

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

Property Name: _____ Inventory Number: ~~11-0003~~ CH-816

Address: ^{Crain Hwy.} 7710 ~~St. Mary's Avenue~~, Charles County - in vicinity of LaPlata

Owner: Hayden, Martina H

Tax Parcel Number: ~~49~~ 28 Tax Map Number: 44

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended

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

Is property located within a historic district?: no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

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

The circa 1925 farm complex located at 7710 ^{Crain Hwy.} ~~St. Mary's Avenue~~ is composed of a main dwelling house and several barns. The wood frame house is one-and-one-half stories in height and two bays wide. The dwelling is covered by a front gable roof with wide overhanging eaves. A decorative king post truss is located in the front gable. The one-story, three-bay, full-width front porch also has a decorative king post truss set into its front gable. The front gable roof of the porch is supported by turned wood posts with decorative brackets. The house has a side passage entrance and is clad with wood German siding. Located to the southeast of the main house are two wood frame barns. They both have gently pitched, front gable roofs and they are both one story in height. A third barn is located to the northwest of the main dwelling. The central portion of this barn has a front gambrel roof and is constructed of concrete block and wood framing. This section is clad with corrugated metal sheets. A shed roof extends to either side of the central section of the barn. The corrugated metal roofs of the side additions are constructed of wood framing and are clad with wood board and batten siding.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The

Prepared by EHT Tracerics, Inc.

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| MARYLAND HISTORICAL TRUST REVIEW | |
| Eligibility recommended <input checked="" type="checkbox"/> Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D | Eligibility not recommended <input checked="" type="checkbox"/> Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None |
| _____ _____ | _____ _____ |
| _____ Reviewer, Office of Preservation Services | _____ Date <u>10/28/99</u> |
| _____ Reviewer, NR Program | _____ Date 10/28/99 <u>7/19/02</u> |



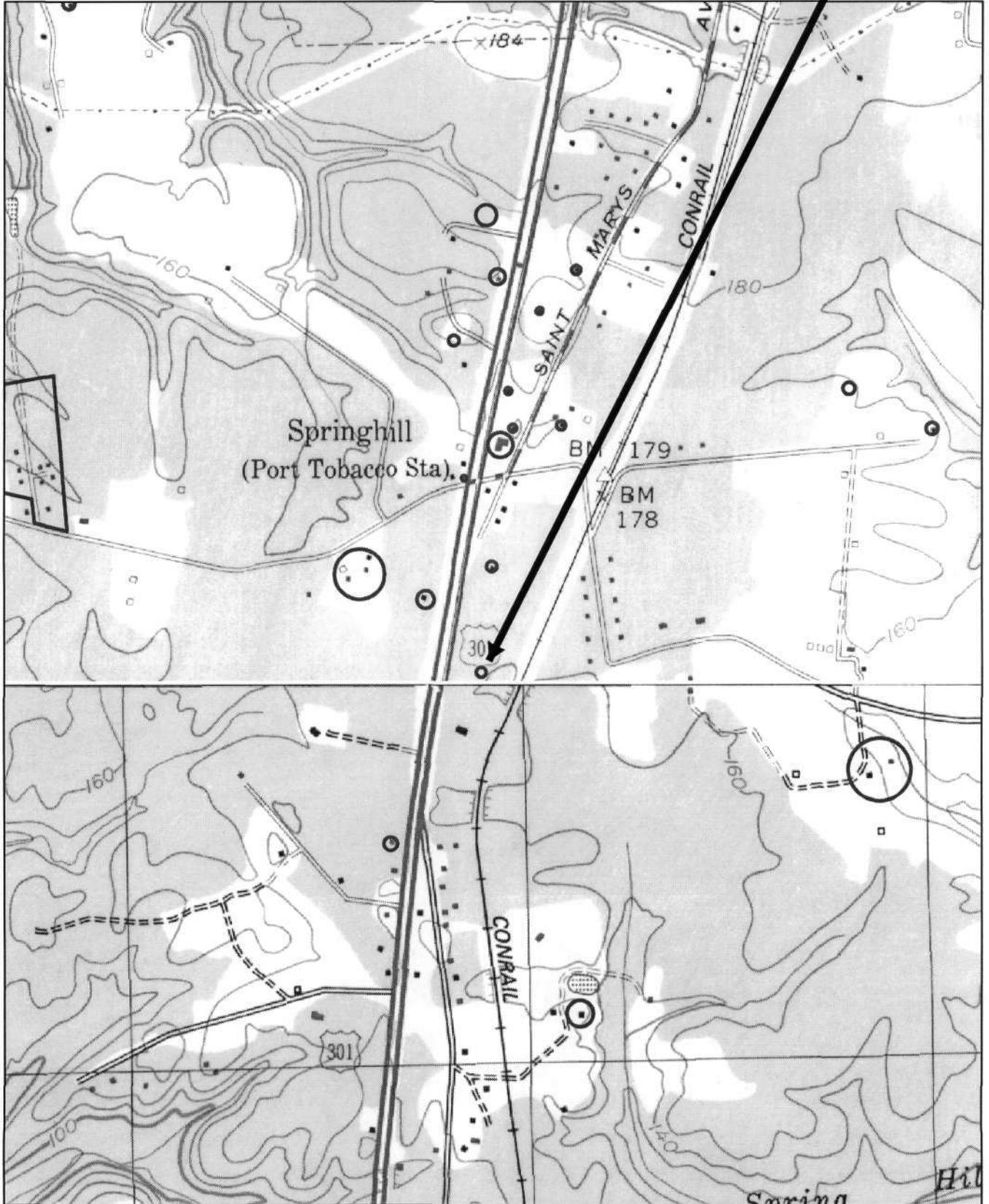
greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. La Plata station still stands at the intersection of the rail line with Charles Street.

The bungalow became the dominant style of middle and working class housing in the period between 1900 and 1920. It was a style spread primarily by plans sold in popular catalogues, rather than by architects. Bungalows are typically one-and-one-half-story structures, with low, horizontal lines and an integral porch on the front of the house. They are also characterized by a series of broad gables that form contiguous and receding plans. Gables often are bracketed and have projecting eaves. Roofs are gently pitched and often have either gable or shallow shed dormers. The bungalow form frequently features Craftsman-style detailing, such as exposed rafter tails, wood brackets under eave overhangs, and wide wood frames around doors and windows. Bungalows were enormously popular in the early years of the 20th century because they were inexpensive to design and build. Their emergence coincided with the rise in the number of working and middle class Americans who could afford to purchase a house.

Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to La Plata's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

Built circa 1925, this bungalow with Queen Anne-style influences and the associated barns are not eligible for the National Register. While this farm complex is typical of the residential and agricultural development surrounding La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

CH-816
7710 Crain Highway
La Plata
Charles County
La Plata Quad
Map 44 Parcel 28





~~#0003~~ CH-816

Crain Hwy

7710 St ~~Mary's Avenue~~

Charles County, MD

Traceries

June 1999

MD SHPO

View of East Elevation

1 of 3



~~#8005~~ CH-816
Crain Hwy.
~~7710 St Mary's Avenue~~

Charles County, MD

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View looking northwest.

2 of 3



~~H008~~ CH-816

Crain Hwy.

7710 ~~St. Mary's Avenue~~

Charles County, MD

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View looking southwest

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