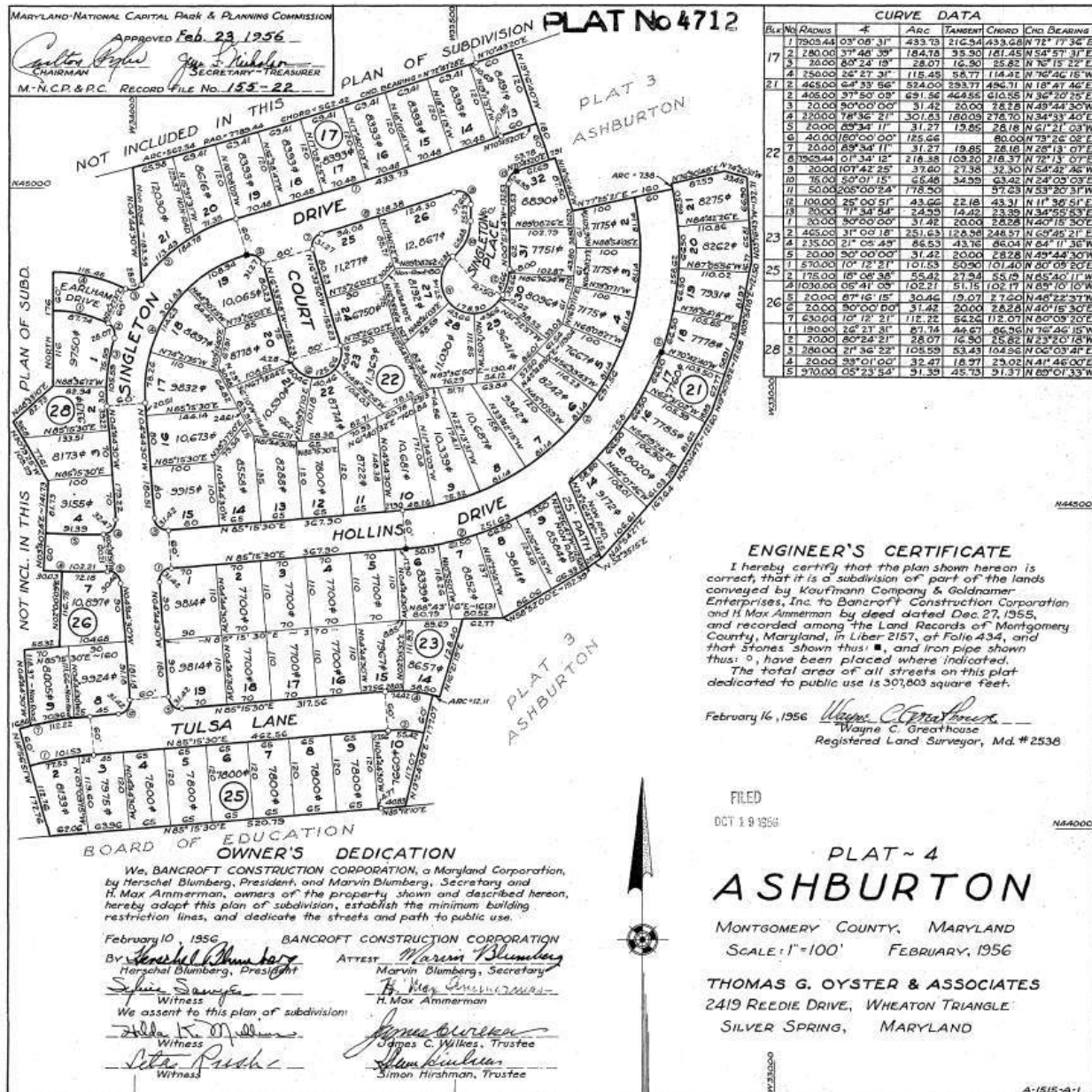
**Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr,
Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham
Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct,
Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln,
Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland**



Ammerman and Blumbergs' Bancroft Construction Corporation January 1956 Plat 3 of Ashburton (MCP 4711).

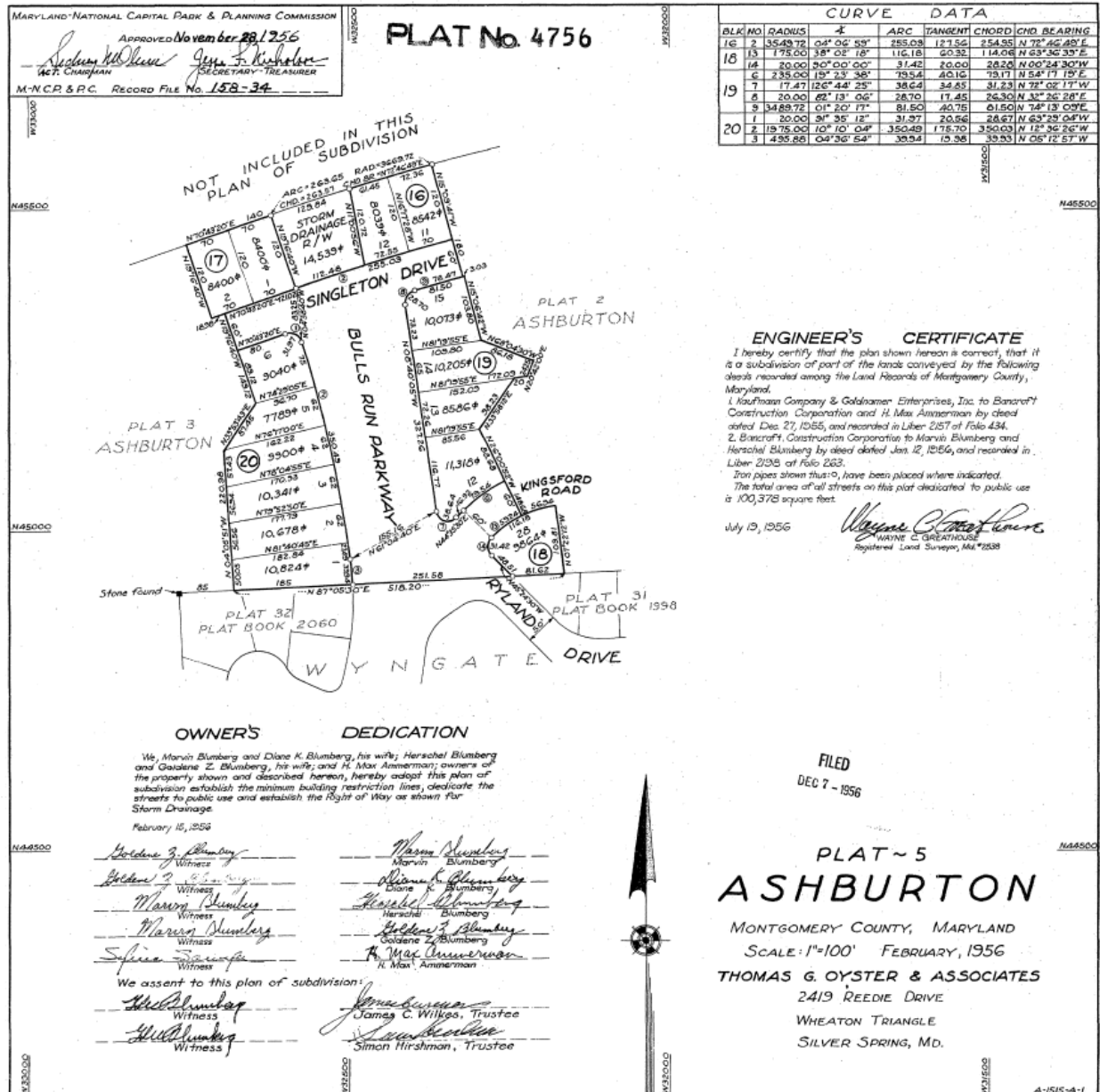
Ashburton (M: 30-44)

Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland



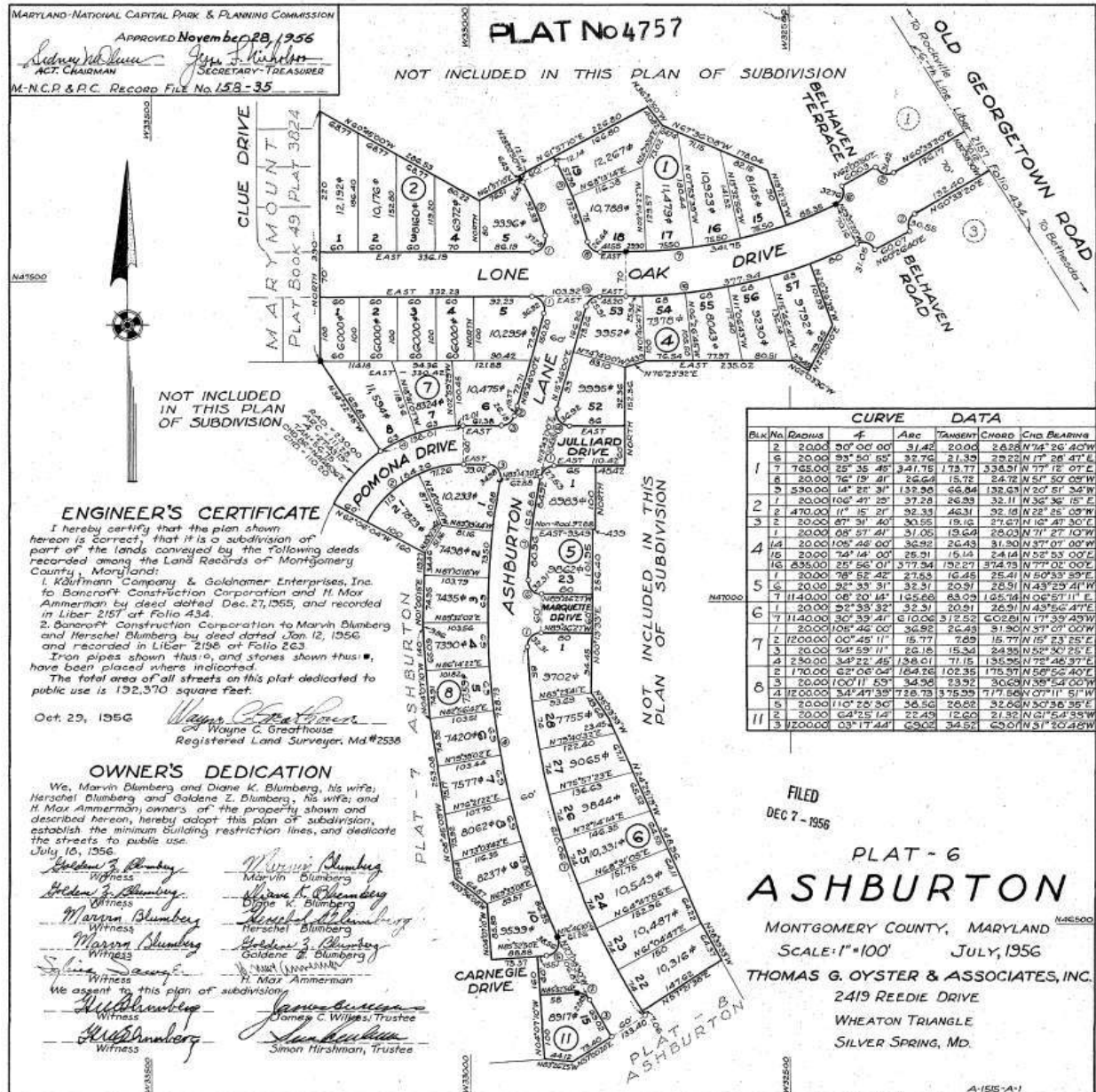
Ammerman and Blumbergs' Bancroft Construction Corporation February 1956 Plat 4 of Ashburton (MCP 4712).

**Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr,
Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham
Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct,
Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln,
Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland**



Ammerman and Blumbergs' February 1956 Plat 5 of Ashburton (MCP 4756).

**Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr,
Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham
Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct,
Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln,
Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland**



Ammerman and Blumbergs' July 1956 Plat 6 of Ashburton (MCP 4757).

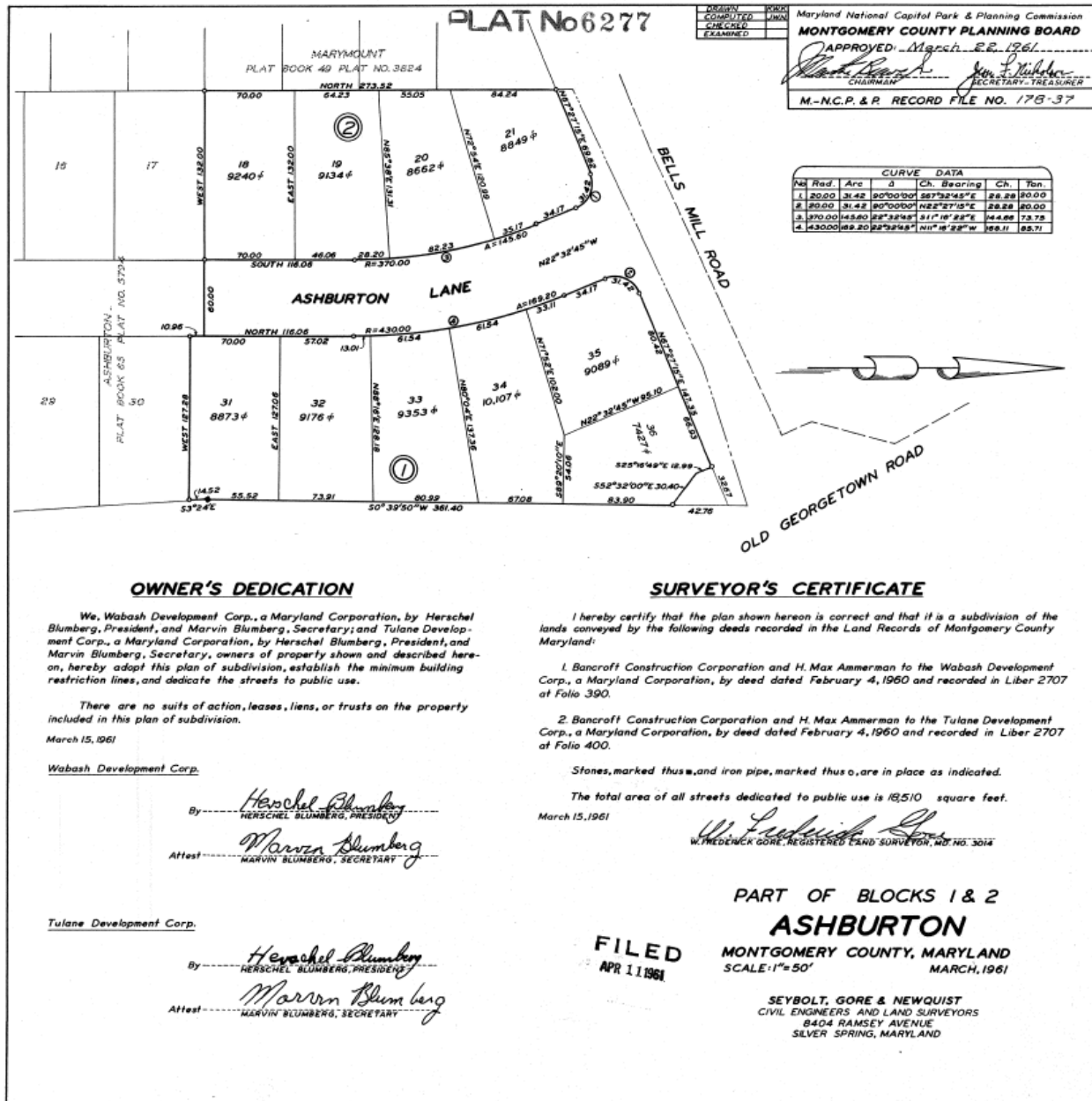
Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland



Ammerman and Blumbergs' July 1956 Plat 8 of Ashburton (MCP 4759).

Ashburton (M: 30-44)

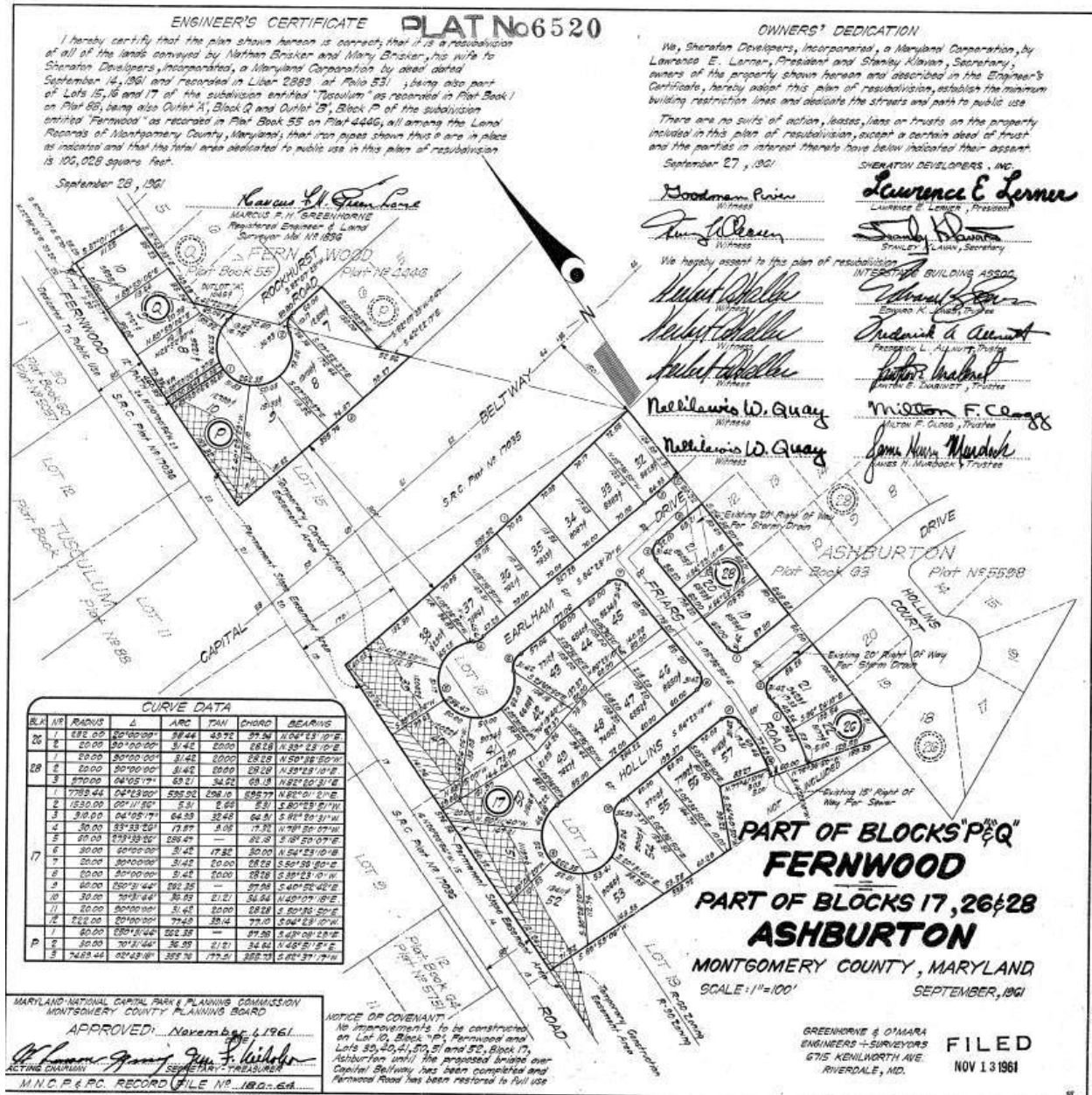
Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earlham Dr.
Bethesda, Montgomery County, Maryland



Blumbergs' Wabash Development Corporation and Tulane Development Corporation March 1961 plat of blocks 1 and 2 of Ashburton (MCP 6277).

Ashburton (M: 30-44)

Lone Oak Rd, Ashburton Ln, Bells Mill Rd, Old Georgetown Rd, Belhaven Rd, Julliard Dr, Marquette Dr, Marquette Ter, Pomona Dr, Carnegie Dr, Carnegie Ter, De Paul Dr, Stoneham Rd, Stoneham Ct, Stoneham Terr, Rockhurst Rd, Singleton Dr, Singleton Pl, Singleton Ct, Bulls Run Pkwy, Kingsford Rd, Kingsford Ct, Kingsford Pl, Melvern Dr, Wadsworth Dr, Tulsa Ln, Hollins Dr, Hollins Ct, Starmont Rd, and Earham Dr.
Bethesda, Montgomery County, Maryland



Lerner and Klaven's Sheraton Developers, Inc. September 1961 plat of blocks 17, 26, and 28 of Ashburton (MCP 6277).

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 1



Photo 1 of 12: View of Marquette Drive streetscape from intersection with Ashburton Lane, looking east.



Photo 2 of 12: View of 6222 and 6224 Stoneham Court and cul-de-sac, looking south.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 2



Photo 3 of 12: View of lots in block 2 looking south along west side Ashburton Lane, looking south.



Photo 4 of 12: View of west elevation of 9911 De Paul Drive, looking east.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 3



Photo 5 of 12: West elevation of 10123 Ashburton Lane, looking east.



Photo 6 of 12: North elevation of 6416 Earlham Drive, looking south.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 4



Photo 7 of 12: East elevation of 9914 Ashburton Lane, looking west.



Photo 8 of 12: View of 6210 Stoneham Road, looking southeast.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 5



Photo 9 of 12: South elevation of 6427 Earlham Drive, looking north.



Photo 10 of 12: View of newly constructed house at 9800 Ashburton Lane, looking southwest.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 6



Photo 11 of 12: Southeast elevation of 9828 Belhaven Road, looking northwest.



Photo 12 of 12: North elevation of 6310 Rockhurst Road, looking south.

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 7

PHOTO LOG

Name of Property: Ashburton
Name of Photographer: Melissa Butler and Katherine Watts
Date of Photographs: 12/05/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 12:
View of Marquette Drive streetscape from intersection with Ashburton Lane, looking east. M; 30-44_2018-12-05_01.tif

Photo 2 of 12:
View of 6222 and 6224 Stoneham Court and cul-de-sac, looking south. M; 30-44_2018-12-05_02.tif

Photo 3 of 12:
View of lots in block 2 looking south along west side Ashburton Lane, looking south. M; 30-44_2018-12-05_03.tif

Photo 4 of 12:
View of west elevation of 9911 De Paul Drive, looking east. M: 30-44_2018-12-05_04.tif

Photo 5 of 12:
West elevation of 10123 Ashburton Lane, looking east. M; 30-44_2018-12-05_05.tif

Photo 6 of 12:
North elevation of 6416 Earlham Drive, looking south. M; 30-44_2018-12-05_06.tif

Photo 7 of 12:
East elevation of 9914 Ashburton Lane, looking west. M; 30-44_2018-12-05_07.tif

Photo 8 of 12:
View of 6210 Stoneham Road, looking southeast. M; 30-44_2018-12-05_08.tif

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

Inventory No M: 30-44

Name Ashburton
Continuation Sheet

Number Photos Page 8

Photo 9 of 12:

South elevation of 6427 Earlham Drive, looking north.

M; 30-44_2018-12-05_09.tif

Photo 10 of 12:

View of newly constructed house at 9800 Ashburton Lane, looking southwest.

M; 30-44_2018-12-05_10.tif

Photo 11 of 12:

Southeast elevation of 9828 Belhaven Road, looking northwest.

M; 30-44_2018-12-05_11.tif

Photo 12 of 12:

North elevation of 6310 Rockhurst Road, looking south.

M; 30-44_2018-12-05_12.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Badini's Addition to Ole Longfield

Inventory Number: PG:75A-79

Address: Southwest of intersection of Forestville Road and Pennsylvania Avenue

Historic District: Yes

City: District Heights

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0089

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

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:

Badini's Addition to Ole Longfield is a planned residential neighborhood located west of the I-495 and Pennsylvania Avenue interchange in District Heights. The neighborhood is bounded on the north by Pennsylvania Avenue, on the east by Forestville Road, on the south by Leona Street, and on the west by Stewart Road. Badini's Addition to Ole Longfield is approximately 2.928 acres and contains nine single-family dwellings on lots ranging between 0.234 acre and 0.287 acre. The neighborhood's two streets (Leona Street and Stewart Road) are both dead ends; there are no curbs, sidewalks, or street lighting. The individual lots are relatively level with moderate tree coverage, plant beds, and bushes and have fenced rear yards and occasionally front yards. All lots feature a concrete, asphalt, or gravel driveway, and walkways connect the street or driveways to the primary entrance of each dwelling. Secondary buildings 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:

Badini's Addition to Ole Longfield is a planned residential neighborhood of single-family dwellings constructed between 1946 and 1953 during the Modern Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Transitional Ranch or Cape Cod forms.

Dwellings in the subdivision are primarily three to five bays wide and one to one-and-one-half stories tall. The buildings are set on a level terrain and sit atop a crawl space or basement foundation clad in brick veneer. Most dwellings are clad in a six-to-one common-bond brick veneer, asbestos siding, vinyl siding, or a combination thereof. Single exterior-end chimneys are clad in brick and located on a side elevation. Dormer types are gable.

Primary entrances on the facade are mainly off-center with a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, at times lined by an iron or wood rail. Windows are single one-over-one, vinyl-frame, double-hung-sash or sliding units, occasionally with faux muntins. Many houses feature vinyl paneled or louvered shutters flanking windows in the façade. Additions are typically at a side or rear elevation and in scale with the building.

Historic Context:

In 1942, Inez Park and George M. Lange sold 4.95 acres of the Ellen R. Bayne Estate to Forrest R. and Sara E. McCavett (Prince George's County Deed Book [PGCDB] 787, 487). Marie and John Aherns purchased an interest in the 4.95-acre property in 1949 (PGCDB 1164, 90). Two dwellings (3506 and 3508 Stewart Road) were constructed on this tract before the group sold the remainder of the land to Badini Brothers, Inc., in 1952 (PGCDB 1567, 1). Badini Brothers, Inc., submitted a plat of subdivision on the remainder of the 4.95-acre tract as Badini's Addition to Ole Longfield (Prince George's County Plat Book WWW 22, 40). Ole Longfield was a subdivision platted and developed in the 1940s and 1950s immediately west and north of the current resource (Nationwide Environmental Title Research, LLC 1949, 1957). The plat of Badini's Addition to Ole Longfield featured three streets (Forestville Road, Cross Street, and an unnamed street) separating two blocks (Blocks A and B) with a total of 14 lots. However, the construction of Pennsylvania Avenue eliminated Block A entirely, and only seven of the lots in Block B were developed by Badini Brothers, Inc. Forestville Road was extended south on the east side of Block B and the street on the west side of Block B was renamed Stewart Road. The unnamed street became Leona Street. Advertisements for the houses constructed by the McCavetts or Badini Brothers, Inc., were not identified during current research efforts.

Information regarding the McCavetts was very limited. Badini Brothers, Inc., owned and operated by Angelo J. and Louis Badini, were builders who worked primarily in the metropolitan Washington, D.C., area during the 1950s and 1960s. Their other works include Bethesda Woods in Bethesda and Burnt Mills Manor in Silver Spring (The Washington Post and Times Herald 1957, C13; 1961, B9).

Evaluation:

Badini's Addition to Ole Longfield was evaluated as a planned residential neighborhood from the Modern Period (1930-1960) in accordance with Maryland's Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Badini's Addition to Ole Longfield is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs from the Modern Period. The subdivision is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Badini's Addition to Ole Longfield is not eligible under Criterion A.

Forrest McCavett, Angelo Badini, or Louis Badini are not known to have had any significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, Badini's Addition to Ole Longfield is not eligible under Criterion B.

Badini's Addition to Ole Longfield is not a good example of a planned residential neighborhood of the Modern Period. While the buildings within the community retain most of their character-defining features for their property types, they represent common styles and forms. Furthermore, the construction of Pennsylvania Avenue through the neighborhood resulted in a portion of the subdivision never coming to fruition. For these reasons, this resource is not eligible under Criterion C. It was not

evaluated under Criterion D.

This property encompasses 2.928 acres and is bounded on the north by Pennsylvania Avenue, on the east by Forestville Road, on the south by Leona Street, and on the west by Stewart Road. It can be found on Prince George's County Tax Map 0089 and Prince George's County WWW 22 page 40.

References:

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Prince George's County, Maryland. Accessed May 17, 2019. <https://www.historicaerials.com/viewer>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed May 17, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book. Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed May 17, 2019. <http://plats.net/pages/plats.aspx?cid=PG>.

The Washington Post and Times Herald. 1957. Advertisement. October 19, 1957, C13.

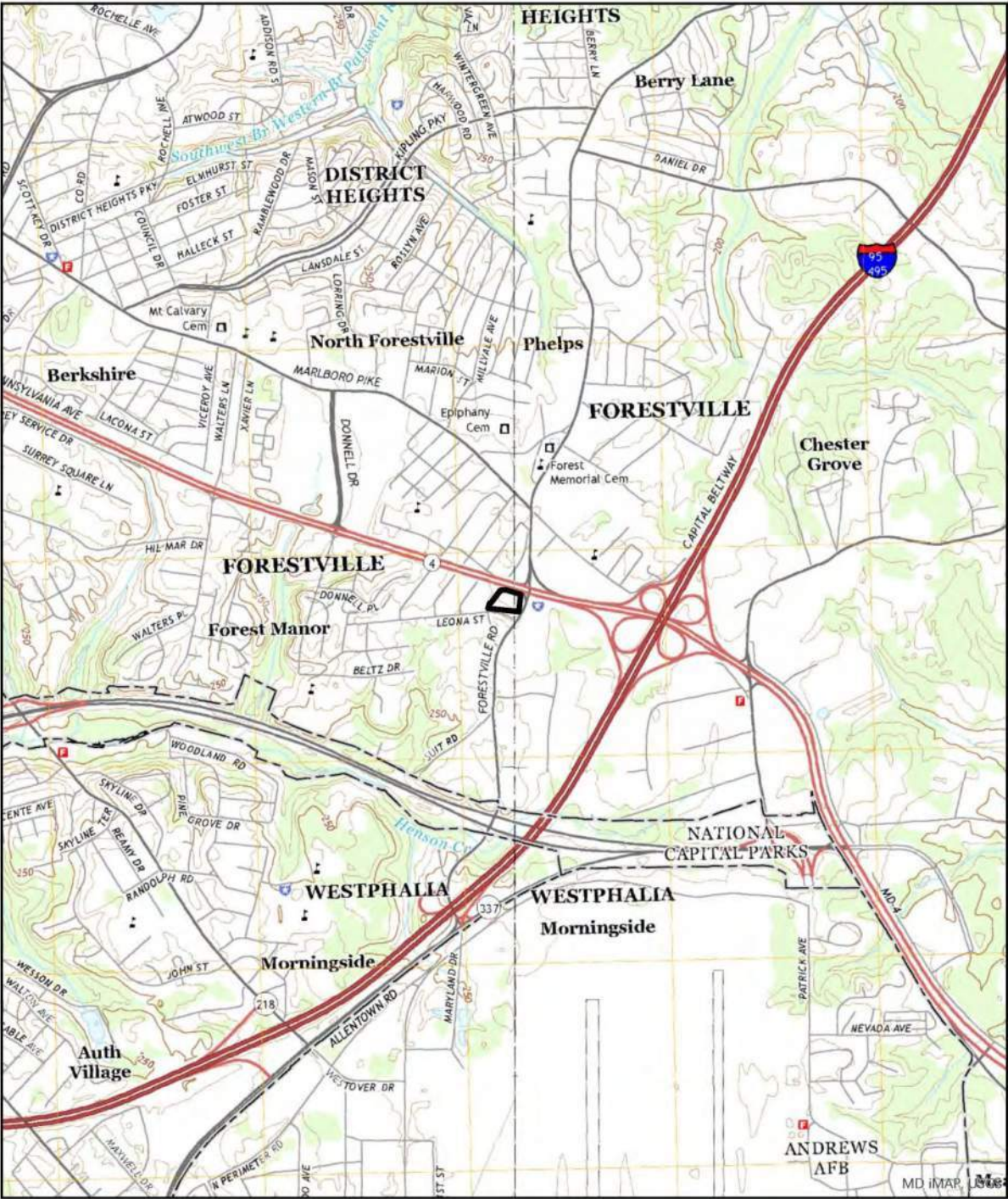
--- 1961. Advertisement. May 6, 1961, B9.

Badini's Addition Ole Longfield

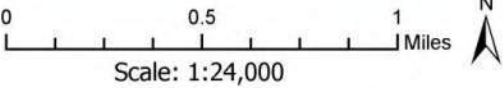
Location: Southwest of intersection of Forestville Road and Pennsylvania Avenue

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Anacostia



Badini's Addition to Ole Longfield

Location: Southwest of intersection of Forestville Road and Pennsylvania Avenue

Prince George's County

City: District Heights





7612 Leona Street, southwest oblique.



Streetscape of Leona Street, looking west.



3504 Stewart Road, west elevation.



3500 Stewart Road, west oblique.

PHOTO LOG

Number of Photos: **4**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2019-02-13**

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

File Format: **PG:75A-79_2019-02-13_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

7612 Leona Street, southwest oblique.

02.tif

Streetscape of Leona Street, looking west.

03.tif

3504 Stewart Road, west elevation.

04.tif

3500 Stewart Road, west oblique.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: B&O Railroad, Metropolitan Branch

Inventory Number: M: 37-16 and F-1-230

Address: 36.5-mile railroad segment from Point of Rocks to Washington, D.C., border Historic District: No

City: Multiple

Zip Code: Multiple

County: Montgomery and Frederick

USGS Quadrangle(s): Point of Rocks

Property Owner: CSX Transportation, Inc.

Tax Account ID: N/A

Tax Map Parcel(s): N/A

Tax Map: N/A

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

Agency: Dovetail CRG

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine M. Watts

Date Prepared: Dec 11, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: 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:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

The Baltimore and Ohio (B&O) Railroad, Metropolitan Branch, currently owned by CSX Transportation, is a freight and passenger railroad that connects Washington, D.C., to Point of Rocks in Frederick County, Maryland. Of the approximately 43-mile corridor, 36.5 miles are within Maryland, beginning at the Montgomery County border with Washington, D.C., in Silver Spring and terminating at Point of Rocks. This is an active rail line, used by CSX Transportation freight, the Maryland Transit Administration's daily Maryland Rail Commuter (MARC) train's Brunswick Line, and the Washington Metropolitan Area Transit Authority (WMATA) Red Line.

This documentation provides additional information that expands upon previous surveys of the Metropolitan Branch (first surveyed in 1979 and determined eligible in 2000) to clarify the period of significance, revise the boundary, and provide a list of contributing and noncontributing resources.

The following survey was conducted from the public right-of-way.

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

Location/Setting:

The evaluated railroad passes through a mostly suburban area bordered by residential developments, commercial properties, industrial areas, and government facilities. At the northwestern end of the line at Point of Rocks, Frederick County, small rural towns and large agricultural properties still border the railroad. Today, the Maryland Department of Transportation's daily MARC Brunswick Line trains use the rail right-of-way and many of the extant B&O Railroad stations. The WMATA Red Line runs parallel to the former B&O Railroad, Metropolitan Branch, with stations at Shady Grove, Rockville, Twinbrook, and Silver Spring.

Architectural Description:

The B&O Railroad, Metropolitan Branch, is being maintained to modern railroad standards, with the alignment following the railroad right-of-way established for the branch in 1873, with a few notable exceptions. Double-tracking began in 1888 and was mostly completed by 1907, but some stretches remained single-tracked until 1928. Between 1906 and 1908, the line was straightened and double-tracked between Gaithersburg and Germantown, and a straighter track was established between Barnesville and Dickerson. When the remaining single-tracked portions west of Germantown were doubled between 1926 and 1928, the company also realigned the railroad to make it straighter (Hutchinson and Avery 1979). When I-495 was built circa 1963, the track was realigned to the west near Linden Lane and Forest Glen Road in Silver Spring to the path that the circa-1964 I-495 bridge follows today.

Sidings and spur lines, both in use and abandoned, branch off of the main track to allow access to nearby industrial and commercial properties. For example, in the past, a spur emerged from the Silver Spring rail yard and crossed Georgia Avenue to service the Griffith and Perry grain storage facility. It is no longer in use (Trainweb n.d.). These sidings and spur lines are not part of this survey.

Historic Context:

The Metropolitan Branch of the B&O Railroad is a 43-mile branch from Washington, D.C., running west/northwest to Point of Rocks, Maryland, where it meets the B&O Railroad Main Line. During the mid-nineteenth century, Washington, D.C., residents had been interested in the construction of a railroad west of the nation's capital, but the antebellum managers of the B&O Railroad had no interest in the project because it would help the ports of Georgetown and Alexandria on the Potomac, the main commercial rivals of the railroad's home port in Baltimore. In 1853, businessmen from Georgetown and Montgomery County who were unsatisfied with the Chesapeake and Ohio (C&O) Canal service organized the Metropolitan Railroad, which was planned to run from Washington, D.C., to the B&O Railroad Main Line near Frederick Junction, Maryland. E. French and W.H. Grant, the Metropolitan Railroad engineers, completed engineering surveys in 1854 but lacked the funds to construct anything in that decade (Hutchinson and Avery 1979; Stover 1987:142). During the Civil War, the federal government realized the dangers of isolating Washington, D.C., with only one rail line entering the city (Stover 1987:142).

After the Civil War, B&O President John Garrett was increasingly worried that someone else might complete a route west of Washington, D.C., and desired to expand the B&O to Pittsburgh and Chicago. He obtained the charter for the Metropolitan Railroad in 1865 and by 1866 had engineers James L. Randolph and Captain Philip P. Dandridge complete surveys for construction. John Greiner was the chief engineer for the bridges along the Metropolitan Branch (Hutchinson and Avery 1979; Stover 1987:142-143). The Metropolitan Branch could not follow the Potomac River as the B&O officials had hoped, since the C&O Canal already occupied this path, so it was forced to the interior. This route included many cuts, fills, and bridges as it traversed hills and valleys, although it had fewer curves, since it was not following a body of water. Work began at Barnesville in 1866, but little was finished by 1868. However, impending competition from roads being built by the Pennsylvania Railroad from Baltimore to Washington spurred Garrett to finish the Metropolitan Branch. All 43 miles of track were finished by 1873, and service began on May 25, 1873. The construction of the Metropolitan Branch cost the B&O \$3,583,000, about \$83,000 per mile, and included the construction of the circa-1873 two-and-a-half-story, brick, Gothic Revival-style passenger station at Point of Rocks, historically known as Washington Junction, likely designed by architect Ephraim Francis (E. Francis) Baldwin (Stover 1987:142-143).

E. Francis Baldwin (1837–1916) was a Baltimore architect who first worked as a draftsman and apprentice at the firm of

Niernsee & Neilson. He left that firm in 1867 and practiced on his own until 1869, when he formed a brief partnership with Bruce Price. Their firm, known as Baldwin & Price (B&P), was dissolved in 1873 when Price moved to Pennsylvania. In 1872 Baldwin had also succeeded his mentor, John Randolph Niernsee, as Architect for the B&O Railroad. In addition, he designed many building for the Catholic Church. In 1883, Baldwin entered into another partnership, this one with Josias Pennington. Their firm, known as Baldwin & Pennington (B&P), lasted until Baldwin's death in 1916. Baldwin worked with many associate architects over the years, including his own son, Francis J. Baldwin, and Alphonse Bieler, who is listed in B&O Railroad archives as the architect for a few stations along the Metropolitan Branch (Baltimore Architecture Foundation 2020, Baltimore & Ohio Railroad Museum n.d.).

The new Metropolitan Branch was for through passenger and mail trains to the west, instead of the old route out of Baltimore through the Patapsco Valley, which soon became dominated by coal and freight trains. In the 1880s, suburban residential developments began appearing on the Metropolitan Branch between Washington, D.C., and Rockville. This also included boardinghouses and hotels for healthful summer retreats outside of the city. Because of the growing popularity of these suburbs, the line was double-tracked to Gaithersburg, 21 miles west from Washington, D.C., by the late 1880s (Stover 1987:143). The Metropolitan Branch also stimulated the agricultural economy of Montgomery and Frederick counties, an area that was depressed during the late nineteenth century, by providing quick access for Maryland farmers to get their perishable items such as fruit and dairy products to the market at Georgetown (Hutchinson and Avery 1979).

During the late-nineteenth century, as speeds and traffic increased on the Metropolitan Branch, there were quite a few collisions, some resulting in fatalities along the line. The many accidents forced the B&O to enact safety measures such as automatic signals and safety gates (Hutchinson and Avery 1979).

Maryland's Jim Crow laws went into effect in 1904, requiring trains in the state to segregate white and African American passengers for local trains. Since the B&O operated both long-distance and local trains on the Metropolitan Branch and other lines in Maryland, they classified all trains that originated outside of Maryland (including those starting in Washington, D.C.) as "through express trains" which would exempt them from the Jim Crow laws. Their local trains had partitions installed in the "old smoking coaches" with one end for African American passengers (where no smoking was permitted), and the other end for white smokers (Kornweibel Jr., 2010:247).

During World War I, the American railroads, including the B&O, were nationalized by President Woodrow Wilson. There was a great surge in both freight and passenger service at this time due to the war efforts; however, on March 1, 1920, the Federal government returned the railroads to private ownership (Stover 1987:238, 246).

The entire Metropolitan Branch was upgraded during the 1920s, a decade in which the B&O was busy reinforcing bridges for heavier trains and removing at-grade crossings or installing warning lights at these crossings due to the rise in popularity of the automobile (Stover 1987:259). The remaining sections of single-track railroad were double-tracked from 1926 to 1928. Fuel technology on the B&O Railroad evolved like much of the rest of the country from wood to coal fuel, and eventually to diesel, with the last B&O steam engines retired by 1960 (Stover 1987:333).

During World War II, the B&O experienced another surge in freight and passenger traffic. The railroads remained in private control during World War II except for two months between December 1943 and January 1944 due to labor unrest (Stover 1987:310). World War II brought all-time highs for passenger travel, but after 1945, Americans increasingly used automobiles and then airplanes to travel, despite railroad companies' efforts to lure passengers with cleaner diesel-powered trains and simplified equipment. The B&O even advertised that their coach porters attended a 10-day training school to learn courtesy and efficiency (Kornweibel, Jr. 2010:195).

With the increased ownership and use of the automobile came the construction of many more roads in Maryland, many funded through the Federal Highway Act of 1956. I-495, known as the Capital Beltway, was designed to bypass and form a loop around Washington, D.C., through Maryland and Virginia, but was soon adopted by local commuters as the preferred route for local travel. Planning began for I-495 as early as 1944, but the route was not finalized until 1952 and construction continued through 1964. In Montgomery County, the highway displaced dozens of homes and businesses and initially caused property values to decline. As locals adopted I-495 as their preferred route for commuting, development around I-495 surged with residential properties, offices, community buildings, and commercial centers built by developers eager to locate their properties within

easy access to the highway (Manning et al. 2018).

The B&O, Metropolitan Branch's passenger station at Forest Glen was one of the buildings that was demolished during this process. The station was likely built around 1887 by architect Alphonse Bieler, who worked in the firm of E. Francis Baldwin (Baltimore & Ohio Railroad Museum n.d.). The Forest Glen Station is reminiscent in style of Ye Forest Inn, the nearby T.F. Schneider-designed resort turned girls' finishing school known today as the National Park Seminary property (Hutchinson and Avery 1979). With the decline in rail traffic, the Forest Glen station was largely abandoned by 1950 and then dismantled. In order to accommodate I-495, the Metropolitan Branch was realigned slightly to the west between 1957 and 1964, and a new railroad bridge was constructed over the highway. This realignment of the track was built on top of the site where the Forest Glen Railroad Station had been located (Trainweb n.d.).

Operations continued on the Metropolitan Branch even after Amtrak's takeover of most American intercity passenger service on May 1, 1971. The B&O continued to provide commuter service on the Metropolitan Branch without subsidies as part of the Chessie System, a holding company that included the Chesapeake & Ohio Railway, the B&O Railroad, and the Western Maryland Railway, three railroads that had close ownership ties since the 1960s. However, in 1974, the Maryland state government began providing 50 percent subsidies on the Metropolitan Branch and by 1975, the state and the B&O reached an agreement where the state would supply the locomotives and cars and pay the full costs of providing rail service. In 1984, Maryland combined the Metropolitan Branch, which became known as the Brunswick Line, and two other commuter rails, the Penn and the Camden, under the MARC brand. Rail traffic on the Brunswick Line continues under the MARC service today, following the right-of-way established by the B&O Railroad, Metropolitan Branch. The Chessie System was merged into other railroad holding companies in the 1980s, ultimately forming CSX, and CSX freight trains still use the Metropolitan Branch right-of-way (Rowlands 2018).

Eligibility Determination:

The railroad was evaluated for significance under the National Register of Historic Places Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The B&O Railroad, Metropolitan Branch, was the first railroad branch that travelled west/northwest of Washington, D.C., and in turn provided significant competition for the C&O Canal. It played an important role in the development of the agricultural economy in Montgomery and Frederick counties, allowing quick access to the market in Georgetown/Washington, D.C., for perishable goods. The Metropolitan Branch was also significant for spurring growth in suburban residential development along the line, including the communities of Silver Spring, Forest Glen, Capitol View Park, Kensington, and Garrett Park, among others. Summer resort communities established around the small rural towns along the line including Boyds, Washington Grove, and Beallsville. Because of its association with the transportation industry, as well as agricultural and residential development in Montgomery and Frederick counties, the B&O Railroad, Metropolitan Branch, is eligible under Criterion A.

Although significant individuals may have traveled over the Metropolitan Branch during history, this section of railroad is not unique in that regard. Research does not indicate that this resource illustrates the most important achievements of B&O president John Garrett, who made the decision to construct the Metropolitan Branch. Therefore, the B&O Railroad, Metropolitan Branch is not eligible under Criterion B.

The railroad demonstrates a variety of forms and materials in its examples of stone, steel, and concrete bridges and other structures along the line, which are representative of railroad engineering technology and its evolution during the nineteenth and twentieth centuries. Furthermore, architect E. Francis Baldwin designed most of the extant railroad stations in the Gothic Revival style, and these are notable examples of his work. Therefore, the B&O Railroad, Metropolitan Branch is eligible under Criterion C.

Based on the NRHP criteria, the evaluated segment of the B&O Railroad, Metropolitan Branch, is eligible for listing under Criteria A and C. The period of significance is from 1873 (when the branch opened) until 1945 (the beginning of significant decline in rail traffic). The 36.5-mile portion of the Metropolitan Branch in Maryland is in good condition and retains sufficient integrity of location, setting, feeling, and association. The historic elements of the Metropolitan Branch, including much of the original alignment and stone bridges and viaducts, among other rail elements, are still intact, and along with the extant stations and freight houses, contribute to the integrity of the railroad's design, materials, and workmanship. Minor rail realignments

over the years, and upgrades and replacements of elements like railroad ties and crossings, were commonplace and necessary to keep up with safety requirements and progress in engineering. These replaced physical elements do not detract from the overall feel of the rail corridor. Many of the railroad's small road crossings in Frederick County and northern Montgomery County appear to be constructed on earlier stone abutments, and precise construction dates of the twentieth century superstructures have not been identified. Although the design and materials of these individual structures may have been altered over time, they remain at the same scale and demonstrate a profile and appearance similar to that present at the end of the period of significance, and the changes do not detract from the Metropolitan Branch's overall integrity of design.

The B&O Railroad, Metropolitan Branch, encompasses approximately 515 acres (405 acres in Montgomery County, 60 acres in Frederick County, and 50 acres in Washington, D.C.) and for the purposes of this evaluation is confined to the railroad right-of-way from Point of Rocks in Frederick County to the Montgomery County/Washington, D.C., border near Silver Spring and comprises 465 acres.

The evaluated alignment includes the following elements (listed generally from north to south):

Throughout Frederick and Montgomery Counties

- Railroad tracks including rails, ties, and ballast (circa 1873, circa 1888-1928, twentieth century), Noncontributing. The railroad was built in 1873 and then was double tracked between 1888 and 1928 and now has modern continuous weld steel rails (that replaced the original iron rails) on wooden ties set in a rail bed of gravel ballast. The rails, ties, and ballast are noncontributing elements because they have been continuously upgraded and replaced over time.

- Signals, throughout (circa-1920), Contributing, if extant.

Many signals have been replaced by modern fixtures from CSX, but an unknown number of early-twentieth-century B&O color position light-type signals may remain extant within the railroad district). Further investigation is required to determine if these remain extant.

- Grade Crossings (circa late-nineteenth century through circa-1963), Noncontributing.

The evaluated segment includes several at-grade crossings, including Metropolitan Grove Road (circa 1908), Chestnut Street (circa 1906), S. Summit Avenue, Railroad Street, Randolph Road, Rokeby Avenue, and Linden Lane near Forest Glen Road (realigned circa 1963). All have been upgraded with modern crossing gates, warning lights/bells, and signage.

- Stone Culverts (late-nineteenth century), Contributing, if extant.

Stone culverts likely date to the construction of the line, circa 1873. Small Structure No. 15046X0 (M: 37-16-4), which carries MD 192 over a branch of Rock Creek in Silver Spring, is one example. Due to access restrictions, these culverts could not be field verified for this survey. An informal survey in 2008 by an interested rail enthusiast noted a few stone culverts, including one at milepost (MP)# 12.5 near Garrett Park (Trainweb n.d.). Further investigation is required to determine if this and others remain extant.

- Concrete Culverts (mid-to-late twentieth century), Noncontributing.

At MP# 38.8 near the intersection of Chick Road and Noland's Ferry Road is an example of a corrugated metal pipe emerging from beneath Noland's Ferry Road and emptying into a concrete railroad culvert.

Frederick County

- Point of Rocks Railroad Station (circa 1875) (F-1-129), Contributing.

This NRHP-listed (April 11, 1973) railroad station building is located between the junction of the B&O Main Line and the Metropolitan Branch. The two-and-a-half story, brick Gothic Revival station is almost triangular in shape to fit the site between the two rails. The rear one-story addition resembles the freight houses seen at Gaithersburg and Rockville. Likely designed by E. Francis Baldwin during his brief partnership of Baldwin & Price, the Point of Rocks Station is an exceptional example of Victorian Gothic style with its polychrome decoration, and its location marks the importance of the railroad in late-nineteenth century life in Maryland. It continues to serve passengers on MARC trains today.

- Point of Rocks Maintenance Shop (circa 1905), Contributing.

This two-story brick maintenance shop located east of Point of Rocks Station also previously served as a railroad

superintendent's office (Trainweb n.d.). While the building with its decorative brick detailing is currently abandoned, its location along the rail and clear association with the functioning of the railroad make it a contributing element.

- Waiting Shelters for Point of Rocks Railroad Station (circa 2008), Noncontributing.

There are three wooden waiting shelters for passengers along the south side of the rail stop at Point of Rocks. While these resemble historic shelters at other stations along the Metropolitan Branch, aerial photographs and materials suggest that these were installed around 2008. The three-sided wooden waiting shelters are topped by side-gabled roofs sheathed in asphalt shingles with exposed rafter tails and decorative brackets.

- Bridge over New Design Road (substructure: circa 1926, superstructure: twentieth century), Contributing.

This bridge features stone abutments (later expanded with concrete abutments) with a concrete and steel superstructure that allows the Metropolitan Branch to travel over New Design Road. A dirt road allows automobile traffic to pass under the railroad (Trainweb n.d.).

- Tuscarora Creek Bridge (circa 1903), Contributing.

Originally a 107-foot long Bollman truss bridge was located here (Soderberg 1998). The current wood and steel plate girder bridge passes over Tuscarora Creek and replaced the Bollman truss. It has concrete additions to the supports, which make the bridge wider, likely related to the double tracking of the rail that occurred in the 1920s (Trainweb n.d.).

- Bridge over Noland's Ferry Road (substructure: circa 1926, superstructure: twentieth century), Contributing.

This bridge features stone abutments with a concrete and steel superstructure that allows the Metropolitan Branch to travel over Noland's Ferry Road. A gravel road allows automobile traffic to pass under the railroad.

- Monocacy River Bridge (circa 1904), Contributing.

This was a Bollman truss bridge when the Metropolitan Branch was still a single track in 1873. Around 1904, the Bollman truss was replaced by the current bridge, with a steel plate girder bridge to handle heavier trains, and concrete was added to the stone supports. This more than 700-foot-long bridge, with its stone and concrete piers, is visible from the C&O Canal's Monocacy Aqueduct (Soderberg 1998).

Montgomery County

- Bridge over Dickerson Road (substructure: circa 1906, superstructure: twentieth century), Contributing.

This concrete and steel bridge is set upon rusticated ashlar stone abutments with some later concrete replacements. The stone, which appears mostly original, likely dates to the double tracking of the Metropolitan Branch. Two lanes of automobile traffic pass under this bridge.

- Dickerson Railroad Station (circa 1891, partially burned circa 1980, restored circa 1983) (M-12-21-1), Noncontributing.

This one-story, gable-on-hip frame railroad station is of a similar design to extant Kensington and Germantown Railroad Stations, although Dickerson is missing the signature "B&O 1891" sign in the front-gabled peak facing the rail line. The station was designed by E. Francis Baldwin and was one of four variants of the same design at Germantown, Kensington, Garrett Park (now demolished), and Dickerson (Hutchinson and Avery 1979). Although it was partially destroyed by fire around 1980, it was restored following the original design around 1983, and rededicated at a ceremony in 1986. It still serves MARC passengers today (McGuckian 2010).

- Little Monocacy Viaduct (circa 1906) (M: 12-19), Contributing.

This three-arched stone viaduct allows the Metropolitan Branch to cross over the Little Monocacy River. The ashlar stones are rusticated and curved buttresses protect the piers on the north side of the viaduct.

- Barnesville Station (circa 1930, moved 1977), Contributing.

This circa-1930 metering station, the first of its kind to serve this purpose for the Washington Area Gas Supply, was moved to its current location in 1977 from Rockville to save it from demolition. Although this building has been moved and was then converted to a rail station, it still has clear associations with the early-twentieth century railroad. It still serves MARC passengers today.

- Bridge over Beallsville Road (substructure: circa 1906, superstructure: twentieth century), Contributing.
This steel beam bridge with wood decking is set upon rusticated ashlar stone abutments with some later concrete replacements. The stone likely dates to the construction of the Metropolitan Branch, as most of it appears to be original. Two lanes of automobile traffic pass under this bridge.
- Bridge over Bucklodge Road (substructure: circa 1955, superstructure: twentieth century), Noncontributing.
This concrete and steel bridge is set upon coursed concrete (to resemble its stone counterparts). Two lanes of automobile traffic pass under this bridge.
- Boyds Railroad Station Waiting Shelter (circa 2000), Noncontributing.
A brick combination station designed by E. Francis Baldwin stood at Boyds from circa 1887 until circa 1928, when it was demolished to make way for the double tracking (Hutchinson and Avery 1979, Soderberg 1998). A frame station was there until the late 1990s, but was also demolished (Trainweb n.d.). Today a modern glass, metal, and plastic three-sided waiting shelter exists for MARC passengers.
- Bridge over Clarksburg Road (substructure: circa 1955, superstructure: twentieth century), Noncontributing.
This concrete and steel bridge is set upon coursed concrete (to resemble its stone counterparts). Two lanes of automobile traffic pass under this bridge.
- Little Seneca Creek Bridge (circa 1927), Contributing.
This arched concrete bridge was erected around 1927 when a portion of the Metropolitan Branch was realigned and double tracked (Trainweb n.d.). The original bridge here was a wood and iron trestle that was replaced in 1896 by a masonry and steel bridge designed by B&O engineer John Greiner. The cost of replacing this bridge during double tracking was one of the reasons why sections of the Metropolitan Branch west of Germantown took so long to be double tracked, finally finished in 1928 (Soderberg 1998).
- Germantown Railroad Station (circa 1891, burned in 1978, then rebuilt circa 1987 in the same style), Noncontributing.
This one-story, gable-on-hip, frame railroad station building was destroyed by fire but rebuilt in the style of the original design by E. Francis Baldwin and his firm Baldwin & Pennington and continues to serve MARC passengers today. The station was one of four variants of the same design at Kensington, Garrett Park (now demolished), Dickerson, and Germantown (rebuilt).
- Waiting Shelters for Germantown Railroad Station (circa 1997), Noncontributing.
There are five wooden waiting shelters for passengers along the south side of this rail stop at Point of Rocks. Four shelters on the south platform have side-gabled roofs sheathed in slate shingles with exposed rafter tails, while one on the north platform has a hipped roof sheathed in slate shingles. All of the shelters are three-sided, wood frame with wood siding and have decorative brackets. The shelters were built in 1997 based on the circa-1906 B&O designs for waiting sheds and milk platforms (Soderberg 2013).
- Waring Viaduct over Great Seneca Creek (circa 1906) (M: 19-10), Contributing. This three-arched stone bridge replaced the original wood and iron trestle when the line between Gaithersburg and Germantown was double tracked around 1906 (Soderberg 1998).
- Game Preserve Road Stone Arch Bridge (circa 1906) (M: 20-30), Contributing.
This stone arch bridge over a single-lane road was likely widened to the southwest around 1906 when double tracking began. Otherwise the stone abutments, arch, and keystone on the northeast side date to the construction of the Metropolitan Branch. It appears minimal repairs have been made (Trainweb n.d.).
- Metropolitan Grove Station (late twentieth century), Noncontributing.
This is one of several WMATA Metro stations located along the Metropolitan Branch. These were built in the late 1970s and early 1980s.
- Gaithersburg Station and Freight House (circa 1884) (M: 21-151 and M: 21-157), Contributing.
The NRHP-listed (October 5, 1978) one-story, brick railroad station and freight house were designed by E. Francis Baldwin during

his partnership in the firm Baldwin & Pennington. The Queen Anne-style station has a central projecting tower with a steeply sloping, front-gabled roof supported by two large carved brackets. Stepped brick detailing, similar to work seen on other Baldwin stations, is present below the brackets. The one-story, brick, gabled freight house has deep overhanging eaves supported by large brackets. The Gaithersburg Freight House now serves as the Gaithersburg Community Museum, while the station still serves MARC passengers.

- Waiting Shelter for Washington Grove Railroad Station (circa 1985), Noncontributing.

The waiting shelter is a three-sided, wood framed with wood siding structure featuring a hipped roof sheathed in slate shingles with exposed rafter tails and decorative brackets. The shelter was likely built based on the original B&O design (circa 1890) (Baltimore & Ohio Railroad Museum n.d.).

- Shady Grove Metro Station (late twentieth century), Noncontributing.

This is one of several WMATA Metro stations located along the Metropolitan Branch, which were built in the late 1970s and early 1980s. The circa-1887 frame station and circa-1897 freight house at Derwood on the Metropolitan Branch were located nearby but are no longer extant (Baltimore & Ohio Railroad Museum n.d.).

- Park Road Steel Through Girder Bridge with Concrete Abutments and Wing Walls (circa 1980), Noncontributing.

This railroad bridge allows concurrent northbound and southbound trains along the right-of-way for the Metropolitan Branch.

- Rockville Station (circa 1873, moved in 1981) (M: 26-12-1), Contributing.

This NRHP-listed (July 18, 1974) railroad station is a one-and-a-half-story, brick Victorian picturesque building with Eastlake detailing constructed as the first railroad station along the Metropolitan Branch. It was designed by E. Francis Baldwin. It was moved about 164 feet to the south in 1981 to save it from destruction by the new WMATA Rockville Metro Station. The station is used today as commercial office space.

- Rockville Freight House (circa 1886, moved in 1981), Contributing.

This one-story railroad freight house was designed by E. Francis Baldwin and features similar deep eaves with brackets and brick detailing as the Gaithersburg Freight House, also designed by Baldwin. However, the Rockville Freight House features a jerkinhead roof rather than a side-gabled roof, which matches the Victorian picturesque passenger station at Rockville. It was moved about 164 feet to the south in 1981 to save it from destruction by the new WMATA Rockville Metro Station, but remains closely associated with the railroad. The freight house is used today as commercial office space.

- Rockville WMATA Metro Station (late twentieth century), Noncontributing.

This is one of several WMATA Metro stations built in the late 1970s and early 1980s along the Metropolitan Branch.

- First Street Steel Through Girder Bridge with Concrete Abutments and Wing Walls (circa 1988), Noncontributing.

This double bridge over First Street in Rockville allows the trains concurrently using the Metropolitan Branch right-of-way to travel north and south.

- Twinbrook WMATA Metro Station (late twentieth century), Noncontributing.

This is one of several WMATA Metro stations located along the Metropolitan Branch. These were built in the late 1970s and early 1980s. The B&O Metropolitan Branch circa-1879 frame waiting shelter at Halpine was located nearby but is no longer extant (Baltimore & Ohio Railroad Museum n.d.).

- Waiting Shelter for Garrett Park Railroad Station (circa 1989), Noncontributing.

This three-sided, wood framed structure with wood siding features a side-gabled roof sheathed in asphalt shingles with exposed rafter tails. The opening on the platform side is arched. A sign in the shelter says that it was moved to the Garrett Park location and reassembled in 1989 after it was taken from Landover, Maryland. It is not clear how long it stood in Landover. The circa-1894 frame railroad station at Garrett Park was demolished in 1960 (Soderberg 1998).

- B&O Stone Arch Viaduct on Beach Drive in Rock Creek Park (circa 1893) (M: 31-5), Contributing.

This single-span, stone viaduct allows two lanes of automobile traffic to pass under the Metropolitan Branch Railroad between Kensington and Garrett Park. It was likely built when the branch was double tracked, and at the time it crossed over Rock Creek.

In the 1970s the creek was diverted, so only cars pass under the arch now.

- Kensington Railroad Station (circa 1891) (part of Kensington Historic District M: 31-6), Contributing.

This railroad station building is located on Howard Avenue in Kensington and was also known historically as Knowles Station. The one-story, gable-on-hip frame building was designed by E. Francis Baldwin during his partnership in the firm Baldwin & Pennington. The station was one of four variants of the same design at Garrett Park (now demolished), Dickerson, Germantown (rebuilt), and Kensington and features the signature front-gable peak with "B&O 1891" on the track-facing elevation.

- Waiting Shelter for Kensington Railroad Station (circa 1891), Contributing.

This is a small, three-sided wooden waiting shelter present on the north platform of this station stop. The structure has a replacement asphalt shingle side-gabled roof and decorative brackets. It is likely contemporary to the station, and follows one of two styles typical to the B&O waiting shelters.

- Small Structure 15046X0 (circa 1906) (M: 37-16-4), Contributing.

This small, masonry arched culvert carries MD 192 and the Metropolitan Branch or the B&O Railroad over a branch of Rock Creek. This stone, single-span arched culvert has rectangular cut stones, stone voussoirs, a keystone, and a cut stone cornice. The culvert was enlarged on the northern end by a concrete box culvert with concrete wing walls circa 1979 (Kuhn 2006).

- Railroad Bridge over I-495 near Forest Glen Road (circa 1964), Noncontributing.

The bridge was constructed when the corresponding railroad segment was realigned to the west during construction of I-495 between 1957 and 1964. This steel through girder bridge with concrete piers, abutments, and wing walls allows the double tracks to cross over I-495.

- Steel Girder Bridge with Concrete Abutments and Wing Walls over Colesville Road (circa 1978), Noncontributing.

This double bridge over Colesville Road in Silver Spring allows the trains concurrently using the Metropolitan Branch right-of-way to travel north and south. This bridge is a part of the WMATA Red Line's Silver Spring Station, so there are metal awnings that provide cover for passengers waiting on the platform adjacent to the bridges.

- Silver Spring WMATA Metro Station (circa 1978) (M: 36-93), Noncontributing.

This is one of several WMATA Metro stations located along the Metropolitan Branch.

- Silver Spring Station (circa 1945) (M: 36-15), Contributing.

This NRHP-listed (August 31, 2000), Colonial Revival passenger station replaced the original circa-1873 Baldwin-designed brick Gothic Revival station at Silver Spring (Baltimore & Ohio Railroad Museum n.d.). There was also a smaller passenger waiting area on the south side of the tracks that was moved in the 1970s to make way for the WMATA metro line; this smaller station was demolished circa 2006 to make room for an office building and parking garage. Although the Silver Spring passenger station was built in 1945, the end of the period of significance for the Metropolitan Branch, it was included in Hutchinson and Avery's 1979 NRHP nomination for the branch and was built from B&O standardized plans for station houses from this era. It represents the early- to mid-twentieth century growth of Silver Spring as a suburb of Washington, D.C., and without the Metropolitan Branch, many of these suburbs would not have existed. The station is no longer in use by the railroad but is available to the public for events.

- Georgia Avenue/Silver Spring Railroad Bridge (circa 1976), Noncontributing.

This steel girder bridge with concrete piers, abutments, and wing walls allows the double tracks to cross over Georgia Avenue. The bridge has some Art Deco elements including the decoration on the piers and the brackets underneath the bridge. There are stairs and sidewalks on both sides of Georgia Avenue that used to provide access the Metropolitan Branch's Silver Spring Station (no longer in use).

- Six additional stations in Maryland have been demolished: the circa-1891 frame station at Woodside, located at MP# 8.2; the frame station at Linden, located at MP# 9.2; the circa-1887 frame station at Forest Glen, located at MP# 9.7; the circa-1891 frame station at Randolph, located at MP# 13.8 (an at-grade crossing still exists at Randolph Road today); the frame station at Clopper, located at MP# 24.2; and the frame station at Tuscarora, located at MP# 39.3 (B&O Museum Archives).

-
- Eight waiting shelters in Maryland have been demolished: the circa-1877 frame waiting shelter at Fenwick, located at MP# 8.0; the circa-1877 frame waiting shelter at Windham, located at MP# 13.3; the circa-1879 frame waiting shelter at Halpine, located at MP# 14.7; the circa-1886 frame waiting shelter at Rockville, located at MP# 16.5; the circa-1890 frame waiting shelter at Washington Grove, located at MP# 20.8; the circa-1884 frame waiting shelter at Gaithersburg, located at MP# 21.5; the circa-1884 frame waiting shelter at Ward, located at MP# 22.0; and the circa-1880 frame waiting shelter at Buck Lodge, located at MP# 30.5 (B&O Museum Archives).
 - Three stations in Washington, D.C., not a part of this survey, have been demolished: the circa-1886 frame station at Takoma (Park), located at MP# 6.2; the circa-1890 stone station at University (Brooks), located at MP# 3.4; and the circa-1888 frame station at Eckington (New York Avenue), located at MP# 1.3 (B&O Museum Archives).
 - Four waiting shelters in Washington, D.C., not a part of this survey, have been demolished: the circa-1889 frame waiting shelter at Eckington (New York Avenue), located at MP# 1.3; the circa-1884 frame waiting shelter at Terra Cotta, located at MP# 4.3; the circa-1880 frame waiting shelter at Stotts, located at MP# 4.8; and the circa-1884 waiting shelter at Lamond, located at MP# 5.8 (B&O Museum Archives).

References:

Baltimore Architecture Foundation. 2020. E. (Ephraim) Francis Baldwin. Accessed February 25, 2020. <http://baltimorearchitecture.org/biographies/e-ephrain-francis-baldwin/>.

Booklet, B&O stations and waiting sheds, Metropolitan Branch, floor plans, undated, 1000.521.2859, 419E, Box 2, Folder 1. Copy on file at Baltimore & Ohio Railroad Museum, Baltimore, Maryland.

Hutchinson, William E., and Carlos Avery. 1979. National Register of Historic Places Nomination Form: Metropolitan Branch, Baltimore and Ohio Railroad (M: 37-16). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

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

Kornweibel, Jr., Theodore. 2010. Railroads in the African American Experience. Baltimore, Maryland: The Johns Hopkins University Press.

Kuhn, Patti. 2006. Maryland Historical Trust Determination of Eligibility Form: Small Structure No. 15046X0 (M: 37-16-4). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

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

McGuckian, Eileen S. 2010. National Register of Historic Places Nomination Form: Dickerson Historic District (M: 12-21). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

Rowlands, D.W. 2018. "How the Washington Branch Railway and the Camden Line Shaped the Region's Suburbs." Greater Washington, August 23, 2018. Accessed December 6, 2019. <https://ggwash.org/view/68598/how-the-washington-branch-railway-and-the-camden-line-shaped-the-regions-suburbs>.

Soderberg, Susan. January 23, 2013. "Germantown Then & Now: Germantown Train Station." Patch Neighbor News. Germantown, Maryland. Accessed December 6, 2019. <https://patch.com/maryland/germantown/the-germantown-train-station>.

Soderberg, Susan Cooke. 1998. The Met: A History of the Metropolitan Branch of the B&O Railroad, Its Stations and Towns.

Germantown, Maryland: The Germantown Historical Society. Copy on file at Baltimore & Ohio Railroad Museum, Baltimore, Maryland.

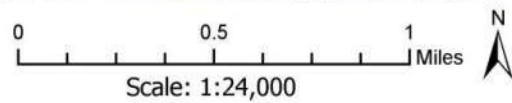
Stover, John F. History of the Baltimore and Ohio Railroad. West Lafayette, Indiana: Purdue University Press, 1987.

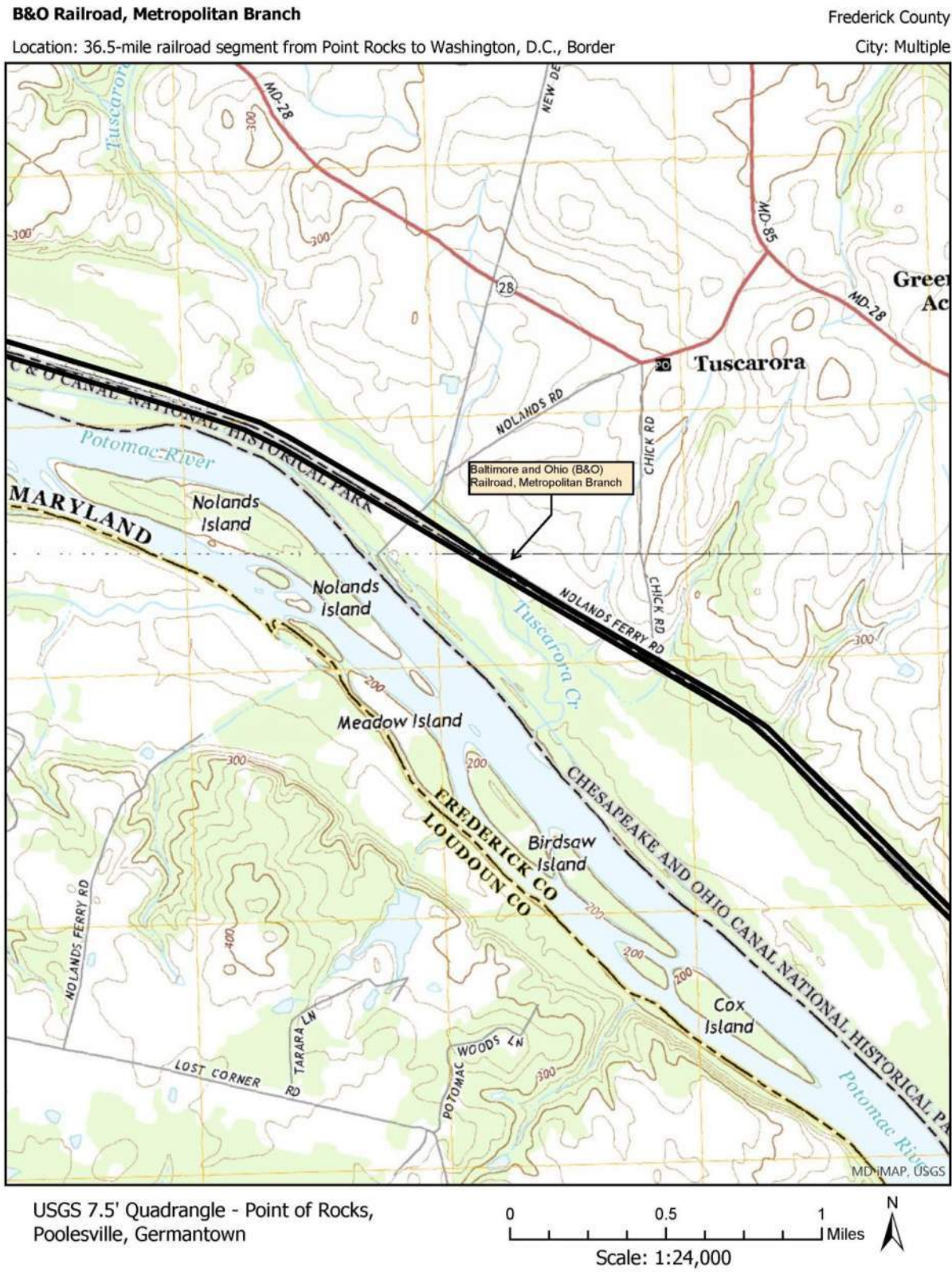
Tamburrino, Tim. 2000. Maryland Historical Trust Determination of Eligibility Form: Metropolitan Branch, Baltimore and Ohio Railroad (M: 37-16). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

Trainweb n.d. "B&O Metropolitan Branch Tour." Accessed December 6, 2019. <http://www.Trainweb.org/oldmainline/met1.htm>.

Frederick County

City: Multiple



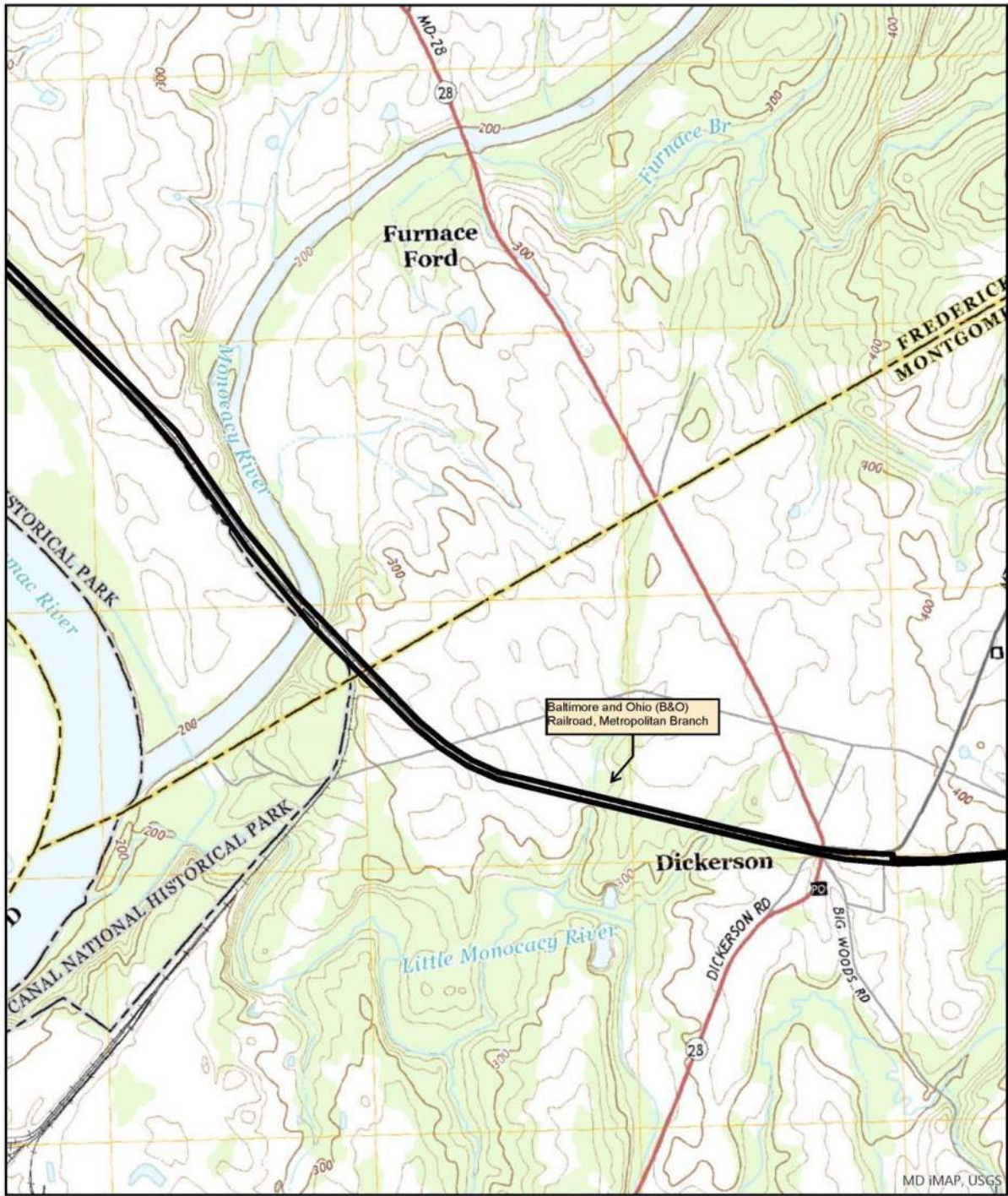


B&O Railroad, Metropolitan Branch

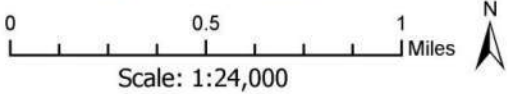
Frederick County & Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

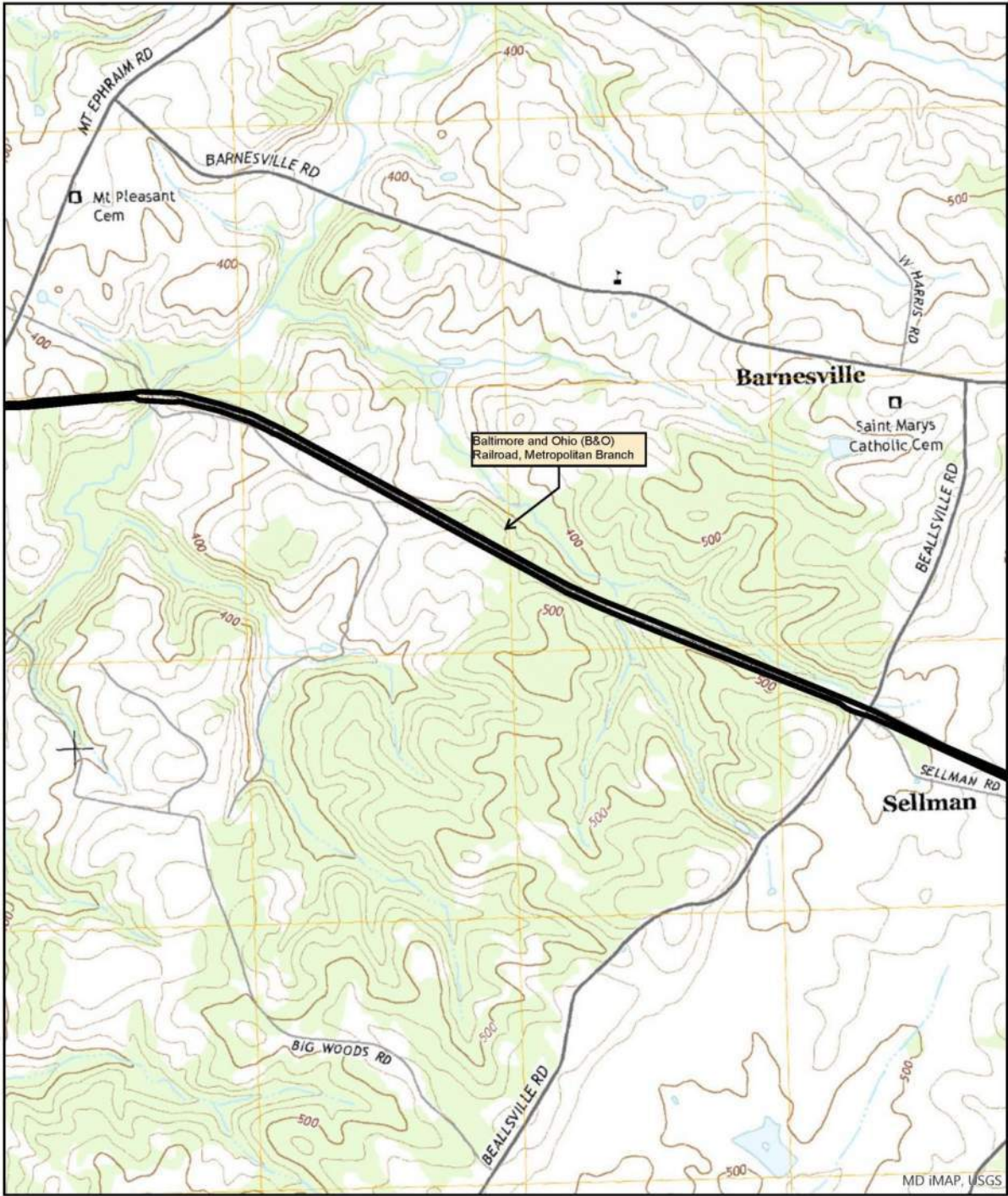


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

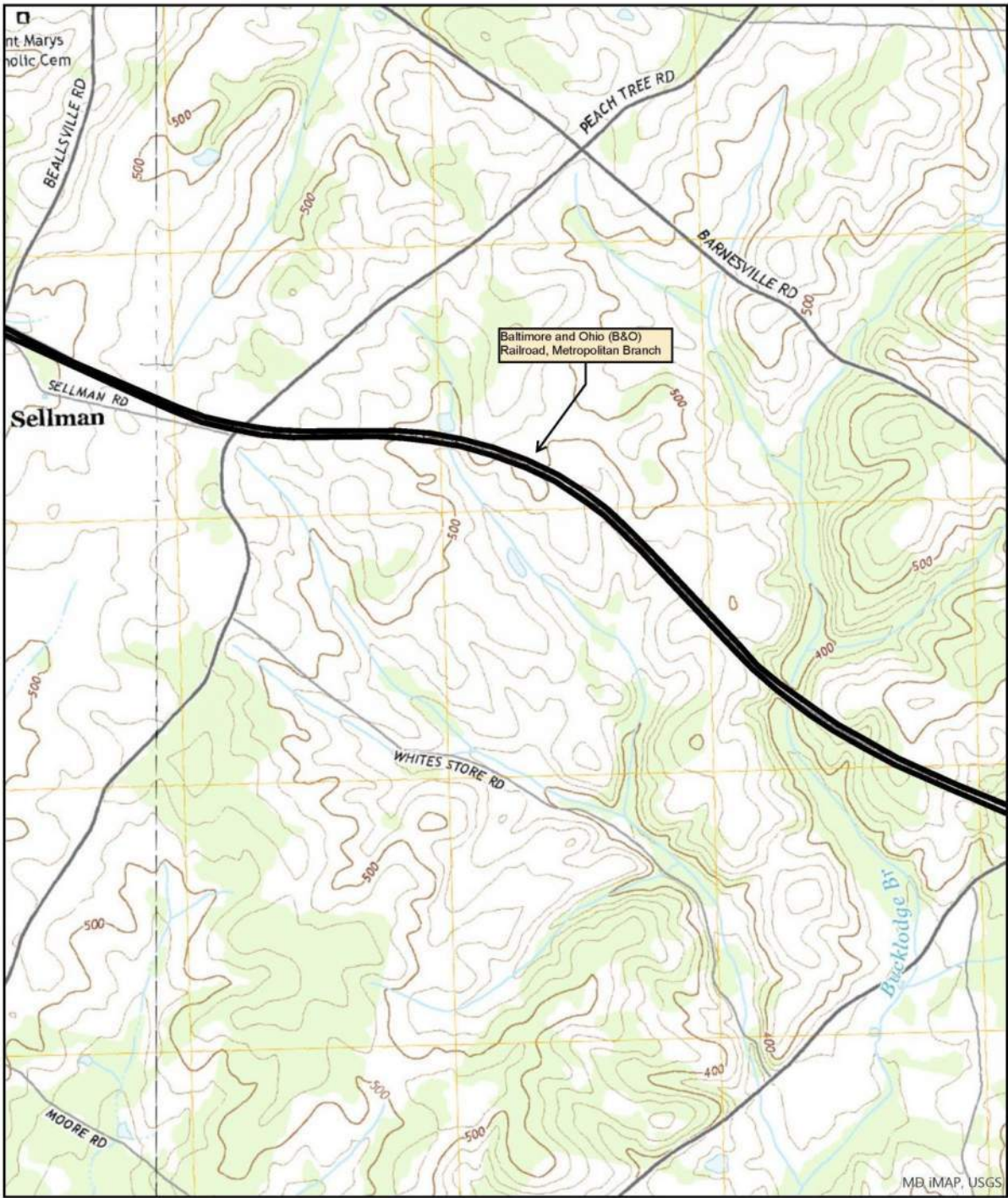
0 0.5 1 Miles
Scale: 1:24,000

B&O Railroad, Metropolitan Branch

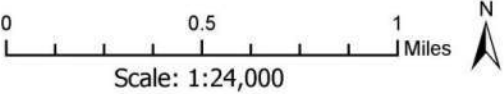
Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

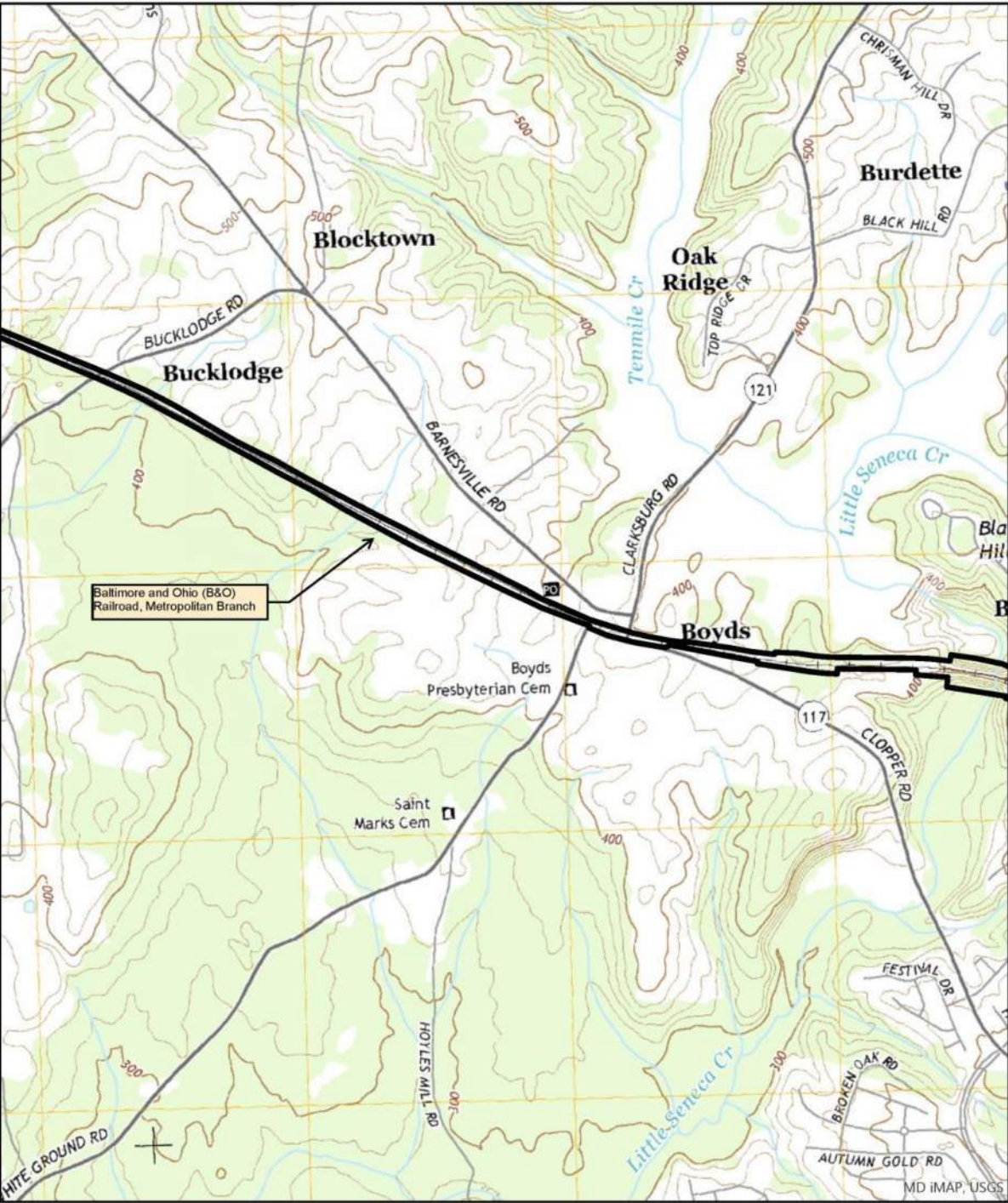


B&O Railroad, Metropolitan Branch

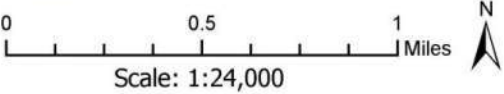
Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

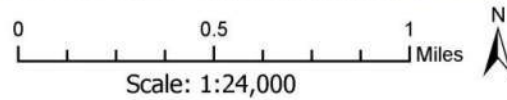


USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown



Montgomery County

City: Multiple

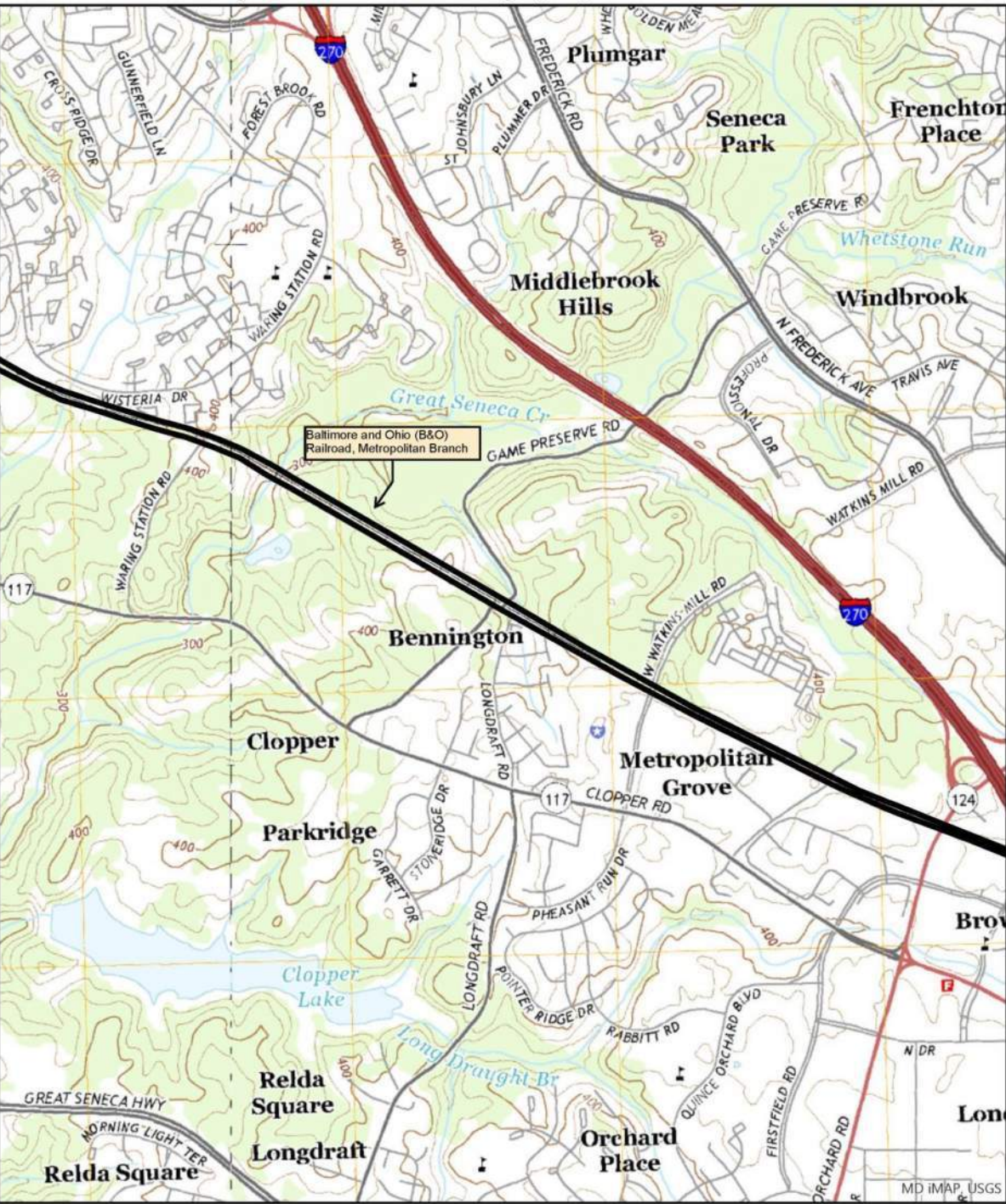


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

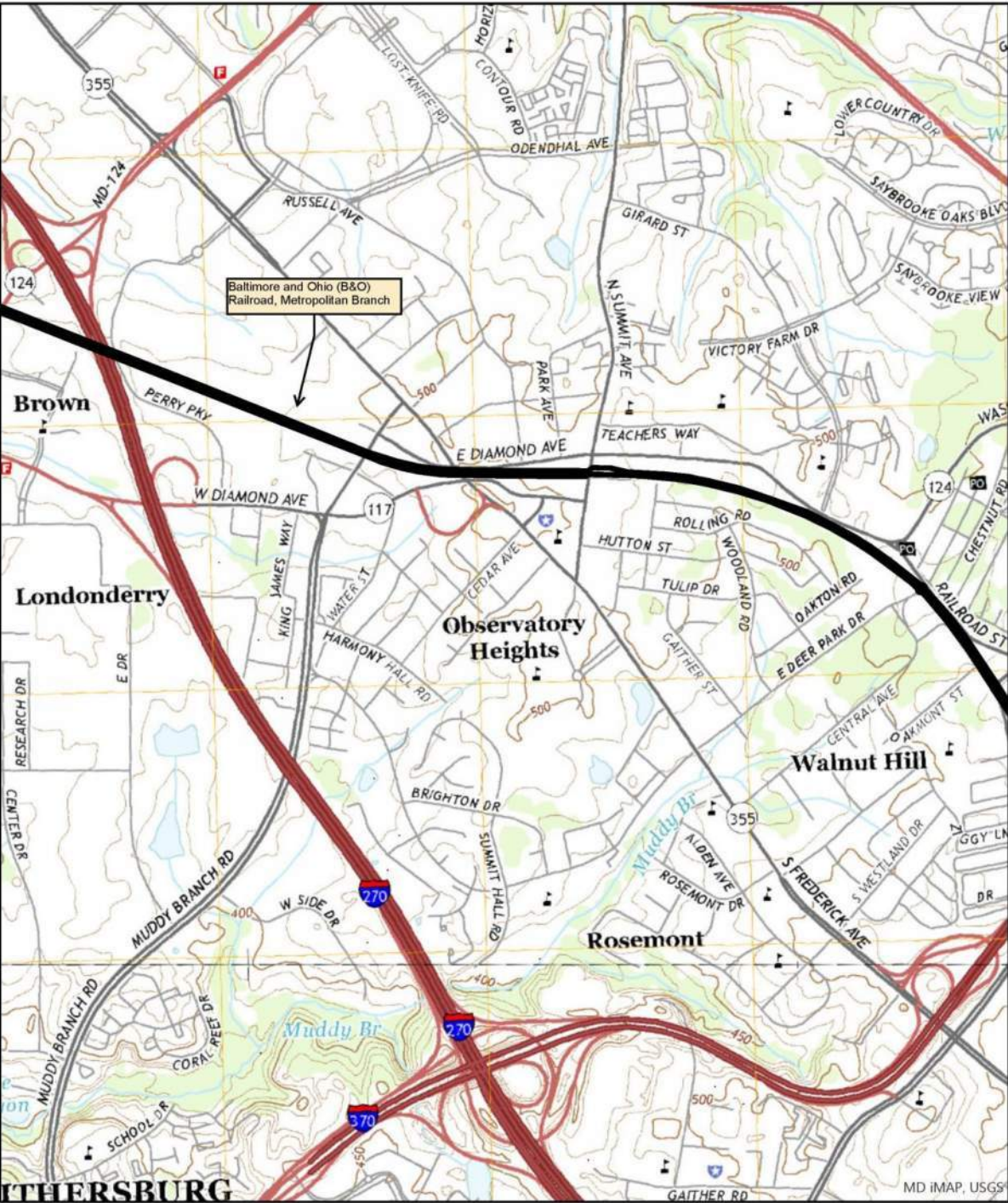
0 0.5 1 Miles
Scale: 1:24,000

B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

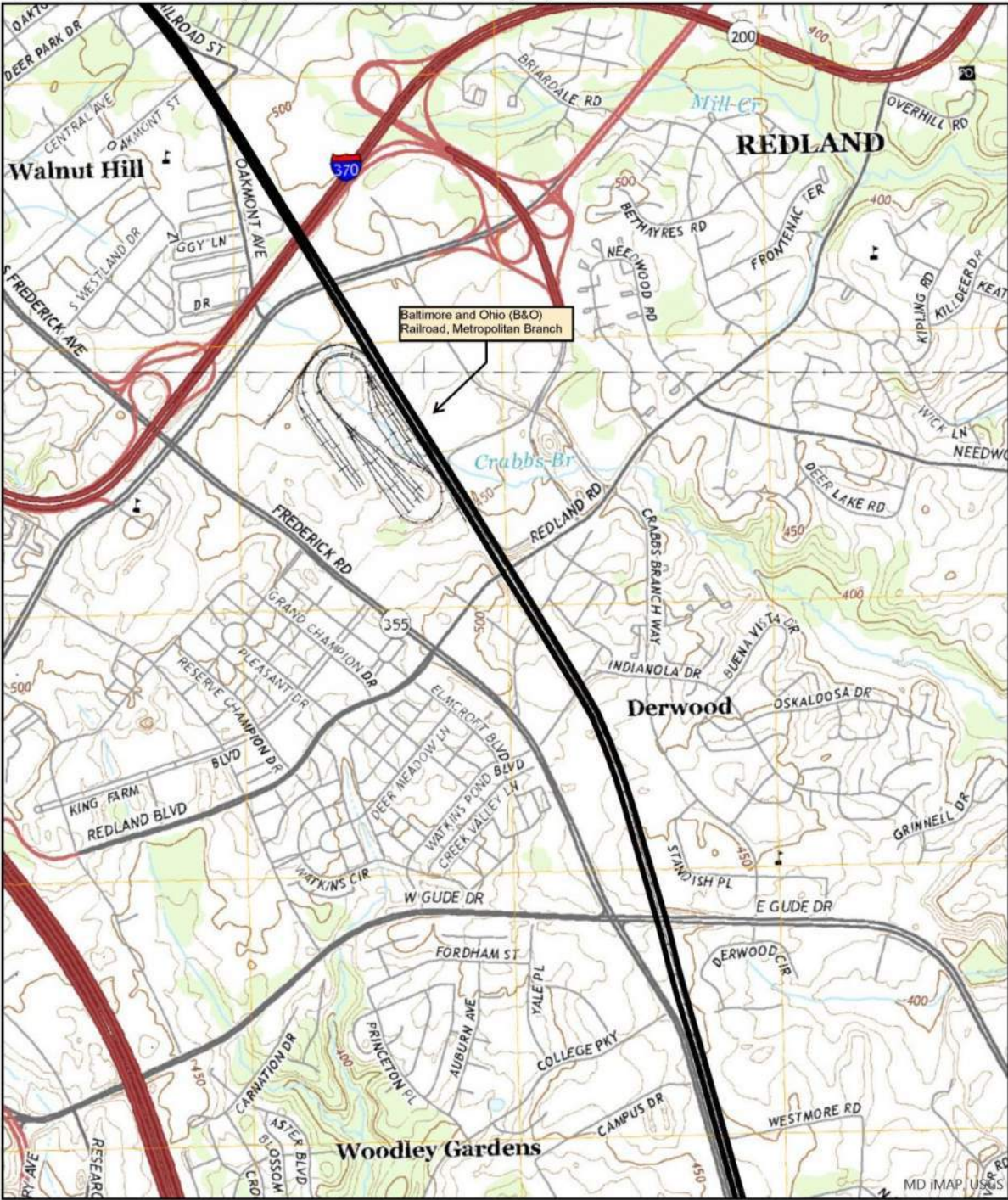


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

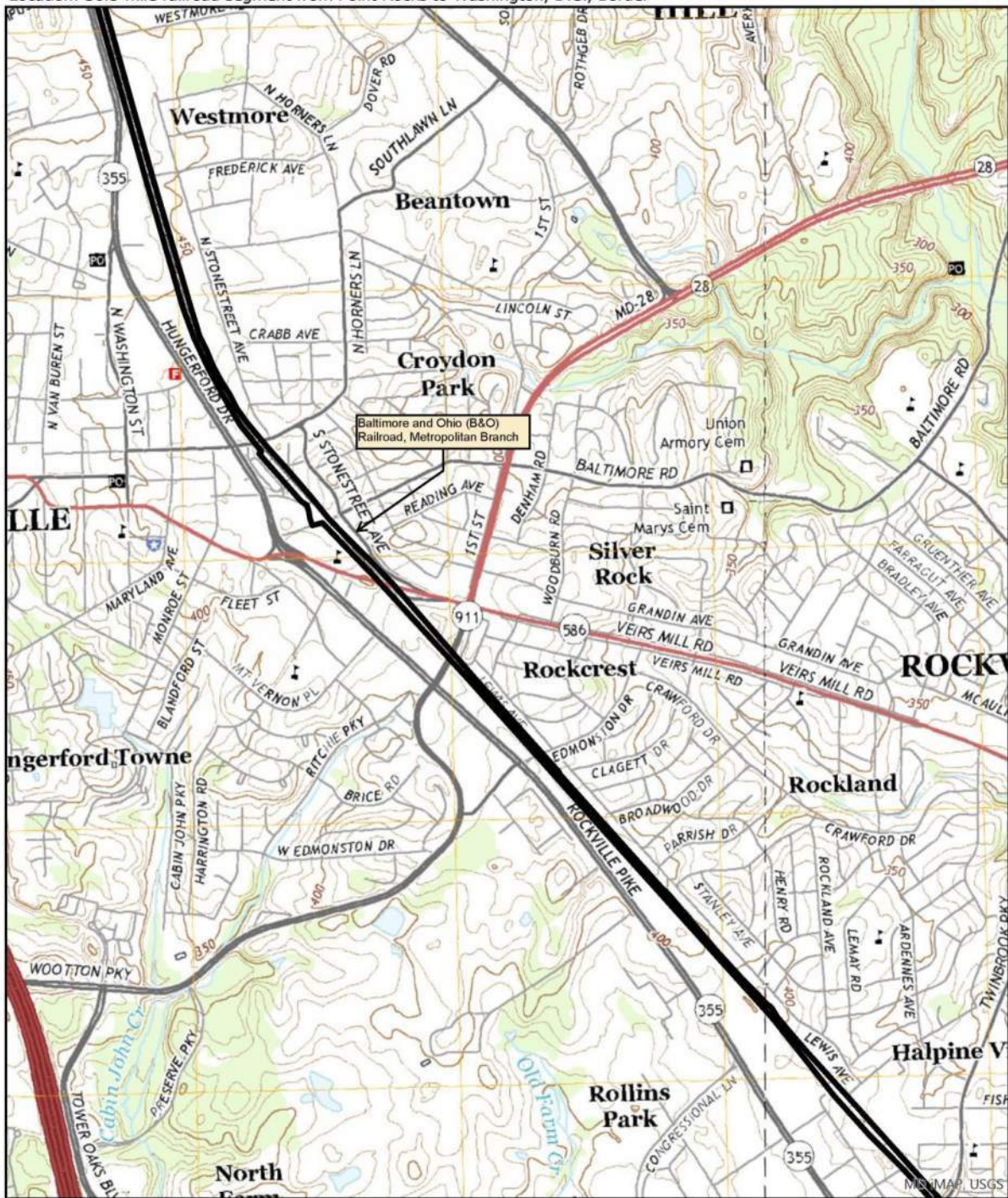
0 0.5 1 Miles
Scale: 1:24,000

B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

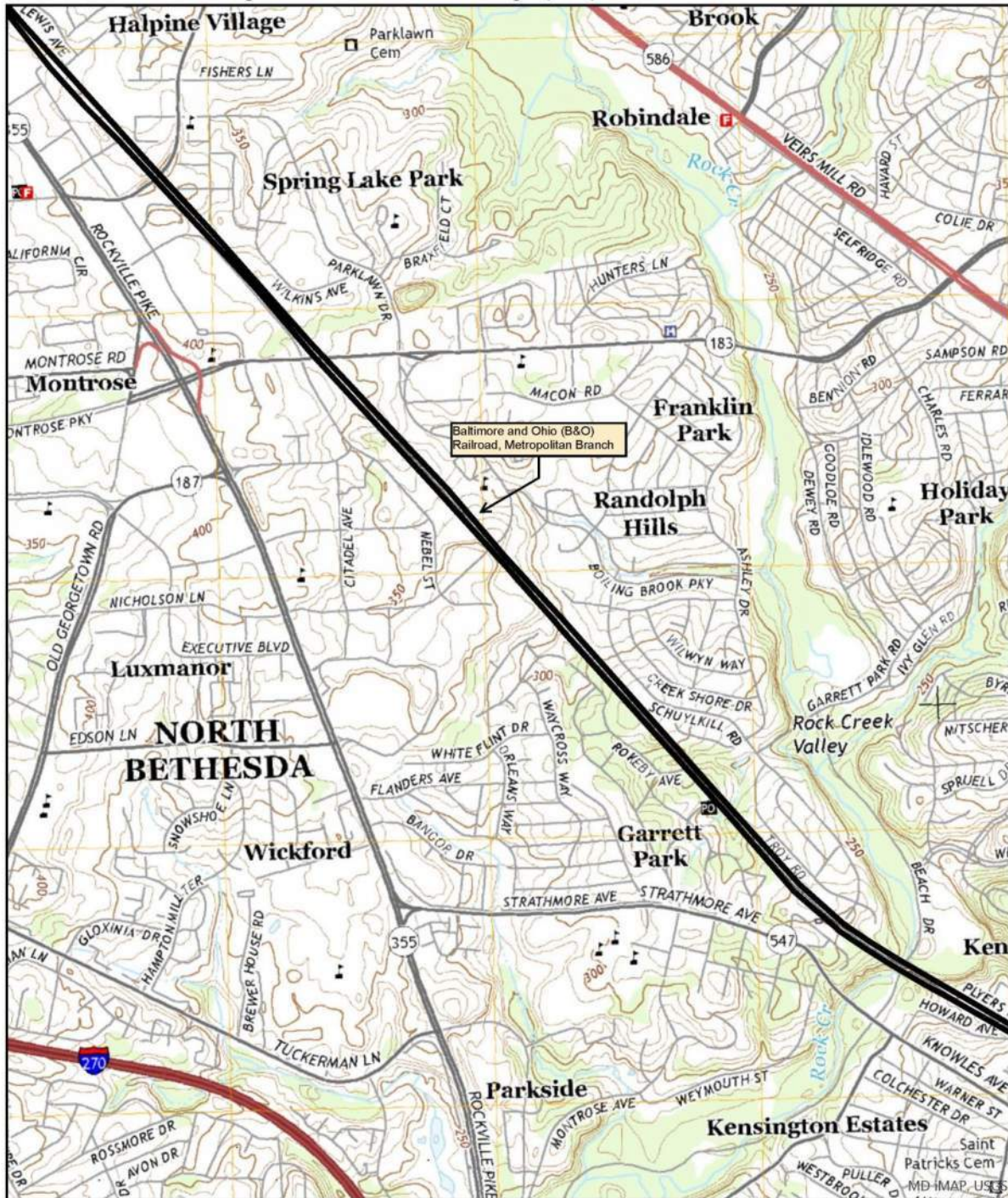
0 0.5 1 Miles
Scale: 1:24,000

B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Pooleville, Germantown

0 0.5 1 Miles
Scale: 1:24,000

B&O Railroad, Metropolitan Branch

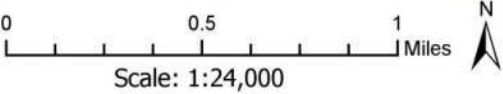
Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

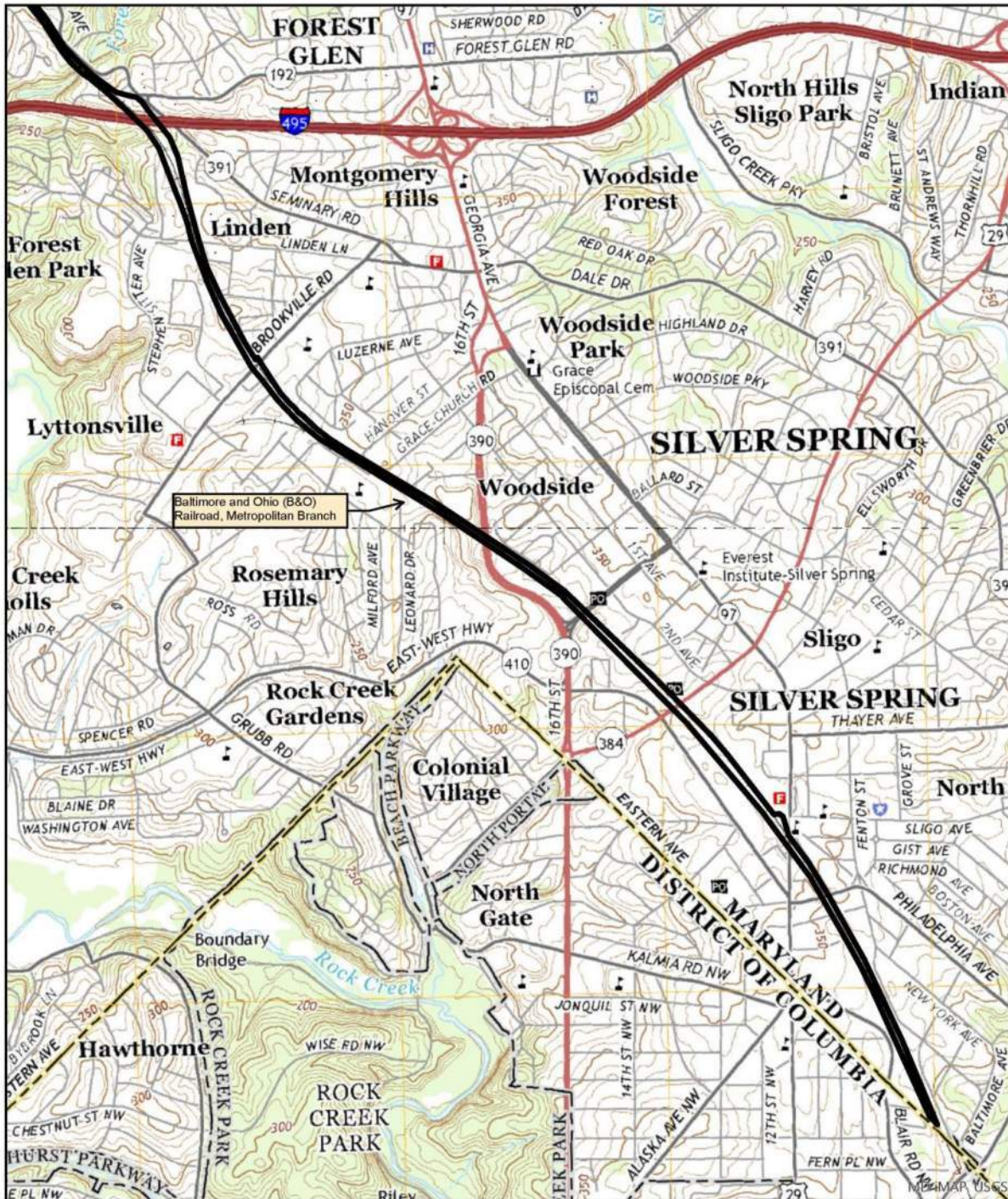


B&O Railroad, Metropolitan Branch

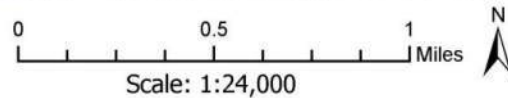
Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



USGS 7.5' Quadrangle - Point of Rocks,
Poolesville, Germantown

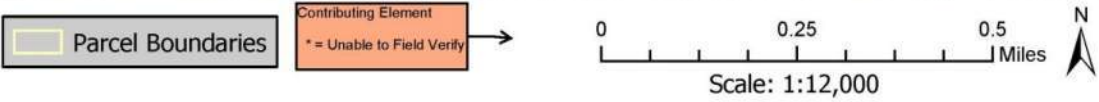


B&O Railroad, Metropolitan Branch

Frederick County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



B&O Railroad, Metropolitan Branch

Frederick County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

0 0.25 0.5 Miles
Scale: 1:12,000

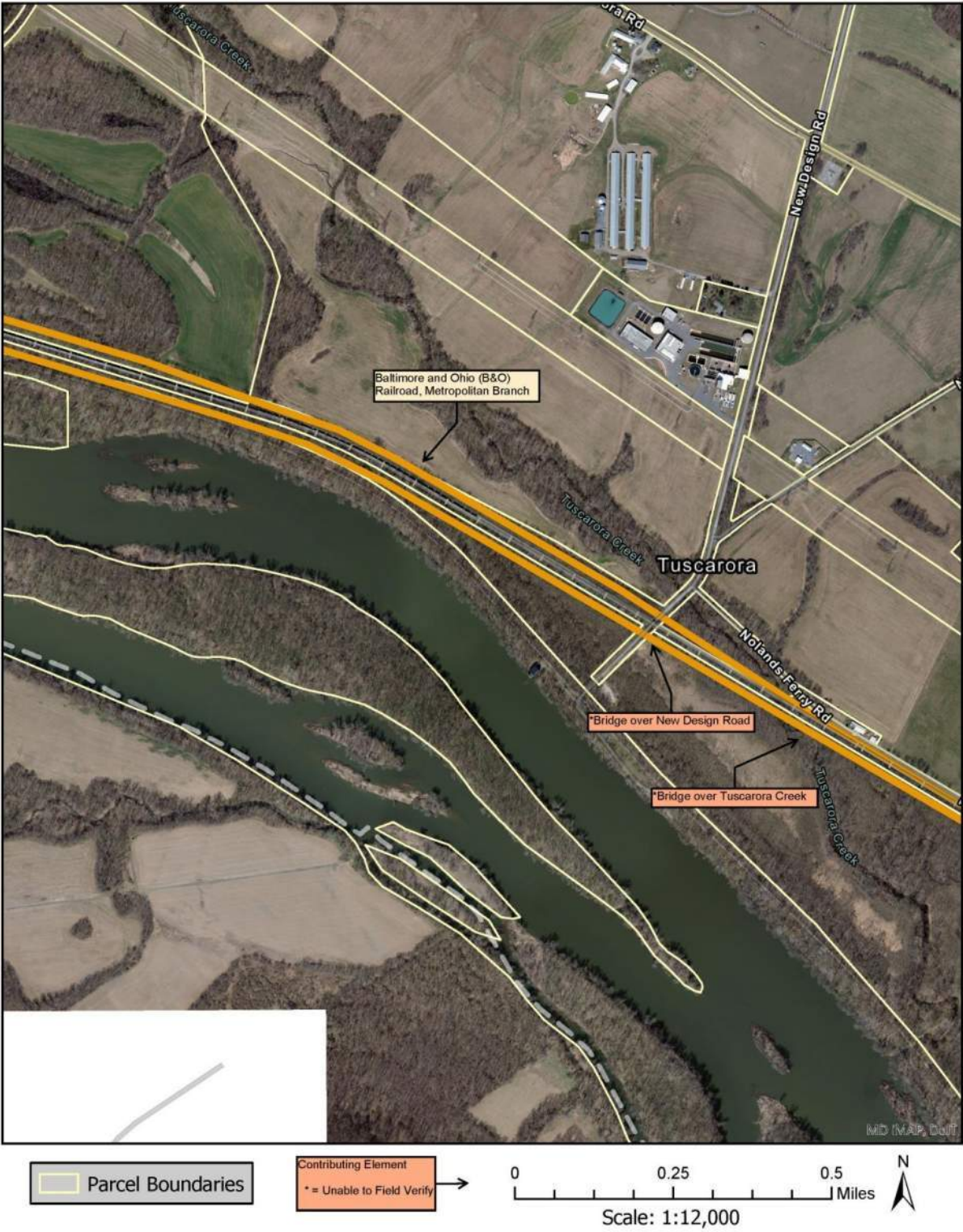


B&O Railroad, Metropolitan Branch

Frederick County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



B&O Railroad, Metropolitan Branch

Frederick County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

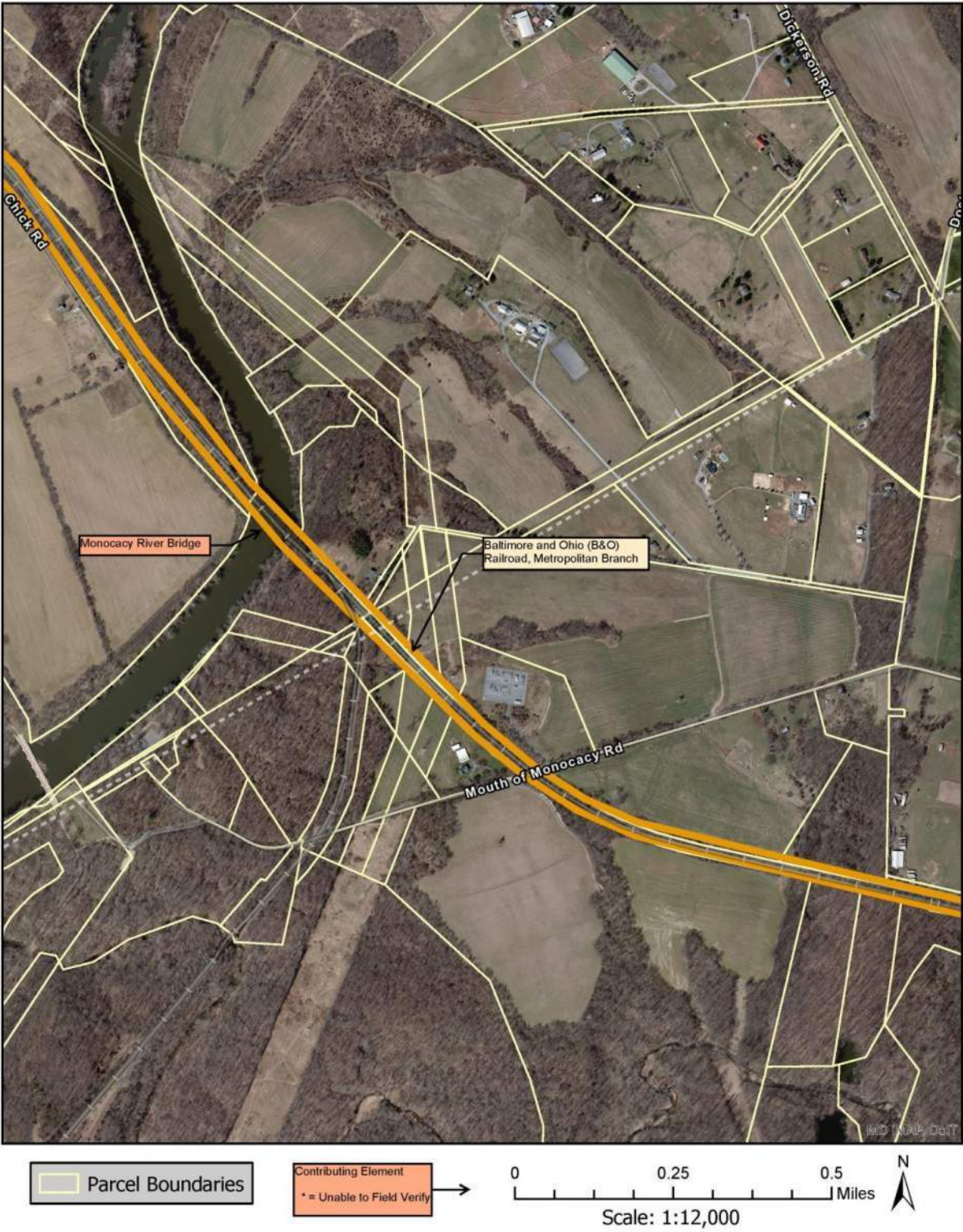
0 0.25 0.5 Miles
Scale: 1:12,000

B&O Railroad, Metropolitan Branch

Frederick County & Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

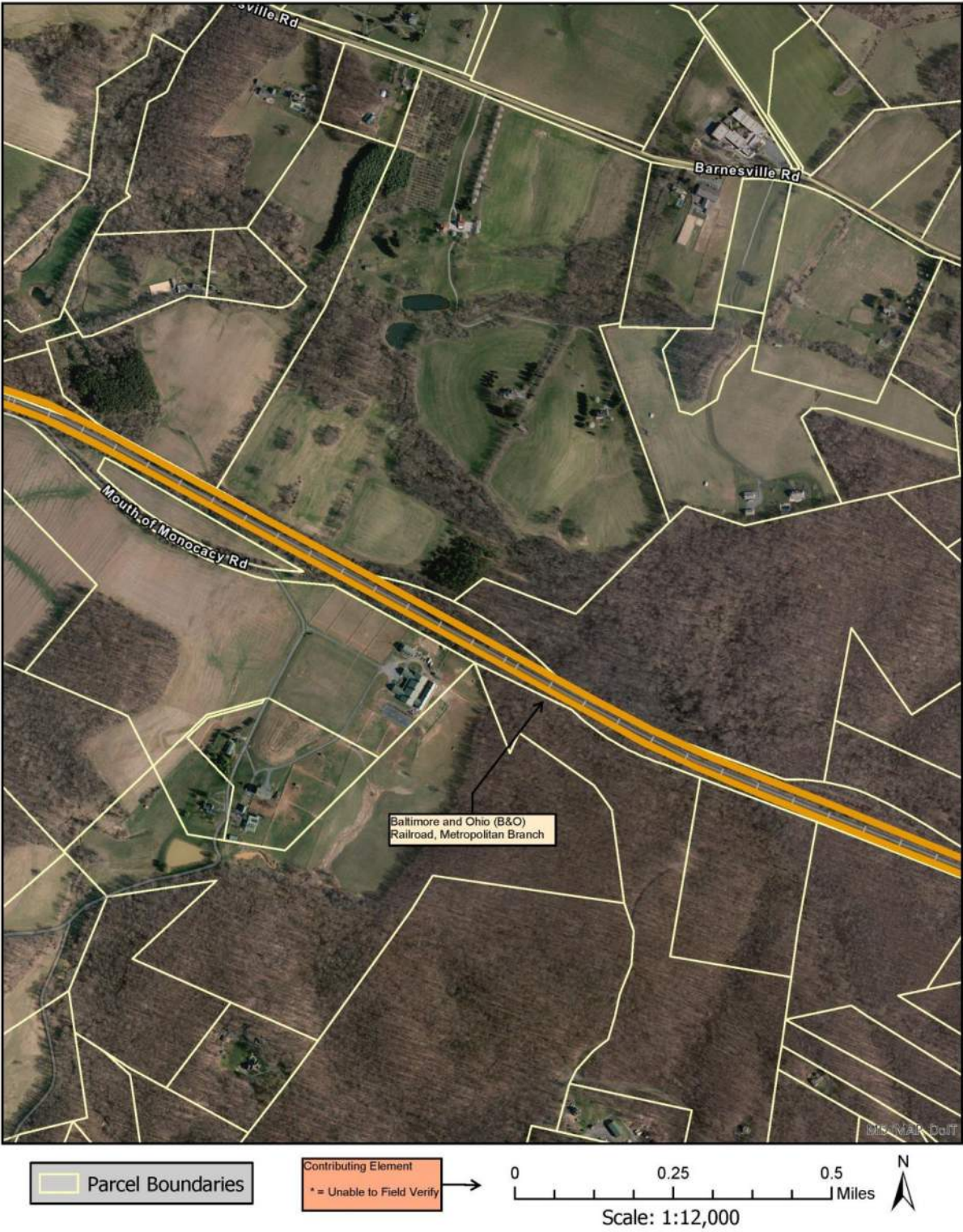


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

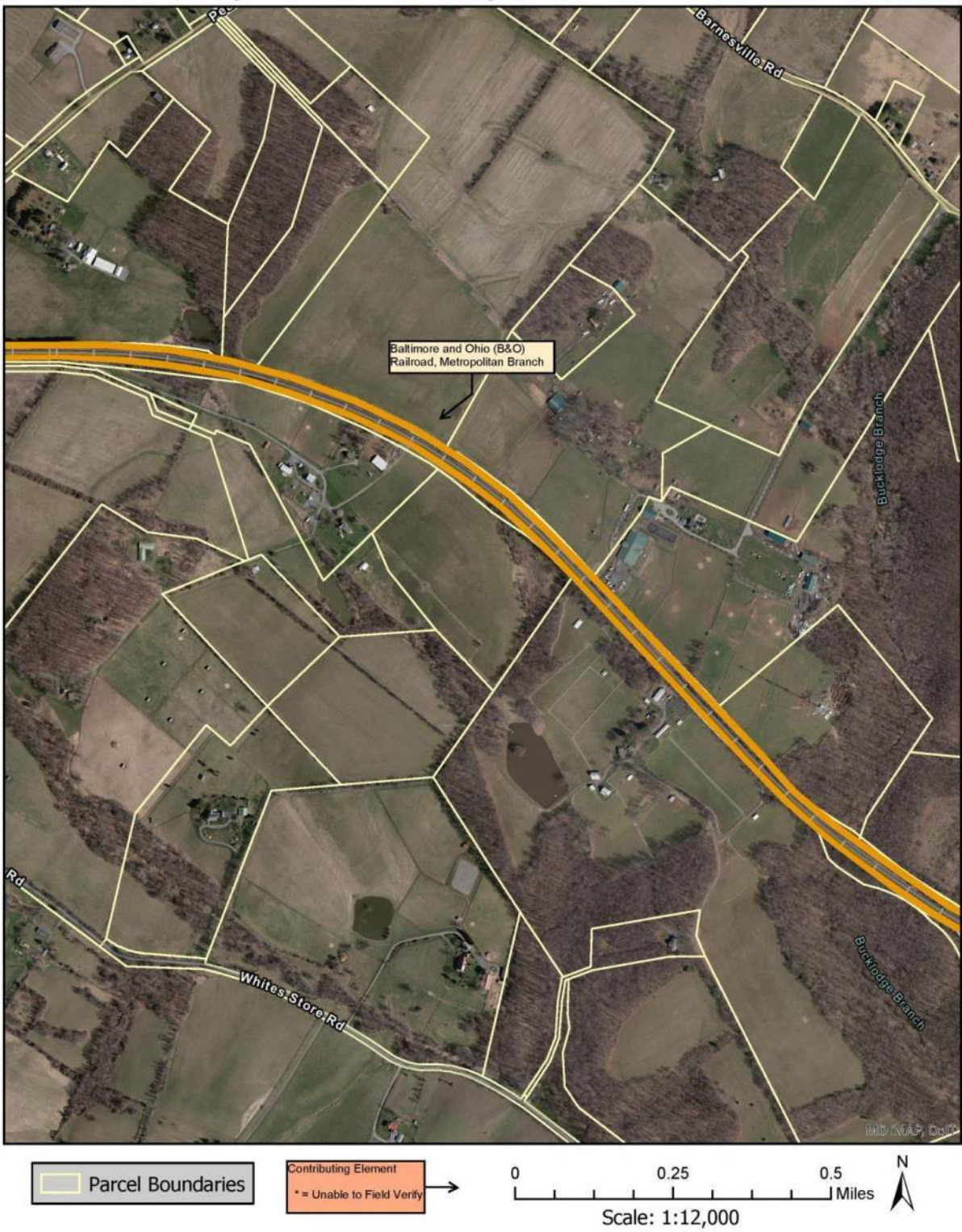
0 0.25 0.5 Miles
Scale: 1:12,000

B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

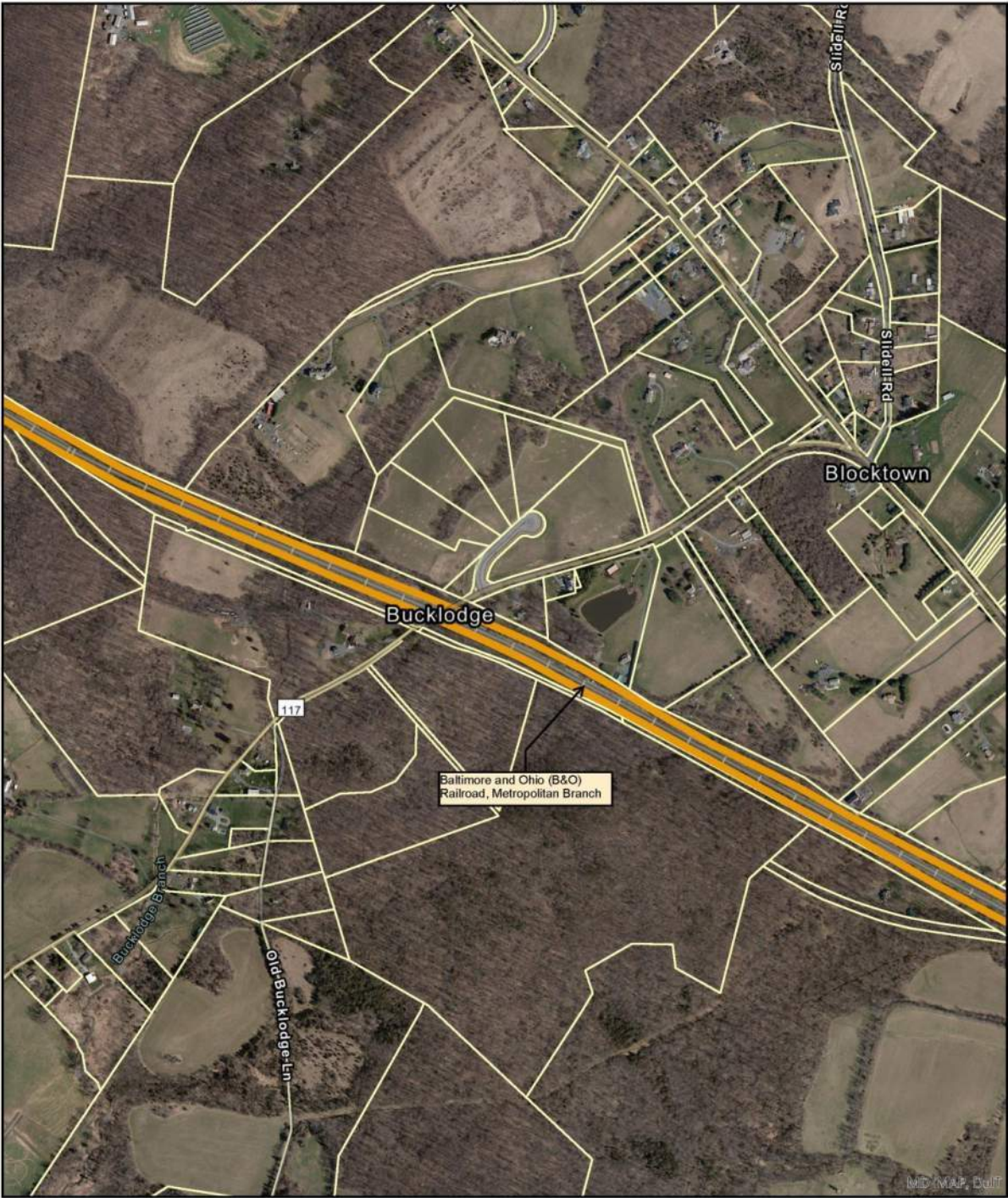


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

0 0.25 0.5 Miles
Scale: 1:12,000

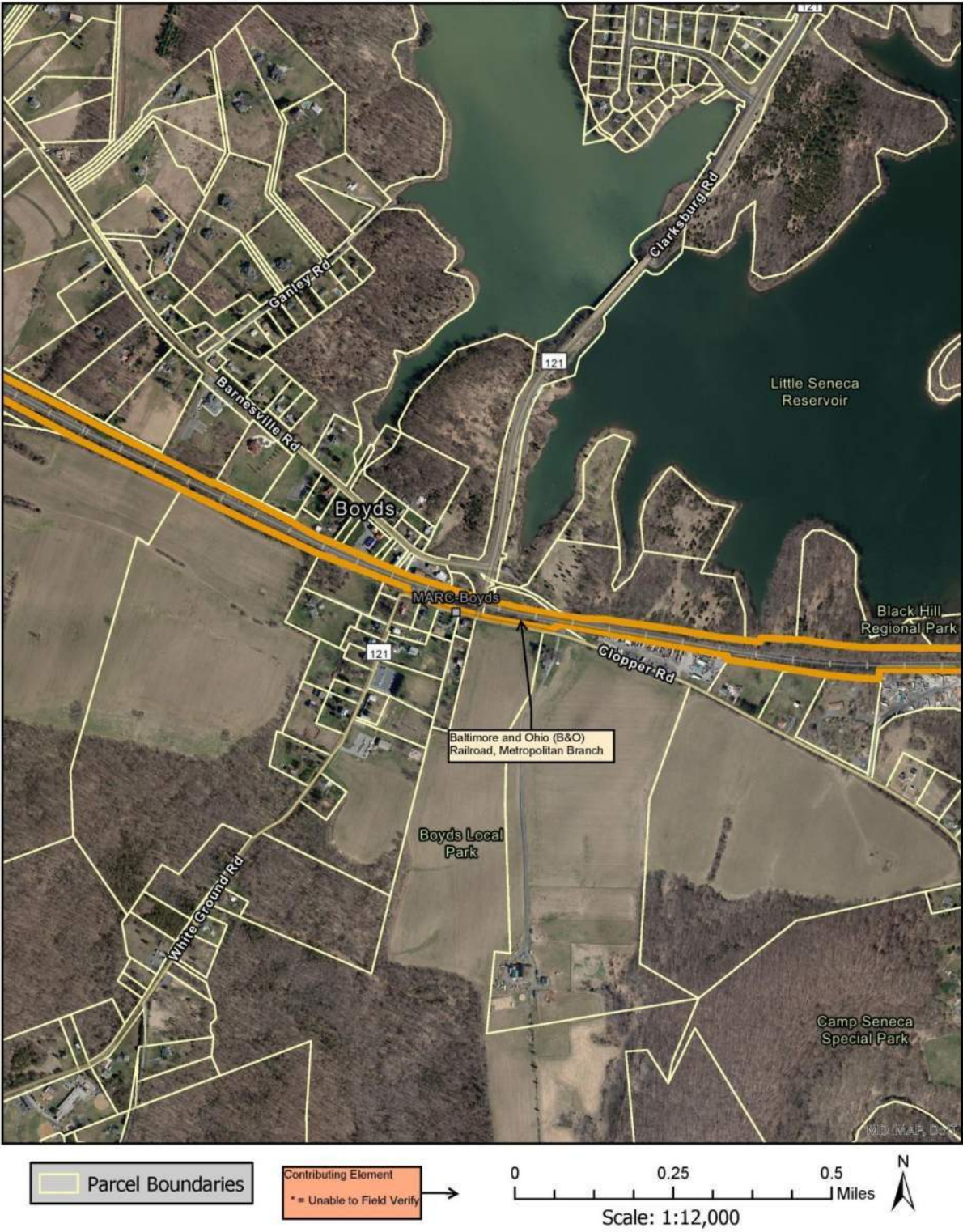


B&O Railroad, Metropolitan Branch

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

Montgomery County

City: Multiple

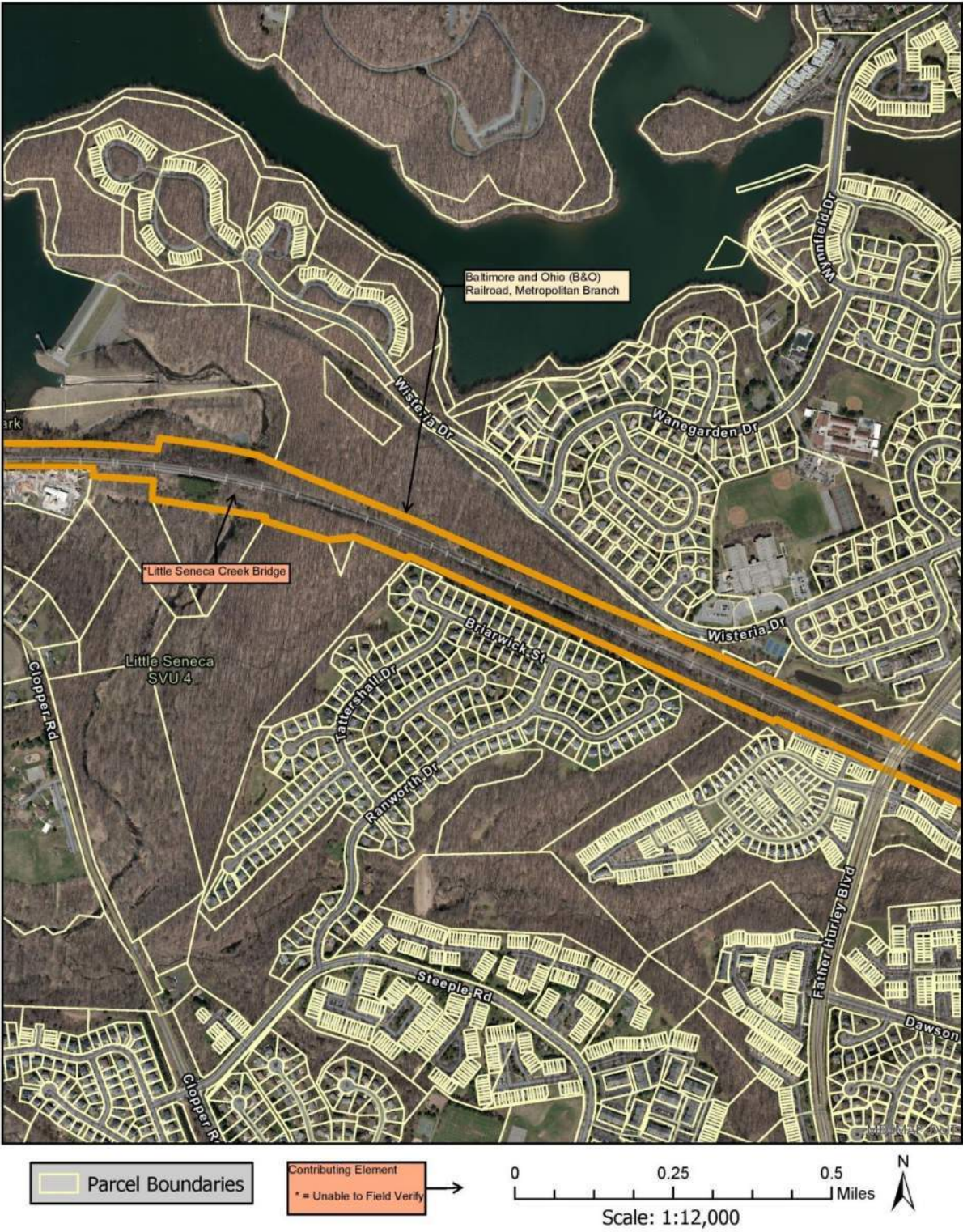


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

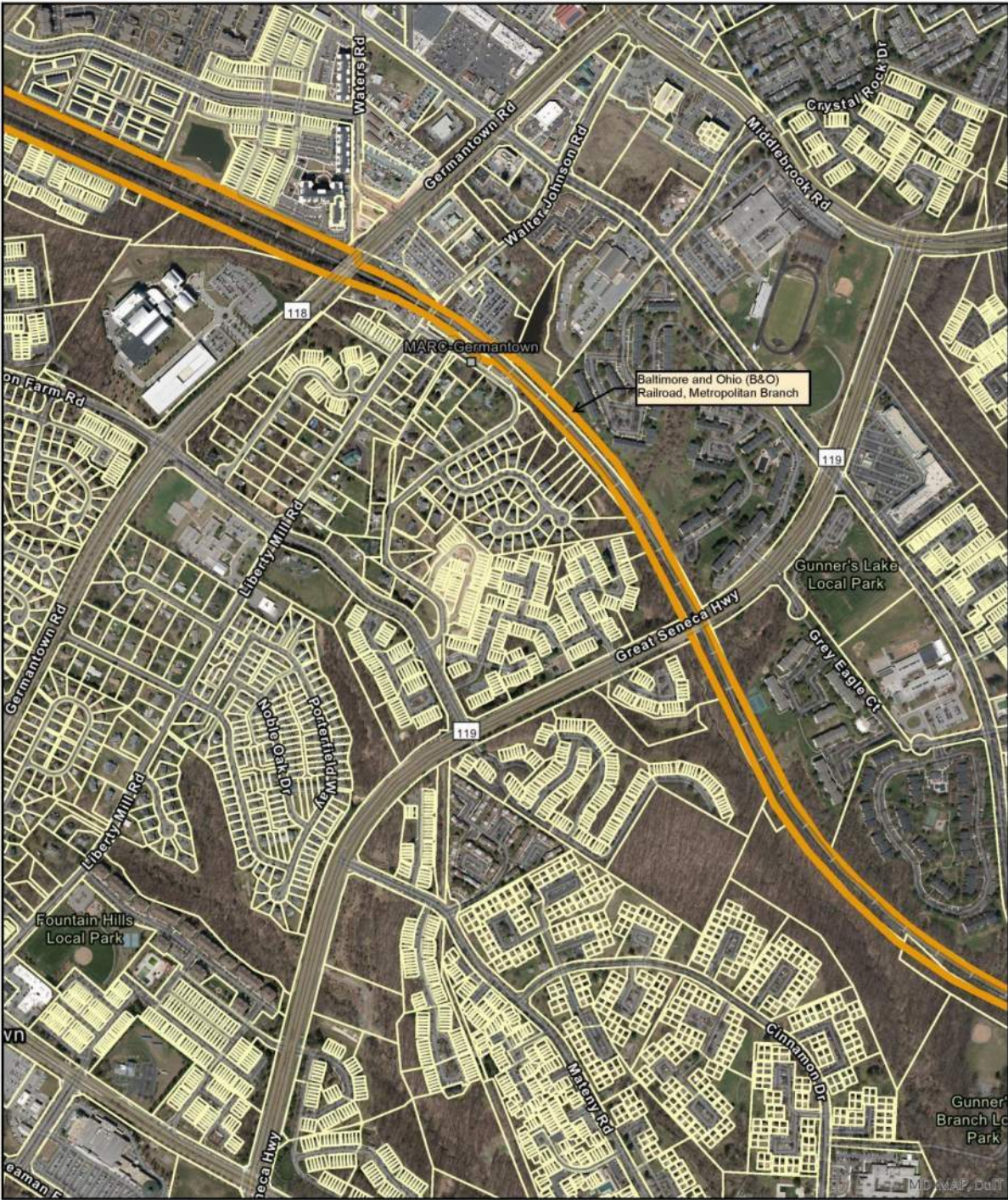


B&O Railroad, Metropolitan Branch

Montgomery County

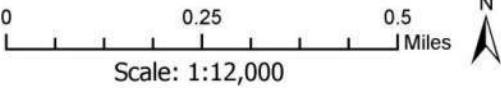
Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

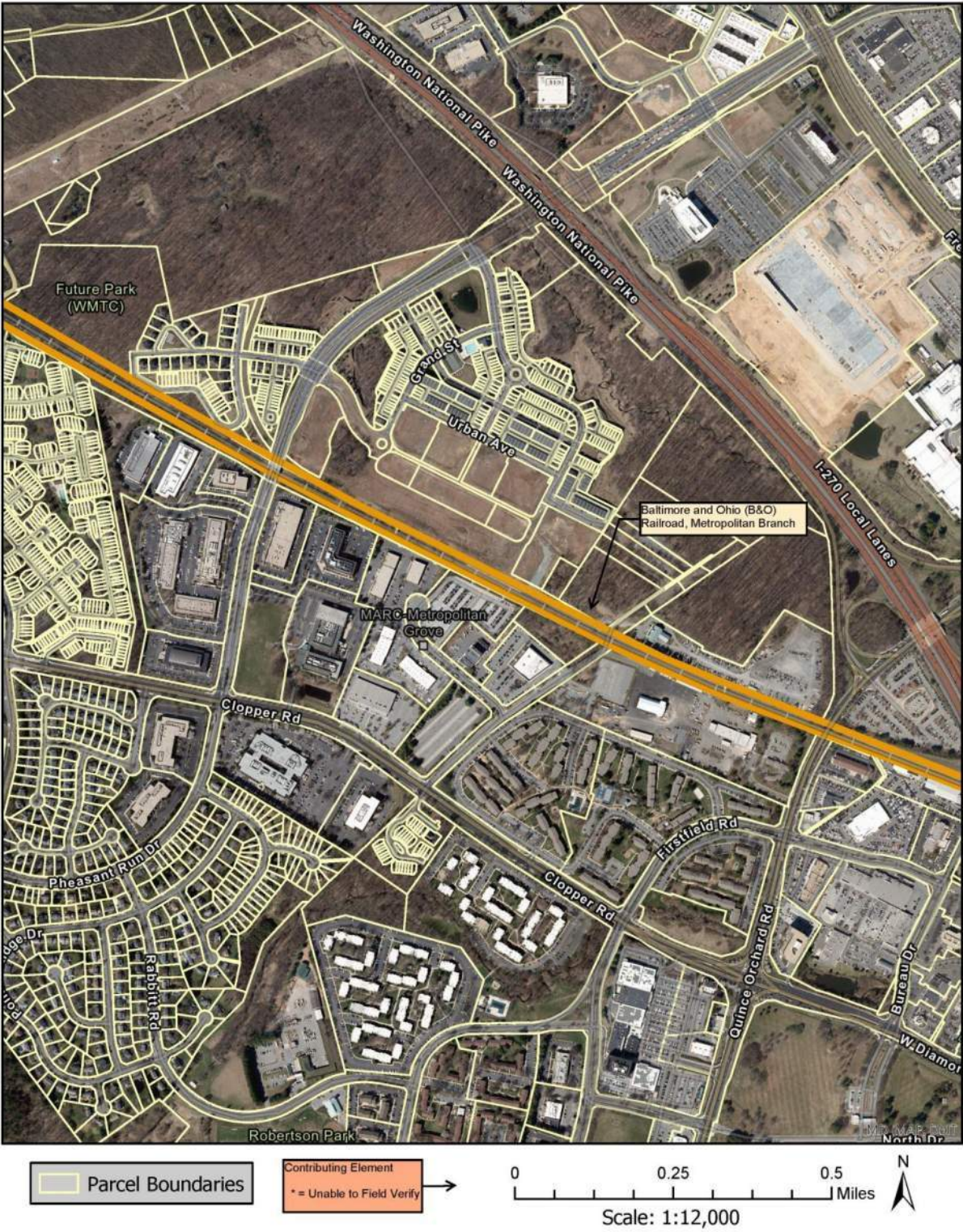


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

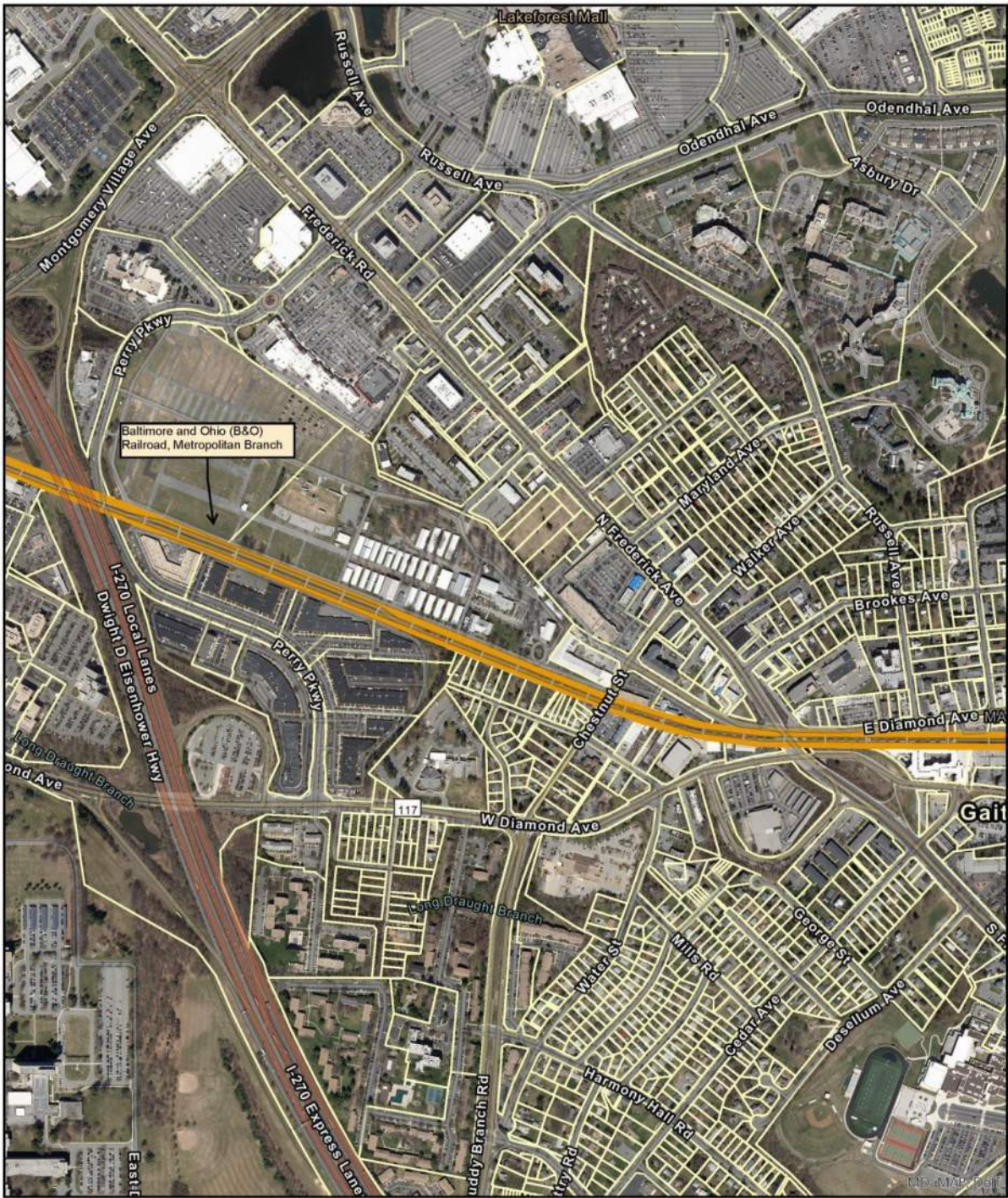


B&O Railroad, Metropolitan Branch

Montgomery County

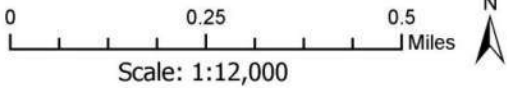
Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

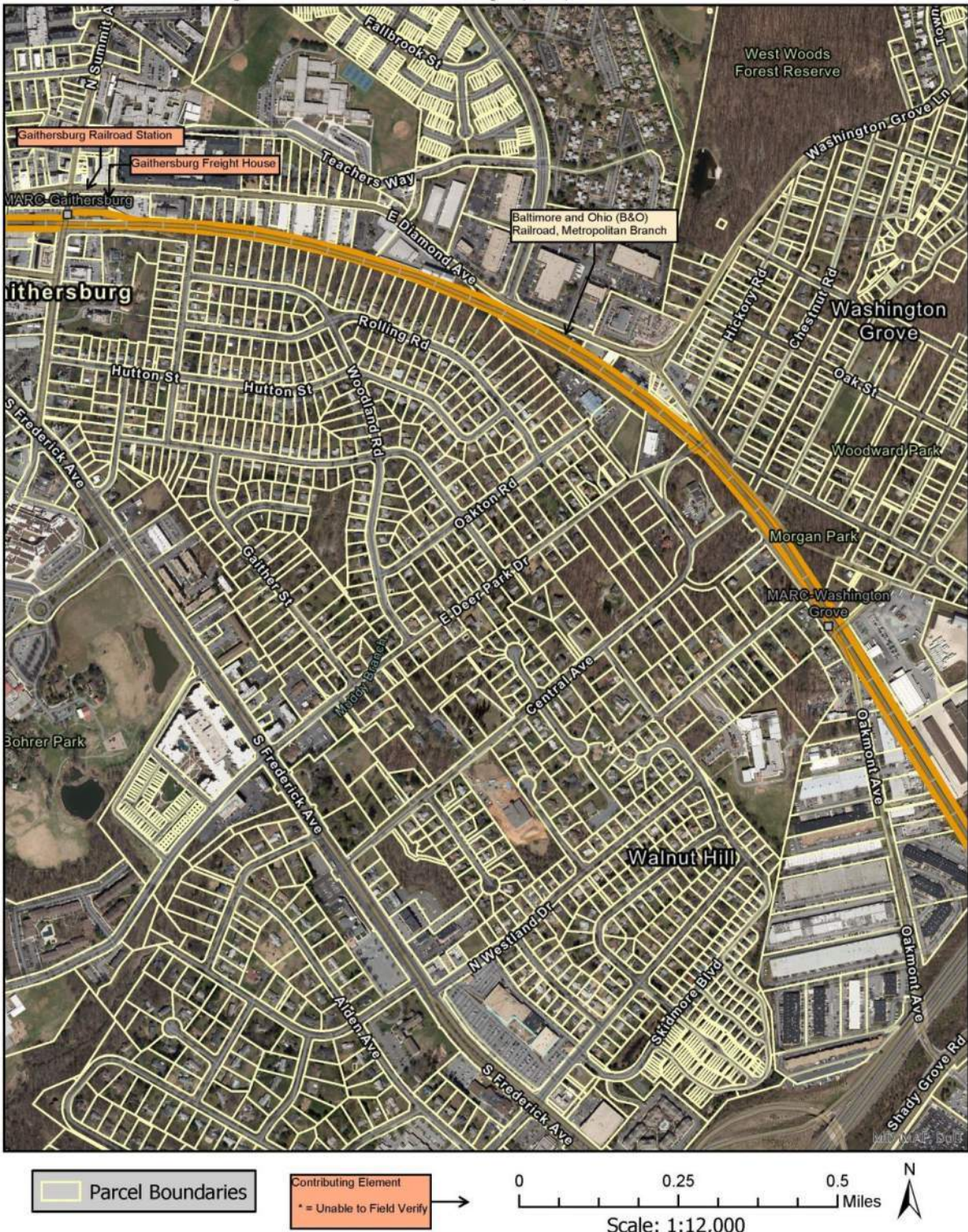


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

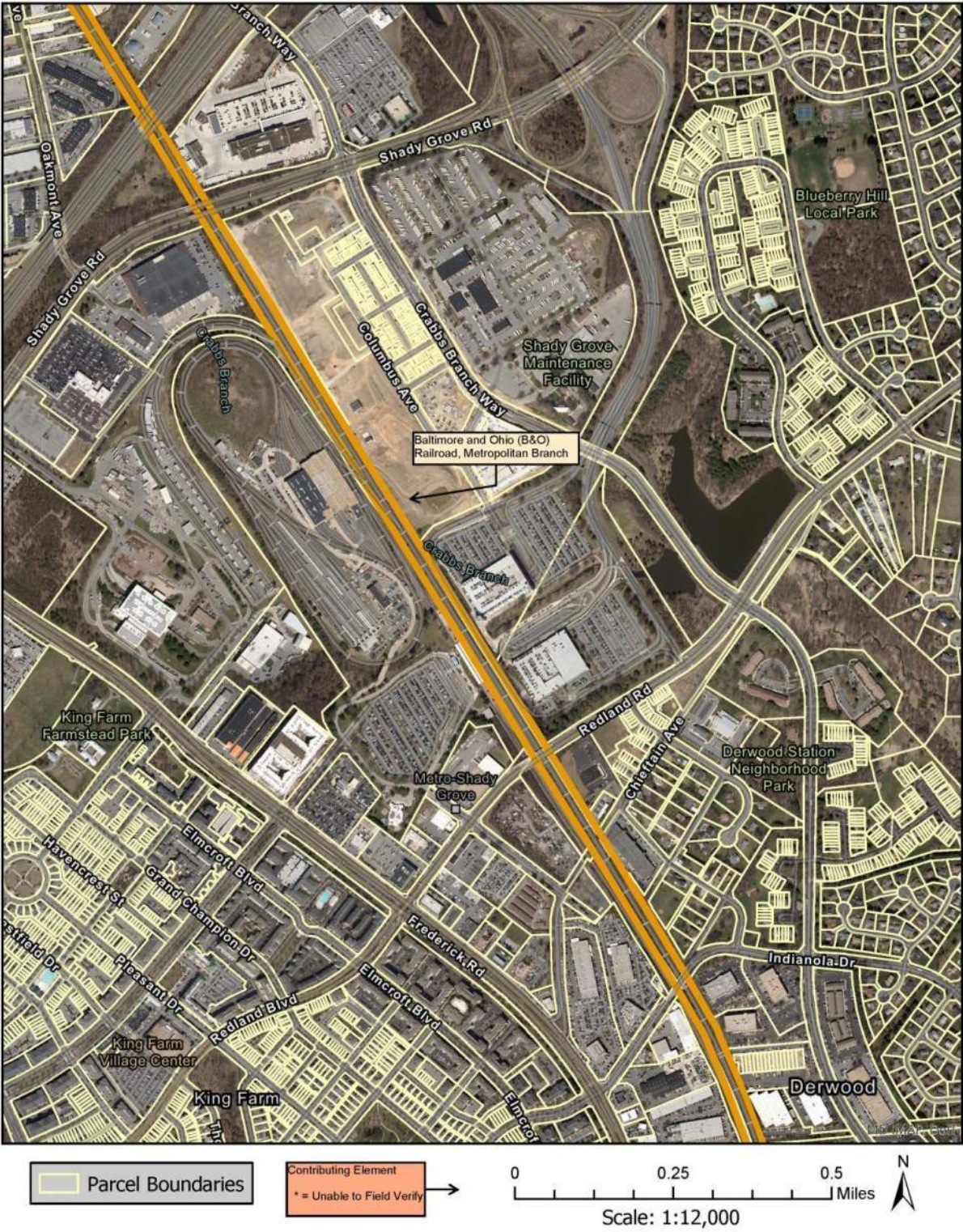


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

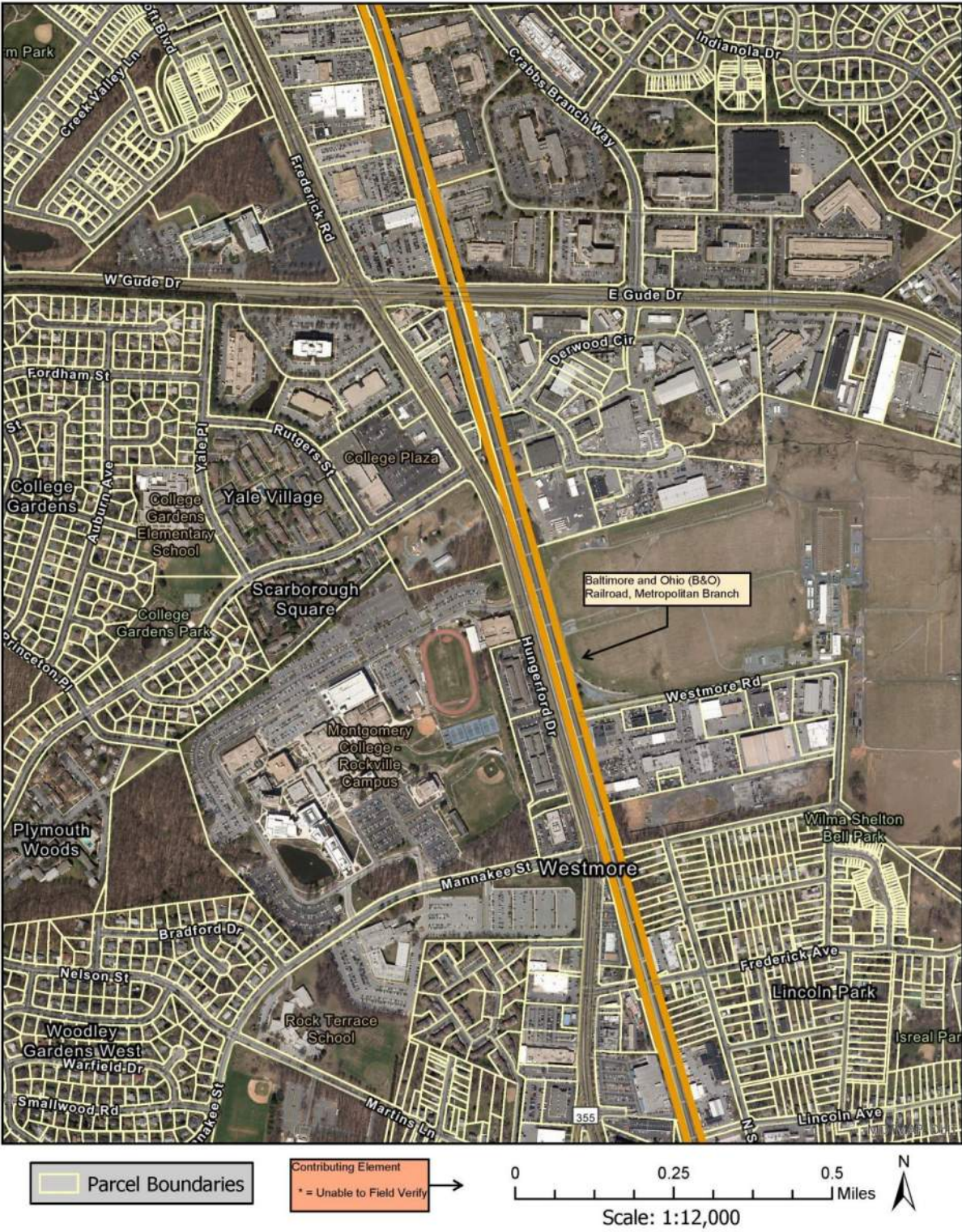


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

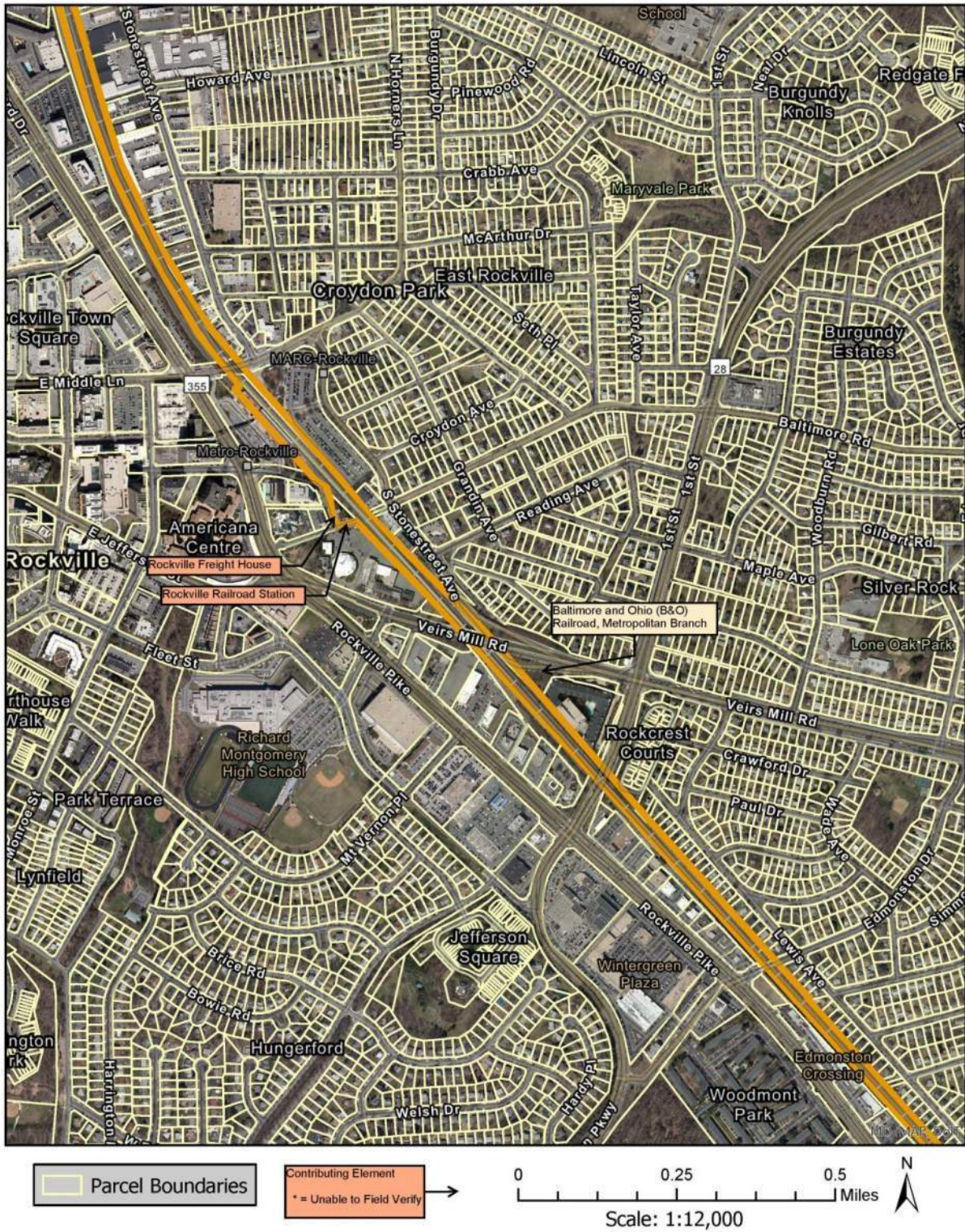


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

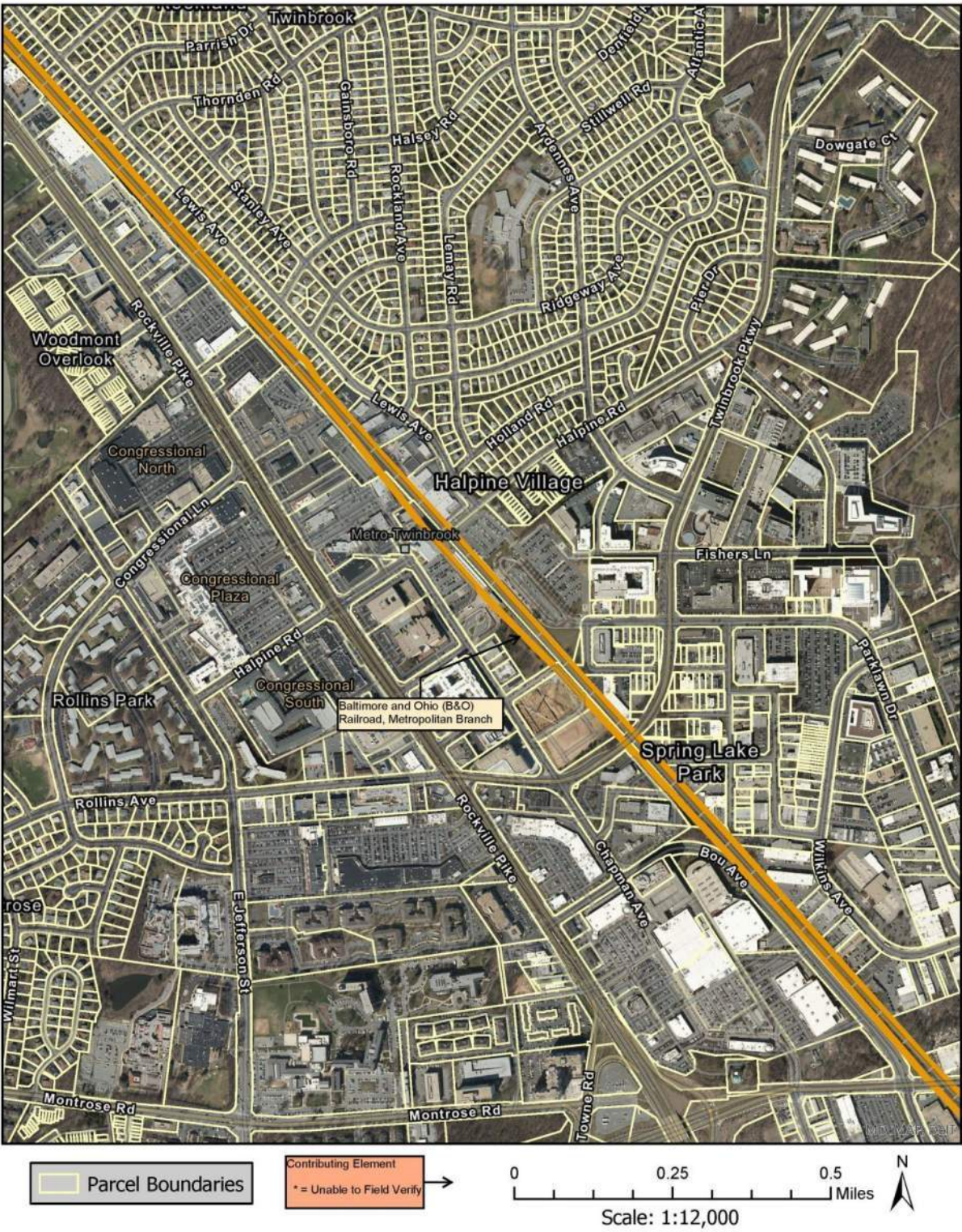


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

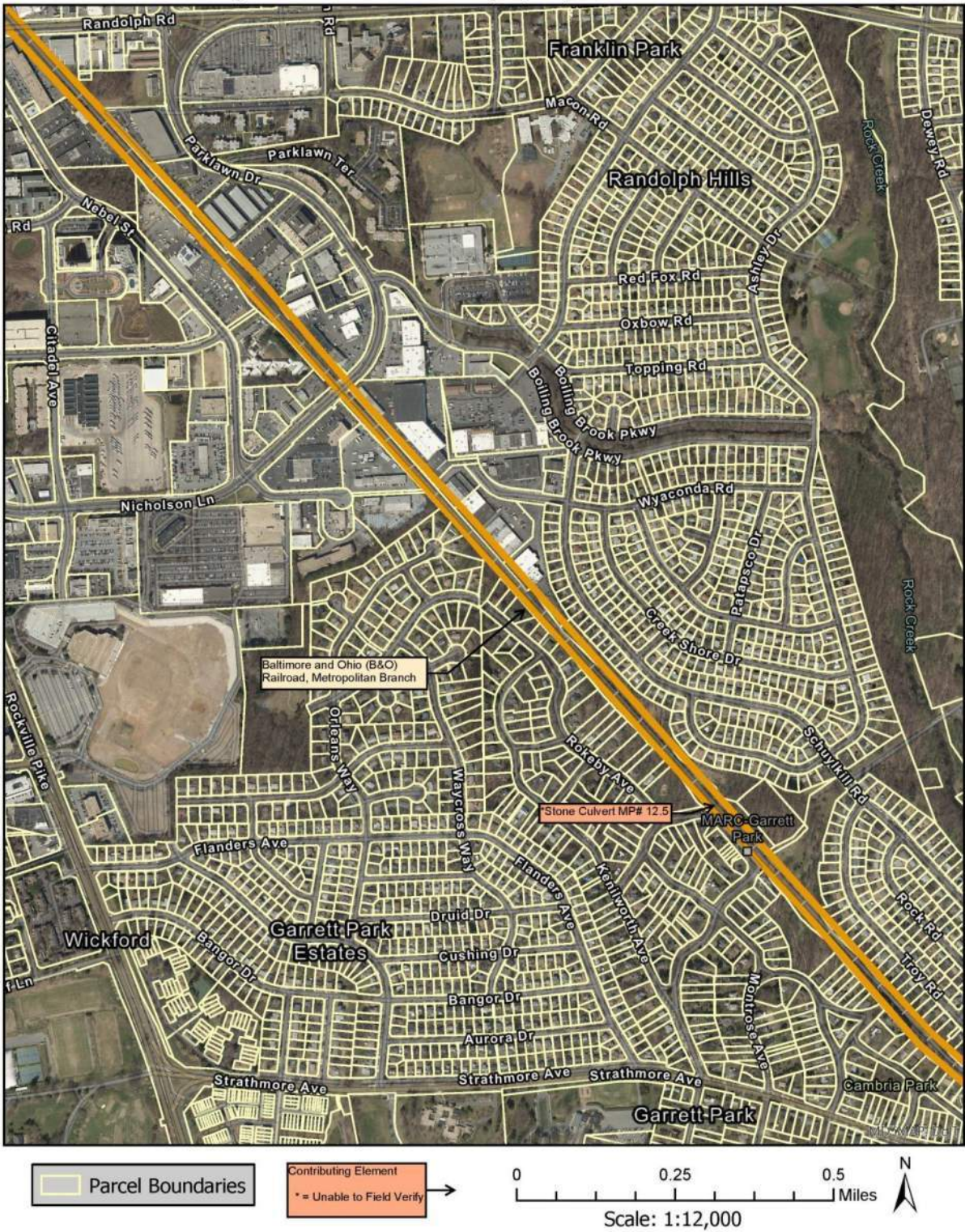


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

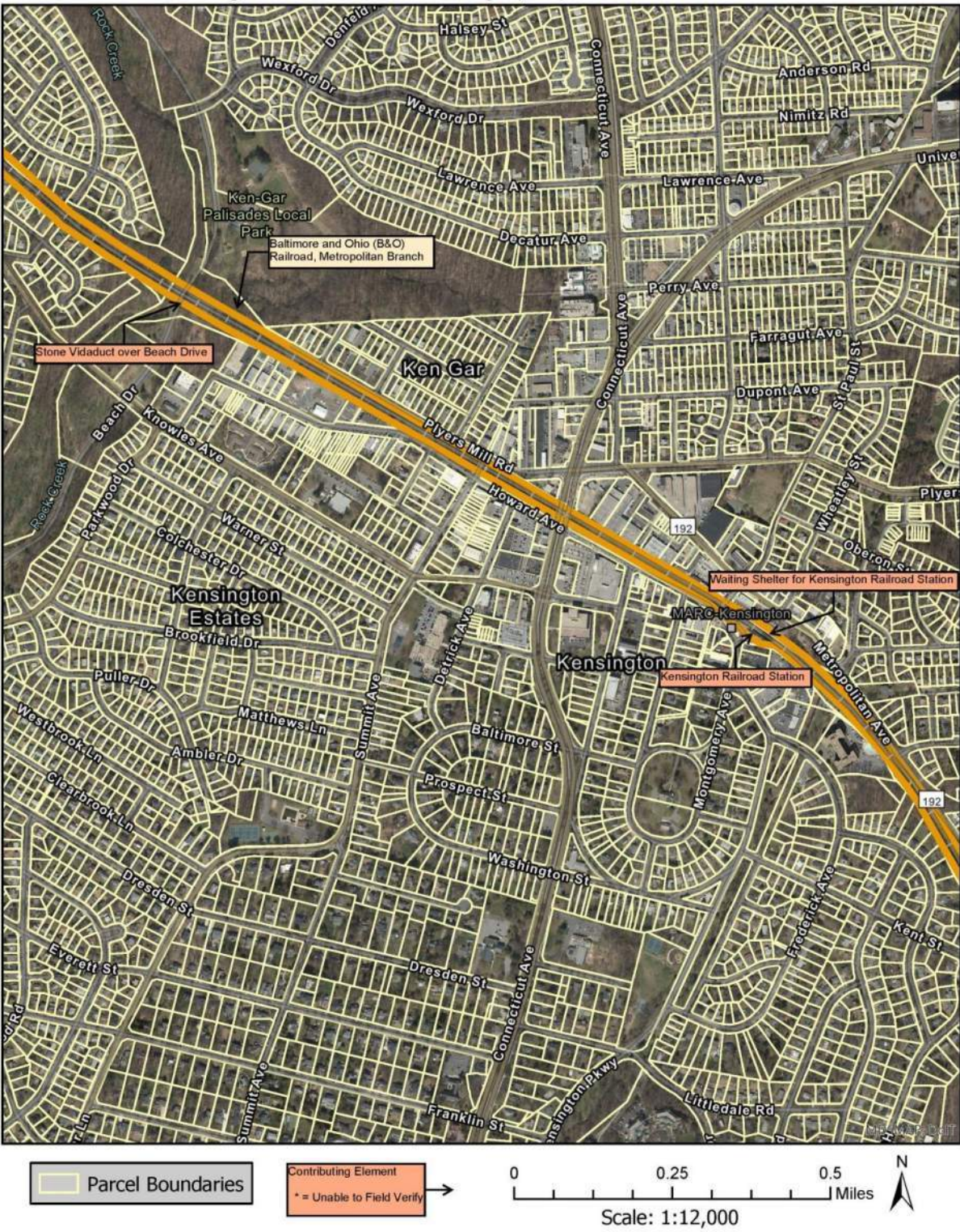


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple

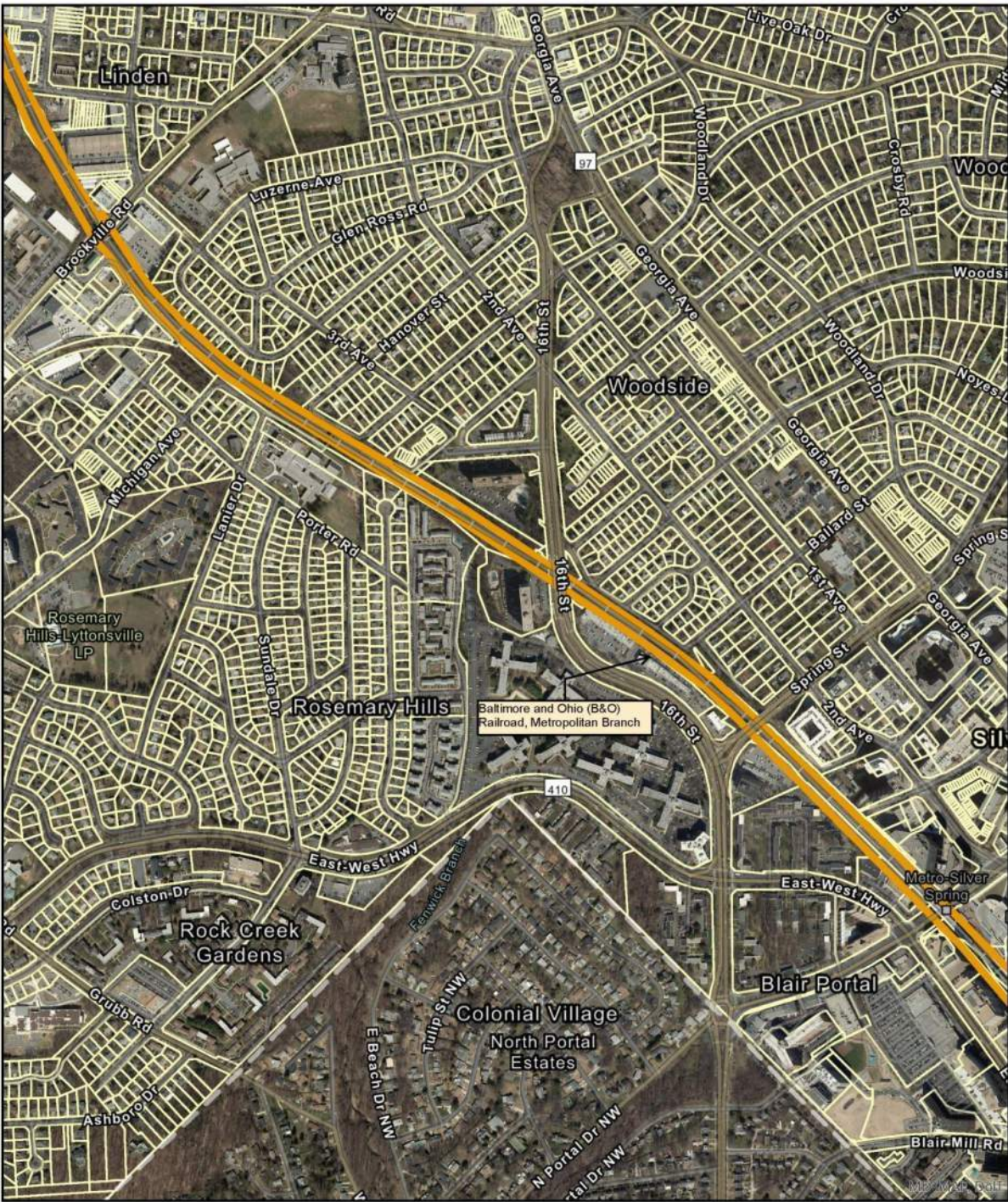


B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple



Parcel Boundaries

Contributing Element
* = Unable to Field Verify

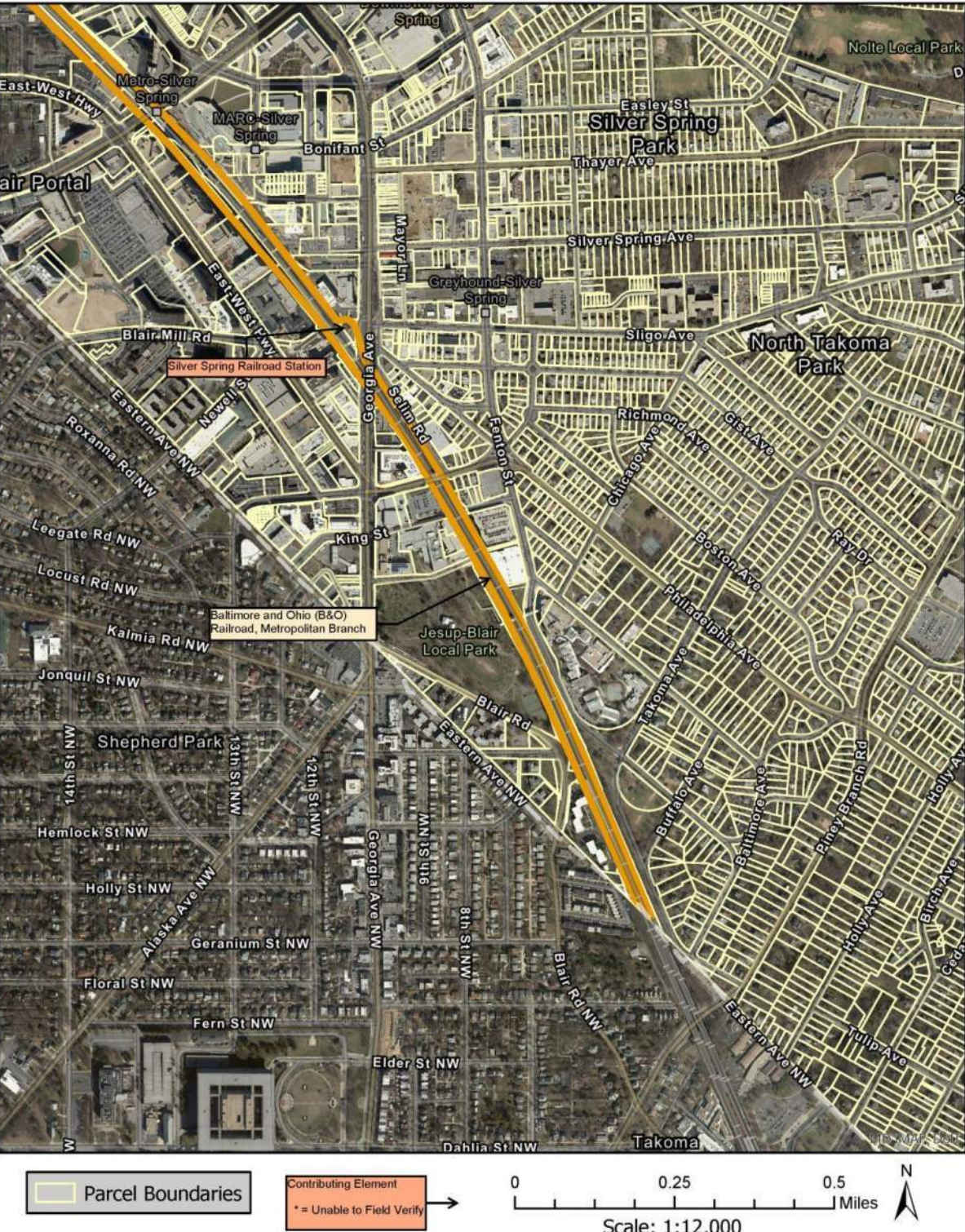
0 0.25 0.5 Miles
Scale: 1:12,000

B&O Railroad, Metropolitan Branch

Montgomery County

Location: 36.5-mile railroad segment from Point Rocks to Washington, D.C., Border

City: Multiple





Point of Rocks Railroad Station (F-1-129), looking east.



Bridge over Dickerson Road, looking northeast.



Concrete culvert at Noland's Ferry Road, looking south.



Dickerson Railroad Station (M-12-21-1), southwest oblique.



Gaithersburg Railroad Station (M: 21-151), south elevation.



Gaithersburg Freight House (M: 21-157), southwest oblique.



At-grade crossing on Railroad Street, looking east.



Rockville Freight House (moved), southwest oblique.



Rockville Railroad Station (M: 26-12-1) (moved), northwest oblique.



Kensington Railroad Station (part of Kensington Historic District M: 31-6), west oblique.



At-grade crossing on Linden Lane, looking southeast.



Railroad bridge over I-495, looking east.



Silver Spring Railroad Station (M: 36-15), looking north.



Stone arched viaduct over Beach Drive (M: 31-5), looking northeast.



View of right-of-way from at-grade crossing on Randolph Road, looking northwest.



Little Monocacy Viaduct (M: 12-19), looking north.

PHOTO LOG

Number of Photos: **16**

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

Date of Photographs: **2019-11-25**

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

File Format: **M: 37-16_2019-11-25_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Point of Rocks Railroad Station (F-1-129), looking east.

02.tif

Bridge over Dickerson Road, looking northeast.

03.tif

Concrete culvert at Noland's Ferry Road, looking south.

04.tif

Dickerson Railroad Station (M-12-21-1), southwest oblique.

05.tif

Gaithersburg Railroad Station (M: 21-151), south elevation.

06.tif

Gaithersburg Freight House (M: 21-157), southwest oblique.

07.tif

At-grade crossing on Railroad Street, looking east.

08.tif

Rockville Freight House (moved), southwest oblique.

09.tif

Rockville Railroad Station (M: 26-12-1) (moved), northwest oblique.

10.tif

Kensington Railroad Station (part of Kensington Historic District M: 31-6), west oblique.

11.tif

At-grade crossing on Linden Lane, looking southeast.

12.tif

Railroad bridge over I-495, looking east.

13.tif

Silver Spring Railroad Station (M: 36-15), looking north.

14.tif

Stone arched viaduct over Beach Drive (M: 31-5), looking northeast.

15.tif

View of right-of-way from at-grade crossing on Randolph Road, looking northwest.

16.tif

Little Monocacy Viaduct (M: 12-19), looking north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐

no ☐

Property Name: Baltimore & Ohio RR, Washington Branch Inventory Number: PG:LAU-29

Address: 13.8 mile railroad segment from P.G./Anne Arundel County border to border with Washington D.C. Historic district: X yes ☐ no

City: Multiple Zip Code: Multiple County: Prince George's

USGS Quadrangle(s): Laurel, Beltsville, Washington East

Property Owner: CSX Transportation Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A Tax Map Number: N/A

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

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen Date Prepared: 11/26/2018

Documentation is presented in: Project review and compliance files

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

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

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

Name of the District/Property: _____

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

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

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

The Baltimore and Ohio (B&O) Railroad, Washington Branch was a freight and passenger railroad that helped connect Baltimore, Maryland and Washington, D.C. It is approximately 13.8 miles of railroad right-of-way from the Prince George's County/Anne Arundel County border at the Patuxent River north of Laurel (MP# 21.28) to Prince George's County/Washington, D.C. border near Mount Rainier (MP# 35.04). The entire Washington Branch is 36 miles long and is currently owned by CSX Transportation. The Washington Branch connects Baltimore's modern Camden Station in the north to Washington, D.C.'s Union Station (1907) in the south. This is an active rail line, used by CSX Transportation freight and Maryland Transit Administration's daily Maryland Rail Commuter (MARC) trains.

This documentation expands upon previous surveys of other B&O Railroad branches in Maryland. The following railroad branches have been determined eligible for the National Register of Historic Places (NRHP): Metropolitan Branch, B&O Railroad (M: 37-16) in 2000 and B&O Railroad Baltimore Belt Line (B-5287) in 2015. The Georgetown Branch, B&O Railroad (M: 35-142), was determined not eligible in 2002.

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 following survey was conducted from the public right-of-way.

Location/Setting

The evaluated district traverses a largely suburban area bordered by housing developments, commercial properties, industrial areas, and government facilities. Between its College Park and Greenbelt stations, the 1993 Washington Metropolitan Area Transit Authority (WMATA) Green Line runs parallel with and to the east of the Washington Branch.

Architectural Description

The B&O Railroad, Washington Branch is being maintained to modern railroad standards, with the alignment following the right-of-way established for the branch in 1835.

Sidings and spur lines, both in use and abandoned, branch off from the main track to allow access to nearby industrial and commercial properties. For example, near MP# 25 in Muirkirk a siding serves industrial properties to the east, at MP# 28 in Beltsville a spur line serves industrial properties to the west, and at MP# 30 a siding serves the University of Maryland's Severn Building. These sidings and spur lines are not part of this survey.

The evaluated alignment includes the following elements (listed generally in order from north to south):

- Railroad tracks, throughout (rails, ties, ballast, and prisms: modern), Non-contributing Elements. The railroad is double tracked, with modern continuous weld steel rail on wooden ties set in a railbed of gravel ballast. In many areas, the track is supported by an engineered earthen prism. The height of the prisms varies, depending on the topography of the area. In the surveyed area near College Park, for example, the prism is approximately four feet high. The rails, ties, ballast, and prisms are not contributing elements because they have been continuously upgraded and replaced.
- Four stone mile markers (circa 1835), Contributing Element, if Extant. These date to the nineteenth century, and possibly to the alignment's original construction. They were located during 2003-04 observations of the rail corridor (www.trainweb.org). Due to access restrictions, it is unknown whether these markers are still extant. Further investigation is required to determine if any remain extant.
- Signals, throughout (circa 1920s), Contributing Element, if Extant. Although many signals have been replaced by CSX, an unknown number of circa 1920s B&O color position light-type signals may remain extant within the district. For example, an informal survey in December 2014 located one at the spur at MP# 28 in Beltsville.
- Bridge over Main Street, Laurel (substructure: circa 1884, superstructure: twentieth century), Contributing Element. This was possibly first constructed at the same time as the current Laurel Railroad Station since the circa 1861 Martenet's Map of Prince George's County, Maryland shows Main Street did not extend beyond the railroad depot. The wood and steel bridge is set on abutments of rock face cut granite. One traffic lane and one sidewalk pass beneath the railroad.
- Laurel Railroad Station (1884) (PG:LAU-6, NR# 73002165), Contributing Element. This NRHP-listed (March 30, 1973) railroad station building is located on East Main Street in Laurel. The station, a one-story Queen Anne style brick building with a granite base, was constructed by the B&O Railroad and replaced an earlier station. The 1884 building was designed by architect Francis E. Baldwin. He is noted for designing numerous buildings, primarily railroad stations, for the B&O during the late nineteenth century. The building was heavily damaged by fire in January of 1992 but was repaired and continues to serve passengers on the MARC

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

Camden Line.

- Waiting shelter for Laurel Railroad Station (circa 1884), Contributing Element. This is a small, three-sided wood waiting shelter present on the east platform of this station stop. The structure has a slate shingle roof and decorative brackets. It is likely contemporary to the station, although not included as part of the station's NRHP-listing.
- Waiting shelter for Laurel Railroad Station (circa 1990s), Non-contributing Element. This wood waiting shelter faces northwest within the station's parking lot. The structure has two open sides and minimal ornamentation. This shelter was likely constructed when the parking lot was created in the 1990s.
- Bridge over Bowie Road, Laurel (substructure: circa 1884, superstructure: twentieth century), Contributing Element. This is a wood and steel bridge set on abutments of rock face cut granite and concrete. Most of the stone portions of the bridge abutments appear to be original and of a similar build date as the bridge over Main Street. Early alterations include incorporation of concrete at the top sections of the stone abutments and additional stone reinforcements directly beneath the bridge. One traffic lane and one sidewalk pass beneath the railroad.
- Muirkirk MARC Station (1994), Non-Contributing Element. This is a simple concrete and asphalt low-level platform with waiting shelters made of metal, glass, and plastic.
- Grade crossings, Non-Contributing Elements (circa late nineteenth century and circa 1926). The evaluated segment includes two at-grade crossings, Queensbury Road, Riverdale (circa late nineteenth century) and Sunnyside Avenue, Beltsville (circa 1926). Both have been upgraded with modern crossing gates, warning lights/bells, and signage.
- Stone culvert over an Indian Creek tributary, Beltsville (circa 1835 or 1864), Contributing Element. This stone culvert, located parallel to Maryland Avenue E, is made of cut granite. It either dates to the construction of the line in 1835 or to the double-tracking of the line in 1864 (which could have resulted in the widening of the alignment). A photograph taken in December 2014 confirmed its existence at that time (www.trainweb.org).
- Stone culverts (circa 1835 or 1864), Contributing Elements, if Extant. These elements either date to the construction of the line in 1835 or to the double-tracking of the line in 1864. Due to access restrictions, these culverts, such as those that allow small tributaries to flow into Indian Creek in Greenbelt, could not be field verified for this survey. Further investigation is required to determine if any remain extant.
- Concrete culverts (circa latter twentieth century), Non-Contributing Elements. At least two large streams, the Bear Branch in Laurel and the Wells Run in Riverdale, flow through concrete channels into concrete culverts.
- Greenbelt MARC Station (1993), Non-Contributing Element. This is an elevated concrete platform with waiting shelters made of metal, glass, and plastic. The station is connected to the adjacent WMATA Metro Greenbelt Station.
- Bridge over Paint Branch, College Park (substructure: 1835 or 1864, superstructure: twentieth century), Contributing Element, if Extant. The stone supports of the substructure date to the original construction in 1835 or to the double-tracking construction in 1864 for this metal bridge. Note this structure could not be observed from the public right-of-way, so the description is based on observations made in November 2003 (www.trainweb.org). This could be a contributing element but requires further investigation.
- College Park MARC Station (1993), Non-Contributing Element. This is a simple low-platform concrete and asphalt station with

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

glass and metal waiting shelters. The station is connected to the adjacent WMATA Metro College Park Station.

- Steel bridge over Campus Drive, College Park (circa 1990s), Non-Contributing Element. This bridge was constructed when Campus Drive was extended through the area. The road follows the alignment of a former Washington Branch spur line.
- Riverdale MARC Station (1994), Non-Contributing Element. This station includes two low-level concrete and asphalt platforms, a one-story brick replica of a turn-of-the-century railroad station to the east, and a one-story brick replica of a passenger waiting shelter to the west. It is located within the NRHP-listed Riverdale Park Historic District (PG:68-4, NR# 02001608), developed in the late nineteenth and early twentieth centuries.
- Bridge over Charles Armentrout Drive, Hyattsville (circa 1990s), Non-Contributing Element. This is a steel and concrete bridge, including concrete abutments.
- Steel and concrete bridge over Northwest Branch Anacostia River, Hyattsville (circa 1950s), Non-Contributing Element. This was constructed as part of flood control for the river, likely replacing an earlier bridge at the same location.

The following previously evaluated elements on this alignment are no longer extant:

- Alexandria Junction Tower (PG:68-8). This was determined eligible for NRHP inclusion in 1981 and destroyed by fire in 1993.
- Beltsville (B&O) Railroad Station (PG:61-8). This was surveyed but not evaluated in 1973 and demolished as of September of 1980.
- B&O Railroad Building (PG:68-41-12). This small building was part of the Hyattsville Station complex. It was surveyed on an undated MIHP form, likely in the 1970s, but not evaluated. Historic aerials show the building was demolished between 1994 and 2002.

Historic Context

The B&O Railroad, Washington Branch was the first railroad to access Washington, D.C., linking the nation's capital to the national railroad network. The American railroad network was still very limited during the first half of the nineteenth century and the expansion of the system to Washington, D.C. replaced slow and unreliable boat and coach service (Harwood 1990, 12-14).

Survey work for the Washington Branch began in 1831 under the direction of civil engineer Benjamin Latrobe II. By the end of 1832, Latrobe had surveyed and planned several routes that could connect the end of the B&O's existing Main Stem at Relay, Maryland (near Baltimore) to the nation's capital. Chief B&O engineer Jonathan Knight selected a route that would be most advantageous to the railroad, featuring low grades and easy curves that could be handled by the railroad's early steam locomotives (Stover 1995, 40). Latrobe also designed the National Historic Landmark Thomas Viaduct (BA-143, HO-80, NR# 66000388), which crosses the Patapsco River between Baltimore and Howard counties, for the Washington Branch. Constructed in 1835, the viaduct is massive, the largest in the country at the time, and exceptionally designed, although initially nicknamed "Latrobe's Folly" by skeptical engineers. The viaduct marked the real beginning of the major railway structures in the United States (Heintelman 1974, 3). Latrobe was West Point-educated and worked at the B&O for many years, surveying new rail lines for the rapidly growing system. His brother, John H.B. Latrobe, was the railroad's general counsel (Stover 1995, 48). The Latrobe brothers were the sons of architect Benjamin H. Latrobe, Sr., who had designed the U.S. Capitol Building in Washington and the Basilica of the Assumption in Baltimore (Moss 2018).

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 State of Maryland officially chartered the Washington Branch on March 9, 1833 and subscribed to \$500,000 worth of stock in the new line. To gain their support, the B&O Railroad agreed to pay the state 20% of the annual passenger revenues on the line in addition to the normal declared dividends. This increased tax led to greater fares, with prices as high as \$2.50 for a one-way ticket, a large sum when the average worker made only \$1 a day. This would continue until the 1870s, when the tax was repealed (Stover 1995, 41).

The Washington Branch officially opened on August 25, 1835. Four trains were pulled along the new line by the B&O's "grasshopper" locomotives, the Thomas Jefferson, James Madison, James Monroe, and J.Q. Adams (Stover 1995, 41). These locomotives were among the earliest steam engines used by the B&O, designed to replace horse power with mechanical steam power. They were referred to as "grasshoppers" due to the distinctive up and down motion of their main rods (B&O Museum 2018). Despite the high cost of fares on the new line, the Washington Branch's passenger and freight trains soon proved to be very profitable for the B&O. Passenger totals for the first year (October 1, 1835 to September 30, 1836) equaled 75,416 persons (Stover 1995, 41).

Eight years after its opening, the Washington Branch would be the site of a second major technological achievement, the country's first telegraph line. In 1843, the U.S. Congress paid Samuel Morse \$30,000 to install an experimental telegraph line between Washington, D.C. and Baltimore. The B&O's Washington Branch, which already provided a direct link between the two cities, was selected to be the route of the experimental line (Stover 1995, 59-60). On May 24, 1844, Samuel Morse himself sent the first telegraph message, "What hath God wrought," over the wire from the Capitol Building in Washington to the Pratt Street B&O Station in Baltimore (National Museum of American History, n.d.). Upon receiving the message, Alfred Vail re-transmitted it over the wire back to Morse. With government officials watching in the Capitol Building, Morse received the message and proved that telegraph communications in the United States were possible. Earlier in the month, a message had been partially sent by wire from Baltimore to Washington, announcing Henry Clay's presidential nomination at the Whig Convention being held in Baltimore. This earlier message was sent by wire as far as the line was complete along the Washington Branch, at which point a written version of the message was delivered to Washington by a B&O train (Stover 1995, 60).

From 1835 until 1851, B&O trains terminated at a boardinghouse-turned-train station on Pennsylvania Avenue, NW. In 1851, the B&O relocated its trains to a new station under construction at New Jersey Avenue, NW and C Street, NW. Completed in 1852, the now demolished Washington Depot (also known as New Jersey Avenue Station), was built in the Italianate style. In addition to providing better accommodations for waiting passengers, the new station eliminated the need for horse-powered hauling for the stretch of the alignment approaching the station, thus improving service (Harwood 1990, 16).

By the 1860s, the Washington Branch had proven itself to be a vital link between Washington, D.C. and the rest of the growing country. B&O trains now served the major East Coast cities of Washington, Baltimore, Philadelphia, and New York. Rapid industrial growth meant raw materials and finished products were frequently shipped by the B&O trains. Congressmen from the northern and western states could now travel from their districts to the nation's capital quickly and efficiently (Stover 1995, 61). The outbreak of the Civil War brought further attention to the importance and vulnerability of the only rail connection between the federal capital and the northern states. Both freight and passenger service increased dramatically along the line during the Civil War, with as many as 200 freight cars a day arriving in Washington, D.C. to support the Union war effort. B&O passenger trains along the Washington Branch became a critical means of moving federal troops from the northern states into Washington to guard against Confederate attack. The increase in traffic soon overwhelmed the railroad, leading to delayed and slower trains. To relieve congestion along the line (and prevent the construction of a competing line), the B&O double tracked the Washington Branch, with construction being completed by the end of 1864 (Stover 1995, 114).

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 Washington Branch's most famous passenger during the Civil War was President Abraham Lincoln, who used the line frequently when traveling to the northern states and to his home in Illinois. In February of 1861, President-elect Lincoln traveled on the Washington Branch by night from Baltimore, seeking to avoid potential attack by Confederate sympathizers along the line. In mid-November of 1863, he traveled this railroad on his way to Gettysburg, where he delivered his famed Gettysburg Address during the consecration of the Gettysburg National Cemetery (Stover 1995, 110).

The B&O's Washington Branch held a monopoly over train travel in and out of Washington, D.C. until after the Civil War when, in 1873, the Pennsylvania Railroad financed construction of the Baltimore and Potomac Railroad (Harwood 1990, 24). However, the Washington Branch continued to be successful, as streetcar suburbs began developing near the alignment during the last quarter of the nineteenth century. Workers in the newly expanded federal government could live outside the city and commute by rail. Stations were constructed at Laurel, Bladensburg (later Hyattsville), Paint Branch, Beltsville, and Muirkirk (Rowlands 2018). Many of the nineteenth century stations constructed along this segment are no longer extant and have been demolished and replaced with modern buildings. From this era, only the 1884 Laurel station still exists (Morgan 1972, 3).

A major change to the Washington Branch came in 1907, when trains were re-routed from the B&O's Washington Depot to the new Union Station on Massachusetts Avenue, NW. Union Station consolidated the passenger facilities of the B&O and B&P railroads within the capital into a single facility and eliminated the need for railroad tracks to cross the National Mall. This fulfilled a major goal of the U.S. Senate Park Commission and architect Daniel Burnham's plan to improve Washington, D.C (Amtrak 2018).

Throughout the first half of the twentieth century, the B&O Railroad and its Washington Branch continued to play an important role in travel to and from the nation's capital. During the 1910s, the railroads dominated both freight and passenger traffic throughout the nation. In 1916, seventy-seven percent of intercity freight and ninety-eight percent of intercity passenger traffic traveled by rail (Stover 1995, 244). This was especially true during times of war when, as it had during the Civil War, the B&O was a vital link between Washington and the rest of the nation. During World War I the American railroads, including the B&O, were nationalized by President Woodrow Wilson in order to handle the surge of both freight and passenger traffic (Stover 1995, 238-239). From January 1, 1918 until the Armistice of November 11, 1918, the railroads carried an average of 20,000 men each day (Stover 1995, 240). On March 1, 1920, the government returned control of the railroads to private ownership.

During World War II, the B&O was again called upon to aid in the war effort. Unlike World War I, the B&O and other American railroads remained under private control, with the exception of two months due to labor issues, for the duration of the war (Stover 1995, 302-303). Freight and passenger traffic during the war, especially to and from Washington, D.C., exploded in volume. In 1945, the B&O carried 1,563,000 servicemen over its lines. Combined with increased civilian travel, the B&O carried nearly fourteen million passengers in 1945. Throughout the war years President Franklin Roosevelt often traveled on the B&O's rails between Washington, D.C. and the northeastern states aboard his armored private car, the Ferdinand Magellan (Stover 1995, 311). Freight traffic also dramatically increased, with freight revenue growing from \$158 million in 1940 to \$293 million in 1945 (Stover 1995, 312).

Despite a decrease in passengers and freight due to the end of World War II, the B&O continued both passenger and freight service along the Washington Branch in the post-war years. However, the number of passengers and amount of freight hauled by the railroad declined rapidly as passengers and freight customers turned to cars, buses, trucks, and airplanes. The share of freight hauled by railroads nationally decreased from 67.3 percent in 1945 to 52.5 percent in 1953, while the share hauled by trucks dramatically increased from 6.5 percent to 17.7 percent. Decreases in passenger traffic were more drastic, with the share hauled by the railroads falling from 72.9 percent in 1945 to 46.4 percent in 1953 (Stover 1995, 322).

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 decline in the B&O's intercity passenger service continued until 1971, when the newly formed Amtrak took over, although today it no longer services this branch. The B&O retained ownership of the line and operated intercity freight and commuter service from the suburbs into Washington, D.C. (Samuelson 1971, C1). In 1975, the State of Maryland, after a year of providing 50% of the funding for the B&O's commuter service, agreed to take over responsibility for the service along the Washington Branch. Under this agreement, Maryland would own and operate the equipment and stations while the B&O (by then a part of the Chessie System of railroads) would retain ownership of the tracks and right-of-way and continue freight service on the line. In 1984, the state combined the commuter rail lines it had acquired from the private railroads, including the B&O, into one commuter rail system called MARC. After a series of mergers, the B&O became part of CSX Transportation, which continues to own and maintain the Washington Branch for its freight service (Rowlands 2018). The Camden Line of the MDOT MARC system still serves these communities with its nineteenth century Laurel station, and modern stations in Muirkirk, Greenbelt, College Park, and Riverdale (MDOT MTA 2018).

Eligibility Determination

The railroad district was evaluated for significance under NRHP Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The resource was not evaluated for eligibility under Criterion D.

The evaluated district is part of the first railroad connection between Washington, D.C. and Baltimore. The B&O Railroad's Washington Branch proved its military significance, during the Civil War and two world wars, as a vital link between the federal capital and the rest of the nation. The Washington Branch also played an important role in serving and helping to fuel the growth of the early suburban communities surrounding Washington in Prince George's County.

This railroad district also has an important association with improvements in nineteenth century communications technology, when in 1844 the first intercity telegraph line connected Baltimore and Washington, D.C. using the railroad right-of-way. Based on the foregoing information, the B&O Railroad, Washington Branch is eligible under Criterion A.

Although numerous significant individuals have traveled over the Washington Branch during its lifetime, research does not indicate this resource illustrates their important achievements. Therefore, the B&O Railroad, Washington Branch is not eligible under Criterion B.

Despite continuous modifications, historic elements such as the original alignment, NRHP-listed Laurel Railroad Station, bridges over Laurel's Main Street and Bowie Road, and the Paint Branch Bridge remain. It is likely the original stone culvert near Beltsville and others are still intact. As the railroad engineer, Benjamin Latrobe II is a recognized master having designed such structures as the Thomas Viaduct. His contributions to surveying and planning the Washington Branch can be considered a noteworthy example of his work as a master engineer. Therefore, the B&O Railroad, Washington Branch is eligible under Criterion C.

Based on the NRHP criteria, the evaluated segment of the B&O Railroad, Washington Branch is eligible for listing under Criteria A and C. The period of significance is 1835 (when the Washington Branch opened) to 1945 (beginning of decline in traffic). The 13.8-mile B&O Railroad, Washington Branch is in good condition and retains sufficient integrity of location, setting, feeling, and association. Upgrades and replacements of elements such as the railroad ties and prisms have taken place continuously since its opening; however, these physical elements are not significant, and they only serve to define the rail corridor. Even the loss of railroad elements, such as stations and junction towers, does not significantly diminish the railroad's integrity of design, materials, and workmanship.

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 B&O Railroad, Washington Branch encompasses 136.42 acres and is confined to the railroad right-of-way from the Prince George's County/Anne Arundel County border at the Patuxent River north of Laurel (MP# 21.28) to the Prince George's County/Washington, D.C. border near Mount Rainier (MP# 35.04).

References

Amtrak. 2018. "Washington-Union Station, DC (WAS)." The Great American Stations.
<http://www.greatamericanstations.com/stations/washington-union-station-dc-was/>.

"B&O Color Position Light (CPL) Signals." Railroad Signals of the U.S. Last modified October 2, 2015.
<http://www.railroadsignals.us/signals/cpl/index.htm>.

B&O Railroad Museum. 2018. "John Hancock (B&O No. 8)." www.borail.org/John-Hancock.aspx.

Bechwith, Allison. "Hyattsville's Lost Historic Train Station." The Hyattsville Wire, May 14, 2018.
<https://www.hyattsvillewire.com/2018/05/14/hyattsville-historic-railroad-station/>.

Fehr, Stephen C. "Commuter Lines Add Stations in Va. And Md." The Washington Post, December 12, 1994, D3. ProQuest.

Google. "Maps." <https://www.google.com/maps>.

Harwood, Herbert H., Jr. Royal Blue Line: The Classic B&O Train Between Washington and New York. Baltimore: Johns Hopkins University Press, 1990. Google Books.

Heintelman, Patricia. "Thomas Viaduct." National Register of Historic Places Inventory – Nomination Form, July 30, 1974.

Hyattsville Preservation Association. "Alexandria Junction Tower." www.preservehyattsville.org/alexandria-junction-tower.

KCI Technologies, Inc. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, 1999. Baltimore: Maryland State Highway Administration.

Martenet, Simon J. Martenet's Map of Prince George's County, Maryland. [Baltimore, ?, 1861] Map.
<https://www.loc.gov/item/2002624036/>.

Maryland Transit Administration. "MARC Camden Line Schedule, March 13, 2017."
https://mta.maryland.gov/sites/default/files/Camden_Mar132017.pdf.

McDonald, A.L.; L.V. Trieschmann, and R.J. Weidlich. "Riverdale Park Historic District." National Register Nomination Form, PG:68-4, November 2001. On file at Maryland Historical Trust, Crownsville, Maryland.

McQueen, James T. "Alexandria Junction Tower, site (B&O Switching Tower)." Determination of Eligibility Form PG:68-8, May 15, 1981. On file at Maryland Historical Trust, Crownsville, Maryland.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Meyer, Eugene. "Lukewarm Thrill at End of Line, New Metro Station Fails to Dazzle All in Greenbelt." The Washington Post, December 10, 1993, C1. ProQuest.

Moss, Roger W. "Latrobe, Benjamin Henry (1764-1820)." Philadelphia Architects and Buildings. https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/25618.

Morgan, William. "Laurel Railroad Station, NRIS 73002165." National Register of Historic Places. <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=f5cb6a8f-60d0-4fa8-882d-70e270990533>.

The National Museum of American History. "What Hath God Wrought, Telegraph Message." http://americanhistory.si.edu/collections/search/object/nmah_713485.

NETROnline. "Historic Aerials." <https://www.historicaerials.com/viewer>.

Rowlands, D.W. "How the Washington Branch Railway and the Camden Line Shaped the Region's Suburbs." Greater Greater Washington, August 7, 2018. <https://ggwash.org/view/68598/how-the-washington-branch-railway-and-the-camden-line-shaped-the-regions-suburbs>.

Samuelson, Robert J. "Intercity Passenger Era Ends for B&O Railroad." The Washington Post, April 27, 1971, C1. ProQuest.

Sanborn Fire Insurance Map from Laurel, Prince Georges County, Maryland. Sanborn Map Company, Jul, 1897. Map. https://www.loc.gov/item/sanborn03620_001/.

Stover, John F. History of the Baltimore and Ohio Railroad. West Lafayette, Indiana: Purdue University Press, 1995. Google Books.

Streamliner Memories. "B&O Train Schedule, 1948." https://mta.maryland.gov/sites/default/files/Camden_Mar132017.pdf.

Trainweb. "B&O Washington Branch Tour." <http://www.trainweb.org/oldmainline/index.htm>.

Washington D.C. Chapter, The National Museum of American History. "Timeline of Washington, D.C. Railroad History." <http://www.dcnrhs.org/learn/washington-d-c-railroad-history/timeline-of-washington-d-c-railroad-history>.

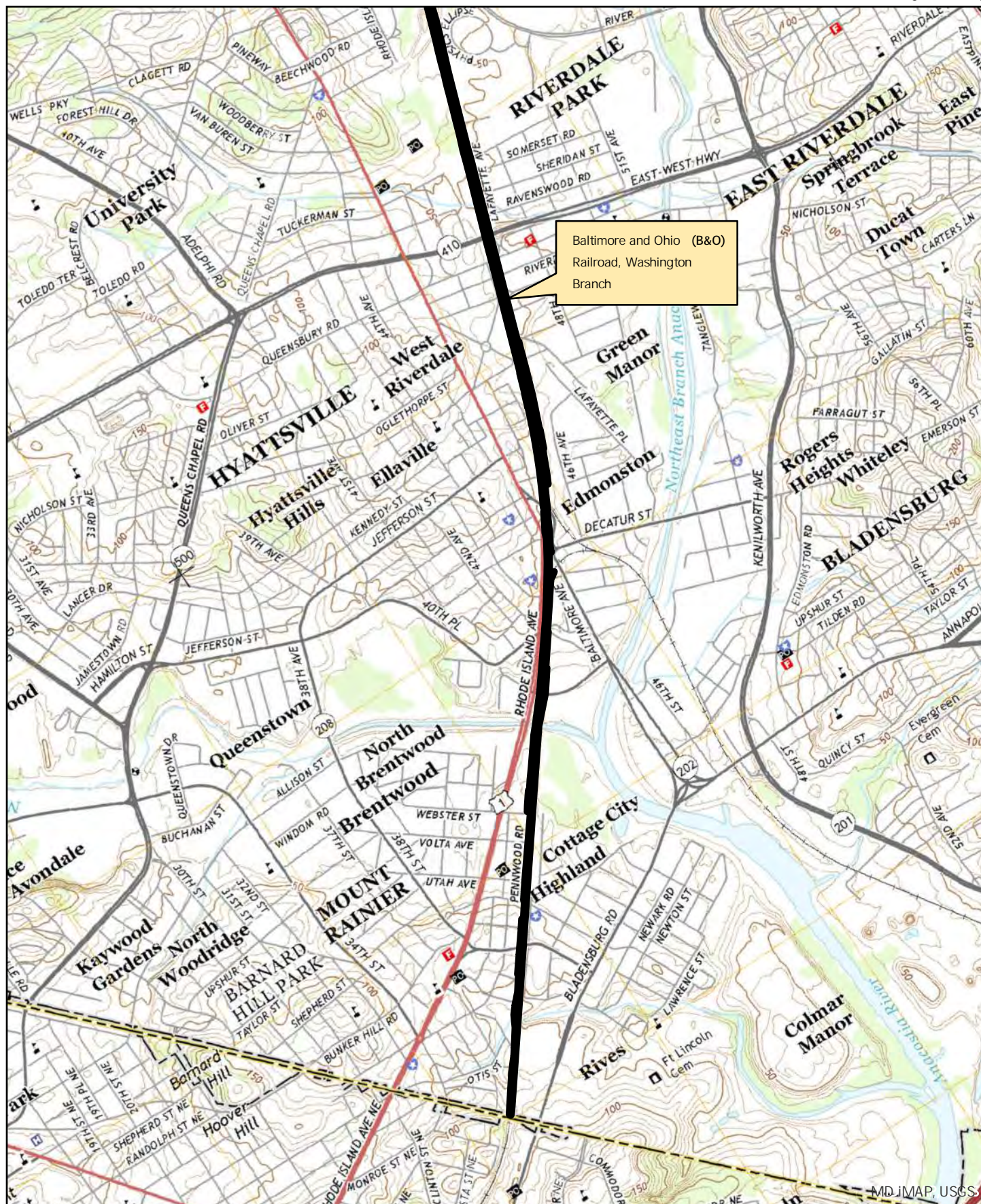
MARYLAND HISTORICAL TRUST REVIEW**Eligibility recommended** _____**Eligibility not recommended** _____**Criteria:** ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G**MHT Comments:**_____
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

0 1 2
Miles

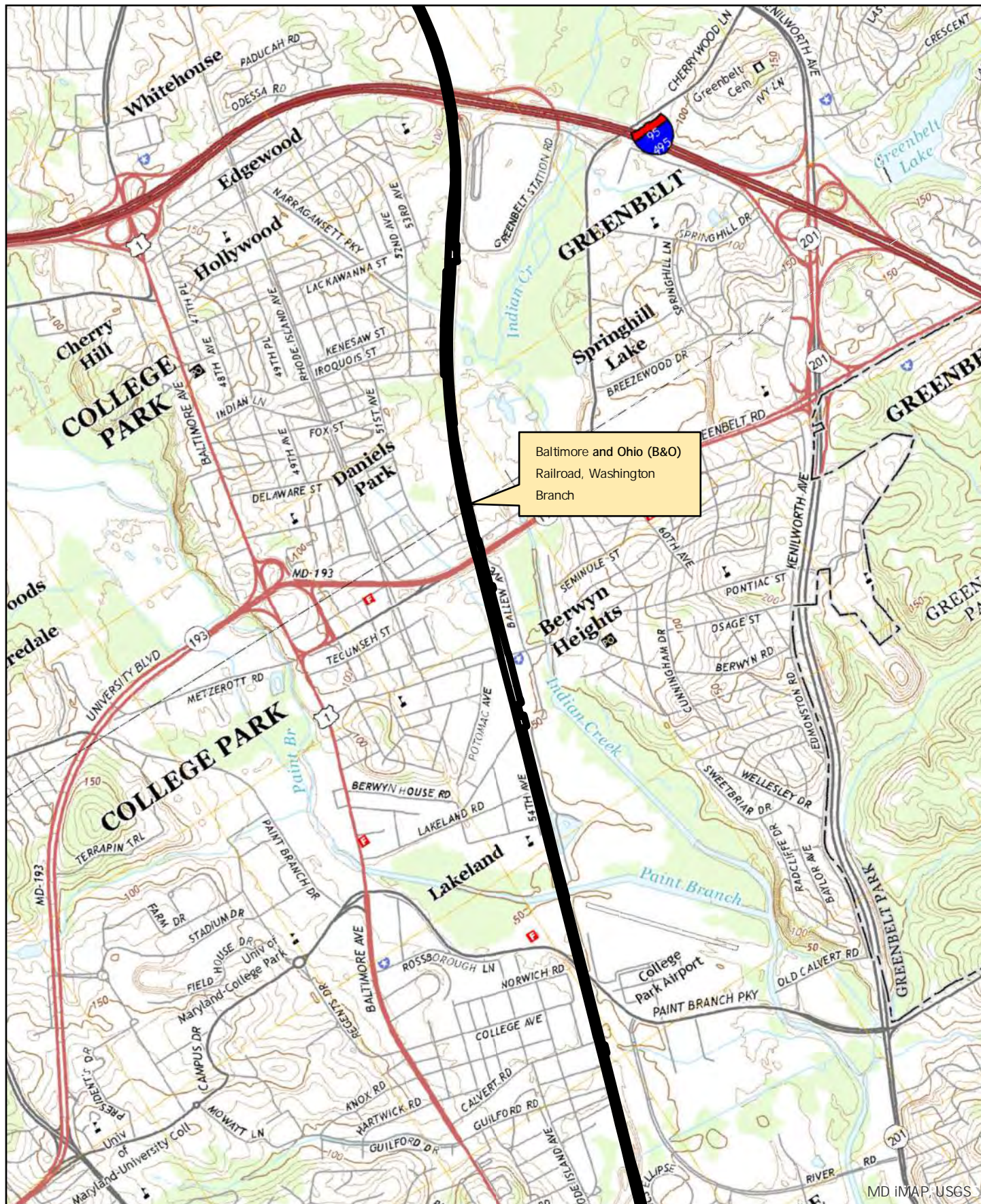
Scale: 1:24,000

Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

0 1 2 Miles
Scale: 1:24,000

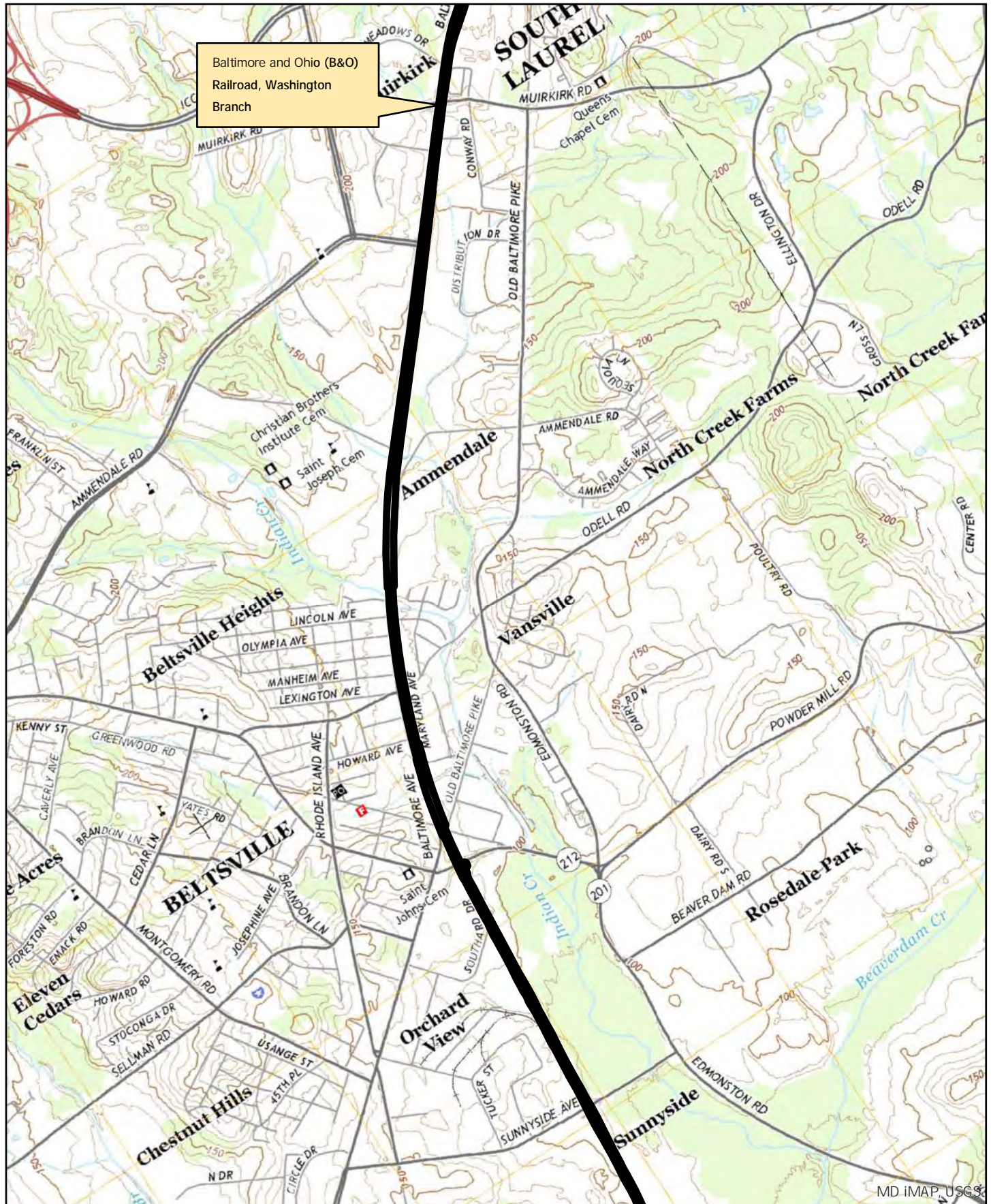


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

0 1 2 Miles
Scale: 1:24,00

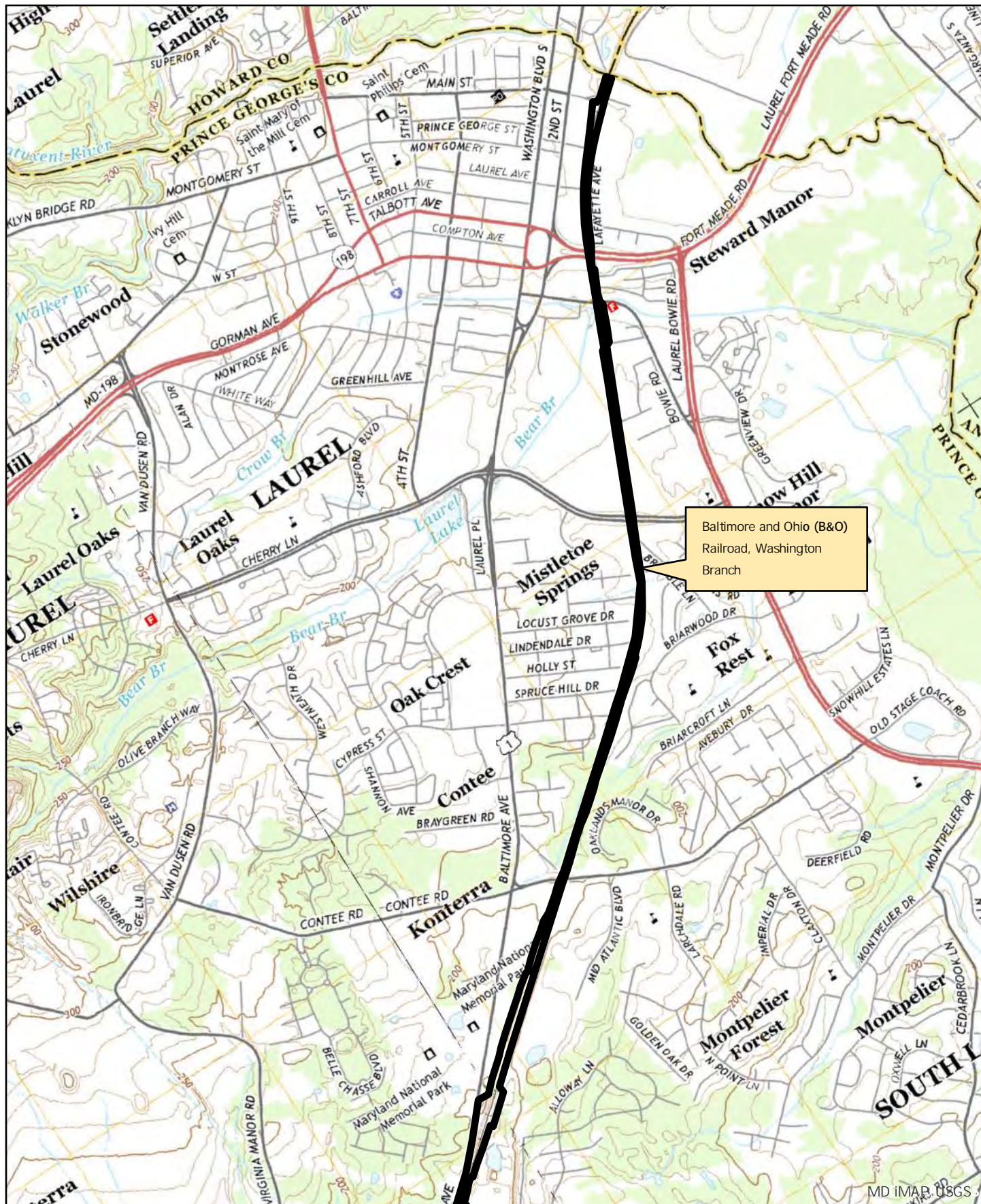


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Beltsville, Washington East

0 1 2 Miles
Scale: 1:24,000



Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element →

*=Unable to Field Verify

0 1 2 Miles

Scale: 1:12,000



Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element →
*=Unable to Field Verify

0 1 2 Miles
Scale: 1:12,000

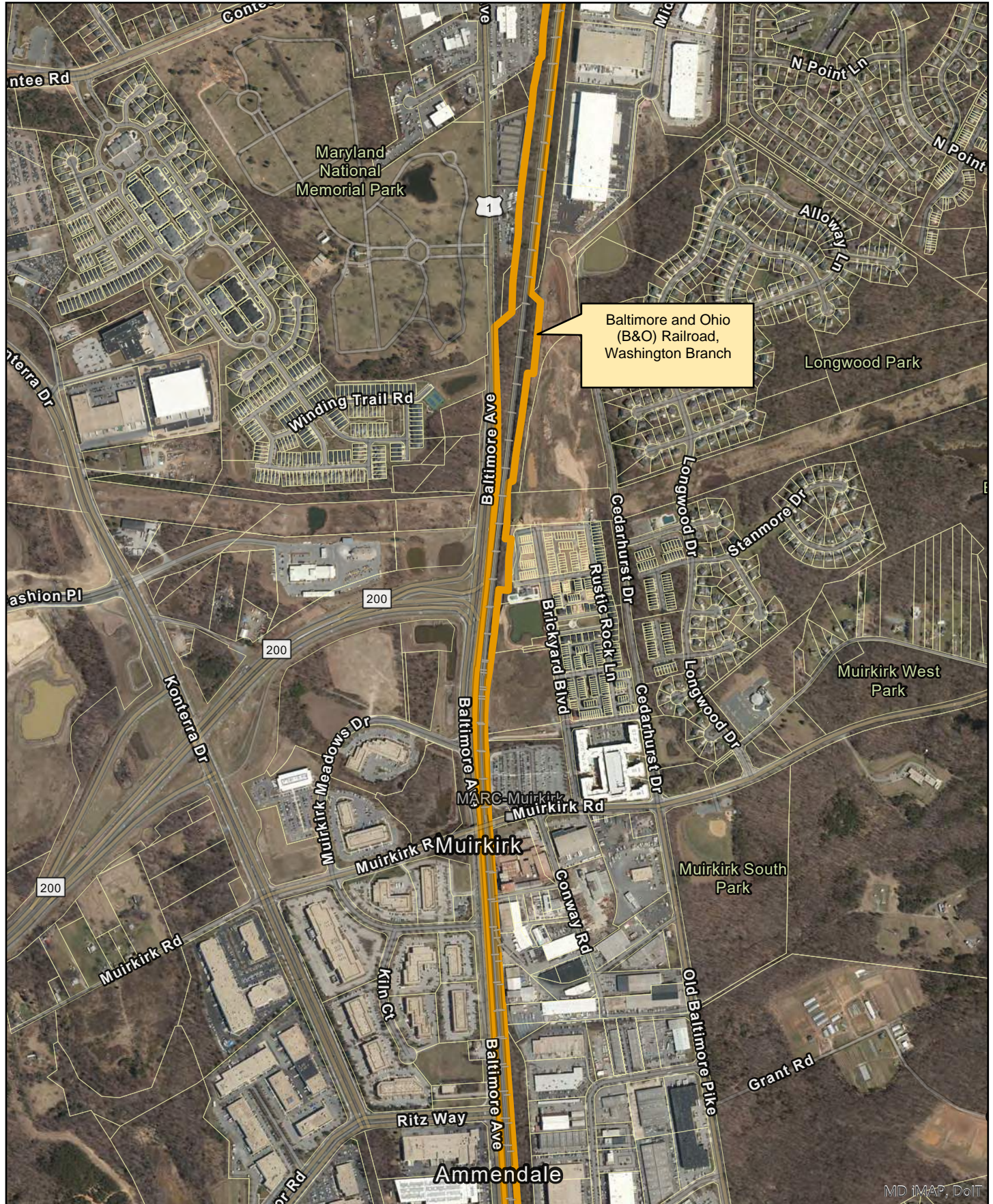


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element →

*=Unable to Field Verify

0 1 2 Miles

Scale: 1:12,000



Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element →

*=Unable to Field Verify

0 1 2 Miles

Scale: 1:12,000

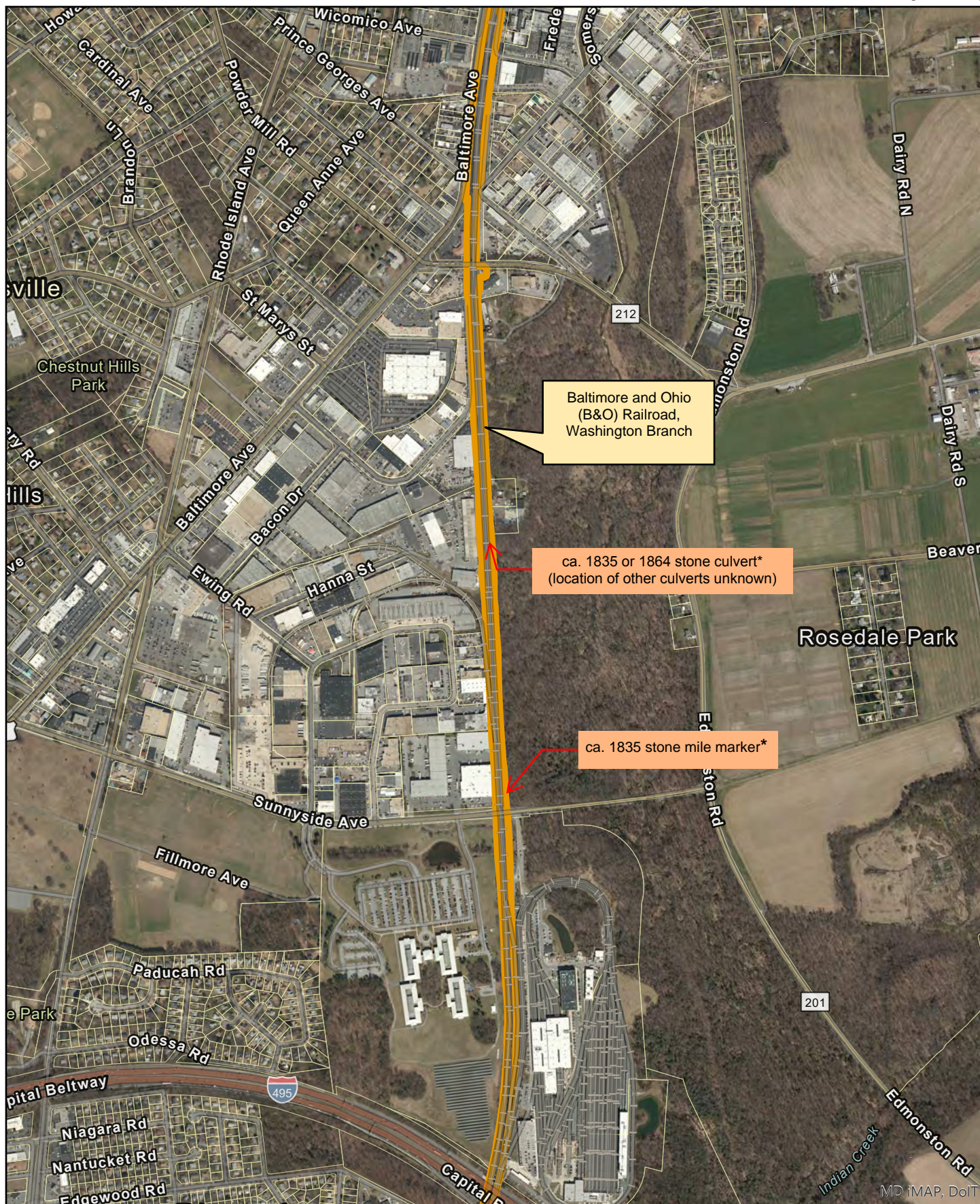


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element →

*=Unable to Field Verify

0 1 2 Miles
Scale: 1:12,000



Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

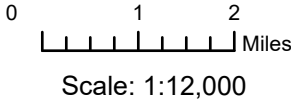
MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element

*=Unable to Field Verify



Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

MIHP#: PG:LAU-29
Prince George's County



Contributing Element →

*=Unable to Field Verify

0 1 2 Miles

Scale: 1:12,000

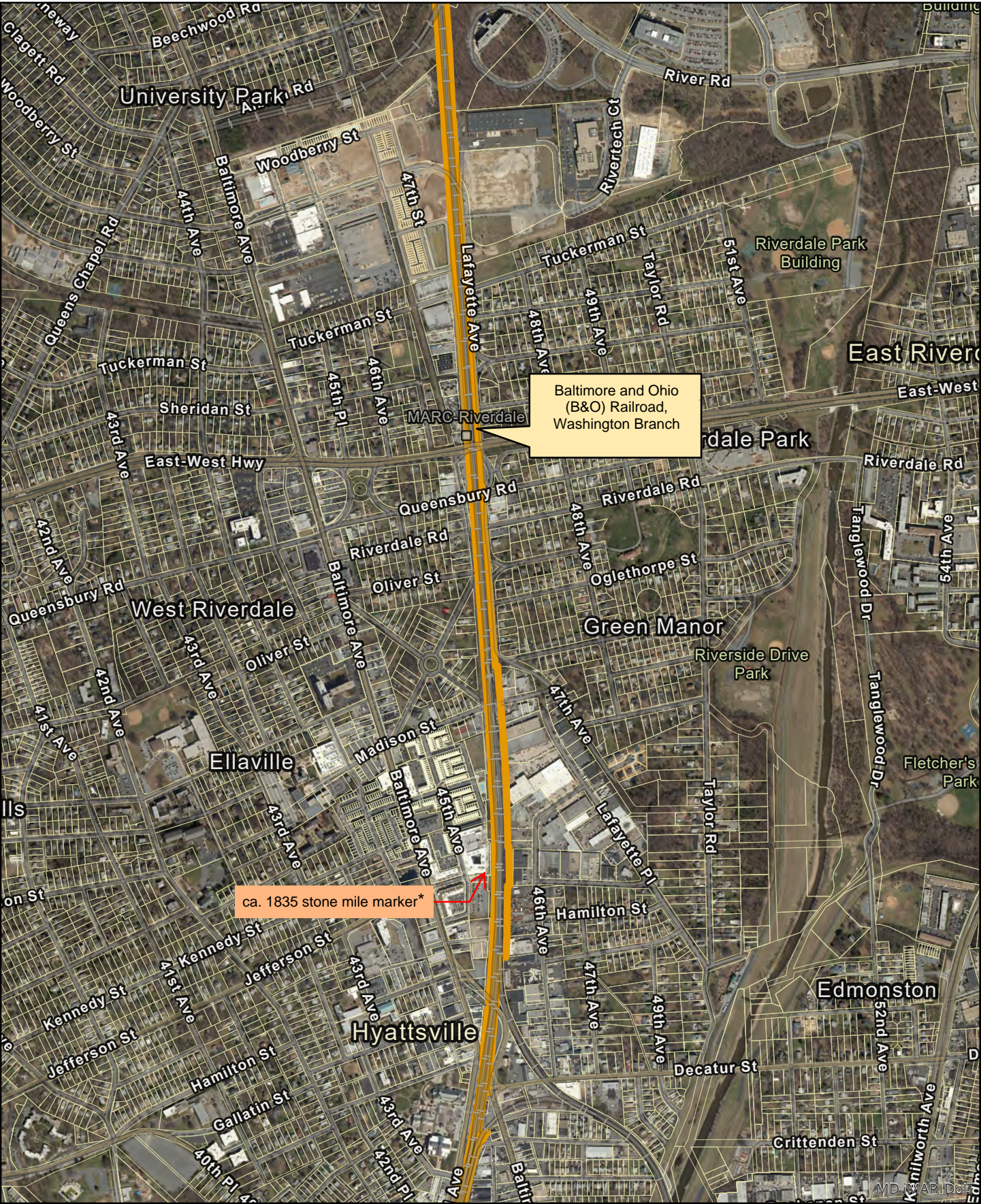


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

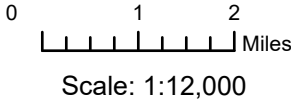
MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element

*=Unable to Field Verify

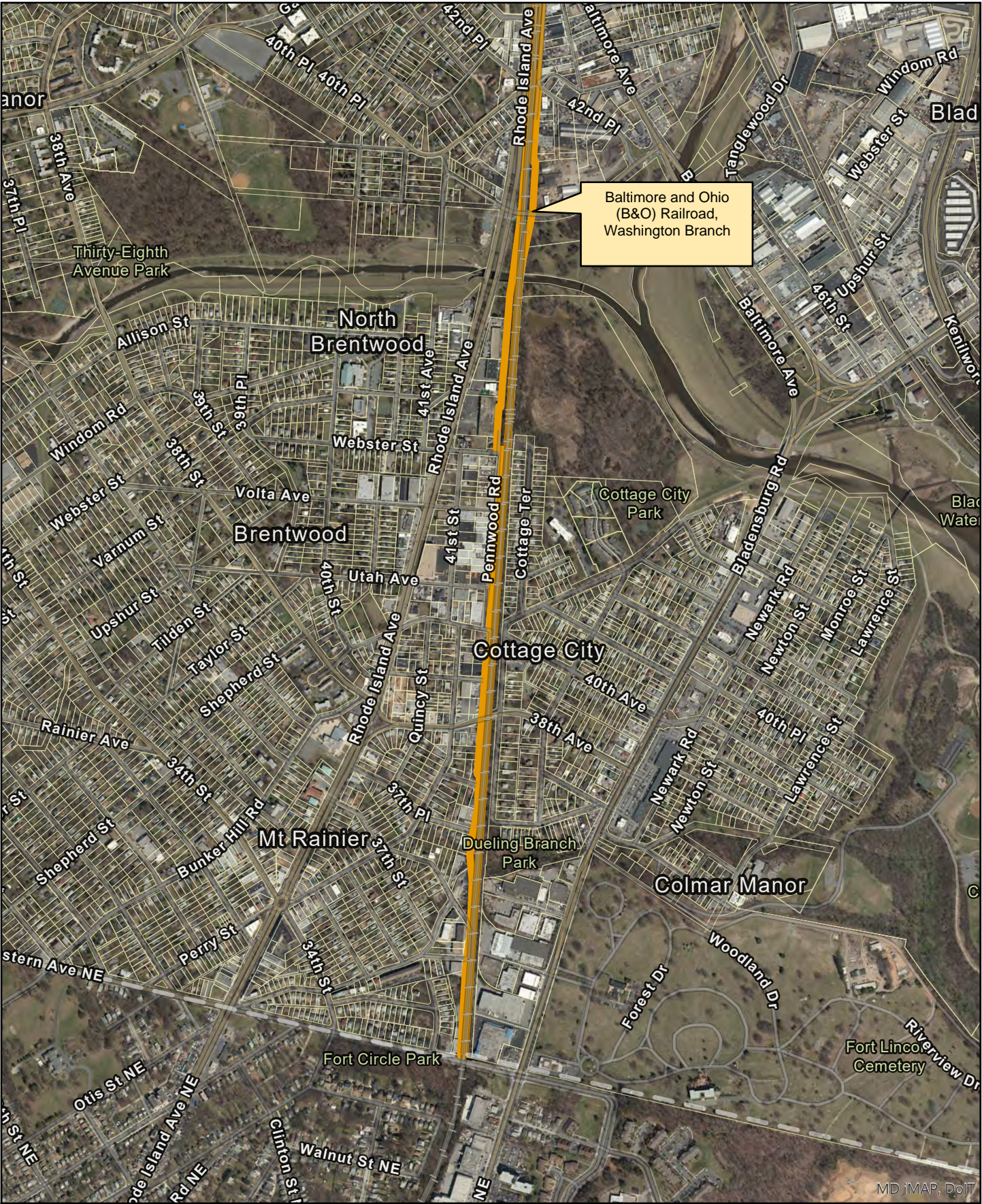


Baltimore and Ohio (B&O) Railroad, Washington Branch

Location: 13.8-mile railroad segment from the P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt

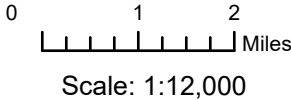
MIHP#: PG:LAU-29
Prince George's County



Parcel Boundaries

Contributing Element

*=Unable to Field Verify



Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt
Prince George's County, Maryland



Historic Image 1: Stone Mile Marker #23 (Circa 1835) is Seen at Far Right.
Photographed December 2003. From www.trainweb.org.



Historic Image 2: Muirkirk MARC Station (1994) is Seen at Right.
Photographed February 2000. From www.trainweb.org.

Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt
Prince George's County, Maryland



Historic Image 3: Stone Culvert Over an Indian Creek Tributary (Circa 1835 or 1864).
Photographed December 2014. From www.trainweb.org.



Historic Image 4: Signal (Circa 1920s) A B&O Color Position Light-Type Signal at MP#28
Photographed December 2014. From www.trainweb.org.

Baltimore and Ohio (B&O) Railroad, Washington Branch

Laurel, Vansville, Berwyn, Riverdale, Hyattsville, Chillum, Bladensburg, Berwyn Heights, Greenbelt
Prince George's County, Maryland



Historic Image 5: Typical view of Washington Branch, Circa 1970s, with B&O freight train.
From www.trainweb.org.

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

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 1



Photo 1 of 9: Bridge over Main Street, Laurel, looking west.



Photo 2 of 9: Laurel Railroad Station, looking west.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 2



Photo 3 of 9: Laurel Railroad Station platforms, looking south.



Photo 4 of 9: Laurel Railroad Station passenger waiting shelter, looking east.

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

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 3



Photo 5 of 9: Laurel Railroad Station parking lot waiting shelter, looking northeast.



Photo 6 of 9: Bridge over Bowie Road, looking east.

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

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 4



Photo 7 of 9: Bridge over Northwest Branch, Anacostia River, looking east.



Photo 8 of 9: View of right-of-way from Eastern Avenue, looking north.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 5



Photo 9 of 9: View of right-of-way from Eastern Avenue, looking south.

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

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 6

PHOTO LOG

Name of Property: Baltimore and Ohio (B&O) Railroad, Washington Branch

Name of Photographer: Dovetail Cultural Resource Group

Date of Photographs: September 6, 2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:

Bridge over Main Street, Laurel, looking west.

PG;LAU-29_2018-09-06_01.tif

Photo 2 of 9:

Laurel Railroad Station, looking west.

PG;LAU-29_2018-09-06_02.tif

Photo 3 of 9

Laurel Railroad Station platforms, looking south.

PG;LAU-29_2018-09-06_03.tif

Photo 4 of 9

Laurel Railroad Station passenger waiting shelter, looking east.

PG;LAU-29_2018-09-06_04.tif

Photo 5 of 9

Laurel Railroad Station parking lot waiting shelter, looking northeast.

PG;LAU-29_2018-09-06_05.tif

Photo 6 of 9

Bridge over Bowie Road, looking east.

PG;LAU-29_2018-09-06_06.tif

Photo 7 of 9

Bridge over Northwest Branch Anacostia River, looking east.

PG;LAU-29_2018-09-06_07.tif

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

Inventory No PG:LAU-29

Name Baltimore and Ohio (B&O) Railroad, Washington Branch
Continuation Sheet

Number Photos Page 7

Photo 8 of 9:

View of right-of-way from Eastern Avenue, looking north.

PG;LAU-29_2018-09-06_08

Photo 9 of 9:

View of right of way from Eastern Avenue, looking south.

PG;LAU-29_2018-09-06_09

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

None

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Baltimore & Potomac RR, Washington City Branch Inventory Number: PG:71A-54
Address: 13 mile railroad segment from P.G. County/Anne Arundel County border to border with Washington D.C. Historic district: X yes ☐ no
City: Multiple Zip Code: Multiple County: Prince George's
USGS Quadrangle(s): Laurel, Lanham, Washington East
Property Owner: National Passenger Railroad Corporation (Amtrak) Tax Account ID Number: N/A
Tax Map Parcel Number(s): N/A Tax Map Number: N/A
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: RK&K, LLP
Preparer's Name: Jacob Bensen Date Prepared: 11/26/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: X Eligibility recommended ☐ Eligibility not recommended
Criteria: X A ☐ B X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes X no Name: _____ Date: _____

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

The Baltimore and Potomac (B&P) Railroad (Pennsylvania Railroad [PRR], Baltimore and Potomac Division), Washington City Branch was a passenger and freight railroad that helped connect Union Station in Washington, D.C. to the major cities of the East Coast and beyond. It is approximately 13 miles of railroad right-of-way from the Prince George's/Anne Arundel County border at the Patuxent River near Bowie (MP# 118) to the Prince George's County/Washington D.C. border near Cheverly (MP# 131). The entire Washington City Branch is 35.5 miles long and is currently owned by Amtrak and operates as the Northeast Corridor. The Washington City Branch connects Baltimore's Pennsylvania Station (1911) in the north to Washington, D.C.'s Union Station (1907) in the south. The Washington City Branch is used by Amtrak's intercity passenger trains (including the high-speed Acela Express), the Maryland Department of Transportation's Maryland Rail Commuter (MARC) trains, and Norfolk Southern Railway's freight trains.

This documentation expands upon previous surveys of the B&P Railroad in Maryland. In Baltimore City, the Baltimore and Potomac Railroad/Philadelphia, Baltimore, & Wilmington (PB&W) Railroad (B-5164) was determined eligible for inclusion in the National Register of Historic Places (NRHP). In Anne Arundel County, the Baltimore and Potomac Railroad Survey District (AA-

MARYLAND HISTORICAL TRUST REVIEW

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

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

1097) was determined not eligible in 2012.

The following survey was conducted from the public right-of-way.

Location/Setting

The evaluated district traverses a largely suburban area and is bordered by housing developments, commercial properties, industrial areas, and government facilities. Just north of MP# 121 at Bowie, the line meets with the B&P Railroad/CSX Transportation (CSX) Pope's Creek Subdivision that goes into Southern Maryland. The CSX Transportation (formerly Baltimore and Ohio [B&O] Railroad) Alexandria Extension crosses over the alignment, just south of the Cheverly Metro Station near MP# 131.

Architectural Description

The B&P Railroad, Washington City Branch is being maintained to modern railroad standards, with the alignment generally following the right-of-way established for the branch in 1872. Just south of the Landover Substation and MP# 129, the line splits into two alignments by 1907. One alignment continues into Washington, D.C. with an eventual terminus at Union Station. The other also enters Washington, D.C., following a southern route through to Virginia. Both alignments are part of this survey.

Sidings and spur lines, both in use and abandoned, branch off from the main tracks to provide freight service to commercial and industrial properties in the area. These sidings are located between MP# 122 and #123 in Glenn Dale, between MP# 127 and MP# 128 at Landover, and at MP# 131 at Cheverly. These sidings and spur lines are not included in this survey.

The evaluated district includes the following elements (listed generally in order from north to south):

- Railroad tracks, throughout (rails, ties, ballast, and prisms: modern), Non-contributing Elements. The tracks consist of modern continuous welded steel rail on concrete ties set in a railbed of gravel ballast on an engineered-earth prism. The majority of the alignment has three tracks, but it expands to four tracks between MP# 128 and MP# 129 south of Landover. The height of the prisms varies, depending on the topography of the area. In the surveyed area near Bowie State University MARC Station, for example, the prism is approximately four feet high. The rails, ties, ballast, and prisms have been continually modernized and are non-contributing elements.
- Catenary system, throughout (circa 1934-1935), Contributing Element. A catenary system, consisting of overhead wire suspended in tension from support poles on both sides of the tracks, runs throughout the district alignment. The system provides power to the Amtrak and MARC trains on this segment. Many, if not all, of the extant catenary support poles date to the railroad's original electrification between 1934 to 1935, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance.
- Signals, throughout (circa 1934-1935), Contributing Elements, if Extant. Although many signals have been replaced by Amtrak, beginning in 1976, it is possible some signals may remain extant within the district. These signals were installed as part of the PRR electrification of the line, fully replacing earlier signals used by steam locomotives. Further investigation is required to determine if any remain extant.
- Signal Bridges, throughout (circa 1934-1935), Contributing Elements. These structures consist of two catenary support poles with a metal framework spanning between them to support signals. The signal bridges remain extant, both with and without signals.

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

Signal bridges with replacement signals often are accompanied by a modern small shed-like structure.

•Culverts (circa 1870s and/or circa 1934-1935), Contributing Elements, if Extant. Watercourses such as Newstop Branch, Folly Branch, Bald Hill Branch, and Beaverdam Creek cross under the railroad, presumably through culverts. Due to access restrictions, field verification of these structures was not possible. Further investigation is required to determine if any remain extant.

•Bowie State University MARC Station (1989), Non-Contributing Element. A high-level concrete station consisting of two platforms with metal passenger waiting shelters and lighting fixtures. It replaced the Bowie station, further south (see immediately below).

•Bowie Railroad Buildings/Bowie Railroad Museum (circa 1910-circa 1930, moved 1992) (PG:71B-2-9, NR# 98001261), Contributing Elements. The complex includes three frame buildings that formerly comprised the Bowie depot for the B&P, including a one-story freight depot/passenger ticket office building (circa 1930), two-story interlocking tower (built circa 1913, moved to Bowie circa 1930), and one-story, open passenger waiting shed (circa 1910). These buildings were moved off the railroad right-of-way and currently operate as part of a City of Bowie museum. The complex of buildings was listed on the NRHP in 1998 under Criterion A for their contribution to the development of rail transportation in the region and Criterion C as rare examples of intact early twentieth century railroad junction buildings. While the buildings have been moved, their association with railroad development remains strong and they retain high integrity.

•Bowie Substation (circa 1934-1935), Contributing Element. This is a railroad electrical substation adjacent to the tracks near the line's intersection with the Pope's Creek Subdivision. The substation was constructed as part of the electrification of the line. The structure consists of a central control building surrounded by a tall metal framework supporting insulators and electrical wiring. Large electrical transformers are connected to the catenary wiring above the tracks. The entire substation is surrounded by a tall chain-link fence topped with barbed wire. The substation framework is likely original, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance. A small, rectangular building with no windows, constructed circa 2005, is located nearby and is connected by wiring to the substation.

•Three rectangular buildings, Bowie (circa 2002), Non-Contributing Elements. These are located on the west side of the tracks at the intersection with the Pope's Creek Subdivision. All are one-story and have rectangular plans. Due to access restrictions, a detailed study of these buildings was not possible.

•Seabrook MARC Station (1987), Non-Contributing Element. This is a high-level concrete station constructed as a replacement for an earlier station. It consists of two platforms with metal passenger waiting shelters and lighting fixtures.

•New Carrollton Station (Metro: 1978, Amtrak/MARC: 1983), Non-Contributing Element. This concrete, Brutalist-style station is built beneath the tracks for the Metro Orange Line and the Amtrak Northeast Corridor. The New Carrollton station was constructed in stages, beginning with the opening of the Metro portion of the station. The Amtrak/MARC portion of the station was opened last as a replacement for the Capital Beltway Station (opened 1970), formerly located to the north. For the purposes of this evaluation, the rest of this multi-modal station, such as the parking lots/garages and a maintenance facility for Metro trains are not included.

•Two clusters of small buildings on the west side of the tracks near the New Carrollton Metro maintenance facility (circa 1980s or 1990s), Non-Contributing Elements. These are two small clusters of one-story, rectangular-plans buildings. There are three at the northernmost cluster and six at the southern cluster. Due to access restrictions, field verification of these buildings was not possible.

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

•Small building near a Pepco substation, New Carrollton (circa 1980s or 1990s), Non-Contributing Element. A small, one-story building with a rectangular plan. Due to access restrictions, field verification of this building was not possible.

•Wilson's Station Railroad Tower, Landover (circa 1900) (PG:72-1), Contributing Element. This switching and signal tower was determined eligible for the NRHP in 2002. When last surveyed, this was a two-story, T-shaped, wood-framed building on a brick foundation. Asbestos-shingle siding had been added and there were asphalt-shingles on its roof. The windows were covered or replaced with plywood. A passenger waiting shed, noted in the 1974 survey, was no longer extant. The tower was no longer in active use. A metal control shed was constructed circa 1990 directly next to the tower, likely performing the same job that the tower once did for the railroad. Due to access limitations, it was not possible to field verify this tower; however, June 2018 Google mapping confirms its existence.

•Landover Substation (circa 1934-1935), Contributing Element. This is a railroad electrical substation constructed as part of the electrification of the line. It consists of a central control building surrounded by a tall metal framework supporting insulators and electrical wiring. Large electrical transformers are connected to the catenary wiring above the tracks. The entire substation is surrounded by a tall chain-link fence topped with barbed wire. The substation framework is likely original, but the wiring and electrical infrastructure have likely been replaced over time as part of routine maintenance.

Historic Context

The B&P Railroad was first chartered in 1853 as a railroad connecting Baltimore to Popes Creek, Maryland; however, the project languished for several years. In 1860, Owden Bowie became B&P president, but was unable to continue the project due to financial, material, and manpower shortages during the Civil War. Following the war, Bowie sought financial backing from the B&O Railroad to assist with construction of the new line. When the B&O declined, Bowie turned to the B&O's rival, the PRR, which was looking to expand its system beyond Baltimore, but were blocked from entering Washington, D.C. (Churella 2013, 357).

Since constructing its Washington Branch in 1835, the B&O had held a monopoly on freight and passenger service into Washington, D.C. and to the southern railroads beyond it. This monopoly was sanctioned by the State of Maryland, who would not issue charters for any new railroads into the nation's capital. The PRR found a loophole in a key provision in the charter for the B&P Railroad that would allow their trains access to Washington, D.C. B&P was permitted to construct branch lines up to twenty miles long from its main line. The railroad's proposed route would put it close enough to Washington that a branch line could be built into the federal city, breaking the B&O's monopoly (Churella 2013, 357).

Construction of the B&P Railroad, under the control of the PRR, began in September of 1868. At Bowie, the Washington City Branch separated from the Pope's Creek Branch (later Pope's Creek Subdivision). The railroad's original charter was to Pope's Creek, but the Washington City Branch was soon used by the PRR as part of the railroad's main line between New York and Washington, D.C. In June of 1870, the U.S. Congress approved the B&P's plan to enter Washington and, by 1872, a temporary wood-frame station was constructed in Washington. In 1873, the wood station was replaced by a permanent brick and stone station at 6th and B Streets, NW, on the National Mall. The B&P Railroad opened from Baltimore to Washington on July 2, 1872. Meanwhile, construction was continuing on the Union and B&P Tunnels in Baltimore. Upon the tunnels' completion in 1873, PRR trains could run through Baltimore and Philadelphia to New York (Churella 2013, 358).

The completion of the B&P Railroad in the early 1870s helped fuel suburban growth along the newly established line, as people working in the nation's capital could live outside of the city and commute in by rail. Early stations within the evaluated segment

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

included Seabrook (a modern MARC station now stands on the site), Wilson's (near the current Landover Metro Station), and the newly plotted Bowie. The B&P ran several trains between these stations and Washington, D.C. daily, including to a stop in the city for workers at the Navy Yard (Rowlands 2018).

On July 2, 1881, President James A. Garfield was shot by Charles J. Guiteau while waiting for a train at the B&P station in Washington. He died three months later from infection. In 1891, the Philadelphia, Wilmington, and Baltimore (PW&B) Railroad, another PRR-owned company, took over operations of the B&P Railroad. In 1902, the two companies consolidated, creating the Philadelphia, Baltimore, and Washington (PB&W) Railroad (Coverdale and Colpitts 1946, 285).

In 1901, the U.S. Senate Park Commission invited architect and planner Daniel Burnham to develop a new plan for the nation's capital, using the original design (circa 1791) of the city by Major Peter Charles L'Enfant as a guide. Burnham's new plan included "cleaning up" the National Mall by removing the B&P and B&O railroad stations and railroad tracks (Amtrak 2018). In 1903, Congress approved of a site on the north side of Massachusetts Avenue, NW for a new Union Station, which would consolidate passenger facilities for these railroads into a single terminal (Hankey and Wright 2018). The B&P Railroad, Washington City Branch, would be split just south of Landover, with freight traffic continuing along the old alignment and passenger trains following a new alignment to Union Station. The new station opened in 1907.

In 1928, the PRR began a project to electrify its entire line from New York to Washington, D.C. Although other railroads had experimented with electrification, including the PRR itself, none had attempted such a large and complicated project before. The PRR Board of Directors made the decision to electrify the entire line between New York and Washington, D.C. because it would allow the railroad company to handle denser traffic, run larger trains, and increase speeds in comparison to using traditional steam power. However, the innovative program was halted in 1932 by the Great Depression. The world-wide financial crisis led to a lack of funds and the railroad was unable to find private financing for such an ambitious project. The PRR applied for and received assistance from the federal government to continue its electrification project that same year with money borrowed from the Public Works Administration, a New Deal-employment program. In 1935, the PRR completed electrification of the segment of their railroad between Baltimore and Washington (Ludwig 1934, 4-6). Electrification required the construction of new power substations; fabrication and installation of new signals, catenary poles, and wiring; and included the installation of a third track (Ludwig 1934, 11, 17-21). The completion of electrification allowed the PRR to eliminate the use of steam power on its main line between New York and Washington, although the use of steam on branch lines outside of the electrified corridor continued until the 1950s when they converted to diesel (Reutter 1994, 16). During the 1930s, the PRR began experimenting with high-speed passenger service along the newly electrified line. The company developed the GG1 electric locomotive, "the most powerful electric passenger locomotives ever built." The GG1 was capable of a regular operating speed of 90 miles per hour (Ludwig 1934, 31) and would remain in service under the PRR and its successors into the 1980s (Museum of the American Railroad 2016).

Commuter service continued along the newly electrified route, with as many as six trains in each direction serving the suburban stations in the 1930s. Into the 1950s, there were at least two commuter trains daily inbound and outbound from Washington (Rowlands 2018). Intercity passenger and freight trains continued along the lines as well through World War II and into the post-War years, but the PRR began to see a downturn in business as air travel and the Interstate Highway System grew. The share of freight hauled by railroads nationally decreased from 67.3 percent in 1945 to 52.5 percent in 1953, while the share hauled by trucks dramatically increased from 6.5 percent to 17.7 percent. Decreases in passenger traffic were more drastic, with the share hauled by the railroads falling from 72.9 percent in 1945 to 46.4 percent in 1953 (Stover 1995, 322). In 1968, the PRR and the New York Central Railroad merged, creating the Penn-Central Railroad. With 20,000 miles of track, including the evaluated segment, Penn-Central was the largest railroad in the United States (Edwards 1968, A1). In cooperation with the U.S. Department of Transportation, Penn Central began testing a new high-speed passenger service between New York and Washington D.C., the Metroliner, in December of 1969. The Metroliner, was an electric train capable of making a non-stop trip between Washington and

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 York in under three hours (Edwards 1969, E1). The Metroliner tests proved successful and it soon became a regular service along the Northeast Corridor (Trains, 2006).

Financial issues continued for the Penn Central until the mid-1970s, when the company declared bankruptcy. To prevent a collapse of the railroad industry in the northeastern United States, a new company, the Consolidated Rail Corporation (ConRail), was created with \$6.8 billion in aid and loan guarantees from the federal government (Jones 1976, A3). While ConRail controlled freight rail operations, Amtrak, created in 1971, took control of all inter-city passenger railroad service, including that of the PRR (Samuelson 1971, C1). Amtrak took ownership of the Northeast Corridor In 1976, controlling trains and track personnel, dispatching, signaling, and maintenance of the line. While continuing to operate the Metroliner trains that it had inherited from Penn Central, Amtrak began developing its own high-speed electric train for the Northeast Corridor, Acela Express, in 1995 (Railway Technology, n.d.)

In 1996, CSX agreed to a merger with ConRail, but the merger was halted by a hostile bid from rival Norfolk Southern Corporation (Norfolk Southern 2018). After months of negotiations, CSX and Norfolk Southern agreed in 1997 to a joint purchase of ConRail, with each railroad taking half of the system. Norfolk Southern gained the right to operate freight trains over the Northeast Corridor, including the evaluated segment (Phillips 1997, C11). This ownership and operational relationship continues today. In 2006, Amtrak retired the remaining Metroliner trains, leaving Acela Express as the only high-speed train in the United States (Trains, 2006). Amtrak plans to replace the current Acela Express trains with a more advanced version in 2021 (Trejos, 2018).

Eligibility Determination

The railroad district was evaluated for significance under NRHP Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The resource was not evaluated for eligibility under Criterion D.

The B&P Railroad is significant for breaking the monopoly on rail travel between the northeastern states and Washington, D.C. that had been held by the B&O Railroad since 1835. The evaluated district also played an important role in Washington's rapid growth during the late nineteenth century, due to increased rail travel to Washington suburban communities around its commuter rail stations. In addition, the railroad proved its military significance, during the two world wars, as a vital link between the federal capital and the rest of the nation.

The PRR's experimentations with electrification and high-speed service between New York and Washington D.C. were significant as major engineering projects spurring the ongoing development of high-speed rail in the United States. No electrification of a railroad line of this size had been previously attempted in the United States. Therefore, the B&P Railroad, Washington City Branch is eligible under Criterion A.

Although significant individuals have traveled over the B&P Railroad during its lifetime, research does not indicate this resource illustrates their important achievements. Therefore, the B&P Railroad, Washington City Branch is not eligible under Criterion B.

The evaluated B&P Railroad district has been in continuous railroad use since opening in 1872. Despite alterations as railroad technology improved, the segment retains historic elements that have integrity to both its original construction in the nineteenth century and to its modernization in the 1930s. Features from pre-electrification include the circa 1872 alignment of the railroad, the circa 1907 alignment to Union Station, and the circa 1900 Wilson's Station Railroad Tower. Many of the contributing elements remain from the circa 1934 to 1935 modernization and electrification period of the railroad. These features include the Bowie

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

Substation, Landover Substation, signal bridges, and catenary poles. This railroad alignment is distinctive enough to be considered a true representative of railroad engineering. Therefore, the B&P Railroad, Washington City Branch is eligible under Criterion C.

Based on the NRHP criteria, the evaluated segment of the B&P Railroad, Washington City Branch is eligible for listing under Criteria A and C. The period of significance for Criterion A is 1872 (opening of the line) to 1945 (beginning of decline in traffic following World War II). The period of significance for Criterion C is 1872 (original construction) to 1935 (completion of electrification). The 13-mile segment is in good condition and retains sufficient integrity of location, feeling, and association. Upgrades and replacements of elements such as the railroad ties and prisms have taken place continuously since its opening; however, these physical elements are not significant, and they only serve to define the rail corridor. Even the loss of railroad elements, such as stations and junction towers, does not significantly diminish the railroad's integrity of design, materials, and workmanship.

The B&P Railroad, Washington City Branch encompasses 284.44 acres and is confined primarily to the railroad right-of-way between the Prince George's County/Anne Arundel County border and the Prince George's County/Washington, D.C. border. The boundary also includes the parcels containing the Bowie Substation, Bowie Railroad Buildings, Landover Substation, and Wilson's Station Railroad Tower. At Bowie, a small portion of unowned land connecting the railroad right-of-way to the Bowie Railroad Buildings property is included to prevent a discontinuous district.

References

"ACELA High-Speed Rail Network System." n.d. Railway Technology. Accessed October 24, 2018. <https://www.railway-technology.com/projects/amtrak/>.

Amtrak. 2018. "Washington-Union Station, DC (WAS)." The Great American Stations. <http://www.greatamericanstations.com/stations/washington-union-station-dc-was/>.

----. "History." Accessed August 29, 2018. <https://history.amtrak.com/amtraks-history/historic-timeline>.

----. "Northeast Train Routes." Accessed August 29, 2018. <http://www.amtrak.com/northeast-train-routes>.

Associated Press. "Md. To Add Commuter Train Stops." The Washington Post, October 4, 1987. ProQuest.

Chasteen, Carrie. "Baltimore & Potomac Railroad Survey District." Determination of Eligibility form AA-1097, February 6, 2012, on file at Maryland Historical Trust, Crownsville, MD.

Churella, Albert J. The Pennsylvania Railroad, Volume 1: building an Empire 1846-1917, 2013. Philadelphia: University of Pennsylvania Press. Google Books.

Coverdale and Colpitts. The Pennsylvania Railroad Company: Corporate, Financial and Construction History of Lines Owned, Operated, and Controlled To December 31, 1945 Volume II, 1945. Philadelphia: The Pennsylvania Railroad Company. Hagley Museum. <http://digital.hagley.org>.

Edwards, Paul G. "Central-Pennsy Merger Approved." The Washington Post, January 16, 1968, A1. ProQuest.

Farnham, Katherine. "Baltimore & Potomac Railroad, Baltimore & Port Deposit Railroad." Determination of Eligibility Form 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

5164, March 16, 2010. On file at Maryland Historical Trust, Crownsville, MD.

Flagg, Louis Francis. "History and Construction of the electrical Substation of the Pennsylvania Railroad at Landover, Maryland." Tau Beta Pi Initiation Thesis, University of Maryland, College Park, 1935. Internet Archive. <https://archive.org>.

Google. "Maps." Accessed August 29, 2018.

Hankey, John and William Wright. 2018. "A Brief History of Union Station." Washington D.C. Chapter, National Railroad Historical Society. <http://www.dcnrhs.org/learn/union-station>.

Harwood, Herbert H., Jr. Royal Blue Line: The Classic B&O Train Between Washington and New York, 1995. Baltimore: Johns Hopkins University Press. Google Books.

Hein, Sally Cannon. "Bowie Railroad Buildings." National Register of Historic Places Registration Form 98001261, March 14, 1997, on file at Maryland Historical Trust, Crownsville, MD.

Historic American Buildings Survey/Jack E. Boucher. "Northeast Railroad Corridor, Amtrak route between District of Columbia/Maryland state line & Maryland/Delaware state line, Baltimore, Independent City, Md, 1977." Accessed August 29, 2018. Library of Congress.

Jones, William H. "ConRail Gamble Begins on Thursday." The Washington Post, March 29, 1976, A3. ProQuest.

----. "Full Metroliner Test Due." The Washington Post, November 23, 1969, E1. ProQuest.

Ludwig, Charles Herbert. "History and Methods of Electrification of the Pennsylvania Railroad between Baltimore and Washington, D.C." Tau Beta Pi Initiation Thesis, University of Maryland, College Park, 1935. <https://archive.org>.

Maryland Transit Administration. "MARC Penn Line Schedule." Accessed August 29, 2018. <https://mta.maryland.gov>.

"Metroliner's Amazing Career." 2006. Trains Magazine, June 30, 2006. <http://trn.trains.com/railroads/2006/06/metroliners-amazing-career>.

Museum of the American Railroad. 2016. "Pennsylvania Railroad GG1 #4903." Accessed August 29, 2018. <http://www.museumoftheamericanrailroad.org/Collection/CollectionOverview/tabid/62/agentType/View/PropertyID/23/Default.aspx>.

NETROnline. "Historic Aerials." Accessed August 29, 2018. <https://www.historicaerials.com/>.

Norfolk Southern Corporation. 2018. "System Overview." Accessed August 29, 2018. www.nscorp.com/content/nscorp/en/system-overview.html.

"Penn. Road Rushes Electrification." The Washington Post, October 11, 1937, 18. ProQuest.

Phillips, Don. "Railroads Agree on Plan to Split Conrail." The Washington Post, April 9, 1997, C11. 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

Reutter, Mark. "The Great (Motive) Power Struggle: The Pennsylvania Railroad v. General Motors, 1935-1949." *Railroad History*, no. 170 (1994): 15-33. <http://www.jstor.org/stable/43523655>.

Rowlands, D.W. "How the Baltimore & Potomac Railroad and the Penn Line Shaped the Region's Suburbs." *Greater Greater Washington*, August 29, 2018. <https://ggwash.org/view/68754/how-the-baltimore-potomac-railroad-and-the-penn-line-shaped-the-regions-suburbs>.

Samuelson, Robert J. "Intercity Passenger Era Ends for B&O Railroad." *The Washington Post*, April 27, 1971, C1. ProQuest.

Stover, John F. *History of the Baltimore and Ohio Railroad*. West Lafayette, Indiana: Purdue University Press, 1995. Google Books.

Trejos, Nancy. 2018. "First Look: Inside Amtrak's New Acela Express Trains." *USA Today*, August 8, 2018. <https://www.usatoday.com/story/travel/2018/08/08/heres-first-look-amtraks-new-acela-express-trains/938417002/>.

"Union Station Stock, Issue of Ten Millions by the Consolidated Lines." *The Washington Post*, August 22, 1902, 2. ProQuest.

Wilson, William Bender. *History of the Pennsylvania Railroad Company Volume 1, 1899*. Philadelphia: Henry T. Coates & Company. Hathi Trust Digital Library. www.hathitrust.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:

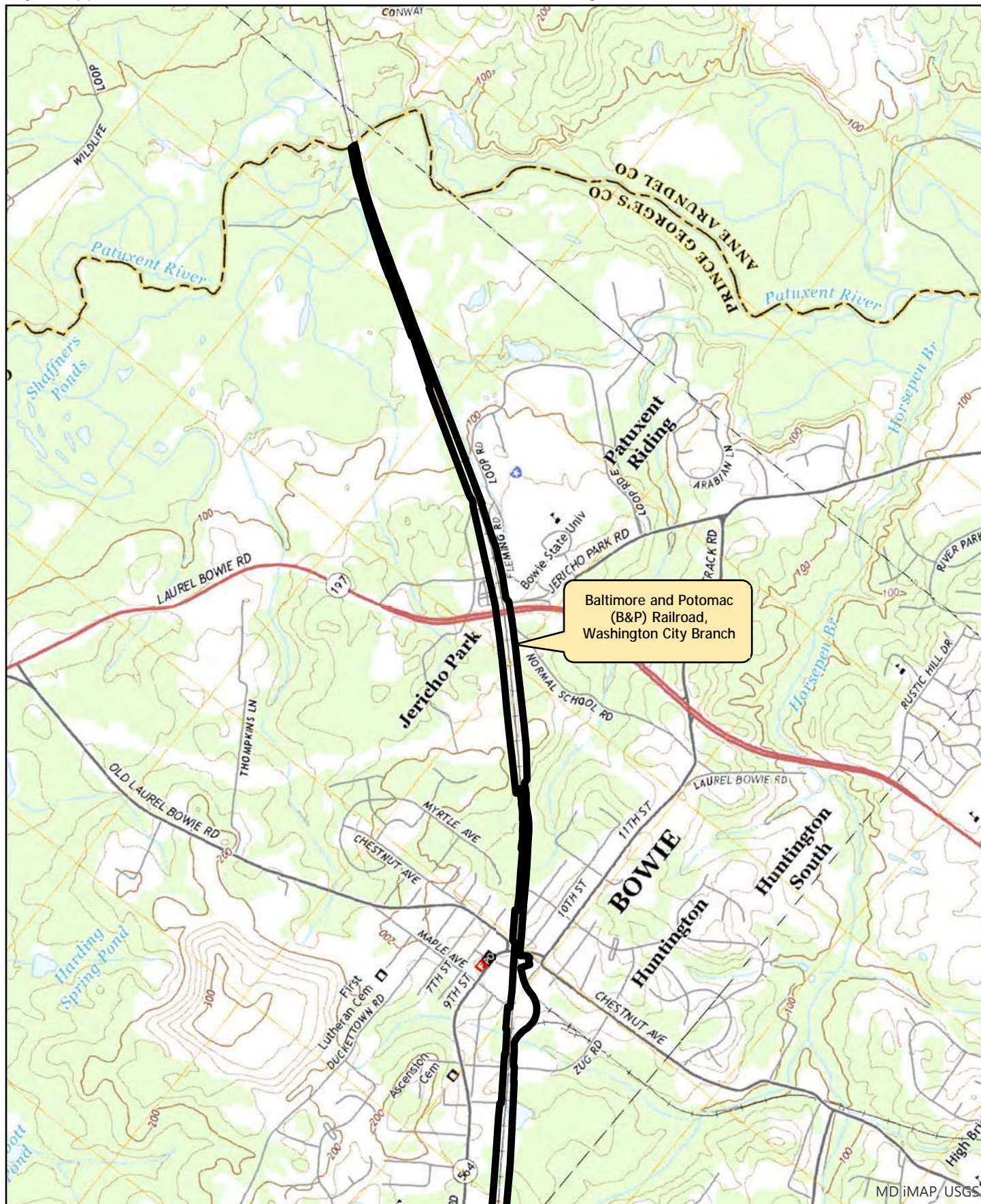
Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Baltimore and Potomac (B&P) Railroad, Washington City Branch

Location: 13-mile railroad segment from P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg

MIHP# PG:71A-54
Prince George's County



USGS 7.5' Quadrangle(s) - Laurel, Lanham, Washington East

0 1 2 Miles
Scale: 1:24,000

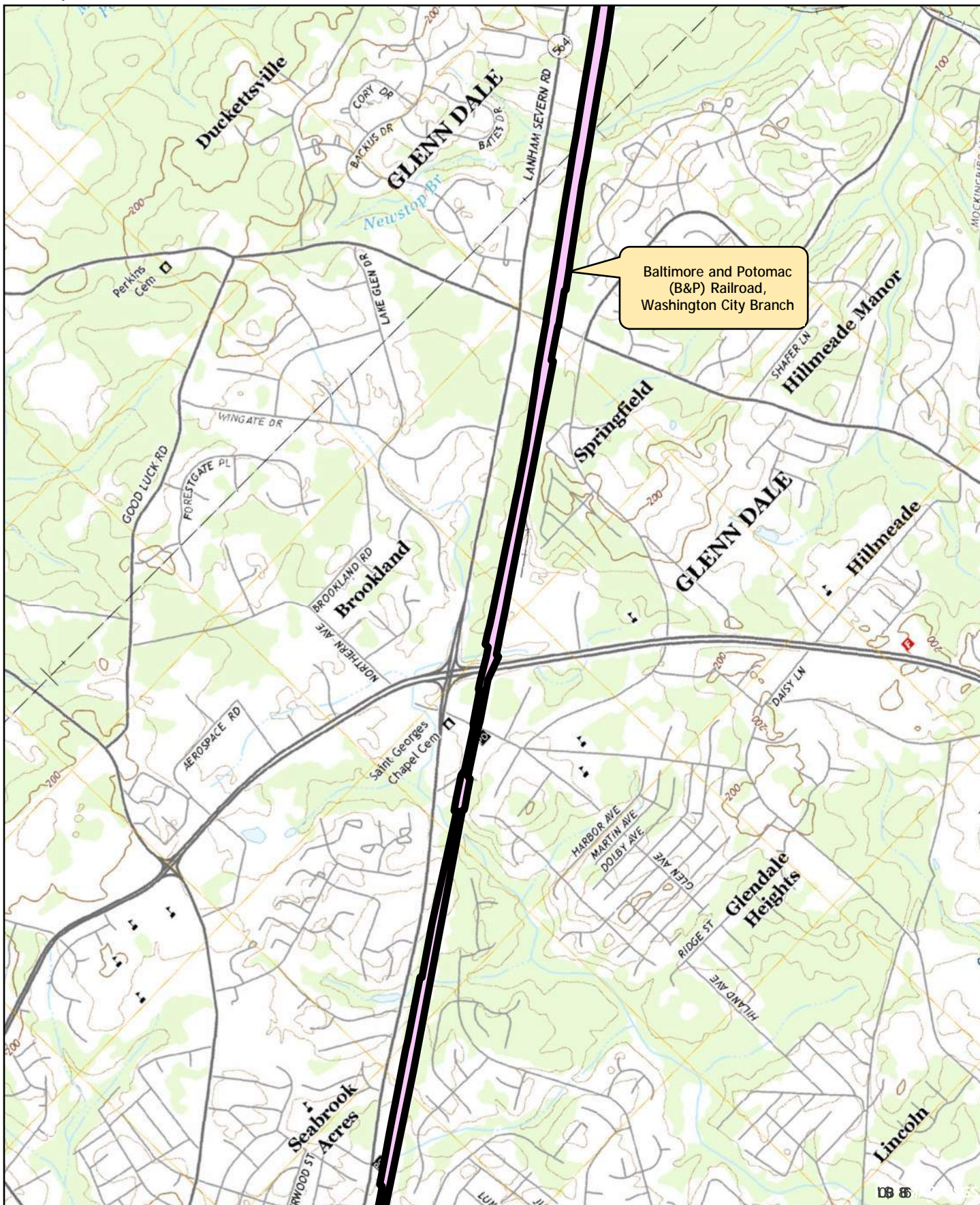


Baltimore and Potomac (B&P) Railroad, Washington City Branch

13-mile railroad segment from P.G. 8050 to border with District of Columbia

MIHP# PG:71A-54

31/01/2017

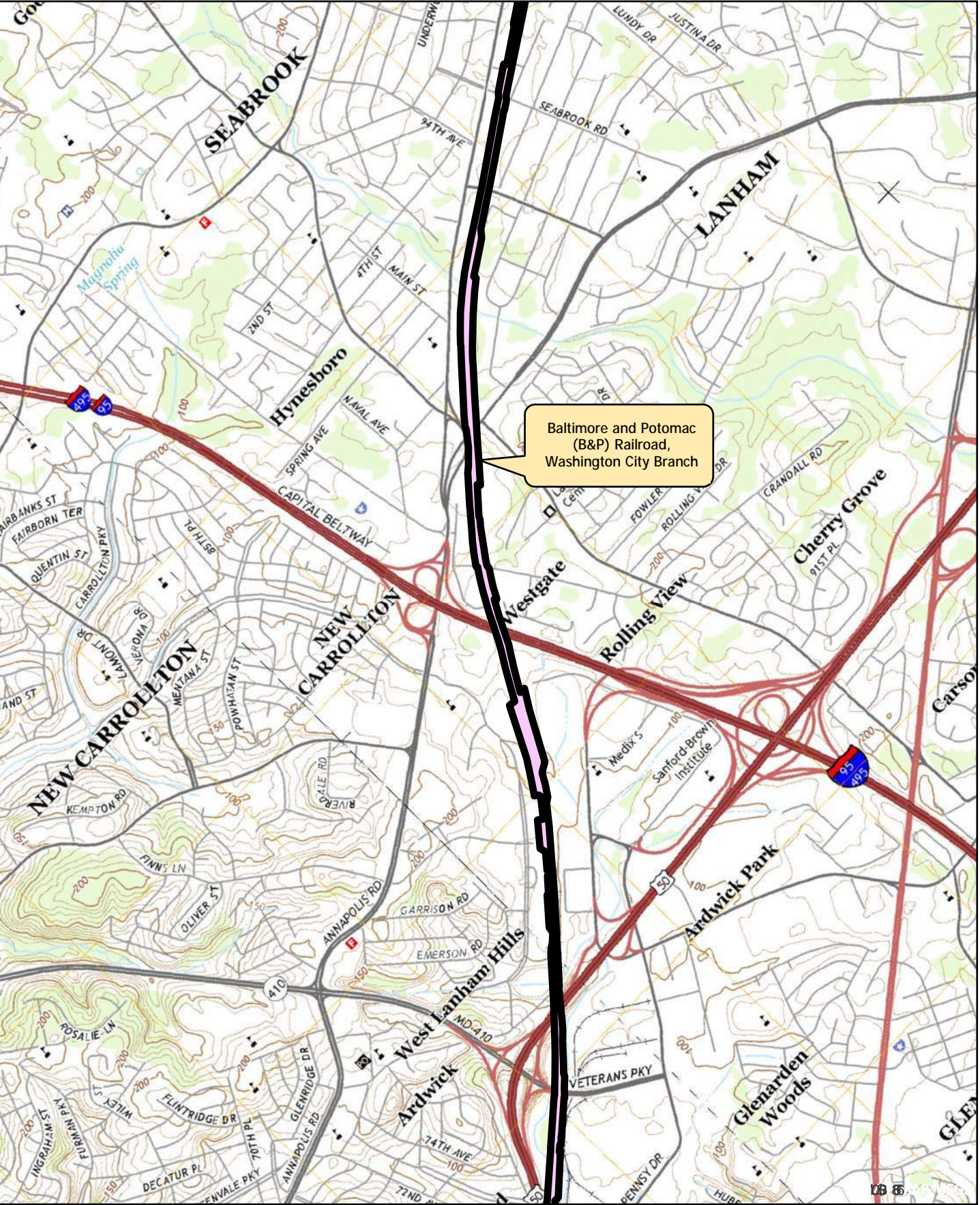


Seabrook and Lanham (B&P) Railroad, Washington City Branch

13-mile railroad segment from P.G. to border with

MIHP# PG:71A-54

to border with



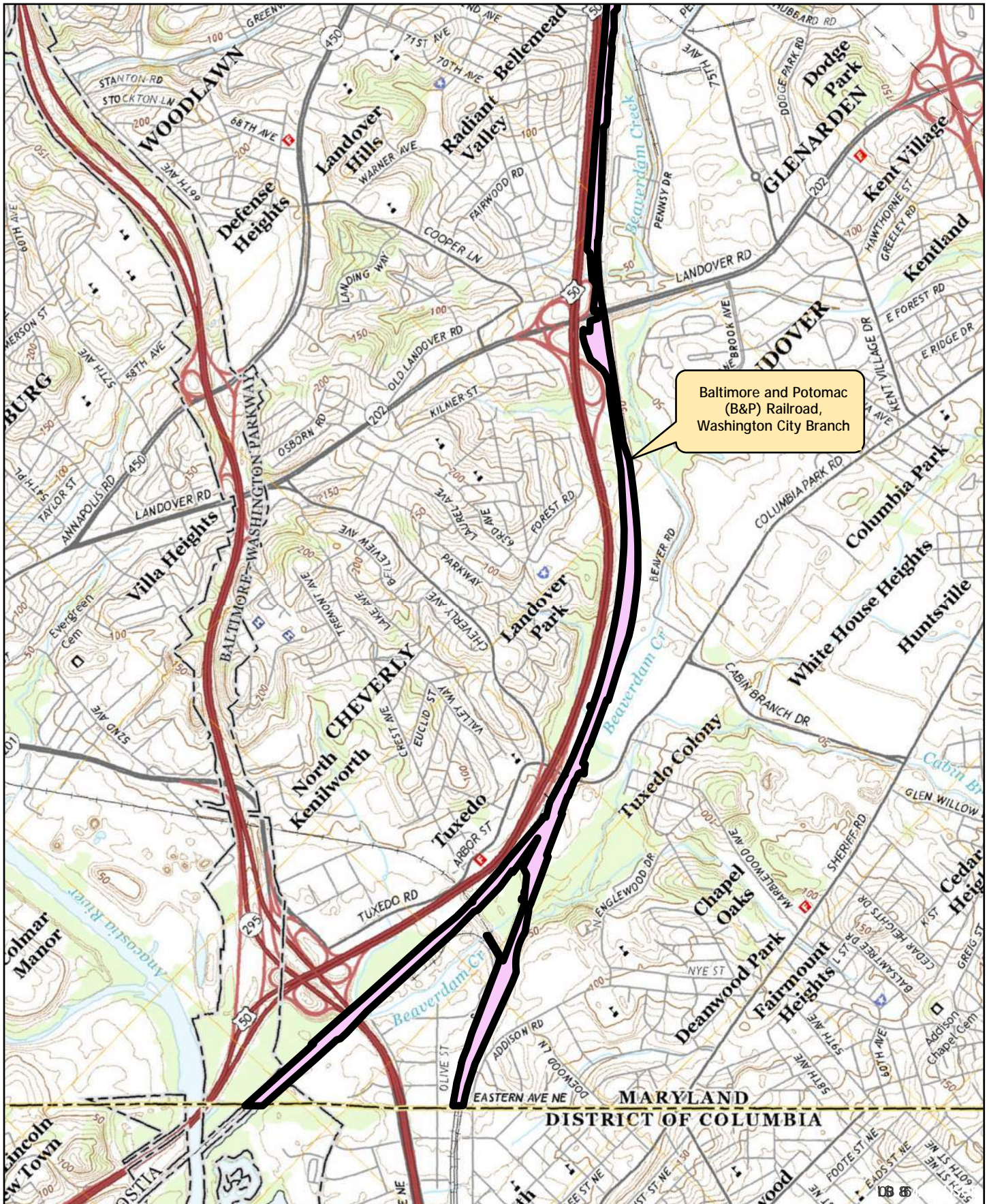
%DOWLRUHand BWR(B&P) Railroad, Washington City Branc K

REDLQ 13-mile railroad segment from P.G. SDHXO OMB RUGU to border withDKLQWRQ &

&WFRV, %ZHOODH DKPHZUOOWRQHDWHU DGRU %DGQBUJ

MIHP# PG:71A-54

3LGFPRUV&QV



8~ XDUDDHV DUH DDKLQWRQW

DOH

DOH

Baltimore and Potomac (B&P) Railroad, Washington City Branch

Location: 13-mile railroad segment from P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg

MIHP#: PG:71A-54
Prince George's County



Parcel Boundaries

Contributing Element

*=Unable to Field Verify

0 1 2 Miles

Scale: 1:12,000



Baltimore and Potomac (B&P) Railroad, Washington City Branch

Location: 13-mile railroad segment from P.G./Anne Arundel County border to border with Washington, D.C.

City/Town(s): Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg

MIHP#: PG:71A-54
Prince George's County



Parcel Boundaries

Contributing Element →
*=Unable to Field Verify

0 1 2 Miles
Scale: 1:12,000



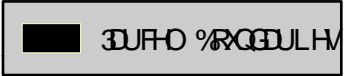
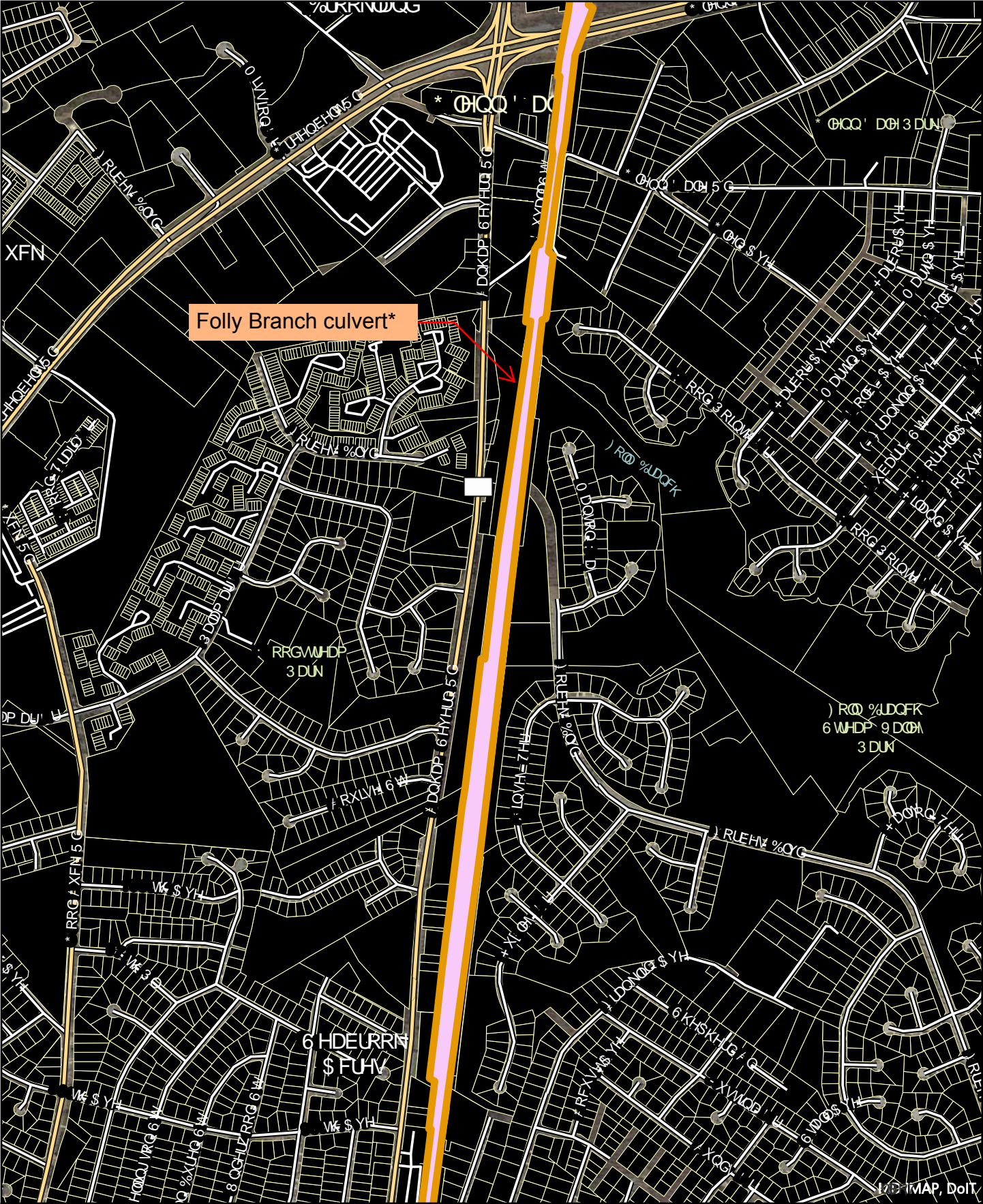


WRL and B&P Railroad, Washington City Branch K

13-mile railroad segment from P.G. to border with Washington, D.C.

MIHP#: PG:71A-54

WRL and B&P Railroad, Washington City Branch K



Contributing Element

*=Unable to Field Verify

DOH

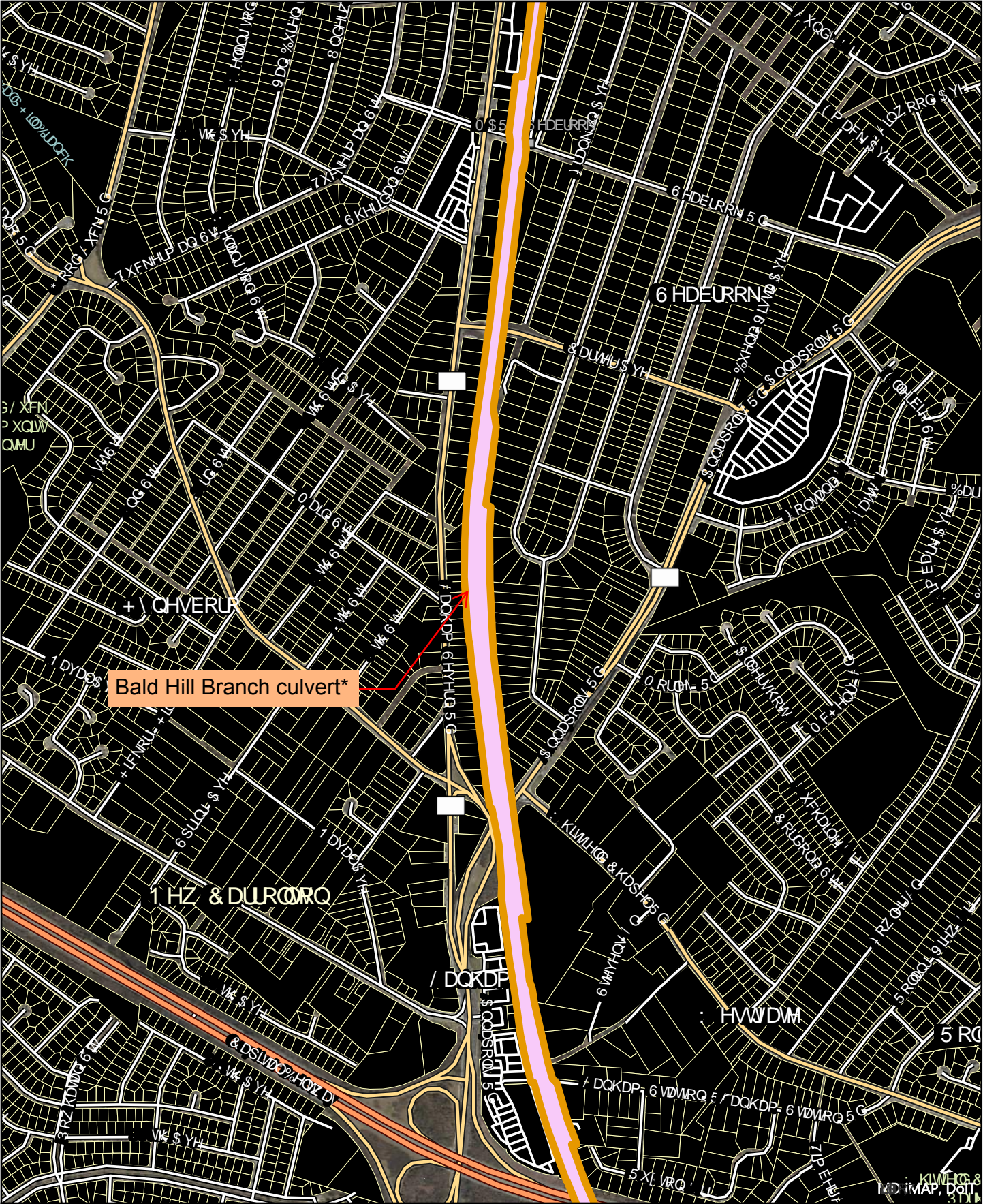
DOH

13-mile railroad segment from P.G. to border with Washington City Branch K

13-mile railroad segment from P.G. to border with Washington City Branch K

MIHP#: PG:71A-54

13-mile railroad segment from P.G. to border with Washington City Branch K



3UFO %RQEDULH

Contributing Element

*=Unable to Field Verify

DOH

DOH

WOLFH and B&P Railroad, Washington City Branch

13-mile railroad segment from P.G. to border with D.K. & Q.V.

MIHP#: PG-71A-54
JLGH+RUHV&QV

&WTFZV %ZHOHODH DQPHZUOOWRQHWHU DGRHU %DG-QBUJ



3UHO %RQDULHV

Contributing Element →
*=Unable to Field Verify

100' 00"
600'

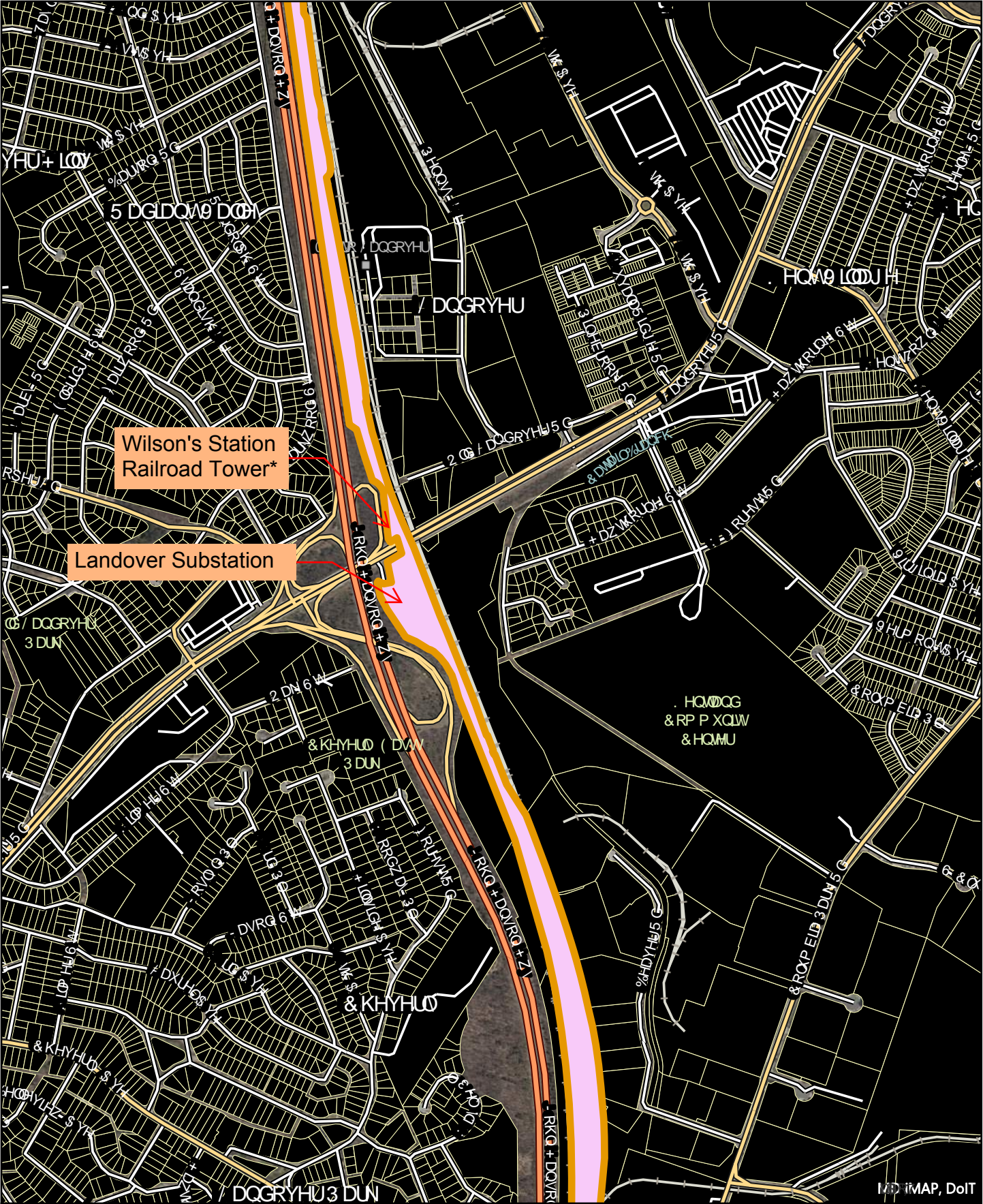


Washington City Branch of the B&O Railroad, Washington City Branch K

13-mile railroad segment from P.G. to border with to border with

MIHP#: PG-71A-54

Washington City Branch of the B&O Railroad, Washington City Branch K



3000' 0" 1000' 0" 500' 0"

Contributing Element

*=Unable to Field Verify

0 100 200 300 400 500 600 700 800 900 1000

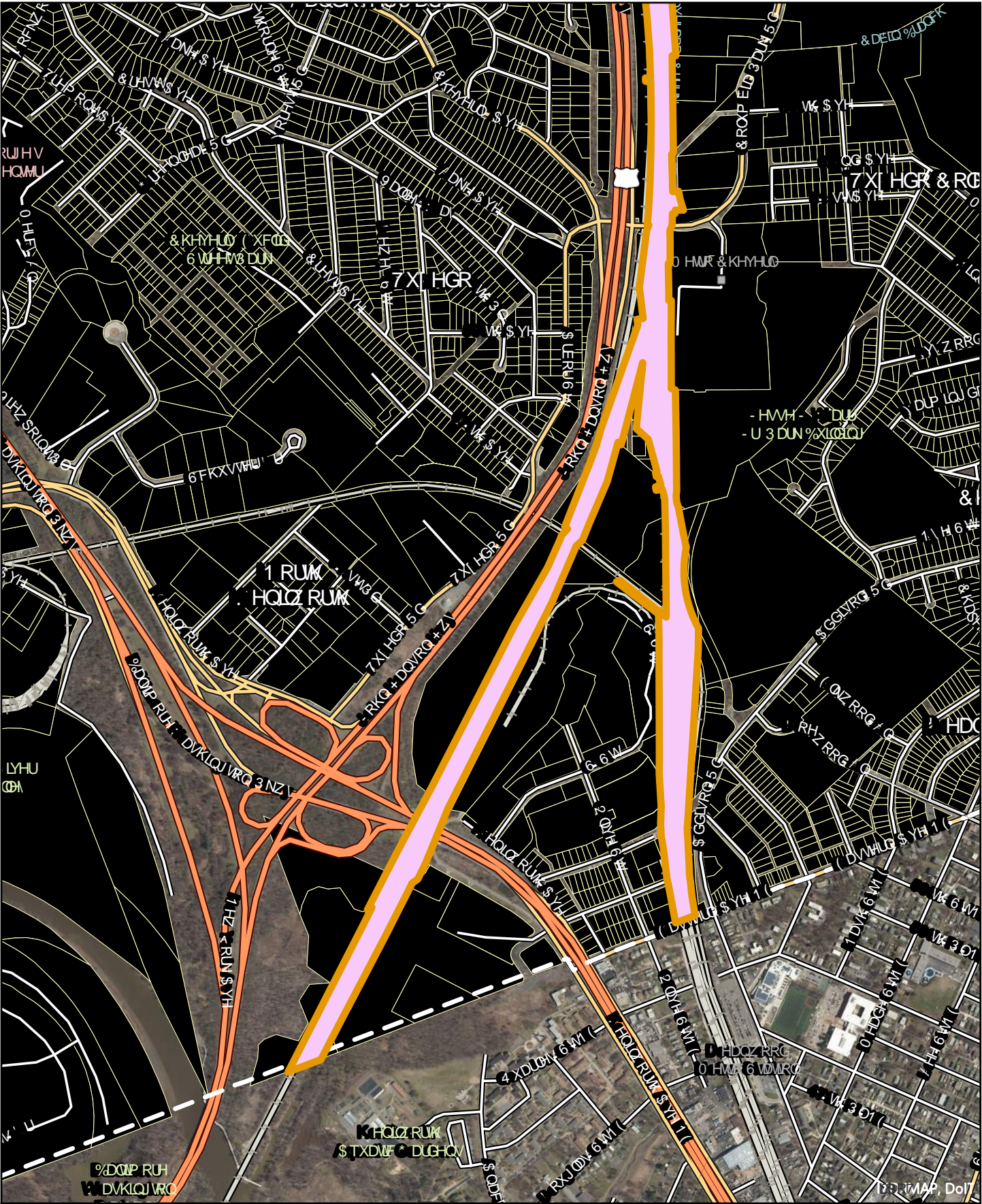
0 100 200 300 400 500 600 700 800 900 1000

WDLRU and B&P Railroad, Washington City Branc K

13-mile railroad segment from P.G. to border with D.K.QWRQ &

W.F.ZV %ZHOHODH DCPHJUROOWRQUDWHU DGRHU %DGBQBUJ

MIHP#: PG:71A-54
3LGHFRUHV&QV



3UFO %RQEDULHV

Contributing Element →

*=Unable to Field Verify

DOH

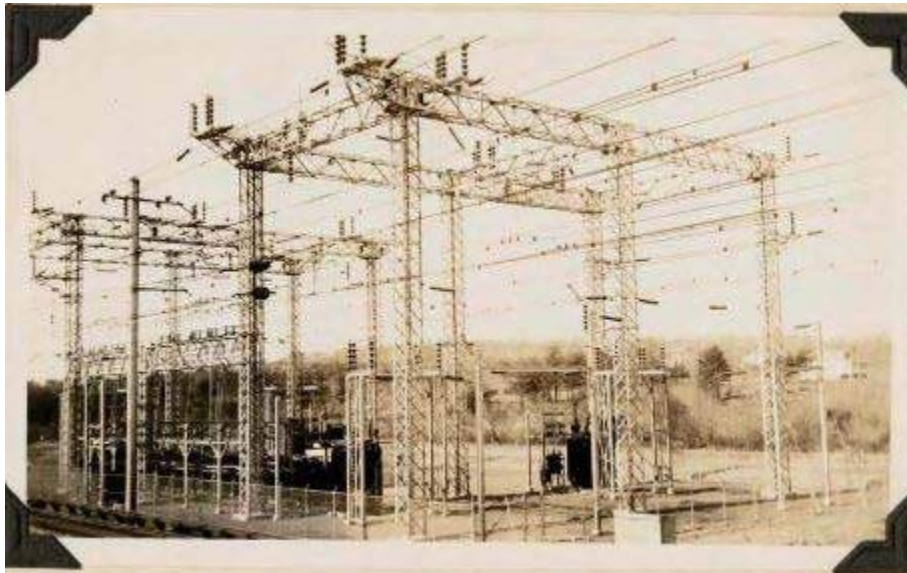
6DOH

Baltimore & Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg
Prince George's County, Maryland



Historic Image 1: Wilson's Tower Station with Landover Substation in Background, Looking South, 1935.
From *History and Construction of the Electrical Substation of the Pennsylvania Railroad at Landover, Maryland* by Louis F. Flagg.

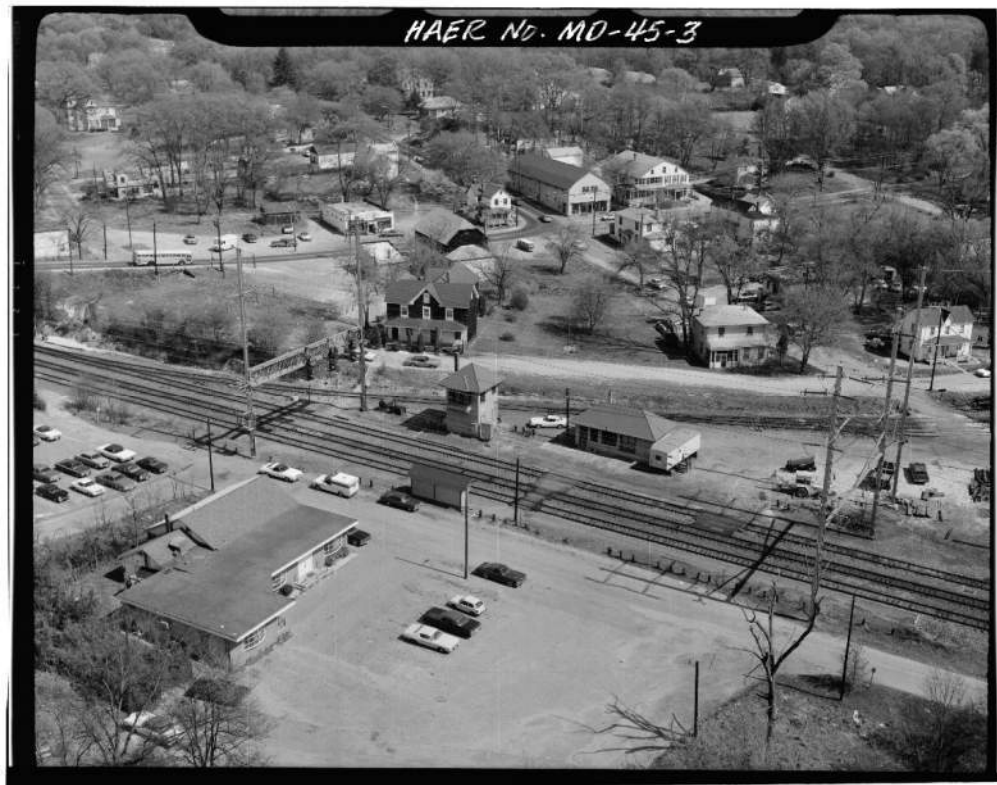


Historic Image 2: Landover Substation, Looking South from Tracks, 1935.
From *History and Construction of the Electrical Substation of the Pennsylvania Railroad at Landover, Maryland* by Louis F. Flagg.

Baltimore & Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)
 Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg
 Prince George's County, Maryland



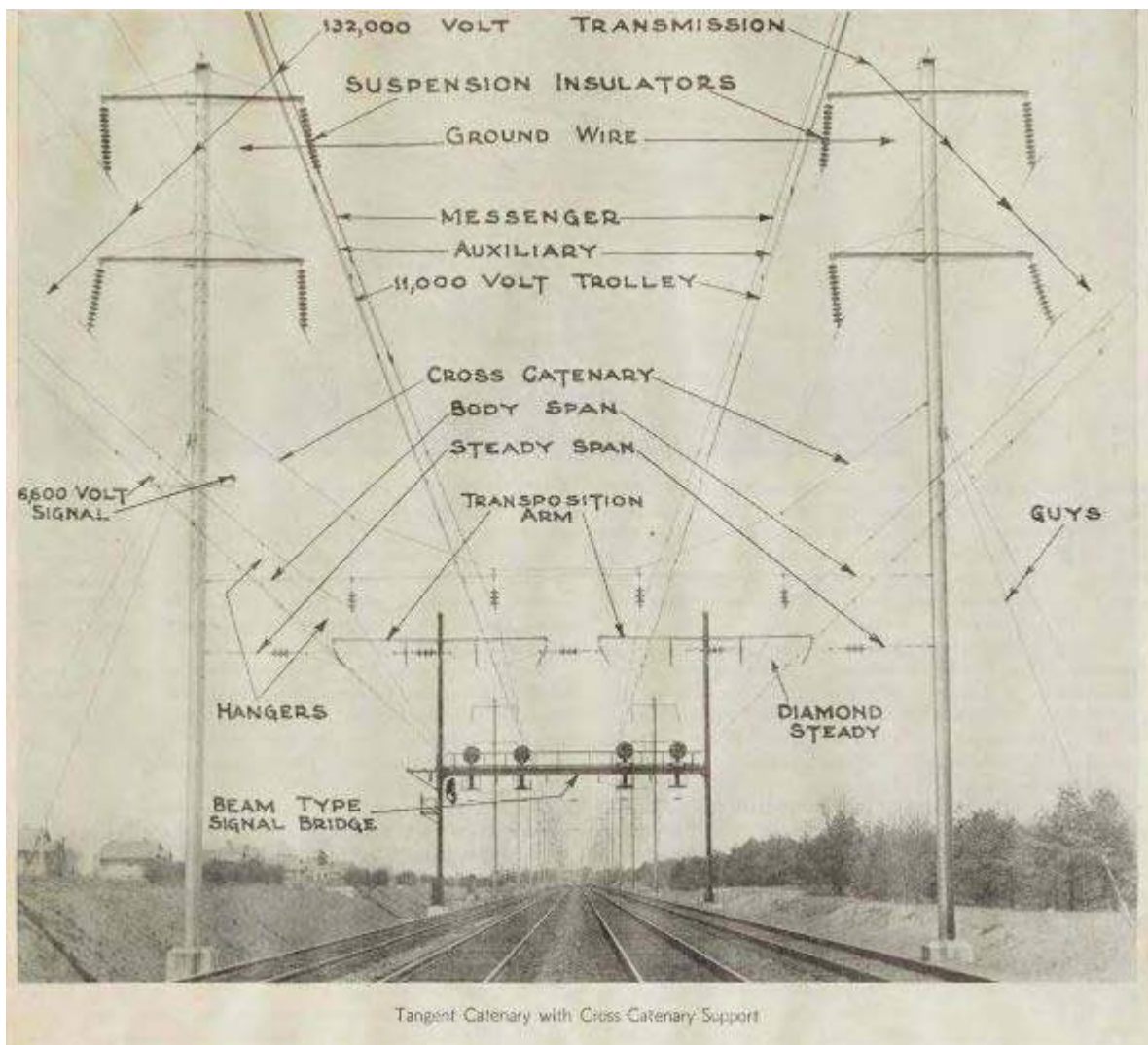
Historic Image 3: Pennsylvania Railroad GG1 "High Speed" Electric Locomotive on Baltimore & Potomac Railroad Near Landover, Maryland, 1935. From *History and Construction of the Electrical Substation of the Pennsylvania Railroad at Landover, Maryland* by Louis F. Flagg.



Historic Image 4: Bowie Interlocking Tower and Station, Looking East, 1977.
 Photo by Jack E. Boucher, Historic American Buildings Survey.

Baltimore & Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Bowie, Glenn Dale, Lanham, New Carrollton, Greater Landover, Bladensburg
Prince George's County, Maryland



Historic Image 5: Pennsylvania Railroad Catenary and Signal Bridge Arrangement, 1935.
From *The History and Methods of Electrification of the Pennsylvania Railroad Between Baltimore and Washington, D.C.* by Charles H. Ludwig

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Continuation Sheet

Number Photos Page 1



Photo 1 of 11: Catenary poles near Bowie State University Station, looking southeast.



Photo 2 of 11: Railroad track and catenary poles near Bowie State University Station, looking southeast.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Continuation Sheet

Number Photos Page 2



Photo 3 of 11: Bowie State University Station and Laurel Bowie Road Bridge, looking south.



Photo 4 of 11: Bowie State University Station, looking south.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)
Continuation Sheet

Number Photos Page 3



Photo 5 of 11: Bowie State University Station, platform and passenger waiting shelter, looking east.



Photo 6 of 11: Bowie Interlocking Tower (Bowie Railroad Museum), looking north.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)
Continuation Sheet

Number Photos Page 4



Photo 7 of 11: Bowie Freight Station (Bowie Railroad Museum), looking north.



Photo 8 of 11: Catenary poles at Bowie Railroad Museum, looking north.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)
Continuation Sheet

Number Photos Page 5



Photo 9 of 11: Bowie Substation from end of 11th Street, looking southwest.



Photo 10 of 11: Landover Substation from Landover Road, looking southwest.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Continuation Sheet

Number Photos Page 6



Photo 11 of 11: Signal bridge north of Bowie Station site, view looking southwest from Bowie Railroad Museum.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Continuation Sheet

Number Photos Page 7

PHOTO LOG

Name of Property: Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Name of Photographer: Dovetail Cultural Resource Group

Date of Photograph: September 6th and 12th 2018

Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 11:

Catenary poles near Bowie State University Station, looking southeast.

PG;71A-54_2018-09-06_01.tif

Photo 2 of 11:

Railroad track and catenary poles near Bowie State University Station, looking southeast.

PG;71A-54_2018-09-06_02.tif

Photo 3 of 11:

Bowie State University Station and Laurel Bowie Road Bridge, looking south.

PG;71A-54_2018-09-06_03.tif

Photo 4 of 11:

Bowie State University Station, looking south.

PG;71A-54_2018-09-06_04.tif

Photo 5 of 11:

Bowie State University Station, platform and passenger waiting shelter, looking east.

PG;71A-54_2018-09-06_05.tif

Photo 6 of 11:

Bowie Interlocking Tower (Bowie Railroad Museum) looking north.

PG;71A-54_2018-09-12_06.tif

Photo 7 of 11:

Bowie Freight Station (Bowie Railroad Museum), looking north.

PG;71A-54_2018-09-12_07.tif

Photo 8 of 11:

Catenary Poles at Bowie Railroad Museum, looking north.

PG;71A-54_2018-9-12_08.tif

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

Inventory No PG:71A-54

Name Baltimore and Potomac Railroad, Washington City Branch (Pennsylvania Railroad, Baltimore and Potomac Division)

Continuation Sheet

Number Photos Page 8

Photo 9 of 11:

Bowie Substation from end of 11th Street, looking southwest.

PG;71A-54_2018-9-12_09.tif

Photo 10 of 11:

Landover Substation from Landover Road, looking southwest.

PG;71A-54_2018-9-12_10.tif

Photo 11 of 11:

Signal Bridge north of Bowie Station Site, view looking southwest from Bowie Railroad Museum.

PG;71A-54_2018-9-12_11.tif

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

None

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

Property Name: Best Western Capital Beltway

Address: 5910 Princess Garden Parkway

City: Lanham

Zip Code: 20706

County: Prince Georges

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0000

Tax Map Number: 0044-0B3

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Jan 7, 2019

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 Best Western Capital Beltway is a 169-guest room, International Style-influenced highway hotel constructed in 1972. The parcel is bound to the west and south by a thin strip of brush scrub and trees that borders an I-495 onramp. Sharing an asphalt parking lot with landscaped islands with an office building to the southeast, the hotel is roughly at the center of a 4.02-acre, irregularly shaped tax parcel. The entrance from Princess Garden Parkway is marked by one tall hotel sign on the south edge of the driveway and a smaller sign to the north. Northeast of the hotel is pool area surrounded by metal fencing. There is also a one-story pool house clad with vinyl siding and a flat roof with a wood-shingled mansard parapet.

The building is comprised of two offset, six-story hotel room wings and a one-story service section along the northeast side of the high-rise section. Both sections have flat roofs with mechanical equipment. The high-rise section also has a roof access structure, with hotel signage mounted on its northeast elevation.

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

Best Western Capital Beltway

The main entrance is at the four-bay southwest façade of the northwest six-story wing. The entrance is sheltered by a two-bay, one-story, synthetic stucco porte-cochère supported by three square posts clad in synthetic stucco. The entry consists of paired sliding glass doors surrounded by multi-light glass panel walls. The four-bay northeast elevation of this wing faces onto the pool and has paired metal and glass doors surrounded by multi-light glass panel walls. The upper floors of all bays of the wing's façade and northeast elevation contain two sets of paired windows separated by brick with metal vents. The bays are divided by plain synthetic stucco pilasters. A synthetic stucco band separates each floor. The wing's northwest elevation is brick with a projecting stair tower. Hotel signage is affixed to the stairwell.

The southeast wing is essentially a mirror image of the northwest wing, offset to the northeast. The wing is two bays longer. Other differences of the southeast wing include two sets of paired doors with square patterns, leading to the hotel's restaurant and lounge, located at the façade. The southeast elevation of this wing is similar to its mirror-image elevation, except it is clad with synthetic stucco, with painted contrasting bands at floor level. What appears to be a central stair tower and elevator shaft projects from the façade, dividing the two wings and covering the southeast wing's two westernmost bays. This tower has hotel signage on top with paired windows on the upper floors of its southeast elevation.

Connected to the northeast elevation of the southeast wing is a one-story synthetic stucco and brick service wing topped by a standing-seam metal screen on its flat roof. Northeast of the wing is a wood fence trash bin enclosure. There are additional secondary entrances and fixed-sash windows throughout the building's first floor.

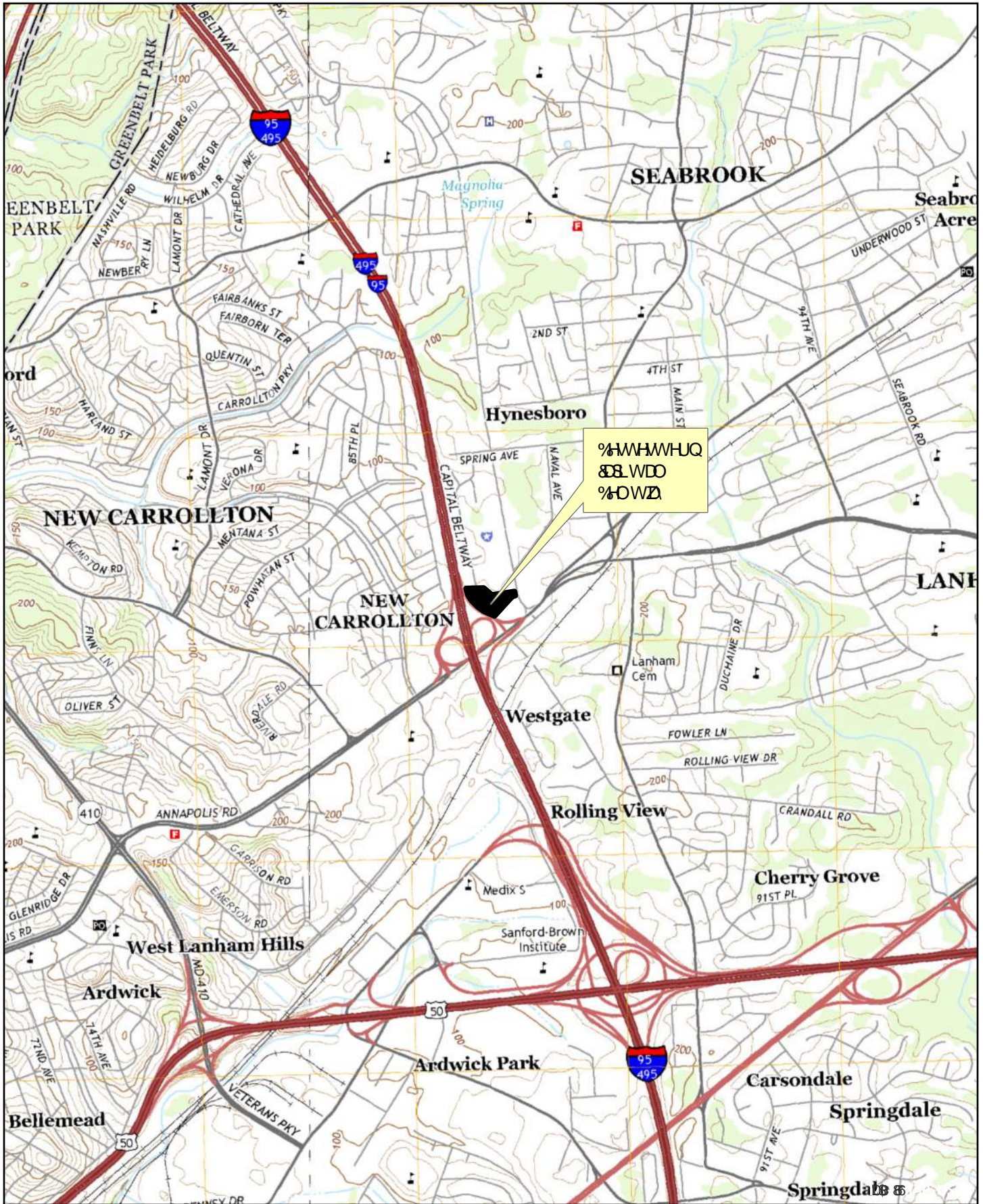
The Best Western Capital Beltway is an example of a mid-twentieth-century highway hotel found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria 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 4.02 acres and is confined to the current property tax parcel found on Prince George's County Tax Map 0044-00B3 (2018).

%HWHWHUQ&LWDD %OWD

RDWL RQ 3ULQH W DUG-Q3UND
& W DQOP

3ULQH FRUHV & RQ



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

Best Western Capital Beltway



Southwest façade and southeast elevation



Northeast and northwest elevations

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

Property Name: Best Western Plus Rockville Hotel & Suites

Address: 1251 W. Montgomery Avenue

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): 000

Tax Map Number: GR13

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

The Best Western Plus Rockville Hotel and Suites is a 164-guest room highway hotel constructed in 1970. It appears to have been an International Style-influenced building remodeled with circa 2000s Postmodern ornament. The hotel stands west of I-270 and east of W. Montgomery Avenue on a 7.25-acre parcel. To the south is a wooded area that abuts the I-270 exit ramp, and the property is slightly elevated above its surroundings. An asphalt driveway enters the property from the west and splits with one drive leading to the south of the building and a shared drive to the north. Immediately adjacent to the building to the north and west is an asphalt parking lot. To the south is a parking lot, lawn and an inground swimming pool surrounded by a rubble-stone retaining wall and metal fencing. To the east, a new building is being constructed on this property. Modern hotel signs are located along the exit ramp for I-270 on the northeastern corner of the property and facing W. Montgomery Avenue.

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

Best Western Plus Rockville Hotel & Suites

The building is comprised of two offset, six-story hotel room wings and a one-story service and meeting room section along the northwest side of the high-rise section. Both sections have flat roofs with mechanical equipment. The high-rise section also has a roof access structure and a shelter containing mechanical equipment.

The southwest six-story wing's southwest elevation is brick with a projecting stair tower, cornice, and synthetic stucco quoins along the end walls. Hotel signage is affixed to the stairwell. Behind the stair tower, a porte-cochère passes through the building, beneath the upper levels of the high-rise. The main entrance, located at the northeast end of the porte-cochère, consists of paired glass sliding doors. The pilotis that support the upper levels have been obscured by synthetic stucco decoration.

The wing's southeast and northwest elevations have eight bays, with bands of tripartite windows; each bay is separated by full-height vertical pilasters and synthetic stucco spandrels between floors. The four west bays are open at the first-floor level to accommodate the porte-cochère and the main entrance, and the southeast elevation is recessed across the remaining bays. The northeast wing is essentially a mirror image of the southwest wing, offset to the northwest. The wing is two bays longer and lacks a porte-cochère. What appears to be a central stair tower and elevator shaft projects from the southeast elevation, dividing the two wings and covering the northeast wing's two westernmost bays.

The one-story service and meeting room wing extends to the northwest of the high-rise, and its southwest façade features a brick-clad exterior wall, synthetic stucco quoins and cornice, and a group of eight square and rectangular windows framed by a cornice and pilasters. Metal framed plate-glass doors flank the set of windows. West of the one-story wing is a service yard with wood fencing and mechanical equipment hidden behind a low brick wall. At its northeast end is a small, one-story brick structure housing mechanical equipment.

The Best Western Plus Rockville Hotel and Suites is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been remodeled so that it currently has circa 2000s Postmodern ornament. 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.

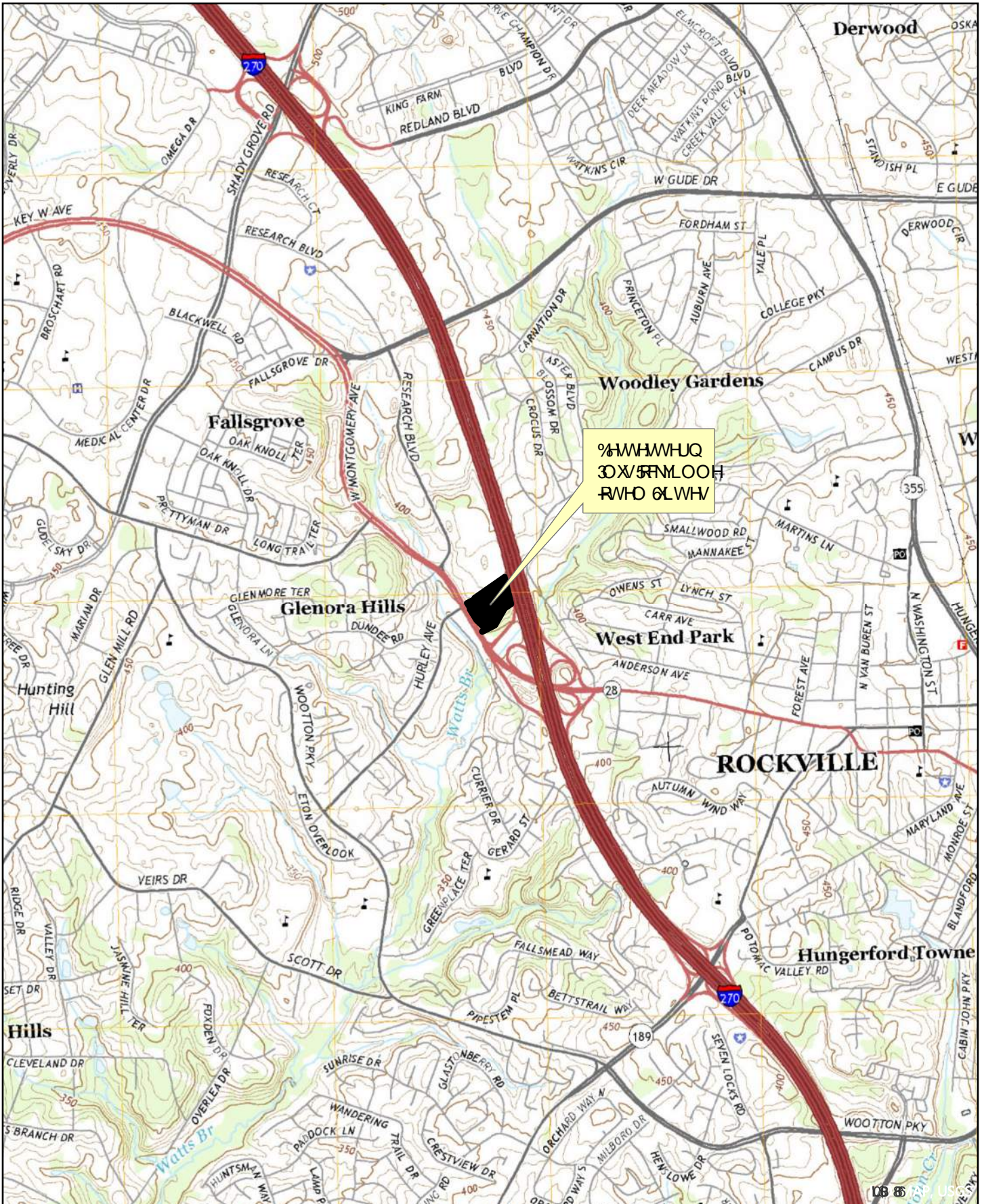
The boundary for the property encompasses 7.25 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GR13, account number 03406015 (2018).

%HWHWHUQ DX %FNLOOH RMD &LWH

FDWL RQ BQVJPU\$HQH

&W %FNLOOH

BQVJPU&RQM



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

Best Western Plus Rockville Hotel & Suites



Southwest façade and northwest elevation

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

Property Name: Bethesda Fire Department 26

Address: 6700 Democracy Boulevard

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): P033

Tax Map Number: GP342-0000

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Jan 7, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

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

Bethesda Fire Department 26 is a one-story, Modernist fire station constructed in 1974 (Fire Master Bethesda Fire Department 26, Personal Communication, 2018) and located on a one-acre parcel. The building is set back from the road with a small lawn that contains ornamental plantings, two flag poles, an electronic sign, and a metal signal control box. The remaining perimeter of the parcel is bounded by mixed hardwood trees with small lawn areas. Two driveways access the property, to the east and west of the building. The property also consists of a cell phone tower, a fuel tank and pump, and a large electrical box. The rear is asphalt and concrete paved.

The T-shaped building has an east-west rectangular office block that faces north towards Democracy Boulevard and a north-south rectangular garage block to the south. The garage block is taller than the office block. For both sections, the exterior walls are clad with brown brick.

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

Bethesda Fire Department 26

The office block faces north to Democracy Boulevard and its primary façade can be divided into three, asymmetric sections. The entrance is located in the central section, which has a full-height concrete panel surround with plate glass windows and a single plate-glass door. The side sections, which are brick, each have three evenly spaced concrete-framed windows. The west end section is wider than the east section, and a concrete sign embedded in the wall at the west end identifies the building as "Fire Station No. 26 Bethesda, MD."

The other elevations of the office block have concrete-framed windows identical to those at the façade, as well as a secondary entrance with a single metal door. There is also a low brick and concrete wall at the west elevation, which appears to lead to the basement level.

The garage block consists of three metal garage doors, sized to accommodate emergency response vehicles, on both the east and west elevations. Both east and west elevations of the garage block have a single metal door. The south elevation of the garage block has two single metal and glass doors. In addition, a small wing, with a single metal door and what appears to be a small garage door, extends from it; the wing's flat-roof is topped by mechanical equipment. The fire station is also sheltered by a flat roof.

Bethesda Fire Department 26 is an example of a mid-twentieth-century community building 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.

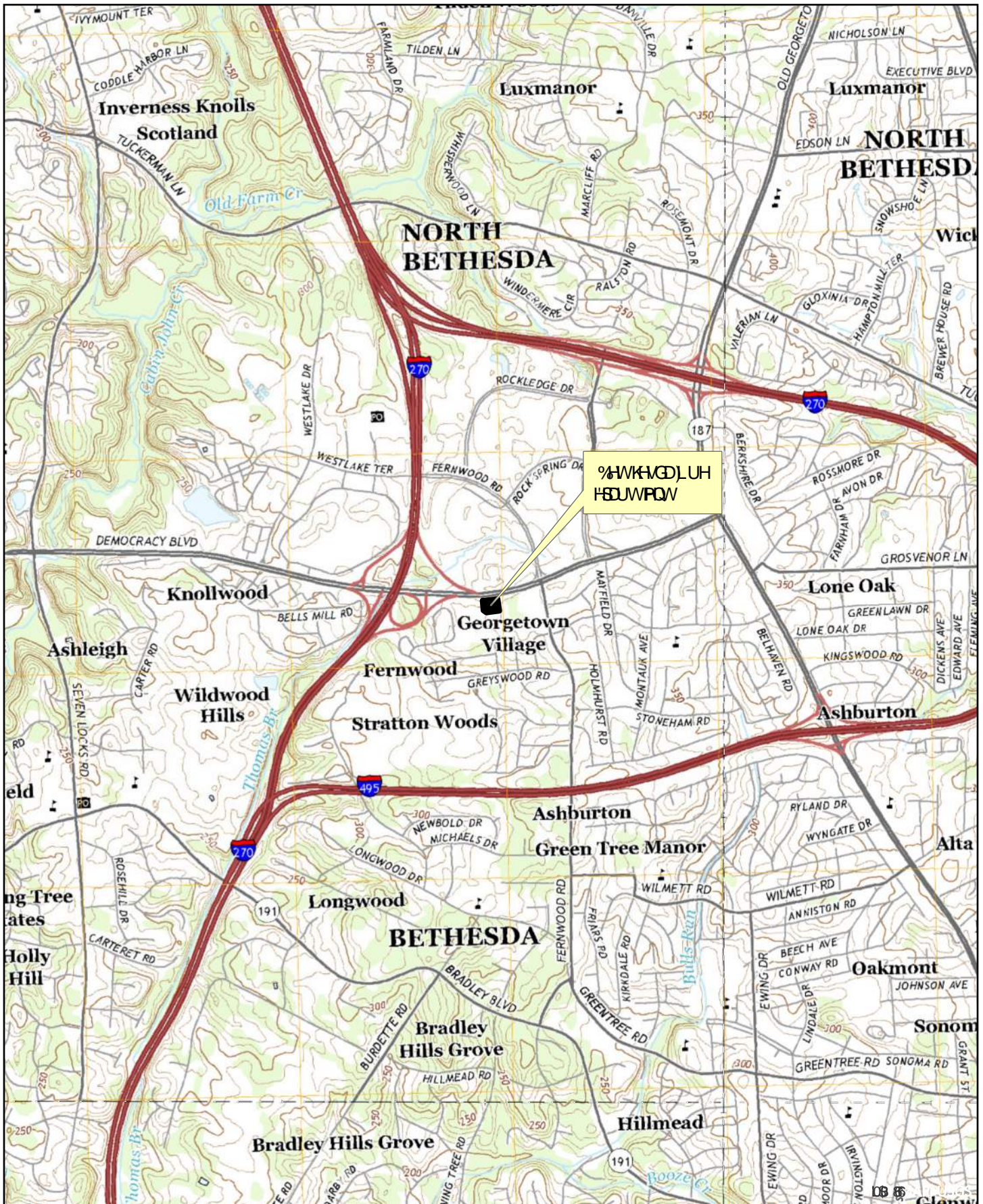
The boundary for the property encompasses one acre and is confined to the current county tax parcel which is found on Montgomery County Tax Map GP342, Parcel P033 (2018).

UNCLASSIFIED

FOR OFFICIAL USE ONLY

CLASSIFIED

UNCLASSIFIED



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

Bethesda Fire Department Number 26



North façade and east elevation



East and south elevations

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Bethesda Overlook

Inventory Number: M: 35-197

Address: 5300-5370 Pooks Hill Road

Historic District: Yes

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Newstedt Family Trust

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: Melissa Butler

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:

Bethesda Overlook is a multi-family development located southeast of Interstate 495 (I-495) in Bethesda, Montgomery County. The complex consists of garden apartment buildings constructed between 1957 and 1958. The irregular-shaped, discontinuous complex comprising 5.43 acres is bounded by Promenade Apartments on the northeast, Pooks Hill Court on 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:

east, and Linden Court on the south. Access to the complex is obtained through several street entrances via Pooks Hill Road.

The property's landscape has grassy lawns, mature trees, bushes, and other ornamental foliage in a park-like setting. Built features throughout the complex are connected by poured-concrete sidewalks, and parking lots are adjacent to the condominium buildings. Grassy medians are located in the center of the courtyards on the north side of Pooks Hill Road and serve as a central feature which organizes the flow of traffic in the parking lots in this section. The complex features 14 buildings, paved parking areas, small grass-covered lawns, and concrete sidewalks. Lantern-topped, metal street lamps are present and appear to date to the 1970s, when the complex changed management.

Description:

Bethesda Overlook is a multi-family development constructed between 1957 and 1958 during the Modern Era (1930-1960) and converted to condominium use during the Suburban Diversification Period (1961-1980). The development consists of 14 garden apartment buildings containing 68 units, landscaped common areas, and parking areas (Bethesda Overlook 2015).

The development was initially platted in 1955 (north side of Pooks Hill Road) and 1957 (south side of Pooks Hill Road) (MCP 4933, 4074). The garden apartment buildings are organized in two squares of four buildings on the north side of Pooks Hill Road, and a group of six buildings on the south side of Pooks Hill Road. Buildings are two stories tall and have raised basements where topography allows. Each section is approximately 10 bays wide, with minimal exterior decoration. The buildings rest on a continuous poured-concrete basement foundation, which supports a common-bond, brick structural system. Each building includes multiple-story, two- and three-bedroom units accessed from the ground floor.

The southern buildings, which demonstrate the Colonial Revival style, were the first to be constructed. These buildings contain six apartment units, and two unsheltered entrances on each façade provide shared access to the four central units. Entrances are filled by a single-leaf, multi-light wood door protected by metal and glass storm door, and are accented by two pilasters supporting triangular pediments. Access is provided by a set of brick and concrete stairs with iron railings. Additional entrances at the ends of each building provide access to the larger end units.

North of Pooks Hill Road, buildings hold four apartments, each with individual exterior entrances. Two adjoining entrances are located in the center of the buildings and are sheltered by partially enclosed brick entry porches facing the internal courtyards. Three rectangular cutouts provide light into the entry bays. Like the southern buildings, end-unit apartments are accessed via entrances on the ends of each building. All entrances contain single-leaf, wood doors accessed by a set of poured-concrete stairs. On the units on the north side of Pooks Hill

Road, a wood outdoor storage cabinet is located in each entry porch, and each has a matching perforated pattern.

Throughout the complex, windows are typically one-over-one, aluminum units with fixed shutters, or double-hung-sash vinyl units with false muntins. Each building on the north side of Pooks Hill Road is covered by a low-pitched, asphalt-shingled, gable-on-hipped roof, and by a side-gable roof on the south side of Pooks Hill Road. Two brick chimneys are located on the roof ridge, one at each end of the building on the north side of Pooks Hill Road. Four cupolas adorn the roof ridge on the buildings south of Pooks Hill Road, but their function is not clear. They appear to be covering ventilation flues. Additions are not present on any of the buildings.

A primary entrance sign is located on both sides of Pooks Hill Road; each wood sign reads "Bethesda Overlook" and is supported by square wood posts.

Historic Context:

Bethesda Overlook was originally platted as a division of the Pooks Hill estate in 1955 and 1957 by Concord Realty Co, Inc. Concord Realty Co, Inc., dissolved in 1955 and continued as a partnership between the Brodie family and the Manchester family, two entities who were involved with the development of the Pooks Hill area. Deed research suggests that Jerome and Myra Brodie retained ownership of the parcel until they conveyed it to Windsor in 1974, and the Brodies are likely responsible for constructing the garden apartments on the site (County Deed Book [MCDB] 1890, 109). It is unclear if the apartments were initially referred to as Bethesda Overlook, as the 1950s plats do not refer to buildings, and no early advertisements could be found that revealed a name for the complex. Rather, it appears that these buildings were one part of a larger Pooks Hill development, which included additional apartment complexes. In 1974, the apartment complex was converted to condominiums by the Windsor Square Development Corporation, and at that time the name changed to Bethesda Overlook. Condominiums were advertised for sale from \$38,600 to \$40,000 in 1975 (The Washington Post 1975, E26). The community has remained condominiums since that time.

With its small scale and proximity to recreational and other facilities, Bethesda Overlook did not include any community amenities. Archival research did not reveal any advertising for the community prior to its conversion to condominium use in the 1970s.

Evaluation:

Bethesda Overlook is an example of a garden apartment complex of the Modern Period (1930-1960) and is representative of the type and style of suburban expansion surrounding Washington, D.C., in the decades following World War II. The apartment complex is typical of garden apartment complexes in Maryland and is a basic example of the type commonly built in Montgomery County in the mid-twentieth century. Bethesda Overlook is not an early example,

and the complex has not been shown to have had a significant influence on subsequent apartment design. 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 National Register of Historic Places Criteria A.

Archival research indicates that the property has no important associations with individuals of local, state, or national significance, and the property is not eligible under Criterion B.

Bethesda Overlook is representative of a common mid-twentieth century building type that remains present throughout the Maryland suburbs. The buildings are not the work of a master architect and exhibit common materials and forms; they demonstrate no distinctive stylistic details. Bethesda Overlook is a common example of a mid-twentieth-century garden apartment complex and does not convey any distinctive characteristics or artistic value. 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 5.43 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Map HP12, Parcel 0000, as shown on Montgomery County plat records 1422 and 1423.

References:

Bethesda Overlook. 2015. "Bethesda Overlook Community Handbook." Accessed November 30, 2018. http://www.bethesdaoverlook.com/comm_handbook.shtml.

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 November 6, 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 8, 2018. <http://www.plats.net/>.

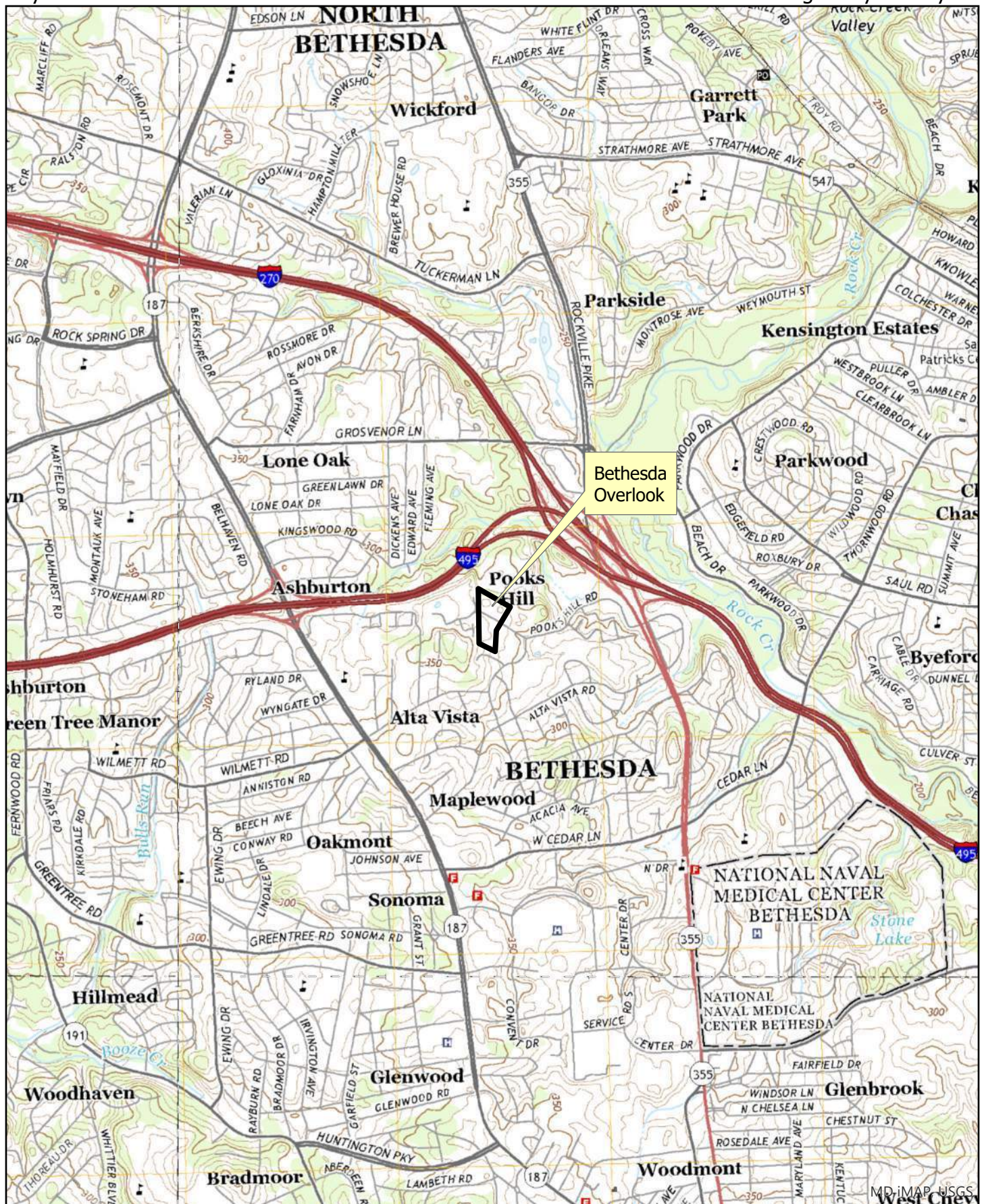
Bethesda Overlook

Location: 5300-5370 Pooks Hill Rd

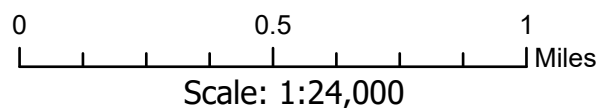
City: Bethesda

MIHP#: M: 35-197

Montgomery County



USGS 7.5' Quadrangle - Kensington



Bethesda Overlook

Location: 5300-5370 Pooks Hill Rd

City: Bethesda

MIHP#: M: 35-197

Montgomery County



Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000



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

Inventory No: M: 35-197

Name Bethesda Overlook
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: View of Bethesda Overlook entrance from Pooks Hill Road, facing northeast.



Photo 2 of 7: Detail of Bethesda Overlook sign on northeast side of Pooks Hill Road.

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

Inventory No: M: 35-197

Name Bethesda Overlook
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: Courtyard area and parking lot facing northeast towards 5331 Pooks Hill Road.



Photo 4 of 7: Southeast elevation of 5331 Pooks Hill Road.

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

Inventory No: M: 35-197

Name Bethesda Overlook
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: Northwest elevation of 5327 Pooks Hill Road.



Photo 6 of 7: Detail of primary entry and exterior cabinet at 5321 Pooks Hill Road.

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

Inventory No: M: 35-197

Name Bethesda Overlook
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: 5302 Pooks Hill Road, facing north.

PHOTO LOG

Name of Property: Bethesda Overlook
Name of Photographer: Adriana Moss, Melissa Butler
Date of Photographs: 10/03/2018, 11/15/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
View of Bethesda Overlook entrance from Pooks Hill Road, facing northeast.
M; 35-197_2018-10-03_01.tif

Photo 2 of 7:
Detail of Bethesda Overlook sign on northeast side of Pooks Hill Road.
M; 35-197_2018-10-03_02.tif

Photo 3 of 7:
Courtyard area and parking lot facing northeast towards 5331 Pooks Hill Road.
M; 35-197_2018-10-03_03.tif

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

Inventory No: M: 35-197

Name Bethesda Overlook
Continuation Sheet

Number Photos Page 5

Photo 4 of 7:

**Southeast elevation of 5331 Pooks Hill Road.
M; 35-197_2018-10-03_04.tif**

Photo 5 of 7:

**Northwest elevation of 5327 Pooks Hill Road.
M; 35-197_2018-10-03_05.tif**

Photo 6 of 7:

**Detail of primary entry and outdoor wood cabinet at 5321 Pooks Hill Road.
M; 35-197_2018-10-03_06.tif**

Photo 7 of 7:

**5302 Pooks Hill Road, facing north.
M; 35-197_2018-11-15_07.tif**

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

Property Name: Bowlmor Rockville

Address: 15720 Shady Grove Road

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): N543

Tax Map Number: FS62

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

Bowlmor Rockville is a one-story bowling alley constructed in 1972. The 2.92-acre parcel is bounded on all sides by commercial development, except for an industrial park to the west. Lawn and mature trees border the outer edges of the property. It accesses Shady Grove Road via an island-divided asphalt driveway, with the business identified by a street sign supported by two square posts. An asphalt parking lot with landscaped islands surrounds the building to the southeast and southwest. A concrete pedestrian walkway borders the southwest façade and extends to the southeast elevation and part of the northwest elevation. A chain-link fence trash enclosure is located to the northwest of the building.

The building has a rectangular plan and is faced with brick painted gray, dark gray, white, and red; the stone veneer at the base of the façade wraps around to the side elevations. This includes five sets of paired engaged brick posts located along the façade. The flat roof contains mechanical equipment. The main entrance at the façade consists of paired tinted glass sliding doors, flanked on both sides by multi-light tinted glass panel walls.

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

Bowlmor Rockville

An arched portico, with standing seam metal roof, covers the entrance and is supported by four rock-faced rectangular posts. The southeast elevation has one single metal door and one set of paired metal doors; the northeast and northwest elevations are devoid of visible openings. Mounted letters spell out "BOWLMOR LANES" on the southeast corner of the façade and the southwest corner of the southeast elevation, in addition to "BOWL" and "BOWLMOR" painted on the façade.

Bowlmor Rockville is a highly altered example of a mid-twentieth-century bowling alley. 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 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 2.92 acres and is confined to the current county tax parcel which is found on Prince George's County tax Map FS62, Parcel N543 (2019).

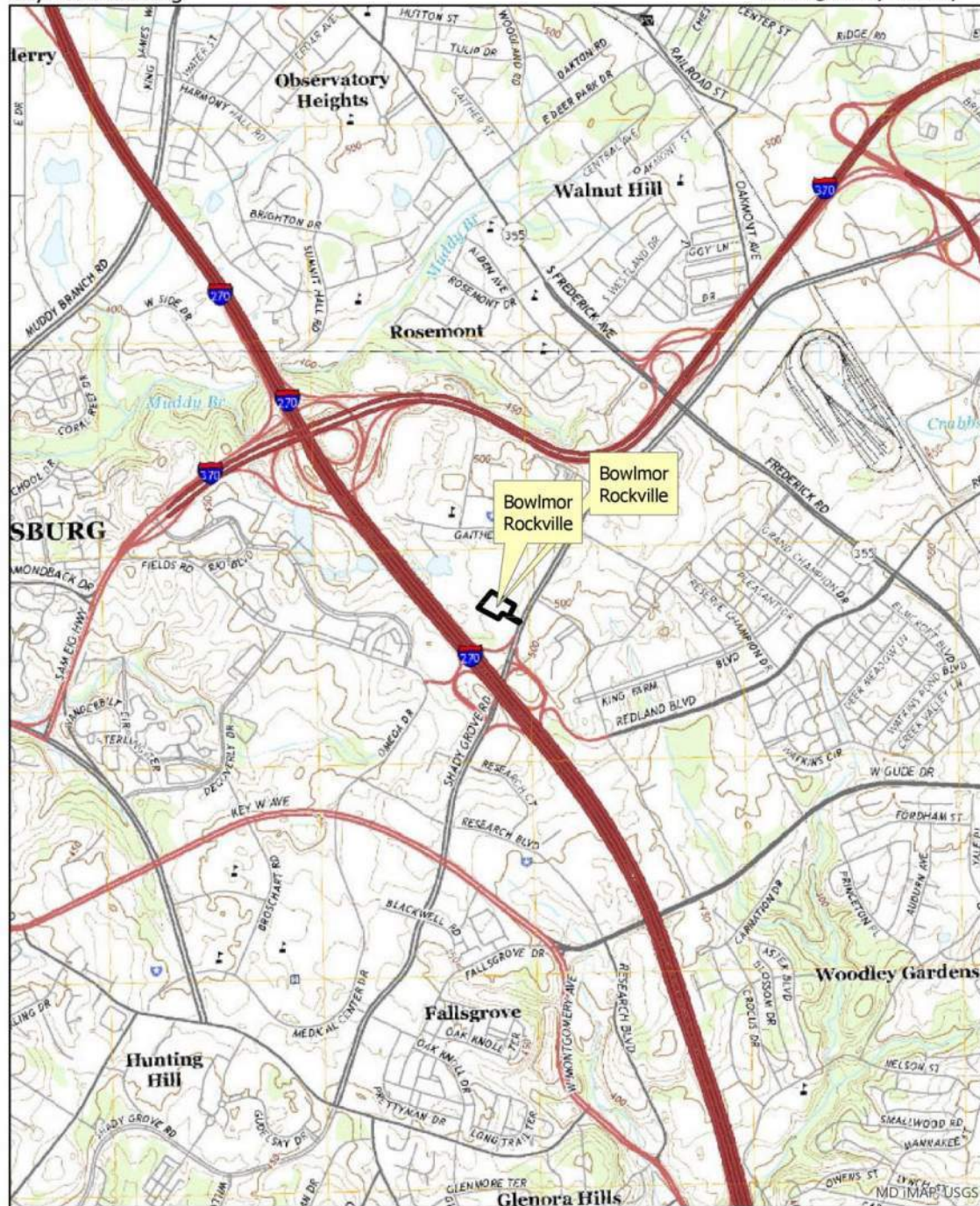
Bowlmor Rockville

Bowlmor Rockville

Location: 15720 Shady Grove Road

City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles
Scale: 1:24,000

Bowlmor Rockville



Southwest facade.



Southeast elevation.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Bradley Manor

Inventory Number: M: 35-198

Address: South of I-495 and Northeast of Greentree 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: GP42

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The planned residential development known as Bradley Manor is bound by I-495 to the north, McCrillis Gardens to the south, Greentree Road to the west, and Fernwood Road to the east in Bethesda, Montgomery County. Bradley Manor is composed of 6704 - 6825 Newbold Drive, 9501 - 9509 Newbold Place, 1 - 5 Newbold Court, 6621 - 6737 Michaels Drive, 9300 - 9325 Renshaw Drive and Fernwood Park. The area totals 46.4 acre (5.61 acre of which is dedicated 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:

Fernwood Park) and the 73 individual lots ranging between 0.36 and 0.895 acre. Streets in the development are curvilinear; Newbold Place and Newbold Court are both cul-de-sacs with landscaped circular traffic islands. The lots have a uniform setback and contain single-family dwellings with paved driveways and paved walkways from the main street to the building's façade. Individual lots have grassy lawns with bushes and moderate mature tree coverage. Some rear yards are fenced (picket or split rail). No sidewalks or street lamps are present in the neighborhood. Fernwood Park contains moderate tree coverage, an open field for baseball, soccer, or lacrosse, a playground, and a tennis court. Secondary resources include sheds and swimming pools.

Description:

Bradley Manor contains single-family dwellings constructed between 1963 and 1968. Houses in Bradley Manor are Ranch, Split-Level, or Two-Story Massed forms with Colonial Revival attributes. The dwelling at 9320 Renshaw Drive is distinct from other houses in the development with its Tudor Revival stylistic details. Attached garages are used throughout the neighborhood (single and double) with double-car garages being used most frequently.

Most houses in Bradley Manor range from one to two-and-a-half stories and are primarily three to five bays wide. A majority are clad in stretcher-bond brick veneer on the primary elevation. Some houses have a mix of brick veneer and vinyl siding. One house has a mix of vinyl siding with stone veneer on the primary elevation (9312 Renshaw Drive). Most rooflines are side or front gabled with asphalt shingles; one example of wooden shingles is present (9320 Renshaw Drive). A few houses feature dormers; 9309 Renshaw Drive features both dormers and a partial width porch which was unique to houses with dormers. A majority of the residences have exterior-end, brick chimneys; some feature brick central chimneys. Colonial Revival-style details range from pedimented and columned entries, use of double-hung sash windows, and attention to symmetrical detailing.

Primary entrances are set in the center of the façade and feature single-leaf wood or vinyl paneled doors with transom lights, half glazed doors, or double-leaf wood or vinyl doors (9312 Renshaw Drive). There is a wide variety of window types in Bradley Manor. Many houses have eight-over-eight or nine-over-nine double-hung sash windows in either wood or vinyl. Several houses also feature bay picture windows close to the front door of the house. The house at 6716 Newbold Drive has diamond-pane Tudor Revival windows. Most houses have fixed shutters. Additions are present in the form of garages.

Fernwood Park is located within Bradley Manor; a sign is located on the north side entrance along Michaels Drive. It reads "Fernwood Park – M-NCPPC Department of Parks, Montgomery County." Situated within the park (towards the southeastern section) are tennis courts, a playground, and a swing-set. The tennis courts are enclosed by a tall metal chain-link fence with

one entrance. Further northwest from the courts is an open field that serves as a baseball, soccer, and lacrosse field. A metal, chain-link batting cage sits in the field as does a soccer and lacrosse goal.

Historic Context:

Construction for Bradley Manor began in 1963. The property was developed by Gruver and Cooley, a family owned corporation which originally started as Gruver Construction Co. by Benjamin Gruver in 1919. Gruver Construction Co. became Gruver and Cooley Construction in 1946 when Charles Cooley joined forces with Benjamin Gruver's son Dorie Gruver (Willmann 1962a, D1). Gruver and Cooley was an influential development company in the Washington, D.C., metropolitan area and worked on other Maryland neighborhoods such as Walnut Woods and Lux Manor. In a 1962 article, it was estimated that they completed and sold 55 houses a year (Willmann 1962b, D1). The same article notes that Lux Manor and Bradley Manor had some of their more expensive houses (averaging \$50,000 each at the time). The houses were designed by Peterson and Worland (Willmann 1962b, D1).

Advertisements for Bradley Manor emphasize Gruver and Cooley's 56 years of experience and attention to quality and detail (The Washington Post 1964a, E13). One such ad mentioned "meticulous individual site-grading" and describes how each lot is "graded to permit every house to be situated above street level without resorting to make-do artificial terracing" and that "each site is individually graded to direct surface water away from every side of the home" (The Washington Post 1965a, E5). Advertisements boasted three models (the New Orleans, the Farmington, and the New Englander), as well as plaster walls, wood frame windows, natural wood cabinets, clear white oak flooring, lifetime asbestos roofs, six panel doors, and concrete drives (The Washington Post 1964b, E2; 1964c E8; 1965b, D5). Houses were listed as split-levels, ramblers, and colonials in advertisements (The Washington Post 1965b, D5). Gruver and Cooley also advertised that they could "custom build a home to your specifications" in any of their neighborhoods (The Evening Star 1967, D6).

No amenities, such as a pool or club house, were listed in any of the advertisements for Bradley Manor, but the community's proximity to the Bethesda Country Club was mentioned in several advertisements (The Washington Post 1965c, F4). The "exceptional access to the new Beltway" was also noted as a benefit to the neighborhood development (The Washington Post 1964c, E8). Fernwood Park, which sits within the neighborhood today, does not appear in the original plats for the development. According to topographic aerial maps, the area of Fernwood Park was undeveloped during the construction of Bradley Manor, but an image of a marked field and tennis courts appear by 1970 strongly indicating that the park was constructed around that time (Nationwide Environmental Title Research, LLC [NETR] 1970).

Evaluation:

Bradley Manor was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961 – 1980)" and National Register of Historic Places Criteria A, B, and C.

Bradley Manor is a typical example of a planned residential development from the early 1960s in suburban Maryland. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developers Gruver and Cooley worked throughout the Washington, D.C., metropolitan area to develop single-family subdivisions. While they developed several neighborhoods in the area, there was no real significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Bradley Manor is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The neighborhood does not demonstrate any of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Ranch houses include standard features typical of the period and demonstrate common Colonial-Revival and Tudor Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Due to the fact that Bradley Manor does not convey any distinctive characteristics or artistic value, the neighborhood is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 46.4 acres (including 5.61 acre for Fernwood Park) and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map GP42 and also as seen in Montgomery County plat records 6420 and 6421.

References:

The Evening Star. 1967. Advertisement. January 27, 1967: D6.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 14, 2018. <http://www.msa.md.gov>

Nationwide Environmental Title Research, LLC (NETR). 1970. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed December 17, 2018. <https://www.historicaerials.com/viewer>.

The Washington Post. 1964c. Advertisement 135. January 11, 1964: E8.

--- 1964b. Advertisement 100. September 5, 1964: E2.

--- 1964a. Advertisement 172. October 3, 1964: E13.

--- 1965a. Advertisement 175. May 8, 1965: E5.

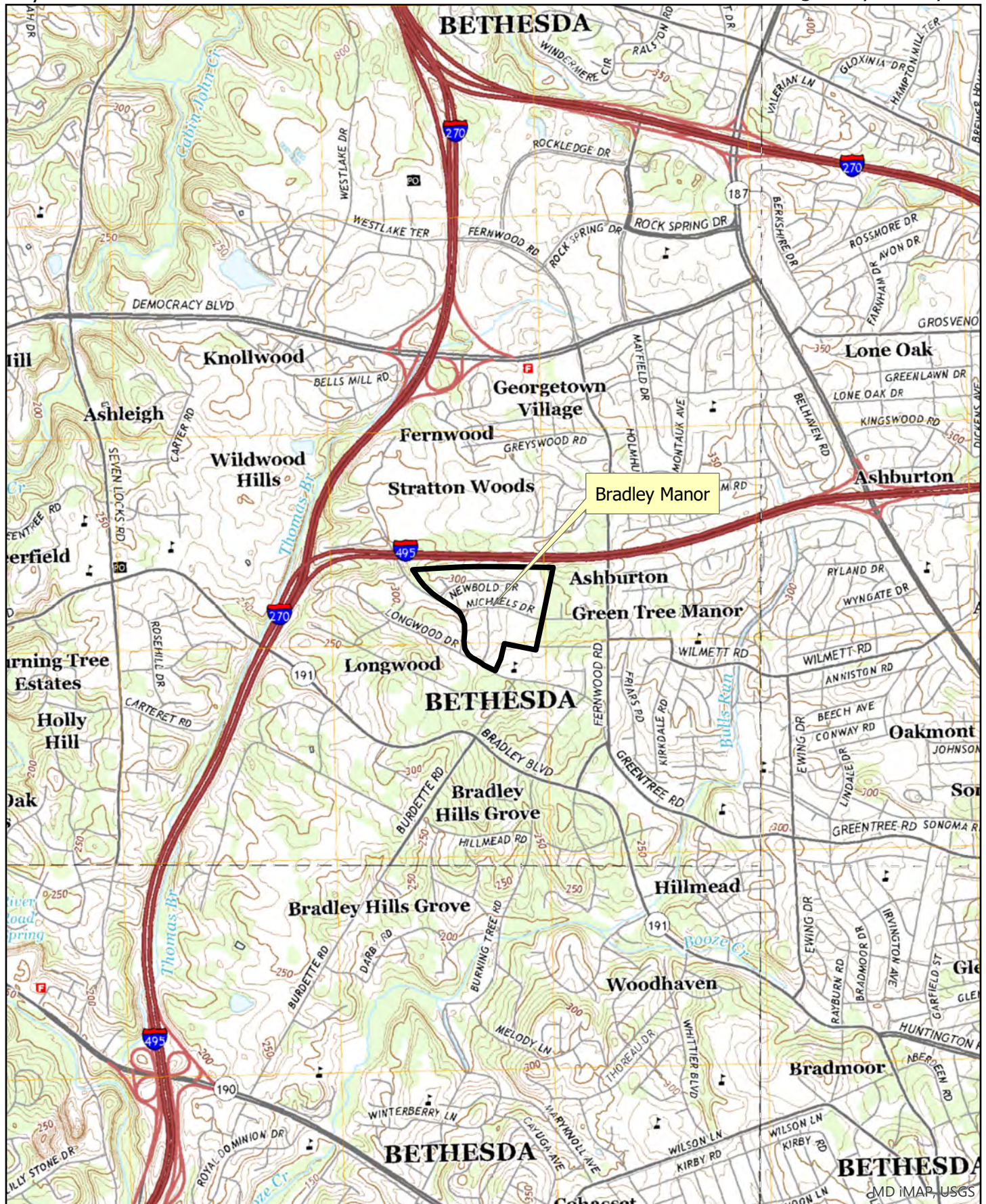
--- 1965c. "Gruver-Cooley Assigns Men to Subdivisions." May 22, 1965: F4.

--- 1965b. Advertisement 121. May 29, 1965: D5.

Bradley Manor

Location: South of I-495 and Northeast of Greentree Road
City: Bethesda

MIHP#: M: 35-198
Montgomery County



Bradley Manor

Location: South of I-495 and Northeast of Greentree Road
City: Bethesda

MIHP#: M: 35-198
Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:5,000



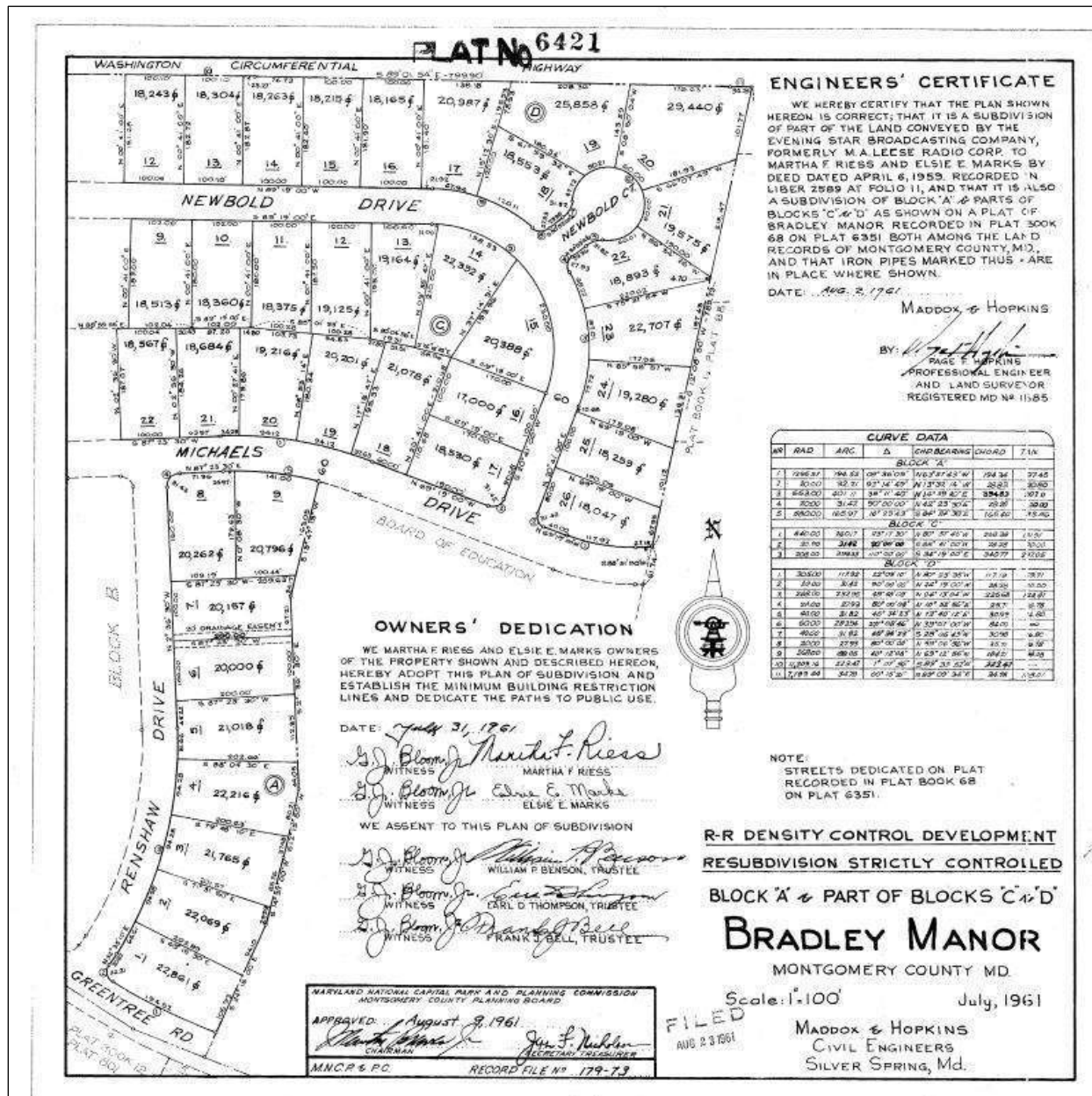
Bradley Manor (M: 35-198)

**6704 - 6825 Newbold Drive, 9501 - 9509 Newbold Place, 6621 - 6737 Michaels Drive, 9300 - 9325 Renshaw Drive and Fernwood Park
Bethesda, Montgomery County, Maryland**



1961 plat of block B and part of Blocks C & D, Bradley Manor (Montgomery County Plat [MCP] 6420).

Bradley Manor (M: 35-198)
 6704 -6825 Newbold Drive, 9501 -9509 Newbold Place, 6621 -6737 Michaels Drive, 9300 -
 9325 Renshaw Drive and Fernwood Park
 Bethesda, Montgomery County, Maryland



1961 plat of block A and part of blocks C & D, Bradley Manor (MCP 6421).

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 1



Photo 1 of 11: View of 9309 Renshaw Drive, looking east from Renshaw Drive.



Photo 2 of 11: View of 9304 Renshaw Drive, looking west from Renshaw Drive.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 2



Photo 3 of 11: View of 9312 Renshaw Drive, looking west.



Photo 4 of 11: View of 9320 Renshaw Drive, looking west.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 3



Photo 5 of 11: View of 9501 and 9505 Newbold Place, looking northwest.



Photo 6 of 11: View of Streetscape on Newbold Drive, looking east.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 4



Photo 7 of 11: View of 6721 Newbold Drive, looking northeast.



Photo 8 of 11: View of 6716 Newbold Drive, looking southwest.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 5



Photo 9 of 11: View of entrance to Fernwood Park, looking south.



Photo 10 of 11: View of tennis courts and playground at Fernwood Park, looking southwest.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 6



Photo 11 of 11: View of swing-set at Fernwood Park, looking south.

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 7

PHOTO LOG

Name of Property: Bradley Manor (including Fernwood Park)
Name of Photographer: Melissa Butler and Heather Dollins Staton
Date of Photographs: 10/2/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 11:
View of 9309 Renshaw Drive, looking east from Renshaw Drive.
M; 35-198_2018-10-02_01.tif

Photo 2 of 11:
View of 9304 Renshaw Drive, looking west from Renshaw Drive.
M; 35-198_2018-10-02_02.tif

Photo 3 of 11:
View of 9312 Renshaw Drive, looking west.
M; 35-198_2018-10-02_03.tif

Photo 4 of 11:
View of 9320 Renshaw Drive, looking west.
M; 35-198_2018-10-02_04.tif

Photo 5 of 11:
View of 9501 and 9505 Newbold Place, looking northwest.
M; 35-198_2018-10-02_05.tif

Photo 6 of 11:
View of Streetscape on Newbold Drive, looking east.
M; 35-198_2018-10-02_06.tif

Photo 7 of 11:
View of 6721 Newbold Drive, looking northeast.
M; 35-198_2018-10-02_07.tif

Photo 8 of 11:
View of 6716 Newbold Drive, looking southwest.
M; 35-198_2018-10-02_08.tif

Photo 9 of 11:
View of entrance to Fernwood Park, looking south.
M; 35-198_2018-10-02_09.tif

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

Inventory No M: 35-198

Name Bradley Manor
Continuation Sheet

Number Photos Page 8

Photo 10 of 11:

View of tennis courts and playground at Fernwood Park, looking southwest.

M; 35-198_2018-10-02_10.tif

Photo 11 of 11:

View of swing-set at Fernwood Park, looking south.

M; 35-198_2018-10-02_11.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Briarglen

Inventory Number: M: 26-74

Address: Welwyn Way & Bentana Way at New Mark Espl.

Historic District: Yes

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR21, GR22, GR31

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:

Briarglen is a planned residential development in Rockville, Montgomery County, bounded on the northwest by Maryland Avenue, on the south by New Mark Esplanade and New Mark Commons (M: 26-40), and on the west by Potomac Valley Road. Briarglen comprises eleven curvilinear cul-de-sacs (Welwyn Way, Stevenage Circle, Bracknell Circle, Letchworth Circle, Cumbernauld Court, Basildon Circle, Harlow Court, Bentana Way, and Bentana Court). Briarglen

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:

includes 68 single-family dwellings on lots ranging between 0.16 and 0.32 acres. Briarglen encompasses approximately 22 acres. Sidewalks line the main streets of Welwyn Way and Bentana Way. Streetlamps are present throughout Briarglen, although they do not continue down shorter cul-de-sacs like Letchworth Circle. Landscaped circular traffic islands are present in the ends of all cul-de-sacs. Individual lots, some of which are sloped to allow for basement garages, have grassy lawns with bushes and moderate tree coverage. Several rear yards are fenced. Secondary buildings are not present.

Description:

Briarglen contains single-family dwellings constructed between 1970 and 1972. The streets are curvilinear, following the natural terrain. Unlike the Contemporary designs in nearby New Mark Commons (M: 26-40), Briarglen features six Colonial Revival-style models including Split-Foyers, Split-Levels, and Two-Story Massed (with side-gabled, hipped, and side-gambrel roofs). One- and two-car attached garages are common, and some are basement-level garages when topography allows (3 Letchworth Circle).

Dwellings in Briarglen are between five and six bays wide, clad in a stretcher-bond brick veneer on primary elevations with siding on secondary elevations. Rooflines are primarily side gabled, sheathed in asphalt shingles. Exterior-end, brick chimneys are present on most houses. Dormers are only used on side-gambrel roofs (1 Bentana Way and 7 Bentana Court). Colonial Revival-style details range from brick quoins on a hipped-roof, two-story house (2 Letchworth Circle) to a semi-circular entry porch (4 Bracknell Circle).

Primary entrances are usually centered on the façade and comprise single- or double-leaf paneled wood or fiberglass doors. Some doors have decorative or ribbon lights. Metal storm doors are common. On Split-Level houses, the primary entrance is recessed, and both single-leaf doors with sidelights (3 Stevenage Circle) and double-leaf doors are present (9 Welwyn Way). When original windows are still in place, they are six-over-six, double-hung-sash units, but the majority of houses in Briarglen have one-over-one, double-hung-sash vinyl replacement windows. The majority of houses have louvered, fixed shutters. Additions are rare, but when present, they typically are one-story tall and extend from the rear elevation.

Historic Context:

Construction began on Briarglen in 1970. The land was initially platted as part of the adjacent New Mark Commons (M: 26-40) development, but was sold to Louis A. Zuckerman of Metro Investment and Development Company around 1969. Metro Investment and Development Company was started by Zuckerman and Louis G. Meltzer in 1963 (The Washington Post 1964a, A3). They were known as builders of small apartment buildings and single-family neighborhoods in suburban Maryland and Virginia (The Washington Post 1964b, C6). The previously platted 79 lots were reorganized into 68 individual lots (University of Maryland,

Department of American Studies 2015, 8-4). The Colonial Revival-style homes in Briarglen differed from New Mark Commons, which was composed of townhouses and single-family dwellings styled in what the architects described as “Situated Modernism,” but both featured similar “lush foliage,” curvilinear sidewalks, and easy access to recreation areas and nearby shopping in Rockville and at Montgomery Mall (The Washington Post 1970, D21). Homeowners in Briarglen were also offered memberships to the year-round recreational club and pool at New Mark Commons (The Evening Star 1970, F-8).

With its proximity to New Mark Commons, Briarglen itself did not include any community amenities. Advertisements for Briarglen marketed its new homes with master bedroom suites and “family room kitchen combinations” in an already established community setting with parks, schools, shopping centers, and recreational facilities (The Washington Post 1970, D21). The location near the “70-S ‘space-age corridor’ and the Beltway” was also emphasized (The Washington Post 1970, D21). Houses were aimed at the “value minded family” and priced from the mid \$40,000s (The Evening Star 1970, F-8; The Washington Post 1970, D21).

Evaluation:

The following evaluation is written in reference to the National Register of Historic Places (NRHP) Criteria A, B, and C and the Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George’s Counties, Maryland, Suburban Diversification Period (1961-1980).

When the New Mark Commons (M: 26-40) NRHP nomination was originally written in 2015, the area now known as Briarglen was included within those boundaries and all of the Briarglen houses were listed as non-contributing resources. However; since that nomination, the boundaries for New Mark Commons have been redrawn and reduced and Briarglen is no longer within the NRHP-listed boundary.

Briarglen is a typical planned residential development from the 1970s in suburban Maryland. The development is neither an early example nor the last of its kind, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not significant under Criterion A.

The Briarglen developers from Metro Investment and Development Company worked throughout the Washington DC metro area to develop apartment buildings as well as single-family subdivisions. They had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not significant under Criterion B.

Briarglen is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The subdivision is an addition to an existing development and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development of the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate common Colonial-Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Because Briarglen is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, the property is not eligible under Criterion C.

Briarglen was not evaluated for eligibility under Criterion D.

Briarglen encompasses approximately 22 acres and is bounded by Maryland Avenue on the northwest, by New Mark Esplanade and New Mark Commons (M: 26-40) on the south, and on the west by Potomac Valley Road. It includes multiple parcels found on Montgomery County Tax Maps GR21, GR22, and GR31 (2018).

References:

The Evening Star. 1970. "Briarglen." Advertisement. October 4, 1970: F-8.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 26, 2018. <http://www.msa.md.gov>.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 26-40). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 1970. "Briarglen." Advertisement. June 6, 1970: D21.

---1964a. "4 Vacationing Area Couples Among Dead in Plane Crash." February 26, 1964: A3.

---1964b. "The State of Real Estate." January 4, 1964: C6.

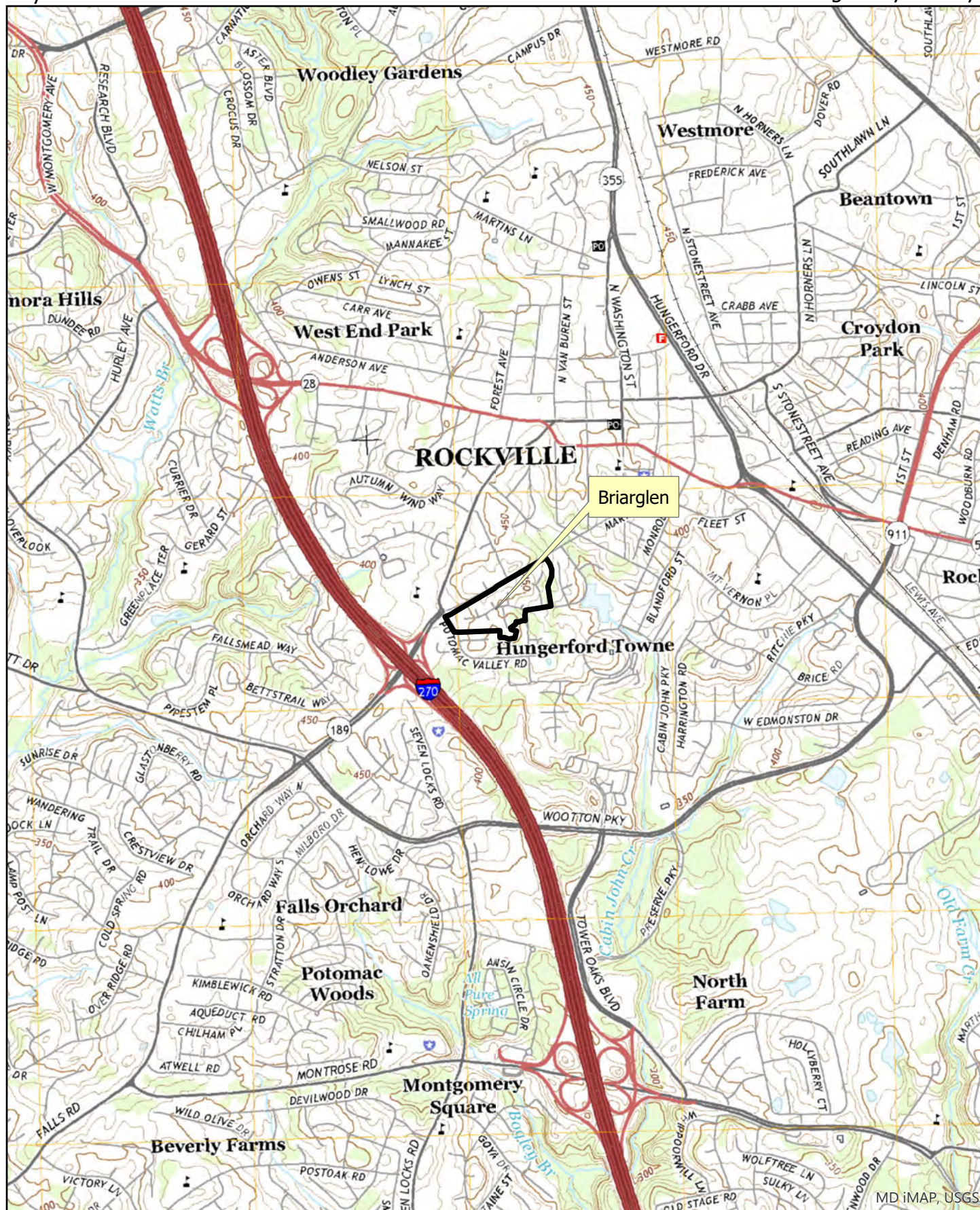
Briarglen

Location: Welwyn Way & Bentana Way at New Mark Espl.

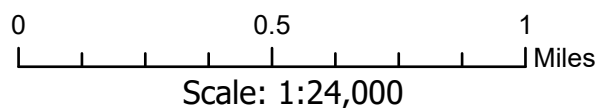
City: Rockville

MIHP#: M: 26-74

Montgomery County



USGS 7.5' Quadrangle - Rockville



Briarglen

Location: Welwyn Way & Bentana Way at New Mark Espl.
City: Rockville

MIHP#: **M: 26-74**
Montgomery County



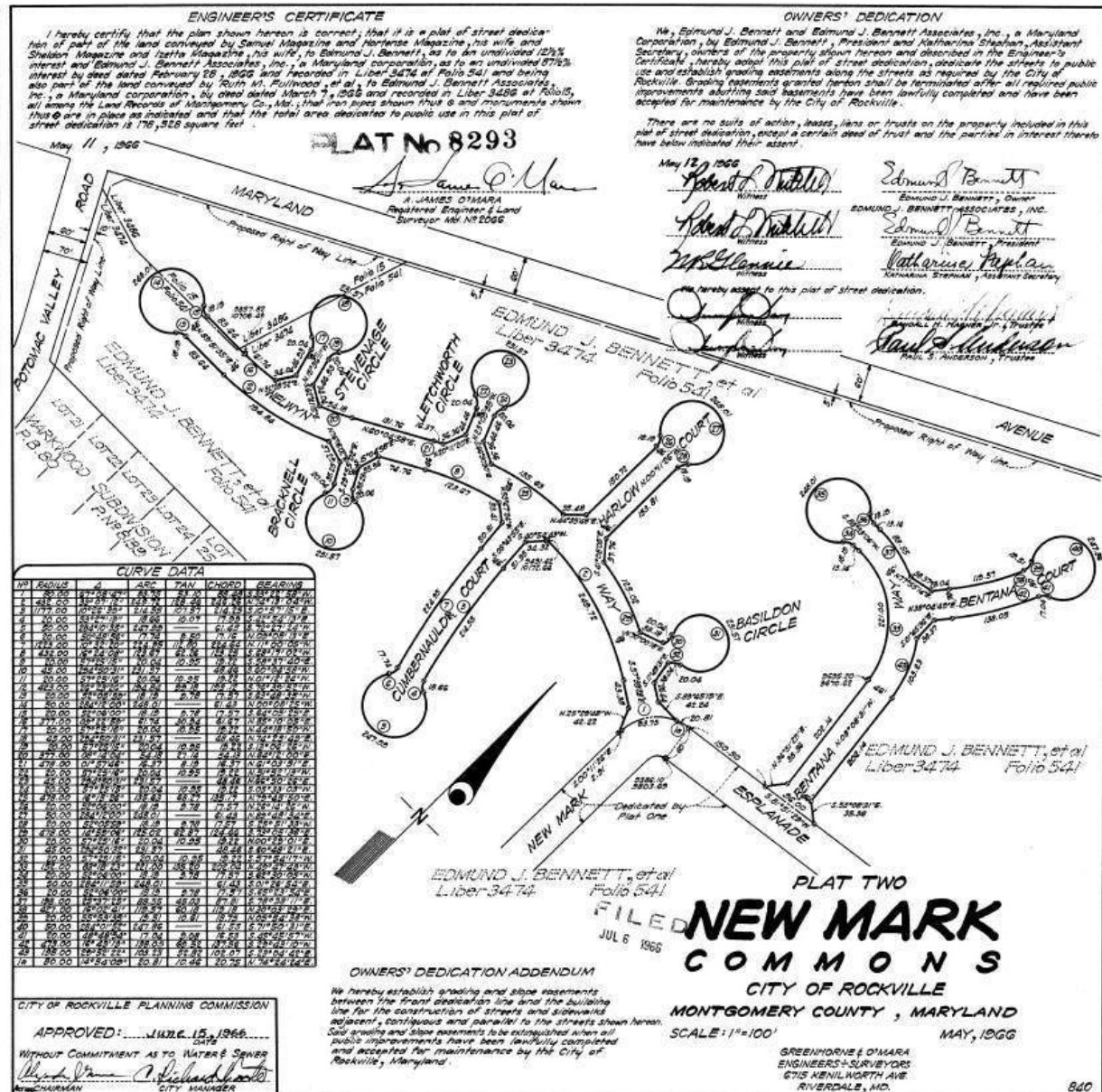
Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000



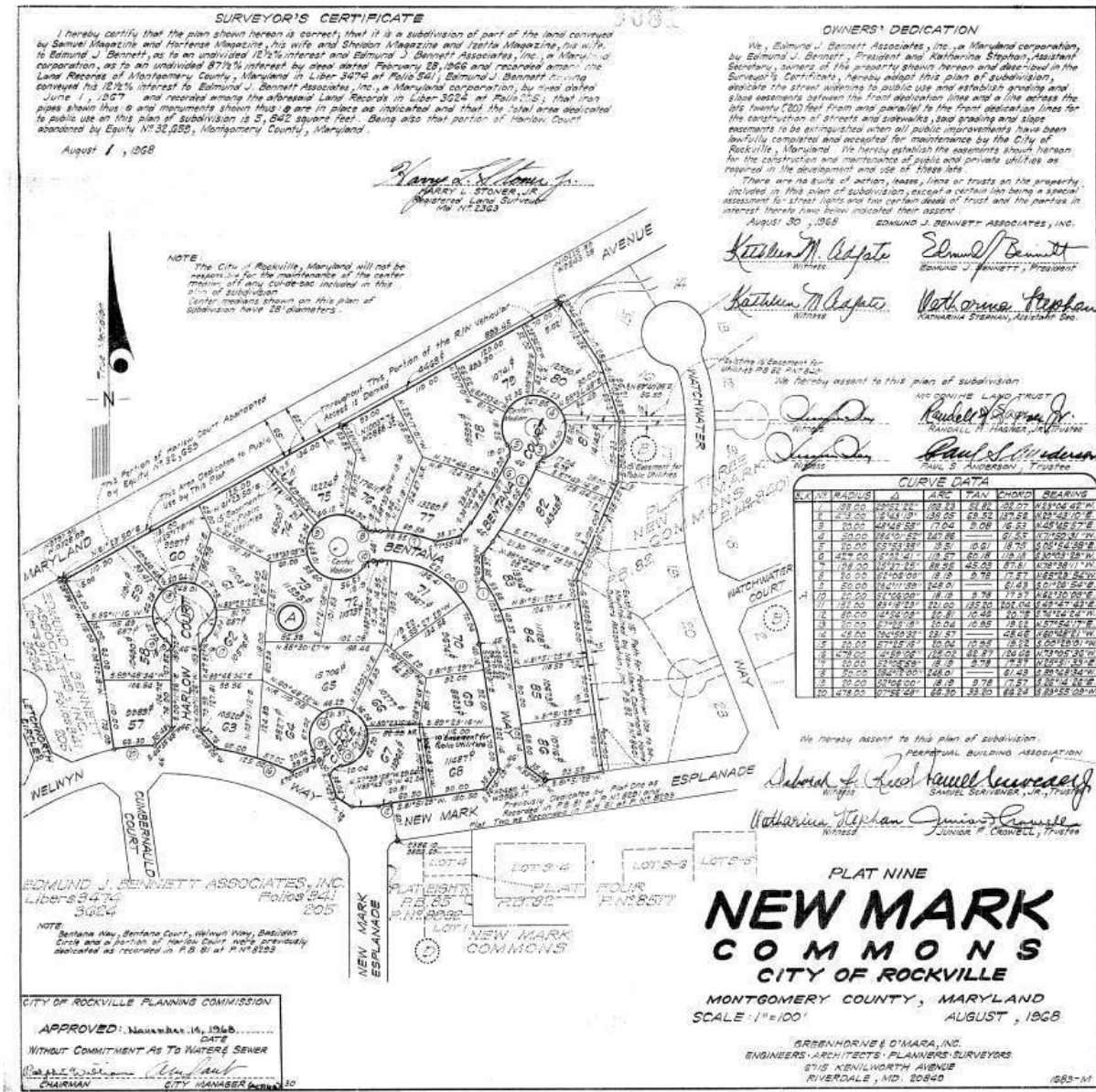
1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir,
5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way
Rockville, Montgomery County, Maryland



1966 Plat Two of Subdivision of New Mark Commons (Montgomery County Plat Book [MCPB] 81:8293).

Briarglen (M: 26-74)

1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir,
5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way
Rockville, Montgomery County, Maryland



1968 Plat Nine of Subdivision of New Mark Commons (MCPB 86:9081).

Briarglen (M: 26-74)

1-5 Stevenage Cir, 1-5 Bracknell Cir, 1-6 Letchworth Cir, 1-9 Cumbernauld Ct, 1-4 Basildon Cir,
5-10 Bentana Ct, 1-7 Harlow Ct, 9-18 & 23-25 Welwyn Way, 1-4 & 11-19 Bentana Way
Rockville, Montgomery County, Maryland



1968 Plat Twelve of Subdivision of New Mark Commons (MCPB 87:9246).

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

Inventory No M: 26-74

Name Briarglen
Continuation Sheet

Number Photos Page 1



Photo 1 of 6: Street overview of Welwyn Way, looking west.



Photo 2 of 6: End of Wewlyn Way, view of facades of 12 and 11 Welwyn Way.

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

Inventory No M: 26-74

Name Briarglen
Continuation Sheet

Number Photos Page 2



Photo 3 of 6: 8 Cumbernauld Court, west elevation.



Photo 4 of 6: 9 Welwyn Way, southwest oblique.

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

Inventory No M: 26-74

Name Briarglen
Continuation Sheet

Number Photos Page 3



Photo 5 of 6: 3 Letchworth Circle, south elevation.



Photo 6 of 6: 7 Bentana Court, south elevation.

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

Inventory No M: 26-74

Name Briarglen
Continuation Sheet

Number Photos Page 4

PHOTO LOG

Name of Property: Briarglen
Name of Photographer: Heather Staton and Katherine Watts
Date of Photographs: 10/3/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 6:
Street overview of Welwyn Way, looking west.
M; 26-74_2018-10-03_01.tif

Photo 2 of 6:
End of Welwyn Way, view of facades of 12 and 11 Welwyn Way.
M; 26-74_2018-10-03_02.tif

Photo 3 of 6:
8 Cumbernauld Court, west elevation.
M; 26-74_2018-10-03_03.tif

Photo 4 of 6:
9 Welwyn Way, southwest oblique.
M; 26-74_2018-10-03_04.tif

Photo 5 of 6:
3 Letchworth Circle, south elevation.
M; 26-74_2018-10-03_05.tif

Photo 6 of 6:
7 Bentana Court, south elevation.
M; 26-74_2018-10-03_06.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Brighton Village East Inventory Number: M: 21-282

Address: 200-228, 240-298, 310-528 (evens only) West Historic district: ☐ yes ☒ no
Deer Park Rd

City: Gaithersburg Zip Code: 20877 County: Montgomery

USGS Quadrangle(s): Gaithersburg

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: FS43

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

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: 12/2018

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 Brighton Village East complex is a multi-family development located 0.39 mile north of the Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The complex consists primarily of townhouses constructed between 1969 and 1973 (United States Departments of Agriculture [USDA] 1971, 1973). The 14.43-acre, irregularly shaped, discontinuous complex is bounded by Fireside Condominiums on the southwest, Foxwood subdivision on the northwest, W. Deer Park Road on the northeast and east, and Cedar Village subdivision on the southeast. The city-owned Christman Park, which is separated from the community by metal chain-link fencing, divides the Bright East Condominium complex towards the northern end. Access to the complex is obtained through several street entrances via W. Deer Park Road and Duvall Lane. Wood post fencing lines W. Deer Park Road.

The property's landscape is filled with grassy lawns, scattered mature trees, shrubs, and other ornamental foliage in an urban park-like setting. Buildings and amenities throughout the complex are connected by poured-concrete sidewalks; parking lots are

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

adjacent to the condominium buildings and tend to end at a dead-end or cul-de-sac. Grassy medians divide parking areas and direct the flow of traffic in some of these parking lots. The complex comprises 25 condominium buildings as well as street lighting and signage. Lighting consists of lantern-topped, metal street lamps that appear to be original.

Description:

The Brighton Village East complex is a multi-family development constructed between 1969 and 1973 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The development consists of 25 buildings of three or more townhouses laid out in three sections (I, II, and III).

The buildings in the complex are typically organized in clusters of three to six, each two stories tall and consisting of three to nine two-bay, Mansard-style townhouses. There are four townhouse configurations: three bedrooms with basement walk-out, three bedrooms with a living/ dining room walkout, four bedrooms with basement walk-out, and four bedrooms with a living/ dining room walkout. Square footage ranges from 1,337.94 to 2,891.52 depending on the unit type; units with lesser square footage appear to be concentrated in the northern section (III) while the largest units are in the central section (II) (Montgomery County Plat [MCP] 90, 158, 242). The townhouses have a linear arrangement with staggered facades. The buildings rest on a basement foundation built into the slightly sloping terrain of the site. The foundation and structural system are clad in stretcher-bond brick with T1-11 siding between slightly recessed first-story and basement-level fenestration in the rear elevations. The units have flat roofs with faux mansards over the second story. The mansards, which feature metal coping and boxed eaves, are mainly sheathed in original wood shake shingles; however, some roofs exhibit replacement asphalt shingles (466 W. Deer Park Road). The mansard functions as a parapet at the façade and side elevations. Metal-clad, interior chimney flues pierce the roof along with various HVAC units.

Primary entrances to each unit, commonly accessed by a poured-concrete stoop, are located on each building's façade. Several units feature a recessed first story creating a brick arcade with arched openings (334 and 336 W. Deer Park Road). Original doors are not common but when present are single-leaf, wood units. Replacement doors are single-leaf, metal units that are paneled and occasionally feature a fan-light or half-glazing. It is not uncommon for an entry to also contain a metal or iron storm door. Primary entrances have either one wide or two narrow, wood-framed sidelights; occasionally these are replaced with vinyl units. Other fenestration includes metal-frame, fixed or sliding windows, at times, set in a tripartite configuration, and double-leaf, sliding, metal- or vinyl-framed, glass doors; replacement vinyl units are not uncommon. Thick wood lintels are set above first story windows and doors in the primary elevation. Shutters flanking first-story windows or double-hung-sash windows are rare (464 W. Deer Park Road). Depending on unit configuration, the rear elevation either features a poured-concrete patio or a wood deck; these are partially or fully enclosed by wood privacy fencing.

Associated with the townhouses are several signs that are posted along W. Deer Park Road. They are flat metal signs supported by squared wood posts, are typically placed at entrances from the road.

Historic Context:

The Brighton Village East property was originally platted as Brighton East Condominium I through III between May 1969 and January 1971 by prominent county developer Milton Polinger and his companies, 70-S Associates and Polinger Company (McAleer 1971, A1, A5; Slusser 1976, B-4). W. Deer Park Road, which borders the complex on the northeast-east, was platted by Polinger, his wife, Helen, and various partners in March 1967 (MCP 8829). Construction of the complex began in 1969 and was completed by 1973 (USDA 1971, 1973). Sales for the property appear to have initially been offered by the building/developer Polinger Company. Cohen, Haft, & Associates designed the townhouses (MCP 91).

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

Advertisements for Brighton Village East began in 1970; however, most advertising was for the larger Brighton Village, comprising west and east sections that included more townhouses (Brighton West Townhouses, M: 21-283) and garden apartments on the west side of I-270 as well as this section of condominiums. The advertisements began as a “preview” for a new community “nestled in the charming countryside of Gaithersburg, Md. and in the heart of prosperous Montgomery’s R & D areas; yet convenient to major shopping areas, schools and parks” (The Washington Post and Times Herald 1970, D25, 1971, E14). The advertisements noted additional community facilities, including a swimming pool constructed post-1970.

Developer Milton Polinger was a prolific builder and developer in Montgomery County and Washington, D.C. between the 1940s and 1970s (The Washington Post 1976, D6). He was president of multiple development companies including Polinger Company, Majestic Builders Corporation, and Polinger and Zupnik Builders Corporation. Other projects he was involved in during his career within Montgomery County include the Chevy Chase Office Building, Highland House and North Park Apartments (The Washington Post 1976, D6).

Cohen, Haft, & Associates, out of Silver Spring, was a “leading modernist architecture firm distinguished for contemporary designs integrated with natural often rigged settings” (Maryland-National Capital Park and Planning Commission 2017). The firm began in 1953 as a partnership between Leonard A. Haft and Jack Cary Cohen, and by 1972, they had designed over 200,000 residential units (Kelly 2015, 371). Other properties that they designed in Prince George’s and Montgomery counties include Springhill Lake Apartments (PG:67-040), The Executive Building College Park (PG:66-074), and Temple Israel Synagogue (Kelly 2015, 371; Prince George’s Modern n.d.).

Evaluation:

Brighton Village East is a typical and basic example of a multi-family development constructed during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The complex was not the first condominium residential development in the area, nor did it shape future multi-family residential design at the local or regional level. Although Milton Polinger worked in the development and construction of many types of housing developments in the county, his efforts have not made lasting or substantial contributions to the history of apartment complex design in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under National Register of Historic Places (NRHP) Criteria A or B.

Although the townhouses retain most of the character-defining features of their property type, the complex is a common example of a ubiquitous property type and is not one of the earliest or last remaining examples. Alterations, such as replacement roof sheathing and fenestration, to the buildings within Brighton Village East have diminished the property’s historic integrity of design, materials, workmanship, feeling, and association. Although Cohen, Haft, & Associates were prolific architects in the county, this particular development does not best represent their efforts and contributions to the history of multi-family residential complex design in Montgomery County or the Washington, D.C., region. For these reasons, this resource is not eligible for the NRHP under Criterion C.

As an architectural resource, the resource was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, Brighton Village East is not eligible for listing in the NRHP.

This property encompasses 14.43 acres and is confined to the current discontinuous property tax parcels, which is found on Montgomery County Tax Map FS43, Parcel 0000 and also as seen in Montgomery County plat records 90-95, 158-166, and 242-

MARYLAND HISTORICAL TRUST REVIEW

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

249. The current resource boundaries are discontinuous due to the location of Christman Park set between sections I and III of the Brighton Village East complex. Research did not indicate a clear association with the condominium complex and the park. Deeds and plats associated with Christman Park do not provide any clear connection to the Brighton Village East complex and furthermore, the park, measuring approximately 4.3 acres, was conveyed to the City of Gaithersburg two years prior to any plats being submitted for the complex, and the park dedicated to Lt. William J. Christman, III, a Gaithersburg veteran resident who was killed in Vietnam (Gaithersburg 2018). Historic aeriels also show that the fishing pond was already in the park prior to being sold to the City; likely constructed from a branch that runs northeast-southwest in the area (Nationwide Environmental Title Research, LLC 1957).

References:

Gaithersburg. 2018. "Christman Park." Parks, Recreation, and Culture, City of Gaithersburg, Maryland. Accessed November 30, 2018. <https://www.gaithersburgmd.gov/recreation/parks-fields/christman-park>.

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

Maryland-National Capital Park and Planning Commission. 2017. Bus Tour 2017 – Cohen, Haft & Associates. Montgomery Modern Tours Accessed November 8, 2018. <http://montgomeryplanning.org/planning/historic/montgomery-modern/montgomery-modern-tours/>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

McAleer, Charles A. 1971. "Mystery Fire Ruins 21 Houses." The Evening Star. April 20, 1971, A1, A5.

Montgomery County Plats (MCP). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 6, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Nationwide Environmental Title Research, LLC. 1957. Historic Aerial Mosaic of Montgomery County. Accessed November 30, 2018. <https://www.historicaerials.com/viewer>.

Prince George's Modern. N.d. Cohen, Haft & Associates (1958-c. 1971). Maryland National-Capital Park and Planning Commission. Accessed November 6, 2018. <http://www.mncppc.org/DocumentCenter/View/5211/Cohen-Haft-Summary-PDF?bidId=>.

Slusser, Richard. 1976. "Polinger Dies; Builder, Racing Panelist." The Washington Star. December 21, 1976, B-4.

United States Department of Agriculture (USDA). 1971. AR1VCRJ00030568, Aerial Photography Single Frames Record Collection. Accessed October 31, 2018. <https://earthexplorer.usgs.gov/>.

--- 1973. AR6239005200011, Aerial Photography Single Frames Record Collection. Accessed October 31, 2018. <https://earthexplorer.usgs.gov/>.

The Washington Post. 1976. "Milton Polinger, Building, Is Dead at 62." December 22, 1976, D6.

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 Washington Post and Times Herald. 1970. "Preview Brighton Village East." August 9, 1970, D25.

--- 1971. "Opened Brighton Village." October 30, 1971, E14.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

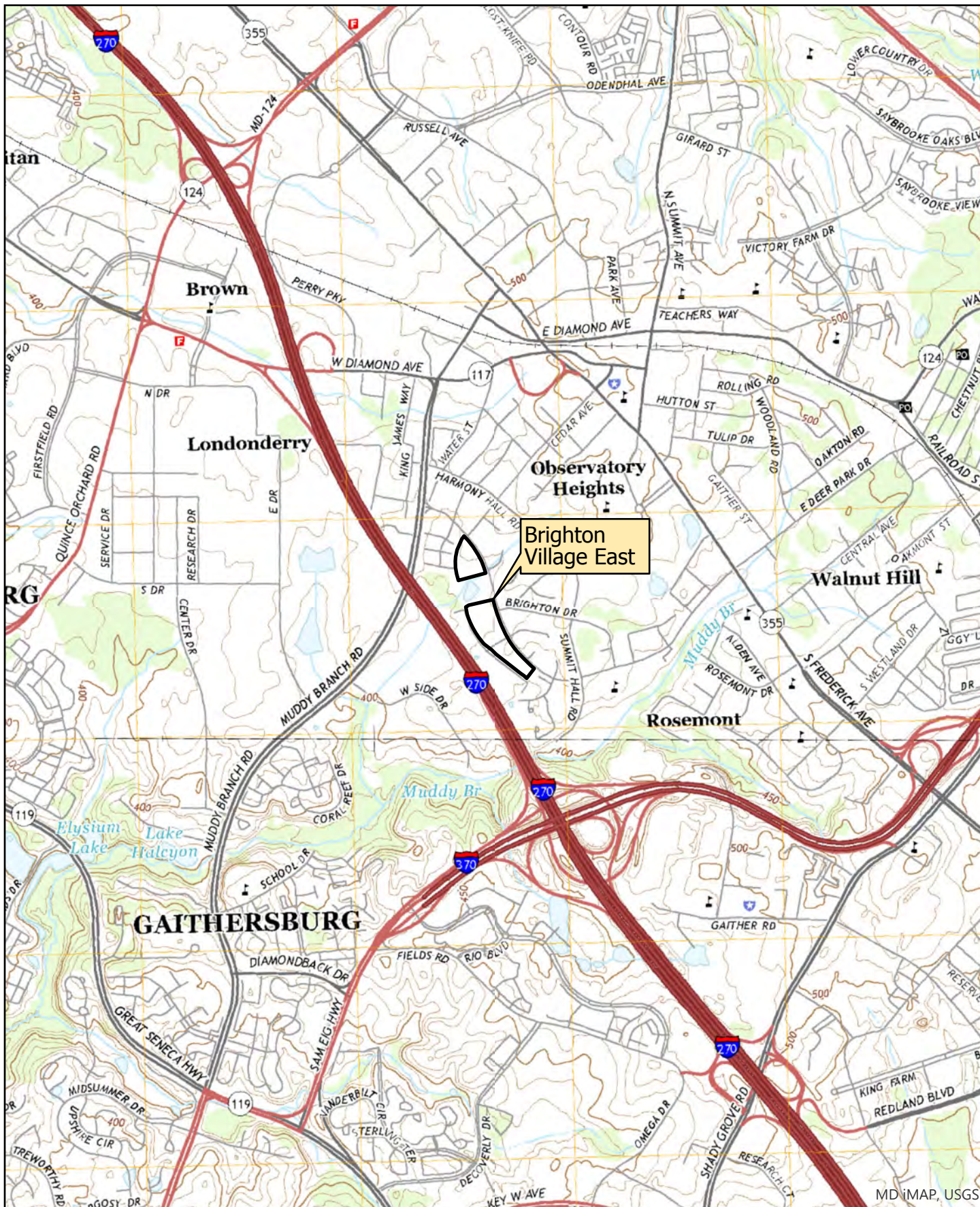
MHT Comments:

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

Brighton Village East

Location: 200-258 West Deer Park Road
City: Gaithersburg

MIHP#: M: 21-282
Montgomery County



USGS 7.5' Quadrangle - Gaithersburg

0 0.3 0.6
Miles
Scale: 1:24,000



Brighton Village East

Location: 200-528 West Deer Park Rd
City: Gaithersburg

MIHP#: M: 21-282
Montgomery County



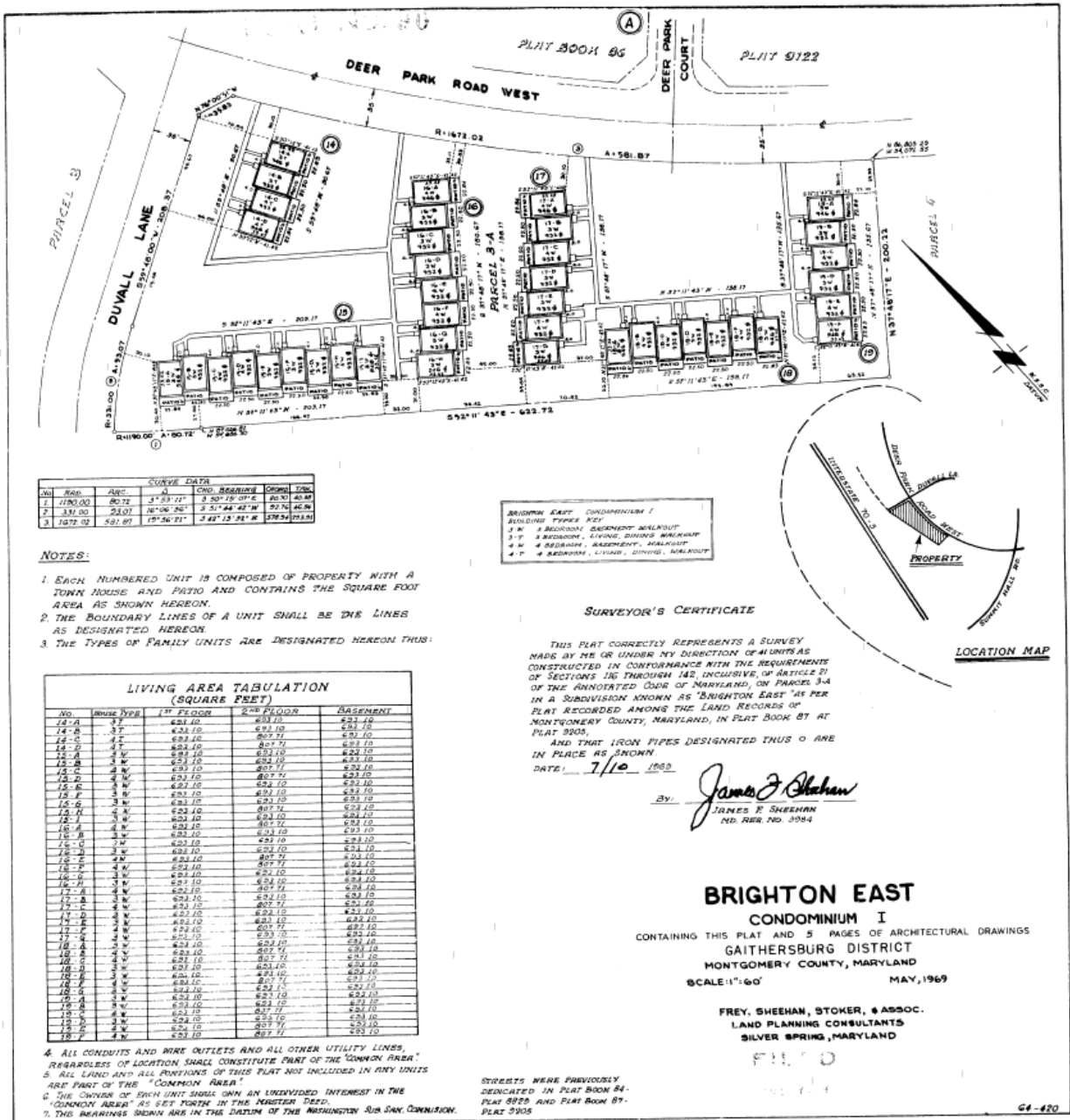
Parcel Boundaries

00.050.1

Miles

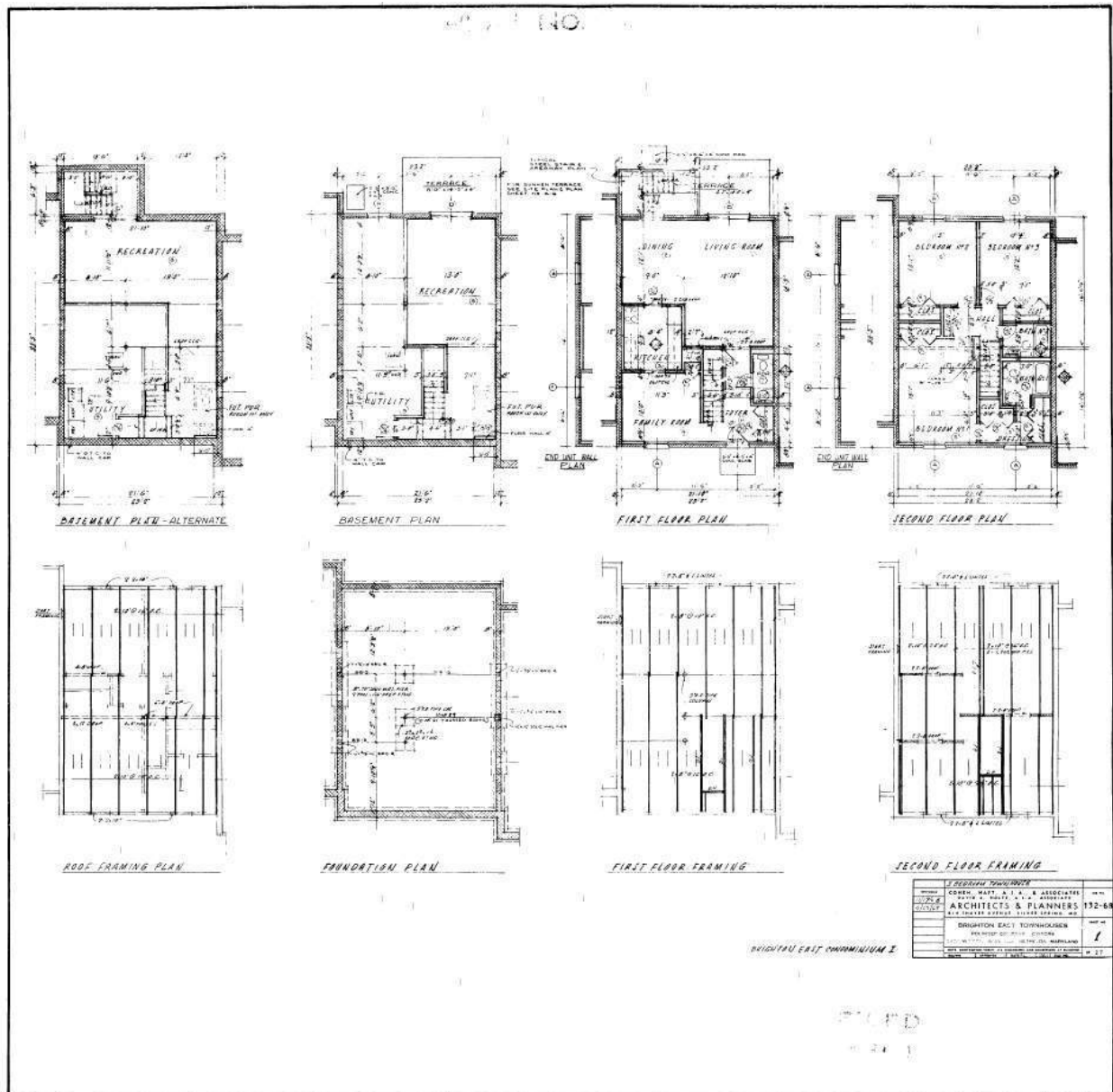
Scale: 1:3,400

N



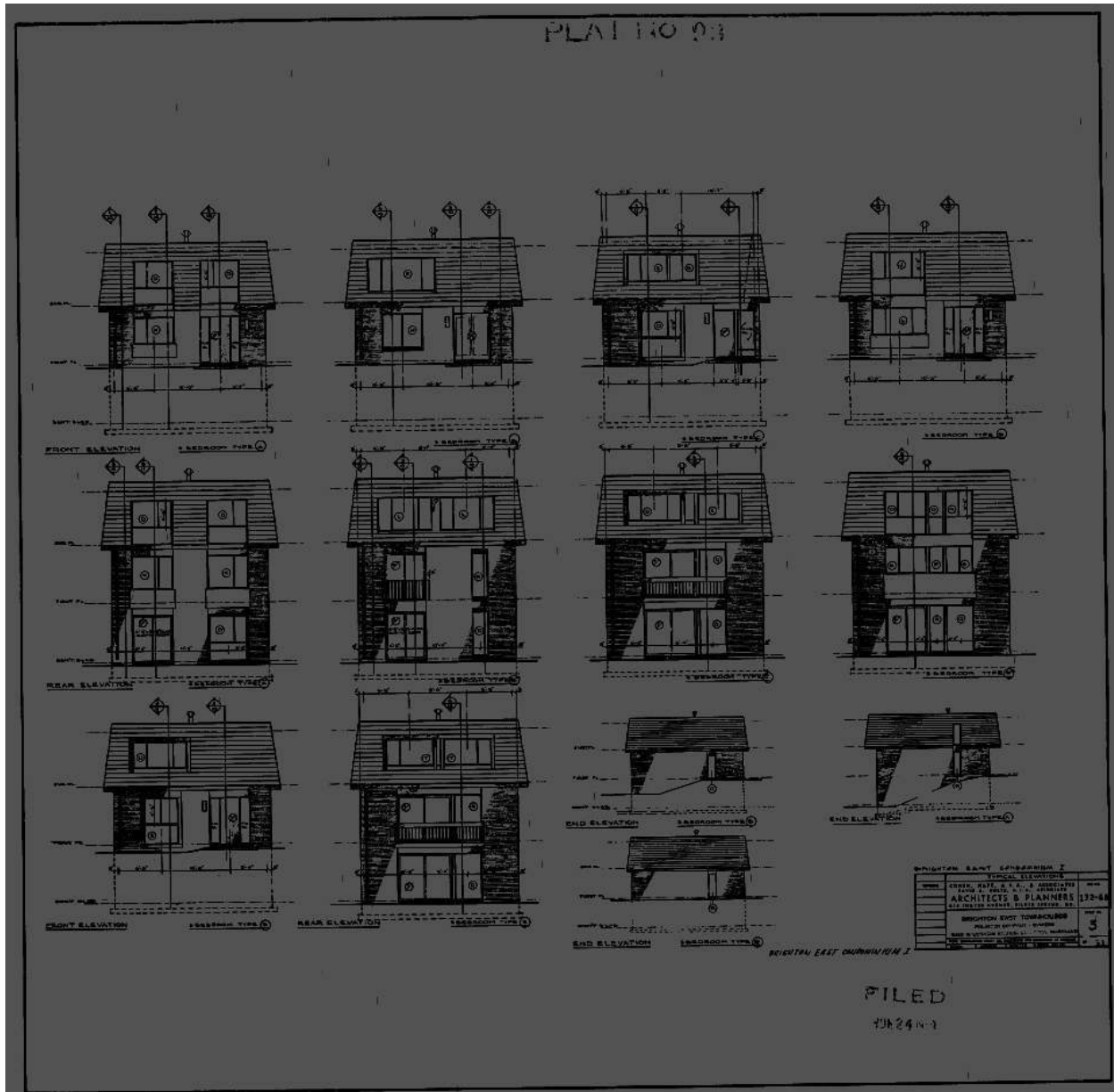
1969 plat of Brighton Village East Condominium I (MCP 90).

Brighton Village East (M: 21-282)
200-228 (evens only), 240-298 (evens only), 310-528 (evens only) W. Deer Park Road
Gaithersburg, Montgomery County, Maryland



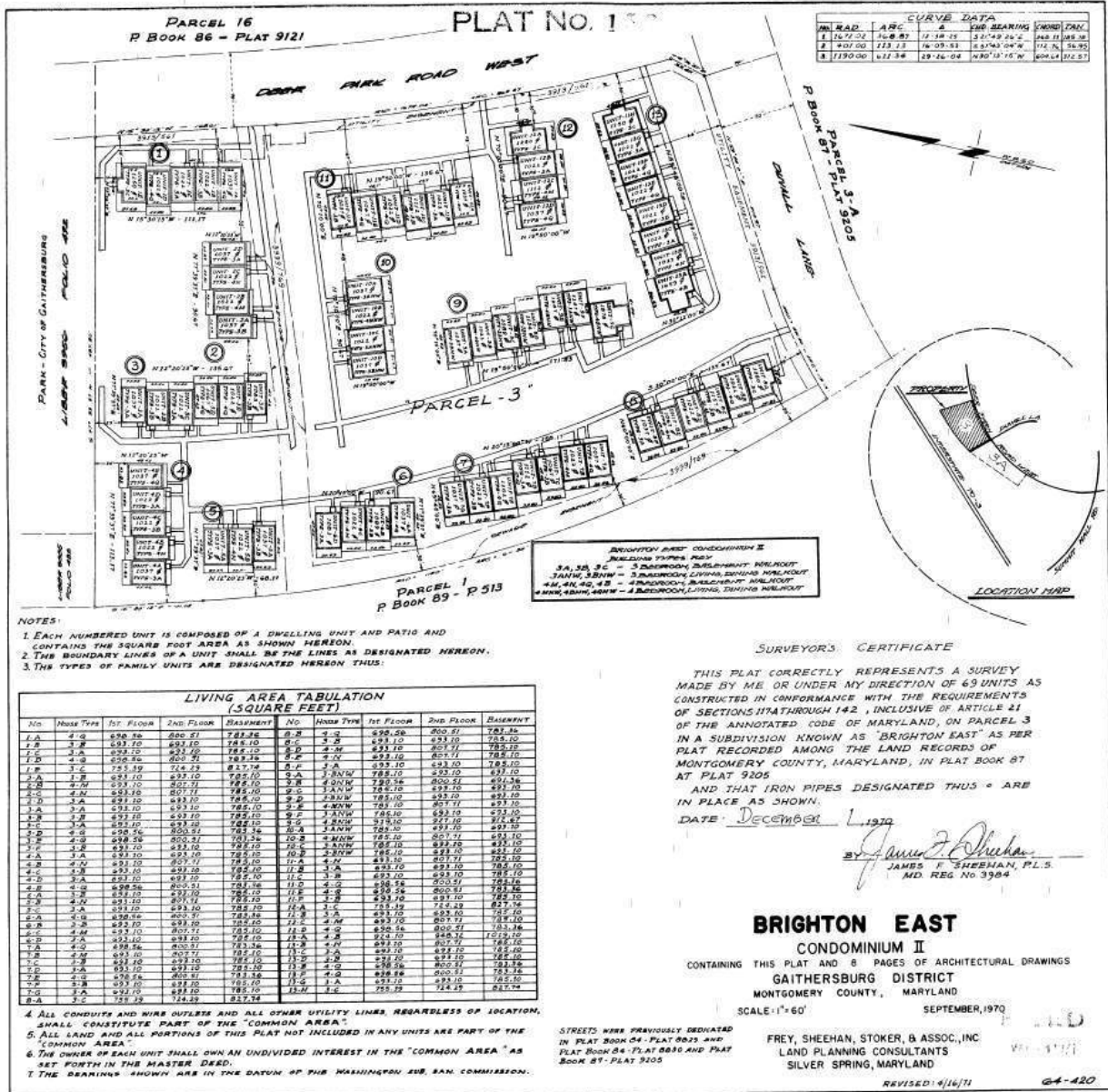
Representative example of a 1969 plat of Brighton Village East Condominiums I, showing the floor plan (MCP 91).

Brighton Village East (M: 21-282)
 200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road
 Gaithersburg, Montgomery County, Maryland



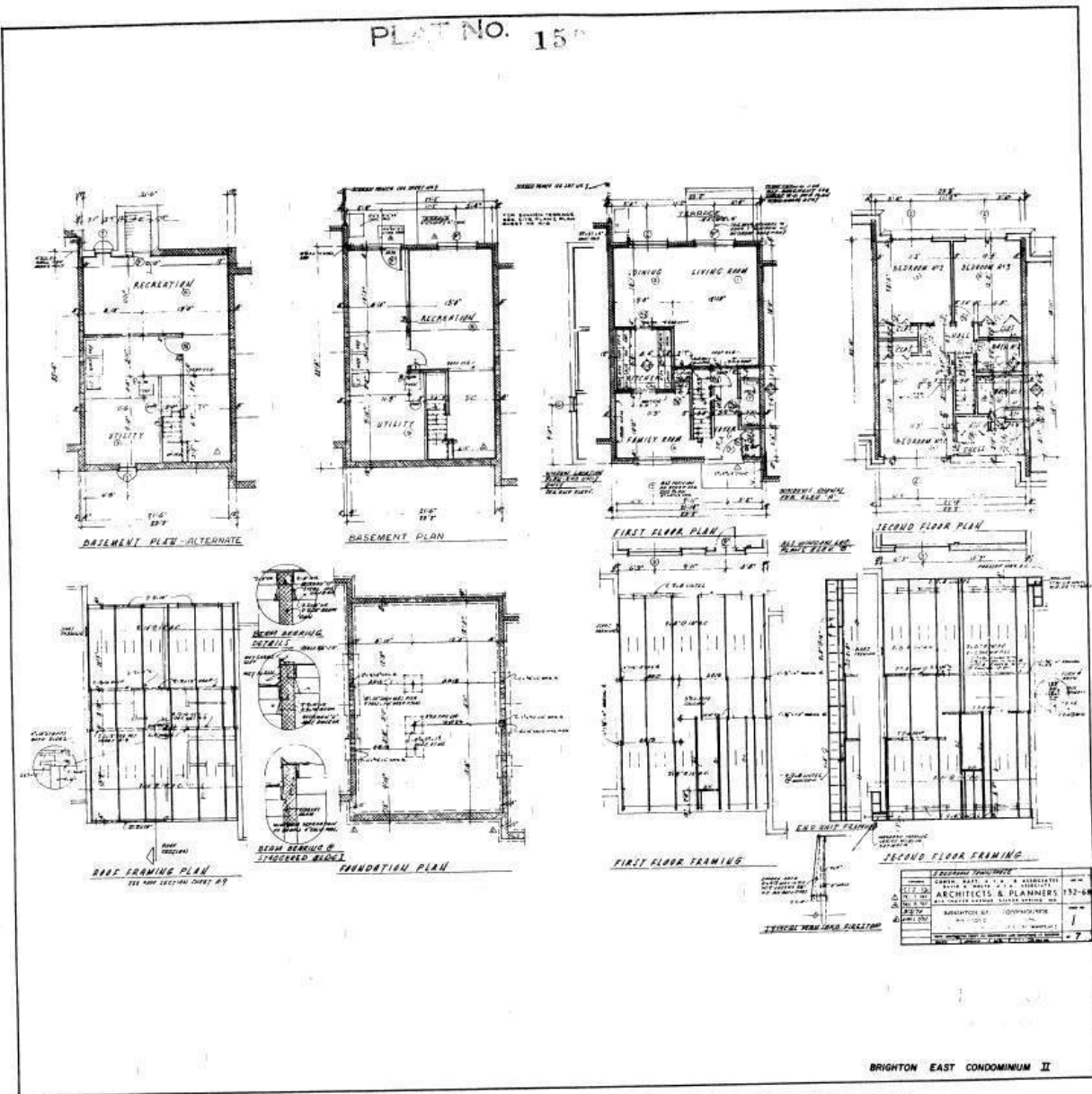
Representative example of a 1969 plat of Brighton Village East Condominiums I, showing the elevations (MCP 93).

Brighton Village East (M: 21-282)
200-228 (evens only), 240-298 (evens only), 310-528 (evens only) W. Deer Park Road
Gaithersburg, Montgomery County, Maryland



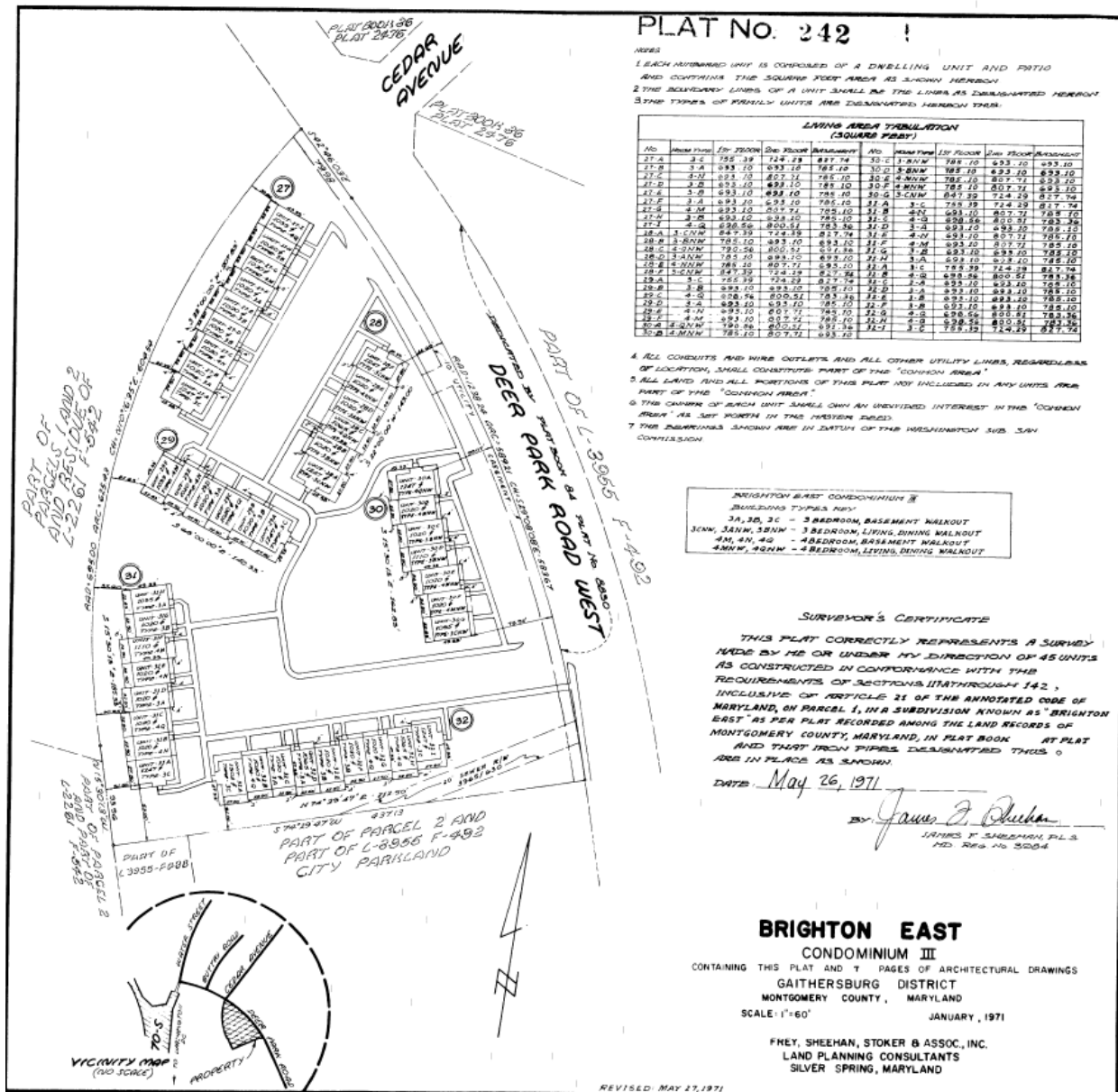
1970 plat of Brighton Village East Condominium II (MCP 158).

Brighton Village East (M: 21-282)
200-228 (evens only), 240-298 (evens only), 310-528 (evens only) W. Deer Park Road
Gaithersburg, Montgomery County, Maryland



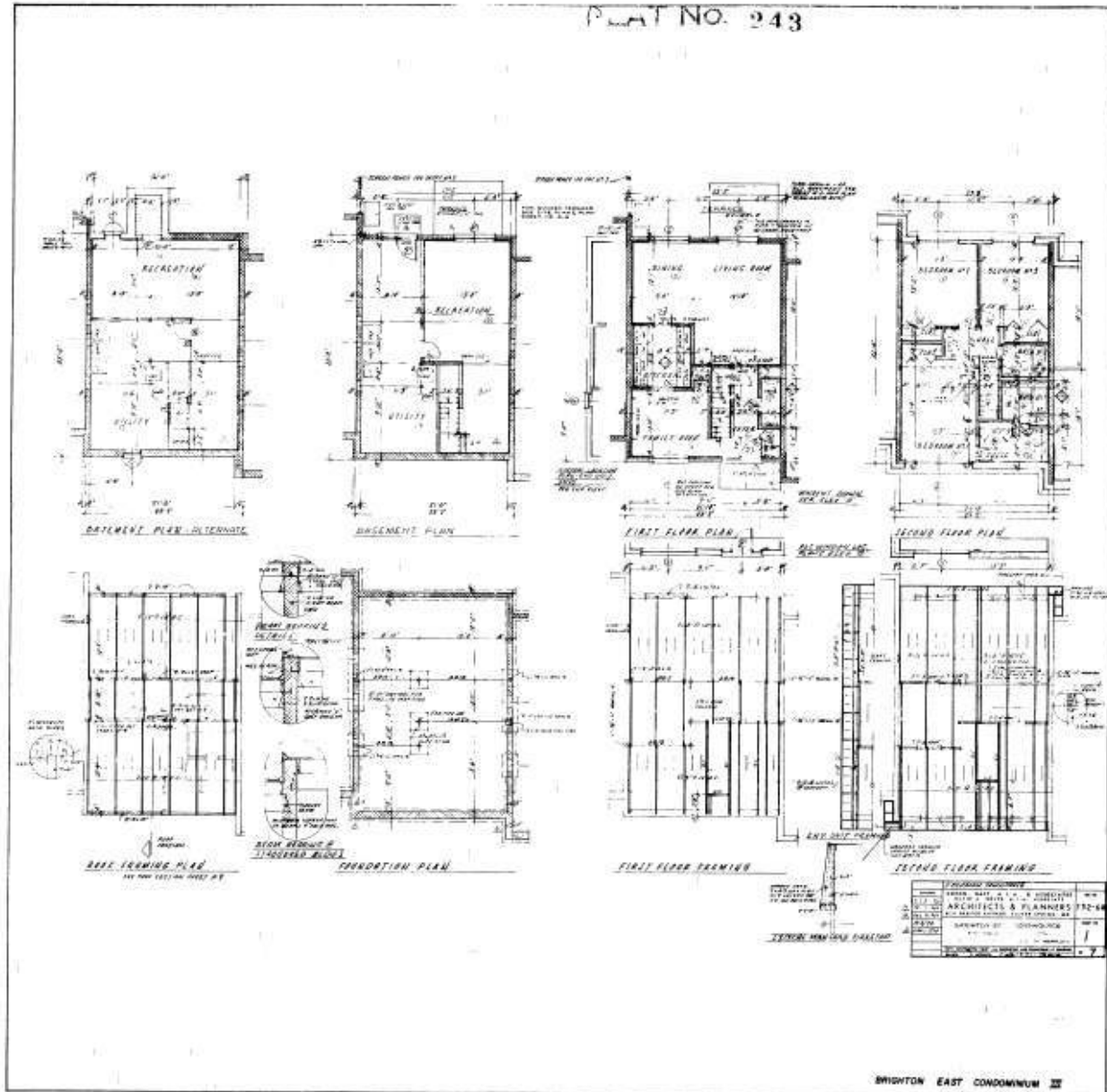
Representative example of a 1970 plat of Brighton Village East Condominium II, showing the floor plan (MCP 159).

**200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road
Gaithersburg, Montgomery County, Maryland**



1971 plat of Brighton Village East Condominium III (MCP 242).

Brighton Village East (M: 21-282)
200-228 (evens only), 240-298 (evens only, 310-528 (evens only) W. Deer Park Road
Gaithersburg, Montgomery County, Maryland



Representative example of a 1971 plat of Brighton Village East Condominium III, showing the floor plan (MCP 243).

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

Inventory No M: 21-282

Name Brighton Village East
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: View of parking lot and 356–362 W. Deer Park Road, looking west.



Photo 2 of 7: View of 350–354 W. Deer Park Road, looking northwest.

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

Inventory No M: 21-282

Name Brighton Village East
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: Detail of 334 and 336 W. Deer Park Road, looking northeast.



Photo 4 of 7: Overview of parking lot and complex, looking south from 350-354 W. Deer Park Road.

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

Inventory No M: 21-282

Name Brighton Village East
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: Rear (east) elevation of 328-338 W. Deer Park Road, looking north.



Photo 6 of 7: Façade (northeast elevation) of 456-472 W. Deer Park Road, looking northwest.

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

Inventory No M: 21-282

Name Brighton Village East
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: Sign at vehicular entrance from W. Deer Park Road, looking west.

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

Inventory No M: 21-282

Name Brighton Village East
Continuation Sheet

Number Photos Page 5

PHOTO LOG

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

Photographs inserted on continuation sheets.

Photo 1 of 7:
View of parking lot and 356–362 W. Deer Park Road, looking west.
M; 21-282_2018-10-01_01.tif

Photo 2 of 7:
View of 350–354 W. Deer Park Road, looking northwest.
M; 21-282_2018-10-01_02.tif

Photo 3 of 7:
Detail of 334 and 336 W. Deer Park Road, looking northeast.
M; 21-282_2018-10-01_03.tif

Photo 4 of 7:
Overview of parking lot and complex, looking south from 350–354 W. Deer Park Road.
M; 21-282_2018-10-01_04.tif

Photo 5 of 7:
Rear (east) elevation of 328–338 W. Deer Park Road, looking north.
M; 21-282_2018-10-01_05.tif

Photo 6 of 7:
Facade (northeast elevation) of 456–472 W. Deer Park Road, looking northwest.
M; 21-282_2018-10-01_06.tif

Photo 7 of 7:
Sign at Vehicular entrance from W. Deer Park Road, looking west.
M; 21-282_2018-10-01_07.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Brighton West Condominiums Inventory Number: M: 21-283
Address: 648-1158 (evens only) West Side Drive Historic district: ☐ yes ☒ no
City: Gaithersburg Zip Code: 20877 County: Montgomery
USGS Quadrangle(s): Gaithersburg
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: FS43
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Caitlin Sylvester Date Prepared: 12/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 Brighton West Condominiums at 648-1159 West Side Drive is a multi-family development located 0.35 miles north of the Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The condominium complex consists primarily of townhouses constructed between 1970 and 1971 (Montgomery County Plats [MCP] 135, 274). The complex runs northwest to southeast on a roughly rectangular lot on about 25 acres bounded by I-270 on the northeast, a recreational park to the southeast, and other multi-family apartment and condominium complexes to the southwest, and a shopping center to the northwest. Primary access is obtained from West Side Drive, which borders the complex to the southwest, via Muddy Branch Road. Driveways and parking lots extend northeast from West Side Drive.

The property's landscape consists of grassy lawns, mature trees, shrubs, and other ornamental foliage in a park-like setting. Buildings and amenities throughout the complex are connected by poured-concrete sidewalks as well as unnamed access roads and signage throughout the complex. Parking lots are adjacent to the townhouses. The complex features 33 buildings containing townhouses.

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 buildings that contain the townhouses are organized into linear clusters that contain between four and ten townhouses, each two stories tall and two bays wide, with minimal Colonial Revival-style architectural features. Each townhouse is either a three- or four-bedroom unit ranging from about 1,005 to 1,058 square feet in size (MCP 135, 250, 260, 267, 274). The townhouses rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems of these buildings are clad in brick veneer, vinyl siding, or a combination of the two. Some townhouses with both brick veneer and vinyl siding have detailing that mimics half timbering (1082 and 1084 West Side Drive). The buildings are covered by a moderately pitched, asphalt-shingled, side-gabled roof dotted by metal exhaust vents. Each townhouse features its own entrance filled with a single-leaf door and topped by a decorative jack arch. Most doors have been replaced by paneled fiberglass, some of which are partially glazed. A few of the townhouses feature sidelights or a fan light (1072 West Side Drive). Access to each door is gained by a poured concrete stoop, some of which are reached by two to three steps. A front-gabled porch was observed at 864 West Side Drive. Window units, typically topped by a decorative jack arch, are predominantly singular, but paired units with two-light, vinyl, sliding windows or one-over-one, vinyl-framed, double-hung sashes are also present. Many also feature louvered, vinyl shutters.

An entry sign is located at the main entrance into the complex from West Side Drive and reads "Brighton West Condominiums" and contains directions to addresses as well as the speed limit. It is wooden and supported by square, wood posts. Other signage throughout the complex is also wood and supported by square wood posts. A pebbledash-clad noise wall runs to the east of Brighton West, along I-270.

Historic Context

Brighton West Condominiums was originally platted as Brighton West Condominium I though Brighton West Condominium V between November 24, 1970 and October 25, 1971 by prominent developer Milton Polinger and his wife, Helen, as well as the Seventy-S Associates, a partnership of the Polinger family, on land they purchased from Mid Century Homes, Inc. in 1966 (Montgomery County Deed Book [MCDB] 3139, 359; MCP 135, 274). West Side Drive, which borders the Brighton West Condominiums to the west was platted by the same developer and company in 1969 (MCP 9210). Sales for the property appear to have initially been offered by the builder/developer Polinger Company (The Washington Post 1971, E14). The buildings and complex layout were designed by the architecture firm Cohen, Haft & Associates (MCP 250-280).

Early advertisements of the newly opened "Brighton Village" which included the Brighton West Condominiums as well as the Brighton Village Apartments directly to the west, appeared in the Washington Post in October 1971 (The Washington Post 1971, E14). The Brighton Village was advertised as a "new community ... nestled in the charming countryside of Gaithersburg, Md and in the heart of prosperous Montgomery's R & D areas; yet convenient to major shopping areas, schools and parks" (The Washington Post 1971, E14). The townhouse units were noted as containing three or four bedrooms and two-and-a-half-baths, with amenities including washer and dryer, air conditioning, paneled family room, finished recreation room (in basement), and a dishwasher and disposal (The Washington Post 1971, E14). Community amenities included a swimming pool, located in the nearby Brighton Village Apartments.

Developer Milton Polinger was a prolific builder and developer in Montgomery County and Washington, D.C between the 1940s and 1970s (The Washington Post 1976, D6). He was president of multiple development companies including Polinger Company, Majestic Builders Corporation, and Polinger and Zupnik Builders Corporation and was involved in several Montgomery County projects including the Chevy Chase Office Building and North Park Apartments (The Washington Post 1976, D6).

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 architect for Brighton West Condominiums was Cohen, Haft & Associates, “a leading modernist architecture firm in the Washington, DC area, distinguished for designs integrated with their natural settings” (Maryland-National Capital Park and Planning Commission 2017). The firm began in 1953 as a partnership between Leonard A. Haft and Jack Cary Cohen, and by 1972, they had designed over 200,000 residential units (Kelly 2015, 371). Other properties they designed in Montgomery and Prince George’s counties include Springhill Lake Apartments (PG:67-040), The Executive Building College Park (PG:66-074), and Temple Israel Synagogue, Wheaton House Apartments (M: 31-27) (Kelly 2015, 371; Prince George’s Modern n.d.).

Evaluation:

Brighton West Condominiums is a typical and basic example of a planned multi-family development constructed during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). Brighton West Condominiums was not the first condominium or townhouse development in the area, nor did it shape future multi-family residential design at the local or regional level. Although Milton Polinger worked in the development and construction of many types of housing developments in the county, his efforts have not made lasting or substantial contributions to the history of apartment complex design in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under National Register of Historic Places (NRHP) Criteria A or B.

Although the townhouses retain most of the character-defining features of their property type, the complex is a common example of a ubiquitous property type and is not one of the earliest or last remaining examples. Alterations to the buildings, such as replacement siding and fenestration, have diminished the property’s historic integrity of design, materials, workmanship, feeling, and association. Better examples of Cohen, Haft & Associates multi-family residential projects exist elsewhere in this region, including the high-rise apartment buildings at Marlborough House (PG:75A-68) in Prince George’s County and the garden-style Wheaton House Apartments (M: 31-27) in Montgomery County (Bruder 2013; Creveling and Gournay 2005). For these reasons, this resource is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, Brighton West Condominiums is not eligible for listing in the NRHP.

This resource encompasses approximately 25 acres confined to the area designated on Montgomery County Plats 135 and 274, on tax map FS43.

References

Bruder, Anne E. 2015. Maryland Historical Trust, Maryland Inventory of Historic Properties Form: Springhill Lake Apartment Complex (PG:67-40). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Creveling, Elizabeth A., and Dr. Isabelle Gournay. 2005. Maryland Historical Trust, Maryland Inventory of Historic Properties Form: Wheaton House (M: 31-27). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

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

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George’s Counties, Maryland, Suburban

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

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

Maryland-National Capital Park and Planning Commission. 2017. Bus Tour 2017 – Cohen, Haft & Associates. Montgomery Modern Tours Accessed November 8, 2018. <http://montgomeryplanning.org/planning/historic/montgomery-modern/montgomery-modern-tours/>

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats. Archives of Maryland Online. Accessed September 4, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Prince George's Modern. N.d. Cohen, Harf & Associates (1958-c. 1971). Maryland National-Capital Park and Planning Commission. Accessed November 6, 2018. <http://www.mncppc.org/DocumentCenter/View/5211/Cohen-Haft-Summary-PDF?bidId=>.

The Washington Post. 1971. "Opened Brighton Village." October 30, 1971, E14.

--- 1976. "Milton Polinger, Building, Is Dead at 62." December 22, 1976, D6.

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

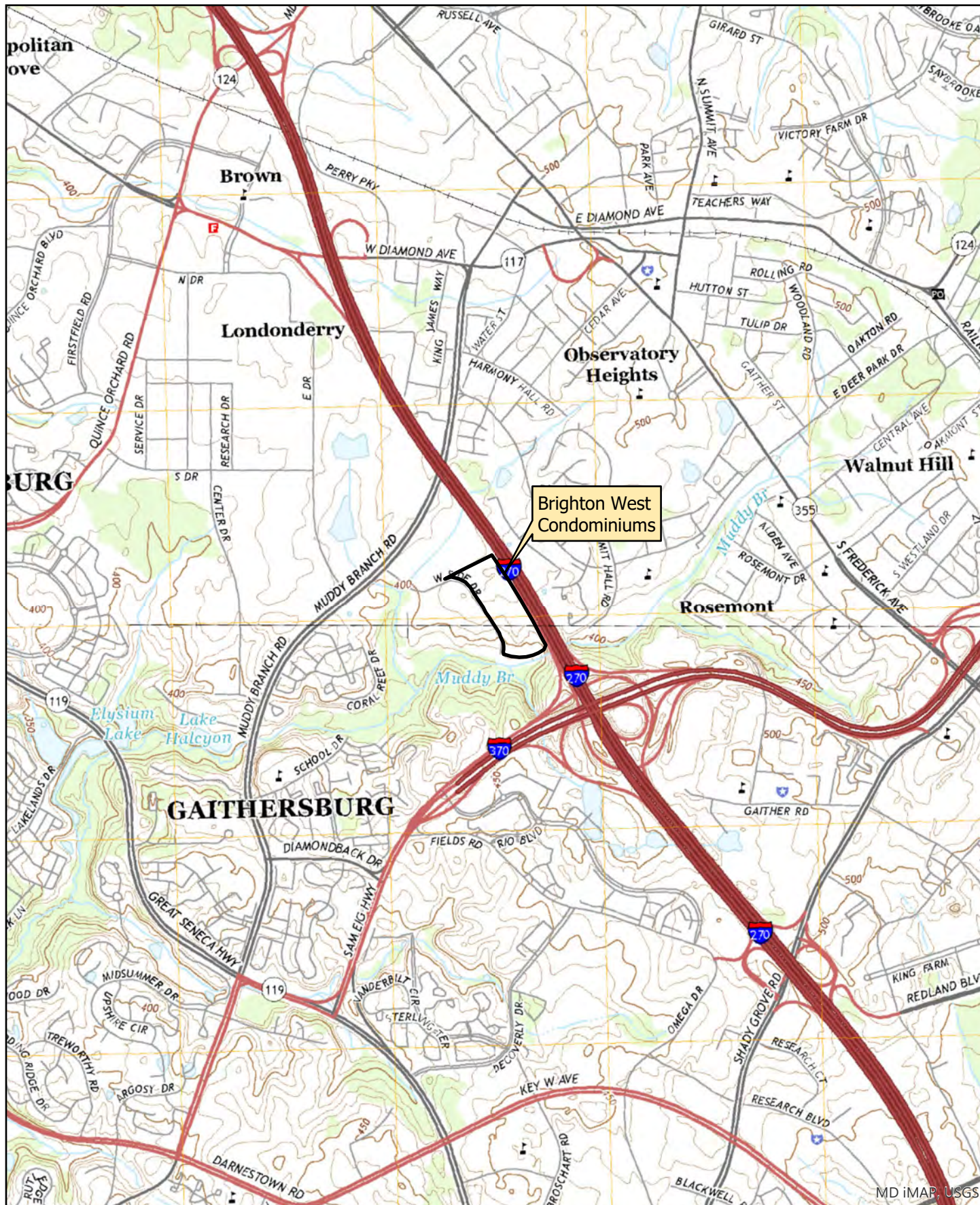
Reviewer, National Register Program

Date

Brighton West Condominiums

Location: 648 - 1158 (evens only) West Side Drive
City: Gaithersburg

MIHP#: M: 21-283
Montgomery County



USGS 7.5' Quadrangle - Gaithersburg

0 0.3 0.6
Miles
Scale: 1:24,000



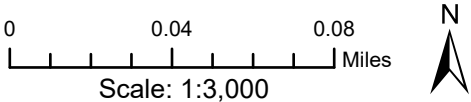
Brighton West Condominiums

Location: 648 - 1148 West Side Drive
City: Gaithersburg

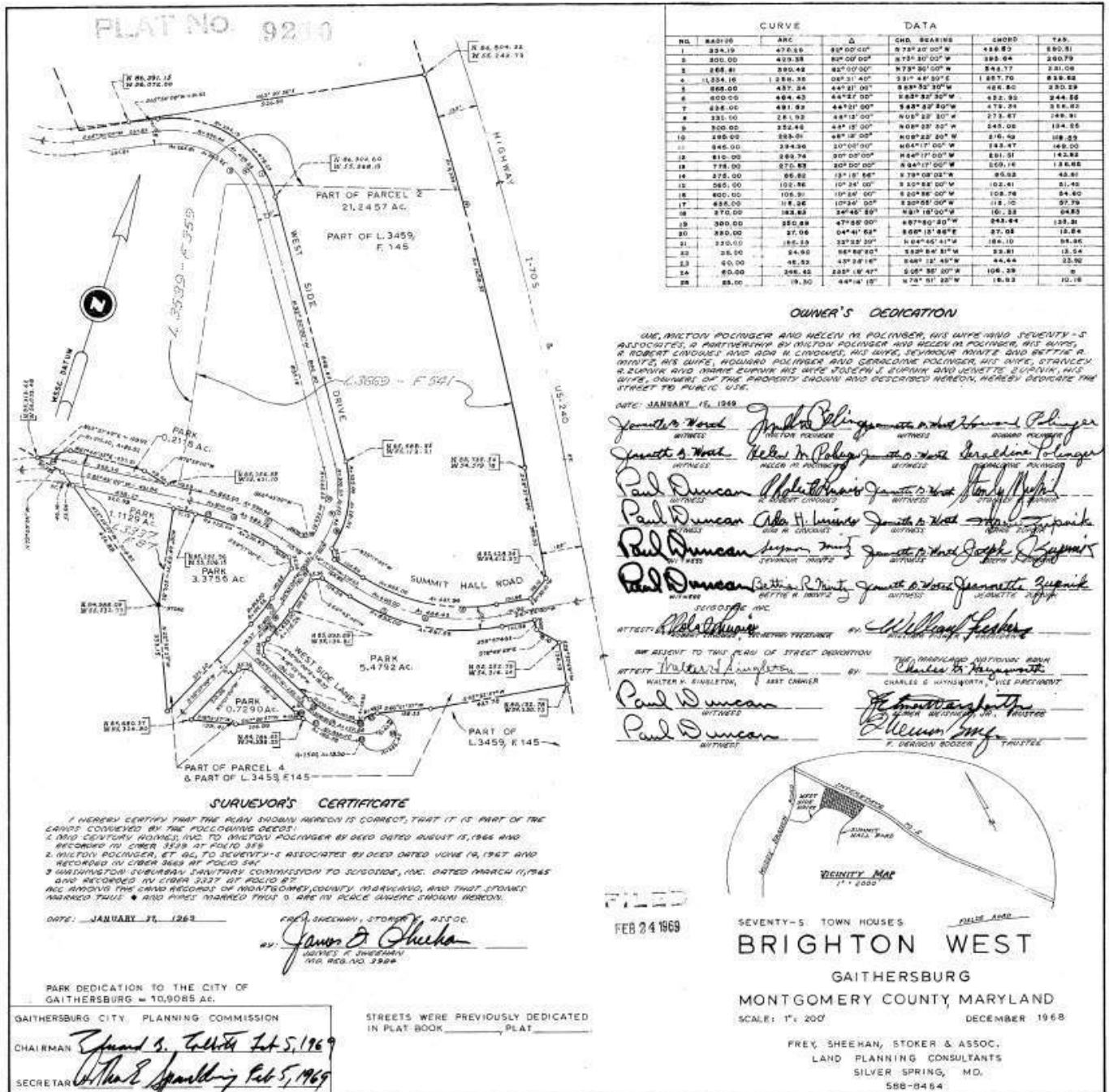
MIHP#: M: 21-283
Montgomery County



Parcel Boundaries

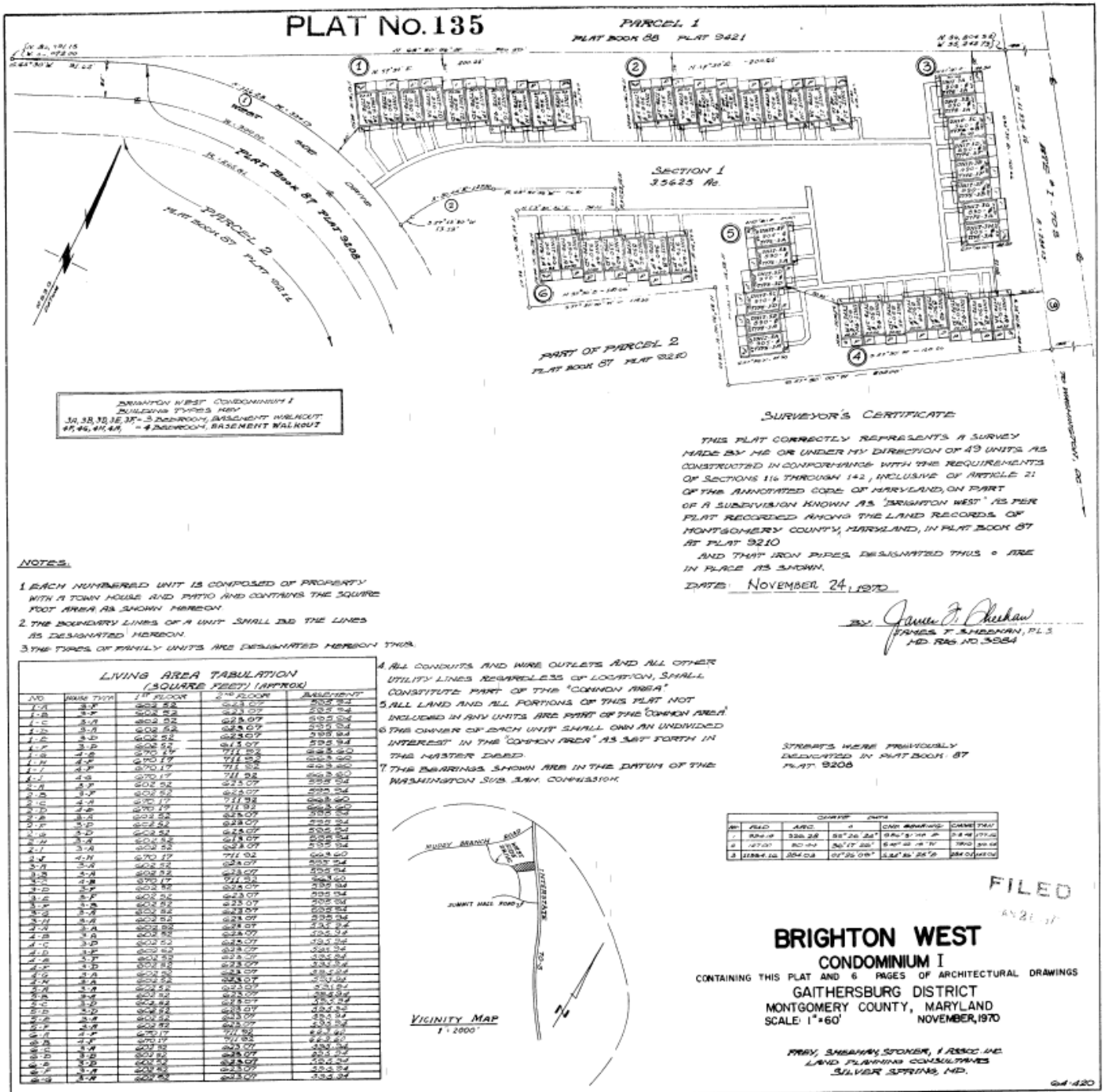


**Brighton West Condominiums (M: 21-283)
648-1158 West Side Drive (evens only)
Gaithersburg, Montgomery County, Maryland**



1969 Brighton West road plat (MCP 9208).

Brighton West Condominiums (M: 21-283)
648-1158 West Side Drive (evens only)
Gaithersburg, Montgomery County, Maryland



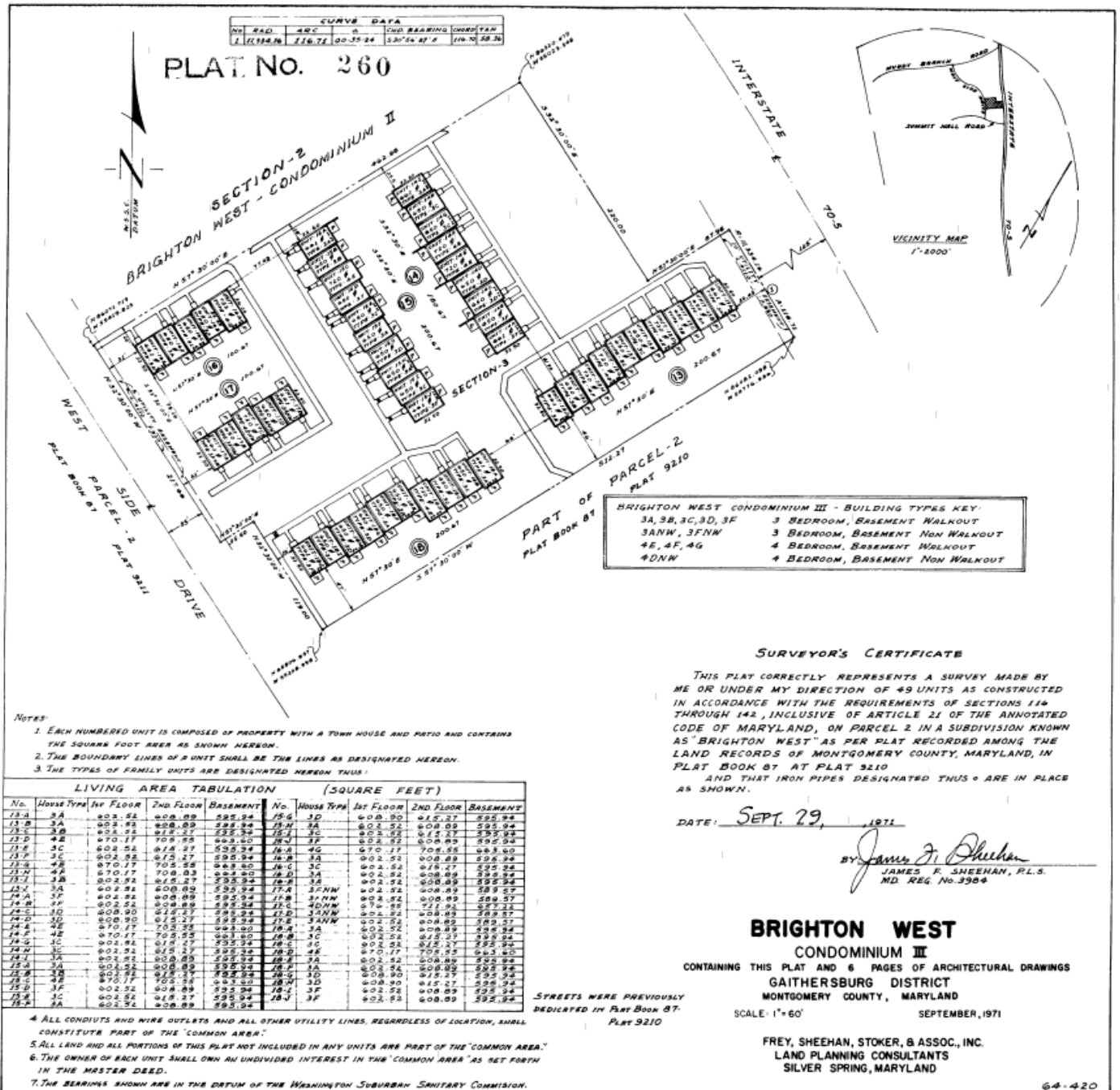
1970 condominium plat Brighton West Condominium I (MCP 135).

Gaithersburg, Montgomery County, Maryland



1971 condominium plat Brighton West Condominium II (MCP 250).

Brighton West Condominiums (M: 21-283)
648-1158 West Side Drive (evens only)
Gaithersburg, Montgomery County, Maryland



1971 condominium plat Brighton West Condominium III (MCP 260).

Gaithersburg, Montgomery County, Maryland



1971 condominium plat Brighton West Condominium IV (MCP 267).

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No M: 21-283

Name Brighton West Condominiums
Continuation Sheet

Number Photos Page 1



Photo 1 of 7: View of 940 Block of West Side Drive, looking northeast.



Photo 2 of 7: View of 1082-1088 West Side Drive, northwest elevation.

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

Inventory No M: 21-283

Name Brighton West Condominiums
Continuation Sheet

Number Photos Page 2



Photo 3 of 7: Example of rear view of typical Brighton West townhouses.



Photo 4 of 7: View of 690 block of West Side Drive, looking northwest.

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

Inventory No M: 21-283

Name Brighton West Condominiums
Continuation Sheet

Number Photos Page 3



Photo 5 of 7: View of entry sign on West Side Drive, looking east.



Photo 6 of 7: Landscaping seen throughout Brighton West townhouses.

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

Inventory No M: 21-283

Name Brighton West Condominiums
Continuation Sheet

Number Photos Page 4



Photo 7 of 7: View of sound wall that borders I-270, looking east.

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

Inventory No M: 21-283

Name Brighton West Condominiums
Continuation Sheet

Number Photos Page 5

PHOTO LOG

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

Photographs inserted on continuation sheets.

Photo 1 of 7:
View of 940 block of West Side Drive, looking northeast.
M; 21-283_2018-10-01_01.tif

Photo 2 of 7:
View of 1082-1088 West Side Drive, northwest elevation.
M; 21-283_2018-10-01_02.tif

Photo 3 of 7:
Example of rear view of typical Brighton West townhouses.
M; 21-283_2018-10-01_03.tif

Photo 4 of 7:
View of 690 block of West Side Drive, looking northwest.
M; 21-283_2018-10-01_04.tif

Photo 5 of 7:
View of entry sign on West Side Drive, looking east.
M; 21-283_2018-10-01_05.tif

Photo 6 of 7:
Landscaping seen throughout Brighton West townhouses.
M; 21-283_2018-10-01_06.tif

Photo 7 of 7:
View of sound wall that borders I-270, looking east.
M; 21-283_2018-10-01_07.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Burning Tree Estates

Inventory Number: M: 29-72

Address: South of Bradley Boulevard at I-495

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: GP21, GP31

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Jan 4, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

The planned residential neighborhood known as Burning Tree Estates is located in Bethesda, Montgomery County. Burning Tree Estates is located on the northwest and southeast side of Interstate 495 (I-495). The north section is bounded on the west by Seven Locks Road, on the east by I-495, on the south by Seven Locks Manor, and on the north by Rosehill Estates. The south section is bounded by I-495 on the west, Arrowood on the north, and Burning Tree Club

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:

(M: 35-121) to the east and south. It consists of several streets laid in a curvilinear pattern, some of which terminate at a cul-de-sac. According to state tax data, residential lots contain approximately 0.4-0.6 acre each. The residential properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at each dwelling. There are no sidewalks in the neighborhood. Secondary resources include sheds and swimming pools (Google 2018).

Description:

Burning Tree Estates contains single-family dwellings constructed in two phases, from 1952-1953 and 1963-1970 (National Environmental Title Research [NETR] 1957, 1963). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story, Ranch, Split-Level, and Split-Foyer forms, and in variations of the Shed style.

Houses in Burning Tree Estates are between one and two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature small sections of wood, stone, or vinyl siding. Houses demonstrate a variety of roof forms, which are primarily sheathed in asphalt shingles. Many examples feature brick exterior-end (7610 Dwight Drive) or interior chimneys. Dwellings have either attached carports (9120 Quintana Drive) or attached garages (7612 Dwight Drive). Where topography requires, basement-level garages are present. Primary entrances are typically centered on the façade and contain single- or double-leaf wood or metal doors. Windows in Burning Tree Estates vary based on building style, but are predominately single- or double-hung-sash, vinyl windows, including faux muntins (7600 Dwight Drive). However, several houses feature original units, including six-over-six, double-hung-sash wood windows (7615 Arrowood Road). Additional window types, such as picture windows on Ranch houses and casement windows are present (7413 Arrowood Road). Louvered and paneled shutters are common on Colonial Revival-style dwellings (7600 Dwight Drive). Porches are occasionally present, and may be one or two stories in height (7600 Arrowood Road), and partial or full-width (7522 Arrowood Road). Infill is rare within Burning Tree Estates (7520 Arrowood Road), but additions and other modifications are typical. When additions are present, they typically extend from the side or rear of dwellings and are one or two stories tall.

Historic Context:

Burning Tree Estates was first platted in 1952, and the construction of dwellings began soon after. Advertised in The Washington Post soon after it was platted, lots were sold to homeowners on the condition that individual house plans were developer-approved to ensure “a community of attractive houses” (The Washington Post 1952, R13). It is clear that no overarching design principle was applied among the dwellings, as styles vary greatly though they generally adhere to conventional forms and common materials. Burning Tree Estates was

initially developed by Rosehill Estates, Inc, the same developer of the Rosehill Estates subdivision to the immediate north. Shortly after platting, development of the site was taken over by Robinson Real Estate Developers, led by Mel Robinson. Burning Tree Estates was platted and developed in sections; in 1955 a new section opened overlooking Bethesda Country Club, with lots from \$3,250 to \$3,650 (The Evening Star 1955, 51). By the end of 1955, 60 custom homes were built on-site, and were priced between \$27,500-40,000 (The Washington Post 1955, G4).

The eastern section, including Dwight Drive and Arrowood Road east of I-495, was platted by Ed Jacobson Jr., Inc., in 1963 (MCP 7205). Lots were advertised for sale on Arrowood Road in 1966 as “a few half-acre lots left in this exclusive area of \$90,000 homes” (The Washington Post 1966, F1). The platting and development of Burning Tree Estates did not include any amenities like community centers or other facilities, as it was located south of Montgomery Country Club (now the Bethesda Country Club) and northwest of Burning Tree Club, and these clubs were a part of the neighborhood’s appeal. Newspaper advertisements frequently referenced proximity to the clubs and the exclusivity of the area (The Evening Star 1952, 71).

Evaluation:

The following evaluation is written in reference to Maryland’s Suburbanization Historic Context and Suburbanization Historic Context Addendum I-495/I-270 Managed Lanes Study, Montgomery and Prince George’s Counties, Maryland, Suburban Diversification Period (1961-1980).

Burning Tree Estates is a planned residential neighborhood and an example of large-lot subdivisions established west of Washington, D.C., during the Modern and Suburban Diversification periods. Burning Tree Estates is not an early or last remaining example, nor did it introduce design innovations influential to later developments. This property demonstrates no significant associations with local or regional residential development and planning or demographic trends; therefore, it is as not eligible under NRHP Criterion A.

The developers of this subdivision worked in both residential and commercial development in the D.C. area, but their projects are not notable, and the professionals involved had no significant influence on suburbanization in Maryland. Therefore, Burning Tree Estates is not eligible under Criterion B.

Burning Tree Estates demonstrates design elements common to planned residential neighborhoods in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County during the Modern and Suburban Diversification Periods. The architecture of the neighborhood’s single-family dwellings is not rare in Montgomery County, the houses are not the work of master architects, and they exhibit common materials and

forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The resource encompasses approximately 103.7 acres north of I-495 and 40.4 acres on the south side of I-495, for a total of roughly 144.1 acres. This is confined to Plats 3298, 3564, found on Montgomery County Tax Maps GP21 and GP31.

References:

The Evening Star. 1952. "Lots and Acres for Sale." August 26, 1952.

--- 1952. "Burning Tree Estate." October 22, 1952.

--- 1955. "Montgomery County Lots and Acreage." March 15, 1955.

Google. 2018. "Bethesda, MD." Map. Google Earth (computer program). Accessed August 2018. <http://www.google.com/earth/download/ge/agree.html>.

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 November 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

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

The Washington Post. 1952. "Burning Tree Estates." September 28, 1952.

--- 1955. "Burning Tree Estates Ready for Choppers." December 4, 1955. G4.

---1966. "Lots, Acreage for Sale." January 27, 1966.

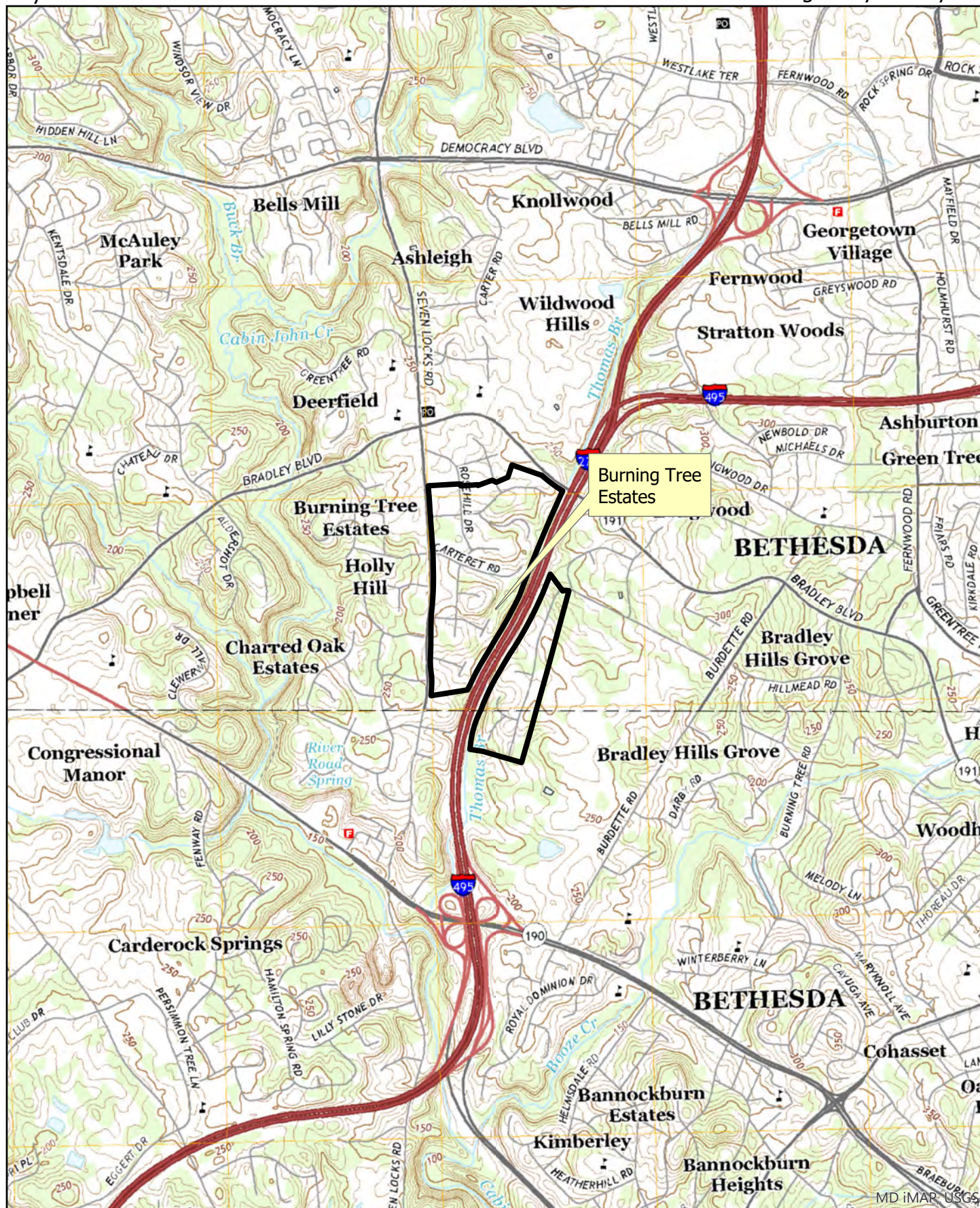
Burning Tree Estates

Location: South of Bradley Boulevard at I-495

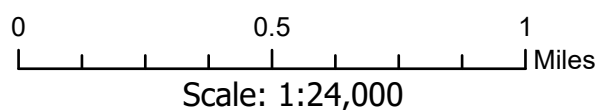
City: Bethesda

MIHP#: M: 29-72

Montgomery County



USGS 7.5' Quadrangle - Rockville



Burning Tree Estates

Location: South of Bradley Boulevard at I-495

City: Bethesda

MIHP#: M: 29-72

Montgomery County



Parcel Boundaries

0 0.15 0.3 Miles

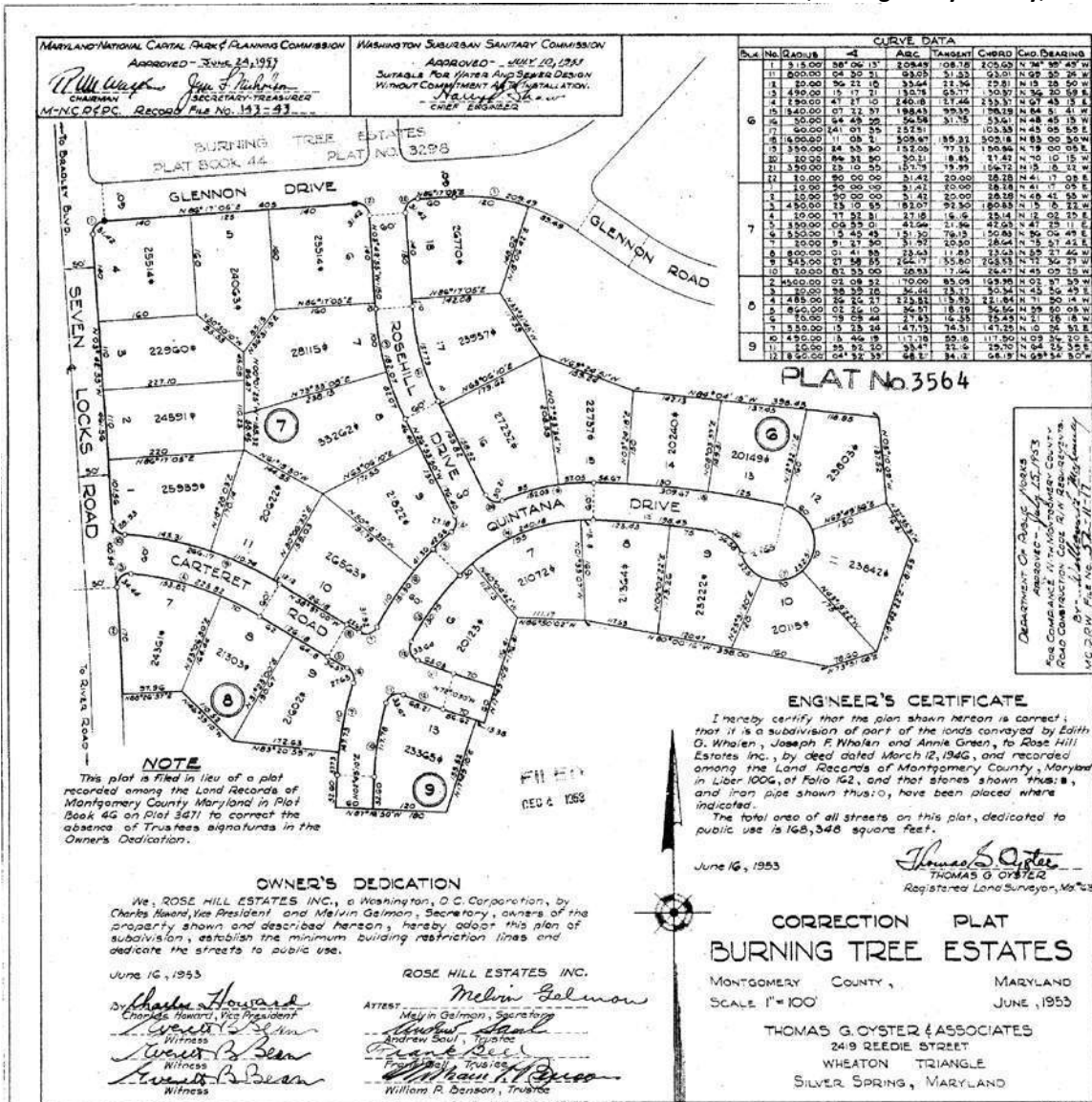
Scale: 1:8,000



7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road
Bethesda, Montgomery County, Maryland



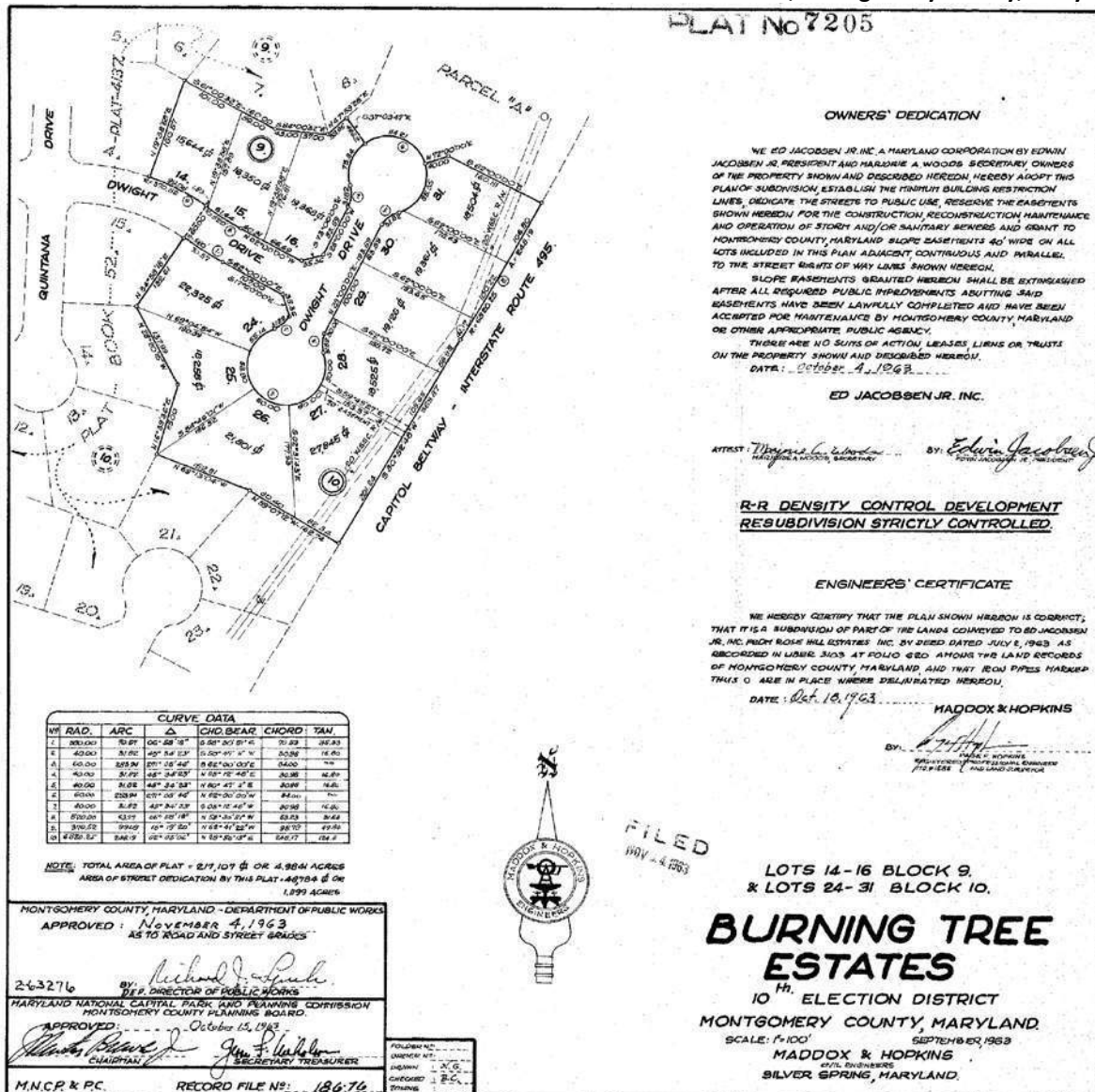
7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road
Bethesda, Montgomery County, Maryland



1953 correction plat of Burning Tree Estates, blocks 6-9 (MCP 3564).

Burning Tree Estates (M: 29-72)

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road
Bethesda, Montgomery County, Maryland



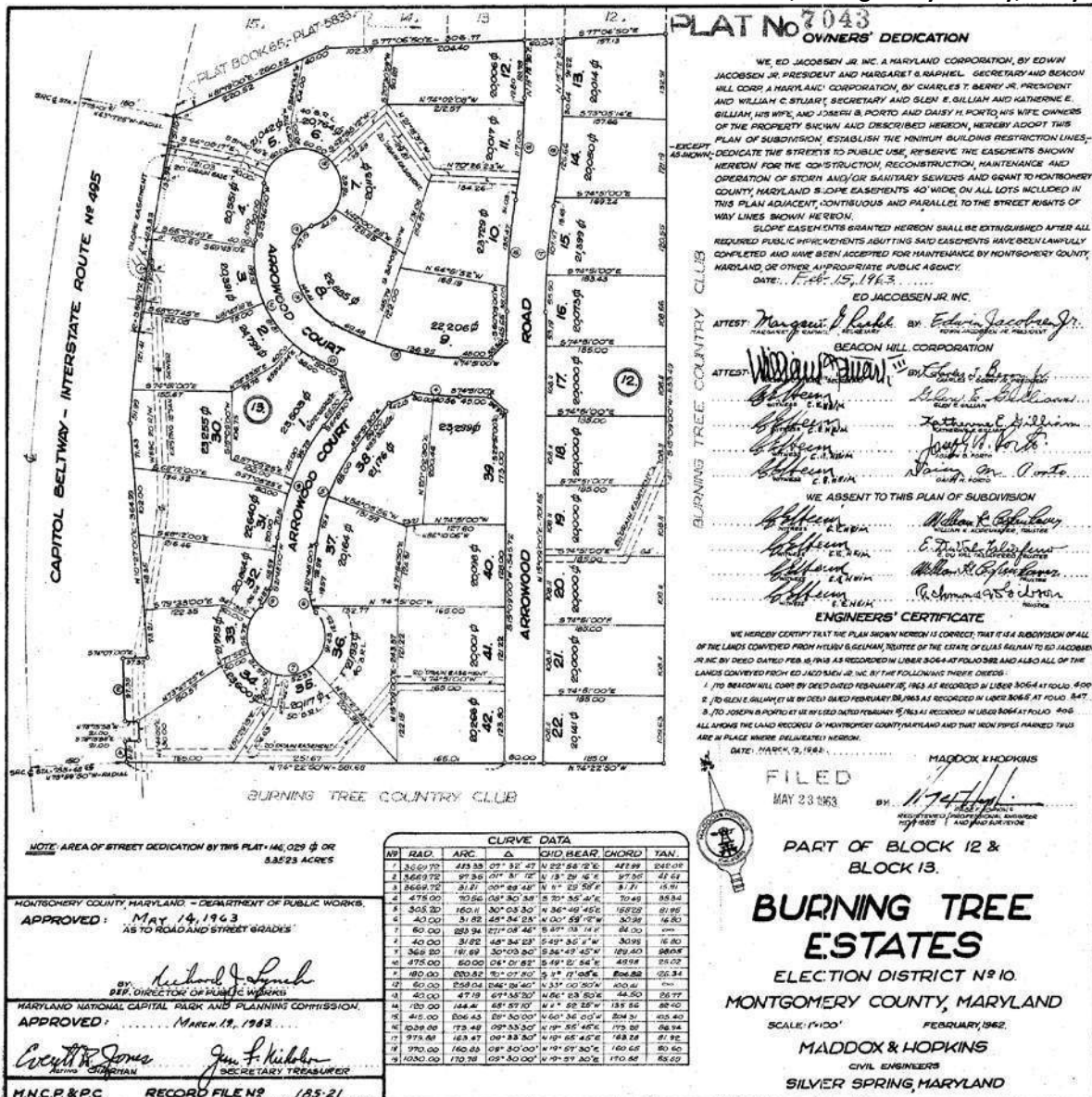
1963 plat of Burning Tree Estates, lots 14-16 block 9, lots 24-31 block 10 (MCP 7205).

Burning Tree Estates (M: 29-72)

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511,

7513, 7600-7608 Shadywood Road

Bethesda, Montgomery County, Maryland



1962 plat of Burning Tree Estates, Parts of Block 12 and 13 (MCP 7043).

Burning Tree Estates (M: 29-72)

7701-7735 Arrowood Court (odds), 7400 Arrowood Road, 7405-7413 Arrowood Road (odds), 7414 Arrowood Road, 7417-7418 Arrowood Road, 7421-7422, 7425-7426, 7429-7431, 7434-7436, 7440, 7500, 7504-7505, 7508-7509, 7513, 7514-7522 (evens), 7600-7601, 7604-7605, 7608-7609, 7612, 7615-7616 Arrowood Road, 1-7 Arrowood Terrace, 7600-7601, 7604-7605, 7609-7610, 7613-7614, 7616-7618, 7620-7622, 7625, 7627, 7705-7706, 7709 Carteret Road, 7600-7601, 7604-7605, 7608-7609, 7612-7613, 7616-7617, 7621, 7625, 7704, 7711 Dwight Drive, 7500-7502, 7504-7506, 7508-7509, 7513-7514, 7517-7516, 7522-7523, 7526-7527, 7531, 7600-7601, 7604-7605, 7608-7609, 7700-7701, 7704, 7708-7709, 7712-7713 Glennon Drive, 7700-7701, 7704, 7707-7708, 7712, 7715-7716, 7720, 7723-7724, 7727-7729, 7731 Groton Road, 7600-7601, 7604-7605, 7608-7609, 7613 Quintana Court, 9000-9001, 9004-9005, 9008-9009, 9100-9101, 9104-9105, 9108, 9112, 9115-9116, 9120, 9200-9201, 9205, 9209, 9212, 9215-9216, 9219-9220, 9223-9224 Quintana Drive, 9200-9201, 9204-9205, 9208, 9401, 9404, 9407-9408, 9411-9412 Rosehill Drive, 9401, 9404 Seddon Road, 8905, 8917, 8921, 9001, 9005, 9011, 9013, 9105, 9109, 9113, 9117, 9121, 9125, 9205, 9209, 9213, 9401, 9405, 9409, 9413 Seven Locks Road, 7500-7507, 7509-7511, 7513, 7600-7608 Shadywood Road
Bethesda, Montgomery County, Maryland



1960 plat of Burning Tree Estates, part of Blocks 12 and 13 (MCP 5833).

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 1



Photo 1 of 11: Southwest elevation of 9201 Quintana Drive.



Photo 2 of 11: Northeast elevation of 7609 Dwight Drive.

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 2



Photo 3 of 11: Northwest elevation of 7600 Dwight Drive.



Photo 4 of 11: Groton Road facing northeast.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 3



Photo 5 of 11: Northeast elevation of 7715 Arrowood Court.



Photo 6 of 11: Southwest oblique of 7600 Arrowood Road.

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 4



Photo 7 of 11: Arrowood Road and court facing northeast.



Photo 8 of 11: Northwest elevation of 7418 Arrowood Road.

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 5



Photo 9 of 11: Northwest elevation of 7609 Dwight Drive.



Photo 10 of 11: Carteret Road facing west at 7617 Carteret Road.

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 6



Photo 11 of 11: South elevation of 7709 Arrowood Court.

PHOTO LOG

Name of Property: Burning Tree Estates
Name of Photographer: Adriana Moss, Melissa Butler
Date of Photographs: 10/01/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 11:
Southwest elevation of 9201 Quintana Drive.
M; 29-72_2018-10-01_01.tif

Photo 2 of 11:
Northeast elevation of 7609 Dwight Drive.
M; 29-72_2018-10-01_02.tif

Photo 3 of 11:
Northwest elevation of 7600 Dwight Drive.
M; 29-72_2018-10-01_03.tif

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

Inventory No: M: 29-72

Name Burning Tree Estates
Continuation Sheet

Number Photos Page 7

Photo 4 of 11:

Groton Road facing northeast.

M; 29-72_2018-10-01_04.tif

Photo 5 of 11:

Northeast elevation of 7715 Arrowood Court.

M; 29-72_2018-10-01_05.tif

Photo 6 of 11:

Southwest oblique of 7600 Arrowood Road.

M; 29-72_2018-10-01_06.tif

Photo 7 of 11:

Arrowood Road and court facing northeast.

M; 29-72_2018-10-01_07.tif

Photo 8 of 11:

Northwest elevation of 7418 Arrowood Road.

M; 29-72_2018-10-01_08.tif

Photo 9 of 11:

Northwest elevation of 7609 Dwight Drive.

M; 29-72_2018-10-01_09.tif

Photo 10 of 11:

Carteret Road facing west at 7617 Carteret Road.

M; 29-72_2018-10-01_10.tif

Photo 11 of 11:

South elevation of 7709 Arrowood Court.

M; 29-72_2018-10-01_11.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Cabin John Regional Park

Inventory Number: M: 29-78

Address: 7400 Tuckerman Lane

Historic District: Yes

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

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

Preparer's Name: Nicole A. Diehlmann

Date Prepared: May 7, 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

Cabin John Regional Park is an approximately 513.85-acre public park at 7400 Tuckerman Lane in Bethesda, Montgomery County, that was established circa 1966. It is west of Dwight D. Eisenhower Memorial Highway/Washington National Pike (I-270). The park is roughly bordered by the I-270/Montrose Road interchange to the north, multiple residential subdivisions to the west, Cabin John Stream Valley Park Unit 5 to the southwest, residential and commercial developments to the southeast, and I-270 to the east. The surrounding area is densely developed with single-family residential subdivisions, apartment

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

complexes, and commercial properties. The park's main entrance is located on Tuckerman Lane, but smaller entrances are located throughout the park, providing access to specific features.

DESCRIPTION

The park consists of four discontinuous areas interrupted by Tuckerman Lane in the northern section, Pepco transmission lines in the center, and Democracy Boulevard in the southern section. Each of the four sections are described in more detail below. The park is characterized by a mix of intensively developed active recreational areas and passive areas with woodland and trails. Park entrances and building complexes are marked by rustic wooden signs with incised lettering generally noting the facility name. Large wooden informational signage boards with asphalt-shingle, side-gable roofs are located throughout the park, and generally date to circa 1970. Smaller wooden signage boards of varying shapes, including board panels, are also throughout the park, as are directional signs. Entrance drives are typically asphalt and have metal swing-arm gates. Cabin John Creek and the natural surface Cabin John Trail run through all four park sections and continue south into Cabin John Stream Valley Park, Unit 5. Trails throughout the park are generally gravel or natural surface and have the occasional culvert, wooden or metal bridge, wooden bench, and railroad-tie stairs. Some parts of the trails have rustic board fencing. Some paths within the park are asphalt paved; these are generally located in areas with more active recreational activities. Wooden pavilions, supported by wooden posts on poured concrete foundations, stand throughout the park and generally date to the late 1960s. Most are rectangular with asphalt-shingle gable roofs, but others have different shapes, such as a hexagonal one with an open wood-board roof near the playground in the north central section. Playgrounds are mulched and contain replacement metal and plastic equipment. The ballfields date to the park's opening in 1966 and are surrounded by tall chain-link fences. Most have metal bleachers and chain-link backstops. The tennis and racquetball courts, dating to circa 1967, are surrounded by chain-link fencing and have light fixtures set on poles.

Northern Section

The northern section is mostly undeveloped, with hiking trails leading through wooded areas. The Cabin John Trail runs along the west side of Cabin John Creek, and a series of looping natural surface trails (Kidney Bean Loop Trail, Highway Loop Trail, and Campground Loop Trail) are between I-270 and the east bank of the creek. Several connector trails link the neighborhoods along the western park boundary to the Cabin John Trail.

At the southwest corner is an active recreation area, accessed from an asphalt parking area that abuts the northeast side of Tuckerman Lane. The area is enclosed by a chain-link fence, with a playground, softball field, large lawn, volleyball court, three horseshoe pits, two wooden circa 1970 gable-roof picnic shelters, a grilling area, and a 1999 Contemporary-style restroom building. Old Farm Creek runs through the southern corner, joining Cabin John Creek east of the picnic area.

The circa 1970 Robert C. McDonell Campground is northeast of the recreational area and is accessed via a concrete-and-metal bridge from Tuckerman Lane. A looping gravel service road provides access to the seven walk-in primitive sites campsites, two small parking areas, and a group pavilion. Chemical toilets enclosed by a vertical wood-board fence are near the western gravel parking area. The gravel eastern parking area has chemical toilets and an octagonal pavilion with a tiered metal roof supported by wood

posts. The pavilion is partially surrounded by a low stone wall and rests on concrete pavers. Each campsite has two tent pads on a raised railroad-tie platform, two picnic tables, a grill and a fire pit (Montgomery Parks).

North Central Section

The north central section is more developed. The Cabin John Maintenance Facility is located at the northwest corner, accessed by a single driveway from Tuckerman Lane. The east side includes the Southern Region Headquarters for Montgomery Parks and the Cabin John Station. The natural-surface Cabin John Trail crosses Tuckerman Lane from the north section and continues into the center of this section along the east bank of Cabin John Creek and then runs east along the southern boundary, just north of the transmission lines.

The Cabin John Maintenance Facility is a U-shaped building complex with an asphalt yard in the center. The western side has a large circa 1970 side-gable building clad in horizontal vinyl siding with several roll-up garage doors; a circa 2011 three-bay, shed-roofed, metal shed with an open side on the east elevation; and a prefabricated gambrel-roof shed. The south side has open sheds and garage buildings, with shed and gable roofs, constructed between 1988 and 2002. The eastern side has a one-and-a-half story building with a complex roofline of gable and shed forms that runs north-south that was also constructed between 1988 and 2002. The grounds are surrounded by a chain-link fence topped with barbed wire.

The main entrance for Cabin John Regional Park is east of the maintenance facility, marked by a stone and wood sign on the south side of Tuckerman Lane. The entrance road, a looped asphalt drive with parking along both sides, leads to the Southern Region Headquarters for Montgomery Parks. North of the headquarters building, the parking lot is surrounded by a circa 1974 amphitheater; several picnic shelters dating to circa 1970; a large playground area; a grill area; and two restroom buildings—the western one dating to 1985 and the eastern to 1993. A wooden totem pole is near the playground. The Cabin John Station, a station for a miniature train, is east of the headquarters building. Train tracks for the miniature train wind through the woods south and southeast of the station. Southeast of the station is a dog exercise area, and to the northeast are additional picnic shelters, a playground and a circa 2010 stone Tai Chi court. The dog park, separated into two areas for large and small dogs, is surrounded by tall chain-link fencing and has a metal gable-roof pavilion near the entrance. A second asphalt parking lot, located east of the train station, is accessed from Westlake Drive, along the park's eastern boundary. Both this lot and the looped parking lot to the north are set within wooded areas and have islands with mature trees. The buildings and building complexes identified above are further described below:

The circa 1970 Southern Region Headquarters is a one-story brick building running on a northwest-southeast axis that has the appearance of a large Minimal Traditional house. The building was constructed in two phases—the northwest side of the building is a Cape Cod type structure built prior to 1957, while the southeastern portion was built by M-NCPPC circa 1970. A circular asphalt driveway with an island is southeast of the building and a prefabricated gambrel-roof shed is south. The façade faces northeast and has cross gables at either end with horizontal vinyl siding. The off-center door is accessed via one of two concrete paths lined by square wood posts with metal pole railings. The entry is within a gable-front projection flanked by narrow 1/1 vinyl windows. An asymmetrical chimney projects east of the entry. There is a small gabled projection on the southeast elevation and a wooden deck on the southwest. The

brick basement is exposed on the southeast and southwest elevations. The building has a variety of wood and vinyl window openings, including paired and single 1/1, single 2/2 windows with horizontal panes, and two Chicago windows on the southwest elevation. The building is sheltered by an asphalt-shingle, side-gable roof.

The circa 1974 Shed-style amphitheater sits on a concrete-block foundation, and the walls are a combination of painted concrete block and diagonal wood siding. The façade faces southwest and has a small wooden deck accessed by wooden stairs. It has two doors and a breezeway on the south side. The doors lead to two dressing/storage areas. The northeast elevation has diagonal wood siding and a projecting angled porch on the south side. A concrete platform and stepped earthen amphitheater extend from the northeast elevation. The structure has an asphalt-shingle shed roof.

The circa 1970 Cabin John Station is a one-story, side-gabled building set on an approximately east-west axis. A brick-paver and concrete patio with benches is north of the building. The building sits on a poured concrete foundation and is frame, clad in vertical wood-board siding. The north side of the asphalt-shingle, side-gable roof has a sign reading "CABIN JOHN STATION ROCKVILLE, MARYLAND." The façade faces north and has a full-length incised porch supported by square wooden posts that wraps around to both the east and west elevations. There is also signage on the gable ends of the east and west elevations. A shed roof, extending from the south elevation, covers the open platform for passenger loading onto a miniature train. Building openings include wooden solid and glazed doors, and wooden fixed-sash windows. The building contains a party room. The miniature train carries visitors over a two-mile ride on a railroad track through wooded areas of the park south and southeast of the station.

West of the station is a circa 1970 small, brick, front-gable mechanical trash receptacle with a sign reading, "PORKY THE LITTER EATER." The building resembles a fairytale house with a crooked roof and bent chimney pipe. A fake window at the front frames the face of a three-dimensional cartoon pig with an open mouth. Above the opening is a speaker through which the pig speaks when a button is pressed. Between the trash receptacle and the station is a drinking fountain with a hippo head set on a brick and concrete platform.

South Central Section

The south central section is the most developed area of the park and contains multiple buildings and structures for active recreation that date to the opening of the park. This section includes two distinct active recreation areas: an indoor ice rink and sports complex accessed from Westlake Drive, and indoor tennis courts and a nature center accessed from Democracy Boulevard.

The Westlake Drive entrance leads to the circa 1969 indoor ice-skating rink at the northeast corner, surrounded on the south and southwest sides by asphalt parking lots with grass islands. Abutting the parking lots to the southwest is a circa 1970s baseball diamond and a court complex with nine lighted tennis courts, four racquetball courts, and a circa 1992 shed-style restroom building. West of the ice rink and north of the court complex is the circa 1998 Shirley Povich Baseball Field with a one-story ticket and concession stand building, a picnic shelter, and brick and concrete bleachers. Northwest of Povich Field are two circa 1970s softball diamonds. An asphalt road leads northwest from the primary parking area to two smaller parking areas north of the softball diamonds. Another asphalt road leads west from the south end

of the main parking area to a separate parking area. North of this parking area are two circa 1970 softball diamonds, and to the south are two circa 1980 handball courts and a circa 1988 volleyball court, a grass lawn, and a rectangular soccer field. The baseball and softball fields are surrounded by tall chain-link fences and most have metal bleachers and chain-link backstops. The tennis and racquetball courts are surrounded by chain-link fencing and have light fixtures set on poles. The northwest and western portions are undeveloped woodland with a few trails (Gooseneck Trail, Cabin John-Gooseneck Trail, Gooseneck-Cabin John Regional) on the east side of Cabin John Creek. At the far northwestern edge, the Snakeden Branch flows south into Cabin John Creek.

The circa 1969 Cabin John Ice Rink, originally a one-story, Shed-style building, has been expanded with a large, circa 1997 addition to the southeast and southwest. Oriented on a northwest-southeast axis, the current façade faces southeast and is clad in rusticated concrete blocks. A front gable projection has stickwork in the gable end. A porch with an irregular-shaped roof, supported by metal posts, projects from the gable and protects the entrance. A rusticated concrete-block pylon rises southwest of the entrance and has three-dimensional lettering spelling "Cabin John Ice Rink." The northeastern and southwestern sections housing the ice rinks are taller, with shed roofs and walls clad in what appears to be synthetic stucco. The roof between the two taller sections is flat. The interior holds three ice rinks, including one that is Olympic sized, a dance studio, three party rooms, a pro shop and café (Montgomery Parks).

The Democracy Boulevard entrance includes two driveways leading to a large asphalt parking area with grass islands. North of the parking lot is the indoor circa 1970 Pauline Betz Addie Tennis Center. East of the tennis center is a small circa 1930s log cabin. A circa 1990 metal-arch truss pedestrian bridge leads from the parking lot to a wooded area containing the circa 1978 Locust Grove Nature Center and a small front-gable wooden shed covered in vertical-board siding. Southeast of the nature center is a naturalistic play area with benches and a fire pit. Several trails (Tulip Tree, Oak Ridge, Upland Meadow) loop through the wooded area east of the nature center. The Pine Ridge Trail leads west from the tennis center parking lot to the Cabin John Trail. The Cabin John Trail winds along the northern boundary of this section, then curves south along the east and south banks of Cabin John Creek until it hits Democracy Boulevard. The trail then runs west until it crosses Seven Locks Road and enters Unit 5 of Cabin John Stream Valley Park. The rest of this portion is undeveloped woodland.

The circa 1970 Pauline Betz Addie Tennis Center consists of two gable-roofed buildings connected by a flat-roofed hyphen, oriented on an east-west axis. The buildings, set on what appears to be a concrete slab foundation, are painted concrete block on the lower half and have vertical metal panels above. Paired doors provide entry at the central metal-parapeted, flat-roofed portion of the building that is protected by a fabric barrel awning. The larger wings are sheltered by standing-seam metal gable roofs. The building contains three indoor tennis courts in each of the gable-roofed wings, and a central area with an office, a pro shop, lounge, and two locker rooms (Montgomery Parks).

The circa 1930 log cabin, named the Armstrong Cabin, is oriented on a northwest-southeast axis and a poured-concrete foundation. The building is constructed of round logs with mortar chinking and saddle-notch corners. The façade faces southwest and has two sets of paired openings with multiple lights over vertical panels. The southeast and northeast elevations have two window openings covered by wooden shutters. The northwest elevation has a single window opening with shutters and a door. A picket fence

surrounds the cabin, and a flagstone patio is located northwest of it. The cabin, which was moved to this site in 2009, has a side-gable, wood-shingle roof.

The circa 1978 Contemporary-style Locust Grove Nature Center is set into a hill. The nature center is a complex one-story building set on a painted concrete-block foundation. Two octagonal wings are connected by a central shed-roof section that runs on a northeast-southwest axis. The frame walls are clad in vertical wood-board siding. The basement is exposed on the northwest elevation and the first story is accessed via a flight of wooden stairs. A wooden deck projects from north side of the stairs. The southeast elevation has a glazed door flanked by paired fixed-pane windows to the south that leads to a concrete patio and play area. Openings include solid doors; paired, glazed doors; paired 1/1 windows; and ribbons of large fixed windows. A stone chimney rises from the northeast end of the asphalt shingle roof.

Southern Section

The southern section of the park, southeast of Democracy Boulevard and Seven Locks Road, is undeveloped woodland. Cabin John Creek passes through the northwest corner. The Cabin John Trail runs outside of this section, on the west side of Seven Locks Road, entering into Cabin John Stream Valley Park Unit 5.

HISTORIC CONTEXT

Overall land-use planning for the Cabin John area began in 1955, when M-NCPPC planners identified the area's agricultural fields and woodlands as "ripe for development" and commissioned an aerial survey of the area. Officials knew the construction of a sewer line and the new Washington National Pike (I-270) would encourage development to spread from other areas of Montgomery County to the rural Cabin John watershed. M-NCPPC planners wanted to prevent "disorderly 'sprawl' development" by developing a master zoning and street plan for the area. This master plan for the 20-square-mile Cabin John watershed, which anticipated community needs and located potential sites for infrastructure, schools, and parks, was completed in 1956 (Stern 1955, 21). The Cabin John plan was the first in a series of plans for large open areas in Montgomery and Prince George's Counties that were expected to rapidly develop due to a growing suburban population. The Washington Post noted that the Cabin John plan was one of the more successful planning documents because it was completed prior to the installation of sewer line extensions from the city of Rockville. As part of this plan, park and school sites, such as Cabin John Regional Park, were reserved for later use (Dessoiff 1962, B1).

In July 1956, a separate, but concurrent, master plan for schools, parks, and recreation in Montgomery and Prince George's Counties was also approved by M-NCPPC. This plan called for the construction of ten regional parks (seven in Montgomery County and three in Prince George's County), ten civic centers for teenagers, and 54 joint park-school developments in the region. In Montgomery, the parks approved included: Wheaton Regional Park, Cabin John Regional Park, Northwest Branch Regional Park, Patuxent Regional Park, and Rock Creek Regional Park. M-NCPPC estimated at the time that Cabin John Regional Park would be approximately 200 acres (Hagemeyer 1956, 20; O'Neill, B13). Plans for all these parks are similar in that they all provided a variety of active and passive recreational areas for a growing suburban population. It appears that Wheaton Regional Park was one of the first parks constructed, with land being acquired as early as 1960 and limited facilities opening in 1962. By 1963, the park had ball fields, tennis

courts, a miniature train, an artificial lake, a nature center, and baby animals (Dessoiff 1963, B1). An ice rink opened in Wheaton Regional Park in January 1969 (Washington Post, December 12, 1968). Features in Cabin John Regional Park duplicate popular facilities found in Wheaton, such as the ice rink and miniature train. Plans for both ice rinks were completed in 1968 by architect Robert Bruce Cousins and the New York firm Rink Consultants Inc.

In 1958, Montgomery County authorized \$100,000 towards the acquisition land for the first portion of Cabin John Regional Park, and halted lumbering operations occurring on land M-NCPPC had not yet acquired (Washington Post 1958, A13, B12). Less than a year later, Dr. John H. Soloman donated 50 acres of his cattle ranch on Bells Mill Road, the largest land gift received by M-NCPPC at the time, for incorporation into Cabin John Regional Park (Washington Post 1959, B1). In December of 1959, M-NCPPC earmarked an additional \$400,000 in bond funding to acquire property for the proposed 218-acre park (Washington Post 1959, 32). By 1966, M-NCPPC had paid a total of \$1.9 million for acquisition of the park's site and was expected to pay an additional \$1.5 million for the park's development (Washington Post 1966, B1).

The park, which had grown to over 500 acres by the time of its construction in 1966, was planned to feature numerous active and passive recreation areas for visitors to enjoy. Areas near Cabin John Creek and other streams were generally left undeveloped, except for the construction of natural-surface hiking trails, while active recreation areas were clustered in less environmentally sensitive areas. Active recreational features included a field house with lockers and showers, three playgrounds, four baseball diamonds (two lit for nighttime play), nine lighted tennis courts, four lighted handball courts, a field house, 300 picnic tables, 30 cooking grills, 12 outdoor shelters, and a miniature train with station. The train was identical to the one installed at Wheaton Regional Park, which had proven to be highly popular since that park opened in 1964 (Washington Post 1966, B1; Washington Post 1964, E5). The park officially opened on August 14, 1966, but only a playground and picnic area were ready for public use; other amenities would open later. The ball fields were scheduled to open the next week, and the tennis courts wouldn't open until spring of 1967 (Washington Post, August 11, 1966, F1; July 19, 1966, B1).

Plans for the park were ambitious, and many features were ultimately not realized. The original concept plan for the park from 1958 doesn't bear any resemblance to park as constructed, but it does show active and passive recreation areas, ball fields and tennis courts, as well as an equestrian ring and steeplechase area on the west side of the south-central section that was likely never constructed (M-NCPPC files). The 1965 plans for the park were still ambitious, but closer to what was actually constructed. The south central active recreation areas generally resemble the current field and court arrangements. Just north of the tennis courts, a Modernist-style field house, later demolished, was designed by the Department of Parks by 1965 and expected to be completed by opening day. Plans for the one-story building show an outdoor terrace, snack room, lobby, concession stand, women's restrooms and a men's locker room/restrooms (M-NCPPC files; Washington Post, July 19, 1966).

Following its 1966 opening, attractions continued to be added to the park. An ice-skating rink, designed by Robert Bruce Cousins and Rink Consultants of New York in 1968, opened on December 19, 1969 (Washington Post, December 19, 1969, B4). The building, identical to the one designed and constructed in Wheaton Regional Park, was entered through a southwestern façade and had a warming room, a snack bar, first aid facilities, and a skate rental. The large rink was in the center, oriented northwest-southeast.

Between 1968 and 1989, a smaller studio rink was added to the northeast side of the building (M-NCPPC files; Washington Post, November 17, 1977, MD7).

By 1970, the Cabin John Station building and two-mile train track, planned since 1966, had been constructed. The original, undated plans for the train station showed dormers on the north façade and fretwork at the corner posts, but it is likely these were never constructed (M-NCPPC files). Pulling the train were small-scale replicas of an 1863 C.P. Huntington locomotive, owned by the Southern Pacific Railroad (Montgomery Parks, 2018). Another popular attraction, “Porky the Litter Eater,” was installed between 1966 and 1970 near Cabin John Station. “Porky,” a mechanical trash can designed to encourage children to dispose of garbage properly, was built by M-NCPPC staff based on a machine called “The Paper Eater” seen by park staff on display in Louisiana (Grubisich 1970, G1). The hippo head drinking fountain was likely constructed at this time.

The Southern Region Headquarters was established by 1970. The northwestern portion of the building was constructed as a residence prior to acquisition by M-NCPPC, and the southeastern addition was constructed by M-NCPPC between 1964 and 1970 (Historic Aerials). Land had been cleared for the indoor tennis facility by 1970, and the building was constructed shortly thereafter. The original drawings note the tennis court buildings are “pre-engineered metal buildings by American Buildings Company, Eufala, Alabama” (M-NCPPC files). The amphitheater, indicated as a dance floor on the original plans, was constructed circa 1974. The Locust Grove Nature Center was in place by 1978 (Washington Post, November 3, 1978, 32).

Distinctive elements of Cabin John Regional Park were its original circa 1966 themed playgrounds, offering children playground equipment based around three themes: Space Age, Fantasyland, and Fort Cabin John. At the Space Age playground, children could climb aboard playground equipment shaped like a rocket and atomic submarine or play on two retired U.S. Navy jet fighters (Washington Post 1966, B1). Space-themed playground equipment was a popular addition to parks and schoolyards throughout the country during the Cold War-era, with rockets, submarines, and satellites being the most popular shapes (Life 1963, 97-99). The Fantasyland playground featured equipment based off fairytales, such as King Arthur’s Camelot Towers, a castle-shaped jungle gym, and a full-sized “pumpkin coach” based on the story of Cinderella. The Fort Cabin John playground featured a wood “fort” and a replica cannon (Washington Post 1966, B1). There was also a two-story Noah’s Ark play area and miniature zoo designed in 1966. The Washington Post noted the ark was “filled with nanny goats, woolly sheep, a pony and, in season, kids, lambs and a colt” (Washington Post, August 24, 1969).

Cabin John was chosen for the Bethesda public indoor swimming pool in 1969 (Washington Post, September 10, 1969: D3), but the proposal proved controversial with the community and was still being debated in 1981. Some residents felt the park was already overdeveloped and the pool’s construction would destroy natural areas of the park. Proponents believed the pool would be conveniently located for users from Bethesda and Potomac. The pool was ultimately constructed elsewhere.

The park once included a toboggan run with two 800-foot chutes, a warming room and a storage room for 70 sleds. The run opened in November 1972, northeast of the indoor tennis facility, and closed a few years later in December 1977. This was one of the first artificial runs in the country (Montgomery Parks, M-NCPPC files).

Many park features were updated beginning in the late 1980s. The ice-skating rink underwent renovations in 1989 including the demolition and reconstruction of the two existing rinks (studio and main). A large new addition was constructed to the southwest and southeast circa 1997, completely altering the original façade. The northeast half of the current building is the original portion.

The playgrounds in the north central section were remodeled circa 1987, and it is likely the original circa 1966 play equipment was removed at this time. Plans for the 1987 work included a hexagonal gazebo, which is extant, but the play structures proposed at that time do not resemble what is there now; the playground has likely undergone multiple renovations since that time. Other playgrounds throughout the park have been altered with the installation of newer equipment. The Southern Region Headquarters building was remodeled circa 1987 to reorient office space and utilize space in the basement (M-NCPPC files). At that time, a large accessibility ramp was installed on the façade and other landscape improvements were made. Landscape improvements were made to the nature center in 1987, and the access bridge was replaced circa 1990. The central section of the indoor tennis building was remodeled in 1993, and the courts were resurfaced in 1995. The train track was renovated in 1994, but the extent of work completed is unclear. Drainage and fencing improvements were completed as necessary throughout the late twentieth century (M-NCPPC files).

New features were also added. The western restrooms in the north central section were constructed circa 1985, and the eastern bathrooms were added in 1993. The Modernist-style field house was demolished and replaced by Shed-style restrooms near the tennis courts circa 1992. A new bathroom building, replacing an existing facility, was constructed in the northern section circa 1999. Povich Field and its associated ticket and concession building were designed in 1998 by Alan Sparber, and the field was renovated in 2003. The log cabin was moved to the park in 2009 from Dr. Charles Armstrong's property off of Montrose Road in Rockville. The Tai Chi court was added in 2010. Cabin John Regional Park continues to be owned and operated by M-NCPPC, providing natural, sports, and recreational amenities.

ELIGIBILITY DETERMINATION

Cabin John Regional Park was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for eligibility under Criterion D.

Cabin John Regional Park was conceived as part of a larger master-planning process undertaken by M-NCPPC to protect the Cabin John watershed from haphazard suburban development and was just one of many components used to implement the overall plan. Early efforts to limit suburban intrusion on watersheds are best represented by stream valley parks such as those along Rock Creek and Sligo Creek, and Cabin John itself does not demonstrate clear and significant associations with local planning initiatives or the environmental movement. Cabin John Regional Park is one of many large parks in Montgomery County, and while the park played a role in providing amenities to new suburban residents within the Cabin John watershed, the amenities in the park were not unique to the county and were available in other parks in the system. The resource is not associated with other important historical suburban trends and is not known to be associated with any other events that have made a significant contribution to history. Therefore, Cabin John Regional Park is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore Cabin John Regional Park is not eligible under Criterion B.

Cabin John Regional Park was one of seven large regional parks planned and constructed in Montgomery County in the 1960s. It is not a notable first example or one of the last unaltered examples of its resource type. The extant Wheaton Regional Park opened several years earlier and included similar popular features such as an ice rink and miniature train. The buildings and structures within Cabin John Regional Park include repurposed buildings or undistinguished or altered examples of mid-twentieth-century park resources common throughout Maryland. In addition, many new buildings and structures have been built within the park since 1978, diminishing the resource's integrity. Furthermore, research has not shown the park design, landscaping, or buildings to be the work of a master, nor do they possess high artistic value. Therefore, Cabin John Regional Park is not eligible under Criterion C.

The boundary for the property encompasses 513.85 acres located on multiple tax parcels owned by M-NCPPC.

BIBLIOGRAPHY

"Additions to Two Parks Voted in Montgomery," The Washington Post, December 2, 1959, 32. ProQuest.

"Around the Beltway: New Branch Chief at Quantico; Gifts for Springfield; Wheaton Rink to Open Soon; Baltimore Eye Bank Opens; Yule at Prince George's Library; Silver Spring Gets Market; Clinton to Have a Lake; Richmond Official to Resign," The Washington Post, December 12, 1968, F2.

"Cabin John Park to Open Monday," The Washington Post, August 11, 1966, F1. ProQuest.

"Cabin John Planners Detail Ideas for Model Community," The Washington Post, November 6, 1956, B1. ProQuest.

"Cabin John's Little-known Footpaths," Washington Post, November 3, 1978, 32. ProQuest.

Dessoff, Alan L., "Cabin John Watershed Cited as Good Planning Example: Adherence to Master Design Gets Credit for Avoidance of Pitfalls," The Washington Post, July 8, 1962, B1. ProQuest.

----- "Top Season Is Eyed at Wheaton Park with Turnout of Million Expected," The Washington Post, April 22, 1963, B1.

"Disneyland Air to Pervade Cabin John Park," The Washington Post, July 19, 1966, B1. ProQuest.

"Doctor Gives 50 Acres for County Park," The Washington Post, April 23, 1959, B1. ProQuest.

Edwards, Paul G., "Cabin John Regional Park Voted Site of Montgomery Swimming Pool," The Washington Post, September 10, 1969, D3. ProQuest.

Grubisich, Thomas. "Suburbs Fail to Satisfy Park Needs," The Washington Post, April 16, 1970, B1. ProQuest.

Hagemeyer, Harrison. "Master Plan is Approved for Maryland Parks," The Washington Post, July 26, 1956, 20. ProQuest.

"Ice Skating in Montgomery Parks," The Washington Post, November 17, 1977, MD7. ProQuest.

M-NCPPC, plans and documents on file at their offices.

Montgomery Parks, "Cabin John Regional Park," <https://www.montgomeryparks.org/parks-and-trails/cabin-john-regional-park/>, accessed April 24, 2019.

Montgomery Parks (M-NCPPC). "Montgomery Park's Miniature Trains." Accessed December 13, 2018. <https://www.montgomeryparks.org/trains/>.

Netronline, "Historic Aerials," www.historicaerials.com, accessed May 16, 2019.

O'Neill, Jeff, "Potomac Tap Plan Rejected," The Washington Post, October 17, 1957, B13.

"Playgrounds Take a Space-Age Spin," Life Magazine, March 15, 1963, 97-99. GoogleBooks.

"Sawmill Closed Near Cabin John," The Washington Post, September 16, 1958, A13. ProQuest.

Stern, Laurence. "Cabin John Master Plan Under Study," The Washington Post, March 22, 1955, 21. ProQuest.

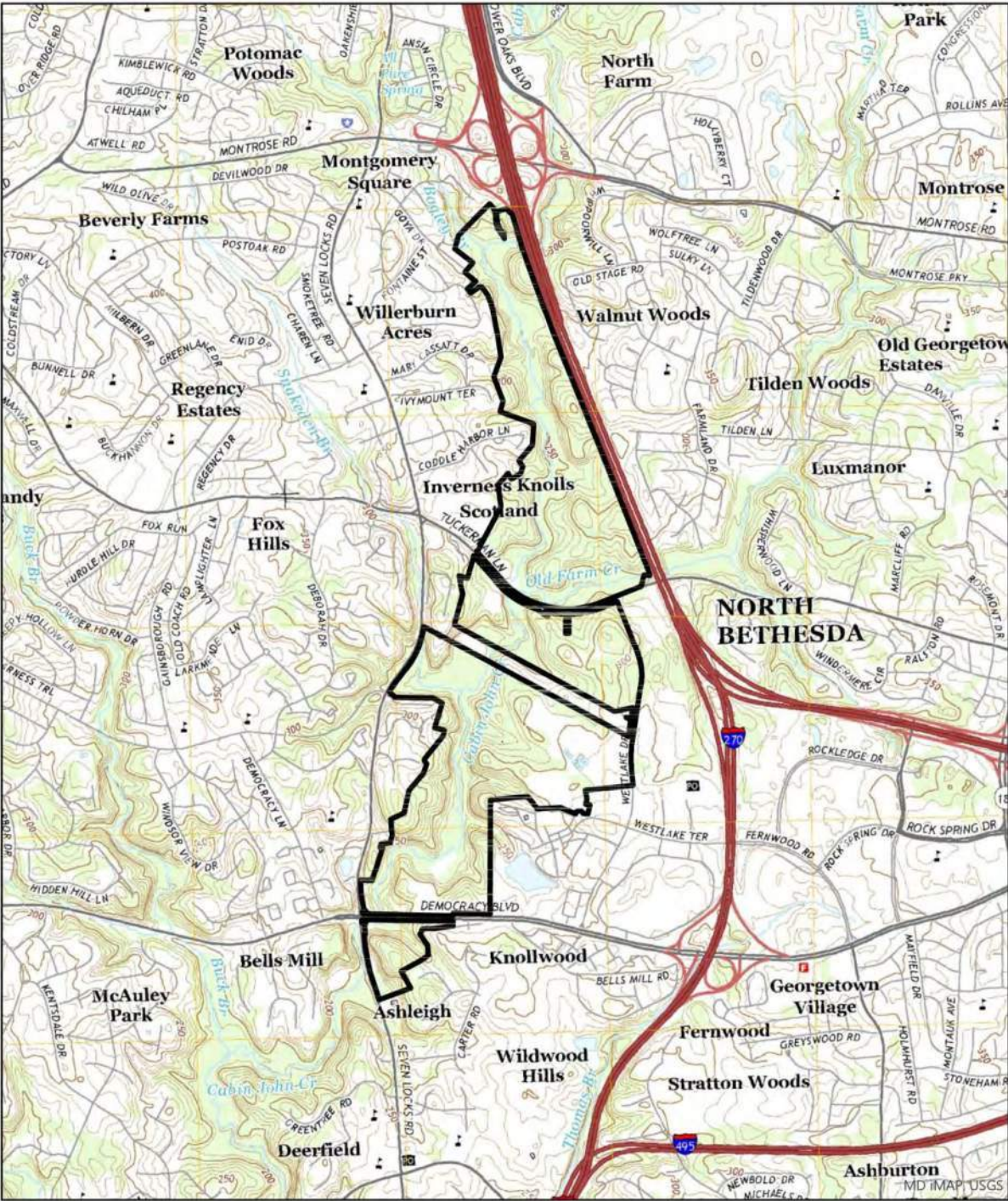
"Suburban Greenery," Washington Post, August 24, 1969, K10. ProQuest.

"Tree Cutting Threatens Park Plans," The Washington Post, September 13, 1958, B12. ProQuest.

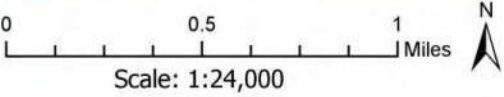
"Wheaton Park Opens April 15," The Washington Post, March 19, 1964, E5. ProQuest.

Cabin John Regional Park
Location: 7400 Tuckerman Lane

Montgomery County
City: Bethesda



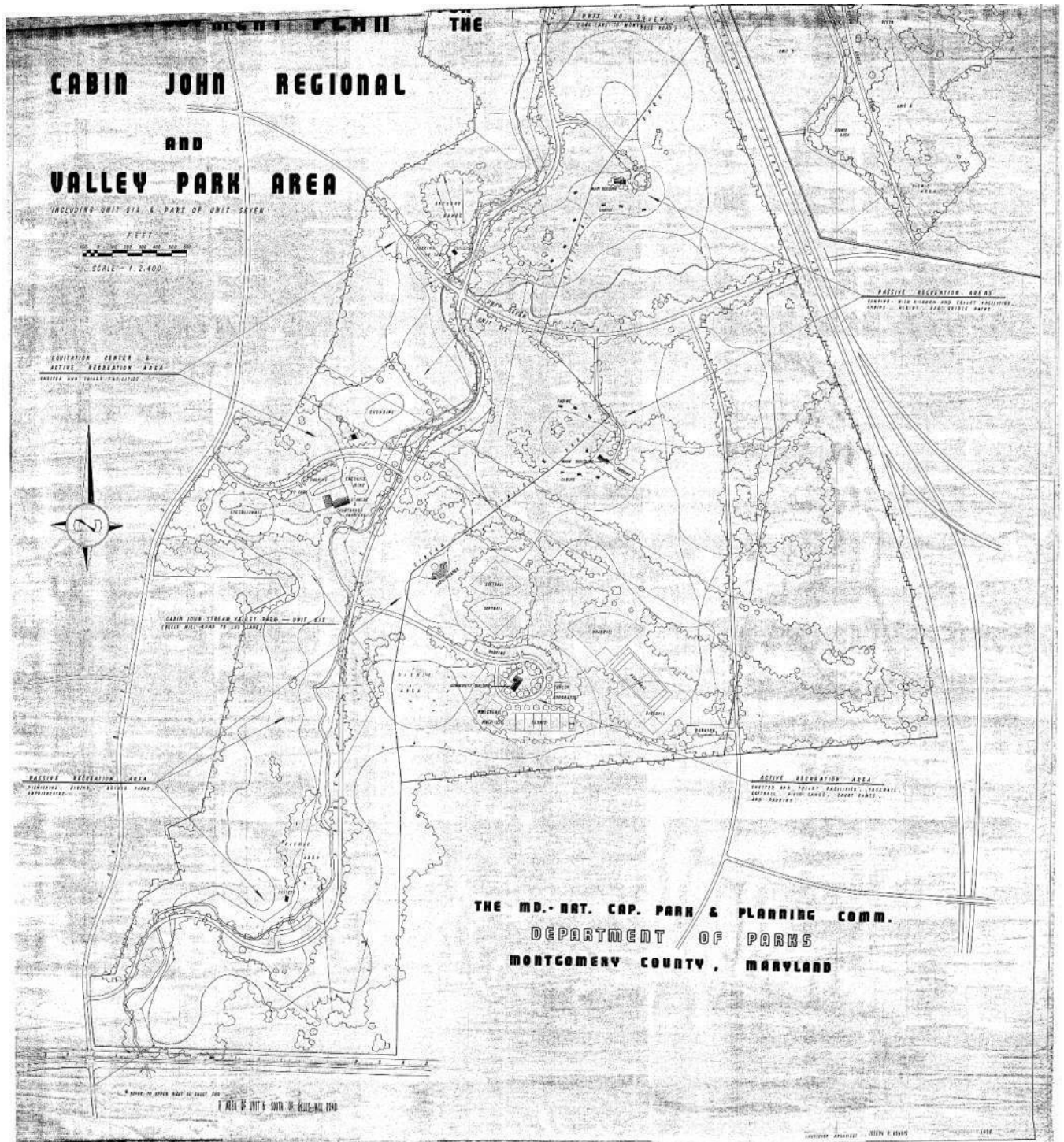
USGS 7.5' Quadrangle - Rockville



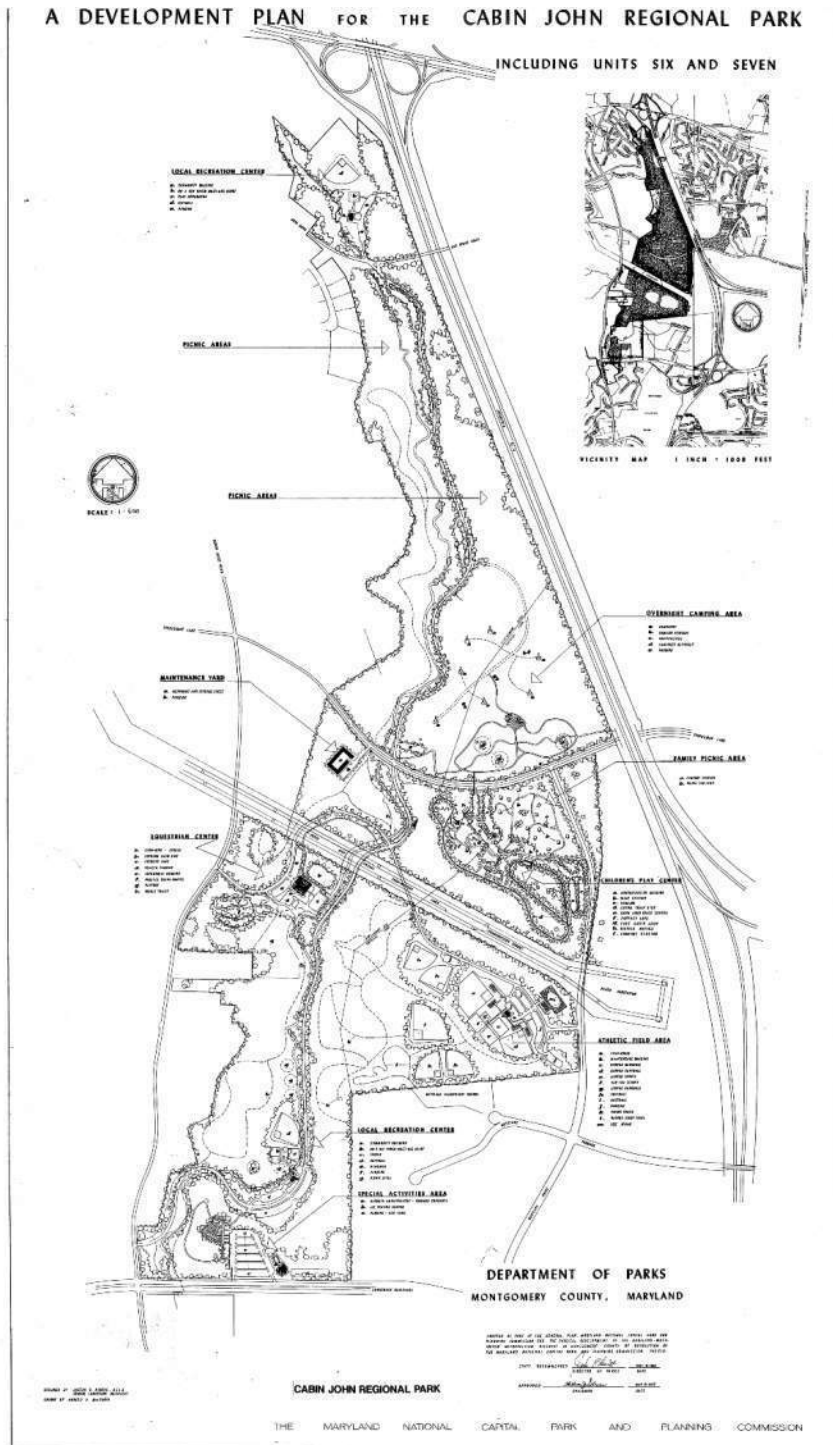
Montgomery County

City: Bethesda





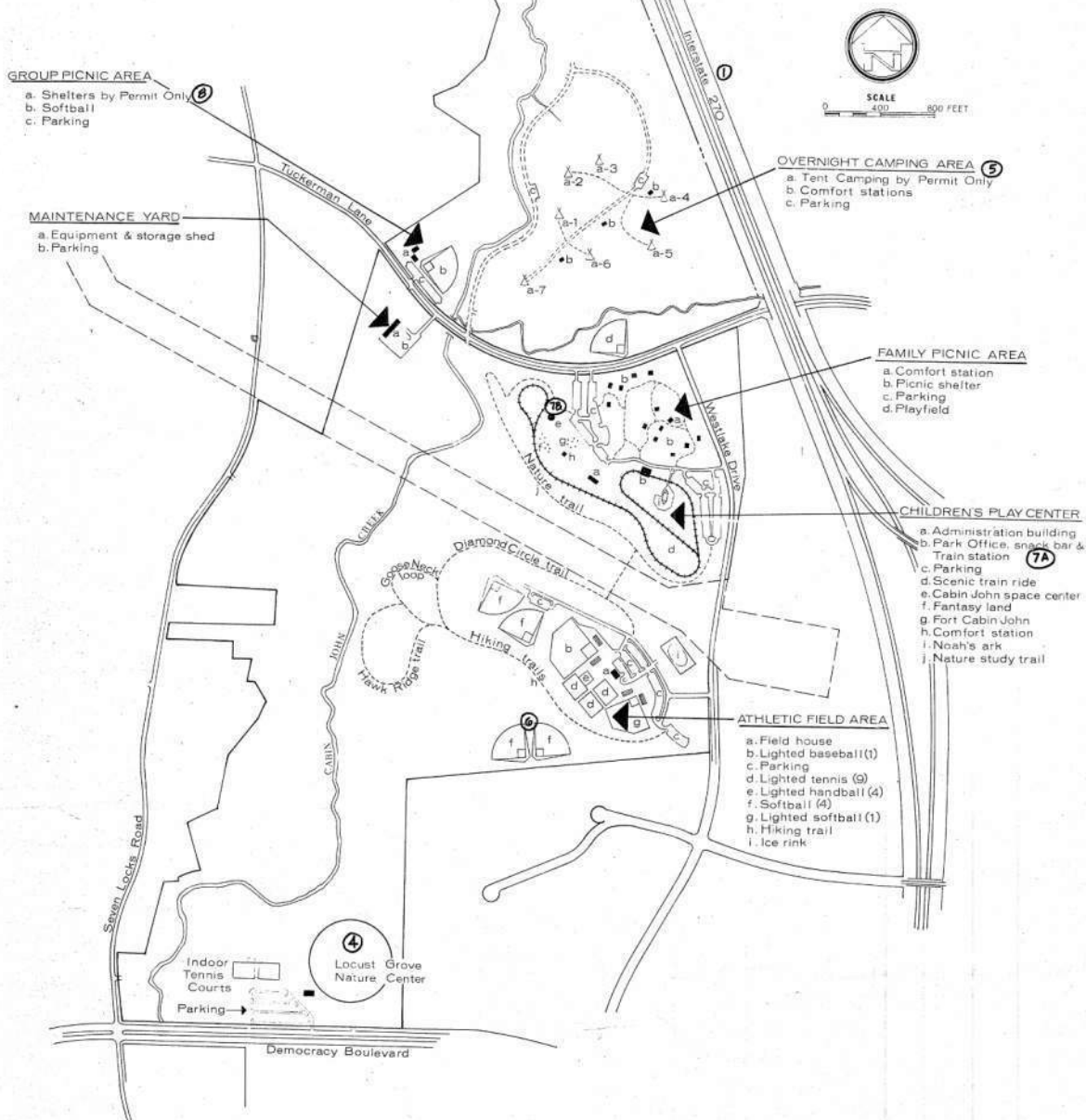
1958 Cabin John Regional Plan, M-NCPPC.



1965 Cabin John Regional Park Plan, M-NCPPC.

CABIN JOHN REGIONAL PARK

③ 7400 TUCKERMAN LANE, ROCKVILLE, MARYLAND 20852 - TEL. 299-4555



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
MONTGOMERY COUNTY REGIONAL OFFICE

8787 Georgia Avenue — Silver Spring, Md. 20907
Parkside Permit Office - Tel. 565-7417 ②

1978 Cabin John Regional Park Plan, M-NCPPC.

2080
7.11 Stock

M: 29-78



Cabin John Regional Park Map from M-NCPPC Brochure, 2012.

M: 29-78
Cabin John Regional Park
7400 Tuckerman Lane
Bethesda, Maryland



Cabin John Ice Rink, circa 1970s photo, M-NCPPC.



Northern recreational area with playground, pavilions and restrooms.



Typical campsite in the Robert C. McDonell Campground.



Robert C. McDonell Campground road, typical view.



Cabin John Trail, typical view.



Cabin John Maintenance Facility, circa 1970 building at left.



Park sign at Tuckerman Lane entrance.



Cabin John Station, looking southwest.



Miniature train tracks near station.



Porky the Litter Eater and station building, looking southeast.



Amphitheater stage, looking southwest above seating area.



Southern Region Headquarters for Montgomery Parks, looking southwest.



Typical picnic pavilion in north central section.



Typical signage board in north central section.



Typical picnic table with canopy in north central section.



West Lake Drive parking lot, looking south.



Cabin John Ice Rink, looking northwest, original section at right.



Tennis courts, looking southeast.



Pauline Bentz Addie Tennis Center, looking northwest.



Log cabin, looking northeast.



Locust Grove Nature Center, looking west.

PHOTO LOG

Number of Photos: **20**

Name of Photographer: **Jacob Bensen**

Date of Photographs: **2019-02-01**

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

File Format: **M: 29-78_2019-02-01_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Northern recreational area with playground, pavilions and restrooms.

02.tif

Typical campsite in the Robert C. McDonell Campground.

03.tif

Robert C. McDonell Campground road, typical view.

04.tif

Cabin John Trail, typical view.

05.tif

Cabin John Maintenance Facility, circa 1970 building at left.

06.tif

Park sign at Tuckerman Lane entrance.

07.tif

Cabin John Station, looking southwest.

08.tif

Miniature train tracks near station.

09.tif

Porky the Litter Eater and station building, looking southeast.

10.tif

Amphitheater stage, looking southwest above seating area.

11.tif

Southern Region Headquarters for Montgomery Parks, looking southwest.

12.tif

Typical picnic pavilion in north central section.

13.tif

Typical signage board in north central section.

14.tif

Typical picnic table with canopy in north central section.

15.tif

West Lake Drive parking lot, looking south.

16.tif

Cabin John Ice Rink, looking northwest, original section at right.

PHOTO LOG

17.tif

Tennis courts, looking southeast.

18.tif

Pauline Bentz Addie Tennis Center, looking northwest.

19.tif

Log cabin, looking northeast.

20.tif

Locust Grove Nature Center, looking west.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Cabin John Stream Valley Park

Inventory Number: M: 29-80

Address: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road Historic District: Yes

City: Multiple

Zip Code: Multiple

County: Montgomery

USGS Quadrangle(s): Falls Church, Rockville

Property Owner: Maryland-National Capital Parks and Planning Commission (M-NCPPC) Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: Multiple

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Cabin John Stream Valley Park (CJSVP) was acquired and developed between 1933 and 1965. For those resources constructed between 1961 and 1978, the following evaluation refers to the Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (May 2019).

Cabin John Stream Valley Park Overview

CJSVP, owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and managed by Montgomery County Parks, consists of six units totaling approximately 520 acres (Montgomery Parks). CJSVP Units 1-5 generally follow the course of Cabin John Creek from approximately the Cabin John Aqueduct (M: 35-37) along MacArthur Boulevard on the south to Cabin John Regional Park (M: 29-78) on the north. The undeveloped Unit 6 is northeast of Cabin John Regional Park. The circa 1965 Cabin John Parkway, which connects the Clara Barton Parkway along the Potomac River to the Capital Beltway (I-495), passes through Unit 1 and alongside Unit 2 on the north side the park.

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

The spine of the park is Cabin John Creek, which follows a serpentine path from north to south, and ultimately leads to the Potomac River. The creek and its tributaries are surrounded on either side by forested areas with steep slopes. Other than the rugged stream valley landscape, the primary resource within most park units is the approximately nine-mile, natural-surface Cabin John Trail, portions of which date to at least 1934 (Shosteck 1934, 4). Other improvements are limited and include park signage. The park units and the Cabin John Trail are discontinuous.

Cabin John Parkway

The Cabin John Parkway is an asphalt, four-lane highway with wide shoulders and a metal guardrail running along a narrow gravel median. In some places, a metal guardrail also lines the eastern and western sides of the parkway. At the south end of the parkway, north of the Cabin John Aqueduct, a pair of 1963 concrete bridges with horizontal metal railings span Cabin John Creek. The southbound span, a concrete box beam structure, has one lane; the northbound span, a concrete girder structure, is two lanes. Between the bridges is a concrete median with metal guardrails on the east and west edges. At the border with Unit 2, southwest of Heatherill Road and Carmichael Avenue, the parkway exits the park. To the north, the parkway crosses Booze Creek over a three-bay concrete culvert, and the northbound lanes cross a branch of Booze Creek over a smaller concrete culvert before the parkway joins the Capital Beltway.

CJSVP Unit 1

The 60.94-acre CJSVP Unit 1 is north of MacArthur Boulevard and the Cabin John Aqueduct (M: 35-37); east and west are single-family dwellings. The unit is bisected by the Cabin John Parkway, resulting in an undeveloped wooded section east of the parkway and a minimally developed section with the creek and Cabin John Trail on the west. The western section of the park is accessed through the adjacent Cabin John Local Park at 7401 MacArthur Boulevard, on the southwest side of Unit 1, which contains a trailhead with wooden signboard. In Unit 1, the Cabin John Trail meanders along the west bank of Cabin John Creek until the trail enters Unit 2 east of Cabin Road. The Cabin John-75th Street Trail connects Arden Road to the Cabin John Trail. A picnic area is along the creek, northeast of Cabin John Local Park.

CJSVP Unit 2

The 105-acre CJSVP Unit 2 consists of three areas bisected by I-495, resulting in two smaller northern areas and a larger southern area. The two largest of these areas are bordered by the I-495/River Road interchange on the north and northeast, I-495 and Cabin John Parkway on the east, Unit 1 on the southeast, residential areas on the southwest, and Seven Locks Road on the west. The smallest area within Unit 2 is on the west side of Seven Locks Road, south of Lilly Stone Drive; this area is surrounded by the single-family houses of Olde Carderock (M: 29-69) on the north, west, and south sides.

The natural-surface Cabin John Trail enters the southern parcel of Unit 2 from Unit 1 on the south and generally follows the southern and western banks of the winding Cabin John Creek. Booze Creek flows into Cabin John Creek at the northeast corner of the southern parcel. There is a trailhead with a wooden signboard with incised lettering east of Cypress Grove Lane where the trail goes out of the park and follows a shared-use path on the east side of Seven Locks Road. The path continues north under I-495 and enters the northern area of Unit 2 just east of Thornley Court. A small gravel parking area southwest of the northern area and north of I-495, but outside the park boundary, provides access to the trail. Near the parking area, the natural-surface trail resumes, following the western and southern banks of Cabin John Creek. A concrete culvert with two pipes carries the trail over a tributary northeast of the parking lot. South of River Road, the trail exits Unit 2 again, joining a shared-use path on the east side of Seven Locks Road.

The Unit 2 area on the west side of Seven Locks Road is not developed and contains woodland.

CJSVP Unit 3

The approximately 56.79-acre Unit 3 is southwest of residential and commercial development along River Road, northeast of the residential Carderock Springs Historic District (M: 29-59), and northwest of Unit 2. Unit 3 consists of a large central area, a small area northwest of Carderock Springs Drive, and a small area southeast of Seven Locks Road.

Following the shared-use path along the east side of Seven Locks Road, Cabin John Trail runs through the southeast corner of Unit 3 before exiting Unit 3 and continuing along the north side of River Road, outside the boundary of the park, and ultimately connecting to the Cabin John Trail in CJSVP Unit 4.

Unit 3 west of Seven Locks Road is mostly undeveloped, containing Cabin John Creek and woodland. A small portion of land at the southwest corner of Unit 3 appears to be encroached upon by the privately-owned Tri-State Stone and Building Supply/Stoneyhurst Quarries (M: 29-42) just south of the park, but there do not appear to be any permanent structures on park land. East of Carderock Springs Drive and the Cabin John Creek on the south side of River Road is a short narrow asphalt path that appears to change into a natural-surface trail leading to a rocky beach on the north bank of the creek. The unmarked natural-surface trail appears to continue from the beach along the north side of the creek to Seven Locks Road.

Carderock Springs Drive is a narrow, winding asphalt two-lane road with gravel shoulders that runs through the western portion of Unit 3. Brown metal guardrails line portions of the road. A tributary, southeast of Carderock Springs Drive, flows northeast into Cabin John Creek. Between the tributary and the road is a narrow gravel parking area lined by rocks. A stone monument sign with the words "CARDEROCK SPRINGS" incised into attached wood boards is set in a landscaped area at the southwest corner of River Road and Carderock Springs Drive. While the sign appears to be within the boundaries of Unit 3, the sign and Carderock Springs Drive are associated with the circa 1962 Carderock Springs (M: 29-59) community to the south and west.

CJSVP Unit 4

The 91.13-acre Unit 4 follows the course of Cabin John Creek between River Road north to Bradley Boulevard. Single-family dwellings are east and west of the unit boundaries. At the southern end, north of River Road, but outside the park boundaries, is a small asphalt parking area with seven parking spaces and a short asphalt path leading from the parking lot to the Cabin John Trail. North of this parking lot are the ruins of Magruder's Mill (M: 29-43). A wooden trailhead sign with incised lettering marks the entrance to the Cabin John Trail, which meanders along the east bank of the creek. East of Clewerwall Drive a tributary flows into Cabin John Creek. North, and outside, of the Unit 4 boundaries, but south of Bradley Boulevard, is a modern metal pedestrian bridge with a wooden deck, constructed between 2004 and 2008, and a wooden trailhead sign with incised letters.

CJSVP Unit 5

The 190.94-acre Unit 5 is the largest unit in the park. It bordered on the south end by Bradley Boulevard and on the north by Democracy Boulevard. The northeast boundary is lined by Seven Locks Road. East and west are single family dwellings. The Y-shaped unit encompasses the Cabin John Creek valley, as well as the wooded valley of Buck Branch, which flows south into Cabin John Creek east of Hemswell Place. The Ridgeleigh community of single-family dwellings lies between Bucks Branch and Cabin John Creek, south of Democracy Boulevard. Cabin John Regional Park is northeast of Unit 5.

North of Bradley Boulevard and east of the creek is a small gravel area with a wooden trailhead sign with incised letters. Thin metal bollards prevent vehicles from accessing the trail. The Cabin John Trail runs along the east bank of the creek. The unmarked Cabin John-Greentree Road access trail runs between Tusculum Way and the Cabin John Trail. The unmarked Cabin John-Seven Locks Road access trail runs between Seven Locks Road and the Cabin John Trail north of Charleston Court. On the trail near Seven Locks Road is a wooden plank bridge with no railings that crosses a small tributary, which runs southwest into Cabin John Creek. At the northeast end of the unit, the Cabin John Trail exits Unit 5, connecting to a wide shoulder, and ultimately to a sidewalk, on the west side of Seven Locks Road. The Cabin John Trail resumes in the southwest corner of Cabin John Regional Park.

Unit 5 also includes a small undeveloped woodland parcel at the northwest corner of Democracy Boulevard and Seven Locks Road.

CJSVP Unit 6

The discontinuous 19.79-acre Unit 6 is the smallest of the park. It is northeast of Cabin John Regional Park and southeast of the I-270/Montrose Road interchange. East and southeast are single-family dwellings. Unit 6 is undeveloped woodland.

Historic Context

M-NCPPC was established by the state of Maryland in 1927 as a regional planning entity with the power to adopt a master development plan, as well as manage zoning, subdivisions, and park development within a designated "Metropolitan District" in the two counties bordering the District of Columbia: Montgomery and Prince George's (Root 1931, 2). This Metropolitan District was approximately 160 square miles and encompassed areas with the most active suburban development. The first master plan adopted by M-NCPPC in the early 1930s included a "comprehensive system of existing and proposed main highways, carefully coordinated with a park system planned to penetrate and develop areas of particular park interest" (Root 1931, 4). This Metropolitan District was later expanded to a much larger 900-square-mile area in 1964 with the passage of M-NCPPC's On Wedges and Corridors general plan, which continued to call for controlled growth and the preservation of open space (Kelly 2015, 102).

A major M-NCPPC responsibility was to administer the acquisition and development of parkland. Ultimately, the first M-NCPPC master plan called for setting aside all the main stream valleys, and some lesser ones, as park or parkway areas, including Rock, Sligo, and Cabin John Creeks (Rogers 1931, 13). According to Roland Rogers, a landscape architect with M-NCPPC in the 1920s and 1930s: "The main valleys radiate at fairly regular intervals from the vicinity of the city of Washington, and the lesser valleys approach each other so closely in many instances that the whole system may be linked together by using in almost every case only such land as is unfit for building purposes. Because the floors of these valleys are subject to spring floods and the enclosing hillsides are often very rocky and much too steep for houses, it is hoped that much of the land desired for park use will be donated by the owners when needed or as the property is subdivided" (Rogers 1931, 13). The goal was to quickly acquire as much land as possible for park use, by donation or purchase, before anticipated suburban growth increased the land value.

The passage of the federal Capper-Cramton Act in 1930 was critical to the agency's success. The act provided funding for the extension of Rock Creek Park into Maryland as well as the extension of the Anacostia Park system and the establishment of parkways along the Potomac River and up Cabin John Creek (Capper-Crampton Act, 1930). Using these federal funds, M-NCPPC acquired land along the Rock Creek valley, as well as land in stream valleys associated with Cabin John Creek, Sligo Creek, Northwest Branch, Anacostia River, and Indian Creek (Rogers 1931, 15). Rock Creek Stream Valley Park (M: 36-87) was the primary focus of early stream valley acquisition efforts in the county. Environmental advocates were concerned about the deteriorating water quality in the watershed, which flowed into the federally owned Rock Creek Park in Washington, DC, and made preserving Rock Creek a priority beginning in the late 1920s.

CJSVP, also referred to as "Cabin John Creek Park" in early documents, was the third park developed in the county using the Capper-Cramton Act funds. Sligo and Rock Creek Parks were already substantially underway when the plans for CJSVP Unit 1 were approved by M-NCPPC in the fall of 1932. A Washington Post article described the park as "rich in historic lore and in rugged natural beauty" (Washington Post 1932, 3). Initial funding to purchase land for Unit 1 of Cabin John was approved in June 1933, and the first parcels were acquired in 1934; however, it appears the acquisition process was quite prolonged (Washington Post 1933, 18; Montgomery Parks). As of 1948, only 65 acres had been acquired for Cabin John using Capper-Cramton Act funds (Washington Post 1948, B1). The county was still acquiring land for the park in the 1963, when Montgomery County received an Urban Renewal Administration grant to purchase parkland for Cabin John (Washington Post 1963, 41).

Construction of a parkway through CJSVP appears to have always been part of the plan for the park, as the Capper-Crampton Act permitted the extension of the "George Washington Memorial Parkway up the valley of Cabin John Creek ... as may be agreed upon between the National Capital Park and Planning Commission and the Maryland National Capital Park and Planning Commission" (Capper-Cramton Act, 1930); however, the parkway was not constructed until 30 years after passage of the act. Hearings on the proposed parkway through Cabin John were held in 1959 and do not appear to have been contested by local residents or environmentalists. The parkway was connected to construction of the Capital Beltway (I-495), as it was viewed as a spur that would connect the beltway at River Road to the George Washington Parkway (now called the Clara Barton Parkway), along the Potomac River. Construction of the Cabin John Parkway, which runs through Unit 1 and alongside Unit 2 of the park, began in 1963 and continued through at least 1965 (Washington Post 1965, B1). The parkway is maintained at interstate highway standards by the Maryland Department of Transportation State Highway Administration.

CJSVP continues to be a passive recreation area.

Eligibility Determination

CJSVP was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C as a stream valley park. The resource was not evaluated for eligibility under Criterion D.

CJSVP is one part of a much larger regional stream valley protection effort initiated prior to World War II. Its associations with historical trends such as regional planning and the environmental movement are not significant, and the park's passive use areas are duplicated in other nearby parks. While funds to establish the park were allocated through the federal Capper-Crampton Act, other parks with the same funding, such as Rock Creek Stream Valley Park and Sligo Creek Stream Valley Park, were established earlier and demonstrate stronger and more direct associations with the historical trends driving park development and stream protection. The park is not associated with any other important historical events. Therefore, CJSVP is not eligible under Criterion A.

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

CJSVP is minimally developed. The park's defining built feature, a single multiuse trail, is typical of those found in M-NCPPC parks throughout suburban Maryland. CJSVP does not embody the distinctive characteristics of a type, period, or method of construction and is not a notable early example or one of the last intact examples of a stream valley park. The Cabin John Parkway and its associated bridges are typical of interstate highways and bridges constructed in the 1960s and do not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the CJSVP have high artistic value. Therefore, CJSVP is not eligible under Criterion C.

The surveyed property encompasses 540.43 acres on multiple property tax parcels which are found on Montgomery County Tax Maps. This includes approximately 520 acres of parkland and 20.43 acres encompassing the segment of the Cabin John Parkway located outside of Unit 2.

Resources

Capper-Crampton Act of 1930, as amended. National Park Service.
<https://www.nps.gov/oxhi/learn/management/upload/CapperCActwBold.pdf>

"Hearing on Belt Highway Sections Set Next Month," The Washington Post, November 27, 1959, B10.

Kelly, Clare Lise, *Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979* (Silver Spring, MD: M-NCPPC, 2015).

"Maryland Opens Its Second Section of GW Parkway to Traffic Today," The Washington Post, January 8, 1965, B1.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. *Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland*. Baltimore, Maryland: MDOT SHA, 2019.

"Metropolitan Park Group Adds Areas in Counties: Extension Program for Capital System Is Announced by Planning Chairman," The Washington Post, November 22, 1948, B1.

"Montgomery Is Given Grant For Park Land," The Sun, April 18, 1963, 41.

Montgomery Parks, "Cabin John Stream Valley Park," <https://www.montgomeryparks.org/parks-and-trails/cabin-john-stream-valley-park/>, accessed May 13, 2019.

"Park System Gets Budget Bureau Aid: Maryland Wins \$158,000 to Develop Cabin John and Sligo Valley Projects," The Washington Post, June 23, 1933, 18.

"Preliminary Plans For Park Approved: Cabin John Creek Unit Comes Under Provisions of Cramton Act," The Washington Post, September 9, 1932, 3.

Rogers, Roland, "A Park System for the Maryland-Washington Metropolitan District," City Planning, Vol. 7, No. 1, January 1931.

Root, Irving C., "Planning Progress in Maryland-Washington Metropolitan District." City Planning, Vol. 7, No. 1, January 1931.

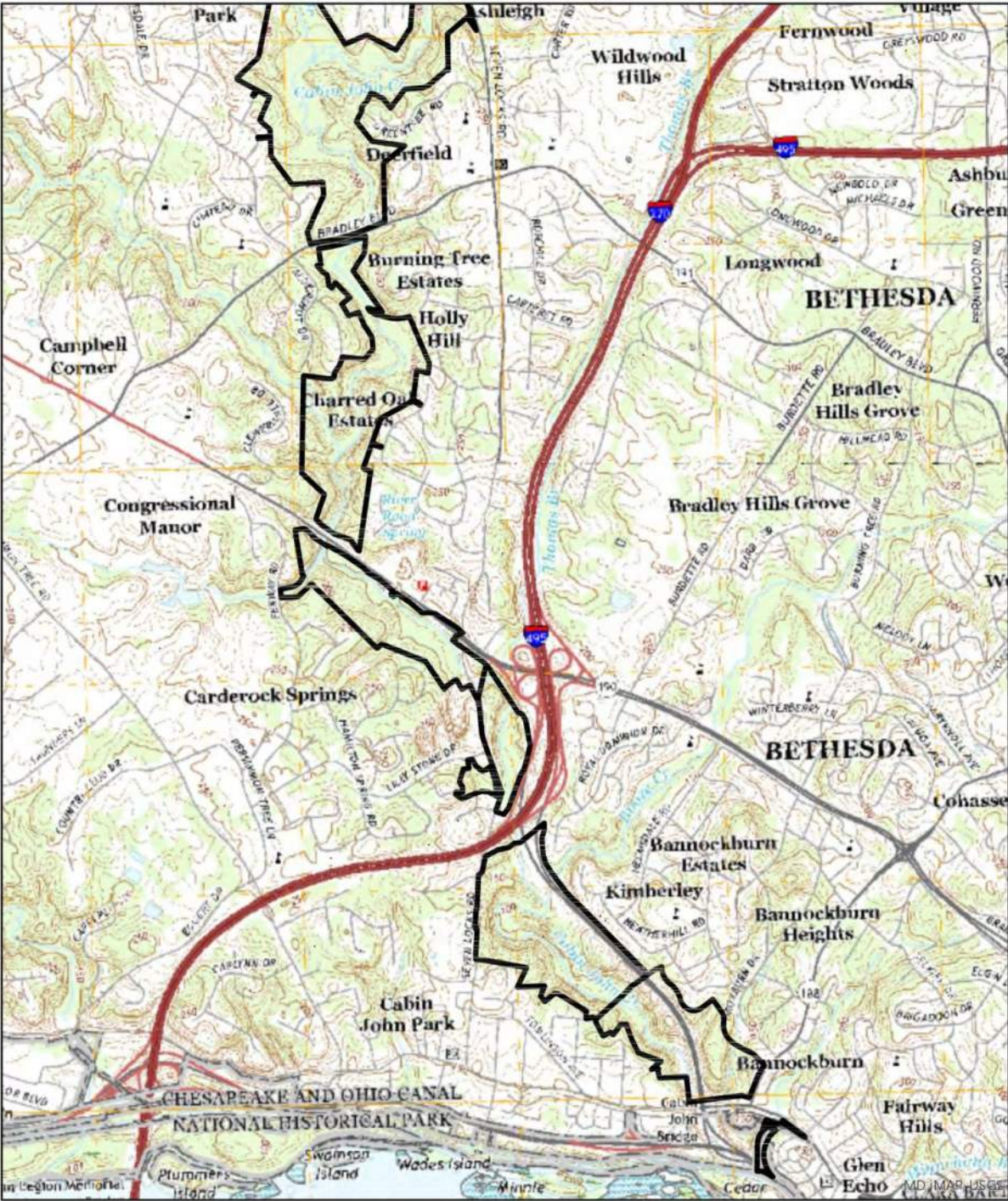
Shosteck, Robert, "Three Wanderbird Hikes Set Sunday to Charming Places: Butterfly Collectors to Have Outing Near Cabin John," The Washington Post, May 18, 1934, 4.

Cabin John Stream Valley Park

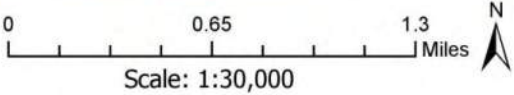
Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



USGS 7.5' Quadrangle - Falls Church, Rockville



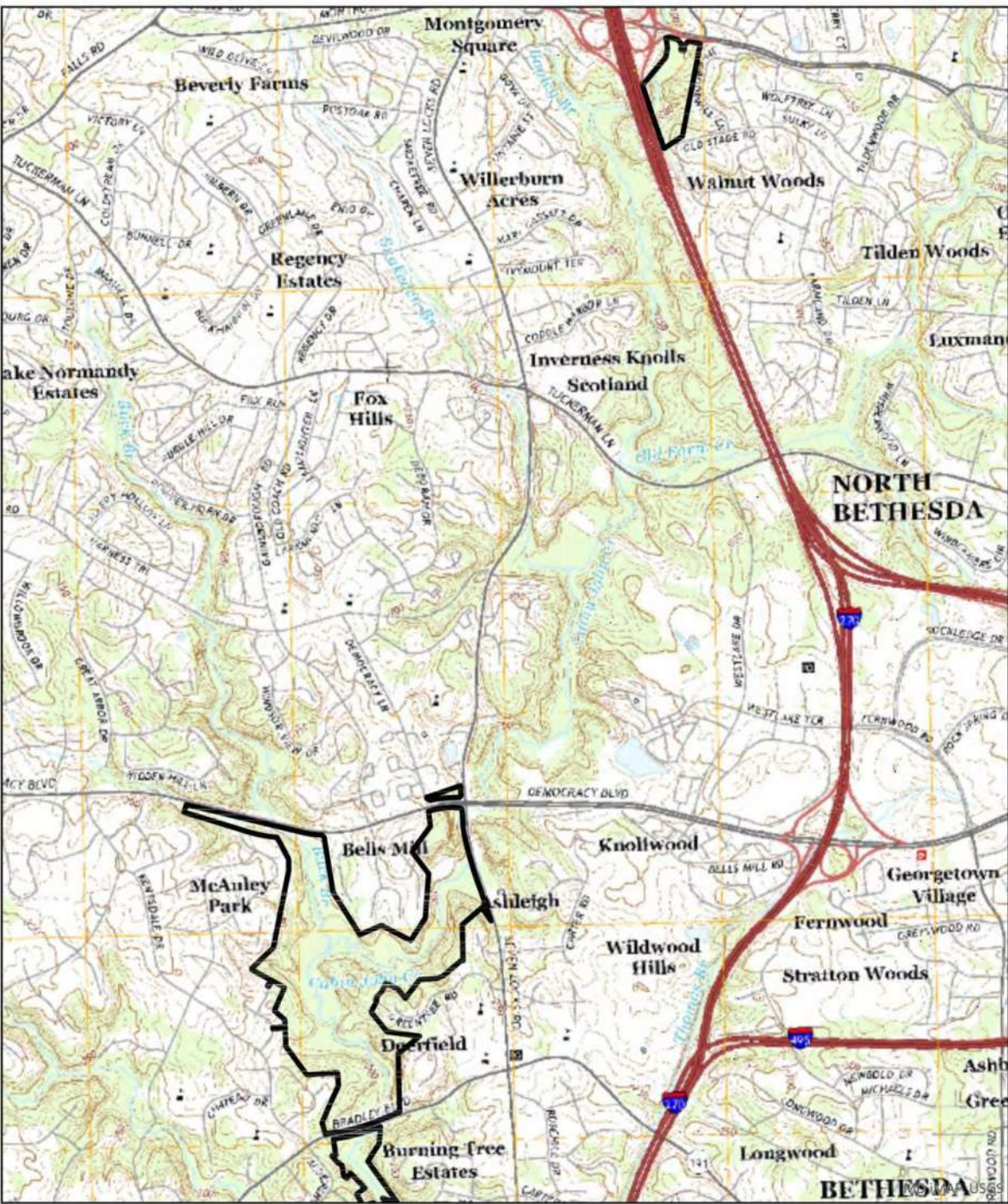
Scale: 1:30,000

Cabin John Stream Valley Park

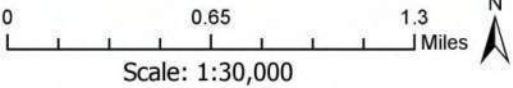
Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



USGS 7.5' Quadrangle - Falls Church, Rockville



Cabin John Stream Valley Park

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



Parcel Boundaries

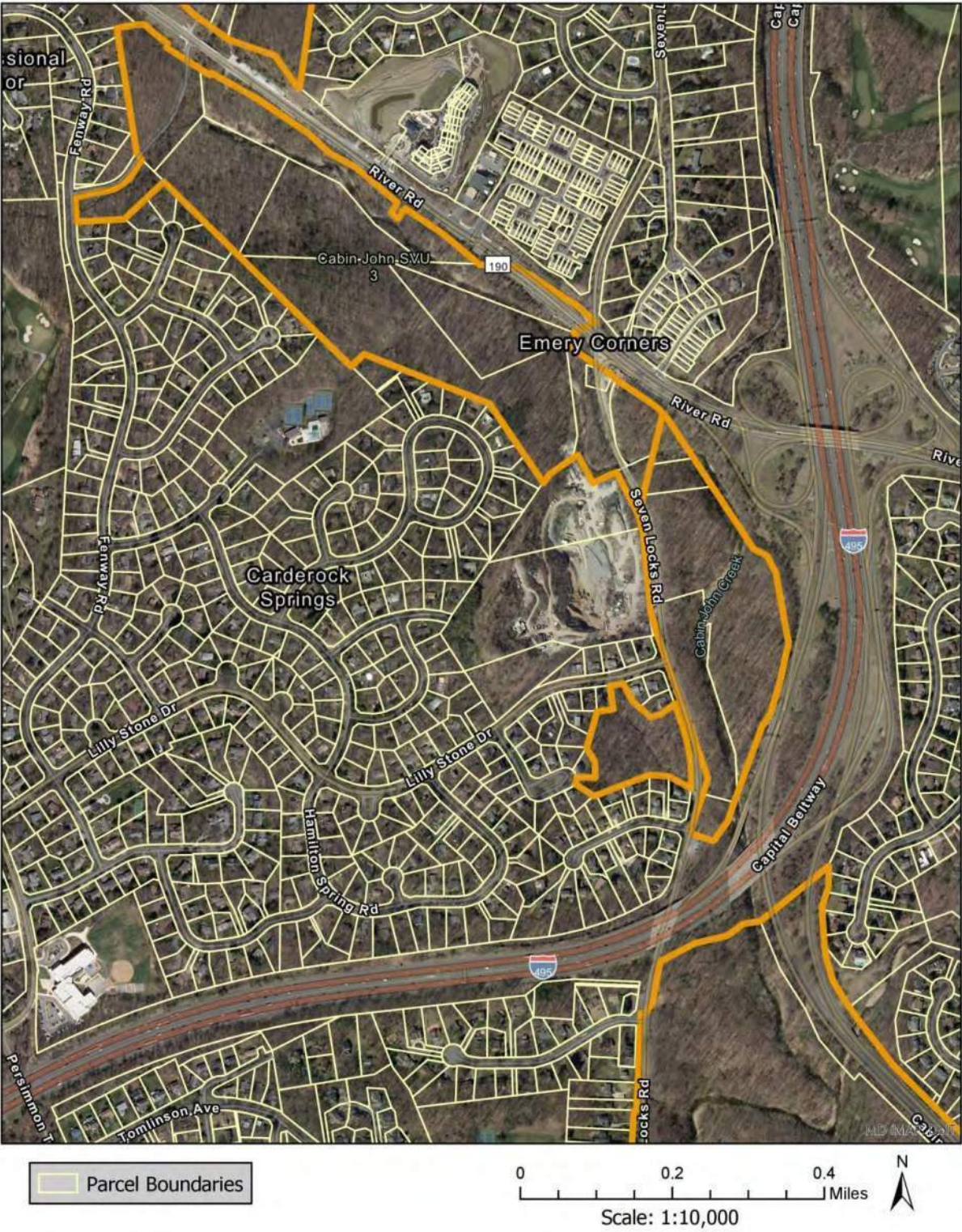
0 0.2 0.4 Miles
Scale: 1:10,000

Cabin John Stream Valley Park

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



Cabin John Stream Valley Park

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



Cabin John Stream Valley Park

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple

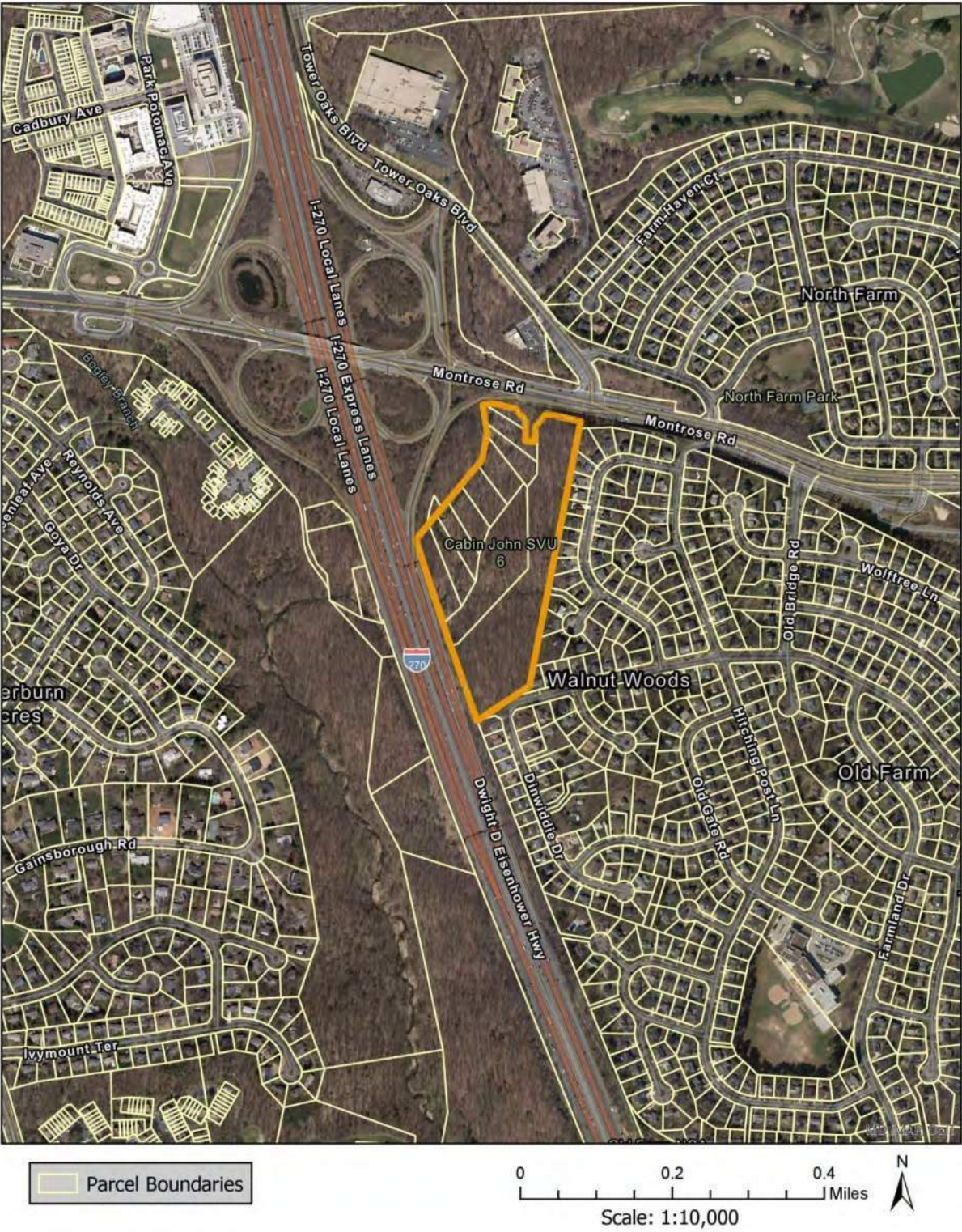


Cabin John Stream Valley Park

Montgomery County

Location: Cabin John Creek valley from MacArthur Boulevard north to Montrose Road

City: Multiple



M: 29-80

Cabin John Stream Valley Park

Bethesda, Rockville, Potomac, Cabin John, Maryland



Cabin John Parkway, looking south toward the Cabin John Aqueduct (M: 35-37).

Image from Google Street View, July 2012.



Cabin John Parkway, looking north from bridge at southern end of Cabin John Parkway.

Image from Google Street View, October 2018.

M: 29-80

Cabin John Stream Valley Park

Bethesda, Rockville, Potomac, Cabin John, Maryland



Carderock Springs Drive pull off, looking southeast.

Image from Google Street View, April 2012.



Cabin John trail head, north of Bradley Boulevard, looking north.

Image from Google Street View, July 2018.



Trail off Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.



Trail sign on Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.



Concrete culvert with trail on top, Unit 2, northeast of parking lot.



Cabin John trail head, north section of Unit 2, looking northeast toward the beltway.

PHOTO LOG

Number of Photos: **4**

Name of Photographer: **Danae Peckler**

Date of Photographs: **2018-09-11**

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

File Format: **M: 29-80_2018-09-11_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Trail off Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.

02.tif

Trail sign on Seven Locks Road near Cypress Grove Lane, Unit 2, looking east.

03.tif

Concrete culvert with trail on top, Unit 2, northeast of parking lot.

04.tif

Cabin John trail head, north section of Unit 2, looking northeast toward the beltway.

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Capitol Car Distributors

Inventory Number: PG:70-95

Address: 9300 Martin Luther King Jr. Highway

Historic District: No

City: Lanham

Zip Code: 20706

County: Prince Georges

USGS Quadrangle(s): Lanham

Property Owner: P8 CGMG Holdings, LLC

Tax Account ID: 20-3755717

Tax Map Parcel(s): 0000

Tax Map: 0052

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Sarah Groesbeck

Date Prepared: Aug 13, 2019

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B ☒ C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

Description

The property has not been substantially altered since the 2016 MIHP form. The only noticeable change was in the garden east of the building; the pond, an original landscape feature, has been filled and is now planted with grass. The shape of the pond is still visible because of paving surrounding the area.

Evaluation

The property is not eligible under Criterion A. Capitol Car Distributors is associated with the automobile industry as the headquarters of a regional Volkswagen distributor in Washington, DC. The company was one of the first distributors in the area and quickly expanded, moving and expanding several times from 1955 when the Capitol Car Distributors was incorporated until 1965 when it moved to the subject property. The property's association with this trend, however, is not sufficiently significant; it is not known to have introduced any new or innovative processes associated with the automobile industry in general or

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:

Volkswagen in particular.

Capitol Car Distributors is not eligible under Criterion B because it has no known associations with significant persons.

Capitol Auto Distributors is eligible for the National Register of Historic Places under Criterion C as a good example of a New Formalist corporate office building in the 1960s. The Suburbanization Historic Context Addendum (1961-1980) outlines character-defining elements of this resource type, all of which Capitol Auto Distributors has, namely: an entrance fronting parking area; flat roof; concrete- or steel-frame structural system; and fixed windows (Manning et al. 2019, F-52). New Formalism became a popular style for corporate buildings during the 1960s. This style, a reaction to the rigidity of Modernism, drew on classical precedents while embracing advances in materials technology, most noticeably in its use of concrete. The administrative building exemplifies New Formalist design, from its rectangular massing and overhanging flat roof to the smooth exterior surfaces. Rather than grills or patterned screens, the overhanging second floor utilizes louvered vents to achieve a similar effect. Overall, the building's design emphasizes the building's horizontal lines and eschews the arches and curved lines used in some New Formalist buildings. Instead, individual elements are very linear, such as the thin second story louvers and the battered Greek cross columns. Its angular, geometric forms and extensive use of concrete suggests the influence of Brutalism on the design. Only the 1965 portions of the building, the administrative block and warehouse, are significant. The warehouse contributes as part of the original design, but is secondary in importance, through its placement behind the administrative building and its less ornate design with large expanses of concrete divided into a grid panel. The large warehouse addition, built in 1970, mimics the original warehouse and is compatible with the buildings, but does not contribute to Capitol Car Distributor's significance under Criterion C.

The property's design incorporated New Formalism's use of formal landscape, though rather than a central plaza with fountain or sculpture, the front parking area with grey stone pavers serves as a plaza. Ethelbert Furlong's Japanese garden to the east incorporates a water element into the property's design. The property won an architectural award from the Washington Board of Trade (Washington Post 1969, E2) and an industrial landscaping award from the American Association of Nurserymen (New York Times 1966, 27).

The property was not evaluated under Criterion D.

Integrity

Capitol Car Distributors has integrity of location since it remains in its original location.

The property, both the administrative building/warehouse and the surrounding landscape, has integrity of design. The building retains the character-defining features of a New Formalist corporate office building, as defined in the evaluation section. Although the large 1970 warehouse addition does not contribute to the property's significance, its design mimicking the original warehouse is compatible with the original building and lessens the impact of the addition to the overall design. Ethelbert Furlong's Japanese garden also has integrity; original larger features such as the pergola, paved terraces, stone retaining walls, the bridge, and planting beds convey the original design. The original pond was removed, but by planting the area with grass the original shape is still recognizable. The property was designed to be sheltered from surrounding properties and highway through the retention of mature trees along the peripheries. These areas of trees remain intact and contribute to the property's design.

Capitol Car Distributors retains its integrity of setting. Although the area surrounding the property has been developed subsequent to the headquarters' construction, the trees at the property's perimeter screen the modern development and have mostly preserved its isolated feeling.

The property has integrity of materials and workmanship. The buildings' exteriors retain many of their original materials, such as the exterior walls' concrete and brick, original windows and doors, and stone-paved ramps. Sidewalks and walkways, such as those leading from the west end of the administration building to the original warehouse, have original grey stone pavers that match those used in the parking area and ramp. The garden's original pergola, retaining walls, and bridges also contribute to the property's integrity of materials and workmanship.

Capitol Car Distributors has integrity of feeling and association. Although no longer owned by the original owner, the property is still a corporate office building and retains much of its original character.

Period of Significance

The property's period of significance is 1965, the date when the building was completed.

Boundary

Capitol Car Distributor's historic boundary encompasses the 38.64-acre parcel, (Tax Map 0052, Parcel A) that contains the building and surrounding landscaping.

Works Cited

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland.

New York Times. 1966. "13 Businesses Honored for their Landscaping." November 16, 1966. 27.

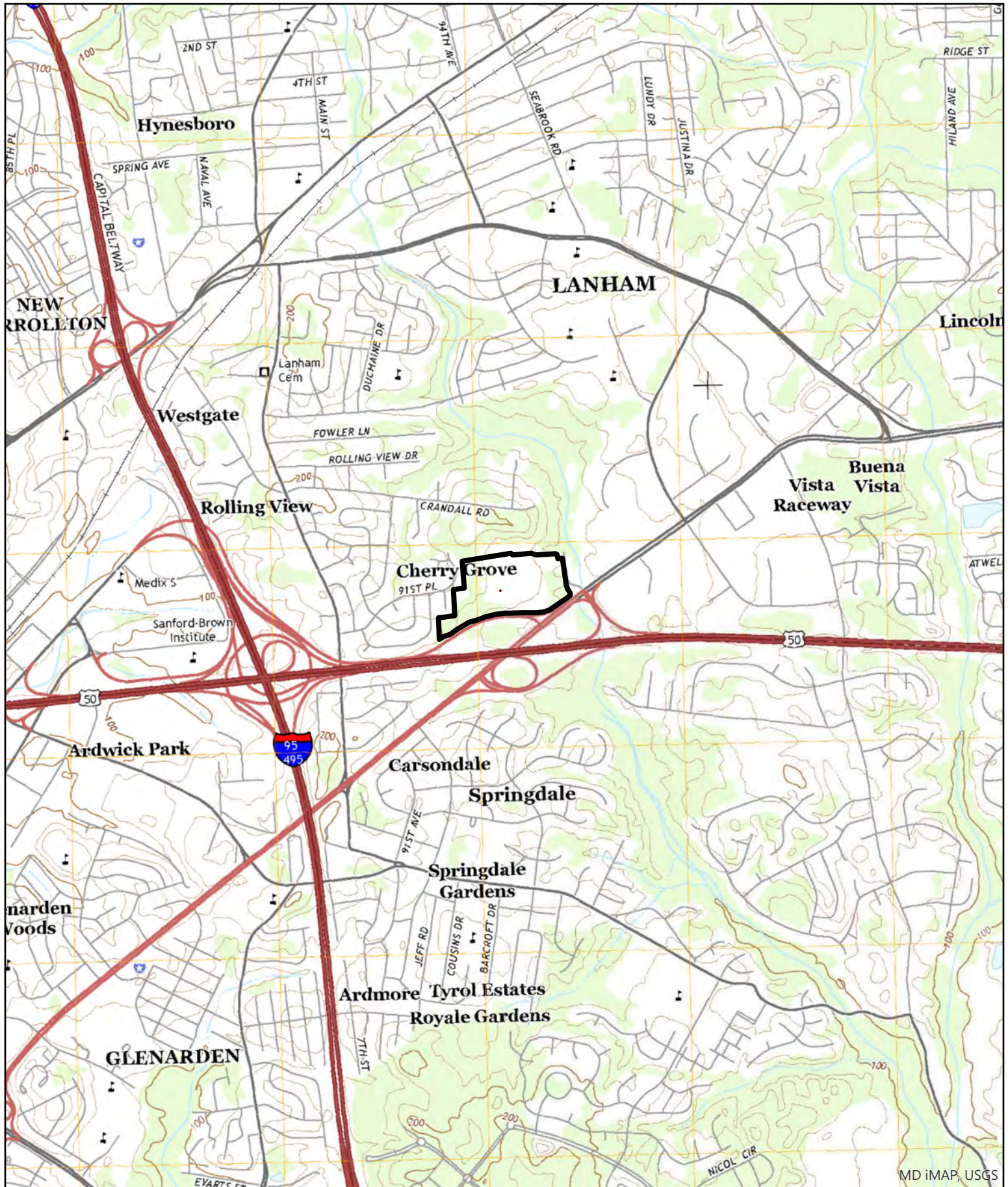
Washington Post. 1969. "HUD Office Honored by Trade Unit." November 20, 1969. E2.

Capitol Car Distributors Headquarters

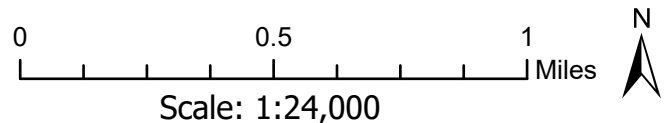
Prince George's County

Location: 9300 Martin Luther King Jr. Highway

City: Lanham



USGS 7.5' Quadrangle - Lanham



Capitol Car Distributors Headquarters

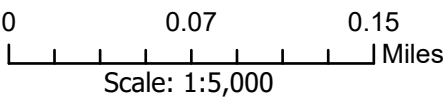
Prince George's County

Location: 9300 Martin Luther King Jr. Highway

City: Lanham



Parcel Boundaries





Administration Building Southeast Corner Looking Northwest



Administration Building Southwest Corner Looking Northeast



Administrative Building South Elevation Colonnade Looking West



View of Japanese Garden from the Administrative Building Looking Southeast

PHOTO LOG

Number of Photos: **4**

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

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

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

File Format: **PG:70-95_2019-07-09_01.tif... etc.**

Photographs inserted on continuation sheets:

PG;70-95_2019-07-09_01.tif

Administration Building Southeast Corner Looking Northwest

PG;70-95_2019-07-09_02.TIF

Administration Building Southwest Corner Looking Northeast

PG;70-95_2019-07-09_03.TIF

Administrative Building South Elevation Colonnade Looking West

PG;70-95_2019-07-09_04.TIF

View of Japanese Garden from the Administrative Building Looking Southeast

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 31-7

Page 1 of 4

Name of Property: Capitol View Park Historic District

Location: Silver Spring (Montgomery County)

The Capitol View Park Historic District was previously surveyed in 1975, 1979, and 2001. In 2001, the Maryland Historical Trust concurred with the Maryland State Highway Administration that the district was eligible for listing in the National Register of Historic Places under Criteria A and C as a representative planned suburban neighborhood along the Metropolitan Branch of the B&O Railroad, illustrating popular residential building styles from its period of significance, 1887-1941. Capitol View Park Historic District has an irregular boundary due to the exclusion of infill properties. The 2001 form stated the boundary was “delineated to include all structures constructed during the period of significance.”

Minor inconsistencies between the mapped boundary and the contributing property list are corrected as part of this Addendum.

The original contributing resource list includes The Castle at Forest Glen at 10 Post Office Road (Map HP652, Parcel 000, Lot 7, encompassing 0.59 acres and inventoried as MIHP No. M: 31-8-4, Castle Glen Apartments). The boundary line has been corrected to incorporate the stone walls surrounding the associated parking area south of the commercial property. The parking area for The Castle at Forest Glen is located on a separate 0.16-acre parcel on Post Office Road at Map HP562, Parcel P609. This triangular parcel is southeast of Post Office Road, north of Forest Glen Road, and southwest of Capitol View Avenue. The stone walls feature posts topped by urns and curved walls between posts of different heights to create the effect of a gateway clearly associated with The Castle at Forest Glen. The walls appear to have been built in the 1920s, fitting the period of significance for the Capitol View Park Historic District.

The houses at 9715, 9717, and 9723 Capitol View Avenue are included as contributing resources but are partially or entirely outside the mapped boundary. Two of these buildings also have inaccurate addresses. The houses at 9717 and 9723 Capitol View Avenue should replace those addressed as 9711 and 9719 Capitol View Avenue, neither of which exist. The map has been corrected to show these included houses.

Along Capitol View Avenue at the district’s western boundary, the boundary line cut diagonally across multiple parcels. The boundary has been corrected to reflect the contributing resource list at this location.

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 31-7

Page 2 of 4

Name of Property: Capitol View Park Historic District

Location: Silver Spring (Montgomery County)

The following corrections have been made to the list of contributing properties from 2001:

- Post Office Road Parcel P609 (parking area associated with 10 Office Road)
- 9706 Capitol View Avenue (included within the mapped boundary but not previously listed; built ca. 1908, within period of significance)
- 9717 Capitol View Avenue (replaces 9711 Capitol View Avenue, which does not exist)
- 9723 Capitol View Avenue (replaces 9719 Capitol View Avenue, which does not exist)
- 9822 Capitol View Avenue (included within the mapped boundary but not previously listed; built ca. 1923, within period of significance)
- 10245 Capitol View Avenue (M: 31-7-14, included within the mapped boundary, but not previously listed; built ca. 1893, within period of significance)
- 10106 Day Avenue (included within the mapped boundary, but not previously listed; described as Trimble Estate in original form, formerly 10011 Capitol View Avenue; built ca. 1914, within period of significance)

The updated list of contributing properties to the Capitol View Park Historic District is as follows:

- 2801 Barker Street (Thomas Hahn House)
- 2910 Barker Street
- 2914 Barker Street
- 2801 Beechbank Road
- 2802 Beechbank Road
- 2804 Beechbank Road
- 2808 Beechbank Road
- 9706 Capitol View Avenue
- 9708 Capitol View Avenue
- 9710 Capitol View Avenue
- 9715 Capitol View Avenue
- 9717 Capitol View Avenue
- 9723 Capitol View Avenue
- 9808 Capitol View Avenue
- 9811 Capitol View Avenue (M: 31-7-18)
- 9816 Capitol View Avenue
- 9819 Capitol View Avenue (M: 31-7-13)
- 9822 Capitol View Avenue
- 9826 Capitol View Avenue

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 31-7

Page 3 of 4

Name of Property: Capitol View Park Historic District

Location: Silver Spring (Montgomery County)

- 9829 Capitol View Avenue (M: 31-7-54)
- 9830 Capitol View Avenue
- 9834 Capitol View Avenue (Carson House)
- 9904 Capitol View Avenue
- 9906 Capitol View Avenue
- 9907 Capitol View Avenue
- 9911 Capitol View Avenue
- 9913 Capitol View Avenue
- 9921 Capitol View Avenue
- 9925 Capitol View Avenue
- 9927 Capitol View Avenue
- 10012 Capitol View Avenue (M: 31-7-2)
- 10106 Capitol View Avenue
- 10110 Capitol View Avenue
- 10122 Capitol View Avenue
- 10124 Capitol View Avenue
- 10200 Capitol View Avenue
- 10210 Capitol View Avenue
- 10212 Capitol View Avenue
- 10213 Capitol View Avenue (M: 31-7-15)
- 10220 Capitol View Avenue
- 10232 Capitol View Avenue
- 10233 Capitol View Avenue (M: 31-7-17)
- 10235 Capitol View Avenue
- 10245 Capitol View Avenue (M: 31-7-14)

- 10106 Day Avenue (Trimble Estate)

- 10109 Grant Avenue (M: 31-7-20)

- 3108 Lee Street
- 3113 Lee Street
- 3120 Lee Street (Mullett House)

- 10019 Menlo Avenue (Willson House)
- 10023 Menlo Avenue (Ireland House)
- 10203 Menlo Avenue

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 31-7

Page 4 of 4

Name of Property: Capitol View Park Historic District

Location: Silver Spring (Montgomery County)

- 10207 Menlo Avenue (Weiss House, M: 31-7-19; individual MIHP lists incorrect address [10209])
- 10211 Menlo Avenue
- 10215 Menlo Avenue
- 10217 Menlo Avenue
- 10225 Menlo Avenue
- 10118 Meredith Street
- 10200 Meredith Street
- 10201 Meredith Street (Wolff House)
- 10203 Meredith Street

- 6 Post Office Road (M: 31-8-3)
- 10 Post Office Road (M: 31-8-4); includes associated parking area to the south at Parcel P609

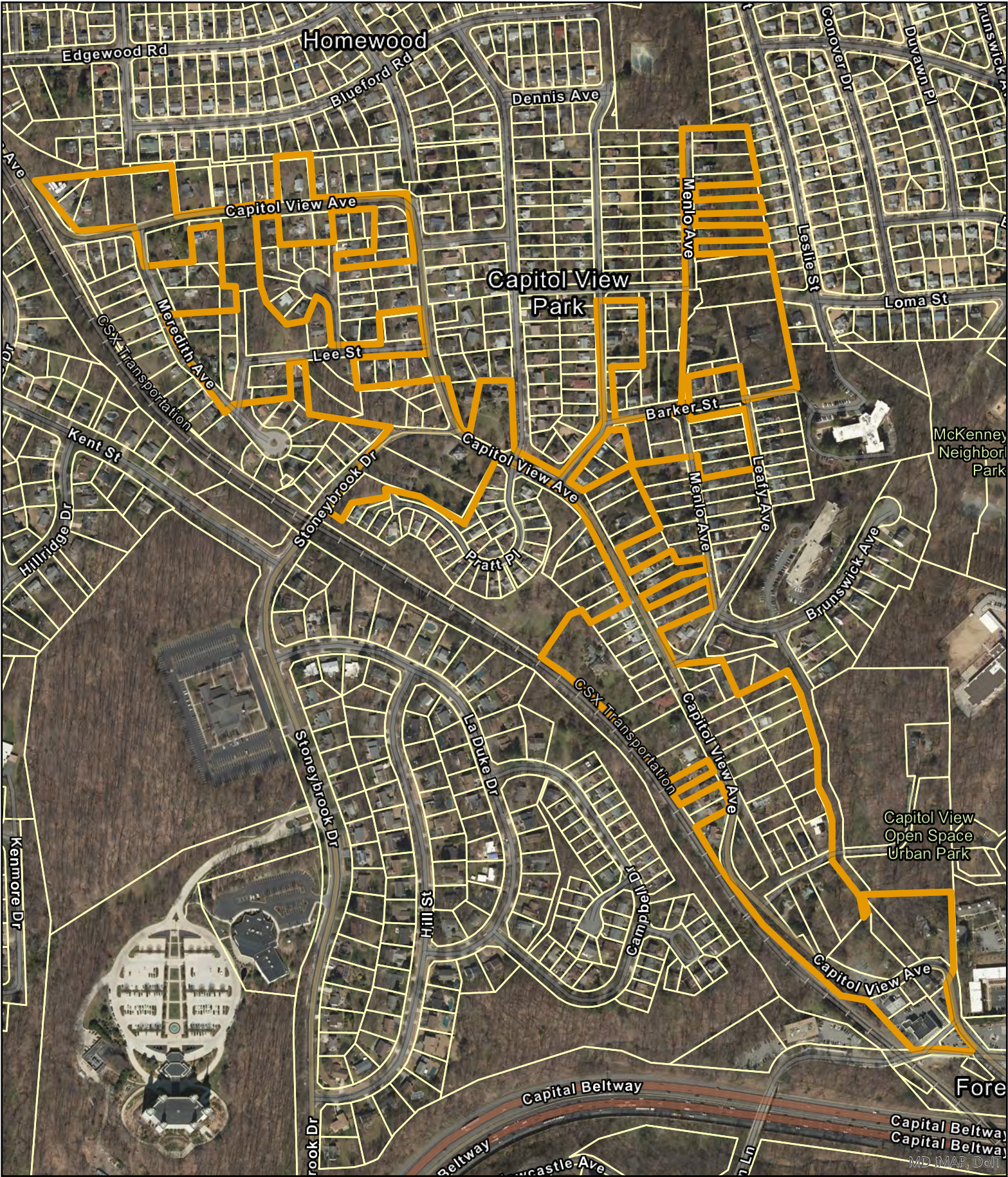
- 10013 Stoneybrook Drive (M: 31-7-16)

Capitol View Park Historic District

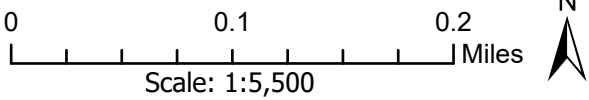
Montgomery County

Location: Capitol View Avenue, Meredith Avenue, Pine Street, Lee Street, Stonebrook Drive, Barker Street, Menlo Avenue, Warner Avenue, Beechbank Road

City: Silver Spr



Parcel Boundaries



Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 29-59

Page 1 of 1

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

Location: Montgomery County, MD

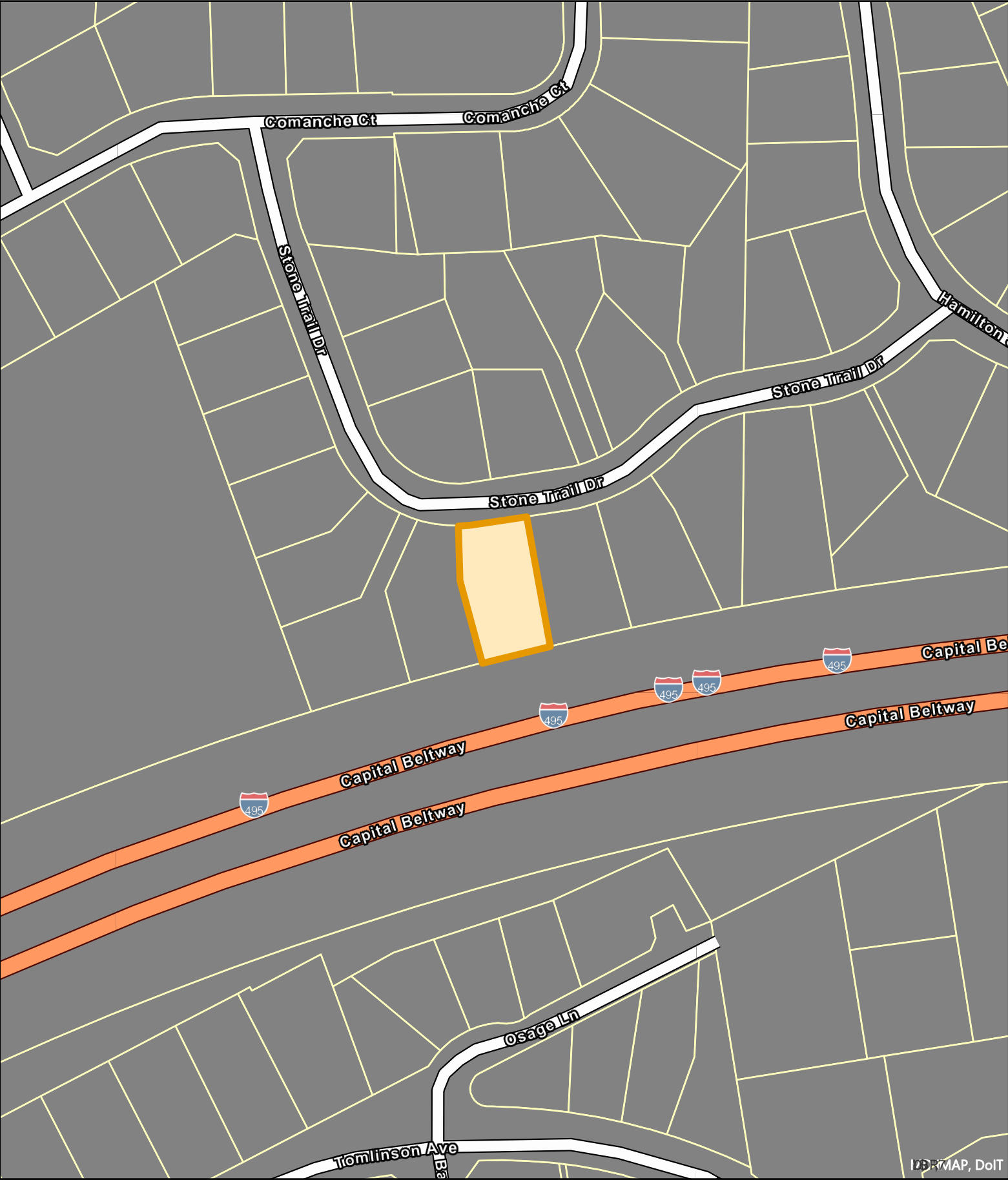
8214 Stone Trail Drive is not included in the 2008 Carderock Springs Historic District NRHP form. This addendum corrects the oversight and provides the contributing status of the property.

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

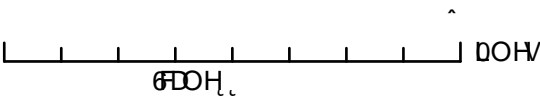
The dwelling is relatively unmodified and displays the same high degree of integrity as adjacent Clubview models (such as 8212, 8215, and 8216 Stone Trail Drive). The NRHP form indicates that properties will contribute to the district if they retain integrity as examples of their type and are associated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



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



8UFD %RGLHV



**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Carderock Springs South Inventory Number: M: 35-194

Address: 6801-6917 Persimmon Tree RD 1-13 Persimmon Court; 8300-8324
(even only) Tomlinson Avenue; 7000-7037 Barkwater Court 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: GN12

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

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler Date Prepared: 12/2018

Documentation is presented in: Project review and compliance files

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

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

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes ☐ 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 Carderock Springs South is located south of Interstate-495 (I-495) in Bethesda, bounded by Persimmon Tree Road on the west, Tomlinson Avenue on the north, and other residential development on the east and south sides. The resource contains a total of 21.12 acres, of which 4.39 acres is a wooded park owned by the Carderock Spring South homeowners association (Montgomery County Plats [MCP] 8477). The development is filled with 45 single-family dwellings along Persimmon Tree Road, Persimmon Court, Tomlinson Avenue, and Barkwater Court. A sign located at the southeast corner of the intersection of Persimmon Tree Road and Tomlinson Avenue denotes the area as "Carderock Springs South." The development has a naturalistic setting and is void of public sidewalks while cul-de-sacs feature a central landscaped island. Some natural topographic features were retained along with mature trees throughout the neighborhood. Individual lots are further landscaped with grassy lawns, shrubbery, and other ornamental foliage.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Description:

Carderock Springs South, advertised as the last and final section of the Carderock Springs planned residential subdivision, features four types of single-family dwellings designed by architects Keyes, Lethbridge & Condon (KLC) for developer Edmund Bennett constructed between 1967 and 1970. These Contemporary-style house types include the Overlook (Mark II), Hillcrest (Mark II and III), Pineview (Mark II and III), and Glenmore (Mark II) models, all of which are detailed in the "Subdivisions Built by Edmund Bennett and designed by Keyes, Lethbridge & Condon in Montgomery County, Maryland, 1956-1973," National Register of Historic Places (NRHP) Multiple Property Documentation (MPD) form (Gournay and Corbin Sies 2004, E-77 and E-85, Plates 41-45).

A majority of the houses in the subdivision are Pineview models, though updated versions of the Overlook and Hillcrest are equally as popular. The Glenmore model is somewhat less common given its hillside form and the gentle rolling topography of the subdivision. Most houses face the roadway from which they are accessed, although some variation is seen within the "cluster groupings" and "quad courts" (Gournay and Corbin Sies 2004, E-77). All houses in the subdivision rest on continuous poured-concrete foundations, some of which are slabs on grade. In some Overlook and Glenmore model houses, the concrete foundation is augmented by fluted concrete panels featuring rusticated or rough-edged vertical strips in keeping with the rustic natural aesthetic and use of durable materials throughout the subdivision. The frame structural systems of these dwellings are predominantly clad in a stretcher-bond brick veneer. A smaller number of houses are clad in wood siding like board-and-batten, simple-drop weatherboard, or T1-11 siding. Pineview models are predominantly clad in brick veneer with an attached garage bay clad in some type of wood siding. All houses in Carderock Springs South are covered by side-gabled roofs with wide overhanging eaves, and most feature one exterior- or interior-end brick chimney. In some houses, original metal flues indicate the placement of an interior wood-burning stove in the same location as the typical chimney stack. A majority of the roofs are clad in asphalt shingles, but two examples of cedar-shingled roofs remain at 5 Persimmon Court and 7005 Barkwater Court, though they may not be the original material.

Primary entries and other fenestration have not been substantially altered in most of the houses. The original front doors vary in design, but are all single-leaf wood doors, some with ornamental features like square panels lined by decorative trim while others are solid wood or feature three diagonally placed rectangular lights near the top. Original aluminum-framed, sliding sash windows with white wood surrounds remain a dominant visual characteristic of the neighborhood. Additions, where present, typically extend from the rear elevation of the house and are not visible from the roadway (7021 Barkwater Court and 12 Persimmon Court). The most common addition appears to be an enlarged wood deck along the rear or side elevation, most of which are not visible from the roadway. Three houses feature a small one-bay garage or carport addition to the side of the house which often matches the original in materials, while five original garage bays have been enclosed to create additional living space (7017 and 7033 Barkwater Court, 6801 and 6905 Persimmon Tree Road, and 1 Persimmon Court). The carports of several Hillcrest models have been partially framed in but continue to function as garages. Two houses have recently constructed detached garages or sheds at the rear side of the property not visible from the street, and three houses have in-ground pools visible on current satellite imagery (Google 2018).

A few houses feature alterations that have substantially changed the façade: two instances of modifications to the main entry have resulted in projecting central bays at 7016 Barkwater Court and 6913 Persimmon Tree Road, while sizeable additions have impacted the footprint and general appearance of the houses at 8304 and 8320 Tomlinson Avenue and 7000 Barkwater Court, though the design of this new construction is fairly sympathetic to the original building. Some main entry doors, window units, and wood railings along balconies have been replaced over time, but most retain original design characteristics and materials (i.e., single-leaf wood doors, overhead aluminum garage doors, or paired metal-framed, sliding sashes with white wood surrounds). One exception is the house at 7037 Barkwater Court where fenestration at the façade was altered significantly with one-over-one,

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

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

double-hung, replacement windows and enclosure of the upper level balcony. Nearly a dozen houses in the subdivision have been painted, losing their original naturalistic color palette.

The landscape of most lots is marked by natural contours, mature trees, shrubs, ornamental ground cover, and sections of grassy lawn. Driveways typically extend from the roadway to the garage with additional pavement on one side or the other for more parking space and are often connected to the front door by similarly designed stone-paver sidewalks. About half of the lots share the same mailbox mounted on a wood stand and marked with the house number--a feature seen in other sections of Carderock Springs.

The landscape of the subdivision retains a natural setting with paved streets lacking curbs, few original streetlights (metal posts topped by a white globe), and no sidewalks (though a small stretch of sidewalk was recently added to the southeast corner of Persimmon Tree Road to facilitate access to a bus stop there). Additional small-scale streetlights, likely introduced in the 1980s, are modest in size and also can be found throughout the larger Carderock Springs neighborhood. A sign at the corner of Tomlinson Avenue and Persimmon Tree Road rests on an uncut, uncoursed, stone wall with a built-in planter topped by stacked timbers featuring "Carderock Springs South." It was likely designed by landscape architect Thurman Donovan, who was also involved in the design of the overall landscape and some individual lots (Gournay and Corbin Sies 2004, E-84). A 4.39-acre commonly owned park crosses through the subdivision in a northwest-southeast direction, connecting to the Carderock Springs Neighborhood Conservation Area (CSNCA) at the southeast corner of the subdivision. This wooded common is preserved in a natural state.

Historic Context:

The 21.12 acres within the Carderock Springs South planned residential development was purchased by the Bennett Construction Company in 1965 and platted in August 1966 with the same 45 single-family dwelling lots and central open space configuration that remains today (Montgomery County Deed Book [MCDB] 3452, 297; MCP 8477). Identified as one of six well-preserved "visual communities" in the MPD for Bennett's subdivisions with KLC-designed houses, this development was marketed as the first "Montgomery County-approved cluster planned community," and "the final section" of the widely acclaimed Carderock Springs neighborhood situated just north of I-495 and included many similarly styled houses within a similar landscape setting (Gournay and Corbin Sies 2004, Plate 41).

Built between 1967 and 1971 during the Suburban Diversification Period (1961-1980), the four house types in Carderock Springs South illustrate Bennett's economical construction techniques and KLC's architectural expression of a "new regionalism" in a Contemporary modernist design (Gournay and Corbin Sies 2004, E-38, E-49; Manning et al. 2018). As one of two later examples of this collaboration, the neighborhood embodies Bennett's pragmatic trial and error approach in his developments, "highlighting the constant desire, on the part of the builder and his architects, to improve upon the floor plans of these suburban tract houses" (Gournay and Sies 2004, E-59). The designs for dwellings in Carderock Springs South were modified from previous models used in Carderock Springs and share similar characteristics to later houses constructed for Bennett and KLC's New Mark Commons (M: 26-40), like the use of fluted concrete panels at the lower levels of the Glenmore and Overlook models not seen in the earlier sections of Carderock Springs (Gournay and Sies 2004, E-85). Lots in Carderock Springs South were slightly smaller than those in the earlier sections of the development with two house plans decreasing slightly in size and the addition of a new "bow window motif" to the Hillcrest model's living room (Gournay and Sies 2004, E-85). Consistent patterns of landscaping on individual lots throughout the subdivision suggest that some homeowners used T.D. Donovan's landscape plans, available from the developer at a low additional cost. An example of Donovan's work, one original plan from a house in an earlier section of Carderock Springs depicted a "random flagstone walk interspersed with bushes leading from the driveway to the entrance terrace" (Gournay and Sies 2004, E-76).

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

Typical of Bennett's subdivisions during this period, Carderock Springs South reflects leading design concepts in its use of cluster development, landscape preservation techniques, buried power lines, community facilities, and architectural covenants to create a picturesque and environmentally sensitive neighborhood that stood apart from the work of his contemporaries. By using cluster development techniques and reserving a large open space for passive recreation, Bennett was responding to the increasing environmental awareness of area residents. As the first locally approved cluster planned community, Carderock Springs South illustrates one of the desired goals set forth for residential development in M-NCPPC's 1964 general plan (Manning et al. 2018, C-4). Although he was not the first to have used cluster development techniques in Montgomery County, this subdivision appears to have been the first time they were officially approved for use in a single-family residential setting.

Clustering development to create larger expanses of open space had been occurring in garden apartment complexes throughout the D.C. area since the mid-1950s when Carl Freeman and landscape architect S.E. Sanders sought to preserve much of the natural topography along with mature trees to lessen new development's destructive impacts on the environment (Kelly 2012, 8-11). Bennett used similar cluster techniques in the earlier sections of Carderock Springs, where his "triad" or "quad" courts and their central landscaped islands appealed to Montgomery County planners and residents alike (Gournay and Sies 2004, E-77). Bennett also experimented with buried utility lines in the first phases of Carderock Springs, influencing Montgomery County's 1965 law requiring such work for all new subdivisions (Gournay and Corbin Sies 2004, E-44).

In addition to having localized open space, the residents in Carderock Springs South were assured membership in the communal recreation facilities of the larger Carderock Springs neighborhood, including access to its tennis and swim clubs, basketball courts, playgrounds, picnic areas, nature trails, and community center (Gournay and Corbin Sies 2004, Plate 41). In offering these shared facilities, Bennett was following recent trends in the construction of new residential communities where these communal spaces were marketed as a vehicle for inclusion and sense of belonging (Gournay and Corbin Sies 2004, Plate 41; The Washington Post 1967, E10). A leader in cultivating a "brand" identity for each of his developments, Bennett worked to lure young professionals to the subdivision as he had in the other sections of the neighborhood (The Washington Post 1967, E10). Relying heavily on market research, Bennett's efforts were in keeping with other leading developers of the period, including Carl Freeman and his "Americana" brand—initially used for single-family dwellings, but later applied to multi-family residential communities (Kelly 2012, 8-3).

To maintain the character of his subdivisions, Bennett established architectural covenants specific to each development. In April 1968, Bennett established the Carderock Springs South Homes Association, Inc., in a deed that simultaneously created provisions for membership in the organization, use and maintenance of its communal facilities, architectural controls for the subdivision, and perpetual easements over light posts and landscaping within 10 feet of all roadways (MCDB 3738, 477-486). Additional stipulations prohibited unsightly fences, temporary storage structures, and on-street parking.

Evaluation:

Based on the "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)," Carderock Springs South retains all of the character-defining elements of a planned residential subdivision including building setbacks, scale, and architectural features reflecting the period and original streetscape design (Manning et al. 2018, E-7, E-11). As a district, Carderock Springs South also meets the registration requirements specified in the 2004 MPD as it "retains the key features of site planning, landscaping, and communal uses which are characteristic of Bennett/KLC collaboration, and the majority of houses within the subdivision... [possess] integrity of design, form, and materials to clearly identify them as representative examples of their type" (Gournay and Sies 2004, E-99).

While this development was advertised as the first approved cluster planned community in Montgomery County, the same type of

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

cluster patterns had occurred elsewhere in the county, particularly in multi-family and mixed-type residential developments. Further, Bennett's initial efforts to bury power lines in the earlier sections of Carderock Springs proved to be the impetus for the change in local zoning regulations and were a local requirement by the time the South section was developed. Therefore, this subdivision is not eligible for the NRHP under Criterion A. Additional archival research did not yield any significant associations with important individuals in the past, and therefore, this resource is not eligible under Criterion B.

Typical of Bennett/KLC subdivisions, the Carderock Springs South development integrates the architecture of the buildings, streets, neighborhood and individual lot layout, with the overall landscape design to present an alternative to the "ordinary" neighborhoods constructed during the Suburban Diversification Period (Gournay and Corbin Sies 2004, E-33). (For more information about common trends and design characteristics in Planned Residential Developments during this time period, see Manning et al. 2018). The Carderock Springs South planned residential development is one of six neighborhoods identified as historically significant under Criterion C as part of the Bennett/KLC subdivisions MPD (Gournay and Corbin Sies 2004, E-4). This subdivision has not been individually recorded in the Maryland Historical Trust's (MHT) Maryland Inventory of Historic Properties (MIHP), while five such subdivisions have been recorded, including New Mark Commons (M: 26-40), Carderock Springs (M: 29-59), Kenwood Park (M: 35-156), Potomac Overlook (M: 35-157), and Flint Hill (M: 35-158).

The 2004 MPD identified four residential models for the 45 KLC-designed houses in Carderock Springs South as well as key elements of site planning, landscaping, and community amenities, including T.D. Donovan-designed signage and landscaping for some individual lots, triad courts and landscaped islands in the cul-de-sacs, and a commonly owned wooded park--all of which remain intact and in good condition (Gournay and Corbin Sies 2004, E-84-85).

For these reasons, Carderock Springs South is eligible as a district under NRHP Criterion C.

As an architectural resource, the resource was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, Carderock Springs South is eligible for listing in the NRHP.

Although it falls within the period of significance prescribed for Montgomery County's Bennett/KLC subdivisions (1956-1973), a more specific period of significance for this resource is 1966-1971, beginning with the establishment of the park and ending when all of the houses within the subdivision were completed. The landscape and overall design characteristics of the neighborhood remain intact with a high level of historic integrity. While some of the individual houses and lot landscaping have changed over time, these alterations have not compromised the design of the individual properties. Similar modifications to houses in this development exist throughout earlier sections of Carderock Springs, likely due to the fact that exterior changes are controlled by the same Architectural Review Committee (Carderock Springs Citizens' Association 2018). Many modifications to the landscape were limited by deed restrictions established by Bennett in keeping with other properties in the older sections of Carderock Springs. Although some of the buildings have had minor modifications, they all remain recognizable as being from their period of construction and continue to contribute to Carderock Springs South's its historic significance.

The resource boundary for the Carderock Springs South subdivision includes 21.12 acres of land as it was originally platted and which remains unchanged to date (MCP 8477).

References:

Carderock Springs Citizens' Association. 2018. Architectural Review. Accessed October 18, 2018.
<http://www.carderocksprings.net/article/3/architectural-review>.

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

Google. 2018. Google Earth [Computer Program]. Accessed September 21, 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).

Kelly, Clare Lise. 2012. Maryland Historical Trust, Maryland Inventory of Historic Properties Form: Americana Glenmont (M: 31-43). Copy on file at the Maryland Historical Trust, Crownsville, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. Suburbanization Historic Context Addendum 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.

Maryland Historical Trust (MHT). 2018. Maryland's National Register Properties: Carderock Springs (M: 29-59) and New Mark Commons (M: 26-40). Accessed October 4, 2018. https://mht.maryland.gov/research_nationalregister.shtml.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed August 30, 2018. <http://www.mdlandrec.net/>.

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

The Washington Post. 1967. Advertisement for Carderock Springs South. December 16, 1967. E10.

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

Carderock Springs South

Location: 6801-6917 Persimmon Tree Road; 1-16 Persimmon Court;
8300-8324 (evens only) Tomlinson Avenue; 7000-7037 Barkwater Court
City: Bethesda

MIHP#: M: 35-194
Montgomery County



USGS 7.5' Quadrangle - Falls Church

0 0.3 0.6
Miles
Scale: 1:24,000



Carderock Springs South

Location: 6801-6917 Persimmon Tree Rd, 1-16 Persimmon Court; 8300-8324 (even only) Tomlinson Avenue; 7000-7037 Barkwater Court

MIHP#: M: 35-194
Montgomery County



Parcel Boundaries

00.030.06

Miles

Scale: 1:2,200

N

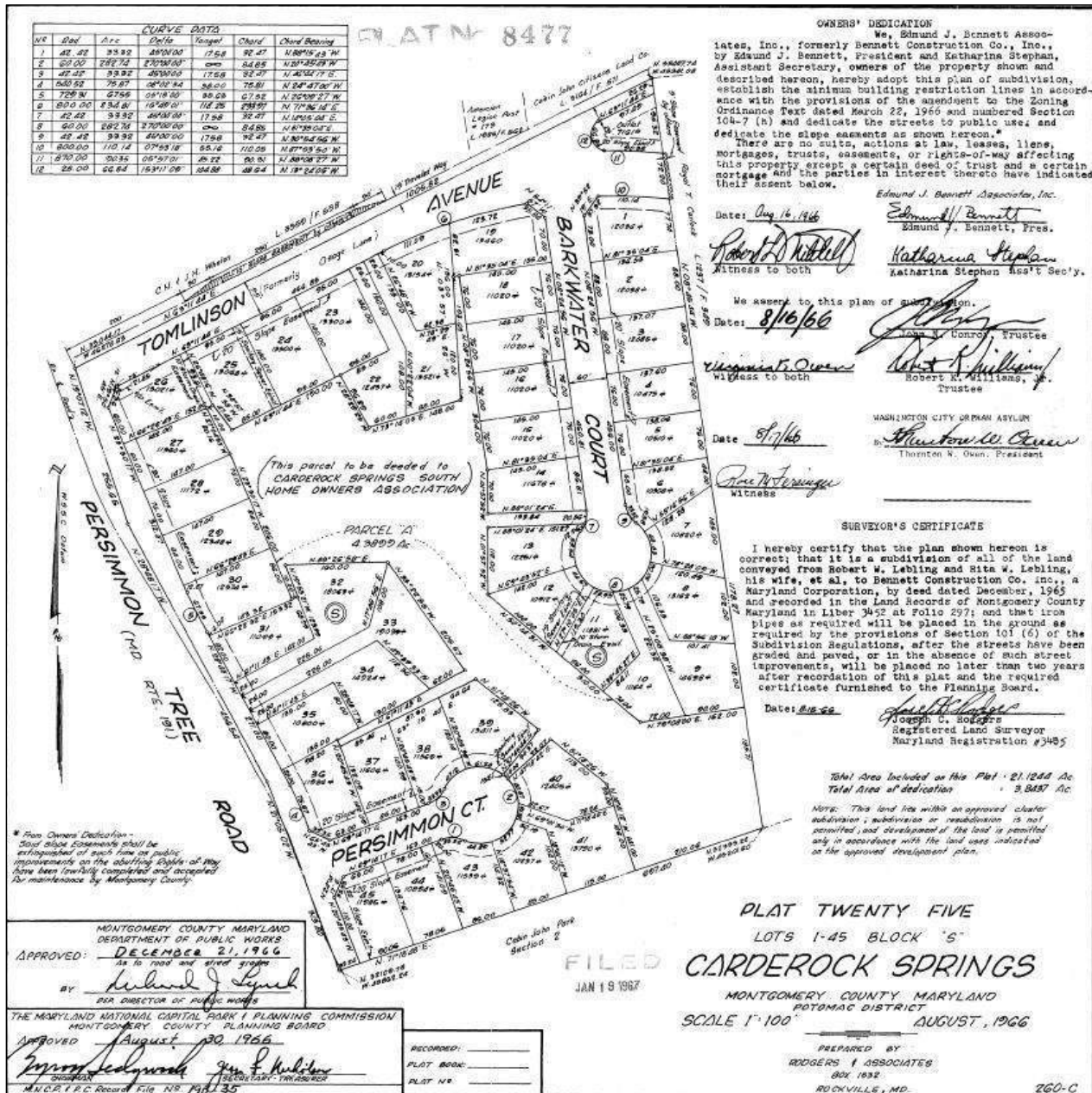
Carderock Springs South (M: 35-194)
6801–6917 Persimmon Tree Road, 1–16 Persimmon Court;
8300–8324 (even only) Tomlinson Avenue; 7000–7037 Barkwater Court
Bethesda, Montgomery County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1 PERSIMMON CT	1968	C	
House	2 PERSIMMON CT	1968	C	
House	4 PERSIMMON CT	1968	C	
House	5 PERSIMMON CT	1968	C	
House	8 PERSIMMON CT	1968	C	
House	9 PERSIMMON CT	1968	C	
House	12 PERSIMMON CT	1968	C	
House	13 PERSIMMON CT	1968	C	
House	16 PERSIMMON CT	1968	C	
House	6801 PERSIMMON TREE RD	1968	C	
House	6805 PERSIMMON TREE RD	1968	C	
House	6809 PERSIMMON TREE RD	1968	C	
House	6813 PERSIMMON TREE RD	1968	C	
House	6817 PERSIMMON TREE RD	1968	C	
House	6821 PERSIMMON TREE RD	1968	C	
House	6901 PERSIMMON TREE RD	1968	C	
House	6905 PERSIMMON TREE RD	1968	C	
House	6909 PERSIMMON TREE RD	1968	C	
House	6913 PERSIMMON TREE RD	1968	C	
House	6917 PERSIMMON TREE RD	1968	C	
House	7000 BARKWATER CT	1969	C	
House	7001 BARKWATER CT	1969	C	
House	7004 BARKWATER CT	1969	C	
House	7005 BARKWATER CT	1969	C	
House	7008 BARKWATER CT	1969	C	
House	7009 BARKWATER CT	1969	C	
House	7013 BARKWATER CT	1969	C	
House	7016 BARKWATER CT	1969	C	
House	7017 BARKWATER CT	1969	C	
House	7020 BARKWATER CT	1969	C	
House	7021 BARKWATER CT	1969	C	

Carderock Springs South (M: 35-194)
6801–6917 Persimmon Tree Road, 1–16 Persimmon Court;
8300–8324 (even only) Tomlinson Avenue; 7000–7037 Barkwater Court
Bethesda, Montgomery County, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7024 BARKWATER CT	1969	C	
House	7025 BARKWATER CT	1969	C	
House	7028 BARKWATER CT	1969	C	
House	7029 BARKWATER CT	1969	C	
House	7032 BARKWATER CT	1969	C	
House	7033 BARKWATER CT	1969	C	
House	7037 BARKWATER CT	1969	C	
House	8300 TOMLINSON AVE	1969	C	
House	8304 TOMLINSON AVE	1968	C	
House	8308 TOMLINSON AVE	1969	C	
House	8312 TOMLINSON AVE	1968	C	
House	8316 TOMLINSON AVE	1968	C	
House	8320 TOMLINSON AVE	1968	C	
House	8324 TOMLINSON AVE	1968	C	
Park	0 PERSIMMON TREE RD	1966	C	

Carderock Springs South (M: 35-194)
 6801-6917 Persimmon Tree Road, 1-16 Persimmon Court;
 8300-8324 (even only) Tomlinson Avenue; 7000-7037 Barkwater Court
 Bethesda, Montgomery County, Maryland



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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 1



Photo 1 of 18: Carderock Springs South sign at SE corner of Persimmon Tree Road and Tomlinson Avenue.



Photo 2 of 18: View of streetscape and cul-de-sac on Persimmon Court and wooded park beyond, looking east.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 2



Photo 3 of 18: View of island in center of Barkwater Court cul-de-sac, looking south.



Photo 4 of 18: View along Barkwater Court, looking north towards Tomlinson Avenue.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 3



Photo 5 of 18: View of south elevation of 13 Persimmon Court (Overlook model), looking north.



Photo 6 of 18: View of 7004 Barkwater Court (Hillcrest model), looking southeast.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 4



Photo 7 of 18: View of west elevation of 1 Persimmon Court (Glenmore model), looking east.



Photo 8 of 18: View of west elevation of 6909 Persimmon Tree Road (Pineview model), looking east.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 5



Photo 9 of 18: View of west elevation of 7021 Barkwater Court, looking east.



Photo 10 of 18: View of west elevation of 7029 Barkwater Court, looking east.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 6



Photo 11 of 18: View of north elevation of 4 Persimmon Court, looking south.



Photo 12 of 18: View of north elevation of 16 Persimmon Court and original light post, looking south.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 7



Photo 13 of 18: View of 9 Persimmon Court showing landscape, looking northwest.



Photo 14 of 18: View of primary or north elevation of 8308 Tomlinson Avenue, looking south.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 8



Photo 15 of 18: Northeast oblique of 8316 Tomlinson Avenue, looking southwest.



Photo 16 of 18: View of communal entrance to wooded park, looking east from Persimmon Court.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 9



Photo 17 of 18: View of 6917 and 6913 Persimmon Tree Road, looking southeast.



Photo 18 of 18: View of 7024 Barkwater Court, looking north.

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 10

PHOTO LOG

Name of Property: Carderock Springs South
Name of Photographer: Melissa Butler, Joe Blondino, and Adriana Moss
Date of Photographs: 09/10/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 18:
View of Carderock Springs South sign at southeast corner of Persimmon Tree Road and Tomlinson Avenue.
M; 35-194_2018-09-10_01.tif

Photo 2 of 18:
View of streetscape and cul-de-sac on Persimmon Court and wooded park beyond, looking east.
M; 35-194_2018-09-10_02.tif

Photo 3 of 18:
View of island in center of Barkwater Court cul-de-sac, looking south.
M; 35-194_2018-09-10_03.tif

Photo 4 of 18:
View along Barkwater Court, looking north towards Tomlinson Avenue.
M; 35-194_2018-09-10_04.tif

Photo 5 of 18:
View of south elevation of 13 Persimmon Court (Overlook model), looking north.
M; 35-194_2018-09-10_05.tif

Photo 6 of 18:
View of 7004 Barkwater Court (Hillcrest model), looking southeast.
M; 35-194_2018-09-10_06.tif

Photo 7 of 18:
View of west elevation of 1 Persimmon Court (Glenmore model), looking east.
M; 35-194_2018-09-10_07.tif

Photo 8 of 18:
View of west elevation of 6909 Persimmon Tree Road (Pineview model), looking east.
M; 35-194_2018-09-10_08.tif

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

Inventory No M: 35-194

Name Carderock Springs South
Continuation Sheet

Number Photos Page 11

Photo 9 of 18:

**View of west elevation of 7021 Barkwater Court, looking east.
M; 35-194_2018-09-10_09.tif**

Photo 10 of 18:

**View of west elevation of 7029 Barkwater Court, looking east.
M; 35-194_2018-09-10_10.tif**

Photo 11 of 18:

**View of north elevation of 4 Persimmon Court, looking south.
M; 35-194_2018-09-10_11.tif**

Photo 12 of 18:

**View of north elevation of 16 Persimmon Court and original light post, looking south.
M; 35-194_2018-09-10_12.tif**

Photo 13 of 18:

**View of 9 Persimmon Court showing landscape, looking northwest.
M; 35-194_2018-09-10_13.tif**

Photo 14 of 18:

**View of primary or north elevation of 8308 Tomlinson Avenue, looking south.
M; 35-194 M; 35-194 M; 35-194_2018-09-10_14.tif**

Photo 15 of 18:

**Northeast oblique of 8316 Tomlinson Avenue, looking southwest.
M; 35-194_2018-09-10_15.tif**

Photo 16 of 18:

**View of communal entrance to wooded park, looking east from Persimmon Court.
M; 35-194_2018-09-10_16.tif**

Photo 17 of 18:

**View of 6917 and 6913 Persimmon Tree Road, looking southeast.
M; 35-194_2018-09-10_17.tif**

Photo 18 of 18:

**View of 7024 Barkwater Court, looking north.
M; 35-194_2018-09-10_18.tif**

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Carolyn Hill Apartments

Inventory Number: M: 31-76

Address: North of Forest Glen Road, east of Capitol View Avenue

Historic District: No

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP62

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:

Carolyn Hill Apartments, currently known as Glen Manor, is a garden apartment building in Silver Spring, Montgomery County. It is bounded by I-495 to the south, the Glen Knolls and Glen Briar developments to the north, Hollow Glen Place to the east, and Capitol View Avenue to the west. The 1.226-acre Carolyn Hill Apartments consists of an L-shaped apartment building framing an adjacent asphalt parking lot. Moderate tree coverage surrounds the building, and bushes line the building on all elevations. There are no secondary structures.

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:

Carolyn Hill Apartments is a L-shaped garden apartment building built in 1960 during the Modern Period (1930 – 1960). The building, designed in the Modernist style, has 18 apartment units. The front of the building overlooks the parking lot, with entrances along both ells. The building is two stories tall with an exposed basement on the rear elevations. The west ell has 11 bays and the east ell has 15 bays. Windows are a combination of fixed and sliding vinyl or metal. The foundation is brick and the siding is common bond brick. The roof is flat; metal flues serve as chimneys. There are three main entrances into the building: one on the west ell, one on the east ell, and one at the elbow between the two. All provide access to interior stairwells behind two-story metal-framed window walls. Entrances, sheltered beneath rounded, flat-roofed canopies, feature fully-glazed, single-leaf, metal framed doors with wide sidelights. The entrance at the intersection of the two ells features stone veneer around the doorway. The rear elevations feature single-leaf wooden doors with cascading lights and metal storm doors.

Historic Context:

The resource was originally part of the Forest Glen Investment Company's Subdivision that was surveyed in 1887 (Montgomery County Plats [MCP] A, 17). The Carolyn Hill Apartment building was constructed in 1960 (MCP 1407 and 1148). The building is adjacent to a development historically called Glen Manor Gardens, built in 1954, which has been split into two sections that are now called Glen Knolls and Glen Briar. Although they are close in proximity, they do not share a direct history and were developed and constructed separately. Between 1973 and 1974, the L+S Investment Co. acquired Glen Manor Gardens and Carolyn Hill Apartments, converting both to condominiums and combining the two parcels into one.

No articles were found that advertised the new construction of the Carolyn Hill Apartments; however; several articles were found advertising openings in the building in the year of its construction. In February of 1960, an advertisement provides details on renting the apartment; makes note of amenities such as air conditioning, free parking, and the inclusion of utilities in the rent; and mentions the proximity to local schools and shopping (The Washington Post 1960a). It advertised one-bedroom and two-bedroom apartments; all three-bedroom apartments had already been rented. The one-bedroom was \$108.75 and the two-bedroom was \$129.95 a month (The Washington Post 1960a). By 1961, pricing for all units had increased: a one-bedroom was \$118, a two-bedroom was \$137, and a three-bedroom apartment was \$159.50 (The Evening Star 1961). The advertisements do not include the names of the developers or builders.

Newspaper articles and plats from this period suggest Carolyn Hill Apartments was renamed Glen Manor in the early 1970s, most likely when the building was purchased by L+S Investment. (The Evening Star 1975, F5). An article in July of 1974 notes that Glen Manor Gardens, inclusive of Glen Manor (Carolyn Hill Apartments), was being converted to condos: "A section of 31, one, two and three-bedroom apartments, known as Glen Manor, also are being converted, with prices from the mid-\$20,000s" (The Evening Star 1974, F12). Most advertisements from that time list Glen Manor and Glen Knoll, the townhouse complex to the north, together. An advertisement in May of 1974 notes their exclusive atmosphere, with prices for units in Glen Manor starting at \$24,200 (The Washington Post 1974, E6). Advertisements also noted that the condominiums featured refrigerators, dishwashers, central air, and proximity to local modes of transportation (The Washington Post 1974, E6).

Evaluation:

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

Carolyn Hill Apartments is a modest and basic example of a garden apartment building from ca. 1960. The building did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the building is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Carolyn Hill Apartments is not eligible under Criterion A.

Research has not shown that the building is associated with the lives of people significant in the past, and the resource is not eligible under Criterion B.

Carolyn Hill Apartments is a late example of single-building garden apartments constructed in the Washington, DC, suburbs during the Modern Period. The building includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms, which have been altered over time. Carolyn Hill Apartments does not convey any distinctive characteristics or artistic value and is not a good example of a mid-twentieth century garden apartment building; therefore, the resource is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The building encompasses 1.226 acres and is confined to 9730, 9732, 9734, and 9736 Glen Avenue on the southern half of its current tax parcel. The apartment is north of Forest Glen Road, east of Capitol View Avenue, south of Glen Knolls and Glen Briar developments, and west of Hollow Glen Place. The boundary can also be found on Montgomery County Tax Maps HP62 and seen in Montgomery County plat records A17, 1148, 1149, 1150, 1151, 1152, and 1153.

References:

The Evening Star. 1961. Advertisement. May 19, 1961, B12.

--- 1974. "Glen Knolls." July 12, 1974, F12.

--- 1975. "Only Colonials at Carroll Park." June 21, 1975, F5.

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

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

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

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

State Department of Assessments and Taxation (SDAT). 2019. Assorted Montgomery County Tax Records. Accessed February 26, 2019. http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16.

The Washington Post. 1960a. Display Ad 121. February 21, 1960, D9.

--- 1960b. Display Ad 114. April 3, 1960, D9.

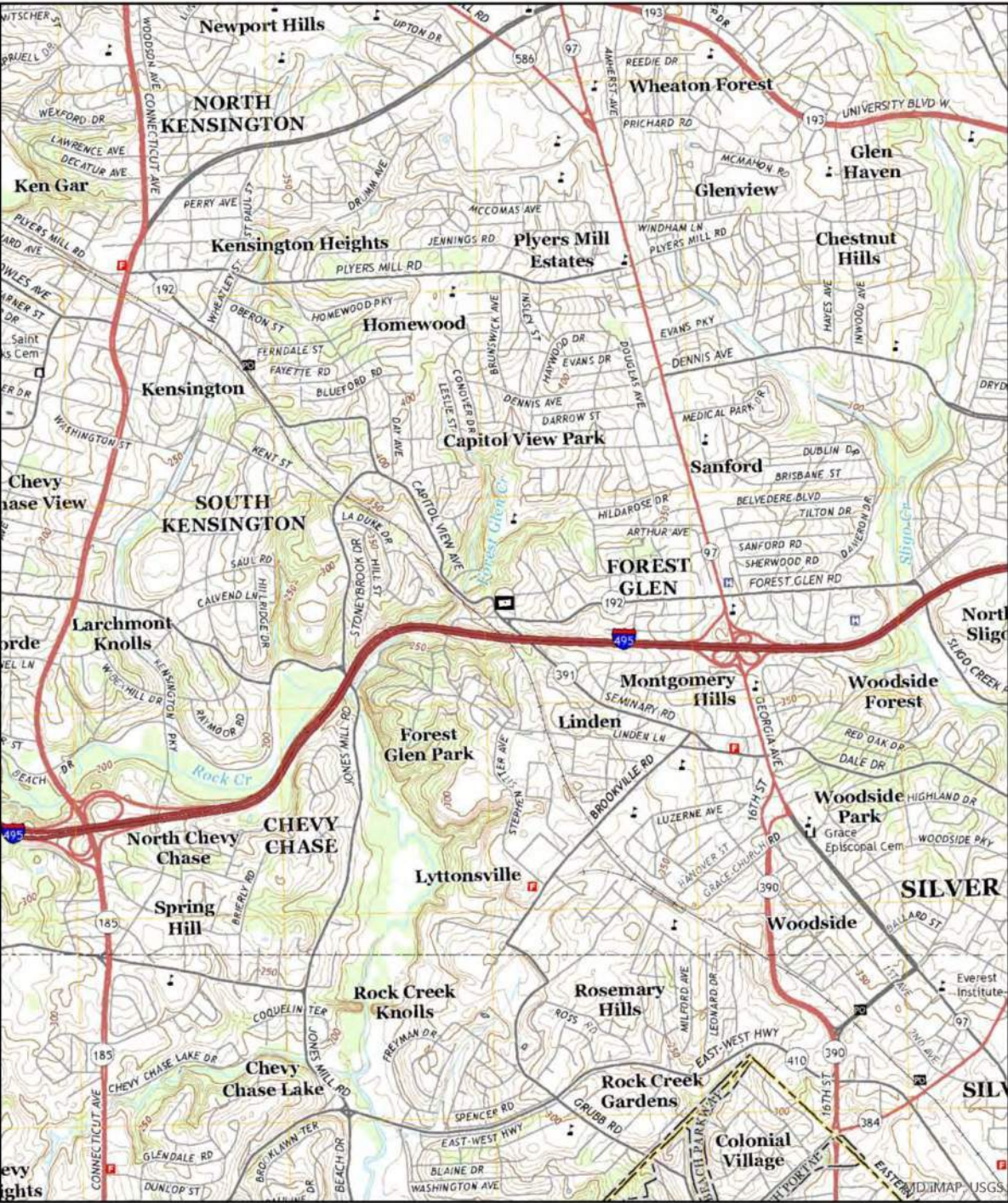
--- 1974. Display Ad 51. May 18, 1974, E6.

Carolyn Hill Apartments

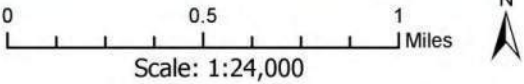
Location: North of Forest Glen Road, east of Capitol View Avenue

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

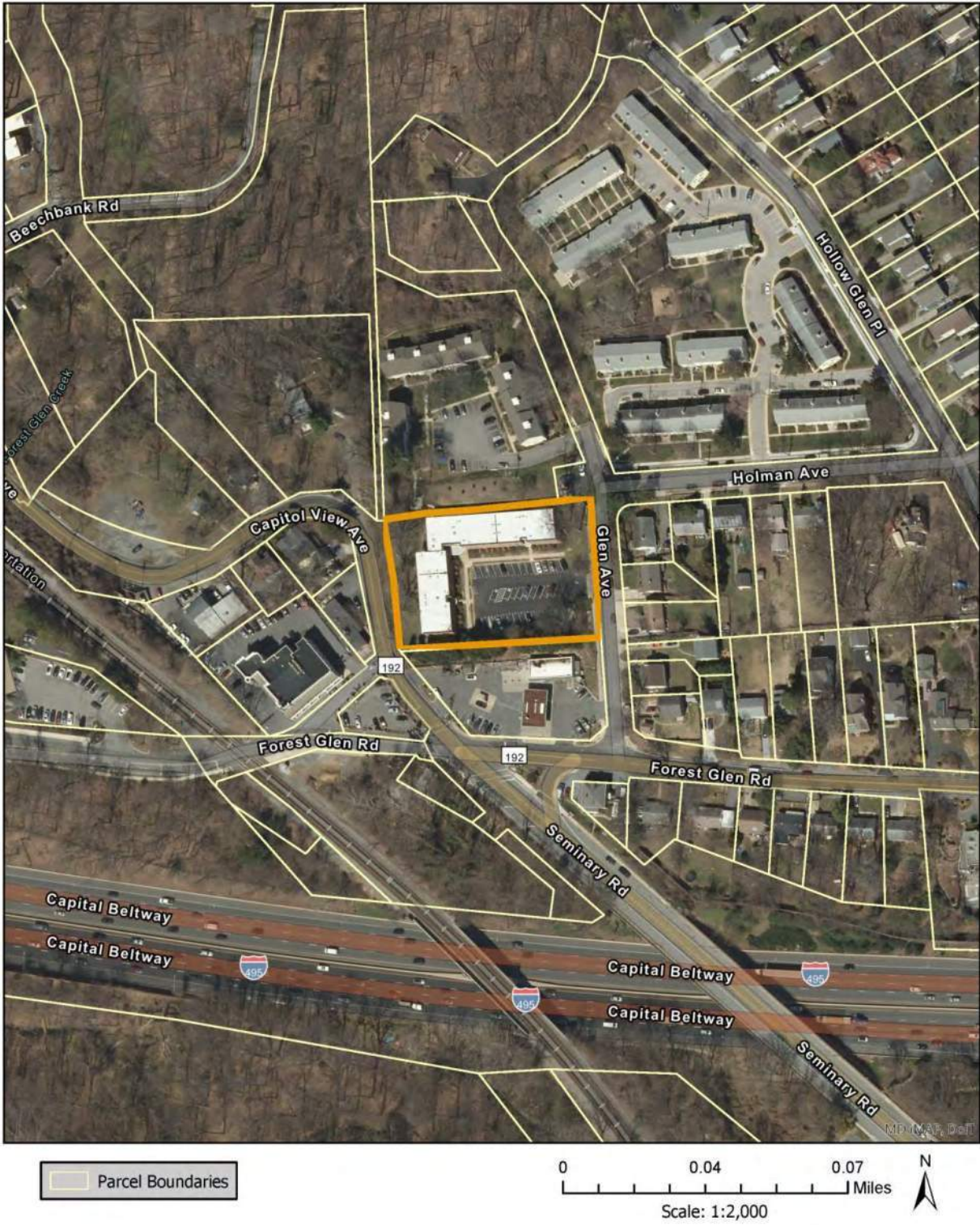


Carolyn Hill Apartments

Location: North of Forest Glen Road, east of Capitol View Avenue

Montgomery County

City: Silver Spring





Carolyn Hill Apartments entrance sign, looking northwest.



View of front elevation, looking west.



View of central entrance, looking northwest.



Window detail, looking west.

PHOTOGRAPHS



Partial rear elevation, looking south.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Katherine Watts**

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

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

File Format: **M: 31-76_2018-11-14_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Carolyn Hill Apartments entrance sign, looking northwest.

02.tif

View of front elevation, looking west.

03.tif

View of central entrance, looking northwest.

04.tif

Window detail, looking west.

05.tif

Partial rear elevation, looking south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Carrollan

Inventory Number: PG:69-70

Address: 5345 85th Avenue

Historic District: No

City: Hyattsville

Zip Code: 20784

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: PG Hilltop Owner

Tax Account ID: 20-2258234, 20-2218154

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: Melissa Butler

Date Prepared: May 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:

Carrollan, now called Hilltop Apartments, is an approximately 12-acre garden apartment complex in New Carrollton. It is bounded by Carrollton Manor apartments on the north, the New Carrollton Metro Station on the east and 85th Avenue on the west. The apartment complex comprises 12 buildings arranged in staggered groupings and is accessed by three points, two of which connect to form a loop, on 85th Avenue and lead to linear, asphalt parking areas associated with the apartment units. Two pools and pool sheds/restrooms are located east of the apartment buildings. A new wood sign on a stone base flanked by two flag poles, which reads "Hilltop Apartments," is situated at the middle vehicular entrance to the complex. Lampposts illuminate the parking areas around the complex. Sidewalks line the perimeter of

MARYLAND HISTORICAL TRUST REVIEW	
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:

each building and connect to the driveways and parking lot. The resource has grassy lawns and moderate tree coverage.

Description:

Carrollan is a garden apartment complex constructed in two phases between 1963 and 1964 during the Suburban Diversification Period (1961-1980). Both the earlier, northern section and later, southern section share similar architectural characteristics. The complex features 12 residential buildings composed of two to four staggered attached sections that are two to three stories tall and three to five bays wide. All buildings are covered in stretcher-bond brick veneer with sections of aluminum or vinyl siding. Roofs are side gabled and covered by asphalt shingles, with occasional three-bay, front-gable projections. Each building features small, rectangular, metal flues.

A central primary entrance bay on each building's façade provides access to individual apartments through a two-story, open, interior stairwell. These stairwells are partially sheltered by a fabric awning displaying the section's address. Original windows are metal-frame sliding units. Units that have balcony or patio access have secondary entrances, filled by a single-leaf, metal-frame, glass door with screen door. Balconies are lined with a metal rail.

Secondary buildings include two sheds located on the eastern central portion of the property. Both circa-2010, front-gabled sheds are situated on a concrete slab foundation and have structural systems clad in T1-11 siding. They are accessed by double-leaf, wood doors.

Two circa-1964 pools and adjoining pool houses, enclosed with metal fencing around the pool deck perimeter, are located within the apartment complex, one in the north phase and the other in the south phase. The north pool house, a side-gabled, one-story, four-bay building, is accessed via a single-leaf, metal and glass door with single-light side-lights on the northern elevation. A secondary pool building, also constructed circa-1964, is located on the southern end of this pool deck, and is a one-story, two-bay, flat-roof building with engaged entryways on the east and west sides of the north elevation. The south pool has a one-story, flat-roof pool building, located on the southwest side of the pool deck. The south pool, pool building, and pool deck are surrounded by a metal fence. A circa-2009 playground is located north of the northeast pool (Nationwide Environmental Title Research (NETR) 2007, 2009).

Two metal trash receptacles are located on the eastern central portion of the complex. They rest on a concrete pad and are surrounded by wood fence on three sides.

Historic Context:

In 1960, Maxbee Investments, Inc., run by Edward J. Cook, purchased 41.06 acres in separate transactions from Humphrey Beckett, et al., and from Richard F. and Helen Katherine Downes (Prince George's County Deed Book 2439, 114; 2434, 117). Maxbee Investments, Inc., platted the first seven parcels of Carrollan in March 1961, and an additional parcel called Parcel 9 was platted in 1964 (Prince George's County Plat Book [PGCPB] WWW 40, 26). Koch and Kehoe of Bethesda was selected to construct the apartment complex (The Evening Star 1961a, B-4).

In 1963, Carrollan opened with three different models: a one-bedroom unit at \$118.50 per month, a one-bedroom with den at \$128.50, and a two-bedroom unit at \$137.50, some of which allowed pets (The Evening Star 1963a, D-11). Advertisements emphasized the convenience of the apartments' proximity to the National Aeronautics and Space Administration (NASA) Goddard Space Flight Center (The Evening Star 1963a, D-11). Plans for the apartment complex's expansion to the south were already underway during the construction of the northern section. Parcel 9 of Carrollan was platted in 1964 by David A. Sills, Sam Novak, and Howard Bernstein, partners in Kim Associates, a development firm involved with the Carrollan enterprise, who acquired the land from Samuel and Lena Rosenkroff and Edward R. Cook (PCGPB A-5239, PGADB 2959,97; 2941, 647). Construction of the complex was complete by the end of 1964 (NETR 1964).

Over the next few decades, the apartment complex changed management groups several times, and it is unclear when the name changed to Hilltop Apartments (PGADB 2452, 432; 23160, 521; 1672, 652). Cambridge Crossing Investment, LLC, conveyed the property to PG Hilltop Owner, LLC, in December 2016 (PGADB 38839, 316). A fire in September 2018 caused \$2.2 million in damages to a portion of the apartment complex and displaced about 130 residents (Bui 2018). PG Hilltop Owner, LLC, continues to own the property, which is managed by Quest Management Group, LLC.

Research suggests Maxbee Investments, Inc., was not involved in other developments in the region. Builders Koch and Kehoe were experienced in apartment construction, including the Wilson Bridge Apartments and Holly Hill Apartments (PG:75A-72) in Prince George's County and Falls Plaza Apartments in Virginia (The Evening Star 1961b, 31; 1963b, 27)

Evaluation:

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

Carrollan is a modest and basic example of a garden apartment complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the building is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore Carrollan is not eligible under Criterion A.

Maxbee Investments, Inc., and Kim Associates were moderate-scale residential and commercial real estate developers active in the Washington, D.C., region during the Suburban Diversification Period, but research indicates their efforts did not have a significant influence on suburban development in Maryland. Likewise, Koch and Kehoe were not known to have a significant influence on suburban design trends or development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a garden apartment complex, Carrollan includes standard features typical of the period. It is not the work of master architects and exhibits common materials, forms, and stylistic details. Carrollan is a

common example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. Carrollan not evaluated under Criterion D.

The property encompasses approximately 12 acres and is confined to the current property tax parcels, which can be found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat records WWW 40, 26; and A-5239.

References:

Bui, Lynh. 2018. "Woman Upset with Boyfriend Set Bedsheets on Fire, Igniting Blaze that Displaced 130 People, Officials Say." The Washington Post. October 5, 2018.
<https://www.washingtonpost.com/local/public-safety/woman-upset-with-ex-boyfriend-set-three-alarm-fire-that-displaced-130-people-fire-officials-say/> .

The Evening Star. 1961a. "Maxbee Announces Carrollan Builder." March 4, 1961, B-4.
---1961b. "New Apartment Construction Set." August 5, 1961, 31.
---1963a. "Carrollan." August 14, 1963, D-11.
---1963b. "New Apartments Underway." August 24, 1963, 27.

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

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

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

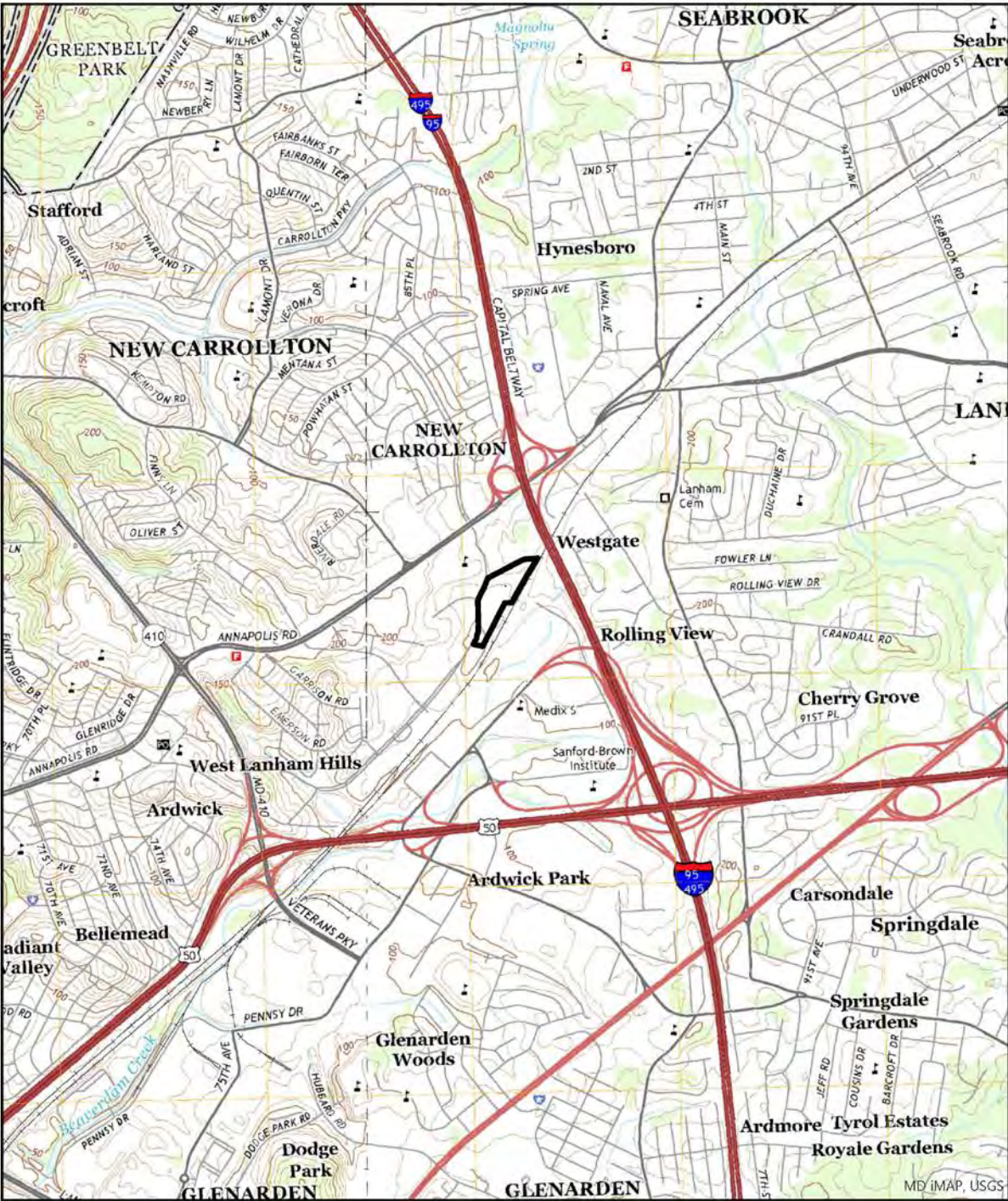
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 20, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Carrollan

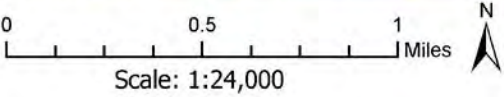
Prince George's County

Location: West of I-495, east of 85th Avenue

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Carrollan

Location: West of I-495, east of 85th Avenue

Prince George's County

City: Hyattsville





Southernmost building in complex, 5289-5293, facing southwest.



View of building 5299 facing northwest.



Entry detail of building 5295.



View of entry sign from 85th Avenue, facing east.



View of storage sheds, facing southeast.



View of pool area, facing southwest.



View of parking area on the eastern portion of complex, facing north.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Mical Tawney**

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

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

File Format: **PG:69-70_2019-01-09_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Southernmost building in complex, 5289-5293, facing southwest.

02.tif

View of building 5299 facing northwest.

03.tif

Entry detail of building 5295.

04.tif

View of entry sign from 85th Avenue, facing east.

05.tif

View of storage sheds, facing southeast.

06.tif

View of pool area, facing southwest.

07.tif

View of parking area on the eastern portion of complex, facing north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Carrollan Manor Apartments

Inventory Number: PG:69-69

Address: 8614-8615 Annapolis Road

Historic District: No

City: Hyattsville

Zip Code: 20784

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: HGLC Associates

Tax Account ID: 20-2245249 and 20-2245231

Tax Map Parcel(s): 0000

Tax Map: 0044

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Mar 28, 2019

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:

Carrollan Manor Apartments, currently named Carrollon Manor Apartments, is a garden apartment complex located at 8416 Annapolis Road (Route 450) on a 7.8-acre lot in New Carrollton. It is bounded by a heavily-wooded tract and I-495 to the east, Annapolis Road to the north, 85th Avenue to the west, and the Hilltop Apartments to the south. The apartment complex consists of 15 buildings, some of which are partially connected, a playground, a pool facility, and fenced trash enclosures. The pool facility consists of an in-ground swimming pool, a wading pool, a pool house, and several lampposts enclosed by metal fencing. The complex is accessed by two points on 85th Avenue that lead to linear, asphalt parking areas. A wood sign is situated at the southern vehicular entrance to the complex and another wood sign is set on the north side of the pool house; both read "Carrollon Manor Apartments."

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility 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:

Poured-concrete walkways traverse manicured grass lawns with scattered mature trees and connect buildings to parking areas. Apartment buildings are occasionally lined by plantings and bushes. Portions of the complex property boundaries are lined by metal chain-link fencing.

Description:

Carrollan Manor Apartments is a garden apartment complex constructed in 1964 during the Suburban Diversification Period (1961-1980). The complex is composed of 15 linear apartment buildings, some of which are partially connected, laid out in various configurations, including U-shapes and staggered diagonals. The three-story buildings are six to eight bays wide, sit on a continuous foundation, and are clad in stretcher-bond brick veneer with T1-11 siding set between window bays, mainly on the primary elevations. Apartments feature open balconies and ground-floor patios. Mechanical equipment areas for each apartment, typically next to the balconies, feature brick ventilation screens with protruding headers. Roofs are side-gabled with open eaves. Interior-slope, metal-clad chimneys pierce the roof.

Two primary entrances on each building's façade provide access to individual apartments through an interior stairwell and contain a single-leaf, metal-frame, glass door flanked by metal-frame sidelights with a transom above that stretches to the roof eave. The entrances are framed by protruding brick walls and feature a cloth awning with the building address number. Original windows are metal-frame sliding units. Metal balconies and concrete patios are accessed via glass, metal-frame sliding doors. Balconies are lined with a metal rail.

The pool facility, enclosed in metal fencing, was constructed in 1964 and features an in-ground concrete pool, a wading pool, and a pool house. It is located in the northeast portion of the complex. The one-story pool house is clad in the same materials as the apartment buildings and covered by a flat roof with metal coping and wide eaves. The primary (east) elevation contains a recessed entrance comprising three single-leaf, metal doors. Fixed or awning, metal-frame windows are set beneath the roof eave on the façade.

Although the playground area location to the west of buildings 5429 to 5435 appears to be contemporary with the remainder of the complex, the metal equipment appears to be new. Several metal and wood benches are set around the playground.

Circa-1980 trash enclosures are scattered throughout the complex. They are either fully enclosed by metal chain-link fencing or partially enclosed by wood fencing.

Historic Context:

In 1963, the Builders and Developers Corporation sold an approximately 7.8-acre tract to developers David L. Stearman and William Kaplan (Prince George's County Deed Book [PGCDB] 2793, 612). Stearman and Kaplan platted this lot as Parcel 8 of the Carrollan subdivision in September 1963; the first seven parcels of the neighborhood, situated to the south of the current resource and filled by Carrollan Gardens and Hilltop Apartments, were platted by Maxbee Investments, Incorporated in March 1961 (Prince George's County Plat Book [PGCPB] WWW 40, 26; WWW 49, 21). Research has shown no relationship between Maxbee and Stearman and Kaplan.

Construction on the Carrollan Manor Apartments was completed by 1964, and advertisements for a formal opening and immediate availability appeared by November of that year (Nationwide Environmental Title Research, LLC 1964; The Washington Post and Times Herald 1964, C10).

Initial advertising touted luxury garden apartments with modern kitchens with General Electric appliances, laundry facilities in every building, and concrete balconies and patios in the one-, two-, or three-bedroom configuration. Units ranged in price from \$118 for a one-bedroom to \$173 for a three-bedroom per month with all utilities included (The Washington Post and Times Herald 1964, C10). Advertisements noted the swimming pool and its proximity to I-495 and the convenience of travel to College Park, Bethesda, Washington, D.C., and Northern Virginia. No architect was named in any of the advertisements.

William Kaplan, a Washington, D.C., native, formed a residential construction company with his brother-in-law, David L. Stearman, in 1954 (The Washington Post 2009, C10). The company, Stearman and Kaplan, operated for 30 years and built 2,000 houses, apartment buildings, and townhouses throughout the Washington, D.C., region. Examples include the Ben Mor high-rise apartments in Chillum, Regency Estates in Potomac, and Fernwood Estates in Bethesda (The Evening Star 1961, 32; 1963, 32; The Washington Post and Times Herald 1965, L12). Research did not uncover any additional information regarding David L. Stearman or William Kaplan.

In 1969, the apartment complex was sold to Jerome S. Murray for \$2,037,000 (The Washington Post and Times Herald 1968, D6). Prices rose slightly to \$149 for a one-bedroom apartment around 1970 and by 1989, apartments were advertised for rent starting at \$510 per month (The Evening Star 1970, 25; The Washington Post 1989, C29). In December 1980, a two-alarm fire broke out in one of the apartment buildings in the complex which caused \$310,000 worth of damage to 10 of the buildings (Burgess Post 1980, B7). Currently, the complex is owned by HGLC Associates (PGCDB 5400, 186). It is not clear when the name was changed to Carrollan Manor Apartments. Recent rental rates range from \$1,198 for a one-bedroom unit to \$1,780 for a three-bedroom unit (Carrollan Manor Apartments 2009).

Evaluation:

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

Carrollan Manor Apartments is a modest and basic example of a garden apartment building complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Carrollan Manor Apartments is not eligible under Criterion A.

Stearman and Kaplan worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a garden apartment complex, Carrollan Manor Apartments includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms. Carrollan Manor Apartments does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 7.8 acres and is confined to the current property tax parcels 20-2245249 and 20-2245231, which can be found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat in book WWW 49, page 21.

References:

Burgess, John. 1980. "Fire Routs 26 Families in Apartments." The Washington Post. December 14, 1980, B7.

Carrollan Manor Apartments. 2019. "Carrollan Manor Apartments." Accessed March 21, 2019. <http://www.carrollanmanor.com/>.

The Evening Star. 1961. "Builders Buy Fernwood Tract." June 24, 1961, 32.

--- 1963. "Kaplan and Stearman Buy Lots at Potomac." October 12, 1963, 32.

--- 1970. Apartment Complex Advertisement. January 16, 1970, 25.

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

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed March 20, 2019. <https://www.historicaerials.com/viewer>.

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

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

The Washington Post. 1989. Classified Ad 14. January 21, 1989, C29.

--- 2009. Obituaries. February 22, 2009, C10.

The Washington Post and Times Herald. 1964. "Formal Opening, Carrollan Manor." November 7, 1964, C10.

--- 1965. "Ben More Apartments Completed." May 23, 1965, L12.

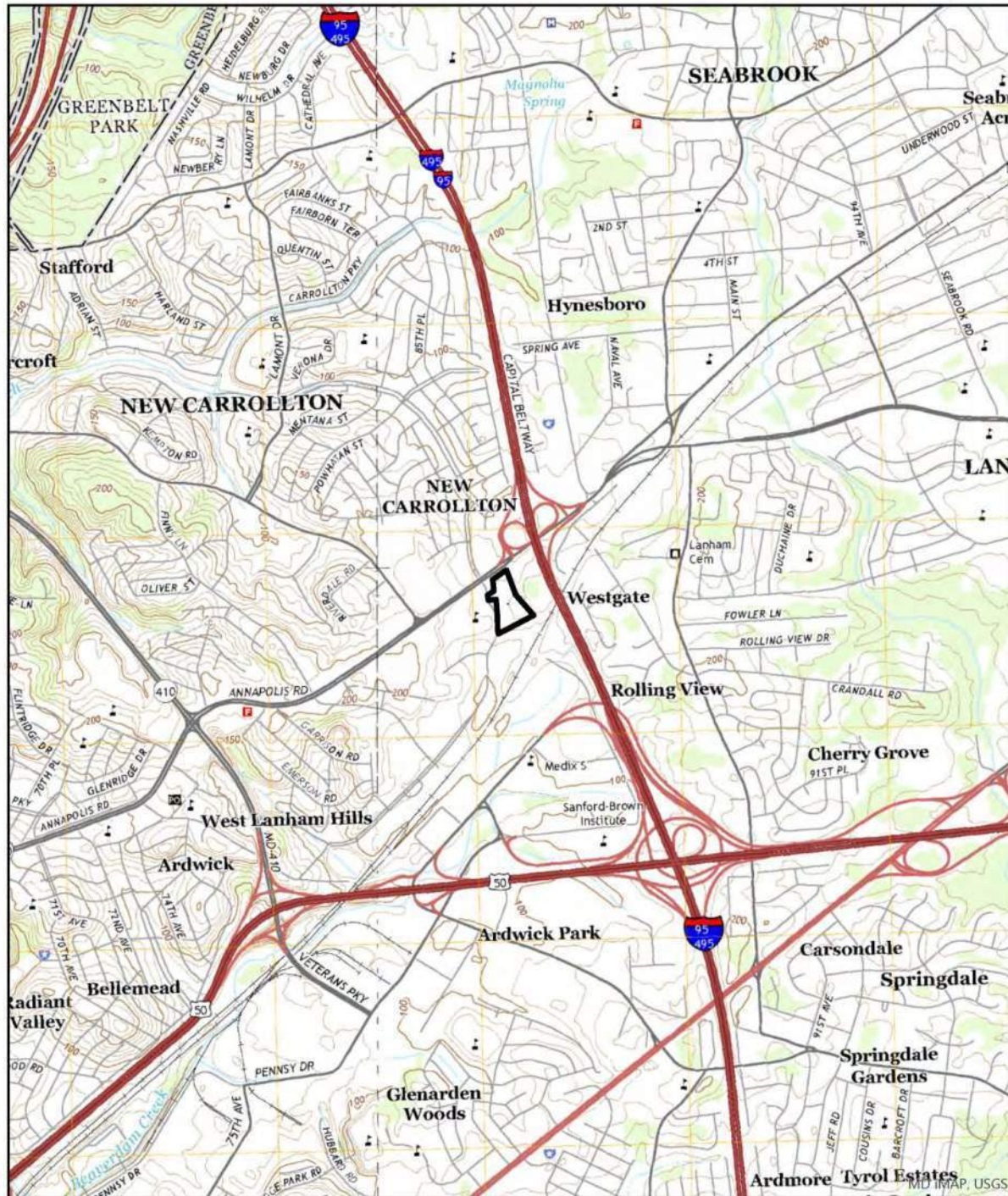
--- 1968. "Recent Washington Area Realty Transfers." June 28, 1969, D6.

Carrollan Manor Apartments

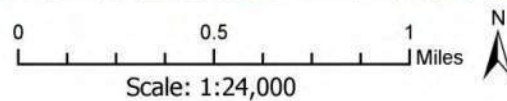
Location: 8416 Annapolis Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham



Carrollan Manor Apartments

Location: 8416 Annapolis Road

Prince George's County

City: Hyattsville



Parcel Boundaries

0 0.04 0.07 Miles
Scale: 1:2,000



PHOTOGRAPHS



Building 5441-5451, looking east.



Buildings 8625-8629 and pool, looking west.

PHOTOGRAPHS



Buildings 8625-8629 and pool house, looking northwest.



Detail of primary entrance on building 5431, looking west.

PHOTOGRAPHS



Buildings 5441-5445 and trash enclosure, looking northwest.



Buildings 5425-5437 and playground, looking southeast.

PHOTOGRAPHS



Rear of buildings in southern portion of complex, looking northeast from Hilltop Apartments.



Signage on 85th Avenue, looking north.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-03-18**

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

File Format: **PG:69-69_2019-03-18_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Building 5441-5451, looking east.

02.tif

Buildings 8625-8629 and pool, looking west.

03.tif

Buildings 8625-8629 and pool house, looking northwest.

04.tif

Detail of primary entrance on building 5431, looking west.

05.tif

Buildings 5441-5445 and trash enclosure, looking northwest.

06.tif

Buildings 5425-5437 and playground, looking southeast.

07.tif

Rear of buildings in southern portion of complex, looking northeast from Hilltop Apartments.

08.tif

Signage on 85th Avenue, looking north.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Carsondale

Inventory Number: PG:73-36

Address: East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway 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: Melissa Butler

Date Prepared: May 21, 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:

Setting:

Carsondale is a planned residential development located east of I-495, south of John Hanson Highway (US 50), and north of Martin Luther King Jr. Highway in Lanham. The subdivision is approximately 35.1 acres and contains single-family dwellings on lots ranging between 0.17 and 0.31 acre. Carsondale Park, an approximately 4.3-acre recreational area, is on the east side of the subdivision. There are four curvilinear streets (Wallace Road, 91st Place, Varnum Street, and Volta Street) with curbs and sidewalks. The lots are either evenly graded or moderately sloped, and the manicured lawns feature light tree coverage, bushes, and fenced yards. All lots feature a paved-asphalt or concrete driveway, and secondary structures include sheds and pools.

Description:

Carsondale is a planned residential development comprising single-family dwellings constructed between 1952 and 1956, with several dwellings (9002-9013 Wallace Road) constructed between 1960-1962. The houses were built in the Transitional Ranch

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:

form, with one base model replicated throughout the subdivision. The brick houses on Wallace Road vary from this base model as they were constructed later.

Most dwellings in Carsondale have central façade entrances with a single-leaf wood or fiberglass door and storm door. Entrances are accessed by a concrete stoop. Original windows are one-over-one, aluminum-frame, double-hung-sash windows, and aluminum tripartite windows; however, many houses have vinyl replacement windows, sometimes with faux muntins.

The most prevalent house model in Carsondale (distinct from those on the west end of Wallace Road) is three bays wide and one story tall. These houses have a central entrance flanked by a ribbon of three sliding windows on one side and a bay window or picture window on the other side. Paneled or louvered shutters are common. A few houses have an attached carport. Although rare, additions are typically at the rear or side elevation and in scale with the building's core. The houses are clad in a variety of materials, including stretcher-bond brick veneer, stone veneer, vinyl or aluminum siding, or a combination of materials. Most houses have a single brick interior-slope chimney or exterior-end chimney set along a side or rear elevation.

Dwellings on the west end of Wallace Road, constructed by Arthur August, are four bays wide and sit atop a basement, depending on slope. Entrances may be off-center or in an end bay. This group of dwellings is clad in stretcher-bond brick veneer. Roofs are side gabled and sheathed in asphalt shingles, and some dwellings have a front-gabled peak above the primary entry. Most houses have a single brick interior-slope chimney or exterior-end chimney set along a side or rear elevation.

Carsondale Park, at the east end of Varnum Street, includes two tennis courts, a basketball court, a playground, and a short asphalt loop trail with exercise equipment. A pyramidal-roofed picnic pavilion adjoins the playground, east of the basketball court. A small brick utility building, owned by the Washington Suburban Sanitary Commission and surrounded by a chain link fence, stands west of the park at the entrance from Varnum Road.

Historic Context:

In 1951, Louis and Ruth Bowdler conveyed 81.34 acres to Spiller Homes, Inc., a New York-based real estate development corporation. Spiller Homes, Inc., changed their name to Carsondale Homes, Inc., in early 1952. Carsondale was platted in 1952 by Jeremiah C. Ingersoll, president of Carsondale Homes, Inc. (Prince George's County Plat Book [PGCPB] A-2390; A-2204). Little is known about Ingersoll, except that he was a veteran of World War II and a real estate developer from New York (The New York Times 1961, 43). By 1954, Isidore Frank was president of the company (Prince George's County Deed Book [PGCDB] 1639, 48-49; PGCPB A-2390; A-2204;). In August 1954, the land was conveyed to The District Corporation, run by Clarence Dodge and Edward A. Allnut (PGCPB WWW 26, 71; PGDB WWW 1763, 119).

Carsondale was platted in five sections, three of which were built. Advertised as a new suburban community of detached homes, Carsondale was the first community in the Washington, D.C., area in which African American service members could finance a home using the zero-down payment, low interest Veterans Administration (VA) loans established by the G.I Bill. The development was backed by the Metropolitan Life Insurance Company, in association with the Weaver Brother's financial company, and was described in newspaper articles as the "first large detached housing project to receive VA-guaranteed financing for colored families in the Washington area" (The Evening Star 1954, B-2). The District Corporation, run by Clarence Dodge and Edward A. Allnut in association with E. W. Pittman, was responsible for construction, and John M. Walton and Dennis W. Madden were project architects (The Evening Star 1955, B-6). Clarence Dodge was a moderate-scale real estate developer in the Washington, D.C., suburban area, and was most closely associated with a different firm, Weaver Brothers, Inc. (The Washington Post 1957, B5). Walton and Madden established a joint architecture firm in 1954 and designed residential and institutional buildings throughout Prince George's County, including the campus of Prince George's Community College, and libraries in Bowie, Adelphi, and Greenbelt (The Washington Post, Times Herald 1969, D24).

The District Corporation initially proposed 230 homes in 1954, and construction began in 1955. The subdivision was originally planned to occupy 81 acres, including a four-acre shopping center that was never developed. By 1956, only 72 out of 95 homes constructed were occupied, and the number of houses proposed had been reduced to 215 (The Evening Star 1956, B-5).

In advertisements, Carsondale was promoted as "Washington's outstanding colored community" (The Washington Post and Times Herald 1956a, 18; 1956b, 20). Houses were priced from \$11,750 to \$13,200, and newspaper advertisements promised no

money down offers for qualified veterans and similarly attractive deals for civilians (The Washington Post and Times Herald 1956a, 18; 1956b, 20).

Advertisements for the three-bedroom ramblers show minimal amenities compared to other similar subdivisions, but the houses did include tiled bathrooms, dining areas, sliding-door closets, oak hardwood floors, outdoor storage room, and 52-gallon capacity electric water heaters (The Washington Post and Times Herald 1956a, 18; 1956b, 20).

Carsondale Park, located east of the residential subdivision, was not part of the original development plans. In 1960, the 4.3-acre park was planned as a part of a \$3.3 million land purchase made by Prince George's and Montgomery counties as a part of a dual-county recreation program expansion and was constructed shortly after (Willard 1960, B4). The exact construction date of the park could not be determined, but it appears on USGS maps by 1966.

Evaluation:

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

Carsondale is one of the earliest examples of a development advertised to African American veterans in the early 1950s, and the first to offer financing through VA loans. In the decade following World War II, much of the Washington, D.C., suburban area was governed by restrictive covenants that prohibited, formally or informally, African Americans from buying property in certain areas. Carsondale served an important purpose in making housing available for African Americans in Prince George's County and is one of few communities advertised to African Americans during the 1950s. Therefore, Carsondale is eligible under Criterion A.

The individuals behind Spiller Homes, Inc., which became Carsondale Homes, Inc., in 1952, were based in New York and invested in Maryland's suburbs for a short period of time. They were involved with few developments and had no significant influence on suburbanization in Maryland. Arthur August, builder of the dwellings on the west side of Wallace Road, was a small-scale builder-developer in the Washington, D.C. suburban area, and had no significant influence on suburbanization in Maryland. The District Corporation, which was responsible for the construction of Carsondale, excluding the west end of Wallace Road, was a small-scale residential development company. Architects Walton and Madden designed residential and institutional buildings in Prince George's County and the surrounding area. Carsondale, as a small residential development, is not the most significant example of their work. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Carsondale was the first planned residential development in Prince George's County VA loans available for African American families. However, aesthetically the subdivision is not an exemplary or unique example of its resource type. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, Carsondale was not evaluated under Criterion D.

Based on the evaluated Criteria, Carsondale is eligible for listing in the NRHP with a period of significance of 1955-1962, encompassing initial construction to the sale of the last dwelling.

Within Carsondale, there have been minimal alterations to the development and dwellings, and the resource maintains integrity of feeling, location, design, setting, materials, workmanship, and association. While many individual dwellings have been modified over time with replacement windows and siding, the dwellings continue to function as single-family houses and remain in their original locations. The additions, replacement materials, and infill minimally impact the overall aesthetic of the community and its historic integrity of design and workmanship.

Contributing buildings were built within the period of significance and remain recognizable as being from that period. Roads within Carsondale are curvilinear and are lined with sidewalks, reflecting a unifying design. Landscaping throughout Carsondale is in keeping with the scale of the development. Individual dwellings retain integrity of setting, feeling, association, location, design, and workmanship. Character defining features of dwellings within Carsondale include one-story, side-gabled forms, consistent set-backs, pedestrian-friendly sidewalks throughout the neighborhood, and cohesive architectural style.

While minor modifications, such as the replacement of windows, doors, and siding, have resulted in minimal loss of integrity of material, they have not affected the overall feeling of the neighborhood. As a result, all dwellings within Carsondale are contributing, including those on the west end of Wallace Road, as they were also available to African American families with VA financing. Carsondale Park was planned separately from Carsondale as part of a county-wide recreation initiative and is not associated with Carsondale's significance as the first community with VA financing available to African Americans; it is not included as a contributing resource. A complete list is included as part of this DOE.

Carsondale encompasses approximately 35.1 acres east I-495 and northwest of Martin Luther King Jr. Highway. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0052 and on Prince George's County plat records 24, 38; 24, 39.

References:

The Evening Star. 1954. "Metropolitan Finances Projects for Colored Vets." December 11, 1954. B-2.
--- 1955. "Prince Georges Okay Projects." December 17, 1955. B-6.
--- 1956. "More Homes Under Roof in Carsondale." August 25, 1956. B-5.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

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

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

The New York Times. 1961. "Jeremiah C. Ingersoll is Dead." December 13, 1961. 43.

The Washington Post and Times Herald. 1956a. "Carsondale." September 8, 1956. 18.
--- 1956b. "Carsondale." July 7, 1956. 20.
--- 1957. "660,500 Estate Left by Clarence Dodge." April 24, 1957. B5.
--- 1969. "Architecture Firms Merge." May 3, 1969. D24.

Willard, Harold M. 1960. The Washington Post, Times Herald. "Suburban Planners ask \$6.5 Million for Parks." February 17, 1960. B4.

**Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place
Carsondale, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	4705 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4707 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4801 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4803 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4805 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4807 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4809 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4902 91ST PL	1956	C	Characteristic
House	4903 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4904 91ST PL	1956	C	Characteristic
House	4905 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	4907 WHITFIELD CHAPEL RD	1956	C	Characteristic
House	9002 VARNUM ST	1956	C	Characteristic
House	9002 WALLACE RD	1956	C	Characteristic
House	9004 VARNUM ST	1956	C	Characteristic
House	9004 WALLACE RD	1962	C	Characteristic
House	9005 VARNUM ST	1956	C	Characteristic
House	9005 WALLACE RD	1961	C	Characteristic
House	9006 VOLTA ST	1956	C	Characteristic
House	9006 WALLACE RD	1960	C	Characteristic
House	9007 VOLTA ST	1956	C	Characteristic
House	9007 WALLACE RD	1961	C	Characteristic
House	9008 VARNUM ST	1956	C	Characteristic
House	9008 VOLTA ST	1956	C	Characteristic
House	9008 WALLACE RD	1960	C	Characteristic
House	9009 VOLTA ST	1956	C	Characteristic
House	9009 WALLACE RD	1961	C	Characteristic
House	9010 VARNUM ST	1956	C	Characteristic
House	9010 VOLTA ST	1956	C	Characteristic
House	9010 WALLACE RD	1960	C	Characteristic
House	9011 VARNUM ST	1956	C	Characteristic
House	9011 VOLTA ST	1956	C	Characteristic
House	9012 VARNUM ST	1956	C	Characteristic
House	9013 WALLACE RD	1961	C	Characteristic
House	9014 VARNUM ST	1956	C	Characteristic
House	9014 WALLACE RD	1956	C	Characteristic

**Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place
Carsondale, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9015 VARNUM ST	1956	C	Characteristic
House	9015 VOLTA ST	1956	C	Characteristic
House	9015 WALLACE RD	1961	C	Characteristic
House	9016 VOLTA ST	1956	C	Characteristic
House	9016 WALLACE RD	1956	C	Characteristic
House	9017 VARNUM ST	1956	C	Characteristic
House	9017 VOLTA ST	1956	C	Characteristic
House	9018 VOLTA ST	1956	C	Characteristic
House	9018 WALLACE RD	1956	C	Characteristic
House	9019 VARNUM ST	1956	C	Characteristic
House	9020 VOLTA ST	1956	C	Characteristic
House	9021 VOLTA ST	1956	C	Characteristic
House	9022 VOLTA ST	1956	C	Characteristic
House	9023 VOLTA ST	1956	C	Characteristic
House	9024 VOLTA ST	1956	C	Characteristic
House	9025 VOLTA ST	1956	C	Characteristic
House	9026 VOLTA ST	1956	C	Characteristic
House	9027 VOLTA ST	1956	C	Characteristic
House	9029 VOLTA ST	1956	C	Characteristic
House	9030 VOLTA ST	1956	C	Characteristic
House	9033 VOLTA ST	1956	C	Characteristic
House	9035 VOLTA ST	1956	C	Characteristic
House	9037 VOLTA ST	1956	C	Characteristic
House	9039 VOLTA ST	1956	C	Characteristic
House	9100 WALLACE RD	1956	C	Characteristic
House	9101 WALLACE RD	1956	C	Characteristic
House	9102 VARNUM ST	1956	C	Characteristic
House	9103 VARNUM ST	1956	C	Characteristic
House	9104 VARNUM ST	1956	C	Characteristic
House	9104 WALLACE RD	1956	C	Characteristic
House	9105 WALLACE RD	1956	C	Characteristic
House	9106 VARNUM ST	1956	C	Characteristic
House	9106 WALLACE RD	1956	C	Characteristic
House	9108 VARNUM ST	1956	C	Characteristic
House	9108 WALLACE RD	1956	C	Characteristic
House	9109 WALLACE RD	1956	C	Characteristic
House	9110 WALLACE RD	1956	C	Characteristic
House	9111 WALLACE RD	1956	C	Characteristic
House	9112 WALLACE RD	1957	C	Characteristic
House	9113 WALLACE RD	1956	C	Characteristic
House	9114 WALLACE RD	1956	C	Characteristic
House	9115 WALLACE RD	1956	C	Characteristic
Carsondale Park	Varnum Street	ca. 1960s	NC	Not associated with original development or VA loan program

Volta Street, Whitfield Chapel Road, Wallace Road, Varnum Street, 91st Place

Carsondale, Prince George's County, Maryland

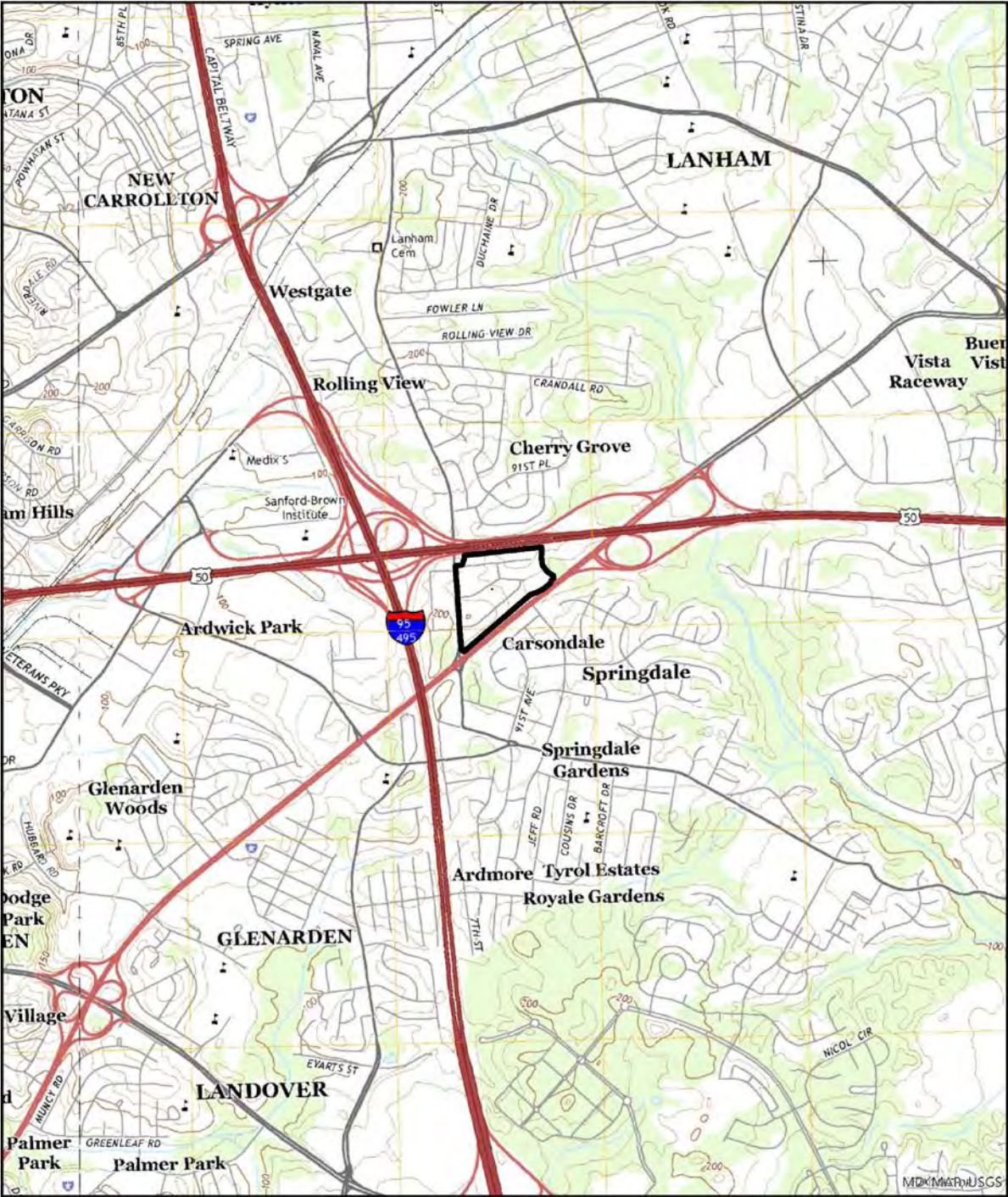
Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Utility Building	Varnum Street	ca. 1960s	NC	Not associated with original development or VA loan program

Carsondale

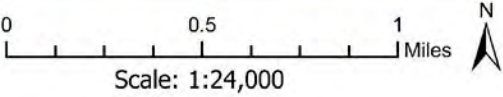
Prince George's County

Location: East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway

City: Lanham



USGS 7.5' Quadrangle - Lanham



Carsondale

Prince George's County

Location: East of Whitfield Chapel Road, south of I-495, north of Martin Luther King Jr. Highway

City: Lanham





9016 Wallace Road, facing north.



9104 Wallace Road, facing north.



Rear view of houses on Varnum Street, facing west.



Streetscape of Wallace Road, facing west.



Streetscape of Whitfield Chapel Road, facing southeast.



4904 Whitfield Chapel Road, facing east.



Streetscape of Wallace Road, facing east.



9005 Wallace Road, facing south.



9103 Wallace Road, facing south.



Carsondale Park, facing east.

PHOTO LOG

Number of Photos: **10**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2019-04-22**

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

File Format: **PG:73-36_2019-04-22_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

9016 Wallace Road, facing north.

02.tif

9104 Wallace Road, facing north.

03.tif

Rear view of houses on Varnum Street, facing west.

04.tif

Streetscape of Wallace Road, facing west.

05.tif

Streetscape of Whitfield Chapel Road, facing southeast.

06.tif

4904 Whitfield Chapel Road, facing east.

07.tif

Streetscape of Wallace Road, facing east.

08.tif

9005 Wallace Road, facing south.

09.tif

9103 Wallace Road, facing south.

10.tif

Carsondale Park, facing east.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Cedar Lane Unitarian Church Inventory Number: M: 31-72
Address: 9601 Cedar Lane Historic district: ☐ yes ☒ no
City: Bethesda Zip Code: 20814 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Cedar Lane Unitarian Universalist Church Tax Account ID Number: 13-01370980
Tax Map Parcel Number(s): 0000 Tax Map Number: HP31
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Melissa Butler Date Prepared: 12/19/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☒ 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 Cedar Lane Unitarian Church (the CLU Church), located at 9601 Cedar Lane, is situated northeast of Interstate-495 (I-495) and Rock Creek Park in Bethesda. This resource consists of two irregularly shaped parcels of 5.77 and 0.49 acres, totaling approximately 6.26 acres, and contains a church, playground, parking lots, secondary worship facility, and designed landscaping. The parcel is bounded by Cedar Lane on the west and Culver Street on the east, and Beach Drive to the south, and a neighborhood of single-family dwellings on the north side. The lot is largely covered by a manicured grassy lawn with scattered mature trees with bushes and ornamental gardens around the building complex. The primary elevation of the church sanctuary faces northwest and the complex can be accessed by pedestrians and vehicles from Cedar Lane and Culver Street. The surrounding area is primarily filled with single-family dwellings, though access to Rock Creek Park south of the CLU Church establishes a natural setting for the church. This property has been owned by Cedar Lane Unitarian Church (previously known as the Unitarian Church of Montgomery County) since 1955 (Montgomery County Deed Book [MCDB] 5020, 165).

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 church is a one-story, multi-bay building that rests on a continuous foundation and has a structural system clad in uncoursed stone, wood and glass window-walls, and vertical wood siding. Due to the slope of the lot and the position of the building on it, the southern end of the church is two stories tall and has a partially sunken first story along the southeast elevation which houses offices and classrooms. It is covered by a low-pitched, front-gabled roof sheathed in asphalt shingles. A gabled ell which runs northwest-southeast and southwest-northeast is located along the northwest and northeast elevations of the resource and is sheathed in asphalt shingles. A stone interior chimney pierces the roofline on the northwest portion of the assembly space.

The primary entry, a glass and metal double-leaf door, is located on the northwest elevation and is situated in the north-facing interior corner, leading to an interior lobby. The double-leaf door appears to be a later modification. The primary entrance to the church is accessed by a concrete walkway from the interior court. A secondary entry is located on the northwest elevation north of the main entrance, and it is filled by identical metal and glass, double-leaf doors. An additional entrance, a glass and metal, single-leaf door located on the southeast elevation, leads into the classroom and office wing of the building and is accessible from a paved walkway.

Original stained-glass window walls composed of narrow, metal-framed, rectangular windows on the northwest and southeast elevations assembly space are glazed in clear, gray, and gold colors. Additional fenestration includes original fixed metal and glass windows filled with the same multi-colored glass in the gable ends of the building on the northeast elevation. Metal and glass window walls are present on the northeast and northwest elevation of the building, facing the interior court.

Interior Description:

Interior access was not permitted during this survey, however, interior photographs available online give a sense of the church's interior arrangement. The primary entry on the main floor leads to an interior vestibule with access to the lobby to the south, a library and lounge on the west side of the church, and classroom and additional congregation space on the east side. A floating stairway, trimmed with wood, is located on the lobby's northwest interior wall.

Interior ornamentation is minimal throughout the building. Repeated vertical, narrow, wood paneling appears in many interior spaces, including the lobby and auditorium. Geometric, linear screens are also a repeated motif, and variations on the idea are located in the auditorium and lobby space, and are echoed by the stained glass walls in many places. Tile floors are located in the vestibule, and laminate flooring is typical elsewhere in the church. Wall surfaces are either plain or are adorned with vertical wood paneling or stone. Ceilings vary throughout the church and are either drop-ceilings or drywall in the office, lobby, and classroom spaces. Globe light fixtures appear in the auditorium and secondary worship space, but it is unclear if they are original lights or replacement fixtures.

The primary worship space is the open auditorium, where full-height stained-glass windows, set in a grid pattern with a combination of clear, gray, and gold glazing, occupy the east and west walls. A geometric folding screen, echoing the pattern of the windows, fills the stage at the auditorium's south end. The south wall and ceiling are clad in the same wood paneling present throughout the building. A balcony to the north holds a pipe organ and additional seating space. A secondary worship space, a small chapel, is located at the north end of the building's classroom wing. Its interior wall surface is covered in stone, except for the east wall, which features a full-height stained-glass window like those in the auditorium. The same glass is present at the gable over the north wall. The northwest section of the building contains the library and lounge with stone fireplace on the southeast wall.

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

Secondary Structures:

A former parsonage, referred to as the Chalice House, is located northeast of the primary building, and it was also constructed circa 1958 (National Environmental Title Research [NETR] 1957). It is a one-story, six-bay, Contemporary-style meeting space, with a multiple-gable roof sheathed in asphalt shingles. It is supported by a continuous foundation with a structural system clad in vertical wood siding. The primary entry of this building is located on the northwest elevation and is filled by a double-leaf, metal and glass door. Two additional single-leaf, metal and glass entry doors are located along the southwest elevation and are accessed by a concrete and slate pathway through an ornamental garden.

A small playground is located south of the church complex and is surrounded by a wood-rail fence.

Historic Context:

The Unitarian Church of Montgomery County was organized in 1951 and held their early meetings at the Women's Club of Chevy Chase at 7931 Connecticut Avenue (The Washington Post 1955, 8). The 6.2-acre Cedar Lane site was purchased by the Unitarian Church of Montgomery County at a cost of \$50,000 from the Gruver-Cooley Construction Company in 1955, and construction on the "first of four building units, containing an auditorium, classrooms and offices" began in the fall of that year (The Washington Post 1955, 8). Despite the multi-phased plans, only the first phase of the church complex was completed, and it opened in 1958. At the time of construction, about 400 people were registered as church members (The Washington Post 1955, 8). The congregation changed the name to the Cedar Lane Unitarian Church in 1961 and voted in 1996 to add "Universalist" to their name, thus becoming the Cedar Lane Unitarian Universalist Church (CLUU Church 2018a).

During the Suburban Diversification Period (1961-1980), the number of worship facilities increased in great numbers across the region. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. Organized religion pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape" (Gournay and Corbin Sies 2002, 59). The CLU Church chose a property site that at the time, likely met many of the needs of prospective members. The large lot allowed for a larger church complex and automobile access and parking spaces, which was essential in the suburban environment (Gournay and Corbin Sies 2002, 59).

The architecture firm of Keyes, Lethbridge and Condon (KLC), with Pietro Belluschi as a consulting architect, designed and built the church. Edward Bennett, parishioner, developer, and member of the building committee, was likely instrumental in hiring KLC to design the new church. Bennett collaborated with the firm on many of his projects, including Carderock Springs (M: 29-59), in a relationship that began in 1953. For his contribution to the building fund, Bennett gifted the church a parsonage (now the Chalice House) (The Washington Post 1964, C1). The Chalice House bears similarities to many of KLC's Contemporary-style designs and may be the work of the firm.

KLC's residential designs, "constructed mostly of wood in modular units, with carports, clean lines, minimally peaked roofs and lots of large windows for views and light, [...] were modest, straightforward, unencumbered affairs built for the mobile modern life" (The Washington Post 1992, 2). The design of CLU incorporates many aspects of KLC residential design, such as use of wood, moderate roof-pitch and clean lines, and large windows, especially in the auditorium.

Belluschi served as the dean of the Massachusetts Institute of Technology [MIT] School of Architecture during the 1950s (Gazet.net 2008). It is unclear how the association between KLC and Belluschi formed, but there are no other known collaborative projects between the two entities. He collaborated with other architects for several projects, including the Lutheran Church in

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

Eugene, Oregon with Skidmore, Owings & Merrill. The Lutheran Church structure” consists of laminated-wood beams, with 2-in. tongue-and groove roof planks and curtain walls of wood, brick, and cathedral glass” (Progressive Architecture 1959, 122). The wood framing system was selected as a product of the region and lightness of interior created by the system, a motif repeated in the CLU Church. Another example of Belluschi collaboration is his work with Carl Koch for a Synagogue in Swampscott/Marblehead, Massachusetts. In their design of the synagogue, Belluschi and Koch used window walls around a flexible auditorium space, similar to the design of the CLU Church (Progressive Architecture 1959, 1924).

Belluschi’s church designs were well-regarded. Belluschi’s Church of the Redeemer (MIHP#: B-1381) in Baltimore, constructed between 1954-1958, is eligible for the National Register of Historic Places (NRHP) under Criterion C. Belluschi’s design for the Church of the Redeemer is notable for its site-specificity, use of natural materials, and unconventional use of stained glass. The CLU Church shares the Church of the Redeemer’s interesting application of stained glass and use of natural materials.

In a retrospective article, The Baltimore Sun noted Belluschi’s collaborative ability for ecclesiastical architecture; as he was “a leading interpreter of mankind’s spiritual dreams, collaborating equally well with Roman Catholics, Episcopalians, Presbyterians, Lutherans, Jews and Unitarians. Whatever denomination or faith they were for, the best of his works always had a certain refinement and understated elegance, an eloquent simplicity” (The Baltimore Sun 1994).

The original CLU Church design included a three-phased approach, which was common with suburban churches. “Typically, the project plan would be for three stages: social hall (used as a temporary sanctuary), classroom wing, and main sanctuary” (Kelly 2015, 167-169). Though only the first two phases of the church were constructed, architectural drawings show plans for full enclosure of the courtyard, and the addition of a sanctuary northwest of the current structure. As the CLU Church is a multi-faith spiritual congregation, the architecture of the building does not reflect a western Christian design, but rather employs architectural traits of a meeting space or congregation center. The church intentionally lacks a steeple, as direction of the gaze towards the sky to emphasize a heavenly connection is not a part of the Unitarian Universalist belief, and the current building was initially designed as an auditorium and not the permanent worship space (Gazet.net 2008). As described by Belluschi, construction materials were chosen based on their code compliance and propriety to the natural setting; “due to code requirements, [the] structure is reinforced concrete with steel purlins and gypsum decking; to blend the building with its setting, wood is used for exterior siding and window muntins; shingles are cedar. The assembly hall is steel framed. Stone-wall areas are a local red-brown sandstone” (Progressive Architecture 1959, 118).

KLC and Belluschi designed this worship facility in the Contemporary style, which contrasted starkly with many nearby Colonial Revival-influenced Baptist and Methodist churches of the period (Gourney and Corbin Sies 2002, 60). The choice of experimental modern forms by some congregations were intentional in hopes of attracting new and younger members (Manning et al. 2018, F-25). Unlike many nearby churches constructed during this period, the architects and designers defied the typical road-oriented site placement that was so common. Instead, they used its location and the proximity to Rock Creek Park to create a serene setting emphasizing a spiritual connection with nature disconnected from nearby busy thoroughfares (Gournay and Corbin Sies 2002, 59). The CLU church is one of few Unitarian churches built at this time in Maryland, and one of the earliest organized congregations in Montgomery County, which is a factor in the uniqueness in its design, even among other Modernist-influenced examples (The Washington Post 1953, 12). After Cedar Lane Unitarian Church, two additional Unitarian churches opened in Montgomery County in short succession; the Unitarian Universalist Church of Rockville (1964), designed by Stanley H. Arthur, and the River Road Unitarian Church (1965), also designed by KLC.

Writing for Progressive Architecture in 1959, Belluschi anticipated the final execution of the design, saying: “it is apparent that when the chapel wing, the church proper, and the landscaped entry court are built, the whole complex will be greatly improved...” as “the court will provide a landscaped transition space as well as a needed tie to the ground” (Progressive Architecture 1959, 118-

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

119). However, although the chapel and entry court were completed in December 1963 (The Washington Post 1963a, C6; 1963b, A12), the final phase original to the church's design, the church proper, was not constructed. Church leadership has expressed satisfaction with the size of the facility; "according to the Rev. Roger Fritts, Cedar Lane's senior minister, there has been little desire to complete the job. 'The auditorium worship space is so beautiful people are happy with what we have.'" (UU World 2008). Upon completion of the first phase, the building received acclaim from architecture professionals. In 1960, the Potomac Valley chapter of the American Institute of Architects (AIA) presented the team with a merit award for their design (Washington Post 1960, B1). In 1962, KLC, along with builder E. A. Baker Co., received an award from the Board of Trade in the church category (The Washington Post 1962, B18).

The church exterior has been minimally altered since the 1960s. The most visible modification has been the partial enclosure of the entrance porch at the courtyard. At the west end, this vestibule includes a new door into the library and lounge area; at the east side, a set of double doors provides direct access to the classroom wing via a reconfigured 1963 classroom. However, the original north window wall facing the courtyard is preserved behind the enclosure, and the new windows match the appearance of the original units in the library and lounge to the west. Other modifications including the replacement of exterior doors, and likely roof sheathing. In the late-twentieth century, a playground was added to support the church's educational and childcare facilities.

Evaluation:

The CLU Church was built in 1958 in the Contemporary style, which reflects popular trends in the construction of worship facilities, often Jewish temples and Catholic churches, in the mid-twentieth century. Although the CLU Church fits with the general pattern of church development in suburban areas as residential development increased in the Modern (1936-1960) and Suburban Diversification Periods (1961-1980), this resource was not an early or influential example and does not otherwise demonstrate a significant association with this trend. (KCI Technologies, Inc. [KCI] 1999, B-40; Manning et al. 2018, F-26). Therefore, the CLU Church is not eligible for the NRHP under Criterion A. Archival research did not yield information on any notable individuals associated with this church who made significant impacts to local, state, or national history and, therefore, it is also not eligible under Criterion B.

Designed by Keyes, Lethbridge and Condon in collaboration with Pietro Belluschi, the CLU Church is a Contemporary worship facility with architectural features typical of KLC and Belluschi's work. Its use of natural materials, emphasis on wood interior elements, and the integration of the building into its wooded environment are characteristic of KLC's residential designs. The use of geometric stained glass and the play between areas of shade and light, are similar to Belluschi's designs for Baltimore's Church of the Redeemer and other worship facilities, as highlighted in Progressive Architecture (Progressive Architecture 1959, 120-130).

The special collaboration on the CLU Church between KLC and Belluschi, two highly regarded contemporaries, resulted in a unique and excellent example of a Contemporary-style worship facility in Montgomery County. The CLU Church is significant under Criterion C for its high artistic value. According to the National Park Service, religious properties may be eligible for the NRHP only if their significance comes from architectural or artistic distinction or historical importance (Shrimpton et al. 1997). The CLU Church draws its importance as an excellent example of the Contemporary style and therefore meets Criteria Consideration A.

In sum, the Cedar Lane Unitarian Church is eligible for the NRHP under Criterion C and meets Criteria Consideration A. As an architectural resource, the resource was not evaluated under Criterion D.

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

Period of Significance:

The period of significance for the Cedar Lane Unitarian Church is 1958-1963, encompassing the phased construction of the church and construction of the Chalice House. The Chalice House demonstrates a design consistent with the church, dates to the same period, and served as an important companion space to the CLU church. The church complex retains high integrity of location, setting, feeling, and association, workmanship, materials, and design with minimal modifications. The alterations at the entrance are minor; the original configuration remains discernible, and the changes have not had a deleterious effect on integrity. The church retains all of the character-defining elements of its original design, including window walls, courtyard orientation, and low-pitched gabled roof. It defies typical features of its property type, as it lacks vertical emphasis, visibility, and road emphasis, in favor of a more naturalistic setting, an unusual feature for a suburban church (Manning et al. 2018, F-27). The forested setting of the church retains integrity and is an essential component to the designed landscape setting.

This property encompasses a total of approximately 6.26 acres, confined to Parcel 0000 on Montgomery County Tax Map HP32.

References:

The Baltimore Sun. 1994. "For Belluschi, Designing Churches Was an Act of Worship." February 27, 1994. Accessed December 3, 2018. http://articles.baltimoresun.com/1994-02-27/features/1994058133_1_belluschi-church-architecture-church-design.

Cedar Lane Unitarian Universalist Church. 2018a. "Facilities Rental." Accessed October 20, 2018. <https://www.cedarlane.org/>.

--- 2018b. "What is Unitarian Universalism?" Accessed October 23, 2018. <https://www.cedarlane.org/>.

Encyclopedia Britannica. 2018. "Pietro Belluschi." Accessed October 30, 2018. <https://www.britannica.com/biography/Pietro-Belluschi>.

Gazet.net. 2008. "Unitarian Universalists celebrate 50 years in Bethesda church." May 21, 2008. Accessed October 30, 2018. http://www.gazette.net/stories/052108/potonew191710_32364.shtml

Gournay, Isabelle and Sies, Mary Corbin. 2002. "Modern Movement in Maryland." University of Maryland. Accessed October 23, 2018. <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. Accessed October 23, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

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

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 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.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed October 23, 2018. <http://www.mdlandrec.net/>.

National Environmental Title Research (NETR). 1957. Historic Aerial Mosaic, Montgomery County, Maryland. Accessed October 29, 2018. <https://www.historicaerials.com/viewer>.

Progressive Architecture. 1959. "Unitarian Church, Bethesda, Maryland." June 1959. Accessed October 29, 2018. <http://www.usmodernist.org/PA/PA-1959-06.pdf>.

Shrimpton, Rebecca H., ed. Patrick W. Andrus, and National Register of Historic Places staff. How to Apply the National Register Criteria for Evaluation, Preservation Brief No. 15. 1990, revised 1997. Technical Preservation Services, National Park Service, Washington, DC Accessed October 23, 2018. <http://www.nps.gov/nr/publications/bulletins/nrb15/index.htm>.

UU World. 2008. "Cedar Lane's Modernist Auditorium." Summer 2008. Accessed October 23, 2018. <https://www.uuworld.org/print/articles/cedar-lanes-modernist-auditorium>.

The Washington Post. 1953. "Montgomery Church Set Up By Unitarians." March 14, 1953. Accessed October 23, 2018.

--- 1955. "\$50,000 Site Bought by Unitarian Church." June 4, 1955. Accessed October 23, 2018.

--- 1960. "Architects Honored—With Reservations." June 11, 1960. Accessed October 23, 2018.

--- 1962. "15 Area Buildings Win Architectural Awards." January 6, 1962. Accessed December 3, 2018.

--- 1963a. "Cedar Lane lists Rites for Chapel." March 9, 1963. Accessed December 17, 2018.

--- 1963b. "Unitarian Church to Dedicate Chapel." December 21, 1963. Accessed December 17, 2018.

--- 1964. "Bennett Talks of Building 'New Town.'" July 25, 1964. Accessed December 3, 2018.

--- 1992. "The Men Who Made Theirs Modern." June 6, 1992. Accessed December 13, 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

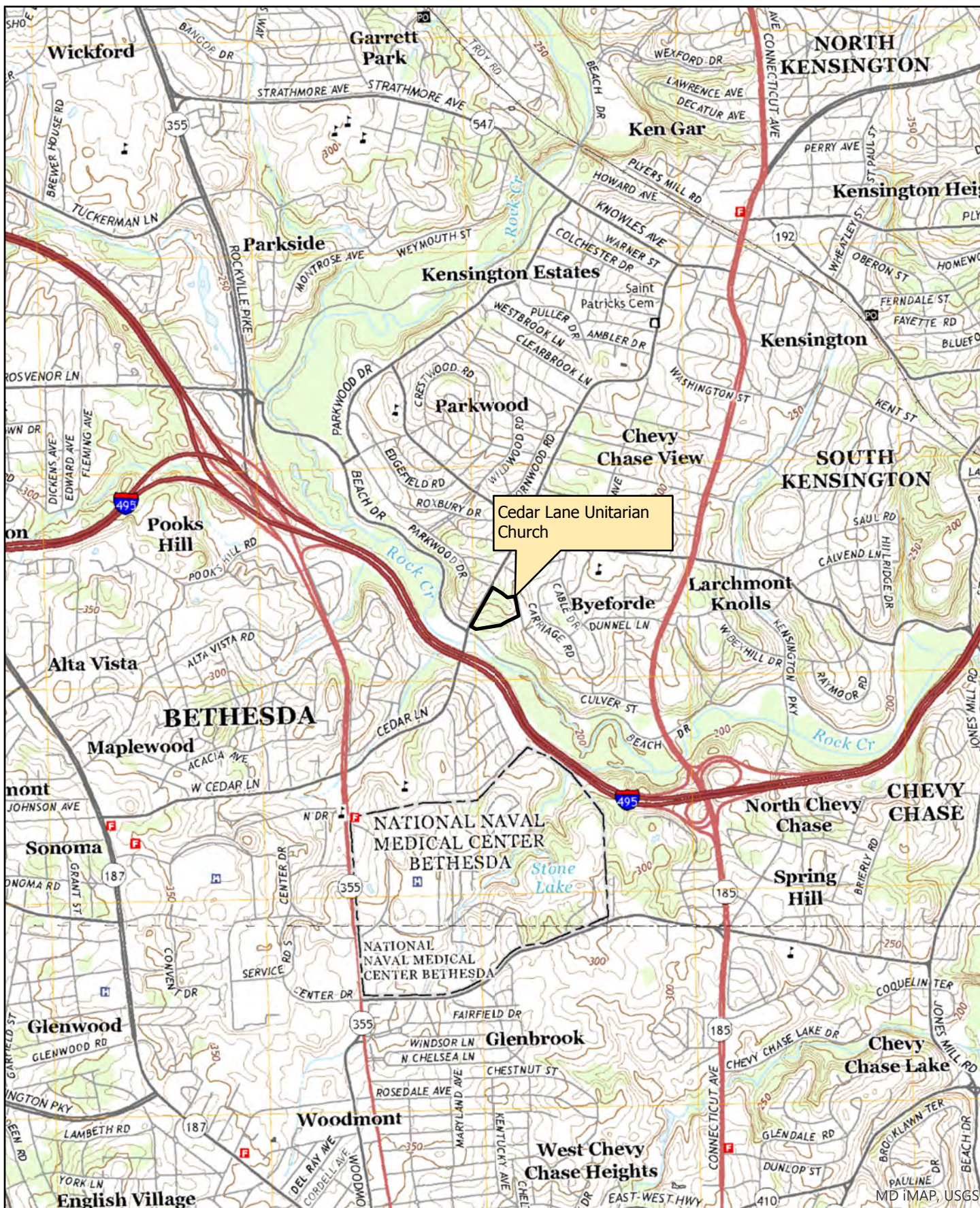
Reviewer, National Register Program

Date

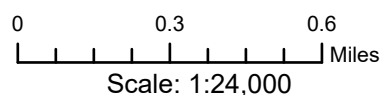
Cedar Lane Unitarian Church

Location: 9601 Cedar Lane
City: Bethesda

MHP#: M: 31-72
Montgomery County



USGS 7.5' Quadrangle - Kensington



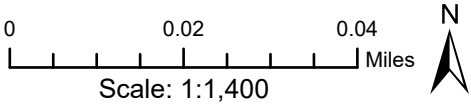
Cedar Lane Unitarian Church

Location: 9601 Cedar Lane
City: Bethesda

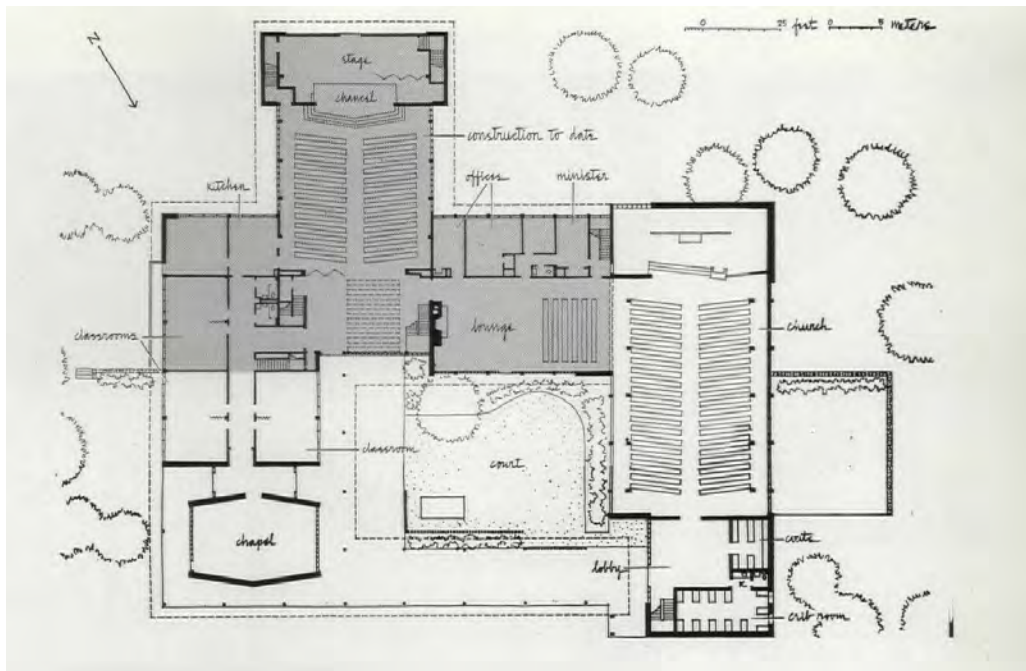
MIHP# M: 31-72
Montgomery County



Parcel Boundaries



Cedar Lane Unitarian Church (M: 31-72)
9601 Cedar Lane
Bethesda, Montgomery County, Maryland



Architect's drawing of proposed Unitarian church (Progressive Architecture 1959).



Interior of auditorium, facing south (Google 2018).

Cedar Lane Unitarian Church (M: 31-72)
9601 Cedar Lane
Bethesda, Montgomery County, Maryland



Interior of lobby, facing north (Google 2018).



Interior of secondary worship space (Google 2018).

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 1



Photo 1 of 15: View of Cedar Lane Unitarian Church (CLU Church) from parking lot northeast of the church, looking SW.



Photo 2 of 15: North oblique of primary entry from south side of parking lot.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 2



Photo 3 of 15: View of northeast elevation of church.



Photo 4 of 15: Southeast elevation of church from parking lot.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 3



Photo 5 of 15: Detail of southeast elevation of church and secondary entry.



Photo 6 of 15: View of sanctuary (left) and office section of church, looking west.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 4



Photo 7 of 15: Southwest elevation of the CLU Church.



Photo 8 of 15: West oblique from southwest parking lot.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 5



Photo 9 of 15: View of playground on southeast portion of the property, facing south.



Photo 10 of 15: Southeast oblique of offices and classrooms, facing north.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 6



Photo 11 of 15: View of stairs leading to Chalice House and memory garden, from northeast parking lot facing northeast.



Photo 12 of 15: Chalice House, facing northeast.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 7



Photo 13 of 15: View of Chalice House, west oblique.



Photo 14 of 15: View of primary entry, facing south.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 8



Photo 15 of 15: Detail of primary entry on northeast elevation.

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 9

PHOTO LOG

Name of Property: Cedar Lane Unitarian Church
Name of Photographer: Melissa Butler, Joe Blondino
Date of Photographs: September 10, 2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 15:
**View of Cedar Lane Unitarian Church (CLU Church) from parking lot northeast of the church,
Looking Southwest**
M: 31-72_2018-09-10_01

Photo 2 of 15:
North Oblique of primary entry from south side of parking lot
M: 31-72_2018-09-10_02

Photo 3 of 15:
View of northeast elevation of church.
M: 31-72_2018-09-10_03

Photo 4 of 15:
Southeast elevation of church from parking lot.
M: 31-72_2018-09-10_04

Photo 5 of 15:
Detail of southeast elevation of church and secondary entry.
M: 31-72_2018-09-10_05

Photo 6 of 15:
View of sanctuary (left) and office section of church, looking west.
M: 31-72_2018-09-10_06

Photo 7 of 15:
Southwest elevation of the CLU Church.
M: 31-72_2018-09-10_07

Photo 8 of 15:
West oblique from southwest parking lot.
M: 31-72_2018-09-10_08

Photo 9 of 15:
View of playground on southeast portion of the property, facing south.
M: 31-72_2018-09-10_09

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

Inventory No M: 31-72

Name Cedar Lane Unitarian Church
Continuation Sheet

Number Photos Page 10

Photo 10 of 15:

Southeast oblique of offices and classrooms, facing north.

M: 31-72_2018-09-10_10

Photo 11 of 15:

View of stairs leading to Chalice House and memory garden, from northeast parking lot facing northeast.

M: 31-72_2018-09-10_11

Photo 12 of 15:

Chalice House, facing northeast.

M: 31-72_2018-09-10_12

Photo 13 of 15:

View of Chalice House, west oblique.

M: 31-72_2018-09-10_13

Photo 14 of 15:

View of primary entry, facing south.

M: 31-72_2018-09-10_14

Photo 15 of 15:

Detail of primary entry on northeast elevation.

M: 31-72_2018-09-10_15

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Centennial Village

Inventory Number: PG:72-79

Address: West of I-495 and east of Brightseat Road

Historic District: Yes

City: Landover

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0067

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

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:

Centennial Village is a 15.62-acre, multi-family residential development located on the east side of Brightseat Road in Hyattsville. It is bounded by I-495 to the east, Brightseat Road to the west, an office building to the north, and a wooded tract to the south. The complex consists of 157 townhouses in 19 linear building groups and one playground. The complex is accessed by two points on Brightseat Road that lead to Congress Place and Continental Place; they provide access to asphalt parking areas between groupings of townhouses. Concrete walkways traverse the property, which is lighted by metal lantern lampposts. Mature trees are present throughout the development, and shrubs and plantings line the façade of most townhouse buildings; rear yards are enclosed by wood fencing. A wood sign is situated on the north side of each vehicular entrance.

Description:

Centennial Village is a multi-family residential development constructed between 1977 and 1980 during the Suburban

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <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:

Diversification Period (1961-1980). The complex is composed of 19 linear buildings containing 157 townhouses with Colonial Revival-style elements. The one-and-a-half- or two-story townhouse units are two bays wide on raised basement concrete-block foundations, and are clad in a combination of stretcher-bond brick and siding such as wood, vinyl, or T1-11. Roofs are side gabled or gambrel covered with asphalt shingles. Gambrel roofs have two gabled dormers on the façade.

Each townhouse has a primary entrance on the façade filled with a single-leaf fiberglass door and storm door. They are accessed by a concrete stoop, at times lined with metal railings, or full-width porches with squared wood posts. Original windows are vinyl-frame, double-hung-sash units and are at times paired. Vinyl, paneled or louvered shutters flank most façade fenestration. Double-leaf, fiberglass or sliding metal-framed glass doors are situated on the rear elevation of each unit.

A playground is situated in the southeast portion of the complex on the north side of Congress Place. It is accessed by a set of concrete steps that lead to a paved asphalt walking path. The playground contains a circa-1980 metal swing set.

Historic Context:

In 1964, National Pence Manufacturing Co., Inc., sold 21.42 acres to Gerald J. Miller, Donald A. Brown, and Joseph B. Gildenhorn, acting as part of a joint venture called Brightseat Road Associates (Prince George's County Deed Book [PGCDB] 2954, 83). In January 1976, Brightseat Road Associates submitted five plats of subdivision for a townhouse community encompassing 17.42 acres of the original tract and called it Centennial Village (Prince George's County Plat Book [PGCPB] NLP 94, 38-42). In total, 157 townhouses were platted in groups of five to 13. Initial development began the following year, and the community was completed by 1980 (Nationwide Environmental Title Research, LLC 1977, 1980). Construction was completed by C.V. Land Company and Fairland Corp. (The Washington Star 1977a, D-8; 1977b, 44).

Initial advertising touted three- to four-bedroom townhouses with full unfinished basements and three spacious living levels featuring six distinctive exterior styles with insulation at no extra cost. Features could include columned porches, gabled windows, wall-to-wall carpeting, and over-sized family room and kitchens. Proximity to Landover Mall, Capital Center, and Prince George's County Community Center was noted as a community convenience. Prices began at \$45,450 with the option of 10-year Home Owners Warranty protection plans and Veteran's Affairs and Federal Housing Administration financing (The Washington Star 1977a, D-8; 1978, E-4). No architect was named in any of the advertisements.

Gerald J. Miller was a real estate developer and lawyer who worked throughout the metropolitan Washington, D.C., area during the 1960s and 1970s. Miller was president of The Miller Companies, a family-held corporation that developed and managed garden and high-rise apartments, mixed-use commercial properties, and office buildings (Palm Beach Daily News 1986, A2). Other works include the 12-story New England Life Insurance Co. building and the Governmental Affairs Institute building, both in northwest Washington, D.C.

Donald A. Brown was the founder of the major Washington, D.C.-area real estate investment firm known as JBG Companies, where Joseph B. Gildenhorn was one of his founding partners (Taylor 2019). Gildenhorn served as the company's president from 1960 to 1989, and then served as the United States' Ambassador to Switzerland until 1993 (Bloomberg L.P. 2019). The company began purchasing multi-family communities in Prince George's County then continued to Washington, D.C., and Virginia. Some of their best-known works include the Wolf Trap music and arts center in Vienna, Virginia, the Four Seasons Hotel in Georgetown, and the Geico headquarters in Chevy Chase, Maryland.

Fairland Corp., led by builder John Dormont, was a construction firm that built several residential communities in Prince George's County including Squires Woods, Landings at Piscataway, and Briar Village townhouses. Research did not provide any information regarding the C.V. Land Company.

Evaluation:

Centennial Village was evaluated as a multi-family residential development constructed in the Suburban Diversification Period (1961-1980), in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Centennial Village is a modest and basic example of a townhouse complex from the Suburban Diversification Period. The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Centennial Village is not eligible under Criterion A.

Miller, Brown, and Gildenhorn worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

As a townhouse complex, Centennial Village includes standard features typical of the period. It is not the work of master architects and exhibits common materials and forms. Centennial Village does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 15.62 acres and is confined to the current property tax parcels, which can be found on Prince George's County Tax Map 0067 and also as seen in Prince George's County plat in book NLP 94, pages 38-42.

References:

Bloomberg L.P. 2019. Executive Profile: Joseph B. Gildenhorn. <https://www.bloomberg.com/research/stocks/private/>.

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

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic, Prince George's County, Maryland. Accessed April 23, 2019. <https://www.historicaerials.com/viewer>.

Palm Beach Daily News. 1986. Gerald J. Miller, 56, Dies in Chevy Chase. June 1-4, 1986, A2.

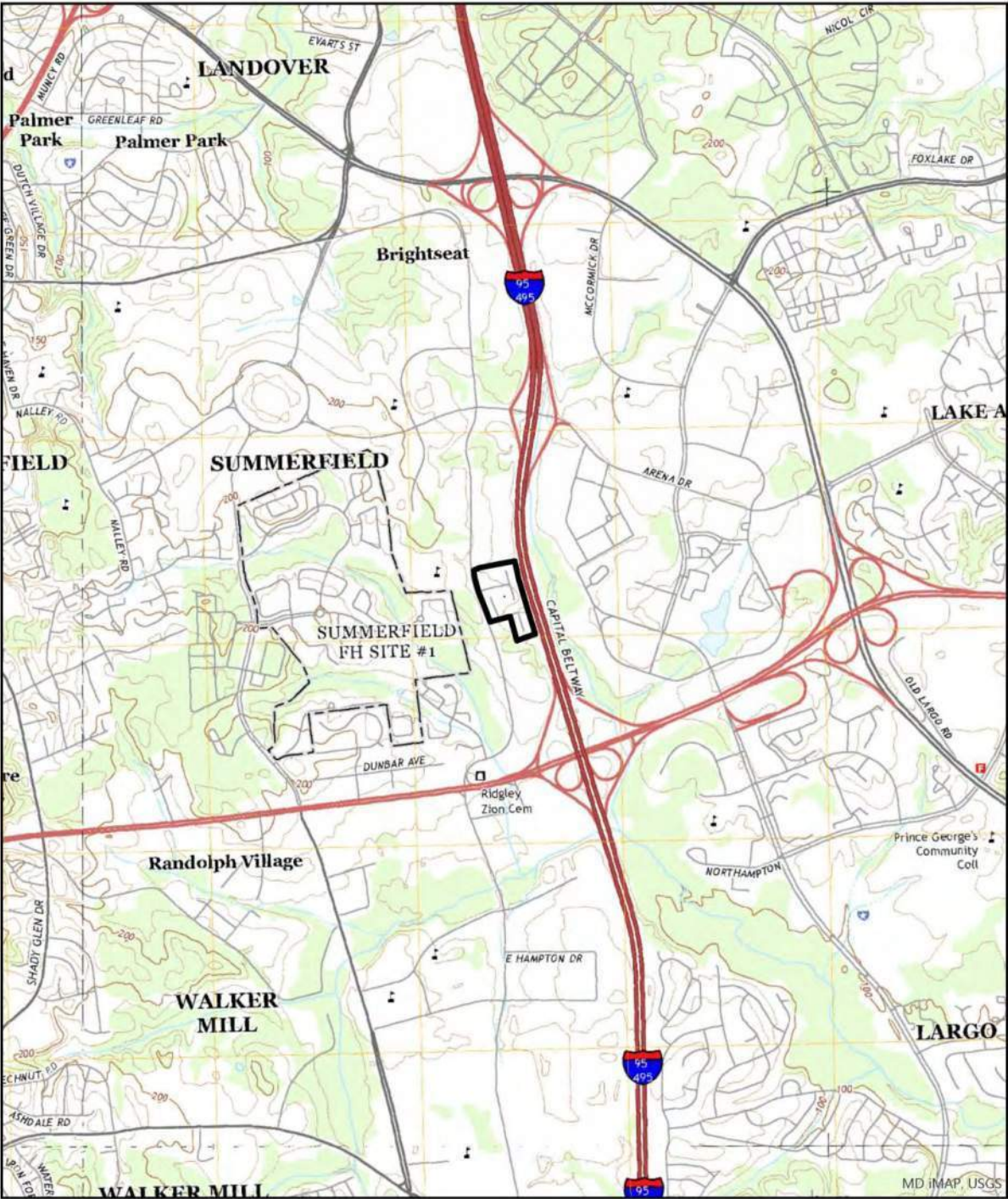
Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 20, 2019. <http://www.mdlandrec.net/>.

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

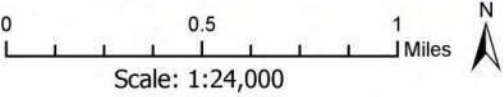
Taylor, Dan. 2019. Found of Major DC Developer JBG Dies At 90: Report. <https://patch.com/district-columbia/washingtondc/founder-dc-real-estate-firm-jbg-dies-report>.

The Washington Star. 1977a. Advertisement. September 30, 1977, D-8.
--- 1977b. Centennial Village Townhouses. January 28, 1977, 44.

Centennial Village Prince George's County
Location: West of I-495 and east of Brightseat Road City: Landover



USGS 7.5' Quadrangle - Lanham

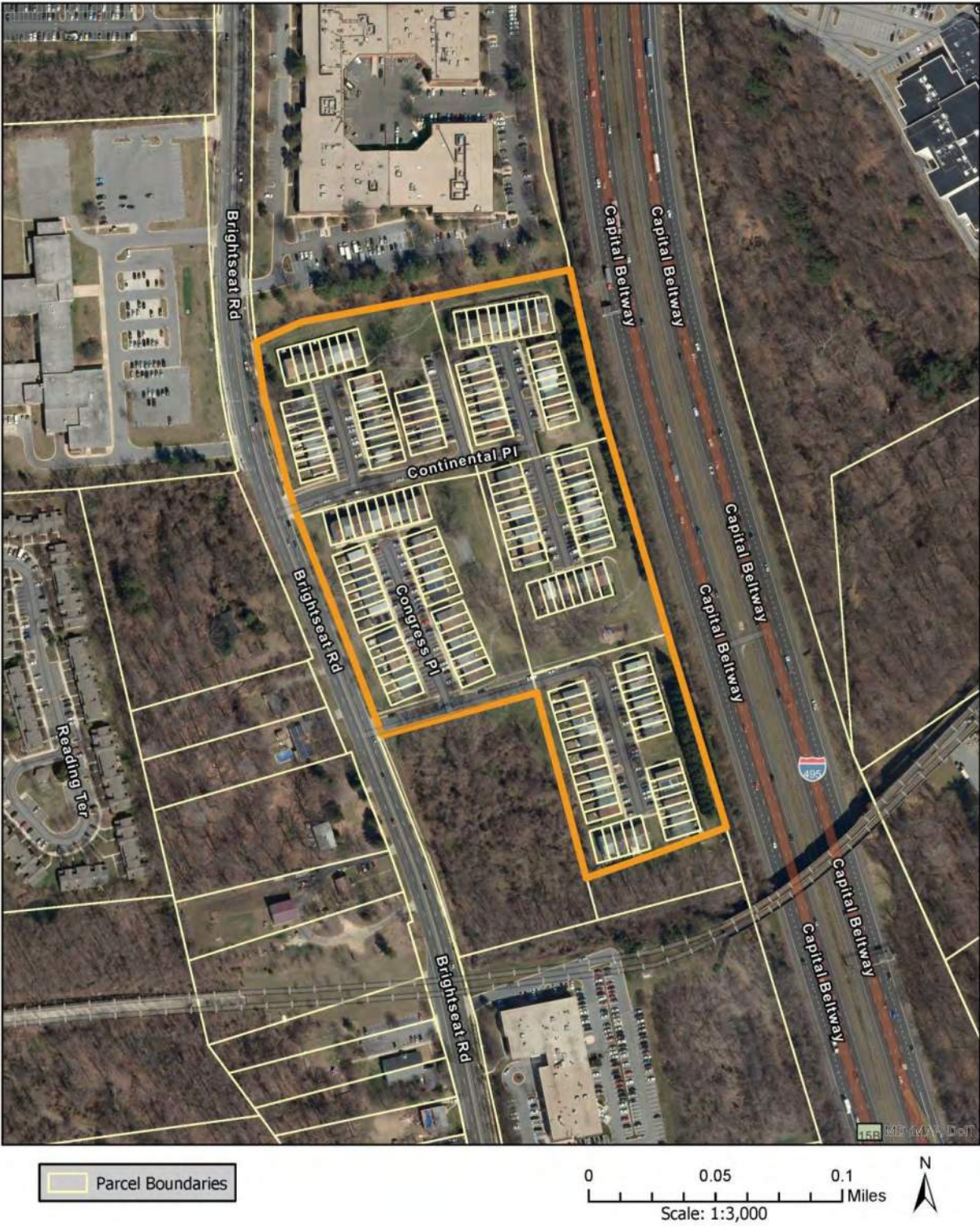


Centennial Village

Location: West of I-495 and east of Brightseat Road

Prince George's County

City: Landover





Sign at corner of Continental Place and Brightseat Road, looking north.



View of 8900-8914 Continental Place, looking southwest.



Northeast oblique of 8932 Continental Place.



Detail of 8912 Congress Place, looking west.



View of 9001-9019 and 9021-9035 Continental Place, looking south.



Streetscape of Continental Place, looking north.



Rear elevation of 8930–8948 Congress Place, looking southwest.



Playground next to 8930 Continental Place, looking east.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-04-24**

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

File Format: **PG:72-79_2019-04-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Sign at corner of Continental Place and Brightseat Road, looking north.

02.tif

View of 8900-8914 Continental Place, looking southwest.

03.tif

Northeast oblique of 8932 Continental Place.

04.tif

Detail of 8912 Congress Place, looking west.

05.tif

View of 9001–9019 and 9021–9035 Continental Place, looking south.

06.tif

Streetscape of Continental Place, looking north.

07.tif

Rear elevation of 8930–8948 Congress Place, looking southwest.

08.tif

Playground next to 8930 Continental Place, looking east.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Chesapeake Beach Railway Prism

Inventory Number: AA-2559 and PG:72-81

Address: D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road Historic District: No

City: Multiple

Zip Code: Multiple

County: Prince George's and Anne Arundel

USGS Quadrangle(s): Washington East, Lanham, Upper Marlboro, Bristol

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): None

Tax Map: None

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

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Matt Manning

Date Prepared: December 17, 2020

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Chesapeake Beach Railway Prism consists of an approximately 17-mile-long former railroad right of way in Prince George's and Anne Arundel counties extending from Seat Pleasant near the border of Washington, DC, to Lyons Creek at the Calvert County line. East of Lyons Creek, the railroad right-of-way was repurposed in the mid-1950s as MD 260 (Chesapeake Beach Road), erasing all evidence of the former railroad bed in Calvert County. In Prince George's and Anne Arundel counties, the former right-of-way still includes the remains of the cuts and embankments that comprised the railroad bed. The tracks, however, were removed shortly after the Chesapeake Beach Railway's closure in 1935. Along its length, the prism has been overgrown with vegetation, and redevelopment since its closure has removed all evidence of the railroad in many places along its former route. Structural remains are present at some crossings, including the Patuxent River, where a pivot pier is all that remains of the Chesapeake Beach Railway Bridge (PG:82B-5), a wood swing-span bridge. More typical are smaller crossings with scattered remains that could be former piers or footings, such as those at Back Branch in Prince George's County, or structures associated with later highway construction, like the c. 1931 piers that once supported the railroad over MD 4 at Lyons Creek. Aside from the station in Chesapeake Beach (CT-100), buildings associated with the railroad, such as the Chesapeake Beach Railway Engine House (PG:72-12), the Chesapeake Beach Railway Waiting House (PG:82B-21), and Pindell Station (AA-343),

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:

have been removed or fallen into ruin.

History

The Chesapeake Beach Railway (CBR) began as a moneymaking venture to facilitate the establishment of the Chesapeake Beach resort on Maryland's Western Shore. The Washington and Chesapeake Railway Company (W&CBR) received a charter from the State of Maryland on September 1, 1891 to operate a standard gauge railroad from the eastern boundary of the District of Columbia through Prince George's, Anne Arundel and Calvert counties to the site of the present town of Chesapeake Beach (Stinson 1979). The new resort town would offer the citizens of Washington, DC, a beach resort community in close proximity, and the railway would link Chesapeake Beach with the growing population of the nation's capital (Weishar 2008).

The W&CBR was reorganized in 1896 as the Chesapeake Beach Railway Company, led by Otto Mears and funded by a group of Colorado businessmen. Mears emigrated from Russia to America in 1880, where he pioneered narrow gauge railway lines as president of the Silverton Railroad and the Rio Grande Southern Railroad in Colorado (Lange and Edwards 1978; Weishar 2008).

Mears's goal was to create the greatest seaside resort in America, which he hoped to rival the Rhode Island resorts of Newport and Narragansett Pier and Maine's Bar Harbor (Lange and Edwards, 1978). Mears and his Denver business associates designed an elaborate resort town complete with hotels, bathhouses and beaches, casinos, a racetrack, and a 1600-foot boardwalk (About CBRM, n.d.).

Multiple bridges on the CBR spanned waterways, low areas, and roads. Although steel offered increased strength and longevity with reduced weight, in the soft muddy soil of Maryland's Tidewater region, cheaper and more plentiful timber was used for all CBR bridges. Bridge specifications called for 12-by-12-inch seasoned oak timbers, with mortised and bolted joints. In an effort to speed construction and save money, logs, many with the bark still on, were spiked together rather than bolted. This hasty construction technique is one reason why little evidence of structures along the line remains (Weishar 2008).

Mears' vision of providing rail service to Chesapeake Beach became a reality on June 9, 1900 when the first train arrived in Chesapeake Beach from Washington, DC. (About CBRM, n.d.). The resort town offered roller coasters, a boardwalk, and the amenity of swimming in the Chesapeake Bay (Chesapeake Beach Amusement Park, CT-98). Overnight visitors could stay in the luxurious Belvedere Hotel, which was built c. 1900. Early on, visitors arrived primarily by rail or steamship, which was the primary means of transport for guests from Baltimore. Over time, the automobile became a growing factor in travel to the resort. By the 1920s the state's modernized roads surpassed rail as the primary means of moving people and goods, and CBR revenues decreased. The Chesapeake-Potomac Hurricane of 1933 combined with the Great Depression of 1935 brought an end to the Chesapeake Beach Railway Company, and the final train arrived in Chesapeake Beach on April 15, 1935 (Weishar 2008).

Evaluation

The Chesapeake Beach Railway Prism is not eligible for listing in the National Register of Historic Places.

Although the railroad played an important role in the establishment of the Chesapeake Beach resort community, it was not the only means of accessing the resort, which never attained the same status or significance as the resorts it was modeled after in Rhode Island and Maine. Furthermore, the railroad is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the railway prism is not significant under Criterion A.

The railroad's founders, in particular Otto Mears, were more closely associated with railroads and railroad advancements in Colorado, where Mears worked prior to the establishment of the CBR. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past, and the railroad prism is not significant under Criterion B.

The railroad prism is not eligible under Criterion C for its design or engineering; the shortcuts taken during construction resulted in many timber crossings that have not survived. The prism itself is typical of railroad engineering during this time. Furthermore, the removal of the tracks, vegetative growth, encroaching development, and the lack of surviving associated buildings and other structures has led to the loss of the railroad prism's integrity of design, materials, workmanship, setting, feeling, and association.

The boundary for the Chesapeake Beach Railway Prism encompasses approximately 144.6 acres across multiple tax parcels in Prince George's and Anne Arundel counties.

References:

"About CBRM." Chesapeake Beach Railway Museum. <https://chesapeakebeachrailwaymuseum.com/>. Accessed December 17, 2020.

"Chesapeake Beach Amusement Park." Maryland Inventory of Historic Properties Form. CT-98. No date. <https://mht.maryland.gov/secure/Medusa/PDF/Calvert/CT-98.pdf>

Hiatt, Amy. "Pindell Station." Maryland Inventory of Historic Properties Form. AA-343. August 1975. <https://mht.maryland.gov/secure/Medusa/PDF/AnneArundel/AA-343.pdf>.

King, Marina. "Chesapeake Beach Railway Waiting House." Maryland Inventory of Historic Properties Form. PG:82B-21. August 1985. <https://mht.maryland.gov/secure/Medusa/PDF/PrinceGeorges/PG;82B-21.pdf>.

Lange, Ralph and Mark R. Edwards. "Chesapeake Beach Railway Engine House." August 1978. PG:72-12. <https://mht.maryland.gov/secure/Medusa/PDF/PrinceGeorges/PG;72-12.pdf>.

Stinson, Merry. "Chesapeake Beach Railway Station." Maryland Inventory of Historic Properties Form. CT-100. June 1979. <https://mht.maryland.gov/secure/medusa/PDF/Calvert/CT-100.pdf>.

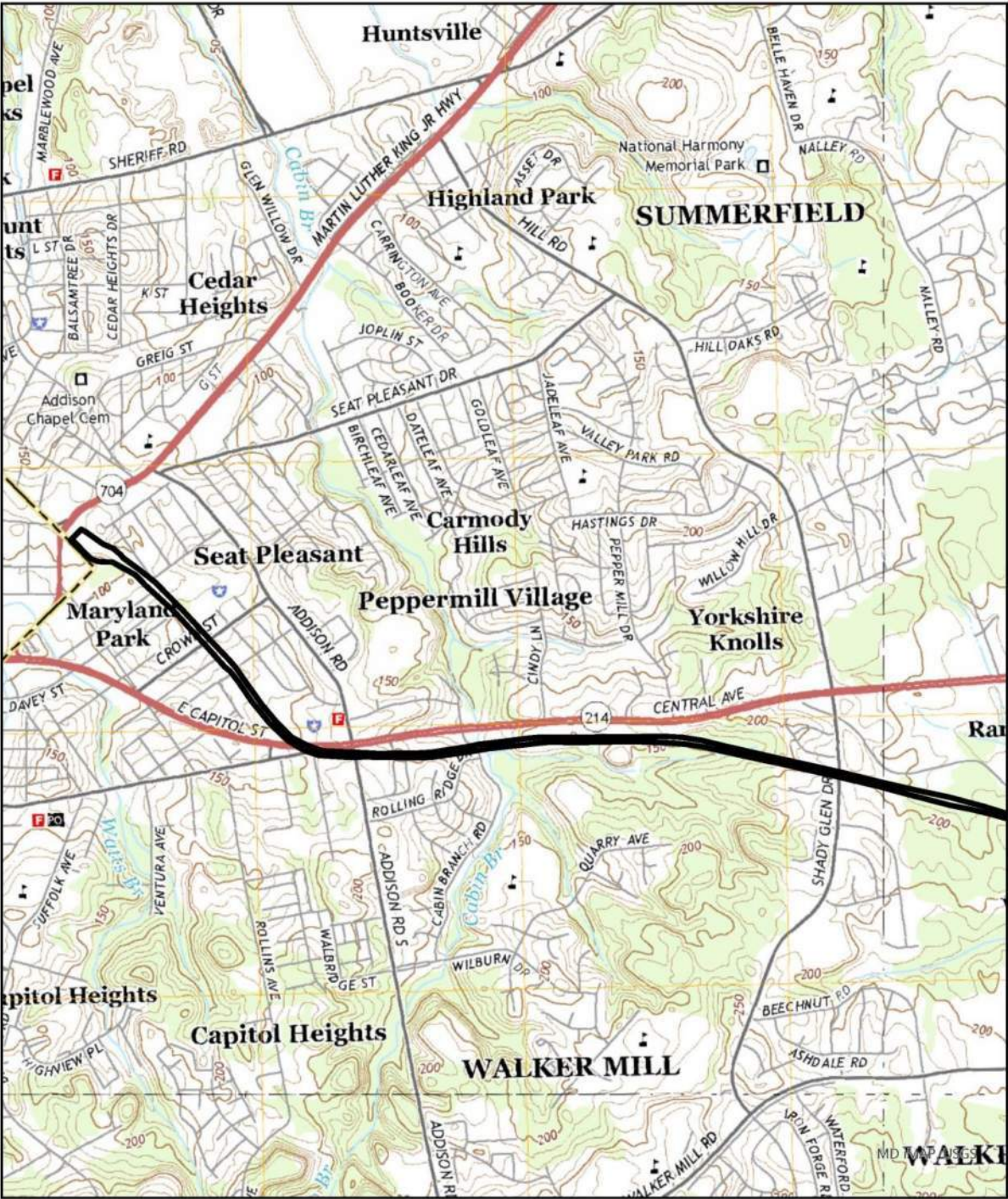
Riedesel, John. "Ghosts along the Right-of-Way!" The Chesapeake Dispatcher. Vol.24 Issue 1 No. 45. May 2005. https://chesapeakebeachrailwaymuseum.com/wp-content/uploads/2018/01/May_05_newsletter.pdf

Weishar, Paul. "Chesapeake Beach Railway Bridge." Maryland Inventory of Historic Properties Form. PG:82B-5. February 2008. <https://mht.maryland.gov/secure/Medusa/PDF/PrinceGeorges/PG;82B-5.pdf>.

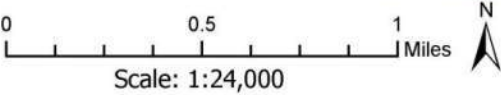
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



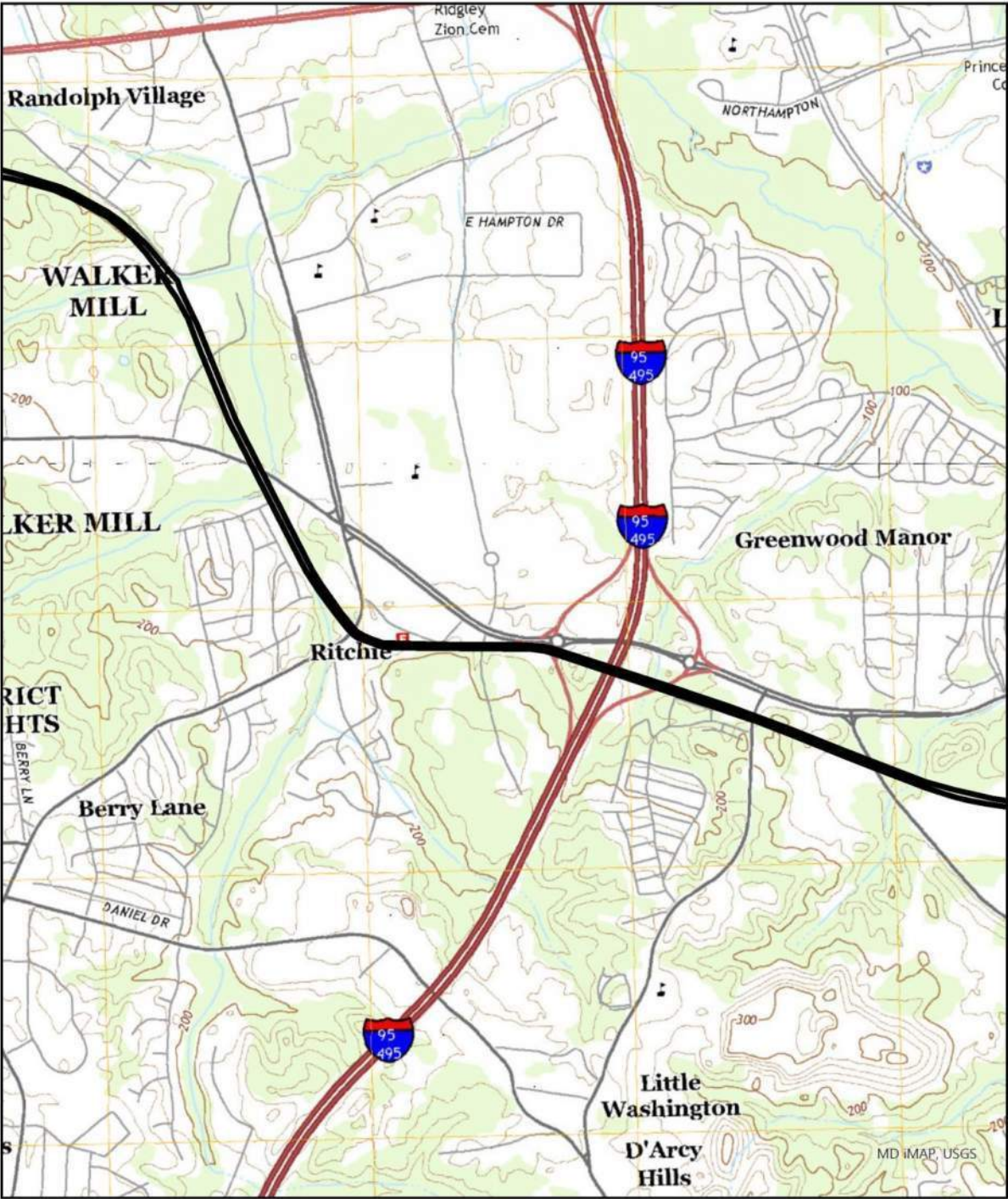
USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



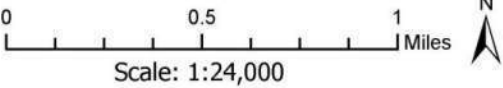
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



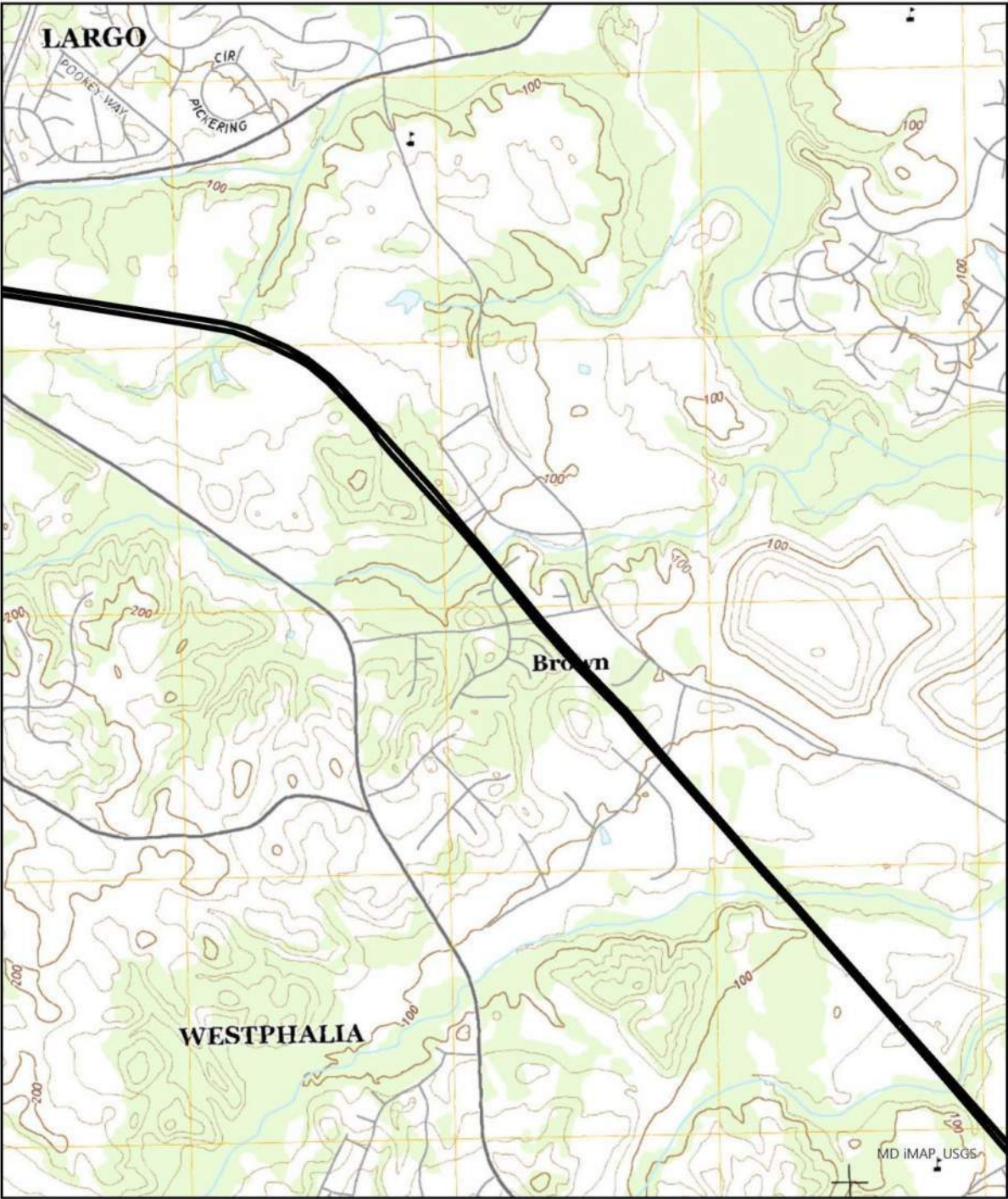
USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



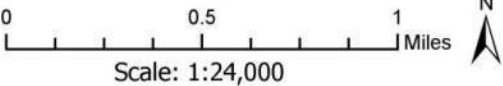
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



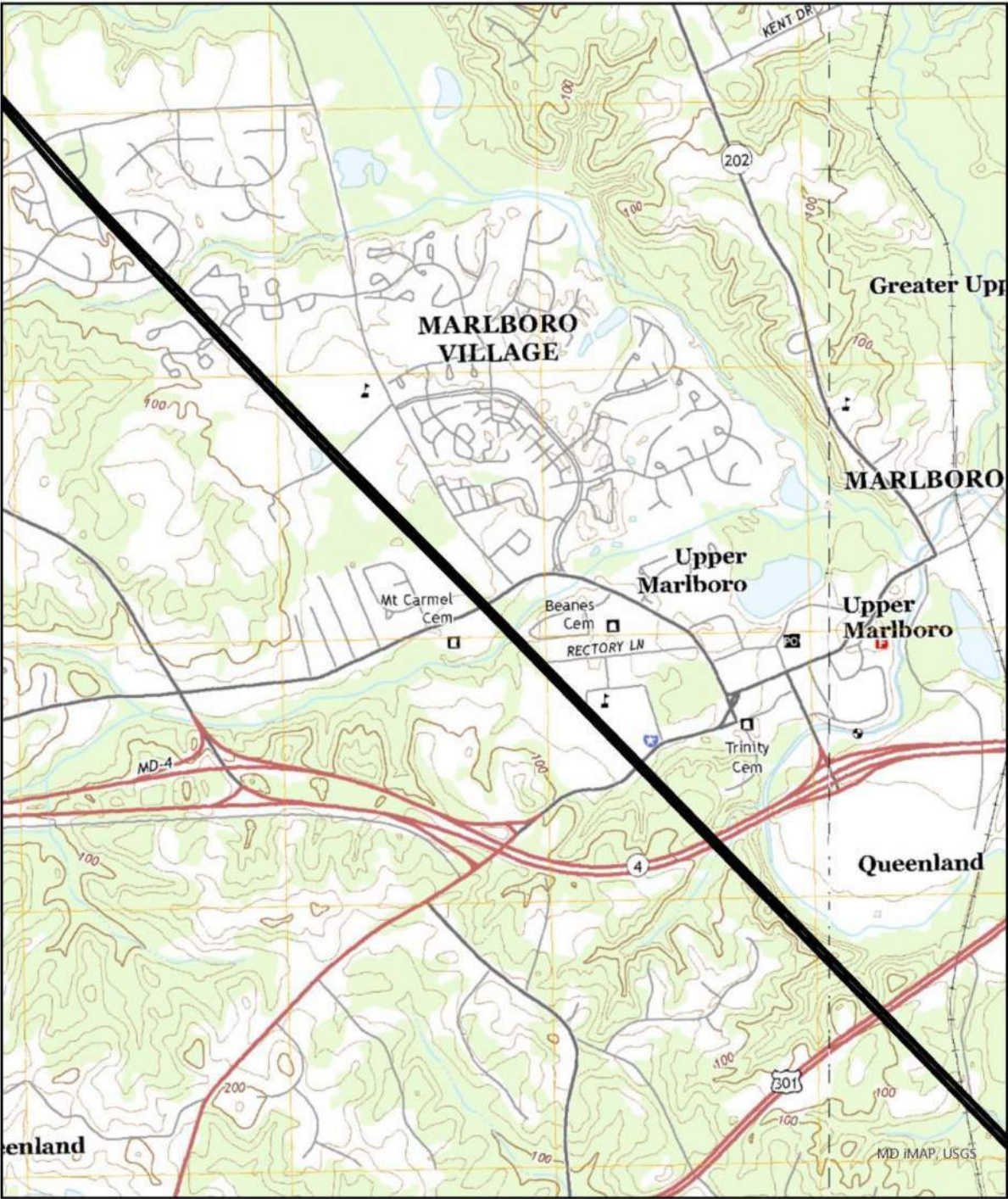
USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



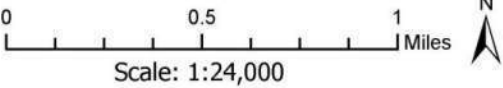
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



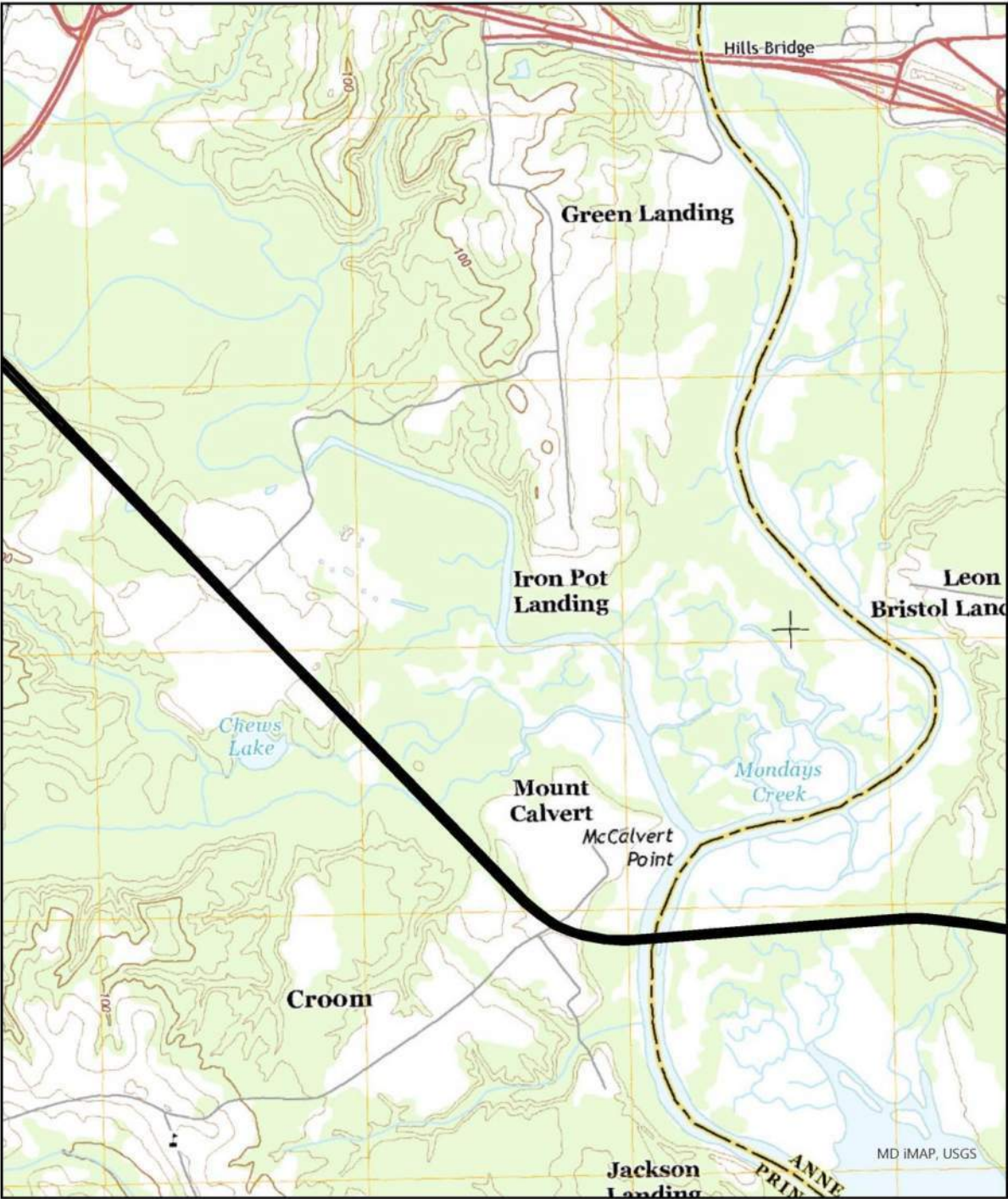
USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



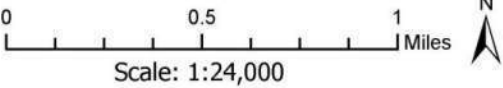
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



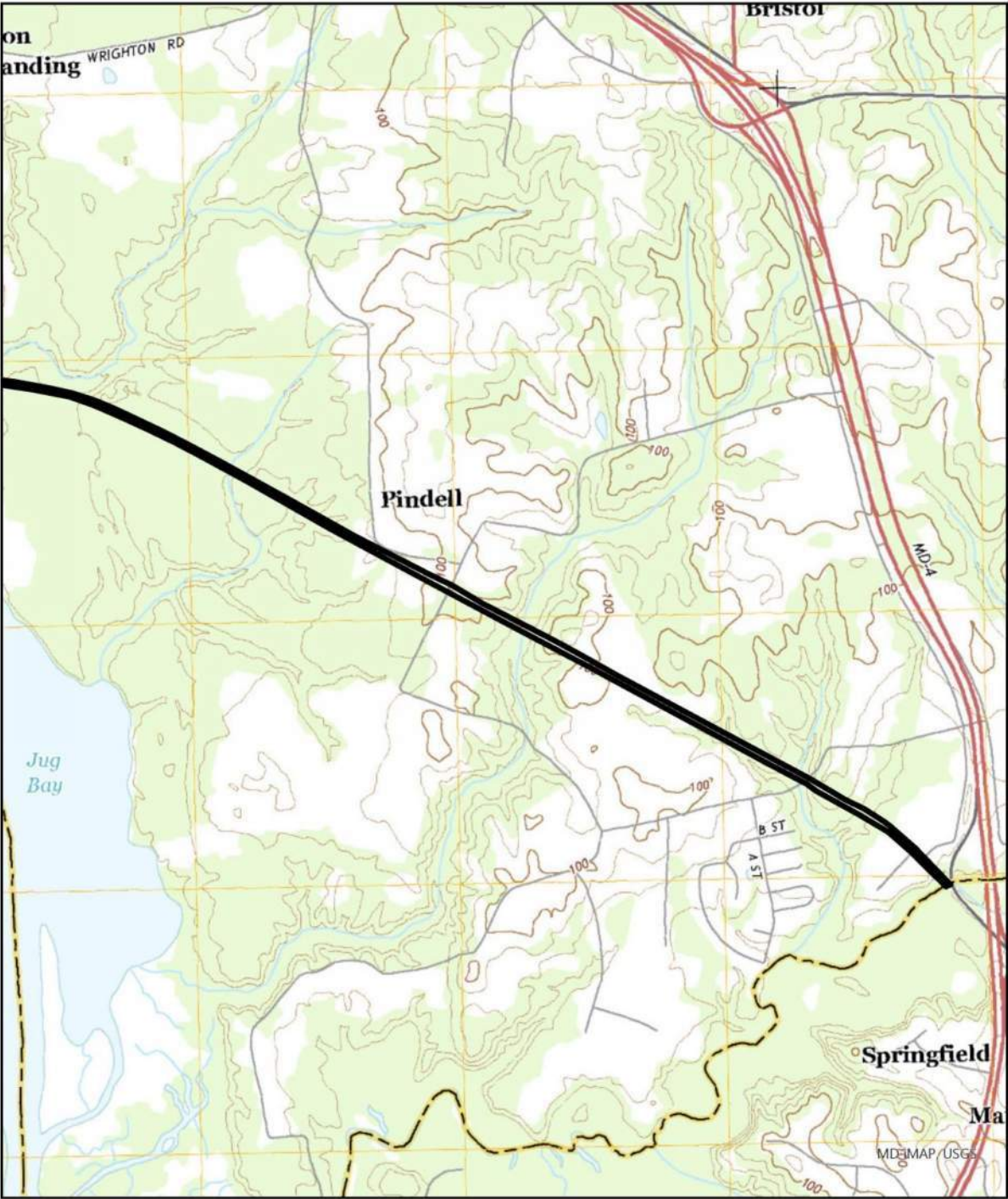
USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



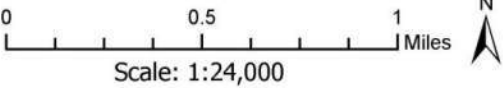
Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple

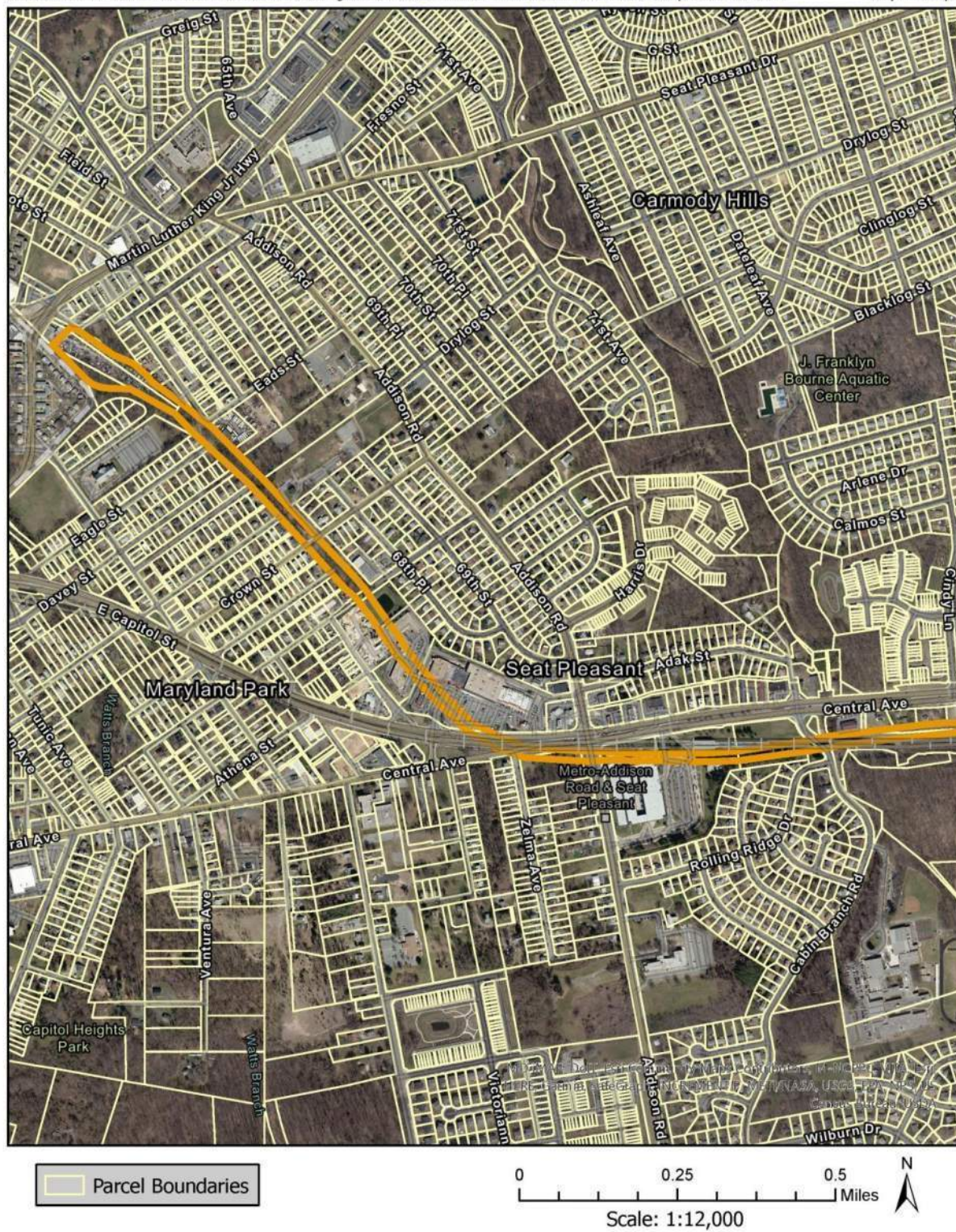


USGS 7.5' Quadrangle - Washington East,
Upper Marlboro, Bristol, Lanham



City: Multiple

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road



Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



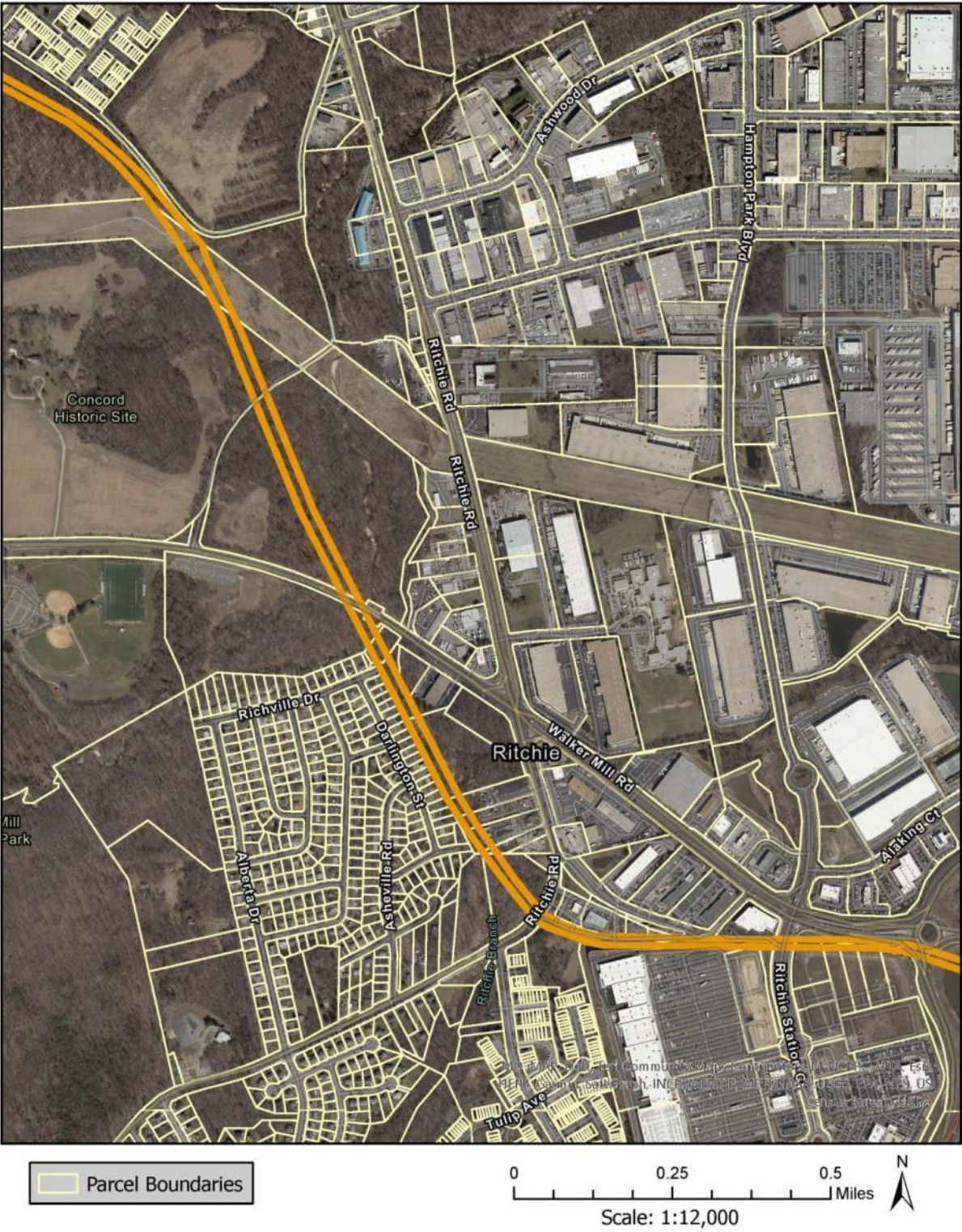
Parcel Boundaries

0 0.25 0.5 Miles
Scale: 1:12,000

Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

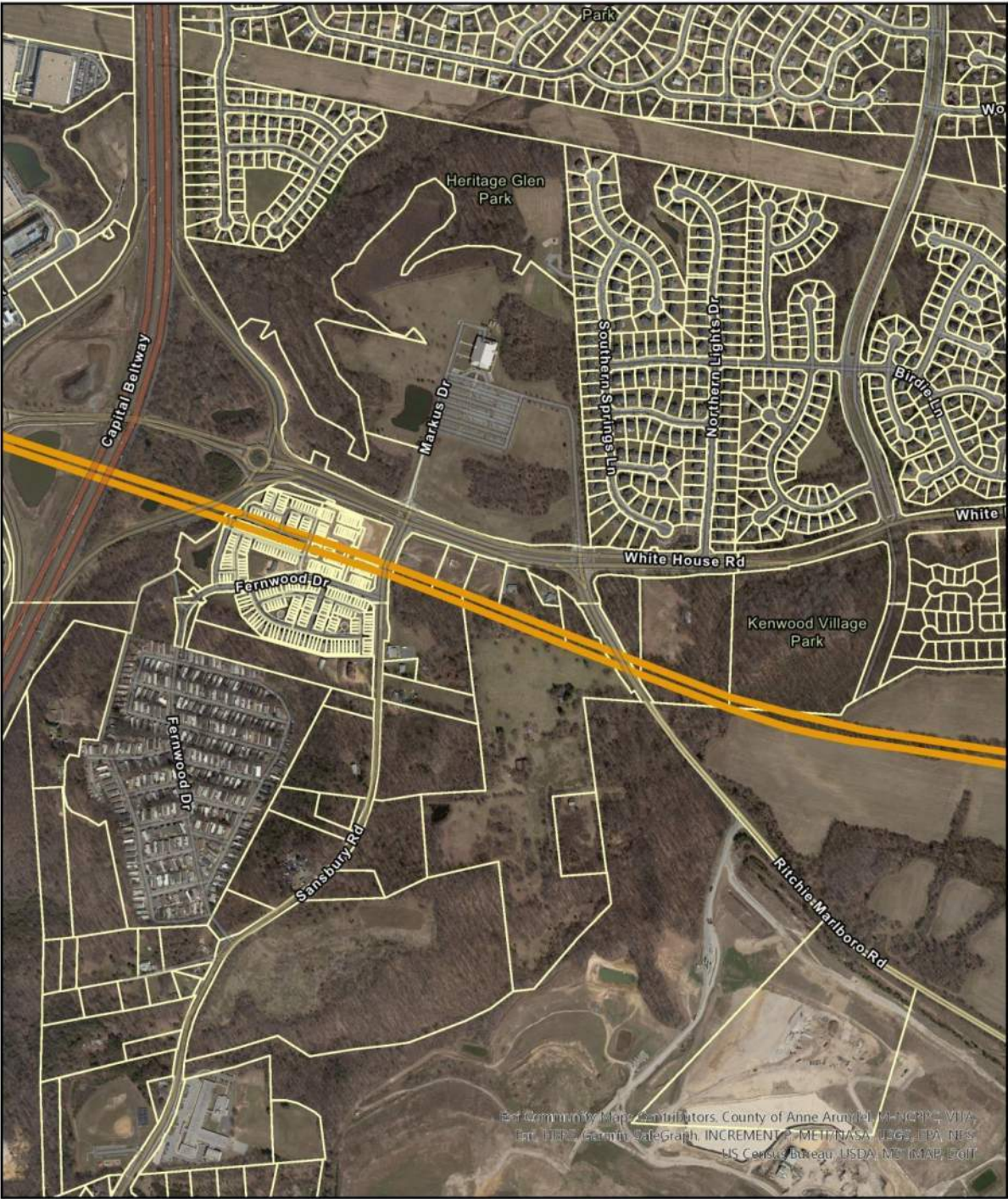
City: Multiple



Chesapeake Beach Railway Prism

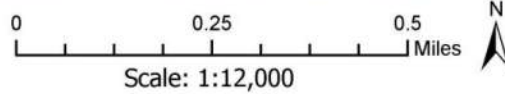
Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

 Parcel Boundaries



Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



Parcel Boundaries

0 0.25 0.5 Miles
Scale: 1:12,000

Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



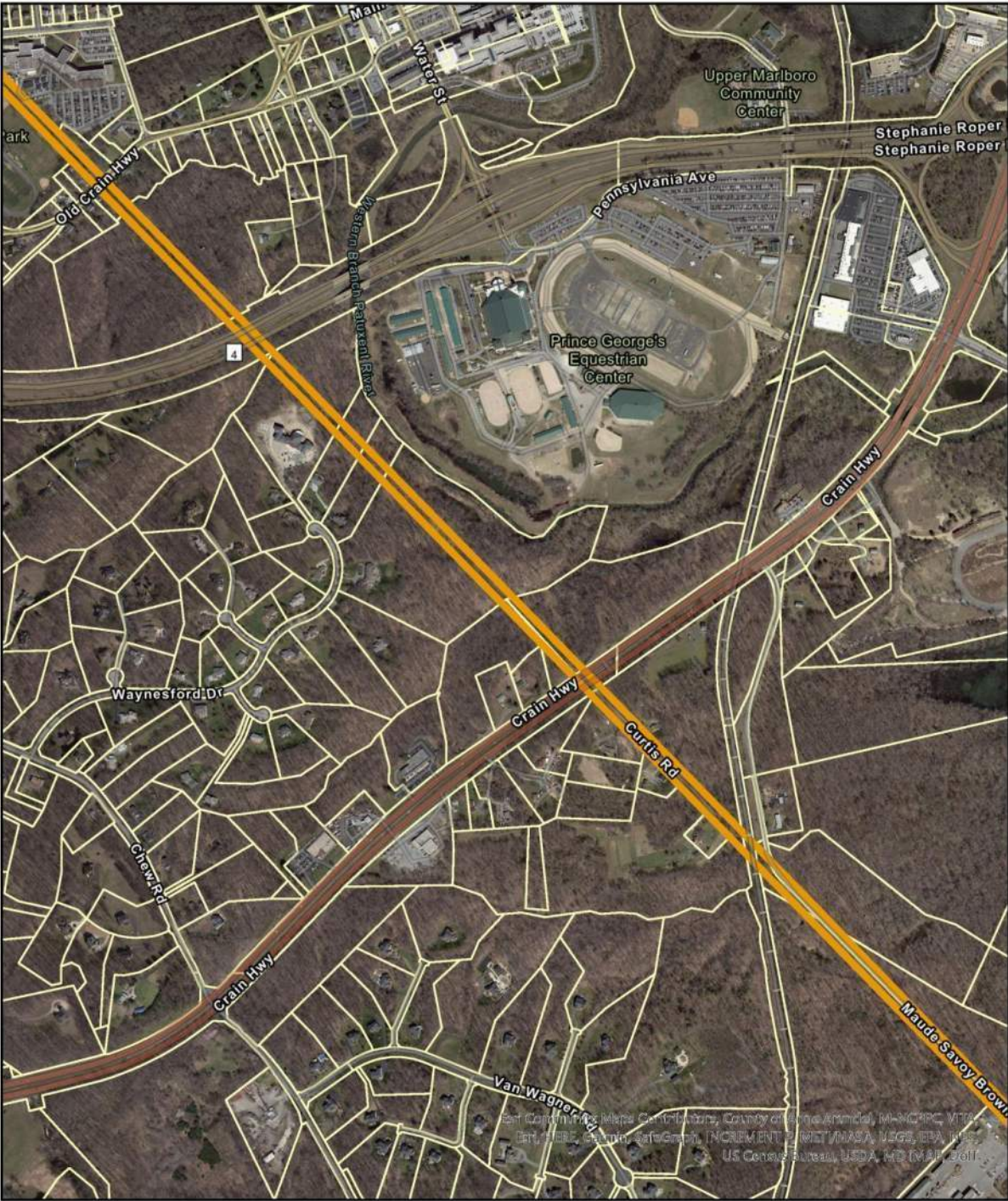
Parcel Boundaries

0 0.25 0.5 Miles
Scale: 1:12,000

Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



Parcel Boundaries

0 0.25 0.5 Miles
Scale: 1:12,000

Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



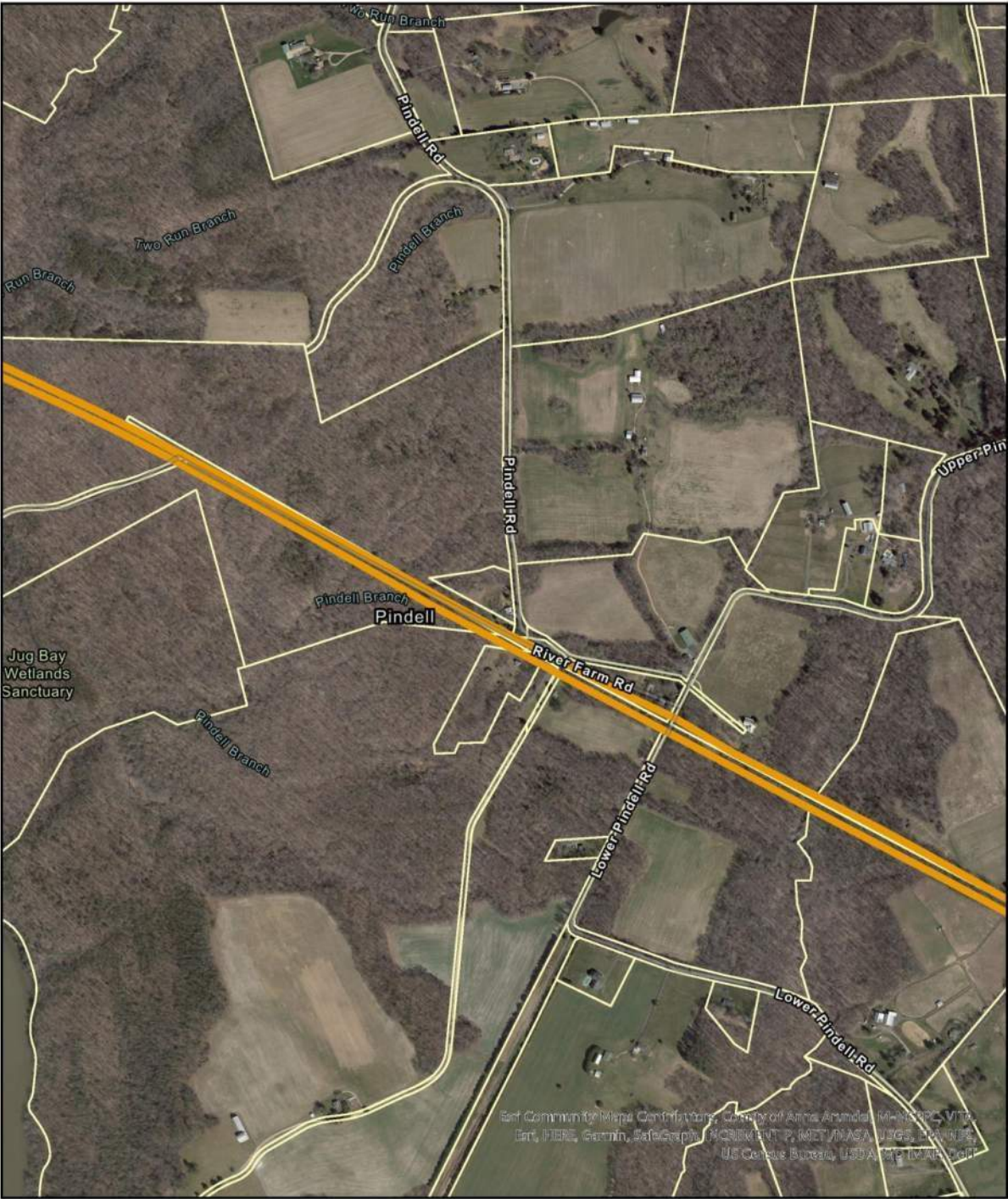
Parcel Boundaries

0 0.25 0.5 Miles
Scale: 1:12,000

Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple



Chesapeake Beach Railway Prism

Location: Former railroad bed from the D.C.-Prince George's Co. line to the Anne Arundel-Calvert Co. line at Chesapeake Beach Road

City: Multiple





View northwest from the top of the railway berm immediately south of Back Branch.



View south of the former rail corridor, taken from the top of the berm.



View northwest of a tributary to Back Branch along the eastern edge of the railway berm.



Possible concrete footing remnant within the tributary to Back Branch.



Disarticulated brick pillars within Back Branch

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **AD Marble**

Date of Photographs: **2020-09-01**

Location of Original Digital File: **MHT**

File Format: **AA-2559 and PG:72-81_2020-09-01_01.tif... etc.**

Photographs inserted on continuation sheets:

AA-2559_PG:72-81_2020-09-01_001

View northwest from the top of the railway berm immediately south of Back Branch.

AA-2559_PG:72-81_2020-09-01_002

View south of the former rail corridor, taken from the top of the berm.

AA-2559_PG:72-81_2020-09-01_003

View northwest of a tributary to Back Branch along the eastern edge of the railway berm.

AA-2559_PG:72-81_2020-09-01_004

Possible concrete footing remnant within the tributary to Back Branch.

AA-2559_PG:72-81_2020-09-01_005

Disarticulated brick pillars within Back Branch

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

Property Name: Chevy Chase Recreation Association

Address: 8922 Spring Valley Road

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Tax Map Parcel Number(s): P600

Tax Map Number: HP41

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The Chevy Chase Recreation Association (CCRA) sits on a 4.95-acre parcel on Spring Valley Road, just southwest of the intersection of I-495 and MD 185 (Connecticut Avenue). The parcel is surrounded on the east, south, and west by North Chevy Chase Local Park and is characterized by mature trees. The north end of the parcel contains National Register of Historic Places-eligible In the Woods (M: 35-38), which is leased to the Outdoor Nursery School and operates separately from the CCRA. In the Woods is also visually separated from CCRA, with fences and trees dividing the two distinct sections of the property. The CCRA section is roughly L-shaped, comprising the east and south sides of the parcel.

The east side of the parcel includes an asphalt-paved parking area to the north and two sets of tennis courts to its south. The southernmost tennis courts were constructed in the early 1960s; the courts to the north were added during the 1970s. A prefabricated shed sits between the two sets of courts, on the east end of the parcel.

The pool complex is west of the tennis courts. The oldest extant component of the complex is the center z-shaped pool, built 1960. The remainder of the building and pool facilities were added in the twenty-first

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

Chevy Chase Recreation Association

century. The lap pool, located southwest of the center pool, was constructed in 2000. The bath house to the east, guard and pool house to the west, kiddie pool to the north, and screened-in pavilion to the south were all added during 2009-2010 renovations. A small shed sits just north of the kiddie pool area. The bath house is a one-story T-shaped frame building faced with synthetic stucco. Its asphalt-shingle side-gable roof has three regularly-spaced cupolas and interior-end chimneys. The façade is symmetrical and regularly fenestrated with a center entrance covered by a pyramidal-shaped roof entrance porch. The guard and pool house and pavilion match the style of the bath house.

The Chevy Chase Recreation Association is an altered example of a mid-twentieth-century swim club. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because most of the facilities have been constructed since the turn of the twenty-first century, it has lost its integrity of design, materials, workmanship, and feeling. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 2.953 acres and is confined to east and south portion of Parcel P600 on Montgomery County Tax Map HP41.

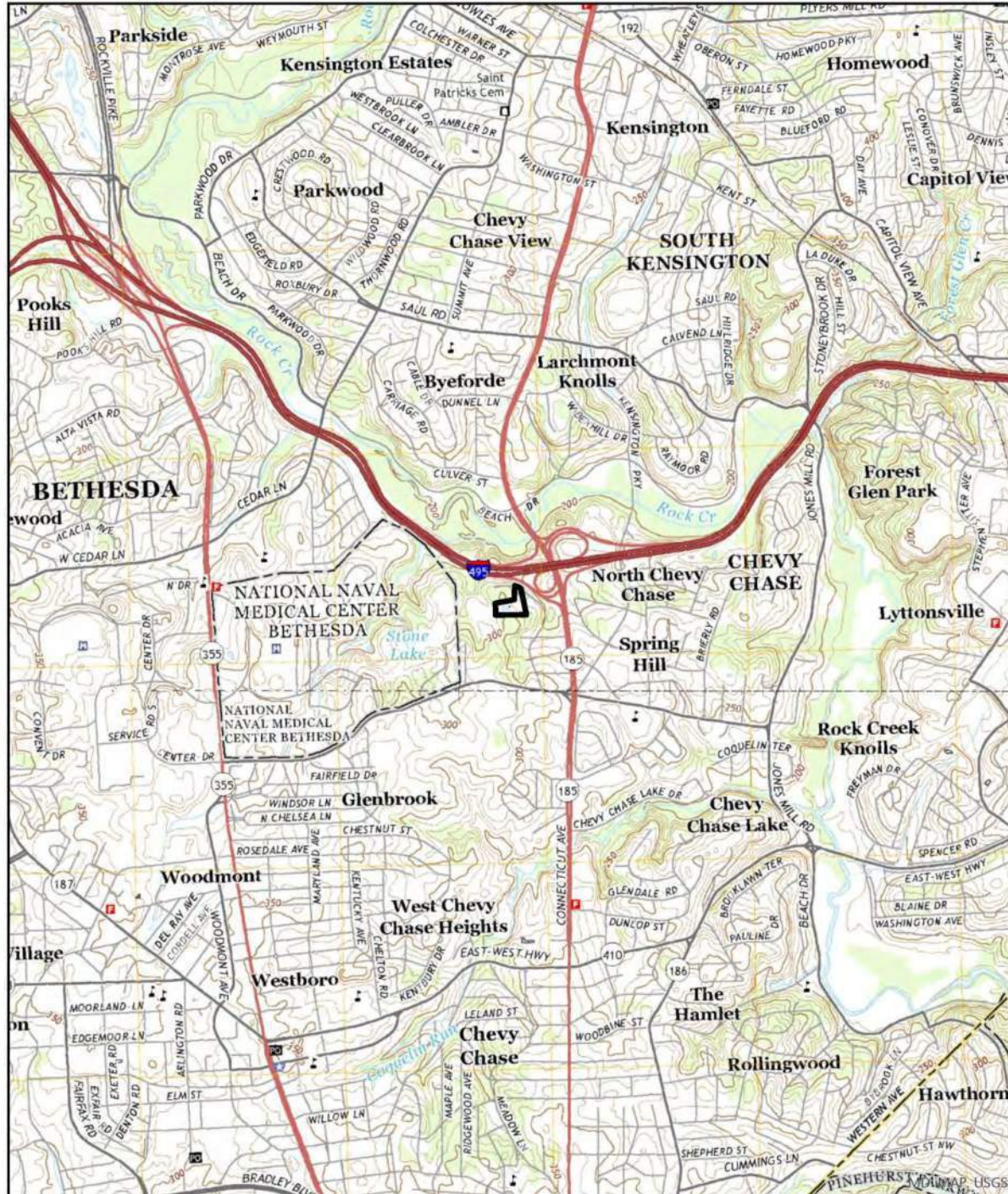
Chevy Chase Recreation Association

Chevy Chase Recreation Association

Location: 8922 Spring Valley Road

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles
Scale: 1:24,000

Chevy Chase Recreation Association



Bath house Looking Northwest



North Tennis Court Looking Southeast

Chevy Chase Recreation Association



View of Pool Facilities Looking Southwest

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

Property Name: Christman Park

Address: 304 W. Deer Park Road

City: Gaithersburg

Zip Code: 20877

County: Montgomery

USGS Quadrangle(s): Rockville

Tax Map Parcel Number(s): P991

Tax Map Number: FT41

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

Christman Park is a small public park owned by the City of Gaithersburg. The park was deeded to the city in 1967, but historic aerials and USGS topographic maps show it was developed between 1970 and 1972. It is named for Lt. William J. Christman, III, a resident of Gaithersburg killed during the Vietnam War (City of Gaithersburg, n.d.). The four-acre park is bordered to the north and south by Brighton Village East Condominiums, to the west by a wooded area adjacent to Washington National Pike (I-270), and to the east by W. Deer Park Road. A low chain link fence surrounds the north, west, and south edges of the park.

A sign mounted to a brick base along W. Deer Park Road reads "Gaithersburg: A CHARACTER COUNTS CITY, CHRISTMAN PARK," along with the city's logo and the park's address. A fishing pond to the west, pre-dating construction of the park, and a wooded area, to the east and adjacent to the road, are the park's most prominent feature. The property also consists of lawns and scattered trees. An asphalt pedestrian path loops from the north entrance, around the pond and wooded area, and then to the south entrance. Benches, made

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

Christman Park

of metal frames with plastic plank seats and backs and metal arm rests, are present along the trail throughout the park. A concrete culvert for a stream running through the park, topped with a chain link fence, runs beneath the path near the north entrance. An underground drain, with metal grating and a manhole cover, is just north of the pond. Near the west fence is a drain with metal grate, partially enclosed by a concrete curb.

South of the pond is a metal single-mast nautical flagpole, displaying the flags of the United States, Maryland, and Gaithersburg. It is mounted within a planting bed of shrubs. A large boulder adjacent to the flagpole features a bronze plaque and inscribed writing, both featuring the symbol of the Veterans of Foreign Wars and reading "THIS FLAGPOLE PRESENTED BY THE MEMBERS OF V.F.W. POST 9862 IN HONOR OF OUR COMRADES IN ARMS WHO SERVE AMERICA IN TIME OF CONFLICT DEDICATED APRIL 30, 1988." A second bronze plaque on the boulder reads "BARBER-BRIGGS POST 104 DEDICATES THE FLAG LIGHTING TO THOSE COMRADES IN ARMS WHO SERVED THIS NATION" and features the symbol of the American Legion. A bronze plaque affixed to a nearby standing stone, flanked by horizontally placed boulders, reads "IN HONOR AND MEMORY OF William J. Christman III, Charles Richard Dale, Clayton Eugene Fraley, John Ault LeCompte, Frederick Richard Neff, Francis Frank Novello, James W. Prather, James Paul Purkey WHO GAVE THEIR LIVES IN ACTION AGAINST AN ARMED ENEMY IN THE REPUBLIC OF VIETNAM. ERECTED AND DEDICATED BY FAMILIES, FRIENDS AND NEIGHBORS. WE WILL NEVER FORGET" A bronze plaque affixed to a large stone north of the pond is a reproduction of the text presenting the Navy Cross to Lt. William J. Christman, III. There are no buildings at the park.

Christman Park is an example of a mid-twentieth-century local park typical of those found throughout Maryland. Although named for local men killed during the Vietnam War, the park itself 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 park has been altered by the addition of the nautical flagpole and associated dedication plaques in 1988. The park 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 four acres and is confined to the current county tax parcel, found on Montgomery County Tax Map FT41, Parcel P991 (2018).

References:

City of Gaithersburg. n.d. "Christman Park." Accessed January 24, 2019.
<https://www.gaithersburgmd.gov/recreation/parks-fields/christman-park>.

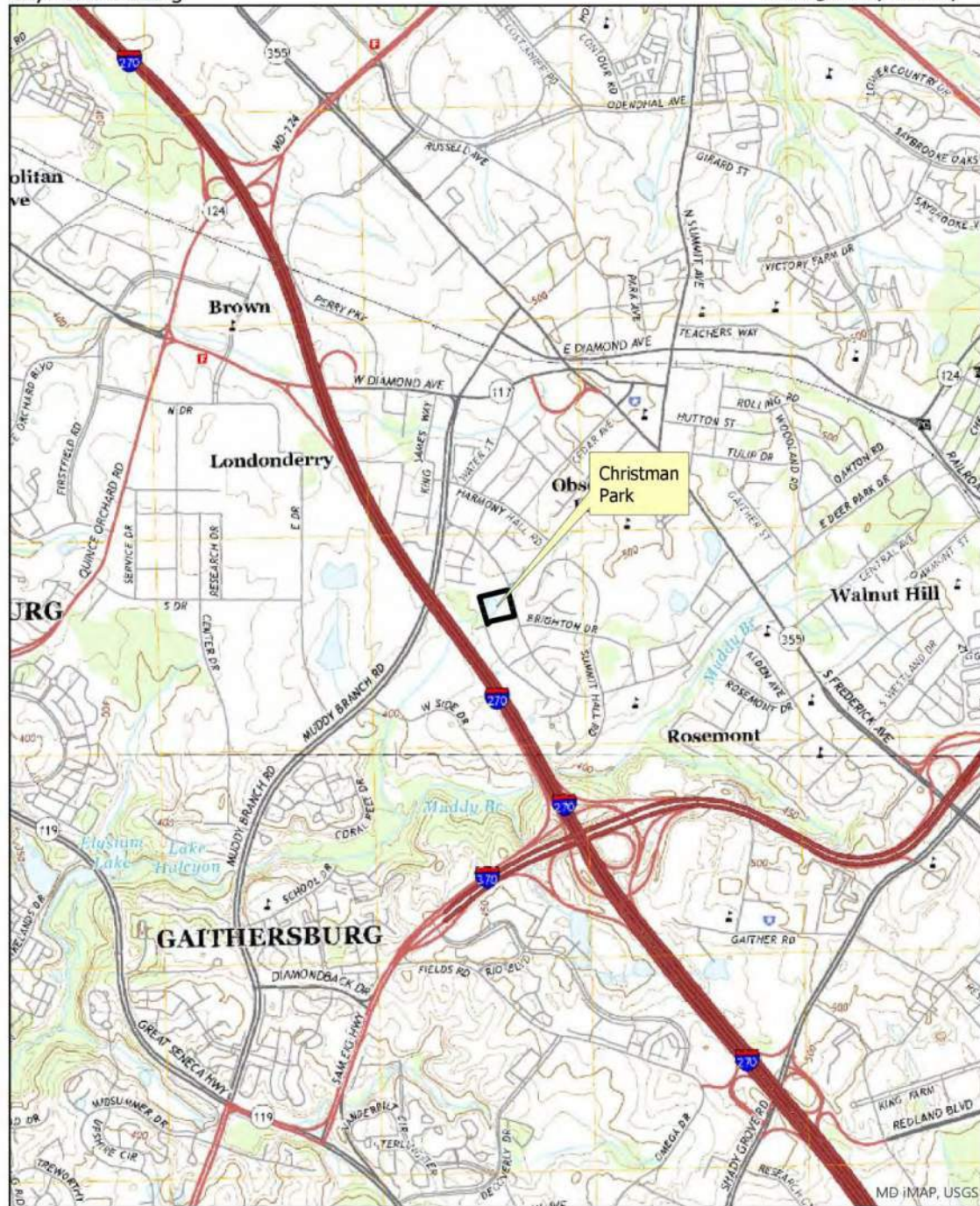
Christman Park

Christman Park

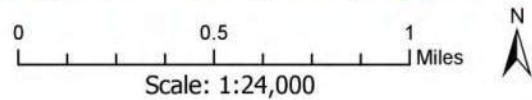
Location: 304 W. Deer Park Road

City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville



Christman Park



Path at north entrance, looking west



Pond, looking east

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

Property Name: CIESBD Thrift Store and Office Building

Address: 9920-24 Rhode Island Avenue; 4911, 4917-19 Niagara Road

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: 0025

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

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

The CIESBD Thrift Store and Office Building was constructed in 1965 with International Style elements. The building is located on a 0.53-acre parcel at the southwest corner of Rhode Island Avenue and Niagara Road. Rhode Island Avenue, a multi-lane commercial corridor, runs along the east side of the parcel, and Niagara Road runs along the north side. Immediately north and east of the building is its associated asphalt parking lot, with landscaped islands, accessed via one driveway from Rhode Island Avenue and two from Niagara Road. A community building is close-set along the south side of the subject building. Opposite Niagara Road is an office building.

The rectangular-plan, concrete block building is divided into a one-story east strip center section and a two-story west office section. Both sections are clad with multi-colored running-bond brick on the north façade, and both roofs are flat and house mechanical systems. The east elevation, facing Rhode Island Avenue, also has brick veneer, while the south and west elevations reveal the concrete masonry construction.

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

CIESBD Thrift Store and Office Building

The strip center has four storefronts; two face Niagara Road, one faces Rhode Island Avenue, and the corner storefront faces the intersection. Each storefront has a single metal and glass door entrance, except for the corner business which has a secondary entrance at the east elevation. Each door has a single spandrel panel above. Except for the secondary entrance, adjacent to each door are two fixed single-light display windows with spandrel panels above and below. Except for the storefront at the south end of the east elevation, which has blue spandrel panels, the others are yellow. A concrete pedestrian walkway extends along the façade and east elevation, sheltered by the principal roof which extends over it. The south elevation has no fenestration.

The main office building entrance is located at the center of its nearly symmetrical façade. It consists of a single replacement metal and glass door with sidelights and a transom above; to the west of the entrance is a prefabricated two-story metal-framed wall unit comprised of horizontal and vertical single-light windows and spandrel panels, as well as an L-shaped brick form. Above the main office building entrance is a one-story prefabricated window-unit with uneven casement windows set between two spandrel panels.

The office section façade has four storefronts along the first story; three have a single replacement metal and glass door each with two adjacent fixed single-light display windows, each with a white spandrel panel below. The fourth storefront has been altered so it now has a single metal and glass door, flanked by sidelights, and paired metal and glass doors. The concrete pedestrian walkway from the strip center steps up and continues along the office façade and is sheltered by a flat, one-story secondary roof. Eight other second story windows, each with a single fixed sash and smaller awning sash below, are evenly spaced across the second story. The office section's east elevation has six windows of the same fenestration pattern. The south elevation's first story has eight windows that have been covered. The second story has eight windows of the same style and spacing as those on the façade and east elevation. There are no entrances on the south elevation. The west elevation has no fenestration.

The CIESBD Thrift Store and Office Building is an example of an undistinguished mid-twentieth-century strip center and office building. 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, with only minimal alterations such as a few replacement doors and windows, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.53 acre as part of Prince George's County Tax Map 0025, Parcel 0000 (2019).

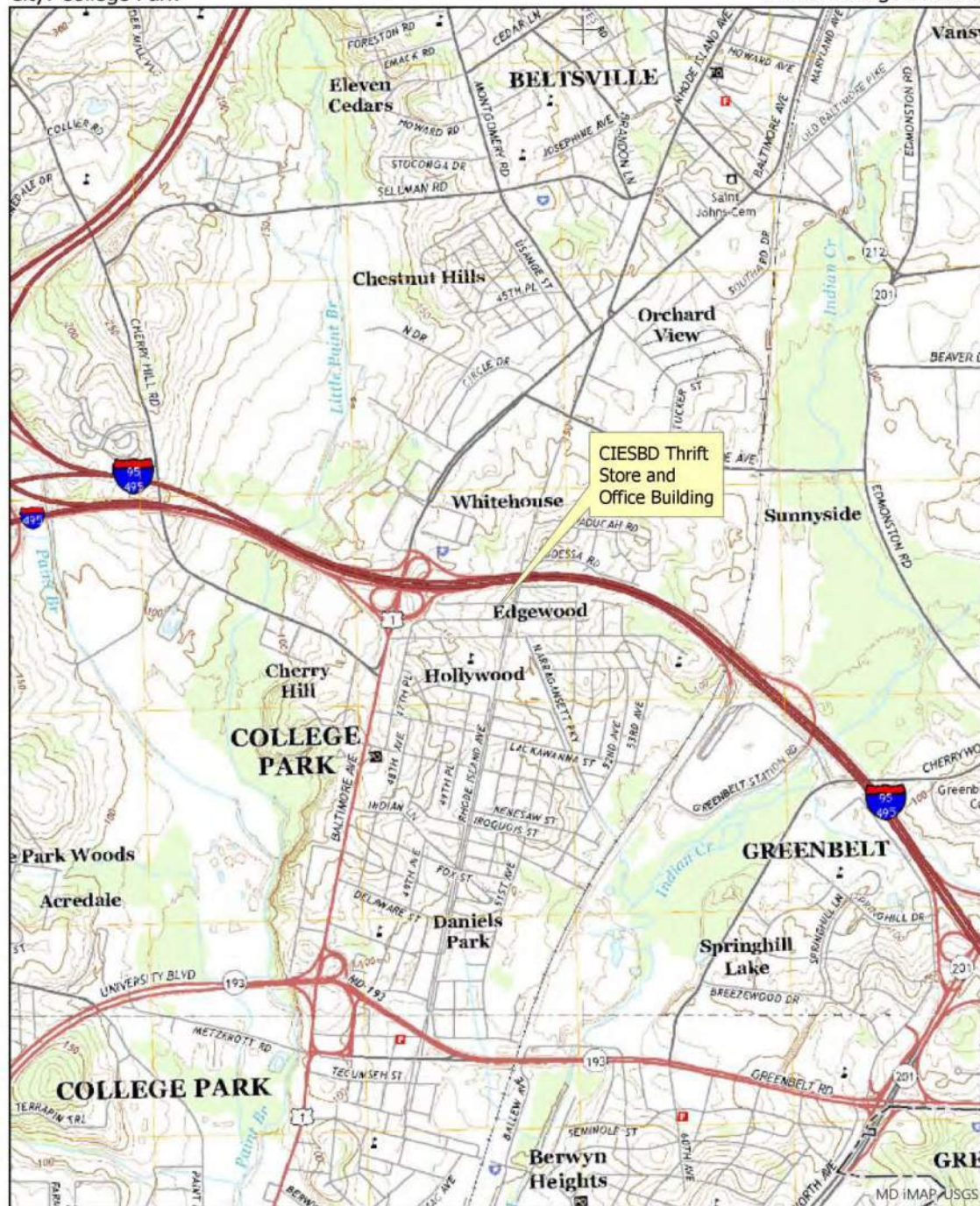
CIESBD Thrift Store and Office Building

CIESBD Thrift Store and Office Building

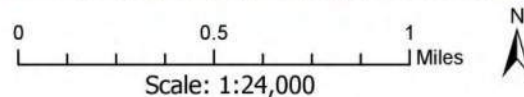
Location: 9920-24 Rhode Island Avenue; 4911, 4917-19 Niagara Road

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville



CIESBD Thrift Store and Office Building



North facade and east elevation



East elevation

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

Property Name: College Park Animal Hospital

Address: 9717 Baltimore Avenue (US Route 1)

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: 0025

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

The College Park Animal Hospital is a commercial building constructed in 1950 and has no architectural style. The hospital is one story with a daylight basement on its east elevation. The sloping property consists of two parcels totaling 0.34 acres; the building is located on the west parcel adjacent to Baltimore Avenue (US Route 1). The surrounding Baltimore Avenue corridor is characterized by commercial development, including a commercial building at 9721 Baltimore Avenue located directly north. To the east is a residential neighborhood.

Asphalt parking areas are situated to the west and east of the evaluated building, accessible from Baltimore Avenue and 47th Place, and connected via a driveway on the south side of the animal hospital. Two nearly identical sheds, with vertical wood board cladding and a front-gabled roof, are located on the east parcel adjacent to 47th Place.

This building has a rectangular plan and concrete block construction. Its two-bay façade is clad with red brick and vertical vinyl siding. The roof is flat and holds the building's mechanical systems. The main entrance consists of a single-leaf wood paneled door with two lights. It is sheltered by the principal roof which identifies

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

College Park Animal Hospital

the business as the "COLLEGE PARK ANIMAL HOSPITAL" on both its façade and south elevation. Directly south of the door is a triple window composed of vertical vinyl-clad fixed sashes. To the north of the entrance are three horizontal fixed-sash vinyl windows. The south elevation has six fixed-sash vinyl windows; below, the exposed basement level on the elevation's east end contains two windows with metal security cages. The east elevation has three secondary entrances: two metal doors provide access to the basement level and a first story entrance is accessed by awning-covered metal stairs. The north elevation has two windows covered with metal security cages.

The College Park Animal Hospital is an example of a mid-twentieth-century commercial building commonly found throughout Maryland. The property is not associated with events or persons that have made a significant contribution to history and therefore is not eligible under Criteria A or B. The building is a common building type that does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. This assessment did not consider the resource under Criterion D.

The property is located on two parcels that encompass 0.34 acres and are both found on Prince George's County Tax Map 0025, Grid 00E1, Parcel 0000 (2019).

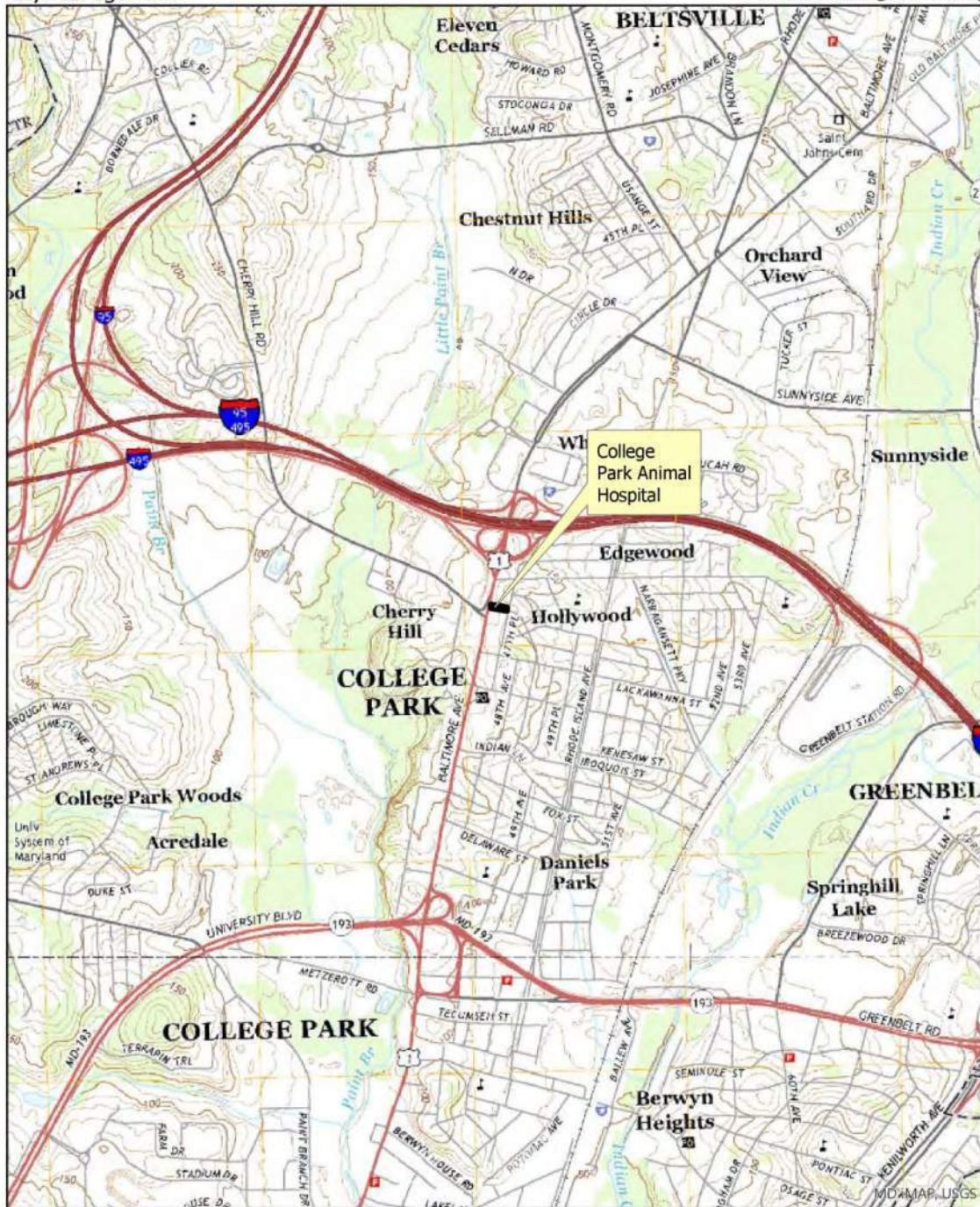
College Park Animal Hospital

College Park Animal Hospital

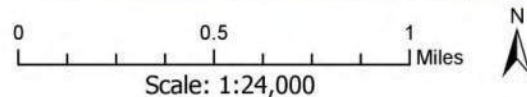
Location: 9717 Baltimore Avenue (US Route 1)

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville



College Park Animal Hospital



West facade and south elevation

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

Property Name: Comfort Zone

Address: 9721 Baltimore Avenue (US Route 1)

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): 0000

Tax Map Number: 0025

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

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

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

Date Prepared: Feb 4, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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

Comfort Zone is a commercial building constructed in 1946 and has no architectural style. It is one story with a daylight basement on its east elevation. The property is a sloping, 0.29-acre parcel on the east side of Baltimore Avenue (US Route 1). The surrounding Baltimore Avenue corridor is characterized by commercial development, including the commercial building directly to its south at 9717 Baltimore Avenue. To the east of the property is a residential neighborhood. There are asphalt parking areas to the west, north, and south of the building. Along the north elevation, concrete pedestrian walkways, surrounded by small patches of grass and several trees, provide access between parking areas.

The rectangular concrete and brick commercial building has stucco veneer on its west façade, and north and east elevations. The roof is flat with a mechanical system. The symmetrical façade consists of a single metal and glass door with side lights flanked on either side by three-light fixed-sash windows with brick sills. The door is accessed by a concrete ramp with metal handrail and the entire elevation is covered by a vinyl awning with the business name and logo. The awning wraps around to the west end of 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

Comfort Zone

The north elevation contains one metal door at the east end of the basement level. The north, east, and south elevations each have one filled-in window.

The Comfort Zone building is an example of a mid-twentieth-century commercial property commonly found throughout Maryland. The property is not associated with events or persons that have made a significant contribution to history and therefore is not eligible under Criteria A or B. The building is an example of a common commercial building that has been remodeled. It does not represent the work of a master or possess high artistic value, and is not eligible under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 0.29-acres and is confined to the current tax parcel found on Prince George's County Tax Map 0025, Grid 00E1, Parcel 0000 (2019).

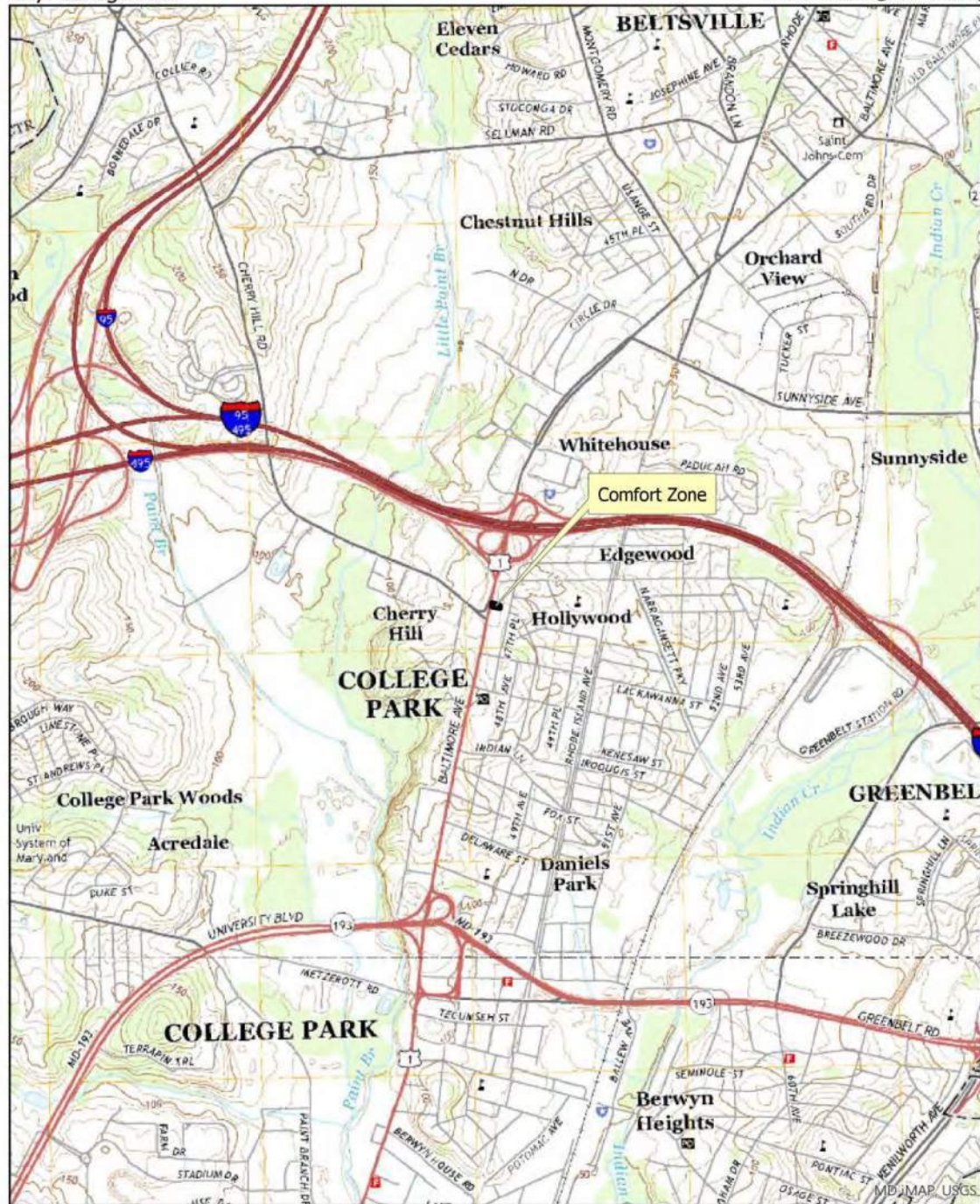
Comfort Zone

Comfort Zone

Location: 9721 Baltimore Avenue (US Route 1)

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles
Scale: 1:24,000

Comfort Zone



West facade and north elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Congressional Country Club

Inventory Number: M: 29-79

Address: 8500 River Road

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville and Falls Church

Property Owner: Congressional Country Club Inc.

Tax Account ID: 10-03622603, 10-03622614

Tax Map Parcel(s): N410 (2017), N600 (2017)

Tax Map: FN63, GN12

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: May 7, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: 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:

Listed:

Site visit by MHT Staff ____ yes ____ no

Name:

Date:

Description of Property and Justification:

At the time of survey, access to Congressional Country Club was limited to areas near the clubhouse. The southeastern nine-hole golf course, northwestern maintenance area and pool complex were not surveyed. The tennis complex was only partially surveyed. The main golf course was only surveyed from the drive surrounding the clubhouse. Aerial photographs were used to supplement descriptions of areas not thoroughly surveyed. There appear to be many small buildings and structures located throughout the property that were not surveyed.

Location/Setting

Congressional Country Club is a private club located on approximately 360 acres at 8500 River Road in Montgomery County, Maryland. The property consists of two parcels, the larger of which is roughly

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:

bounded by River Road to the northeast, residential communities like Carderock Springs (M: 29-59) and Congressional Country Club Estates (M: 29-70) to the east and southeast, Persimmon Tree Road and single-family dwellings to the southwest, and Bradley Boulevard to the northwest. The second parcel, containing a nine-hole golf course, is roughly bounded by Persimmon Tree Road to the northeast, Eggert Drive to the southeast, and residential communities along Country Club Drive and Capri Place to the north and west. The primary entrance to the club is off River Road, directly across from the Norwood School. The entrance has a set of gateposts with the address set in a landscaped area. Just southwest, a small rectangular gatehouse stands in the center of the asphalt entrance drive. A driving range is to the southwest of the entrance drive and River Road, and a tennis complex, including a basketball court, is southeast. Asphalt parking lots with landscaped islands are south and southeast of the tennis courts. The drive leads south to the top of a hill where it forms a loop just north of the clubhouse building. The original putting green is in the center of the loop. West of the loop is a second rectangular building that likely houses the caddie master. The clubhouse has terraces on several levels leading south down a hill to a landscaped lawn. A pool complex is attached to the southeast corner of the clubhouse. The parking lot, built in phases between 1957 and 1994, extends from the south side of the tennis complex to the southeast side of the pool complex. The clubhouse is surrounded on the northwest, west, and south sides by golf courses.

South of the intersection of River Road and Bradley Boulevard, and accessed from Bradley Boulevard, is a complex with multiple buildings surrounded by asphalt parking areas that appears to be a maintenance and storage area.

A three-rail, painted wood fence lines the River Road property frontage between Fenway Drive and Bradley Boulevard. A chain-link fence is set back from the street with a buffer of lawn and trees along River Road. On all other sides, as well as the southern golf course parcel, the property is bordered by chain-link fencing, trees, and shrubs. A gate north of Saunders Lane provides vehicular access to the property from Persimmon Tree Road. There are two entrances from Bradley Boulevard.

RESOURCE DESCRIPTIONS

Congressional Country Club is a large site with multiple resources. The resources have been grouped by function for the descriptions.

Entrance Gateposts and Buildings Along the Main Drive (ca. 1924, ca. 1980)

There are several structures along the main entrance drive. It is unclear when some of these were constructed, but all are visible on a 2002 aerial photograph (Historic Aerials). The entrance gateposts at River Road were likely constructed circa 1924 and redesigned between 2012 and 2018 with clay tile and concrete coping to more closely resemble the Italian Renaissance style of the clubhouse. The gateposts have curved walls and square pillars topped by a pyramidal red clay-tile roof. The walls are stuccoed and topped with concrete coping. A single carriage lamp is attached to the northeast face of each pillar. The numbers "8500" are applied to the northern pillar. A small rectangular gatehouse of uncertain date with a hipped red clay-tile roof is set back from the entrance gateposts. A tall metal picket fence lines the driveway between the gateposts and the gatehouse. A circa 1980 rectangular, painted-brick building, with a side-gable red clay-tile roof, is south of the driving range along the main drive. The caddie master

building of uncertain date is northwest of the clubhouse in a landscaped area between two cart paths. It is sheltered by a hipped, red clay-tile roof.

Clubhouse Exterior (1924, ca. 1963, late twentieth century, 2008)

The three-story, Italian Renaissance-style clubhouse was constructed between 1923 and 1924. Additions were constructed to the northeast and north sides of the building between 1957 and 1963. Prior to 2002, an addition was constructed at the exposed basement level on the east and south sides. In 2008, a large addition was constructed to the south and southeast sides of the club house, including a large outdoor pool complex on the southeast corner. The additions were constructed using a similar style and materials that complement the historic core.

Original Clubhouse

The original clubhouse building is visible on the north façade and portions of the west and south elevations. The building is oriented on an east-west axis and is roughly U-shaped. It was built on a stone foundation and the walls are stuccoed. The red clay-tile roof is complex with multiple projections and towers. Windows of varying sizes are irregularly spaced throughout the building and are typically multi-light casement and most often paired. The land slopes to the south, exposing the basement levels toward the south side of the building.

The looping driveway goes through a flat-roofed porte cochere located at the center of the north façade; the porte cochere has a concrete-paver floor and a vaulted-arch ceiling. The north elevation of the porte cochere has three stone arches supported by Corinthian columns. The east and west elevations each have a large stone-arched opening for vehicles and a small arched opening for pedestrians, both supported by Corinthian pilasters. A metal balustrade with masonry pillars encloses the terrace above the arch, and a panel with acanthus leaves, an urn, and griffins is above the pedestrian arch. The main entrance into the building is under the porte cochere and consists of two sets of paired multi-light, wood doors. There is a multi-light transom above each set of doors and large, iron light sconces are placed to either side of the door. An iron pendant light hangs from the center of the porte cochere ceiling.

On the second story of the façade are two recessed balconies, one on either side of the porte cochere. They are two bays wide and supported by Corinthian pilasters and columns. The roof overhang has painted brackets. The third story is recessed, and the center of the second story has a shed roof with red clay tiles. Flanking these shed-roof sections are square, flat-roof sections.

The east wing of the clubhouse has two stuccoed towers with red clay-tile pyramidal-hipped roofs supported by painted brackets. A two-story tower is on the northwest side. The lower levels have no fenestration, but the second floor has a band of arched openings supported by Corinthian pilasters on the north and east sides. A three-story tower is on the northeast corner and has an arched window opening on the north side.

A tall, square tower projects from the north slope of the roof west of the porte cochere. It has a pyramidal-hipped roof with deep eaves supported by painted brackets. Centered under the roof at its north elevation is a multi-light arched window resting on a band of stone. Vertical painted relief panels with urns and

foliage are at the corner between the stone band and the roof. The stone band continues around to the west elevation, which also has panels at the corner; three arched windows are between the stone band and the roof.

The clubhouse's west wing façade has a three-bay stuccoed projection at the first story topped by a porch covered with a wooden pergola. There is a gable-front dormer with a blind arch filled with a vent at the roof.

The west elevation predominantly reflects the building's 1924 appearance, but there have been additions to the exposed basement level and the south end. The 1924 section of the west elevation has four stories and is stepped, with the southwest side projecting slightly. A tall, stepped, gable-front tower rises where the two sections meet near the middle of the elevation. A tall rectangular chimney rises toward the middle of the roof slope behind this tower. A rounded stone bay with a standing-seam metal roof, housing what was originally called a conservatory, is near the center of the elevation at the first story. It contains a series of arched openings supported by Corinthian pilasters. Between the arches are medallions with the busts of male figures. The window openings have a rectangular, multi-light windows and an arched, multi-light window with a panel in between.

Rising from the roof near the southwest corner of the building is an original large square stuccoed tower topped by a shallow-pitched hipped roof with red clay tiles. The top story has a stone belt course at the floor level. The tower has three identical bays on the west and south elevations with tripartite windows above an enclosed stone balustrade. At the corners and in between the bays are vertical painted relief panels with urns and foliage, except at the southwest corner of the west elevation where the painted design has faded. Painted brackets line the eaves. The rest of the tower has a variety of window openings.

Most of the basement level of the original building's stone south elevation has been obscured by later additions, but the upper levels retain most of their original features. The western side has a one-story projection at the main level, opening on the terrace, with a multi-light door and window openings topped by a flat roof with a red clay-tile pent-roof parapet. East of this projection is the tower described above. At the center of the elevation on the main level, opening onto a large new terrace, is an original stuccoed arcade with multi-light windows covered by a flat roof with red clay-tile pent-roof parapets and painted brackets. There appear to be medallions on the stuccoed walls between the arches. Visible near the southeast corner is a three-story, stuccoed, hipped-roof projection with a large wall dormer that contains an arched window and curved metal balcony. A tall chimney rises from the roof west of this projection. East of the projection at the main level is a small stuccoed arcade with three enclosed arched openings and medallions above the openings. Above this arcade is a parapeted flat roof with a terrace. There is an original projecting octagonal bay on the east elevation that appears to be stone with multi-light window openings. The bay has a flat roof with red clay-tile pent-roof parapets.

Additions

Between 1957 and 1963, additions were constructed north of the west wing façade and north and east of the east wing. The north end of the west wing of the original building has a one-story basement addition with a terrace on top surrounded by a metal balustrade. This addition is exposed on the west elevation. The east elevation was not fully available for survey but the additions to the north and east of the east

wing appear to be two and three stories with a stucco finish, limited fenestration, and a flat roof. Otherwise, the upper levels retain their original features.

A series of basement-level terrace additions were constructed on the west and south elevations during the late twentieth century and in 2008. The basement level of the west elevation was expanded in the late twentieth century. The addition is a combination of stone and stucco. A colonnade with Corinthian columns extends south and is protected by a red clay-tile roof. Near the center of the elevation, under the original conservatory, is a curved terrace with shallow stone arches flanked by two-story concave stone walls. Medallions with the Congressional logo are placed between the arches at the basement-level and doors are recessed under this arched area.

The south side of the west elevation likely incorporates additions from both the late twentieth century and 2008. It features several arched window and door openings at the exposed basement level; concrete stairs with a metal handrail lead to the first-story terrace. Atop the terrace, a small, flat-roofed, one-story addition to the west wing's south elevation has a series of openings separated by Corinthian pilasters and protected by a bracketed red clay-tile pent roof around the perimeter.

The stuccoed south elevation is dominated by the large 2008 extension of the original 1924 terrace, obscuring its stone walls. Due to the slope of hillside, the two-story addition's upper level is at the same height as the original basement, resulting in a new ground level along the south elevation. The southwest corner has a blank wall at the ground level, with concrete stairs with metal railings leading to an upper level terrace. At the upper level are three arched openings protected by a red clay-tile pent roof with painted brackets. At the center is a two-story curved projection. At the ground level are several door openings covered by a red clay-tile canopy supported by massive dark wood brackets. The upper level projection has a series of large picture windows with multi-light transoms divided by masonry Tuscan columns. To the west of the projection is a series of three arched openings. The center and eastern section of the upper level has a red clay-tile pent roof with painted brackets. Above the upper level, at the same height as the original terrace, is an expanded terrace with a floor set in a geometric pattern of contrasting color pavers. The two terraces at the south elevation are surrounded by a metal railing with stuccoed posts with masonry caps. Projecting from the southeast corner of the expanded terrace, but separate from the original clubhouse, is the 2008 hipped-roof pool complex. Solid stucco walls rise from the sloping ground to the exposed basement level of the clubhouse, supporting the pools and surrounding pool deck that has a metal railing with stuccoed pillars. A gabled pergola at the south end is covered in the same red-clay tiles as the other pool buildings.

Clubhouse Interior (1924, ca. 1963, late twentieth century, 2008)

Only a small portion of the clubhouse's interior spaces were available for survey and are described below. The main entrance, part of the original 1924 building, opens to a small vestibule with doors and transoms on the south side that match those of the main entrance. These doors lead to a lobby area with a tiled floor and coffered ceiling. Two short sets of steps lead up to a transverse hallway with a segmental-vaulted ceiling with decorative plasterwork and ceiling medallions with urn and griffin motifs similar to those on other spaces in the building. Pilasters with decorative plasterwork run along the hallway walls. On the south side of the hallway, open metal stairs with rope detailing on the balusters provide access to the second story.

The interior houses several grand meeting spaces that are original to the 1924 building. At the west end of the main hallway is a large two-story room with a curving conservatory overlooking the western portion of the golf course. The room has painted wood beams with stenciling, plaster swag and urn motifs on the walls, and Corinthian pilasters. A large formal dining room is located on the south side in the center of the building. This open, two-story space has a wood floor and stenciled wood beams at the ceiling. The south side is lined with square openings leading to an adjacent sunroom. At the second story, the north and south sides of the dining room have rectangular openings supported by columns with spiral fluted shafts. Three large tiered, wrought-iron chandeliers hang from the ceiling, and metal sconces line the north and south walls. At the west end is a large projecting fireplace with a classical-inspired wooden mantelpiece and tapering stone chimney. The fireplace is flanked by paired, segmental arched doors set within a rectangular frame. Five rectangular skylights with stained-glass laylights light the room. Directly south of the formal dining room is a long rectangular sunroom lined with full-height arched windows, some of which have paired doors leading to the large terrace. Original recreational facilities in the clubhouse include a four-lane indoor swimming pool and an eight-lane duckpin bowling alley with a kitchen area. There are also several additional dining rooms within the clubhouse.

Golf Courses (1923, 1930, ca. 1957, 1978, ca. 1988)

Only the portions of the golf course near the clubhouse were available for survey. There are two 18-hole golf courses on the property that were constructed over time in nine-hole increments and later redesigned. The original course was constructed between 1922 and 1923 and consisted of nine holes northwest of the clubhouse and nine holes southwest. A third nine-hole course was built in 1957 south of the clubhouse. The fourth nine holes weren't built until 1978 and are located on a parcel south of Persimmon Tree Road and Country Club Drive. A tunnel under Persimmon Tree Road appears to connect the two sections of the course. There is a building in the northeast corner of the southern parcel. As currently configured, the championship 18-hole Blue Course consists of the nine holes northwest of the clubhouse and nine holes to the south. The 18-hole Gold Course consists of the nine holes southwest of the clubhouse and south of the Blue Course and the nine holes located south of Persimmon Tree Road. The courses consist of rolling hills, mature trees, and artificial lakes south and southwest of the clubhouse. Each hole has several tees, a long, manicured fairway, greens with holes marked by a flag, rough areas of high grass and plants, and hazards such as bunkers (sand traps). Connecting the holes are circa early 1960s asphalt cart paths that wind along the fairways. A fence with uncoursed stone pillars and horizontal square wood rails rotated 45 degrees borders the cart path south of the clubhouse.

Southwest of River Road and the entrance drive is a nearly rectangular driving range with a series of tees lined up on a northeast-southwest axis along the entrance drive. Trees line the northeast and southwest sides, and grass and bunkers lie between. While the tee structures likely date to the late twentieth century, the area was likely in use as a driving range by the mid-twentieth century.

Tennis Complex (ca. 1930, ca. 1949, ca. 1957, ca. 1970-79, ca. 1985, ca. 2002, ca. 2019)

The tennis complex consists of 15 outdoor courts, 6 indoor courts, and 8 paddle tennis courts within multiple tennis court enclosures and buildings, but not all were available for survey. The complex is accessed by a circa 1963 looped driveway extending northeast from the main driveway. Four enclosures

line the east side of the entrance drive. The two southwestern court enclosures contain three courts each and appeared in a September 1930 drawing of the club property. North of the circa 1930 enclosures, an enclosure containing two courts was in place by 1949. To its northeast is an enclosure containing two courts constructed between 1964 and 1970, and to its east is an enclosure with two courts constructed by 1957. East of the circa 1957 enclosure is another tennis enclosure containing three courts constructed between 1970 and 1979. Directly south of this 1970s enclosure is a cluster of eight 2010s individually enclosed smaller paddle tennis courts and a small gable-roof building. These paddle tennis courts and small building are set into a hill and placed on raised foundations clad in vertical board paneling. Southeast of the paddle courts is a basketball court that first appears in a 2002 aerial photograph.

A small, hipped-roof building, constructed circa 1960, is north of the circa 1957 enclosure and east of the 1964 to 1970 enclosure. North of the hipped-roof building, along the south side of River Road, are two large gable-roof buildings housing three indoor tennis courts each. The northwestern building was constructed circa 2002 and the southeastern building circa 1988. Between 2015 and 2019, a flat-roof addition was constructed between the two large, gable-roof buildings; the addition also extended south, connecting to the circa 1960 hipped-roof building. South of the paddle courts is a long, narrow, flat-roof rectangular building, constructed between 1988 and 1994. This flat-roof building is clad in what appears to be vertical metal panels, and has two garage bays and a metal pedestrian door on the west elevation. A small, concrete-block, hipped-roof building, constructed in the 1960s, is at the southern side of the complex, southeast of the circa 1930 courts. This building, set on a northwest-southeast axis, has a hipped-roof addition projecting to the northeast surrounded by a wooden deck.

All tennis enclosures are surrounded by chain-link fencing or other materials, and several of the structures appear to have light standards. Asphalt paths connect all the tennis structures and buildings. Asphalt parking is southeast of the original courts and along the south side of the looping driveway.

Pool Complex (ca. 2008)

The circa 2008 pool complex was only partially available for survey. It includes a stuccoed, L-shaped, hipped-roof pool building with a red clay-tile roof that runs on a northeast-southwest axis. The southeast façade of the building has a series of large rectangular openings, some of which are divided by Tuscan columns. Brackets run along the roof eaves. A rectangular four-lane pool, running east-west with an arched entry area on the north side, is south of the clubhouse. A square, pyramidal-roof pavilion with a red clay-tile roof is northwest of this pool. Southeast of the clubhouse and the L-shaped pool building is an L-shaped pool with eight lanes running northwest-southeast and a smaller, rectangular area to the northeast. A nearly semi-circular wading pool is northeast of the eight-lane pool. A hipped-roof building with a red clay-tile roof is southeast of the wading pool. A wooden gable-roof structure, supported by large wooden brackets, is suspended over the retaining wall southeast of the eight-lane pool. The pools are surrounded by concrete decking and a metal fence with stuccoed pillars with masonry caps.

Maintenance Complex

This area of the property was not accessible at the time of survey. According to aerial photographs, many of the buildings date to the late twentieth and early twenty-first centuries.

HISTORIC CONTEXT

History of Congressional Country Club

In the early 1920s, two US Congressmen from Indiana, Oscar E. Bland and O. R. Luhring, with the support of Herbert Hoover, then US Secretary of Commerce, developed the idea for a country club where members of Congress could be part of the social structure of the area and meet with influential businessmen and politicians (Washington Post May 11, 1924). The nearby Chevy Chase and Columbia (M: 35-140) Country Clubs were open, but membership was comprised mostly of year-round Washington residents. A founding group of more than 70 politicians and businessmen incorporated Congressional Country Club in 1921, and honorary lifetime members included US Presidents Woodrow Wilson and Calvin Coolidge, as well as Hoover, who would later become president (Wall Street Journal, June 10, 1997, 6). The group commissioned a model of the future clubhouse to attract potential members; the model is currently on display in the clubhouse. According to the Washington Post, membership included a “majority of President [Warren G.] Harding’s cabinet, in addition to army and navy officers and Washington business and professional men” (Washington Post, February 26, 1922). A deed of trust was recorded in September 1923 for \$400,000 to secure bonds issued by the club to erect buildings and other improvements. Hoover, the first club president, laid the cornerstone for the massive clubhouse during a ceremony in June 1923. The club formally opened in May 1924 with a reception honoring President and Mrs. Coolidge, with members of the cabinet, diplomats, congressmen, and socialites in attendance (Washington Post, June 10, 1923; September 27, 1923; May 11, 1924; May 24, 1924; and September 15, 1940).

Noted Washington architect Phillip M. Jullien designed the building at a reported cost of \$1 million. A Washington Post article notes “M. Seretio” as the club’s builder, and historic photos in the clubhouse note the Walter M. Ballard Corporation as the interior designer (Washington Post, 6-10-23). The Washington Post stated the “clubhouse is among the finest in the world” (Washington Post, May 11, 1924). Contemporary descriptions note that the clubhouse occupies the highest hill on the site with sweeping views of the Potomac River and beyond. The building was constructed of blue-grey stone up to the terrace and was covered above with a white marble stucco with an Italian red clay-tile roof. According to the Washington Post, “the clubhouse assembly room will be one the largest of any club in the world. On the mezzanine floor is the presidential suite with private passage to the directors’ and other conference rooms. Under the mezzanine floor is the promenade, which extends the entire length of the assembly and on the opposite side is a conservatory” (Washington Post, 6-10-23). The club had two dining rooms, the larger called the “the hall of Ambassadors” for formal affairs, and a grill and trophy room with a fireplace for informal dining. Also inside the building was equipment for billiards and a bowling alley, as well as a gymnasium, a large indoor swimming pool, approximately 40 guest rooms, and a presidential suite dedicated for use by US presidents. The property had an 18-hole golf course with a small artificial lake behind the clubhouse, as well as a putting green north of the clubhouse. Arrangements were made with adjacent property owners to open their estates and farms to members of the club for horseback riding, and a house in the north corner of the property was planned to be converted into a riding and hunt adjunct, but it is unclear if this occurred. The tennis courts and other outdoor sport venues, including archery, trapshooting, hunting, and fishing in the lake, were not completed at the clubhouse opening (Washington Post, May 11, 1924; May 24, 1924).

Eighty acres of the original 400 were supposedly set aside for private bungalows available for low rentals, but these were either never built or are no longer extant. It is possible these were located on the 80-acre tract north of River Road sold by the club circa 1947 (Washington Post, May 11, 1924). The trapshooting range opened in December 1928 and, when fully complete, was planned to accommodate 30 shooters at a time (Washington Post, 12-20-28). The six southern tennis courts were in place by 1930 when they appear on a plan for the property. The club sought a beer license in May 1933, immediately after the end of Prohibition (Washington Post, 5-19-33). At some point prior to World War II, an outdoor swimming pool was installed south of the clubhouse.

Like many other country clubs in Montgomery County and throughout the United States, Congressional suffered financially during the Great Depression due to delinquent dues payments. The Acacia Mutual Life Insurance Company, which held a first mortgage on the club, claimed \$2 million had been invested in the property that was "too elaborate, was badly built and was too expensive to maintain." The facility could support approximately 3,000 members, but only had a membership of 600, of which only 270 were active. The club sought bankruptcy protection in August 1939 to reorganize and prevent foreclosure by Acacia. Approximately 100 club members formed a new corporation that could take over management of the club. Acacia negotiated with the new organization and offered a \$300,000 first mortgage to the new company if it would put up \$50,000 for repairs and improvements, including another nine-hole course. The new corporation believed a membership assessment of eight percent of the dues would provide the needed funds and, with good management, the club could increase membership to "function adequately" (Washington Post, 10-25-40). In September 1940, the club, including all buildings and 400 acres of cleared land, was sold at auction to a new legal entity called Congressional Country Club Inc. for \$270,000, the amount of the existing first mortgage on the property. The club established a new board operating under a reorganization plan approved by the former board (Washington Post, September 15, 1940; September 18, 1940). Plans for the additional nine-hole course would not be realized for nearly two decades.

The US government leased the club property in 1943 for use as a training base for the Office of Special Services (OSS), precursor to the CIA. The terms included rental payments of \$4,000 a month and a promise to restore the property to its pre-rental condition. The club became known as "Area F" and climbing ropes hung from trees near the entrance and an obstacle course extended from the swimming pool to the golf course. A mock-up of a C-47 fuselage, used in parachute-jump instruction, was on the original putting green in the center of the looping drive north of the clubhouse. The bar became an officer's lounge and the main dining room was used as a mess hall. The clubhouse was also used as a respite location for returning OSS veterans. Machine guns fired live ammunition in training exercises. Roads and barbed wire fences crossed the fairways, and a parking lot was constructed on the eighteenth fairway (Wall Street Journal, June 10, 1997, 6).

Congressional Country Club reopened in 1946 in sound financial condition. The rental payments allowed the club to pay off debts and emerge with a surplus. In addition, the government paid \$187,000 to restore the clubhouse and golf course which had been damaged during the OSS occupation. Clubhouse repairs began in early 1946 and took two years to complete. More businessmen, doctors and lawyers began to join the club, but there still was a significant number of notable politicians who were members (Wall Street Journal, June 10, 1997, 6).

In the second half of the twentieth century, club membership continued to include notable politicians and business leaders, and club facilities continued to expand. Richard Nixon opened the club's third nine holes in 1957, when he was serving as US Vice President. Another nine holes opened in 1978. The golf courses have been redesigned several times and hosted several major tournaments. Several US presidents played on the golf course, including Presidents George H. W. Bush, Bill Clinton, and Barack Obama. Additional tennis courts were added between 1950 and 2019, and several new buildings were constructed within the tennis complex, including a small building, demolished by 1994, that once existed to the east of the central court structure. Additions were constructed to the north and northeast sides of the original building between 1957 and 1963. At some point in the late twentieth century, additions were constructed to the west and south sides of the original building at the exposed basement level. In the early twenty-first century, Pollock Dickerson, a firm specializing in clubhouse planning and design, created a masterplan for the country club and oversaw a restoration of the original 154,000-square-foot clubhouse and construction of a major addition, including additional clubhouse areas and an outdoor pool complex designed in a style that complements the Italian Renaissance style of the original clubhouse. The massive addition, completed in 2008, was designed by Chapman Coyle Chapman & Associates and constructed by Coakley & Williams Construction (PES). As part of this construction, the circa 1940s rectangular pool south of the clubhouse and the circa 1970 pool southeast of the clubhouse were demolished. The former stables and hunt adjunct in the northern portion of the property has expanded and appears to have evolved into a maintenance and storage complex. It is unlikely that the original house described in 1920s newspaper accounts still stands in this area. As of 1997, the number of guest rooms on the second floor of the clubhouse decreased to twelve (Wall Street Journal, June 10, 1997, 6; Pollock Dickerson).

Congressional Country Club continues to be one of the most exclusive country clubs in the nation, with high initiation fees and a multi-year waiting list. Forbes magazine listed it as number 11 on its list of the "Top 25 Most Exclusive Golf and Country Clubs in The World" in 2018, and number one in the United States (Dobson; Wall Street Journal, June 10, 1997, 6). The club continues its long-time role as a social gathering space for the political and business elite of the United States, distinguishing itself from other country clubs that merely serve as local gathering spots for affluent individuals. The golf course and club continue to host US presidents and other influential political and business leaders.

Philip Jullien

Philip Morrisson Jullien was an emeritus member of the American Institute of Architects (AIA) who taught architecture at Catholic University in Washington, DC. In addition to the Congressional Country Club, he designed other well-known Washington buildings, including the Gothic Revival-style Chastleton Hotel and Apartment House at 1701 16th Street NW (1919), the Bowen Building at 819 15th Street NW (1922), and the Kenmore Apartments at 5415 Connecticut Avenue NW (1948). Other commissions included the Sacred Heart School building and dormitory at 4900 10th Street NE (ca. 1937), as well as a 1936 shopping center at 5000-5008 First Street (Washington Post, September 15, 1963, B5). Jullien worked nationally, designing buildings in Philadelphia, New York, Buffalo and Atlantic City (Washington Star, September 15, 1963) as well as internationally, designing the Terminal City Club and Kensington Place (1912-1914) in Vancouver, Canada (Vancouver Heritage Foundation). He also designed several houses in Montgomery County (Kelly, 328).

The Congressional clubhouse appears to be among Jullien's largest, and most prestigious, commissions. According to the Washington Post, Jullien's clubhouse was "expected to be one of the most commodious structures of its kind in the United States" (Washington Post, February 26, 1922) and remains one of the largest clubhouses in the United States.

Golf Course Development

The golf course is a major feature of Congressional Country Club that has evolved over time. By February 1922, Devereux Emmet (also spelled "Emmett"), a noted golf course designer from New York, had completed surveys for the Congressional Country Club golf course (Washington Post, February 26, 1922). Emmet was a prolific designer, creating over 130 courses in his career, mostly in and around New York City. Emmet had a distinctive style that included blind shots and par sixes, which became increasingly unpopular over the course of the twentieth century. The first nine holes at Congressional were built in 1922, and the second nine by June 1923, before the clubhouse was completed. Emmet was assisted in his work by Lieutenant Colonel Clarence O. Sherrill, a military aid to President Harding, who was also responsible for public buildings and parks in Washington, DC, including the establishment of a public course in Rock Creek Park at this same time (Washington Post May 11, 1924; Svrluga; Babin, 253-4).

Donald Ross, a prolific and noted Scottish golf course architect, revamped the course in 1930, shortening the par-six first and tenth holes to a par 5 and par 3. Ross is best known for his 1907 masterpiece championship course, Pinehurst No. 2 in North Carolina. Plans from September 1930 hang in the clubhouse lobby, likely representing Ross's work. The plans show holes west and southwest of the clubhouse. Each of the 18 holes was given a name, including Wanderlust, Siege Guns, and The Pines. (Washington Post, June 25, 1995; June 11, 1997, F9).

The third nine holes, designed by noted golf course architect Robert Trent Jones, opened in August 1957 for the 1959 US Women's Amateur. These holes are located south and southeast of the clubhouse and are currently referred to as the "blue back nine." In 1959, Jones returned to relocate greens, reroute fairways, build new tees and lengthen holes on the first nine of Emmet's original 18 holes, west of the clubhouse. These two courses became known as the Blue Course, which was used for the 1964 US Open that resulted in a dramatic victory for golfer Ken Venturi. The Washington Post claimed Jones was "the most popular and prolific course designer ever." In the 1950s and 1960s he redesigned several courses for the US Open (Washington Post, June 11, 1997, F9). The cart paths appear to have been added in the early 1960s, soon after the introduction of golf carts on golf courses nationwide.

An automatic watering system for the golf courses was installed prior to the club's hosting of the 1976 PGA Tournament. The fourth nine-hole course on the club property, located south of Persimmon Tree Road, was designed by the father-son team of George and Tom Fazio and opened in 1978. These holes were combined with the second of Emmet's nine to create the Gold Course, which mostly accommodates member play. This course measures only 6,588 yards, versus the 7,213 yards of the championship Blue Course (Wall Street Journal, June 10, 1997, 6). The Gold Course was completely redesigned in 2000 by Arthur Hills, wiping out the last vestiges of Emmet's influence at Congressional (Rogers).

Rees Jones, son of Robert Trent Jones, was originally hired to repair the putting green surfaces on the Blue Course, but later completely reworked the course in 1988. According to Rees Jones, Congressional is built

on an “ideal site,” having land with plenty of hills for tees and greens and valleys for fairways. However, early-twentieth-century architects like Emmet and Ross generally worked with low budgets, so land was typically not moved or groomed, leaving blind shots and “bad lies” in steep terrain. These conditions led the US Golf Association to persuade Congressional that that “all of the Blue course needed to be changed, particularly if Congressional wanted to return to the major championship rotation.” Congressional agreed and the course was closed for a year while Rees Jones removed every blind shot and high bunker, leveled hills, raised tee boxes, and lowered greens. He also graded the fairways and reconfigured the greens, resulting in a completely revamped course. This massive effort was undertaken to ensure that Congressional would host the 1995 US Senior Open and the 1997 US Open (Washington Post, June 11, 1997, F9; Wall Street Journal, June 10, 1997, 6; Washington Post, June 11, 1997, F9). Rees Jones is a respected golf course designer and many courses he has designed or remodeled have been selected as major tournament sites (Washington Post, June 11, 1997, F9). The Blue Course was later host to the 2011 US Open and other major PGA tour events such as the Kemper Open and Booz Allen Classic (Rogers).

ELIGIBILITY DETERMINATION

Congressional Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C.

Congressional Country Club is eligible for the NRHP under Criterion A for its significant association with the establishment of country clubs in the twentieth century, both in the Washington Metropolitan region and nationally. Country clubs were established by the wealthy elite near major metropolitan areas across the country at the turn of the twentieth century, and Washington, DC, and its suburbs were no exception. However, while other country clubs in the region were established for the benefit of wealthy Washingtonians, Congressional was established with the purpose of creating a gathering place for Washington’s political elite, many of whom only lived in Washington part time. Except for the years during World War II, the club has continued to serve as a gathering place for national business and political leaders. Unique among country clubs, Congressional’s membership consists of leaders from across the nation, focusing on nationally elected and appointed individuals, as well as prominent business heads. The wealth and political influence of its membership cemented its status as the premier country club not only in the Washington area, but also nationwide; therefore, Congressional Country Club is eligible for the NRHP under Criterion A.

While many important business and political leaders, including several US presidents, were members or guest of the club, their association with the club is not significant to local, state, or national history. Therefore, Congressional Country Club is not eligible under Criterion B.

While notable masters of golf course design, including Devereux Emmet, Donald Ross and Robert Trent Jones, designed or redesigned portions of the course at Congressional, the Blue Course was completely redesigned in 1988 by Rees Jones. Half of the Gold Course was designed by George and Tom Fazio, who are not masters of golf course design, and the other half does not represent a significant work of Robert Trent Jones, as the course was never used for tournament play. For these reasons, the Blue and Gold Courses do not retain sufficient integrity to be eligible for golf course design under Criterion C.

The Congressional Country Club clubhouse was one of the largest and most elaborate country clubhouses in the country when it was built and remains so. The elaborate Italian Renaissance building was designed by Phillip Jullien, a master architect who worked both locally, nationally and internationally. The building design represents the distinctive characteristics of the Italian Renaissance style, popular during the early twentieth century. The building was constructed at a scale so large as to be nationally distinctive. The interior spaces are notable not only for their size, but also for their elaborate design. Therefore, Congressional Country Club is eligible for the NRHP under Criterion C for its architectural design.

In summary, Congressional Country Club is eligible for the NRHP under Criteria A for its significant association with the development of twentieth century country clubs in the United States and the role of the club as a gathering place for the political and business elite of Washington, DC. Congressional Country Club is also significant under Criterion C for the design of its distinctive clubhouse.

Period of Significance

The period of significance for Congressional Country Club begins with the completion of the clubhouse in 1924 and continues to 1978, as the club still fulfills its role as a meeting space and social gathering spot for nationally prominent business and government leaders. The significance of the property is ongoing, and a specific closing date, if appropriate, may be determined in the future based on additional historical perspective. Changes to the period of significance may require reconsideration of resources currently listed as non-contributing.

Integrity

The country club property generally retains its integrity of location, setting, design, materials, workmanship, association and feeling. While new additions, some extensive, have been constructed at the basement level to the west, south (rear), and southeast of the clubhouse building, the 1924 portion of the clubhouse still reflects Jullien's original design and retains integrity. The basement was historically a service level and contained minimal design elements. The additions were sensitively designed to preserve important features and the viewsheds both from and to the clubhouse, and prominent interior spaces were preserved. Circa 2012 alterations to the entrance gates, namely the addition of concrete coping and pyramidal clay-tile caps to the pillars, do not substantially alter the integrity of the gates; in addition to retaining their location, setting, feeling and association with the property, these structures still generally reflect their original design, materials, and workmanship. Although the golf courses have been reworked to meet current standards for tournament play, they retain their location, feeling, and association with the clubhouse and other club resources, and the presence of the golf courses is essential to understanding the club's history. The pre-1979 tennis courts maintain their integrity of location, association, and feeling. While there is new construction, the property as a whole retains sufficient integrity to reflect its significance as a nationally prominent twentieth century country club.

Contributing Resources

Because the entire property was not available for survey, there may be other contributing or non-contributing resources not listed below. The maintenance complex was not surveyed, but likely contains

buildings and/or structures within and outside the period of significance. There is at least one building on the 1978 golf course that may have been constructed within the period of significance.

Contributing resources to Congressional Country Club are buildings, structures and landscapes surveyed and constructed within the period of significance, including: the 1924 clubhouse, the gateposts, gatehouse, caddie master's house, the Blue Course and Gold Course, the driving range, the putting green, the western five tennis court enclosures, the circa 1960 concrete-block building in the tennis complex, and landscape features such as the entrance drive, artificial lakes and cart paths. The construction date for the gateposts, gatehouse, and caddie master's house have not been confirmed, but are assumed to be within the period of significance.

Non-contributing resources are buildings and structures surveyed and constructed outside of the period of significance, including: the circa 1980 brick building, the eastern tennis court enclosures, the northern interconnected tennis complex buildings, the circa 2008 pool complex, and the maintenance complex.

Boundary

The boundary for the property encompasses 359.68 acres and is confined to two property tax parcels found on Montgomery County Tax Map FN63, parcel number N410 (2017), and GN12, parcel number N600 (2017).

References

"\$400,000 Trust Deed on New Country Club," The Washington Post, 27 September 27, 1923, 10. ProQuest.

"2d Mortgage Holders Ask for Delay: Group Fearing Loss of Equity to Offer Reorganization Plan; Hearing Set Oct. 24," The Washington Post, 18 September 18, 1940, 21. ProQuest.

"5 Protested Beer Licenses Granted, Congressional Country Club Among Permit Recipients at Rockville," The Washington Post, May 19, 1933, 4. ProQuest.

Associated Press, "Judge Reserves Decision on Congressional: 'Trustees Plan' to Be Submitted to All Parties Before Final Action," The Washington Post, October 25, 1940, 25. ProQuest.

Babin, Patricia Kuhn, "Links to the Past: A Historic Resource Study of National Park Service Golf Courses in the District of Columbia" (Washington, DC: Government Printing Office, 2018).

"Committees Are Chosen at Golf Club: More Than 50 Members on Congressional's Eight Boards," The Washington Post, March 3, 1938, X29. ProQuest.

"Congress' Golf Links to Be Ready by Spring: Harding, Wilson and Taft Are Made Honorary Members of New Club," The Washington Post, 26 February 26, 1922, 6. ProQuest.

"Congressional Club Is Sold at Auction: 'Congressional Country Club, Inc.' Is Buyer; Bid Is \$270,000," The Washington Post, September 5, 1940, 21. ProQuest.

"Congressional Country Club Blue Course," <https://www.provisualizer.com/courses/congressionalcc.php>.

"Congressional Country Club Gold Course,"
<https://www.provisualizer.com/courses/congressionalccgold.php>.

Congressional Country Club, "Our History,"
<https://www.ccclub.org/Default.aspx%3Fp%3Ddynamicmodule%26pageid%3D399760%26ssid%3D323000%26vnf%3D1>, accessed April 18, 2019.

"Congressional to Open Shooting Range Sunday," The Washington Post, December 20, 1928, 14. ProQuest.

Denlinger, Ken, "Staying the Course: From Young Lions to Elders, They've Battled Congressional," The Washington Post, June 25, 1995, D1. ProQuest.

Dobson, Jim, "Top 25 Most Exclusive Golf and Country Clubs in The World Honored with Platinum Status: Congressional Country Club (Maryland)," Forbes, November 29, 2018.

"Golf Club Sued for Security by Bondholder," The Washington Post, December 30, 1947, 11. ProQuest.

"Hoover Lays Cornerstone for Congressional Country Club," The Washington Post, June 10, 1923, 2.
"New Congressional Country Club Now Near Completion: Founded Especially for Use of Government Officials and Visiting Friends," The Washington Post, May 11, 1924, ES3. ProQuest.

PES Structural Engineers, "Congressional Country Club,"
<https://pesengineers.com/portfolio/congressional-country-club/>, accessed April 22, 2019.

"Philip Jullien, 88, Retired Architect," The Washington Post, September 15, 1963, B5. ProQuest.

"Philip M. Jullien Dies; Architect and Teacher," Washington Star, September 15, 1963.

Pollock Dickerson, "Congressional Country Club,"
<http://www.pollockdickerson.com/projects/congressional-country-club/>, accessed April 22, 2019.

"President and Diplomats Attend Brilliant Opening of Congressional Club: Executive and Mrs. Coolidge Accorded Ovation by Official and Resident Society at \$1,000,000 Institution in Maryland Hills -- Beauty of Grounds Striking Feature of Country Rendezvous. President at Congressional Club Opening,"
The Washington Post, May 24, 1924, 1. ProQuest.

Reid, Tony, "The Man with the Plan: Something Old, Something New at Congressional, Rees Jones Marries History and Vision, His Father's Substance and His Own Style," The Washington Post, June 11, 1997, F9. ProQuest.

Rogers, J. Drew, "Congressional Country Club," www.jdrewrogers.com, accessed April 22, 2019.

Romine, Brently, "Report: Congressional Cuts Ties with Architect Foster," www.golfchannel.com, December 22, 2018.

Smead, Susan E. and Marc C. Wagner, "Assessing Golf Courses as Cultural Resources," in Play Ball: Sports in American Life, CRM, Vol. 23, No. 10 (Washington, DC: US Department of the Interior, 2000).

Svrluga, Barry, "Originally Designed by Devereux Emmet, Congressional Has Undergone Many Changes over the Years," Washington Post, June 13, 2011. ProQuest.

Ungrady, Dave, "Politics, Business and Golf: They Mingle at Congressional, the U.S. Open Site," Wall Street Journal, June 10, 1997, 6. ProQuest.

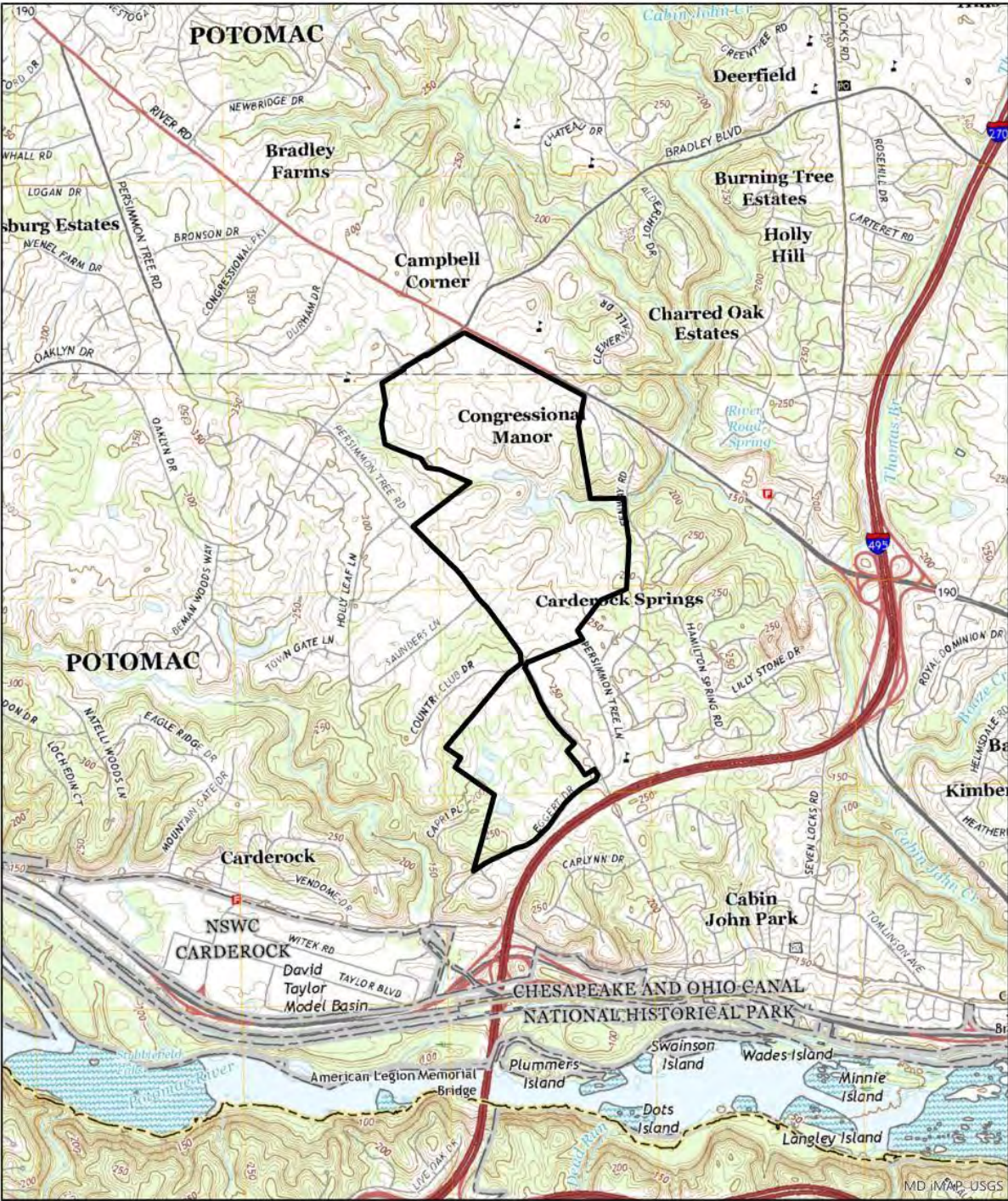
Vancouver Heritage Foundation, "Kensington Place,"
<http://www.vancouverheritagefoundation.org/location/1386-nicola-st-vancouver-bc/>.

Congressional Country Club

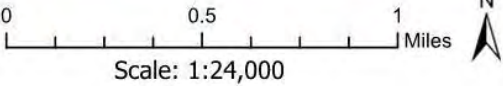
Montgomery County

Location: 8500 River Road

City: Bethesda



USGS 7.5' Quadrangle - Rockville and Falls Church



Congressional Country Club
Location: 8500 River Road

Montgomery County
City: Bethesda



M: 29-79
Congressional Country Club
8500 River Road
Bethesda, Maryland



Circa 2019 aerial photo of Congressional Country Club with construction dates indicated (elements in white text are contributing; black are noncontributing). Golf courses are depicted on the following maps.
Map from Google.

M: 29-79
Congressional Country Club
8500 River Road
Bethesda, Maryland



Blue Course Map.
<https://www.provisualizer.com/courses/congressionalcc.php>.

M: 29-79
Congressional Country Club
8500 River Road
Bethesda, Maryland

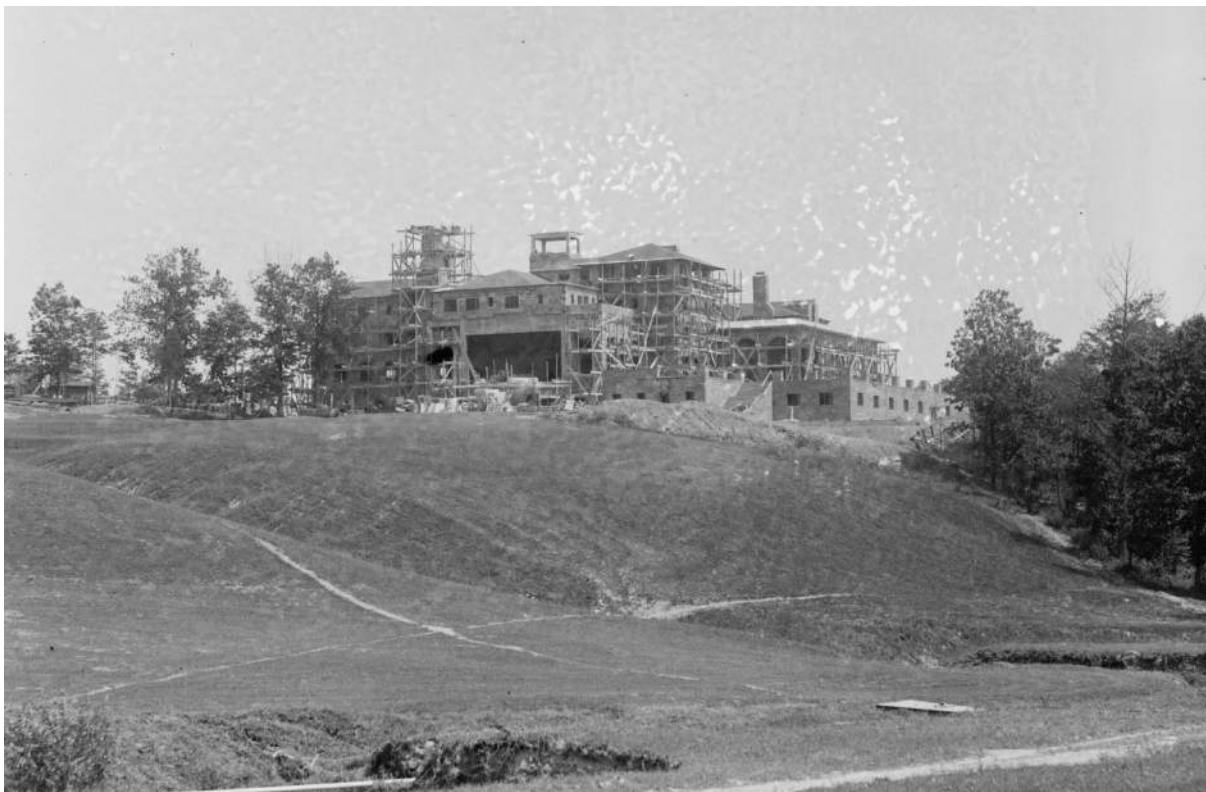


Gold Course Map.
<https://www.provisualizer.com/courses/congressionalccgold.php>.

M: 29-79
Congressional Country Club
8500 River Road
Bethesda, Maryland



Congressional Country Club Entrance Gatepost and Gatehouse, looking southeast.
Google Street View, October 2018.

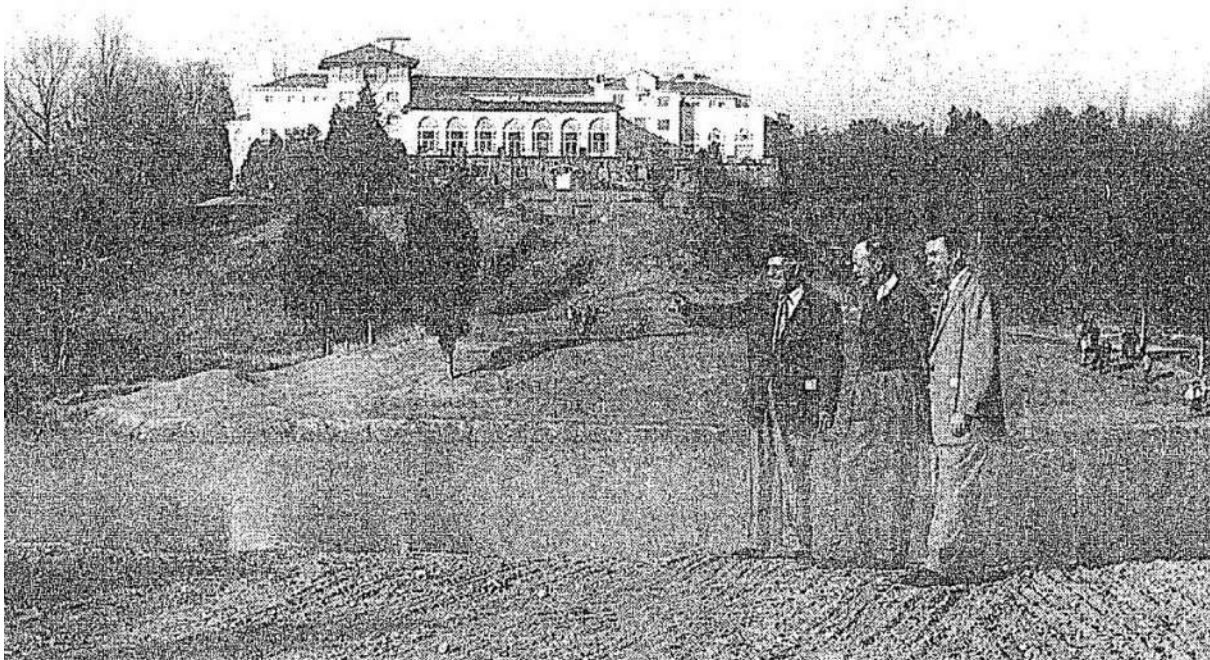


Congressional Country Club, west and south elevations, under construction, 1923.
Retrieved from the Library of Congress, <https://www.loc.gov/item/2016835530/>.

M: 29-79
Congressional Country Club
8500 River Road
Bethesda, Maryland



Congressional Country Club, south elevation, under construction, 1923.
Retrieved from the Library of Congress, <https://www.loc.gov/item/2016835730/>.



Robert Trent Jones and others on the Congressional Blue Course in November 1956 with clubhouse in background. Washington Post, June 11, 1997.



2007 photo of clubhouse south elevation, looking north, prior to construction of southern addition. Photo by MCT for Golf Digest, <https://www.golfdigest.com/story/congressional-country-club-fires-architect-keith-foster-after-he-pleads-guilty-to-federal-crimes>.



Post-2008 photo of south elevation, looking north, after construction of the southern addition. Congressional Country Club, www.ccclub.org.



Clubhouse north facade, looking south across driveway loop and putting green.



Clubhouse facade and porte cochere, looking southeast.



Clubhouse facade, east wing, looking southeast.



Clubhouse, west wing, northwest side of facade and west elevation, looking southeast.



Clubhouse, north side of west elevation, looking northeast.



Clubhouse, detail of southwest tower, looking northeast.



Clubhouse, south side of west elevation, looking northeast.



Clubhouse, south elevation, looking north.



Clubhouse, south elevation, looking north.



Clubhouse interior, lobby, looking northwest.



Clubhouse interior, main east-west hallway.



Clubhouse interior, main dining room.



Clubhouse interior, bowling alley.



Golf course, cart path and fence, looking southeast from southwest corner of the clubhouse.



Golf course and cart path with wood and stone fence, looking southeast.



Golf course, looking southwest from the southwest corner of the clubhouse.



Golf course, tees, lake, and fairway in the distance, looking south.



Caddy master's house, north of clubhouse, looking southwest.



Circa 1980s building along western side of drive, looking southwest.



Tennis complex, ca. 1960 concrete-block building, southeast elevation, looking northwest.

PHOTO LOG

Number of Photos: **20**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-08-31**

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

File Format: **M: 29-79_2018-08-31_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Clubhouse north facade, looking south across driveway loop and putting green.

02.tif

Clubhouse facade and porte cochere, looking southeast.

03.tif

Clubhouse facade, east wing, looking southeast.

04.tif

Clubhouse, west wing, northwest side of facade and west elevation, looking southeast.

05.tif

Clubhouse, north side of west elevation, looking northeast.

06.tif

Clubhouse, detail of southwest tower, looking northeast.

07.tif

Clubhouse, south side of west elevation, looking northeast.

08.tif

Clubhouse, south elevation, looking north.

09.tif

Clubhouse, south elevation, looking north.

10.tif

Clubhouse interior, lobby, looking northwest.

11.tif

Clubhouse interior, main east-west hallway.

12.tif

Clubhouse interior, main dining room.

13.tif

Clubhouse interior, bowling alley.

14.tif

Golf course, cart path and fence, looking southeast from southwest corner of the clubhouse.

15.tif

Golf course and cart path with wood and stone fence, looking southeast.

16.tif

Golf course, looking southwest from the southwest corner of the clubhouse.

PHOTO LOG

17.tif

Golf course, tees, lake, and fairway in the distance, looking south.

18.tif

Caddie master's house, north of clubhouse, looking southwest.

19.tif

Circa 1980s building along western side of drive, looking southwest.

20.tif

Tennis complex, ca. 1960 concrete-block building, southeast elevation, looking northwest.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Congressional Country Club Estates

Inventory Number: M: 29-70

Address: East of Persimmon Tree Road and West of Persimmon Tree 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: GN12

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:

Congressional Country Club Estates is a planned residential neighborhood located just north of I-495 in Bethesda. It is bounded by Persimmon Tree Road on the west and Persimmon Tree Lane on the south, east, and north sides, with two residential lots comprising 2 acres of land situated on the west side of Persimmon Tree Road at the southwest corner of the subdivision. In total, the resource consists of 31.8 acres with 19 single-family dwellings with deep setbacks

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:

on residential lots between 0.9 and 2 acres. Individual lots are relatively flat and landscaped with heavy tree coverage, ornamental plantings, and often have fenced-in yards. Secondary buildings include sheds, gazebos, and detached garages. Surrounding streets are paved without curbs or sidewalks, although a paved shared-use path lines the west side of Persimmon Tree Road.

Description:

Congressional Country Club Estates contains single-family dwellings primarily constructed between 1955 and 1979, with three outliers built between 1981 and 1996. Current tax records indicate that these houses range from approximately 3,000 to 6,700 square feet in finished living space. Most of the single-family dwellings in were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Modern Colonial subforms), Ranch, Split-Level, and Split-Foyer forms. Others include features of the Tudor Revival and International styles, while more recently renovated houses reflect variations of the New Traditional style.

Dwellings in Congressional Country Club Estates are between one and two-and-a-half stories tall and five to ten bays wide. Many houses are clad in brick, but some include a mix of materials such as stone, stucco, weatherboard, wood shingles, and T1-11 siding. Rooflines are primarily side gabled with smaller front-gabled sections at one or both ends of the façade, although three houses are covered by hipped roofs and one house has a flat roof (7830 Persimmon Tree Lane). Roofs are primarily sheathed in asphalt shingles, but one house is covered by a wood-shingled roof (7011 Persimmon Tree Road). Most dwellings feature at least one brick chimney that is either centrally located or set along a side or rear elevation, while some have a chimney in two of these locations. Dormers are present on only a few dwellings; front-gabled dormers are asymmetrically positioned at the façade while shed dormers are visible in current aerial imagery on two rear elevations.

Primary entrances are typically centered on the façade and comprise a single-leaf wood or metal door. Windows are commonly double-hung-sash, replacement units, some with faux muntins (7800 Persimmon Tree Lane), but some original, wood-framed, double-hung-sash windows and wood-framed picture windows remain (7820 and 7712 Persimmon Tree Lane). Several houses feature paired or tripartite casement windows and bay windows, many of which appear to be replacement units (7021 and 7031 Persimmon Tree Road). In Colonial Revival-style houses, louvered and paneled shutters are occasionally present, but rarely flank all windows at the façade; some appear to have been recently removed. Many original two- and three-car garages are visible from the roadway, but only a few are located on the façade (7506 Persimmon Tree Lane and 7007 Persimmon Tree Road). Two original detached garages feature covered breezeways connecting to the house (7510 and 7820 Persimmon Tree Lane). One notable dwelling within this subdivision is the International-style house at 7830 Persimmon

Tree Lane, built in 1963 and designed by architect Grosvenor Chapman for Dr. Herbert William Robinson (Orton 2013).

Additions and modifications to the houses and lots are common. Houses have often been modified through rear or side additions, including expanded garages with living space above (7600 and 7800 Persimmon Tree Lane). At least one house has been expanded and altered so that it reflects the New Traditional style (7506 Persimmon Tree Lane) (McAlester 2013:726). Over time, in-ground swimming pools, tennis courts, gazebos, and sheds have been added to many backyards in the neighborhood.

Historic Context:

In 1948, the Sixteenth Street Woods Development Corporation, a company created by Joseph (J.B.) Shapiro and his brother, Maurice, purchased the 241.94-acre "Dowling Tract" north of the Potomac River (Montgomery County Deed Book [MCDB] CKW 1127, 108). An offshoot of the Joseph Shapiro Company, the Sixteenth Street Woods Development Corporation subdivided a small portion of the Dowling Tract between 1953 and 1962 using subsidiary companies, including Persimmon Tree Estates, Inc., and Congressional Estates, Inc. The subdivided property was then sold one lot at a time to real-estate developers, builders, or individuals owners responsible for constructing houses.

Congressional Country Club Estates was platted in a series of lot groupings between 1955 and 1963, the first containing just three 2-acre lots of Block A, the second containing a single, adjacent, 4-acre lot, and the largest containing seven 1 to 1.5-acre lots in 1961. In 1957, Congressional Country Club Estates, Inc., platted a new route for the portion of Persimmon Tree Road that passed through the neighborhood. The older path of the roadway remained intact and is now Persimmon Tree Lane. Lots in Block F of Congressional Country Club Estates were platted south of what would become the Capital Beltway on the west side of Persimmon Tree Road and are now associated with the Persimmon Tree subdivision.

The relatively passive effort by the developers of this neighborhood to create a residential subdivision reflects a change in the Sixteenth Street Woods Development Corporation's intent for much of the property. The earliest plats were limited to small groupings of residential lots along the existing Persimmon Tree Road, but depicted a few proposed streets intersecting with this roadway that never materialized, and a majority of the tract remained undeveloped into the mid-1970s. In 1974, Congressional Estates, Inc., sold roughly 84 acres to the Congressional Country Club--now the site of the 1977 Gold Course situated west of the neighborhood across Persimmon Tree Road. The remaining 68 acres of the property situated on the south side of I-495 was sold to the Richard Robins Land Corporation in March 1975.

Congressional Country Club Estates is typical of many planned neighborhoods from this period as it did not include any community amenities. The subdivision was not widely promoted, but

advertisements highlighted its exclusivity and location, with individual houses marketed by a variety of realtors. No architectural restrictions other than a building set back appear to have been placed on the properties within Congressional Country Club Estates, resulting in a mix of architectural styles and builders. The first advertisements for property within this subdivision were listed by realtors at J. Leo Kolb Company as “low, split-level homes” in 1955 (The Washington Post 1955, G12). Shapiro, Inc., later marketed “exclusive” 1- and 2-acre lots with “sewer, water, and paved streets” for sale in 1958 and 1959 (The Washington Post 1958, B14; 1959, D18). As late as 1979, an advertisement was placed for a “1 acre flat, wooded lot in Congressional Country Club Estates. Will custom build with your plans or ours” (The Washington Post 1979, B40).

Evaluation:

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

Congressional Country Club Estates is typical of most planned residential neighborhoods in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County in the 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 Congressional Country Club Estates 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.

Congressional Country Club Estates is a modest and basic example of a planned residential neighborhood, with lots created by a developer and little to no constraints on the architecture that emerged within its boundaries. The subdivision demonstrates none of the innovations in residential developments that appeared 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, 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 Congressional Country Club Estates is not a good example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic values as a collective development, the property is not eligible under Criterion C.

Congressional Country Club Estates was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 31.8 acres and is roughly defined by Persimmon Tree Lane to the north, east, and south, and Persimmon Tree Road and the Gold Course of the Congressional Country Club to the west, with two one-acre lots situated on the west side of Persimmon Tree Road at the southwest corner of the neighborhood. It includes multiple parcels found on Montgomery County Tax Map GN12 (2018).

References:

Manning, Matt, Danae Peckler, Kerri Barille, 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.

McAlester, Virginia Savage. 2013. A Field Guide to American Houses. Revised and Expanded from the Original Edition written by Virginia and Le McAlester. New York: Alfred A. Knopf.

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

Orton, Kathy. 2013. "House of the Week: Bethesda contemporary for \$1.625M." The Washington Post. August 9, 2013. https://www.washingtonpost.com/news/where-we-live/wp/2013/08/09/house-of-the-week-bethesda-contemporary-for-1-625m/?utm_term=.a2d4e8cdba6a.

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

The Washington Post. 1955. Advertisement for Congressional Country Club Estates. J. Leo Kolb Company. October 30, 1955, G12.

---- 1958. Advertisement for Congressional Country Club Estates. Shapiro, Inc. August 26, 1958, B14.

NR-ELIGIBILITY REVIEW FORM

M: 29-70

Congressional Country Club Estates

Page 6

---- 1959. Advertisement for Congressional Country Club Estates, Shapiro, Inc. June 28, 1959, D18.

---- 1979. Advertisement for lot in Bethesda/Potomac. December 9, 1979, B40.

Congressional Country Club Estates

Location: East of Persimmon Tree Road and West of Persimmon Tree Lane

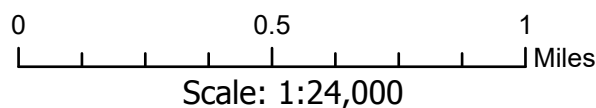
City: Bethesda

MIHP#: M: 29-70

Montgomery County



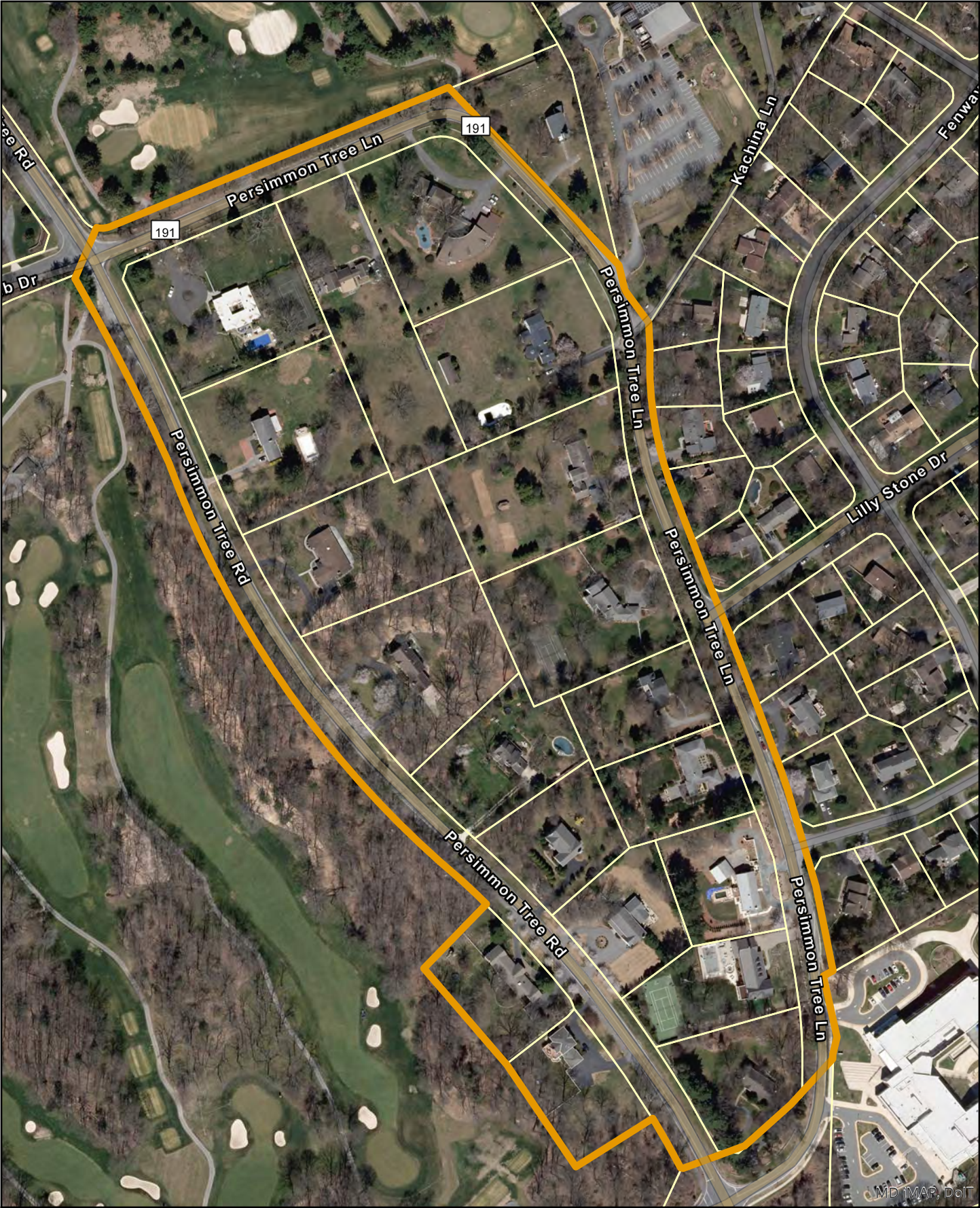
USGS 7.5' Quadrangle - Falls Church



Congressional Country Club Estates

Location: East of Persimmon Tree Road and West of Persimmon Tree Lane
City: Bethesda

MIHP#: M: 29-70
Montgomery County



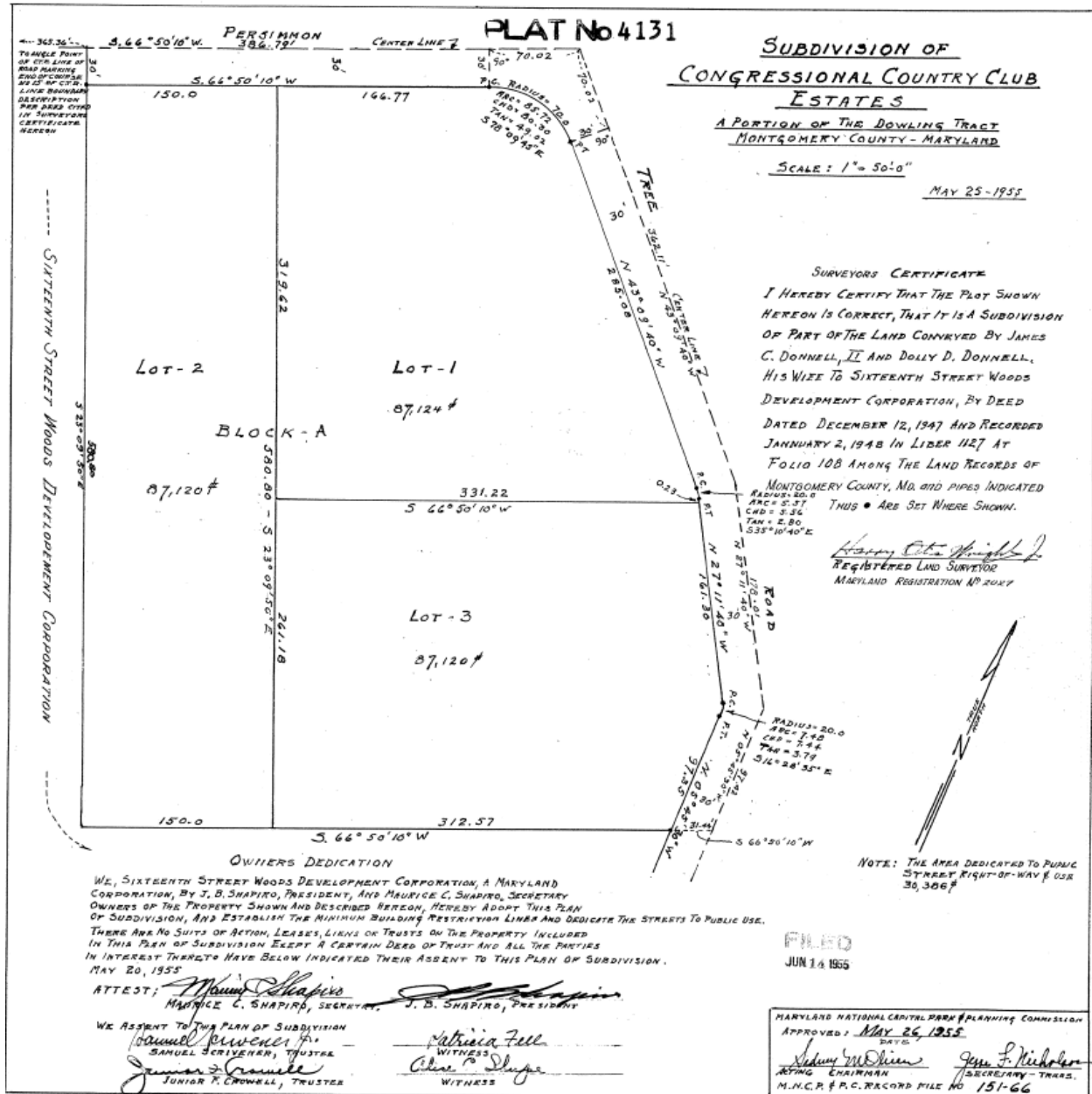
Parcel Boundaries

0 0.05 0.1 Miles

Scale: 1:3,000



Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland



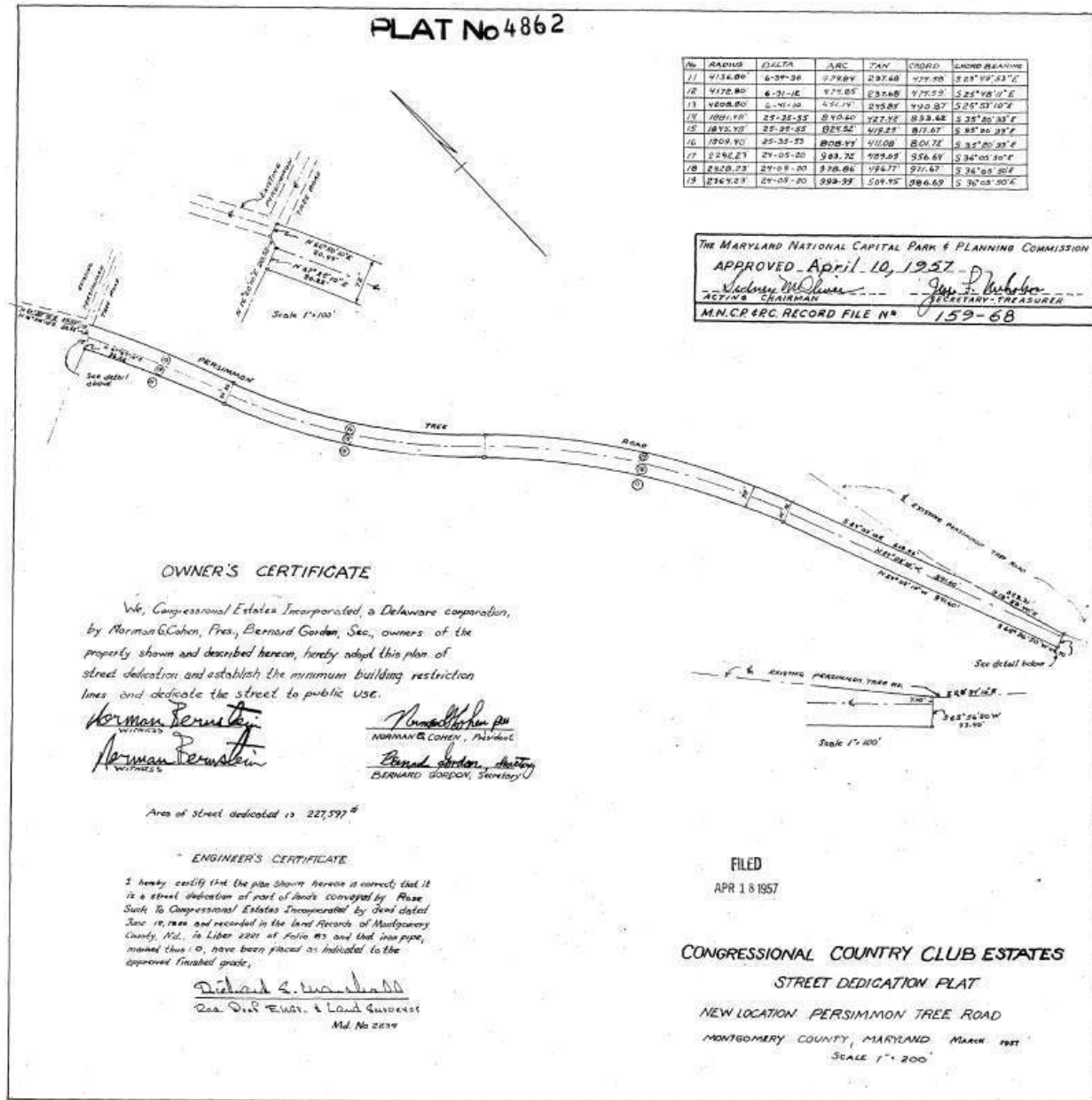
Sixteenth Street Woods Development Corporation May 1955 plat of Congressional Country
Club Estates (Montgomery County Plats [MCP] 4131).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland

OWNER'S DEDICATION	PLAT No 4695	SURVEYOR'S CERTIFICATE					
<p>We, James Joseph Kearney and Marguerite Lyons Kearney, his wife, owners of the property shown and described hereon hereby adopt this plan of subdivision, establish the minimum building restriction line and dedicate the widening of Persimmon Tree Road as shown.</p> <p>There are no suits of action, leases, liens or trusts included in this plan of subdivision.</p> <p>Date: <u>September 13, 1956</u></p> <p><u>James J. Kearney</u> James Joseph Kearney as to both Witness</p> <p><u>Marguerite Lyons Kearney</u> Marguerite Lyons Kearney Witness</p>	<p><u>James Joseph Kearney</u> James Joseph Kearney Marguerite Lyons Kearney</p>	<p>I hereby certify that the plan shown hereon is correct, that it is a subdivision of all the land conveyed by Congressional Estates, Inc., a Delaware Corporation to James Joseph Kearney and Marguerite Lyons Kearney, his wife by deed dated June 19, 1956 and recorded in Liber 2221 at Page 87 among The Land Records of Montgomery County, Maryland, and that iron pipes marked thus are in place as shown.</p> <p>Date: <u>Sept. 19, 1956</u></p> <p><u>Joseph N. Starkey Jr.</u> JOSEPH N. STARKEY JR. Registered Land Surveyor Md. # 2564</p>					
<p style="text-align: right;">FILED OCT - 1 1956</p>							
<p>LOT 4 BLOCK "A"</p> <p>CONGRESSIONAL COUNTRY CLUB ESTATES</p> <p>MONTGOMERY COUNTY, MARYLAND</p> <p>SCALE: 1" = 100' SEPT. 1956</p> <p>PREPARED IN THE OFFICE OF</p> <p>JOSEPH N. STARKEY 901 PERSHING DRIVE SILVER SPRING, MD.</p>							
<p>NOTE: The area of dedication of Persimmon Tree Road by this plat is 14,002.21 sq ft.</p>							
<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 100px;">THE MARYLAND NATIONAL CAPITAL PARK PLANNING COMMISSION</td></tr><tr><td>APPROVED: <u>Sept. 19, 1956</u></td></tr><tr><td><u>Sidney M. Davis</u> <u>Jim F. Koblitz</u></td></tr><tr><td>ACTING CHAIRMAN SECRETARY-TREASURER</td></tr><tr><td>M.N.C.P.P.C. RECORD FILE NO. <u>158-5</u></td></tr></table>			THE MARYLAND NATIONAL CAPITAL PARK PLANNING COMMISSION	APPROVED: <u>Sept. 19, 1956</u>	<u>Sidney M. Davis</u> <u>Jim F. Koblitz</u>	ACTING CHAIRMAN SECRETARY-TREASURER	M.N.C.P.P.C. RECORD FILE NO. <u>158-5</u>
THE MARYLAND NATIONAL CAPITAL PARK PLANNING COMMISSION							
APPROVED: <u>Sept. 19, 1956</u>							
<u>Sidney M. Davis</u> <u>Jim F. Koblitz</u>							
ACTING CHAIRMAN SECRETARY-TREASURER							
M.N.C.P.P.C. RECORD FILE NO. <u>158-5</u>							

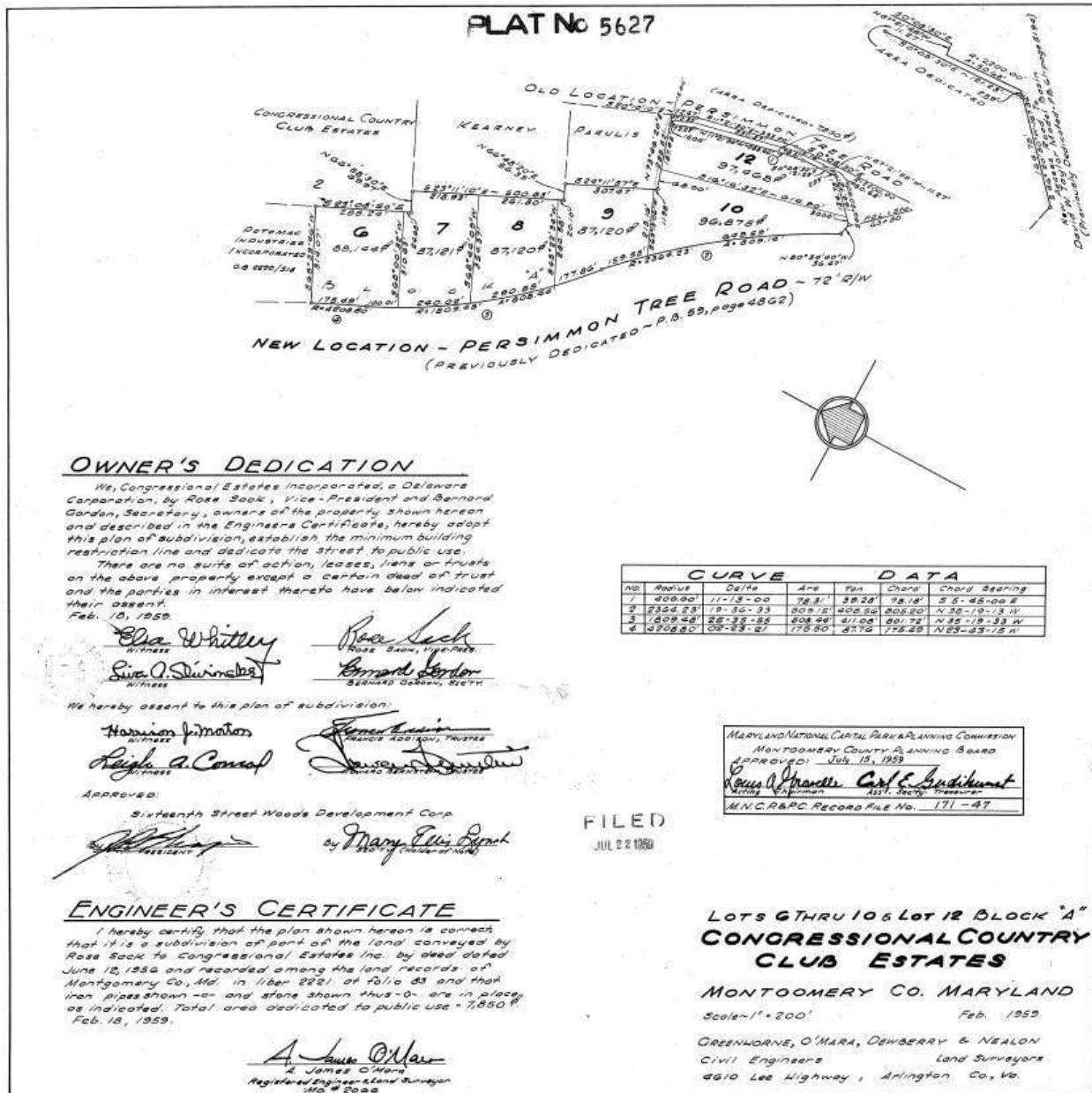
Joseph and Marguerite Lyons Kearney September 1956 plat of Congressional Country Club Estates (MCP 4695).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland



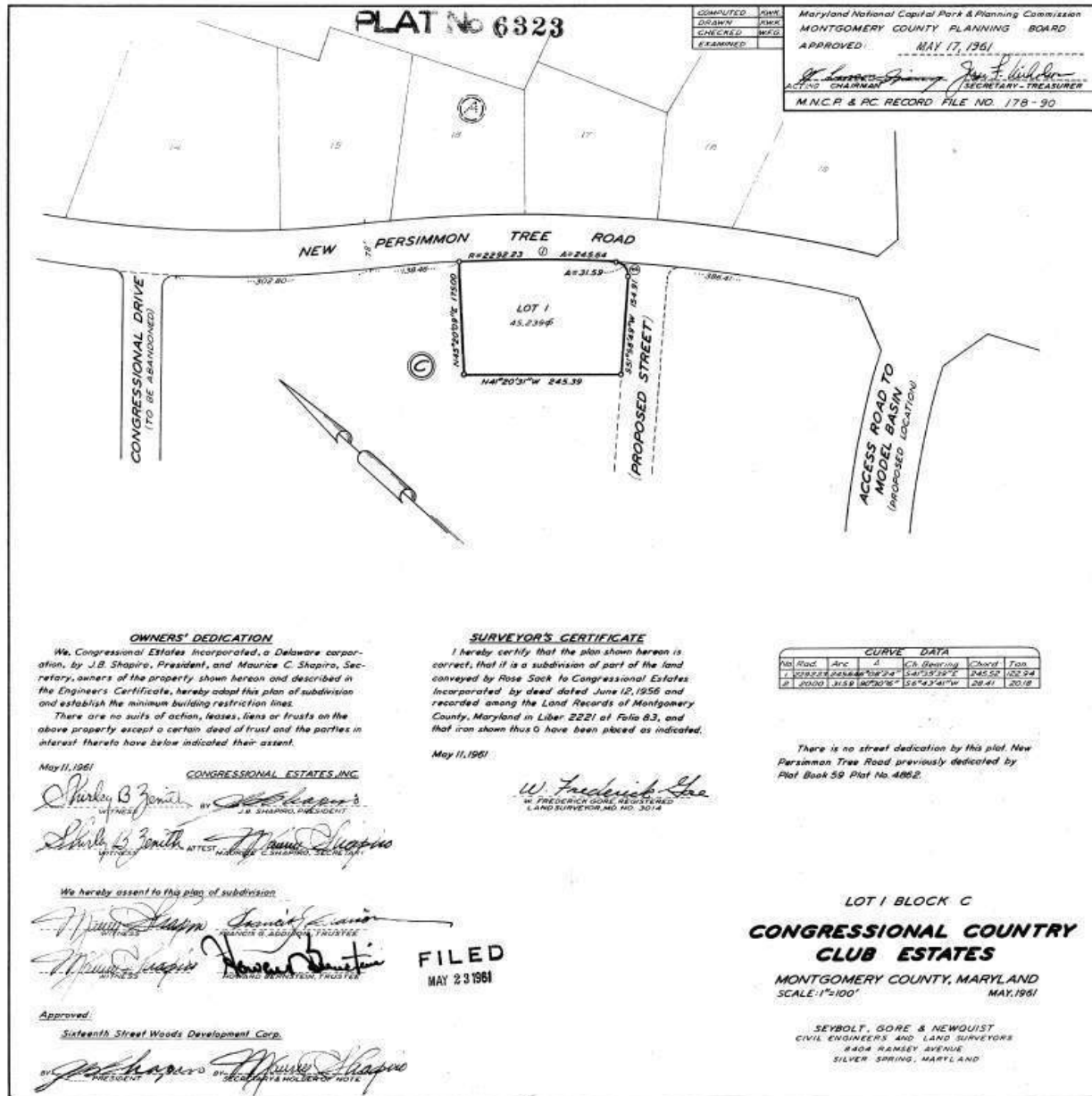
Congressional Estates, Inc. March 1957 plat of Congressional Country Club Estates street dedication (MCP 4862).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland



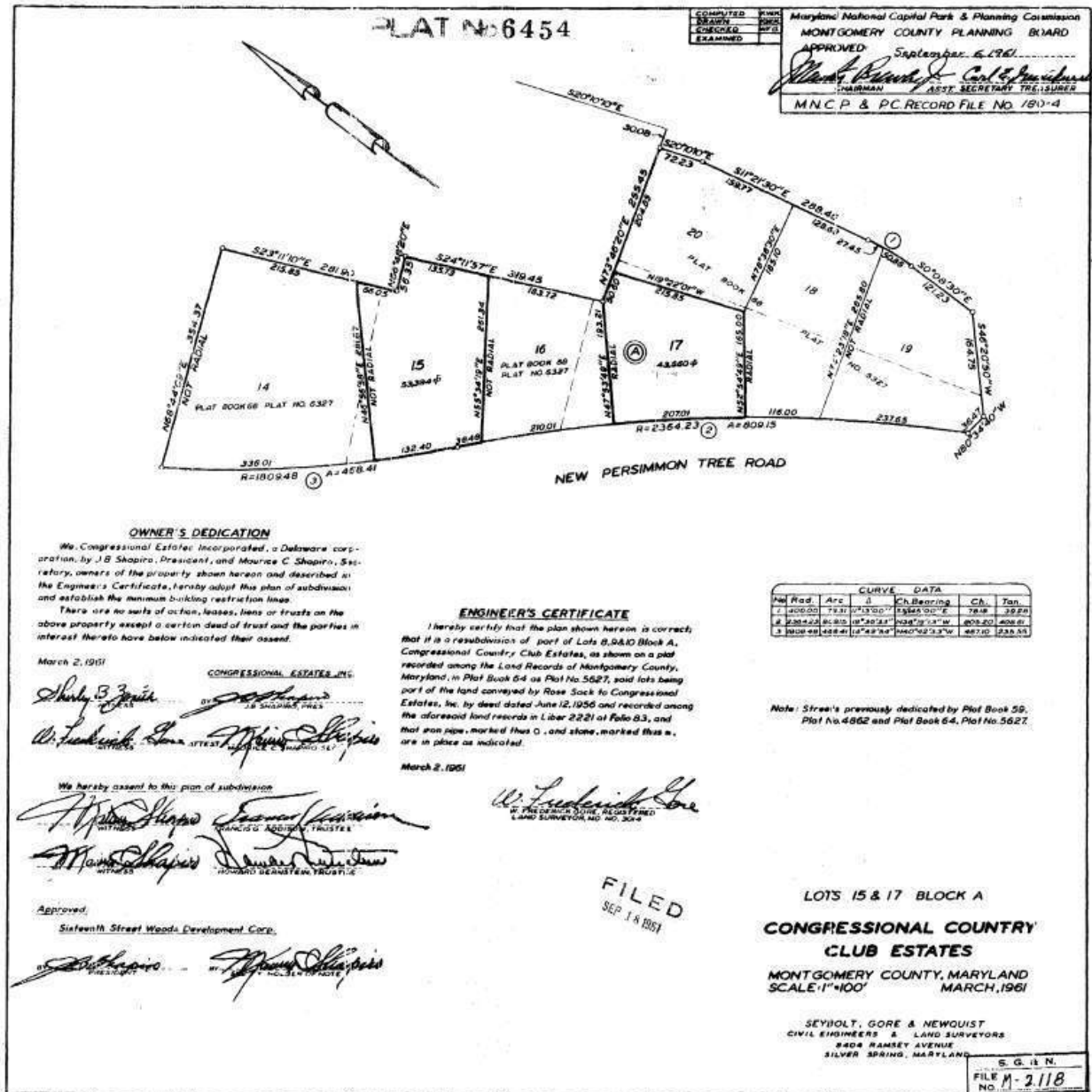
Congressional Estates, Inc. February 1959 plat of Congressional Country Club Estates lots 6-10 and lot 12 of block A, approved by Sixteenth Street Woods Development Corp. (MCP 5627).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland

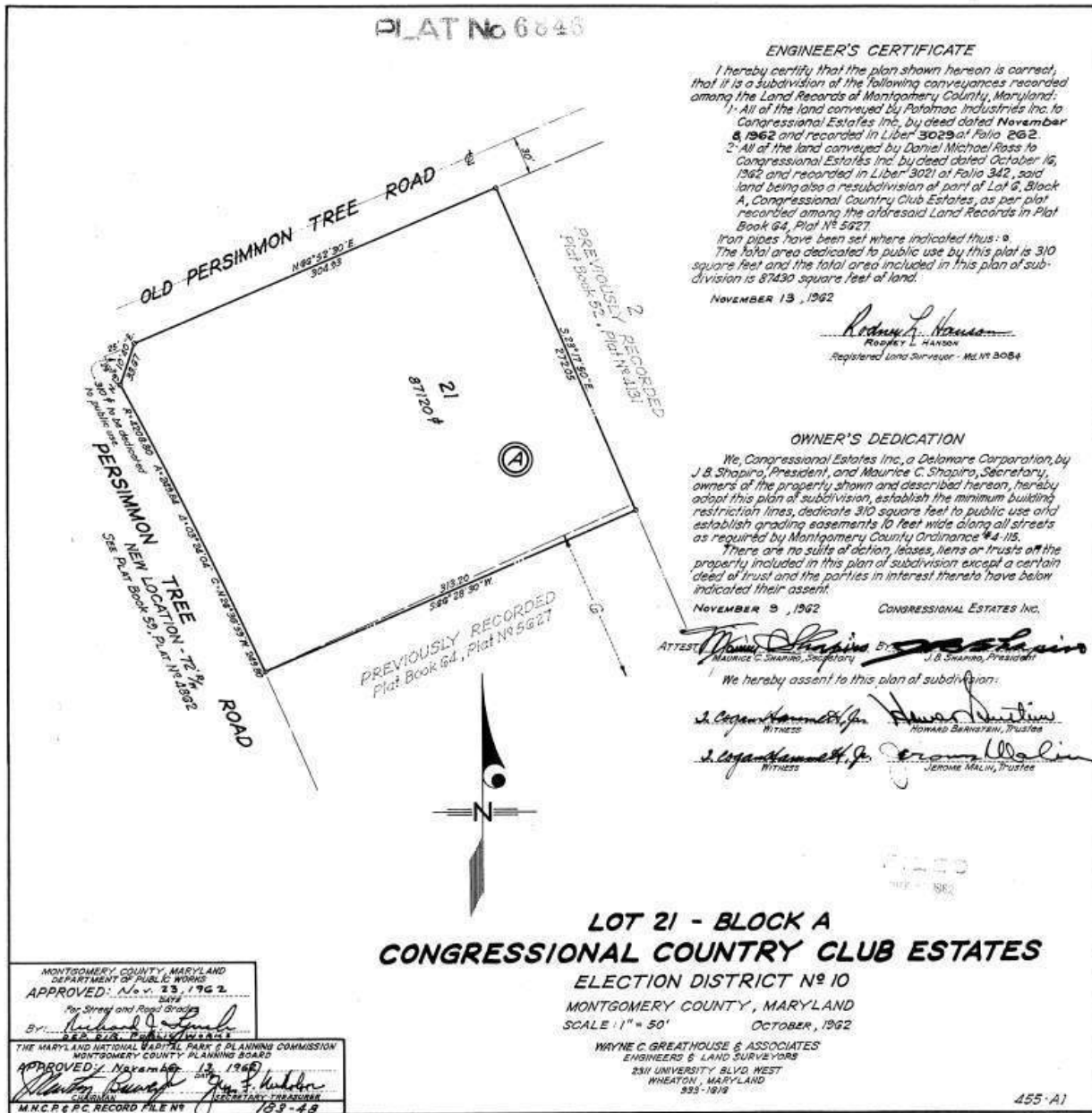


Congressional Estates, Inc. May 1961 plat of Congressional Country Club Estates lot 1 of block C, approved by Sixteenth Street Woods Development Corp. (MCP 6323).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland

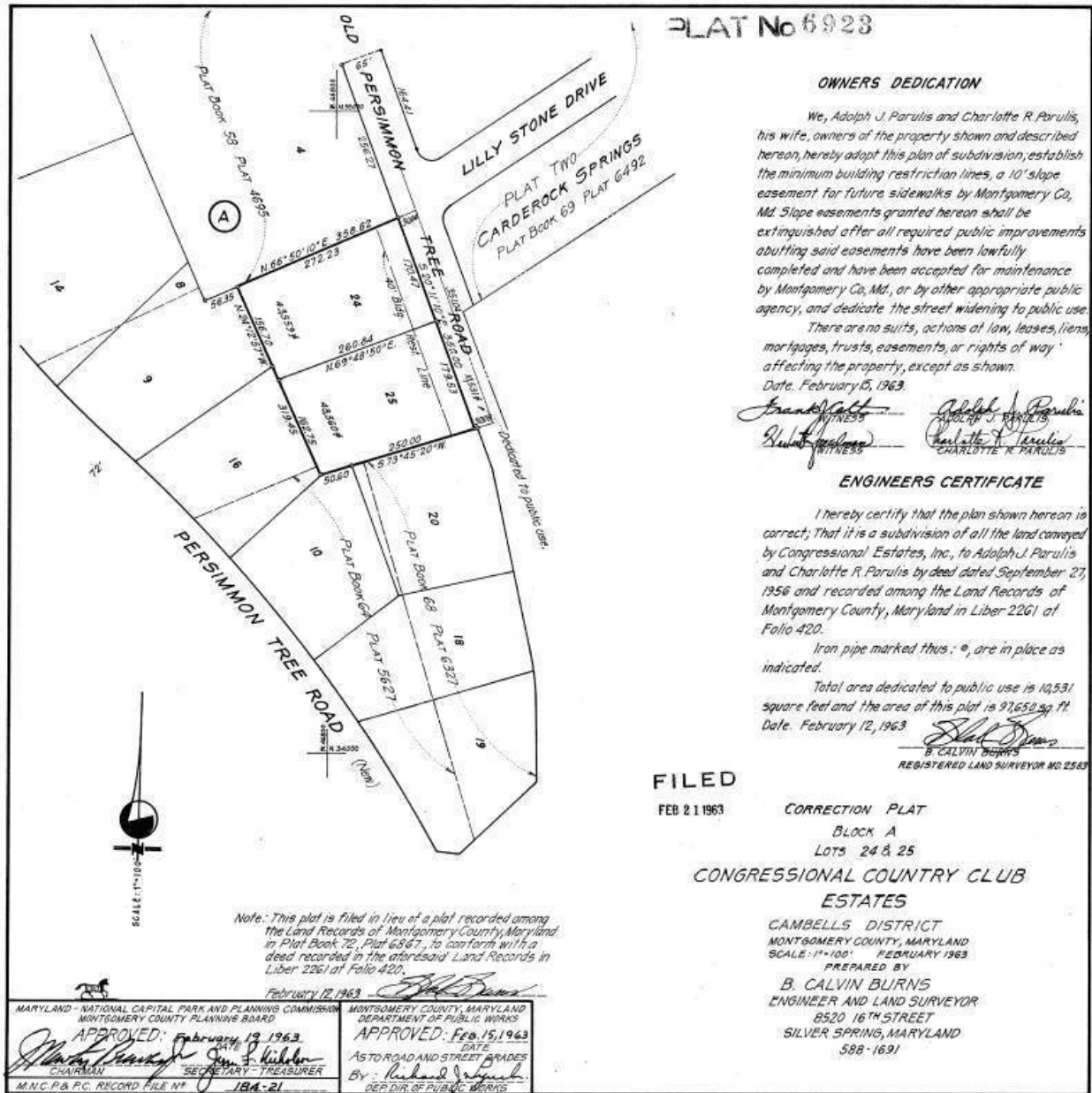


**Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland**



Congressional Estates, Inc. October 1962 plat of Congressional Country Club Estates lot 21 of block A (MCP 6846).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland



Adolph and Charlotte Parulis February 1963 plat of Congressional Country Club Estates lots 24 and 25 of block A (MCP 6923).

Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland

SURVEYOR'S CERTIFICATE
 (I hereby certify that the plan shown hereon is correct; that it is a resubdivision of all of Lot Four (4), Block A, in the subdivision titled "Congressional Country Club Estates," as recorded in Plat Book 58 at Plat #525 and being the same land conveyed by James J. and Marguerite L. Kearney to Ralph W. and Patricia E. Duester by recorded instrument 15, 1972 and re-recorded in Liber #183 at Folio 327 all among the land records of Montgomery County, Maryland; and that the lines marked thereon have been set where indicated. The total area of this plat is 4.0000 Acres.)

Robert L. Boykin Jr. *April 29, 1977*
 Robert L. Boykin Jr. Date
 Professional Land Surveyor
 Md. No. 10547

PLAT NO. 11731

FILED
 OCT 9 1977

OWNER'S DEDICATION
 We, Ralph W. Duester and Patricia E. Duester, owners of the property shown and described herein, hereby adopt this plan of resubdivision and establish the minimum building restriction lines.
 There are no rights of action, leases, liens or trusts on the property included in this plan of resubdivision.

Ralph W. Duester *June 1, 1977*
 Ralph W. Duester Date
Patricia E. Duester *Diane C. Barry*
 Patricia E. Duester Witness

CURVE DATA					
NO	R	Δ	A	T	CHORD
1	793.00	142°54'	130.00	30.00	130.41

FILED
 OCT 9 1977

For Public Sewer and Water Systems Only
 MARYLAND NATIONAL CAPITAL PARKS PLANNING COMMISSION
 MONTGOMERY COUNTY PLANNING BOARD
Edward Varasse
 APPROVED **SEPT. 15, 1977**
 VICE CHAIRMAN SECRETARY-TREASURER

MNC P.C.P. RECORD FILE NO. 525-75

MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF TRANSPORTATION
Anthony C. Kelly
 APPROVED **9/16/77**
 BY Deputy Director


BLOCK A LOTS 26 & 27
CONGRESSIONAL COUNTRY CLUB ESTATES
 18TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 SCALE: 1"=100'
 DATE: 4-19-77

TOUBS & LOEDERMAN
 CIVIL ENGINEERS - LAND PLANNERS
 1270 BIGGARD DRIVE
 ROCKVILLE, MARYLAND 20850
 301-945-1350

Ralph and Patricia Duester April 1977 plat of Congressional Country Club Estates lots 26 and 27 of block A (MCP 11731).

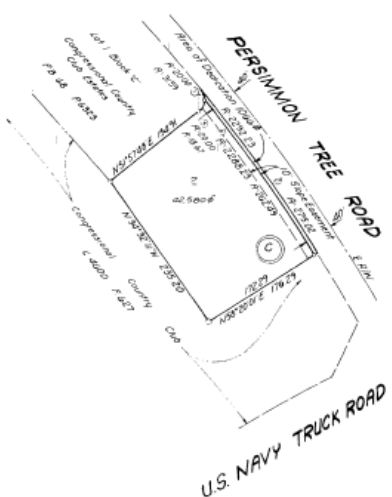
Congressional Country Club Estates (M: 29-70)
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),
7500-7830 Persimmon Tree Lane (even only)
Bethesda, Montgomery County, Maryland

CURVE DATA					
Ab	Radius	Arc	Delta	Tan	Chord bearing
1	20.00	31.59	10° 31' 10"	20.18	24.41 N 30° 42' 40" E
2	1292.25	279.08	06° 52' 28"	137.68	274.85 N 35° 06' 13" W
3	20.00	18.57	15° 28' 50"	12.08	77.99 N 25° 19' 12" E
4	2200.25	260.49	09° 34' 27"	131.95	262.30 N 34° 13' 10" W



VICINITY MAP Scale 1:2000

NO. 11776



SURVEYOR'S CERTIFICATE

I hereby certify that the plan shown herein is correct and that it is a subdivision of all of the lands conveyed to Morris Kaufman and Dolores M. Kaufman, his wife, from Congressional Estates, Inc., a Delaware corporation, by a deed dated December 10, 1974 and recorded in Liber 4600 of Page 633 among the Land Records of Montgomery County, Maryland, that said parcels designated thus — are in place as shown herein, and that the total area of land included in this plat is 43,646 square feet of which 1066 square feet is dedicated to public use.

Date 10-27-77 _____
Joseph C. Rodgers
Registered Land Surveyor
Md. Reg. No. 3485

OWNERS' CERTIFICATE

We, Morris Kaufman and Dolores M. Kaufman, his wife, owners of the property shown and described herein, hereby adopt this plan of subdivision, establish the minimum building restriction lines, and grant the slope easement as shown herein to Montgomery County, Maryland. The slope easement 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 Montgomery County, Maryland.

There are no suits of action, leases, liens, mortgages or deeds of trust affecting the property shown herein.

* dedicate the street to public use.
Date 10-3-77 _____
Morris Kaufman _____
Witness to said _____
Dolores M. Kaufman _____
Dolores M. Kaufman

NOTES:
1. For public water system only.
2. The house and septic system will be constructed as shown on the approved Preliminary Plan.
3. The house elevation must be higher than the starting point of the septic system.
4. This land is zoned RE-1.

DEPARTMENT OF ENVIRONMENTAL PROTECTION
MONTGOMERY COUNTY, MARYLAND

Approved Nov. 25, 1977
James E. Allen
Secretary

THE MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
MONTGOMERY COUNTY PLANNING BOARD

Approved OCTOBER 20, 1977
Robert A. ... Chairman
Edward ... Secretary/Treasurer

MONTGOMERY COUNTY MARYLAND
DEPARTMENT OF TRANSPORTATION

Approved 10 November 1977
Charles ... Deputy Director

RECORDED
PLAT BOOK
PLAT N°

LOT 2, BLOCK "C"
CONGRESSIONAL COUNTRY CLUB ESTATES
POTOMAC DISTRICT
MONTGOMERY COUNTY, MARYLAND
SCALE 1"=100' OCT, 1977

Prepared By:
RODGERS & ASSOCIATES, INC.
Box 1532
Rockville, Maryland
762-6803

526-21

Morris and Dolores Kaufman October 1977 plat of Congressional Country Club Estates lot 2 of block C (MCP 11776).

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 1



Photo 1 of 13: Congressional Country Club Estates streetscape along Persimmon Tree Road, looking north.



Photo 2 of 13: West elevation of 7007 Persimmon Tree Road, looking east.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 2



Photo 3 of 13: View of west elevation of 7031 Persimmon Tree Road, looking northeast.



Photo 4 of 13: West elevation of 7021 Persimmon Tree Road, looking east.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 3



Photo 5 of 13: View of north elevation of 7820 Persimmon Tree Lane, looking south.



Photo 6 of 13: East elevation of 7712 Persimmon Tree Lane, looking west.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 4



Photo 7 of 13: View of east elevation of 7506 Persimmon Tree Lane, looking southwest.



Photo 8 of 13: View of north elevation of 7800 Persimmon Tree Lane, looking southeast.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 5



Photo 9 of 13: View of northeast elevation of 7800 Persimmon Tree Lane, looking west.



Photo 10 of 13: Northeast elevation of expanded garage at 7800 Persimmon Tree Lane, looking southwest.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 6



Photo 11 of 13: View of northeast oblique of 7510 Persimmon Tree Lane, looking southwest.



Photo 12 of 13: View of east elevation of 7600 Persimmon Tree Lane, looking west.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 7



Photo 13 of 13: View of north elevation of 7830 Persimmon Tree Lane, looking south.

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 8

PHOTO LOG

Name of Property: Congressional Country Club Estates
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 13:
Congressional Country Club Estates streetscape along Persimmon Tree Road, looking north.
M; 29-70_2018-10-01_01.tif

Photo 2 of 13:
West elevation of 7007 Persimmon Tree Road, looking east.
M; 29-70_2018-10-01_02.tif

Photo 3 of 13:
View of west elevation of 7031 Persimmon Tree Road, looking northeast.
M; 29-70_2018-10-01_03.tif

Photo 4 of 13:
West elevation of 7021 Persimmon Tree Road, looking east.
M; 29-70_2018-10-01_04.tif

Photo 5 of 13:
View of north elevation of 7820 Persimmon Tree Lane, looking south.
M; 29-70_2018-10-01_05.tif

Photo 6 of 13:
East elevation of 7712 Persimmon Tree Lane, looking west.
M; 29-70_2018-10-01_06.tif

Photo 7 of 13:
View of east elevation of 7506 Persimmon Tree Lane, looking southwest.
M; 29-70_2018-10-01_07.tif

Photo 8 of 13:
View of north elevation of 7800 Persimmon Tree Lane, looking southeast.
M; 29-70_2018-10-01_08.tif

Photo 9 of 13:
View of northeast elevation of 7800 Persimmon Tree Lane, looking west.
M; 29-70_2018-10-01_09.tif

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

Inventory No M: 29-70

Name Congressional Country Club Estates
Continuation Sheet

Number Photos Page 9

Photo 10 of 13:

Northeast elevation of expanded garage at 7800 Persimmon Tree Lane, looking southwest.

M; 29-70_2018-10-01_10.tif

Photo 11 of 13:

View of northeast oblique of 7510 Persimmon Tree Lane, looking southwest.

M; 29-70_2018-10-01_11.tif

Photo 12 of 13:

View of east elevation of 7600 Persimmon Tree Lane, looking west.

M; 29-70_2018-10-01_12.tif

Photo 13 of 13:

View of north elevation of 7830 Persimmon Tree Lane, looking south.

M; 29-70_2018-10-01_13.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Cranmore Knolls

Inventory Number: PG:73-37

Address: Southeast of the intersection of Ardwick Ardmore Road and Jefferson Street Historic District: Yes

City: Upper Marlboro

Zip Code: 20774

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: Caitlin Sylvester

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:

Cranmore Knolls is a planned residential development located southeast of the intersection of Ardwick Ardmore Road and Jefferson Street in Upper Marlboro. The development is bounded on the north by Ardwick Ardmore Road, by the Edwards Estate neighborhood to the east and south, and by Jefferson Street to the west. The western-most resources in the development, those along Jefferson Street and Ardwick Ardmore Road, are also located within the Jefferson Street/Ardwick-Ardmore Road Neighborhood (PG: 73-29), but are included within the boundaries of this resource because they were part of the 1961 plat of Cranmore Knolls and were constructed with the other houses in the development (Prince George's County Plat Book [PGCPB] WWW44, 61). The 4.55-acre Cranmore Knolls development comprises two perpendicular streets (Jefferson Street and Bold Street) with curbs, drainage pipes, and sidewalks. The subdivision includes 19 single-family dwellings on lots ranging between 0.15 and 0.26 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are rare, but if present include sheds.

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:

Cranmore Knolls is a planned residential development with single-family dwellings constructed between 1963 and 1964 during the Suburban Diversification Period (1961-1980) (National Environmental Title Research [NETR] 1964). The development includes two streets, Jefferson Street, which runs north-to-south, and Bold Street that runs east-to-west. The single-family dwellings appear to be two variations of a similar side-gabled, basement-foundation model, adapted to the development's sloping topography. Houses with a one-story-façade and Transitional Ranch appearance are present along Jefferson Street, Ardwick Ardmore Road, and the south side of Bold Street, where the terrain slopes down from the street; houses with a two-story façade occupy the north side of Bold Street, where the lots slope toward the street.

The Transitional Ranch houses are four bays, with off-center entrances. Entrances are approached via a single-bay stoop with overhanging roof or by a two-bay extended roof porch, often with metal railings. Picture windows, mostly vinyl-clad replacements, occupy the end-bay adjacent to the entrance. The opposite bays contain single windows. Dwellings are clad in stretcher bond brick veneer or vinyl siding and have asphalt-shingle side-gabled roofs. Many have walk-out basements.

The two-story façade dwellings are one-story in the rear, a configuration often referred to as bi-level (The Washington Post 1965, F1). These dwellings are three bays, with recessed central entrances. Single windows flank the entrances; at the second floor, the end bays hold paired windows, and central bays include a single unit. The houses have a garrison appearance, with brick-clad first floors and slightly overhanging vinyl-clad second floors. Simulated stone or simple parging is present on ground-floor side elevations.

On both variations, primary entrances comprise single-leaf wood or fiberglass doors with storm doors. Windows include single vinyl-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units; both types are replacements. Vinyl tripartite windows are also common throughout the neighborhood. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Roofs are all side gabled with overhanging eaves and are sheathed in asphalt shingles. Most dwellings feature a metal flue piercing the roof's ridge. Some houses have a rear addition in scale with the original building.

Historic Context:

In 1961, Louise Osburn and Albert H. Davis of Maryland Investment Co., Inc., purchased 4.5 acres that would become Cranmore Knolls from Kenneth and Virginia Dare Cromer (Prince George's County Deed Book [PGCDB] 2554, 66). Cranmore Knolls was platted that same year with 19 residential lots (PGCPB 44, 61). This is the only subdivision found to be associated with Osburn and Davis. The Maryland Investment Co., Inc., either constructed the houses or sold the lots to a single builder who then constructed and sold completed houses to individual buyers. The houses within Cranmore Knolls were built between 1963 and 1964 (NETR 1964).

Research did not reveal the architects or builders of the houses in Cranmore Knolls. Due to its proximity to other neighborhoods and developments such as Glenarden and Ardwick-Ardmore, which have many amenities such as parks, churches, and schools, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood could not be found, although a classified listing from 1966 for 8904 Bold Road noted it was a three-bedroom, bi-level built in 1963 with a fenced yard (Washington Post 1966, B46). A price was not listed.

Evaluation:

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

Cranmore Knolls is typical of the ubiquitous planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the 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 resource is not eligible under Criterion A.

The developers, Louise Osburn and Albert H. Davis, 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 large proportion of houses constructed on existing streets, Cranmore Knolls is not a good example of a planned residential development constructed during the Suburban Diversification Period. The Transitional Ranch and bi-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 Cranmore Knolls 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. Cranmore Knolls was not evaluated under Criterion D.

This property encompasses approximately 4.55 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0052 and also as seen in Prince George's County plat records book WWW 44 page 61. The neighborhood is bounded on the north by Ardwick Ardmore Road, on the east by the Edwards Estate neighborhood to the east and south, and by Jefferson Street to the west.

References:

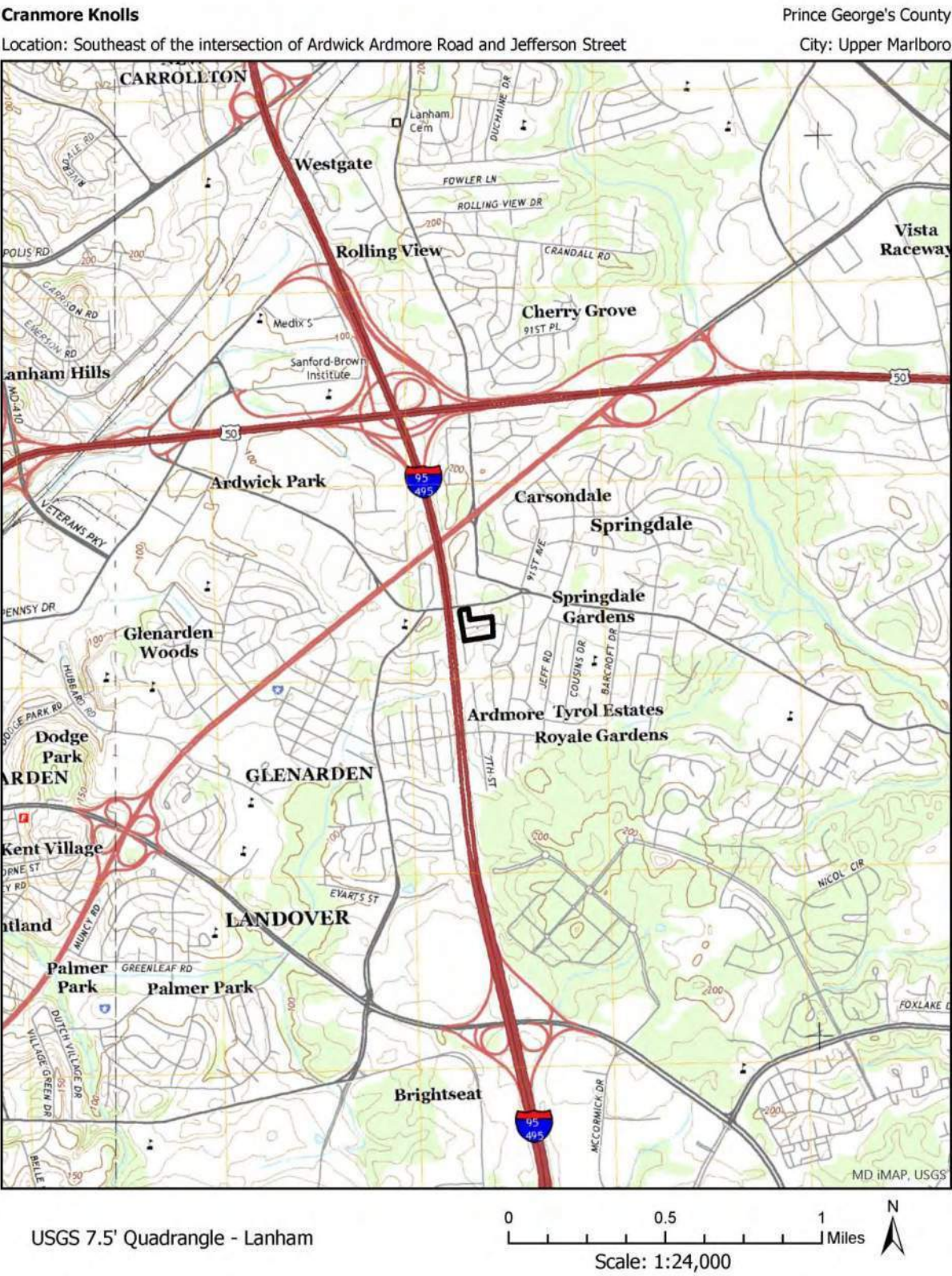
Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed April 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, misc. years. Archives of Maryland Online. Accessed April 19, 2019. <http://plats.net/pages/index.aspx>.

The Washington Post. 1965. "Architect Defines Designs of Houses Found in D.C. Area." March 20, 1965, F1.
--1966. "Cranmore Knolls" classified. October 16, 1966, B46.

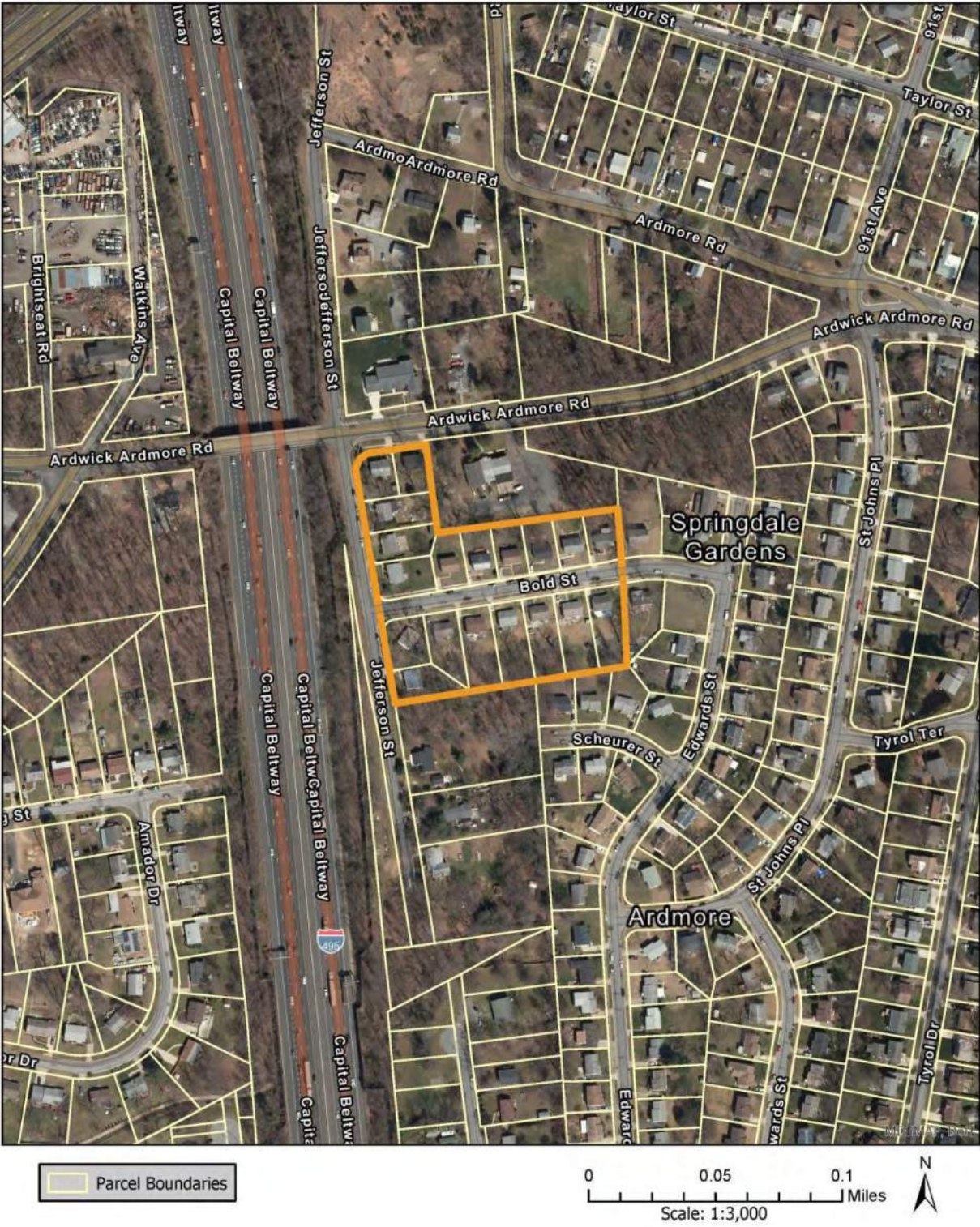


Cranmore Knolls

Prince George's County

Location: Southeast of the intersection of Ardwick Ardmore Road and Jefferson Street

City: Upper Marlboro





8913 Bold Street, northeast oblique.



View of north side of Bold Street, looking northwest.



8910 Bold Street, south elevation.



8902 Bold Street, south elevation.



View of north side of Bold Street, looking northeast.



8905 Bold Street, north elevation.



8909 Bold Street, north elevation.



8911 Bold Street, north elevation.

PHOTO LOG

Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-04-25**

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

File Format: **PG:73-37_2019-04-25_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

8913 Bold Street, northeast oblique.

02.tif

View of north side of Bold Street, looking northwest.

03.tif

8910 Bold Street, south elevation.

04.tif

8902 Bold Street, south elevation.

05.tif

View of north side of Bold Street, looking northeast.

06.tif

8905 Bold Street, north elevation.

07.tif

8909 Bold Street, north elevation.

08.tif

8911 Bold Street, north elevation.

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

Property Name: D & F Construction Warehouse

Address: 4017 Penn Belt Place

City: District Heights

Zip Code: 20747

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

D + F Construction Warehouse is a rectangular plan warehouse with no architectural style constructed in 1971. The building has a two-story office portion to the south and a tall one-story warehouse portion to the north. The north-south axis-oriented building stands at the northeast corner of the 1.21-acre property. The resource is surrounded by industrial and warehouse properties. A gated driveway from Penn Belt Place accesses the property's asphalt and concrete areas. The property has lawns and bushes along the road, and most of the property is surrounded by a chain link fence. A metal storage building, constructed between 1995 and 2002, is located at the northwest corner of the property; it has a rectangular plan and side-gabled roof. An above-ground fuel tank on a concrete plinth is located southwest of the building. D + F Construction is connected to the property directly south via chain link gates, although it has a different owner; this property to the south was cleared of its wooded area during the 1980s.

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

D & F Construction Warehouse

The central section of the east façade is clad with brick in a running bond; the other elevations and the north and south sections of the façade are clad in vertically-oriented metal siding. The building is sheltered by a low-pitched, side-gabled roof.

The main pedestrian entrance into the warehouse is located at the center of the façade and consists of a single metal door with rectangular wire glass light. Wood panels, with three-dimensional lettering reading "4017," are above and to the south of the door and the entrance is sheltered by a fabric awning; the entrance faces onto a concrete pedestrian walkway that runs along the façade and also connects to the sidewalk. Two additional pedestrian entrances are located at the brick portion of the façade; to the south is a door identical to the main entrance and is sheltered by a shed-roof metal awning supported by two round metal posts and to the north is a single solid metal door. Single light fixtures are located adjacent to the main and south entrances. The façade has a single steel-sash window with a six-light fixed sash and a three-light hopper sash, located south of the main entrance and sheltered by the awning. One roll-up metal and glass garage door is located at the north end of the façade, accessed from the road by a concrete driveway.

The pedestrian office entrance is located on the south elevation, consisting of paired glass and metal doors flanked by large, single-light fixed metal-sash windows. A full-width metal shed-roof awning, supported by round metal posts, shelters the first story. There are also two double-hung metal-sash windows located on the first story and three sliding vinyl-sash windows located on the second story; these five windows have HVAC vents below. There are four roll-up metal and glass garage doors located on the west elevation. A possible former pedestrian entrance is located between the two northernmost garage doors at this elevation. A large, two-light fixed metal-sash window with an HVAC vent below is located at the south end of the west elevation. The north elevation contains no fenestration.

D + F Construction Warehouse is an altered example of a mid-twentieth-century warehouse commonly found throughout Maryland. The property is not associated with events or person that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered with new metal siding, awnings, and second story windows. Regardless, it does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 1.21 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

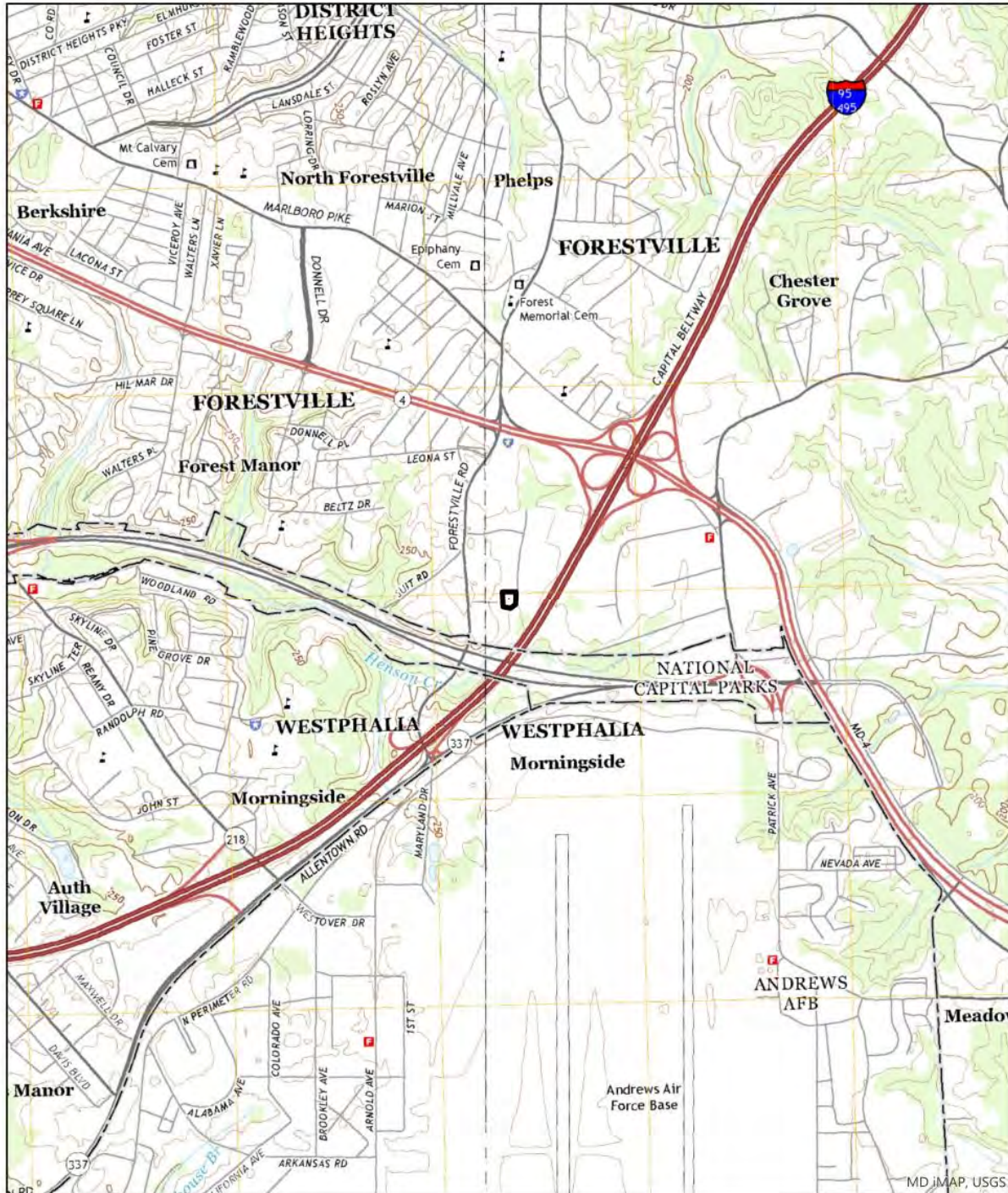
D & F Construction Warehouse

D & F Construction Warehouse

Location: 4017 Penn Belt Place

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro

0 0.5 1 Miles
Scale: 1:24,000

D & F Construction Warehouse



East facade and north elevation



South elevation

D & F Construction Warehouse



West elevation

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

Property Name: Douglass E. Patterson Park

Address: 7001 Marianne Drive

City: Morningside

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): 0176

Tax Map Number: 0089

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

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Matt Manning

Date Prepared: Oct 16, 2019

Preparer's Eligibility Recommendation: Not Recommended

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

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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

Douglass E. Patterson Park, at 7001 Marianne Drive in Morningside, is a small neighborhood park. The park encompasses 26.38 acres east of the Morningside subdivision and north of I-495 in Prince George's County. According to historical aerial images, the property was in use as a park by at least 1963. The park is entered from the east end of Marianne Drive, adjacent to Morningside. The park includes tennis courts, a basketball court, two playgrounds, bathrooms, and a large open area with baseball and football/soccer fields.

The entrance leads southeast to a small asphalt parking lot, past a replacement sign with the park name and address. The parking lot and surrounding amenities are set among mature hardwood trees and shaded areas of lawn. The basketball court, featuring four goals, is to the north, and dual tennis courts, surrounded by a chain link fence, are located to the east. Two playgrounds with modern equipment and mulched play areas, one a smaller tot lot, are west of the parking area. At the southwest corner of the parking is a small, non-original bathroom building. Constructed of split-face concrete block, the building has a ribbed metal roof with wood-sided gables. A single-leaf entrance and small window is located at each gable end. The playing fields are located south of the parking lot, surrounded by trees on the east, south, and west. The baseball field includes a chain-link backstop, and the football/soccer field has metal goalposts and small metal bleachers. Amenities throughout the park are connected by asphalt paths. Scattered picnic tables and grills are also present. Paths connect the park to the Benjamin Foulois school to the north and to the Admiral Place

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

Douglass E. Patterson Park

Apartments to the east.

Douglass E. Patterson Park is an altered example of a basic neighborhood park common throughout Maryland. The park was developed several years after the adjacent Morningside (PG:76A-39) subdivision, outside the resource's period of significance (1940-1955). The park did not become part of the town of Morningside until after 1973. Archival research did not reveal details about the park's namesake, Douglass E. Patterson. The park 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 park 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 26.38 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0176 (2019).

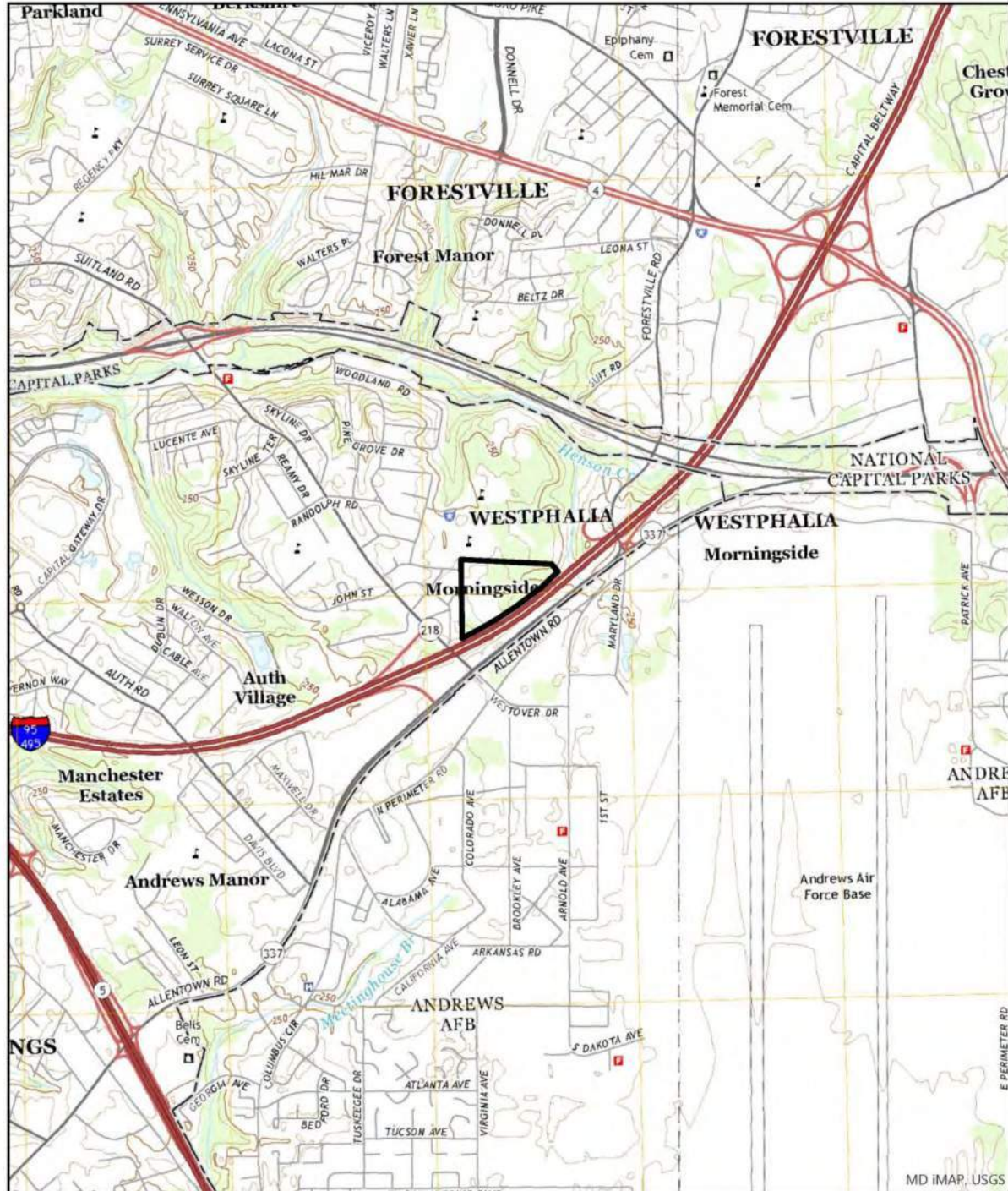
Douglass E. Patterson Park

Douglas Patterson Park

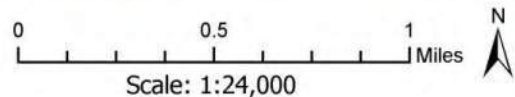
Location: 7001 Marianne Drive

Prince George's County

City: Morningside



USGS 7.5' Quadrangle - Anacostia



Douglass E. Patterson Park



Parking area, facing southwest.



Parking lot and basketball court from football field, facing northwest.

Douglass E. Patterson Park



Football field, facing south.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Dresden Green

Inventory Number: PG:70-102

Address: East of I-495, south of Good Luck Road, west of Princess Garden Parkway 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: 0035

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:

Dresden Green is a single-family, planned residential development located on the east side of I-495, on the south side of Good Luck Road, and on the west side of Princess Garden Parkway in Lanham, Prince George's County. Immediately east of the neighborhood is the former Washington Bible College campus, to the north is the Lanham Sports Park and Doctor's Community Hospital, to the west is I-495, and to the south is the Hynesboro neighborhood. Dresden Green contains 179 single-family dwellings on lots between 0.15 and 0.28 acre, along a mix of straight and curvilinear streets with cul-de-sacs. In total, the subdivision encompasses an estimated 39.24 acres. 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. 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:

Dresden Green is a planned residential development comprising 179 single-family dwellings constructed between 1969 and 1971 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 Dresden Green are primarily three to four bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a poured-concrete crawl space or basement. Cladding includes stretcher-bond brick veneer, siding, such as vinyl or aluminum, or a combination of the two. Roofs within Dresden Green include side gables and side gables with a front-gabled projection, as seen on Split-Level houses, all of which are sheathed in asphalt shingles. Most dwellings feature a single exterior-end brick chimney or interior slope metal flue.

Primary entrances are typically off-center on the façade and include a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, although some dwellings exhibit a partial-width porch or full-height and full-width porch (6515 Edgerton Drive). It is common for entrances to be accentuated with a door surround that includes elements reflective of the Colonial Revival style such as pilasters and/or a pediment. Many houses have a secondary entrance on a side elevation, all of which are filled with single-leaf doors. When original windows are present, they are six-over-six, double-hung-sash, wood-frame units; some original wood-frame bay or bow 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 throughout Dresden Green.

Historic Context:

In April 1967, Pettit and Griffin, Inc., a building and development firm owned by John Pettit and Howard (Dave) Griffin, purchased the tract for Dresden Green from John and Mavis M. Haas and Fred A. Greene, Jr. and his wife, Odessa (Prince George's County Deed Book [PGCDB] 3456, 174). The land was a resubdivision of parts of the area previously platted as the Princess Gardens and Princess Springs subdivisions, platted in 1903 and 1904, respectively (Prince George's County Plat Book [PGCPB] A, 97-98). Pettit and Griffin, Inc., drew new plats in 1967 and 1968 laying out the individual lots for Dresden Green. Blocks A, B, and C were platted in June 1967 (PGCPB 65, 81), and blocks D, E, and parts of F, G, and H were platted in July 1968. An addition to the neighborhood, known as "Greene's Addition," was added in August 1968 to include the lots on Midra Drive, the west side of Edgerton Drive, and the lots on Desen Drive between the two blocks. Construction began in 1967 with four model homes and was completed by 1971 (The Evening Star 1967, C-1; PGCPB 69, 21).

Pettit and Griffin first became partners in 1963, with Pettit managing office operations and accounting, and Griffin, with his engineering background, overseeing construction. Pettit and Griffin, Inc., were also responsible for the Hickory Hill neighborhood in Lanham, constructed in 1965 (The Washington Post 1976, B4). Newspaper advertisements for Dresden Green offered three-, four-, and five-bedroom houses with paneled family and recreation rooms and gas-powered air conditioning. Prices ranged from \$28,950 to \$30,750, depending on which of the four models was selected. Advertisements also emphasized the

development's location near Fort Meade, the Goddard Space Center, and the U.S. Agricultural Center (The Evening Star 1969, D-5; The Evening Star 1967, C-1). Sales of the homes, designed by Pettit and Griffin, were conducted by LeCates and Associates, Inc. (The Washington Post 1969, C23). Houses in Dresden Green sold quickly, with financing options available through the department of Veterans Affairs, the Federal Housing Administration, or with the traditional 10 percent down, and another 68 houses were built in 1969 (The Washington Post 1969, C23).

Evaluation:

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

Dresden Green 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 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 Dresden Green 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.

Dresden Green 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 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 Dresden Green 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. Dresden Green was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses an estimated 39.24 acres that is roughly defined by Good Luck Road to the north, I-495 to the west, Princess Garden Parkway to the east, and Tiffany Lane and Seta Drive to the south. It includes multiple parcels found on Prince George's County Tax Map 35.

References:

The Evening Star. 1967. "Partners Open Dresden Green." November 24, 1967, C-1.
---1969. "Advertisement." 1969, D-5.

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 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, Archives of Maryland Online. Accessed January 30, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

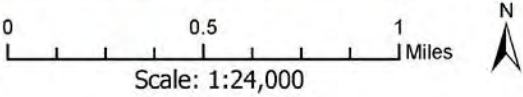
The Washington Post. 1969. "Advertisement." June 21, 1969, C23.
---1976. "Obituary: Retired Area Builder, 54" May 6, 1976, B4.

Dresden Green

Location: East of I-495, south of Good Luck Road, west of Princess Garden Parkway
City: Lanham Prince George's County

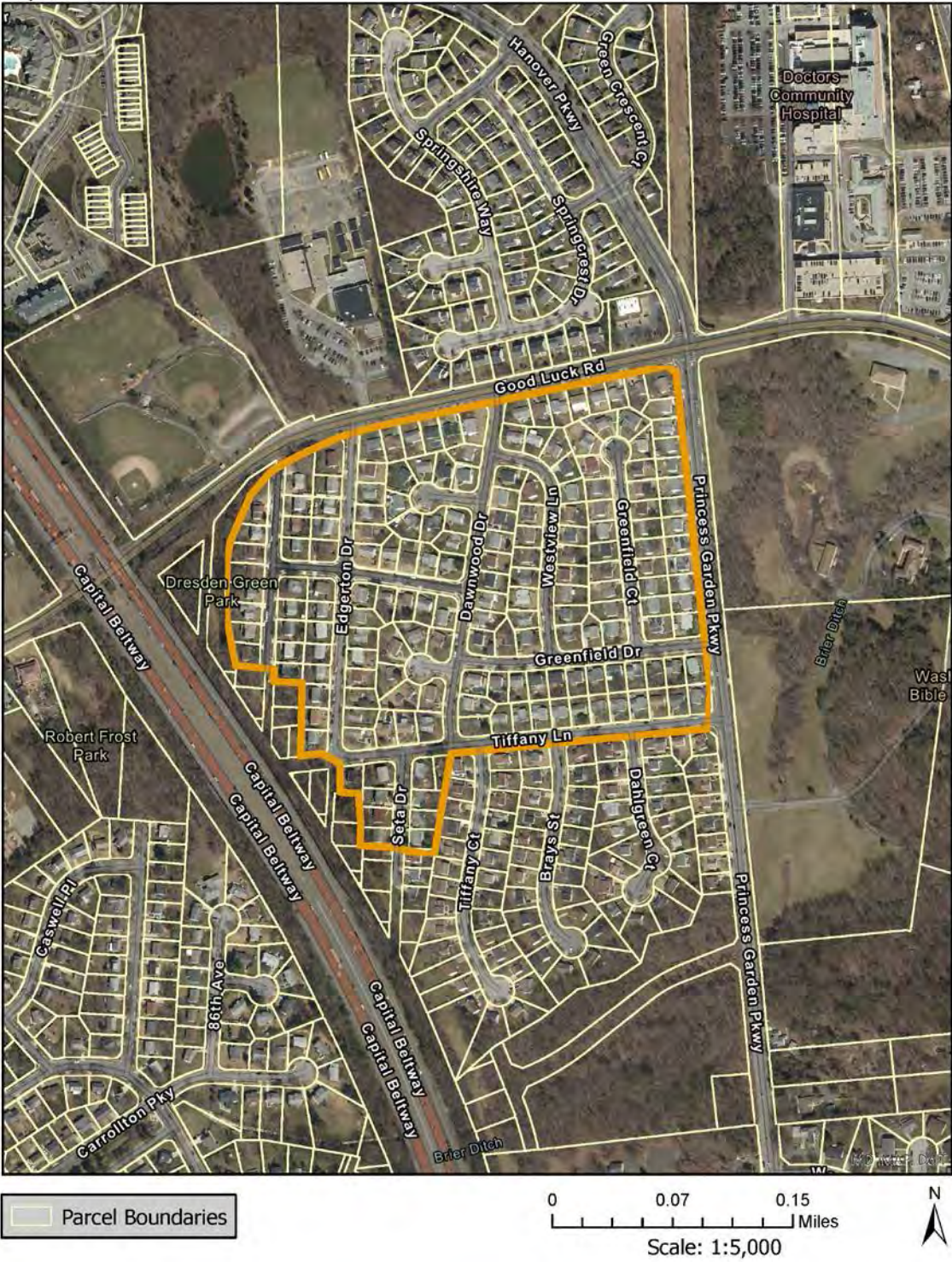


USGS 7.5' Quadrangle - Lanham



Dresden Green

Location: East of I-495, south of Good Luck Road, west of Princess Garden Parkway
City: Lanham Prince George's County





View of 6515 Edgerton Drive, looking east.



View of 6516 Midra Drive, looking west.



View of 6517 Dawnwood Drive, looking east.



View of 6525 Edgerton Drive, looking east.



View of 7900 Tiffany Lane, looking north.



Seta Drive streetscape from Tiffany Lane, looking southwest.



Midra Drive streetscape from Deser Drive, looking southwest.

PHOTO LOG

Number of Photos: **7**

Name of Photographer: **Heather Staton**

Date of Photographs: **2019-01-21**

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

File Format: **PG:70-102_2019-01-21_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 6515 Edgerton Drive, looking east.

02.tif

View of 6516 Midra Drive, looking west.

03.tif

View of 6517 Dawnwood Drive, looking east.

04.tif

View of 6525 Edgerton Drive, looking east.

05.tif

View of 7900 Tiffany Lane, looking north.

06.tif

Seta Drive streetscape from Tiffany Lane, looking southwest.

07.tif

Midra Drive streetscape from Desen Drive, looking southwest.

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

Property Name: Ebenezer United Methodist Church

Address: 4912 Whitfield Chapel Road

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Tax Map Parcel Number(s): 0042

Tax Map Number: 0052

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 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 (May 2019).

Ebenezer United Methodist Church is a Modernist building that occupies a 0.87-acre parcel southeast of the Capital Beltway (I-495)/John Hanson Highway (US 50) interchange in Prince George's County. A datestone near the main entrance shows the date of the congregation's founding as 1885 and the date of the present church building as 1975. The present church building replaced an earlier Ebenezer United Methodist Church building, which was surveyed in 1973 as PG:73-1. In addition to the church building, the congregation owns adjacent properties acquired in the 1990s, including the house at 4910 Whitfield Chapel Road and a gravel parking area on Jefferson Street, which are within the Jefferson Street District (PG:73-30).

The church is separated from the road by a large lawn, with an asphalt parking lot with wood and metal light standards to the south and west; a concrete pad with metal access panels is located in the parking lot. The parking lot is accessed via asphalt and concrete driveways from Ebenezer Lane and Whitfield Chapel Road. A concrete pedestrian walkway, including a ramp with metal railings is south and east of the building,

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

Ebenezer United Methodist Church

connecting the entrances to the parking lots and the crosswalk at Ebenezer Lane. Mature trees, bushes, and planting beds are located throughout the property. A chain-link fence and concrete noise walls separate the property from I-495. A metal canopy, west of the sanctuary and north of the parking lot, shades a concrete patio with a wood railroad tie border and picnic tables. A backlit metal-and-plastic sign with moveable type is located at the corner of Ebenezer Lane and Whitfield Chapel Road; a brick-framed metal-and-plastic sign with moveable type, and metal poles for hanging banners are located along Whitfield Chapel Road.

The building has an L-shaped plan with a one-story, prow gable sanctuary wing to the south, oriented east-west, and a one-story hyphen and one-and-a-half-story, side-gable office wing to the north, oriented north-south. The church is clad primarily in running-bond red brick with a soldier course just below the eave. The office wing is painted concrete block on the west elevation and part of the north elevation. It is possible that this section is the "cinder block wing" of the earlier church building, dating to the circa mid-twentieth-century, referred to in the previous survey (PG:73-1). A small section of what appears to be asbestos-cement siding is in the gable end of the office wing's south elevation where it meets the lower roofline of the hyphen. At the façade of the sanctuary wing is a projecting panel of tan brick with an attached logo of the United Methodist Church.

The main entrance, at the façade in the hyphen between the sanctuary and office wings, consists of paired metal-and-glass doors. Secondary entrances consisting of single metal-and-glass doors are located at the façade of the office wing and at the south elevation of the sanctuary wing. Single carriage-style light fixtures are at these entrances, which open onto concrete landings with metal railings; the office wing entrance has plastic signs with the building's address and the word "Office." The windows of the sanctuary consist of metal fixed-sash multilight units with colored glass set in a geometric pattern and marble sills; on the west elevation the windows are covered in metal grates. On the sides of the tan-brick projecting panel are tall, rectangular, metal fixed-sash multilight units with marble sills. A square opening, possibly a former window or vent, is located beneath the gable on the west elevation. The windows of the office wing facade consist of a metal-sash, multilight unit with a single casement and marble sill. There are replacement one-over-one, double-hung, vinyl-sash units with brick sills and lintels at the first story of the north and west elevations; the north elevation basement window has a metal grate and the west elevation basement has glass block windows and a metal vent with metal grate. The roof is clad with asphalt shingles. A square brick exterior-end chimney pierces the roof near the ridge on the exposed portion of the office wing's south elevation above the hyphen. A painted metal spire with a square base rises from the roof ridge near the sanctuary façade.

The Ebenezer United Methodist Church is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by new windows at the office wing and the in-fill of a window opening and has lost its integrity of materials. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.87 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0042, Account Number 2197580 (2018).

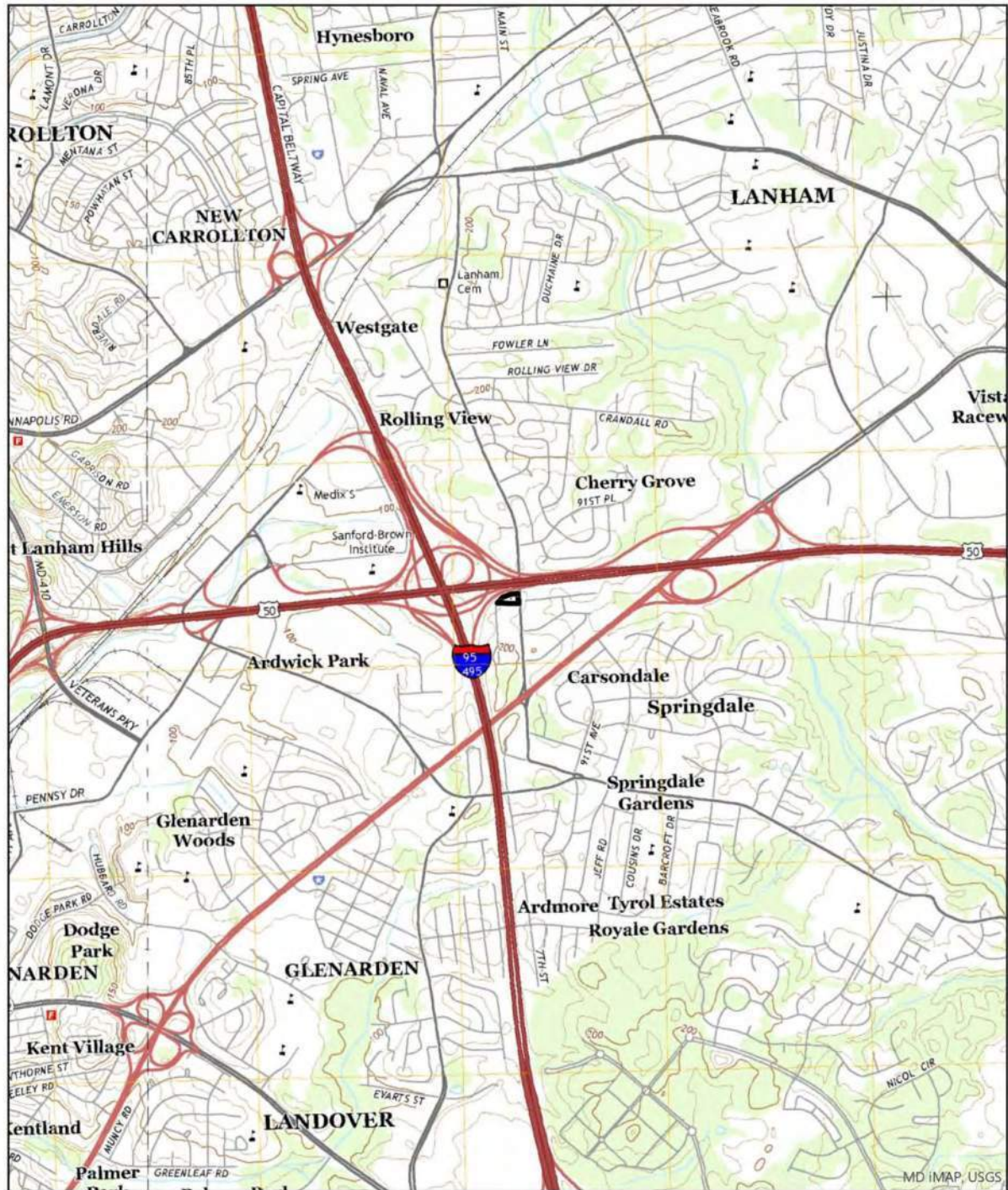
Ebenezer United Methodist Church

Ebenezer United Methodist Church

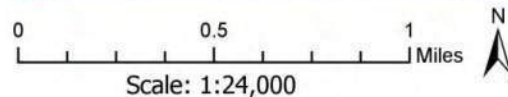
Location: 4912 Whitfield Chapel Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham



Ebenezer United Methodist Church



East facade



East facade and north elevation

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ____

No ____

Property Name: Edgewood Knolls Inventory Number: PG:66-82
Address: South and west of I-495, north and west of Hollywood (PG:66-39) Historic District: Yes
City: College Park Zip Code: 20740 County: Prince George's
USGS Quadrangle(s): Beltsville
Property Owner: Multiple Tax Account ID: Multiple
Tax Map Parcel(s): Multiple Tax Map: 0025
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: 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:

Edgewood Knolls, a planned residential development, is bounded by I-495 to the north and east and Hollywood (PG:66-39) to the south and west. The 3.65-acre development includes 18 single-family dwellings on lots between 0.15 acre and 0.17 acre. Within the subdivision there are three streets, and all streets feature sidewalks; streetlamps throughout are attached to utility poles. Many lots have paved driveways and a walkway that connects the street to the front of the houses. Individual lots have grass lawns, moderate tree coverage, and some bushes. Some houses have wooden or chain link fenced yards. 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:

Edgewood Knolls is a planned residential development comprising 18 single-family dwellings constructed in 1960 during the Modern Period (1930–1960). All houses were designed in the Split-Foyer form.

Dwellings are three bays wide and one-and-a-half stories tall. Foundations are made of brick and concrete, and cladding on the remainder of the building includes brick veneer, aluminum siding, and vinyl siding. Roofs are side-gabled and gable-on-hip and sheathed in asphalt shingles. Houses feature either an exterior-end brick chimney or metal flues.

Primary entrances are set in the center of the façade and include both single-leaf wood or fiberglass paneled or half glazed doors with metal storm doors. Front porches are not common, but a few houses have entry porches (5200 Edgewood Road). Windows include vinyl or metal sliding, wood-framed tripartite (9902 51st Terrace), four-over-four wood-framed (9909 51st Terrace), and wood-framed bay units (9909 51st Terrace). A majority of houses feature fixed shutters on the façade. Attached garages, detached garages, and carports are uncommon.

Historic Context:

In April 1935, Clara L. and James S. Heal purchased 10 acres from Christopher A. Leypoldt (Prince George's County Deed Book [PGCDB] 421, 364). In October 1958, Clara L. Heal, then a widow, sold the entire 10-acre tract to William F. and Ruby R. Leypoldt; that same year they created a plat for Edgewood Knolls (PGCDB 2263, 413; Prince George's County Plat Book [PGCPB] A-3560).

Shortly after platting the subdivision, the Leypoldts sold all of Edgewood Knolls to Albert and Margaret Owens, who then conveyed it to Bert and Adele Tracy in May 1959 (PGCDB 2488, 387; 2476, 211; 2347, 104). It is unclear if the Tracys were connected with a development organization or company, but an obituary for Saul Ritzenberg, a Washington area developer, indicates that Adele was his sister (The Washington Post 1998, B9). Advertisements in 1959 and 1960 suggest that the 18 houses were constructed during the Tracy ownership. In August and September of 1960, Bert and Adele Tracy sold individual houses to various private parties.

Early advertisements for Edgewood Knolls from 1959-1960 listed houses that ranged in price from \$16,450 to \$17,350, and by 1966 the dwellings were listed for \$21,500 (The Evening Star 1966, C21; The Washington Post 1959, C16). The houses in Edgewood Knolls were advertised as ramblers or split-foyers with three bedrooms, a basement level, modern kitchen appliances, and a recreation room (The Washington Post 1959, C16; 1964, D26; 1965, C18). Edgewood Knolls' proximity to schools, churches, and public transportation was also noted in advertisements (The Washington Post 1959, C16). Houses were sold by various realtors, such as Bergman Realty, Prince Geo. Properties, Inc., Free State Properties, and Choe Realty Co.

Evaluation:

Edgewood Knolls 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.

As a planned residential development, Edgewood Knolls is an example of a common type of residential construction during the Modern Period (1930-1960). It did not introduce design innovations influential to later developments. Taken as a whole, 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.

William and Ruby Leypoldt, Albert and Margaret Owens, and Bert and Adele Tracy owned the Edgewood Knolls development at various times, but it is unclear if they developed other properties in Maryland and northern Virginia. 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.

Edgewood Knolls is a standard example of a planned residential development, created by developers with Split-Foyer houses typical of the period. The development demonstrates no design innovations, and 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. Edgewood Knolls is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, and the resource is not eligible under Criterion C. Edgewood Knolls was not evaluated under Criterion D.

This resource encompasses 3.65 acres and is located south and west of I-495 and north and east of Hollywood (PG:66-39) as defined in Prince George's County plat record A-3560. It includes parcels found on Prince George's County Tax Map 0025.

References:

The Evening Star. 1966. Advertisement. December 9, 1966, C21.

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>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed April 15, 2019 <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed April 15, 2019.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1959. Advertisement. November 4, 1959, C16.

---1964. Advertisement. November 15, 1964, D26.

---1965. Advertisement. December 21, 1965, C18.

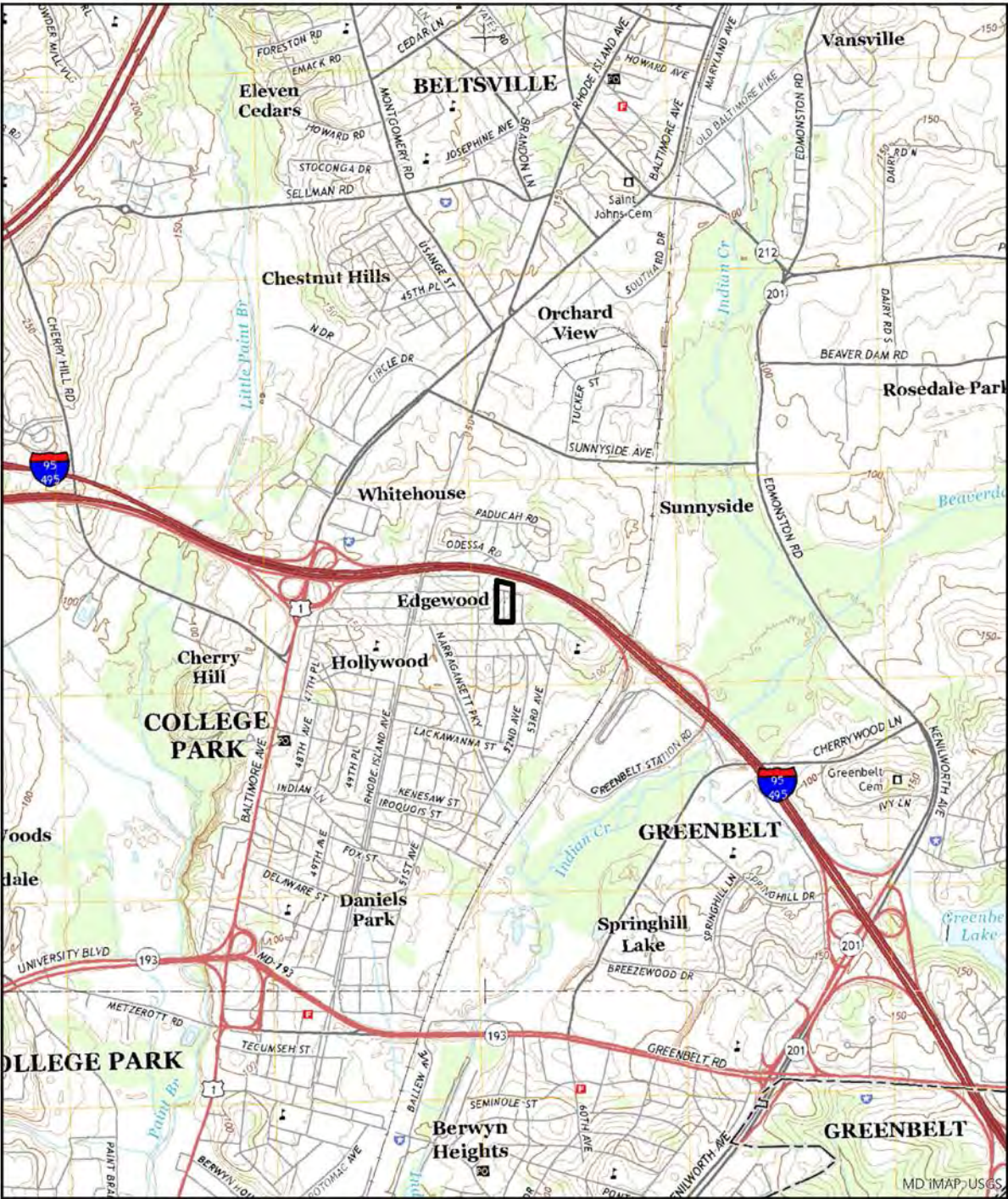
---1998. "Area Developer Saul Ritzenberg Dies at 78; Supported Range of Charitable Endeavors."
November 19, 1998, B9.

Edgewood Knolls

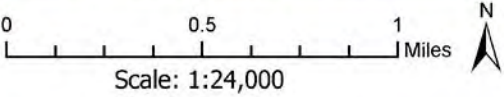
Prince George's County

Location: South and west of I-495, north and west of Hollywood (PG:66-39)

City: College Park



USGS 7.5' Quadrangle - Beltsville

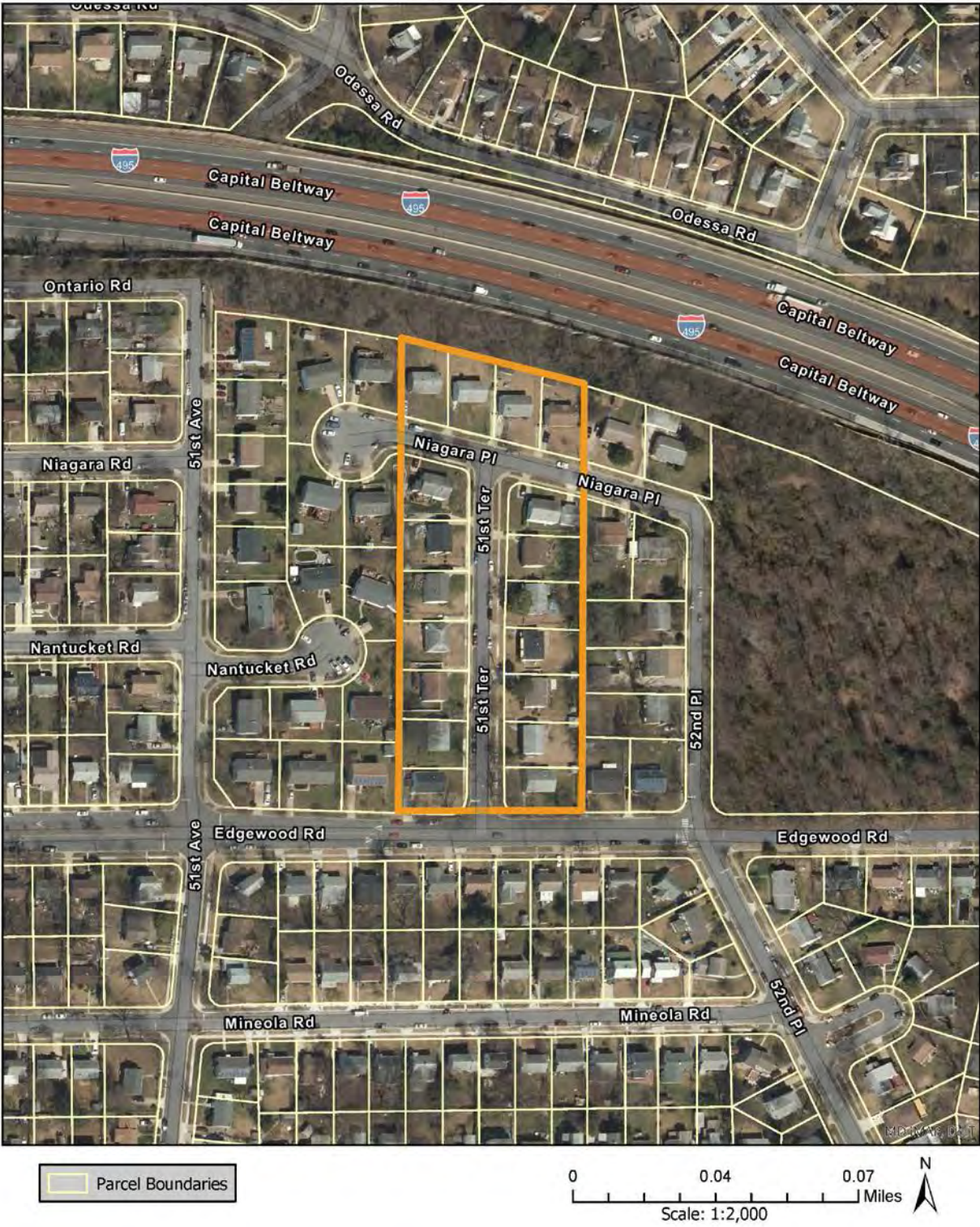


Edgewood Knolls

Prince George's County

Location: South and west of I-495, north and west of Hollywood (PG:66-39)

City: College Park





Streetscape of 51st Terrace, looking southwest.



View of 5124 Niagara Place, looking northeast.



View of 9909 51st Terrace, looking east.



Streetscape of Niagara Place, looking northeast.

PHOTOGRAPHS



View of 9902 51st Terrace, looking west.

PHOTO LOG

Number of Photos: **5**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-24**

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

File Format: **PG:66-82_2018-10-24_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape of 51st Terrace, looking southwest.

02.tif

View of 5124 Niagara Place, looking northeast.

03.tif

View of 9909 51st Terrace, looking east.

04.tif

Streetscape of Niagara Place, looking northeast.

05.tif

View of 9902 51st Terrace, looking west.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Ephesians New Testament Church

Address: 4301 Forestville Road

City: District Heights

Zip Code: 20747

County: Prince George's

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 0061

Tax Map Number: 0089

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Apr 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 church, a former commercial building, at 4301 Forestville Road is a one-story, hipped roof L-shaped Ranch form building. The building occupies a 1.03-acre parcel west of I-495 and south of the intersection of Suitland Parkway and Forestville Road in Prince George's County. Historic topographic mapping indicates that the property was constructed circa 1955. The house is oriented on an approximately northwest-southeast axis and the façade faces east towards Forestville Road. It is set back from the road on a lot that is cleared around the building, with a gravel parking area surrounding the building. A gravel driveway leads from Forestville Road towards the façade and rear of the property.

The three bay building, resting on a continuous foundation, is clad in six-over-one Flemish Common bond veneer (Flemish bond every seventh course) with recessed panels. The building has a hipped extension on the north half of the northwest elevation. The façade includes an off-center, recessed entrance accessed by a concrete stoop with a handicap ramp. This entrance has a single-leaf, single-light, wood door with a storm door. An additional entrance is located on the rear elevation. Windows are single fixed, vinyl units or paired, two-over-two, double-hung, wood-sash units with horizontal muntins. Windows feature iron security bars.

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

Ephesians New Testament Church

The roof is clad with asphalt shingles. Two interior-slope, brick chimneys pierce the roof in the east and north corners.

The property at 4301 Forestville Road is an altered example of a mid-twentieth-century, former commercial building common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows and has been altered in function, it has lost its integrity of materials, workmanship, feeling, and association. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 1.03 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0061 (2019).

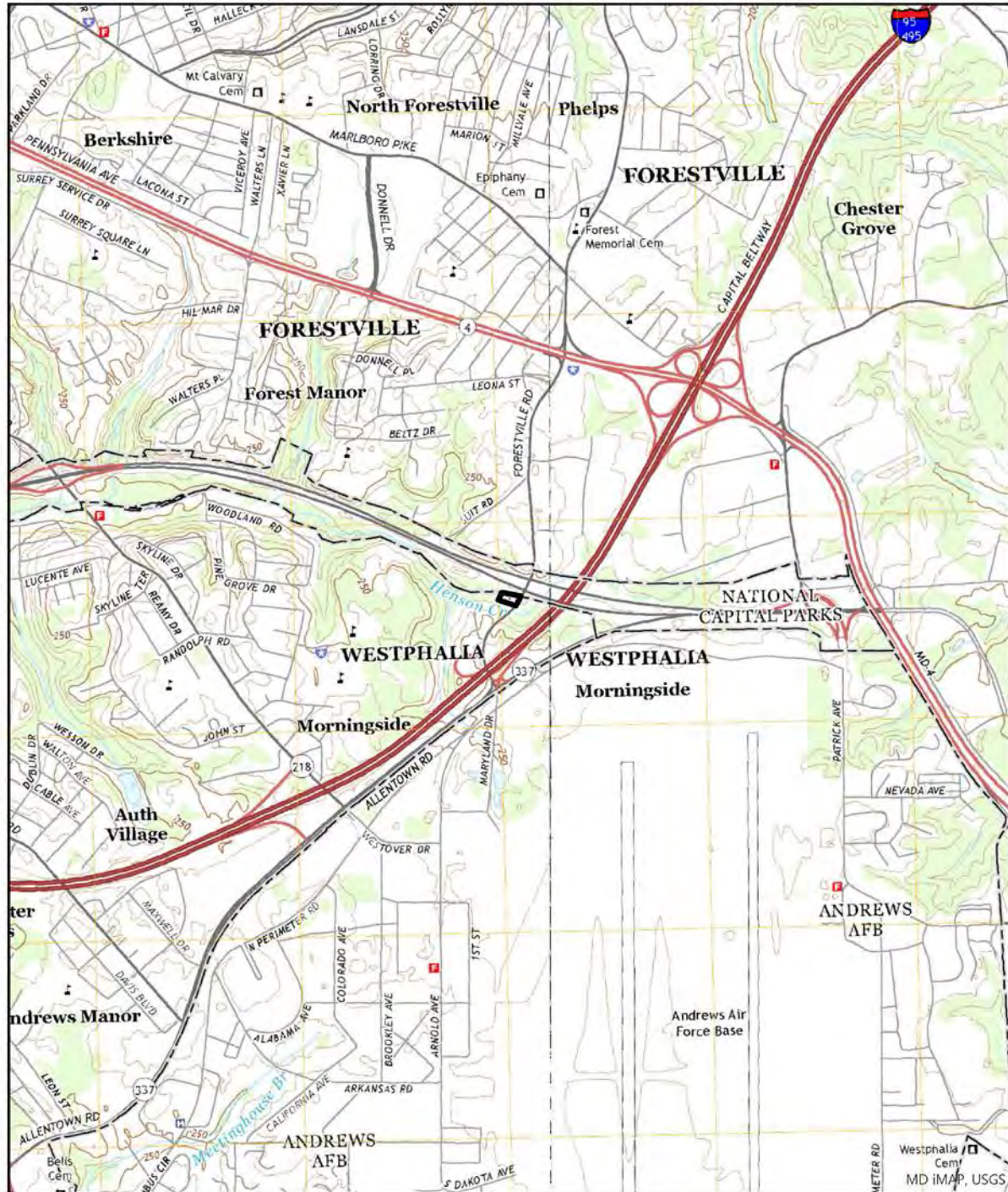
Ephesians New Testament Church

Ephesians New Testament Church

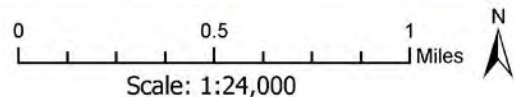
Location: 4301 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Washington East



Ephesians New Testament Church



South oblique.



Northeast elevation.

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

Property Name: Episcopal Church of Our Saviour

Address: 1700 Powder Mill Road

City: Baltimore

Zip Code: 21218

County: Montgomery

USGS Quadrangle(s): Beltsville

Tax Map Parcel Number(s): P1

Tax Map Number: KP123

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)

The Church of Our Savior Episcopal is a neo-Gothic Revival structure dating from 1964 designed by Benjamin P. Elliott. It stands in the northeast quadrant of New Hampshire Avenue (MD 650) and Powder Mill Road in Hillandale, facing southwest on the north side of I-495.

The red brick building has a front gable roof clad in slate, and is a cruciform design, although the spaces that form the cross pieces attached at two places along the exterior walls of the nave of the building are not equal in size nor do they open to the nave to provide additional seating at a crossing. Instead, the spaces are closed, and have different service functions.

The west portal is also the façade and it has one-bay with a large two-story arch within which is a “rose” window, 5 windows forming a clerestory, and a central double door. The arch is of stone, as are the window frames. Throughout the church complex, the windows in the nave are paired with Gothic arches, while in the other areas, the windows are either single or paired with rectangular frames. There is an exterior steeple on the east end of the church. At its opening, the church was described as having an undercroft, kitchen, nursery, two priests’ studies, a sacristy, a chapel, a bride’s room, a music room and classrooms.

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

Episcopal Church of Our Saviour

The nave of the church has brick walls, and a center aisle and wooden pews on either side. The chancel has a raised altar which is on the east wall of the church, with pews for the choir behind the pulpit, and the organ is behind the lectern. The ceiling is of wood, and wooden ribs form pilasters that go to the nave floor marking each bay.

Benjamin P. Elliott (1920-2003) was known for his designs for Methodist and Episcopal churches in Montgomery and Prince George's counties as well as Baltimore. He received his training from the Catholic University in Washington, DC, although his undergraduate studies were interrupted by World War II, and he received his B.Arch. in 1947. In 1950 he opened his practice, Benjamin P. Elliott, in Silver Spring and maintained an office there until 1981, when he formed Duane, Elliott, Cahill, Mullineaux & Mullineaux in Rockville. He died in 2003.

Gothic Revival designs were fashionable in the United States in the mid-to-late nineteenth century. Although many churches continued to use the designs into the early twentieth century, following the Great Depression in the 1930s and World War II in the 1940s, most congregations turned to Colonial Revival forms when choosing to design a church since the Gothic Revival designs could be more expensive. Furthermore, during the Cold War, the colonial forms resonated with the church members as more "American". The Episcopal Church of Our Savior has academic flourishes that link it to Gothic Revival forms, but also contain abstract forms that prevent it from being solely Gothic Revival. A church constructed in 1964 was built after the Gothic Revival's period of significance, considered to be primarily 1830-1880, with churches outside major cities being constructed in the style through the late 1920s.

Based on the foregoing, MDOT SHA has determined that the Church of Our Savior Episcopal is not eligible for inclusion in the National Register of Historic Places since research conducted as part of the study did not identify events or persons of local, state or national significance associated with the Church. Although a known architect designed the building, it is not a significant example of a Gothic Revival church in Silver Spring, and better examples, such as the Calvary Evangelical Lutheran Church's chapel (M:36-37) on Georgia Avenue, which dates to 1948, exist nearby. As a result, the Church of Our Savior Episcopal is not eligible for inclusion the NRHP under Criterion C, architecture. NRHP Criterion D, information potential, was not included in this study.

The boundary for the Episcopal Church of Our Savior is confined to the tax parcel boundary as shown on Tax Map KP 123 Block 1, Lot P1 as shown on the Prince George's County Tax Map (2019) consisting of 1.296 acres.

Sources Consulted:

Church of Our Savior Episcopal, "History of Our Church," downloaded 10/7/2019

D.C. Architects 1822 to 1960, downloaded from www.historicwashington.org/docs/architects_database downloaded 10/8/2019

The Washington Post, "Benjamin Elliott, 82, Dies" January 26, 2003

_____, "Cornerstone of Temple Israel to Be Laid Sunday," 'Silver Spring Church To Hold First Service' December 14, 1963, P. E10

_____, "Episcopal Dedication Set Sunday," February 1, 1964, P.A12

_____, "Methodist Parish Picks Architect," March 10, 1962, P. A11

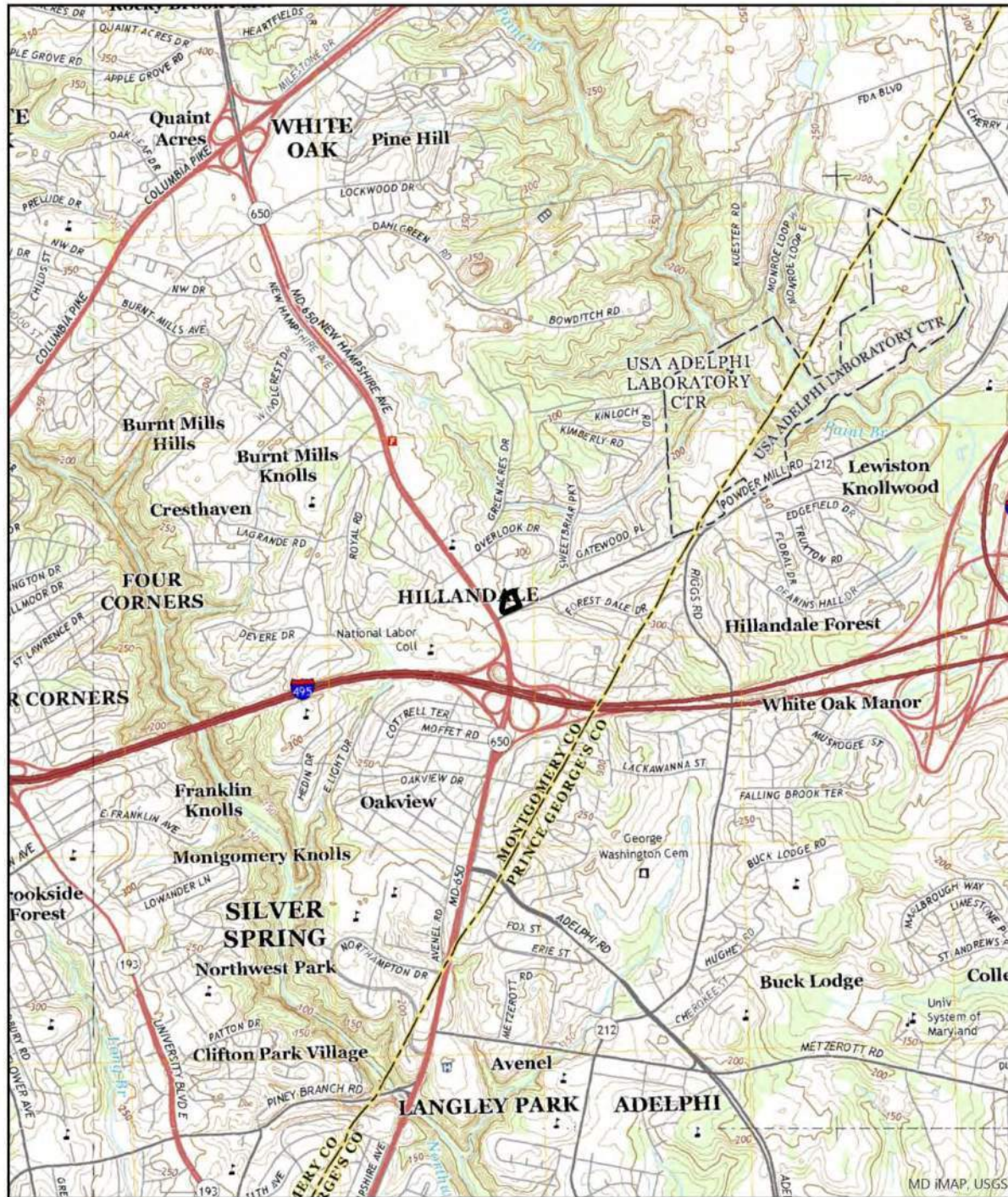
Episcopal Church of Our Saviour

Episcopal Church of Our Saviour

Location: 1700 Powder Mill Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles
Scale: 1:24,000

Episcopal Church of Our Saviour



View east to southwest portal facade and northwest elevation



Northeast elevation

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

Property Name: Episcopal Church of the Nativity

Address: 5203 Manchester Drive

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Washington East

Tax Map Parcel Number(s): 0000

Tax Map Number: 0098

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

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: May 23, 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 church at 5203 Manchester Drive in Temple Hills is a one-story, gabled building with elements of the Contemporary style. The building occupies a 3.5-acre parcel south of the Manchester Drive overpass over I-495 in Prince George's County. Historic aerial photography and topographic maps indicate that this resource was built circa 1960. The church is oriented on an approximately northwest-southeast axis, and the façade of the main block faces southeast. It is set back from the road and sited on a primarily wooded lot, with a paved parking lot to the south. The parking lot is accessed by a driveway that leads southeast from Manchester Drive. Secondary resources include three prefabricated sheds located to the south of the primary resource.

The church is comprised of an X-shaped cross-gabled sanctuary, with two additions on the southeast side; a two-story, multi-bay addition and a one-story, multi-bay addition, both constructed circa 1964. The Contemporary style sanctuary has a continuous foundation and structural system clad in stretcher-bond brick veneer and vertical wood siding. The resource has an irregular roof shape with central spire and four rounded gables, one on each elevation. It is sheathed in crimped metal with wide-overhanging eaves. The façade includes double-leaf, wood doors with rectangular panels. A ribbon of metal-framed fixed windows extends above the entry doors. Additional fenestration includes a ribbon of metal-framed fixed windows located beneath the eaves on the gabled sides. Secondary entrances with single- and double-leaf flush metal or wood doors are located throughout the building. An exterior-end brick chimney is located on

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

Episcopal Church of the Nativity

the southeast exterior of the sanctuary. A one-story, multi-bay, flat-roofed addition stretches from the south elevation, and a two-story, multi-bay, flat-roofed addition on the southeast. They were constructed circa 1964 and feature the same materials as the sanctuary.

Three one-story, one-bay, circa-1990 prefabricated sheds are clustered just south of the primary resource. They are all clad in vinyl siding and feature double-leaf doors. The two sheds to the west are covered in front-gabled roofs with asphalt shingles while the eastern shed is covered by a gambrel roof sheathed in asphalt shingles.

The Episcopal Church of the Nativity is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The building is typical of Contemporary style churches constructed during the Suburban Diversification Period. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 3.5 acres and is confined to the current property tax parcels which is found on Prince George's County Tax Map 0098, Parcel 0000 (2019).

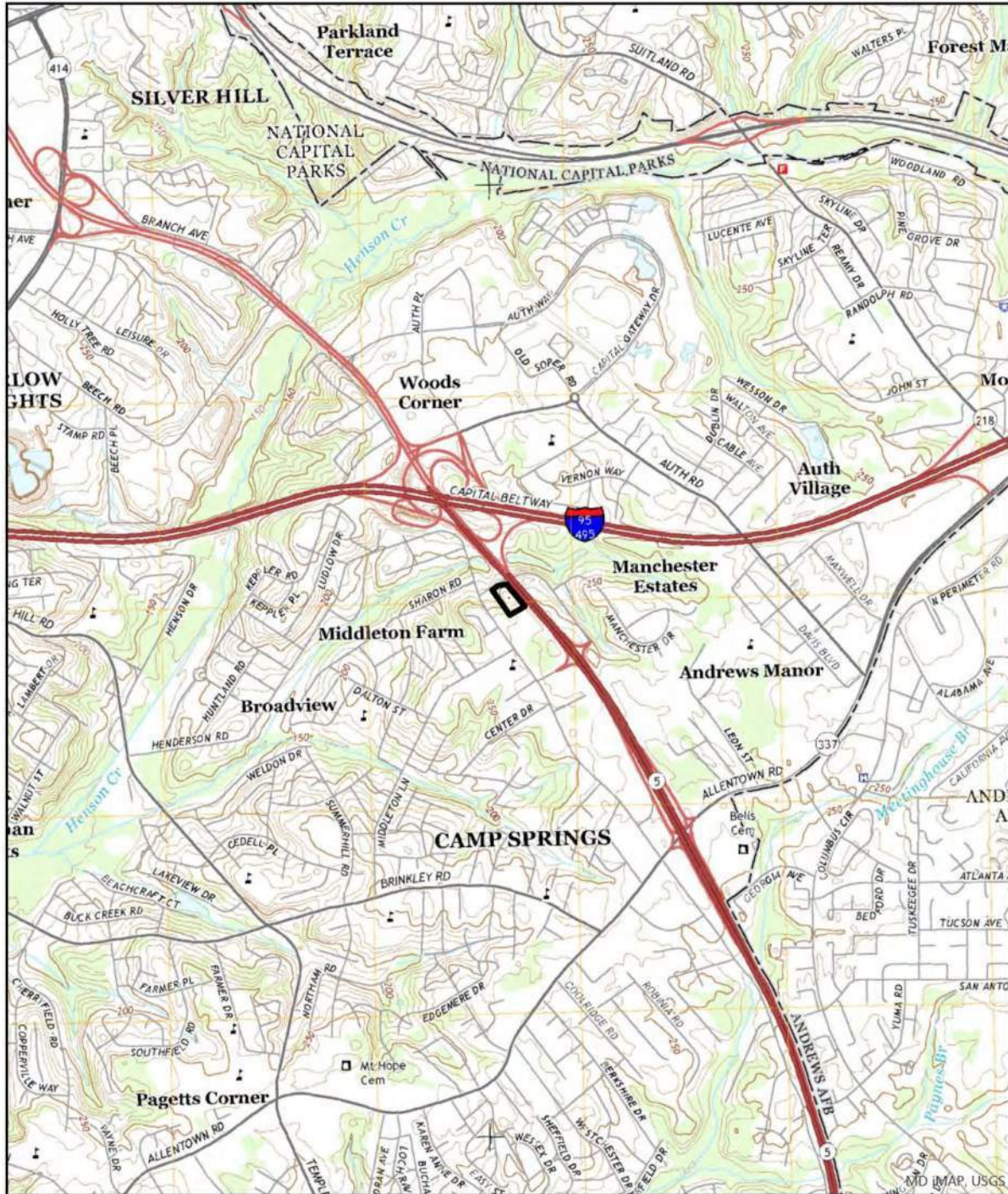
Episcopal Church of the Nativity

Episcopal Church of the Nativity

Location: 5203 Manchester Drive

Prince George's County

City: Temple Hills



USGS 7.5' Quadrangle - Washington East

0 0.5 1 Miles
Scale: 1:24,000

Episcopal Church of the Nativity



East oblique of sanctuary.



Additions, southeast elevation.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Fallsmead

Inventory Number: M: 26-87

Address: Southwest of I-270 at Fallsmead Way

Historic District: Yes

City: Rockville

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 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:

Fallsmead is a planned residential development located west of the I-270 and Great Falls Road interchange in Rockville. The subdivision is bounded on the southwest and northwest by Wootton Parkway and the Carl Henn Millennium Trail, on the northeast by the Rockshire Village subdivision (M: 26-76), on the east by the Saddlebrook subdivision (M: 26-77), and on the southeast by Falls Road (Route 189). Watts Branch traverses through the northern section of the subdivision running southwest to northeast. The approximately 109.1-acre subdivision contains Fallsmead Park and 291 single-family dwellings on flat or sloping lots ranging between 0.17 and 0.64 acres. Individual lots are landscaped, featuring moderate tree coverage, manicured lawns, a paved-asphalt driveway, and fenced rear yards.

Fallsmead has three streets and nine cul-de-sacs. Fallsmead Way, Greenplace Terrace, Pipestem Court, and a portion of Pipestem Place are lined with concrete sidewalks, while the remainder of the streets have only concrete curbs. Lighting throughout the development consists of metal lanterns atop metal posts. Secondary resources include sheds. Fallsmead Park,

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

which contains a swimming pool complex, tennis courts, manmade pond, and traversing walking trails, is situated in the northern portion of the subdivision and is accessed by a vehicular entrance from Greenplace Terrace.

Description:

Fallsmead is a planned residential development platted in June 1967 through November 1981 with the cluster subdivision planning method with single-family dwellings primarily constructed between 1968 and 1983 with one house constructed between 1940 and 1944 (16 Pipestem Court). The streets are curvilinear; Fallsmead Way and Greenplace Terrace serve as the main thoroughfare. Intersecting streets, most of which end in a cul-de-sac, include Cedrus Court, Infield Court N. and S., Pipestem Place, Old Creek Court, Trail House Court, James Spring Court, Duncan Branch Court, and Pipestem Court.

Dwellings within Fallsmead have traditional designs and draw from elements of the Colonial Revival style. Model names and plans designed by Patterson & Worland and constructed by Kettler Brothers, Inc., include Two-Story Massed forms with attached one-story garages (the Ashton, the Bristol, the Brunswick, the Greenwood, the Willow Grove, and the Compton) and Two-Story Massed forms with basement-level garages (the Edgehill, the Glenwood, and the Olney) (Kettler Brothers, Inc., and Patterson & Worland 1968). Later infill, dwellings designed and built by Berger/Berman Builders, Inc., include variations on the Split-Level form and Two-Story Massed form with an attached one-story garage and one-story shed addition.

Dwellings in Fallsmead are primarily four 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 vinyl siding. Some exterior elements such as faux quoins, string courses, and cornice decor reflect the Colonial Revival style. Roofs are side or front gabled, hipped, or gambrel sheathed in asphalt shingles. Some houses have front-gabled or shed dormers. Single chimneys are exterior- or interior-end or interior-slope and clad in brick.

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

The building at 16 Pipestem Court is a one-story, three-bay, rectangular dwelling with flanking one-story wings that was constructed between 1940 and 1944, prior to the subdivision of Fallsmead (United States Geological Survey 1944). It is clad in a rough-cut stone veneer and covered by a gabled roof sheathed in asphalt shingles. A stone-clad chimney is set on the west elevation of the core. Its primary entrance, filled with a single-leaf replacement door, is centered on a projecting, hipped, enclosed entry vestibule. Other fenestration includes metal-frame casement or sash windows. A one-story garage addition is situated at the eastern corner of the building, while a larger one-story addition covered in composite siding extends from the northwest elevation.

The circa-1970 private community park, known as Fallsmead Park, encompasses approximately 17.4 acres in the northwestern half of the resource. It features paved-asphalt walking trails that extend from Greenplace Terrace, Old Creek Court, and Pipestem Place. A vehicular entrance from Greenplace Terrace leads to a parking lot north of the swimming pool complex. The pool complex, enclosed by an aluminum fence, consists of a circa-1970 in-ground pool and pool house, circa-2001 walk-in pool and baby pool, and two circa-2001 one-story sheds. Metal frames for canopies are situated on the poured-concrete pool deck. The one-story pool house is clad in a stretcher-bond brick veneer and covered by a front-gabled, asphalt shingle roof with wood siding in the gabled ends. It is accessed by single-leaf metal doors and a circa-1990, one-story, gabled addition extends from its western boundary. The tennis courts are to the west of the pool complex and are enclosed by metal chain-link fencing with several cloth awnings projecting above benches. Benches in the park are wood with formed concrete legs. Trash receptacles are wood. The manmade pond was renovated in 2001 (Chang 2002, J1-J2). Two recent pedestrian bridges in the park cross over Watts Branch. A soccer field is situated in the center of the park and is accessible by walking trails.

A circa-2000 sign composed of stone and concrete is located in a grassy median at the eastern entrance of Fallsmead at the

intersection of Fallsmead Way and Falls Road.

Historic Context:

In December 1962, David E. and Maude W. Betts and Victor R. and Helen L. Beauchamp sold 123.15 acres to Old Farm Real Estate Corporation (Montgomery County Deed Book [MCDB] 3046, 24). In September 1964, the Old Farm Real Estate Corporation merged under Kettler Development Corporation to create Kettler Brothers, Inc. (MCDB 3345, 546). Between 1966 and 1971, Kettler Brothers, Inc., submitted nine plats of subdivision for Fallsmead, with the fourth, fifth, and sixth plats being in part resubdivisions of earlier plats (Montgomery County Plat [MCP] 8601, 8602, 9009, 9105, 9251, 9252, 9733, 9784, 10241). In 1967, Kettler Brothers, Inc., sold a portion of their land to the Board of Education of Montgomery County for Fallsmead Elementary School. The remaining approximately 100 acres was used for the Fallsmead development (MCDB 3610, 658).

Kettler Brothers, Inc., advertised 10 house models designed by Patterson & Worland that ranged from 2,100 to 2,900 square feet; all of which included an integral or attached garage and ranged in price from \$38,950 to \$50,250 (Chang 2002; Kettler Brothers, Inc., 1968a; Kettler Brothers, Inc., and Patterson & Worland 1968). Add-on features available were central air conditioning, rear decks, and sliding glass doors, among others (Kettler Brothers, Inc., 1968a). The houses built by Kettler Brothers, Inc., were constructed between 1968 and 1973. The community park, pool, pool house, and tennis courts were part of the original plans for the subdivision and were all completed by 1970 (Kettler Builders, Inc., 1968b).

The use of the cluster development techniques resulted in groups of buildings built on smaller lots than the land was zoned for to gain additional space for community use or to protect sensitive areas such as streams or natural hazard areas (Planning for Hazards n.d.; Rosenthal 1960). This planning method was a reaction to World War II-era “look-alike” patterned subdivisions with no individualized character according to the American Society of Planning Officials (Rosenthal 1960:1). Early applications of this method can be seen in the circa-1961 Americana Glenmont development in Silver Spring by architect, Carl M. Freeman, and in the Carderock Springs and Carderock Springs South subdivisions of noted developer Edmund Bennett in the early-to-mid 1960s (Kelly 2012; Manning et al. 2018).

Advertisements suggested that buying a Kettler-built home in Fallsmead would offer “the perfect family plan for living” since they were adjacent to amenities including the park, pool, tennis courts, schools, churches, and shopping (The Evening Star and Daily News 1972, B-5; The Washington Post and Times Herald 1972, E15). Home buyers would automatically become members of the Fallsmead Homes Corporation, created when the first house in the community was constructed, in order to utilize the amenities (The Washington Post and Times Herald 1970, D14). Initially, the Fallsmead Homes Corporation was comprised of representatives from Kettler Brothers, Inc.; however, as the community grew, they encouraged residents to run for the Board of Directors (Fallsmead Homes Corporation 1994). In 1975, select residents formed the Fallsmead Citizens Association to “engage in any political or legal activities that might jeopardize the assets or tax-exempt status of the non-political Fallsmead Homes Corporation” (Harig 2018).

In January 1982, the boundaries of Fallsmead were expanded by Berger/Berman Builders, Inc., who purchased approximately 9 acres, situated between the park and Fallsmead Way at the center of the community, from Richard T. and Jacquelyn R. Ewing (MCDB 5821, 517). This tract included a dwelling that was constructed between 1940 and 1944 by a previous owner (Fallsmead Homes Corporation 1994; United States Geological Survey 1944). The tract was subdivided and platted as the tenth plat of Fallsmead which included Pipestem Court and resubdivision of a portion of Pipestem Place (MCP 13844). Along with these new lots and cul-de-sac that were intended to be harmonious with the remainder of the community, Berger/Berman Builders, Inc., constructed dwellings on several undeveloped lots on Fallsmead Way in 1982 and 1983. The Fallsmead Citizens Association assisted in negotiations with the building firm on their expansion of the subdivision to ensure a harmonious feel throughout the community (Harig 2018). In 2001, the community pool was expanded and the manmade pond was renovated (Chang 2002, J1-J2).

Kettler Brothers, Inc., was operated by three brothers: Milton E., Clarence, and Charles Kettler who each “had acquired reputations as builders and billpayers since 1952” (Willmann 1962, B1). According to an article published in The Washington Post and Times Herald in 1962, Milton and Clarence acted as building and marketing specialists while secretary and vice president, Charles, was in charge of commercial construction, a large part of their firm’s business (The Sun 1982, B4; Willmann 1962, B1). The firm was responsible for subdivisions in Montgomery County such as Old Farm in Bethesda and Montgomery

Village in Gaithersburg which also employed the cluster subdivision planning system as is seen in Fallsmead (Fallsmead Homes Corporation 1994).

The residential architectural firm of Patterson & Worland was formed by Wilfred Worland and Michael A. Patterson in the late 1940s (Bernstein 1999, B7). They designed Colonial Revival-style single-family homes for subdivisions in the suburban Washington, D.C., metropolitan area such as Woodacres, Luxmanor, Old Farm, and Westbard Mews. They also designed multi-family communities such as the Worland, a townhouse cluster in Bethesda. Patterson & Worland worked with Kettler Builders, Inc., on several other projects in Montgomery County such as Copenhaver, Goshenside, and Lakeside (The Washington Post and Times Herald 1969, D20).

The Rockville-based firm Berger/Berman Builders, Inc., was founded by Peter Berman and Robert Berger in 1969 (The Washington Post 1977, C11). In 1979, the firm entered into commercial development, along with continued residential development projects such as their section of Fallsmead (The Evening Star 1979, C-6). Other work by Berger/Berman Builders, Inc., includes Falls Bend in Rockville, Potomac Springs in Potomac, and the townhouse community called the Cloisters of Bethesda (The Washington Star 1981, H-5). The building firm was dismantled in the early 1980s and Berger and Berman began the Leadership Group, a development company (Mariano 1985, E1).

Evaluation:

Fallsmead 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.

Fallsmead is typical of planned residential developments that employed the cluster subdivision planning method in the Washington, D.C., suburbs during the Suburbanization Diversification Period (1961-1980). The Kettler Brothers' use of cluster development techniques is a later example, and the subdivision was not the first of its kind nor did it influence the design of future residential developments in Montgomery County. Furthermore, the resource is not known to be associated with any other important events that have made a significant contribution to the broad patterns of history. Therefore, Fallsmead is not eligible under Criterion A.

Berger/Berman Builders, Inc., Patterson & Worland, and their respective founders worked as developers, builders, and architects throughout the Washington, D.C., metropolitan area; however, they had no significant influence on suburbanization in Maryland. The Kettler Builders firm is best represented by their work at Montgomery Village, a new town development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, Fallsmead is not eligible under Criterion B.

While houses within Fallsmead are controlled by the community association, modifications to many dwellings such as the introduction of replacement windows and additions have diminished its historic integrity of design, materials, and workmanship. Houses demonstrate typical styles and forms, and the subdivision includes common street layouts and amenities typical of a planned suburban development of the period. Because it is not an outstanding example of its type and does not convey any distinctive characteristics or artistic values, this resource is not eligible under Criterion C. Fallsmead was not evaluated under Criterion D.

This resource encompasses 109.1 acres and is bounded on the southwest and northwest by Wootton Parkway and the Carl Henn Millennium Trail, on the northeast by the Rockshire Village subdivision, on the east by the Saddlebrook subdivision, and on the southeast by Falls Road (Route 189). It can be found on Montgomery County Tax Map GR11 and Montgomery County plats 8601, 8602, 9009, 9105, 9251, 9252, 9733, 9784, 10241, and 13844.

References:

Bernstein, Adam. 1999. "Architect Wilfrid Worland Dies at 92." The Washington Post. December 14, 1999, B7.

Chang, Elizabeth. 2002. "Longtime Ties Bind Rockville Residents." The Washington Post. March 16, 2002, J1-J2.

The Evening Star. 1979. "Woodbridge Elected Berger/Berman Head." July 6, 1979, C-6.

The Evening Star and Daily News. 1972. Advertisement. September 1, 1972, B-5.

Fallsmead Homes Corporation. 1994. "A Community for All Seasons; Winter, Spring, Summer, Fallsmead. History and Memoirs, 1968-1993." Accessed October 15, 2019.

[https://www.fallsmead.org/editor_upload/File/Fallsmead_A_community_for_all_seasons%20\(3\).pdf](https://www.fallsmead.org/editor_upload/File/Fallsmead_A_community_for_all_seasons%20(3).pdf).

Harig, Melani Miller. 2018. "This Week In Fallsmead: Fallsmead Citizens Association." Fallsmead: Fallsmead@50 Fun Facts. Accessed October 16, 2019. <https://www.fallsmead.org/blog.php>.

Kelly, Clare Lise. 2012. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Americana Glenmont (MIHP # 31-43), Silver Spring, Maryland. On file with the Maryland Historical Trust, Crownsville, Maryland.

Kettler Brothers, Inc. 1968a. "Fallsmead Price List." Accessed October 14, 2019.

https://www.fallsmead.org/editor_upload/File/History/Original%20Fallsmead%20Price%20Lists4.pdf.

---1968b. "Fallsmead Park Development Schedule and Maintenance Agreement." Accessed October 14, 2019.

https://www.fallsmead.org/editor_upload/File/History/1968%20Park%20Development%20Plan%20H.pdf.

Kettler Brothers, Inc. and Patterson & Worland. 1968. "Fallsmead." Accessed October 11, 2019.

https://www.fallsmead.org/editor_upload/File/History/Original%20Drawings%20and%20Floor%20Plans4.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.

Mariano, Ann W. 1985. "County Builder Owes \$14 Million: Leadership Group Stops or Slows Most Construction Work." The Washington Post. September 7, 1985, E1.

Montgomery County Deed Book (MCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed October 15, 2019. <http://www.mdlandrec.net/>.

Montgomery County Plat (MCP). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed October 15, 2019. <http://plats.net/pages/index.aspx>.

Planning for Hazards. n.d. "Land Use Tool: Cluster Subdivision." Planning for Hazards: Land Use Solutions for Colorado. Accessed October 16, 2019. <https://planningforhazards.com/cluster-subdivision>.

Rosenthal, Jon. 1960. "Cluster Subdivisions." American Society of Planning Officials, Information Report No. 135, June 1960. Accessed October 16, 2019. <https://planning-org-uploaded-media.s3.amazonaws.com/document/PAS-Report-135.pdf>.

The Sun. 1982. "Milton Kettler, C&P Director, Dies at 59." August 1, 1982, B4.

United States Geological Survey. 1944. U.S. Rockville [map], 1:62500, Topographic Quadrangle Map, Reston, Virginia. Accessed October 11, 2019. <https://livingatlas.arcgis.com/topoexplorer/index.html>.

The Washington Post. 1977. "Marcus Moves Up." September 3, 1977, C11.

The Washington Post and Times Herald. 1969. Advertisement. November 15, 1969, D20.

---1970. Advertisement. September 19, 1970, D14.

---1972. Advertisement. September 30, 1979, E15.

The Washington Star. "'Finest for Family' Context Draws 119 Entries." May 31, 1981, H-5.

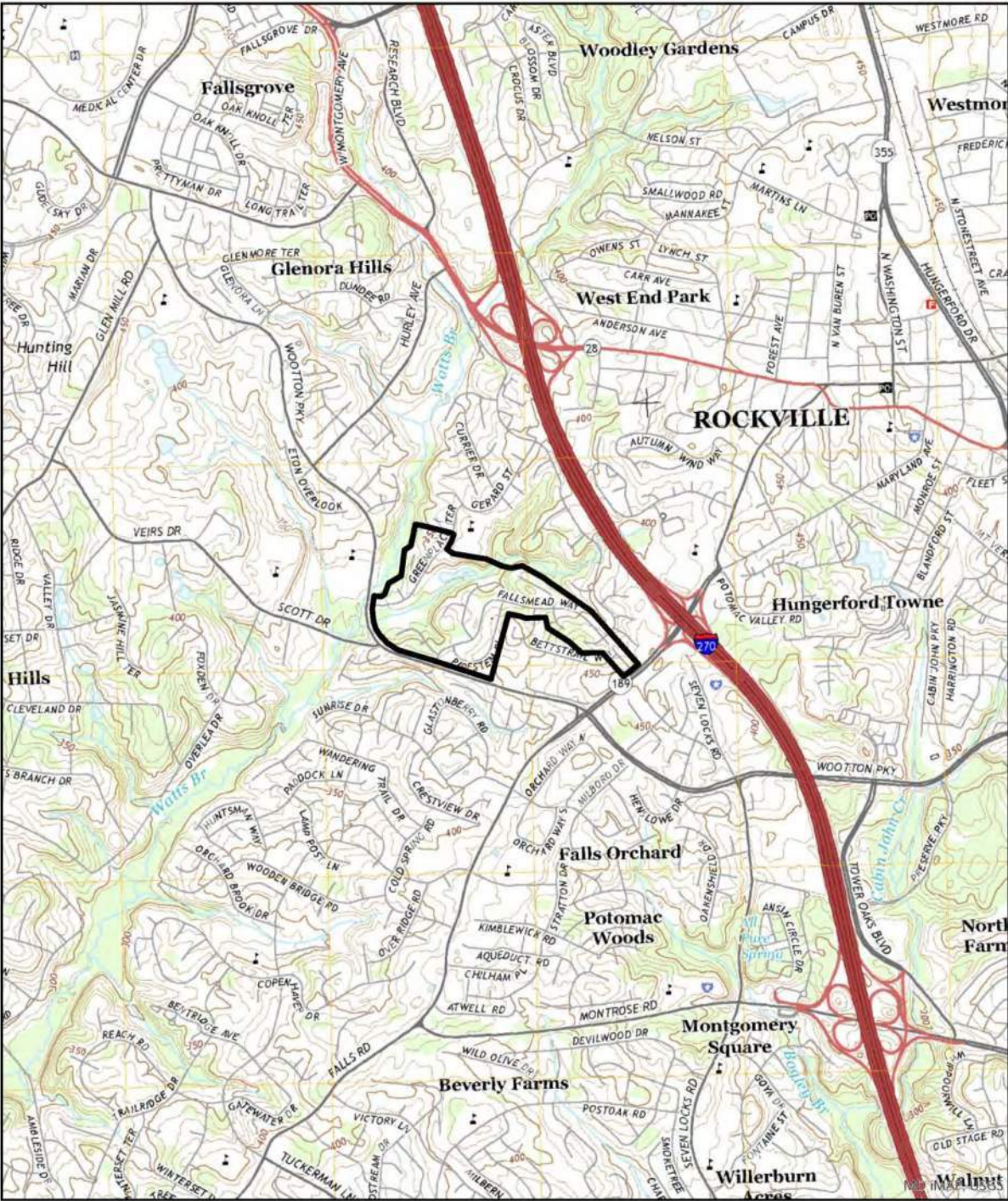
Wilmann, John B. 1962. "Kettler Firm Sells Mood at Old Farm." The Washington Post and Times Herald. August 4, 1962, B1.

Fallsmead

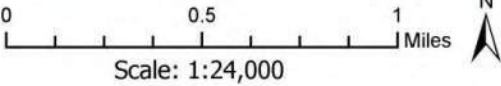
Location: Southwest of I-270 at Fallsmead Way

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville

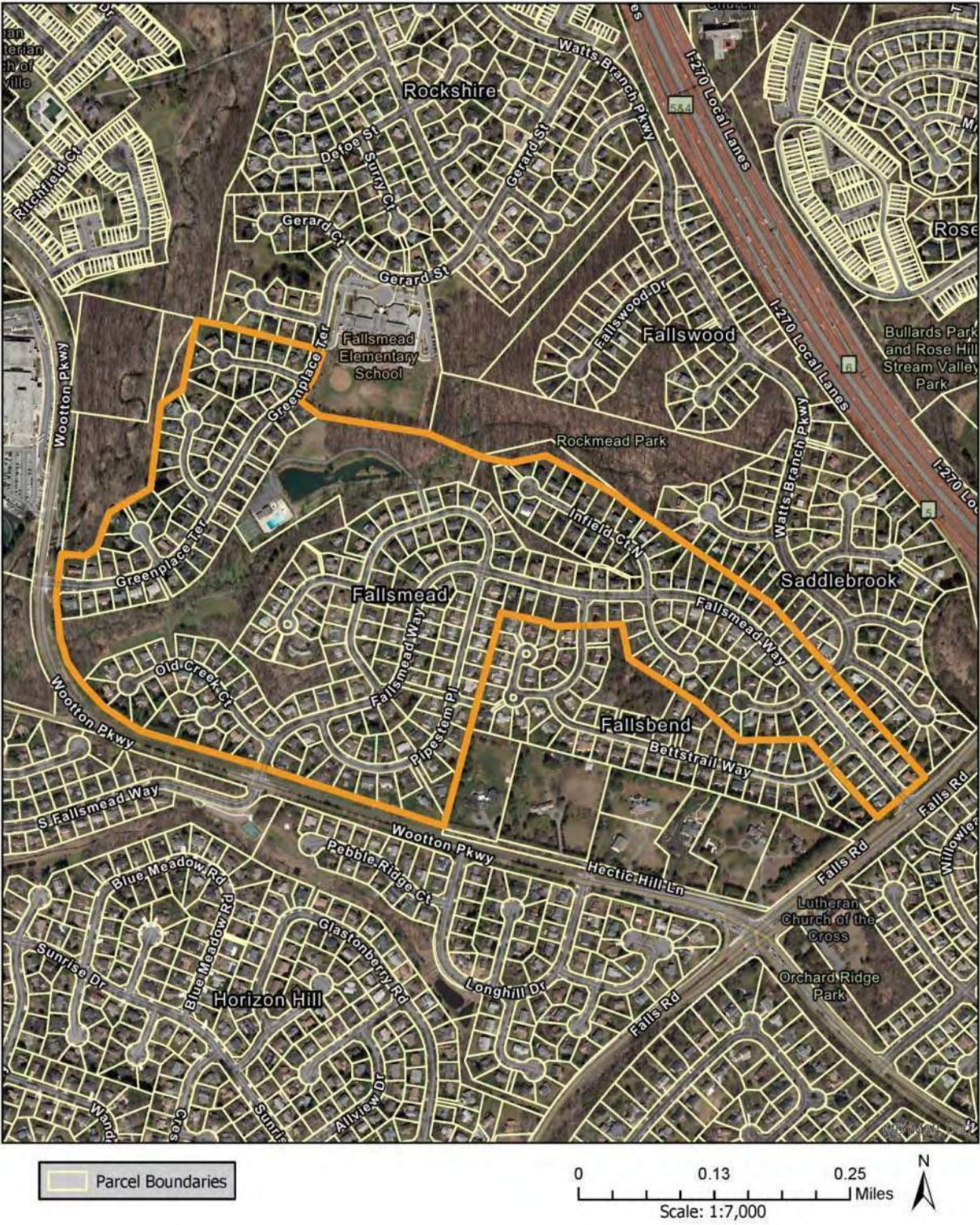


Fallsmead

Location: Southwest of I-270 at Fallsmead Way

Montgomery County

City: Rockville





Streetscape of Fallsmead Way, looking north.



1100 Fallsmead Way, northeast elevation.



1106 Fallsmead Way, northeast elevation.



Streetscape of Infield Court N., looking northwest.



1312 Fallsmead Way, north elevation.



1401 Fallsmead Way, south elevation.



1058 Pipestem Place, east elevation.



16 Pipestem Court, looking south.



Soccer field and walking trails, looking east.



Tennis courts, looking southeast.



Fallsmead Pond, looking north.



Walking trail overview from east of pool, looking south.



Pool overview, looking north.



Sign at trailhead on Old Creek Court, looking north.

PHOTO LOG

Number of Photos: **14**

Name of Photographer: **Katherine Watts**

Date of Photographs: **10/09/2019**

Location of Original Digital File: **MHT**

File Format: **M: 26-87_10/09/2019_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

Streetscape of Fallsmead Way, looking north.

02.tif

1100 Fallsmead Way, northeast elevation.

03.tif

1106 Fallsmead Way, northeast elevation.

04.tif

Streetscape of Infield Court N., looking northwest.

05.tif

1312 Fallsmead Way, north elevation.

06.tif

1401 Fallsmead Way, south elevation.

07.tif

1058 Pipestem Place, east elevation.

08.tif

16 Pipestem Court, looking south.

09.tif

Soccer field and walking trails, looking east.

10.tif

Tennis courts, looking southeast.

11.tif

Fallsmead Pond, looking north.

12.tif

Walking trail overview from east of pool, looking south.

13.tif

Pool overview, looking north.

14.tif

Sign at trailhead on Old Creek Court, looking north.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ____

No ____

Property Name: Fallswood

Inventory Number: M: 26-79

Address: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court 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, GR12

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:

Fallswood is a planned residential development in Rockville, Montgomery County, bounded on the east by I-270, on the south by the Saddlebrook neighborhood (M: 26-77), on the west by Rockmead Park, and on the north by the Rockshire neighborhood and Rockmead Park. Fallswood comprises a portion of one thoroughfare street, Watts Branch Parkway, and two cul-de-sacs branching off to the southwest, Fallswood Drive and Fallswood Court. The 67 residential lots average 0.255 acre with only a few lots closer to 0.5 acre. The neighborhood encompasses approximately 22 acres total. Streets are lined with concrete curbs and sidewalks. Most individual lots are mildly sloped and landscaped with heavy tree coverage, shrubs at the façade, and often have fenced-in rear yards. A few lots that are steeply sloped allow for basement garages (11 Fallswood Court).

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:

Fallswood contains 67 single-family dwellings built between 1977 and 1978. Fallswood Drive and Fallswood Court branch off Watts Branch Parkway, a primary thoroughfare in this part of Rockville. The single-family dwellings were offered in four floor plans with 10 architectural exteriors according to ads from the developer, The Magna Group, Inc. (The Washington Star 1977b, E-3). The majority of homes are Two-Story Massed or Split-Level forms with Colonial Revival elements. A few one-and-a-half-story models with side-gambrel roofs also exist (403 Watts Branch Parkway).

Dwellings in Fallswood are three to five bays wide, clad in a brick veneer on the primary elevations with siding in gable ends and on the three remaining elevations. A few examples of stone veneer exist (506 Watts Branch Parkway). Rooflines are primarily side-gabled (8 Fallswood Court), with a moderate number of Split-Levels featuring a projecting front gable or front gambrel, and a minimal number of hipped roofs or side gambrels. Roofs are sheathed in asphalt shingles and most have denticulated cornices. Some roofs have front-gabled dormers above the garage bay (405 Watts Branch Parkway). Most dwellings feature an exterior-end, brick chimney.

Primary entrances are usually centered on the façade with a single-leaf, paneled wood or fiberglass replacement door. Fully glazed storm doors are common. Some entrances include a broken triangular pediment or a broken ogee pediment surrounding the door, while others have sidelights. Windows are mostly one-over-one, double-hung-sash, vinyl replacements, although a few six-over-six wood windows still survive. Some windows are topped by stone lintels with a keystone, others have header brick lintels. Louvered and paneled shutters are common. While additions are not common, when present, they are most often two-car garages replacing original one-car garages (403 Watts Branch Parkway).

Historic Context:

Adjacent to the earlier Rockshire and Saddlebrook neighborhoods, Fallswood was developed by The Magna Group, Inc., a development group headed by President Richard L. Klass. The firm was based out of Kensington, Maryland, but built houses around the D.C. metro area (The Washington Post 1976, E1; The Washington Post 1977, D26). Kenneth H. Seidel of Kenart Joint Venture purchased the land that became Fallswood from the Bullard family in 1973 (Montgomery County Deed Book [MCDB] 4405, 570). Fallswood was platted in 1975 in three sections for Kenart Joint Venture (Montgomery County Plat Book [MCPB] 100, 11243-11245). In 1976, The Magna Group, Inc., a development and construction company, purchased the land platted as Fallswood from Kenart Joint Venture (MCDB 4789, 657) and immediately began advertising construction of new homes. Construction by The Magna Group, Inc., continued through 1978.

Fallswood did not include any community amenities, likely because of its location adjacent to Rockshire which included Rockmead Park (1972) and Fallsmead Elementary School (1974). Advertisements for Fallswood emphasized the heavily wooded lots, the quality materials and efficient design, and the location near Rockmead Park, Fallsmead Elementary, Frost Jr. High, and Wootton High Schools, all at an affordable price, starting in the \$80,000s (The Washington Star 1977b, E-2).

Evaluation:

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

Fallswood is typical of the many planned residential developments in the Maryland and DC suburbs and is a basic example of the type commonly built in Montgomery County during the Suburban Diversification Period. Fallswood 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 from The Magna Group, Inc., who developed Fallswood 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.

Fallswood is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The neighborhood demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Two-Story Massed and Split-Level forms include standard features typical of the period. The houses are not the work of master architects and exhibit common materials and forms. Because Fallswood is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C. Fallswood was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 22 acres and is roughly defined by I-270 on the east, by Saddlebrook neighborhood to the south, by Rockmead Park on the west and by Rockshire neighborhood and Rockmead Park on the north. It includes multiple parcels found on Montgomery County Tax Maps GR11 and GR12 (2019).

References:

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

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.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed January 18, 2019. <http://www.mdlandrec.net>

Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 18, 2019. <http://www.msa.md.gov>.

The Washington Post. 1976. "Slow Market Stirs Ideas to Hypo Buying: Realty Happenings More." October 16: E1.

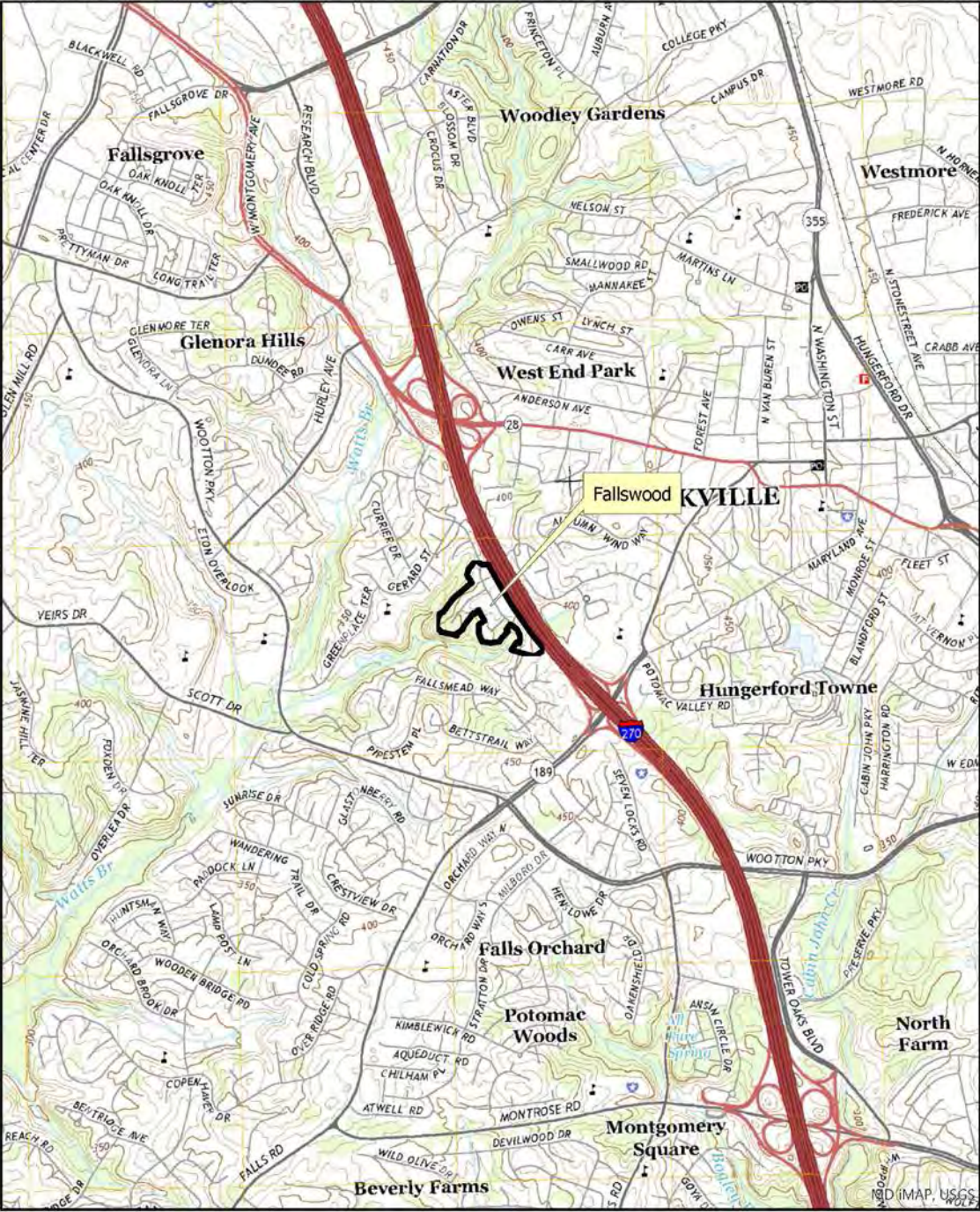
----1977. "Real Estate People." July 16: D26.

The Washington Star. 1977a. "Wanted The Fallswood Four." Advertisement. July 9: E-3.

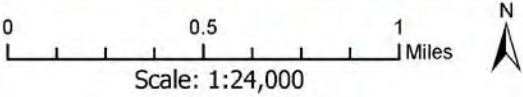
----1977b. "Fallswood." Advertisement. January 29: E-2.

Fallswood

Location: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court
City: Potomac
Montgomery County



USGS 7.5' Quadrangle - Rockville



Fallswood

Location: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court
City: Potomac

Montgomery County





View of 11 Fallswood Court, looking southeast.



View of 5 Fallswood Court, looking northwest.



View of 500 Watts Branch Parkway and sound barrier, looking east.



View of 7 Fallswood Court, looking southwest.



Streetscape of 401-407 Watts Branch Parkway, looking northwest.



View of 504 and 506 Watts Branch Parkway, looking east.

PHOTO LOG

Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-04**

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

File Format: **M: 26-79_2018-12-04_01.tif... etc.**

Photographs inserted on continuation sheets:

01.tif

View of 11 Fallswood Court, looking southeast.

02.tif

View of 5 Fallswood Court, looking northwest.

03.tif

View of 500 Watts Branch Parkway and sound barrier, looking east.

04.tif

View of 7 Fallswood Court, looking southwest.

05.tif

Streetscape of 401-407 Watts Branch Parkway, looking northwest.

06.tif

View of 504 and 506 Watts Branch Parkway, looking east.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Fernwood Estates

Inventory Number: M: 30-41

Address: North of I-495 and East 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 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:

Fernwood Estates is a planned residential development in Bethesda, Montgomery County. Fernwood Estates is bounded on the south by Interstate 495 (I-495), on the north and east by Georgetown Village, and on the west by Stratton Woods and Tusculum and Grubby Thicket (north section). It consists of several streets laid in a curvilinear pattern, with a cul-de-sac at the end of Rockhurst Road. According to local tax data, residential lots vary from 0.2-0.5 acre each,

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:

totaling approximately 25.1 acres for the subdivision as a whole. The residential properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at each dwelling. Concrete sidewalks are located throughout the neighborhood. Secondary resources include sheds and swimming pools.

Description:

Fernwood Estates contains single-family dwellings constructed between 1954-1962 (Montgomery County Plat [MCP] 4446, 3907). Most of these residences were constructed in variations of popular mid-century residential styles, such as the Colonial Revival and Contemporary, in the Two-Story Massed, Ranch, Split-Level, and Split-Foyer forms.

Houses in Fernwood Estates are between one and two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature small sections of wood or vinyl siding. Roofs include side-gabled and cross-gabled examples and are primarily sheathed in asphalt shingles. Many houses feature brick exterior-end and 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, including faux muntins. Additional window types, such as picture windows on Ranch houses and casement windows, are also present. Louvered and paneled shutters are common on sliding and ribbon aluminum and vinyl windows. Porches are occasionally present, and are typically incorporated into an overhanging, front-gabled roof (6508 Rockhurst Road).

Infill is rare within Fernwood Estates, but additions and other modifications are common. When additions are present, they are typically one- or two-story side or rear extensions or second-story additions.

Historic Context:

Fernwood Estates was first platted in 1954, and the construction of dwellings began soon after. Advertised in The Washington Post soon after it was platted, four model homes were open for viewing by the end of 1955 (The Washington Post 1955a G20). Builder Anthony Campitelli of the Housing Development Corporation advertised four different models; "The Continental," "The Phoenix," "The Bethesda," and "The Regency," located on "big wooded lots with plenty of room for expansion and family fun" (The Washington Post 1955a, G20). Models were distinguished by form, ornamentation, and price. "The Regency" and "The Phoenix" are one-story Ranch houses, and "The Bethesda" and "The Continental" are split-level dwellings. Prices for these single-family homes ranged from \$21,500-32,500 when advertised in 1955 (The

Washington Post 1955a, G20; 1955c, G4; 1956, G8). Interiors, decorated by Rita Schaefer, a local interior designer, boasted “new G-E wall refrigerators” in three of the four models, “full recreation rooms, asphalt tiled floors, [and] stone fireplaces,” along with oversized bedrooms and sun decks and patios (The Washington Post 1955b, G6). Archival research revealed little about Campitelli aside from his involvement with several small residential development projects in Montgomery County (The Washington Post 1948, R2). The platting and development of Fernwood Estates did not include any amenities like community centers or other facilities, as it was located east of Montgomery Country Club (now the Bethesda Country Club) and northeast of Burning Tree Club.

Evaluation:

The following evaluation is written in reference to the Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George’s Counties and Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George’s Counties, Maryland, Suburban Diversification Period (1961-1980).

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

While the developers of this subdivision were noted in The Washington Post as having worked in residential development in the D.C. area, their projects were not notable, and Anthony Campitelli and the Housing Development Corporation had no significant influence on suburbanization in Maryland. Therefore, Fernwood Estates is not eligible under Criterion B.

Fernwood Estates 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 neighborhood 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 25.1 acres. This is confined to Montgomery County Plats 3907 and 4446, 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.

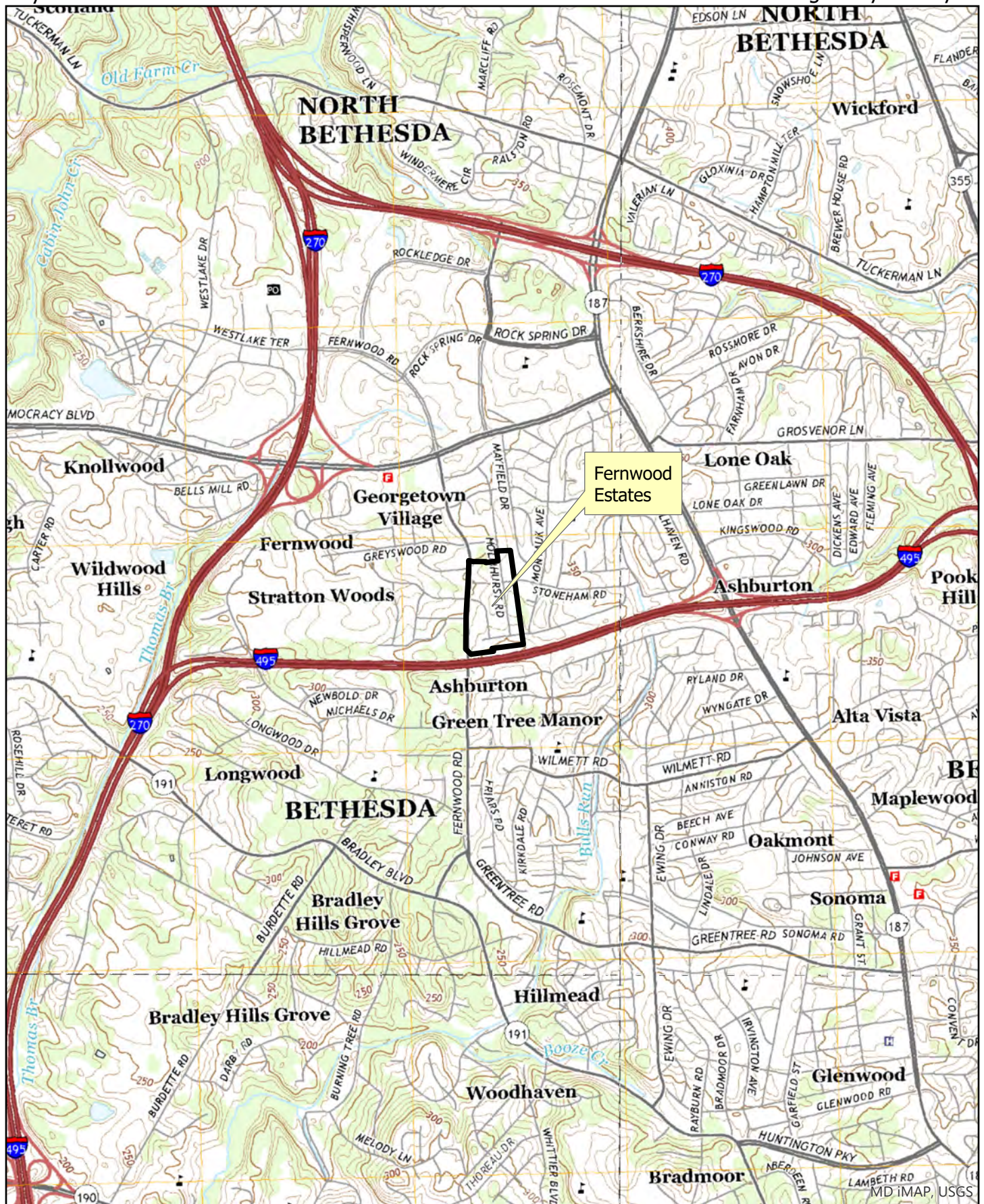
Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018.
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1948. "Realty Round-Up." February 15, 1948.
---1955a. "MD Community Opens Today." September 18, 1955. G20.
---1955b. "Fernwood." September 18, 1955. G6.
---1955c. "Display Ad 84." December 18, 1955. G4.
---1956. "New Low Financing." January 8, 1956. G8.

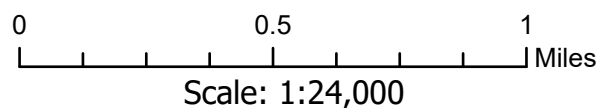
Fernwood Estates

Location: North of I-495 and East of Fernwood Road
City: Bethesda

MIHP#: M: 30-41
Montgomery County



USGS 7.5' Quadrangle - Rockville



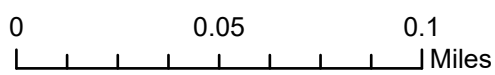
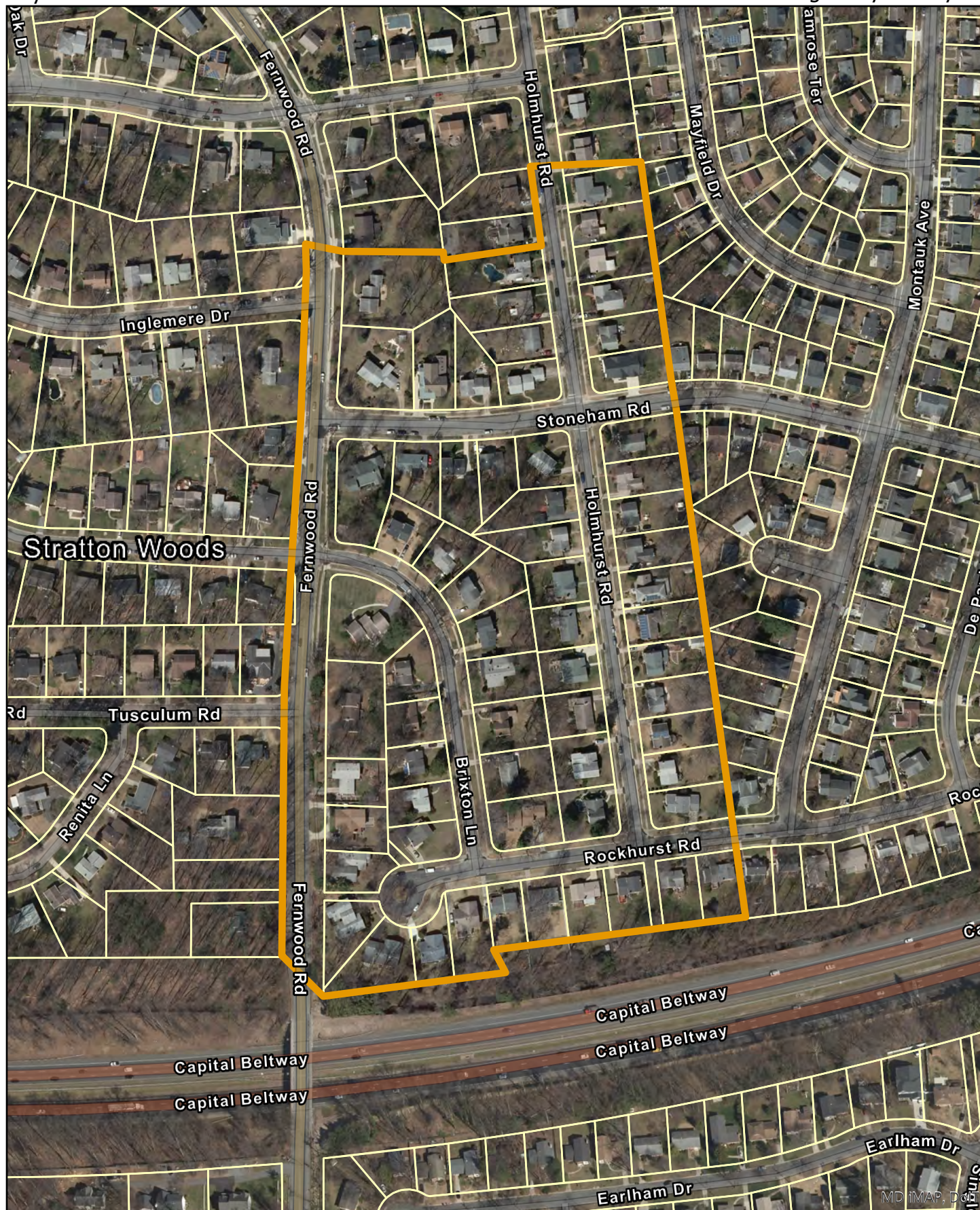
Fernwood Estates

Location: North of I-495 and East of Fernwood Road

City: Bethesda

MIHP#: M: 30-41

Montgomery County

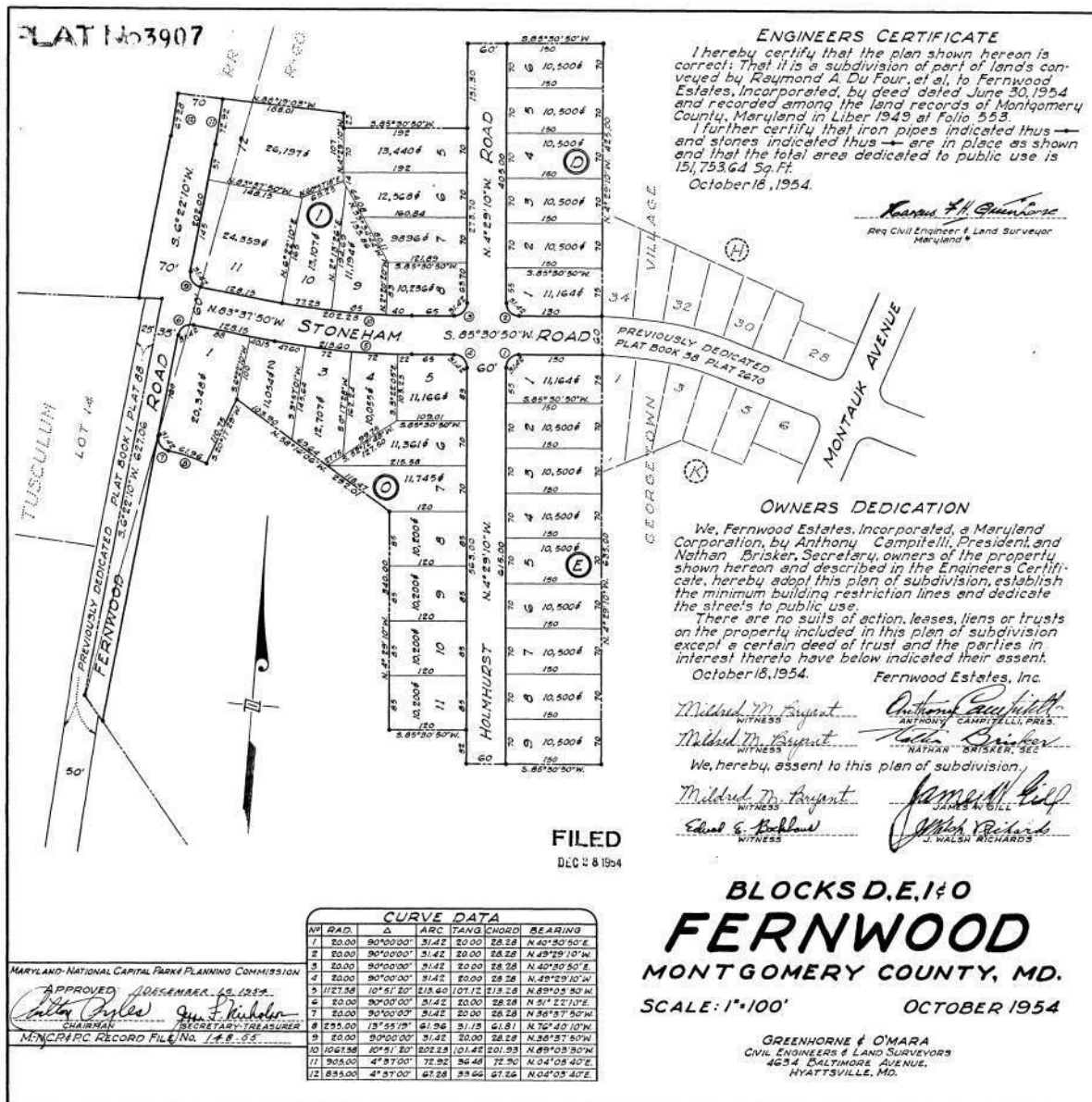


Scale: 1:3,000



Fernwood Estates (M: 30-41)

9705-9709 (odd) Fernwood Road, 6414-6509 Stoneham Road, 9700-9811 Holmhurst Road, 9702-9717 Brixton Lane, 6400-6513 Rockhurst Road
Bethesda, Montgomery County, Maryland



1954 plat of Fernwood Estates, blocks D, E, I, & O (MCP 3907).

Fernwood Estates (M: 30-41)

9705-9709 (odd) Fernwood Road, 6414-6509 Stoneham Road, 9700-9811 Holmhurst Road, 9702-9717 Brixton Lane, 6400-6513 Rockhurst Road
Bethesda, Montgomery County, Maryland



1955 plat of Fernwood Estates, blocks P & Q and part of blocks E & O (MCP 4446).

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

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 1



Photo 1 of 9: North elevation of 6502 Stoneham Road.



Photo 2 of 9: Intersection of Stoneham Road and Holmhurst Road, facing east.

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

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 2



Photo 3 of 9: West elevation of 9719 Holmhurst Road.



Photo 4 of 9: 9714 Holmhurst Road, facing west.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 3



Photo 5 of 9: North Elevation of 6502 Rockhurst Road.



Photo 6 of 9: Streetscape facing south on Holmhurst Road.

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

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 4



Photo 7 of 9: North elevation of 6510 Rockhurst Road.



Photo 8 of 9: North elevation of 6508 Rockhurst Road.

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

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 5



Photo 9 of 9: Southwest oblique of 9709 Brixton Lane.

PHOTO LOG

Name of Property: Fernwood Estates
Name of Photographer: Adriana Moss, Melissa Butler
Date of Photographs: 10/03/2018
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 9:
North elevation of 6502 Stoneham Road.
M; 30-41_2018-10-03_01.tif

Photo 2 of 9:
Intersection of Stoneham Road and Holmhurst Road, facing east.
M; 30-41_2018-10-03_02.tif

Photo 3 of 9:
West elevation of 9719 Holmhurst Road.
M; 30-41_2018-10-03_03.tif

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

Inventory No: M: 30-41

Name Fernwood Estates
Continuation Sheet

Number Photos Page 6

Photo 4 of 9:

9714 Holmhurst Road, facing east.

M; 30-41_2018-10-03_04.tif

Photo 5 of 11:

North elevation of 6502 Rockhurst Road.

M; 30-41_2018-10-03_05.tif

Photo 6 of 9:

Streetscape facing south on Holmhurst Road.

M; 30-41_2018-10-03_06.tif

Photo 7 of 9:

North elevation of 6510 Rockhurst Road.

M; 30-41_2018-10-03_07.tif

Photo 8 of 9:

North elevation of 6508 Rockhurst Road.

M; 30-41_2018-10-03_08.tif

Photo 9 of 9:

Southwest oblique of 9709 Brixton Lane.

M; 30-41_2018-10-03_09.tif

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Fireside Condominiums Inventory Number: M: 21-284
Address: 100-138 (evens) Duval Lane Historic district: ☐ yes ☒ no
City: Gaithersburg Zip Code: 20877 County: Montgomery
USGS Quadrangle(s): Gaithersburg
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): 0000 Tax Map Number: FS43
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA
Agency Prepared By: Dovetail CRG
Preparer's Name: Adriana Moss Date Prepared: 12/2018
Documentation is presented in: Project review and compliance files
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ 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 Fireside Condominium at Duvall Lane is a multi-family development located 0.35 miles north of the Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The complex consists primarily of garden apartment buildings constructed in 1974 with recreational amenities such as a pool and tennis court (Montgomery County Plats [MCP] 1523, 1570). The irregular-shaped complex comprising 14.33 acres is bounded by I-270 on the southwest, a recreational park and other multi-family garden apartment complexes to the northwest, northeast, and southeast. Primary access is obtained through a singular street entrance via Duvall Lane which is accessed by W. Deer Park Road.

The property's landscape is filled with grassy lawns, scattered mature trees, shrubs, and other ornamental foliage in an urban park-like setting. Buildings and amenities throughout the complex are connected by poured-concrete sidewalks as well as Duvall Lane; parking lots are adjacent to the condominium buildings. The complex features 13 garden apartment buildings, a management office and resident community center, a maintenance shop, a boiler room, two pools, a tennis court, a playground, signage, and trash receptacles. Lantern-topped, metal street lamps appear to be original. The eastern side of the complex is lined by wood fencing

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

while the western side that abuts I-270 is lined by a concrete noise barrier.

Description:

The garden apartment buildings in the complex are typically organized in clusters of two to three buildings, each between three and four stories tall with one to two sections. Each section is five bays wide, with minimal Contemporary- and Shed-style architectural features. Each section contains 12 to 16 condominiums, typically four per floor, including one-, two-, and three-bedroom units ranging from 788 to 1,053 square feet in size (Zillow 2018). These buildings are laid out in linear arrangement. The garden apartment buildings rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems are clad in vinyl siding and feature a projecting off-center section holding the primary entrance and public stairwell that provide access to the individual condominium units. Each of the buildings is covered by a low-pitched, asphalt-shingled, side-gabled roof with wide, closed eaves and short parapets lined with metal coping on the gabled ends. Four wide, vinyl-clad, shared chimney stacks are situated above the central stairwell. A common primary entrance facing either the internal roadway or a parking area from which the individual units are accessed opens onto a central, partially enclosed metal stairwell. They are accessed by a set of poured-concrete stairs lined with a metal rail or a hip-high, vinyl-clad wall. Three of the four-story buildings have ground levels below the grade of the adjacent parking area at the facade. These buildings feature a small concrete bridge from the parking lot to access the central stairwell at the main entrance (132 and 134 Duvall Lane). Windows are single or paired one-over-one, vinyl-framed, double-hung sash units. Each living unit also contains a recessed concrete patio (terrace/ basement level) or balcony (other levels) with a double-leaf, metal-framed, sliding glass door. The balconies are lined with a metal rail.

The combined management office and community center (office) is located at the center of the property, immediately west from the primary vehicular via Duvall Lane. The one-story, five-bay building is clad in the same materials as the condominiums and is covered by an asphalt-sheathed, combination shed and gable roof. The building is accessed by multiple entrances on its northwest elevation; they are filled with single-leaf, metal, paneled and double-leaf, metal-framed, sliding glass doors. Immediately south of the office are an in-ground pool and wading pool surrounded by a metal, chain-link fence-enclosed poured-concrete patio. To the southwest of the office are a maintenance building and boiler room. Both buildings are one story in height, clad in vinyl siding, and covered by a flat roof with metal coping. The roof of the boiler room is pierced by multiple metal flues. The buildings are accessed via sectional, metal garage doors in the northwest elevation. The space between the two buildings, where cooling towers and HVAC units are located, is enclosed by chain-link and thick aluminum fencing with pedestrian access provided by a single-leaf, metal door.

A playground with metal equipment and a wood swing set is located southwest of 122 and 124 Duvall Lane. A metal, chain-link fence-enclosed tennis court is situated in the northernmost portion of the complex, immediately northwest of 102 Duvall Lane. Trash receptacles are enclosed by metal chain-link fencing with plastic lath or vinyl privacy fencing. A primary entrance sign is located on the east side of the office; the arched wood sign, which reads "Fireside Condominium," is supported by square, wood posts topped with a metal cap. Other signage throughout the complex is also wood and supported by square wood posts.

Historic Context:

The Fireside Condominium property was originally platted as Parcel-I (also seen as Parcel 1) of Turnbridge, the initial name of the subdivision, in December 1969 by Meyer Morse and Eric Baer, trustees under an unrecorded agreement (MCP 9513). The Turnbridge Limited Partnership, consisting of Paul R. Golkin, Stanley H. Pinchuck, Sheldon Jontiff, and Richard Kress, signed a 15-year lease agreement of the property in February 1972, and by May 1974, the property was platted as a condominium complex called Fireside Condominium (Montgomery County Deed Book [MCDB] HMS 4188, 537-542). Sales for the property appear to have initially been conducted by Golkin & Associates, and the builders and developers are listed as Golkin and Pinchuck

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Development Corporation (The Washington Post 1974, D58). The buildings and amenities of the property were designed by architect Neil R. Greene & Associates (MCP 1523-1529, 1570-1577).

The project initially appeared in The Washington Post in late 1974 and was noted as a “remarkable offer from “Fireside Condominiums” (The Washington Post 1974, D58). Golkin and Pinchuck advertised “Fireside’s Security Blanket” as a guarantee to potential buyers to buy back the condominium at the same price of purchase at the end of an 18-month period after purchase (The Washington Post 1974, D58). At the time of opening, the units were priced beginning at \$26,950 and boasted “wood burning slate hearth fire places set in a paneled wall, tennis courts, swimming and wading pools, community center with party facilities, every one bedroom include a den, saunas, playground, [and a] fenced security system” with a laundry room in each building (MCP 1523-1529, 1570-1577; The Washington Post 1974, D58; Washington Star-News 1974, 76). In 1975, advertisements described Fireside as “garden homes” that emphasized the California contemporary lifestyle exclaiming “You don’t have to move out west to enjoy the swinging life style” (The Washington Post 1975, F20).

Developers Paul R. Golkin and Stanley H. Pinchuck of Golkin & Pinchuck Development Corporation, based in Kensington, worked in single-family and multi-family residential development in Montgomery County throughout the 1970s (The Washington Post and Times Herald 1973, E12). Single-family subdivisions such as Golden Gate East and American Way and the 110-unit condominium project called Park Terrace are among their well-known work in the Gaithersburg area (Kelly 2015, 327-328; The Washington Post 1976, D18; The Washington Post and Times Herald 1971, E24, 1973, E12). The architect, Neil R. Greene, a local architect who worked with Charles M. Goodman, preferred designing in the Contemporary style, and worked on several different development projects with Golkin and Pinchuck, including Golden Gate East (Orton 2017; The Washington Post and Times Herald 1971, E24). Several known projects of Greene include “a subdivision of 292 modular houses in Gaithersburg, the Long Branch Library, Peoples National Bank branches and Maryland-National Capital Park and Planning Commission recreation centers” as well as many other residential and commercial buildings throughout the county (Kelly 2015, 170, 185, 201, 209-210, 243; Orton 2017).

Evaluation:

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

The Fireside Condominium complex is a typical and basic example of a planned multi-family residential development constructed in the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The complex was not the first condominium residential development in the area, nor did it shape future multi-family residential design. Although Paul R. Golkin and Stanley H. Pinchuck created many housing developments in the county, their efforts have not made lasting or substantial contributions to the history of apartment complex design in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under National Register of Historic Places (NRHP) Criteria A or B.

Although the garden apartment buildings retain most of the character-defining features of their property types, the complex is a late example of a common property type and is not one of the earliest or last remaining examples. Alterations to the buildings within Fireside Condominium complex, such as replacement siding and windows, have diminished the property’s historic integrity of design, materials, workmanship, feeling, and association. For these reasons, this resource is not eligible under Criterion C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

As an architectural resource, the resource was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, Fireside Condominiums is not eligible for listing in the NRHP.

This property encompasses 14.33 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS43, Parcel 0000 and also as seen in Montgomery County plat records 1523-1529 and 1570-1577.

References:

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

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. *Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban 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 6, 2018.

<http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

Montgomery County Plats (MCP). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 6, 2018.

<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Orton, Kathy. 2017. "Midcentury modern in Silver Spring has lots of room to roam." *The Washington Post*. March 17, 2017, n.d. Accessed November 6, 2018. https://www.washingtonpost.com/news/where-we-live/wp/2017/03/17/midcentury-modern-in-silver-spring-has-lots-of-room-to-roam/?utm_term=.9dd9239be244.

The Washington Post. 1974. "A remarkable offer from Fireside Condominiums." September 15, 1974, D58.

--- 1975. "California." February 1, 1975, F20.

--- 1976. "American Way in Prestigious Hunt Country in Montgomery County." February 21, 1976, D18.

The Washington Post and Times Herald. 1971. "Area Realty and Building Notes." June 5, 1971, E24.

--- 1973. "Keiser Building Sold for \$565,000; Kent Cove Condominiums are Opened." May 12 1973, E12.

Washington Star-News. 1974. "A remarkable offer from Fireside Condominiums." September 22, 1974, 76.

Zillow. 2018. "Fireside Condominiums." Accessed November 5, 2018. <https://www.zillow.com/b/fireside-condominiums-gaithersburg-md-5ZGeWJ/>.

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