

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no

Property Name: Norwood Estates Subdivision Inventory Number: M:28-90
Address: Bryant's Nursery at Norwood Road Historic district: ___ yes no
City: Silver Spring Zip Code: 20906 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: MD 28-198 Agency: MD SHA
Agency Prepared By: URS Group, Inc.
Preparer's Name: Lorin Farris Date Prepared: 2/20/2015
Documentation is presented in: NA

Preparer's Eligibility Recommendation: ___ Eligibility recommended Eligibility not recommended
Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: ___ yes Listed: ___ yes

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

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

Norwood Estates Subdivision is 4.6 miles west of Burtonsville, Montgomery County, Maryland. Located between the two major metropolitan centers of Baltimore, MD and Washington D.C., Norwood Estates is 0.5 miles southeast of MD-28, 6 miles west of Prince George's County, and 7 miles west of Interstate 95 (Figure 1-1). The subdivision is bounded by Norwood Road to the south and Bryant's Nursery Road to the southeast. Attleboro Road and Duxbury Road are located to the northeast and northwest of the subdivision (Figure 1-2). The boundary of the 37-acre inventoried property is shown on Figure 1-2. The subdivision contains 18 residences. Photographs of the houses are included in Figure 2.

The subdivision does not contain any curbs or sidewalks, and landscaping is limited to large front lawns, accent trees in the front or side yards, and foundation plantings. The lightly wooded setting becomes denser along Duxbury Road to the northwest and Attleboro Road to the northeast. The subdivision is strictly residential. However, across from the subdivision is the James Hubert Blake High School, which encompasses 91 acres to the southeast.

Flanking both sides of Attleboro Road are rectangularly shaped lots that are 168 to 198 feet wide, and 204 to 240 feet deep. As Attleboro Road curves into Duxbury Road, the lots become deeper and the area becomes more densely forested. Along the

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Reviewer, National Register Program

6/5/2015
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northeast side of Norwood Road, before Bryant's Nursery Road, are three house lots. Rectangular is shape, these three house lots are much larger in size, ranging from 2.5 to 4.2 acres, and are 145 feet wide to 600 feet deep.

The Norwood Estates Subdivision first appears in the 1957 and 1963 historic aerials depicting Attleboro Road to the southeast and Druxbury Road to the north (NETR Online 2014). The earlier houses along Attleboro Road apparently have deeper setbacks the closer they are to Norwood Road. For example, 15901 Attleboro Road is the closest to Norwood Road and has a setback of 100 feet, while 15929 Attleboro Road is the farthest away from Norwood Road and has a setback of only 43 feet (Figure 1-2). The setbacks of the earlier houses towards the end of Druxbury Road also are deeper, 316 Druxbury Road is closer to Attleboro Road and has a setback of 47 feet, while 327 Druxbury Road is the farthest and has a setback of 230 feet (Figure 1-2). Three houses along Norwood Road before Bryant's Nursery Road are also part of the Norwood Estates Subdivision. 321 and 311 Norwood Road were constructed between 1964 and 1970 based on the historic aerials and have an average setback of 250 feet, and 6 Bryants Nursery Road, facing Norwood Road, was constructed between 1970 and 1980 and has a shorter setback of 230 feet (NETR Online 2014) (Figure 1-2).

The Norwood Estates Subdivision was part of land known as "Snowden's Manor Enlarged" (Land Records of Montgomery County, 1170:461). The 33 acre property was owned by Allen and Thelma Romer, who later sold it to William and Sally Green, and Ben and Kathryn Dyer on July 16, 1948 (Land Records of Montgomery County, 1170:461). The Romers sold a portion of land to the southeast in the early 1940s, which later became Colesville Farm Estates (Plat Map No. 1916, July 1946). In April 1949, Norwood Estates Subdivision was platted by the Greens and Dyers (Plat Map No.2425, April 1949) (Figure 1-3).

In 1940, Ben and Kathryn Dyer were renting 204 Jackson Avenue in University Park, Prince George's County, Maryland (Ancestry.com 2014). Ben Dyer (1909-1994) was originally from Massachusetts and had moved to Washington D.C. at a young age (Ancestry.com 2014). After graduating from the University of Maryland, Dyer worked briefly for Gulf Oil Co. in Venezuela, and then the Coast and Geodetic Mapping Control Bureau as a supervising engineer before serving in the Navy in the Pacific during World War II (The Washington Post, 1994). After the war, he would establish his own land surveying and engineering business, Ben Dyer Associates, in Landover. Other accomplishments include working as a Prince Georges County's surveyor and serving as a director and fellow of the Urban Land Institute. His wife Kathryn P. Dyer (1911-1978), was originally from Texas (Ancestry.com 2014; The Washington Post, 1994). The only reference to William and Sally Green was found in the 1960 Silver Spring directory, that listed them as living in a house at 315 Killmore Drive, Silver Spring. The directory also indicated that William possibly worked in the health industry (Ancestry.com 2014).

No specific builders or architects have been identified as being associated with the Norwood Estates Subdivision. The first houses were constructed in 1952 along the southeast side of Attleboro Road (15901, 15915, 15921) and the north side of Duxbury Road (321) (SDAT 2014). Four more houses were built on Attleboro Road and Duxbury Road between 1954 and 1963 (316 and 327 Duxbury Road; 15907 and 15929 Attleboro Road) (SDAT 2014). During the 1980s and early 1990s, "tear-down" and in-fill construction occurred along the northwest side of Attleboro Road and south side of Duxbury Road (SDAT 2014).

Three lots along the northeast side of Norwood Road were platted in May 1965 (Plat Map No. 7860, May 1965) (Figure 1-4). The land was originally owned by John and Mary Anderson who sold the 10-acre property to Julian and Eleanor Patton, and Emory and Gladys Patton on November 20, 1963 (Land Records of Montgomery County, 3162:311). The 1940 Census has Julian and Eleanor Patton, and Emory and Gladys Patton, living next door to each other at 304 and 305 Norwood Road, with the men owning their own landscaping business (Ancestry.com 2014). Eventually three houses that faced Norwood Road were built from 1966 to 1971 (311 and 321 Norwood Road, and 6 Bryant's Nursery Road) (SDAT 2014). The three lots were over twice the size of the lots along Attleboro Road and Duxbury Road. The Patton families lived in these three houses soon after their construction. Julian Patton is shown as living at 311 Norwood Road until 2001. A Barbara Patton lives at 321 Norwood Road and James Patton lived

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at 6 Bryant's Nursery Road until 2001 (SDAT 2014).

The subdivision has a concentration of various architectural styles, such as Ranch, Split-level and Split-foyer, Two-story Massed house, and Minimal Traditional. Interspersed within the Norwood Estates Subdivision are modern houses dating from the 1980s and 1990s. These modern houses represent 44% of the housing stock of the subdivision. These houses include 15914, 15922, 15930, 15938 Attleboro Road; 16001 Cohasset Drive; and 318, 321, and 327 Duxbury Road (SDAT 2014). Two of these modern houses are located on lots that previously contained houses, 321 and 327 Duxbury Road, that were original to the subdivision. Also, there is one residence that appears to be a repurposed agricultural building (320 Duxbury Road).

Ranch houses comprise 22% of the residences in the Norwood Estates Subdivision and are the dominant residential type in the neighborhood. The Ranch style was a popular suburban residential form found as early as 1935 and peaking in the 1950s (KCI 1999: D-21). Frequently was attributed to the Prairie style and Frank Lloyd Wright's Usonian houses, the Ranch house had similar characteristics to dwellings on southwestern ranches. Almost always consisting of one-story, Ranch houses had side-gable, cross-gable, or hipped roofs with low, deep eaves and often have exterior details from the Craftsman or Colonial Revival styles. The dwelling's long elevations often faced the street and all living, sleeping, and utility spaces occupied a single level. Similar to the Cape Cod's open and informal plan, Ranch houses' interior spaces were not separated by vestibules or halls and were mostly two rooms deep.

The Ranch style houses in Norwood Estates are one-story houses that are three-to-four-bays wide and two-bays deep. They have medium-pitch side-gable roofs covered with asphalt shingles. Some have front-gables at one end, and they frequently contain chimneys, either internal or exterior and sometimes both (Photo 4). Facades feature varying combinations of cross gables or eave-oriented elevations with picture windows, entry doors and single or double sash windows. The majority of the doors and windows on the facades and other exterior walls are vinyl replacement units. The exception is the house at 316 Duxbury Road, which has original single and double wood-frame, double-hung, two-over-two windows. Wall cladding is brick or modern horizontal vinyl siding.

There is one Raised Ranch in Norwood Estates at 15921 Attleboro Road (Photo 5). The Raised Ranch is three-bays wide by two-bays deep, has a medium-pitch side-gable roof covered with asphalt shingles, and rests on a raised basement story constructed of poured concrete and containing fixed metal-frame windows. The wall cladding is a combination of brick and modern horizontal vinyl siding and the windows consist of replacement vinyl-frame, double-hung windows and a picture window with side casements.

Two houses in the Norwood Estates Subdivision were designed in the Split-level and Split-foyer styles (NCHRP 2012:19). The Split-level's popularity began in the 1950s and can still be found in present day designs (KCI 1999: D-21). Similar to the Cape Cod's division of interior spaces and the Ranch house's use of interior spaces, the Split-level created separate zones, but on three different levels forming a compact plan (NCHRP 2012:93). The lower level was considered for noisy living and service areas such as the garage and family room. The mid-level consisted of the quiet living areas like the kitchen, dining and living rooms. The upper level was for bedrooms. Commonly found exterior details were influenced by the Colonial Revival style through the use of brick on the lower stories and framework at the upper stories.

The Split-level style at 321 Norwood Road has a two-story front-gable wing that abuts a one-story eave-oriented side wing with a gable roof (Photo 8). The Split-foyer at 15907 Attleboro Road is a two-story massed building that has a central Split-foyer (Photo 7). Both Split styles have brick cladding with replacement horizontal vinyl siding in the gables, replacement vinyl-frame double-hung single windows and medium-pitch roofs covered with asphalt shingles.

There are two houses within the Norwood Estates Subdivision in the Two-story Massed house (a.k.a. Neo-Colonial) style (NCHRP

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2012:100). Similar to the Ranch house the Two-story Massed house type was a very popular residence type in the post-war housing market. Often exhibiting Colonial Revival-style influences, the Two-story Massed house could be constructed quickly and inexpensively because they were often constructed from the same plan, built with similar material, and featured minimal classic details (NCHRP 2012:163). The Two-story Massed house typically has a rectangular form, is three-bays wide, is two stories tall, and commonly have side-gable roofs. Houses of this type could also have hipped or gambrel roofs (NCHRP 2012:100).

Constructed in the early 1970s, 6 Bryant's Nursery Road and 311 Norwood Road represent the Two-story Massed house type. Both houses are two stories in height, with medium-pitch, side-gable roofs covered with asphalt shingles, brick walls, symmetrical massing, and double-hung windows that are now replacement vinyl-frame (Photo 9). The houses have different architectural details. The Colonial Revival style house at 6 Bryant's Road has sidelights and an entrance stoop with decorative columns. The house at 311 Norwood Road has Georgian Revival features including a wide porch with square columns, an entry broken pediment, and wood paneled door with fanlight.

Norwood Estates Subdivision has only one Minimal Traditional style house, which is located at 15915 Attleboro Road (Photo 6). Minimal Tradition houses rarely had more than 1,000 interior square feet, were one-and-one-half stories tall, had rectangular or L-shape plans and asymmetrical fenestration patterns (KCI 1999: D-38). The gable roofs are medium to low-pitch and side eaves are located close to the gable walls. Exterior walls are clad with a variety of materials, such as simulated stone, asbestos shingle, aluminum siding, wood clapboard, brick, or any combination of these materials (NCHRP 2012:99). Attached garages or carports were not typical elements of this house form. Interiors incorporated updated kitchen and bath designs as well as modern plumbing and electrical systems. Living zones often were grouped as public or communal areas or private areas containing bedrooms typically grouped together at the back of the house. Similar to the Cape Cod style, the Minimal Traditional style often could have an additional half story that contained bedrooms or unfinished space to be completed later by the homeowner.

The Minimal Traditional house at 15915 Attleboro Road is a one-story house that was originally three-bays wide by two-bays deep, and currently has flanking wing additions (Photo 6). The southwest addition was added in 1963 and the northeast addition in the 1970s (NETR Online 2014). The house has a medium-pitch side-gable roof covered with asphalt shingles. The wall cladding is a replacement horizontal vinyl siding covering brick cladding, as suggested by the one brick windowsill that is visible. The centered main entry is sheltered by a shed roof canopy that is supported by simple square posts.

Historic Context

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

The Civil Service Act of 1883 removed the patronage system from Federal government civil service job opportunities and replaced it with a merit system overseen by the United States Civil Service Commission. As the Federal government grew, so did the city of Washington D.C. To provide for inexpensive housing to support the growing middle class, streetcar suburbs were developed in the

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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).

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

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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 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

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"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). 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

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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.

Design of freeway suburbs emphasized privacy, as reflected in more cul-de-sacs and fewer interconnected streets (KCI 1999:C-11

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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 become 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 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 ex-urban

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

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

Norwood Estates Subdivision is not recommended for National Register of Historic Places (NRHP) eligibility. The subdivision is not eligible under criterion A because it lacks association with any historically significant events or broad patterns of historic events. Archival research does not indicate the district is associated with person(s) of historic significance and is not eligible under NRHP criterion B. As a whole, the houses in the Norwood Estates Subdivision maintain integrity of location; however they do not have integrity of design, setting, materials, and workmanship. The houses evidence multiple alterations, including replacement cladding, windows, doors, and additions, and the neighborhood has experienced tear-downs and modern infill. Norwood Estates Subdivision is not eligible under criterion C for NRHP listing as an architecturally significant building type, period, or method of construction or as a district that represents a significant and distinguishable entity whose components may lack individual distinction.

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
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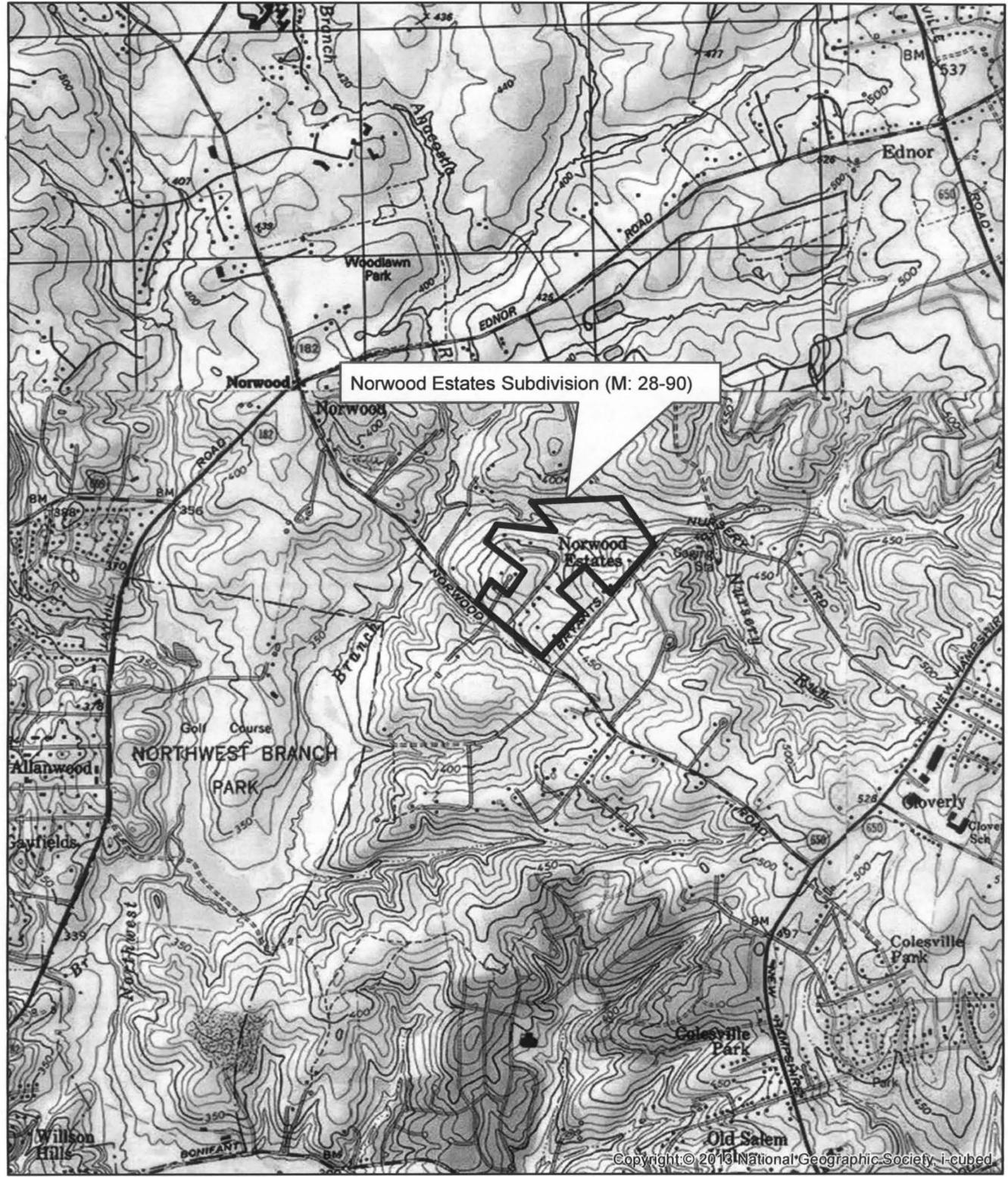
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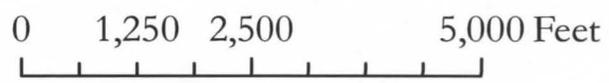
Cultural Resources Map



Norwood Estates Subdivision (M: 28-90)

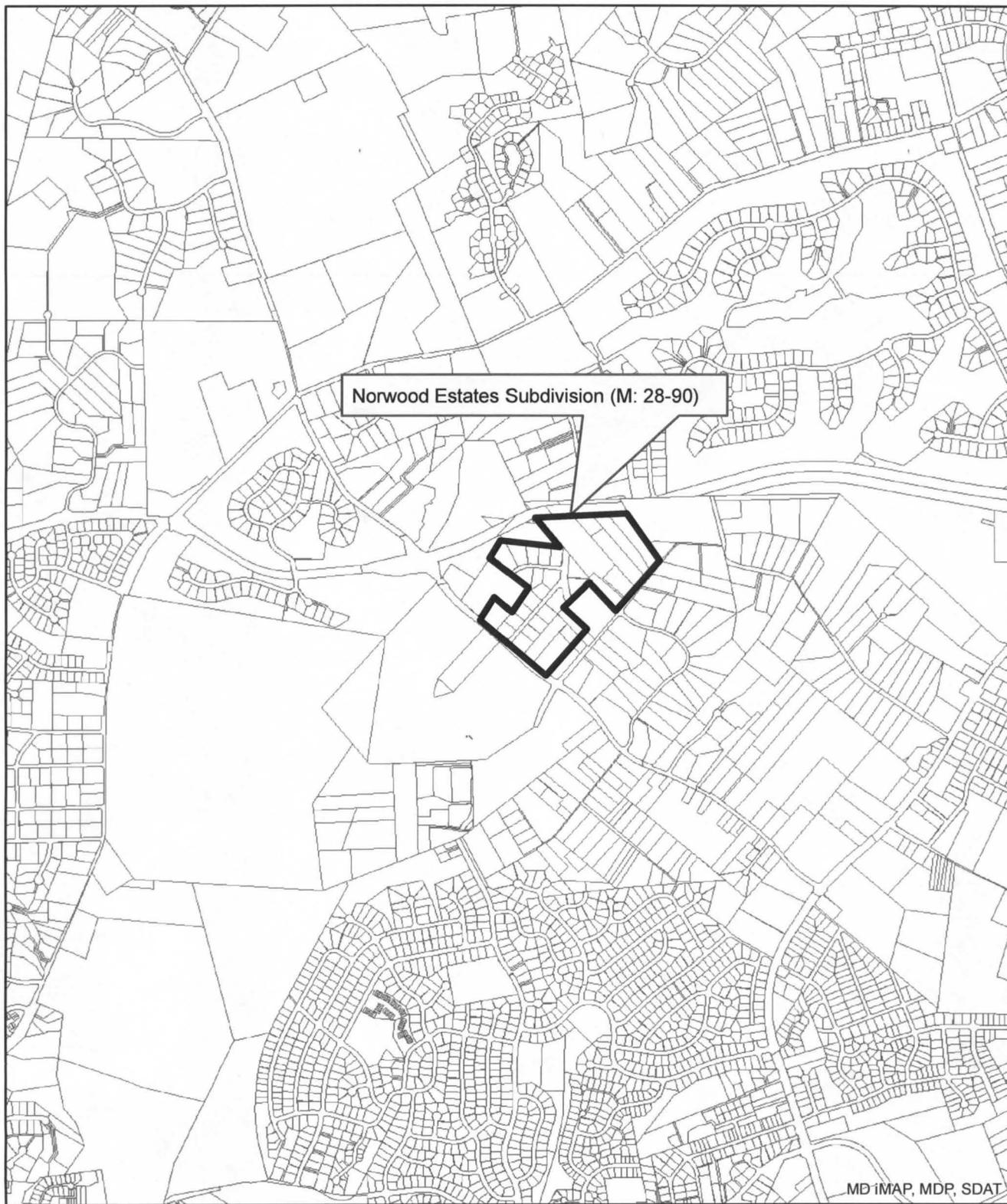
↑ Norwood Estates Subdivision (M: 28-90)
 ↙ Bryants Nursery Road at Norwood Road
 | Montgomery County
 | USGS Kensington Topo Quad

January 7, 2016
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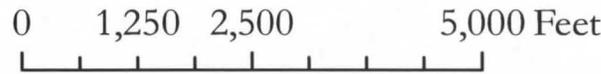
Cultural Resources Map



MDIMAP, MDP, SDAT

↑ Norwood Estates Subdivision (M: 28-90)
↙ Bryants Nursery Road at Norwood Road
Montgomery County
Tax Map JS 342, Multiple Parcels

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ENGINEERS CERTIFICATE

I hereby certify that the plan shown hereon is correct. That it is a subdivision of all of the lands conveyed by Allen K. Romer and Theima C. Romer, his wife to William F. Green and Ben Dyer by deed dated July 16, 1948 and recorded July 22, 1948 among the Land Records of Montgomery County, Maryland in Liber 1170 of folio 461. That the total area included in this plan of subdivision is 32.9203 Acres. And that Stones indicated thus: σ , and Iron Pipes indicated thus: π , are in place as shown.

NOVEMBER 18, 1949

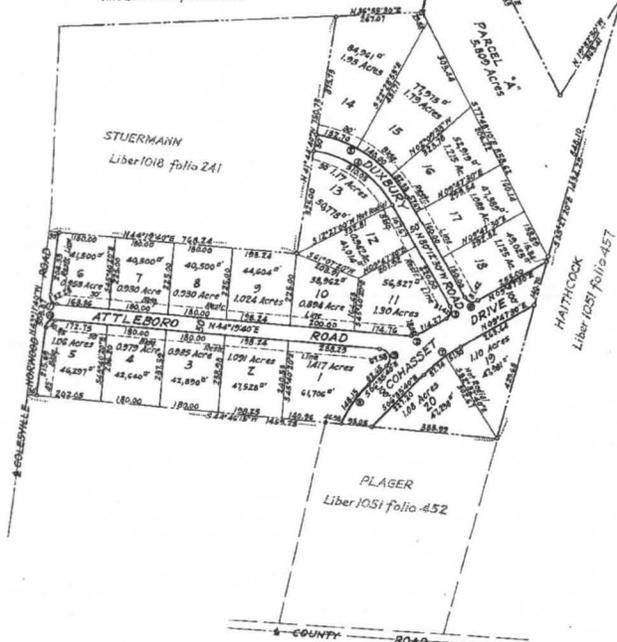
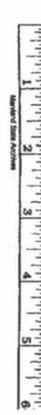
Ben Dyer
 BEN DYER
 Registered Professional Engineer
 AND Land Surveyor Md No. 538

PLAT No. 2425
 OWNERS' DEDICATION

We, William F. Green and Sally T. Green, his wife, and Ben Dyer and Kathryn R. Dyer, his wife, owners of the property shown hereon and described in the Engineers Certificate, hereby adopt this plan of subdivision, establish the minimum building restrictions hereon and dedicate the streets to public use. There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

WITNESS: NOVEMBER 18, 1949

Nolan M. Higgins *William F. Green*
 Nolan M. Higgins *William F. Green*
Sally T. Green *Sally T. Green*
Ben Dyer *Kathryn R. Dyer*



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17+400.00	S 72° 15' 00" W	117.28	117.28
17+500.00	S 72° 15' 00" W	117.28	117.28
17+600.00	S 72° 15' 00" W	117.28	117.28
17+700.00	S 72° 15' 00" W	117.28	117.28
17+800.00	S 72° 15' 00" W	117.28	117.28
17+900.00	S 72° 15' 00" W	117.28	117.28
18+000.00	S 72° 15' 00" W	117.28	117.28
18+100.00	S 72° 15' 00" W	117.28	117.28
18+200.00	S 72° 15' 00" W	117.28	117.28
18+300.00	S 72° 15' 00" W	117.28	117.28
18+400.00	S 72° 15' 00" W	117.28	117.28
18+500.00	S 72° 15' 00" W	117.28	117.28
18+600.00	S 72° 15' 0		

<p>MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION MONTGOMERY COUNTY PLANNING BOARD</p> <p>APPROVED JUNE 1, 1965</p> <p><i>James F. Walker</i> SECRETARY-TREASURER</p> <p>W-NCDP106 Record File No. 192-97</p>	<p>MONTGOMERY COUNTY MARYLAND DEPARTMENT OF PUBLIC WORKS</p> <p>APPROVED JUNE 15, 1965 AS TO ROAD AND STREET GRADES</p> <p><i>Richard J. Lynch</i> DEP. DIR. PUBLIC WORKS</p>	<p>DEPARTMENT OF HEALTH MONTGOMERY COUNTY, MARYLAND</p> <p>APPROVED 26 May 65</p> <p><i>Roy P. ...</i> HEALTH OFFICER</p>
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CURVE DATA					
No.	RADIUS	ARC	Δ	CHD BEARING	CHORD TANGENT
1	3710.72	582.77	08°04'34"	N 51°27'05"W	532.26 286.88

FLAT No 7860

VICINITY MAP
Scale: 1" = 200'

OWNER'S DEDICATION

We, Julian T. Patton and Eleanor Lucille Patton, his wife, and Emory C. Patton and Gladys Rebecca Patton, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the streets to public use and grant to Montgomery County, Maryland, slope easements 20 feet wide on all lots included in this plan, adjacent, contiguous and parallel to the right of way lines shown hereon. Slope easements granted hereon shall be extinguished after all required public improvements abutting said easements have been lawfully completed and have been accepted for maintenance by Montgomery County, Maryland, or other appropriate public agency.

There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

May 21, 1965

Wallace R. Amos *Julian T. Patton*
WITNESSES JULIAN T. PATTON

Eleanor Lucille Patton *Emory C. Patton*
ELEANOR LUCILLE PATTON EMORY C. PATTON

Gladys Rebecca Patton
GLADYS REBECCA PATTON

SURVEYOR'S CERTIFICATE

I hereby certify that the plat delineated hereon is correct; that it is a subdivision of all of the lands conveyed by John W. Anderson and Mary Jane Anderson, his wife, to Julian T. Patton and Emory C. Patton by deed dated November 20, 1963 and recorded among the Land Records of Montgomery County, Maryland, in Liber 3162 at Folio 311; and that iron pipes shown thus are in place where indicated. The total area included in this plan of subdivision is 104,052 acres and the area dedicated to public use is 0.5871 Acres or 25,574 square feet.

May 21, 1965 *Wallace R. Amos*
WALLACE R. AMOS
Reg. L.S. Md. No. 3181

NORWOOD ESTATES

PATTON'S ADDITION

ELECTION DISTRICT No. 5

MONTGOMERY COUNTY, MARYLAND

SCALE: 1" = 100' MAY, 1965

WALLACE R. AMOS & ASSOCIATES
9525 GEORGIA AVENUE
SILVER SPRING, MARYLAND

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

CLIENT	Maryland State Highway Administration				TITLE	Norwood Estates Subdivision (M: 28-90) Plat Map 7860		
PROJ	MD 28/198 from MD 97 to I-95				Bryants Nursery Rd at Norwood Rd Silver Spring, Montgomery County USGS Kensington Topo Quad	PROJ NO	15804327	
REVISION NO	0	DR BY	PAR			12/17/14	FIGURE	1-4
SCALE	as shown	CHK BY	JW			01/05/15		
		PM	ME			01/16/15		

Q:\Projects\ENVC\RM\MD SHA\CRM Open-End Contract 2007-2012\B\CS2010 02A Tasks\TO 27 MD 28-198\E. Data\E. 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	01/05/15
Q:\Projects\ENVC\RMMD SHA\CRM Open-End Contract 2007-2012\BCS2010 02A Tasks\TO 27 MD 28-198\E. Data\E 5 Graphics		PM	ME	01/16/15



TITLE Norwood Estates Subdivision (M: 28-90) Photo Key	
Bryants Nursery Rd at Norwood Rd	PROJ NO 15804327
Silver Spring, Montgomery County	FIGURE 2-1
USGS Kensington Topo Quad	

Photo Log

M: 28-90

Norwood Estates Subdivision

Montgomery County, MD

Brian Clevon

11/05/2014

1. Norwood Estates Subdivision, Street View, Attleboro Road, Looking Northeast
2. Norwood Estates Subdivision, View along Norwood Road, Looking Northwest
3. Norwood Estates Subdivision, Street View, Bryant's Nursery Road, Looking Southwest
4. Norwood Estates Subdivision, Ranch, Plat Map 2425, 15901 Attleboro Road, Looking Southeast
5. Norwood Estates Subdivision, Raised Ranch, Plat Map 2425, 15921 Attleboro Road, Looking Southeast
6. Norwood Estates Subdivision, Minimal Traditional, Plat Map 2425, 15915 Attleboro Road, Looking Southeast
7. Norwood Estates Subdivision, Split-Foyer, Plat Map 2425, 15907 Attleboro Road, Looking South
8. Norwood Estates Subdivision, Split-Level, Plat Map 7860, 321 Norwood Road, Looking Northeast
9. Norwood Estates Subdivision, Two-Story Massed House, Plat Map 7860, 6 Bryant's Nursery Road, Looking Northeast



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY CO., MD

PA CLEVEN

11/2014

MD SHPO

ATTLEBORO ROAD

LOOKING NE

EPSON

EPSON

Epson
Professional Paper



M. 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY Co., MD

B. CLEVEN

11/2014

MD. STATE

NORWOOD ROAD, LOOKING NW

EPSON

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Professional Paper

Epson
Professional Paper

EPSON

2/9
1 page



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

BRYANT'S NURSERY ROAD

LOOKING SW

Epson
Professional Paper

Epson
Professional Paper

EPSON



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

15901 ATTLEBORO ROAD

LOOKING SE

4/9



M:28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY Co., MD

B. CLEVEN

11/2014

MB SHPO

15921 ATTLEBORO ROAD

LOOKING SE

Epson
Professional Paper

Epson
Professional Paper

EPSON

5/9



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY CO., MD

B. CLEVEN

11/2014

MD SHPO

15915 ATTLEBERG ROAD

LOOKING SE

6/9



15907

M: 28-90

NORWOOD ESTATES SUBDIVISION
MONTGOMERY Co., MD

B. CLEVEN

11/20/14

MD SHPO

15907 ATTLEBORO ROAD

LOOKING SOUTH

7/9



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY Co., MD

B. CLEVEN

11/2014

MD SHPO

321 NORWOOD ROAD

LOOKING NE

Epson
Professional Paper

Epson
Professional Paper

8/9

Epson



M: 28-90

NORWOOD ESTATES SUBDIVISION

MONTGOMERY Co., MD

B. CLEVEN

11/2014

MD SHPO

6 BRYANT'S NURSERY ROAD

LOOKING NE

9/9