

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

Property Name: \_\_\_\_\_ Inventory Number ~~240077~~ PG: 79-99

Address: 15015 Bucks Lane, Prince George's County - in the vicinity of Upper Marlboro

Owner: Buck Real Estate Holdings, LLC

Tax Parcel Number: 83 Tax Map Number: 93

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA 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: Project Review and Compliance Files

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

The one-story vernacular house has a front-gabled roof and is faced with siding and brick laid in a stretcher bond. The main elevation has a ribbon of four awning windows, the main entrance, and a ribbon of three awning ribbons. The decorative ornamentation on the exterior of the house is limited to the windows' brick sills.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922. The pre and post World War II years in Prince George's County saw a large increase in the population due to the influx of wartime workers and the close proximity of the northern portion of the county to the nation's capital.

Prepared by EHT Traceries, Inc.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <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
<u>[Signature]</u>	<u>10/14/99</u>
<b>Reviewer, Office of Preservation Services</b>	<b>Date</b>
<b>Reviewer, NR Program</b>	<b>Date</b>

The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic. By 1950, Prince George's County's population had risen to 193, 799 persons, more than double the population of ten years earlier.

The c. 1930 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

JUTPAR 'A'

WURTZ & WEEKS TRACT

182089

C'

MURTZ & WEEKS ADDITION TO MARLBORO

'B'

P.38

(P.11)

8931

KATHERINE BUCK  
6676/882  
27 25 A.  
P.82

2.50A  
P.145

SUGAR HILL

PEERLESS AVE

AGRICULTURAL FAIR

8782

ASSOC.

.82

9852

P.107

P.146

725

SHELL

PLANTERS TOBACCO W HOUSE INC  
633/25  
3 58A

MARLBORO

2

171001

Prince George's County, MD  
Tax Map 93

N↑

M 92  
P 77

RALD F RIPPLE  
3398/745  
6.05 A.  
P 15

EGRI  
5222/805  
4-04A  
P 16

RIPPLE'S SERV. INC.  
5359/529  
4 82 A

158A  
P182

145A  
P83

MAP 102

P 217  
124

P20

P123

P122

P18

P121

P120

P160

P 176

P 117

P 118

P 119

P 118

P 119

P 118

P 119

P 114

P 113

P 112

P 111

P 110

P 109

P 108

P 107

P 106

P 105

P 104

P 103

P 102

P 101

P 100

P 99

P 98

P 97

P 96

P 95

P 94

P 93

P 92

P 91

P 90

P 89

P 88

P 87

P 86

P 85

P 84

P 83

P 82

P 81

P 80

P 79

P 78

P 77

P 76

P 75

P 74

P 73

P 72

P 71

P 70

P 69

P 68

P 67

P 66

P 65

P 64

P 63

P 62

P 61

P 60

P 59

P 58

P 57

P 56

P 55

P 54

P 53

P 52

P 51

P 50

P 49

P 48

P 47

P 46

P 45

P 44

P 43

P 42

P 41

P 40

P 39

P 38

P 37

P 36

P 35

P 34

P 33

P 32

P 31

P 30

P 29

P 28

P 27

P 26

P 25

P 24

P 23

P 22

P 21

P 20

P 19

P 18

P 17

P 16

P 15

P 14

P 13

P 12

P 11

P 10

P 9

P 8

P 7

P 6

P 5

P 4

P 3

P 2

P 1

P 0

P -1

P -2

P -3

P -4

P -5

PG: 79-94  
4407 Crain Hwy. (PG)

# BRISTOL QUAD

PG: 79-95

409 Crain Hwy.  
(PG)

PG: 79-108

15506 Peerless  
Ave. (PG)

PG: 79-109

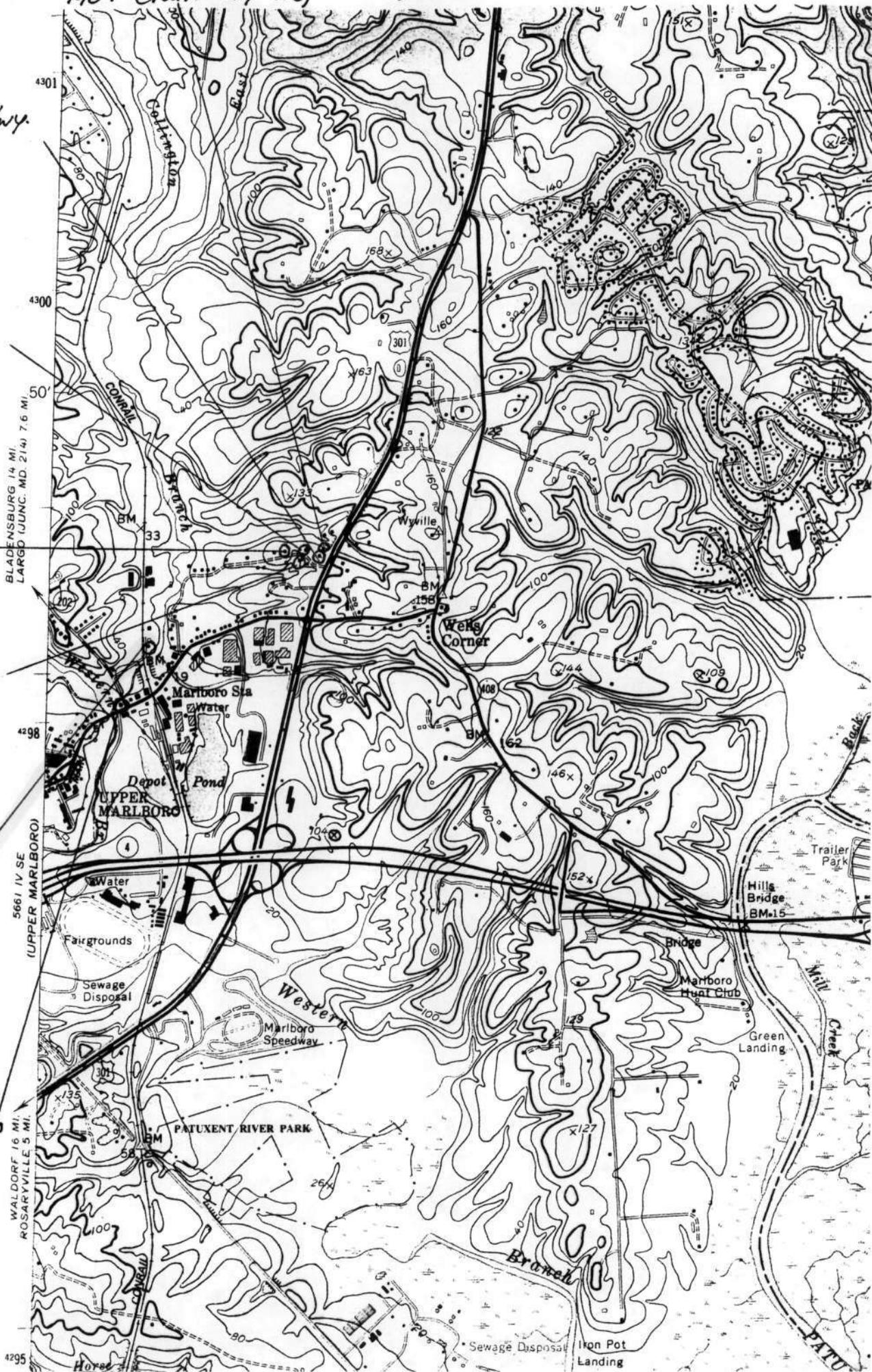
15507 Peerless  
Ave. (PG)

PG: 79-99

15015 Bucks  
Lane (PG)

PG: 79-101

15106 Marlboro  
Pike (PG)



BLADENSBURG 1/4 MI.  
LARGO (JUNC. MD. 214) 7.6 MI.

5661 IV SE  
(UPPER MARLBORO)

WALDORF 1/8 MI.  
ROSARYVILLE 5 MI.



~~15015~~ PG: 79 - 99

15015 Buck Lane

Prince George's County, MD

Traceries

June, 1999

MD SHPO

View of east elevation

1 of 1