

CAPSULE SUMMARY
Parkway Motel (CH-544)
5955 Crain Highway, Charles County

Constructed circa 1940, the Parkway Motel, now known as La Plata's Peddler's Paradise, is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The Parkway Motel is characteristic of the motels built along Crain Highway in the middle of the 20th century, although it does not reflect the stylistic influences of the period for this building type. The motel consists of four one-story buildings with no added amenities. The traveler could pull his car under the porte-cochere, which is attached to the front of the small registration office. Rising from the porte-cochere is a large sign, which originally read "Parkway Motel." The sign added a vertical dimension to an otherwise horizontal building mass. After registering at the office, the traveler would be directed to one of the three motel buildings. These buildings featured rooms laid side-by-side in a continuous row. The three motel buildings feature stucco walls, flat roofs, one-story porches, and parking directly at the front of the individual rooms.

A paved driveway winds around the motel buildings. Constructed in the 1940s, the motel complex consists of four buildings, all of which are one-story in height. The centrally located office varies in design when compared to the three motel room buildings. The office has a front gable roof with a stepped parapet and is constructed of brick laid in stretcher bond. The three motel buildings feature stuccoed walls, flat roofs and one-story porches.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. CH:544

=====

1. Name of Property

=====

historic name Parkway Motel

common/other name La Plata's Peddler's Paradise

=====

2. Location

=====

street & number 5955 Crain Highway not for publication _____

city or town La Plata vicinity _____ state Maryland code MD

county Charles County code 17 zip code 20646

=====

3. State/Federal Agency Certification

N/A

=====

4. National Park Service Certification

N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

- private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing		Noncontributing		
<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	objects
<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	Total

Is this property listed in the National Register?

Yes _____ Name of Listing _____
No X

Maryland Inventory of Historic Properties
Parkway Motel
5955 Crain Highway
Charles County, Maryland

Inventory No. CH: 544
Page 2

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: Hotel

Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: Specialty Store

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Vernacular

Materials (Enter categories from instructions)

Foundation Solid: Concrete Block

Roof Front Gable: Asphalt Shingle; Flat:
Not Visible

Walls Masonry: Brick Stretcher Bond;
Masonry: Concrete Stucco

other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Maryland Inventory of Historic Properties
Parkway Motel
5955 Crain Highway
Charles County, Maryland

Inventory No. CH: 544
Page 4

=====
Areas of Significance (Enter categories from instructions)

Architecture
Commerce

Period of Significance 1940-1974

Significant Dates c. 1940
1974

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

=====
9. Major Bibliographical References
=====

(Cite the books, articles, legal records, and other sources used in preparing this form.)

- Beecher, Mary Ann. "The Motel in Builder's Literature and Architectural Publications," In *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings. Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990.
- Brown, Jack D., et. al. *Charles County Maryland: A History*. New Jersey: Custombook, Inc., 1976.
- Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.
- Charles County Land and Will Records. Charles County Courthouse and the Maryland State Archives, Annapolis, Maryland.
- Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America*. Baltimore: The Johns Hopkins University Press, 1996.
- Margolies, John. *Home Away From Home: Motels in America*. Boston: Little, Brown and Company, 1995.
- McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1985.
- The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.
- " Postcards from Americana." www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.
- Sanborn Fire Insurance Maps. Library of Congress, Washington, D.C.
- Rivoire, J. Richard. *Homeplaces: Traditional Domestic Architecture of Charles County, Maryland*. Crownsville, MD: Maryland Historical Trust, 1990.
- Watson, James Douglas. *Prince George's County Past and Present*. Washington, D.C.: Federal Lithograph Co., 1962.

Maryland Inventory of Historic Properties
Parkway Motel
5955 Crain Highway
Charles County, Maryland

Inventory No. CH: 544
Page 6

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10. Geographical Data
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Acreage of Property 3.908 Acres

Verbal Boundary Description (Describe the boundaries of the property.)

The property at 5955 Crain Highway is designated as Parcel 119, Grid 8 as indicated on Map 33.

Boundary Justification (Explain why the boundaries were selected.)

The building at 5955 Crain Highway has historically been associated with Parcel 119 since its construction circa 1940.

=====
11. Form Prepared By
=====

name/title R. Weidlich and C. Novelli, Architectural Historians
revised by L. Trieschmann (July 9, 2000)
organization EHT Traceries, Inc. date February 29, 2000
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815
=====

12. Property Owner
=====

name La Plata Peddler's Paradise, Inc. c/o Joe Kimble
street & number 2588 Old Washington Road telephone _____
city or town Waldorf state MD zip code 20601-3178
=====

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 7 Page 1

Parkway Motel
name of property
Charles County, Maryland
county and state

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The Parkway Motel, now known as La Plata's Peddler's Paradise, is located on the west side of Route 301 at 5955 Crain Highway. A paved driveway winds around the motel buildings. Constructed in the 1940s, the motel complex consists of four buildings, all of which are one-story in height. The centrally located office varies in design when compared to the three motel room buildings. The office has a front gable roof with a stepped parapet and is constructed of brick laid in stretcher bond. The three motel buildings feature stuccoed walls, flat roofs and one-story porches.

EXTERIOR DESCRIPTION:

The façade or east elevation of the office is four bays in width. Set on a concrete block foundation, it is constructed of brick laid in stretcher bond. There are two single leaf entries that are centered on the elevation and flanked by fixed one-light windows with rowlock sills. A one-story, one-bay carport is situated on the front of the building. It is supported by metal posts and is covered by a gable roof metal awning. The stepped parapet is topped with a soldier cap.

The north elevation contains two 1/1 aluminum windows and a fixed aluminum window, all with rowlock sills. The rear or west elevation has a single leaf, wood flush, centered entry. Three 1/1 aluminum windows with rowlock sills adorn the brick wall. At the apex of the gable end, there is a triangular vent with a rowlock sill. Like the north elevation, the south elevation of the office contains two 1/1 aluminum windows and a fixed aluminum window, all with rowlock sills.

The three motel buildings are one-story in height. Two are twenty-seven bays in width, while the other is smaller at twelve bays across. The twenty-seven bay wide buildings feature stuccoed walls, metal-paneled single leaf doors and shed roof wrap-around

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 7 Page 2

Parkway Motel
name of property
Charles County, Maryland
county and state

=====
porches with square wood post supports. They contain both 6/6 windows and 2/2 horizontal sash windows, some of which have rowlock sills. Exterior brick chimneys, laid in stretcher bond, rise above the parapeted flat roofs.

Like the other motel buildings, the smaller motel building also has stuccoed walls and a flat roof with a parapet. It contains six single leaf metal-paneled doors and six 6/6 windows. The shed roof porch extends the full width of the building and is supported by both metal and wood posts. A central brick chimney rises from the flat roof.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 1

Parkway Motel
name of property
Charles County, Maryland
county and state

=====

Constructed circa 1940, the Parkway Motel, now known as La Plata's Peddler's Paradise, is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The Parkway Motel is characteristic of the motels built along Crain Highway in the middle of the 20th century, although it does not reflect the stylistic influences of the period for this building type. The motel consists of four one-story buildings with no added amenities.

The traveler could pull his car under the porte-cochere, which is attached to the front of the small registration office. Rising from the porte-cochere is a large sign, which originally read "Parkway Motel." The sign added a vertical dimension to an otherwise horizontal building mass. After registering at the office, the traveler would be directed to one of the three motel buildings. These buildings featured rooms laid side-by-side in a continuous row. The three motel buildings feature stucco walls, flat roofs, one-story porches, and parking directly at the front of the individual rooms.

Motel History

The introduction of the automobile led to the public's fascination with touring and convenient accommodations soon began to develop across the country for this touring public. Originally referred to as cabin camps or tourist camps, these accommodations became known as auto courts, tourist courts, motor hotels, motor lodges, autel, and most commonly as motels. Motels, like hotels provided lodging for travelers, however, the motel was typically located along a highway and provided the motorist with direct access to individual parking spaces. The number of roadside motels along America's highways increased from six hundred to more than forty thousand between the late 1920s and the 1950s.¹

Predating the motel were other forms of roadside accommodations that were spawned by the automobile. They often consisted of free campgrounds with parking and community restrooms. Hoping to encourage a higher class of clientele, the owners of the campgrounds began to erect

¹ Mary Ann Beecher. "The Motel in Builder's Literature and Architectural Publications." *Roadside America: The Automobile in Design and Culture*. edited by Jan Jennings. (Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990). p. 115.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 2

Parkway Motel
name of property
Charles County, Maryland
county and state

=====
low-cost cabins. These cabins, the precursor of the modern motel, provided the tourist with comfort, convenience, and privacy. However, the tourist was often expected to provide his own provisions. "At the U-Smile Cabin Camp...arriving guests signed the registry and then paid their money. A cabin without a mattress rented for one dollar; a mattress for two people cost an extra twenty-five cents, and blankets, sheets and pillows another fifty cents. Each guest was given a bucket of water from an outside hydrant, along with a scuttle of firewood in the winter."² By the late 1920s, camp cabins became more modernized, with hopes to attract more tourists, thus evolving into motels. Typically, the motels were operated by the owners of gas stations, grocery stores, or food stands. The first motel opened December 12, 1925 in San Luis Obispo, California. James Vail's Motel Inn, with accommodations for 160 guests, was located on one of the busiest U.S. motor routes.³

Although the Depression was very destructive to the hotel industry, the motel industry thrived because Americans continued to vacation by automobile. The small, independently owned, owner managed motel, also referred to as mom-and-pop operations, dominated the motel industry in this period. The resulting competition helped raise the standards of the entire motel industry. New motel development leveled off during the early 1940s, however as gasoline rationing during World War II limited the number of tourists on the roads. Following the war, prosperity prompted the new construction of small-scale, individually owned motels. In fact, many returning veterans entered into the lucrative motel business that was springing up along America's highways. A 1946 manual, funded by the Veterans' Administration, touted the prospects of opening a roadside motel, but also warned of the difficulties it involved. The manual stated, "The operation of a successful motor court takes hard work, 7 days a week, the year round. This endeavor should not be viewed as one where it is possible to sit in the sun by the side of the road and ring a cash register."⁴ The motels of the 1940s and early 1950s were often small in scale with an average of only twenty-five rooms.

² "Postcards from Americana: Cabin Camps and Cottage Courts," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

³ *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

⁴ John Margolies, *Home Away From Home: Motels in America* (Boston: Little, Brown and Company, 1995), 90.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 3

Parkway Motel
name of property
Charles County, Maryland
county and state

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In the late 1950s and the 1960s, motel construction boomed. These motels no longer took the form of individual cottages, but took the form of fully integrated buildings under a single roof.⁵ Corporate chains with systemized and centralized operations brought an end to the individually operated motel during the 1950s.⁶ Local builder Kemmons Wilson erected a motel with a community swimming pool, and air conditioning and a television set in every room. Additional provisions included free ice, free baby cribs, free kennels and dog food for family pets, and no charge for children under 12 who shared their parents' accommodations. In 1951, Wilson decided that the motel business was "the greatest untouched industry in America" and opened the first Holiday Inn on U.S. 70 in Memphis, Tennessee the following year. He went into partnership in 1953 with builder Wallace E. Johnson to found the motel chain.⁷ By 1964, there were at least 61,000 motels in the country.⁸

During the period between 1930 and 1955, motel design and construction were regularly featured in builders' journals and architectural publications. Although vastly outnumbered by domestic designs, both sources printed plans and photographs of motel units and site plans of their overall organization with some regularity. While there was little discussion of style, the exterior appearances and landscaping of the motels was emphasized in order to attract the passing tourist. Originally, nearly all of the motel units were freestanding with the covered gasoline station as the focal point. During this period, most motels consisted of small cottages, often interconnected by covered parking places. Covered parking spaces were later walled in to provide additional rooms, resulting in the single-story, continuous row motel form. Moreover, it was more economical to join the rooms in a continuous row. Rather than having to provide individual heating, electricity, and plumbing for each cabin, the joined rooms could share mechanical and electrical systems. As the exterior designs became more elaborate, so did the interior spaces. The interiors

5 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

6 Beecher, p. 116.

7 *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

8 John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 45.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 4

Parkway Motel
name of property
Charles County, Maryland
county and state

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of the early units were single-spaced and small with little ornamentation. The units often included combined living rooms, sleeping rooms and kitchenettes. However, by the 1950s, motels began to eliminate kitchenettes from the plans because of the addition of restaurants in or near the motels.⁹

The motels of the 1940s and 1950s had relatively few amenities. "Fewer than 6 percent of all motels had pools; fewer than 8 percent had restaurants, even within walking distance; fewer than 20 percent had room phones; and fewer than 28 percent had any carpeting on the floors of the rooms. There would be a very small registration area, but there were few lobbies, lounges and meeting rooms."¹⁰ The basic unit shapes remained primarily the same since the 1940s and single row layouts continued to be popular for their economy. However, in the late 1950s and 1960s, the one-story buildings gave way to two- and three-story buildings, blurring the distinction between the motel and the hotel. In fact, these multi-story buildings resembled hotels much more than the motor courts that they replaced. The motels of the 1960s contained between 150 and 300 rooms, which were most often arranged back-to-back along a central utility core. These larger motels also provided many amenities that their predecessors lacked, including swimming pools, bars, restaurants, coffee shops, meeting rooms, lobbies, and telephone switchboard service. The aim of the motel proprietors was to provide the traveling guest with the amenities and comforts of a downtown hotel with the convenience of being located along the interstate.¹¹

Motels tended to be more utilitarian in nature than a palette of architectural expression. There were six main stylistic trends used in motel construction between 1930 and 1955. These styles were rooted in the popular housing forms and were seen on domestic buildings in the trade literature of the times. The motels most frequently exhibited features of the Craftsman, Colonial Revival, Spanish Colonial Revival, and Modern styles. Other themes seen in motel construction were the rustic aesthetic theme and those based on the western style ranch house, while others were simply

9 Beecher, pp. 115-117.

10 *Home Away From Home: Motels in America*, pp. 91-92.

11 *Home Away From Home: Motels in America*, pp. 95-96.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 5

Parkway Motel
name of property
Charles County, Maryland
county and state

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vernacular.¹² There were even thematic representations, but for the most part, the buildings were one-story, relatively nondescript, interconnected lines of rooms. "Owners employed stucco, adobe, stone, brick, whatever was handy, to attract guests."¹³ One of the main attractions which was used to differentiate one motel from the other was the use of elaborate signage. "Motor courts began to sport giant signs that dominated the motel grounds visually. The sign, with its elaborate neon display, was intended to provide a vertical dimension to an otherwise low-to-the-ground building configuration."¹⁴ The signs, typically located by the side of the highway at the motel's entrance, advertised the amenities and services available for the traveler.

Motel History along US 301 Corridor

The greatest increase in commercial development along U.S. 301 was seen in the years following World War II. This was a result of the expansion of Route 301 across the Potomac River. "Motels and restaurants sprang up to accommodate tourists, sportsmen and others who passed through or stopped in Charles County."¹⁵ This same expansion took place in Prince George's County, providing travelers with accommodations as they traveled from New York to Florida. The 1949 Sanborn Fire Insurance Map of Upper Marlboro, Prince George's County, Maryland indicates one such enterprise. The Marlboro Hotel was located along Crain Highway near Main Street and consisted of the motel, a restaurant, an office and an auto sales building. Nearby amenities included another restaurant, a movie theater, a filling station and an auto repair and service station. By 1958, there were a total of 43 establishments in Prince George's County that provided hotel, motel, or trailer park services.¹⁶ Road maps also promoted the motel trade along U.S. 301, attracting tourist with advertisements touting such places as Waldorf of the Highways, a 90-unit motor court and restaurant with an Olympic size swimming pool. The tourist trade and commercial transportation networks relied heavily upon these services as they traversed the highways

12 Beecher, pp. 117-120.

13 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels."

14 Jakle, Sculle, and Rogers, p.47.

15 Jack D. Brown, et. al., *Charles County Maryland: A History*, (New Jersey: Custombook, Inc., 1976), p. 66.

16 James Douglas Watson, *Prince George's County Past and Present*, (Washington, D.C.: Federal Lithograph Co., 1962), p. 29.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Section 8 Page 6

Parkway Motel
name of property
Charles County, Maryland
county and state

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of the nation and numerous examples continue to dot the landscape of Prince George's and Charles Counties.

Building History

Three parcels of land were joined to form the current property on which the commercial building sits. Howard Bowie purchased the three separate parcels in 1947, 1956, and 1964, respectively. Bowie owned and maintained the Parkway Motel until 1974. Today, the building serves as La Plata's Peddler's Paradise.

National Register Evaluation:

All of the essential physical features are present and visible to properly represent its significance within the thematic context of Motels on the US 301 Corridor. The building is one of only a few motel complexes remaining along this highly traveled commercial corridor, and stands as a final representative of the thousands of motel courts erected during the mid- to late 20th century. The property retains integrity of design, location, setting, materials, and feeling.

No longer serving as a motel, the vernacular motel complex is not unique nor is it an excellent representative of this building type to warrant individual nomination under criterion C. Thus, the Parkway Motel has been determined not eligible for nomination to the National Register of Historic Places. However, within the thematic study of transportation-related resources along the US 301 Corridor, the motel is a contributing resource and potentially eligible under criterion A.

MARYLAND HISTORICAL TRUST	
Eligibility recommended <u>X</u>	Not Recommended _____
Comments: _____ _____ _____	
Review, OPS: <u>Orlando</u>	Date: <u>10/23/00</u>
Reviewer, NR Program: <u>P. Kuntz</u>	Date: <u>11/3/00</u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Parkway Motel
name of property
Charles County, Maryland
county and state

=====
HISTORIC CONTEXT:

Geographic Organization: Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and
Community Planning
Commerce

RESOURCE TYPE(S)

Category: Building

Historic Environment: Rural

Historic Function (s): DOMESTIC/Hotel

Known Design Source: Unknown

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Parkway Motel
name of property
Charles County, Maryland
county and state

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Chain of Title:

Parcel 1

- August 18, 1937: Edward J. Brannan, trustee, to Edith Hemsley Cole
Land Records of Charles County
Liber WMA 65 Folio 696
- September 12, 1964: Edith Hemsley Cole and Charles Cole, Mary Louise Lyles and Henry Lyles, Lucille Hemsley, Madison and Hattie Hemsley, heirs of Henry Hemsley, to Howard N. Bowie
Land Records of Charles County
Liber 171 Folio 16

Parcel 2

- August 29, 1924: Theresa and Madison I. Thomas to William J. Thomas
Land Records of Charles County
Liber WMA 42 Folio 463
- June 25, 1956: William J. and Henrietta Thomas to Howard N. Bowie
Land Records of Charles County
Liber 124 Folio 429

Parcel 3

- June 8, 1916: Warren Albrittain to Lyon S. Garner
Land Records of Charles County
Liber HCC 29 Folio 637
- June 21, 1947: Lyon S. and Lelia Garner to Howard N. Bowie
Land Records of Charles County
Liber 85 Folio 267

Parcels 1, 2, and 3

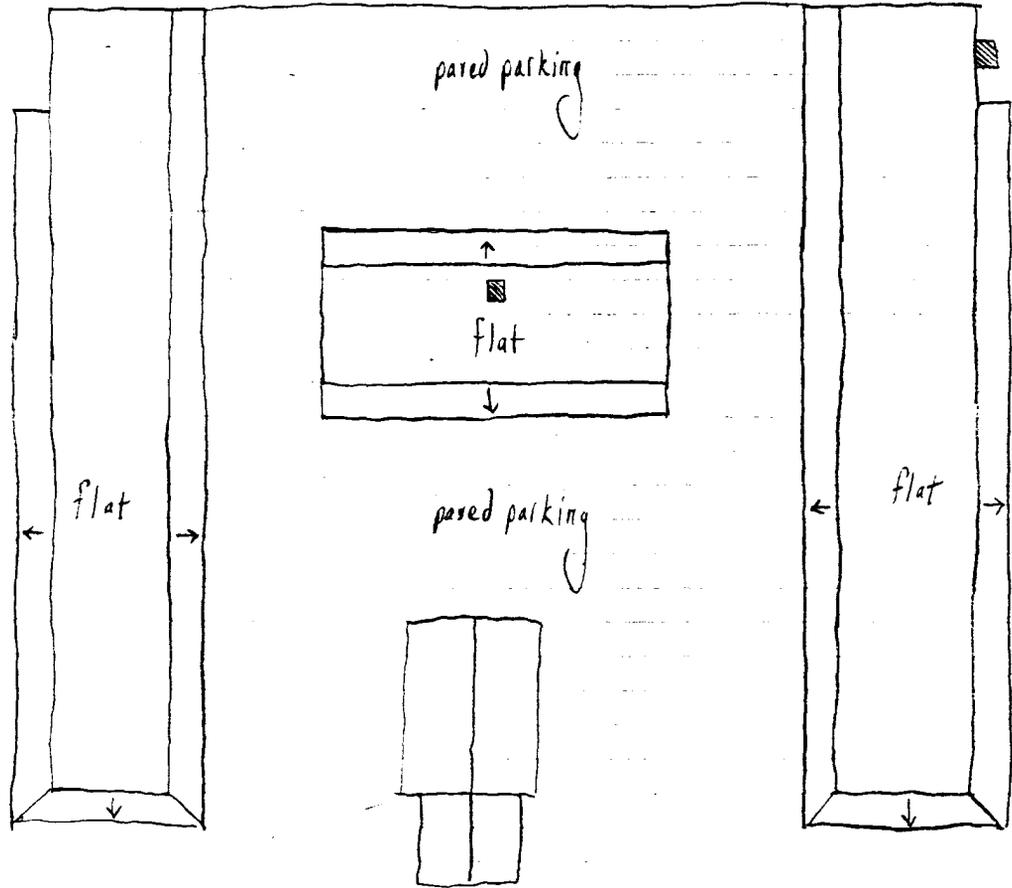
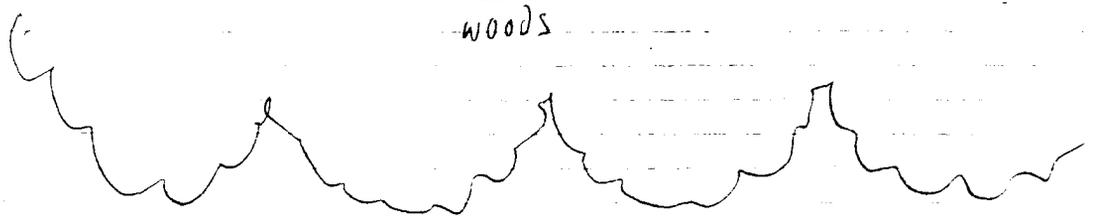
- June 7, 1974: Howard N. Bowie to Richard H. Ireland, Jr.
Land Records of Charles County
Liber 343 Folio 163

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 544

Parkway Motel
name of property
Charles County, Maryland
county and state

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- February 25, 1977: Richard H. Ireland, Jr. to Ramesh P. and
Pratima R. Majethia
Land Records of Charles County
Liber PCM 489 Folio 81
- June 7, 1984: Ramesh P. and Pratima R. Majethia to Mulji P.
Majethia and Indu M. Majethia
Land Records of Charles County
Liber 990 Folio 208
- June 7, 1984: Mulgi P. Majethia and Indu M. Majethia to
Ramesh P. and Pratima M. Majethia
Land Records of Charles County
Liber 990 Folio 210
- August 26, 1997: Ramesh P. and Pratima M. Majethia to La Plata
Peddler's Paradise, Inc.
Land Records of Charles County
Liber 2432 Folio 355



Rt. 301 Crain Highway

Parkway Motel
5955 Crain Highway CH:544

Charles County
Maryland

Resource Sketch Map 1999
Not Drawn to Scale



5955 CRAIN HIGHWAY
CH-544

HARFORD STREET/HAWTHORNE
DRIVE SURVEY DISTRICT
CH-545

1002 WASHINGTON AVENUE
CH-546

WASHINGTON AVENUE
SURVEY DISTRICT
CH-547

4 WEST HAWTHORNE
ROAD
CH-548

6365 CRAIN HIGHWAY
CH-549

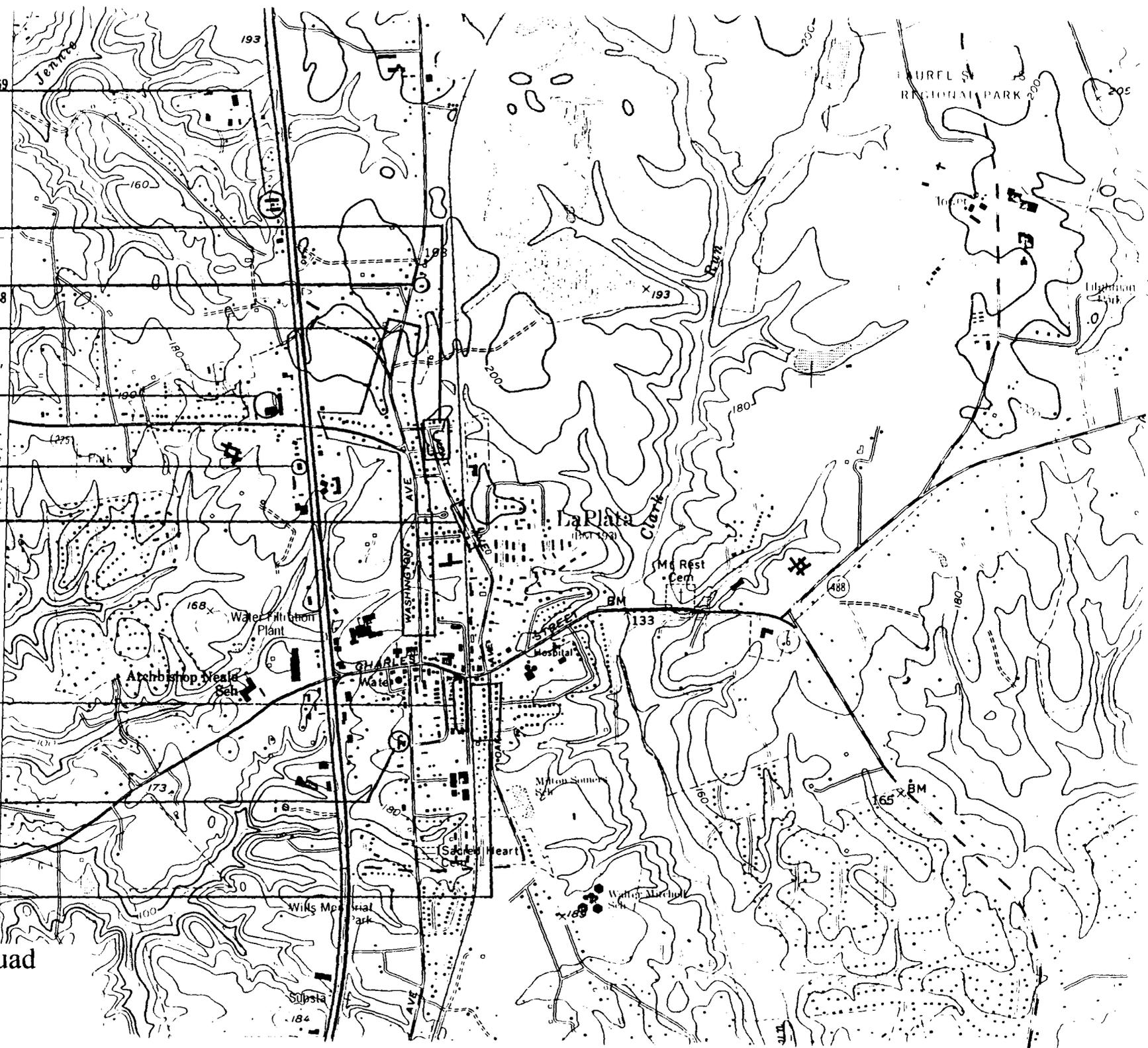
KENT AVENUE SURVEY
DISTRICT
CH-550

MAPLE AVENUE SURVEY
DISTRICT
CH-551

SACRED HEART CHURCH
CH-552

OAK STREET SURVEY
DISTRICT
CH-553

La Plata USGS Quad





CH:544

21. 301 PARKWAY MOTEL

5955 CRAIN HIGHWAY

CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPD

southeast corner

1 of 4



CH:544

RT. 301 PARKWAY MOTEL
8955 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD SHPD

north elevation

2 of 4



CH 1544

RT. 301 PARKWAY MOTEL
5555 CRAIN HIGHWAY
CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

west elevation

3 of 4



CH:544

RT. 301 PARKWAY MOTEL
5355 CRATH HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD GHPO

southeast corner

4 of 4