

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Spicer Residence Inventory Number: CT-1272

Address: 1309 E. Mt. Harmony Road, Owings, MD 20736, Calvert County

Owner: William J & Mary V Spicer, PO Box 533, Prince Frederick, MD 20678

Tax Parcel Number: 34 Tax Map Number: 7

Project MD 260: Bridge 4022 and Relocation of Mt. Harmony Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: Kelly Steele Date: 05/23/2000

Eligibility recommended Eligibility **not** recommended

Criteria A B C D Considerations: A B C D E F G None

Is property located within a historic district? no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

Description:
1309 E. Mt. Harmony Road is a side-gable, vernacular residence with Craftsman style details. A gable-front bay projects from the main façade and from the rear, creating a cross-gable roofline and providing an entryway on the main facade. This 1940s, single-story structure consists of asbestos shingle siding and a concrete block foundation. The standing seam metal roof has a moderate pitch, with a chimney near the center. At the soffit, exposed rafters add some decorative detailing. As the structure sits on the lot, it faces north, surrounded by lawn. A modern shed stands to the south of the residence.

The main, north, façade contains three individual 6/1 windows and a pair of 6/1 windows that stand adjacent to the door on the gable-front extension. The windows all have modern storm units attached to them. The east elevation has two 6/1 windows, one on the side-gable segment and the other on the rear extension. This elevation also has an exposed basement window. The south elevation has two 6/1 windows and a stairway that leads from grade, down to a basement door. Finally, the west façade has a 6 pane door.

Prepared by: Kelly Steele Architectural Historian SHA

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <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 <input type="checkbox"/> None
Comments: _____	
Reviewer, Office of Preservation Services <u>[Signature]</u>	Date <u>3/22/90</u>
Reviewer, NR Program <u>[Signature]</u>	Date <u>8/28/00</u>

Significance:

Calvert County, established in 1654, is located in southern Maryland on the western shore of the Chesapeake Bay. Within the county, settlement occurred along the north and south shores of the Patuxent River as early as 1639. Settlement spread quickly through the county, with most of the tillable land occupied by the end of the 17th century. With this dispersed settlement, the county contained few towns

A combination of favorable soil and topography, and good river transportation helped establish agriculture as the main economic factor. Tobacco became the chief crop and remained so until the late 20th century. This emphasis on agriculture promoted large land holdings without much town development. This pattern continued through the Revolutionary War, at which time the decline of the plantation system and the proliferation of small farms changed the county socially and supported the growth of small towns and crossroad villages.

The introduction of the railroad in 1868 also helped influence the development of the county. While railroads did not play a large role in Calvert County, the Washington & Chesapeake Railroad, started in 1891 to provide travel between Washington, DC and a planned resort at Chesapeake Beach, did spur the development of small communities and service centers around the railroad freight and flag stops. However, during the 1930s, substantial road improvements replaced the reliance on boats and trains for transportation. Such infrastructure improvements enabled the county to grow and develop in conjunction with the Washington-Baltimore metropolitan area expansion. With these metropolitan areas extending into Calvert County, the economic reliance on tobacco declined, and metropolitan development, recreation and tourism started driving the economy of Calvert County.

The area around the Mt. Harmony Road/ MD 260 intersection was slow to develop, with the first road in the area appearing on an 1865 map (predecessor of Mt. Harmony Road). On an 1885 map, a "colored" church appears in the area. Then, between 1897 and 1899, the Washington & Chesapeake Beach Railway came through the area, and the Mt. Harmony railway station was located within the project area (despite the fact that the village of Mt. Harmony was about 1 mile west). However, the railway went bankrupt in 1935, and its tracks were taken up, and the bed abandoned. A large portion of MD 260 was subsequently built on the abandoned railroad alignment. Many of the residential and commercial structures in the project area were built during the 1940s, with some adjacent residences constructed in the 1980s.

National Register Evaluation:

While the building at 1309 E. Mt. Harmony Road does represent vernacular, residential architecture in Calvert County, it is not eligible for the National Register of Historic Places, as defined by the criteria of eligibility in 36 CFR 60. The structure does not possess an association with significant events or trends, and is not eligible under Criterion A. The structure is not eligible under Criterion B either. Research did not identify any known association with significant persons. Similarly, the structure is not eligible under Criterion C because it does not embody distinctive characteristics of a type and period of construction. While the structure does characterize a side-gable, vernacular plan residence with Craftsman features, modern additions and county development have compromised the structure's setting, materials, workmanship, and association. In addition to this loss of integrity, the structure is not a complete or elaborate example of the Craftsman style. While it does possess simple versions of some basic identifying features including exposed rafters, it does not fully depict the style. Finally, the property has no known potential to yield important information, so it is not eligible under Criterion D, and the seven criteria considerations do not apply.

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
 Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
 Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
 Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Rural Agrarian Intensification A.D. 1680-1815
 Agricultural-Industrial Transition A.D. 1815-1870
 Industrial/Urban Dominance A.D. 1870-1930
 Modern Period A.D. 1930- Present
 Unknown Prehistoric
 Unknown Historic

IV. Historic Period Themes:

- Agriculture
 Architecture, Landscape Architecture,
and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social Educational/Cultural
 Transportation

V. Resource Type:

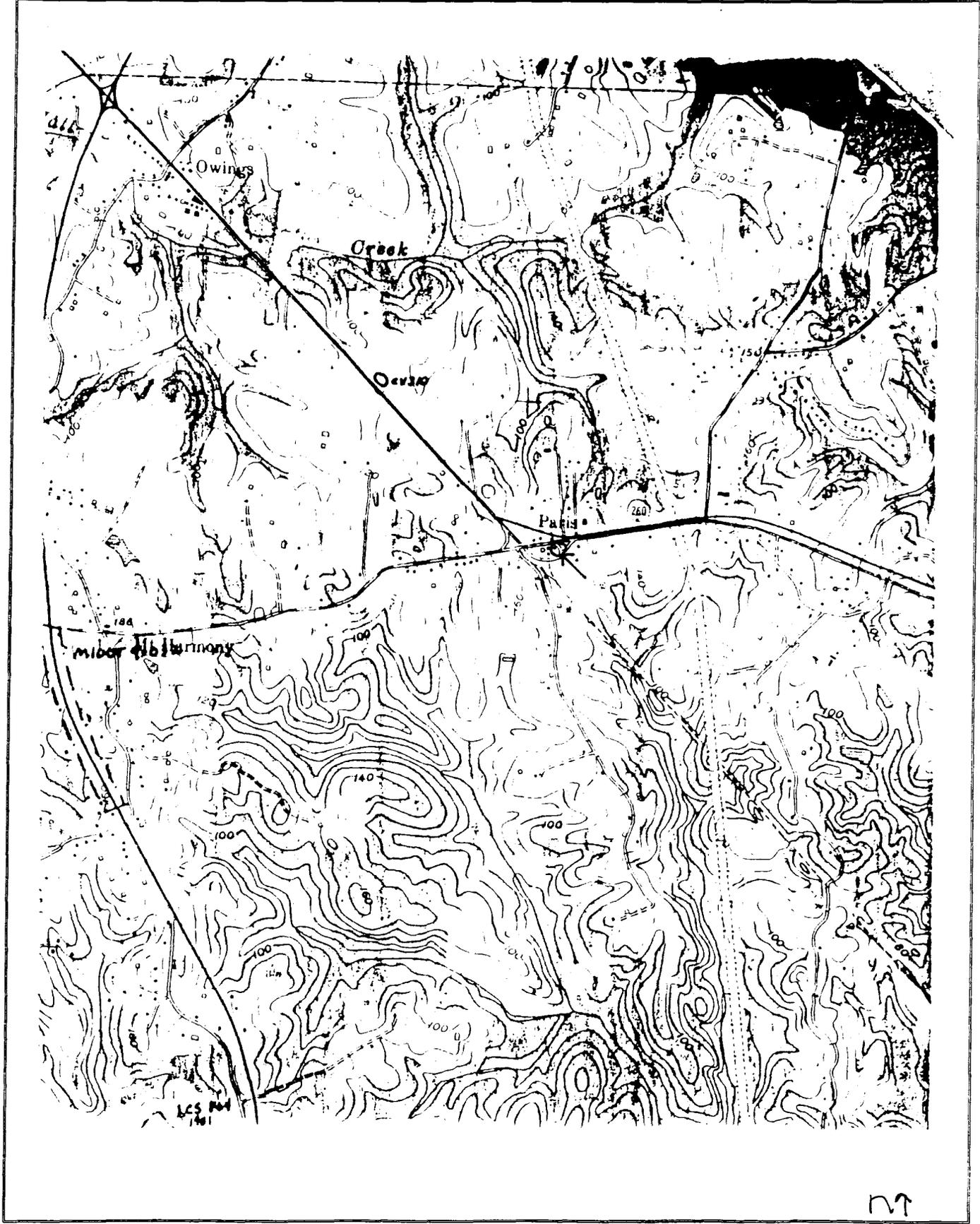
Category: Building

Historic environment: Rural

Historic Function(s) and Use(s): Domestic/single dwelling

Known Design Source: None

Survey No. CT-1272
Resource Name Spicer Residence
Town/County Owings/Calvert County
Quad Map North Beach





1. CT-1272

2. Spicer B...

1300 E. Mt. Harmony Road, Owings MD

3. Calvert County, MD

4. Heather Confer

5. Feb. 2000

6.

WESTMINSTER PHOTOGRAPHY

7. Taken from Mt. Harmony Road facing south
Shows north elevation

8. (001