

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

Property Name: _____ Inventory Number ~~648888~~ PG:8 2A-89

Address: 6505 Chew Road, Prince George's County - in the vicinity of Upper Marlboro

Owner: Halfpap, Berenece M.

Tax Parcel Number: 126 Tax Map Number: 110

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-and-a-half story house is an example of the Cape Cod cottage of the Colonial Revival style. The main section of the house is designed in the traditional Colonial Revival vocabulary with a side-gabled roof and two dormers with front-gable roofs. The house is faced in brick and a large bay window is located at the first story of the main section of the house. Two one-story wings are located at either end of the main section and have flat roofs with balustrades, creating two open porch areas. They have dentiled cornices and matching brickwork.

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

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> 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
_____ _____	_____ _____
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, NR Program	_____ Date

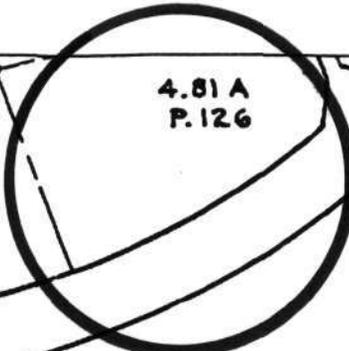
population due to the influx of wartime workers and the close proximity of the northern portion of the county to the nation's capital.

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. 1940 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.

M101-P.275

MEADOWS BAPTIST
CHURCH, INC.
4964/083
7.27A.
P.106



4.81 A
P.126

BERENECE M. HALFPAP
4177/519
23.34 A
P. 2

4 57 A
P 96

CREW

P.1

ED. 15
ROAD
ED. 9

S HILL
3/050
18 A
105

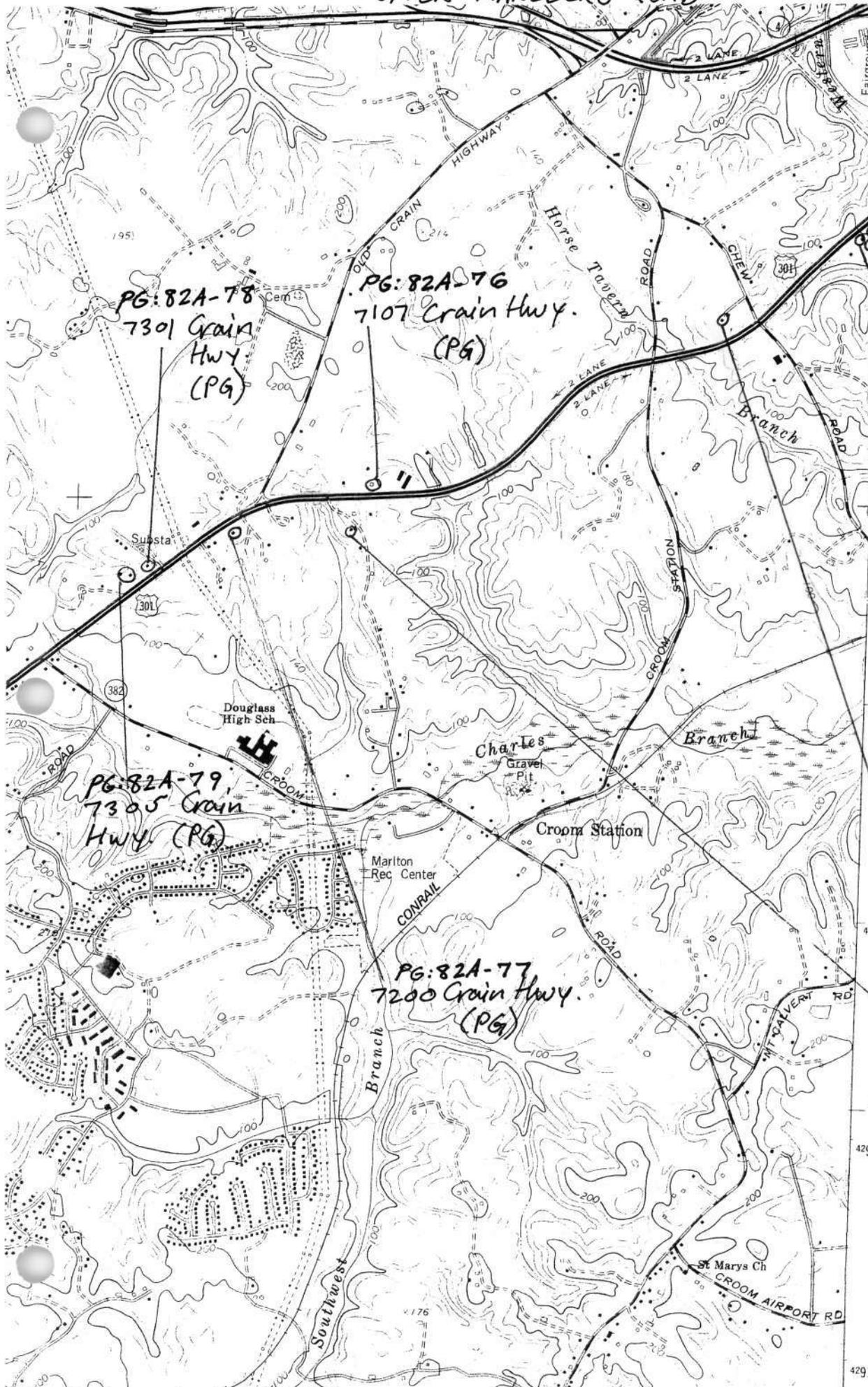
CHARLES J.
WYVILL, JR.
4318/854
9.71 A
P.130

MELVIN SUITE, ETAL
6757/351
65.80 A.
P.13

CHAS. J. WYVILL
4318/847
18.51A.
P.12

NT, ETAL
173
6 A.
T

UPPER MARLBORO QUAD



PG:82A-73
6212
Crain Hw
(PG)

PG:82A-74
6218
Crain Hwy
(PG)

PG:82A-75
6220 Crain
Hwy. (PG)

PG:82A-78
7301 Crain
Hwy.
(PG)

PG:82A-76
7107 Crain Hwy.
(PG)

PG:82A-79
7305 Crain
Hwy. (PG)

PG:82A-77
7200 Crain Hwy.
(PG)

PG:82A-89
6505 Chew Rd.
(PG)

PG:82A-96
7215 Sasser
Lane (PG)

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4295
4294
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4292
4291000m N

4291000m N



~~XXXXXXXXXX~~ PG: 82A-89

6505 Chew Road
Prince George's County, MD
Traceries
June, 1999
MD SHPO
View of west elevation
(of)