

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Parr's Ridge Subdivision Inventory Number: M:15-120

Address: Parr's Ridge at Spencerville Drive Historic district: yes no

City: Spencerville Zip Code: 20868 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: Lorin Farris Date Prepared: 2/20/2015

Documentation is presented in: NA

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 Parr's Ridge Subdivision is 3 miles west of Burtonsville, Montgomery County, Maryland. Located between the two major metropolitan centers of Baltimore, MD and Washington D.C., Parr's Ridge is directly north of Spencerville Road (Route 198), 4.2 miles west of the Prince George's County border, and 5.3 miles west of Interstate 95 (Figure 1-1). The boundary of the inventoried property is 21.5 acres, as shown on Figure 1-2. Parr's Ridge is bounded by Spencerville Road to the northeast, Stabler Lane to the northwest, Parr's Ridge Drive and Asa Drive to the northeast, and Veitch Lane to the southeast (Figure 1-2). Photographs of houses within the subdivision are included in Figure 2.

The subdivision is strictly residential. It is situated within a lightly wooded area. To the southeast of Veitch Lane is a large open field, associated with a neighboring estate, that is used for horse-riding. The subdivision does not have any curbs or sidewalks, and landscaping is limited to large front lawns and foundation plantings. The majority of the lots are laid out in a grid and do not conform to the natural topography. Mostly rectangular in shape, the lots within the Parr's Ridge Subdivision are on average 110 feet wide and 181 feet deep. The houses in Parr's Ridge have setbacks between 50 and 75 feet, with the houses on the corner lots having an average setback of 100 feet.

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MHT Comments:

Jim Talbot
Reviewer, Office of Preservation Services

6/5/2015
Date

Blantz
Reviewer, National Register Program

6/8/15
Date

The Parr's Ridge Subdivision was part of land known as "Snowden's Manor Enlarged." The property that would eventually make up the Parr's Ridge Subdivision was originally owned by Caroline V. Stabler. The Stabler family had owned the property as of 1869 (Land Records of Montgomery County, 6:140). On September 8, 1962, Caroline Stabler sold almost 34 acres to Claude and Gertrude Kruhm, and Willard and Mae Kruhm (Land Records of Montgomery County, 3007:24). Claude Kruhm (October 12, 1909-December 23, 2002) and Willard Kruhm (January 30, 1904-April 1986) were brothers whose families were farmers in nearby Burtonsville (Ancestry.com 2014).

By August 1963, the Kruhms platted the first portion of the Parr's Ridge Subdivision, which, at the time, had 27 lots northeast of Spencerville Road (Plat Map No. 7174, 1963) (Figure 1-3). In December of 1965, the Kruhms platted 7 additional lots to the northeast of Parr's Ridge Drive (Plat Map No. 8136, 1965) (Figure 1-4). Willard Kruhm was described as a farmer-turned-real estate agent in a 1979 article featured in The Washington Post (The Washington Post, 1979). The article describes the Kruhm family as having lived near Burtonsville for at least five generations and that the town of Spencerville was named after Willard Kruhm's great-grandfather. Although Willard and his brothers had attempted to carry on the tradition of farming, the costs grew too high and the brothers sought employment with the Federal government. Willard gave up his poultry farming and egg delivery route to become a real estate agent. He would eventually purchase 90 acres of property that he sold for \$2,000 to \$3,000 an acre, and boasted that he sold most of the commercial land in Burtonsville.

No specific builders or architects have been identified as being associated with the Parr's Ridge Subdivision. The first house was constructed in 1964 at 1405 Parr's Ridge Drive (SDAT 2014). The bulk of the construction in the Parr's Ridge Subdivision occurred in 1965 and 1966. Images from historic aerials support these initial construction dates, as there is no development for the Parr's Ridge Subdivision on historic aerials that date from 1963 or 1964 (NETR Online 2014). In 1965, a total of 12 houses were constructed in the Parr's Ridge Subdivision: seven houses on Parr's Ridge Drive (1200, 1204, 1301, 1305, 1309, 1312, 1313); three houses on Spencerville Road (1304, 1308, 1400); and two houses on Stabler Lane (16000 and 16001) (SDAT 2014). In 1966, seven additional houses were constructed in Parr's Ridge: one house on Spencerville Road (1312); three houses on Parr's Ridge Road (1201, 1408, 1409); and three houses on Asa Drive (16101, 16104, 16109) (SDAT 2014).

It is believed that 1401 Parr's Ridge Drive was constructed in 1965 or 1966 instead of the indicated construction date of 1982, as the house is shown in the 1970 historic aerials and its Split-level style is similar to other Split-levels built in 1965 and 1966 (NETR Online 2014). Development continued in the Parr's Ridge Subdivision along Asa Drive but at a slower pace than previous years, with three houses built in 1967 (16112, 16113, 16117) and three houses constructed in 1968 (16108, 16116, 16120). The last house constructed before 1975 was 16006 Stabler Lane in 1971. The last house built in Parr's Ridge was in 1978 at 1500 Parr's Ridge Drive (SDAT 2014).

Currently, the Parr's Ridge Subdivision has 29 houses, of which 28 were constructed before 1975. The subdivision has various architectural styles, including Ranch (52%), Split-level (28%), and Two-story Massed (a.k.a. Neo-colonial) house (17%) styles. There is one modern house constructed in 1978 in the Parr's Ridge Subdivision.

The predominant architectural style within the Parr's Ridge Subdivision is the Ranch house. The Ranch style was a popular suburban residential form found as early as 1935 and peaking in the 1950s (KCI 1999:D-21). Frequently attributed to the Prairie style and Frank Lloyd Wright's Usonian houses, the Ranch house had similar characteristics to dwellings on southwestern ranches. Almost always consisting of one story, Ranch houses had side gable, cross gable, or hipped roofs with low, deep eaves and often have exterior details from the Craftsman or Colonial Revival styles. The dwelling's long elevations often faced the street and all living, sleeping, and utility spaces occupied a single level. Similar to the Cape Cod's open and informal plan, Ranch houses' interior spaces were not separated by vestibules or halls and were mostly two rooms deep.

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The Parr's Ridge Subdivision includes Raised Ranch and Ranch houses. The Ranch house in Parr's Ridge has brick cladding with bay bump-outs or wings clad with replacement horizontal vinyl siding. Windows are typically double-hung, fixed, casement, or horizontal sliding windows. Sixty percent of the Ranch houses have replacement vinyl-frame windows, and 40% having original wood-frame, double-hung and fixed windows (Photo 3-9).

Ranch houses in the subdivision evidence a variety of fenestration patterns and massing forms. Character-defining features are single-story height, two-bay depth, and side gable medium pitch roofs. Facades tend to range from three to five bays in width. Some Ranch houses feature front bays that contain large bow or picture windows. Ranch houses have a variety of porches, some that are little more than canopied stoops, and others that are incorporated into projecting bays, or sizeable cross gables, and provide shelter.

Two car garages either have overhead doors facing the front, or are located on the side, which makes the garage appear more incorporated into the house. The later type has side windows that are part of the façade. These are generally the same type as windows providing light into rooms. Some Ranches only have carports attached to the side elevations, creating the sense that this space is not a part of the house.

The Split-level style is the second most common house type in the Parr's Ridge Subdivision. The Split-level's popularity began in the 1950s and can still be found in present day designs (KCI 1999:D-21). Similar to the Cape Cod's division of interior spaces and the Ranch house's use of interior spaces, the Split-level created separate zones, but on three different levels forming a compact plan (NCHRP 2012:93). The lower level was considered for noisy living and service areas such as the garage and family room. The mid-level consisted of the quiet living areas like the kitchen, dining and living rooms. The upper level was for bedrooms. Commonly found exterior details were influenced by the Colonial Revival style through the use of brick on the lower stories and framework at the upper stories. The Split-level houses in Parr's Ridge are typically clad in all brick or a mixture of brick and replacement horizontal vinyl siding. Windows can be double-hung, fixed, casement, or horizontal sliding windows. All of the Split-level houses have replacement vinyl-frame windows.

The Split-level house at 16104 Asa Drive has a façade with an open carport, prominent bow window, main entry and two-story gable front with two evenly spaced two-over-two sash windows. The house is two bays deep and the carport is only one-bay deep, creating a room behind the carport (Photo 11). The Split-level house at 1308 Spencerville Road has been significantly altered (Photo 12). The house has a one-story wing with an attic story addition that abuts a two-story wing. Both roofs are medium-pitch side gables. The house is clad with modern horizontal vinyl siding and stone veneer cladding. It is possible that the one-story wing's roof was raised higher to accommodate the second story attic roof addition, and when this work was completed, the modern stone veneer cladding was added to the façade and side elevations.

The Split-foyer house in Parr's Ridge has a medium-pitch, side gable roof and a five-bay façade and two-bay depth (Photo 13) (NCHRP 2012:19). The house is built into a sloping lot that descends northwest to southeast. Two single-car garages are located on the southeast side of the central entry, and two pairs of half-basement level windows are located on the other side. The central entry door is accessed from stairs that ascend from the driveway level to a full-height recessed porch front by three square columns. The entrance contains a single door flanked by sidelights and topped by a multi-light rectangular transom window that extends to the porch ceiling. The second story has two pairs of windows that flank the foyer entry. The Split-foyer house also has an exterior brick northwest elevation exterior chimney that breaks through the roof's eave and a small chimney stack on the center of the roof ridge.

The least represented house type within the Parr's Ridge Subdivision is the Two-story Massed house (a.k.a. Neo-Colonial). Similar to the Ranch house, the Two-story Massed house type was a very popular residence type in the post-war housing market. Often

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having Colonial Revival-style influences, the Two-story Massed house could be constructed quickly and inexpensively because they were often employed the same plan, built with similar material, and featured minimal classic details (NCHRP 2012:163). The Two-story Massed house typically has a rectangular form, three-bays wide, and are two-stories tall. Although they commonly have side gable roofs, they could also have hipped or gambrel roofs (NCHRP 2012:100) (Photo 14 & 15). The Two-story Massed house in Parr's Ridge are entirely brick, clad with wood siding, or have different cladding on each story. Roofs are medium-pitch side gables with wide eaves covered with asphalt shingles. There are also examples with gambrel or cross gable roofs. The main entries are centered on the façade and flanked by pairs of windows. All but one house, 16000 Stabler Lane, has replacement vinyl-frame, double-hung windows.

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 it 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. 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.

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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 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

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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 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

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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.

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

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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 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

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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.

National Register of Historic Places Evaluation

The Parr's Ridge Subdivision is not eligible for National Register of Historic Places (NRHP). The subdivision is not eligible for listing in the NRHP under Criterion A because it does not have an important association with any historically significant events or

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

broad patterns of history. Although the land prior to subdivision was owned by the Stabler family for close to 100 years, and the subdivision is associated with the Kruhm family, a founding family of the town of Spencerville, neither of the families settled on the land that makes up the Parr's Ridge Subdivision and the families did not have a direct and/or significant association with the land. Archival research does not indicate the property is associated with person(s) of historic significance and is not eligible under NRHP Criterion B. As a whole, the houses in the Parr's Ridge Subdivision maintain integrity of location. However, they do not have integrity of design, setting, materials, workmanship because of multiple alterations, including replacement windows and doors, and side additions. The Parr's Ridge Subdivision is not eligible under Criterion C for NRHP listing as an architecturally significant building type, period, or method of construction 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.

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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:

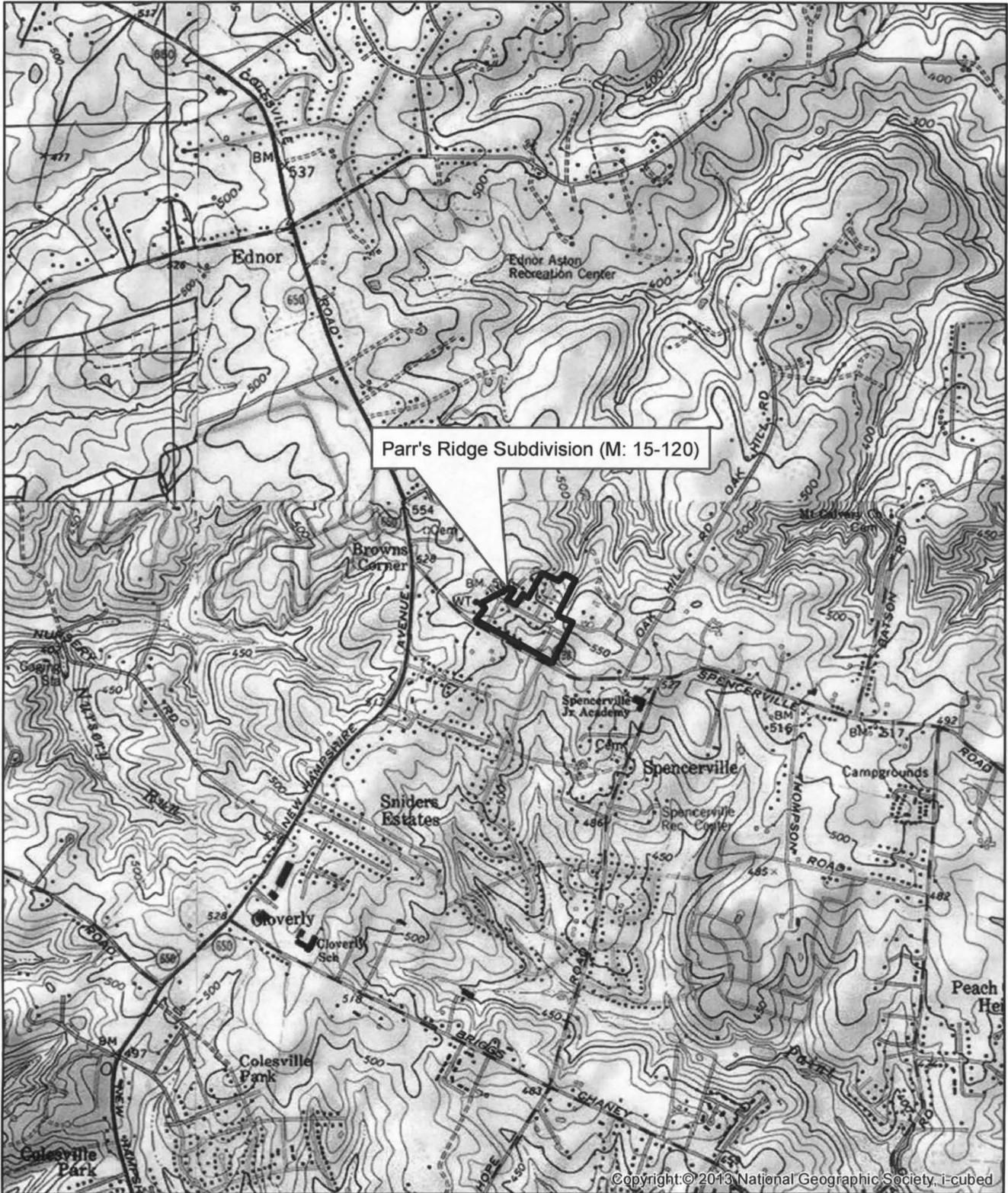
Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Cultural Resources Map



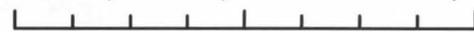
Copyright © 2013 National Geographic Society, i-cubed

↑ Parr's Ridge Subdivision (M: 15-120)
 ↙ Spencerville Road
 ↘ Montgomery County
 USGS Burtonsville Topo Quad

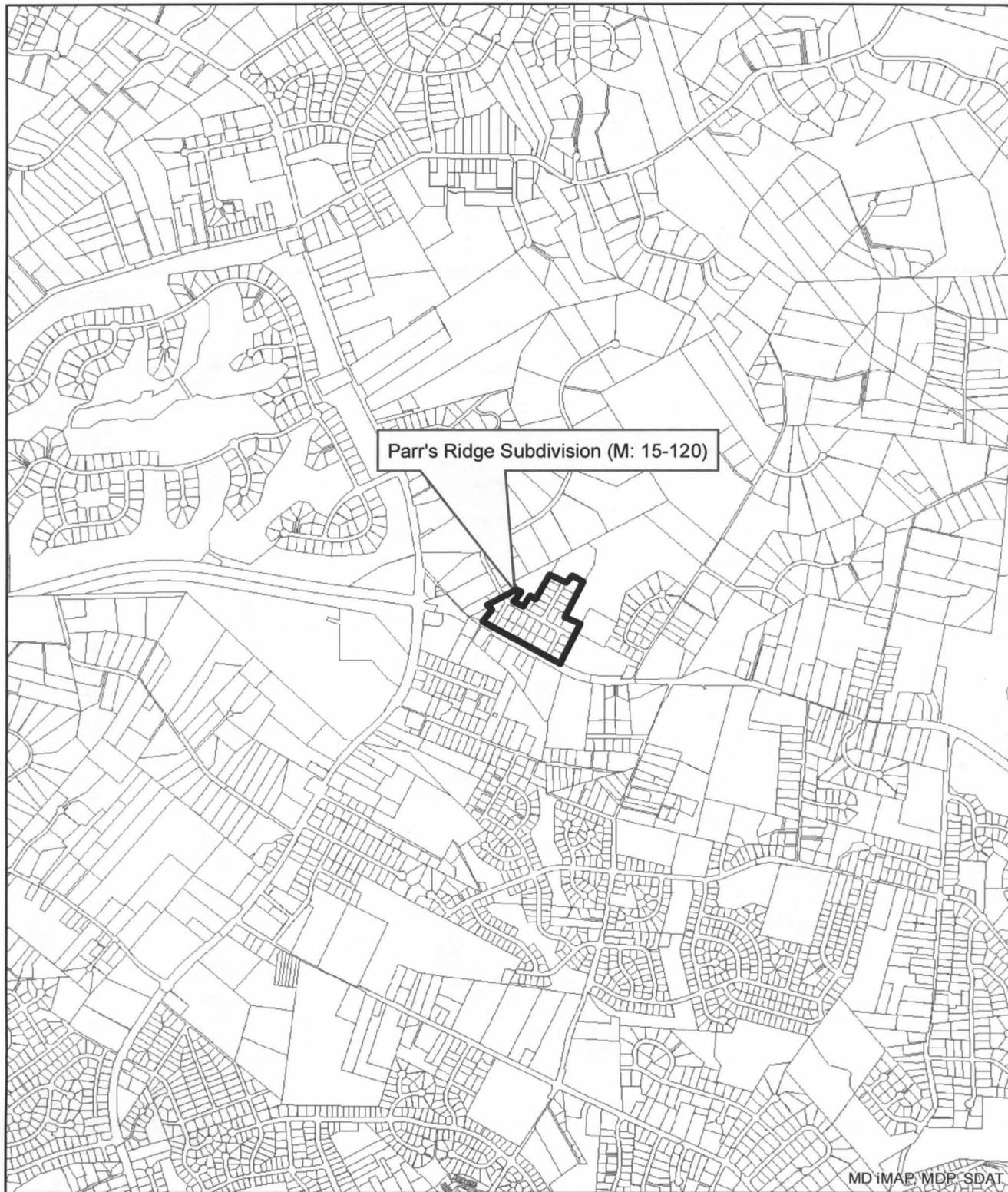
January 7, 2016

1:24,000

0 1,250 2,500 5,000 Feet



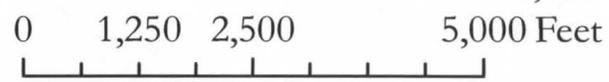
Cultural Resources Map



MD iMAP, MDP, SDAT

↑ Parr's Ridge Subdivision (M: 15-120)
Spencerville Road
Montgomery County
Tax Map KS122, Multiple Parcels

January 7, 2016
1:24,000



MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 MONTGOMERY COUNTY PLANNING BOARD

APPROVED September 4, 1963
John P. Kistner
 CHAIRMAN

M-NGR4RC RECORD FILE NO. 196-46
 MONTGOMERY COUNTY MARYLAND
 DEPARTMENT OF PUBLIC WORKS

APPROVED OCT 3, 1963
 AS TO ROAD AND STREET GRADES
Richard J. Lynch
 DEPT. DIR. PUBLIC WORKS 2-63237

| BLK | RADIUS | ARC | A | CHD BEARING | CHORD | TANGENT |
|-----|---------|--------|-------------|-----------------|--------|---------|
| A | 1125.00 | 117.69 | 10° 05' 04" | N 26° 16' 05" W | 111.28 | 200.32 |
| B | 1408.40 | 263.11 | 06° 18' 24" | N 62° 46' 05" W | 282.97 | 141.60 |
| C | 180.00 | 6.93 | 07° 10' 17" | N 62° 50' 31" W | 8.58 | 4.20 |
| D | 180.00 | 203.14 | 37° 12' 53" | N 45° 24' 44" W | 200.48 | 104.36 |
| E | 1231.85 | 165.08 | 04° 14' 15" | N 62° 50' 31" W | 165.02 | 82.50 |

SURVEYOR'S CERTIFICATE

I hereby certify that the plat herein delineated is correct, that it is a subdivision of part of the lands conveyed by Caroline V. Stabler, widow, to Claude D. Krumm and E. Gertrude Krumm, his wife, Willard F. Krumm and Mae H. Krumm, his wife, by deed dated September 8, 1962 and recorded among the Land Records of Montgomery County, Maryland, in Liber 3007 of Folio 24; and that pipe shown thus, @ are in place where indicated. The area of all streets dedicated to public use on this plat is 243,233.73 square feet.

August 29, 1963
Wallace R. Amos
 WALLACE R. AMOS
 Reg. L.S. MD. NO. 3181



OWNER'S DEDICATION

We, Claude D. Krumm and E. Gertrude Krumm, his wife, Willard F. Krumm and Mae H. Krumm, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the streets to public use and grant to Montgomery County, Maryland, slope easements 20 feet wide on all lots included in this plan, retention, contiguous and parallel to the right of way lines shown hereon. Slope easements granted hereon shall be extinguished after all required public improvements including sidewalk curbing and easements have been fully completed and have been accepted for maintenance by Montgomery County, Maryland, or other appropriate public agency. There are no suits of action, leases, liens or trusts on the property except a certain deed of trust and all the parties in interest therein have below indicated their assent to this plan of subdivision. August 29, 1963.

J.R. Caswell
J.R. Caswell
J.R. Caswell
J.R. Caswell

Claude D. Krumm
E. Gertrude Krumm
Willard F. Krumm
Mae H. Krumm

James H. Boyd
Caroline V. Stabler

PARR'S RIDGE

5TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 SCALE: 1"=100'
 AUGUST, 1963
 WALLACE R. AMOS & ASSOCIATES
 2525 GEORGIA AVENUE
 SILVER SPRING, MARYLAND

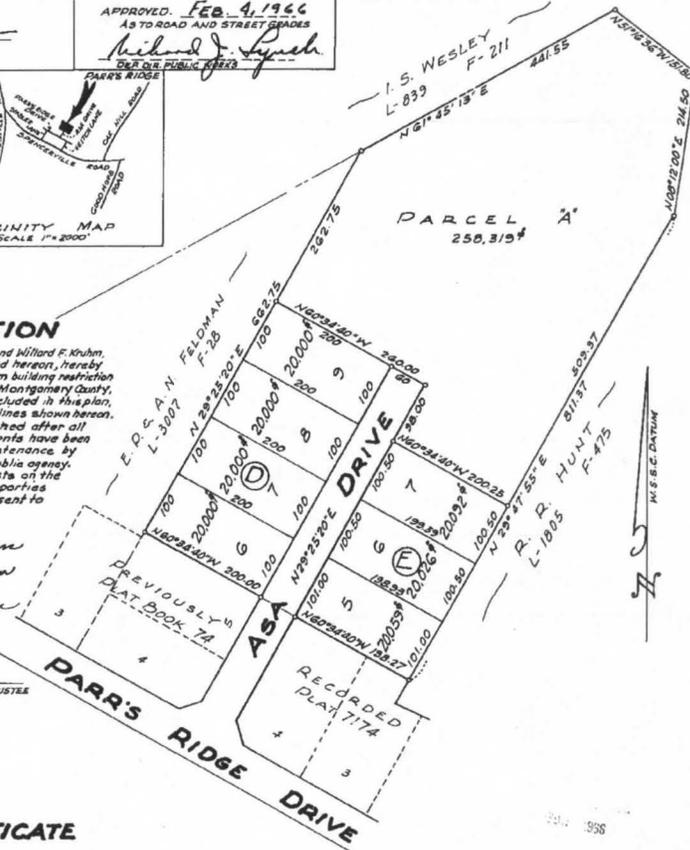
| | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------|---------------------------------------|--------|-----|-------|----------------------------------------------------------------------------------|---------|----------|
| CLIENT | Maryland State Highway Administration | | | TITLE | Parr's Ridge Subdivision (M: 15-120) Plat Map 7174 | | |
| PROJ | MD 28/198 from MD 97 to I-95 | | | | Spencerville Road Spencerville 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 | 1-3 |
| Q:\Projects\ENV\CRM\MD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E_Data\I-5 Graphics | | PM | ME | | 01/16/15 | | |

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 MONTGOMERY COUNTY PLANNING BOARD
 APPROVED: JANUARY 18, 1966
Raymond J. ... CHAIRMAN
John J. ... SECRETARY-TREASURER
 M.N.C.P.R.C. RECORD FILE NO. 1195-36

MONTGOMERY COUNTY MARYLAND
 DEPARTMENT OF PUBLIC WORKS
 APPROVED: FEB. 9, 1966
 AS TO ROAD AND STREET GRADES
Richard J. ... DEPT. OF PUBLIC WORKS

PLAT No 8136

DEPARTMENT OF HEALTH
 MONTGOMERY COUNTY, MARYLAND
 APPROVED 28 Dec. 65
Ray P. ... MD
 HEALTH OFFICER



OWNER'S DEDICATION

We, Claude D. Krumm and E. Gertrude Krumm, his wife, and Willard F. Krumm, widow, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the street to public use and grant to Montgomery County, Maryland, slope easements 20 feet wide on all lots included in this plan, adjacent, contiguous and parallel to the right of way lines shown hereon. Slope easements granted hereon shall be extinguished after all required public improvements abutting said easements have been lawfully completed and have been accepted for maintenance by Montgomery County, Maryland, or other appropriate public agency. There are no suits of action, leases, liens or trusts on the property except a certain deed of trust and all parties in interest thereto have below indicated their assent to this plan of subdivision.

December 28, 1965
Claude D. Krumm CLAUDE D. KRUMM
E. Gertrude Krumm E. GERTRUDE KRUMM
Willard F. Krumm WILLARD F. KRUMM

I hereby assent to this plan of subdivision.
William H. ... WILLIAM H. ...
Caroline V. Stabler CAROLINE V. STABLER, TRUSTEE

SURVEYOR'S CERTIFICATE

I hereby certify that the plat hereon delineated is correct; that it is a subdivision of part of the lands conveyed by Caroline V. Stabler, widow, to Claude D. Krumm and E. Gertrude Krumm, his wife, Willard F. Krumm and Mae M. Krumm, his wife, by deed dated September 8, 1962 and recorded among the Land Records of Montgomery County, Maryland, in Liber 3007 of Folio 24; and that pipe shown thereon is in place where indicated. The area of street dedicated to public use on this plat is 24,000 square feet. December 17, 1965

Wallace R. Amos
 WALLACE R. AMOS
 REG. L.S. MD. NO. 8181

PLAT NO. 2
 PART OF BLOCKS D & E
PARR'S RIDGE
 ~ 5th ELECTION DISTRICT ~
 MONTGOMERY COUNTY, MARYLAND
 SCALE 1" = 100' DEC. 1965
 WALLACE R. AMOS & ASSOCIATES
 3525 GEORGIA AVENUE
 SILVER SPRING, MARYLAND

RECORDED: _____
 PLAT BOOK: _____
 PLAT NO.: _____

2-6545

195-36

| | | | | |
|------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------|-----|----------|
| 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 | as shown | CHK BY | JW | 01/05/15 |
| Q:\Projects\ENVICR\MMD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E. Data\I S Graphics | PM | ME | | 01/16/15 |



| | | |
|--------------------------------|----------------------------------------------------|----------|
| TITLE | Parr's Ridge Subdivision (M: 15-120) Plat Map 8136 | |
| Spencerville Road | PROJ NO | 15804327 |
| Spencerville Montgomery County | FIGURE | 1-4 |
| USGS Beltsville Topo Quad | | |



| | | | | | | |
|------------------------------------------------------------------------------------------------------------------|--|--|--|---------------------------|------------------------------------------------------|------------------|
| CLIENT Maryland State Highway Administration | | | | | TITLE Parr's Ridge Subdivision (M: 15-120) Photo Key | |
| PROJ MD 28/198 from MD 97 to I-95 | | | | | Spencerville Road | |
| REVISION NO 0 DR BY PAR 12/17/14 | | | | | Spencerville Montgomery County | |
| SCALE n/a CHK BY JW 01/05/15 | | | | USGS Beltsville Topo Quad | | PROJ NO 15804327 |
| Q:\Projects\ENVC\RM\MD SHA\CRM Open-End Contract 2007-2012\B\CS2010 02A Tasks\TO 27 MD 28-198E_Data\E 5 Graphics | | | | PM ME 01/16/15 | FIGURE 2-1 | |

Photo Log

M: 15-120

Parr's Ridge Subdivision

Montgomery County, MD

Brian Clevon

11/04/2014

1. Parr's Ridge Subdivision, Street View, Parr's Ridge Drive, Looking West
2. Parr's Ridge Subdivision, Street View, Asa Drive, Looking South
3. Parr's Ridge Subdivision, Ranch, Plat Map 7174, 1313 Parr's Ridge Drive, Looking Southeast
4. Parr's Ridge Subdivision, Ranch, Plat Map 7174, 1409 Parr's Ridge Drive, Looking West
5. Parr's Ridge Subdivision, Ranch, Plat Map 7174, 1312 Spencerville Road, Looking North
6. Parr's Ridge Subdivision, Ranch, Plat Map 7174, 16101 Asa Drive, Looking East
7. Parr's Ridge Subdivision, Ranch, Plat Map 8136, 16120 Asa Drive, Looking Northwest
8. Parr's Ridge Subdivision, Ranch, Plat Map 8136, 16109 Asa Drive, Looking East
9. Parr's Ridge Subdivision, Ranch, Plat Map 7174, 1301 Parrs Ridge Drive, Looking Southeast
10. Parr's Ridge Subdivision, Raised Ranch, Plat Map 7174, 16006 Stabler Lane, Looking North
11. Parr's Ridge Subdivision, Split-Level, Plat Map 7174, 16104 Asa Drive, Looking Northwest
12. Parr's Ridge Subdivision, Split-Level, Plat Map 7174, 1308 Spencerville Road, Looking North
13. Parr's Ridge Subdivision, Split-Foyer, Plat Map 8136, 16112 Asa Drive, Looking Northwest
14. Parr's Ridge Subdivision, Two-Story Massed House, Plat Map 7174, 1304 Spencerville Road, Looking Northeast
15. Parr's Ridge Subdivision, Two-Story Massed House, Plat Map 7174, 1408 Parr's Ridge Drive, Looking Northeast



M: 15-120

PARR'S RIDGE SUBDIVISION

MONTGOMERY COUNTY, MD

R. CLEVEN

11/2014

MD SHPO

PARR'S RIDGE DRIVE, LOOKING WEST

Epson
Professional Paper

Epson
Professional Paper

EPSON



M: 15-120

PARR'S RIDGE SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD 5470

ASA DRIVE, LOOKING SOUTH

Epson
Professional Paper

Epson
Professional Paper
2/15

EPSON



M: 15-120

PARR'S RIDGE SUBDIVISION

MONTGOMERY COUNTY, MD

P.O. CLEVEN

11/2014

MD 8470

1313 PARR'S RIDGE DRIVE, LOOKING SE

Epson
Professional Paper

Epson
Professional Paper

3/15



M:15-120

PARR'S RIDGE SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

1409 PARR'S RIDGE DRIVE, LOOKING WEST

4/15



M: 15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SAPO

1312 SPENCERVILLE ROAD,
LOOKING NORTH

EPSON

Epson
Professional Paper



M:15-120

PARKS RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD 51100

16101 ASA DRIVE, LOOKING EAST

EPSON

Epson
Professional Paper

6/15



M: 15-120

PARR'S RIDGE SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

16120 ASA DRIVE, LOOKING NW

Epson
Professional Paper

Epson
Professional Paper

EPSON

7/15



16109

M:15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

16109 ASA DRIVE, LOOKING NORTH

Epson
Professional Paper

Epson
Professional Paper

EPSON

8/15

Epson
Professional Paper



M=15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014 -

MD SHPO

1309 PARR'S RIDGE DRIVE,
LOOKING SE

9/15



M: 15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

16006 STABLER LANE,
LOOKING NORTH

10/15



M: 15-120
PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD
B. CLEVEN

11/2014

MD 3440

16104 ASA DRIVE,
LOOKING NW

Epson
Professional Paper

Epson
Professional Paper

11/15



M: 15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

1308 SPENCERVILLE ROAD,
LOOKING NORTH

12/15



26112

M: 15-120
PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SAPO

14112 ASA DRIVE, LOOKING NW

EPSON

Epson
Professional Paper

12/15



M: 15-120

PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

1304 SPENCERVILLE ROAD,
LOOKING NE

EPSON

Epson
Professional Paper

14/15



M: 15-120
PARR'S RIDGE SUBDIVISION
MONTGOMERY COUNTY, MD
B. CLEVEN
11/2014
MD SHPO
1408 PARR'S RIDGE DRIVE,
LOOKING NE

EPSON

EPSON

Epson
Professional