



Architectural History

Technical Report

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Appendix A: Status of Properties More than Fifty Years of Age

1. Introduction to Purple Line Study

The Maryland Transit Administration (MTA) is preparing an Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) to study a range of alternatives for addressing mobility and accessibility issues in the corridor between Bethesda and New Carrollton, Maryland. The corridor is located in Montgomery and Prince George's Counties, just north of the Washington, D.C. boundary. The Purple Line would provide a rapid transit connection along the 16-mile corridor that lies between the Metrorail Red Line (Bethesda and Silver Spring Stations), Green Line (College Park Station), and Orange Line (New Carrollton Station). This *Architectural History Technical Report* presents the analysis of the eligibility and effects on historic resources that were summarized in the AA/DEIS. It describes the methodology used for the analysis and the results of that analysis.

This Technical Report presents the methodology and data used in the analyses documented in the Purple Line Alternatives Analysis/Draft Environmental Impact Statement. The results presented in this report may be updated as the AA/DEIS is finalized and in subsequent study activities.

1.1. Background and Project Location

Changing land uses in the Washington, D.C. area have resulted in more suburb-to-suburb travel, while the existing transit system is oriented toward radial travel in and out of downtown Washington, D.C. The only transit service available for east-west travel is bus service, which is slow and unreliable. A need exists for efficient, rapid, and high capacity transit for east-west travel. The Purple Line would serve transit patrons whose journey is solely east-west in the corridor, as well as those who want to access the existing north-south rapid transit services, particularly Metrorail and MARC commuter rail service.

The corridor has a sizeable population that already uses transit and contains some of the busiest transit routes and transfer areas in the Washington, D.C. metropolitan area. Many communities in the corridor have a high percentage of households without a vehicle, and most transit in these communities is bus service. Projections of substantial growth in population and employment in the corridor indicate a growing need for transit improvements. The increasingly congested roadway system does not have adequate capacity to accommodate the existing average daily travel demand, and congestion on these roadways is projected to worsen as traffic continues to grow through 2030.

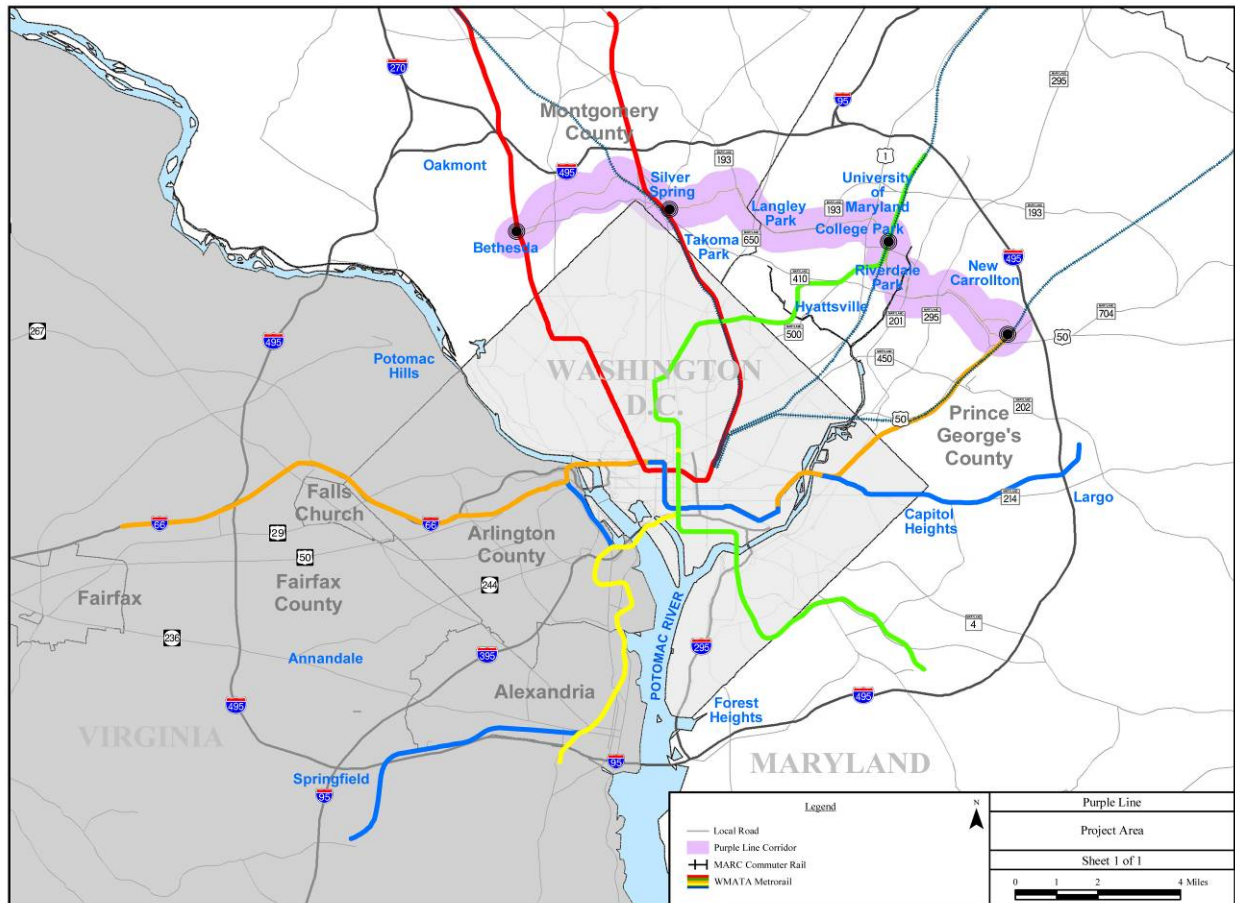
A need exists for high quality transit service to key activity centers and to improve transit travel time in the corridor. Although north-south rapid transit serves parts of the corridor, transit users who are not within walking distance of these services must drive or use slow and unreliable buses to access them. Faster and more reliable connections along the east-west Purple Line Corridor to the existing radial rail lines (Metrorail and MARC trains) would improve mobility and accessibility. This enhanced system connectivity would also help to improve transit efficiencies. In addition, poor air quality in the region needs to be addressed, and changes to the existing transportation infrastructure would help in attaining federal air quality standards.



1.1.1. Corridor Setting

The Purple Line Corridor, as shown in Figure 1, is north and northeast of Washington, D.C., with a majority of the alignment within one to three miles of the circumferential I-95/I-495 Capital Beltway.

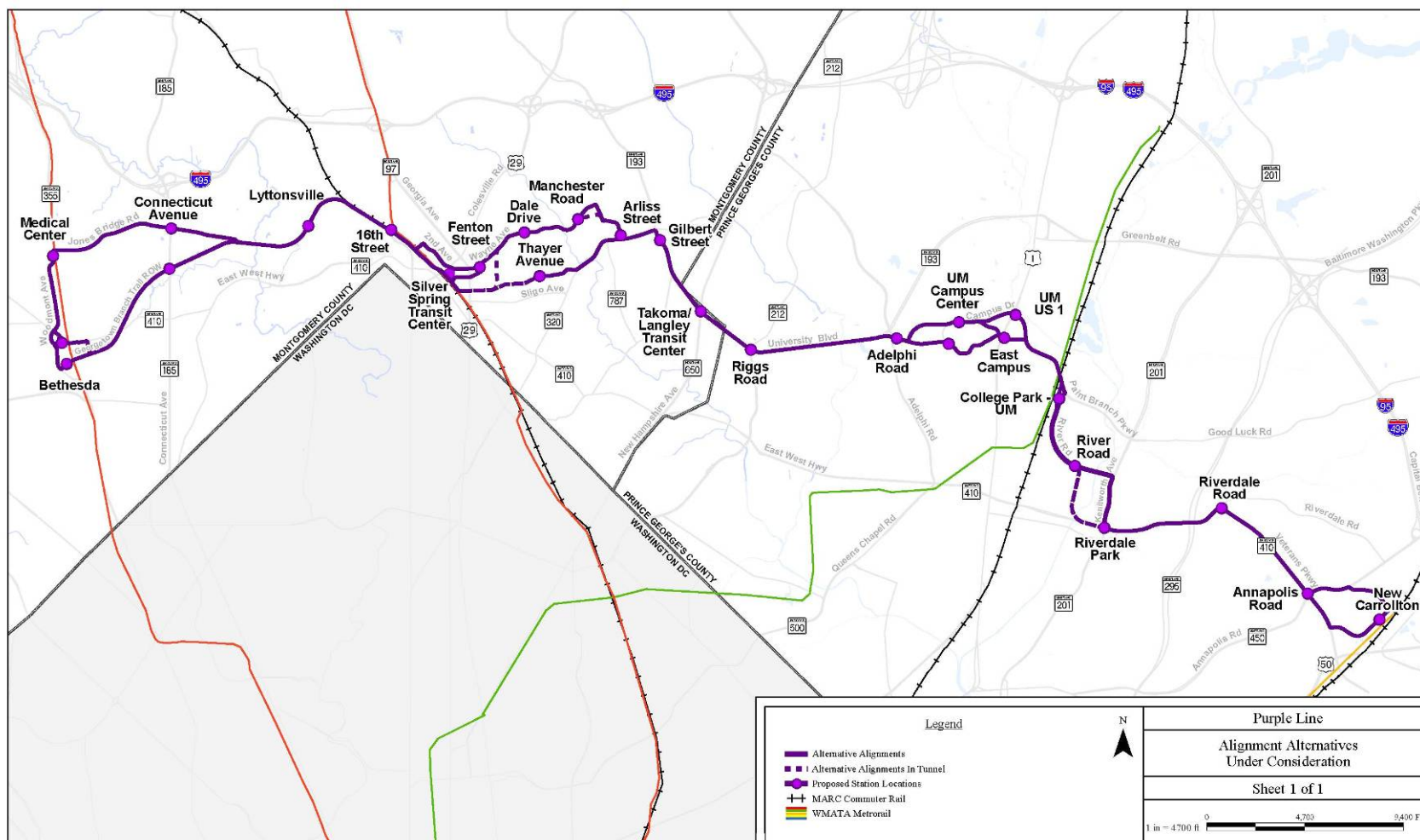
Figure 1: Project Area



1.2. Alternatives Retained for Detailed Study

The Purple Line study has identified eight alternatives for detailed study, shown on Figure 2. The alternatives include the No Build Alternative, the Transportation System Management (TSM) Alternative, and six Build Alternatives. The Build Alternatives include three using bus rapid transit (BRT) technology and three using light rail transit (LRT) technology.

Figure 2: Alternative Alignments





All alternatives extend the full length of the corridor between the Bethesda Metro Station in the west and the New Carrollton Metro Station in the east, with variations in alignment, type of running way (shared, dedicated, or exclusive), and amount of grade-separation options (e.g. tunnel segments or aerial). For purposes of evaluation, complete alignments need to be considered. These alternatives were used to examine the general benefits, costs, and impacts for serving major market areas within the corridor.

1.2.1. Alternative 1: No Build Alternative

The No Build Alternative is used as the baseline against which the other alternatives are compared for purposes of environmental and community impacts. The No Build Alternative consists of the transit service levels, highway networks, traffic volumes, and forecasted demographics for horizon year 2030 that are assumed in the local Constrained Long Range Plan of the local metropolitan planning organization (in this case, the Metropolitan Washington Council of Governments).

1.2.2. Alternative 2: TSM Alternative

The TSM Alternative provides an appropriate baseline against which all major investment alternatives are evaluated for the Federal Transit Administration's New Starts funding program. The New Starts rating and evaluation process begins when the project applies to enter preliminary engineering and continues through final design.

The TSM Alternative represents the best that can be done for mobility in the corridor without constructing a new transitway. Generally, the TSM Alternative emphasizes upgrades in transit service through operational and minor physical improvements, plus selected highway upgrades through intersection improvements, minor widening, and other focused traffic engineering actions. A TSM Alternative normally includes such features as bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, express and limited-stop service, signalization improvements, and timed-transfer operations.

1.2.3. Build Alternatives

The six Build Alternatives generally use the same alignments; only a few segments have locations where different roadways would be used. The differences between the alternatives are more often the incorporation of design features, such as grade separation to avoid congested roadways or intersections.

Alternative 3: Low Investment BRT

The Low Investment BRT Alternative would primarily use existing streets to avoid the cost of grade separation and extensive reconstruction of existing streets. It would incorporate signal, signage, and lane improvements in certain places. This alternative would operate mostly in mixed lanes with at-grade crossings of all intersections and queue jump lanes at some intersections. Southbound along Kenilworth Avenue and westbound along Annapolis Road, Low Investment BRT would operate in dedicated lanes. This is the only alternative that would



operate on Jones Bridge Road, directly serving the National Institutes of Health and the National Naval Medical Center near Wisconsin Avenue and Jones Bridge Road. It is also the only alternative that would use the bus portion of the new Silver Spring Transit Center (SSTC). A detailed description of the alternative follows.

From the western terminus in Bethesda, Low Investment BRT would originate at the Bethesda Metro Station bus terminal. The alignment would operate on Woodmont Avenue within the existing curb. At the Bethesda Station, the buses would enter the station via Edgemoor Road and exit onto Old Georgetown Road.

At Wisconsin Avenue, just south of Jones Bridge Road, the transitway would remain on the west side of the road in exclusive lanes. Low Investment BRT would turn onto Jones Bridge Road where the transit would operate in shared lanes with queue jump lanes westbound at the intersection with Wisconsin Avenue and westbound for the intersection at Connecticut Avenue. Some widening would be required at North Chevy Chase Elementary School.

The alignment would continue along Jones Bridge Road to Jones Mill Road where it would turn right (south) onto Jones Mill Road. Eastbound on Jones Bridge Road would be a queue jump lane at the intersection. From Jones Mill Road, the alignment would turn east onto the Georgetown Branch right-of-way, where a new exclusive roadway would be constructed, with an adjacent trail on the south side.

Low Investment BRT would continue on the Georgetown Branch right-of-way, crossing Rock Creek Park on a new bridge, replacing the existing pedestrian bridge. The trail would also be accommodated on the bridge or on an adjacent bridge. A trail connection to the Rock Creek Trail would be provided east of the bridge. The alignment would continue on the Georgetown Branch right-of-way until the CSX corridor at approximately Kansas Avenue.

At this point, the alignment would turn southeast to run parallel and immediately adjacent to the CSX tracks on a new exclusive right-of-way. The trail would parallel the transitway, crossing the transitway and the CSX right-of-way east of Talbot Avenue on a new structure and continuing on the north side of the CSX right-of-way. The transitway would continue on a new roadway between the CSX tracks and Rosemary Hills Elementary School and continue past the school. The transitway would cross 16th Street at -grade, where a station would be located. The transitway would continue parallel to the CSX tracks to Spring Street where it would connect to Spring Street and turn to cross over the CSX tracks on Spring Street. The alignment would continue on Spring Street to 2nd Avenue where it would turn east. Buses would operate in shared lanes on Spring Street and Second Avenue.

Low Investment BRT would cross Colesville Road at-grade and continue up Wayne Avenue to Ramsey Street, where the buses would turn right to enter the SSTC at the second level.

The buses would leave the SSTC and return to Wayne Avenue via Ramsey Street. Low Investment BRT would continue east on Wayne Avenue in shared lanes. After crossing Sligo Creek Parkway, the alignment would operate in shared lanes.



At Flower Avenue, the alignment would turn left (south) onto Arliss Street, operating in shared lanes to Piney Branch Road. At Piney Branch Road, the alignment would turn left to continue in shared lanes to University Boulevard.

Low Investment BRT would follow University Boulevard to Adelphi Road. The lanes on University Boulevard would be shared. At Adelphi Road, the alignment would enter the University of Maryland campus on Campus Drive. The alignment would follow the Union Drive extension, as shown in the University of Maryland Facilities Master Plan (2001-2020), through what are currently parking lots. The alignment would follow Union Drive and then Campus Drive through campus in mixed traffic and the main gate to US 1.

Low Investment BRT would operate on Paint Branch Parkway to the College Park Metro Station in shared lanes. The alignment would then follow River Road to Kenilworth Avenue in shared lanes. Along Kenilworth Avenue, the southbound alignment would be a dedicated lane, but northbound would be in mixed traffic.

The alignment turns east from Kenilworth Avenue on East West Highway (MD 410) and continues in shared lanes on Veterans Parkway. This alignment turns left on Annapolis Road and then right on Harkins Road to the New Carrollton Metro Station. The westbound alignment on Annapolis would be dedicated, but the eastbound lanes would be shared.

Alternative 4: Medium Investment BRT

Alternative 4, the Medium Investment BRT Alternative, is, by definition, an alternative that uses the various options that provide maximum benefit relative to cost. Most of the segments are selected from either the Low or High Investment BRT Alternatives.

This alternative follows a one-way counter-clockwise loop from the Georgetown Branch right-of-way onto Pearl Street, East West Highway, Old Georgetown Road, Edgemoor Lane, and Woodmont Avenue and from there onto the Georgetown Branch right-of-way under the Air Rights Building. The buses stop at both the existing Bethesda Metro Station on Edgemoor Lane and at the new southern entrance to the Metro station under the Air Rights Building.

The alignment continues on the Georgetown Branch right-of-way with an aerial crossing over Connecticut Avenue and a crossing under Jones Mill Road.

This alignment, and all others that use the Georgetown Branch right-of-way, includes construction of a hiker-biker trail between Bethesda and the SSTC.

The alignment would continue on the Georgetown Branch right-of-way until the CSX right-of-way. The alignment would cross Rock Creek Park on a new bridge, replacing the existing pedestrian bridge. The trail would also be accommodated on the bridge or on an adjacent bridge. The alignment would continue on the Georgetown Branch right-of-way until the CSX corridor at approximately Kansas Avenue. This segment of the alignment, from Jones Mill Road to the CSX corridor, would be the same for all the alternatives.

As with Low Investment BRT, this alternative would follow the CSX corridor on the south side of the right-of-way, but it would cross 16th Street and Spring Street below the grade of the streets, at approximately the same grade as the CSX tracks. The station at 16th Street would have elevators and escalators to provide access from 16th Street.

After passing under the Spring Street Bridge, Medium Investment BRT would rise above the level of the existing development south of the CSX right-of-way. East of the Falklands Chase apartments, Medium Investment BRT would cross over the CSX tracks on an aerial structure to enter the SSTC parallel to, but at a higher level than, the existing tracks.

After the SSTC, Medium Investment BRT would leave the CSX right-of-way and follow Bonifant Street at-grade, crossing Georgia Avenue, and just prior to Fenton Street turn north toward Wayne Avenue. The alignment would continue on Wayne Avenue in shared lanes with added left turn lanes to Flower Avenue and then Arliss Street. At Piney Branch Road, the alternative would turn left into dedicated lanes to University Boulevard.

Medium Investment BRT would be in dedicated lanes on University Boulevard with an at-grade crossing of the intersections. The alignment would continue through the University of Maryland campus in dedicated lanes on Campus Drive and then continue at grade in a new exclusive transitway through the parking lots adjacent to the Armory and turns on to Rossborough Lane south of the Visitor's Center.

Crossing US 1 at grade, Medium Investment BRT would pass through the East Campus development on Rossborough Lane to Paint Branch Parkway. The alignment would continue on Paint Branch Parkway and River Road in shared lanes, as with Low Investment BRT. At Kenilworth Avenue, both lanes would be dedicated.

Turning left on East West Highway, Medium Investment BRT would be in dedicated lanes. As with Low Investment BRT, this alternative would travel in shared lanes on Veterans Parkway.

Medium Investment BRT would continue on Veterans Parkway to Ellin Road, where it would turn left into dedicated lanes to the New Carrollton Metro Station.

Alternative 5: High Investment BRT via Master Plan Alignment

The High Investment BRT Alternative is intended to provide the most rapid travel time for a BRT alternative. It would make maximum use of vertical grade separation and horizontal traffic separation. Tunnels and aerial structures are proposed at key locations to improve travel time and reduce delay. When operating within or adjacent to existing roads, this alternative would operate primarily in dedicated lanes. Like Medium Investment BRT, this alternative would serve the Bethesda Station both at the existing Bethesda bus terminal at the Metro station and at the new south entrance to the Metro station beneath the Apex Building.

High Investment BRT would follow a one-way loop in Bethesda from the Master Plan alignment onto Pearl Street, then travel west on East West Highway and Old Georgetown Road into the Bethesda Metro Station bus terminal, exit onto Woodmont Avenue southbound, and then



continue left under the Air Rights Building to rejoin the Georgetown Branch right-of-way. Elevators would provide a direct connection to the south end of the Bethesda Metro Station in the tunnel under the Air Rights Building.

High Investment BRT would be the same as Medium Investment BRT until it reaches the CSX corridor. As with the Low and Medium Investment BRT Alternatives, this alternative would follow the CSX corridor on the south side of the right-of-way, but it would cross 16th Street and Spring Street below the grade of the streets, at approximately the same grade as the CSX tracks. The station at 16th Street would have elevators and escalators to provide access from 16th Street.

The crossing of the CSX right-of-way would be the same as for Medium Investment BRT. From the SSTC, High Investment BRT would continue along the CSX tracks until Silver Spring Avenue, where the alignment would turn east entering a tunnel, passing under Georgia Avenue, and turning north to Wayne Avenue. The alignment would return to the surface on Wayne Avenue near Cedar Street. It would continue on Wayne Avenue in dedicated lanes, crossing Sligo Creek Parkway, and entering a tunnel approximately half-way between Sligo Creek and Flower Avenue, then turning east to pass under Plymouth Street, crossing under Flower Avenue, and emerging from the tunnel on Arliss Street.

High Investment BRT would be the same on Piney Branch Road and University Boulevard except that the alignment would have grade-separated crossings over New Hampshire Avenue and Riggs Road.

Approaching University of Maryland, the alignment would cross under Adelphi Road. After Adelphi Road, the alignment would follow Campus Drive and turn onto the proposed Union Drive extended. The alignment would enter a tunnel while on Union Drive, prior to Cole Field House, and pass through the campus under Campus Drive. After emerging from the tunnel east of Regents Drive, the alignment would be the same as Medium Investment BRT, until Paint Branch Parkway.

The alignment would continue east on Paint Branch Parkway in shared lanes to the College Park Metro Station. The alternative would then follow River Road in dedicated lanes.

From River Road near Haig Drive, the alignment would turn right and enter a tunnel heading south, roughly parallel to Kenilworth Avenue. Near East West Highway (MD 410), the alignment would turn left and continue in the tunnel under Anacostia River Park. The alignment would transition to a surface alignment west of the Kenilworth Avenue/East West Highway intersection. The alternative would follow East West Highway in dedicated lanes.

High Investment BRT would turn right down Veterans Parkway in dedicated lanes. Unlike Medium Investment BRT, this alignment would cross under Annapolis Road before continuing on to Ellin Road.

Alternative 6: Low Investment LRT

The Low Investment LRT Alternative would operate in shared and dedicated lanes with minimal use of vertical grade separation and horizontal traffic separation. All LRT Alternatives would serve only the south entrance of the Bethesda Station and would operate there in a stub-end platform arrangement.

Low Investment LRT would begin on the Georgetown Branch right-of-way near the Bethesda Metro Station under the Air Rights Building. The hiker-biker trail connection to the Capital Crescent Trail would not be through the tunnel under the Air Rights Building, but rather through Elm Street Park on existing streets. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

After emerging from under the Air Rights Building, the transitway would follow the Georgetown Branch right-of-way, crossing Connecticut Avenue at-grade and crossing under Jones Mill Road. Between approximately Pearl Street and just west of Jones Mill Road, the trail would be on the north side of the transitway; elsewhere it would be on the south side.

The segment from Jones Mill Road to Spring Street in the CSX corridor would be the same as for Low and Medium Investment BRT.

After crossing Spring Street, Low Investment LRT would be the same as the Medium and High Investment BRT Alternatives.

Low Investment LRT would be the same as Medium Investment BRT from the SSTC to Bonifant Street to Wayne Avenue.

Turning right, Low Investment LRT would continue at-grade on Wayne Avenue in shared lanes, crossing Sligo Creek Parkway and entering a tunnel from Wayne Avenue to pass under Plymouth Street. As with High Investment BRT, the alignment emerges from the tunnel on Arliss Street.

The Low Investment LRT Alternative would then follow Piney Branch Road and University Boulevard at-grade in dedicated lanes. In keeping with the low investment definition of this alternative, the major intersections of New Hampshire Avenue and Riggs Road would not be grade-separated.

As this alternative approaches Adelphi Road, the grade of the existing roadway is too steep for the type of LRT vehicles being considered. For this reason, the transitway would cross the intersection below grade.

At Adelphi Road, the alignment would enter the University of Maryland campus on Campus Drive. The alignment would follow the same alignment to the College Park Metro Station as described for Medium Investment BRT.



From the College Park Metro Station to the terminus at the New Carrollton Metro Station, Low Investment LRT would be in dedicated lanes on River Road. On Kenilworth Avenue, the LRT would be in a dedicated lane southbound, but a shared lane northbound. On East West Highway, the LRT would be in dedicated lanes with shared left turn lanes and in shared lanes under Baltimore-Washington Parkway. On Veterans Parkway, the LRT is in dedicated lanes.

As with Low Investment BRT, this alignment turns left on Annapolis Road from Veterans Parkway and then right on Harkins Road to the New Carrollton Metro Station. The segments on Annapolis Road and Harkins Lane would be dedicated.

Alternative 7: Medium Investment LRT

Medium Investment LRT is the same as Low Investment LRT from Bethesda to the CSX corridor, except that the alignment would cross over Connecticut Avenue.

Along the CSX corridor, the alignment would be the same as High Investment BRT, grade-separated (below) at 16th and Spring Streets. The alignment would be the same as Medium and High Investment BRT and Low Investment LRT from Spring Street through the SSTC.

From the SSTC, the alignment would follow Bonifant Street in dedicated lanes to Wayne Avenue. On Wayne Avenue, this alternative would be in shared lanes with added left turn lanes. The alignment would be the same as Low Investment LRT until Annapolis Road. The LRT would follow River Road, Kenilworth Avenue, East West Highway, and Veterans Parkway in dedicated lanes. At the intersection of Veterans Parkway and Annapolis Road the LRT continues across Annapolis, turning left at Ellin Road still in dedicated lanes.

Alternative 8: High Investment LRT

Alternative 8, High Investment LRT, would be the same as the High Investment BRT Alternative, except for the Bethesda terminus. The alignment would begin just west of the tunnel under the Air Rights Building. The hiker-biker trail would follow the alignment through the tunnel under the Air Rights Building. Because of physical constraints, the trail would be elevated above the westbound tracks. The trail would return to grade as it approaches Woodmont Avenue. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

1.2.4. Design Options

North Side of CSX

This design option is based on the Georgetown Branch Master Plan. From the eastern end of the Georgetown Branch right-of-way, the alignment would cross under the CSX corridor and then continue down the north side. It would emerge from the tunnel near Lyttonsville Road in Woodside. The alignment would be below the grade of 16th Street, passing under the bridge, but providing a station at that location. It would also pass under the Spring Street Bridge but would begin to rise on an aerial structure over the CSX right-of-way 1,000 feet northwest of Colesville Road due to the location of the Metro Plaza Building. The aerial structure over the CSX right-

of-way would provide the required 23-foot clearance from top of rail to bottom of structure. The alternative would enter the SSTC parallel to, but at a higher level than, the existing tracks.

South Side of CSX with a Crossing West of the Falklands Chase Apartments

This option would operate on the south side of the CSX, as described either at or below grade at 16th Street. The alignment would cross the CSX corridor between Spring Street and Fenwick Lane. This option would continue along the north side of the CSX right-of-way on an aerial structure over the CSX right-of-way 1,000 feet northwest of Colesville Road, due to the location of the Metro Plaza Building. The aerial structure over the CSX right-of-way would provide the required 23-foot clearance from top of rail to bottom of structure. The alternative would enter the SSTC parallel to, but at a higher level than, the existing tracks.

Silver Spring/Thayer Tunnel

This design option would begin at the SSTC where the alignment leaves the CSX corridor near Silver Spring Avenue. It would enter a tunnel on Silver Spring Avenue passing under Georgia Avenue and Fenton Street. At approximately Grove Street, the alignment would shift northward to continue under the storm drain easement and backyards of homes on Thayer and Silver Spring Avenues. The transitway would emerge from the tunnel behind the East Silver Spring Elementary School on Thayer Avenue and follow Thayer Avenue across Dale Drive to Piney Branch Road. If the mode selected were LRT, the grade of Piney Branch Road would require an aerial structure from west of Sligo Creek and Sligo Creek Parkway and would return to grade just west of Flower Avenue. This aerial structure requires that the road be widened. For this design option, a station would be located on Thayer Avenue where the alignment would emerge from the tunnel.

Preinkert/Chapel Drive

The Preinkert/Chapel Drive design option is being evaluated for both BRT and LRT through the campus of University of Maryland. The alignment would run from the west on Campus Drive turning right onto Preinkert Drive where it would head southeast. The transitway would turn left to pass directly between LeFrak Hall and the South Dining Campus Hall and then northeast through the Lot Y parking lot. From there, the alignment would run east along Chapel Drive between Memorial Chapel and Marie Mount Hall and eventually would pass to the south of Lee Building at Chapel Fields. The alignment would continue onto Rossborough Lane, passing directly north of Rossborough Inn to cross US 1, and continues east through the East Campus development.

1.2.5. Stations and Station Facilities

Between 20 and 21 stations are being considered for each of the alternatives. Figure 3 provides the stations for each of the Build Alternatives.

Figure 3: Stations by Alternative



Segment Name	Low Invest. BRT	Medium Invest. BRT	High Invest. BRT	Low Invest. LRT	Medium Invest. LRT	High Invest. LRT
Bethesda Metro, North Entrance	Yes	Yes	Yes	N/A	N/A	N/A
Medical Center Metro	Yes	N/A	N/A	N/A	N/A	N/A
Bethesda Metro, South Entrance	N/A	Yes	Yes	Yes	Yes	Yes
Connecticut Avenue	Yes	Yes	Yes	Yes	Yes	Yes
Lyttonsville	Yes	Yes	Yes	Yes	Yes	Yes
Woodside/16 th Street	Yes	Yes	Yes	Yes	Yes	Yes
Silver Spring Transit Center	Yes	Yes	Yes	Yes	Yes	Yes
Fenton Street	Yes	Yes	N/A	Yes	Yes	N/A
Dale Drive	Yes	Yes	Yes	Yes	Yes	Yes
Manchester Road	Yes	Yes	Yes	Yes	Yes	Yes
Arliss Street	Yes	Yes	Yes	Yes	Yes	Yes
Gilbert Street	Yes	Yes	Yes	Yes	Yes	Yes
Takoma/Langley Transit Center	Yes	Yes	Yes	Yes	Yes	Yes
Riggs Road	Yes	Yes	Yes	Yes	Yes	Yes
Adelphi Road	Yes	Yes	Yes	Yes	Yes	Yes
University of Maryland Campus Center	Yes	Yes	Yes	Yes	Yes	Yes
US 1	Yes	N/A	N/A	N/A	N/A	N/A
East Campus	N/A	Yes	Yes	Yes	Yes	Yes
College Park Metro	Yes	Yes	Yes	Yes	Yes	Yes
River Road	Yes	Yes	Yes	Yes	Yes	Yes
Riverdale Park	Yes	Yes	Yes	Yes	Yes	Yes
Riverdale Heights	Yes	Yes	Yes	Yes	Yes	Yes
Annapolis Road	Yes	Yes	Yes	Yes	Yes	Yes
New Carrollton Metro	Yes	Yes	Yes	Yes	Yes	Yes

The design of the Purple Line stations has not been determined at this stage of the project; however, the stations would likely include the following elements: shelters, ticket vending machines, seating, and electronic schedule information. The stations would be located along the transitway and would be on local sidewalks or in the median of the streets, depending on the location of the transitway. Because both the BRT and LRT vehicles under consideration are “low floor,” the platforms would be about 14 inches above the height of the roadway. The platforms would be approximately 200 feet long and between 10 and 15 feet wide, depending on the anticipated level of ridership at each particular station. No new parking facilities would be constructed as part of the Purple Line. Municipal parking garages exist near the Bethesda and Silver Spring Metro Stations, and transit parking facilities exist at the College Park and New Carrollton Metro Stations.

Additional kiss-and-ride facilities would be considered at the stations at Connecticut Avenue on the Georgetown Branch right-of-way and Lyttonsville. The SSTC, College Park Metro Station, and New Carrollton Metro Station already have kiss-and-ride parking facilities available and the Purple Line would not add more. It has been determined that kiss-and-ride facilities are not needed at the Takoma/Langley Transit Center.

1.2.6. Maintenance and Storage Facilities

LRT and BRT both require maintenance and storage facilities; however, the requirements in terms of location and size are not the same. LRT requires a facility located along the right-of-way while a BRT facility can be located elsewhere. Depending on the construction phasing and mode chosen, two maintenance facilities (one in Montgomery County and one in Prince George's County) are ideal.

The size of the facility depends on the number of vehicles required. A fleet of 40 to 45 LRT vehicles or 40 to 60 buses (including spares) would require approximately 20 acres. The Purple Line would also require storage for non-revenue vehicles and equipment such as: maintenance, supervisory, and security vehicles.

Activities at the maintenance facility would include:

- Vehicle Storage area (tracks for LRT)
- Inspection/Cleaning
- Running Repairs
- Maintenance/Repair
- Operations/Security
- Parking
- Materials/Equipment Storage

Two sites improve operations by providing services and storage near the ends of the alignment. It is possible to have one site provide the majority of the services and the other function as an auxiliary site.

Five potential sites were identified during the course of the alternatives analysis and were evaluated for environmental impacts. As part of the screening process three were eliminated from further consideration. These five sites are listed below:

- Lyttonsville – This is a maintenance facility on Brookville Road in Lyttonsville, currently used by Montgomery County Ride On buses and school buses. The Purple Line would require the use of some additional adjacent property.
- Haig Court – This site is located on River Road at Haig Court. It would require minimal grading, but is partly wooded, and is very close to the residential neighborhood of Riverdale which is also a historic district.
- North Veterans Parkway – This site is located on the north side of Veterans Parkway. This site is heavily wooded and includes steep grades.



- Glenridge Maintenance Facility – This site is located on the south side of Veterans Parkway near West Lanham Shopping Center. It is currently being used as a maintenance facility for Prince George’s County Park vehicles.
- MTA New Carrollton property – This site is a parcel owned but the MTA on the east side of the New Carrollton Metro station. It is not particularly well located for use by the Purple Line because it would require the Purple Line to pass under or around the New Carrollton Metro Station.

The Lyttonsville site and the Glenridge Maintenance Facility were identified as the two sites most appropriate for maintenance and storage facilities for the project based on potential environmental effects and location. These two sites would provide sufficient capacity for either BRT or LRT operations; and are well located near either end of the alignment.

1.2.7. Traction Power Substations

Light rail’s electric traction power system requires electrical substations approximately every 1.25 miles, depending on the frequency and size of the vehicles. These substations, which are approximately 10 feet by 40 feet, do not need to be immediately adjacent to the tracks. This flexibility means the substations can be located to minimize visual intrusions and can be visually shielded by fencing, landscaping, or walls, or can be incorporated into existing buildings. The number and location of these substations will be determined during the preliminary engineering phase of project development.

2. Historic Properties Analysis

2.1. Overview of the Section 106 process

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires federal agencies to consider the impacts of their project undertakings on historic architectural and archeological resources that are either listed in the National Register of Historic Places (NRHP) or eligible for listing (36 CFR 800). If projects are federally permitted, licensed, funded, or partially funded, the project must comply with Section 106. (Please note that archeological resources are discussed in a separate technical report.)

Under Section 106, federal agencies are required to provide the public with information about a proposed project and its potential effect on historic properties and to seek public comment and input, except where confidentiality is considered necessary (as specified in 36 CFR 800.2 and 800.3). As required by Section 106, consulting and interested parties for the Purple Line were identified and invited to discuss and comment on potential impacts to historic resources. The State Historic Preservation Officer (SHPO) is a consulting party; in Maryland, the SHPO is the Maryland Historical Trust (MHT). The consulting parties will participate in the development of a Memorandum of Agreement, should one be required, to address any adverse impacts to historic resources.

The public was provided with an opportunity to comment on the cultural resources identification and evaluation process at two series of public open houses held in June 2006 and December 2007. The open houses were held in Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton. An environmental resources map showing all recorded historic properties (from the NRHP and the Maryland Inventory of Historic Properties) was on display at each public meeting. In addition, a display board explaining Section 106 and the public involvement process was provided.

Other consulting parties include the Columbia Country Club, Falklands Chase, Friends of Sligo Creek, Hawkins Land Historic District, Hawkins Land Historic District Local Advisory Panel, Historic Takoma, Hyattsville Preservation Association, Maryland-National Capital Parks and Planning Commission (Montgomery County), Maryland-National Capital Parks and Planning Commission (Prince George's County), Montgomery County Historic Preservation Commission, Montgomery Preservation, Inc., National Institutes of Health—Office of Community Liaison, National Naval Medical Center, National Park Service, North College Park Citizens Association, Old Town College Park Preservation Association, Peerless Rockville Historic Preservation, Ltd., Prince George's County Historical and Cultural Trust, Prince George's County Historical Society, Prince George's Heritage, Inc., Redevelopment Authority of Prince George's County, Riverdale Historical Society, Rockville Historic District Commission, Silver Spring Historical Society, University Hills Civic Association, and University of Maryland.



2.1.1. Survey Methodology

In the early stages of project planning, an Area of Potential Effects (APE) for the Purple Line was defined. The APE is the area where the Purple Line may directly or indirectly impact historic properties. A reconnaissance-level architectural survey was completed in 2005. This initial investigation included identification and preliminary recommendations of eligibility for architectural resources more than fifty years of age located within a five-hundred-foot buffer along each side of the proposed project alignment. Information on previously identified and previously evaluated resources was found within MHT files and mapping, and was noted in this report.

In 2007, a more detailed architectural survey was undertaken that utilized mapping, data, and resource information from the 2005 survey and additional field reconnaissance and photographic documentation. Resources were identified by reviewing previous inventories and surveys contained in the MHT's files, historic maps, archival records, aerial photographs, property deeds, construction information, and field reconnaissance. Resources, including buildings, structures, objects, districts, and sites more than 50 years old, were evaluated for eligibility for listing in the NRHP under Criteria A (association with a historically significant event), B (association with a historically significant person), C (historically significant design), and/or D (historically significant information potential) and appropriate Criterion Considerations, which allow resources not normally eligible for the NRHP to qualify for listing. (Within the Purple Line APE, Considerations A for religious properties; F for commemorative properties; and G for resources less than fifty years of age will apply.) Select resources less than fifty years old were evaluated if they appeared to have the potential to be exceptionally important according to NRHP guidelines. Preliminary determinations of eligibility were made for properties that were either previously identified but not evaluated or newly identified. For the Purple Line, MTA and MHT agreed to treat potentially eligible resources as eligible while project planning occurs, in order to facilitate project progress.

The Purple Line APE contains numerous potential historic districts; special attention was paid to these districts and the individual resources contained within them. When completing National Register eligibility determinations, built resources can be evaluated either individually or in groups that together form districts. Typical types of districts include residential neighborhoods, college campuses, and governmental or institutional complexes. In order to evaluate groups of buildings as districts, the buildings should have a concentration or associations that unite them visually or historically. A district can comprise a wide variety of resources but should convey the sense of a cohesive and interrelated environment. Resources located near each other but are not related through use, building type, or period of development may not form a district solely based on proximity. When districts are evaluated and determined to be eligible for listing in the National Register, designations of contributing or noncontributing are assigned to each resource. This process is completed to distinguish infill construction or buildings that have been substantially altered from those that retain historic and architectural integrity.

In some cases, individually historically or architecturally important buildings that are within districts may be evaluated independently. Within Maryland, this process is used for two reasons.

First, if the MHT has previously identified but not evaluated an individual building, it must be independently evaluated for eligibility even if it is considered to be a contributing resource to an eligible historic district. Second, in some cases, a district may not be eligible for listing, yet one or more individual buildings within the evaluated district boundaries may be independently eligible. This evaluation process allows those individual buildings to be accurately assessed. Similarly, individual resources on campuses or within historic districts may have been assigned individual inventory numbers prior to the district or campus evaluation. These resources are usually considered to be contributing elements within the historic districts if they are later determined to be eligible. Within this Technical Report, the individual resources are listed separately from their historic districts to note the individual determinations of eligibility.

As part of the survey, 261 resources more than fifty years of age were identified within the Purple Line APE. Of these resources, a total of forty-nine listed, eligible, or potentially eligible historic resources are present. The locations for all 261 resources presented in a table and shown on mapping presented in Appendix A.

Those properties that were previously listed in the NRHP; previously determined eligible for listing in the NRHP; or considered potentially eligible for listing in the NRHP as part of the current project were then evaluated to determine if the Purple Line would have any effects to their historic character by applying the Criteria of Adverse Effect. An adverse effect is found when an undertaking directly or indirectly alters the characteristics that qualify a property for listing in the NRHP in a manner that diminishes one of the seven aspects of integrity (location, design, setting, materials, workmanship, association, and feeling). Types of potential adverse effects considered included physical impacts, such as destruction of all or part of a building; property takes that adversely impact the historic setting of a resource, even if built resources are not directly impacted; noise and vibration impacts evaluated according to accepted professional standards; changes to significant viewsheds; and cumulative effects that may occur later in time.

Of the forty-nine National Register-listed, eligible, or potentially eligible properties, the project team anticipates that only one will be adversely affected because of substantial efforts to avoid, minimize, and mitigate adverse effects during the planning phase of the project. This single adverse effect will occur to the Falkland Apartments (M:36-12).

2.2. Bethesda to 16th Street

This segment of the Purple Line Corridor includes the communities of Bethesda, Chevy Chase, Lyttonsville, and Rosemary Hills. The Bethesda Central Business District (CBD) is characterized by high-density mixed uses. Montgomery County planned for and encouraged dense development around the Metro station in Bethesda by applying zoning with densities and floor area ratios for high-rise development, prior to construction of the WMATA Red Line in this area. The Bethesda CBD has developed as planned and continues to grow. East of the Bethesda CBD, single-family and some multi-family residences predominate in the corridor, with some small-scale commercial development.



2.2.1. Historic Development of Area

Bethesda lies along Wisconsin Avenue (MD 355), the former early nineteenth-century toll road between Frederick and Georgetown. When the Metropolitan Branch of the Baltimore & Ohio Railroad was constructed through the countryside in 1873, it set the stage for development along the line, although the USGS West Washington, D.C., 15-minute quadrangle map indicates only a few buildings in Bethesda by 1885.

Bethesda originated as a small agricultural community along the old Georgetown and Frederick Toll Road (now Old Georgetown Road) after the Civil War. The community, originally known as Darcy's Store, did not become known as Bethesda until 1871. During the second and third decades of the twentieth century, the Georgetown Branch of the Baltimore & Ohio Railroad was built through the area. Soon after, much of the farmland was subdivided and developed, and the widespread use of the automobile in the early twentieth century precipitated a real estate boom. During the years of the Great Depression, Bethesda benefited from federal Works Progress Administration and other building projects initiated as part of the New Deal. In the late 1930s and early 1940s, construction of other federal projects, such as the National Institutes of Health complex and the Bethesda Naval Hospital, brought further growth to Bethesda. The end of World War II brought a second housing boom, and the 1980s brought the Metro, which again promoted growth.

Chevy Chase is the collective name for a town, a census-designated place, and five villages all clustered along Connecticut Avenue (MD 185) directly northwest of Washington, D.C. The Chevy Chase Land Company was formed in the 1890s to develop a streetcar suburb of Washington, D.C., complete with an electric railway line. Although additional residential districts were added throughout the first quarter of the twentieth century, the collective Chevy Chase entities did not become populous until after World War I. The Town of Chevy Chase, formerly known as Chevy Chase Village Section Four, was incorporated as a municipality in 1918.

Lyttonsville and Rosemary Hills are small communities located near unincorporated Silver Spring, discussed in the next section. Lyttonsville was formerly known as Linden and was one of several communities in Montgomery County settled by freed African-American slaves in the nineteenth century. Rosemary Hills is known for its racial diversity and for its innovative school integration policies in the 1970s.

2.2.2. Identified Historic Resources

In the Bethesda to 16th Street segment of the alignment, a total of sixty-two resources more than fifty years of age were identified. Of these sixty-two resources, twenty-one are potentially eligible, previously determined eligible by the MHT, or officially listed in the NRHP. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.

National Naval Medical Center, 8901 Rockville Pike, Bethesda

Status

The National Naval Medical Center (M: 35-98) was determined eligible for the NRHP in 1998.

Description

The National Naval Medical Center is a significant medical facility inspired by President Franklin D. Roosevelt's desire to build a world-class hospital for military personnel. He enlisted master French-American architect Paul Philippe Cret (1875-1945) of Philadelphia to achieve this goal. Cret designed a campus replete with Art Deco and Stripped Classical buildings that treated military personnel and also researched—through the Naval Medical Research Institute—various diseases and conditions encountered by service men and women. The National Naval Medical Center, which was constructed primarily between 1940 and 1942, was determined to be eligible for listing in the NRHP under Criterion A for the medical achievements that occurred on the site; under Criterion B for the association with President Roosevelt; and under Criterion C as an excellent example of the work of master architect Paul Cret. The boundaries for the proposed historic district comprise 131 acres of the 242-acre campus.

Project Effects

No potential adverse effects to the National Naval Medical Center have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the resource's integrity of location, design, setting, materials, workmanship, feeling, or association.





Bethesda Naval Hospital Tower Block, 8901 Rockville Pike, Bethesda

Status

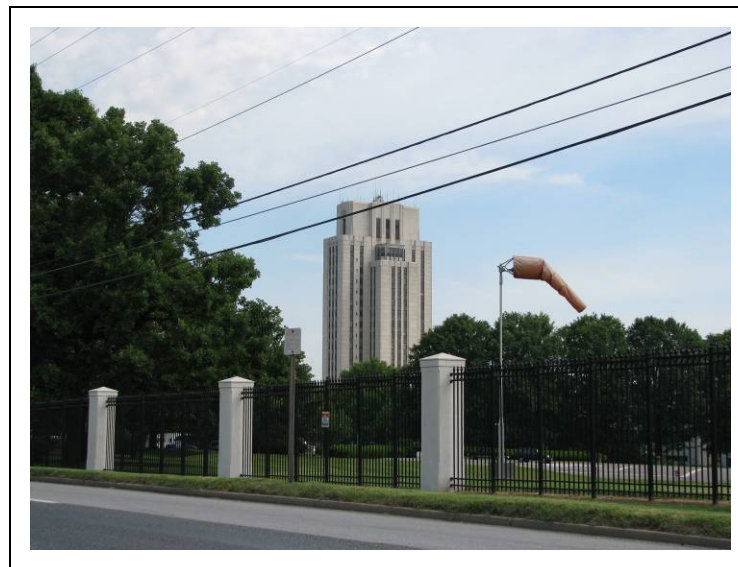
The Bethesda Naval Hospital Tower Block (M: 35-8) was listed in the NRHP in 1977. Although the Bethesda Naval Hospital Tower Block is part of the greater National Naval Medical Center campus (M: 35-98), it is individually listed in the NRHP and is considered a distinct historic property for the purposes of the Purple Line Study.

Description

The Bethesda Naval Hospital Tower Block, constructed between 1939 and 1942, is the original and most prominent architectural component of the National Naval Medical Center campus. The building, designed by master French-American architect Paul Philippe Cret (1876-1945) of Philadelphia, according to an idea developed by President Franklin Delano Roosevelt, consists of a twenty-story central tower rising above a series of interconnecting three- and four-story pavilions. The steel-frame and reinforced concrete building is clad in precast concrete panels faced with a combination of quartz, quartz sand, and cement. The landmark Bethesda Naval Hospital Tower Block at the National Naval Medical Center was individually listed in the NRHP in 1977. Although the original documentation does not delineate the applicable NRHP criteria, the tower would likely be eligible under Criteria A, B, and C for the same reasons that the National Naval Medical Center campus was determined to be eligible (see above).

Project Effects

No potential adverse effects to the Bethesda Naval Hospital Tower Block have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the resource's integrity of location, design, setting, materials, workmanship, feeling, or association.



Old Bethesda Commercial District

Status

The Old Bethesda Commercial District (M: 35-14) is potentially eligible for the NRHP.

Description

Originally a small crossroads village serving the surrounding agricultural community, the Old Bethesda Commercial District now comprises a mixture of early to mid-twentieth century commercial buildings and modern infill development within a suburban environment. Rapid population growth and development beginning in the 1920s led to ongoing land use changes, building demolition, and new construction in this area. Nonetheless, many pre-World War II buildings remain, and the Old Bethesda Commercial District's current configuration demonstrates the evolution of a rural, agricultural community to a modern, suburban community over the course of the twentieth century. The Old Bethesda Commercial District is potentially eligible for the NRHP as a historic district. The district appears to possess significance under Criterion A for its historic commercial importance and under Criterion C for its distinctive commercial architecture and as an example of early to mid-twentieth century commercial development.

Project Effects

No potential adverse effects to the Old Bethesda Commercial District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





Columbia Country Club, 7900 Connecticut Avenue, Chevy Chase

Status

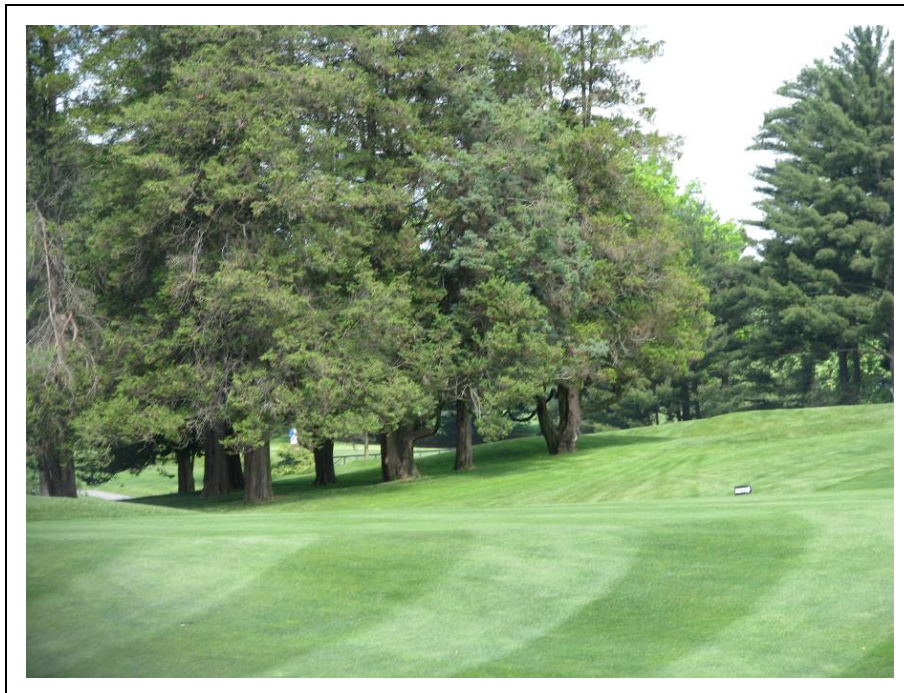
The Columbia Country Club (M: 35-140) was determined eligible for the NRHP in 2002.

Description

The forty-four-acre Columbia Country Club, founded in 1898 as the Columbia Golf Club,, moved to its present location in Chevy Chase in 1910, and in 1911 a new Italian Renaissance style clubhouse was built; designed by architect Frederick B. Pyle (1867-1934) of Washington, D.C., the clubhouse was expanded in the 1920s by Pyle and others. The club's golf course, designed in 1921 by prominent golf professional Walter J. Travis, is an excellent example of golf course design; in recent years, the course has been altered and expanded. The Columbia Country Club was determined eligible for the NRHP and deemed significant under Criterion A for its association with the Chevy Chase community's marketing and development and under Criterion C for the clubhouse's architecture and golf course's landscape design.

Project Effects

Constructing the Purple Line would require one recently built, non-historic portion of the golf course, which was inadvertently located on MTA right-of-way, to be moved. An existing rail line that pre-dates the historic country club, and upon which freight trains regularly ran until the 1980s, would be used for the Purple Line. Because the rail line predates the country club and the physically impacted portion is not historic, project implementation would result in no adverse effect to the Columbia Country Club. The integrity of location, design, setting, materials, workmanship, feeling, or association for the historic portion of the property would not be diminished to a point that the historic character of the country club would be diminished.



Bethesda Theatre

Status

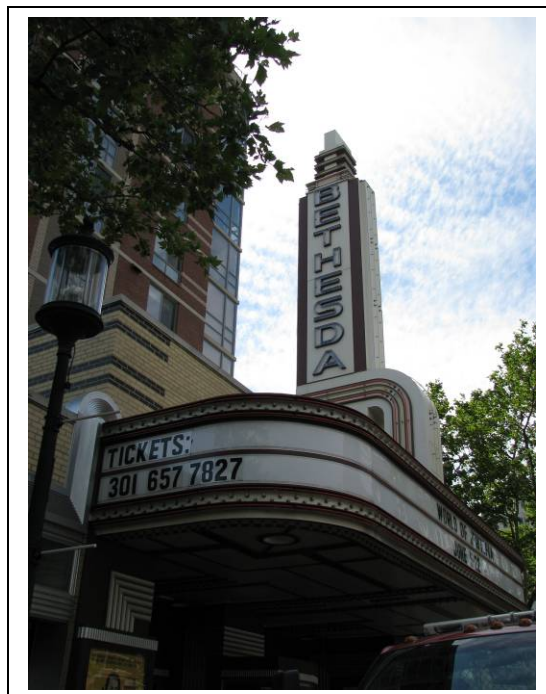
The Bethesda Theatre (M: 35-14-4) was listed in the NRHP in 1999.

Description

The multi-level, Art Deco-style Bethesda Theatre, designed by renowned Romanian-born American theater architect John Eberson (1875-1964) of New York City, was constructed in 1938 and originally named the Boro Theater. However, owner and early local theater entrepreneur Sidney Lust changed the name in 1940 to match that of the rapidly growing community. Located in Bethesda's commercial district, the theater consists of two rectangular masses: a larger auditorium block housing the theater itself, and a smaller, street-front block containing the theater entrance flanked by a pair of shops. The entrance is surmounted by a marquee and prominent sign with "BETHESDA" spelled vertically in neon letters. The Bethesda Theatre was listed in the NRHP in 1999. The theater is significant under Criterion A for its association with the early movie theater industry; under Criterion B for its association with local theater entrepreneur Sidney Lust; and under Criterion C as an excellent example of an Art Deco-style theater designed by renowned theater architect John Eberson.

Project Effects

No potential adverse effects to the Bethesda Theatre have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Bethesda Post Office, 7400 Wisconsin Avenue, Bethesda

Status

The Bethesda Post Office (M: 35-14-5) is potentially eligible for the NRHP.

Description

The Bethesda Post Office was constructed in 1938 under the auspices of the federal Works Progress Administration (WPA), an important program of FDR's New Deal. The post office was designed by Supervising Architect of the U.S. Treasury Louis A. Simon and built by the Soffarelli Brothers of Jamaica, New York. The classically inspired hipped-roof building features a cupola, arched window units, and native stone cladding. It continues to operate as a post office. The Bethesda Post Office is potentially eligible for the NRHP; the building possesses significance under Criterion A for its association with the Works Progress Administration and under Criterion C as a good example of a Neoclassical-style public building.

Project Effects

No potential adverse effects to the Bethesda Post Office have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Community Paint and Hardware, 7250 Wisconsin Avenue, Bethesda

Status

Community Paint and Hardware (M: 35-14-7) is potentially eligible for the NRHP.

Description

The circa 1890 Community Paint and Hardware building, formerly known as Wilson's Store and Post Office, is the oldest building remaining in Bethesda's commercial district. The Bethesda community's only store in 1900, the building originally contained a post office, a grocery counter, dry goods, hardware, feed, and fuel. Vernacular, Victorian-era architectural detailing includes a decorative, bracketed cornice. Although the store is clad in stucco, this alteration appears to date to the early twentieth century and does not obscure the building's historic appearance. The Community Paint and Hardware building is potentially eligible for the National Register; the building appears to possess significance under Criterion A as the original commercial enterprise in the Bethesda community and under Criterion C as a good example of a late-nineteenth-century commercial building.

Project Effects

No potential adverse effects to the Community Paint and Hardware building have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Hawkins Lane Historic District, Hawkins Lane, Chevy Chase

Status

The Hawkins Lane Historic District (M: 35-54) is potentially eligible for the NRHP.

Description

The Hawkins Lane Historic District is a collection of several closely spaced, frame houses built for African-American families in the early to mid-twentieth century. The modest houses are vernacular interpretations of the Craftsman-style and bungalow form. While some residences have undergone alterations, the Hawkins Lane Historic District retains sufficient integrity to be potentially eligible for the NRHP; the district potentially possesses significance under Criterion A for its association with early twentieth-century African-American residential settlement patterns in the area surrounding Washington, D.C.

Project Effects

No potential adverse effects to the Hawkins Lane Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Gilliland-Bloom House, 4025 Jones Bridge Road, Chevy Chase

Status

The Gilliland-Bloom House (M: 35-57) is potentially eligible for the NRHP.

Description

The circa 1880 Gilliland-Bloom House is a two-story, hipped roof example of the Folk Victorian style. The house's symmetrical façade and rectangular form are suggestive of a central hallway plan. The one-story, full-width porch is supported by turned posts with spindlework detailing. This porch configuration is a characteristic Folk Victorian stylistic element. A large, central roof dormer contains elements of the Craftsman style and is likely a later addition. The house's historic plan and materials are intact. The Gilliland-Bloom House is potentially eligible for the NRHP. The house appears to possess significance under Criterion C as a good example of Folk Victorian-style residential architecture.

Project Effects

No potential adverse effects to the Gilliland-Bloom House have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Avondale Street Historic District, Avondale Street, Bethesda

Status

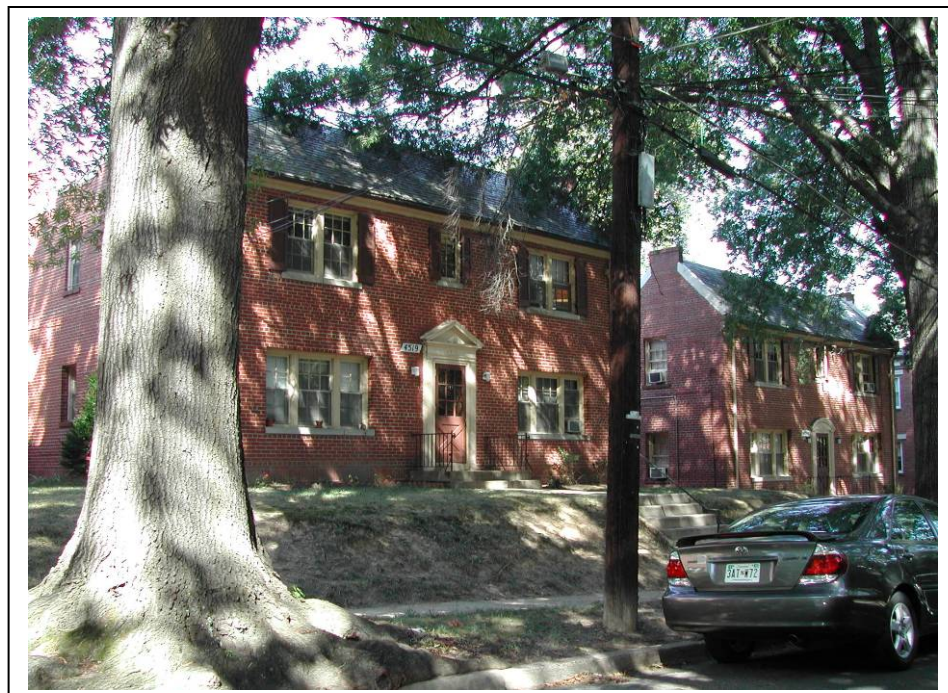
The Avondale Street Historic District is potentially eligible for the NRHP.

Description

The Avondale Street neighborhood is a collection of brick apartment complexes located along Avondale Street in Bethesda. The brick masonry buildings were constructed between 1940 and 1960 and are two stories in height with side gable roofs covered with asphalt shingles. Each free-standing complex has three bays and holds approximately four apartments. The buildings exhibit design characteristics of the Colonial Revival style and include Doric pilasters, modest entablatures, and pedimented front doorways. Colonial Revival elements include symmetrical layouts with brick chimneys in the interior gable ends. The apartment buildings are near more recently constructed high-rise buildings in downtown Bethesda, and the neighborhood is one of the last few remaining sections of Old Bethesda. Avondale Street retains much of its original character with large, mature deciduous trees that lend a picturesque appeal to the residential area. The neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for its cohesiveness of building type and style and for its good examples of mid-twentieth century, Colonial Revival-style apartment buildings.

Project Effects

No potential adverse effects to the Avondale Street Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Rock Creek Knolls Historic District, Coquelin Terrace, East of Jones Bridge Road, Chevy Chase

Status

The Rock Creek Knolls Historic District is potentially eligible for the NRHP.

Description

The Rock Creek Knolls neighborhood is located directly south of the Georgetown Branch right-of-way and near Rock Creek Park. It contains a variety of circa 1940-1950, two-story houses. Architectural styles include Tudor Revival, Georgian Revival, and Colonial Revival, and common building materials include dressed stone, stuccoed exteriors, decorative shutters, and both brick and wooden siding. Houses in the neighborhood are similar in scale and possess a high degree of architectural integrity. The Rock Creek Knolls neighborhood is potentially eligible for the NRHP as a historic district under Criterion C due to the variety of residential architectural types and styles within the neighborhood.

Project Effects

No potential adverse effects to the Rock Creek Knolls Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





Rock Creek Park, Montgomery County

Status

The portion of the 1,754-acre Rock Creek Park that is located within Maryland is potentially eligible for the NRHP. The portion of the national park that is within Washington, D.C., was listed in the NRHP in 1991 and is not within the Purple Line APE.

Description

Within Maryland, picturesque Rock Creek Park is located along the meandering Rock Creek in Montgomery County. Created in 1890 for the recreation and enjoyment of citizens in predominantly urban and suburban surrounding areas, Rock Creek Park is potentially eligible for the NRHP as a historic district under Criterion C for its intact historic landscape.

Project Effects

No potential adverse effects to Rock Creek Park have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Metropolitan Branch, Baltimore & Ohio (B&O) Railroad, Montgomery County

Status

The Metropolitan Branch of the B&O Railroad (M: 37-16) was determined eligible for the NRHP in 2000.

Description

The Metropolitan Branch of the B&O Railroad, constructed in Montgomery County between 1866 and 1873, is the principal rail route to the west from Washington, D.C. The line opened for service in May 1873. Although continuously modernized and upgraded since its construction, including the replacement of obsolete bridges and double-tracking, the route remains essentially unchanged since 1873. Numerous historic bridges and station houses remain. The Metropolitan Branch revived agricultural production in Montgomery County by improving shipping, but the line's access to Washington also facilitated the county's suburbanization. Residential growth in Silver Spring, Forest Glen, Capitol View Park, Kensington, Garrett Park, Boyds, and Washington Grove was spurred by their proximity to the railroad. The Metropolitan Branch of the B&O Railroad was determined eligible for the NRHP and deemed significant under Criterion A as a major transportation improvement associated with local agricultural production and community development, and under Criterion C for the design of its various components.

Project Effects

No potential adverse effects to the Metropolitan Branch of the B&O Railroad have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





National Institutes of Health, 9000 Rockville Pike, Bethesda

Status

The National Institutes of Health (M: 35-9) is potentially eligible for the NRHP.

Description

The National Institutes of Health (NIH), developed primarily during the 1930s, is a world-renowned medical campus located on the west side of Rockville Pike. It has been the site of numerous major medical achievements. Buildings of more than fifty years of age on the campus generally display a Colonial Revival or Georgian Revival design aesthetic, which lends the campus an academic appeal that mirrors the numerous institutions of higher learning constructed during the same era. Although modern infill construction is present, the historic quadrangle and other areas remain intact. The NIH is potentially eligible for the NRHP under Criterion A for the important achievements that have impacted medical treatment throughout the world and under Criterion C for the classical architecture that embodies the academic nature of the site.

Project Effects

No potential adverse effects to the NIH campus have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the resources' integrity of location, design, setting, materials, workmanship, feeling, or association.



National Library of Medicine, 8500 Rockville Pike, Bethesda

Status

The National Library of Medicine (M: 35-9-8) was determined eligible for the NRHP in 2000. Although the National Library of Medicine is part of the greater National Institutes of Health campus, it has an individual site number and is considered a distinct historic property for the purposes of the Purple Line Study.

Description

The National Library of Medicine, part of the National Institutes of Health campus, was constructed in 1962. The steel-frame and reinforced concrete building, designed by architects O'Connor and Kilham, is a large rectangular block faced with limestone. More than half of the structure is located below grade. The building houses one of the world's largest medical library collections, most of which is stored in the building's sublevels as a precaution against nuclear attack, a major concern during the era of the building's design and construction. The National Library of Medicine was determined to be individually eligible for listing in the NRHP under Criterion A as the dedicated repository for the nation's body of medical literature and under Criterion C for its unique bomb-proof design constructed as a defensive measure during the Cold War era. Although it is less than fifty years old, it qualifies for listing on the NRHP through Criterion Consideration G.

Project Effects

No potential adverse effects to the National Library of Medicine have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the resource's integrity of location, design, setting, materials, workmanship, feeling, or association.





3351 Jones Bridge Road, Chevy Chase

Status

The residence at 3351 Jones Bridge Road is potentially eligible for the NRHP.

Description

The two-story residence at 3351 Jones Bridge Road was constructed in 1908 and exhibits elements of the Folk Victorian and Queen Anne architectural styles. It is comprised of frame construction with a side gable roof and front polygonal turret. A large wooden front porch extends the full length of the façade and is accessible by a series of concrete steps. The house retains the picturesque appearance of Folk Victorian architecture and is surrounded by gently sloping terrain landscaped with mature deciduous trees. Further historical research is needed to establish the history and development of the house and its surrounding parcel. The residence at 3351 Jones Bridge Road is potentially eligible for the NRHP under Criterion C for architectural merit.

Project Effects

No potential adverse effects to the residence at 3351 Jones Bridge Road have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



4100 Jones Bridge Road, Chevy Chase

Status

The residence at 4100 Jones Bridge Road is potentially eligible for the NRHP.

Description

The residence at 4100 Jones Bridge Road is a good, intact example of a Colonial Revival/Neoclassical house that derives its design tenets from those promulgated by the American Country House Movement. The circa 1940, two-story residence is clad in red brick and has a symmetrical façade. The house has an articulated entrance with a single-story entry portico and a Chinese Chippendale balustrade. The property is located on a large parcel with designed landscaping. Built during a transitional era when the suburbs surrounding Washington, D.C., were rapidly developing, this property comprised an estate. The residence at 4100 Jones Bridge Road is potentially eligible for the NRHP under Criterion C for its distinctive architectural design.

Project Effects

No potential adverse effects to the residence at 4100 Jones Bridge Road have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





North Chevy Chase Historic District, West Side of Kensington Ave., South of Inverness, East to Hutch Pl., Chevy Chase

Status

The North Chevy Chase Historic District is potentially eligible for the NRHP.

Description

The North Chevy Chase neighborhood is primarily residential with several churches interspersed among the houses. Residential house types and styles vary widely and include: circa 1890s buildings with Victorian-era ornamentation and Folk Victorian elements; American Four-Square residences from the early twentieth century; large Colonial Revival houses from the first four decades of the twentieth century; and Modern and Contemporary infill homes from the 1950s. Despite the gradual evolution of the neighborhood, the buildings display unifying elements such as similar materials and setbacks. Collectively, the neighborhood represents the evolution of residential buildings that were constructed over the course of approximately sixty years. Additional research will be conducted to determine the historic context of the neighborhood's development and design, which may result in its eligibility under Criterion A. However, the North Chevy Chase neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for the collective architectural significance of the buildings within the neighborhood.

Project Effects

No potential adverse effects to the North Chevy Chase Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Longfellow Place Historic District, Laird and Lynwood Places and Manor Road, Chevy Chase

Status

The Longfellow Place Historic District is potentially eligible for the NRHP.

Description

The Longfellow Place neighborhood contains a collection of post-World War II era housing that displays the design ideology of the 1940s and 1950s. The buildings have Colonial Revival and Neoclassical design elements common to that era. Residences are primarily two-story structures, are constructed of similar materials, and have large setbacks from roadways. The houses contain attached garages that face the street. This configuration indicates the growing importance that American families placed on automobiles, literally making room for cars within their houses. Compared to other suburbs in the Washington, D.C./Maryland area, the Longfellow Place neighborhood contains larger homes that, while harmonious, each have a unique design sensibility. The Longfellow Place neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for the collective architectural significance of the buildings within the neighborhood.

Project Effects

No potential adverse effects to the Longfellow Place Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





***Madonna of the Trails*, Adjacent to the Bethesda Post Office, 7400 Wisconsin Avenue, Bethesda**

Status

The *Madonna of the Trails* sculpture (M: 35-14-2) is potentially eligible for the NRHP.

Description

The *Madonna of the Trails* sculpture was erected to honor the spirit and courage of pioneer women who were instrumental in settling new regions of the United States. The ten-foot-tall statue depicts a pioneer mother holding a rifle and a small child while another child clings to her skirt. Placed on Rockville Pike (MD 355) in Bethesda in 1929, the statue is one of twelve identical statues commissioned by the Daughters of the American Revolution. The statues were placed along a westward route between Bethesda and Upland, California. German sculptor August Leimbach (1882-1965) executed the twelve statues in crushed granite, stone, marble, cement, and lead ore. Lengthy inscriptions fill the north and south panels of the pedestal. The *Madonna of the Trails* sculpture is potentially eligible for the NRHP under Criterion A and Criteria Consideration F for its historic association with the Daughters of the American Revolution's historic commemoration of pioneer women and under Criterion C and Criteria Consideration F for its artistic value and age.

Project Effects

No potential adverse effects to the *Madonna of the Trails* sculpture have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Our Lady of Lourdes Church and School, 7500 Pearl Street, Bethesda

Status

Our Lady of Lourdes Church and School complex is potentially eligible for the NRHP.

Description

Our Lady of Lourdes Church was founded in 1941, and a school building and convent were constructed as building funds were secured. The school's gymnasium served as the church until the present church structure was completed in 1951. The same year, the school was expanded when six classrooms were added to the north end of the original school building. The buildings are simple brick structures with minimal concrete decorative details. However, they represent a mid-twentieth century shift in church building design, when previously popular styles, such as Colonial Revival and Gothic Revival were abandoned for buildings with modern appeal. These modern buildings represented a more economic and efficient method of building, yet still employed high-quality materials and classical proportions and massing. Our Lady of Lourdes Church and School complex is potentially eligible for listing in the NRHP under Criterion C for its architecture, which is indicative of a distinct era in American architectural history.

Project Effects

No potential adverse effects to the Our Lady of Lourdes Church and School have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





2.3. 16th Street to Piney Branch Road

In this segment of the Purple Line corridor are the communities of Woodside, Silver Spring, East Silver Spring, and Highland View. Downtown Silver Spring has experienced extensive redevelopment in the last ten years and more projects are currently underway. This development was built around the multi-modal Silver Spring Metro Station and is urban in character with a mix of commercial, residential, and entertainment uses. At the existing Silver Spring Metrorail Station, the MTA, Montgomery County, and Washington Metropolitan Area Transit Authority (WMATA) are building a new expanded transit center with adjacent transit-oriented development. The transit center will serve Metrorail, MARC commuter rail, Amtrak, WMATA, Montgomery County Ride On, and intercity buses. The county has leveraged this accessibility by encouraging dense development in the area with zoning and density bonuses around the transit center. The eastern Silver Spring, Long Branch, and Takoma Park communities are characterized by well-established residential neighborhoods that are compactly developed, containing a mix of single-family and multi-family dwellings.

2.3.1. Historic Development of Area

Woodside Park was created from Alton Farm, the late-nineteenth century country estate of *Washington Star* owner Crosby Noyes. In 1922, Noyes' heirs sold the land to the Woodside Development Company which subdivided it into one-acre residential lots for the upper-middle class with a park and water features. Numerous, traditionally styled houses were constructed after World War II and through the early 1950s. Additional houses were constructed on the relatively few lots left in the 1980s. Woodside Park is considered to be the prototypical suburban community of the 1920s and 1930s in Montgomery County by the Maryland-National Capital Park and Planning Commission (Woodside Park History Page Website 2007).

Silver Spring is the third most populous community in Maryland. It began in 1840 with the construction of a summer estate called Silver Spring, built outside Washington D.C., by Francis Preston Blair, Sr. (1791-1876), a famous American journalist and politician who was one of the leading members of President Andrew Jackson's "Kitchen Cabinet." Blair's home in Washington, now called Blair House, became the official state guest house for the U.S. Presidents. Later, he was one of the founders of the Republican Party and served as an advisor to presidents Martin Van Buren and Abraham Lincoln.

Travel to Silver Spring became convenient in 1873 when the Metropolitan Branch of the Baltimore & Ohio (B&O) Railroad was constructed through the area along its route from Point of Rocks, Maryland to Washington D.C. Although there was some early suburban development by 1887, downtown Silver Spring did not thrive until the Lee Development Company, formed by descendents of Francis Preston Blair, began developing land in the early twentieth century. The development of Woodside Park in the 1920s was a major economic and growth stimulus to Silver Spring. The construction of schools, shopping centers, and entertainment venues in the 1920s and 1930s, and the arrival of several large retail stores in the 1950s, added to the community's importance. Downtown Silver Spring began to decline in the 1960s and even the

provision of Metro service in the late 1970s did not bring large improvements. At the beginning of the twenty-first century, downtown Silver Spring has been partially revitalized by the arrival of numerous retail chains.

East Silver Spring is a neighborhood in Silver Spring located south of I-495, west of the county line, north of the Washington, D.C., line, and east of Colesville Road. The community is almost completely built out with little vacant land and has a diverse population with a large immigrant component. In the late nineteenth century it was an agrarian community with small crossroads centers, but, after the coming of the Metropolitan Branch of the B&O Railroad in the 1870s and into the 1920s, it became an area of large-scale suburbs platted around the B&O stations. Today there are few material remnants of the nineteenth century, but many early twentieth century resources remain.

Highland View is a housing subdivision in East Silver Spring. Examination of statistics for Highland View Elementary School suggests that the community contains numerous African-American and Hispanic residents (Montgomery County Public Schools Website 2005).

2.3.2. Identified Historic Resources

In the 16th Street to Piney Branch Road segment of the alignment, a total of 105 resources more than fifty years of age were identified. Of these 105 resources, fifteen are potentially eligible, previously determined eligible by the MHT, or officially listed in the NRHP. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.



Silver Spring Park Historic District, Roughly Bounded by Bonifant, Fenton, Spring, and Carroll Streets, Silver Spring

Status

The Silver Spring Park Historic District is potentially eligible for the NRHP.

Description

The Silver Spring Park residential neighborhood is located east of downtown Silver Spring. It spans three blocks in a partial grid pattern, unlike nearby neighborhoods with curvilinear street patterns. Houses were generally constructed between 1921 and 1940, thus the community developed simultaneously with Silver Spring. Architectural styles include Craftsman bungalows and vernacular adaptations of Queen Anne. The neighborhood contains sidewalks, mature trees, decorative stone retaining walls, and landscaped gardens. Because of these designed landscape features, the neighborhood developed as a walkable, pedestrian-oriented community that benefited from its close proximity to downtown Silver Spring's commercial corridors. The Silver Spring Park neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for the collective architectural significance of the buildings within the neighborhood.

Project Effects

No potential adverse effects to the Silver Spring Park Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Flower Avenue North Historic District

Status

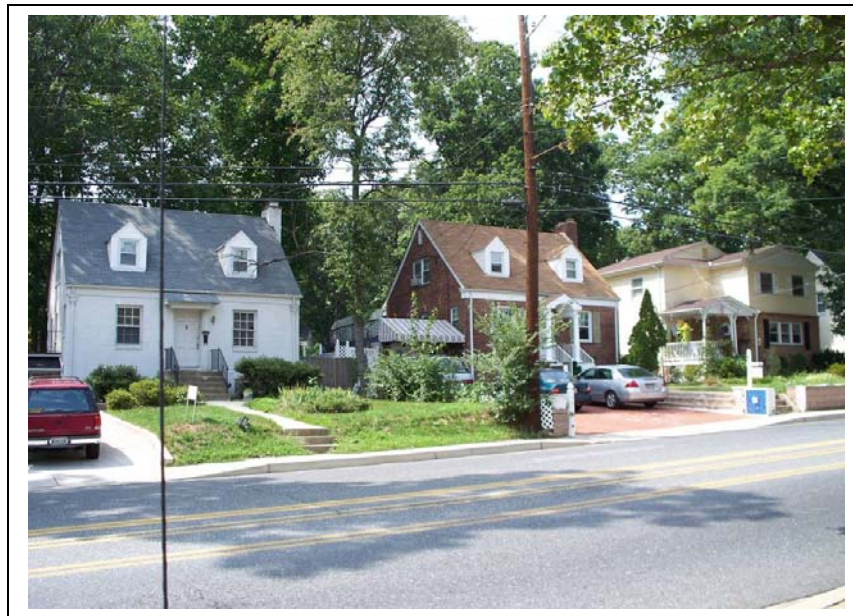
The Flower Avenue North Historic District is potentially eligible for the NRHP.

Description

The Flower Avenue North neighborhood is a large residential development with single-family homes and is located north of the Flower Avenue commercial district along Piney Branch Road (MD 320) to the south. Houses were constructed between 1921 and 1962. Residences within the neighborhood are predominantly Cape Cod houses, two-story Colonial Revival houses, and Ranch-style houses. Other styles include Tudor Revival, Georgian Revival, and International. The landscaping, scale, and proportion of the street layout in the neighborhood indicate that it was a planned suburban community. The Flower Avenue North neighborhood is potentially eligible for the NRHP as a district under Criterion C for the collective architectural significance of the buildings within the neighborhood and as a representative example of a planned community.

Project Effects

Construction of the Purple Line may require that a single house within the district be demolished. At this time, no delineation of the residence's contributing or noncontributing status has been made, but it appears to be a potentially noncontributing building. However, the removal of a single house within a larger historic district will likely constitute a no adverse effect determination because the overall impact on the historic character of the larger entity will not substantially alter the historic character of the district.





Woodside Park Historic District, Roughly Bounded by Georgia Avenue, Colesville Road, and Dale Drive, and Spring Street, Silver Spring

Status

The Woodside Park Historic District (M: 36-18) is potentially eligible for the NRHP.

Description

The Woodside Park residential neighborhood contains houses that were constructed between 1921 and 1940. A majority of the houses exhibit the Tudor Revival style, with occasional examples of the Colonial Revival and modified International styles. Houses are generally two-stories and retain original slate roofs. Common exterior Tudor Revival elements include steeply pitched gable roofs, stucco facades with half-timbering, broad chimneys, and decorative stonework. The neighborhood contains numerous mature trees and retaining walls and hedges. The Woodside Park neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for the collective architectural significance of the buildings within the neighborhood and its landscape design.

Project Effects

No potential adverse effects to the Woodside Park Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



8113 Fenton Street, Silver Spring

Status

The building at 8113 Fenton Street is potentially eligible for the NRHP.

Description

The commercial building at 8113 Fenton Street in Silver Spring is a good example of the International style. It was constructed circa 1955. The three-story building's design emphasizes its horizontality with a flat roof and alternating bands of brick and glass windows. The International style was one of the first that abandoned regional characteristics in favor of simple, box-like geometry that emphasized function rather than ornate decoration. The building at 8113 Fenton Street is potentially eligible for the NRHP under Criterion C as a distinctive example of International-style architecture that reflects changing attitudes toward building styles in the mid-twentieth century.

Project Effects

No potential adverse effects to 8113 Fenton Street have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Saint Michael the Archangel Catholic School, 824 Wayne Avenue, Silver Spring

Status

Saint Michael the Archangel Catholic School is potentially eligible for the NRHP.

Description

The Saint Michael the Archangel Catholic School building, which was constructed between 1936-1944, combines several notable design and stylistic elements, including features of the Stripped Classical and Art Deco styles. The building's box-shaped form and lack of ornamentation are typical of the Stripped Classical style, which first came into favor for public architecture in the 1930s during the Great Depression. The recessed, stepped entrance bay and the vertical incised bands that allude to pilasters are derived from Art Deco design tenets. The school is a sophisticated blend of the two styles, and the resulting design is unique. Parishioner Donald Johnson was engaged as the supervising architect and construction by the Parkhill Construction Company began on the school early in 1936. Construction continued through 1937-1938 and an addition that doubled the size of the school was completed in 1944. The Saint Michael's School building is potentially eligible for the NRHP under Criterion C as a good example of a school building that displays two early-to-mid-twentieth century architectural styles.

Project Effects

No potential adverse effects to Saint Michael's School have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Church of the Ascension, 633 Sligo Avenue, Silver Spring

Status

The Church of the Ascension is potentially eligible for the NRHP.

Description

The Church of the Ascension features a campus of religious buildings. An Episcopalian mission was established in Silver Spring in 1920. The congregation met in local buildings until 1929 when a frame building was completed; it was soon replaced with the current stone building in 1930. It was executed in the Gothic Revival style and employs several character-defining features, including pointed-arch windows, trefoil motifs, and steeply pitched rooflines. The stones that comprise the building are dressed ashlar, and slate covers the roof. The property features several additional buildings, including a small rectory built in 1949 that incorporates design elements and materials used on the church. This residence is clad in stucco with field stone accents, some of which form quoins at its corners. There is also a parish hall built in 1954, which was expanded from 1998-2002. The Church of the Ascension and its associated buildings are potentially eligible for the NRHP under Criterion C for the distinction of its architectural design and the high artistic value of the buildings and Criteria Consideration A.

Project Effects

No potential adverse effects to the Church of the Ascension or its accessory buildings have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Silver Spring Baltimore & Ohio (B&O) Railroad Station, 8100 Georgia Avenue, Silver Spring

Status

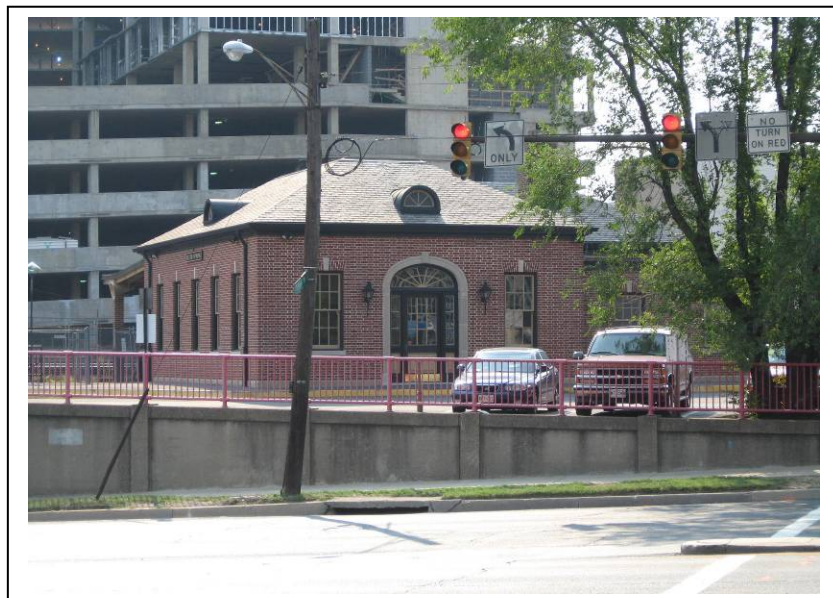
The Silver Spring B&O Railroad Station (M: 36-15) was listed in the NRHP in 2000.

Description

The Silver Spring B&O Railroad Station complex, constructed in 1945, includes the main station, a smaller waiting station on the opposite side of the tracks, and an underground pedestrian tunnel that connects the two sides of the tracks. Built from standardized plans, the main station building consists of an L-shaped, hipped-roof block and is clad in brick. Colonial Revival-style decorative elements on this building include: an arched entryway with a fanlight, sidelights, and pilasters; eyebrow roof dormers containing fanlights; and six-over-six window units with brick flat arches and granite sills. The hipped-roof waiting station is also brick clad and employs flat arches over windows. As a group, the complex embodies the distinctive characteristics of mid-twentieth century Colonial Revival architecture as applied to rail passenger facilities. The Silver Spring B&O Railroad Station was listed in the NRHP under Criterion A for its association with the transportation-related growth of the Silver Spring suburb and under Criterion C as a good example of Colonial Revival-style architecture as applied to a mid-twentieth century railroad station.

Project Effects

No potential adverse effects to the Silver Spring B&O Railroad Station have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Woodside Historic District, Bounded by Georgia and Second Avenues and Spring Street and Grace Church Road, Silver Spring

Status

The Woodside Historic District (M: 36-4) was determined eligible for the NRHP in 1984.

Description

The Woodside Historic District developed as a residential suburb during the late nineteenth through early twentieth centuries as government workers were attracted to its park-like setting. Platted in 1889, the Woodside neighborhood contains nineteen homes dating from 1876 through 1926 and includes examples of the Queen Anne, Colonial Revival, Tudor Revival, and Craftsman styles. Modern infill includes homes dating primarily from the 1950s and 1960s. The Woodside Historic District was determined eligible for the NRHP under Criterion A for its illustration of the historic suburban growth of Montgomery County and under Criterion C for its collection of late nineteenth and early twentieth century residences which display the distinctive architectural characteristics of the period.

Project Effects

No potential adverse effects to the Woodside Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





Talbot Avenue Bridge (Bridge No. M-85), Talbot Avenue over the CSXT Railroad

Status

The Talbot Avenue Bridge (M: 36-30) was determined eligible for the NRHP in 2001.

Description

The Talbot Avenue Bridge (Bridge No. M-85), a three-span, single-lane, combination metal plate and rolled girder bridge, was originally constructed in 1918, and a new deck was installed in 1986. The structure is 106 feet long and 18 feet wide, and has a roadway width of 14-1/2 feet. The bridge is a significant example of metal girder bridge construction. Although the bridge has a low sufficiency rating, the structure retains a high degree of integrity and multiple character-defining features, including plate and rolled girders, abutments, and column bents. The Talbot Avenue Bridge was determined eligible for the NRHP under Criterion C as a significant example of metal girder construction.

Project Effects

No potential adverse effects to the Talbot Avenue Bridge have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Riggs-Thompson House, 711 Pershing Drive, Silver Spring

Status

The Riggs-Thompson House (M: 36-8) is potentially eligible for the NRHP.

Description

The Riggs-Thompson House was originally constructed in 1859 as the country residence of George W. Riggs, founder of the Riggs National Bank and one of Washington, D.C.'s wealthiest and most influential citizens. The original two-story, T-shaped brick house was situated on 140 acres. The property was sold to another prominent Washingtonian, William Thompson, shortly after the Civil War ended. Thompson enlarged the house, possibly adding a new Italianate façade circa 1866. The property was slowly subdivided in the early twentieth century as suburban development reached the area. The house was converted for use as a convent in 1933 and underwent substantial expansions and alterations since then. In recent years, the house has been partially restored to its nineteenth century appearance. The Riggs-Thompson House is potentially eligible for the NRHP under Criterion A for its historic educational use; under Criterion B for its association with prominent citizens of Washington, D.C.; and under Criterion C as an example of the country estates built in the area prior to twentieth century suburbanization.

Project Effects

No potential adverse effects to the Riggs-Thompson House have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Old Silver Spring Post Office, 8412 Georgia Avenue, Silver Spring

Status

The Old Silver Spring Post Office (M: 36-11) was determined eligible for the NRHP in 1981.

Description

The Old Silver Spring Post Office was constructed in 1935-1937 under the auspices of the federal Works Progress Administration (WPA). The post office was designed and built under the direction of Louis A. Simon, Supervising Architect, and Neal A. Melick, Supervising Engineer, of the Public Works Branch of the U.S. Treasury Department. The Beaux Arts-style, brick-clad building features a five-bay, symmetrical facade. The facade features several common Beaux Arts decorative embellishments, including gray stone quoins, paired pilasters, arched windows, a roofline balustrade, and a broken pediment over the entry. The original 1937 mural, *The Old Tavern* – a 16'x16' oil on canvas painting created by artist Nicolai Cikovsky (1894-1984) a Russian immigrant - is located in the lobby; this is one of only seventeen post office murals in Maryland. The building ceased being used as a post office in 1981, but was converted into the Silver Spring Library in 1997; the mural was restored at that time. The Old Silver Spring Post Office has been determined eligible for the NRHP under Criterion A for its association with the Works Progress Administration and under Criterion C as a good example of a Colonial Revival-style public building.

Project Effects

No potential adverse effects to the Old Silver Spring Post Office have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



Falkland Apartments, Intersection of 16th Street and East-West Highway, Silver Spring

Status

The Falkland Apartments complex (M: 36-12) was determined eligible for the NRHP in 1999.

Description

The garden-style Falkland Apartments complex, constructed in 1937, is located on 22 acres and consists of 450 units in three separate groupings of two-story duplexes and two- and three-story “walk-up” apartments. The complex was designed by Washington, D.C., architect Louis Justement (1891-1968) and was one of the Federal Housing Administration’s first projects. The Falkland Apartments feature Colonial Revival stylistic details, and the distinctive cupola on one building provides a local visual landmark. The Falklands Apartments complex was determined eligible for the NRHP under Criterion C for its distinctive architectural design.

Project Effects

Construction of the Purple Line will result in the removal of one building of the Falklands Apartments buildings. This demolition would diminish the historic property’s design, materials, and workmanship and would be an adverse effect on the Falkland Apartments.





Montgomery Blair High School, 313 Wayne Avenue, Silver Spring

Status

Montgomery Blair High School (M: 36-21) was determined eligible for the NRHP in 1999.

Description

The Montgomery Blair High School was designed by prominent Washington, D.C., architect Howard Wright Cutler, who used the College of William and Mary's Wren Building as a model. Constructed in 1934, the original, hipped-roof, Colonial Revival-style building is two-and-one-half stories tall, twenty-nine bays wide, and clad in red brick. A slightly projecting, front-gabled central entry pavilion contains a single-story entry portico and is surmounted by a cupola. Although a wing was added in 1951 and doors and windows replaced in 1984, the building remains otherwise intact and is still used as a school. The Montgomery Blair High School was determined eligible for the NRHP under Criterion C as a good example of Colonial Revival-style, educational architecture designed by a prominent local architect.

Project Effects

A small portion of the parcel containing the Montgomery Blair High School will be regarded to accommodate the Purple Line; no built resources will be impacted. This regarding will have no adverse effect on the historic property and the integrity of location, design, setting, materials, workmanship, feeling, or association will not be altered.



Canada Dry Bottling Plant, 1201 East-West Highway, Silver Spring

Status

The Canada Dry Bottling Plant (M: 36-44) was determined eligible for the NRHP in 2003.

Description

The former Canada Dry Bottling Plant, constructed in 1946, was designed by prominent New York architect Walter Monroe Cory and is an example of the Art Moderne style as applied to industrial architecture. The 66,000-square-foot building is clad in yellow brick and contains numerous steel industrial windows arranged in ribbon configurations. The most prominent original feature is the two-story entry rotunda composed primarily of glass blocks. The building was originally designed and constructed with both one to two story sections; however, a recent expansion has raised its height to four stories. Generally, the renovation is sympathetic to the building's exterior design elements and material composition. The Canada Dry Bottling Plant was determined eligible for the NRHP under Criterion A for its association with the historic industrial and commercial expansion of Silver Spring and under Criterion C for its unusual and distinctive Art Moderne-style architecture. Despite recent alterations, the building remains eligible for the NRHP.

Project Effects

No potential adverse effects to the Canada Dry Bottling Plant have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Old Silver Spring Commercial Historic District

Status

The Old Silver Spring Commercial Historic District (M: 36-7) is potentially eligible for the NRHP.

Description

The Old Silver Spring commercial area is an approximately seven-block district containing commercial buildings constructed between 1910 and 1946. Smaller, earlier buildings are located near the southern end of the district; larger, masonry buildings of the 1920s and 1930s are located in the middle of the district; and 1940s shopping centers and department stores are located at the northern end of the district. The evolution of building sizes, types, and styles in the commercial area demonstrate the evolution of Silver Spring from a small, crossroads community to a major suburban center. Although many original buildings have been removed or altered, several remain and provide a sense of the early to mid-twentieth century commercial district that served the Silver Spring community as it transitioned from rural to suburban. The Old Silver Spring commercial area is potentially eligible for the NRHP as a historic district. The district appears to possess significance under Criterion A for its historic commercial importance and under Criterion C for its distinctive commercial architecture and as an example of early to mid-twentieth century commercial development.

Project Effects

No potential adverse effects to the Old Silver Spring Commercial Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



2.4. Piney Branch Road to Adelphi Road

In this segment of the Purple Line corridor are the communities of Takoma Park, Langley Park, and Adelphi. At the border of Montgomery and Prince George's Counties, Langley Park is characterized by garden apartments, older automobile-oriented commercial areas, and diverse ethnic populations who use public transit. The area along University Boulevard, known as Maryland's International Corridor, is a major shopping and entertainment center, particularly for the many immigrant communities in the area. Land use along Prince George's County's portion of this corridor, from Langley Park to New Carrollton, excepting the University of Maryland campus, is primarily comprised of residential uses, with several large parks and some commercial areas. Housing types and densities in this area are largely single-family dwellings interspersed with low-rise apartment complexes.

2.4.1. Historic Development of Area

Takoma Park was founded by New York venture capitalist Benjamin Franklin Gilbert in 1883 and is considered the first planned commuter suburb in Montgomery County. Gilbert chose the land because of its proximity to rail facilities, its healthful elevation, and the clean water supply from Sligo Creek. It reached early maturity twenty years before other Maryland suburbs near the Washington, D.C., line and was incorporated in 1890. By the turn of the twentieth century, it had numerous houses on small residential lots, electrical service, hotels, businesses, and three trolley lines. Takoma Park's healthful qualities convinced the Seventh Day Adventist Church to locate its world headquarters there in 1904, where it remained until 1989. Over the years, many of the old houses were altered or lost. In the 1940s, many large houses were converted into rental apartments, and some were lost to fire in the 1950s.

Langley Park was created from farmland on a large rural estate in the 1940s to provide both single- and multi-family housing for World War II veterans and their families. It was considered Prince George's first planned community. Although many of the early occupants were white and Jewish, desegregation in the 1970s produced an influx of African Americans into the community. In the 1980s and 1990s, immigration from Central America, the Caribbean, Asia, and Africa made the population of Langley Park even more diverse, with an Hispanic population today of roughly 64 percent (Maryland-National Capital Park and Planning Commission Website 2007; Langley Park Website 2003).

The land that became the unincorporated community of Adelphi was agricultural in the eighteenth century, as evidenced by the presence of a historic mill and farmhouse on Riggs Road today. It is the home of the University of Maryland University College (UMUC), one of the eleven accredited institutions in the University of Maryland System. The Adelphi Citizens Association, founded in 1944, dealt with local issues such as zoning, mass transit, community services, and highway construction until the mid-1980s. In the 1970s, members of the Adelphi Citizens Association participated in regional planning activities along with the Steering Committee for the Western Prince George's Transportation Alternatives Study.



2.4.2. Identified Historic Resources

In the Piney Branch Road to Adelphi Road segment of the alignment, a total of thirty-five resources more than fifty years of age were identified. Of these thirty-five resources, one is potentially eligible for the NRHP. The following sections describe this resource. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.

Sligo Elementary School, 8300 Carroll Avenue, Takoma Park

Status

The Sligo Elementary School is potentially eligible for the NRHP.

Description

Constructed in 1963, the Sligo Elementary School is an example of a Modern-style school building, blending design tenets from the Modern era, such as long, low massing, articulated entrances, bands of metal-framed windows, and modern and natural materials. The most distinctive feature of the school building is the sawtooth roof canopy. Additional research will determine if the school meets Criterion Consideration G, which allows exceptionally important resources of less than fifty years of age to be listed in the NRHP listing. Because the school is currently forty-five years of age and is likely to reach fifty years of age prior to project implementation, the Sligo Elementary School is considered potentially eligible for listing in the NRHP. It is potentially eligible for the NRHP under Criterion C as an example of distinctive Modern architecture.

Project Effects

No potential adverse effects to Sligo Elementary School have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





2.5. Adelphi Road to College Park Metro

In this segment of the Purple Line corridor are the communities of College Park and Lakeland. The University of Maryland at College Park is the largest employer in Prince George's County. The university currently enrolls 35,000 students and employs over 12,000 staff. The University of Maryland hotel and conference center, and new and existing sports and performing arts facilities are additional sources of activity.

Two University of Maryland-associated developments will be markets for the Purple Line. These are the East Campus Redevelopment initiative and the M-Square Research Park. East Campus is a mixed-use project on the east side of US 1, south of Paint Branch Parkway. This development will be a mix of residential and commercial uses. The intended goal of this project includes establishing a connection between the university, the College Park Metro, and the Research Park.

In the River Road area adjacent to the existing College Park Metro and MARC stations, M-Square will include state-of-the-art research, laboratory, and incubator facilities dedicated to the advancement of technology, computer science, mathematics, engineering, physical and life sciences, and biotechnology. It is currently under construction and is expected to employ over 6,500 people at its completion.

2.5.1. Historic Development of Area

College Park was first settled in 1745. In 1856, Maryland Agricultural College, which later became the University of Maryland, was built on land that formerly belonged to the Calvert family living in nearby Riversdale. The Maryland Agricultural Experiment Station was established in College Park in 1887. The development of College Park was influenced by its location centered on several chronologically sequential modes of transportation: the Baltimore & Ohio Railroad between Washington, D.C., and Baltimore in 1837; trolley lines around 1900; the nation's first highway, US 1, in 1926; and the Metro Green Line in 1993. College Park Airport, which was constructed in 1909, is purportedly the world's oldest continuously operating airport (City of College Park Website no date given, Arcadia Publishing Website 2007). College Park was incorporated in 1945, and its economy is based upon the presence of the University of Maryland, research facilities, including the National Archives and Records Administration II complex that was established in 1994, and many electronics plants.

Lakeland was founded in the late nineteenth century and is a predominantly African-American neighborhood near the University of Maryland's College Park campus. Between 1917 and 1932, the Julius Rosenwald Fund contributed to the building of new schools for African-American children in fifteen segregated southern states, including Maryland. Two Rosenwald schools, Community High School and Lakeland Colored School, were constructed in Lakeland and the buildings are extant. The Lakeland Giants, a mid-twentieth century African-American sandlot baseball team, were local heroes within the neighborhood (Prince George's Historical Society 1996).

2.5.2. Identified Historic Resources

In the Adelphi Road to College Park Metro segment of the alignment, a total of ten resources more than fifty years of age were identified. Of these ten resources, five have been determined eligible by the MHT, are potentially eligible, or officially listed in the NRHP. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.



College Park Airport, Calvert Road Vicinity, College Park

Status

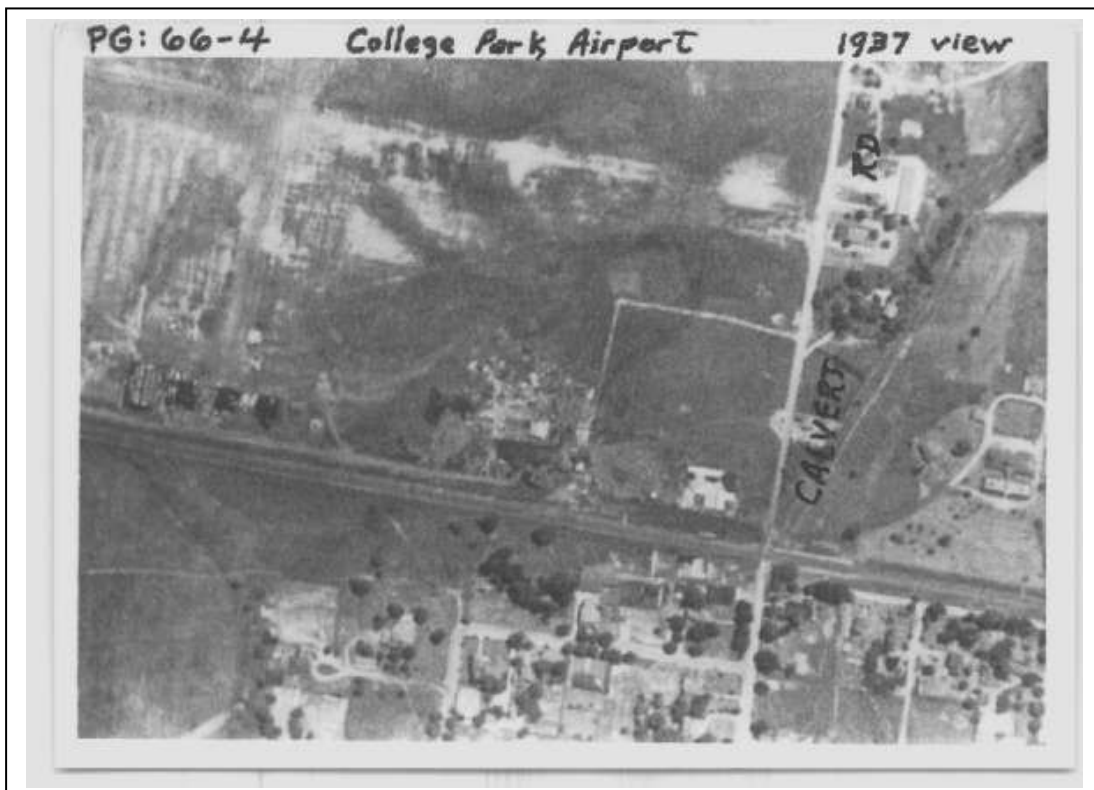
The College Park Airport (PG: 66-4) was listed in the NRHP in 1977.

Description

The College Park Airport is purportedly the world's oldest continually operated airport. The U.S. Army leased the property in 1909 and began flight instruction for Signal Corps officers under aviation pioneer Wilbur Wright. By 1911, six temporary wooden hangars had been constructed. The foundations of five of the original hangars survive, one of which supports a maintenance hangar and museum of the airport's history. This history includes pioneering aviation testing and use of the College Park Airport for the first commercial airmail service. Although the Signal Corps School closed in 1913, civilian aviation has continued at the airport to the present day. The College Park Airport is listed in the NRHP under Criterion A for its association with pioneering aviation history.

Project Effects

No potential adverse effects to the College Park Airport have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Old Town College Park Historic District, Bounded by Baltimore and Columbia Avenues, Calvert Road, and the University of Maryland Campus, College Park

Status

The Old Town College Park Historic District (PG: 66-42) is potentially eligible for the NRHP.

Description

Old Town College Park comprises thirty-two blocks and approximately 250 properties located adjacent to the University of Maryland at College Park. The community was laid out in a grid pattern in 1889 by Washington, D.C., developers John O. Johnson and Samuel Curriden to attract middle and upper income residents associated with the university community. Although the neighborhood developed gradually between the late nineteenth and mid-twentieth centuries, the original 1889 grid pattern remains essentially unchanged. Land use is primarily single-family residential, but multiple-family and student housing, and commercial, religious, and institutional properties are also represented. Historic residences include large, multi-story dwellings and smaller, single-story bungalows. Other buildings in the neighborhood include examples of the Queen Anne, Colonial Revival, Tudor Revival, Craftsman, Mission, and Art Moderne styles. The Old Town College Park neighborhood is potentially eligible for the NRHP as a historic district under Criterion A for its association with suburban growth in College Park and under Criterion C for the collective architectural significance of the buildings within the neighborhood.

Project Effects

No potential adverse effects to the Old Town College Park Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





University of Maryland at College Park

Status

The campus of the University of Maryland at College Park contains multiple buildings of over fifty years of age, including the Rossborough Inn and Morrill Hall (individually identified in the Maryland Inventory of Historic Properties, see below); however, no portion of the campus has been formally evaluated for NRHP eligibility. As part of the forthcoming Purple Line study, the campus, or a portion of the campus, will be evaluated for NRHP eligibility.

Description

The main campus occupies approximately 650 acres in College Park. It is bordered by Baltimore Avenue (US 1) to the east, University Boulevard (MD 193) to the northwest, Adelphi Road to the west, and Guilford Drive to the south of campus. The university was originally founded in 1856 as the Maryland Agricultural College on land purchased from Charles Benedict Calvert's nearby Riverdale plantation. In 1916, the State of Maryland acquired the school and renamed it "Maryland State College." By 1920, the school had merged with other professional programs throughout the state and was officially renamed the University of Maryland. The main thoroughfare through the campus is Campus Drive. Morrill Hall was built in 1898 and is the oldest academic building on campus still in use today. Between 1926 and 1945, the university campus was expanded. Raymond A. Pearson, president of the university during that time, contracted for an additional thirteen buildings to be constructed to expand the physical plant area. Since then, numerous residence halls and classroom buildings have been constructed to accommodate the growing student body of over 36,000 students.

Project Effects

No potential adverse effects to the Old Town College Park Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Rossborough Inn, University of Maryland, College Park

Status

The Rossborough Inn (PG: 66-2) is potentially eligible for the NRHP.

Description

Originally constructed circa 1803, the brick, two-story Rossborough Inn is a rare surviving example of Federal-style architecture in Prince George's County and was the first building on the campus of Maryland Agricultural College, now the University of Maryland at College Park. It is the only Federal-style building in the county known to have been built as a tavern. Prominent exterior Federal-style features include an entryway surmounted by a fanlight and windows with stone lintels and keystones. Known as "Ross's Tavern," the building was used primarily as a tavern until it and the surrounding property were acquired by the new Maryland Agricultural College in 1858. The building was substantially renovated in 1888 when a mansard roof was added to complete a full third story. It was renovated again in 1938 when the mansard roof was removed and one-story side wings were introduced based on historical evidence indicating the building had frame wings in 1865. The Rossborough Inn is potentially eligible for the NRHP under Criterion A for its associations with early to mid-nineteenth century commerce in Prince George's County, the college's early history of the College Park, and the building's early twentieth century restoration. The building also is potentially eligible for the NRHP under Criterion C as a rare, surviving example of an early nineteenth-century tavern.

Project Effects

No potential adverse effects to the Rossborough Inn have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Morrill Hall, University of Maryland, College Park

Status

Morrill Hall (PG: 66-6) is potentially eligible for the NRHP.

Description

Second Empire-style Morrill Hall, constructed circa 1890, is located on the southern end of the University of Maryland at College Park. The building, an example of Second Empire architecture, is two stories tall and is topped by a slate-tiled mansard roof with gabled dormers. The building was constructed to house the science department and has since housed the civil engineering department and entomology and zoology programs. The college suffered a devastating fire in 1912 that destroyed all of the campus buildings with the exception of Morrill Hall. Morrill Hall's Second Empire style is a departure from the more common Colonial Revival-style buildings that were subsequently constructed on the campus. Morrill Hall is potentially eligible for the NRHP under Criterion A both for its association with the history of the university and as the oldest surviving academic building on its campus and under Criterion C as a good example of an late-nineteenth-century Second Empire-style academic building.

Project Effects

No potential adverse effects to Morrill Hall have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.



2.6. College Park Metro to Riverdale Road

This segment of the Purple Line corridor includes the communities of Riverdale Park and East Pines. The Riverdale Park area is primarily single-family residential with some older automobile-oriented, commercial development. The Riverdale community includes portions of the Town of Riverdale Park and other unincorporated communities such as Riverdale Heights. Residential development characterizes most of the area along with some offices for federal agencies and the University of Maryland research park.

2.6.1. Historic Development of Area

In 1800, Belgian émigré Henri Joseph Stier bought land that was bounded by Old Calvert Road to the north, Kenilworth Avenue to the east, Bladensburg Road to the south, and Baltimore Avenue to the west. A few years later, Stier deeded that property and more to his daughter Rosalie and her husband George Calvert, a delegate to the Maryland Assembly and grandson of the fifth Lord Baltimore. The Calverts built a mansion, established a vigorous social life, and called the estate “Riversdale.” After their deaths, their son Charles Benedict Calvert purchased the property from his siblings to live on but sold off the adjoining Rossborough farm to the Maryland Agricultural College (later the University of Maryland). Riversdale passed out of the Calvert family in 1887 when a firm of New York real estate developers purchased the then 475-acre estate, including the mansion (which still stands and is home to the Riverdale Historical Society), from Charles Benedict Calvert’s son, Charles Baltimore Calvert. The development became known as Riverdale Park. Although the B&O Railroad had been constructed through the area in 1835, only scattered housing had appeared by the end of the nineteenth century. The coming of streetcars to Riverdale Park, including the City & Suburban Railway Company in 1899 and later the Washington, Spa Spring & Greta Line, precipitated the construction of enough middle-class housing for Riverdale Park to become a suburban community.

By the 1920s, additional residential and road construction had filled in vacant areas, the population had grown and become more diverse, and Riverdale Park had incorporated as a municipal government. Riverdale Park remained an area of affordable housing, even though it included the Lord Baltimore Country Club. The period 1920 through 1945 saw the construction of a new municipal building, a school, a hospital, a bank, a World War I memorial, and the Engineering Research Corporation (ERCO). The Calvert Homes Project, originally temporary housing for war workers, housed World War II veterans who were employed at the ERCO plant. Remaining vacant areas were developed to meet a booming post World War II housing market. Flooding in the early 1950s resulted in the straightening of the meandering path of the Northeast Branch of the Anacostia River by the Army Corps of Engineers in 1954. Between 1959 and 1962, land between the Northeast Branch of the Anacostia, and Kenilworth Avenue south of Riverdale Road, was zoned to allow the construction of complexes of multi-family dwellings (Town of Riverdale Park Website 1999b).

East Pines is an unincorporated subdivision located just west of the Baltimore-Washington Parkway (MD 295) and south of Riverdale Road (MD 410). Examination of current aerial



mapping suggests that most of the buildings in East Pines are single-family dwellings built during the middle of the twentieth century.

2.6.2. Identified Historic Resources

Within the College Park Metro to Riverdale Road segment of the alignment, a total of thirty-six resources more than fifty years of age were identified. Of these thirty-six resources, six are potentially eligible, previously determined eligible by the MHT, or officially listed on the NRHP. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.

Baltimore-Washington Parkway, MD 295

Status

The Baltimore-Washington Parkway (PG: 69-26) was listed in the NRHP in 1991.

Description

Originally designed as a defense highway and alternative commuter route, the nineteen-mile, federally owned and maintained section of the Baltimore-Washington Parkway extends northeast from the eastern border of Washington, D.C., near the Anacostia River, through Prince George's County and Anne Arundel County, Maryland, before federal ownership terminates at the Baltimore City line. The parkway encompasses approximately 1,353 acres. Construction by the federal Bureau of Public Roads began in 1942, although most activity occurred between 1950 and 1954. The parkway is located on a variable width right-of-way of 400 to 800 feet, and its median varies in width from fifteen to two-hundred feet. The roadway is flanked by natural forest and cultivated native vegetation and runs over gently rolling terrain. Contributing structures include eighteen bridges and numerous culverts with decorated headwalls. The Baltimore-Washington Parkway was listed in the NRHP as part of the Parkways of the National Capital Region, 1913-1965 multiple property listing. The Baltimore-Washington Parkway is significant under Criterion A for its association with mid-twentieth century transportation planning in the Washington, D.C., metropolitan area and under Criterion C for the design of its various components including structures and landscape.

Project Effects

A single bridge located on the Baltimore-Washington Parkway will need to be widened as a result of constructing the Purple Line. MTA anticipates developing a compatible design using appropriate materials. This will result in no adverse effect to the bridge and the parkway. The integrity of location, design, setting, materials, workmanship, feeling, or association would not be diminished by this alteration.





Riverdale Heights Historic District, Roughly Bounded by Riverdale Road, 64th and Kenilworth Avenues, and Tuckerman Street, Riverdale

Status

The Riverdale Heights Historic District is potentially eligible for the NRHP.

Description

The Riverdale Heights neighborhood is comprised of houses with various architectural styles characteristic of the time period between the 1920s and the 1940s. The neighborhood is located north of Riverdale Road. Smaller parcels encircle the neighborhood, and larger parcels are located near its center. Houses exhibit architectural styles such as Craftsman, Cape Cod, Spanish Revival, Folk Victorian, and Ranch. Riverdale Heights retains much of its original integrity and scale of design. The Riverdale Heights neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for its distinctive architectural variety and neighborhood design.

Project Effects

No potential adverse effects to the Riverdale Heights Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



College Lawn Station Historic District, College Avenue, Calvert Road, and CSX Rail Line, College Park

Status

The College Lawn Station Historic District (PG: 66-3) is potentially eligible for the NRHP.

Description

College Lawn Station is a small residential neighborhood located north of the Calvert Hills Historic District, south of the Old Town College Park Historic District, and immediately west of the railroad. It is a small area that developed in the late-nineteenth century in response to the newly introduced Baltimore & Ohio B&O Railroad and Maryland Agricultural College, now the University of Maryland, College Park. The first houses in the neighborhood were constructed in the 1870s in the Folk Victorian and Queen Anne styles; later examples include classical revival styles. Additional research may confirm significant historical associations between this neighborhood and the development pattern of the larger community, such as residents' use of the railroad for commuting purposes or their links to the college and then university. The College Lawn Station neighborhood is potentially eligible for the NRHP as a historic district under Criterion C for the architectural distinction of the houses located within it.

Project Effects

No potential adverse effects to the College Lawn Station Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.





Calvert Hills Historic District

Status

The Calvert Hills Historic District (PG: 66-37) was listed in the NRHP in 2002.

Description

The Calvert Hills Historic District is a neighborhood of 375 properties developed over the course of the first half of the twentieth century. Originally a family farm, the property was subdivided and developed by the Calvert family in response to the growing residential demand in nearby College Park and the general suburbanization of Prince George's County made possible by the increasing use of streetcars, the B&O Railroad, and automobiles. The oldest portion of Calvert Hills was platted between 1907 and 1921 and laid out in a grid pattern. The development was expanded from 1928 through 1948 as adjacent parcels were platted and curvilinear streets were introduced. Some late nineteenth century houses predate the development, and modern infill housing dates from the mid- to late-twentieth century. The historic district contains a variety of house sizes, from large, two-and-a-half-story homes to smaller bungalows, and a variety of architectural styles, including Queen Anne, Colonial Revival, Tudor Revival, and Craftsman. A steel-clad Lustron house is also located within the district. Although Calvert Hills primarily consists of single-family residential properties, it also contains apartment buildings, a school, and a post office. The Calvert Hills Historic District is listed in the NRHP and is significant under Criterion A for its illustration of the historic suburban growth of Prince George's County and under Criterion C for the collective architectural significance of the buildings within the neighborhood.

Project Effects

No potential adverse effects to the Calvert Hills Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



Engineering Research Corporation, 6501 Lafayette Avenue, Riverdale

Status

The Engineering Research Corporation (PG: 68-22) is potentially eligible for the NRHP.

Description

In 1930, Henry Berliner founded Engineering and Research Corporation (ERCO). In 1937, Berliner purchased 50 acres of land in Riverdale, MD, near the College Park Airport, and built the large ERCO factory and airstrip. The ERCO complex includes a large, two-story industrial building and an L-shaped runway. Completed in 1939, the building is rectangular in plan and composed of brick and concrete. The long, low facade exhibits Art Moderne stylistic elements, including prominent, horizontal bands of glass block and a central, projecting, three-bay entrance pavilion. The streamlined architecture is reminiscent of period industrial and aeronautical architecture of Albert Kahn, a Detroit architect. ERCO experimented with aircraft design and produced the short-lived Ercoupe airplane, noted for its revolutionary anti-spinning and anti-stalling features. The company switched to mass production at the plant during World War II and ceased operations in 1951. Although a 1986 evaluation determined that the ERCO complex was not exceptionally important under Criteria Consideration G, the complex, which is now fifty years of age, is potentially eligible for the NRHP under Criterion A for its association with World War II aviation production and under Criterion C as a good example of Art Moderne industrial architecture.

Project Effects

No potential adverse effects to the ERCO complex have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association.





Bridge 16069, Riverdale Road over Northeast Branch of the Anacostia River

Status

Bridge 16069 (PG: 68-84) was determined eligible for the NRHP in 2001 by the MHT.

Description

Bridge 16069, constructed in 1931, carries MD 412A over the Northeast Branch of the Anacostia River. The bridge is a double-span, filled concrete arch bridge, measuring 99'x34'11"; the roadway is 27' wide. Each clear span is 45' long with 10' rises. The bridge retains its original, open parapet design consisting of vertical posts fastened by dowels to the structure, horizontal rails, and solid panels between the posts and railings. The structure has received periodic repairs but has not been substantially changed and is considered a good, intact example of its type. Bridge 16069 was determined eligible for the NRHP under Criterion A for its association with transportation planning in Prince George's County in the first half of the twentieth century and under Criterion C as a good example of a concrete arch bridge.

Project Effects

No potential adverse effects to Bridge 16069 have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the bridge's integrity of location, design, setting, materials, workmanship, feeling, or association.



2.7. Riverdale Road to New Carrollton

In this segment of the Purple Line corridor are the communities of Beacon Heights, Lanham Woods, West Lanham Estates, West Lanham Hills, and New Carrollton. Annapolis Road is a retail corridor lined with strip commercial development, while residential development near the New Carrollton Metro Station is largely single-family. There are several large institutions, including the Internal Revenue Service, in the area. Local plans for the New Carrollton Metro Station are for transit-oriented development. WMATA is pursuing mixed-use joint development for the property it owns on both sides of the station. Also proposed is an extensive redevelopment of two privately owned sites east of the existing rail tracks. This development includes residential units, retail, and office uses. A separate 43-story municipal building is proposed.

2.7.1. Historic Development of Area

Beacon Heights, Lanham Woods, West Lanham Estates, and West Lanham Hills are Prince George's County subdivisions in, respectively, Riverdale, Lanham, Lanham, and Hyattsville. New Carrollton is a city of approximately 13,000 (US Census 2000). Real estate advertisements suggest that the houses in Beacon Heights date from the mid- to late twentieth century (DROdio Real Estate Website 2007, Ibrahim's Dram Homes Website 2007, and Redfin Website 2007). Beacon Heights is a subdivision with a Riverdale Park postal address; Riverdale Park is discussed in the previous section.

Lanham Woods and West Lanham Estates are located in the unincorporated community of Lanham. In 1873, the widow of Trueman Lanham deeded land near today's MD 410 to the Baltimore & Potomac Railroad for a station. The name of this census designated place, Lanham, evolved from Lanham's Station. Examination of MHT inventory forms for properties in Lanham indicates that the community has been populated with housing subdivisions since the late nineteenth century. Today, Lanham is served by four elementary schools and Washington Bible College.

West Lanham Hills is located in the city of Hyattsville. Hyattsville was founded in 1860 by Christopher Clark Hyatt on a site between the B&O Railroad and the Washington-Baltimore Turnpike. The location was ideal for settlement because of its transportation access and was soon subdivided for residential development. Hyattsville was incorporated in 1886 with a charter that did not allow the sale of alcohol within its boundaries. A town charter providing street improvements and regulating disorderly behavior was presented in 1884. In 1886, Hyattsville became the first municipality in America to adopt a single tax, rather than personal taxes. An early commercial section along US 1 on the east side of the town included grocery and dry goods stores, a post office, smiths, wood and coal dealers, fire halls, and a land office by the late nineteenth century. In 1882, there were 172 houses in Hyattsville; numerous subdivided additions were added later in the 1880s. The early twentieth century witnessed another building boom (City of Hyattsville Maryland Website no date given).



Ninian Beall, a former indentured servant, was given a parcel of land in what was to become New Carrollton when he was freed in 1677. Over time, Beall increased his holdings such that, at his death in 1717, he owned 13,000 acres upon which his extended family had constructed several houses. In the 1920s, Edward Mahoney purchased 300 acres on Beall's property and established horse stables and a training track. The track was converted into a midget and stock car racing venue in 1939 and remained so until 1954. Developer Albert Turner purchased the land from Mahoney's estate in 1957. Turner planned a suburban community that was incorporated as the City of Carrollton with a charter and council government in 1953.

2.7.2. Identified Historic Resources

Within the Riverdale Road to New Carrollton segment of the alignment, thirteen resources were more than fifty years of age were identified. Of these thirteen resources, one is potentially eligible. The remaining resources have been previously determined not eligible by the MHT, are not considered potentially eligible, or are no longer extant.

Lanham Woods Historic District

Status

The Lanham Woods Historic District is potentially eligible for the NRHP.

Description

Lanham Woods is a collection of small cottages and cabins dating to circa 1920. The modest single-story cottages are faced with rough field stones and have wood doors and shutters. Slightly larger log cabins display elements of rustic park architecture from the same era. Additional research is needed to determine the history of the buildings; however, visual assessments indicate that the buildings may be part of an artists' colony, church camp, or a similar institution. Nonetheless, Lanham Woods is potentially eligible as a historic district under Criterion C for the distinctive design of its buildings and the overall neighborhood.

Project Effects

No potential adverse effects to the Lanham Woods Historic District have been identified. Project implementation would not result in any direct or indirect impacts that would diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association.



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Appendix A

Status of Properties More than Fifty Years of Age

Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
11	3351 Jones Bridge Road		Potentially Eligible	N
13	4100 Jones Bridge Road		Potentially Eligible	N
14	4419 East West Highway		Potentially Not Eligible	N
15	4421 East West Highway		Potentially Not Eligible	N
16	4425 Montgomery Avenue		Potentially Not Eligible	N
17	4804 Moorland Lane		Potentially Not Eligible	N
18	4900 Hampden Lane		Potentially Not Eligible	N
20	4963 Elm Street		Potentially Not Eligible	N
69	8700 Jones Mill Road		Potentially Not Eligible	N
73	8800 Platt Ridge Drive		Potentially Not Eligible	N
94	Altimont Lane Neighborhood		Potentially Not Eligible	N
96	Arlington Road Neighborhood		Potentially Not Eligible	N
97	Avondale Street Historic District		Potentially Eligible	N
98	Georgetown Branch, Bridge # 3	M:35-64	Not Eligible	N
101	Bethesda Cinema 'N' Drafthouse (Bethesda Theater)	M:35-14-04	Listed	N
102	Bethesda Naval Hospital Tower Block	M:35-08	Listed	N
NEW	National Naval Medical Center	M:35-98	Eligible	N
103	Bethesda Post Office (Darcy's Store)	M:35-14-05	Potentially Eligible	N
109	Brierly Court Neighborhood		Potentially Not Eligible	N
110	Brooks Photographers	M:35-14-06	Potentially Not Eligible	N
114	Chevy Chase Lake Apartments		Potentially Not Eligible	N
115	Chevy Chase Lake Trolley Station	M:35-11	No Longer Extant	N
124	Columbia Country Club	M:35-10	Eligible	N
125	Columbia Forest/Meadowbrook Village Subdivision		Potentially Not Eligible	N
126	Community Paint and Hardware	M:35-14-07	Potentially Eligible	N
127	Coquelin Terrace West Neighborhood		Potentially Not Eligible	N
131	Donneybrook Drive Neighborhood		Potentially Not Eligible	N
138	Elm Street Neighborhood		Potentially Not Eligible	N
154	Georgetown Branch Railroad	M:35-142	Not Eligible	N
155	Gladwyne Drive Neighborhood		Potentially Not Eligible	N



Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
156	Glenbrook Neighborhood		Potentially Not Eligible	N
162	Hampden Lane Apartments		Potentially Not Eligible	N
163	Hampden Lane Neighborhood		Potentially Not Eligible	N
165	Hawkins Lane Historic District	M:35-54	Potentially Eligible	N
166	Howard Hughes Medical Institute		Potentially Not Eligible	N
167	Hurley-Sutton House	M: 35-56	Potentially Not Eligible	N
168	Jones Bridge Court Neighborhood		Potentially Not Eligible	N
169	Jones Bridge Road Cape Cod District		Potentially Not Eligible	N
170	King-Sutton House	M:35-55	Potentially Not Eligible	N
173	Leland Street Neighborhood		Potentially Not Eligible	N
175	Little Tavern (Bethesda)	M:35-14-03	Potentially Not Eligible	N
177	Longfellow Place Historic District		Potentially Eligible	N
178	Lynn Drive Neighborhood		Not Eligible	N
180	Madonna of the Trails	M:35-14-2	Potentially Eligible	N
182	MD 410 Near MD 355 Bridge, Bethesda (#15058)	M:35-60	No Longer Extant	N
186	Montgomery Avenue/Imiries Subdivision		Potentially Not Eligible	N
189	National Institutes of Health	M:35-9	Potentially Eligible	N
256	National Library of Medicine	M:35-9-8	Eligible	N
192	Newdale Mews Apartments		Potentially Not Eligible	N
193	North Chevy Chase Historic District		Potentially Eligible	N
194	Northwest Park Neighborhood		Potentially Not Eligible	N
195	Old Bethesda Commercial District	M:35-14	Potentially Eligible	N
200	Our Lady of Lourdes Church and School		Potentially Eligible	N
215	Rock Creek Knolls Neighborhood		Potentially Eligible	N
257	Rock Creek Park (within Maryland)		Potentially Eligible	N
216	Rock Creek Trestle	M:36-29	Not Eligible	N
232	Spring Valley Road Neighborhood		Potentially Not Eligible	N
234	Stewart Driveway Neighborhood		Potentially Not Eligible	N
235	Susanna Lane Neighborhood		Potentially Not Eligible	N
248	Walnut Hill Road Neighborhood		Potentially Not Eligible	N

Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
251	West Lane Neighborhood		Potentially Not Eligible	N
256	Gilliland-Bloom House	M: 35-57	Potentially Eligible	N
1	1280 East West Highway		Potentially Not Eligible	N
2	1320 Fenwick Lane		Potentially Not Eligible	N
21	5 Devon Road		Potentially Not Eligible	N
22	531 Dale Drive		Potentially Not Eligible	N
45	8101 Georgia Avenue		Potentially Not Eligible	N
46	8113 Fenton Street		Potentially Eligible	N
47	815 Silver Spring Avenue		Potentially Not Eligible	N
48	817 Easley Street		Potentially Not Eligible	N
49	818 Easley Street		Potentially Not Eligible	N
50	819 Silver Spring Avenue		Potentially Not Eligible	N
51	8201 Fenton Street		Potentially Not Eligible	N
52	8211 Fenton Street		Potentially Not Eligible	N
53	8225 Piney Branch Road		Potentially Not Eligible	N
54	8233 Fenton Street		Potentially Not Eligible	N
55	8237 Fenton Street		Potentially Not Eligible	N
56	8240 Fenton Street		Potentially Not Eligible	N
57	826 Wayne Avenue		Potentially Not Eligible	N
58	8301 Fenton Street		Potentially Not Eligible	N
59	8307 Fenton Street		Potentially Not Eligible	N
61	836 Bonifant Street		Potentially Not Eligible	N
62	8400 Fenton Street		Potentially Not Eligible	N
63	8402 Fenton Street		Potentially Not Eligible	N
64	8405 Ramsey Avenue		Potentially Not Eligible	N
65	8413 Ramsey Avenue		Potentially Not Eligible	N
66	8501 Colesville Road		Potentially Not Eligible	N
67	8580 Second Avenue		Potentially Not Eligible	N
68	8615 Ramsey Avenue		Potentially Not Eligible	N
70	8701 Ramsey Avenue		Potentially Not Eligible	N



Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
71	8712 Piney Branch Road		Potentially Not Eligible	N
72	880 Bonifant Street		Potentially Not Eligible	N
74	8816 Glenville Road		Potentially Not Eligible	N
75	900 Wayne Avenue		Potentially Not Eligible	N
76	903 Bonifant Street		Potentially Not Eligible	N
77	904 Silver Spring Avenue		Potentially Not Eligible	N
78	905 Bonifant Street		Potentially Not Eligible	N
79	905 Silver Spring Avenue		Potentially Not Eligible	N
80	908 Thayer Avenue		Potentially Not Eligible	N
81	910 Silver Spring Avenue		Potentially Not Eligible	N
82	910 Thayer Avenue		Potentially Not Eligible	N
83	912 Silver Spring Avenue		Potentially Not Eligible	N
84	914 Thayer Avenue		Potentially Not Eligible	N
85	916 Thayer Avenue		Potentially Not Eligible	N
86	923 Sligo Avenue		Potentially Not Eligible	N
87	926 Wayne Avenue		Potentially Not Eligible	N
88	935 Bonifant Street		Potentially Not Eligible	N
89	949 Bonifant Street		Potentially Not Eligible	N
90	954 Thayer Avenue		Potentially Not Eligible	N
91	959 Sligo Avenue		Potentially Not Eligible	N
104	Blair East Apartments		Potentially Not Eligible	N
105	Bonifant Street Rowhouses		Potentially Not Eligible	N
106	Bonifant Street Shops		Potentially Not Eligible	N
107	Bradford Road Apartments		Potentially Not Eligible	N
112	Canada Dry Building		Eligible	N
117	Church of the Ascension	M:36-25	Potentially Eligible	N
118	Cissel-Saxon American Legion Post #41		Potentially Not Eligible	N
129	Dale Drive Apartments		Potentially Not Eligible	N
130	Devon Road Neighborhood		Potentially Not Eligible	N
134	East Silver Spring Apartment District		Potentially Not Eligible	N

Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
135	East Silver Spring Elementary School		Potentially Not Eligible	N
140	Erter's Market		Potentially Not Eligible	N
141	Falkland Apartments	M:36-12	Eligible	Y
142	Fenton Street Bus Station		Potentially Not Eligible	N
143	Fenwick Lane Neighborhood		Potentially Not Eligible	N
144	Fenwick Professional Building		Potentially Not Eligible	N
147	First Baptist Church		Potentially Not Eligible	N
148	Fleetwood Terrace Neighborhood		Potentially Not Eligible	N
149	Flower Avenue Commercial District		Potentially Not Eligible	N
150	Flower Avenue North Historic District		Potentially Eligible	N
151	Flower Branch Apartments		Potentially Not Eligible	N
153	Foxhall Apartments		Potentially Not Eligible	N
159	Glenville Road Apartments		Potentially Not Eligible	N
160	Glenville Road Neighborhood		Potentially Not Eligible	N
164	Hartford Avenue Neighborhood		Potentially Not Eligible	N
176	Little Tavern (Silver Spring)	M:36-16	No Longer Extant	N
181	Manchester Road Apartment District		Potentially Not Eligible	N
184	Metropolitan Branch of the B&O Railroad	M:37-16	Eligible	N
185	Montgomery-Blair High School	M:36-21	Eligible	N
187	Montgomery County Police Station		Potentially Not Eligible	N
188	Montgomery Professional Building		Potentially Not Eligible	N
196	Old Masonic Temple	M:36-17	Potentially Not Eligible	N
197	Old Silver Spring Commercial Historic District	M:36-07	Potentially Eligible	N
198	Old Silver Spring Post Office (U.S. Post Office)	M:36-11	Eligible	N
202	Park Valley Neighborhood		Potentially Not Eligible	N
204	Piney Branch & University Commercial District		Potentially Not Eligible	N
205	Piney Ridge Apartments		Potentially Not Eligible	N
208	Riggs-Thompson House	M:36-08	Potentially Eligible	N
210	Ripley Street Light Industrial Area		Potentially Not Eligible	N
217	Rolling Terrace Neighborhood		Potentially Not Eligible	N



Eligibility of Historic Properties

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219	Saint Michael's Church		Potentially Not Eligible	N
220	Saint Michael's School		Potentially Eligible	N
221	Section 3, North Woodside Subdivision		Potentially Not Eligible	N
224	Silver Spring & Fenton Building		Potentially Not Eligible	N
225	Silver Spring Avenue Neighborhood		Potentially Not Eligible	N
226	Silver Spring Park Historic District		Potentially Eligible	N
227	Silver Spring B&O Railroad Station	M:36-15	Listed	N
228	Sligo East Neighborhood		Potentially Not Eligible	N
230	Sligo Park Hills Commercial District		Potentially Not Eligible	N
231	Sligo Park Hills Neighborhood		Potentially Not Eligible	N
233	Springvale Terrace Apartments		Potentially Not Eligible	N
237	Talbot Avenue Bridge	M:36-30	Eligible	N
238	Tastee Diner		Potentially Not Eligible	N
249	Wayne Avenue Shops		Potentially Not Eligible	N
250	Wayne Avenue South Neighborhood		Potentially Not Eligible	N
254	Woodside Historic District	M:36-04	Eligible	N
255	Woodside Park Historic District	M:36-18	Potentially Eligible	N
3	1500 University Boulevard		Potentially Not Eligible	N
4	1600 University Boulevard		Potentially Not Eligible	N
5	1606 University Boulevard		Potentially Not Eligible	N
6	2020 University Boulevard		Potentially Not Eligible	N
7	2025 University Boulevard		Potentially Not Eligible	N
8	2074 University Boulevard		Potentially Not Eligible	N
9	2201 University Boulevard		Potentially Not Eligible	N
10	2204 University Boulevard		Potentially Not Eligible	N
36	730 Seek Lane		Potentially Not Eligible	N
37	734 East University Boulevard		Potentially Not Eligible	N
44	807 East University Boulevard		Potentially Not Eligible	N
60	831 East University Boulevard		Potentially Not Eligible	N
92	Adelphi Manor Neighborhood		Potentially Not Eligible	N

Eligibility of Historic Properties

Map ID Number	Property	Maryland Inventory of Historic Properties ID Number	National Register Eligibility	Adverse Effect
93	Adelphi Plaza Shopping Center		Potentially Not Eligible	N
100	Barron Street Neighborhood		Potentially Not Eligible	N
113	Chatham Neighborhood		Potentially Not Eligible	N
116	Chillum-Adelphi Volunteer Fire Department Station		Potentially Not Eligible	N
119	Clifton Park Baptist Church		Potentially Not Eligible	N
120	Clifton Park Village Neighborhood		Potentially Not Eligible	N
152	Forest Laundromat		Potentially Not Eligible	N
161	Graduate Hills Apartments		Potentially Not Eligible	N
171	Langley Park Apartments		Potentially Not Eligible	N
174	Lewisdale Neighborhood		Potentially Not Eligible	N
183	Merrimac Drive Apartment District		Potentially Not Eligible	N
190	New Hampshire Estates Neighborhood		Potentially Not Eligible	N
191	New Hampshire Gardens Neighborhood		Potentially Not Eligible	N
222	Seek Lane Neighborhood		Potentially Not Eligible	N
223	Seventh Day Adventist Church		Potentially Not Eligible	N
229	Sligo Elementary School: Seventh Day Adventist		Potentially Eligible	N
236	Takoma-Langley Crossroads Commercial District		Potentially Not Eligible	N
243	University City Apartments		Potentially Not Eligible	N
244	University Gardens Apartments		Potentially Not Eligible	N
245	University Manor Apartments		Potentially Not Eligible	N
12	3617 Campus Drive		Potentially Not Eligible	N
40	7713 Adelphi Road		Potentially Not Eligible	N
41	7715 Adelphi Road		Potentially Not Eligible	N
123	College Park Airport	PG:66-4	Listed	N
199	Old Town College Park Historic District	PG:66-42	Potentially Eligible	N
201	Paint Branch Parkway		Potentially Not Eligible	N
240	Trolley Line Bridge		Potentially Not Eligible	N
242	University Baptist Church		Potentially Not Eligible	N
246	University of Maryland, College Park	PG:66-35	Potentially Eligible	N
260	Rossborough Inn	PG:66-2	Potentially Eligible	N



Eligibility of Historic Properties

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259	Morrill Hall	PG:66-6	Potentially Eligible	N
247	University United Methodist Church		Potentially Not Eligible	N
19	4928 College Avenue		Potentially Not Eligible	N
23	5422 Quesada Street		Potentially Not Eligible	N
24	5701 Riverdale Road		Potentially Not Eligible	N
25	5801 Riverdale Road		Potentially Not Eligible	N
26	6000 67th Avenue		Potentially Not Eligible	N
27	6104 Kenilworth Avenue		Potentially Not Eligible	N
28	6105 57th Avenue		Potentially Not Eligible	N
29	6250 Kenilworth Avenue		Potentially Not Eligible	N
30	6300 Kenilworth Avenue		Potentially Not Eligible	N
31	6410 Kenilworth Avenue		Potentially Not Eligible	N
32	6507 Kenilworth Avenue		Potentially Eligible	N
33	66th and 67th Avenues Neighborhood		Potentially Not Eligible	N
34	66th Avenue Commercial Area		Potentially Not Eligible	N
35	6739 Riverdale Road		Potentially Not Eligible	N
99	Baltimore-Washington Parkway	PG:69-26	Listed	N
108	Bridge 16069	PG:68-84	Eligible	N
111	Calvert Hills Historic District	PG:66-37	Listed	N
121	College Avenue Light Industrial Area		Potentially Not Eligible	N
122	College Lawn Station Historic District	PG:66-3	Potentially Eligible	N
132	East Riverdale Neighborhood		Potentially Not Eligible	N
136	Eastpines Neighborhood		Potentially Not Eligible	N
137	Eastpines Shopping Center		Potentially Not Eligible	N
139	Engineering Research Corporation (ERCO)	PG:68-22	Potentially Eligible	N
145	Fernwood Gardens Apartments		Potentially Not Eligible	N
179	M-NCPPC Park Headquarters		Potentially Not Eligible	N
203	Parkview Gardens Apartments		Potentially Not Eligible	N
206	Powhatan Street Neighborhood		Potentially Not Eligible	N
207	Refreshing Spring Church of God in Christ		Potentially Not Eligible	N

Eligibility of Historic Properties

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209	Rinaldi Lanes Bowling Alley		Potentially Not Eligible	N
211	Riverdale Baptist Church	PG:69-12	Potentially Not Eligible	N
12	Riverdale Heights Neighborhood		Potentially Eligible	N
213	Riverdale Park East Neighborhood		Potentially Not Eligible	N
214	Riverdale Woods Neighborhood		Potentially Not Eligible	N
218	Saint Bernard's Catholic School		Potentially Not Eligible	N
239	Tennyson Street Neighborhood		Potentially Not Eligible	N
241	Tuckerman Street Neighborhood		Potentially Not Eligible	N
38	7503 Annapolis Road		Potentially Not Eligible	N
39	7519 Annapolis Road		Potentially Not Eligible	N
42	7729 Finns Lane		Potentially Not Eligible	N
43	7738 Annapolis Road		Potentially Not Eligible	N
95	Ardwick Historic Community	PG:69-23	Potentially Not Eligible	N
128	Cross Street Neighborhood		Potentially Not Eligible	N
133	East Riverdale Road Bungalow		Potentially Not Eligible	N
146	Fernwood Manor		Potentially Not Eligible	N
157	Glenridge Center Shopping Center		Potentially Not Eligible	N
158	Glenridge Elementary School		Potentially Not Eligible	N
172	Lanham Woods Historic District		Potentially Eligible	N
252	West Lanham Estates		Potentially Not Eligible	N
253	West Lanham Hills		Potentially Not Eligible	N

