

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐

no ☒

Property Name: Georgia Avenue Commercial Corridor Survey Inventory Number: M: 36-88
Address: 9200-9900 Blocks of Georgia Avenue; Properties along Georgia Avenue bound by Grace Church Road and Sanford Road Historic district: ☐ yes ☒ no
City: Silver Spring Zip Code: 20910 County: Montgomery
USGS Quadrangle(s): Kensington
Property Owner: Multiple owners Tax Account ID Number: NA
Tax Map Parcel Number(s): NA Tax Map Number: JP12, JP21
Project: MD 97: Forest Glen Road to 16th Street (M0224M11) Agency: State Highway Administration
Agency Prepared By: EHT Tracerics
Preparer's Name: John Liebertz Date Prepared: 1/20/2013
Documentation is presented in: _____
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 Staf ☐ yes ☒ no Name: _____ Date: _____

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

ARCHITECTURAL DESCRIPTION

The Georgia Avenue Commercial Corridor Survey, M: 36-88, consists of buildings on the east and west sides of Georgia Avenue, from 16th Street and Grace Church Road on the south and Sanford Road to the north. The northern end of the district is intersected by Interstate 495 (I-495). The majority of the district is comprised of mid-twentieth-century commercial buildings, either commercial strips of individual buildings or shopping centers unified by design to form a cohesive unit. Other buildings include individual, freestanding commercial stores, apartments, gas stations, and churches. The corridor can be evaluated in three sections, starting from the south: 1) north of Grace Church Road and south of 16th Street; 2) north of 16th street and south of Flora Lane; and 3) north of Flora Lane and south of Sanford Road.

Southern Section

The southern section of the survey area along Georgia Avenue — in proximity to Grace Episcopal Church and Cemetery — is

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

John Liebertz ✓
Reviewer, Office of Preservation Services

John Liebertz
Reviewer, National Register Program

6/6/2013

Date

6/7/13

Date

201301972

residential in character. In this location, Georgia Avenue is approximately 75' wide, limited to six lanes, with a grassy median located at its center. The street is lined with landscaped lawns, wooded areas, and fences. The residential neighborhoods of North Woodside and Woodside Park are located to the east and west of the avenue, respectively. Grace Episcopal Church and Cemetery, and its associated school (no longer in use), located at 9115 Georgia Avenue and 1607 Grace Church Road, are set back from Georgia Avenue. Established in 1855, Grace Episcopal Cemetery is situated on 0.6 acres of land and consists of over 150 burials. Constructed in 1957, the two-story Gothic Revival and Tudor Revival-inspired center-steeple church is located to the east of the school building and cemetery; it is oriented towards Grace Church Road. The building replaced the historic church building located near the present location of the vacant two-story school constructed circa 1967. At the southwest corner of the property is an eight-foot tall Confederate Monument. Highlighted by its placement on a small hill, the monument directly fronts Georgia Avenue. The church owns an additional property to the north at 9217 Georgia Avenue. Set back approximately 60' from Georgia Avenue, the two-story Colonial Revival-styled masonry dwelling is separated from the public right-of-way by a manicured lawn.

Located on the opposite side of Georgia Avenue is the only pre-twentieth-century dwelling within the survey area. The circa 1880 Gothic Revival-styled, two-story building at 9120 Georgia Avenue is presently oriented towards Grace Church Road, rather than the highly traveled Georgia Avenue. Views of the dwelling from Georgia Avenue are blocked by a wood privacy fence. To the north of the dwelling is a small, circa 2005 development of four large two-story dwellings. Similar to the historic building, the buildings at 9120 to 9130 Georgia Avenue are separated from the thoroughfare by wood privacy fences and are oriented toward a small access road off Georgia Avenue. The remaining elements of the residential portion of the survey area south of 16th Street consist of a large wooded area and an asphalt parking lot. Additional residential areas outside of the survey area are located directly off Georgia Avenue, to which they have no direct association other than as an automobile corridor.

Central Section

In the central section of the survey area, Georgia Avenue expands to seven lanes north of 16th Street to Flora Lane, accounting for its 10' increase in width. This expansion highlights the commercial character of Georgia Avenue in this section. Landscaping is limited as a number of the commercial developments directly front the concrete sidewalk along Georgia Avenue. In addition, a number of commercial buildings are set back from the road in order to accommodate parking lots. Development in this section of the survey area consists of four commercial building types: 1) shopping centers with buildings unified by a singular design; 2) commercial strips of individual buildings, constructed at different periods with no cohesive design; 3) individual commercial buildings; and 4) gas stations.

The 9300 block of Georgia Avenue consists of a professional office building, three commercial strips, and two gas stations. The eastern side of the 9300 block is intersected by Corwin Drive and associated with the Woodside Village subdivision platted in 1936. Housing Woodside Deli and Fantasy Nail Spa, the adjoining one-story and two-story buildings at 9321-9329 Georgia Avenue are to the north of Corwin Drive. Constructed between 1935 and 1941, the buildings are two of the oldest commercial resources within the survey area. The stores are set back approximately 70' from Georgia Avenue and separated from the road by a dedicated parking lot. Constructed simultaneously or by the same builder, the two masonry buildings are unified by their false mansard roofs of slate shingles and shed roof forms. The two-story corner building contains one store along both its western elevation facing Georgia Avenue and another on its south elevation along Corwin Drive. To the north of this development is a non-historic Exxon gas station with canopy constructed in the last quarter of the twentieth century.

The strip of three commercial buildings (9301-9315 Georgia Avenue) to the south of Corwin Drive directly fronts the concrete sidewalk. Dedicated parking is available to the north and south of the commercial area. Although reading as a commercial strip, the buildings were designed and built independently. Standing one story in height, Dryclean Direct at 9315 Georgia Avenue was

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

erected in the 1940s, between 1941 and 1948. The store is highlighted by a brick parapet, seven-row common bond brick walls, and stone quoins. Containing Esther's Beauty Wig Salon, the one-story masonry building at 9309 Georgia Avenue was constructed in the period following World War II, sometime between 1948 and 1953. Both buildings have a rectangular footprint and flat roofs. CTL Digital Video Center at 9301 Georgia Avenue is the best example of a Modern style commercial building within the survey area. Constructed circa 1960, the two-story masonry building has a trapezoidal plan, cantilevered overhanging eaves, and vertically oriented, five-light, metal-framed hopper windows. Architectural interest is further added by the use of grey and turquoise bricks on its south and west elevations.

The western side of the 9300 Block of Georgia Avenue is associated with the Montgomery Hills and North Woodside subdivisions (both outside of the survey area). The southern end of the block has a non-contributing building at 9300 Georgia Avenue. To the north, the commercial strip at 9320-9332 Georgia Avenue is comprised of Leeman Cleaners, Fantasy Nails, Tropical Ice Cream, Andy's Restaurant, Goldberg's Bagels, Club Wags, and Silver Cycles. Although constructed in two distinct building periods, the strip reads as a unified commercial center. Between 1951 and 1953, the two-story building and northernmost one-story building were constructed. The two-story concrete block structure is clad with stretcher-bond brick on the façade. The storefront is differentiated by stone veneer below the first-story windows. Capped with a flat roof, a faux chimney stack pierces its northeast corner—mimicking a residential building. Architectural interest is added with the use of thinner bricks, a typical mid-century building material. Fenestration on the second story consists of a ribbon of five, 2/2 metal-framed windows separated by brick mullions and set within a wide concrete surround. The one-story building has a similar rectangular massing and matching length. The congruous one-story building to the south was constructed between 1955 and 1957. The stores' footprint and design coalesces with the previously constructed structures; however, they extend slightly farther to the west. All the first-story storefronts were subject to numerous alterations and modernizations. Based on the form and material, metal awnings and columns were attached to the façade of the entire commercial strip circa 1990 to present a more unified elevation. To the north of the commercial strip is a one-story, Exxon gas station oriented on a 45 degree angle toward Georgia Avenue. Although a one-story gas station historically existed in this location, it was razed or drastically altered and no longer represents a mid-twentieth-century building.

The 9400 block of Georgia Avenue contains an early suburban shopping center, an individual Modern-style building, and a strip of commercial buildings. Montgomery Hills Shopping Center (M: 36-23) is located on the western side of Georgia Avenue at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue. Current businesses include Academy Dog Training, Carpet Bazaar, Silver Spring Animal Hospital, Armand's Chicago Pizzeria, Salon Obsessions, Mayflower Chinese Restaurant, Psychic, Citibank, Djama Hair Braiding, Snider's Nails, and Natalie's Men's Hairstyling Salon. Primarily constructed between 1929 and 1931 for residents of the Montgomery Hills subdivision rather than commuting automotive traffic along Georgia Avenue, the shopping center consists of seven attached one-story and two-story commercial buildings visually unified by the application of Tudor Revival-style elements. The overall site plan contributes to the stores' individuality as the eastern and western ends of the development are stepped back from its center, orientated towards Seminary Road. Set back approximately 55', an associated parking lot further separates the building from the sidewalk along Seminary Road; the parking lot was a later addition to the site. The two buildings fronting Seminary Road have a more traditional urban setback, with the storefronts directly abutting the concrete sidewalk.

Set back approximately 35', Prestige Cleaners, the one-story building directly north of Montgomery Hills Shopping Center at 9420 Georgia Avenue is separated from the road by a small parking lot. Constructed in 1958, the building is an excellent example of Googie architecture. The style reflected America's obsession with space, travel, and the future, by means of sharp angles, boomerang forms, cantilevered elements, upswept canted roofs, sheet glass windows contrasted by stone veneer, and geometric shapes. The design of 9420 Georgia Avenue retains these elements, including walls of transparent glass, stone veneer, and a cantilevered shed roof that appears to float skyward. Further, the expanse of windows allowed daily commuters to peer into the stores activities, providing a sense of advertisement.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

On the opposite side of Georgia Avenue is a strip of individually designed and built commercial buildings between Columbia Boulevard and White Oak Drive. Current businesses include New Yorker Bakery, Yasi's Restaurant, Sign-A-Rama, Bigg Wolf Video, Hunan City, Inka's Pollo A La Brasa, and Silver Spring Jewelry & Factory. Associated with Woodside Village, the stores at 9421-9443 Georgia Avenue were constructed in 1941-1948 and 1954-1955. The two northern stores were constructed before 1948, the three central stores were built in 1948, and the two southern stores completed the strip by 1955. In 1952, the six owners of the lots agreed to construct a dedicated service drive parallel to Georgia Avenue in order to provide for additional parking for customers, as well as ease of entry and exit. Lacking a unifying stylistic element, the facades of the one- to three-story masonry buildings have brick cladding or stucco finishing. Many of the buildings feature modern, metal-framed, glass show windows and doors, elements typical of when they were constructed. The second and third stories of the facades all hold different replacement window forms, including paired 1/1 windows, central fixed windows flanked by 1/1 windows, and 1 by 1 slider windows. All the buildings are capped with a single flat roof. Directly to the north of the commercial strip is a one-story BP gas station at 9475 Georgia Avenue. Constructed in the mid-1950s, the masonry building is capped with a flat roof. Based on the existing materials and form, the station's historic enamel panel siding has been recently removed in favor of its present brick veneer.

The remaining northern half of the 9400 and 9500 block of Georgia Avenue consists of a large commercial center, commercial/office building, and a small commercial building and gas station. On the western side, the streetscape is dominated by the Seminary Center consisting of Staples, CVS, Upstream Seafood, Seminary Beer-Wine-Deli, Domino's Pizza, Post Express, Gold Plus Jewelry, and Seminary Cleaners. The two anchor stores of the center, located at 9440 Georgia Avenue and 9520 Georgia Avenue (presently housing Staples and CVS), were constructed circa 1966. The two single-story, box-form commercial buildings are unified in their 200' setback from Georgia Avenue. The wide setback provides ample parking space for consumers exiting I-495 and traveling to or from Washington, D.C. These two stores are connected by a single building at 9450-9468 Georgia Avenue. Stepped back approximately 45' from the façade of the earlier buildings, the one-story commercial building was added circa 1990. The non-historic building contains six businesses. All three buildings intentionally share a singular cohesive design and covered walkway allowing the Seminary Center to visually appear as a single commercial development. Directly to the east of the Seminary Center, between the buildings' parking lot and Georgia Avenue, are Montgomery Hills Car Wash and Shell gas station. Both one-story concrete-block buildings were constructed in the mid-1950s. The gas station is oriented at a 45 degree angle to Georgia Avenue.

On the eastern side of Georgia Avenue, the 9500 block consists of G & G Service Station (gas station), small one-story Discount Garden Center, and larger two-story Linton, Shafer & Company office building. All three buildings were constructed between 1953 and 1957. Set back approximately 75' from Georgia Avenue, the one-story service station has a concrete block structural system and is capped with a flat roof. The building's design continues to recall its historic period of construction. The one-story and two-story commercial/office buildings directly abut the concrete sidewalk. Constructed in 1955, the Linton Shafer & Company Building (formerly Conley & Company Building) at 9525 Georgia Avenue contains elements of the Modern Movement, including its flat roof, large expanse of glass windows, canted roof covering the entrances, and projecting sign. Based on an image in the Washington Post, architect Fon. J. Montgomery designed the building as a single story. Differing brick color on the north elevation confirms a second building period. The addition of a second story, metal awning, and replacement of historic materials detracts from architect's original design intent.

Northern Section

The northern section of the survey area is defined by the cloverleaf of I-495, but also is residential in character and includes two churches. South of the cloverleaf, to the west of Georgia Avenue are the Woodside Knolls and Locust Grove subdivisions (both

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

outside the survey area). Constructed circa 1995, groups of three-story town houses face Georgia Avenue but are separated from the road by a brick wall and accessed by a private drive from Locust Grove Road, thus have no direct association with the major thoroughfare of Georgia Avenue. Located on the east side of Georgia Avenue, Calvary Lutheran Church at 9545 Georgia Avenue consists of a grouping of Gothic Revival and Modern-styled buildings in a C-shaped plan. The first chapel, built in 1948, is oriented towards Georgia Avenue and separated from the road by a small lawn. The subsequent Modern-styled chapel is oriented on an angle towards the entrance of I-495 onto Georgia Avenue, providing a clear view of the building.

North of the I-495 cloverleaf, the residential character of Georgia Avenue is reestablished. On the west side of Georgia Avenue, an undeveloped landscaped lot, Forest Glen Metro Station (completed 1990), and three-story Americana Finnmark condominium buildings obscure the single-family dwellings (outside of the survey area) located to the west. Constructed circa 1966, the condominium buildings are separated from the road by means of a metal picket fence, manicured lawns, and tall trees. The buildings are accessed via a private drive paralleling Georgia Avenue.

The eastern side of Georgia Avenue contains the third church within the survey area and an office building. The Colonial Revival-styled Petworth-Montgomery Hills Baptist Church (constructed between 1957 and 1963) and Forest Glen Medical Center (constructed in 1967) are located at 9727-9735 Georgia Avenue and 9801 Georgia Avenue, respectively. Both buildings have a rectangular plan, stand two stories high, and are set back approximately 50' from Georgia Avenue by a concrete sidewalk and lawn. Parking for the church is located to the south of the building, along Georgia Avenue. Similarly, parking for the office building is to the north, along Georgia Avenue, and to the rear of the building. These buildings shield the adjacent single-family dwelling subdivisions (outside of the survey area) to the east, including Forest Glen, Forest Grove, and Northmont.

HISTORIC CONTEXT

For the majority of the nineteenth century, the Georgia Avenue Commercial Corridor Survey had limited development and was primarily comprised of agricultural land and country estates like much of Montgomery County. Prominent community members residing in the area established Grace Episcopal Church in 1855 to serve the rural area outside the District of Columbia in what is now Silver Spring, Maryland. (1) Thomas Noble Wilson, a local farmer, donated an acre of land along Georgia Avenue (formerly Brookeville and Washington Turnpike) for the construction of the church. (2) Ground was broken for a wood-frame church building in 1857. (3) A burial ground was established south of the church, at what is now the northeast corner of the intersection of Georgia Avenue and Grace Church Road. After the Civil War, remains of Confederate soldiers who died retreating from the Battle of Fort Stevens were reinterred at Grace Church Cemetery. (4)

The 1890 Real Estate Map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company depicted the rural nature of the area along this section of the Brookville and Washington Turnpike. Within the boundaries of the survey area, owners of property fronting the turnpike included: Sarah E. Childs, 75 acres; Thomas and W.R. Riley, 40 acres; W.R. Deebie, 15 acres; Dr. James T. Clark, 34 acres; E.J. Getty, 126 acres; and R. Laney. A small school was recorded at the present intersection of Seminary Road and Georgia Avenue and a store is noted at the intersection of Forest Glen Road and Georgia Avenue. Forest Glen (M: 31-8) and Woodside (M: 36:4) residential subdivisions had been laid out in 1887 and 1889, respectively, but development was sparse until well into the twentieth century. (5)

Both subdivisions resulted from the opening of the Metropolitan Branch of the Baltimore and Ohio (B&O) Railroad in 1873, with a station opening in Silver Spring in 1878. Sixteen trains per day offered a 30-minute commute from Washington, D.C. (6) In the 1880s, real estate brokers promoted the idea of purposefully designed residential development outside of Washington, D.C. The location of Woodside subdivision was further enhanced with the opening of the Washington, Woodside, and Forest Glen Railway

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

in 1897. The company had laid its tracks on the eastern side of Georgia Avenue, located a station within the Woodside subdivision, and provided streetcar service to the District of Columbia. (7) The success of the neighborhoods, however, was still limited due to travel times to and from Washington, D.C., an abundance of available property within the northern sections of the capital city, and a lack of commercial development in the area north of Silver Spring. (8) The proximity of the area to the nation's capital allowed for initial settlement of the streetcar and railroad suburbs by the elite; however, the suburbs had difficulty attracting individuals of moderate means. (9) Wealthy citizens who purchased property had the time and income to travel into Washington, D.C. for goods and service. On the other hand, middle-class residents required these essential items to be within a closer proximity and failed to wholly accept the subdivisions as a viable residential location. The influx of the middle class to the region and the establishment of the automobile suburb did not occur until the popularization of the automobile in the 1920s.

Residential development of automobile suburbs increased its pace in the first half of the twentieth century. The region surrounding the survey area experienced dramatic growth with the development of Woodside Park (1923, M: 36-18), North Woodside (1923, M: 36-45), Montgomery Hill (1928), Forest Grove (1936, M: 36-37), Woodside Knolls (1939-1941, M: 36-40), and Northmont (1951). (10) The growth is accredited to population increase and embracement of the automobile. In 1920, the population of Montgomery County was 34,921. Ten years later, the population increased to 49,206. By 1940, 83,192 individuals lived in the county, an increase of approximately 69 percent. (11) The rise in population correlates to vehicular ownership. Between 1920 and 1930, automobile ownership increased threefold from 56,000 to over 150,000 within the District of Columbia. (12) The existing road infrastructure in Maryland, however, could not accommodate automobiles in large numbers. The roads evolved from colonial trails and nineteenth-century turnpikes that had limited improvement possibilities. Until 1940, Maryland's State Roads Commission primarily addressed hazardous conditions, steep grades, unsafe curves, line of sight issues, and made right-of-way purchases for narrow roads. (13) Coupled with such basic improvements to the roads and infrastructure, the automobile allowed the middle-class to move farther away from their places of business. By 1925, Georgia Avenue became the third most important arterial road into the capital city, running through the center of Silver Spring. (14) In addition, public transportation into the District of Columbia relied heavily on the public bus after the official termination of the Washington and Rockville Railway Company (successor of the Washington, Woodside, and Forrest Glen) at Georgia and Eastern avenues in 1927. (15) These transportation improvements allowed the middle class to reside in the 80 subdivisions platted in Montgomery County in the 1920s. Twenty-five of the subdivisions were located within Silver Spring and three subdivisions – North Woodside, Woodside Park, and Montgomery Hills – were along Georgia Avenue. (16)

These residential subdivisions offered residents increased space, yards, and distance from issues plaguing the urban environment, including health, sanitation, fire, and housing. They also provided roads for easy travel to and from, parking (driveways or on street), garages, and in some cases sidewalks that enabled the indoor living space to increase to the outdoors. In addition, the developments offered the racially inhibited Caucasian middle-class residents a degree of segregation not found in Washington, D.C. as the deeds contained stipulations regulating the selling of land to minorities. (17) In order to further appeal to potential homeowners, developers included amenities such as pools, clubs, landscaped areas, and dedicated commercial areas. The suburbanization of the region led to three distinct types of commercial properties within the survey area: 1) commercial strips of individually owned buildings; and 2) early suburban shopping centers; and 3) box-form commercial buildings. (18)

Located at 1901-1921 Seminary Road and 9414-9416 Georgia Avenue, the Montgomery Hills Shopping Center (1929-1931) was the first commercial development within the survey area and an early example of a suburban shopping center on the periphery of Washington, D.C. These centers consisted of approximately a half-dozen stores that were designed to complement the architectural style of the residential subdivisions, which typically embraced the fashionable Tudor Revival and Colonial Revival styles. The design of the stores provided a continuity not seen in the earlier freestanding businesses and allowed the buildings to blend into the suburban landscape. Early suburban shopping centers were designed to replace utilitarian buildings that were

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

perceived as eyesores by residents. (19) Robert Benner and George E. Good, the developers of Montgomery Hills, dedicated a block for commercial purposes. In addition, they carefully selected the businesses and tried to deter competition in order to fully cater to the needs of the surrounding residents. Early businesses included a bakery, tavern, delicatessen, pharmacy, barber shop, and grocery store. (20) The development housed residential units above and to the rear of the stores. As stated in an advertisement of the Washington Post. "BARBER SHOP, two chairs: 1005 Seminary road, Silver Spring, Md; good place for right man. Living quarters in rear." (21) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed two residential units at 9416 Georgia Avenue, likely located above the first-story storefronts. (22)

The later addition of the unplanned parking lot at Montgomery Hills Shopping Center accounted for the predominance of the automobile. Starting in the 1930s, the majority of shopping trips were made with the automobile. Therefore, shopping centers had to provide ample parking to accommodate consumers. (23) The presence of these commercial stores contributed to the increased development of the surrounding neighborhoods and spurred further commercial expansion within the survey area.

The establishment and subdivision of Woodside Village in 1936 led to the construction of the commercial buildings at 9301-9315 and 9321-9329 Georgia Avenue. Edward Clifton Thomas, the developer, placed deeds of covenants regulating construction on the lots fronting Georgia Avenue. The deed stated that "(Grantees) will be permitted to erect apartment houses and stores on those tracts of grounds marked Parcel 'A', lying West of the Alleys running along the West side of Blocks lettered 'A', and 'B'." (24) George E. Deoudes purchased lot 13 in 1938 from Thomas, likely constructing the two-story brick building at 9321 Georgia Avenue. (25) In 1944, he purchased lots 11-12; real estate maps indicate that the extant one-story commercial building had already been constructed on the property. (26) Although constructed at different periods and standing different heights, both buildings have similar design elements suggesting a singular builder. The buildings have remained commercial properties, except for a six-year span between 1941 and 1947 when Calvary Lutheran Church (M: 36-37) held services at 9321 Georgia Avenue. (27) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed Blue Banner Cleaners, Woodside Deli, a barber shop, beauty salon, and a physician. (28) Typical of automobile suburbs, a gas station was sited to the north of the development in the late 1930s. (29) The extant building, however, was built in the mid-1950s to reflect post-World War II trends in automobile design and the Modern Movement. (30)

Thomas sold the lots of 9301-9315 Georgia Avenue in 1936. (31) Development, however, did not begin until after 1941. (32) The buildings were erected individually with no uniformity of design or selected commercial businesses. Newspaper records and a 1950 State Roads Commission of Maryland plat documents the two stores at 9309 and 9315 Georgia Avenue as a "cinder block super market" and a "brick and tile Safeway Super Market." (33) The modest-sized buildings were owned by separate individuals suggesting that the two commercial ventures were in direct competition. Parking was located to the north of the buildings. The Modern-styled commercial/office building located at 9301 Georgia Avenue on the southern portion of the block was not built until the early 1960s. The building housed Manna Financial Planning Corporation. (34)

Prior to the dedication of Woodside Village, in 1932, Edward Clifton subdivided the land between Columbia Boulevard and White Oak Lane into 12 lots. (35) The land, however, failed to be immediately developed except for a gas station on the southern end of the block. The 1950 State Roads Commission of Maryland plat recorded the brick Texaco Service Station with two concrete gas islands; the building is no longer extant. (36) At 9421-9443 Georgia Avenue, seven individually owned buildings were subsequently constructed between 1941 and 1955 on Clifton's lots. The commercial buildings varied in massing, scale, and design. In 1952, the owners of the lots agreed to construct a parallel parking lot to the west of the buildings in order to further capitalize on increasing automobile traffic. (37) Early commercial ventures included hardware stores, auto-mechanics, pharmacies, upholstery, television and appliance stores, and fitness trainers. (38) In 1958, Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory listed Construction Company, Scientific Glass Apparatus Company, Bemar

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Pharmacy, Washington Television and Appliance, Good Art Corporation, Silver Spring Realty Corporation, Delicatessen, A&A Hardware, and Silver Spring Auto City. These expanded goods and services further attracted residents to the surrounding suburbs. In addition, the three-story commercial building at 9437-9439 Georgia had eight apartments above the first-story store. (39) Similar apartments were likely located above the two-story buildings. The gas station to the north was part of the Gruver Estate; the building of the station in the mid-1950s required demolition of a one-story frame office building. (40)

The success of the neighborhoods led to the re-subdivision of Lot A of Montgomery Hills in 1945, presently consisting of the commercial strip of buildings at 9322-9332 Georgia Avenue. (41) In 1950, J. Marion Bankhead owned the property, but no development had yet taken place. Maps and aerial photographs indicate that the land was wooded. Shortly thereafter, Bankhead constructed the one-story and two-story buildings at 9328-9332 Georgia Avenue. In 1954, the Bankheads reached a covenant with the new co-owners of the lot to allow for the construction of a 12-inch party wall to the south of their building, resulting in the construction of the remaining buildings of the commercial strip. The deed stated that the owners shared "the right of way on the front 39.90 feet by the entire width of Lot 11 in Block "A", Montgomery Hills, to be used for parking cars and for the purpose of ingress and egress to their property, said right to include their employees and customers." (42) One of the early commercial businesses to reside within the development was Jordan's Pianos and Music Store. (43) Such an upscale specialty store reflects the rising middle-class suburbs commercial expectations beyond everyday needs.

The developers of Woodside Forest, subdivided in 1937, added the 9500 block of Georgia Avenue in 1944. (44) The land, however, remained undeveloped until the mid-1950s. In 1955, James C. Conley & Company, a realtor firm, built a Modern-styled office building on the northern lots. Designed by local architect Fon. J. Montgomery and built by William E. Richardson, the masonry building featured large glass windows with cantilevered awnings providing shelter along the storefronts. (45) The Washington Post stated that "The move to the new building, according to Conley company officials, had been necessitated by the rapid expansion of the company's activities that embraces all real estate services." (46) Later additions and alterations to the building have removed the architect's original design.

Born in Madelia, Minnesota in 1921, Fon J. Montgomery served as captain in the U.S. Army Air Corps during World War II. After the war, he graduated from Catholic University School of Architecture and studied at the Ecole Americaine des Beaux Arts in France. Montgomery returned to the area and opened his own architectural firm in Silver Spring. Within Silver Spring, he designed the Cameron Building (1954), Rixon Electronics, Inc. Plant (1958), U.S. Industrial, Inc. Automation Laboratory (1963), and Sheraton Silver Spring Motor Hotel (1968). (47)

Between 1940 and 1960, Montgomery County's population exploded from 83,912 to 340,928. (48) In the same period, Maryland's number of registered vehicles increased from 494,141 to 1,001,714. (49) Reasons for this drastic expansion include the increase of federal employees and military veterans in the World War II era, the nationwide construction boom, and white-flight from urban centers for idealized suburban living. Within the subdivisions framing the survey area, the rise in population—and increased use of the automobile—correlates to the completion of additional commercial infrastructure and six gas stations by the end of the 1950s.

The automobile subdivisions required other community planning elements outside of commercial businesses. Like the relocating residential community, religious institutions were commonly moving from their historic urban centers to the suburbs, where newer and more modern buildings could be constructed to meet the evolving needs of a congregation. In addition to the nineteenth-century Grace Church congregation located at the southern end of the survey area, three churches were constructed with the rise of suburban developments. These include: 1) Mount Zion Baptist Church and Cemetery, which had stood at the present intersection of Georgia Avenue and Seminary Place; 2) Calvary Lutheran Church sited at 9545 Georgia Avenue; and 3) Petworth-Montgomery Hills Baptist Church located at 9727-9735 Georgia Avenue. Constructed in the first quarter of the nineteenth century, Mount Zion

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Baptist Church consisted of a wood-frame church and small cemetery. (50) The church served the surrounding African American population, but, lacking a neighborhood congregation, was demolished for commercial development in the 1960s.

The Calvary Evangelical Lutheran Church (Calvary Lutheran) was organized in 1941 to serve the Forest Glen neighborhood, located to the northeast of the survey area. After holding its services in temporary locations, the 200 members decided to build a permanent home for the congregation in 1945. W. Charles Heitmuller donated the money to purchase the land of the extant church. In September 1947, the congregation selected Philip Hubert Frohman, architect of the Washington National Cathedral, to design the building. Due to the post-World War II construction boom and suburbanization of the region, the church constructed an attached parochial school in 1951. Local architect Stanley Arthur finished the complex of buildings in 1963, including the Modern-styled A-frame chapel. (51)

Petworth Baptist Church, located in the northwest quadrant of Washington, D.C., completed the Petworth-Montgomery Hills Baptist Church in 1957. As stated in the Washington Post:

The new \$173,000 building represents the Petworth Church's solution for the changing neighborhood problem faced by many inner-city churches. When its members began a trek to the suburbs three years ago, the church voted to start a suburban congregation that would remain an integral part of the church. (52)

Due to a lack of membership, the congregation vacated the original Petworth church in 1963 in favor of their suburban church. The educational wing of the Montgomery Hills Baptist Church was completed in 1965. (53)

In the 1950s and 1960s, the planning and construction of Interstate 495 (I-495) led to additional construction within and north of the boundaries of the survey area. This coincided with the "post-World War II and Early Freeway Suburbs," a period of mass production and new modern materials. Within the survey area, construction of the on and off ramps of the highway's cloverleaf required minimal removal of existing housing stock as the majority of the area consisted of undeveloped land. As part of the planning for the highway, and to meet the growing number of freeway suburbs to the north, Georgia Avenue was widened in 1951-1952, resulting in a loss of street frontage and parking for some of the buildings in the survey area. As stated in the Report of the State Roads Commission of Maryland:

Georgia Avenue, State Route 97, has been rebuilt as an urban dual lane highway.... This highway replaces the old 20 ft. roadway and serves as an adequate artery for the heavy traffic volumes from eastern metropolitan Montgomery County to the District of Columbia. (54)

Improvements in the southern section of the survey district included the extension of 16th Street to Georgia Avenue in 1959. The new route improved traffic on Georgia Avenue, but led to the demolition of a number of dwellings in North Woodside, including five buildings fronting Georgia Avenue. (55)

The addition of I-495, widening of the street, and extension of 16th Street altered the survey area's sense of suburbanization and disjointed previously adjacent subdivisions. In addition, it severed the survey area and made the location and setting more directly associated with the commuting automobile rather than the automobile suburbs. The highway, however, "created new opportunities for suburban living, farther away from the city than ever before and less dependent on it for jobs and shopping. The number of apartments, condominiums, and town houses grew throughout the 1960s and 1970s." (56)

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Within the survey area, as the age of the freeway suburb advanced, a series of medium-rise apartments were located in the 9800-9900 block of Georgia Avenue (north of the cloverleaf) in the mid-1960s. Developed by Carl Freeman, the apartment complex was named Americana Finnmark. (57) South of the cloverleaf were two large, box-form commercial buildings dating from 1966; the new 20,500 square-foot Safeway at 9440 Georgia Avenue led to the demolition of Mount Zion Methodist Episcopal Church and Cemetery. (58) According to the 1950 State Roads Commission of Maryland plat, at least seventeen interments from the cemetery were abutting Georgia Avenue north of its present intersection with Seminary Place. (59) The Safeway store replaced the older, smaller store at 9315 Georgia Avenue. The new store had ample parking allowing for the location's ease of accessibility from the interstate and increased traffic flow. Shortly after its completion, the similarly scaled Peoples' Drug Store was erected at 9520 Georgia Avenue. The two buildings remained the only two stores within the development until the Seminary Center Limited Corporation acquired the entire property in 1988. (60) At this time, a building linking the two anchor stores was constructed and the commercial development was renamed the Seminary Center. The buildings' current design, unified in materials and architectural elements, is attributed to this period of later redevelopment.

In the last quarter of the twentieth century, new construction within the survey area has been limited. Changes include the demolition of a wood-frame house at 9300 Georgia Avenue in favor of the present commercial/office building fronting Georgia Avenue, the modernizations of a number of gas stations, and alterations or removal of the character-defining features to the majority of the historic building stock. The Forest Glen Metro Station was completed in the early 1990s. The greatest change has been the loss of local and area businesses as changes in consumerism has changed from neighborhood stores to big box shopping centers and malls, thereby disassociating the residents of the surrounding suburbs with the Georgia Avenue Survey Area.

INTEGRITY ASSESSMENT

Based on the historic context and alterations to the character-defining features, it has been determined that the buildings within the survey area lack cohesive integrity, and thereby fail to represent the development of Georgia Avenue that occurred during the area's suburbanization and related commercialization between 1929 and 1966.

The survey area's integrity of setting and location, as a whole, is no longer intact to represent the evolution of suburban and commercial development between 1929 and 1966. The intrusion of later developments including I-495 and the Seminary Center, widening of Georgia Avenue, and the addition of parking lots and service roads physically and visually divide the survey area and, as automobile traffic often dictates, disassociated the individual properties from each other along the street. Major alterations to the built environment include the demolition of Mount Zion Baptist Church and Cemetery, loss of pre-automobile suburbanization buildings such as the wood-frame house at 9300 Georgia Avenue, and the razing and/or substantial alteration of gas stations.

In its entirety, the survey area has minimal integrity of design, workmanship, and materials. Integrity of individual buildings or complexes such as the Montgomery Hills Shopping Center has been diminished by alterations to the original storefronts and removal of stylistic elements, or the addition of unifying modern elements in the latter part of the twentieth century. The small shopping center at 9321-9329 Georgia Avenue had their projecting storefront windows demolished, a wrap-around stone-clad entrance added, and its second-story windows and slate roof shingles replaced. The commercial strip at 9421-9443 Georgia Avenue has had the majority of the storefronts replaced with modern metal-framed glass windows. The 1950 State Roads Commission of Maryland plat recorded at least three storefronts that had projecting show windows, all of which were demolished. In addition, the upper floors of each building contain replacement windows. Two of the seven buildings—9421 and 9423 Georgia Avenue—integrity of design, workmanship, and materials is further diminished as their original brick veneer has been removed or parged. While the commercial strip at 9421-9443 Georgia Avenue retains its massing, scale, and second-story fenestration, the addition of a late-twentieth-century permanent metal shed-roofed awnings supported by columns removes its historic integrity.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The Conley & Company Building at 9525 Georgia Avenue has undergone numerous renovations and additions removing the original building's character-defining features. Constructed in 1955, the building historically had one story fronting Georgia Avenue and a number of Modern elements, including canted roofs covering the entrances and large expanses of glass windows. Circa 1975, an additional story was added to the building and the Modern-elements were removed. The historic gas stations at 9331, 9336, and 9475 Georgia Avenue were demolished, highly altered, or are currently undergoing major renovations. The two box-form commercial buildings at 9440 and 9520 Georgia Avenue were distinct individual buildings separated by a parking lot. The development of the Seminary Center circa 1990 led to the redesign of the extant buildings and addition of the smaller building linking the two in order to create a new complex that reads as a single cohesive unit. The few buildings that retain their integrity of design, materials, and workmanship, including the churches, the commercial strip of three buildings at 9301-9315 Georgia Avenue, and the Googie-styled Prestige Cleaners at 9420 Georgia Avenue, do not offset the diminished historic integrity of the overall area as a district.

The survey area developed initially to provide commercial and religious opportunities for the surrounding residential automobile suburbs. Some included parking in their designs, some added it later as automobile use increased and patrons demanded. Development of the area resulted in uncoordinated construction by various developers and builders, with a variety of designs and materials, variety of setbacks and building heights, and variety of uses. Thus initially, and as it continued to grow, the area lacked a unified community plan. Because the commercial buildings were erected by different developers than those establishing the residential housing, there was no physical association with the automobile suburbs, although there was in some cases a visual connection created by similar architectural designs and materials, and the establishment of churches. The widening of the street and introduction of service lanes—although occurring prior to the construction of more than half of the buildings in the survey area—and the arrival of I-495 and its cloverleaf transformed the survey area, altering its feeling and association as an essential commercial and social corridor of the automobile suburbs. Rather, the area became more highly traveled, acting as a pass-through for commuters living in the freeway suburbs beyond I-495. Further, the commercial businesses began to embrace through alterations and new construction the fashionable aspects of the Modern Movement and mass production emblematic of the mid-century freeway suburb. Changes in the suburban landscape were also noted with the demolition of the Mount Zion Baptist Church and Cemetery in favor of a larger box grocery store to serve area residents. Yet, by the late twentieth century, suburban shopping trends had changed to expansive box stores and malls with acres of convenient parking. This resulted in the closing of the box grocery store, closing of area pharmacies and other local businesses, and the introduction of nondescript businesses that have little association with the surrounding residential suburbs. As a result, the survey area does not retain integrity of feeling or association.

DETERMINATION OF ELIGIBILITY

After evaluation, no eligible historic districts for listing in the National Register of Historic Places can be created from the Georgia Avenue Survey Area, in whole or in part. As a single survey area, Georgia Avenue Survey Area is representative of commerce/trade and architecture/community planning, during the period 1929 to 1966. Yet, the area lacks cohesiveness, association as a planned development as a commercial corridor, and correlation with the surrounding automobile and freeway suburbs it was to serve. The widening of the street, introduction of service lanes and parking lots, and construction of I-495 has compromised the overall integrity of the survey area, although all these factors contribute to the area's historic context. The integrity of the individual buildings, including the loss of structures and landscape, changes to storefronts and exterior cladding, and variety of architectural expressions, collectively diminish the overall integrity of the area to reflect any one period or area of significance. Therefore, the Georgia Avenue Survey Area is not eligible for listing under Criterion A with regard to community planning or commerce/trade. The survey area is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Thus, it is not recommended eligible for listing in the National Register of Historic Places under

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Criterion B.

The survey area is home to buildings that represent a number of architectural styles, including Tudor Revival, Colonial Revival, and Modern Movement, and even vernacular expressions and modest commercial designs. Due to a lack of historic material and physical integrity, however, the survey area is not an exemplary representation of any particular individual style and lacks architectural cohesiveness from any one or more building periods. This is due to an irregular pattern of growth. Further, alterations and the introduction of non-historic material have diminished the integrity of design and materials. Moreover, numerous non-contributing and non-historic buildings detract from the historic resources within the survey area. Therefore, the survey area is not eligible for listing in the National Register of Historic Places under Criterion C. The survey area was not evaluated for its archeological potential under Criterion D.

As described in the architectural description, the three sections of the survey area are addressed here independently because they fail to form a singular cohesive district or correlate to one another. The northern and southern sections relate to the residential development of the surrounding region, while the central section is commercial.

Northern Section

Located to the north of I-495, the northern section of the survey area fails to relate to the survey area as a whole because it is physically and visually separated by I-495. Rather this area is home to the Montgomery Hills Baptist Church (1957-1965), Americana Finnmark apartment buildings (ca. 1966), a commercial office building (ca. 1967), and Metro station (ca. 1992), all representative of mid- to late-twentieth century development. Although the church and apartment buildings reflect suburbanization of the area, they have been isolated by design and/or alteration from Georgia Avenue and the surrounding automobile and freeway suburbs. Collectively, these buildings fail to form a cohesive district, present marginal integrity, and lack an identifiable period or area(s) of significance representatively of the larger historic context. Therefore, the northern section is not eligible for listing in the National Register of Historic Places.

Central Section

The commercial development in the central section of the survey area does not adequately reflect the evolution of twentieth-century commercial development along Georgia Avenue between 1929 and 1966. Additionally, the individual building types are not exemplary representations of their particular forms and lack historic integrity of design, materials, and workmanship.

The commercial buildings, together with the religious buildings, are representative of suburban development and most particularly commerce in the twentieth century. This begins with the Montgomery Hills Shopping Center, an early suburban commercial block designated as such by the developers of the adjacent residential neighborhood. Yet, the shopping center's reflection of early suburban shopping trends is diminished due to the addition of an unplanned parking lot, removal of its pedestrian-minded setting, and alterations to its Tudor Revival elements that matched the neighborhood's residential character. The subsequent commercial developments in the survey area between the 1930s and 1950s continued the earlier commercial model: strips of individually owned buildings varying in massing, scale, and design. These strips fail to represent the building types' mid-twentieth-century evolution towards neighborhood and regional shopping centers, as seen farther south on Georgia Avenue at the Silver Spring Shopping Center. In addition, the two circa 1966 large box-form buildings at 9440 and 9520 Georgia Avenue do not reflect changing community planning trends in the 1960s. Both anchor buildings were individual/unrelated commercial units, representative of larger box stores. Yet, they failed to contain an adjoining commercial strip, and the complex was altered to reflect late-twentieth-century commercial trends. The alteration, however, proved inadequate as expansive box stores and enclosed malls

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___A___ ___B___ ___C___ ___D___ Considerations: ___A___ ___B___ ___C___ ___D___ ___E___ ___F___ ___G___

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

with ease of parking became the accepted norm for consumers. The individual changes to the buildings in this section of the survey area, while reflecting changes in consumerism, inadvertently disassociated each property from its neighbor and from the flanking residential suburbs. Overall, the integrity of design, materials, workmanship, setting, and association has been too severely compromised by alterations and non-historic construction. Therefore, the central section of the survey area is not eligible for listing in the National Register of Historic Places.

Southern Section

Located to the south of Luzerne Avenue, the southern section of the survey area is residential in character, and thus fails to relate to the commercial development in the central section. Further, a parking lot and large unimproved lot on the west and east sides of Georgia Avenue separate these two sections visually and physically. The two mid-twentieth-century buildings (1956 and 1967) associated with Grace Baptist Church and Cemetery fail to form a cohesive district with the nineteenth-century dwelling at 9210 Georgia Avenue or the twenty-first-century residential buildings. The town houses, although facing Georgia Avenue, are disassociated from the street by a fence and access road and therefore read more as part of a flanking subdivision than contributing feature of the survey area. Due to an unidentifiable period of significance with unrelated development extending from the 1870s to the 1990s and a lack of physical integrity, the southern section of the survey area is not eligible for listing in the National Register of Historic Places.

Listed Resources and Individually Eligible Properties

The survey area includes one property, 9120 Georgia Avenue, listed as a contributing resource within the National Register-eligible Woodside Historic District (M: 36-04). In addition, the boundary of the locally designated Woodside Historic District includes both the dwelling at 9120 Georgia Avenue and Grace Episcopal Church & Cemetery. Properties individually eligible for listing in the National Register of Historic Places include Grace Episcopal Church Cemetery & Confederate Monument (M: 36-4-1) and Calvary Lutheran Evangelical Church (M: 36-37). The Montgomery Hills Shopping Center (M: 36-23) was found to lack the sufficient integrity to represent an early suburban commercial block designated as such by the developers of the adjacent residential neighborhood.

A property within the survey area recommended for individual listing in the National Register is the Modern-styled commercial building at 9420 Georgia Avenue called Prestige Cleaners (ID number and DOE pending). Constructed in 1958, the commercial building is eligible under Criterion C, as it embodies the distinctive characteristics of Googie architecture, a subset of the Modern Movement that is not commonly found in the Washington metropolitan area. The building reflects the era's prevailing interest in the future—space travel, nuclear energy, rockets—through the use of its upward slanting and cantilevered shed roof and large expanse of metal-framed glass windows. The design evokes thought of flight with its wall of transparent glass and a roof that appears to float skyward. Further, it retains all seven aspects of integrity.

RESOURCES LIST AND FOOTNOTES ATTACHED IN SEPARATE DOCUMENT

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

MAJOR SOURCES

Articles and advertisements from the Washington Post. Proquest Historical Newspapers.

KCI Technologies. "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland, Volume 1." Maryland Department of Transportation, State Highway Administration, November 1999.

McCoy, Jerry A. Historic Silver Spring. Charleston, South Carolina: Arcadia Publishing, 2004.

Rebeck, Andrea. Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes. Silver Spring, Maryland: Montgomery County Historic Preservation Commission, 1987.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

Endnotes

- (1) Lynn Hutcheson, "The History of Grace Episcopal Church, Silver Spring Parish." *Grace Church Messenger* (2002), <http://www.graceepiscopalchurch.org/article/73/meet-the-parish/the-history-of-grace-episcopal-church-silver-spring-parish> (accessed June 20, 2012); Jerry A. McCoy, *Historic Silver Spring* (Charleston, South Carolina: Arcadia Publishing, 2004), 7-8.
- (2) Hutcheson.
- (3) Hutcheson.
- (4) Louis N. Markwood, "At the Capital's Doorstep." *Echoes of History* (April 1975), Montgomery County Historical Society.
- (5) Francis R. Fava Jr., *Real Estate Map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company between Washington, D.C., and Rockville, MD., and Adjacent Land Holdings* (Washington, D.C.: Fava Naeff & Company, 1890).
- (6) Stephanie Ann Seachrist, "Silver Spring: Residential Development of a Washington Suburb," (Newark, Delaware: University of Delaware, 1990), 32.
- (7) LeRoy O. King, *100 Years of Capital Traction: The Story of Streetcars in the Nations Capital* (Dallas, Texas: Taylor Publishing Company, 1972), 47; McCoy, 11.
- (8) Andrea Rebeck, *Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes* (Silver Spring, Maryland: Montgomery County Historic Preservation Commission, 1987), 2-4.
- (9) KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," (Maryland Department of Transportation, 1999), B-30
- (10) For more information regarding development of the region: Frank H.M. Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, published in 1917, 1931, 1931 updated to 1935, 1941, 1948, and 1948 updated to 1953), Montgomery County Historical Society; Sanborn Map Company, *Insurance Maps of Washington Suburban* Vol. 1W (New York: Sanborn Map Company, 1927 updated to 1959), 97 and 102.
- (11) Richard L. Forstall, "Maryland Population of Counties by Decennial Census: 1900 to 1990," United States Census Bureau, <http://www.census.gov> (accessed January 20, 2012).
- (12) Seachrist, 32.
- (13) Anne E. Bruder, *Tomorrow's Roads Today: Expressway Construction in Maryland, 1948-1965* (Baltimore, Maryland: Maryland State Highway Administration, 2010), 6.
- (14) Seachrist, 38.
- (15) King, 120.
- (16) Rebeck.
- (17) For example, a Montgomery Hills deed stated, "For the purpose of sanitation and health neither the said party, of the second part nor his heirs or assigns, shall or will sell, transfer or lease the said land to any negro [sic] or to any one of a race whose death rate is at a higher percentage than that of the Caucasian or White race." Montgomery County Circuit Court, "George E. Good and Robert W. Brenner to Richard J. Dietle," January 7, 1929, Maryland State Archives, PBR 474, p.162-163; KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," B-3 and B-38.
- (18) Richard Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," *Journal of the Society of Architectural Historians* 60 (March 1992): 6-10.
- (19) Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941," 8.
- (20) Washington Post, "Display Advertisement," *Washington Post*, May 24, 1957; "Classified Advertisement," *Washington Post*, June 27, 1931; "Beer License Transfer Hearing Tomorrow," *Washington Post*, August 25, 1940; "Neighbor Sues Woman Grocer for \$50,000, Charging Slander," *Washington Post*, June 4, 1935, Proquest Historical Newspapers.
- (21) Washington Post, "Classified Advertisement," *Washington Post*, March 16, 1949, Proquest Historical Newspapers.
- (22) Ancestry.com, *Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory* (Richmond, Virginia: R.L. Polk & Company, Publishers, 1958), 162-164.

- (23) KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," C-24.
- (24) Montgomery County Circuit Court, "Edward Clifton and Elizabeth Thomas to Harry and Dora Poretsky," June 19, 1936, Liber CKW628, 245, <http://www.mdlandrec.net> (accessed January 20, 2013).
- (25) Montgomery County Circuit Court, "Edward Clifton and Elizabeth Thomas to George D. Deoudes," November 17, 1938, Liber 719, Folio 201, <http://www.mdlandrec.net> (accessed January 20, 2013).
- (26) Montgomery County Circuit Court, "Edward Clifton and Elizabeth Thomas to George D. Deoudes," October 26, 1944, Liber 95, Folio 15, <http://www.mdlandrec.net> (accessed January 20, 2013).
- (27) Calvary Evangelical Lutheran Church, "Calvary Lutheran Church & School: A History, 1941-1991," Praise in Joy, Grow in Faith, Reach in Love. 50th Anniversary Pamphlet. (1991), Montgomery County Historical Society.
- (28) Ancestry.com, *Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory* (Richmond, Virginia: R.L. Polk & Company, Publishers, 1958), 162-164.
- (29) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1931 updated to 1935 and 1941).
- (30) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1948 updated to 1953); Sanborn Map Company, *Insurance Maps of Washington Suburban* Vol. 1W (New York: Sanborn Map Company, 1927 updated to 1959), 97 and 102.
- (31) Montgomery County Circuit Court, "Edward Clifton and Elizabeth Thomas to Harry and Dora Poretsky," June 19, 1936, Liber CKW628, 245, <http://www.mdlandrec.net> (accessed January 20, 2013).
- (32) Klinge, *Montgomery County, Maryland, Real Estate Atlas*, 1 (Lansdale, Pennsylvania, 1941).
- (33) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue," August 29, 1950, Plat No. 8907, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (34) The date of construction is based on the comparison of Sanborn Fire Insurance Maps and newspaper advertisements. Washington Post, "Display Advertisement," March 12, 1967, *Washington Post*, Proquest Historical Newspapers.
- (35) James M. Seybolt, "Woodside Village, Montgomery County, Maryland," June 1936, Plat No. 690, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (36) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue."
- (37) Thomas G. Oyster & Associates, "Dedication Plat for Service Drive, Georgia Avenue, Woodside Village," February 1952, Plat No. 3776, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (38) Washington Post, "9721 Georgia Avenue, Carr Hardware," December 21, 1947; "9723 Georgia Avenue, A-1 Autowares," November 30, 1947; "Real Estate Office, 9419 Georgia Avenue," May 2, 1954; "Bemar Pharmacy, 9421 Georgia Avenue," March 12, 1958; "Washington TV and Appliance, 9423 Georgia Avenue," February 11, 1955; "George Slater Lifting, 9433 Georgia Avenue," September 20, 1954; *Washington Post*, Proquest Historical Newspapers.
- (39) Ancestry.com, *Polk's Silver Spring, Bethesda, Chevy Chase, Kensington, Takoma Park, and Wheaton Directory* (Richmond, Virginia: R.L. Polk & Company, Publishers, 1958), 162-164.
- (40) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue."
- (41) S.R. Maddox, "Montgomery Hill, Lots 8, 9, 10, and 11, Block A, Resubdivision of Lots 2 to 7," July 31, 1945, Plat No. 1648, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (42) Montgomery County Circuit Court, "Roy M. and Elizabeth T. Coffman," September 15, 1954, Liber 1981, 283, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (43) Washington Post, "Display Advertisement," *Washington Post*, January 01, 1954, Proquest Historical Newspapers.
- (44) Joseph N. Starkey, "Parcel A, Block 15, and Parcel A, Block 16, Section Three, Woodside Forest, Montgomery County, Maryland," January, 1944, Plat No. 1583, <http://www.mdlandrec.net> (accessed January 21, 2013).
- (45) Montgomery's offices were located in Silver Spring, Maryland. He was the designer and part owner of the Sheraton Silver Spring Motor Inn. Washington Post, "1st Quarter Construction Rate Hits \$41 Billion," *Washington Post*, April 10, 1955, Proquest Historical Newspapers; Washington Post, "Fon Montgomery, Architect, Dies," *Washington Post*, August 7, 1973, Proquest Historical Newspapers.
- (46) Washington Post, "1st Quarter Construction Rate Hits \$41 Billion."

- (47) Washington Post, "Fon Montgomery, Architect, Dies;" John F. Gane, *American Institute of Architects*, 3rd Edition 1970 (New York: R.R. Bowker Company, 1970), 634, <http://www.communities.aia.org>, accessed (January 29, 2013)
- (48) Richard L. Forstall, "Maryland Population of Counties by Decennial Census: 1900 to 1990."
- (49) Bruder, 6.
- (50) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue."
- (51) Maryland Historical Trust Determination of Eligibility, "Calvary Evangelical Lutheran Church," M:36-37, 2013.
- (52) Washington Post, "Petworth-Montgomery Hills Church to Hold its First Service Sunday," *Washington Post*, February 2, 1957, Proquest Historical Newspapers.
- (53) "Montgomery Hills Baptist Church: History," <http://www.montgomeryhills.net> (accessed January 21, 2013).
- (54) State Roads Commission, *Report of the State Roads Commission of Maryland: Operating Report for the Fiscal Years 1951-1952* (Baltimore, 1952), 137.
- (55) The demolition of residential buildings is evident from the examination of historic aerial photography. Washington Post, "16th St. Extension Found Helpful," *Washington Post*, July 29, 1959, Proquest Historical Newspapers.
- (56) KCI Technologies, "Suburbanization Historic Context and Survey Methodology, Montgomery and Prince George's Counties, Maryland," B-20 and B-21.
- (57) Washington Post, "Article 15: Finnmark Stairway," August 17, 1968, Proquest Historical Newspapers.
- (58) Montgomery County Circuit Court, "Capital Area Realty Investors Corp. to Safeway Stores, Inc.," November 20, 1964, Liber 3296, Folio 46, <http://www.mdlandrec.net> (accessed January 21, 2013); Washington Post, "Motel, Office Complex Planned in Lanham, MD," *Washington Post*, December 10, 1966, Proquest Historical Newspapers.
- (59) State Roads Commission of Maryland, "Georgia Avenue Extended Colesville Road to Seminary Avenue."
- (60) Montgomery County Circuit Court, "Fannayla Realty Company to Seminary Center Limited Partnership," October 17, 1988, Liber 8516, Folio 848, <http://www.mdlandrec.net> (accessed January 21, 2013).

Georgia Avenue Commercial Corridor Survey, M: 36-88

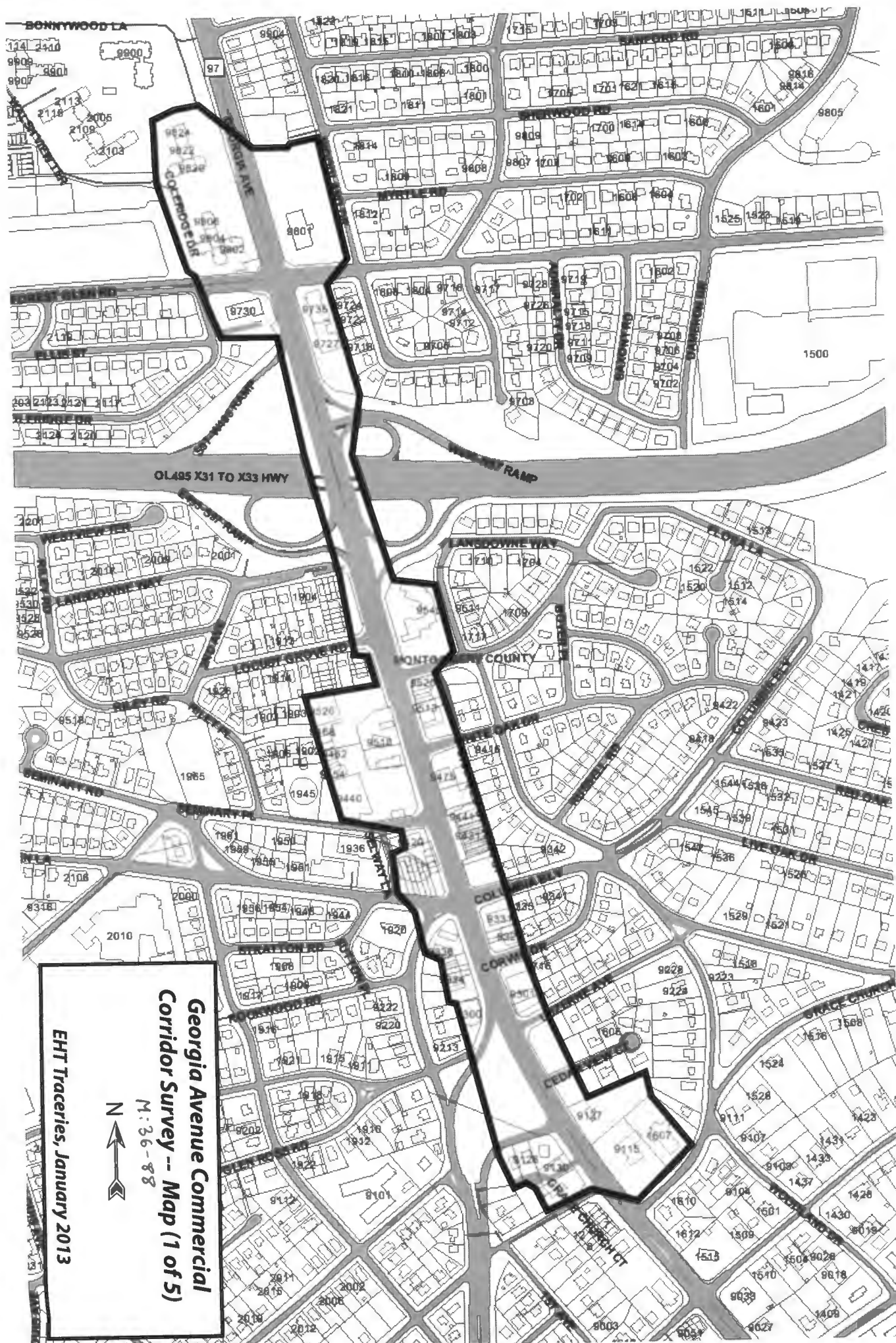
Resource List

Period of Significance: 1929-1966

Areas of Significance: Commerce/Trade; Architecture/Community Development

	Address	Date Constructed	Recommendation
1.	Grace Church Cemetery and Confederate Monument, 9115 Georgia Avenue	1855-Present (active cemetery) (1855-1896 Period of Significance)	Non-contributing: its period of significance predates development (Contributing resource to locally designated Woodside Historic District)
2.	Grace Church School, 9115 Georgia Avenue	1967	Non-contributing (Contributing resource to locally designated Woodside Historic District)
3.	House, 9120 Georgia Avenue (former parsonage)	Ca. 1870	Non-contributing: predates development (Contributing resource to National Register-eligible and locally designated Woodside Historic District)
4.	Grace Episcopal Church, 1607 Grace Church Road	1955-1956	Contributing (Contributing resource to locally designated Woodside Historic District)
5.	House, 9214 Georgia Avenue	Ca. 2002	Non-contributing
6.	House, 9126 Georgia Avenue	Ca. 2002	Non-contributing
7.	Grace Episcopal Church Parsonage/Office, 9127 Georgia Avenue	Ca. 1932	Contributing
8.	House, 9128 Georgia Avenue	Ca. 2002	Non-contributing
9.	House, 9130 Georgia Avenue	Ca. 2002	Non-contributing
10.	Commercial/Office, 9300 Georgia Avenue	Ca. 1971	Non-contributing
11.	CTL Digital Video Center, 9301 Georgia Avenue	Ca. 1960	Contributing
12.	Esther's Beauty Wig Salon, 9309 Georgia Avenue	1948-1953	Contributing
13.	Dryclean Direct, 9315 Georgia Avenue	1941-1948	Contributing
14.	Unnamed Commercial Strip including Leeman Cleaners, Fantasy Nails, Tropical Ice Cream, Andy's Restaurant, Goldberg's Bagels, Club Wags, and Silver Cycles, 9320-9332 Georgia Avenue	1951-1957	Non-contributing (altered)
15.	Fantasy Nail Spa, 9321 Georgia Avenue	Ca.1935	Contributing
16.	Woodside Deli, 9329 Georgia Avenue,	Ca.1940	Contributing
17.	Exxon Gas Station, 9331 Georgia Avenue	1990	Non-contributing

	Address	Date Constructed	Recommendation
18.	Exxon Gas Station, 9336 Georgia Avenue	Ca. 1959	Non-contributing (altered)
19.	Montgomery Hills Shopping Center, 1901-1921 Seminary Road	1929-1931	Contributing
20.	Montgomery Hills Shopping Center, 9414 Georgia Avenue	1935-1941	Contributing
21.	Montgomery Hills Shopping Center, 9416 Georgia Avenue	Ca. 1931	Contributing
22.	Prestige Dry Cleaners, 9420 Georgia Avenue	1958	Contributing
23.	Silver Spring Jewelry & Factory, 9421 Georgia Avenue	1953	Non-contributing (altered)
24.	Inka's Pollo A La Brasa, 9423-9425 Georgia Avenue	1953	Contributing
25.	Hunan City Chinese Restaurant, 9427-9429 Georgia Avenue	1948	Contributing
26.	Bigg Wolf Video, 9431-9435 Georgia Avenue	1948	Contributing
27.	Sign-A-Rama, 9437-9439 Georgia Avenue	1948	Contributing
28.	Yasi-s Restaurant, 9441 Georgia Avenue	Ca. 1946	Contributing
29.	New York Bakery, 9443 Georgia Avenue	Ca. 1946	Non-contributing (altered)
30.	BP Gas Station, 9475 Georgia Avenue	Ca.1955	Non-contributing (altered)
31.	Staples (Seminary Center), 9440 Georgia Avenue	1966	Non-contributing (altered)
32.	Commercial Strip including Upstream Seafood, Seminary Beer-Wine-Deli, Domino's Pizza, Post Express, Gold Plus Jewelry (Seminary Center), 9450-9468 Georgia Avenue	Ca. 1990	Non-contributing
33.	CVS (Seminary Center), 9520 Georgia Avenue	1966	Non-contributing (altered)
34.	Montgomery Hills Car Wash, 9500 Georgia Avenue	1953-1957	Contributing
35.	G & G Service Center, 9501 Georgia Avenue	1955	Contributing
36.	Shell Gas Station, 9510 Georgia Avenue	1953-1957	Contributing
37.	Discount Garden Center, 9513 Georgia Avenue	1955	Non-contributing (altered)
38.	Linton, Shafer & Company (former Conley & Company Building), 9515-9525 Georgia Avenue	1955	Non-contributing (altered)
39.	Calvary Lutheran Church, 9545 Georgia Avenue	1948-1962	Contributing (Individually eligible)
40.	Montgomery Hills Baptist Church, 9727-9735 Georgia Avenue	1957-1965	Contributing
41.	Metro, 9730 Georgia Avenue	Ca. 1992	Non-contributing
42.	Americana Finnmark, 9800-9824 Georgia Avenue	1966	Contributing
43.	Forest Glen Medical Center, 9801 Georgia Avenue	1967	Non-contributing

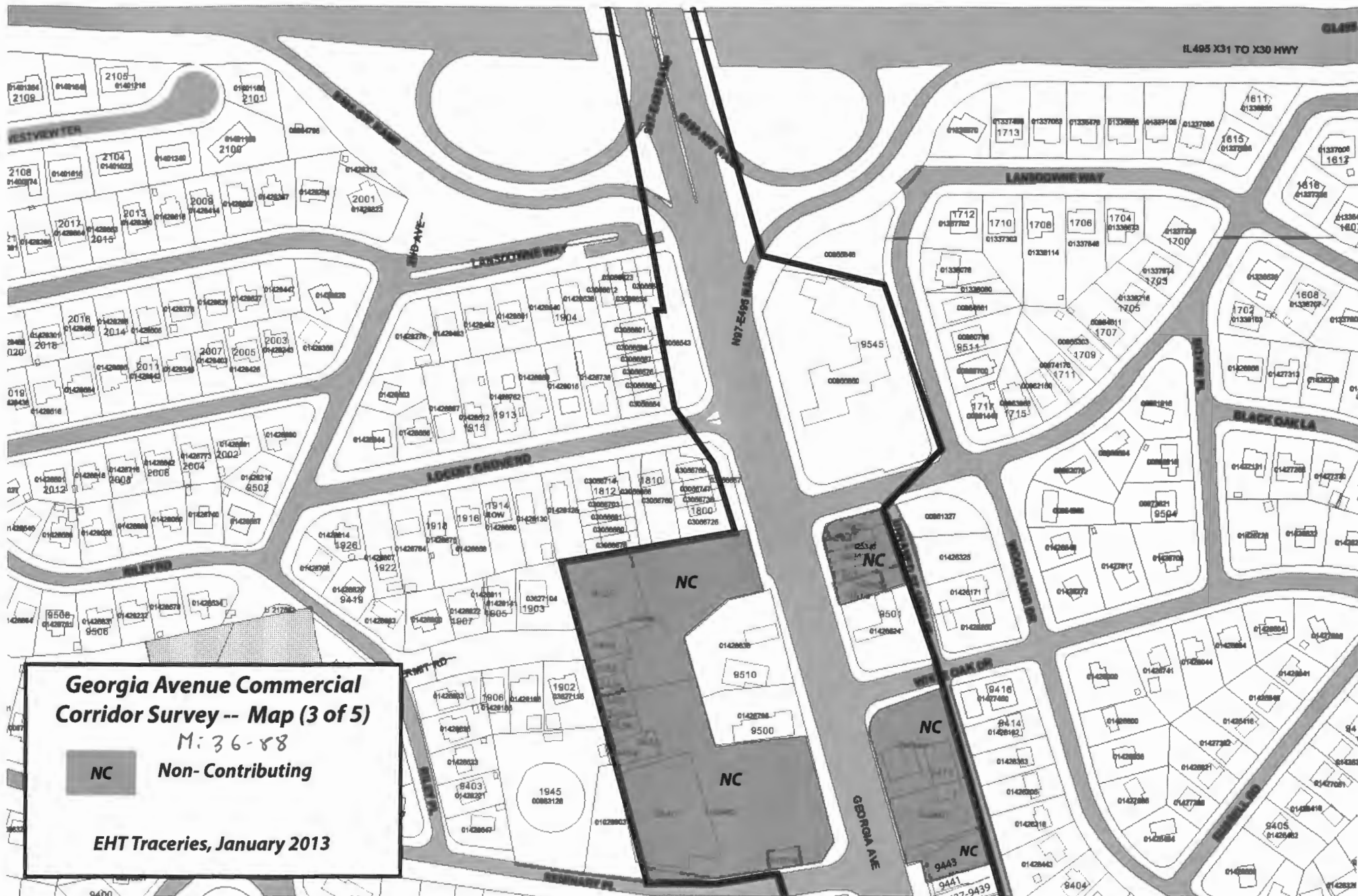


EHT Traceries, January 2013

Georgia Avenue Commercial
Corridor Survey -- Map (1 of 5)
M: 36-88







**Georgia Avenue Commercial
Corridor Survey -- Map (3 of 5)**

M: 36-88

NC

Non-Contributing

EHT Tracerics, January 2013

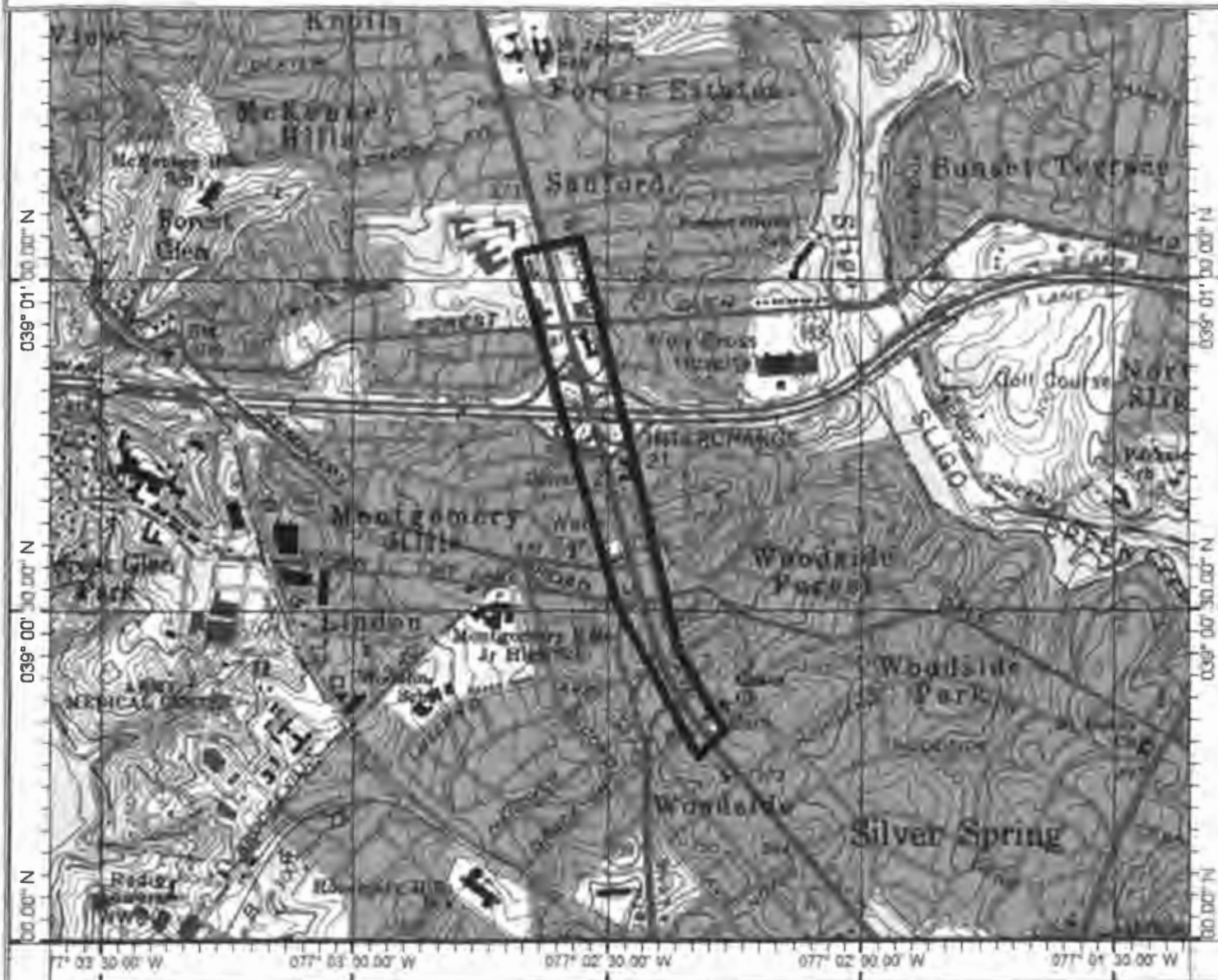


Map Name: KENSINGTON

State Name: Maryland

Date Published: 1965

Date Photo Revised: 1979



SCALE 1:18000



Georgia Avenue Commerical Corridor Survey
MD 97: Forest Glen Road to 16th Street
Project No. M0224A11 (MD 97)
Silver Spring, Maryland

M:36-88

<p align="center">PROJECT NO. MO224A11 DIGITAL PHOTOLOG*</p> <p align="center">MONTGOMERY COUNTY, MARYLAND</p>	<p>M: 36-88, Georgia Avenue Commercial Corridor</p> <p>Photographer: EHT Tracerics</p> <p>Date: January 9, 2013</p>
--	---

1. M 36-88_2013-01-09_01	View of 1901-1920 Seminary Road (Montgomery Hills Shopping Center), Looking NW
2. M 36-88_2013-01-09_02	View of North and East Elevations of 9420 Georgia Avenue (Prestige Cleaners), Looking W
3. M 36-88_2013-01-09_03	View of South and West Elevations of 9321-9329 Georgia Avenue (Fantasy Nail Spa and Woodside Deli), Looking E
4. M 36-88_2013-01-09_04	View of West Elevation of 9421-9443 Georgia Avenue, Looking NE on Georgia Avenue
5. M 36-88_2013-01-09_05	View of 9440-9520 Georgia Avenue (Seminary Center), Looking SW
6. M 36-88_2013-01-09_06	View of West Elevation of 9515-9525 Georgia Avenue (Linton, Shafer & Company), Looking E
7. M 36-88_2013-01-09_07	View of East Elevation of 9320-9332 Georgia Avenue, Looking W
8. M 36-88_2013-01-09_08	View from Southern End of Survey Area at the Intersection of Georgia Avenue and Grace Church Road, Looking N on Georgia Avenue
9. M 36-88_2013-01-09_09	View from Georgia Avenue and Cedar View Court, Looking NW on Georgia Avenue
10. M 36-88_2013-01-09_10	View from 16 th Street Exit and Georgia Avenue, Looking NW on Georgia Avenue
11. M 36-88_2013-01-09_11	View from Georgia Avenue and Seminary Road, Looking North on Georgia Avenue
12. M 36-88_2013-01-09_12	View from the Northern End of Survey Area, Looking South on Georgia Avenue

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.



M:36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 BLOCKS OF GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

1/2013

MDSHPO

1901-1921 SEMINARY ROAD, LOOKING NORTHWEST

1 OF 12

M 36-88-2013-01-09-01



M: 36 - 88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TACERIES

1/2013

MD SHPO

NORTH AND EAST ELEVATIONS OF 9420 GEORGIA AVE, LOOKING
WEST

#2 OF 4

M 36-88-2013-01-09-02



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

1/2013

MDSHAPO

SOUTH AND WEST ELEVATIONS OF 9321-9329 GEORGIA AVE, LOOKING E

#3 OF 12

M36-88-2013-01-09_03



M:36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EMT TRACERIES

1/2013

MD SHPO

VIEW OF WEST ELEVATION OF 9421-9443 GEORGIA AVENUE,
LOOKING NORTHEAST ON GEORGIA AVENUE

#4 OF 12

M 36-88-2013-01-09_04



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

ENTRANCES

4/2013

MDSHAPO

VIEW OF 9440-9520 GEORGIA AVENUE, LOOKING SW

#5 OF 12

M 36-88-2013-01-09-05



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY
9200-9900 GEORGIA AVENUE
SILVER SPRING, MD

EXT TRACERIES,

1/2013

MD SHAPO

WEST ELEVATION OF 9515-9525 GEORGIA AVE, LOOKING E
6 OF 12

M 36-88-2013-01-09-05



M 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200 - 9900 GEORGIA AVENUE

SILVER SPRING, MD

FHT TRACERIES

1/2013

MDSHAPO

EAST ELEVATION OF 9320-9332 GEORGIA AVENUE, LOOKING W

#7 OF 12

M 36-88-2013-01-09-07



M:36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRALETHERS

11/2013

MOSHPO

VIEW FROM SOUTHERN END OF SURVEY AREA - AT THE
INTERSECTION OF GEORGIA AVE AND GRACE CHURCH ROAD,
LOOKING NORTH ON GEORGIA AVENUE

#9 OF 12

M36-88-2013-01-09-08



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

1/2013

MOSHFO

VIEW FROM GEORGIA AVENUE AND CEDAR VIEW CT,
COOKING NORTHWEST ON GEORGIA AVENUE

9 OF 12

M 36-88-2013-01-09-09



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

11/2013

MDSKPO

VIEW FROM 16TH STREET AND GEORGIA AVENUE,
LOOKING NORTHWEST ON GEORGIA AVENUE

10 OF 12

M 36-88-2013-01-09-10



M: 36-88

GEORGIA AVENUE COMMERCIAL CORRIDOR SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

MD SHPO

VIEW FROM GEORGIA AVENUE AND SEMINARY ROAD, LOOKING

NORTH ON GEORGIA AVENUE

#11 OF 12

M 36-88-2013-01-09-11



M:36-88

GEORGIA AVENUE COMMERCIAL CORridor SURVEY

9200-9900 GEORGIA AVENUE

SILVER SPRING, MD

EHT TRACERIES

MO SHPO

VIEW FROM THE NORTHERN END OF SURVEY AREA,
LOOKING SOUTH ON GEORGIA AVENUE

#12 OF 12

M36-88-2013-01-09-12