

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Sligo Creek Parkway Inventory Number: M:32-15

Address: Sligo Creek Parkway City: Wheaton, Silv Spg, Tacoma Pk Zip Code: multiple

County: Montgomery USGS Topographic Map: Kensington, Washington East, Washington West

Owner: Maryland Is the property being evaluated a district?  yes

Tax Parcel Number: multiple Tax Map Number: multiple Tax Account ID Number: multiple

Project: I-495/I-95 Capital Beltway Transportation Corridor Study Agency: SHA

Site visit by MHT Staff:  no  yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Is the property located within a historic district?  yes  no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district  yes Eligible district  yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource  yes  no Non-contributing but eligible in another context

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible  yes  no

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Documentation on the property/district is presented in: DOE form, NR-MPDF form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Sligo Creek Parkway is a linear park within the National Capital Parkway System that provides a scenic transportation link between residential suburbs and neighboring metropolitan areas. Located in a stream valley, the primary feature of the Parkway is an undivided two-lane road with associated bridges, culverts, drainage features, safety devices, and signage. Other important features of Sligo Creek Parkway include pedestrian trails with associated bridges, recreation areas and playgrounds, picnic areas, parking areas, native and ornamental plantings, a monument, and scenic viewpoints focused on Sligo Creek. The eligible portion of the Parkway is approximately five miles long with an average right-of-way 300 feet wide, comprising approximately 364 acres.

Sligo Creek Parkway is eligible under Criterion A for its important association with trends associated with social history, recreation, transportation, and conservation during the first half of the twentieth century. The decline in the quality of city living paired with the popularization of automobiles led to a surge in outdoor recreation and road building during the first half of the twentieth century. Sligo Creek Parkway was designed and built as a scenic transportation route connecting people in urban areas with outlying parks, and residents of suburban communities with metropolitan areas. The parkway also represents natural resource conservation efforts of the twentieth century. Sligo Creek Parkway survives as a vital component of the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended  Eligibility not recommended   
Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Comments: \_\_\_\_\_

James Van Dusen ✓  
Reviewer, Office of Preservation Services

6/20/05  
Date

Blount  
Reviewer, NR Program

6/22/05  
Date

200500895

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

M: 32-15

**Sligo Creek Parkway (M:32-15)**

regional transportation network, and continues to reflect the several prevalent trends in transportation, recreation, and conservation of the early- to mid-twentieth century.

Sligo Creek Parkway is also significant under Criterion C as a good example of its type and period of construction. It is an intact example of a linear or strip park that embodies the distinctive characteristics of parkways designed and constructed in the National Capital Region during the first half of the twentieth century. As is typical of such parkways, traffic is limited to non-commercial motoring; access to and from surrounding neighborhoods is limited in order to control the number of at-grade crossings and enhance safety; and commercial frontage and unsightly signage are prohibited. Bridges, culverts, retaining walls, and other structures are designed as harmonious complements to the natural environment, utilizing materials such as rustic rough-cut stone masonry and concrete in an eclectic way. The width of the right-of-way varies within the narrow stream valley, where the road fits the natural topographic contours, and indigenous vegetation has been encouraged and serves as a buffer from adjacent properties. The result of these design elements is a distinctive parkway, which retains a high level of integrity and continues to serve its original intended functions.

The Parkway is not significant under Criterion B because it is not a property that best represents the productive life of notable individuals, and its significance under Criterion D was not evaluated as part of this project.

Prepared by: Erin Hammerstedt of A&HC

Date Prepared: January 2005

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M:32-15

## 1. Name of Property (indicate preferred name)

historic Sligo Creek Parkway (preferred)

other Sligo Creek Parkway

## 2. Location

street and number Sligo Creek Parkway between New Hampshire Ave. & University Blvd. West not for publication

city, town Wheaton, Silver Spring and Tacoma Park vicinity X

county Montgomery

## 3. Owner of Property (give names and mailing addresses of all owners)

name Maryland-National Capital Park & Planning Commission

street and number 9500 Burnett Avenue telephone 301-495-2535

city, town Silver Spring state MD zip code 20910

## 4. Location of Legal Description

courthouse, registry of deeds, etc. (multiple deeds) liber folio

city, town tax map tax parcel tax ID number

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: \_\_\_\_\_

## 6. Classification

### Category

- district  
 building(s)  
 structure  
 site  
 object

### Ownership

- public  
 private  
 both

### Current Function

- agriculture  landscape  
 commerce/trade  recreation/culture  
 defense  religion  
 domestic  social  
 education  transportation  
 funerary  work in progress  
 government  unknown  
 health care  vacant/not in use  
 industry  other: \_\_\_\_\_

### Resource Count

Contributing	Noncontributing
<u>1</u>	<u>3</u> buildings
<u>5+</u>	<u>6+</u> sites
<u>14+</u>	<u>23+</u> structures
<u>0</u>	<u>1</u> objects
<u>20+</u>	<u>33+</u> Total

Number of Contributing Resources  
previously listed in the Inventory

0

## 7. Description

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Sligo Creek Parkway is a linear or strip park located just north of Washington, D.C. in suburban Maryland. The parkway occupies a narrow stream valley, winding from southeast to northwest over a distance of approximately five miles. The roadway was designed in 1929-1930 as a scenic transportation link between residential suburbs and neighboring metropolitan areas. The associated parkland also enhances the surrounding residential suburbs, provides a recreational facility to the public, and serves to protect the area's watershed and small wildlife. The primary feature of the Parkway is an undivided two-lane road with associated bridges, culverts, drainage features, safety devices, and signage. In addition to the road and its associated elements, other important features of the parkway include pedestrian trails with associated bridges, recreation areas and playgrounds, picnic areas, parking areas, scenic viewpoints focused on Sligo Creek, native and ornamental plantings, and a monument (Photograph 1). The parkway was constructed in phases between 1930 and 1955.

The most important element of Sligo Creek Parkway is the road of the same name, which generally follows Sligo Creek between New Hampshire Avenue in the southeast and University Boulevard West in the northwest, providing a scenic transportation link between the parkland and residential neighborhoods and the nearby metropolitan centers (Photographs 2 and 3). Over its entire length the roadway is an undivided two lanes wide with narrow shoulders. Each lane is generally ten feet wide, with wider areas (up to fourteen feet) along the insides of curves. The shoulders are generally four feet wide and slope away from the center of the roadway. The road surface is macadam, and macadam speed humps have recently been added as a traffic-calming device to improve pedestrian safety. The road's shoulders are not generally paved, but are packed gravel. There are a minimum of at-grade intersections along the route, whose width generally buffers adjacent development from the motor road, and improves the motorist's recreational experience by eliminating roadside distractions. The road is a key contributing element of the parkway. The modern speed humps do not contribute. Modern road signs are present throughout the parkway. Because they do not contribute to the historic character of the resource, they do not contribute to its significance.

In addition to the road itself, several associated features are important to the transportation function and historic character of Sligo Creek Parkway. Several types of bridges, guide rails, drainage features, and retaining walls are essential elements of the parkway. Of these ancillary roadway features, perhaps the most significant are the parkway's bridges. Perhaps the most notable bridge in Sligo Creek Parkway is the monumental open spandrel concrete arch bridge dating to 1932 that carries Carroll Avenue (MD 195) over Sligo Creek, Sligo Creek Parkway, and Sligo Trail (Photograph 4). This reinforced concrete structure has a pierced balustrade and decorative street lights along Carroll Avenue. Cantilevered sidewalks are present along both sides of the road, and a modern metal safety fence has been added to extend the height of the bridge's balustrade where the structure crosses over Sligo Creek Parkway. A plaque in the bridge reads, "Sligo Creek Bridge, Built 1932, State Roads Commission. G. Clinton Uhl, Chairman, E. Brooke Lee, Robert Lacy, H.C. Williar, Jr., Chief Engineer, W.C. Hopkins, Bridge Engineer." Photograph 1 illustrates Sligo Creek Parkway looking southward from the bridge. Other significant bridges in the parkway include the stone arch bridge that carries Park Valley Road over Sligo Creek (Photograph 5) and the stone arch bridge that carries Sligo Creek Parkway over a tributary of Sligo Creek (Photograph 6).

A modern bridge carries Sligo Creek Parkway over a tributary of Sligo Creek in Unit 1 of the parkway (Photograph 7). This arched bridge is mostly concrete with stone-faced parapet walls. Because this bridge is a modern replacement, it does not contribute to the parkway. Because the bridges located at the primary intersections with the Parkway that carry New Hampshire Avenue, Piney Branch Road, Colesville Road, Forest Glen Road, and University Boulevard West over Sligo Creek are not directly associated with Sligo Creek parkway, they do not contribute to the resource.

A variety of guide rails of differing styles and construction dates are present throughout Sligo Creek Parkway. The earlier guide rails are comprised of concrete posts with large timber rails (Photographs 8 and 9). Other types of guide rails present in the parkway include timber posts and rails, and more recent metal rails on wood or metal support posts (Photographs 10 and 11). The guide rails are most often present on winding sections of the roadway and in areas where the road is adjacent to Sligo Creek or Sligo Trail. Because guide rails are an important design element that contributes to the safety of this transportation resource, those guide rails that are over fifty years in age are contributing elements of Sligo Creek Parkway.

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Although they are not particularly significant to the historic appearance of the parkway, drainage features present within the resource boundary are an important part of its design and function. The most common forms of drainage features include concrete pipes or metal pipes, often with concrete abutments/wing walls at the openings (Photographs 12 through 15). These run under the roadway, guiding run-off from the surrounding neighborhoods and hillsides into Sligo Creek. Other drainage features include stone-lined ditches and troughs, earthen troughs, and retaining basins (Photographs 16 and 17). Drainage features are most commonly located near intersections with roads leading into neighborhoods and at intersections with ravines or hollows, which serve as natural drainage courses for the adjacent hillsides. Although the specific construction dates of many of these drainage features is not known, it can generally be stated that drainage features that are over fifty years in age contribute to the historic significance of Sligo Creek Parkway.

Retaining walls are another significant feature of Sligo Creek Parkway. Throughout the parkway, stone walls built using different methods serve to support hillsides and stream banks to limit erosion and ensure unobstructed road and waterways. Stone walls are used in Unit 1 of the parkway to support trees that were planted along the parkway (Photograph 18). Where the stream turns sharply and where Sligo Creek Parkway or Sligo Trail is near the creek's edge, stone walls support the creek bank. In some places the stone is coursed and/or mortared, while in other locations the stones are dry laid (Photographs 14 and 19 through 23). All of the stone retaining walls appear to be over fifty years in age, and contribute to the significance of Sligo Creek Parkway.

Parking areas provide the link between transportation and recreation within the parkway, making it possible for those traveling by car to stop and utilize the pedestrian trail, recreation areas, picnic areas, or golf course. Parking areas within the parkway include both paved and unpaved areas with and without other amenities (Photographs 24 through 26). Some of the parking areas are associated with neighborhood parks, picnic areas, playgrounds, or playfields, while others simply provide access to Sligo Trail. Although some of the parking areas appear to be recent additions, all of those that are over fifty years in age contribute to the significance of the resource. Because of their integral function within the parkway, newer parking areas would most likely become contributing upon achieving sufficient age.

Next to the road and its associated features, Sligo Trail is perhaps the next most notable element within Sligo Creek Parkway. Sligo Trail is approximately six to ten feet wide, and is paved in macadam (Photographs 1, 3, 11, 13, 21, 24, 25, 27, and 28). The trail winds through the linear park, crossing Sligo Creek in approximately 31 locations. Originally labeled as a bridal path, this recreational trail has been part of the parkway since its inception. In several places the location of the trail has changed as bridges have been relocated, recreational facilities have been added or altered, and the course of the stream has changed. Regardless of these changes, the trail retains sufficient integrity overall to contribute to the significance of the resource. Pedestrian connections are also present between the parkway and many of the surrounding residential communities. These connectors include paved, boardwalk, or earthen paths (Photographs 9 and 28). Other segments of earthen trail are present within the parkway, and generally contribute to the resource if they are of sufficient age.

Pedestrian bridges are present where Sligo Trail crosses Sligo Creek and its tributaries. The vast majority of the pedestrian bridges in the parkway are modern half-through pony truss bridges that are slightly arched prefabricated structures made of weathering steel by either the Steadfast Bridge Company or the Continental Bridge Company. These bridges, the majority of which were manufactured in 2001, were installed between 1994 and 2002 in order to make the park more accessible (Photographs 10, 11, 22, and 29 through 32). Although these bridges are not original, they do not detract from the historic character of the resource, and although they do not contribute at this time, they should be added as contributing elements once they have reached 50 years in age. In addition to the 22 modern pedestrian bridges, nine bridges of other types were also noted. These include bridges with steel I-beam stringers and pipe railings (Photographs 33 and 34) as well as bridges with steel I-beam stringers and lumber railings (Photographs 35 through 37). While concrete abutments generally support the modern bridges, the I-beam bridges tend to stand on older stone abutments.

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Although their dates of construction and/or alteration are not known, these bridges are older than the arched weathering steel structures. All of the pedestrian bridges that are over fifty years in age contribute to the significance of Sligo Creek Parkway.

Together the roadway, parking areas, and trail provide access to numerous recreation facilities within Sligo Creek Parkway. These recreation facilities include neighborhood parks, playgrounds, playing fields and courts, picnic areas, and a golf course. Several neighborhood parks are located adjacent to or within Sligo Creek Parkway and contribute to its significance because they are directly associated with the recreational function of the parkway. These parks include: Sligo Creek North Neighborhood Park, Sligo-Bennington Neighborhood Park, Forest Grove Neighborhood Park, and Sligo-Dennis Avenue Local Park. These parks often contain parking areas, playgrounds, playing fields and courts, restroom facilities, and other amenities. Those neighborhood parks that are modern additions to Sligo Creek Parkway and lie at the edges of the district have been excluded from the proposed resource boundary (see Figure 1). These parks include: Hillwood Manor Neighborhood Park, Parkside Headquarters, Argyle Local Park, Margaret Schweinhaut Center Local Park, and Forest Glen-Dallas Avenue Neighborhood Park. Parkside Headquarters, which was originally constructed as Parkside Elementary School in 1936, was taken over by M-NCPPC in 1976 following the closure of the school (Gagne 2003:139). Argyle Local Park, Margaret Schweinhaut Center Local Park, and Forest Glen-Dallas Avenue Neighborhood Park all exist on land that was formerly part of the Argyle Country Club, but was separated from the rest of the park by the construction of the Capital Beltway between 1953 and 1961. These parks are not physically connected to Sligo Creek Parkway, and their features are not historic.

In addition to the playgrounds present in neighborhood parks, several other playgrounds are present within the parkway. The playgrounds tend to be located in lightly wooded areas near parking lots, and contain modern play equipment and often benches and/or picnic tables (Photographs 38 through 40). Because they often have to be updated for safety reasons, the replacement of playground equipment does not necessarily make a playground non-contributing. If the playground is less than fifty years old it does not currently contribute to the resource. However, if a playground historically existed in a given location and only the equipment has been replaced, then the playground would contribute to the historic significance of Sligo Creek Parkway. At least one fitness area is present in the parkway as well (Photograph 41). Because the fitness area is modern, it does not contribute to the resource.

Playing fields, both open grassy areas and those with backstops and/or goals intended for organized sports, are present in the parkway (Photographs 42 and 43). Basketball courts and tennis courts are also present today (Photograph 44). Some of these resources were designed as part of the original plan for the parkway, and others have been added recently to serve the changing needs of the public. Because they are important to the recreational function of the parkway, those playing fields and courts that are over fifty years in age contribute to the significance of Sligo Creek Parkway.

A golf course, originally known as Argyle Country Club and now referred to as Sligo Golf Course, has been in use since the creation of Sligo Creek Parkway. The course was altered to accommodate the Capital Beltway between 1953 and 1961, and the clubhouse burned and was replaced in 1959 (Photographs 45 and 46). Although it has been altered to some degree, the course is a representation of the county club movement that took place during the same period that the majority of development took place in the area; as such it is a significant component of Sligo Creek Parkway. Also located on this property is one mid-twentieth century building and one or two other storage or maintenance sheds. The sheds are modern and do not contribute to the significance of the resource; however, the mid-twentieth century building is one of the only surviving buildings of between 125 and 187 temporary housing units that were erected on the soccer fields across the street in 1946, and stood there until moved to its current location in approximately 1953 (Gagne 2003:32). Although this building has been moved and is architecturally unremarkable, because it represents an important moment in the history of the parkway, the building should be considered a contributing element of Sligo Creek Parkway.

Two additional miscellaneous features, a monument and the ruins of an old waterworks, are also present in Sligo Creek Parkway. The monument is a concrete statue of two children that was installed as a Girl Scout Gold Award project sponsored by M.A.D.D., and is

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surrounded by bushes and benches (Photograph 47). This monument is modern, and is not a contributing element of Sligo Creek Parkway.

The former Sligo Creek Waterworks currently consists of a dam across Sligo Creek that has been reinforced with concrete, and a stone wall that is the remains of a building foundation (Photograph 48). A M-NCPPC Department of Parks plaque at the site says:

Dam and building foundations are remains of Sligo Creek Waterworks which served the town of Tacoma from 1900-1930. At times, Silver Spring, Chevy Chase, Kensington, and Bethesda also received water from this plant, until these expanding communities outgrew its capacity. The dam, a filtration plant, and pumper at this location, together with a 140-foot water tower on Ethan Allen Avenue, comprised the complete waterworks. Town of Tacoma sold the facility in 1919 to the Washington Suburban Sanitation Commission, which operated until its abandonment in 1930. During its 30 years of operation, the capacity increased from 100,000 to 720,000 gallons daily.

Because the waterworks pre-dates the Sligo Creek Parkway's 1929 to 1955 period of significance and does not contribute to the transportation, recreation, or conservation function of the parkway, it does not contribute to the significance of the resource.

The narrative description above is not intended to serve as a comprehensive inventory of the cultural features within Sligo Creek Parkway. Instead, its purpose is to identify and understand the types of resources that are present within the parkway, and to suggest which of those resource types contribute to the significance of the resource. Key contributing resources within the parkway include the roadway, known as Sligo Creek Parkway, three road bridges, Sligo Trail, approximately nine historic pedestrian bridges, four neighborhood parks, and Sligo Golf Course (including the post-WWII temporary housing unit that serves as an office and maintenance building). Guide rails, drainage features, playing fields/courts, playgrounds within the recommended boundary also contribute to the parkway if they are over fifty years in age. The resource count in Section 6 of this form includes the twenty key contributing resource, but does not include the guide rails, drainage features, playing fields/courts, and playgrounds that also contribute to the resource.

At least one modern road bridge, approximately twenty-two modern pedestrian bridges, five neighborhood parks three modern buildings, a modern monument, and the former Sligo Creek Waterworks do not contribute to the significance of the parkway. Similarly speed humps, road signs, and modern guide rails, drainage features, parking areas, playing fields/courts, and playgrounds are not currently contributing elements of Sligo Creek Parkway. Features that contribute to the parkway's transportation, recreation, or conservation function may become contributing features if they retain integrity when they are fifty years old. The resource count in Section 6 of this form does not include the speed humps, road signs, guide rails, drainage features, parking areas, playing fields/courts, and playgrounds that are present in the parkway, but are modern.

## 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** unknown      **Architect/Builder** M-NCPPC (Irving Root, engineer & Roland Rogers, landscape architect)

**Construction dates** 1930 – 1954, circa 2001

Evaluation for:

National Register       Maryland Register       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Sligo Creek Parkway is eligible for inclusion in the National Register of Historic Places under Criteria A and C because it is directly associated with important trends in the region's history, and it survives as a good, intact example of parkway design during the first half of the twentieth century. Designed to connect residential developments and urban centers via a scenic park, Sligo Creek Parkway is important in both transportation and recreation. The parkway also serves an important role in the conservation of land, waterways, and small wildlife. Development of the parkway is closely linked to suburbanization, which was spurred by the popularization of the automobile, and took place throughout the area at a rapid pace during the first half of the twentieth century.

### Definition of a Parkway

A parkway can generally be defined as "an attenuated park with a road through it" (Leach 1990). Four general types of parkways developed during the first half of the twentieth century as automobile traffic increased. These include: 1) an elongated park; 2) an ornamental street; 3) a road whose primary purpose is to enable travel under conditions that are more enjoyable than those of a normal street—this category includes: a) single roads with planted ornamental flanks; b) dual roadways with a central planted strip and some flanking ornamentation; or c) a central road flanked by any type of landscaping with or without pedestrian amenities; and 4) border parkways, which consist of a road with a border treatment that does not attempt to buffer surrounding buildings, and often places the roadway on one side of the green space and a waterway. This fourth parkway type, the border parkway, was often used in stream valley strip parks which utilized public ownership to protect scenic easements, protected the floodplain, and assure the provision of open spaces to prevent the building-up of all areas (Leach 1990). Sligo Creek Parkway is generally a border parkway (type four), which combines the simple elongated park (type one) with the road with landscaping designed to enhance the traveling experience (type three).

Parkways involve publicly owned roads, but are different from highways and freeways in that they are devoted to recreation in addition to transportation, and that they separate pleasure traffic from heavy commercial use. Eight characteristics tended to differentiate parkways from ordinary highways. Parkway: 1) are limited to non-commercial, recreational traffic; 2) avoid unsightly roadside developments; 3) utilize a wider than average right-of-way to provide a buffer from abutting property; 4) have severely limited frontage or access rights; 5) encourage the preservation of natural scenery; 6) tend to be built on new alignments in order to avoid already congested and built-up areas; 7) have a limited number of major at-grade crossings; and 8) have well-distanced entrance and exit points to reduce traffic interruptions and increase safety (Leach 1990).

### History of Sligo Creek Parkway

Groundwork for the establishment of Sligo Creek Parkway began to be laid in 1927 when the Maryland-National Capital Park & Planning Commission (M-NCPPC) was established to "provide for the acquisition of land for parks, pathways, and other public places and public works" (Leach 2000). At that time Irving Root was hired as M-NCPPC's chief planner, and taxes were levied to fund the

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acquisition of parkland. In 1929 landscape architect Roland W. Rogers was hired to develop a park system. Rogers felt that stream valley parks would utilize land unfit for building purposes, while protecting natural resources and benefiting adjoining property owners. Plans for Sligo Creek Parkway were developed in 1929, and acquisition of land commenced in 1930, the same year that the Capper-Crampton Act provided federal funding to cover one-third of the cost of acquiring land along tributaries of Rock Creek and the Anacostia River (Leach 2000).

Sligo Creek Parkway was developed in six or seven units. Four of these units (and a portion of a fifth) comprise the eligible Sligo Creek Parkway. Those units that are not included in the resource boundary do not contain intact segments of the road, and therefore they do not contribute to the intended transportation function of the parkway.

Section 1 of Sligo Creek Parkway is generally a very narrow ravine with little open space. The parkway runs along the east side of the creek from Piney Branch Road to Maple Avenue, where it crosses over to the west side of the creek in an at-grade intersection. A plan for Unit 1 of Sligo Creek Parkway, which extends from the former Montgomery/Prince George's County Line south of Carroll Avenue in the south to Piney Branch Road (formerly Blair Road) in the north, was adopted in 1930 (M-NCPPC plans). Acquisition and grading of land, as well as construction of the parkway and its associated features began following approval of the plans in 1930, and by 1934 the 0.4-mile section was partially paved with a 20-foot wide macadam roadway (Leach 2000).

Plans of Unit 1 on file at M-NCPPC's Parkside Headquarters provide an interesting look at what was proposed for the parkway in comparison with what exists today. If it had been constructed as proposed, Section 1 of Sligo Creek Parkway would have consisted of two roadways, identified as East Drive and West Drive, flanking Sligo Creek. A bridal path was to be present between the two roadways, crossing the creek in approximately eight places. Bridges may have been proposed at these crossings; however, they are not clearly depicted in the plans. A community building was to be constructed south of Carroll Avenue, a large children's playfield was drawn southwest of the intersection of Maple Avenue and West Drive (now Sligo Creek Parkway), and a swimming pool and bathhouse were proposed north of Maple Avenue. Two tennis courts, a playfield with a small pool, and a basketball court were proposed farther north, just south of Park Valley Road. It is not clear which, if any, of these proposed features were actually constructed. The community building, swimming pool, tennis courts, and basketball court are not present today. The area that was to be occupied by the community building lies on a steep slope that does not appear to have ever been developed. The swimming pool, which was proposed on or very near the site of the former Sligo Creek Waterworks, the ruins of which are still present, was not built either. It is possible that the tennis courts, a playfield, and a basketball court existed historically, but the area currently contains a playground, a large parking area, and a picnic area with community bulletin board.

In addition to park features that either were not constructed as planned or have since been changed, the alignment of the roadway and pedestrian path are also currently different from their proposed arrangement. Rather than two roadways, one on each side of the creek, a single two-lane undivided roadway passes through the stream valley. In the southern portion of this section, Sligo Creek Parkway occupies the right of way of the proposed West Drive. At Maple Avenue, Sligo Creek Parkway doglegs, continuing on the proposed East Drive north of Maple Avenue. South of Maple Avenue, the current pedestrian path (Sligo Trail) follows the course of the proposed East Drive rather than the proposed Bridal Path. West Drive continues on the north side of Maple Avenue to Mississippi Avenue, serving the residential neighborhoods in that area rather than the park. Sligo Trail generally follows the proposed Bridal Path through Section 1. However, between Maple Avenue and Mississippi Avenue, in the vicinity of the former Sligo Waterworks and proposed swimming pool, the trail runs along the west side of the creek rather than on the east side of the creek and west side of the Sligo Creek Parkway, as was proposed. Within Section 1 of Sligo Creek parkway, Sligo Trail has been re-routed, eliminating at least three of the eight proposed stream crossings, and one new bridge has been added. At least two additional crossings have been moved slightly to accommodate new bridges.

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Unit 1a of Sligo Creek Parkway, which occupies the area between the current Montgomery/Prince George's County line at the southern edge of Tacoma Park and the former Montgomery/Prince George's County line just south of Carroll Road, is a recent extension of Unit 1. When the county line was moved so that Tacoma Park is contained wholly within Montgomery County, this section of Sligo Creek Parkway was transferred to the authority of the M-NCPPC. Within Unit 1a, the roadway runs along one edge of the park's right-of-way. Houses with driveways with direct access onto Sligo Creek Parkway suggest that this section of the parkway was constructed after most of the homes had already been constructed, probably in the 1930s or later.

Plans for Unit 2 of Sligo Creek Parkway, which extends 1.2 miles from Piney Branch (Blair) Road to Colesville Road, were approved in 1934 and the road was paved the same year (M-NCPPC plans; Leach 2000). At least a portion of the roadway in this unit was built on the alignment of an existing road, which may account for its relatively short construction time. Prior to construction of the parkway, sewer lines had already been run through the area, and when the plans were drawn in 1934 a new concrete culvert was already under construction along the roadway. Plans indicate that during the process of constructing Unit 2 of Sligo Creek Parkway, drainage ditches were dug, drainage pipes were laid under the roadway, slopes were cut away and low areas were filled in along the roadbed, small steam channels were filled in, and Sligo Creek was filled in and re-excavated on new alignment in some places to accommodate the roadway (M-NCPPC plans). Although construction plans were not found for all sections of the parkway, it is likely that similar grading and preparation work was conducted all along the parkway prior to construction.

Plans for the one-mile stretch of the parkway between Colesville Road and Forest Glen Road (Unit 3) were approved in 1934. Although this unit was planned at the same time as Unit 2, Unit 3 was executed under a separate contract and was not necessarily completed in conjunction with Unit 2. The northern-most unit (4) within the resource boundary for Sligo Creek Parkway lies between Forest Glen and University Boulevard West (formerly Bladensburg Road). This 1 1/3-mile segment of the park includes 110 acres of land and its roadway was paved in 1954. In 1955 Sligo Creek Parkway was comprised of 382 acres in Montgomery County and 94 acres in Prince George's County (Leach 2000).

### Historical Context

Influences on the construction of parkways included the City Beautiful movement, the rising popularity of outdoor recreation, and most importantly increased use of the automobile (Leach 1990). Influenced by the 1893 World's Columbian Exposition in Chicago, city planners began to design comprehensive and formally integrated plans that included a generous landscape component, referred to as the City Beautiful movement. This comprehensive designing included parks and roads, often satisfying transportation and recreation needs through parkways.

The general decline of urban living conditions due to overcrowding and poverty in cities during the late nineteenth and early twentieth centuries resulted in the popularization of outdoor recreation. People were drawn to the relatively undeveloped areas that existed at the periphery of large cities for their clean air and naturalistic environments. Early parkways generally connected centers of population with outlying parks, much like train and trolley lines had done in the past. Parkways designed during and after the 1920s were more commonly a means of travel by automobile between the growing suburbs and urban centers (Leach 1990). By this time, instead of just visiting the outlying parks and countryside, many people were living outside of the cities and commuting by automobile to work in the city.

Although the City Beautiful movement and the increased interest in outdoor recreation encouraged the development of parkways, the most important factor influencing parkway development in the National Capital Region during the first half of the twentieth century was the popularization of the automobile. Increased mobility spurred the improvement of existing roads and construction of new roads, and promoted the development of residential neighborhoods off of the primary existing roads and trolley and train lines. Parkways were designed for recreational motoring, and to provide a means of transportation to the new residential neighborhoods. In

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addition to promoting the construction of roads, including parkways, the speed of motorized vehicles, as compared to horse-drawn carriages, influenced the design of roads and parkways. Convenient parking areas, service facilities, and landscaping were designed to be accessed and viewed at high speeds rather than at a meandering pace (Leach 1990).

Although planning for Sligo Creek Parkway began in 1929 and plans for the first section were approved in 1930, the Great Depression caused substantial delays in the development and construction of the parkway and its surrounding residential neighborhoods. For example, Frank Hewitt filed his plat for Argyle Park in 1926 and was advertising properties within the neighborhood by 1928. However, he sold no houses in Argyle Park prior to the Depression of 1929. The first three houses were constructed in the neighborhood in 1934, the same year that units one, two, and possibly three of Sligo Creek Parkway were completed. A total of 34 houses had been completed in the Argyle Park neighborhood prior to 1940. However, also as a result of the Depression, many developers built small houses, which were more likely to sell. The effects of the Depression on development of the parkway and its surrounding neighborhoods were felt through the 1940s (Gagne 2003:25-26).

In addition to the Great Depression, World War II also had an impact on Sligo Creek Parkway. In the wake of World War II, many temporary residences were constructed within the parkway. E. Brooke Lee, a prominent developer and politician in the area, saw to it that between 125 and 187 temporary housing units were purchased from a Federal Housing Administration demonstration site and erected on the soccer fields in Unit 3, just west of the golf course. The identical modular buildings were placed on poured concrete pilings, where they stood from 1946 to 1953. Within the temporary development, two-bedroom cottages were rented to low-income couples and families for \$35 per month. Although most of the buildings were moved to unknown locations or were destroyed in 1953, two of these temporary buildings are known to exist in the area. One currently serves as a meeting office space for employees of the Sligo Creek Golf Course, and the other has been moved to a residential neighborhood outside of the parkway (Gagne 2003:32). Many of these temporary residences stood on land now occupied by the Capital Beltway.

By 1953 (perhaps corresponding with the removal of the temporary post-WWII housing units) a proposal was submitted for construction of the Capital Beltway through Unit 3 of Sligo Creek Parkway. Although the beltway was the subject of public controversy, the section of the beltway between Georgia Avenue and University Boulevard, which crosses over Sligo Creek Parkway, was the first to open in 1961 (Gagne 2003:32). During the period when the beltway was being constructed, substantial changes took place in Sligo Creek Parkway. Because the road would cut through the former Argyle Country Club (now Sligo Golf Course) the course was redesigned. A fire during the 1950s led to the reconstruction of the golf course's main building in 1959. Sound barriers were erected along the beltway in the vicinity of Sligo Creek between 1988 and 1998, and the bridge that carries the beltway over Sligo Creek Parkway was replaced between 2000 and 2002 (Gagne 2003:35).

With the post-war suburbanization boom, traffic increased tremendously around Washington, D.C. Several highways were proposed in an attempt to alleviate this, including the 1965 North Central Freeway, which would have traveled between D.C. and I-70 passing through Tacoma Park and following Sligo Creek. In addition to condemning many acres of land along Sligo Creek, this plan would have displaced at least 1300 families. Plans for the North Central Freeway were formally abandoned in 1970, and the roadway was not constructed (Gagne 2003:35).

In addition to serving as a means of transportation and providing opportunities for recreation, parkways serve an important function in the conservation of waterways, woodlands, and small wildlife. Public ownership of these linear parks protects the area from development. Maintaining a naturalistic environment within the floodplain of local waterways allows for storm water management, helping to protect the hillsides from erosion and protecting the waterway from pollution, and provides a nearly natural habitat for small wildlife.

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Managing storm water run-off is one of the primary functions of the parkway. Drainage features, including both original elements and features that have been added over time, are present throughout the parkway. The drastic increase in the amount of paved or otherwise impenetrable land associated with the construction of residential neighborhoods on the hillsides above the stream valley containing Sligo Creek has resulted in the rapid swelling of the creek following heavy rainfall. The rushing water pulls soil from the sides of the creek and dislodges tree roots. In an attempt to ensure safety within the parkway, gates were installed during the 1970s and 1980s to close the parkway during storms. The gates are still present, but are now used to bar cars from sections of the roadway on bike-only Sundays. With a focus on improving water quality and rebuilding the streambed, restoration of Sligo Creek began in 1989 (Gagne 2003:161-168).

### **The National Capital Parkway System**

The National Capital Parkway System includes more than 8,700 acres of land and 74 miles of formal parkways, in addition to 12,000 acres of neighborhood stream valley strip parks along crucial tributaries (Leach 1990). Stream valley parks, which serve a critical role in augmenting the metropolitan street system in addition to contributing to the area's parks and recreational resources, constitute a major portion of the Metropolitan Park System. Sligo Creek Parkway was the first and largest of the stream-valley parks to be constructed. This was made possible by the fact that most of the land was donated by E. Brooke Lee (owner of the North Washington Realty Company) and adjoining property owners, who were eager to reap the benefits of having the parkway adjacent to their developing suburban residential communities. The parkland and its associated parkway were selling points used in advertisements for the surrounding neighborhoods.

Sligo Creek Parkway is a significant element of the NR-listed Parkways of the National Capital Region, 1913 – 1965. The parkway meets the registration requirements established for that resource because it incorporates several important design elements and retains a high level of integrity. Landscape features include natural terrain and topography, enhanced native vegetation, and an articulated buffer, which result in the enhancement of natural scenic features. The dual-lane roadway has limited and well-distanced access points, employs vertical and horizontal curves, and includes significant bridges as well as many drainage features, guide rails, parking areas, and recreational facilities. Sligo Creek Parkway, which is identified in the Parkways of the National Capital Region MPDF as the Sligo Branch Parkway, is eligible for inclusion in the National Register.

### **Significance**

Sligo Creek Parkway is eligible under Criterion A for its important association with trends associated with transportation, recreation, and conservation during the first half of the twentieth century. The two-lane undivided roadway winds along Sligo Creek, where numerous picnic and recreational spots are provided in a wooded setting. The parkway reflects the early twentieth century emphasis on integrating green space in city planning, the decline in the quality of city living and resulting popularity of outdoor recreation, and the drastic increase in auto-mobility and the rapid development of road systems. The Parkway was designed in the 1920s and 30s to complement the boom in construction of adjacent suburbs. In addition to serving as a transportation corridor and recreational area, the strip park also represents natural resource conservation efforts of the twentieth century. Sligo Creek Parkway retains a high level of integrity, and continues to serve as a vital component of the regional transportation, recreation, and conservation systems, as originally intended.

Sligo Creek Parkway is also significant under Criterion C as a good, intact example of a linear or strip park that embodies the distinctive characteristics of parkways designed and constructed in the National Capital Region during the first half of the twentieth century. As is typical of such parkways, traffic is limited to non-commercial motoring; access to and from surrounding neighborhoods is limited in order to control the number of at-grade crossings and enhance safety; and commercial frontage and unsightly signage are prohibited. Bridges, culverts, retaining walls, and other structures are designed as harmonious complements to the natural environment, utilizing materials such as rustic rough-cut stone masonry and concrete in an eclectic way. The width of the right-of-

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way varies within the narrow stream valley, where the road fits the natural topographic contours, and indigenous vegetation has been encouraged and serves as a buffer from adjacent properties. The result of these design elements is a distinctive parkway, which retains a high level of integrity and continues to serve its original intended functions.

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## 9. Major Bibliographical References

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Bushong, William

1990 *Historic Resource Study: Rock Creek Park, District of Columbia*. U.S. Department of the Interior, Washington, D.C.

Gagne, Sally

2003 *North Hills of Sligo Creek: History, People and Surroundings*. Published by the author. Book available through the Montgomery County Historical Society.continued...

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## 10. Geographical Data

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Acreage of surveyed property approximately 476 acres  
Acreage of historical setting approximately 364 acres  
Quadrangle name Kensington, Washington East, Washington West Quadrangle scale: 1:24000

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### Verbal boundary description and justification

The boundary for Sligo Creek Parkway was established in a Maryland Historical Trust NR-Eligibility Review Form prepared by KCI Technologies, Inc. in 2000. As established at that time, the Parkway extends from New Hampshire Avenue in the southeast to University Boulevard West in the northwest. Sections of Sligo Creek Parkway that exist north and south of the roadway are not included in the boundary of this historic resource because they do not reflect the resource's intended function as a transportation link between suburban residential communities and neighboring metropolitan areas. Similarly, recent expansions of the park were excluded from the boundary when located at the edges of the linear resource because they do not contribute to the parkway. Within its boundary, the linear parkway varies greatly in width, with an average right-of-way of approximately 300 feet. The established boundary includes approximately 364 of the 476 acres that comprised Sligo Creek Parkway in 1955, at the end of the resource's period of significance. The Parkway includes the road, creek, and trail, in addition to a number of associated transportation- and recreation-related features. This boundary encompasses, but does not exceed, the entire land area that comprises the significant resource, and excludes acreage that does not contribute directly to the significance of the property.

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## 11. Form Prepared by

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name/title	Erin Hammerstedt		
organization	Archaeological & Historical Consultants, Inc.	date	January 2005
street & number	101 North Pennsylvania Avenue	telephone	814-364-2135
city or town	Centre Hall	state	PA

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The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

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KCI Technologies, Inc.

2003 *Historic Context Report: Suburbanization Historic Context and Survey Methodology.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

Krakow, Jere L.

1990 *Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, Baltimore-Washington Parkway.* U.S. Department of the Interior, Washington, D.C.

Leach, Sara Amy

2000 Maryland Historical Trust NR-Eligibility Review Form: Sligo Creek Parkway. Produced by KCI Technologies, Inc. Document on file at the Maryland Historical Trust.

1990 National Register of Historic Places Multiple Property Documentation Form: Parkways of the National Capital Region, 1913 – 1965. Produced by the National Park Service. Document on file at the Maryland Historical Trust.

Parsons Brinckerhoff Quade & Douglas, Inc.

1997 *Historic Context Report: Small Structures on Maryland's Roadways.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

Spero, P.A.C. & Company and Louis Berger & Associates

1995 *Historic Context Report: Historic Highway Bridges in Maryland: 1631-1960.* Prepared for Maryland State Highway Administration and Maryland Department of Transportation. Document on file at the Maryland Historical Trust.

**SHA'S COMMENTS REGARDING SLIGO CREEK PARKWAY MIHP FORM**

1. The reinforced concrete structure mentioned in paragraph 3 of Section 7 is SHA Bridge No. 15033 and it too is eligible for the NRHP. Please include the bridge number in the description.
2. Please complete a spell check search for the word "bridal" and replace it with "bridle," since the path was designed for horseback riding.
3. On page 7-2 in the last line, spell check the Girl Scout Gold Award.
4. On page 8-3, initial capitalize the word Beltway in the third full paragraph, second-to-the-last line.
5. On the DOE, it would perhaps be helpful to include a listing of the numerous tax maps that the Parkway crosses. In Montgomery County, the list includes JQ21, JQ31, JP22, JP31, JP33, and JP41.

**Sligo Creek Parkway (M: 32-15)**  
 Wheaton, Silver Spring, and Tacoma Park  
 Montgomery County, Maryland  
 Kensington, Washington East, and Washington West  
 USGS Topographic Quads

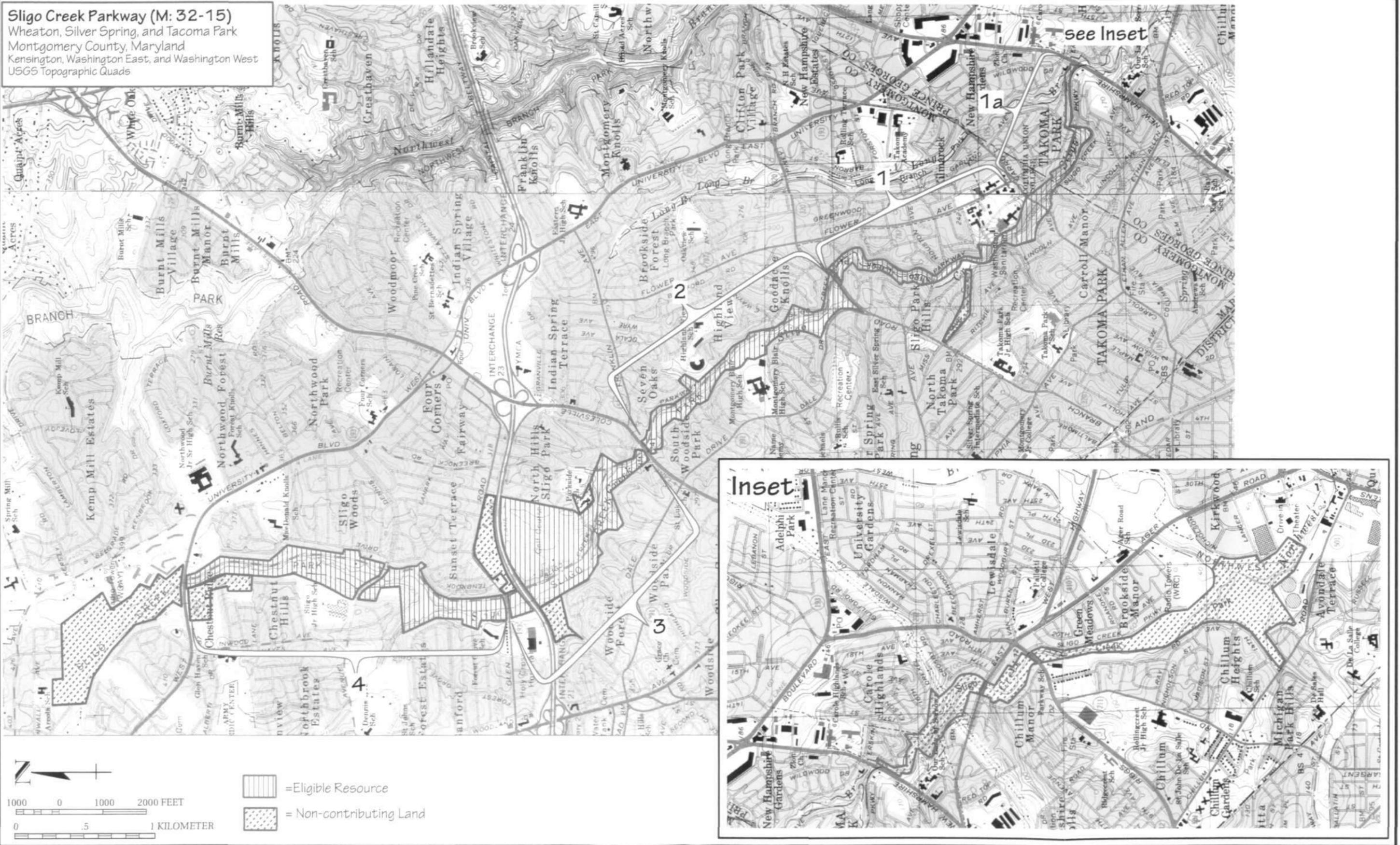
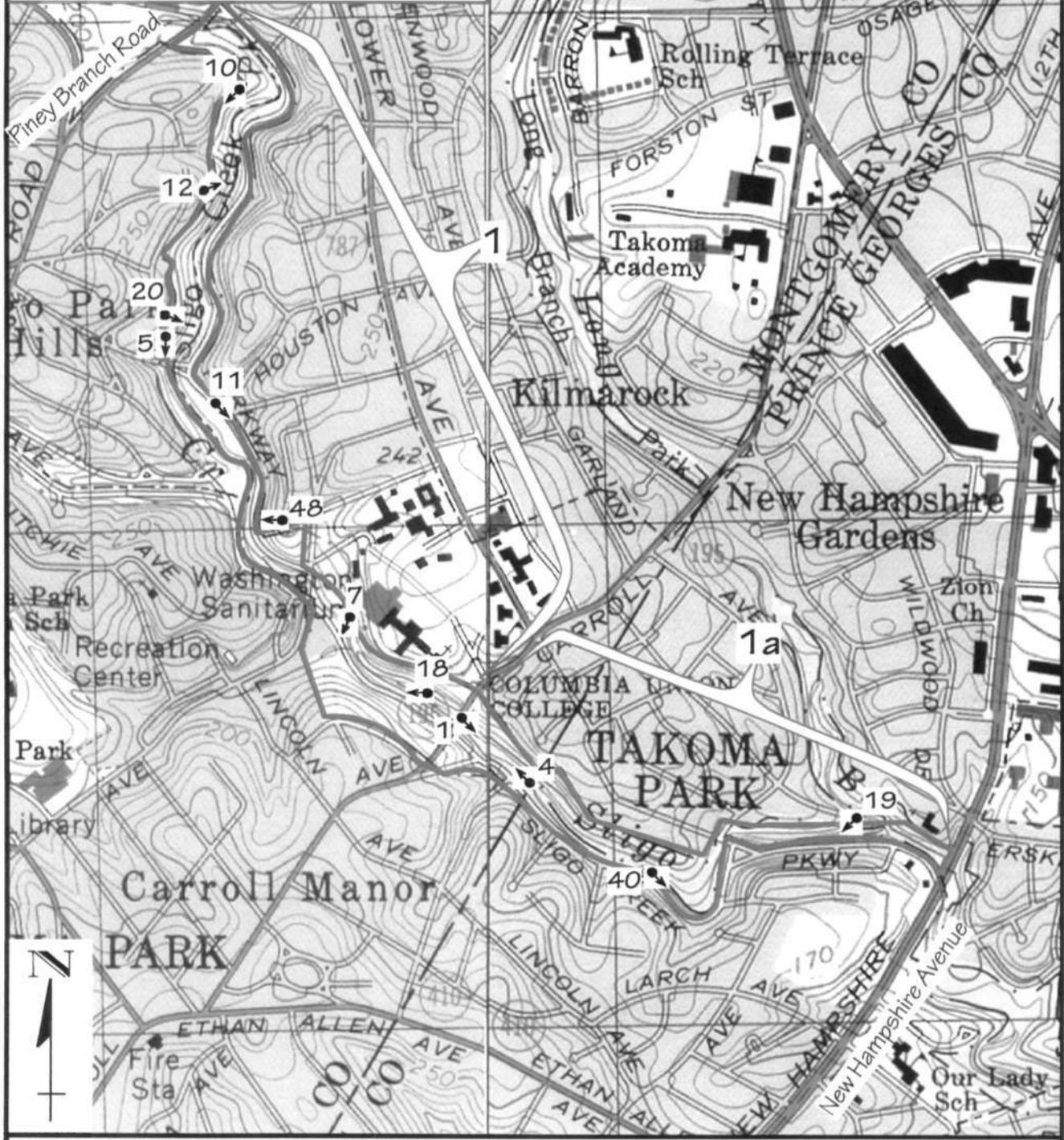


Figure 1: Locational Map

**Sligo Creek Parkway (M: 32-15)**  
 Wheaton, Silver Spring, and Tacoma Park  
 Montgomery County, Maryland  
 Washington East, and Washington West  
 USGS Topographic Quads



◄● = Photo Viewpoint

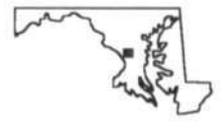
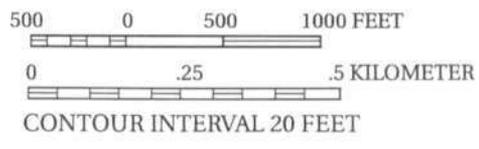


Figure 2: Resource Sketch Map, Units 1 and 1a

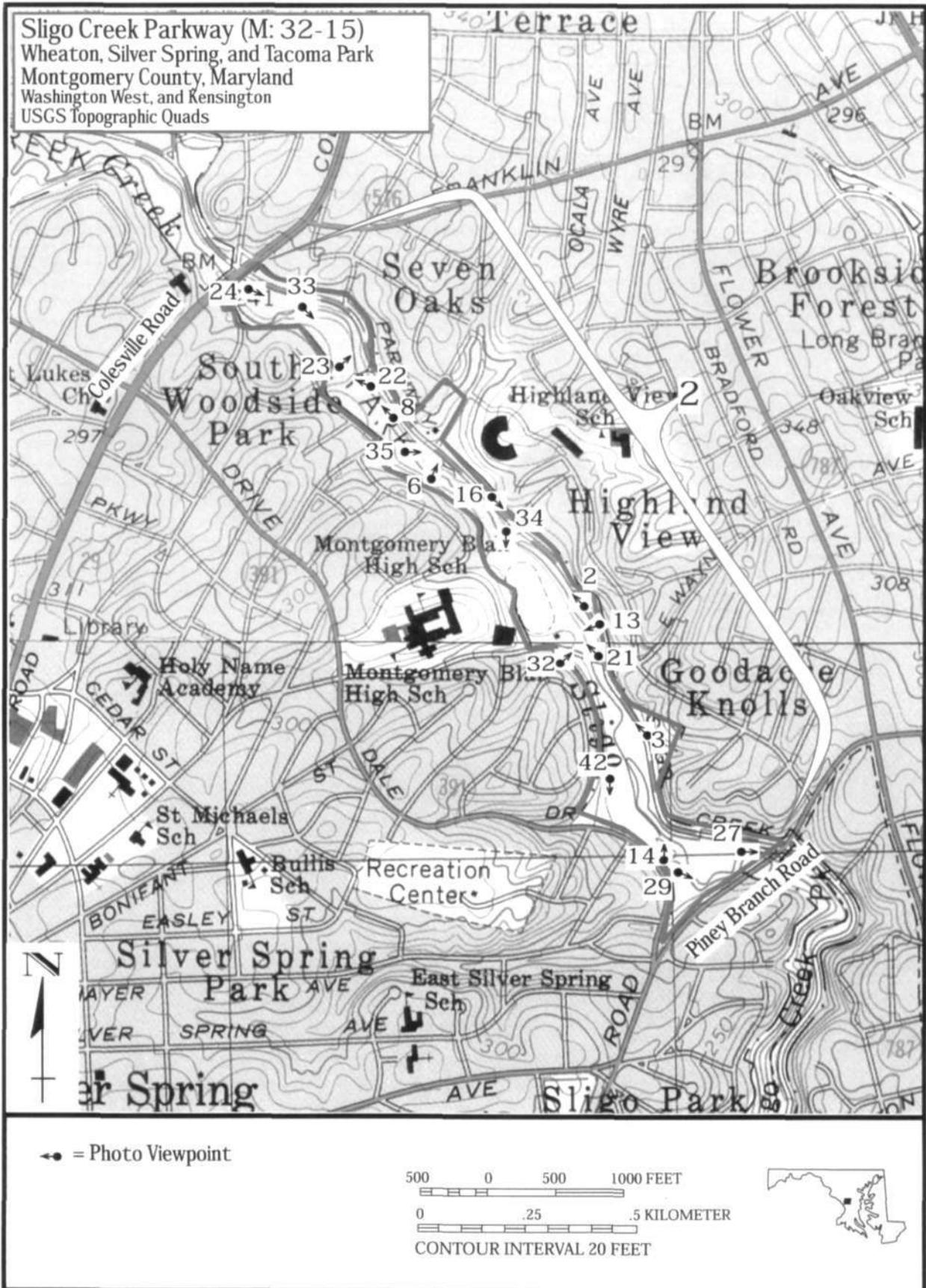


Figure 3: Resource Sketch Map, Unit 2





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*Photograph Labels (This information will be printed in pencil on the back of the photographs, once this draft has been approved)*  
*(C) following the resource identification indicates that the feature is a contributing element of Sligo Creek Parkway.*  
*(NC) following the resource identification indicates that the feature is not a contributing element of Sligo Creek Parkway.*



Photograph 1 of 48: Overview, Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Overview of Sligo Creek Parkway looking southeast from bridge Carroll Avenue Bridge (Unit 1/1a)



Photograph 2 of 48: Roadway (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View of Sligo Creek Parkway looking northwest (Unit 2)

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Photograph 3 of 48: Roadway (C), Guide Rail (NC), and Sligo Trail (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View of Sligo Creek Parkway looking northwest (Unit 2)



Photograph 4 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Open spandrel concrete arch bridge carrying Carroll Avenue over Sligo Creek Parkway looking NW (Unit 1)

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Photograph 5 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone arch bridge carrying Park View Avenue over Sligo Creek, looking south (Unit 1)



Photograph 6 of 48: Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone arch bridge carrying Sligo Creek Parkway over a tributary of Sligo Creek, looking north (Unit 2)

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Photograph 7 of 48: Bridge (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Modern stone faced concrete arch bridge carrying Sligo Creek Parkway over a tributary, looking SE (Unit 1)



Photograph 8 of 48: Guide Rail (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Early guide rail with concrete posts and timber rails, looking northwest (Unit 2)

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Photograph 9 of 48: Guide Rail (C), Drainage Feature (C), and Stairs to adjacent Neighborhood (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View illustrating several minor features within Sligo Creek Parkway, looking south southeast (Unit 4)



Photograph 10 of 48: Sligo Creek Parkway (C), Guide Rail (NC), and Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking southwest (Unit 1)

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Photograph 11 of 48: Parking Area (C), Guide Rail (NC), Pedestrian Bridge (NC), Playground (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking southeast (Unit 1)



Photograph 12 of 48: Two Drainage Features (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View of two concrete drainage features, looking northeast (Unit 1)

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Photograph 13 of 48: Drainage Feature (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

View of concrete and steel drainage feature looking southwest (Unit 2)



Photograph 14 of 48: Drainage Feature (C) and Retaining Wall (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

View of concrete drainage feature and loose stone retaining wall, looking north (Unit 2)

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Photograph 15 of 48: Guide Rail (C) and Drainage Feature (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

View of concrete drainage feature and early concrete and wood guide rail, looking southwest (Unit 4)



Photograph 16 of 48: Drainage Ditch (C) and Guide Rail (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

Stone-lined drainage ditch and guide rail with combination of concrete and wood, looking southeast (Unit 2)

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Photograph 17 of 48: Drainage Features (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Retaining basin with concrete inlet and outlet, looking north (Unit 4)



Photograph 18 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone wall that serves to contain tree roots off of Sligo Creek Parkway, looking west (Unit 1)

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Photograph 19 of 48: Retaining Wall (C) and Drainage Feature (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

Dry-laid stone retaining wall along creek bed with metal drain pipe, looking southwest (Unit 1a)



Photograph 20 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA

Decoratively coursed stone retaining wall along creek bed, with metal guide rail beyond, looking east (Unit 1)

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Photograph 21 of 48: Retaining Wall (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone retaining wall along creek bed, looking northwest (Unit 2)



Photograph 22 of 48: Retaining Wall (C) and Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone-lined creek bed at confluence with tributary and modern pedestrian bridge, looking northwest (Unit 2)

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Photograph 23 of 48: Retaining Wall (C), Pedestrian Bridge (NC), and Fence (NC), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Stone channel wall, looking northeast. Chain link fence near tennis courts to control balls (Unit 2)



Photograph 24 of 48: Roadway (C), Parking Area (C) and Guide Rail (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking southeast (Unit 2)

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Photograph 25 of 48: Roadway (C), Sligo Trail (C), and Parking Area (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking southeast (Unit 3)



Photograph 26 of 48: Parking Area (C) and Picnic Area (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View of a gravel parking area with picnic facilities, looking northwest (Unit 4)

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Photograph 27 of 48: Roadway (C), Sligo Trail (C) and Guide Rails (NC), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking east toward the intersection of Piney Branch Road with Sligo Creek Parkway (Unit 2)



Photograph 28 of 48: Sligo Trail (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Boardwalk section of Sligo Trail leading into the Woodside Park neighborhood, looking southwest (Unit 3)

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Photograph 29 of 48: Pedestrian Bridge (NC) and Drainage Feature (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View illustrating modern pedestrian and modern concrete drainage feature, looking southeast (Unit 2)



Photograph 30 of 48: Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Steadfast pedestrian bridge #991088, manufactured in January 2001, looking north (Unit 3)

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Photograph 31 of 48: Pedestrian Bridge (NC), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Continental pedestrian bridge, looking northwest (Unit 4)



Photograph 32 of 48: Pedestrian Bridge (NC/C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Town & Country pedestrian bridge (NC), and "stepping stone" bridge (C) looking southwest (Unit 4)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 17 of 24



Photograph 33 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Older steel stringer pedestrian bridge with pipe railing, looking southeast (Unit 2)



Photograph 34 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Older steel stringer pedestrian bridge with pipe railing, looking south (Unit 2)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

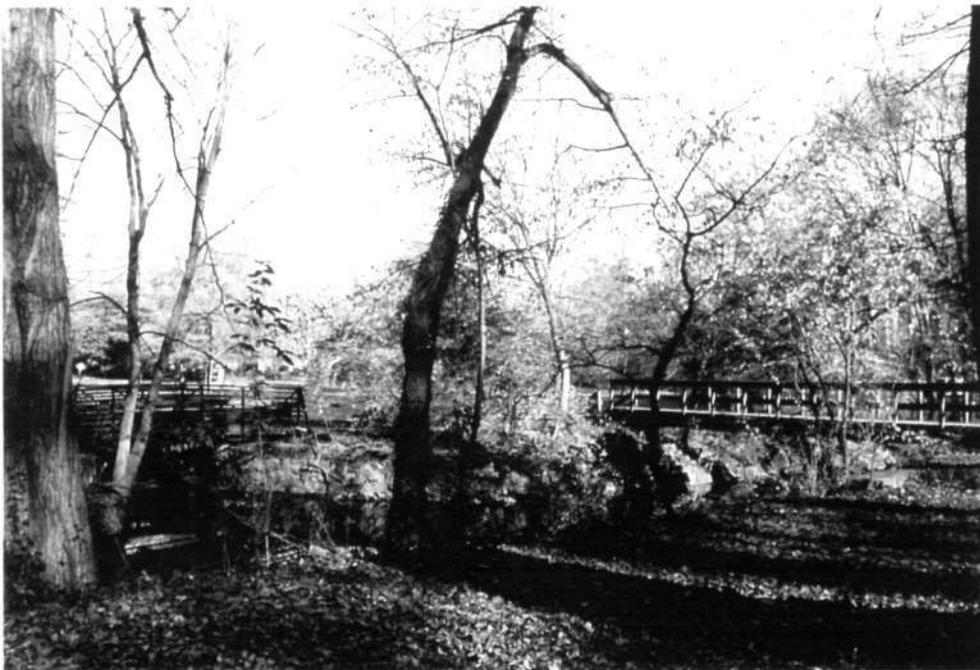
Name Sligo Creek Parkway (M:32-15)  
Page 18 of 24



Photograph 35 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Older steel stringer pedestrian bridge with wood railings and stone abutments, looking east (Unit 2)



Photograph 36 of 48: Pedestrian Bridges (NC/C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Modern Steadfast pedestrian bridge and older steel stringer bridge with wood railing, looking east (Unit 3)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 19 of 24



Photograph 37 of 48: Pedestrian Bridge (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Steel stringer pedestrian bridge with wood railings, looking east (Unit 4)



Photograph 38 of 48: Playground (C), Sligo Creek Parkway (M:32-15)  
Montgomery County, Maryland  
Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking southwest (Unit 4)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 20 of 24

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Photograph 39 of 48: Playground (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Wayne Avenue Playground, looking northwest (Unit 2)



Photograph 40 of 48: Playground (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Playground in the Sligo Creek North Neighborhood Park, looking southeast (Unit 1a)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 21 of 24

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Photograph 41 of 48: Fitness Area (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Modern fitness area, looking northeast (Unit 4)



Photograph 42 of 48: Playing Fields (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Informal playing fields, looking south (Unit 2)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 22 of 24

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Photograph 43 of 48: Playing Fields (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Sligo soccer fields, looking northwest. Many low-income housing units stood here from 1946-1953 (Unit 3)



Photograph 44 of 48: Basketball Courts (C), Sligo Creek Parkway (M:32-15)

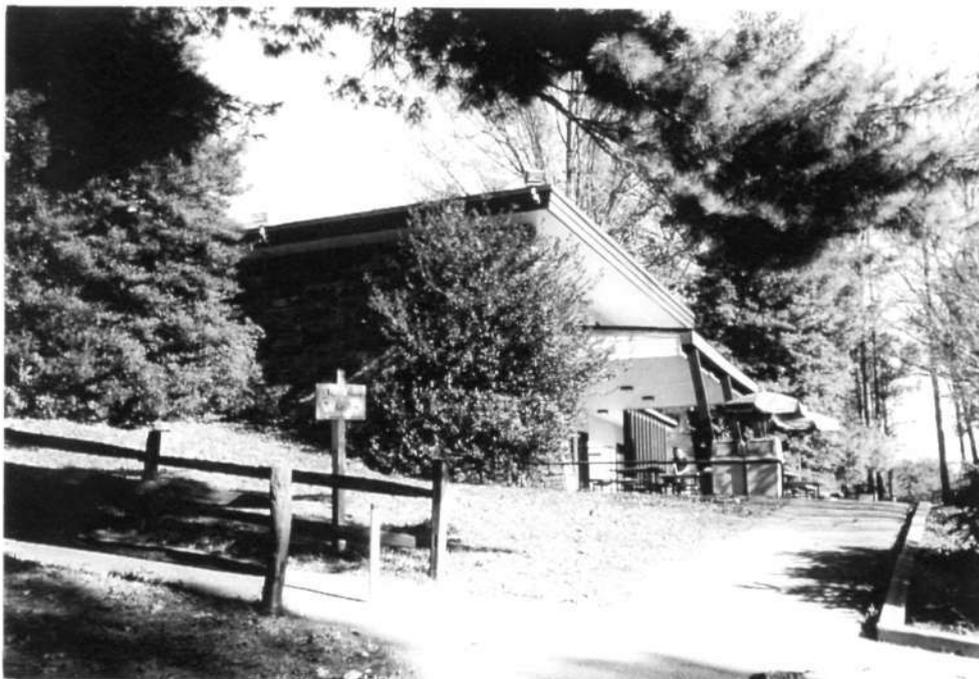
Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Basketball courts and parking area in the Sligo-Dennis Avenue Local Park, looking north (Unit 4)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 23 of 24

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Photograph 45 of 48: Sligo Golf Course Clubhouse (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
1959 clubhouse built to accompany Sligo Golf Course, looking northeast (Unit 3)



Photograph 46 of 48: Sligo Golf Course (C), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
View looking northeast (Unit 3)

Maryland Historical Trust  
Maryland Inventory of Historic Properties Form  
Photograph Sheet

Name Sligo Creek Parkway (M:32-15)  
Page 24 of 24

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Photograph 47 of 48: Monument (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Statue and associated benches and bushes, with Sligo-Dennis Ave. LP in the background, looking NE (Unit 4)



Photograph 48 of 48: Sligo Creek Waterworks (NC), Sligo Creek Parkway (M:32-15)

Montgomery County, Maryland

Erin Hammerstedt, Archaeological & Historical Consultants, 101 N. Pennsylvania Ave. Centre Hall, PA  
Ruins of the former Sligo Creek Waterworks, looking west (Unit 1)

## MARYLAND HISTORICAL TRUST NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway Inventory Number: M: 32-15

Address: Sligo Creek Parkway PG: 65-25

Owner: Maryland-National Capital Park & Planning Commission

Tax Parcel Number: Multiple Tax Map Number: Multiple

I-495/I-95 Capital Beltway Corridor

Project: Transportation Study Agency: State Highway Administration

Site visit by: \_\_\_\_\_ Staff:  No  Yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended: \_\_\_\_\_ Eligibility not recommended: \_\_\_\_\_

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Is property located within a historic district?  No  Yes Name of District: \_\_\_\_\_

Is district listed?  No  Yes

Documentation on the property/district is presented in: I-495/I-95 Capital Beltway Corridor Transportation Study Historic Resources Survey and Documentation of Eligibility Report

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo):*

Maryland's Sligo Creek Parkway is one of a number of parkways in the Capital Beltway area. Most have been addressed in the 1991 National Register of Historic Places Multiple Property Nomination: "Parkways of the National Capital." The purpose of this DOE form is to amend the previous nomination with the addition of the Sligo Creek Parkway.

Maryland's Sligo Creek Parkway, located in a stream-valley park of the same name, is approximately 5 miles long with an average right-of-way of 300'. It is one of the smallest of Montgomery County's stream-valley parks, but the single-longest parkway in the county not affiliated with other jurisdictions. The roadway commences at University Boulevard near Silver Spring to the north, and winds southeastward to New Hampshire Avenue in Takoma Park (now unified into Montgomery County); additional Sligo Creek Park lands continue beyond the north terminus of the road to Dennis Avenue, and southward to the confluence of the Northwest Branch. One of the largest recreational areas affiliated with the parkway is Sligo Golf Course, located on the east side of the creek/road just below the Capital Beltway. Sligo Golf Course and Sligo Creek Parkway total 450.46 acres, excluding park areas without a scenic road.

Prepared by: Sara Amy Leach, KCI Technologies, Inc., January 2000

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended: <u>XX</u>	Eligibility not recommended:
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None	
Comments: <u>HOWEVER, WE RECOMMEND THAT AN INDIVIDUAL MAP WHICH IDENTIFIES ALL OF THE CONTRIBUTING RESOURCES BE PREPARED.</u>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>9/14/00</u> Date
<u>[Signature]</u> Reviewer, NR Programs	<u>10/12/00</u> Date

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway

Inventory Number: M: 32-15  
PG: 65-25

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo):* (CONT'D)

The parkway was a project conceived by planning officials and developers to complement the boom in the construction of suburbs during the 1920s-30s. Within the park, a two-lane undivided roadway meanders along Sligo Creek, accessing numerous foot paths, bridges, picnic and playground areas, and a golf course. There are a minimum of at-grade intersections along the route, whose width generally buffers adjacent development from the motor road, and improves the motorists' recreational experience by eliminating roadside distractions. The parkway's road-related features include stone retaining walls and bridges, metal foot bridges, vistas along the curvilinear route to intersecting bridges/stream views, reinforced-timber guardrail, and parking areas. Although there are a number of 1-story frame buildings in the vicinity of the Capital Beltway and Sligo Creek Parkway, none are original to the site and older than ca. 1950 (Hewitt interview). The current 9-hole Sligo Golf Course is located just south of the Beltway on a portion of the old Argyle Country Club lands, served by a new 1959 clubhouse. North of the Beltway and south of Forest Glen Road are a number of non-contributing structures currently operated by the Argyle Park/YMCA.

An intensive field survey is recommended to identify the precise number of contributing and non-contributing buildings and structures for the purposes of National Register listing.

Historical Context

In 1927, a bill was passed in the Maryland General Assembly to establish a Maryland-National Capital Park & Planning Commission (M-NCPPC) to "provide for acquisition of land for parks, pathways, and other public places and public works..." in the suburban Montgomery and Prince George's Counties. Planning engineer Irving Root was hired as the commission's chief planner. Two years later, landscape architect Roland W. Rogers was hired to develop a park system for the community (McMaster and Hiebert, 9). The acquisition of green space was furthered in the late 1920s, concurrent with the formation of the MNCP&PC, with the passage of a property tax of 7 cents per \$100 valuation levied in Montgomery County; Prince George's County instituted a 2-1/2 cents tax. The monies went toward the purchase of land for and the development of parks (Orlin, 233). The Capper-Crampton Act of 1930 encouraged this activity even more, by providing one-third the cost in federal funding for the acquisition of park land along the tributaries of Rock Creek and the Anacostia River.

Rogers foresaw that stream valleys could be used as parks because they were unfit for building purposes, and that the parks--which could be bounded by curvilinear roads--would benefit the adjoining property owners. Sligo Creek Parkway was the first of several stream-valley parks constructed, Rogers observed, because most of the land for it was donated by E. Brooke Lee and adjoining property owners (McMaster and Hiebert, 287-88).

Home buyers were helped to recognize the benefit of the M-NCPPC's parks and parkways through advertisements. In the 1930s, Lee's own North Washington Realty Company, for instance, promoted the "Beautiful Parks, Arterial Highways, and Planned Home Communities in the Silver Spring Area," which included those snuggled up against Sligo Creek Park, and the Argyle and Indian Springs country clubs (McMaster and Hiebert, 269).

E. Brooke Lee (1893-1984), a native of the area whose family owned a substantial amount of land in southern Montgomery County, was known by the 1920s as "Mr. Silver Spring," thanks to his prolific political, social, and real estate dealings. He was involved in the subdivision of land and home construction in more than half of the subdivisions platted in Silver Spring throughout the 1920s and early 1930s. Like his father, he entered politics and influenced the development of the county through policy and administration. Lee introduced the legislation establishing the M-NCPPC, helped draft the Capper-Crampton legislation, and worked with state roads commissions to develop new thoroughfares in the county (Sechrist 57-58, 61-62).

Plans for Sligo Creek Parkway, as well as Rock Creek Parkway in Maryland, were developed by 1929. Montgomery County began acquiring land along Rock Creek, Sligo Creek and the Northwest Branch in 1930, and by 1941 it had amassed a 958-acre system (McMaster and Hiebert, 287-88). Sligo passed through a narrower valley than Rock Creek, so the number of its facilities was more limited.

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway

Inventory Number: M: 32-15  
PG: 65-25

The parkway was probably developed in six units. In Montgomery County, Unit 1 included 0.4 miles between Blair Road and Carroll Road, which in 1934 was partially paved with a 20' wide macadam roadway. Unit 2 was a 1.2-mile length from Blair Road to Colesville Road, paved the same year. Unit 3 was a 1-mile stretch from Forest Glen Road to Colesville Road  
Description of Property and Eligibility Determination: (*Use continuation sheet if necessary and attach map and photo*): (CONT'D)

(Minutes, 24 May 1934). Some portions of the roadway had to be supported with masonry walls; recreational facilities included ballfields, basketball and tennis courts, pools, playgrounds, and a stable/bridle path.

Some park construction was carried out through the Works Progress Administration program in the mid 1930s, including: building drains along existing concrete roads, ditch digging, laying storm drains, creek cribbing, footbridges, masonry headwalls; clearing, grubbing, grading and seeding park land; building a running track, foot paths, playground equipment, drinking fountains, and shelters (Minutes, 12 March 1936).

By 1942, Units 1-3 in Montgomery County totaled almost 160 acres, reaching as far north as Forest Glen Road; in Prince George's County, more than 24 acres was amassed ("Looking Forward...", 20). Unit 4 linked Forest Glen Road and Old Bladensburg Road, a distance of 1-1/3 miles encompassing 110 acres; it was paved in 1954 at a cost of \$120,000. Facilities here—which would be lost to Beltway construction within a few years, contained tennis courts, ball fields, badminton, and a parking area. The park's proximity to Montgomery Blair Senior High School offered the opportunity for a recreational partnership. (M-NCP&P *Annual Report*, 1953-54).

Between Piney Branch Road and Colesville Road, which is bordered by the largest concentration of population in the Silver Spring area, the parkway has been more intensively developed. Here, one finds tennis courts, game areas, and a small field house which is used intensively both day and night by various groups on outings and picnics. ("A Program for Park...", 3)

By 1955, officials were building passive and active facilities in Unit 6, north of Old Bladensburg Road. By this time, Montgomery County had 382 acres of Sligo Creek Park and Parkway lands, Prince George's, 94 acres.

The complementary relationship between exclusive suburban enclaves and country clubs in Montgomery County began during the last years of the 19<sup>th</sup> century with the Chevy Chase Club, organized in 1895, followed soon after by the Columbia County Club (1909). Woodmont and Burning Tree country clubs opened in 1922, Congressional Country Club in 1924. These were the most exclusive of venues. Others, such as Argyle Country Club and Indian Spring Country Club, built along Colesville Road during the 1920s, were less so (McMaster and Hiebert, 266).

The M-NCPPC operated public clubs, Glenbrook in the Bethesda area, and in the Silver Spring area, "Sligo Club is [its] fashionable offering to the public." Glenbrook "offers those who cannot pay the high costs of private club membership, right-fancy surroundings, minus a cocktail lounge, in which to indulge their fancies for club-life." (*Record*, 28 December 1951)

In about the early 1950s, M-NCPPC acquired the Argyle County Club lands, located east of the creek, south of Forest Glen Road and west of Dallas Avenue; the purchase included 9 holes and a single building, which later burned (Hewitt, interview). Once the Capital Beltway plans were revealed to "make a portion of the Sligo Golf Club unusable" in the mid 1950s, park officials began to clear portions of Sligo Park to accommodate a new course, "so there will be no interruption in play when the road is built" (M-NCPP, 1955-56 *Annual Report*). The former Sligo Golf Clubhouse, a 1-1/2-story bungalow-like building was replaced with a Modern structure that was dedicated in 1959 (M-NCP&P *Annual Reports*, 1954-55, 1960).

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

Property Name: Sligo Creek Parkway

Inventory Number: M: 32-15  
PG: 65-25

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The registration requirements for a parkway under the Multiple Property nomination includes the following. Sligo Creek Parkway encompasses the vast majority of these elements, and is therefore eligible for listing in the National Register of Historic Places under Criteria A and C.

A. Landscape Architecture:

1. natural terrain and topography
2. existing and enhanced native vegetation
3. an articulated buffer
4. vistas

B. Architecture/structures

1. dual-lane roadway
2. culverts/guard rails
3. bridges
4. monuments/statuary

C. Site

1. limited and well-distanced access
2. vertical and horizontal curves
3. enhancement of natural scenic features
4. roadside overlooks, parks, parking areas

Bibliography

"Country Clubs, and Smart Hunts Numerous Here." *The Record*, 28 December 1951.

Interview. Jack Hewitt, former director of Maryland-National Capital Parks, 27 January 2000.

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Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo): (CONT'D)

Leach, Sara Amy. National Register of Historic Places Multiple Property Nomination "Parkways of the National Capital," 1991.

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MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway

Inventory Number: M: 32-15

PG: 65-25

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MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: Sligo Creek Parkway

Inventory Number: M: 32-15

PG: 65-25

**PRESERVATION VISION 2000; THE MARYLAND PLAN  
STATEWIDE HISTORIC CONTEXTS**

**I. Geographic Region:**

- Eastern Shore (all Eastern Shore counties, and Cecil)  
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)  
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)  
 Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- Rural Agrarian Intensification A.D. 1680-1815  
 Agricultural-Industrial Transition A.D. 1815-1870  
 Industrial/Urban Dominance A.D. 1870-1930  
 Modern Period A.D. 1930-Present  
 Unknown Period ( prehistoric  historic)

**III. Historic Period Themes:**

- Agriculture  
 Architecture, Landscape Architecture, and Community Planning  
 Economic (Commercial and Industrial)  
 Government/Law  
 Military  
 Religion  
 Social/Educational/Cultural  
 Transportation

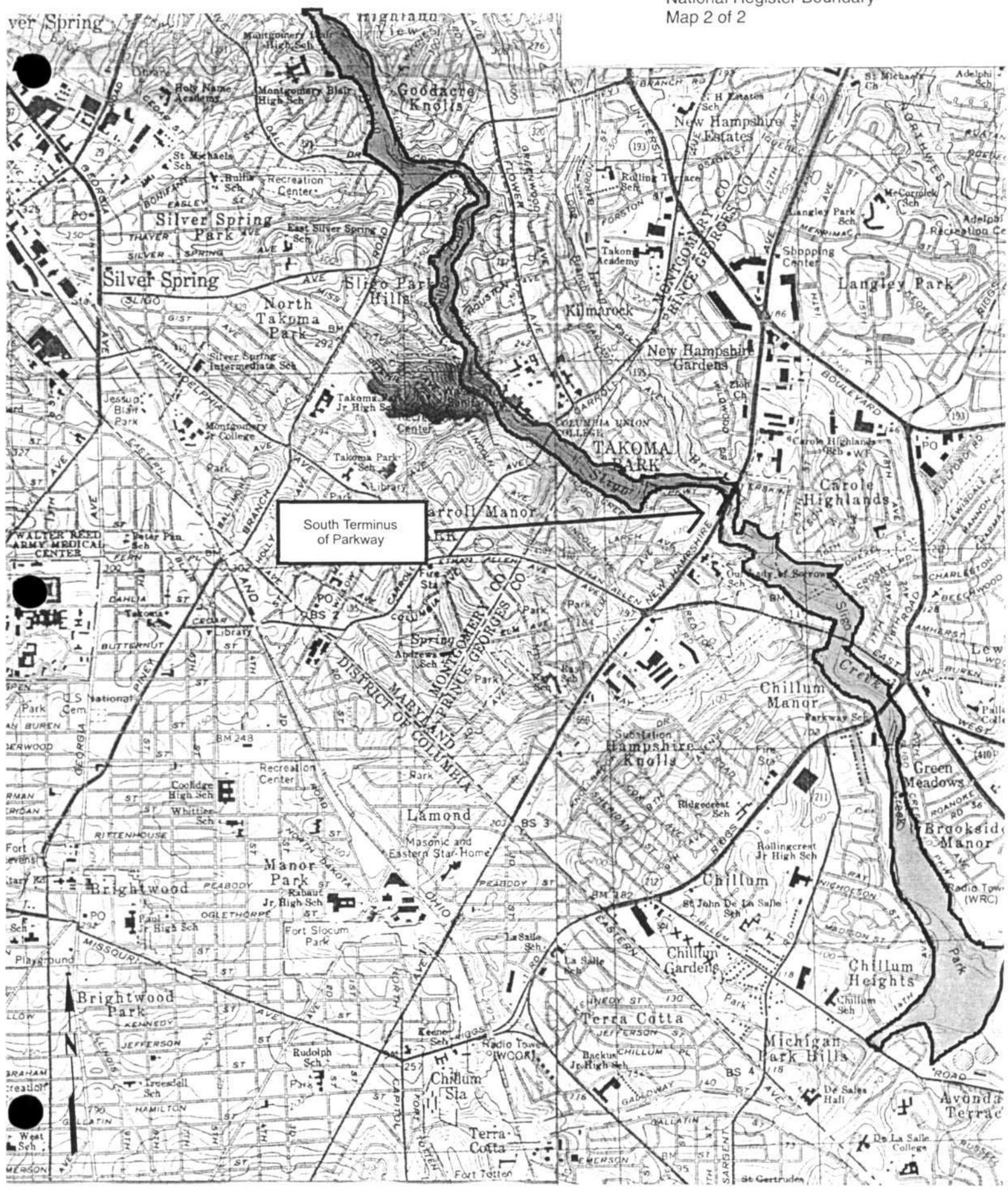
**IV. Resource Type:**

Category: Road/Park

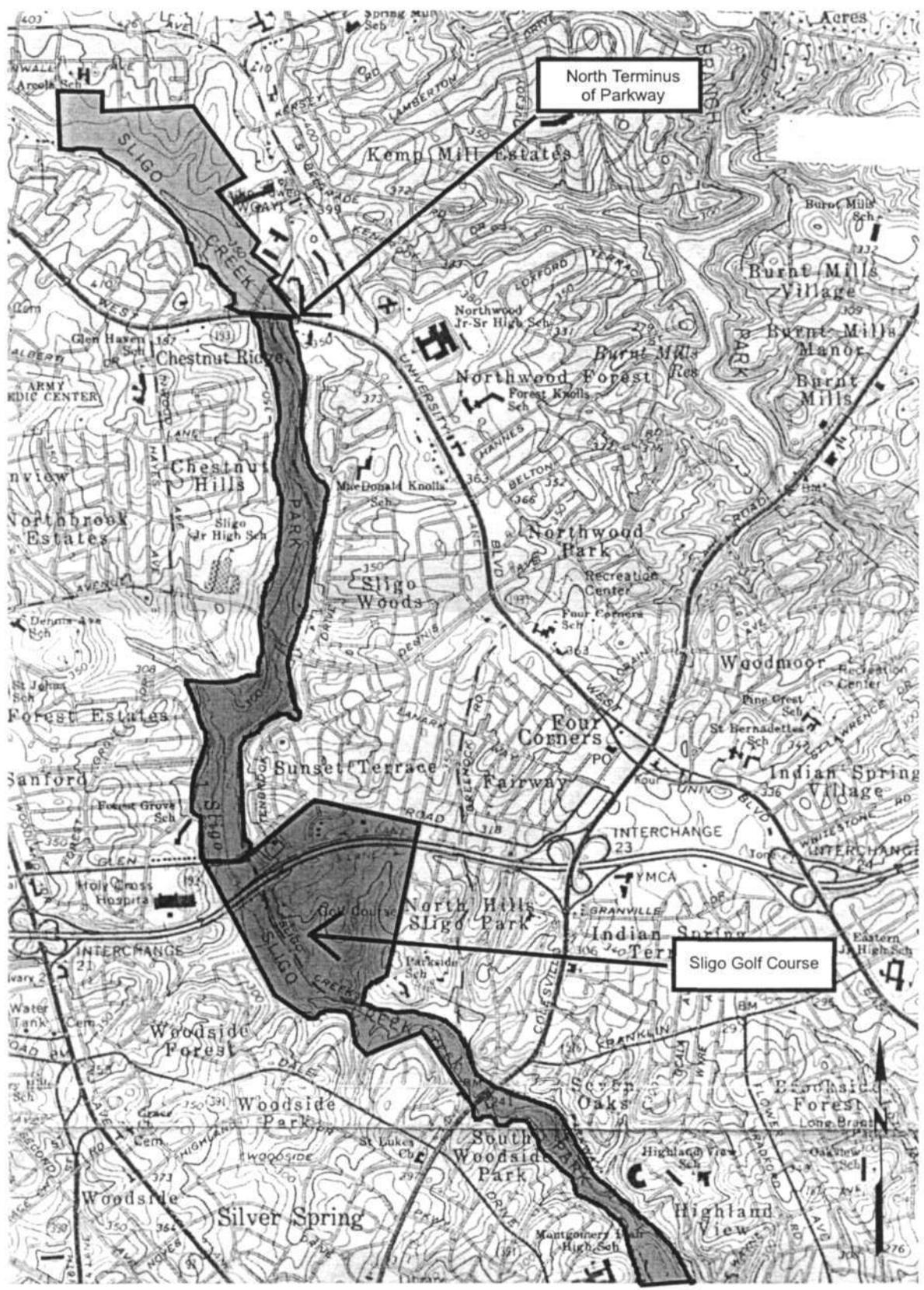
Historic Environment: Suburban

Historic Function(s) and Use(s): Transportation/Recreation

Known Design Source: None



Sligo Creek Parkway  
National Register Boundary  
Map 1 of 2





1. M:32-15
2. SLIGO CREEK PARKWAY
3. Montgomery County, MD
4. Sara Amy LEACH
5. 1/00
6. MD SAPO
7. SLIGO CREEK PARKWAY FROM BELTWAY,  
VIEW N
8. 1/14



1. M: 32-15
2. SLIGO CREEK PARKWAY
3. MONTGOMERY COUNTY, MD
4. SARA ANN LEACH
5. 12/99
6. MDSTPO
7. SLIGO CREEK PARKWAY at NORTH AVENUE,  
RESIDENCES ON EAST SIDE, VIEW NE
8. 2/14



1. M:32-15

2.33

2. SLIGO CREEK PARKWAY

3. MONTGOMERY COUNTY, MD

4. SARA AMY LEACH

5. 12/19

6. MONTPO

7. VIEW OF CREEK TRAIL, LOOKING S, VIEW SW

8. 3/14



M: 32-15

- 1.
2. S. 160 CROOK PARKWAY
3. MONTGOMERY COUNTY, MO
4. SARA AMY LEACH
5. 12/19/94
6. MR SAPO
7. SCP + FOREST GLEN RD, WESTSIDE at NORTH  
END,
8. 4/1/14



M:32-15

3,6

- 1.
2. SLIGO CREEK PARKWAY
3. MONTGOMERY COUNTY, MD
4. SARA AMY LEACH
5. 12/99
6. MD SHPO
7. GOLF CLUB BUILDING, SOUTH ELEVATION, VIEW NW
8. 5/14



STATE PARKS & RECREATION  
DEPARTMENT OF PARKS  
MNCPPC

Half Shop  
Trail →

1. M: 32-15

35

2. SLIGO CREEK PARKWAY

3. MONTGOMERY COUNTY, MD

4. SARA AMY LEACH

5. 12/99

6. MD SHPD

7. GOLF CLUB BUILDING, WEST ELEVATION, VIEW NE

8. 6/14



1. M: 32-15

32

2. SLIGO CREEK PARKWAY

3. MONTGOMERY COUNTY, MD

4. SARA ANN LEACH

5. 12/99

6. MD SHPO

7. SLIGO CREEK PARKWAY at OLD CARROLL RD - NORTH  
to BRIDGE ACCESS; View N

8. 7/14



1. M:32-15
2. SLIGO CREEK PARKWAY
3. MONTGOMERY COUNTY, MD
4. SARA AMY LEACH
5. 12/99
6. MD ST40
7. SLIGO CREEK PARKWAY at OLD CARROLL RD,  
VIEW SOUTH to PEDESTRIAN BRIDGES
8. 8/14



1. M: 32-15
2. ARBYLE PARK (COMMUNITY PARK) / YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999

051M NNNN---12DEC99 ETOIIMRGE

6. MD SHPO
7. YOUTH SERVICES BUILDING, EAST ELEVATION,  
VIEW NORTHWEST
8. 9/14



1. M:32-15
2. ARGYLE PARK (COMMUNITY PARK), YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999

051W NNNN---12DEC99 EOTOIMRGE

6. MD SHPO
7. ARGYLE PARK GROUNDS
8. 10/14



1. M:32-15

2. ARGYLE PARK (COMMUNITY PARK) / YMCA PROPERTY

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURRINO

5. DECEMBER 1999

051M NNNN---12DEC99 E010IMAGE

6. MD SHPO

7. YOUTH SERVICES BUILDING, WEST ELEVATION, VIEW EAST

8. 11/14



1. M: 32-15

2. ARGYLE PARK (COMMUNITY PARK) / YMCA PROPERTY

3. MONTGOMERY COUNTY, MD

4. TIM TAMBURINO

5. DECEMBER 1999

051M NNNN---12DEC99 ETOIIMRGE

6. MD SHPO

7. YOUTH SERVICES BUILDING, SOUTH ELEVATION, VIEW NORTH

8. 12/14



1. M: 32-15
2. SLIGO CREEK PARKWAY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. 12/19
6. MD SHPO
7. 1030 FOREST GLEN RD, MARGARET SCHWEINHART  
SENIOR CITIZEN CENTER, VIEW SE
8. 13/14



1. M: 32-15
2. ARGYLE PARK (COMMUNITY PARK), / YMCA PROPERTY
3. MONTGOMERY COUNTY, MD
4. TIM TAMBURRINO
5. DECEMBER 1999
6. MD STPD
7. YMCA BUILDING WITH YOUTH SERVICES BUILDING IN  
BACKGROUND, VIEW SOUTH
8. 14/14