

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no

Property Name: Jacktown Survey District Inventory Number: D-747
Address: Old Route 50 (MD 750), Spring, River, Center, Poplar, Cedar,
Suburban Drs., Moose Lodge Rd. Historic district: ___ yes no
City: Cambridge, MD Zip Code: 21613 County: Dorchester
USGS Quadrangle(s): Cambridge
Property Owner: Various Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: 31 and 42
Project: US 50: Cambridge Maintenance Shop Agency: MD SHA
Agency Prepared By: EHT Traceries, Inc. for MD SHA
Preparer's Name: Laura Trieschmann Date Prepared: 06/12/2006
Documentation is presented in: Project Review and Compliance Files
Preparer's Eligibility Recommendation: ___ Eligibility recommended Eligibility not recommended
Criteria: A ___ B C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ___ yes Listed: ___ yes
Site visit by MHT Staff ___ yes no Name: _____ Date: _____

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

Location Description

The Jacktown Survey District includes the area to the north of Old Route 50 (Maryland Route 750) in Cambridge. It is to the northeast of the city center in Dorchester County, Maryland. The survey district encompasses approximately 82 acres, extending from Cedar Drive on the east to Moose Lodge Road on the west. Intersecting roads within the survey district include Spring Drive, River Drive, Suburban Drive, Poplar Drive, and Center Drive. Spring Drive, River Drive, Suburban Drive, and Cedar Drive dead end to the north of Center Drive. Moose Lodge Road and Handley Road terminate near the shoreline of Choptank River and Hurst Creek, respectively.

Old Route 50 is an original section of US 50, the primary east-west highway leading from Washington, D.C., through eastern Maryland. When Old Route 50 was widened in this area between 1949 and 1955, the pathway of the highway was diverted to the south, leaving this short original section in Jacktown intact. Old Route 50 is also known as Old Ocean Gateway.

This small enclave is made up approximately eighty-five (85) primary resources, the vast majority being residential in use. The

MARYLAND HISTORICAL TRUST REVIEW

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MHT Comments:

John VanLund
Reviewer, Office of Preservation Services

8/4/06
Date

[Signature]
Reviewer, National Register Program

8/7/06
Date

Commercial properties, at least one of which is a former single-family dwelling, are located on the south side of Old Route 50. These buildings front on US 50. A single commercial building is located in the northeast corner of the intersection of Moose Lodge Road and Old Route 50. The survey district does not include the trailer park on the south side of Old Route 50, west of Spring Drive and east of Handley Road. First and Second Streets divide the trailer park, which was established in the 1970s.

Architectural Description

Jacktown Survey District primarily consists of freestanding single-family dwellings, with a few commercial properties. There are approximately eighty-five (85) primary resources within the survey district. The majority of the residential properties are supported by one to four secondary resources, the majority of which are non-historic. The buildings are set on spacious lots (approximately one-half to one acre) with front, side, and rear yards. Gravel and paved drives provide access to the garages and other secondary buildings at the rear of the lots. Tall mature trees provide shade for each of the lots, which have a flat terrain. Wood and chain-link metal fencing divides the side yards of many of the lots, with tall trees and dense foliage surrounding.

The freestanding single-family dwellings located within the boundaries of the Jacktown Survey District share similar characteristics that are indicative of early- to mid-twentieth-century architecture, dating from circa 1920 to circa 1957 with infill construction taking place in the latter part of the twentieth century. The overall forms include one-story ranch houses, one- to one-and-a-half-story Cape Cods, and one-and-a-half-story front-gabled Bungalows. Architectural styles are modestly expressed, with only minimal elements of the Colonial Revival and Craftsman identified. The dwellings are three to four bays wide and one to three bays deep. One-story side and/or rear wings or additions have been added to a few of the structures, although the overall forms of the buildings making up the survey district are intact. One twin dwelling, located at 2960-2962 Old Route 50, was identified in the survey district. The modest structure was constructed circa 1946 as a Cape Cod and thus reads like a single-family dwelling; yet because of a west-side addition, the building presently has two single-leaf entry openings on the façade. The survey district also includes a single example of an American Foursquare with a front-gabled roof, located at 2930 Old Route 50 (ca. 1935). The tallest dwelling in the survey district, this American Foursquare stands two-and-a-half stories in height.

The dwellings are set on solid foundations of concrete block, some of which are rock-faced and some rusticated. A rock-faced concrete block foundation is visible at 2939 Old Route 50 (ca. 1948), and an example of a rusticated concrete block foundation is located at 2944 Old Route 50 (ca. 1945). A solid brick foundation was noted at 2938 Old Route 50 (ca. 1930). The wood-frame structures are clad in aluminum siding (replacement) with corner boards, while the few masonry buildings are constructed of concrete block. The one masonry dwelling is located at 5311 Spring Drive (ca. 1959). A few structures were clad with asbestos-cement siding, which is presumed to be the original cladding material for the buildings because the construction period coincides with the popularity of this modern siding material. Examples include 2929 Old Route 50 (ca. 1948) and 2944 Old Route 50 (ca. 1945). The typical roof form is side gable with asphalt shingles and shallow overhanging eaves. The few dwellings illustrating the Craftsman style have exposed rafter ends. The most high-style example is the Craftsman-style building at 2925 Old Route 50 (ca. 1948). Boxed cornices with an ogee molding ornament the facades of a number of the dwellings. The best examples are located on the Cape Cod dwellings at 2951, 2944, and 2938 Old Route 50 (ca. 1948/ca. 1945/ca. 1930). The interior and exterior-side chimneys are constructed of brick, the majority with plain caps.

Only a few of the buildings have front porches or porticos, which is indicative of mid-twentieth-century suburban architecture that is striving to provide modest housing that is affordable. Cut-away or inset porches are present on the modest one-and-a-half-story dwellings that are capped by a side gable roof that extends beyond the plane of the façade wall. One such example is located at 5319 Spring Drive (ca. 1956). However, in a number of instances, the porches have been partially or fully enclosed to provide additional interior living space. Examples are located at 5302 Suburban Drive (ca. 1952) and 5311 Spring Drive (ca. 1959). The single-leaf entries, typically located in the center bays of the facades, are accessed by a low masonry stoop. The window openings

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ary from the original 6/1, 4/1, and 6/6 wood sash to 1/1 metal replacement sash. A number of 6/6 snap-in muntins were identified. The window openings are single, paired, or have a fixed center light flanked by double-hung or casement openings. The latter window is typical of the ranch houses, providing a great deal of natural light in the public spaces (living room) of the dwellings. Only a few of the dwellings have dormers, either front-gabled dormers or full-width shed dormer with two window openings. Examples include 5303 Suburban Drive (ca. 1952), 5510 Cedar Drive (ca. 1935), and 2951 Old Route 50 (ca. 1948).

Alterations include the recladding of the structures in the third quarter of the twentieth century (presumably 1970-1980), replacement of original wood windows with metal sash, infilling of porches, additions (predominately to the rear elevations), and the construction of several associated outbuildings. New construction, such as those at 5426 Moose Lodge Road (ca. 1985), 5326 River Drive (ca. 1992), and 5315 Spring Drive (ca. 2005), are similar in form and scale to the existing residential buildings. Currently under construction at the rear of 5304 Suburban Drive is a larger single-family dwelling that is set back substantially behind existing dwellings. The wood-frame structure stands two-and-a-half stories in height, which is noticeably higher than the other structures in the survey district.

The commercial development is primarily confined to US 50, developing in response to the tourists and commuting traffic along this highly traveled highway. The properties from 3007 Old Route 50 eastward to the intersection with Spring Drive are commercial, one of which includes a former single-family dwelling dating from circa 1940. The purpose-built commercial buildings date from the latter part of the twentieth century, consisting of a metal sales shop with a semi-circular roof and vehicular garage-door openings. Concrete-block commercial buildings have been added to the properties along US 50, with frontage on Old Route 50. A masonry convenience store dating from the late twentieth century is located at the northeastern corner of the intersection of Old Route 50 with Moose Lodge Road. All of these non-historic structures stand one story in height with gable roofs, many with fixed show windows and vehicular garage-door openings.

Assessment of Significance

Jacktown is located to the northeast of the City of Cambridge, which has a population of 10,911 (2000 census). Jacktown is a small residential enclave to the north of US 50, centered along Old Route 50, which is also known as Old Ocean Gateway. The land on which Jacktown is now located was historically associated in large part with Ware Neck Farm (MIHP# D-110), which is now confined to just 52 acres at 5465 Handley Road. The agricultural property is improved by an early-nineteenth-century brick dwelling that was substantially altered and enlarged in the twentieth century. In the latter part of the nineteenth century, the property encompassed approximately 360 acres, which was subdivided in the early twentieth century into six parcels of approximately 60 acres each. Despite the subdivision, the 52-acre parcel on which Ware Neck Farm is located remains largely employed in agricultural production, currently soybeans and sunflowers. Several historic agricultural outbuildings remain intact on the property, arranged in a line extending east from the original dwelling.

The City of Cambridge to which Jacktown is a suburb largely grew and developed as a result of the food processing industry. The buildings of Cambridge, the Dorchester County seat, document the eighteenth-, nineteenth-, and twentieth-century development of the community as a center of commerce, and its contribution to Maryland's maritime history. Within the boundaries of the Cambridge Historic District (MIHP# D-699), there are rhythmic rows of houses that were constructed specifically in response to the need for housing for the packing and canning industry at the turn of the twentieth century. The unplanned suburb of Jacktown, however, reflects the early- to mid-twentieth-century growth of agricultural land to the northeast of Cambridge and does not directly illustrate the commerce and maritime history for which the city is significant. Rather, Jacktown illustrates the need for modest worker housing at least two decades after the greatest period of residential development in Cambridge.

The unplanned development of Jacktown includes a number of dwellings that are similar in form and/or detailing, suggesting the

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influences of several speculative developers or builders. Referred to as "Home Builders," these developers enhanced the marketability of their land by constructing houses on a small number of lots, rather than widespread real estate speculation, which was becoming the mainstream in the Washington metropolitan area. Between 1920 and 1945, approximately twenty-five (25) single-family dwellings had been constructed in Jacktown, primarily along Moose Lodge Road and Old Route 50. While this type of site development is indicative of the growth of small rural communities in the early part of the twentieth century, it was not planned and developers viewed their business as the selling of land, rather than the establishment of subdivisions or neighborhoods. Thus, infill development took place in the middle part of the twentieth century. This was sparked by the establishment of better roads that brought tourists to the region and allowed residents to transverse the county, thus providing an opportunity for better jobs. Therefore, by 1975, Jacktown was home to approximately sixty-eight (68) primary resources. The vast majority of the construction between 1945 and 1975 occurred in the 1950s. This development, primarily located along Spring Drive, Cedar Drive, Suburban Drive, and Old Route 50, appears to be the result of the widening of Old Route 50 between 1949 and 1955. The highway was diverted to the south slightly, allowing for the creation of a separate residential suburb to the north and the establishment of commercial buildings along the highly traveled US 50, the primary east-west highway leading from Washington, D.C., through eastern Maryland. New construction on open lots or the replacement of existing buildings with modern structures in this part of Jacktown has been minimal. Only sixteen new primary structures have been added to the community since 1975.

Jacktown is the direct result of a housing need, and does reflect some of the shared characteristics of post-World War II suburban developments. First, it is removed from the central city of Cambridge. The dwellings are set on larger lots than most pre-war suburbs. The buildings are architecturally similar in style and form. After 1945, common housing forms nationwide included the Cape Cod and ranch house, which are illustrated throughout Jacktown. The fourth characteristic of post-war suburbanization was affordability. Jacktown was specifically marketed to working-class residents, which is clearly illustrated in the lack of applied ornamentation, use of the vernacular rather than high styles, and the changing preferences for affordable, durable, and available building materials that were a direct result of World War II shortages and new technologies.

The period of significance for the Jacktown Survey District is circa 1920 to circa 1957, based on the subdivision of Ware Neck farm, the construction dates of the residential buildings, and the expansion of US 50. The survey district includes approximately eighty-five (85) primary resources, about thirty-six (36) of which contribute to the period of significance and retain sufficient integrity to reflect the historic context. Forty-nine (49) of the primary resources do not contribute to the survey district.

Although illustrating an aspect of development in the history of Cambridge, the Jacktown Survey District is not associated with the events or trends that have made a significant contribution to the broad patterns of our history. It is not a good representative example of a "home builder" suburb nor is it a distinct suburb of the City of Cambridge. The development phases of Jacktown are not clearly defined, and the development is not cohesive, thus disqualifying it for eligibility under Criterion A. The survey district is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the Jacktown Survey District is not eligible under Criterion B. Jacktown Survey District is not eligible under Criterion C for its collection of buildings, which do not embody distinctive characteristics of a type, period, or method of construction, nor represent the work of a master. The overall forms, which are common throughout eastern Maryland, include one-story ranch houses, one- to one-and-a-half-story Cape Cods, and one-and-a-half-story front-gabled Bungalows. Architectural styles are modestly expressed, with only minimal elements of the Colonial Revival and Craftsman identified. Despite the use of durable building materials like asbestos-cement cladding and double-hung wood-sash windows, many of the structures have been reclad in aluminum siding and the wood windows replaced with metal sash. Infill development includes late-twentieth-century construction, including mobile homes and large-scale religious structures (north of Cedar Drive just outside the boundary of the survey district). Furthermore, along Handley Road to the immediate north of the survey district are the maintenance facilities for the Maryland State Highway Administration and the Dorchester County Highway Department. Light-industrial properties, as well as non-historic commercial

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properties, are also located along Moose Lodge Road and Cedar Drive. Jacktown Survey District was not evaluated under Criterion D. Therefore, the Maryland State Highway Administration has determined that the Jacktown Survey District is not eligible for listing in the National Register of Historic Places.

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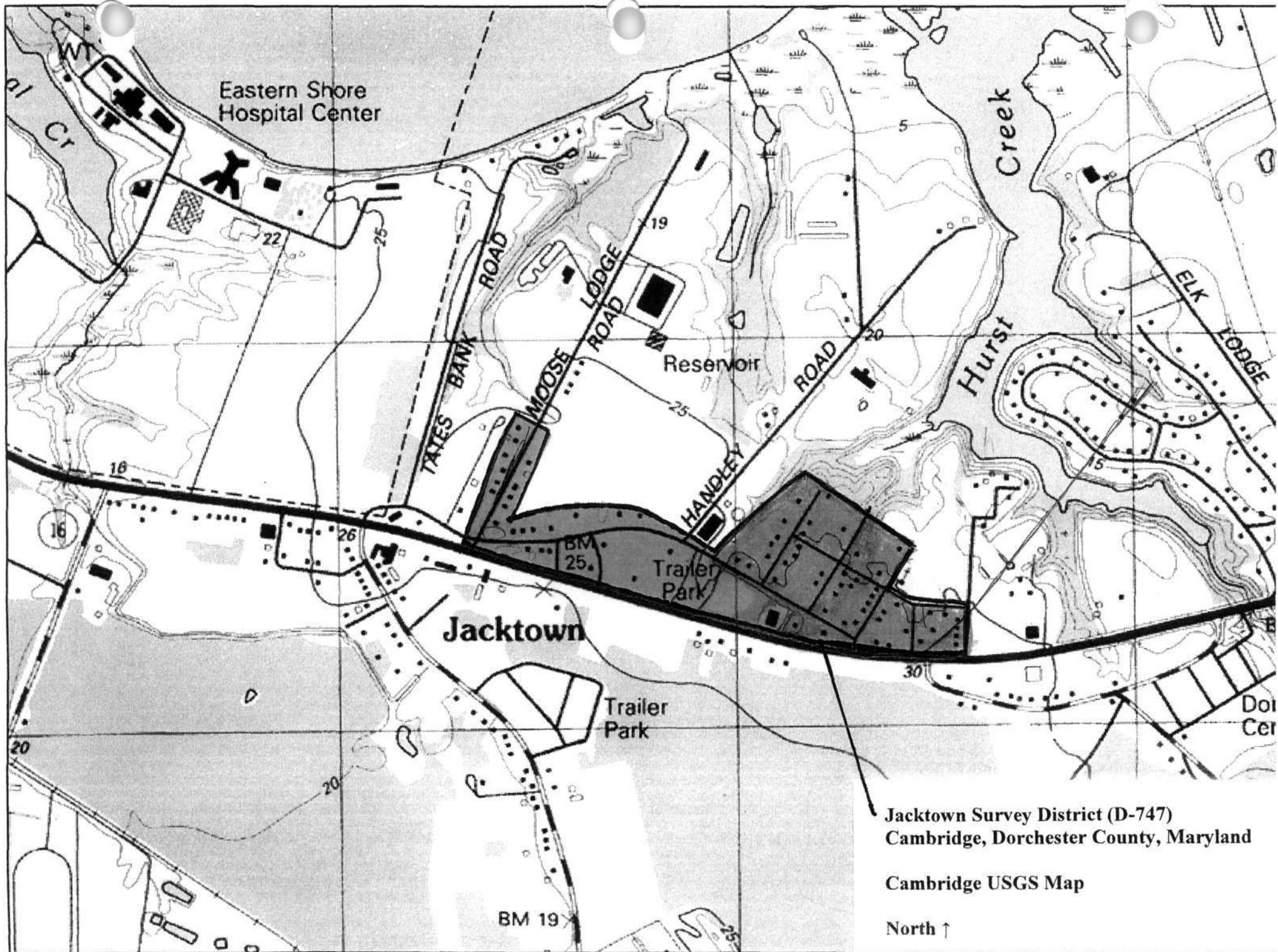
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D-747

SACKTOW SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIE

JUNE 12, 2006

MARYLAND SHPO

2960-2962 OLD ROUTE 50, LOOKING NORTH

1 OF 11



D-747

JACKTOWN SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5311 CENTER DRIVE, LOOKING WEST

2 OF 11



D-747

JACKTOWN SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIES

JUNE 12, 2006

MARYLAND SHPO

3009 OLD ROUTE 50, LOOKING SOUTHWEST

3 OF 11



D-747

JACKTOWN SURVEY DISTRICT

CAMBRIDGE, DORCHESTER COUNTY

TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5316 SPRING DRIVE, LOOKING WEST

4 OF 11



D-747

JACKTOWN SURVEY DISTRICT

CAMBRIDGE, DORCHESTER COUNTY

TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5319 SPRING DRIVE, LOOKING NORTHEAST ST

5 OF 11



D-747

JACKTOWN SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5311-5313 SPRING DRIVE, LOOKING NORTHEAST

6 OF 11



D-747

JACKTOWN SURVEY DISTRICT

CAMBRIDGE, DORCHESTER COUNTY

TRAILERIES

JUNE 12, 2006

MARYLAND SHPO

3010 OLD ROUTE 50, LOOKING NORTH

7 OF 11



D-747

JACKTOWN SURVEY DISTRICT

CAMBRIDGE, DORCHESTER COUNTY

TRACERIES

JUNE 12, 2006

MARYLAND SHPO

3016 OLD ROUTE 50, LOOKING NORTHEAST

8 OF 11



D-747

JACKTOWN SURVEY DISTRICT

CAMBRIDGE, DORCHESTER COUNTY

TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5301-5303 SUBURBAN DRIVE, LOOKING SOUTHWEST

9 OF 11



D-747

JACKTOWN SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5302 SUBURBAN DRIVE, LOOKING NORTHWEST

10 OF 11



D-747

JACKTOWN SURVEY DISTRICT
CAMBRIDGE, DORCHESTER COUNTY
TRACERIES

JUNE 12, 2006

MARYLAND SHPO

5506-5510 CEDAR DRIVE, LOOKING SOUTHWEST

11 OF 11