

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

(F-3-160)

Property/District Name: 1313, 1315, 1319, and 1325 East Patrick Street, Frederick, Maryland

Survey Number: \_\_\_\_\_

Project: Runway Protect Zone Agency: Frederick Municipal Airport/FAA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended \_\_\_\_\_ Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The four properties located at 1313, 1315, 1319 and 1325 East Patrick Street, Frederick, Maryland are single family dwellings and related outbuildings, which represent typical residential buildings constructed during the twentieth century. 1313 East Patrick Street is a 1-1/2 story, three bay brick bungalow with a standing seam roof, a gable dormer with three windows and an interior chimney. The porch wraps around two sides of the house and wooden columns on brick bases support the roof. The shed in the rear is also a three bay building, with a standing seam, clipped gable metal roof. 1315 East Patrick Street is a 1-1/2 story, three bay house with a projecting gable entry on the front façade. The northern end of the building has been extended to incorporate a two-story commercial addition which is unrelated in shape, mass or size to the 1930s dwelling. 1319 East Patrick Street is also a 1-1/2 story, three-bay house with a gable dormer piercing the main roof. There is an enclosed shed roof porch at the rear. It also sits on a cement block foundation and has a composite shingle roof which extends beyond the front façade to incorporate the front porch. 1325 East Patrick Street is a one-story dwelling with a hipped roof, and attached garage. The building is made of brick and appears to be a post-1949 dwelling. None of these houses demonstrate the unique architectural features which would make them eligible for inclusion in the National Register of Historic Places under Criterion C, Architecture. The Frederick Municipal Airport has not identified any historic event or person that is important to the history of these sites. Thus these properties are **not eligible** for inclusion in the National Register under Criteria A or B or C.

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

Prepared by: Charles M. Abell, Frederick Municipal Airport

Anne E. Bruder  
Reviewer, Office of Preservation Services

6/16/99  
Date

NR program concurrence:  yes  no  not applicable

B Kenny  
Reviewer, NR program

6/16/99  
Date

*gms*

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**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:**

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- 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 Period (  prehistoric  historic)

**III. Prehistoric Period Themes:**

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

**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: Buildings

Historic Environment: Suburban

Historic Function(s) and Use(s): Single family dwelling

Known Design Source: Unknown



#1. Northeastern view of the subject's western (side) and southern (front) elevations.



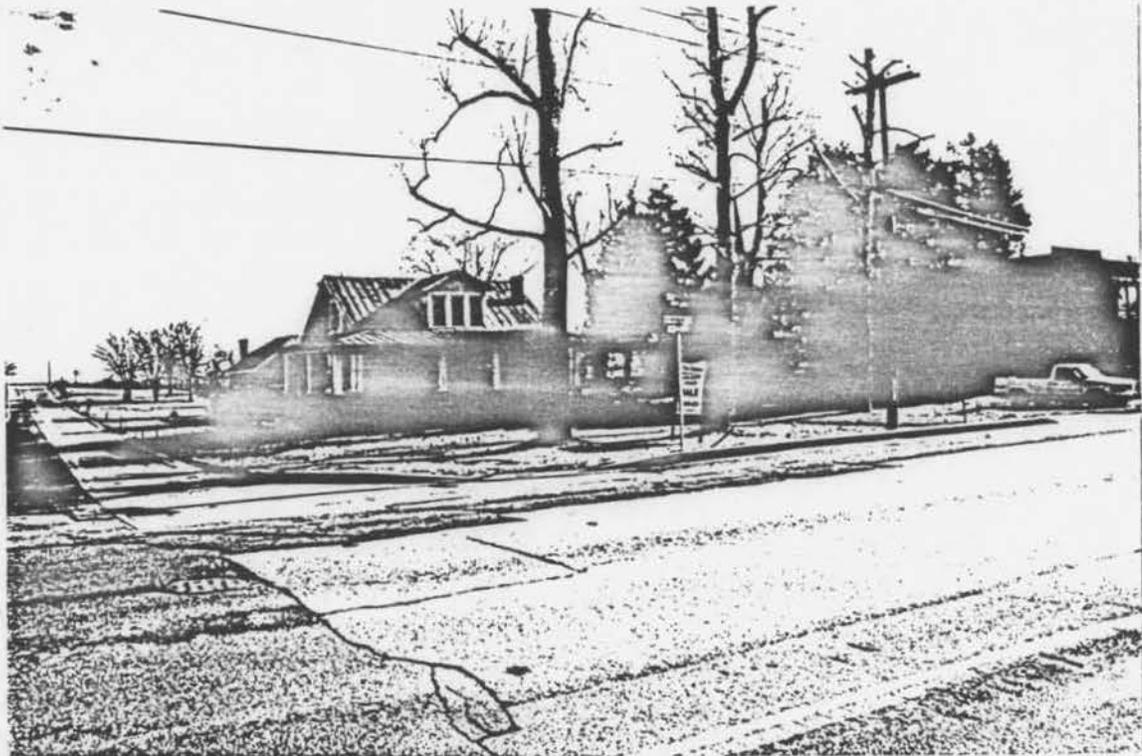
#2. Southwestern view of the subject's eastern (side) and northern (rear) elevations.

F-3-160  
1313 E. Patrick  
FREDERICK, MD

F-3-160



#3. Northwestern view of the subject's garage with attached shed, located north of the dwelling.

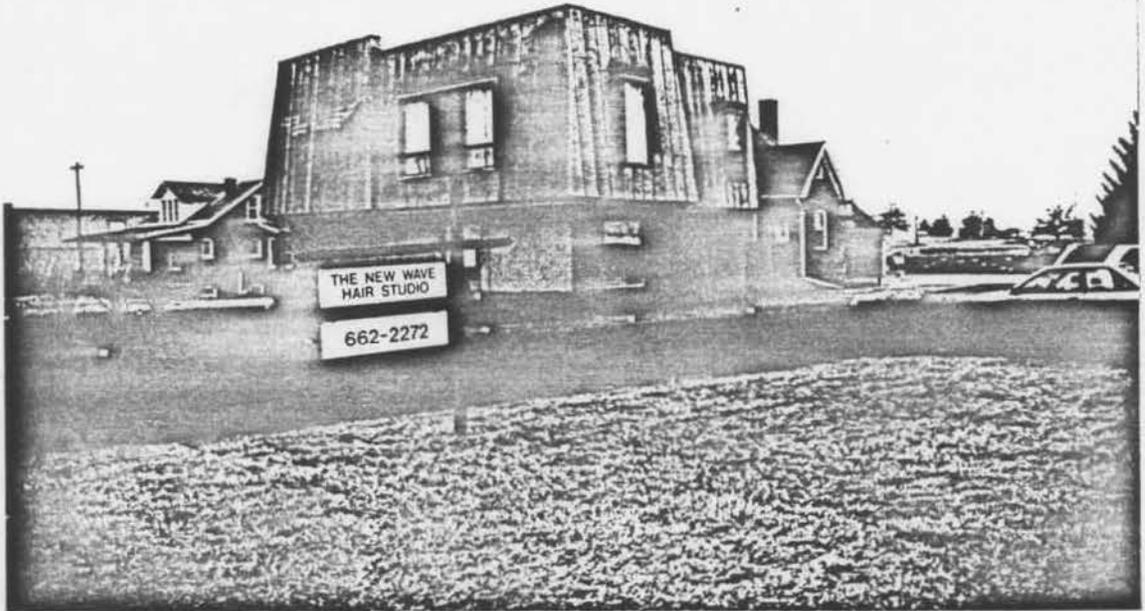


#4. Northeastern view of the subject's corner orientation along East Patrick Street and Balles Lane.

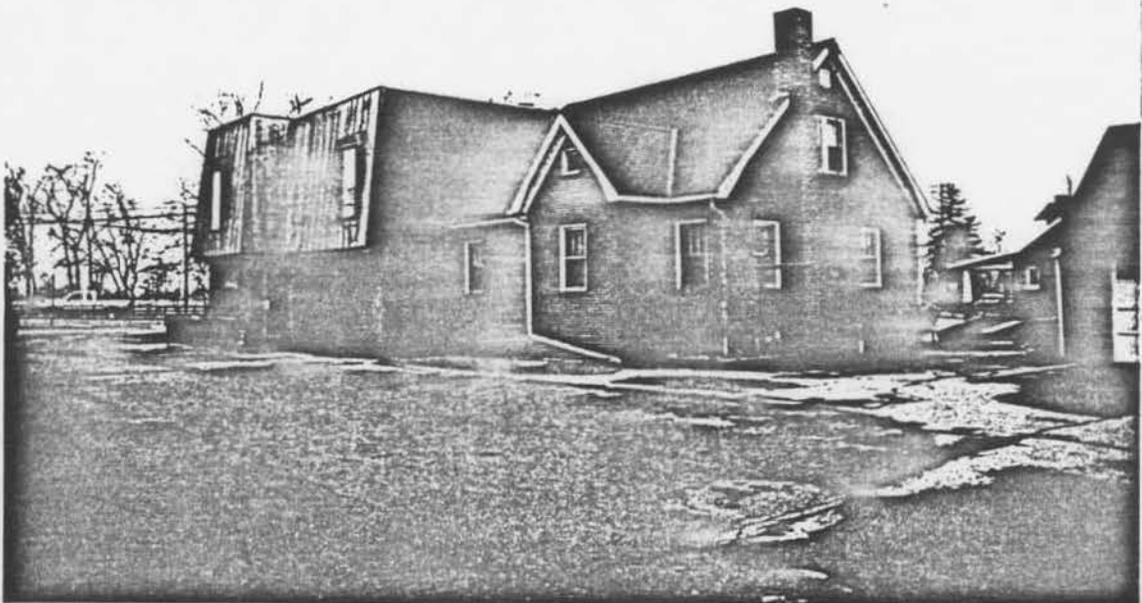
F-3-160  
1513 EAST PATRICK  
FREDERICK, MD

SUBJECT PHOTOGRAPHS

F-3-160



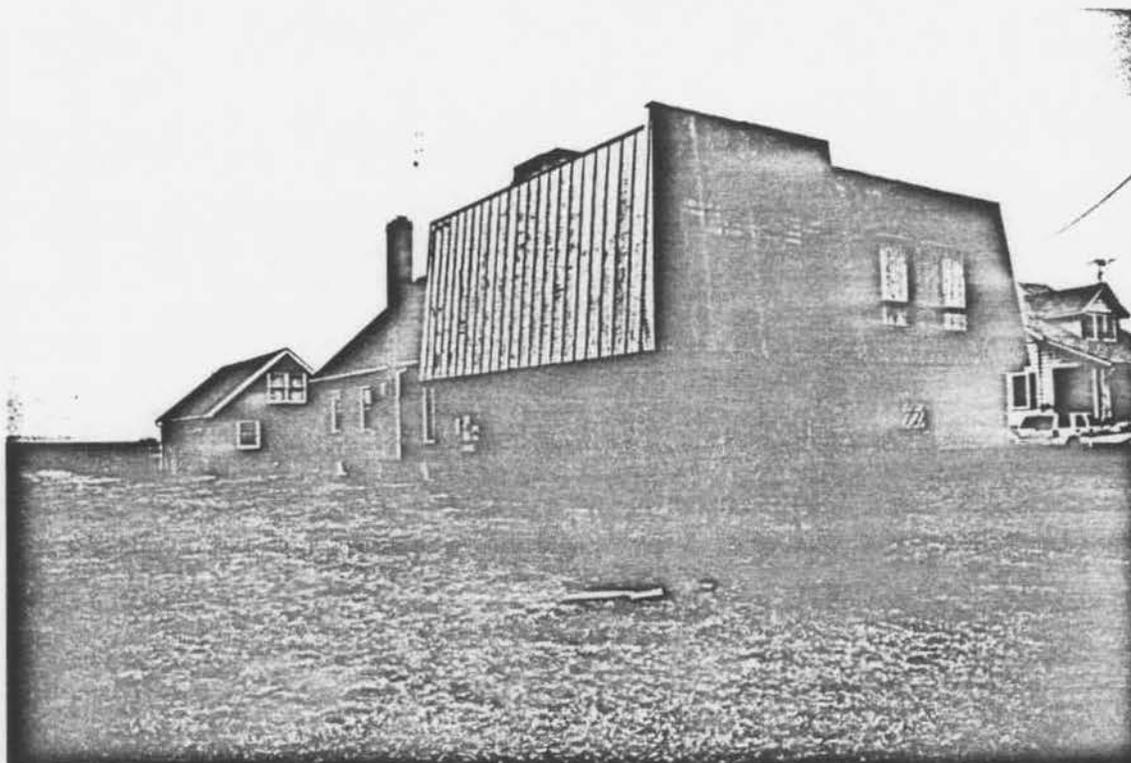
#1. Southern (front) and eastern (side) views of subject, looking northwest.



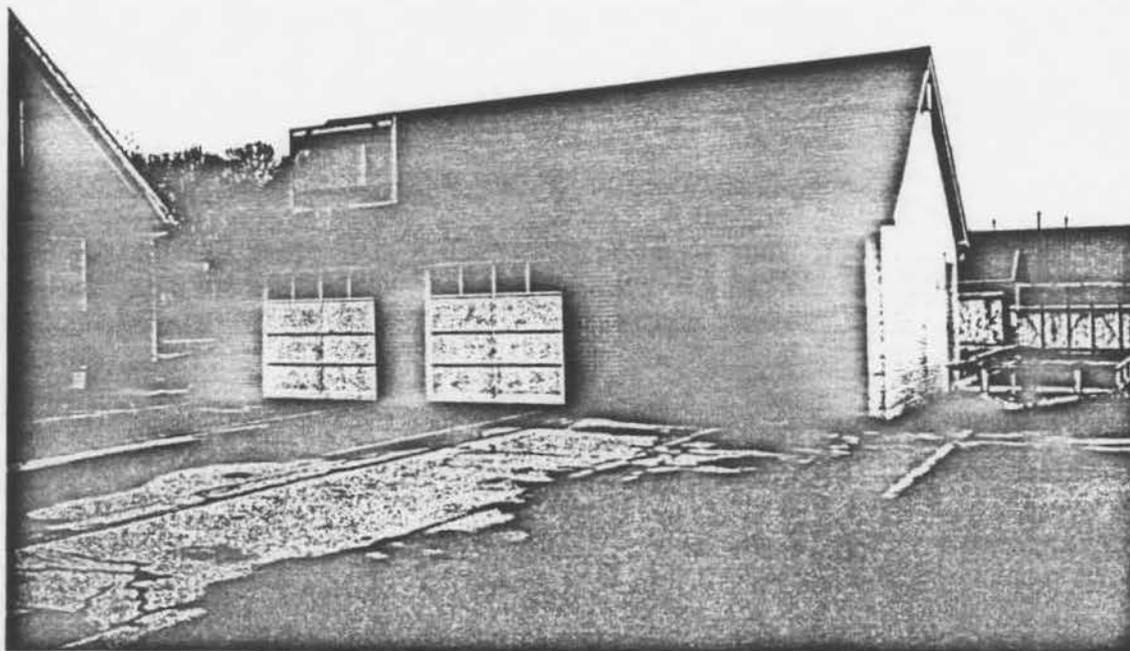
#2. Northern (rear) and eastern (side) views of subject, looking southwest.

1315 E PATRICK ST.  
FREDERICK, MD

SUBJECT PHOTOGRAPHS (Continued)



#3. View of southern (front) and western (side) elevations of the subject and the detached three car garage beyond, looking northeast.



#4. Western view of the detached three car garage.

1315 E. PATRICK ST.  
45  
FREDERICK, MD



#1. Northern view of the subject dwelling's eastern (side) and southern (front) elevations and detached garage.

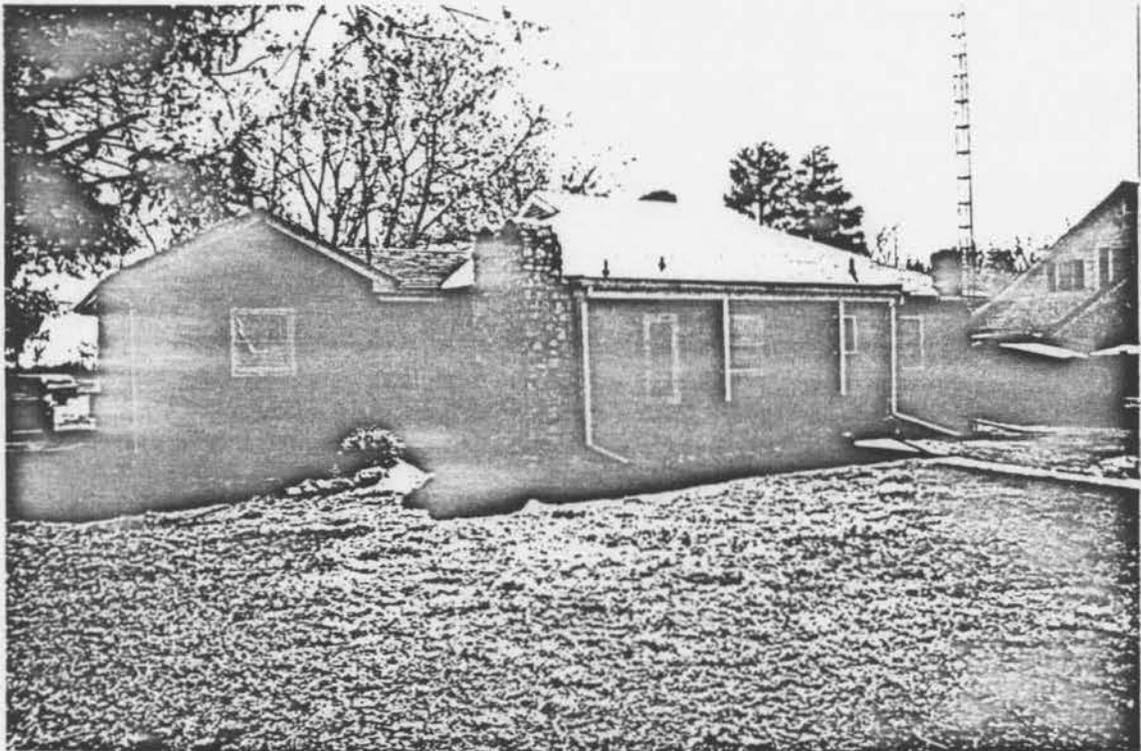


#2. Southwestern view of the subject's western (side) and northern (rear) elevations.

1319 E. PATRICK ST.  
FREDSBURG, MD



#1. Front view of dwelling, looking north from East Patrick Street.



#2. Rear view of dwelling, looking southwest.

1325 East Patrick St.  
Frederick, MD

DECLARED DISTANCES TABLE - RUNWAY 5-23				
	RUNWAY 5		R/W	
	EXISTING	PROPOSED	EXISTING	PROPOSED
TAKEOFF RUN AVAILABLE (TORA)	N/A	7,000'	N/A	6,120'
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	7,000'	N/A	7,000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	7,000'	N/A	6,120'
LANDING DISTANCE AVAILABLE (LDA)	N/A	6,120'	N/A	5,220'

MODIFICATION OF STANDARDS (MOS)				
FAA STANDARD	MODIFICATION DESCRIPTION	DATE REQUESTED	ACTION	STATUS
1,000 FEET - RSA AND OFA BEYOND RUNWAY END	RUNWAY 5-23 DECLARED DISTANCES	7/1/98	PERMANENT MOS	DISAPPROVED 12/9/98
1,000 FEET - LOCALIZER ANTENNA FROM RUNWAY END	800 FEET FROM EXTENDED RUNWAY 5 END	2/3/98	PERMANENT MOS	PENDING
400-FOOT RUNWAY/PARALLEL TAXIWAY SEPARATION FOR R/Ws < 3/4 MILE VISIBILITY	MAINTAIN EXIST. 340-FOOT SEPARATION FOR R/W 5-23	7/1/98	PERMANENT MOS	APPROVED 12/9/98
RUNWAY 5 OFA - 1,000 FEET BEYOND RUNWAY END	800 FEET FROM EXTENDED RUNWAY 5 END	2/3/98	ACQUIRE/CLEAR PROPERTY WITHIN OFA	APPROVED 2/3/98

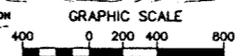
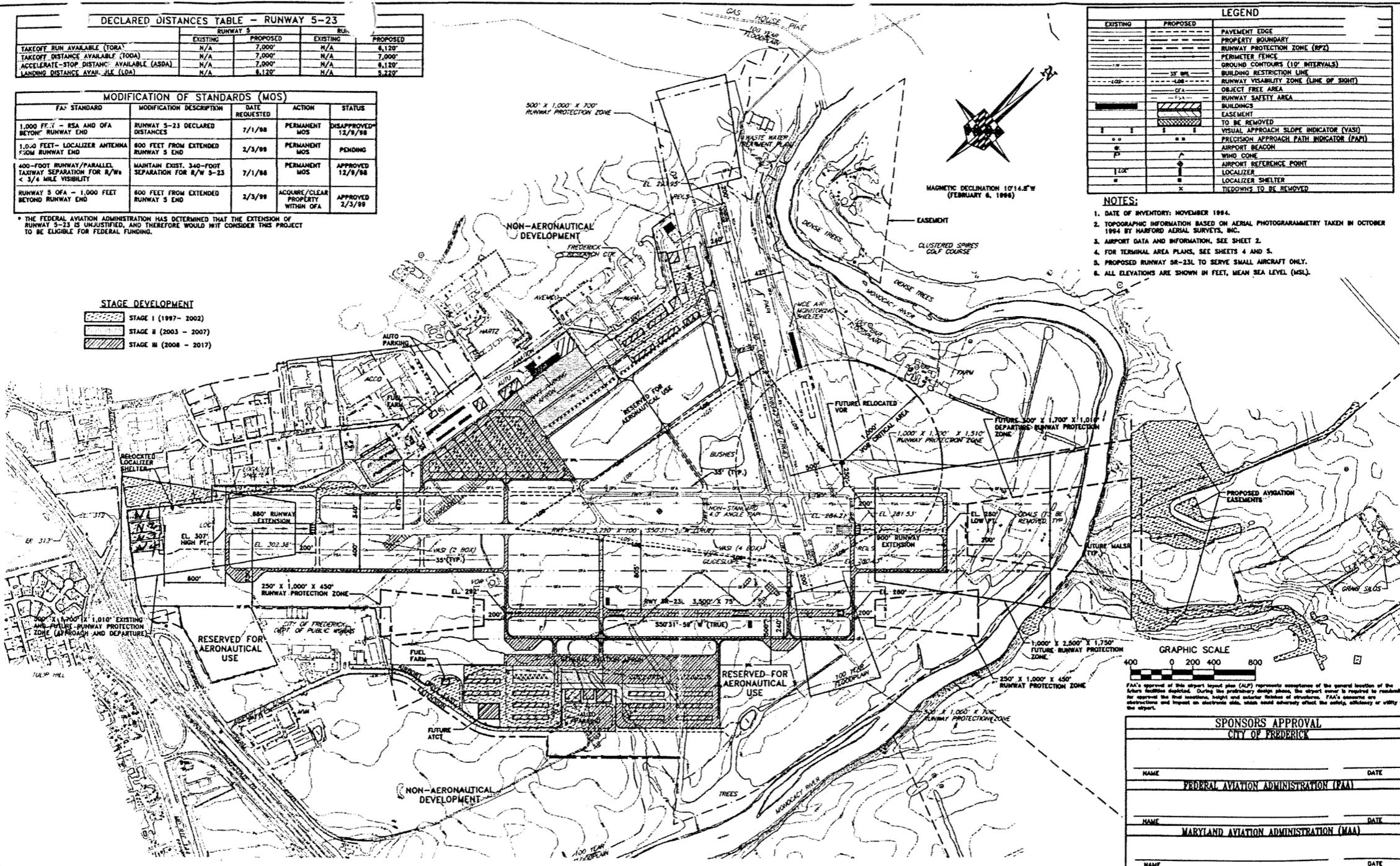
\* THE FEDERAL AVIATION ADMINISTRATION HAS DETERMINED THAT THE EXTENSION OF RUNWAY 5-23 IS UNJUSTIFIED, AND THEREFORE WOULD NOT CONSIDER THIS PROJECT TO BE ELIGIBLE FOR FEDERAL FUNDING.

STAGE DEVELOPMENT

- STAGE I (1987 - 2002)
- STAGE II (2003 - 2007)
- STAGE III (2008 - 2017)

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	PAVEMENT EDGE
---	---	PROPERTY BOUNDARY
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	PERIMETER FENCE
---	---	GROUND CONTOURS (10' INTERVALS)
---	---	BUILDING RESTRICTION LINE
---	---	RUNWAY VISIBILITY LINE (LINE OF SIGHT)
---	---	OBJECT FREE AREA
---	---	RUNWAY SAFETY AREA
---	---	BUILDINGS
---	---	EASEMENTS TO BE REMOVED
---	---	VISUAL APPROACH SLOPE INDICATOR (VASI)
---	---	PRECISION APPROACH PATH INDICATOR (PAPI)
---	---	AIRPORT BEACON
---	---	WIND CONE
---	---	AIRPORT REFERENCE POINT
---	---	LOCALIZER
---	---	LOCALIZER SHELTER
---	---	TIPOFFS TO BE REMOVED

- NOTES:
- DATE OF INVENTORY: NOVEMBER 1994.
  - TOPOGRAPHIC INFORMATION BASED ON AERIAL PHOTOGRAMMETRY TAKEN IN OCTOBER 1994 BY HARTFORD AERIAL SURVEYS, INC.
  - AIRPORT DATA AND INFORMATION, SEE SHEET 2.
  - FOR TERMINAL AREA PLANS, SEE SHEETS 4 AND 5.
  - PROPOSED RUNWAY 5R-23L TO SERVE SMALL AIRCRAFT ONLY.
  - ALL ELEVATIONS ARE SHOWN IN FEET, MEAN SEA LEVEL (MSL).



FAA's approval of this airport layout plan (ALP) represents acceptance of the general location of the future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final location, height and exterior finish of structures. FAA's approval does not constitute an endorsement or approval of the safety, efficiency or utility of the airport.

**SPONSORS APPROVAL**  
CITY OF FREDERICK

NAME	DATE
FEDERAL AVIATION ADMINISTRATION (FAA)	
NAME	DATE
MARYLAND AVIATION ADMINISTRATION (MAA)	
NAME	DATE



DESIGNER	W.B.S.	REVISION NO.	REVISION DATE	DESCRIPTION
DRAWN	R.P.S.			
CHECKED	M.J.W.			
APPROVED	S.M.L.			



**FREDERICK MUNICIPAL AIRPORT**  
FREDERICK, MARYLAND

PROJECT TITLE	AIRPORT MASTER PLAN UPDATE
SHEET TITLE	AIRPORT LAYOUT PLAN
SCALE	AS SHOWN
DATE	JANUARY 1999

PROJECT NO.	3-24-0017-06
SHEET NO.	2 OF 15

F-3-160

**FREDERICK COUNTY  
HISTORIC SITE SUMMARY SHEET**

**SURVEY NUMBER: F-3-160**

**BUILDING NAME: William Ogle House**

**LOCATION: 1313 E. Patrick Street, Frederick, Maryland**

**BUILDING DATE: 1922**

**DESCRIPTION: The Ogle House is a poorly maintained and unoccupied bungalow-style dwelling. Constructed in 1922 near the intersection of MD 144 and I-70 on the eastern fringe of Frederick, the county seat of Frederick County, it has been increasingly surrounded by heavy commercial development and the construction of municipal complexes, such as offices for the Maryland Department of Motor Vehicles, the Frederick Municipal Airport, etc. The dwelling is a simple brick bungalow, exhibiting features typical of the style, such as a broad, gently sloping roof, dormers, and integral porch.**

**SIGNIFICANCE: The Ogle Bungalow is an undistinguished example of an architectural form which was a widely utilized style of housing for the middle and working class people in the early decades of the twentieth century. Well represented and widespread in Maryland, there are innumerable examples of the style which are better examples of the more imaginative embodiments of the standard features, such as low, horizontal lines, integral porches, broad gables, and craftsman-style detailing.**

# Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic William Ogle House

and/or common

## 2. Location

street & number 1313 E. Patrick StreetN/A not for publicationcity, town Frederick \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district \_\_\_\_\_state Maryland \_\_\_\_\_ county Frederick

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name City of Frederick

street &amp; number \_\_\_\_\_ telephone no.: \_\_\_\_\_

city, town Frederick \_\_\_\_\_ state and zip code Maryland

## 5. Location of Legal Description

courthouse, registry of deeds, etc. \_\_\_\_\_ liber 2312street & number \_\_\_\_\_ folio 444

city, town \_\_\_\_\_ state \_\_\_\_\_

## 6. Representation in Existing Historical Surveys

title N/Adate \_\_\_\_\_  federal  state  county  local

depository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

# 7. Description

Survey No. F-3-160

**Condition**

excellent

good

fair

deteriorated

ruins

unexposed

**Check one**

unaltered

altered

**Check one**

original site

moved

date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET 7.1

# 8. Significance

Survey No. F-3-160

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1922	Builder/Architect	Unknown
check: Applicable Criteria:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C <input type="checkbox"/> D
and/or			
Applicable Exception:	<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
Level of Significance:	<input type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE CONTINUATION SHEET 8.1

# 9. Major Bibliographical References

Survey No. F-3-160

Land Records, Frederick County

Personal Communication with author ( Mr. and Mrs. Kemp, 9/2/98)

# 10. Geographical Data

Acreeage of <sup>inventoried</sup> nominated property 1 acre

Quadrangle name Frederick

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

## Verbal boundary description and justification

## List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

# 11. Form Prepared By

name/title Rita M. Suffness, Leader, Cultural Resources

organization MD State Highway Administration date 10/26/98

street & number 707 N. Calvert Street telephone 410-545-8561

city or town Baltimore state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

**F-3-160  
William Ogle House  
Frederick County**

**Continuation Sheet 7.1  
Description**

**Description Summary**

The Ogle House is located on the eastern fringe of Frederick on MD 144 (E. Patrick Street). The property is situated on the north side of Patrick Street near its intersection with I-70, an area subject to escalating development as pockets of new commercial and industrial development are occurring on all sides. The Frederick Municipal Airport is located immediately to the north, and the property has been purchased by the City of Frederick for future expansion of the airport.

The Ogle House is a poorly maintained, residential building constructed in 1922. A simple brick side-gabled structure, it exhibits the typical bungalow features of a sloping roofline, dormers, deep soffits and integral porch. The only other structure on the site, a brick and frame combination garage/ workroom located to the rear of the dwelling, contributes to the significance of the historic site.

**Description**

The Ogle House is located at the intersection of Bailes Road and E. Patrick Street. It is oriented to the south and faces the latter road, centrally placed on the approximately 1 acre parcel and adjacent to a commercial strip across Bailes Road on the west side, plus a residential building that has been converted to a commercial enterprise on the east. The Frederick Municipal Airport is located immediately to the north, and other municipal complexes built by Frederick City and the State of Maryland have been built east of the site on the location of former farms. The area is heavily commercialized as the result of the construction of gas stations, banks, and fast food restaurants.

There are two contributing resources on the property: the small one and one-half story bungalow, constructed in 1922 and a brick and frame garage/workroom, likely constructed around the same time as the house. This dwelling exhibits a general bungalow form with its broad gable roof (with an integral porch, although the side gabled roof is composed of two inclines on each slope), paralleling the south (principle) elevation of the square structure. The dwelling is surrounded by porches on three sides—the front, which wraps around the southwest corner

**F-3-160  
William Ogle House  
Frederick County**

**Continuation Sheet 7.2  
Description**

to the west elevation, and the rear. The porches are above grade, with the outside face of the concrete faced with brick. All of the wood windows have wood sills and arched brick lintels. The roof is supported by inclined wood pillars supported on brick plinths on the porch, which is ascended by means of a short stretch of three concrete steps. The porch on the principal elevation has been carried around the southwest corner and across much of the west elevation.

The construction is composed of brick in a running stretcher-bond brick pattern applied to concrete block. The roof is clad with standing seam metal. The entry on the principle, or south facade, is offset to the west, with the doorway framed by sidelights on both sides and an arched transom above, sheltered by the full-width one-story porch. A single, one-over-one window is located to the north of the entry, with a semi-octagonal bay with three one-over-one windows in the west bay. The corners of the brick bay have been emphasized by the retention of voids in the coursework, resulting in open projections in the obtuse angle. In the center of the forward plane of the gable roof is a large cross-gable roof dormer with exposed rafter ends. The forward plane of this dormer is the location of three one-over-one windows. The dormer is sheathed with asbestos shingles.

The east elevation (gable end) has even fenestration, with small, one-pane windows with arched brick lintels at the main level directly over smaller and broader versions at the basement level (with three fixed panes) in the two southern bays. A double window is placed near the apex of the gable. A shed-roofed, squared bay is located off center to the north on this elevation, with paired windows identical to the attic windows in the forward plane and like windows in each of the side bays.

The north or rear elevation is the location of two entries: a set of French doors on the east side surmounted by a transom and a single door offset to the east. These entrances are sheltered by an integral porch, partially enclosed on the west end and carried on square posts. A roof dormer nearly identical to that in the front slope of the dwelling, but with only two windows in the forward plane, is placed above the void between the two entrances to the main living level. A basement bulkhead entrance is located in the northwest quadrant east of the concrete porch faced with brick. A brick chimney projects through the broad

**F-3-160  
William Ogle House  
Frederick County**

**Continuation Sheet 7.3  
Description**

**main roof slope on the north. The roof is clad with standing seam metal.**

**The east elevation is partially obscured by the one-story porch which wraps around the southwest corner. There are two one-over-one light windows near the apex of the roof and one window in the north bay and paired windows in the forward or south bay.**

**Garage/Workroom**

**The long one and one-half story, garage/workroom is located to the north of and perpendicular to the dwelling. The taller portion is a brick, front-gabled rectangular structure with jerkin head gable ends on both the north and south. Possibly originating as a tractor shed/garage, it is likely the oldest component of the structure. A chimney punctuates the west slope of the roof, and is located inside the side wall. The main entrance into the workroom portion of the structure is centered on the south gable end between a set of two-over-two windows with wooden sills and lintels. Large wooden barn doors carried on slide tracks are located in the east elevation, and two windows are located in the west elevation.**

**Appended to the north gable end of the taller section is a long, one-story shed-roofed structure with of a brick wall on the west side and with two sets of pivoting wooden doors on the east side. This section is, in turn, extended with a frame section on the north which is accessed by a single narrow door on the east elevation.**

**F-3-160**

**William Ogle House  
Frederick County**

**Statement of Significance  
Continuation Sheet 8.1**

### **Significance Summary**

The Ogle House, located in a heavily commercialized area east of Frederick, has little historical association with the past, and minimal architectural merit. It is not a noteworthy example of the bungalow architectural style. It was built by William and Ada Ogle in 1922 on a one acre parcel which was subdivided off from a 210 remnant of the Bellevue Farm (Land Record 336/285).

### **Statement of Significance**

The Ogle House has been analyzed under applicable National Criterion A (association with a significant event); Criterion B (association with a significant person); and Criterion C (the work of a master or architectural merit). It has no known significance association with an historical event, or an historical person. It is not a noteworthy example of the bungalow style, which exhibited many variations, thus it would not meet the requirements of Criterion C. With no known information potential as an archeological site at this time, it would not appear to meet the requirements of Criterion D for its research value.

This dilapidated structure, unoccupied since its purchase by the City of Frederick, is slated for destruction in the near future. It is located in an area of intensifying commercial development, characterized by gas stations, fast food restaurants and commercial strip development. Although evocative of the intensified development pressure on the agricultural land base bordering the city of Frederick, in its present state, on a small out parcel of a farm developed in the early twentieth century, it conveys little association with the past. It was constructed for William and Ada Ogle shortly after their purchase of the land from Vernon Smith on land subdivided into small lots from the Bellevue Farm, which has been destroyed.

The Ogle House was designed as a variant of a widespread dwelling type, the popular bungalow style. The bungalow became the dominant style of middle and working class housing in the period between 1900 and 1920. It was a style spread primarily by plans sold in popular catalogues, rather than by architects. Bungalows are typically one-and-a-half story structures, with low, horizontal lines and an integral porch on the front of the house. They are also characterized by a



F-3-160  
William Ogle House  
Frederick County

Statement of Significance  
Continuation Sheet 8.2

series of broad gables that form contiguous and receding planes. Gables often are bracketed and have wide projecting eaves. Roofs are gently pitched and often have either gable or shallow shed dormers. Windows are either sash or casement with many lights or single panes of glass. Bungalows are also notable for their earth-tone stains and use of natural materials such as stones, shingling, or stucco. The bungalow form frequently features Craftsman-style detailing, such as exposed rafter tails, wood brackets under the eave overhangs, three-over-one double-hung sash windows, and wide wood frames around doors, and windows. There are numerous variations to the bungalow style such as the Colonial, Swiss, and Spanish. Bungalows were enormously popular in the early years of the twentieth century because they were inexpensive to design and build. Their emergence coincided with the rise in the number of working and middle class Americans who could afford to purchase a house.

The Ogle House is an undistinguished example of this architectural style and in its present state shows signs of deterioration.

MARYLAND HISTORICAL TRUST

Eligibility Recommended \_\_\_\_\_ Eligibility Not Recommended X

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Reviewer  
OPS: Al Bunker Date: 1/7/99  
Reviewer, NR  
Program: B Kentz Date: 1/2/99

*Handwritten initials*

**F-3-160**  
**William Ogle House**  
**Frederick County**

**HISTORIC CONTEXT:**

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA**

**Geographic Organization:** Piedmont

**Chronological/Developmental Period (s):**

Industrial/Urban Dominance, A.D. 1870-1930  
Modern Period, AD 1930-Present

**Prehistoric/Historic Period Theme (s):**

Architecture

**Resource Type:**

**Category:** Buildings

**Historic Environment:** Urban

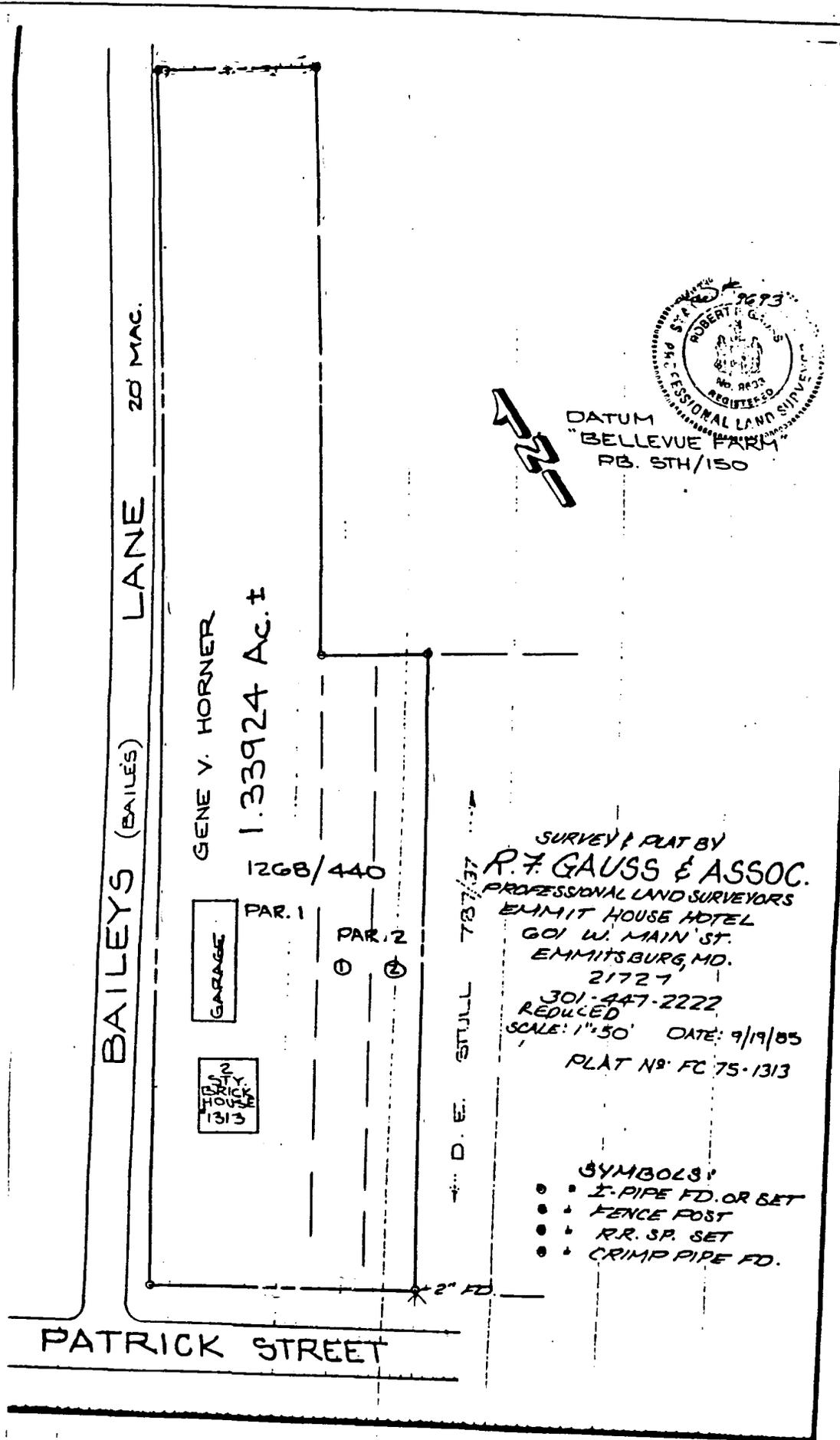
**Historic Function (s) and Use (s):** Domestic/single dwelling/residence  
Domestic/garage-workroom

**Known Design Source:** None

F-3-160  
Ogle House  
Frederick County  
Tax Map



SCALE IN FEET



BAILES (BAILES) LANE 20' MAC.

GENE V. HORNER

1.33924 AC. ±

1268/440

GARAGE

UTILITY  
1313

PAR. 1

PAR. 2

① ②

D. E. STULL 787/27

2" FD



DATUM  
"BELLEVUE FARM"  
PB. 5TH/150

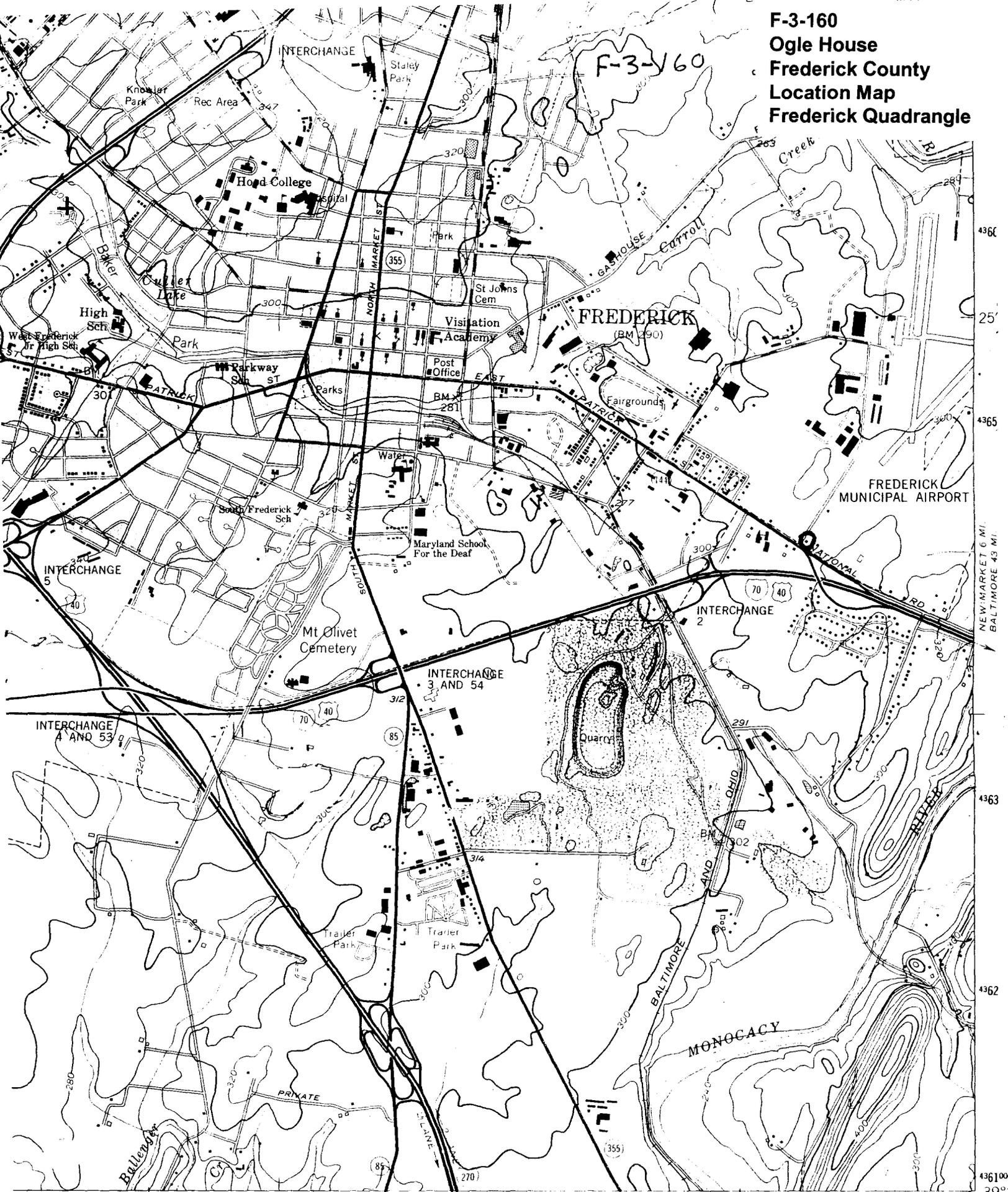
SURVEY & PLAT BY  
**R. F. GAUSS & ASSOC.**  
PROFESSIONAL LAND SURVEYORS  
EMMIT HOUSE HOTEL  
601 W. MAIN ST.  
EMMITSBURG, MD.  
21727  
301-447-2222  
REDUCED  
SCALE: 1"=50' DATE: 9/19/05  
PLAT NO: FC 75-1313

- SYMBOLS:**
- 2" PIPE FD. OR SET
  - FENCE POST
  - R.R. SP. SET
  - CRIMP PIPE FD.

PATRICK STREET

**F-3-160**  
**Ogle House**  
**Frederick County**  
**Location Map**  
**Frederick Quadrangle**

F-3-160



NEW MARKET 6 MI.  
 BALTIMORE 43 MI.

BUCKEYSTOWN 31 MI

URBANA 46 MI  
 WASHINGTON 54 MI

294  
 INTERIOR GEOLOGICAL SURVEY, RESTON, VIRGINIA—1980—295000m E. 77°22'30"



**ROAD CLASSIFICATION**

Heavy duty



F-3-160

William Ogle House  
Frederick

R Suffness 9/98  
negs at MD SHPO office

Dwelling  
SE corner

1/4



F-3-160

William Ogle House  
Frederick

R Suffren 9/98

keys at MD SHPO

Dwelling

NE corner

214



F-3-160

William Ogle House

Frederick

R Suffren 9/98

Negs at MDSHPD

SW corner

3/4



F-3-160

William Ogle House  
Frederick

R Suffren 919P  
Negs at MD SHPO

Workroom/Garage

SE Corner

4/4