

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

Property Name: _____ Inventory Number: ~~112000~~ C4-938

Address: 8705 Plenty Highlands ^{Place} Road, Charles County - in the vicinity of La Plata

Owner: Unknown Lisa J. & William H. White-Hoxie

Tax Parcel Number: ¹⁸204 Tax Map Number: 43

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)*

The farm complex at 8705 Plenty Highlands Road consists of a single family dwelling and a barn. The wood frame dwelling is two-stories and L-shaped in plan. The house is covered by a standing seam metal, cross gable roof. A half-hipped roof porch, supported by turned wood posts, is located along the inside of the ell on the primary elevation (northwest). The porch is also covered by a standing seam metal roof. The barn is two-stories and has a front gambrel roof. The barn is clad with vertical wood siding and is in poor condition.

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 Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> 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
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, NR Program	_____ Date

The gambrel roof barn increased in popularity in the last quarter of the 19th century. The gambrel roof was easily used with lumber-truss construction, which was developed in the third quarter of the 19th century. Gambrel roofs were also added to barns employing traditional timber bent construction. The advantage of the gambrel roof was the increase in loft capacity. This increase in capacity made barns more efficient for hay storage. As farm sizes increased and more animals needed hay, the increased storage capacity became more desirable.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. La Plata station still stands at the intersection of the rail line with Charles Street.

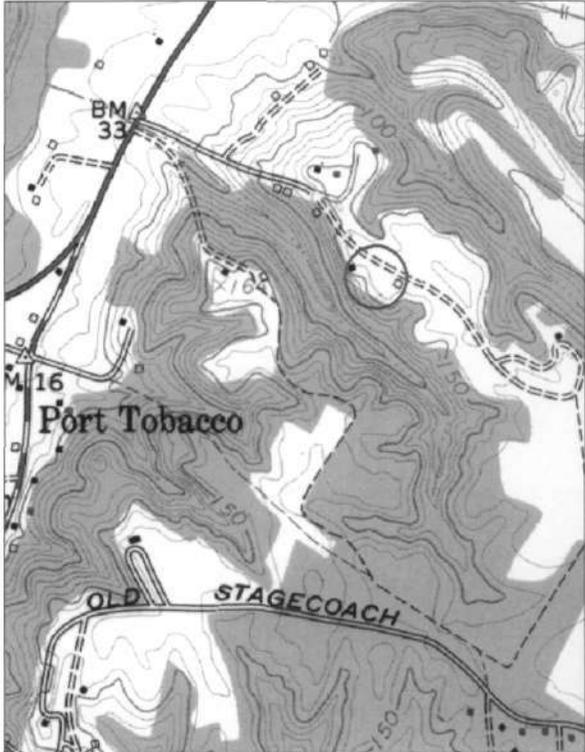
As La Plata grew, Charles County citizens lobbied to have the county seat moved from Port Tobacco to La Plata. La Plata became the county seat of Charles County's government in 1895 and a new courthouse was erected in 1896.

Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to Charles County's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

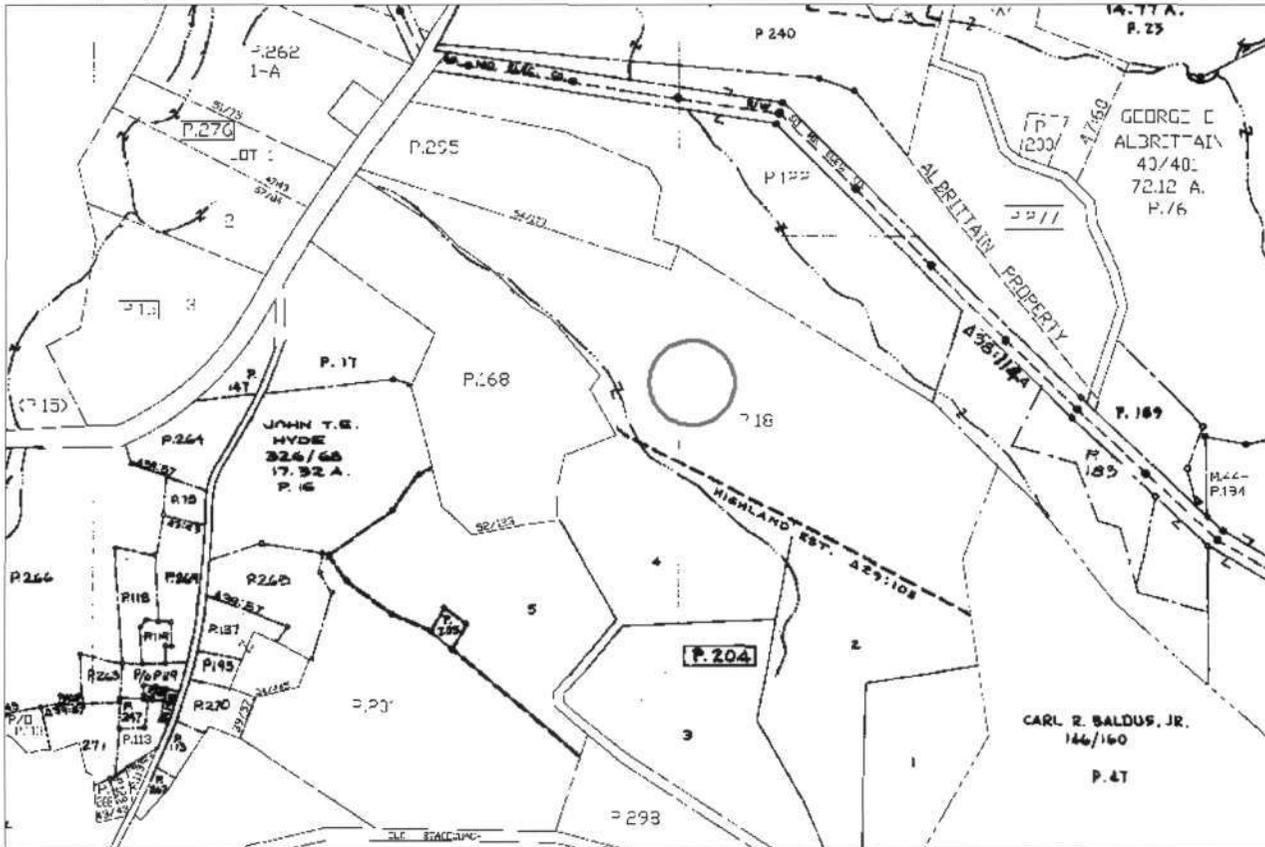
Built circa 1885, this Queen Anne-style I-house and wood frame barn are not eligible for the National Register. While this farm complex is an earlier example of the residential and agricultural development surrounding La Plata, these resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

CH-938
8705 Plenty Highland Place
Port Tobacco Quadrangle

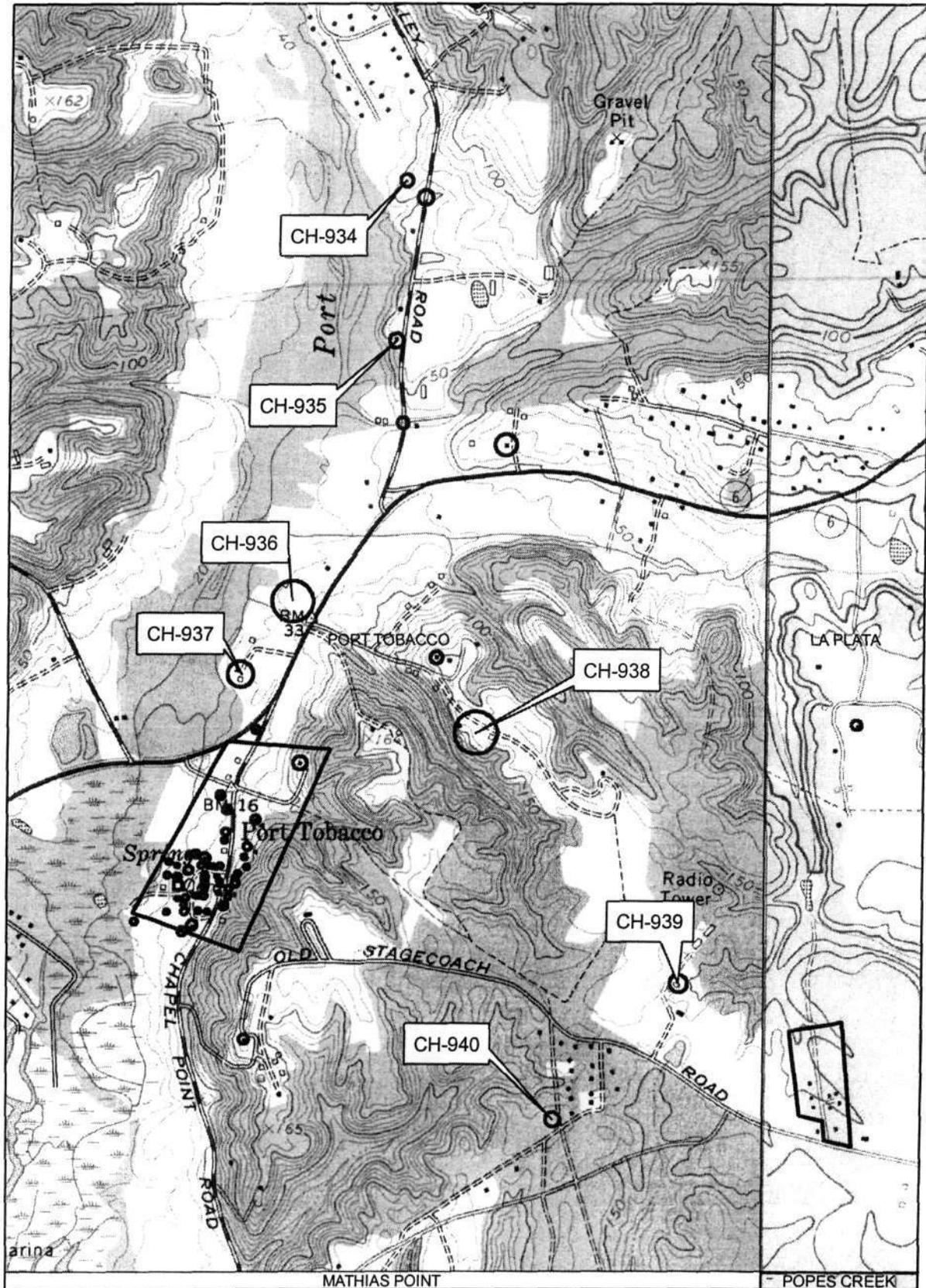
National Web Map Service 6" Orthophoto Map, c. 07-08



Tax Map 43, parcel 18



CH-938
Port
Tobacco
Quad





~~CH-938~~ CH-938

8705 Plenty Highlands Road
Charles County, MD

Traceries

June 1999

MD SHPO

View looking Southeast

1 of 2



~~SHPO~~ CH1-938

8705 Plenty Highlands Road

Charles County, MD

Tracerics

June 1999

MD SHPO

View looking Northwest

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