

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

Property Name: _____ Inventory Number: 2002 CH-896

Address: 9355 Parkway Subdivision Road, Charles County - in vicinity of LaPlatz

Owner: Garner, Daniel D and Constance A

Tax Parcel Number: 498 Tax Map Number: 33

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: _____ Date: _____

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

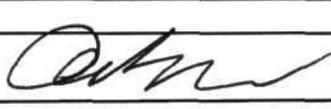
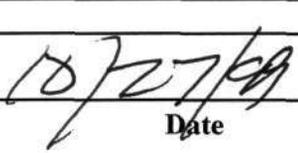
Documentation on the property/district is presented in: Project Review and Compliance Files

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

9355 Parkway Subdivision Road is a farm complex with a late 20th-century dwelling and a circa 1870 barn. The two-story, five-bay wide, wood frame dwelling has a side gable roof. A cross gable wall dormer projects from the center of façade (south) on the upper story. A hipped roof porch wraps around the west, south, and east elevations. The porch is supported by turned wood posts. The house has a central entry. The barn is two stories in height and has a front gable roof. The barn is clad with vertical wood siding and the roof is covered with metal sheeting.

Most inhabitants of Charles County were engaged in farming at the time of the first settlement. The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the 19th century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended
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 checked="" type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
	
Reviewer, Office of Preservation Services	Date
Reviewer, NR Program	Date

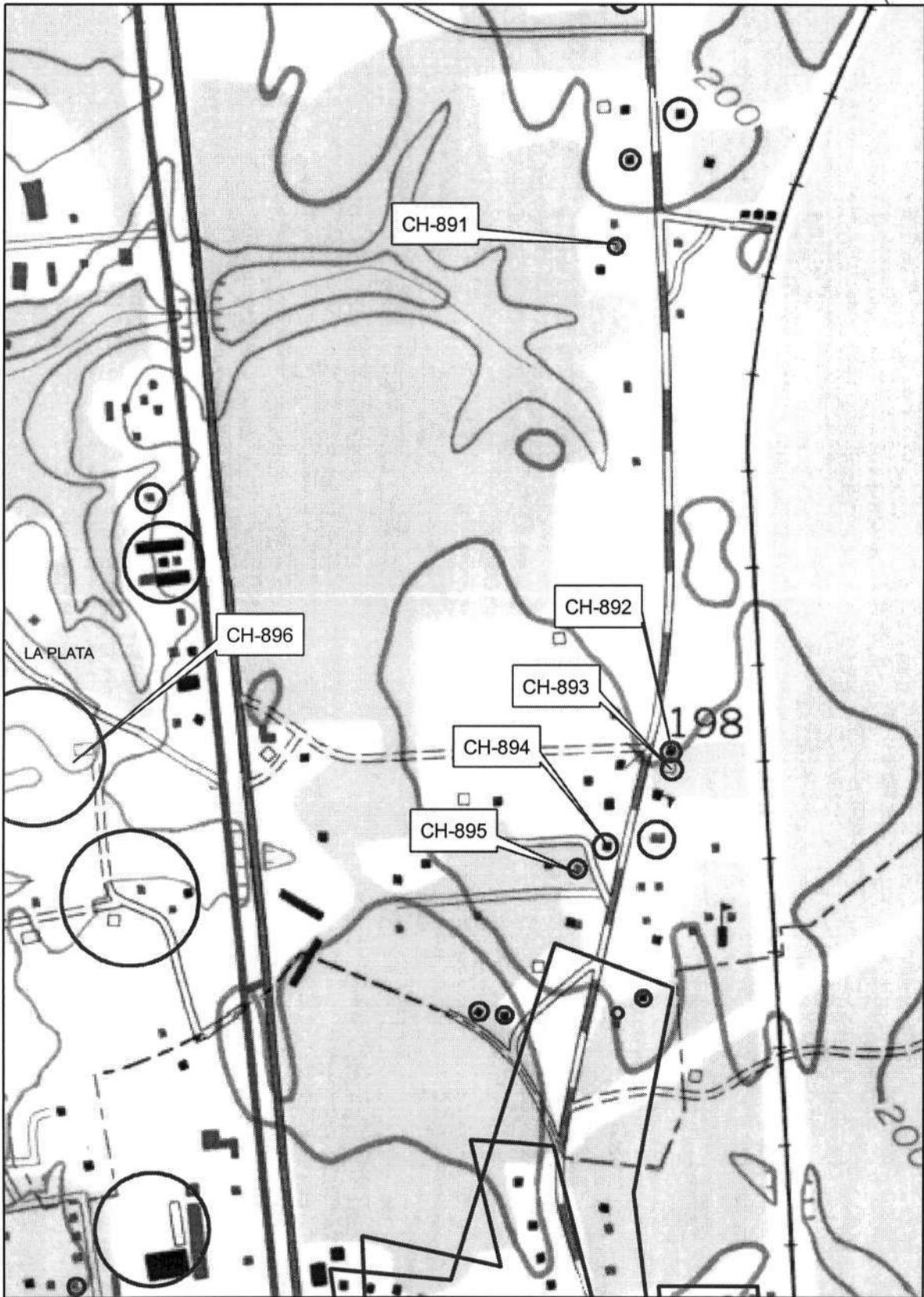
The development and increase of housing within Charles County was enhanced by the increasing dependence on the automobile and the end of World War II. Crain Highway, now known as US 301, was transformed from a local road into a bypass for traffic traveling between Florida and New York with the introduction of the Harry W. Nice Bridge in 1940. Charles County was relatively isolated from large-scale residential and commercial development within the MD 301 corridor until the 1960s. It was at that point that Crain Highway was designated US Route 301.

The population of Charles County in the middle of the 20th century numbered less than 25,000 people and the economy was based upon agricultural production, especially tobacco. Charles County was one of the largest producers of tobacco in the State of Maryland. With its economy geared toward agricultural, Charles County was primarily rural and the housing introduced after World War II was on a small scale in comparison to other areas in the country.

Modern development of Northern Charles County began in the early 1970s as the suburbs of Montgomery and Prince George's Counties became costly and congested. This influx of residents has continued over the last few decades as modern road networks have provided commuters easy access to Washington, D.C., Annapolis, Baltimore, and other cities. By 1980, the population of Charles County increased to 72,000, tripling the number of people living in the area before 1950. Although Northern Charles County, along U.S. 301, had been significantly developed before the 1990s, the majority of Southern Charles County had remained rural and agricultural. Within the last five years, Southern Charles County has experienced significant change in the form of residential housing developments.

This Queen Anne Revival-style house, built in the late 20th century, and the circa 1870 barn are not eligible for the National Register. While this farm complex illustrates Charles County's residential and agricultural development surrounding U.S. 301, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

CH-896
La Plata
Quad





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9355 Parkway Subdivision Road

Charles County, MD

Traceries

June 1999

MD SHPO

View looking north

1 of 2



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9355 Parkway subdivision Road

Charles County, MD

Traceries

June 1999

MD SH90

View looking northeast

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