

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes
no

Property Name: Fairview Subdivision Inventory Number: M:15-119

Address: Allnut Lane at Spencerville Road Historic district: yes no

City: Burtonsville Zip Code: 20866 County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple

Project: MD 28-198 Agency: MD SHA

Agency Prepared By: URS Group, Inc

Preparer's Name: Kelly Whitton Date Prepared: 2/20/2015

Documentation is presented in: N/A

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

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

Description of Property and Justification: (Please attach map and photo)

The Fairview Subdivision is in the Burtonsville area of Montgomery County, along MD-198 (Spencerville Road). The neighborhood is located between Baltimore, Maryland and Washington, D.C. It is 1.3 miles west of U.S. 29 (Columbia Pike), 3.5 miles west of Interstate 95, and 6.5 miles southeast of Olney, Maryland (Figure 1-1). The southern boundary of the subdivision borders MD-198 (Spencerville Road) (Figure 1-2). The boundary of the 20.9-acre inventoried property is shown on Figure 1-2. The subdivision does not have any curbs or sidewalks, and landscaping is limited to lawns, accent trees in front or side yards, and foundation plantings. The area is lightly wooded. The subdivision is strictly residential. The average lot size along Allnut Lane is 100 feet wide and 225 feet deep. The lots along Oursler Road and those bordering the historic Bennett-Allnut House to the east maintain the same general lot sizes (Figures 1-3 and 1-4).

The development was originally platted in May 1960 on land purchased from Margaret W. Allnut by Charles P. Musgrove and Margaret Cecilia Musgrove in March of that year (Figure 1-3; Land Records of Montgomery County, 2713:349). The land belonged to the Bennett family from 1851, at which time Asher D. Bennett purchased the property from William and Jane Buckman (Land Records of Montgomery County, 5:442-445). The property was gradually parceled out and in the 20th century portions were transferred to the Poole family, who developed the nearby Poole's neighborhood, and to the Allnut family, both

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through sales and inheritances (Land Records of Montgomery County).

The Fairview Subdivision contains 26 dwellings of various architectural styles. Fifteen houses are situated on lots from the original platting, constructed between 1962 and 1966. Two adjacent lots (2704 Spencerville Road and 15605 Oursler Road) were developed between 1960 and 1961. Two lots from the original plat (15712 and 15714 Allnut Lane) were developed in 1968 and 1970, and four lots (15716, 15721, and 15609 and 15613 Allnut Lane) were appended to the neighborhood in 1965, 1966, and 1969 respectively (SDAT 2014). The number of houses represented by specific architectural styles or house types include 5 Ranch houses, 8 Raised Ranch houses, 6 Split-level houses, and 3 Split-foyer houses in addition to 1 Contemporary house, and the Bennett-Allnut House, a 19th century I-house (MIHP M: 15-59).

The Ranch house, popularized in the 1930s in California, placed an emphasis on single-story, linear massing while creating separated public and private zones within the home (NPS, 66; NCHRP 102). The 5 Ranch houses comprise 19% of the dwellings within the Fairview Subdivision. Four Ranch houses feature side gable roofs, brick cladding, and one-over-one light windows (Photo 2). Of these, two have a side gable garage wing, which joins the gable wall of the main house beneath the roof eave. One home features a hipped roof, which encompasses the full footprint of the elevation including the attached garage. The Ranch type houses also feature either a large picture window or a bay window on the façade.

Fairview contains 8 Raised Ranch houses, comprising 31% of the building stock. The Raised Ranch style relied heavily on the horizontality of its predecessor, and was often built into a hillside or grade to conceal a lower level (Photo 3). The Raised Ranch houses in Fairview typically contain carports or garages, and feature a grade change from the front to the side, and/or rear, of the home. This allows for full windows on the first story and basement level so that natural light can penetrate the living spaces and provide additional access to ample back yards from utility or family spaces (Photo 4). The houses feature side gable roofs, are clad with brick or a combination of brick and siding, and typically include a brick chimney on the side elevation. The houses feature a prominent window on the façade, which is either a picture window, oriel, or bay, as well as single and paired one-over-light windows on the remaining elevations.

Three examples of Split-foyer houses comprise 12% of the building stock in the subdivision. The Split-foyer house type provides an entry level landing between the basement and first floor (Photo 5). The design hybridized the separation of public and private spaces by creating an entry stair that either carried one up toward the public zones of the house, or down toward utility and family rooms. This trend back toward Two-story Massed houses allowed for greater square footage in a more compact footprint than the traditional single-story Ranch house (NCHRP 106). The houses feature side gable roofs, brick cladding, and one-over-one light windows. The facades feature a large picture or bay window. Only one Split-foyer house (15616 Allnut Lane) was built during the original construction phase of Fairview; the remaining two (15712 and 15714 Allnut Lane) were built shortly after in 1968 and 1970 on lots adjacent to the original plat.

Split-level houses further compartmentalized functions of public and private spaces by offsetting bedrooms and family areas in a two-story mass, with an adjacent one-story public wing housing the kitchen, living, and dining rooms. Fairview has 6 Split-level houses, accounting for 23% of the buildings within the subdivision (Photos 6-8). With two exceptions (15613 and 15704 Allnut Lane), the Split-level houses were built in 1966 and are stylistically identical. They are both clad with brick on the basement story and public wing, and have siding on the second-story (Photo 7). The majority of the Split-level houses feature a front gable roof on the two-story wing, and a side gable roof on the one-story wing. The main entry is slightly recessed on the façade and is flanked by a large picture, bay, or oriel window. The remaining windows are one-over-light sashes arranged in singles or pairs, and widely spaced on the elevations. The house at 15704 Allnut Lane was constructed in 1964 (Photo 6). It is clad entirely in brick, and features closely spaced windows on the façade of the two-story, gable-front wing, and an oriel window on the one-story wing. The house also has a basement level door on the side elevation, with a flat awning. The Split-level house at 15714 Allnut Lane was

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built in 1969 (Photo 8). It features a Dutch gambrel roof over the two-story wing with front dormers, a ground-level entrance, and large twelve-over-twelve windows on the gable roofed one-story wing, whereas the remaining windows are eight-over-eight. The residence also features an original two car garage.

Principles of Contemporary house design were reimagined mid-century, incorporating open floor plans, integrated indoor and outdoor living spaces, and the use of rapidly evolving modern materials and assemblies to replace traditional glazing and framing materials (NCHRP, 112). In Fairview, these new design trends are represented by the lone Contemporary house at 15609 Oursler Road, an adjacent plot which was developed in 1971 (Photo 9). The house features a single-story main wing and single-story side wing, and has an asymmetrical front gable roof with a large stucco chimney emerging from the roofline. The house is partially clad with stone veneer and stucco, and includes a large, arched double door entry. The side wing features a low-pitch shed roof which angles down toward the main wing. The use of stucco, the large arch entry opening and the tapered chimney stack indicate this house also has some southwestern or Spanish Colonial Revival influence.

Historic Context

The history of suburban development in Maryland's Montgomery and Prince George's counties is the story of transportation development and Federal government expansion. Early suburbs within this area attracted the wealthier individuals, who desired to live in areas far from noxious and physically unpleasant manufacturing operations, and the urban working poor. Washington D.C. did not have a strong industrial or manufacturing base such as those located in other eastern or upper Midwest cities that developed in the late 19th century. Washington D.C. was, however, crowded and had a very low elevation. During and after the Civil War, many former slaves were attracted to the city, along with soldiers and "camp followers" (e.g., 4,000 women who followed General Hooker's army). Small suburbs began to develop in the northwest area of the District located at higher and more healthful elevations, such as Meridian Hill and LeDroit Park, both within walking distance of the city center (KCI 1999:B-25). These streetcar suburbs reflected the Olmstead Brothers' community design ideals. The contours of the land drained sewage and storm water into swampy areas, brooks and streams.

The Civil Service Act of 1883 removed the patronage system from Federal government civil service job opportunities and replaced with a merit system overseen by the United States Civil Service Commission. As the Federal government grew, so did the city of Washington D.C. To provide for inexpensive housing to support the growing middle class, streetcar suburbs were developed in the areas of Maryland that surrounded the District. By the 1880s, many northerners who came to the area to work as government clerks became real estate developers and created suburbs along the Metropolitan Branch of the Baltimore and Ohio Railroad (KCI 1999:B-30). A stable middle class developed and real estate developers built suburbs along the railroad line in Prince George's County, and northeast to Takoma Park and northwest toward Chevy Chase in Montgomery County (KCI 1999:B-26).

Growth of Streetcar Networks, the Automobile, and Suburbanization

Construction of electric trolley lines in the 1890s through the 1920s continued the growth and development of suburban areas around the District and into surrounding counties. Streetcar lines that extended into Montgomery and Prince George's counties enabled commuters to travel 10 miles to the central city within 30 minutes. Washington D.C. became a metropolitan area: a high-density urban region surrounded by lower density suburbs whose residents commuted to the urban center. By encouraging growth away from the cities, the electric streetcar lines encouraged suburban growth and guaranteed having the large number of riders needed to keep their fares low (KCI 1999:B-4). Architectural pattern books or catalogs arrived in the mail and provided inexpensive house plans that fit within narrow urban lots. Developers divided and sold land, but they did not plan communities or build houses (KCI 1999:B-31). Most of these communities were laid out in grid patterns, regardless of the topography or how they would physically connect to other developments. Because few had commercial centers, shopping required a trip into the city.

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These developments were intended to attract the middle class of government clerks who worked in the city. An exception to this was Chevy Chase, a country club community intended for the upper middle class, which boasted amenities such as running water, bathrooms, gaslights and telephones.

Although 15 percent of African Americans in the Washington D.C. metropolitan area lived in suburbs, most had restrictive covenants on properties, prohibiting sale or lease to racial and ethnic minorities. A number of Washington's earliest suburbs were exclusively African American. With help from the Freedman's Bureau, areas such as Hillside and Uniontown across the Anacostia were established. With the extension of streetcar lines, additional African American neighborhoods developed in the metropolitan area such as Fairmount Heights and North Brentwood. These suburbs were typically on steep or flood prone land that did not attract attention from developers outside the African American community. The development of these neighborhoods enabled African Americans to aspire to the American dream of homeownership (KCI 1999:B-38).

With the turn of the century came Henry Ford's Model-T car. This mass-produced, affordable automobile provided access to the areas between the rail lines, opening new areas for suburban development. Early auto-suburbs were first simple appendages to the streetcar suburbs, but soon these developments had lower density housing and roads for pleasure driving, resulting in parkways that banned buses and trucks (KCI 1999L:B-9 as cited in Mueller 1981:41).

House catalogues began to include designs for detached garages as the suburban residents became increasingly dependent on the automobile. Innovative planning theories and models, such as the "Radburn idea" influenced auto suburbs with the development of superblocks, separation of pedestrian and vehicular traffic, and park areas anchoring residential developments (Tishler 1989:179).

Local and Regional Planning and Zoning and Suburbanization

During the 1920s, regulation of suburban development in the greater Washington D.C. metropolitan area began with the advent of planning and zoning. The Maryland General Assembly created the Washington Suburban Sanitary Commission in 1916 to study the coordination of planning and providing water and sewage disposal in the belt around Washington D.C. (Brugger 1990:442).

In 1926, Congress created the Maryland-National Capital Park and Planning Commission (M-NCPPC) as an advisory body. This commission had far-reaching impact on future land use, development, and related regulations in Montgomery and Prince George's counties (Hiebert and MacMaster 1976:285). In 1928, the M-NCPPC adopted a zoning ordinance and appointed the first Board of Zoning Appeals and the first building inspector. The development and widespread use of zoning protected property values by preventing adjacent incompatible uses. During a time of rapid economic and social change, creating zones for specific land use classifications provided some protection from less than desirable aspects of economic progress (Levy 2003:37).

In "Maryland & American: 1940 to 1980," George Callcott describes the four cultures of Maryland: Baltimore City; the Eastern Shore and Southern Maryland; Western Maryland; and Suburbs. Callcott notes that until the 1920s, Montgomery County was part of Western Maryland and Prince George's County was part of Southern Maryland (Callcott 1985:19). Prior to the automobile, the electric trolley car lines did not result in suburban development and population growth substantial enough to alter the character of Montgomery and Prince George's counties. During the 1920s, the two counties grew 19 percent, which exceeded the state's growth rate for the first time (Callcott 1985:20).

Federal Housing Programs and Suburbanization

As a component of the National Housing Act of 1934, the Federal Housing Administration (FHA) offered Federal mortgage insurance to builders and developers and low-interest, long-term loans to potential homeowners. FHA financing was only available

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for houses in suburbs that met FHA standards. Subdivision designs had to follow the area's topography and contain a hierarchical system of residential and collector streets. The standards were actually suggestions and included regulations for the width of streets and intersections, regular placement of trees, and proscribed size of blocks and lots. Preferred designs included thoroughfares that facilitate automobile traffic passing through the community and provided residences on cul-de-sacs and lots with deep setbacks for privacy. Despite the early implementation of the FHA guidelines by the end of the 1930s, suburbs typically represented a dispersed and scattered settlement fabric "increasingly dependent on near-total automobility" (KCI 1999:B-8 as cited in Mueller 1981:40-41). By 1941, 32 states had designated local planning commissions that generally adopted the FHA standards and enforced them through local zoning.

World War II brought new government workers to the nation's capital from all over the country. Following World War II, the provision of adequate housing was the area's most pressing need. Few houses were built during the sixteen years of economic depression and war. In the five years from 1947 to 1952, more new houses were erected in the four suburban counties around Washington D.C. than had been built there in all the preceding centuries. Prior to the 1940s, the public perceived suburbs as residential areas for rich commuters, executives and managers who lived on the city outskirts and enjoyed their weekends playing golf and gardening. Between 1945 and 1965, suburbanites were typically middle-class bureaucrats that were apolitical (Callcott 1985:20). Between 1940 and 1980, Maryland workers employed by government agencies increased from 5.9 to 24.5 percent of all employed state residents (Callcott 1985:224).

Families formed and grew rapidly after the war. In 1943, the birthrate reached its highest level in two decades. Relocated workers, returning servicemen, and new families all needed housing that was not available. The Federal government-sponsored mortgage insurance programs enabled a suburban housing boom unequalled in previous American experience. The national landscape was transformed by the post-1945 suburb. Material possessions, not inherited status, determined a new social class structure in America (KCI 1999:B-10).

Maryland Highway Expansion and Suburbanization

By the late 1940s, Maryland needed to improve the inefficient transportation system throughout the state as a result of rapidly growing traffic volumes, new suburban development, and the growth of military installations in the state and region. Proposing limited access expressways in the Baltimore and Washington regions, Maryland Governor William Preston Lane, Jr. introduced "The Five Year Program" to the Maryland General Assembly in 1947, which proposed financing of necessary bridges and highways (Bruder 2010:23). The Maryland General Assembly agreed with Lane's proposal and passed the "Expressway Highways Act" that same year (Baltimore Metropolitan Council 2005:2). The 1947 Expressway Act provided funding and authorized the Maryland State Roads Commission (SRC) with the construction and reconstruction of 757 miles of highway and major bridge projects, such as the Baltimore-Washington Expressway (later MD 295), Harrisburg Expressway (US 111/Later I-83), Washington National Pike (later I-270), and the Chesapeake Bay Bridge (Bruder 2010:24).

By 1953, funds were either spent or committed for the Five Year Program, initiating the SRC to develop a new report entitled Proposed 12-Year Program for Road Construction and Reconstruction, 1954-1965 (Baltimore Metropolitan Council 2005:2). The proposal noted that although its highway system was expansive, it consisted of an old system with many rehabilitated roads that were in need of standardization to match newly-constructed roadways. The Twelve Year Program identified which roads would be built or improved, and prioritized these projects to ensure their completion over the twelve year period. The project was divided into three four-year intervals: 1954-1957, 1958-1961, and 1962-1965 (Bruder 2010:29). The Maryland General Assembly approved the Twelve Year Program and appropriated funds for the project through new sales and gas taxes, increased registration fees, and the issuance of new bonds. The new or improved highways from this program transformed Maryland's landscape and connected neighboring areas within the state with ease and speed. Between 1952 and 1975, Maryland constructed 15 major

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highways, all but two serving the suburbs. These included the Baltimore Harbor Tunnel Thruway (1957) and I-95 between Baltimore and Washington (1971) (KCI 1999:B-41).

Federal Highway Expansion and Suburbanization

The 1956 Interstate Highway Act, also known as the National Interstate and Defense Highways Act of 1956, established the interstate highway network throughout the country. During Franklin Delano Roosevelt's presidency, the Federal-Aid Highway Act of 1938 authorized a feasibility study of a national six-route toll network (National Interstate and Defense Highways Act 1956). World War II disrupted this initiative. In the summer of 1940, the Maryland State Roads Commission received a proposal from the U.S. War Department to evaluate existing road systems and to propose new construction priorities for national defense systems surrounding the nation's capital (MD State Roads Commission Report 1939-1940:5). Following World War II, the Federal Highways Act of 1944 was authorized.

President Dwight D. Eisenhower believed in the importance of a national highway system for defense purposes. He was impressed by the access Germany's Autobahn provided during the war and believed a national highway network was critical to protect the country. The Federal-Aid Highway Act of 1956 expanded the completed 6,500-mile highway system to 41,000 miles. The highway network included an appropriation of \$25 million and was authorized from 1957 to 1969. The landscape and development of America radically changed because of this legislation. This was apparent by the late 1950s, when retailers discovered selling in suburban shopping centers was lucrative and more convenient for many shoppers, who now lived in the suburbs (KCI 1999:B-12). Retail development moved to the suburbs and strip malls soon began to be seen along major thoroughfares, such as Rockville Pike.

The "Maryland State Roads Commission Report (1955-1956)" references the development of a segment of the interstate system that has become synonymous with the greater Washington D.C. metropolitan area, the Capital Beltway. The development of the Capital Beltway (I-495) is recognized today as one of the most important public improvement projects that transformed the Washington, D.C. region. Referenced as the "Washington Circumferential Highway" in the District No.3 1955-56 report, this circle of highway was to connect the hub of Washington D.C. with spoke-like arterial roads, such as Columbia Pike, New Hampshire Avenue and the Annapolis-Washington Expressway (now S.R.50) (State Roads Commission of Maryland 1956: 150). When the commission report was published, the section of the beltway between Wisconsin and Connecticut Avenue was under construction (State Roads Commission of Maryland 1956:150). As a result, Montgomery and Prince George's counties underwent rapid and significant annual growth (KCI 1999:B-41).

Growth of the Transportation Network and Military Preparedness

In the greater Washington D.C. area, two post World War II factors contributed to the growth of suburbs and accelerated interurban road construction: the perceived need to provide quick access in and out of cities in case of a military attack on the capital, and to increase accessibility to shifting industrial and business areas (KCI 1999:B-12). The development of the atomic bomb led to the realization that a single weapon could destroy an entire city. To address this issue, the Federal government began to decentralize and agencies were re-located outside the District. Maryland benefited from this de-centralization.

The National Institutes of Health was located in Bethesda, along with the Bethesda Naval Hospital, and both institutions continued to grow throughout the 1950s. The Atomic Energy Commission was located in Germantown in 1956 and the Bureau of Standards located in Gaithersburg in 1959. The burgeoning space program also brought large corporations to the area, including International Business Machines (IBM) in Rockville (KCI 1999:B-17 as cited in Hiebert and MacMaster 1976:351-355). The populations of the Montgomery County communities of Bethesda and Wheaton soared during this period. New suburbs began to in-fill areas that had previously seen little growth, including the area east and southeast of the District boundaries in Prince George's County.

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During World War II, Prince George's County was home to the Camp Springs Airfield. The airfield became home to a permanent force in April 19, 1943, followed by and the formal designation of Andrews Field in 1945. In 1947 the airfield was re-designated Andrews Air Force Base and is now called Joint Base Andrews (United States Air Force 2012). Growth of the base paralleled increased suburban development in Prince George's County.

Patterns of Suburbanization

The Circumferential Highway or Beltway changed the pattern of commercial development and the landscape of highways. Strip development altered the formerly rural open landscape of the highway to landscapes of "closed urban sections through heavily populated areas" (Maryland State Roads Commission Report 1956:150). The 1957-1958 SRC report stated that the new Washington Circumferential was being constructed as modern dual highways as they are on the Interstate system (Maryland State Roads Commission Report 1956:150).

In "The Crabgrass Frontier," author Kenneth Jackson notes that a distinguishing element of suburban development from this period is an increase in the number, importance, and size of large residential construction companies. Unlike the mass assembly-line production of Ford's Model-Ts, a highly fragmented group of workers and tradesmen typically constructed residential units. Poorly organized house builders subcontracted much of the work to specialists because they did not have a sufficient volume of business. Before 1945, a typical housing contractor built five houses per year. By 1949, 10 percent of construction firms built 70 percent of all new homes. By 1955, three-quarters of all new housing construction in metropolitan areas occurred in suburbs (KCI 1999:B-10 as cited in Jackson 1985:233).

The firm Levitt and Sons started mass production of houses on Long Island and continued in Pennsylvania. Construction focused on speed, efficiency and cost-effectiveness. Six standard house models - the Levittowner, the Rancher, the Jubilee, the Country Clubber, the Pennsylvanian, and the Colonial - were made of pre-cut wall panels and standardized mechanical systems, which significantly lowered the costs and price to the consumer (Ames and McClelland 2002:66). These small "starter houses" reflected new ideas about privacy and housing for the nuclear family, rather than the extended multi-generational family.

Design of freeway suburbs emphasized privacy, as reflected in more cul-de-sacs and fewer interconnected streets (KCI 1999:C-11 as cited in Southworth and Ben-Joseph 1997:82-84). Lots were more wide than deep, and the longest house elevation was the façade or street orientation elevation. Sidewalks, although recommended by the Urban Land Institute, became increasingly rare in freeway suburbs, as residents generally drove rather than walked to other locations (National Cooperative Highway Research Program 2012:76). Some neighborhoods had sidewalks along only one side of the street, or none at all. Development of common areas and private yards increasingly included contemporary landscape design. A new western-inspired integration of indoor and outdoor living was reflected in house design that emphasized the relationship of the rear elevation to the back yard. Transparent windows and sliding patio doors provided lines of vision to yards with patios, intimate garden spaces, vistas and recreation zones (Ames and McClelland 2002:69). Garages became the norm by the late 1950s, and were integrated into overall house design. The importance of the garage and primary role of the automobile in suburban living produced some houses that appeared more garage than house, the garage projected out from exterior wall plane that contained the main entryway.

New subdivisions from the post-war era until the 1970s shared five common characteristics. These freeway suburbs were generally located further from the central city and residents were less dependent on the city center for services and employment. New suburbs had less density, with more land surrounding each house. Architectural similarity was another common factor. The number of available house plans per development rarely exceeded six. Although there were some regional stylistic differences, most houses were Cape Cods, Ranches or Split-levels. Part of the Modern Period of Suburbanization in Maryland, these architectural styles

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reflected people's desire for the convenience of technology, preferences for traditional forms, and informal spaces that focused on the family-oriented lifestyle, which came to characterize suburban living (KCI 1999:C-23). Home ownership had become the norm, not the exception, but suburbs tended to be racially, economically and generationally homogenous (KCI 1999:B-11 as cited in Jackson 1985:238-241). This was due, in large part, to zoning laws and the FHA and Veterans Administration (VA) mortgage insurers, who did not consider minority homeownership a good investment, which was one of the guidelines for FHA and VA mortgage insurance (KCI 1999:B-11 as cited in Ford 1994:165). The continued expansion of the regional transportation system further spurred construction of new subdivisions in areas farther and farther away from urban areas, speeding what has become known as "suburban sprawl."

After meeting the initial need for post-war housing the demand for larger houses grew, spurred on by an economic boom and urban flight. Overcrowding in the country's urban centers, the Supreme Court's 1954 decision to desegregate public schools (Brown vs. the Board of Education), wholesale demolition of inner city neighborhoods in the name of urban redevelopment, and other factors caused a white middle-class flight from the cities to the suburbs.

Conclusion

The development of the post-World War II suburb was a national phenomenon. Legislation such as the 1956 Federal Interstate Highways Act, FHA and VA mortgage insurance programs, and adoption of locally legislated zoning codes based on FHA guidelines created the financial and regulatory infrastructure that made suburban development practical and desirable. A public eager to put the Depression and World War II behind them pursued the American dream of home ownership, and made suburbs an extremely attractive and readily achievable housing option.

Within Montgomery and Prince George's counties, some forces unique to this area contributed to the advancement of suburban development. Driven by the realization that an atom bomb could wipe out the nation's capital city, the Federal government decentralized government operations, resulting in the placement and construction of large Federal agencies and military facilities in Montgomery and Prince George's counties. Expansion of the Federal government in the post-World War II years created thousands of jobs. People who had previously been re-located because of the war and new residents pursuing Federal government jobs greatly increased the population, creating the need for more housing in the metropolitan Washington D.C. area. Mandated school desegregation and white middle class urban flight continued the ongoing suburban development in formerly agricultural areas during the 1960s and 1970s throughout the country, and in the Maryland counties that comprise the Washington D.C. metropolitan area.

For this inventory and evaluation project, three existing historic contexts were reviewed and used to shape the summary context statement shown above. These include the Maryland State Highway Administration's (MD SHA) "Suburbanization Historic Context and Survey Methodology," the National Cooperative Highway Research Program Report 723 "A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing," and the National Park Service's "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places." Because of the sheer multitude of built resources during this period that still exist in Maryland and across the United States, historic identification and evaluation efforts must function within detailed frameworks such as these to effectively evaluate and determine the significance of the built resources that are surveyed. Use of these contexts illustrates MD SHA's consistent and predictable approach for the identification and evaluation of postwar residential resources, thereby reducing costs and ensuring timely project delivery. This contextual information will enable MD SHA to effectively and efficiently comply with its responsibilities under Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act, as the MD 28/198 from MD 97 to I-97 project moves into more detailed project planning.

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National Register of Historic Places Evaluation

The Fairview Subdivision is a planned suburban development built on land purchased by Charles P. Musgrove and Margaret Cecilia Musgrove from Margaret W. Allnut in 1960, with initial development beginning that year. Primary construction occurred between 1962 and 1964, consisting of 9 houses, with 2 built the following year, and 5 constructed in 1966. Remaining sites were filled between 1968 and 1971. The houses comprise four major types: Ranch, Raised Ranch, Split-level, and Split-foyer, with the bulk of the building stock being Raised Ranch or Split-level house types. Two associated houses in Fairview were built in 1960 and 1961, predating development of the subdivision.

Fairview is not eligible for National Register of Historic Places (NRHP). This property is not eligible for listing in the NRHP under Criterion A because it does not introduce innovative designs that are significant for their association and contribution to the suburban landscape (KCI 1999:D-12). Archival research does not indicate the property is associated with person(s) of historic significance and is therefore not eligible under NRHP Criterion B. The property does not retain integrity of design, setting, and materials and individual residences do not maintain sufficient integrity to convey the original design concept of the development (KCI 1999:D-12). The loss of integrity of design, materials, and workmanship is due to the use of modern materials in alterations such as the installation of new doors, windows, and siding, as well as side, rear and roof additions or infill, most commonly either a new garage or infill of a carport to serve as a garage. Therefore, the Fairview Subdivision is not eligible under Criterion C for NRHP listing as having important examples of architecturally significant building types, periods, or methods of construction, or as a district that represents a significant and distinguishable entity whose components may lack individual distinction. Criterion D was not investigated as part of this study.

Bibliography

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
 Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

 Reviewer, Office of Preservation Services

 Date

 Reviewer, National Register Program

 Date

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MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G	
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Cultural Resources Map



↑ Fairview Subdivision (M: 15-119)
 ↙ Spencerville Road
 ↘ Montgomery County
 ↖ USGS Burtonsville Topo Quad

January 7, 2016

1:24,000

0 1,250 2,500 5,000 Feet

Cultural Resources Map



Fairview Subdivision (M: 15-119)

MD:MAP.MDR.SDAT

↑ Fairview Subdivision (M: 15-119)
 ↗ Spencerville Road
 ↘ Montgomery County
 Tax Map KS342

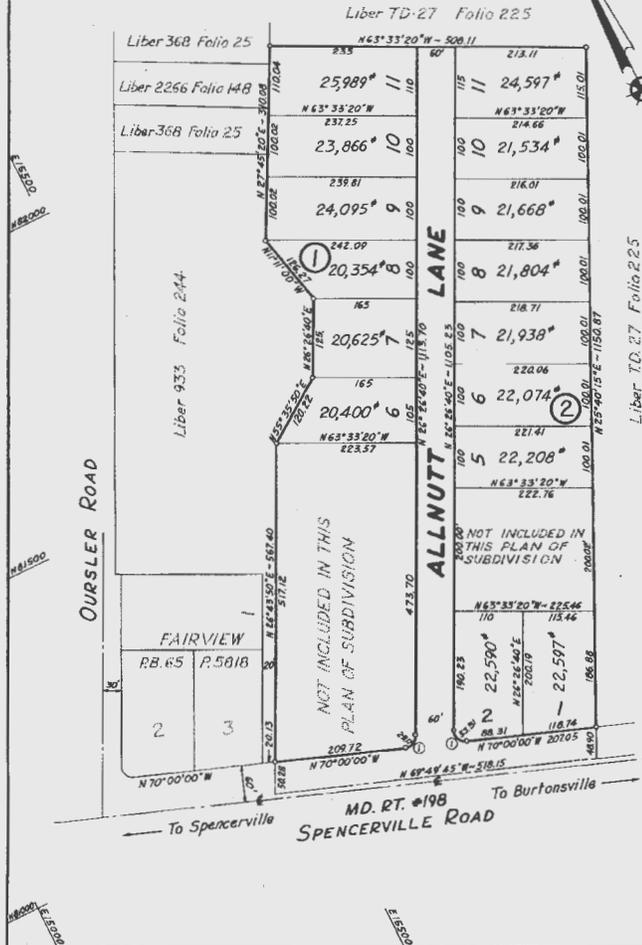
January 7, 2016
 1:24,000



LINE NO.	RADIUS	ARC	TANGENT	CHORD	CURV BEARING
1	10.00	89°33'20"	13.17	11.87	166.68 N 63°33'20"W
2	10.00	96°24'40"	33.31	22.99	21.83 N 61°44'40"W

PLAT No 5965

MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
 MONTGOMERY COUNTY PLANNING BOARD
 APPROVED: *May 11, 1960*
John P. Oyster CHAIRMAN-TREASURER
John F. Kibler SECRETARY



ENGINEER'S CERTIFICATE

I, hereby certify that the plan shown hereon is correct; that it is a subdivision of a part of the lands conveyed by Margaret W. Allnut, unmarried, to Charles F. Musgrave and Margaret Cecelia Musgrave, by deed dated March 3, 1960 and recorded among the Land Records of Montgomery County, Maryland in Liber 2715 of Folio 345, and that iron pipes, shown thereon have been placed as shown hereon. The total area of all streets dedicated to public use by this plat is 93,493 square feet May 4, 1960.

Thomas G. Oyster
 Registered Land Surveyor, M.C. #673

OWNER'S DEDICATION

We, Charles F. Musgrave and Margaret Cecelia Musgrave, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision; establish the minimum building restriction lines; and dedicate the streets to public use. There are no suits, actions at law, leases, liens, mortgages, trusts or rights-of-way affecting the property included in this plan of subdivision. May 2, 1960.

Charles F. Musgrave
Margaret Cecelia Musgrave
 Witnesses

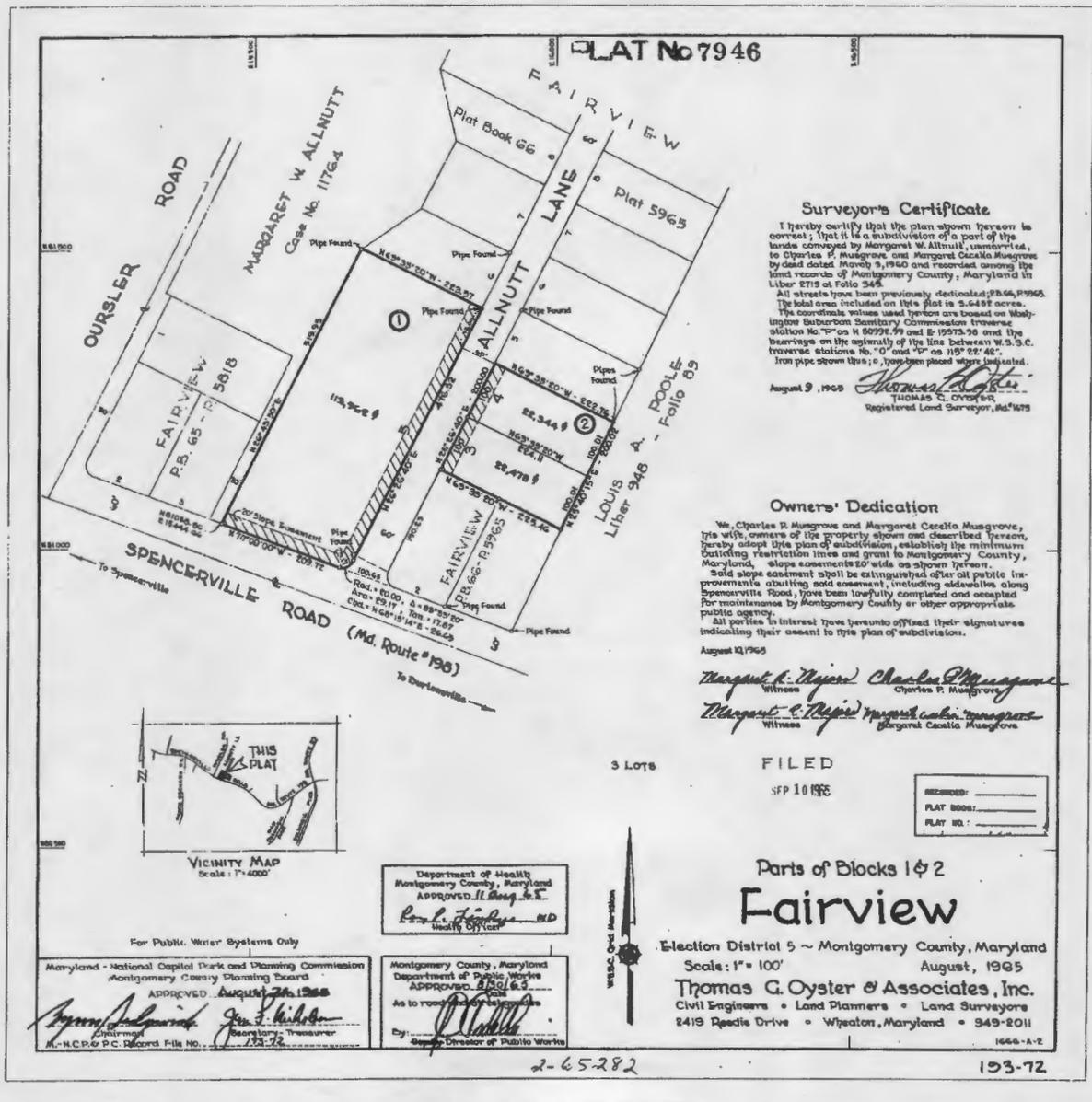
FILED
 JUN 15 1960

FAIRVIEW

MONTGOMERY COUNTY, MARYLAND
 SCALE: 1"=100' JUNE, 1960
 THOMAS G. OYSTER AND ASSOCIATES, INC.
 ENGINEERS AND SURVEYORS
 2419 REEDIE DRIVE
 WHEATON, MARYLAND

17 LOTS R-R ZONE 1666 A-1

CLIENT	Maryland State Highway Administration				TITLE	Fairview Subdivision (M: 15-119) Plat Map 5965	
PROJ	MD 28/198 from MD 97 to I-95					Spencerville Road	
REVISION NO	0	DR BY	PAR	12/17/14		Burtonsville, Montgomery County	
SCALE	as shown	CHK BY	JW	01/05/15		USGS Burtonsville Topo Quad	
Q:\Projects\ENVC\RMWD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E. Data\E-5 Graphics						PROJ NO	15804327
		PM	ME	01/16/15	FIGURE	1-3	



CLIENT Maryland State Highway Administration					TITLE Fairview Subdivision (M: 15-119) Plat Map 7946	
PROJ MD 28/198 from MD 97 to I-95					Spencerville Road Burtonsville, Montgomery County USGS Beltsville Topo Quad	
REVISION NO	0	DR BY	PAR		12/17/14	PROJ NO 15804327
SCALE	as shown	CHK BY	JW	01/05/15	FIGURE 1-4	
Q:\Projects\ENV\CRM\MD SHA\CRM Open-End Contract 2007-2012\BCS\2010 02A Tasks\TO 27 MD 28-198E. Data\E 5 Graphics				PM	ME	01/16/15



Fairview Subdivision

CLIENT Maryland State Highway Administration				
PROJ MD 28/198 from MD 97 to I-95				
REVISION NO	0	DR BY	PAR	12/17/14
SCALE	n/a	CHK BY	JW	01/05/15
G:\Projects\ENVC\RMMD SHA\CRM Open End Contract 2007-2012\BGS2010 02A Task\TO 27 MD 28-198E_Datc\E 5 Graphics		PM	ME	01/16/15



TITLE Fairview Subdivision (M: 15-119) Photo Key	
Spencerville Road Burtonsville, Montgomery County USGS Beltsville Topo Quad	PROJ NO 15804327 FIGURE 2-1

Photo Log

M:15-119 (M:15-119)

Fairview Subdivision

Montgomery County, MD

Brian Clevon

11/04/2014

1. Fairview Subdivision, Allnut Lane, Looking South
2. Fairview Subdivision, Ranch, Plat 5965, 2704 Spencerville Road (MD198), Looking Northeast
3. Fairview Subdivision, Raised Ranch, Plat 5965, 15705 Allnut Lane, Looking Southeast
4. Fairview Subdivision, Raised Ranch, Plat 5965, 15713 Allnut Lane, Looking Southeast
5. Fairview Subdivision, Split-Foyer, Plat 5965, 15712 Allnut Lane, Looking Northwest
6. Fairview Subdivision, Split-Level, Plat 5965, 15704 Allnut Lane, Looking Northwest
7. Fairview Subdivision, Split-Level, Plat 5965, 15620 Allnut Lane, Looking Northwest
8. Fairview Subdivision, Split-Level, Plat 7946, 15613 Allnut Lane, Looking Southeast
9. Fairview Subdivision, Contemporary, Plat 5818, 15609 Oursler Road, Looking Southeast



M: 15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD :

R. CLEVEN

11/2014

MD. SHPO

ALLNUTT LANE, LOOKING SOUTH

Epson
Professional Paper

Epson
Professional Paper

EPSON



M: 15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

2704 SPENCERVILLE ROAD, LOOKING NE

EPSON

Epson
Professional Paper



15705

M: 15-119

FAIRVIEW SUBDIVISION

MONTGOMERY COUNTY, MD

R. CLEVEN

11/2014

MD SHPO

15705 ALLNUTT LANE, LOOKING SE



M: 15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD

R.: CLEVEN

11/2014

MD SHPO

15713 ALLNUTT LANE, LOOKING SE

Epson
Professional Paper

Epson
Professional Paper

Epson



MD: 15-119
FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

15712 ALLNUTT LANE, LOOKING NW

Professional Paper

EPSON



M: 15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD
B. CLEVEN

11/2014

MD SHPO

15704 WLLNUTT LANE, LOOKING NW



M: 15-119

FAIRVIEW SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SAPO

15620 ALLNUTT LANE, LOOKING NW

Epson
Professional Paper

Epson
Professional Paper

EPSON



M:15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD

11/2014

MD 8HP0

15613 ALLNUTT LANE, LOOKING SE

EPSON

EPSON



M. 15-119

FAIRVIEW SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SAPO

15609 OURSLER ROAD, LOOKING SE

Epson
Professional Paper