

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Poole's Subdivision Inventory Number: M:15-121

Address: Kruhm Road 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 Listed: yes

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

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

Poole's Subdivision is located in the Burtonsville area of Montgomery County, along MD-198 (Spencerville Road) and Kruhm Road. The neighborhood is situated between Baltimore, Maryland and Washington, D.C. It is 1 mile west of U.S. 29 (Columbia Pike), 3.25 miles west of Interstate 95, and 7 miles southeast of Olney, Maryland (Figure 1-1). The southern boundary of the subdivision borders MD-198 (Spencerville Road) and its eastern boundary is Kruhm Road, formerly Duvall Farm Road (Figure 1-2). The boundary of the 7.3-acre inventoried property is shown on Figure 1-2. The subdivision is strictly residential. Lots vary in size but are typically 120 to 160 feet wide and more than 250 feet deep (Figure 1-3). It is set within a lightly wooded area, with trees located primarily near the boundaries of residential lots (Figure 1-4). 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 (Figure 1-5, Photo 1).

The development was originally platted in February 1947 by Maggie D. Poole, her son Louis A. Poole, and his wife, Iola F. Poole (Figure 1-3). The land was deeded by the estate of Luther C. Poole, late husband of Maggie D. Poole and father of Louis A. Poole, in September 1944 (Land Records of Montgomery County, 948:89). In 1903, Luther C. Poole purchased 40 acres from George H.M. Bennett, who built the nearby Bennett-Allnutt House (M: 15-59) in the 1860s. Louis A. Poole purchased an additional 24,000 square feet from Emma J. Bennett in 1927 (Land Records of Montgomery County, 27:225 and 514:355).

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<u><i>Ann Faulkner</i></u> Reviewer, Office of Preservation Services	<u>6/5/2015</u> Date
<u><i>Bluntz</i></u> Reviewer, National Register Program	<u>6/8/15</u> Date

The Poole's subdivision contains 9 homes, including one which was built in 1946 and predates the construction of the subdivision by one year. The remaining 8 houses were constructed between 1947 and 1966. One was constructed in 1947, one in 1949, two in 1951, one in 1954, one in 1956, one in 1959, and one in 1966. All were included in the original plat. The houses are mostly Minimal Traditional (5) or Cape Cod (3) house types, with one Raised Ranch built in 1966 (15510 Kruhm Road).

The 5 Minimal Traditional houses represent 56% of the structures in Poole's Subdivision. The Minimal Traditional form developed during the 1940s to provide a simplified cottage-type single-family home which did not rely on ornamentation or historical reference. This stripped-form provided for ease of construction, replication, and affordability (NCHRP 99). Several of the Minimal Traditional houses in Poole's Subdivision have been altered since their construction. The houses in the subdivision are one to one-and-one-half stories tall, with moderately pitched roofs. Cladding types vary from brick to stucco to aluminum or vinyl siding (Photos 2-3). Four of the houses feature a front entrance porch or portico, and two of these have been enclosed. The houses typically featured asymmetrical fenestration, often with a picture window on the façade, which is still extant on two of the neighborhood homes (15500 Kruhm Road and 15516 Kruhm Road).

Cape Cods account for one-third of the houses in Poole's Subdivision (Photos 4-5). This house type, which became popular in the 1920s and 1930s, was created from an outgrowth of the Colonial Revival style, and was meant to evoke 18th century Massachusetts cottages (NCHRP 100). Principal variations from the Colonial Revival form are symmetrical facades and more steeply pitched roofs containing a half-story and dormers. The Cape Cods within Poole's Subdivision feature brick, stucco, and vinyl siding cladding. Only one, 2918 Spencerville Road (Photo 4), exhibits a symmetrical façade, whereas the other two, 15500 Kruhm Road and 2914 Spencerville Road (Photo 5), feature asymmetrical facades with the main entrance located off-center. This modification allowed for a more even distribution of public and private space within a relatively small footprint by moving the main entry into the public half of the house and allowing bedrooms or other family rooms to be situated on the side.

The only Raised Ranch in the subdivision is located at 15510 Kruhm Road and was built in 1966. The house features a medium-pitch, side gable roof over a rectangular plan (Photo 6). The house is clad in brick and has an asymmetrical façade. The residence exhibits the strong horizontality of the Ranch and Raised Ranch types, and features double-hung windows arranged in singles and pairs, as well as a picture window on the façade. The grading of the lawn gradually lowers to the side of the house, allowing for larger windows around the side and rear elevations which provide natural light into private family rooms on the lower story of the house.

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

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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.

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).

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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 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

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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

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).

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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 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.

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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 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

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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

Poole's Subdivision is a planned suburban development on land originally purchased by Luther C. Poole in the early 20th century and later developed in 1947 by his wife, Maggie D. Poole, son Louis A. Poole, and Louis' wife Iola F. Poole. The first house was built in 1946, with the remaining 8 houses constructed incrementally between 1947 and 1966. Although the subdivision was built slowly, it features only three styles of house: 5 Minimal Traditional, 3 Cape Cods, and 1 Raised Ranch.

Poole's Subdivision 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 is not associated with historic events or patterns or events, specifically the introduction of 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 the individual residences do not maintain excellent 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 and the enclosure of front porches. Therefore, Poole's Subdivision is not eligible under Criterion C for NRHP listing as having 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.

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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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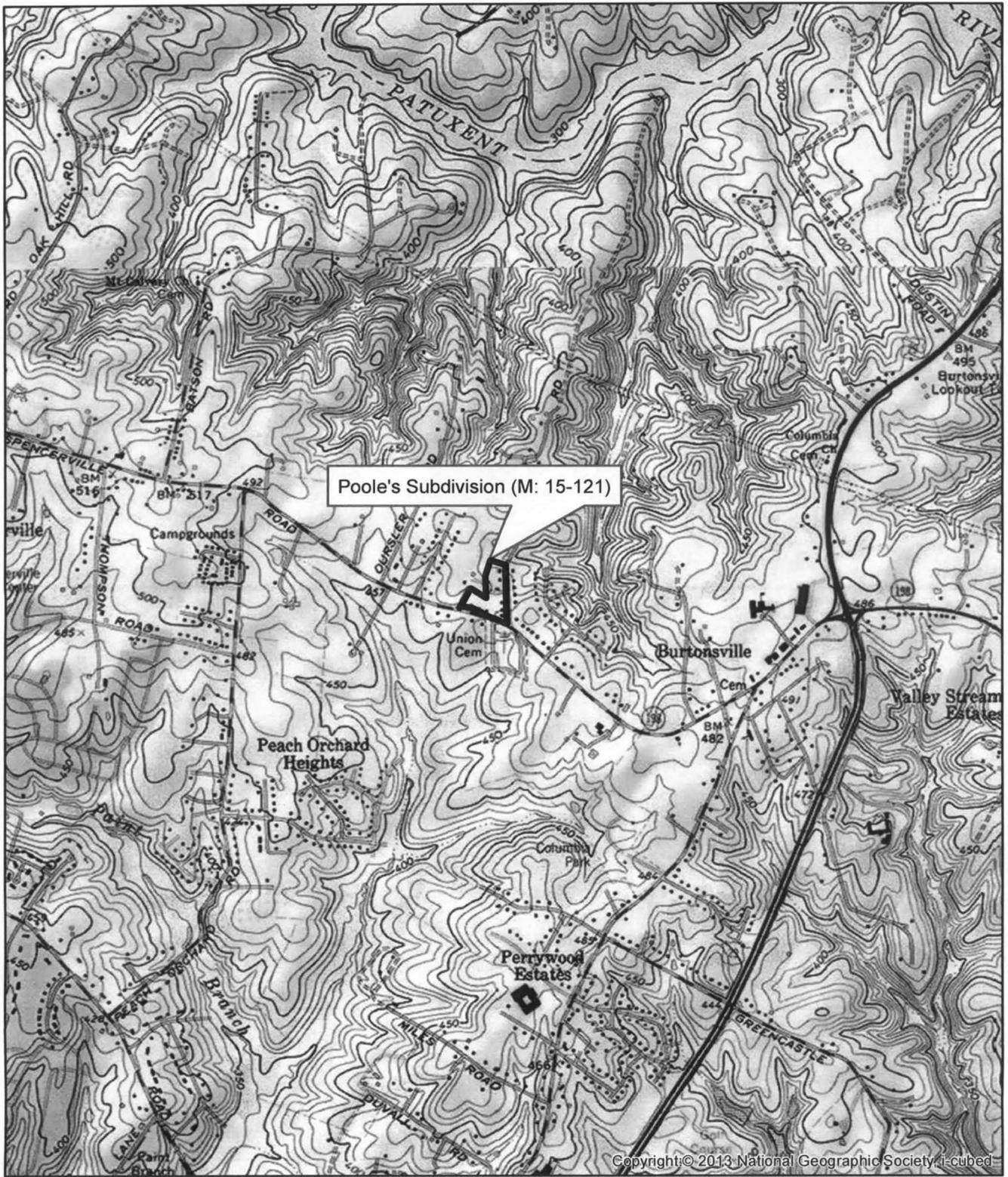
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MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

Cultural Resources Map



↑ Poole's Subdivision (M: 15-121)
 ↙ Spencerville Road
 ↘ Montgomery County
 ↖ USGS Burtonsville Topo Quad

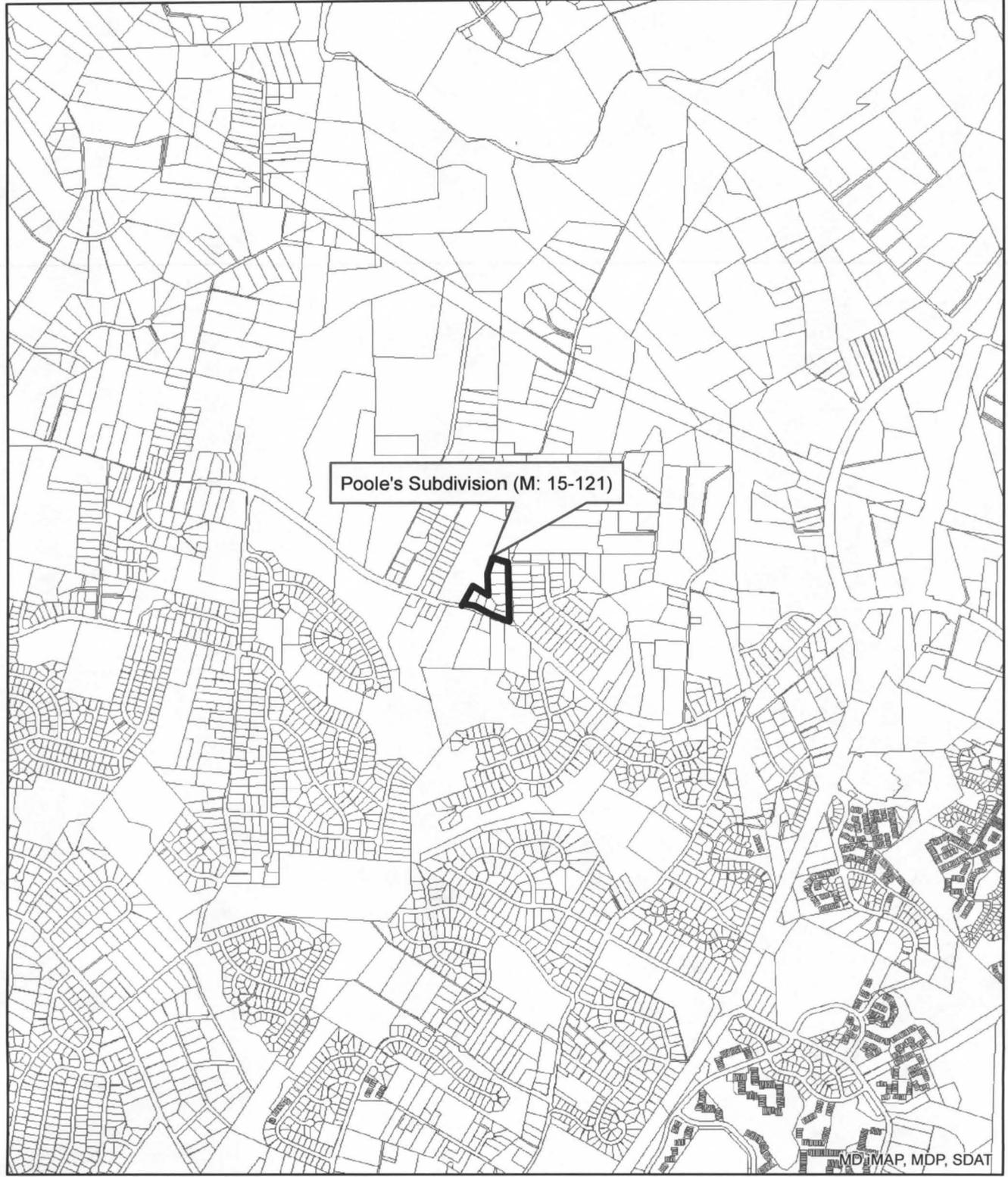
January 7, 2016

1:24,000

0 1,250 2,500 5,000 Feet



Cultural Resources Map



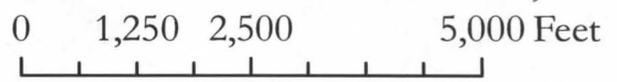
Poole's Subdivision (M: 15-121)

MDiMAP, MDP, SDAT

↑ Poole's Subdivision (M: 15-121)
↙ Spencerville Road
Montgomery County
Tax Map KS342, Multiple Parcels

January 7, 2016

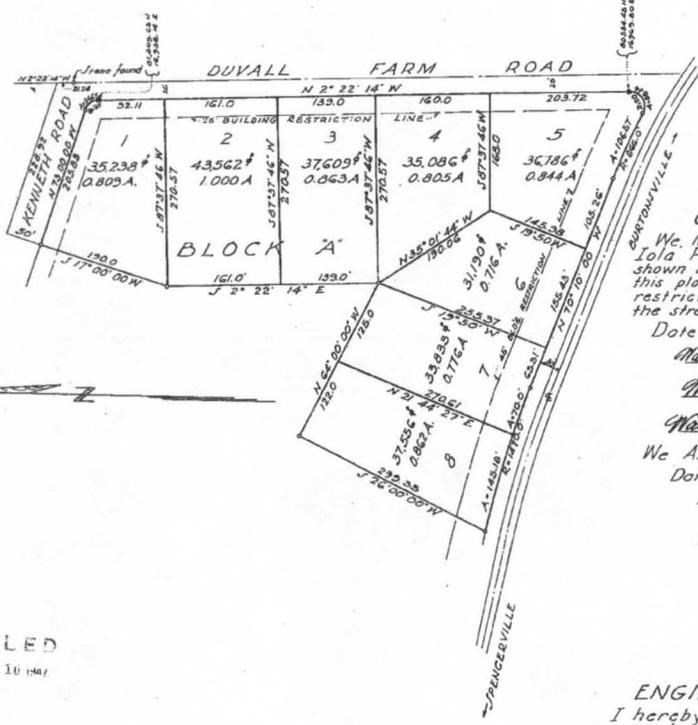
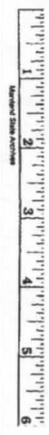
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PLAT No 1909

LOTS 1 TO 8 INCLUSIVE BLOCK A
POOLE'S SUBDIVISION
 BURTONSVILLE
 MONTGOMERY COUNTY, MARYLAND
 SCALE 1" = 100' FEBRUARY 3, 1947

OYSTER AND ASSOCIATES
 11320 CUNNINGHAM COURT
 WHEATON MARYLAND



OWNERS' DEDICATION

We, Maggie D. Poole, Louis A. Poole and Iola F. Poole, ex. owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the building restrictions lines as shown hereon, and dedicate the streets to public use.

Date: February 11, 1947

William R. Brown
 WITNESS
William R. Brown
 WITNESS
William R. Brown
 WITNESS

Maggie D. Poole
 MAGGIE D. POOLE
Louis A. Poole
 LOUIS A. POOLE
Iola F. Poole
 IOLA F. POOLE

We Assent to this plan of subdivision:

Date: February 11, 1947

William R. Brown
 WITNESS
William R. Brown
 WITNESS

Sheldon J. Athey
 SHELDON J. ATHEY
S. Eva Athey
 S. EVA ATHEY

ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the lands conveyed by Harold Disney Lethbridge, trustee to Maggie D. Poole, Louis A. Poole and Iola F. Poole, ex. by deed dated September 25, 1944 and recorded among the land records of Montgomery County, Maryland, in Liber 948 at Folio 49.
 That stones marked thus →, and iron pipe marked thus →, have been placed as shown hereon.

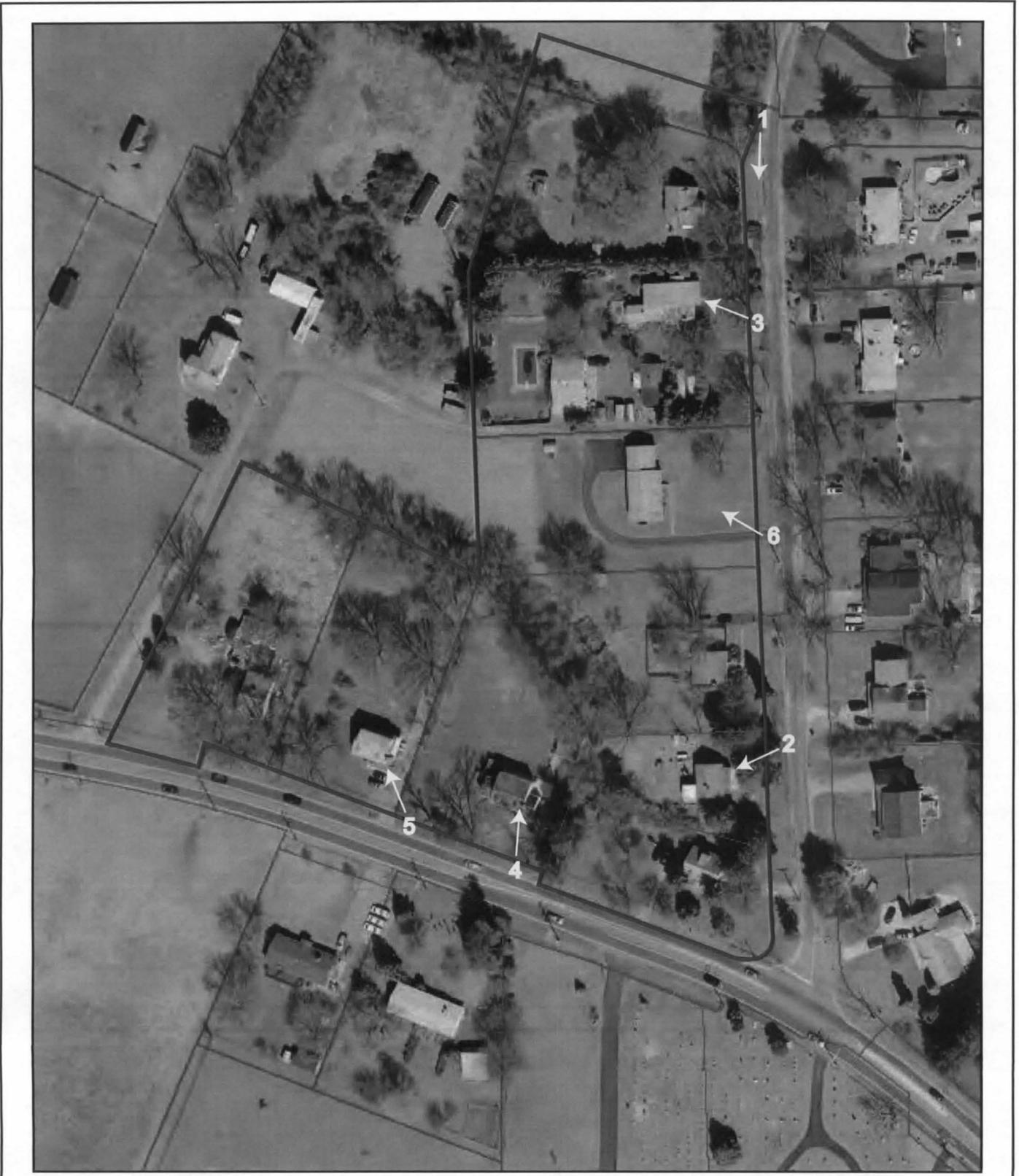
DATE: February 4, 1947

Thomas G. Oyster
 T. G. OYSTER

FILED
 MAP 10 1947

MARYLAND-NATIONAL-CAPITAL-PARK & PLANNING COMMISSION
 APPROVED: FEB. 21, 1947
John J. ...
 DIRECTOR OF PLANNING
James G. ...
 CHIEF ENGINEER
Samuel K. ...
 ACTING SECRETARY

CLIENT	Maryland State Highway Administration				TITLE	Poole's Subdivision (M: 15-121) Plat Map 1909		
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		PROJ NO	15804327	
Q:\Projects\ENV\CRMMMD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E_Data\E.5 Graphics				PM	ME	01/16/15	FIGURE	1-3



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
Q:\Projects\ENVACRM\MD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E. Data\E.5 Graphics		PM	ME	01/16/15



TITLE Poole's Subdivision (M: 15-121) Photo Key	
Spencerville Road Burtonsville, Montgomery County USGS Beltsville Topo Quad	PROJ NO 15804327 FIGURE 2-1

Photo Log

M: 15-121

Poole's Subdivision

Montgomery County, MD

Brian Clevon

11/05/2014

1. Poole's Subdivision, Street View, Plat 1909, Kruhm Road, Looking South
2. Poole's Subdivision, Minimal Traditional, Plat 1909, 15504 Kruhm Road, Looking West
3. Poole's Subdivision, Minimal Traditional, Plat 1909, 15516 Kruhm Road, Looking West
4. Poole's Subdivision, Cape Cod, Plat 1909, 2918 Spencerville Road (MD 198), Looking Northwest
5. Poole's Subdivision, Cape Cod, Plat 1909, 2914 Spencerville Road (MD 198), Looking Northwest
6. Poole's Subdivision, Raised Ranch, Plat 1909, 15510 Kruhm Road, Looking West



M: 15-121

POOLE'S SUBDIVISION
MONTGOMERY COUNTY, MD

D. CLEVEN

11/2014

MD SHPO

KRUHM ROAD, LOOKING SOUTH

EPSON

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Professional Paper

1/4

Epson
Professional Paper



M: 15-121

POOLE'S SUBDIVISION
MONTGOMERY COUNTY, MD

B. ALEVEN

11/2014

MD SHPO

15504 KRUTHM ROAD,
LOOKING WEST

Epson
Professional Paper

EPSON



15516
Gibson

M: 15-121

POOLE'S SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD 8400

15516 KRUTHM ROAD,
LOOKING WEST

Epson
Professional Paper

EPSON

Epson
Professional

3/6
Epson



Call Bob
781-435-1111

MT 15-121

POOLES SUBDIVISION

MONTCOMERY COUNTY, MD

B. CLEVEN

11/2014

MD 54100

2918 SPENCERVILLE ROAD,
LOOKING NW

EPSON

Epson
Professional Paper



M: 15-121

POOLE'S SUBDIVISION

MONTGOMERY COUNTY, MD.

B. CLEVEN

11/2014

MD SHPO

2914 SPENCERVILLE ROAD,
LOOKING NW



M: 15-120
POOLE'S SUBDIVISION
MONTGOMERY COUNTY, MD
B. CLEVELAND

11/2014

MD SHPO

15510 KRUTHM ROAD,
LOOKING WEST

EPSON

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6/6