

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Rusty Acres-Burtonsville Manor Subdivision Inventory Number: M:15-122
 Address: Burtonsville Drive at Spencerville Road Historic district: yes no
 City: Burtonsville Zip Code: 20866 County: Montgomery
 USGS Quadrangle(s): Beltsville
 Property Owner: Multiple Tax Account ID Number: Multiple
 Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
 Project: MD 28-198 Agency: MD SHA
 Agency Prepared By: URS Group, Inc.
 Preparer's Name: Kelly Whitton Date Prepared: 2/20/2015
 Documentation is presented in: N/A
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes no Listed: yes no
 Visit by MHT Staff yes no Name: _____ Date: _____

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

Located between Baltimore, Maryland and Washington, D.C., the Rusty Acres-Burtonsville Manor Subdivision is in the Burtonsville area of Montgomery County, along MD-198 (Spencerville Road). It is one mile west of U.S. 29 (Columbia Pike), 3 miles west of Interstate 95, and 7 miles southeast of Olney, Maryland (Figure 1-1). The southern boundary of the subdivision borders MD-198 (Sandy Spring Road) and the western boundary is Kruhm Road, formerly Duvall Farm Road (Figures 1-2 and 1-4). The boundary of the 43-acre inventoried property is shown on Figure 1-2.

The subdivision is strictly residential and was developed in three distinct parts that incorporated two formerly separate subdivisions; two plats were developed for Rusty Acres and one plat as Burtonsville Manor (Figures 1-3 to 1-5). Two modern plat maps are designated as part of the Rusty Acres development but were not considered for this survey due to the age of the properties (Figures 1-6 and 1-7, plats date from 1983 and 1992, respectively). The lots vary in shape and width, but are typically 110 feet wide and 275 feet deep for Rusty Acres and 100 feet wide by 200 feet deep for Burtonsville Manor (Figures 1-3 through 1-5). Lot depths increase at the east end of Burtonsville Manor and along Winifred Court (Figure 1-5). The subdivision is situated in a lightly wooded area, with trees located primarily along the rear boundaries of residential lots and along the northeast boundary of the subdivision (Figure 2-1). The subdivision has curbs along Spencerville Road. However, there are no curbs or sidewalks on

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<u>Jim Janowski</u> Reviewer, Office of Preservation Services	<u>6/5/2015</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>6/8/15</u> Date

internal streets (Figure 2-2 and Figure 2-3, Photo 3). Landscaping is limited to lawns, accent trees in front or side yards, and foundation plantings.

The southeastern area of Rusty Acres was originally platted in October 1953 by Edward C. and Dorothy E. Wootton (Figure 1-3). The Wootton's purchased the property in May 1952 from Snowden J. Athey (Land Records of Montgomery County, 1662:559). This subdivision contained 4 unique plots extending southeast from the former Coleman Lane (now Burtonsville Drive) and surrounded the Collins House (M: 15-110; 3104 Spencerville Road). The second component of Rusty Acres was platted for development in July 1954, extending northwest from Coleman Lane along Spencerville Road, and turning north along Duvall Farm Road (Kruhm Road) and contained 12 lots (Figure 1-4). Roy R. Hunt and Winifred W. Hunt purchased the remaining property from Edward and Dorothy Wootton in October 1960 and set to work designing Burtonsville Manor, which was laid out in July 1961 (Land Records of Montgomery County, 2800:163).

The Rusty Acres-Burtonsville Manor Subdivision features 48 homes, which were constructed between 1954 and 1969. The plats also include the Collins House, which was constructed as a cross gable cottage circa 1890 and one Two-story Massed Form (a.k.a. Neo-Colonial) house from 2000 (3104 Spencerville Road and 15505 Kruhm Road, respectively), totalling 50 lots. Of the 48 homes, 5 are Minimal Traditional, 23 are Ranch, 2 are Raised Ranch, 3 are Two-story Massed form, 13 are Split-levels, and 2 are Split-foyer houses.

The Minimal Traditional form developed during the 1940s to provide a simplified cottage-type single-family home, which did not contain ornamentation or historical reference. This stripped-form provided for ease of construction, replication, and affordability (NCHRP 99). The 5 Minimal Traditional houses represent 10% of the building stock. The style was only utilized in the second phase of Rusty Acres, along Spencerville Road (Photo 4). The houses feature compact one to one and one-half story plans, brick cladding, and have moderately pitched side gable roofs. The facades feature asymmetrical fenestration with double-hung, one-over-light windows flanking the main entrance followed by either a bay or picture window. The houses all have shallow porticos and stairs sheltering the main entry.

The Ranch house, popularized during the 1930s in California, placed an emphasis on single-story, linear massing while creating privacy for its inhabitants by segregating the public and private zones within the home (NPS, 66; NCHRP, 102). The 23 Ranch-style houses in Rusty Acres-Burtonsville Manor account for 48% of the building stock. The Ranch houses in Rusty Acres and Burtonsville Manor are largely clad with brick and aluminum or vinyl siding. They feature a variety of windows but typically have asymmetrical fenestration and a statement window such as a bay or picture window on the facade. Standard windows are double-hung, horizontal sliding, or casement types arranged in singles or pairs. As a response to the burgeoning automobile culture, 20 of the 23 Ranch houses feature either carports or garages. Due to their low profile, the rooflines of Ranch houses may be used to distinguish between different forms of the Ranch house in the subdivision. In Rusty Acres-Burtonsville Manor, there are 3 gable roof Ranches, 3 with nesting gables, 4 side gable pediment front Ranches, 1 L-shaped cross gable house, and 12 Ranches with hipped roofs. The hipped and gable roof styles were used throughout the construction phases of the subdivision (Photos 5-10). The style generally featured little-to-no ornamentation. However, Colonial Revival detailing such as column capitals, shutters, and window and door surrounds were commonly used in the Burtonsville Manor homes.

The Raised Ranch style, like the Ranch house, placed emphasis on the house's horizontal massing and was often built into a hillside or grade to conceal a lower level or elevated on a plinth to create an additional level. The 2 Raised Ranches in Rusty Acres are located at 3008 and 3012 Spencerville Road, and represent 4% of the overall building stock of the subdivision (Photo 11). The houses are seemingly elevated due to a raised basement, allowing for natural light to reach lower level family and utility rooms. The utilization of basement space as functional living space allowed for the expansive floor plans of Ranch-style houses to be reduced and for space to be vertically segregated between public and private functions. The two Raised Ranch houses feature side

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gable roofs, brick cladding on the lower level, and siding above. The main entrance is located on the upper level, off-center on the elevation, with stairs to grade. Both houses feature double-hung windows and a prominent picture window on the facade.

The Two-story Massed form (a.k.a. Neo-Colonial) house also relied on horizontal massing but moved bedrooms to a second-story, creating a vertical barrier between public and private zones. The Burtonsville Manor section of the subdivision features 3 such houses from its period of construction, and one modern example, which was built in 2000 (15505 Kruhm Road). As a type, the three houses feature a strong symmetry on facade, with double-hung windows arranged in singles or pairs around a central entry. The facades of two of the houses, 7 Winifred Court and 3036 Winifred Drive are clad on the first-story with brick veneer and have horizontal vinyl siding on the second-story. The cladding is not consistent on all elevations (Photo 12). Number 3 Winifred Court features brick veneer on the facade and vinyl siding on the remaining elevations (Photo 13). All three houses have original attached garages.

Two Split-foyer houses account for 4% of the original construction in the Burtonsville Manor portion of the subdivision. The Split-foyer house type hybridizes the Raised Ranch and Two-story Massed forms by partially elevating the basement floor and providing an entry level landing between the basement and first floor (Photo 14). The design bridged the separation of public and private spaces by creating an entry stair that either carried one up toward the public zones of the house, or down toward utility and family rooms. This trend back toward two-story houses allowed for greater square footage in a more compact footprint than the traditional single-story Ranch house (NCHRP 106). One house features a side gable roof and one features a cross gable roof. Both feature combinations of brick and vinyl cladding, have double-hung windows a sheltered front entry and a basement-level garage. The facades feature a large bay-style window.

Split-level houses further compartmentalized functions of public and private spaces by offsetting the bedrooms and family areas in a two-story wing, with an adjacent one and one-half story "public" wing housing the kitchen, living, and dining rooms intersecting at mid-level. There are 13 Split-level houses in Rusty Acres-Burtonsville Manor. When the Hunt family purchased the land for Burtonsville Manor, there were 5 unbuilt lots remaining along the Rusty Acres portion of Kruhm Road. In 1962, 4 of the 5 lots were built-out as construction began in Burtonsville Manor. In all, 6 of the 8 houses built in 1962 were Split-levels. The Split-levels feature brick on the lower level of the two-story wing and on the one and one-half story wing (Photo 15). The entrance is located on the ground level and is offset toward the public wing. The houses feature a bay or picture window in both the one and one-half story wing and in the central bay of the first-story. The Split-levels in Burtonsville Manor feature either a garage in the two-story wing, or an elongated first-story porch which extends beyond the wing into an attached carport. One variation on the theme exists at 4 Winifred Court, which was built in 1967 (Photo 16). While the basic structure remains the same, this Split-level home was designed with a projecting Neo-Classical gable and columns, which help disguise the projecting second-level. An attached garage flanks the house to balance the one-story wing on the opposite side.

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

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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.

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

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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 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).

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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

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

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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 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

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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 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 de-

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Date

centralized 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 Rusty Acres-Burtonsville Manor Subdivision is a planned suburban development on land originally developed by Edward C. and Dorothy E. Wootton beginning in 1953 and 1954. Expansion of the subdivision occurred under Roy R. and Winifred W. Hunt after they purchased the property from the Wootton's in 1960. A pre-existing house, the Collins House (M: 15-110), was built circa 1890, prior to platting of the development. The first platted construction occurred in 1954. Eleven houses were built between 1954 and 1957 under the Wootton's, with the remaining 37 houses built between 1962 and 1970. An additional house was built in 2000. Of the 48 original houses, 5 are Minimal Traditional, 23 are Ranch, 2 are Raised Ranch, 3 are Two-story Massed form, 13 are Split-levels, and 2 are Split-foyer houses.

The Rusty Acres-Burtonsville Manor 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 of historic events including 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 the high levels of integrity needed 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. Therefore, Rusty Acres-Burtonsville Manor 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.

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

Bibliography

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

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

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

MHT Comments:

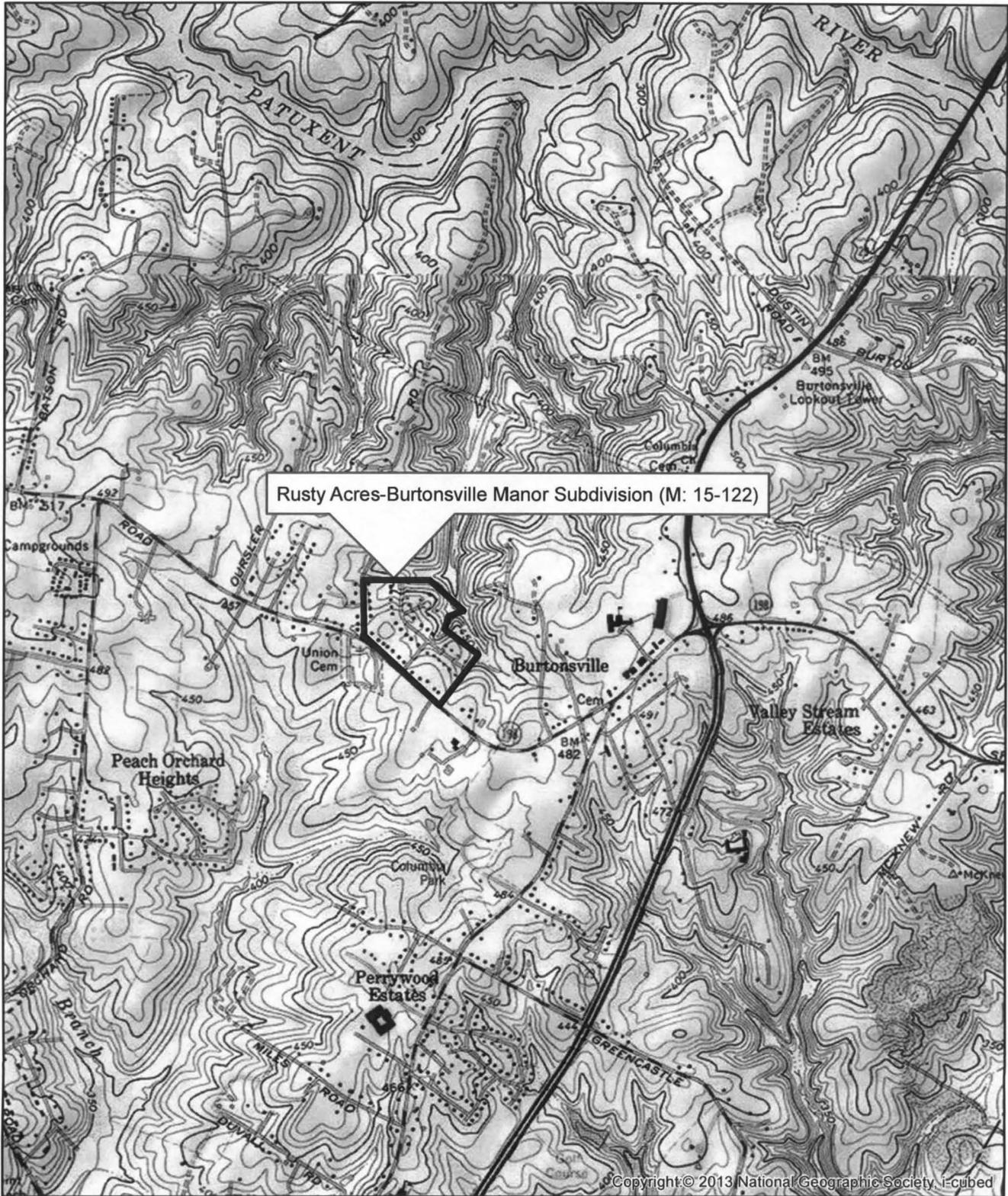
Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Cultural Resources Map



Rusty Acres-Burtonsville Manor Subdivision (M: 15-122)

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Rusty Acres-Burtonsville Manor Subdivision (M: 15-122)

January 7, 2016

Spencerville Road

1:24,000

Montgomery County

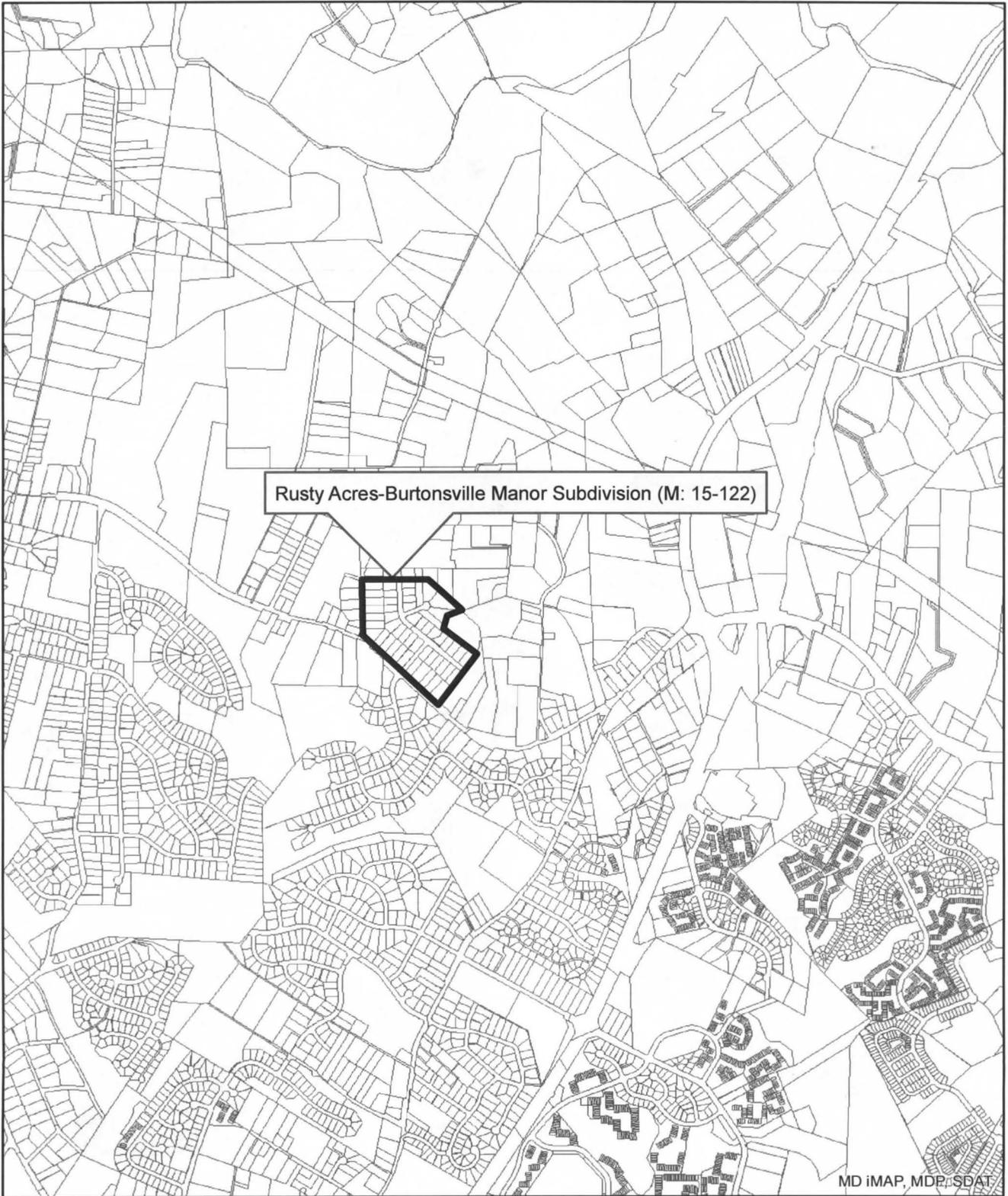
0 1,250 2,500

5,000 Feet

USGS Burtonsville Topo Quad



Cultural Resources Map



MD iMAP, MDP, SDAT

Rusty Acres-Burtonsville Manor Subdivision (M: 15-122)

January 7, 2016

Spencerville Road

1:24,000

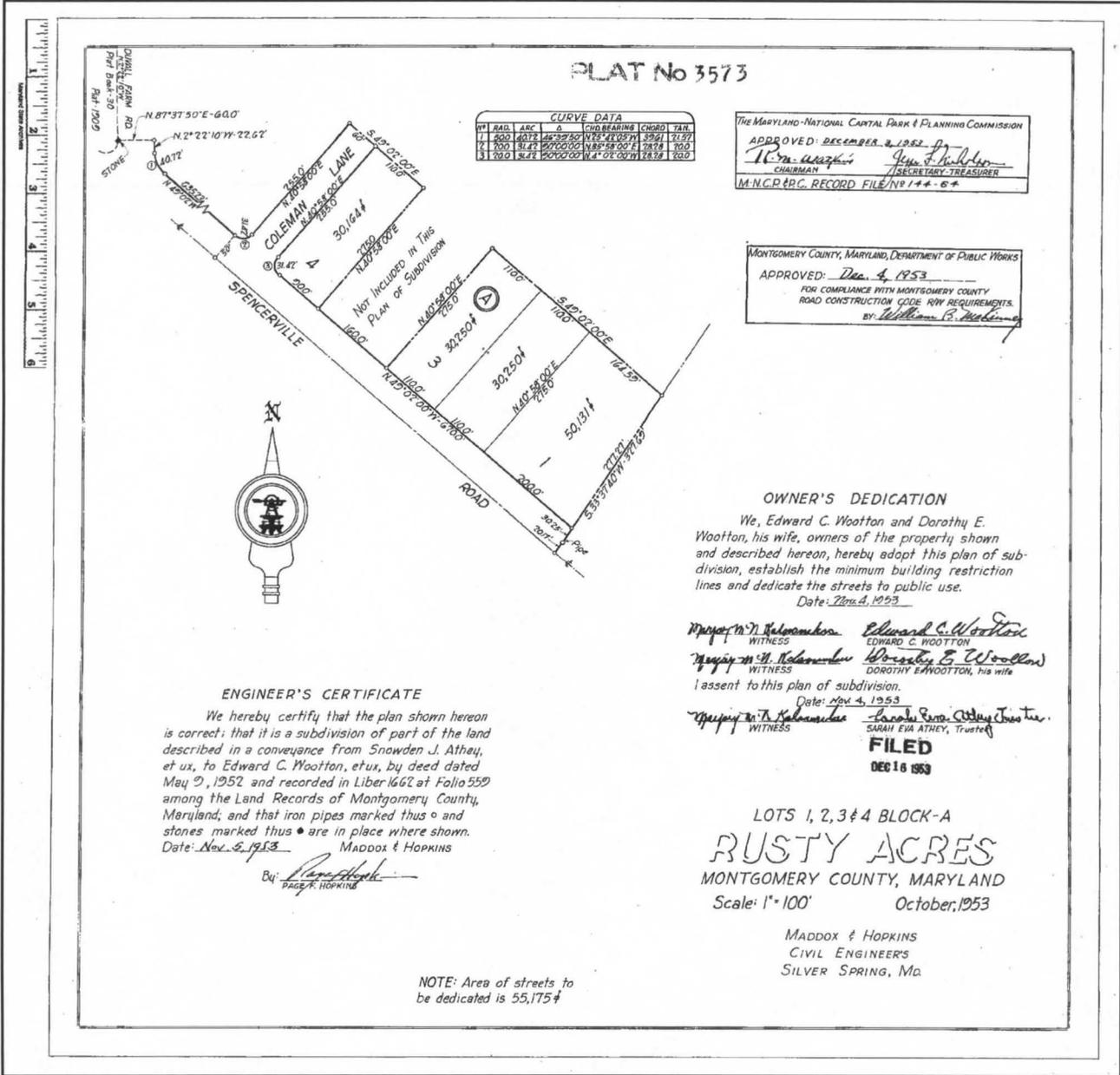
Montgomery County

0 1,250 2,500

5,000 Feet

Tax Map KS342, Multiple Parcels





PLAT No 3573

ST. NO.	ST. BEG.	ARC	CHORD	CHORD BEARING	CHORD	TAN
1	600	4072	45	S 22° 10' W	22.67	1.00
2	700	3143	100	N 85° 58' 00" E	28.78	1.00
3	1000	1647	100	N 4° 01' 00" W	18.72	1.00

The Maryland-National Capital Park & Planning Commission
 APPROVED: DECEMBER 2, 1953
 Chairman: *R. M. ...*
 Secretary-Treasurer: *...*
 M.N.C.P. & P.C. RECORD FILE NO 144-6*

MONTGOMERY COUNTY, MARYLAND, DEPARTMENT OF PUBLIC WORKS
 APPROVED: Dec. 4, 1953
 FOR COMPLIANCE WITH MONTGOMERY COUNTY
 ROAD CONSTRUCTION CODE R.R.V. REQUIREMENTS.
 BY: *William B. ...*

OWNER'S DEDICATION

We, Edward C. Wootton and Dorothy E. Wootton, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.
 Date: Nov. 4, 1953

Edward C. Wootton
 EDWARD C. WOOTTON
Dorothy E. Wootton
 DOROTHY E. WOOTTON, his wife
 I assent to this plan of subdivision.
 Date: Nov. 4, 1953
Sarah Eva Athey, Trustee
 SARAH EVA ATHEY, Trustee

FILED
 DEC 16 1953

ENGINEER'S CERTIFICATE

We hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the land described in a conveyance from Snowden J. Athay, et ux, to Edward C. Wootton, et ux, by deed dated May 2, 1952 and recorded in Liber 1667 at Folio 559 among the Land Records of Montgomery County, Maryland; and that iron pipes marked thus \odot and stones marked thus \bullet are in place where shown.
 Date: Nov. 5, 1953
 MADDOX & HOPKINS

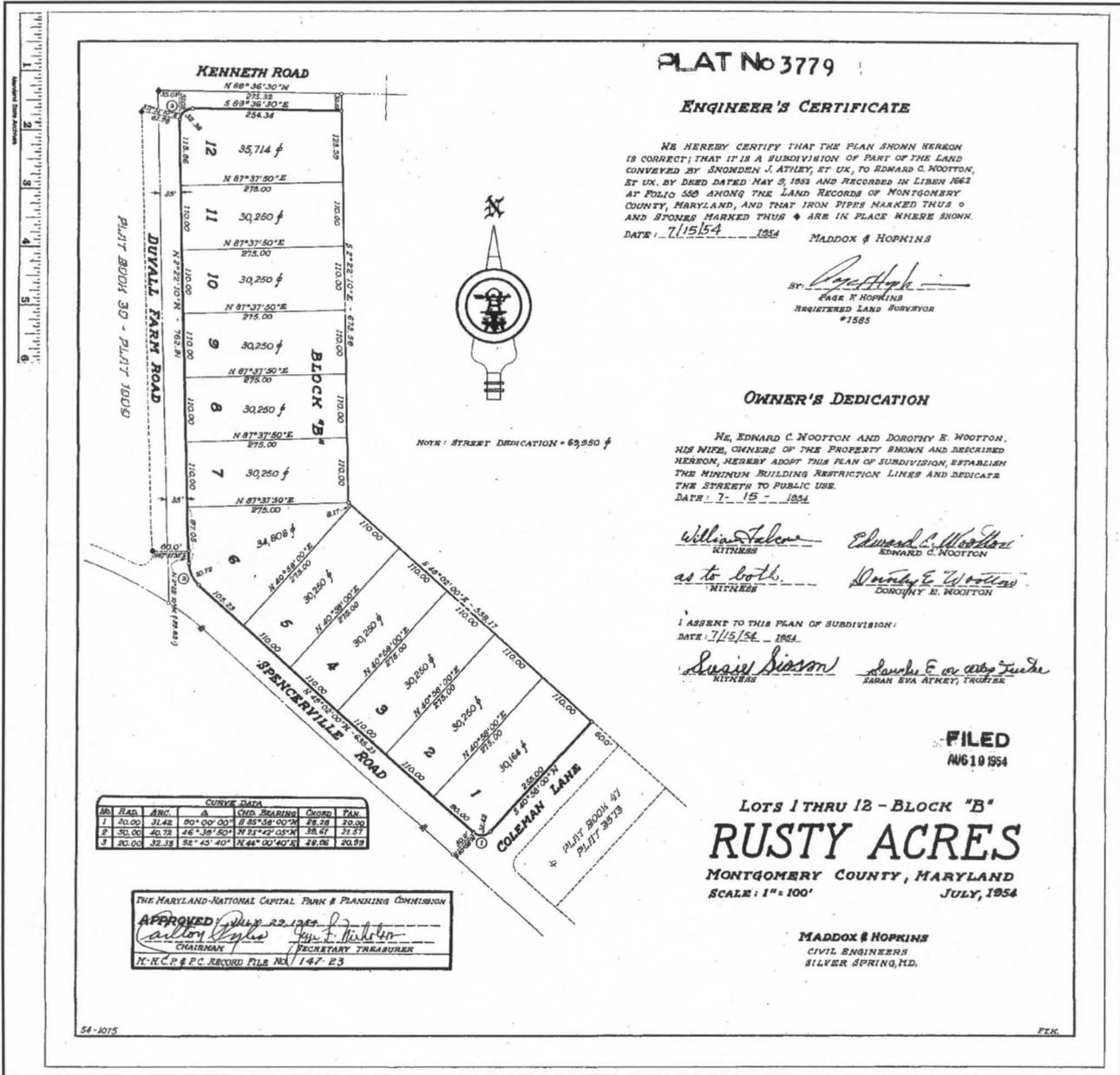
By: *...*
 PAGE # HOPKINS

NOTE: Area of streets to be dedicated is 55,175 \pm

LOTS 1, 2, 3 & 4 BLOCK-A
RUSTY ACRES
 MONTGOMERY COUNTY, MARYLAND
 Scale: 1"=100'
 October, 1953

MADDOX & HOPKINS
 CIVIL ENGINEERS
 SILVER SPRING, Md.

CLIENT	Maryland State Highway Administration					TITLE	Rusty Acres Subdivision Plat (M: 15-122) Map 3573	
PROJ	MD 28/198 from MD 97 to I-95					Spencerville Road	PROJ NO	15804327
REVISION NO	0	DR BY	PAR	12/17/14		Burtonsville, Montgomery County	FIGURE	1-3
SCALE	as shown	CHK BY	JW	01/05/15		USGS Beltsville Topo Quad		
Q:\Projects\ENVC\RMMD SHA\CRM Open-End Contract 2007-2012\BGS2010 02A Tasks\TO 27 MD 28-198E_Data\E.5 Graphics								
		PM	ME	01/16/15				



PLAT No 3779

ENGINEER'S CERTIFICATE

WE HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF PART OF THE LAND CONVEYED BY SNOGDEN J. ATLEY, ET UX, TO EDWARD C. WOOTTON, ET UX, BY DEED DATED MAY 3, 1952 AND RECORDED IN LIBER 1662 AT FOLIO 550 AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND, AND THAT IRON PIPES MARKED THUS ○ AND STONES MARKED THUS ✦ ARE IN PLACE WHERE SHOWN.

DATE: 7/15/54 1954 MADDOX & HOPKINS

[Signature]
 PAGE F HOPKINS
 REGISTERED LAND SURVYOR
 #1585

OWNER'S DEDICATION

WE, EDWARD C. WOOTTON AND DOROTHY E. WOOTTON, HIS WIFE, OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES AND DEDICATE THE STREETS TO PUBLIC USE.

DATE: 7-15-1954

William Telow
 WITNESS
Edward C. Wootton
 EDWARD C. WOOTTON
as to both
 WITNESS
Dorothy E. Wootton
 DOROTHY E. WOOTTON

I ASSENT TO THIS PLAN OF SUBDIVISION:
 DATE: 7/15/54 1954

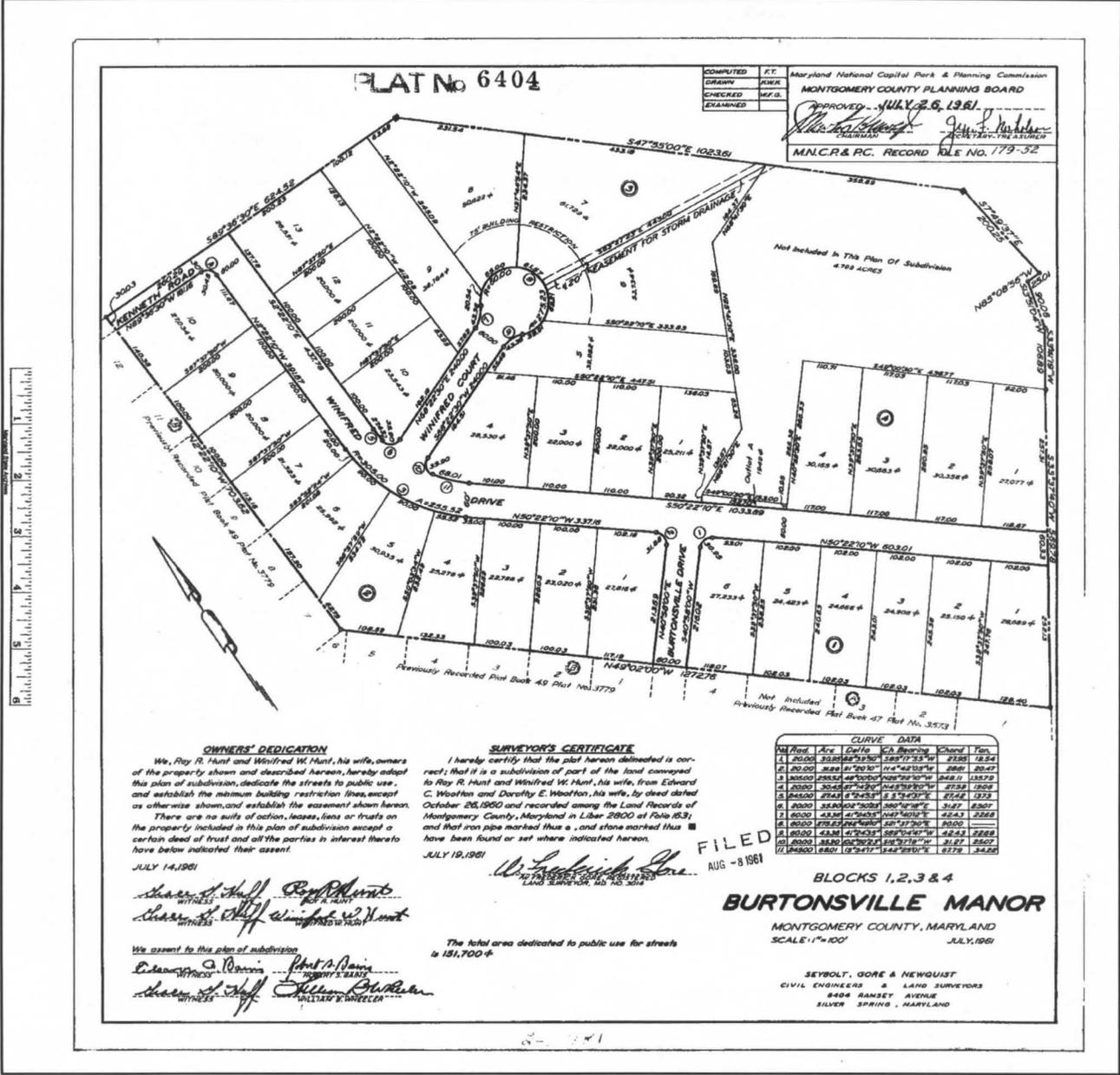
Susan Swanson
 WITNESS
Sarah Eva Atrey, Trustee
 SARAH EVA ATREY, TRUSTEE

FILED
 AUG 10 1954

LOTS 1 THRU 12 - BLOCK "B"
RUSTY ACRES
 MONTGOMERY COUNTY, MARYLAND
 SCALE: 1" = 100'
 JULY, 1954

MADDOX & HOPKINS
 CIVIL ENGINEERS
 SILVER SPRING, MD.

CLIENT	Maryland State Highway Administration				TITLE	Rusty Acres Subdivision (M: 15-122) Plat Map 3779	
PROJ	MD 28/198 from MD 97 to I-95					Spencerville Road Burtonsville, Montgomery County USGS Beltsville Topo Quad	PROJ NO
REVISION NO	0	DR BY	PAR	12/17/14	SCALE		FIGURE
SCALE	as shown	CHK BY	JW	01/05/15		Q:\Projects\ENV\CRMM\MD SHA\CRM Open-End Contract 2007-2012\BGS2010 02A Tasks\TO 27 MD 28-198E_Data\E.5 Graphics	
		PM	ME	01/16/15			



PLAT No 6404

COMPUTED P.C. Maryland National Capital Park & Planning Commission
 DRAWN R.M.K. MONTGOMERY COUNTY PLANNING BOARD
 CHECKED M.F.G.
 EXAMINED
 APPROVED JULY 26, 1961
 M.N.C.P. & P.C. RECORD FILE NO. 179-32

OWNERS' DEDICATION
 We, Roy R. Hunt and Winifred W. Hunt, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, dedicate the streets to public use, and establish the minimum building restriction lines, except as otherwise shown, and establish the easement shown hereon. There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision except a certain deed of trust and all the parties in interest thereto have below indicated their assent.

JULY 14, 1961
 Roy R. Hunt
 Winifred W. Hunt

We assent to this plan of subdivision
 Edward A. Brown
 Robert A. Davis
 William W. Wheeler

SURVEYOR'S CERTIFICATE
 I hereby certify that the plat hereon delineated is correct; that it is a subdivision of part of the land conveyed to Roy R. Hunt and Winifred W. Hunt, his wife, from Edward C. Woolfson and Dorothy E. Woolfson, his wife, by deed dated October 26, 1950 and recorded among the Land Records of Montgomery County, Maryland in Liber 2800 at Folio 63; and that iron pipe marked thus π , and stone marked thus \blacksquare have been found or set where indicated hereon.

JULY 19, 1961
 W. L. Lushbaugh, Jr.
 LAND SURVEYOR, No. 10,344

The total area dedicated to public use for streets is 151,700 sq.

CURVE DATA

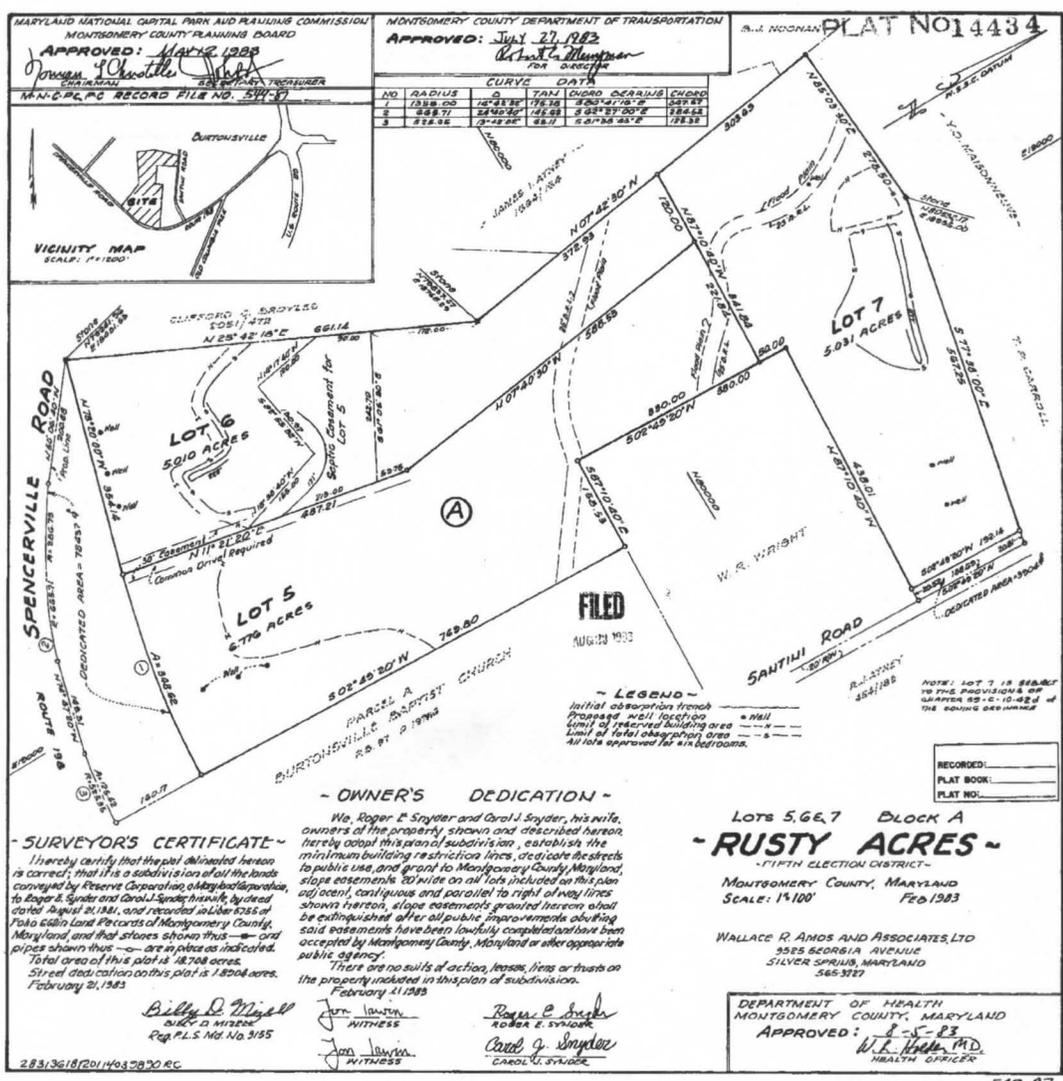
NO.	AREA	CHORD	CH. BEARING	CHORD BEARING	CHORD	AREA
1	2,000	338.88	S 71° 21' 25" W	S 71° 21' 25" W	286.1	18.24
2	2,000	338.88	N 14° 42' 15" W	N 14° 42' 15" W	286.1	20.47
3	30,000	497.00	N 89° 59' 50" W	N 89° 59' 50" W	448.11	125.72
4	2,000	338.88	N 89° 59' 50" W	N 89° 59' 50" W	278.4	12.04
5	2,000	338.88	S 71° 21' 25" W	S 71° 21' 25" W	278.4	12.22
6	2,000	338.88	S 71° 21' 25" W	S 71° 21' 25" W	312.7	15.07
7	2,000	338.88	N 14° 42' 15" W	N 14° 42' 15" W	448.11	22.61
8	2,000	338.88	S 71° 21' 25" W	S 71° 21' 25" W	312.7	15.07
9	2,000	338.88	N 14° 42' 15" W	N 14° 42' 15" W	448.11	22.61
10	2,000	338.88	S 71° 21' 25" W	S 71° 21' 25" W	312.7	15.07
11	2,000	338.88	N 14° 42' 15" W	N 14° 42' 15" W	448.11	22.61

FILED
 AUG - 8 1961

BLOCKS 1, 2, 3 & 4
BURTONSVILLE MANOR
 MONTGOMERY COUNTY, MARYLAND
 SCALE: 1"=100'
 JULY, 1961

SEYBOLT, GORE & NEWQUIST
 CIVIL ENGINEERS & LAND SURVEYORS
 8406 BANSEY AVENUE
 SILVER SPRING, MARYLAND

CLIENT	Maryland State Highway Administration				TITLE	Burtonsville Manor Subdivision (M: 15-122) Plat Map 6404	
PROJ	MD 28/198 from MD 97 to I-95					Spencerville Road	
REVISION NO	0	DR BY	PAR	12/17/14		Burtonsville, Montgomery County	
SCALE	as shown	CHK BY	JW	01/05/15		USGS Beltsville Topo Quad	
Q:\Projects\EN\CR\MM\SHA\CRM Open-End Contract 2007-2012\CS2010 02A Tasks\TO 27 MD 28-198E_Data\E.5 Graphics	PM	ME		01/16/15	PROJ NO	15804327	
					FIGURE	1-5	



- SURVEYOR'S CERTIFICATE -

I hereby certify that the plat delineated hereon is correct; that it is a subdivision of all the lands conveyed by Reserve Corporation, et al., to the State of Maryland, to Roger E. Snyder and Carol J. Snyder, et al., by deed dated August 21, 1981, and recorded in Liber 6786 of Public Land Records of Montgomery County, Maryland, and that states shown thus — are and prior shown thus — are as shown indicated. Total area of this plot is 18.708 acres. Street dedication on this plot is 1.8208 acres. February 21, 1983

Billy D. Miggel
BILLY D. MIGGEL
Reg. P.L.S. No. 3155

- OWNER'S DEDICATION -

We, Roger E. Snyder and Carol J. Snyder, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restrictions, dedicate the streets to public use, and grant to Montgomery County, Maryland, slope easements 30' wide on all lots included on this plan adjacent, contiguous and parallel to right of way lines shown hereon, slope easements granted hereon shall be extinguished after all public improvements abutting said easements have been lawfully completed or have been accepted by Montgomery County, Maryland or other appropriate public agency. There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision. February 21, 1983

Jan Lawton
JAN LAWTON
WITNESS

Roger E. Snyder
ROGER E. SNYDER
Carol J. Snyder
CAROL J. SNYDER

LOTS 5, 6, 7 BLOCK A - RUSTY ACRES -

FIFTH ELECTION DISTRICT - MONTGOMERY COUNTY, MARYLAND SCALE: 1"=100' FEB 1983

WALLACE R. AMOS AND ASSOCIATES, LTD
3025 SCORGIA AVENUE
SILVER SPRING, MARYLAND
20910

DEPARTMENT OF HEALTH MONTGOMERY COUNTY, MARYLAND APPROVED: *W.R. Holder, MD* HEALTH OFFICER

CLIENT Maryland State Highway Administration				TITLE Rusty Acres Subdivision (M: 15-122) Plat Map 14434	
PROJ MD 28/198 from MD 97 to I-95				Spencerville Road	
REVISION NO	0	DR BY	PAR	12/17/14	USGS Beltsville Topo Quad
SCALE	as shown	CHK BY	JW	01/05/15	
		PM	ME	01/16/15	
Q:\Projects\ENVICRMM\MD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198E_Data\E_S Graphics				PROJ NO	15804327
				FIGURE	1-6

2044

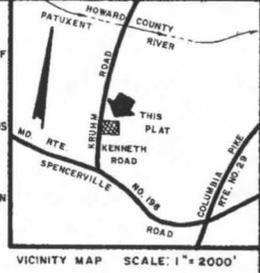
543-87

PLAT NO. OWNER'S DEDICATION 18973

I, JAMES L. POWELL, OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, UNLESS OTHERWISE SHOWN, DEDICATE THE STREETS TO PUBLIC USE, ESTABLISH THE PUBLIC UTILITY EASEMENT, FOR ALL UTILITY COMPANIES MENTIONED IN A DOCUMENT RECORDED IN LIBER 3834, FOLIO 457 AS SHOWN AND GRANT TO MONTGOMERY COUNTY, MARYLAND A 10 FOOT WIDE SLOPE EASEMENT AS SHOWN, SAID SLOPE EASEMENT SHALL BE EXTINGUISHED WHEN ALL PUBLIC IMPROVEMENTS HAVE BEEN LAWFULLY COMPLETED AND ACCEPTED FOR MAINTENANCE BY MONTGOMERY COUNTY, MARYLAND, AND THAT ALL PROPERTY CORNER MARKERS WILL BE SET IN ACCORDANCE WITH CHAPTER 50, SECTION 24(E-2) OF THE MONTGOMERY COUNTY CODE. THERE ARE NO LEASES, LIENS, TRUSTS, ACTIONS AT LAW OR MORTGAGES ON THE PROPERTY SHOWN ON THIS PLAT.

WITNESS DATE *William L. Wirts* 10/15/92 *James L. Powell* JAMES L. POWELL

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, THAT THE FINAL PLAT SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF ALL OF THE LAND CONVEYED BY LESTER L. AND JUNE C. WHITACRE, ETAL TO JAMES L. AND WINIFRED E. POWELL, HIS WIFE (deceased) BY DEED DATED SEPTEMBER 30, 1974 AND RECORDED IN LIBER 4576 AT FOLIO 755 AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND, AND THAT ALL PROPERTY CORNER MARKERS WILL BE SET IN ACCORDANCE WITH CHAPTER 50, SECTION 24(E-2) OF THE MONTGOMERY COUNTY CODE. THE TOTAL AREA INCLUDED ON THIS PLAT IS 1.0509 ACRES AND THE TOTAL AREA OF DEDICATION TO STREET IS 0.3645 ACRES.
DATE *10-15-92* *William L. Wirts*
WILLIAM L. WIRTS
R. P. L. S. MO. No. 10721

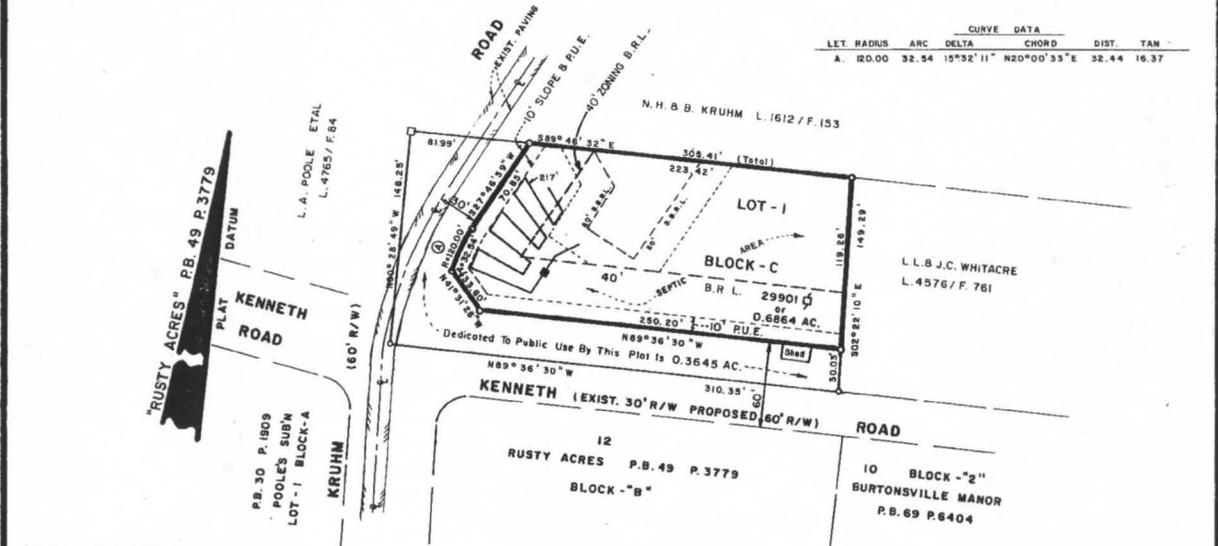


NOTE: ALL TERMS, CONDITIONS, AGREEMENTS, LIMITATIONS, AND REQUIREMENTS ASSOCIATED WITH ANY PRELIMINARY PLAN, SITE PLAN, PROJECT PLAN OR OTHER PLAN, ALLOWING DEVELOPMENT OF THIS PROPERTY, APPROVED BY THE MONTGOMERY COUNTY PLANNING BOARD ARE INTENDED TO SURVIVE AND NOT BE EXTINGUISHED BY THE RECORDATION OF THIS PLAT, UNLESS EXPRESSLY CONTEMPLATED BY THE PLAN AS APPROVED. THE OFFICIAL PUBLIC FILES FOR ANY SUCH PLAN ARE MAINTAINED BY THE PLANNING BOARD AND AVAILABLE FOR PUBLIC REVIEW DURING NORMAL BUSINESS HOURS.



CURVE DATA

LET	RADIUS	ARC	DELTA	CHORD	DIST.	TAN
A.	120.00	32.54	15°32'11"	N20°00'33"E	32.44	16.37



DEVELOPMENT SUBJECT TO THE FOREST CONSERVATION LAW OF 1952

- NOTES AND LEGEND**
1. SEPTIC AREAS SHOWN THUS:
 2. SEPTIC BUILDING RESTRICTION LINE = S.B.R.L.
 3. MAXIMUM NO. OF BEDROOMS PERMITTED ALOT IS 6.
 4. SEPTIC B.R.L. SUBJECT TO CHANGE WITH REAPPROVAL OF HEALTH DEPT.
 5. LOTS SHOWN ON APPROVED PRELIMINARY PLAN NO. 1-92034

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION - MONTGOMERY COUNTY PLANNING BOARD
APPROVED: *November 5, 1992*
Chairman *Secretary/Treasurer*
M.N.C.P.B.C. RECORD FILE No. 589-44

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
APPROVED: *March 3, 1993*
For Director

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF HEALTH
APPROVED: *3/8/93*
Health Officer

LOT-1 BLOCK-C
RUSTY ACRES
COLESVILLE ELECTION DISTRICT No.5
MONTGOMERY COUNTY, MARYLAND
SCALE: 1" = 50'
JUNE, 1992
TRI-COUNTY SURVEYS, INC.
BOX 55
DAMASCUS, MD. 20872
PHONE: 831-3655

589-44

CLIENT	Maryland State Highway Administration				TITLE	Rusty Acres Subdivision (M: 15-122) Plat Map 18973			
PROJ	MD 28/198 from MD 97 to I-95					Spencerville Road	PROJ NO	15804327	
REVISION NO	0	DR BY	PAR	12/17/14		Burtonsville, Montgomery County	FIGURE	1-7	
SCALE	as shown		CHK BY	JW		01/05/15	USGS Beltsville Topo Quad		
			PM	ME		01/16/15			

Q:\Projects\ENVC\RM\MD SHA\CRM Open-End Contract 2007-2012\BSC\2010 02A Tasks\TO 27 MD 28-198E. Data\1:5 Graphics



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	01/05/14
<small>Q:\Projects\ENVICRMM\MD SHA\CRM Open-End Contract 2007-2012\B\CS2010 02A\Tasks\TO 27 MD 28-198E_Data\E.5 Graphics</small>				
		PM	ME	01/16/14



TITLE Rusty Acres-Burtonsville Manor (M: 15-122) Photo Key	
Spencerville Road Burtonsville, Montgomery County USGS Beltsville Topo Quad	PROJ NO 15804327 FIGURE 2-1

Photo Log

M: 15-122

Rusty Acres – Burtonsville Manor Subdivisions

Montgomery County, MD

Brian Clevon

11/05/2014

1. Rusty Acres – Burtonsville Manor Subdivisions, Street View, Kruhm Road, Looking South
2. Rusty Acres – Burtonsville Manor Subdivisions, Street View, Burtonsville Drive, Looking Northeast
3. Rusty Acres – Burtonsville Manor Subdivisions, Street View, Winifred Court, Looking Northeast
4. Rusty Acres – Burtonsville Manor Subdivisions, Minimal Traditional, Plat 3573, 3108 Spencerville Road (MD 198), Looking North
5. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 3779, 3028 Winifred Drive, Looking North
6. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 3779, 3113 Winifred Drive, Looking Southwest
7. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 6404, 3104 Winifred Drive, Looking North
8. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 6404, 3121 Winifred Drive, Looking Southwest
9. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 6404, 3032 Winifred Drive, Looking Northeast
10. Rusty Acres – Burtonsville Manor Subdivisions, Ranch, Plat 3573, 3112 Spencerville Road (MD 198), Looking Northeast
11. Rusty Acres – Burtonsville Manor Subdivisions, Raised Ranch, Plat 3779, 3012 Spencerville Road (MD 198), Looking Northeast
12. Rusty Acres – Burtonsville Manor Subdivisions, Two-Story Massed House, Plat 6404, 3036 Winifred Drive, Looking North
13. Rusty Acres – Burtonsville Manor Subdivisions, Two-Story Massed House, Plat 6404, 3 Winifred Court, Looking Southeast
14. Rusty Acres – Burtonsville Manor Subdivisions, Split-Foyer, Plat 6404, 3004 Winifred Drive, Looking East
15. Rusty Acres – Burtonsville Manor Subdivisions, Split-Level, Plat 6404, 3025 Winifred Drive, Looking Southwest
16. Rusty Acres – Burtonsville Manor Subdivisions, Split-Level, Plat 6404, 4 Winifred Court, Looking Northwest



M:15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

KRUTHM ROAD, LOOKING SOUTH

Epson
Professional Paper

EPSON



M: 15-122
RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY CO., MD
B. CLEVEN

11/2014

MD SHPO

BURTONSVILLE DRIVE, LOOKING NE

Epson
Professional Paper

EPSON



M:15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

WINIFRED COURT, LOOKING NE

001

3/16



3108

M. 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

3108 SPENCERVILLE ROAD, LOOKING NORTH



MS 15-122
RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY CO., MD
B CLEVEN
11/2014
MD SHPO
3028 WINIFRED DRIVE, LOOKING NORTH

EPSON

Epson
Professional Paper

Epson
Professional Paper

5/16



3113

M:15-122

RUSTY ACRES - BURTONSVILLE MANDR SUBDIVISIONS

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SAPO

3113 WINIFRED DRIVE, LOOKING SW

Epson
Professional Paper

Epson
Professional Paper

EPSON

6/16



M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SITPO

3104 WINIFRED DRIVE, LOCKING NORTH



3
1
2
1

Touchdown Post

M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISION
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3121 WINIFRED DRIVE, LOOKING SW

8/16



M. 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS

MONTGOMERY COUNTY, MD

B CLEVEN

11/2014

MD SAPO

3032 WINIFRED DRIVE, LOOKING NE

9/16



M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3112 SPENCERVILLE ROAD, LOOKING NE

Epson
Professional Paper

10/16



3013

M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3012 SPENCERVILLE ROAD,
LOOKING NE

Epson
Professional Paper

EPSON

11/14



M. 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3036 WINIFRED DRIVE, LOOKING NORTH

EPSON

Epson
Professional Paper

Epson
Professional Paper

12/16



M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3 WINIFRED COURT, LOOKING SOUTHEAST

Epson
Professional Paper

EPSON



M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISIONS
MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

3004 WINIFRED DRIVE
LOOKING EAST

14/16



M:15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

1/2014

MD SHPO

3025 WINIFRED DRIVE

LOOKING SW

15/16



M: 15-122

RUSTY ACRES - BURTONSVILLE MANOR SUBDIVISION

MONTGOMERY COUNTY, MD

B. CLEVEN

11/2014

MD SHPO

4 WINIFRED COURT, LOOKING NW

16/10