

AA-2542

Maryland City

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 11-18-2019

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Maryland City Inventory Number: AA-2542
Address: Subdivision Entrance - Old Line Avenue at Laurel-Fort Meade Road Historic district: yes ☒ no ☐
City: Laurel Zip Code: 20724 County: Anne Arundel
USGS Quadrangle(s): Laurel
Property Owner: Multiple Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: Baltimore-Washington SCMAGLEV Project Agency: Federal Railroad Administration
Agency Prepared By: Straughan Environmental, Inc.
Preparer's Name: Sarah Michailof, MA Date Prepared: 1/25/2019
Documentation is presented in: N/A
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)*

Maryland City is a residential subdivision, 280 acres in size, located 1.5 miles east of downtown Laurel in Anne Arundel County, Maryland. The subdivision is located approximately halfway between Washington, D.C., and Baltimore, bounded by MD 198 to the north, Baltimore-Washington Parkway to the south and east, and Brock Bridge Road to the south and west. The property location is shown in Figures 1-1 and 1-2. Plat maps of the development are included in Figures 2-1 to 2-15, and Figure 3-1 shows advertisements for the model homes. Photographs of the property are included in Figures 4-1 to 4-7.

The subdivision is comprised of 15 sections, platted between July 1961 and December 1965 (Figures 2-1 to 2-15). Overview photos of the subdivision are provided in Figures 4-1 to 4-3. The subdivision includes curvilinear streets with curbs and sidewalks named after places and themes in Maryland. Typical lot sizes are 60-70 feet wide and 110-130 feet deep, with a 25-foot-wide building restriction line along the front of each lot and a 5-foot utility easement along the rear of each lot. Asphalt or concrete slab driveways extend to each house from the subdivision streets. Maryland City Elementary School and the West Arundel Swim Club are both located in the center of the development.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

[Signature]
Reviewer, Office of Preservation Services

5/20/19
Date

[Signature]
Reviewer, National Register Program

5/23/19
Date

Maryland City contains 1,071 residences. The majority of residences are ranch houses constructed between 1961 and 1965 (Laurel Leader 12/31/14). An area of 24 split-level style houses along Crompton Court and Old Line Avenue in Section 13 were constructed between 1969 and 1972, and two split-level houses at 261 and 253 Brock Bridge Road in Section 2 were constructed in 1975 (SDAT 2018). Baltimore Sun newspaper advertisements for Maryland City (Figure 3-1) advertised four ranch models that were available for purchase: the Talbot, Dorchester, and Somerset are shown in advertisements, and the Kent, although not shown in any of the advertisements, was the fourth model available according to other newspaper sources (Baltimore Sun 6/11/1961, Washington Post 3/8/2003). No advertisements were found for the split-level houses in the subdivision.

The Talbot is a side-gabled ranch house, four bays wide and two bays deep. An off-set front door enters the house from a broad entry porch below the main roof form. Two short windows are along the front façade on the porch, and a three-part picture window is on the portion of the façade not covered by the porch. The Talbot is shown sided with aluminum siding. Below the picture window is an ashlar block veneer panel. The Dorchester is similar to the Talbot but contains a smaller front entry porch. It is also shown in the advertisement with aluminum siding and an ashlar block veneer panel below the picture window.

The Somerset is the smallest of the three ranch models, with similar form to the Talbot and Dorchester models but no front porch. In addition to the aluminum siding and ashlar block stone veneer panel on the front façade, this model features a spandrel between the two short windows on the front façade. In the drawing of the model in the newspaper advertisement, the two short windows on the façade are spanned by a board and batten spandrel panel. The Kent was not shown or described in any of the advertisements; based on field observation and a newspaper article, the constructed Kent-style homes appear to be a slightly shorter and smaller version of the Somerset model. Relatively intact examples of the Talbot, Dorchester, Somerset, and a house that appears to be a Kent model are shown in Photos Figures 4-4 and 4-5.

Split-level houses in Section 13 were not featured in any advertisements for the subdivision but appear to be clad in similar materials as the ranch houses (Figure 4-1). All split levels are bi-level splits with an off-center front door. They are side-gabled and four bays wide by two bays deep. The windows are generally eight-over-eight, double-hung windows. Approximately half of the split-level houses feature a two-story porch that extends across three of the front bays.

As constructed, the model houses exhibited some variety in exterior cladding and finishes. Available records do not indicate how many of each model were constructed. Houses were clad in either aluminum siding or asbestos shingles. It appears that most, if not all, houses had either a low masonry veneer feature wall below the picture window or, particularly in the Dorchester model, the entire wall of the façade containing the picture window was veneered in a masonry finish. Most of the masonry veneer consisted of either simulated cement masonry (in an ashlar block design) or brick (in either a running bond or stacked design). A few houses in Section 11 had feature walls that were stucco with simulated brick accents (Figure 4-6). All windows were originally aluminum-framed, sliding windows. Doors, shutters, and other trim work was frequently executed with geometric designs of squares or diamonds. An original door is shown on the house in Figure 4-4 and original shutters with square accents are shown on the Dorchester model in Figure 4-4 and the Somerset model in Figure 4-5.

Maryland City Elementary School and the Anne Arundel Swim Club are located in the center of the subdivision. The elementary school is located on an 8.87-acre tract of land and opened in January 1965 (SDAT 2018, The Evening Sun 3/24/1965). The school's parking lot is located at the front of the school, in the northwest corner of the school's parcel. Athletic fields are located southeast of the school. The school is roughly U-shaped in plan view and is a one-story building clad in brick with a flat asphalt built-up roof. A metal parapet, clad in vertically seamed aluminum, surrounds the roofline of the building. The entrance to the building is along the northwest elevation, through three metal doors. Windows on the building are two-light aluminum-framed windows topped with an opaque spandrel panel. Along the front elevation the windows are paired, but along the southwest elevation and other elevations of the building that contain classroom wings, the windows are clustered in groups of six. Adjacent to

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the school's northeast elevation is a free-standing gymnasium and two temporary classroom trailers. During the January 2019 site visit, construction of a new school addition at the rear of the building was underway.

The West Arundel Swim Club is located on a 1.78-acre parcel roughly bounded by Horsehead Street to the northeast, Old Line Avenue and Park Hall Street to the west, and Wye Mills Street to the southeast. It contains a T-shaped pool, approximately 75 feet by 100 feet, and a concrete masonry block building constructed in 1964 that includes locker rooms (SDAT 2018). A volleyball court is located on the east side of the building and a picnic area is located on the lawn that surrounds the south and west sides of the pool. The property is accessed from a driveway that leads from Old Line Avenue to a parking lot on the east side of the volleyball court.

Most houses have had exterior alterations since construction. Most commonly, the windows have been replaced with vinyl windows in a variety of configurations, with one-over-one and six-over-six double-hung windows being the most common replacement styles. Picture windows have been replaced, also most commonly with vinyl replacement windows, either in styles similar to the original windows or in a large variety of bow and bay windows. Other typical alterations include replacement of the original siding with vinyl or cement fiberboard siding. Installation of replacement siding often included removal of original trimwork, such as shutters and the masonry panel or feature wall, resulting in a simpler façade. Other common alterations to the houses include additions in the rear or side of the house, wooden decks and ramps at front entrances, and a few second-story additions. Photos 12 and 13 show typical house alterations.

Growth of suburban developments such as Maryland City was possible due to several factors: widespread access to automobiles by the 1930s, expansion of highways throughout the first half of the twentieth century, housing loans through the Federal Housing Authority (beginning in 1934), and the advent of local planning and zoning, including provision of utilities such as water and sewerage. Suburban growth, nationally and in the Washington-Baltimore region in central Maryland, is discussed in detail in several sources, including Maryland State Highway Administration's Suburbanization Historic Context and Survey completed by KCI in 1999 for the Capital Beltway Corridor Transportation Study. Automobile-oriented suburbanization during the Modern Period historic context (1930 to present) is summarized in the following text.

During the 1920s, the automobile liberated Americans from the confines of urban living. In 1920, one out of every 13 Americans owned a car, and by 1930, one out of every five owned a car (Abbott 1987). Despite effects of the Depression, the 1930s also marked a period of increasing car ownership and increased spending on highway construction. Automobiles opened vast unbuilt areas to development, including areas lying between suburban rail axes and beyond city limits (KCI 1999).

The years following World War II saw huge demand for housing, as returning servicemen and women married and formed families. Construction of housing had lagged during the depression and war years, and the federal government responded to the emerging housing crisis by underwriting billions of dollars of mortgage insurance through Federal Housing Authority (FHA) and Veteran's Administration (VA) programs, resulting in an eight-fold increase in housing starts between 1945 and 1947 (Ames and McClelland 2002). Most subdivisions immediately following the war were constructed near the city line and catered to residents with automobiles. By the 1950s, suburban populations in Anne Arundel, Baltimore, Montgomery, and Prince George's Counties had increased by 87 percent over pre-war levels. The first shopping centers sprang up in the mid-1940s. In the next two decades, public and private investment in commercial, institutional, industrial, and public facilities to serve the new suburbs rivaled the investment in housing (KCI 1999).

Following a lull in the 1950s, a second building boom occurred in the late 1950s to early 1960s. This building boom was characterized by larger houses and expansion further from the cities. Expansion between Baltimore and Washington, D.C., was made possible by the construction of major highways, including Baltimore-Washington Parkway (opened in 1954), the Baltimore

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and Washington Beltways (opened in 1962 and 1964), and I-95 between Washington and Baltimore (opened in 1971) (KCI 1999).

The early 1960s saw the planning of entire towns accessible to cities by the new highways. In Maryland, Belair at Bowie was constructed beginning in 1960 by the firm of Levitt and Sons, eventually growing to 9,700 units of housing over the next 17 years. Land was donated for schools and churches but not constructed by the developer. Columbia, in Howard County, was being planned at about the same time as Bowie. However, Columbia was designed to include class, religious, and racial diversity, and included plans for a downtown area with offices and shopping, and satellite villages centered around smaller shopping complexes (KCI 1999).

Development of Maryland City

Maryland City was envisioned by builder-developer E. Harvey Kayne as a community of 5,000 living units midway between Baltimore and Washington, D.C. Kayne, through his development firm Maryland City Corporation, planned to develop the residential community concurrently with religious, recreational, service, and retail facilities with development extending along both sides of Laurel Fort Meade Road. Laurel Fort Meade Road, originally Maryland Route 602, was constructed in the mid-1940s to connect Laurel and Fort Meade to Burtonsville and other points west. The road eventually became part of Maryland Route 198. NSA Headquarters at Fort Meade opened in 1957 and the agency rapidly expanded through the 1960s, eventually becoming the largest employer in Maryland (NSA 2012). The NASA Goddard Space Flight Center opened north of Greenbelt in 1959 (Rosenthal 1968).

The first plans for development at the interchange of Laurel Fort Meade Road and Baltimore-Washington Parkway were made by real estate developer Harry Boswell. He purchased 1,200 acres of land in the early 1950s to build "Meade City." Unable to secure an agreement with Anne Arundel County on the provision of water and sewage disposal services due to concern with potential sewer flows into the Patuxent River, Boswell eventually abandoned the project and sold the land to Kayne in 1960. Kayne and his company, the Maryland City Corporation, also had difficulties securing water and sewer services for the community, finally obtaining an agreement with the County Sanitary Commission in October of 1961. Maryland City Corporation partnered with Weaver Brothers Incorporated to finance the development and Hyman & Flower, an architectural-engineering firm, to prepare the designs and specifications for the houses. The first houses were occupied a year later, in October 1962 (Laurel Leader 2014).

Kayne used a novel "modular production area" in the center of the development where lumber was pre-cut and walls and trusses assembled prior to installation on individual house lots. The novelty of the production area was profiled in the local House & Home magazine, which noted that developers all over the County were visiting the site to see the process. Despite efficient construction methods, progress on construction was slower than planned because Kayne was unable to obtain a conditional commitment from FHA to finish houses that were under contract (Laurel Leader 2014).

Eventually Maryland City Corporation declared bankruptcy and Weaver Brothers purchased unfinished homes and resumed building in 1965 (Laurel Leader 2014). Only 1,071 of the planned 5,000 houses were constructed at Maryland City. Although a large commercial center was eventually developed on Laurel Fort Meade Road, this occurred decades later. Eventually, houses planned on the north side of Laurel Fort Meade Road were constructed as part of the Russett development, which began construction in the late 1980s (Baltimore Sun 1988).

Eligibility Assessment

Maryland City is not eligible for the National Register of Historic Places. Although the development as planned would have made it the largest planned subdivision in Maryland at that time, the Maryland City Corporation went out of business before these plans

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could be realized. Within the next decade, large developments such as Bowie and Columbia, being constructed at approximately the same time, eclipsed even the planned size of Maryland City.

The subdivision is not eligible under Criterion A because although it is associated with historic events or patterns of events (such as the decentralization of federal agencies to the suburbs), Maryland City was one of many subdivisions constructed to provide residences for employees of these agencies.

Maryland City is not eligible under Criterion B. The developer of Maryland City, E. Harvey Kayne of the Maryland City Corporation, developed two subdivisions in Maryland; Pleasantville, in Glen Burnie, was developed prior to Maryland City. However, Kayne has not been associated with significant contributions to suburban development in Maryland. In addition, the development has not been associated with prominent or influential civic leaders, politicians, merchants, or professionals.

Maryland City is not eligible under Criterion C because it lacks architecturally significant building types, periods, or methods of construction. The houses were typical ranch houses constructed in the early 1960s and stylistically similar to ranch houses constructed earlier in Kayne's Pleasantville subdivision and in other subdivisions in Maryland. The curvilinear street layout was typical of its time and did not introduce significant or innovative designs that contributed to the development of suburban landscapes. Only a small proportion of residences retain original materials and design and thus the subdivision as a whole lacks integrity of design and materials. Although the onsite modular production methods were novel and attracted the attention of the press and other developers, the increased efficiency did not result in a novel product.

Eligibility under Criterion D was not investigated as part of this study, as the subdivision is not anticipated to contain materials or evidence of construction techniques with potential to answer important research questions about human history.

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The Washington Post. The Staying Power of a Small City. March 8, 2003. Accessed online in December 2018, at https://www.washingtonpost.com/archive/realestate/2003/03/08/the-staying-power-of-a-small-city/1bb04d00-d145-4a5c-8e8c-53bc1c12aaed/?utm_term=.ee6e4ed7141a.

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

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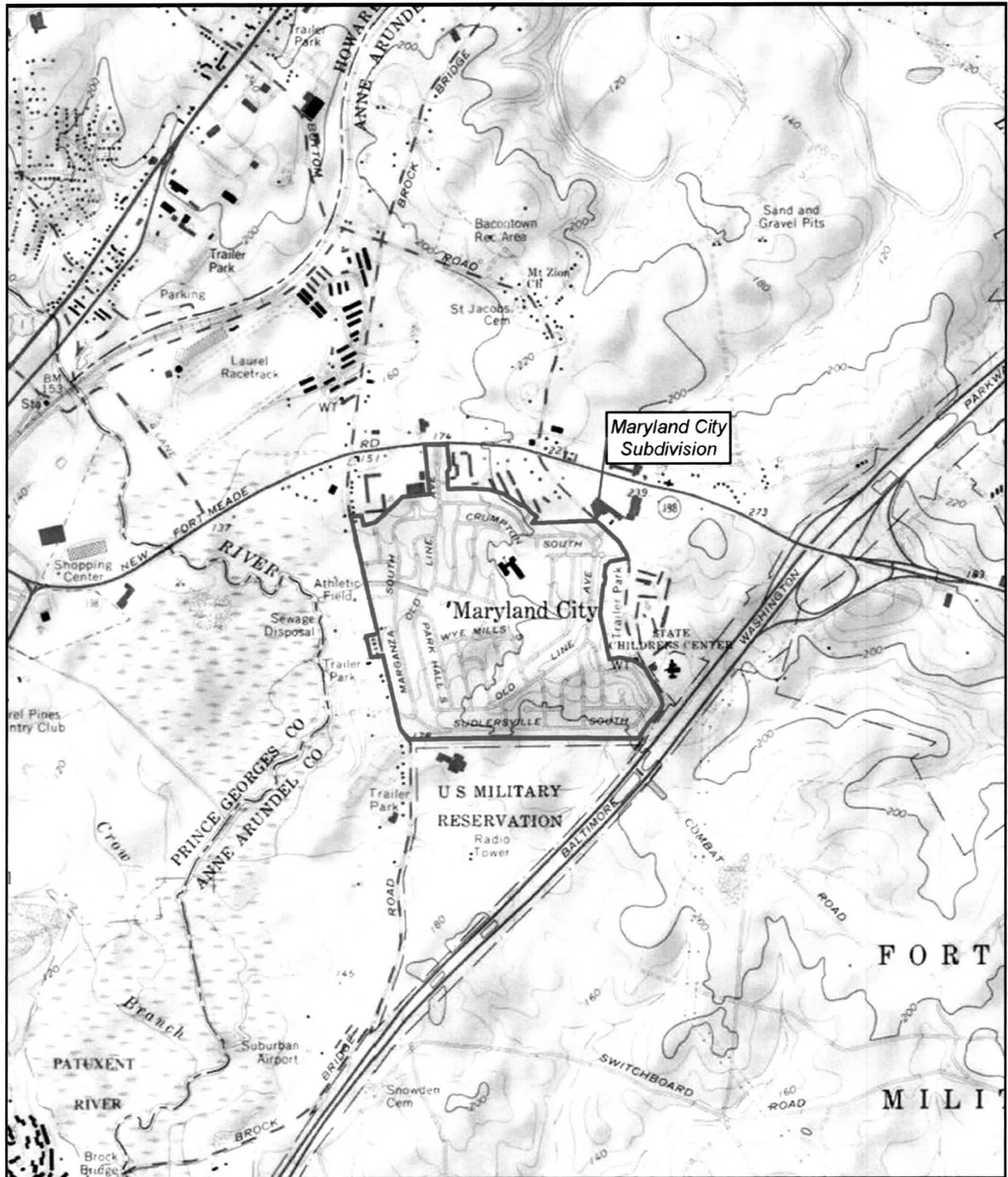
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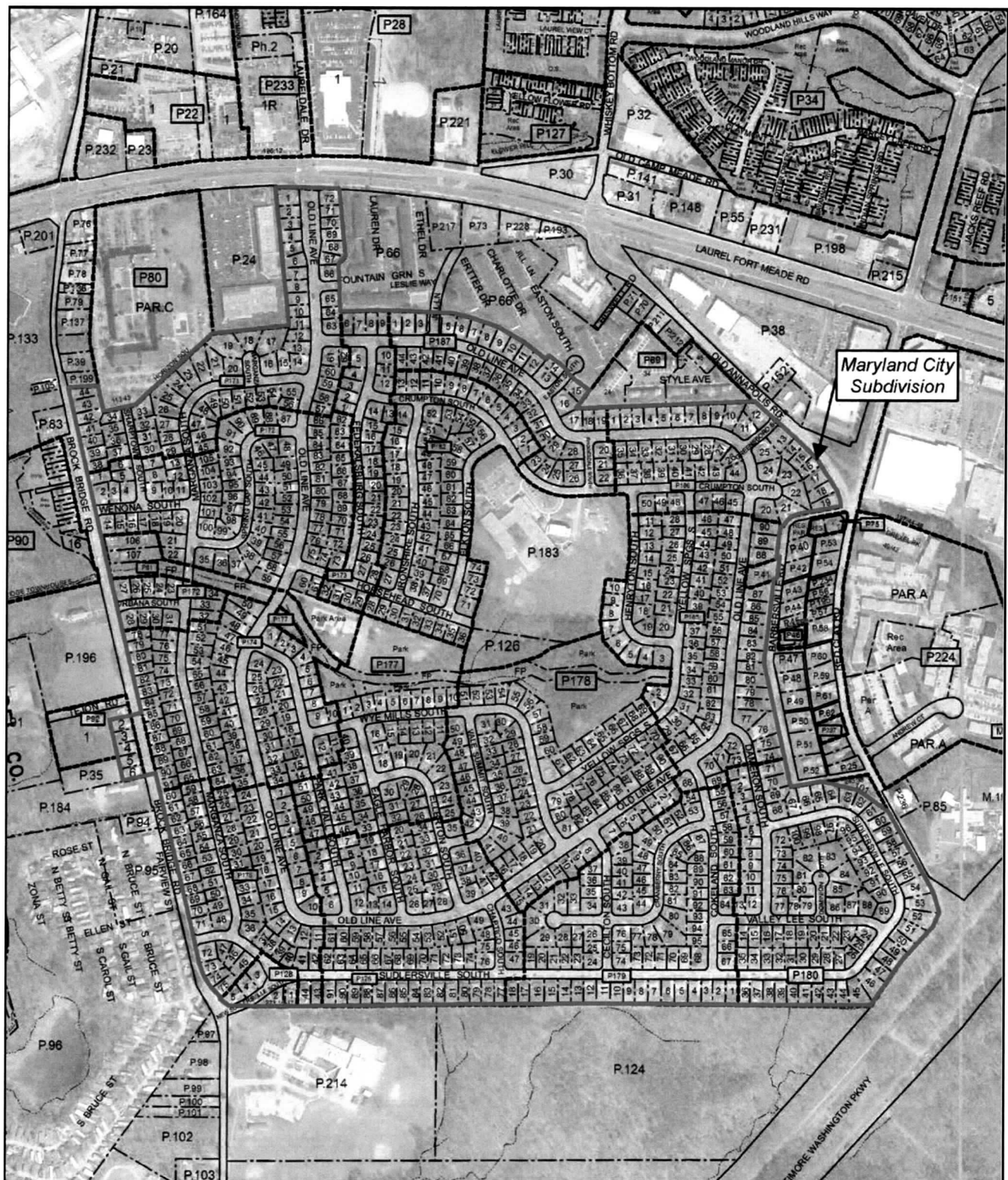


CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMagLEV Project
SCALE	1:24,000 or 1" = 2000'
SOURCE	2016 Laurel, MD USGS Topographic Quadrangle



TITLE	Maryland City Subdivision USGS Quad Map
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PROJ NO	XXXXXXX
FIGURE	1-1

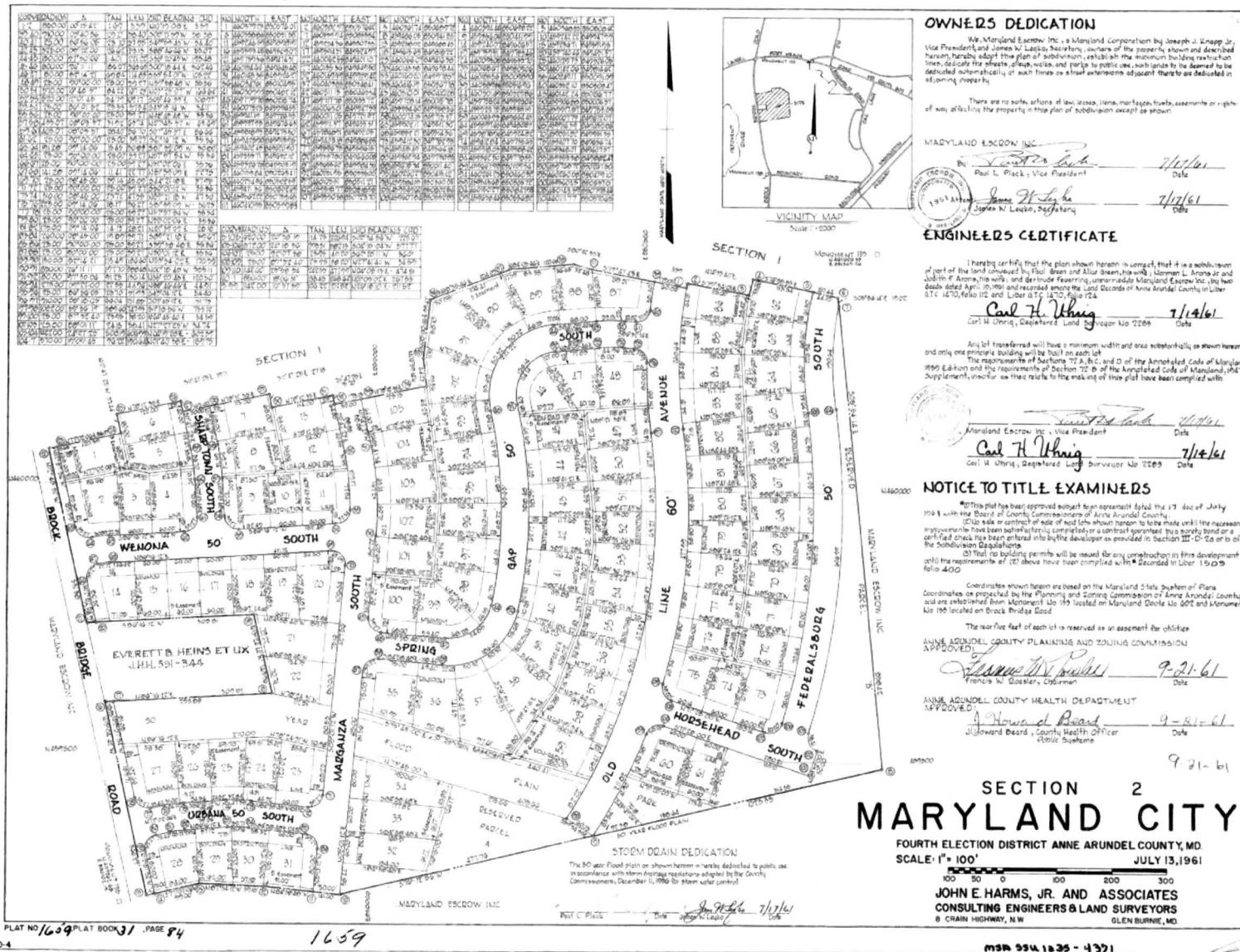


CLIENT Federal Railroad Administration
 PROJ Baltimore-Washington SCMagLEV Project
 SCALE 1" = 500'
 SOURCE MD Department of Assessment and Taxation, iMAP



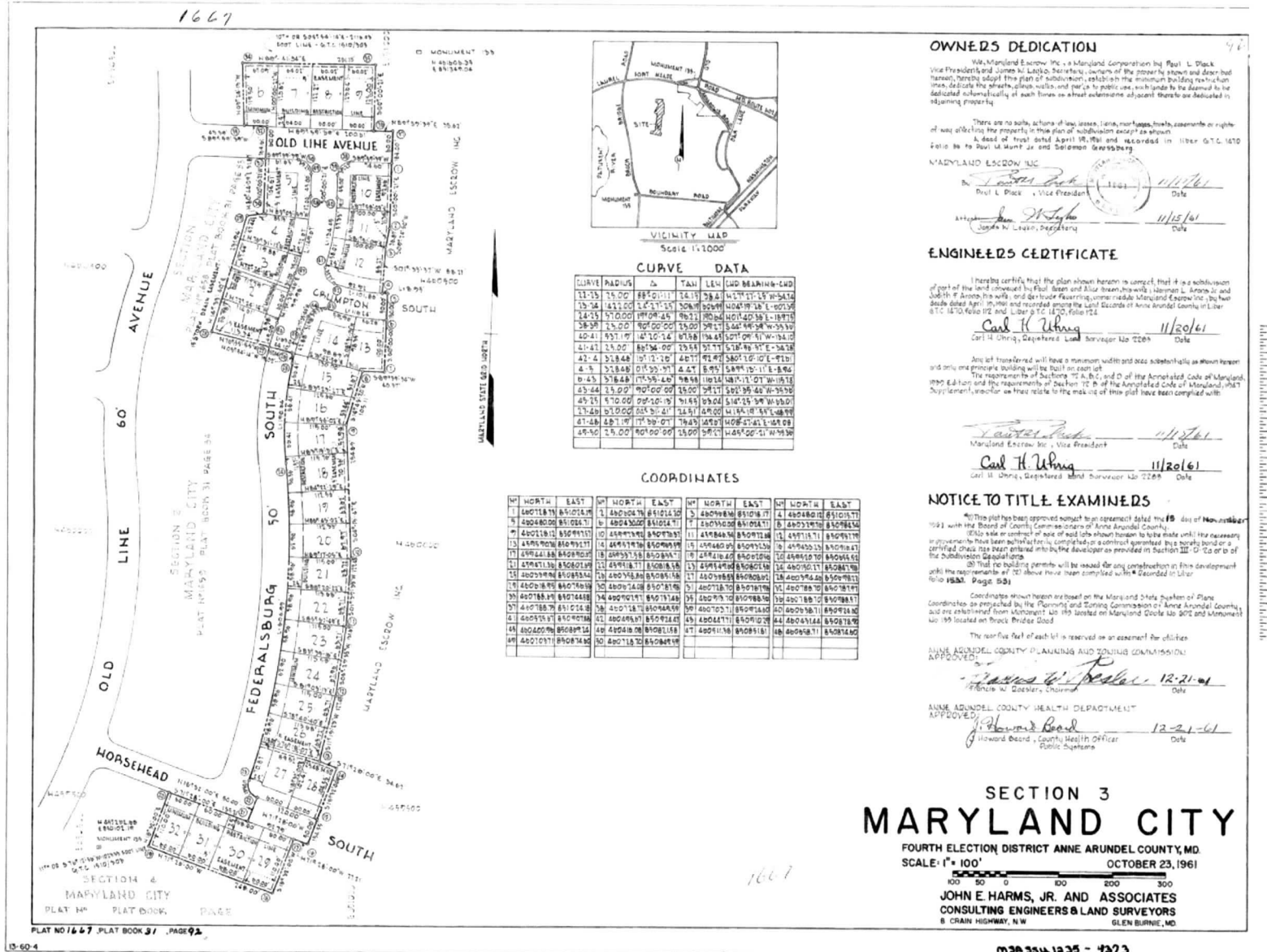
TITLE
 Maryland City Subdivision Tax Map

PROJ NO XXXXXXXX
 FIGURE



CLIENT	Federal Railroad Administration	TITLE	Maryland City Plat Map, Section 2
PROJ	Baltimore-Washington SCAGLEV Project		
SCALE			
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www.plats.net		
			PROJ NO XXXXXXXX
			FIGURE
			2-2

AA-2542



CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMagLEV Project
SCALE	
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www.plats.net

TITLE	Maryland City Plat Map, Section 3
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PROJ NO XXXXXXXX
FIGURE 2-3

AA-2542

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75	111.12 00	111.12
76	111.12 00	111.12
77	111.12 00	111.12
78	111.12 00	111.12
79	111.12 00	111.12
80	111.12 00	111.12
81	111.12 00	111.12
82	111.12 00	111.12
83	111.12 00	111.12
84	111.12 00	111.12
85	111.12 00	111.12
86	111.12 00	111.12
87	111.12 00	111.12
88	111.12 00	111.12
89	111.12 00	111.12
90	111.12 00	111.12
91	111.12 00	111.12
92	111.12 00	111.12
93	111.12 00	111.12
94	111.12 00	111.12
95	111.12 00	111.12
96	111.12 00	111.12
97	111.12 00	111.12
98	111.12 00	111.12
99	111.12 00	111.12
100	111.12 00	111.12



OWNERS DEDICATION

Now Maryland Eastern Inc., a Maryland Corporation by Paul L. Plack, Vice President and James H. Lelbach, Secretary, owners of the property shown and described herein, hereby adopt this plan of subdivision, establish the minimum building restriction herein, dedicate the streets, alleys, walks and other public use easements to be dedicated to the public use of the property shown and described herein, and dedicate the same to the public use of the property shown and described herein.

There are no other actions of law, order, decree, judgment, or right of law affecting the property in this plan of subdivision except as shown.

Witness my hand and seal of office this 11th day of April, 1961, at Baltimore, Maryland.

Paul L. Plack, Vice President
Date: 11/20/61

James H. Lelbach, Secretary
Date: 11/20/61

ENGINEERS CERTIFICATE

I hereby certify that the plan shown herein is correct, that it is a subdivision of part of the land conveyed by Paul L. Plack and James H. Lelbach, to Maryland Eastern Inc., a Maryland Corporation, by Paul L. Plack, Vice President and James H. Lelbach, Secretary, and that the same is in accordance with the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10, and that the same is in accordance with the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10, and that the same is in accordance with the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10.

Carl H. Waring
Carl H. Waring, Registered Land Surveyor No. 2205
Date: 11/20/61

Any lot transferred will have a minimum width and area substantially as shown herein and only one principal building will be built on each lot.

The measurements of Sections 17, 18, 19, and 20 of the Annotated Code of Maryland, 1959 Edition, and the measurements of Section 17 of the Annotated Code of Maryland, 1957 Edition, insofar as they relate to the making of this plat have been complied with.

Paul L. Plack, Vice President
Date: 11/20/61

Carl H. Waring, Registered Land Surveyor No. 2205
Date: 11/20/61

NOTICE TO TITLE EXAMINERS

This plat has been approved subject to payment of the 15% fee of the Board of County Commissioners of Anne Arundel County.

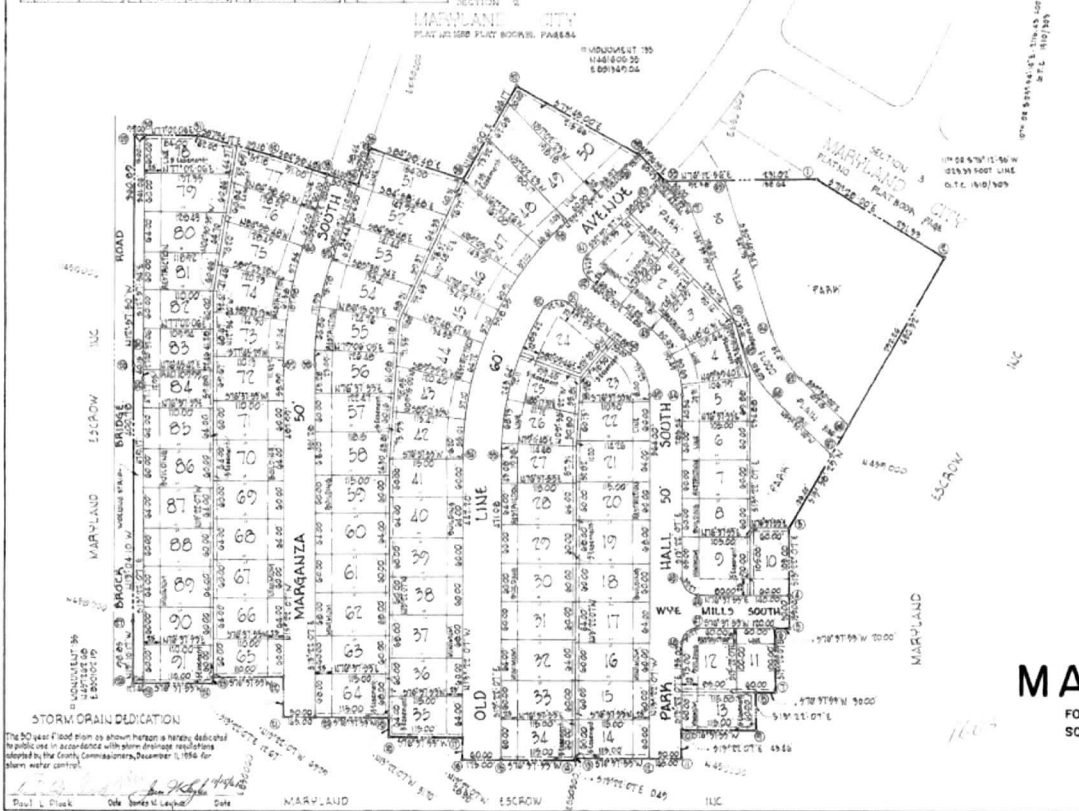
This plat is subject to the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10, and to the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10, and to the provisions of the Maryland Code of Public Safety, Title 17, Chapter 10.

Any lot transferred will have a minimum width and area substantially as shown herein and only one principal building will be built on each lot.

The measurements of Sections 17, 18, 19, and 20 of the Annotated Code of Maryland, 1959 Edition, and the measurements of Section 17 of the Annotated Code of Maryland, 1957 Edition, insofar as they relate to the making of this plat have been complied with.

Paul L. Plack, Vice President
Date: 11/20/61

Carl H. Waring, Registered Land Surveyor No. 2205
Date: 11/20/61



SECTION 4

MARYLAND CITY

FOURTH ELECTION DISTRICT ANNE ARUNDEL COUNTY, MD.

SCALE: 1" = 100'

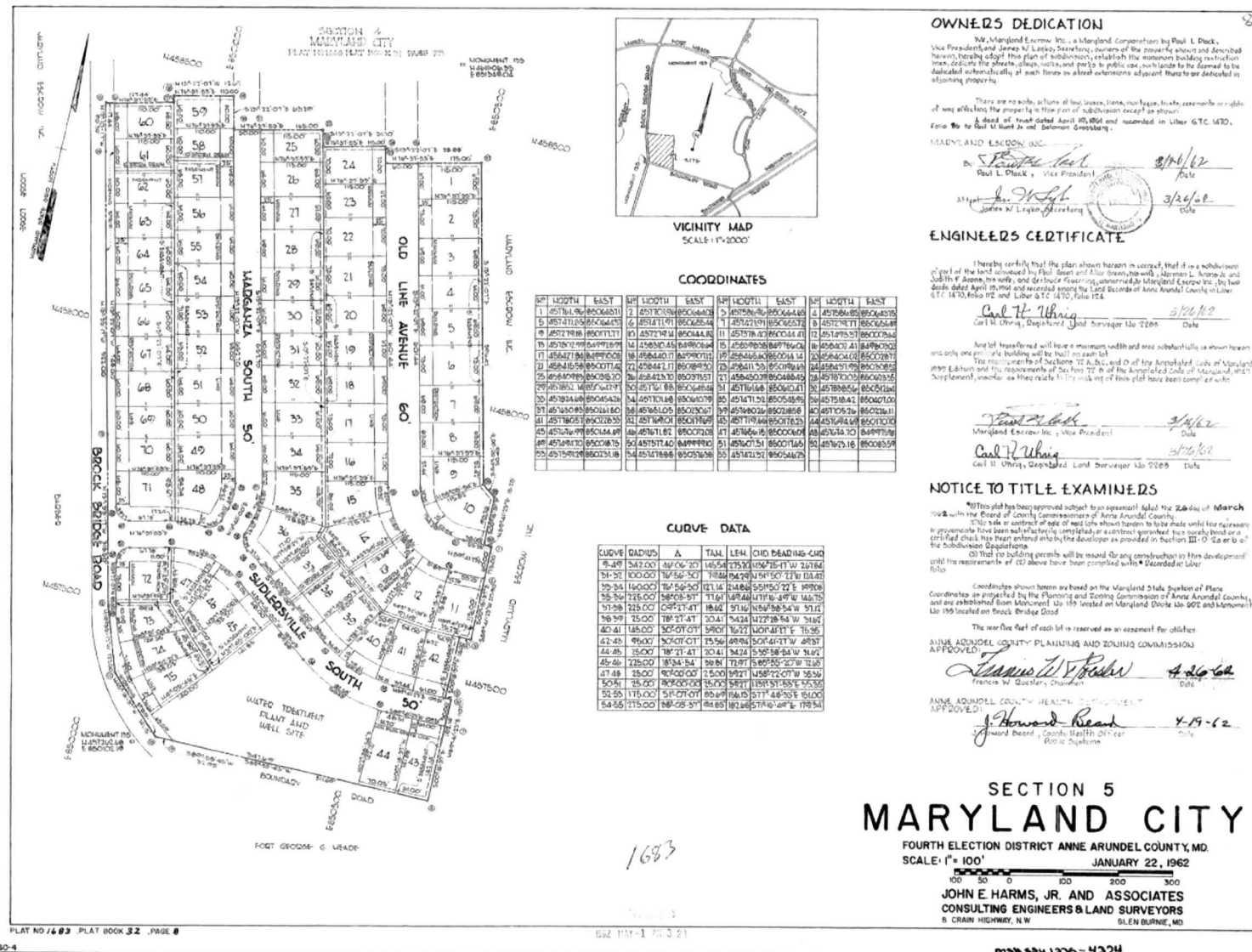
OCTOBER 23, 1961

JOHN E. HARMS, JR. AND ASSOCIATES
CONSULTING ENGINEERS & LAND SURVEYORS
B. CRAIN HIGHWAY, N.W. GLEN BURNIE, MD.

CLIENT	Federal Railroad Administration	TITLE	Maryland City Plat Map, Section 4
PROJ	Baltimore-Washington SCAGLEV Project		
SCALE			
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www. plats.net		
		PROJ NO	XXXXXXX
		FIGURE	2-4

AA-2542

1683



CLIENT Federal Railroad Administration

PROJ Baltimore-Washington SCAGLEV Project

SCALE

SOURCE Digital Image Reference System for Land Survey, Subdivision,
and Condominium Plats, www.plats.net

TITLE

Maryland City Plat Map, Section 5

PROJ NO XXXXXXXX

FIGURE

2-5

AA-2542

CURVE	RADIUS	Δ	TAN	LEN	CHORD BEARING	CHORD
33-36	108.71	0°41'42.01"	17.12	185.87	S64°12'28.01"E	103.64
36-40	25.00	90°00'00.00"	75.00	39.27	S58°22'07.0"E	35.36
41-45	25.00	90°00'00.00"	75.00	39.27	N41°37'53.8"E	35.36
45-44	100.00	90°00'00.00"	100.00	87.08	S58°12'07.0"E	141.42
44-46	150.00	90°00'00.00"	150.00	125.40	N45°22'07.0"E	212.18
47-48	25.00	90°00'00.00"	75.00	39.27	S58°22'07.0"E	35.36
49-50	25.00	90°00'00.00"	75.00	39.27	N41°37'53.8"E	35.36
50-51	108.71	0°41'42.01"	17.12	185.87	N41°37'53.8"E	103.64
51-54	205.00	0°28'55.51"	17.12	356.41	N17°36'41.0"E	196.33
54-55	108.00	5°12'30.15"	60.31	111.34	N45°49'52.0"E	115.64
55-57	845.00	0°09'40.00"	64.05	171.82	S64°10'00.0"E	173.69
58-10	335.00	1°02'58.16"	11.79	630.41	N41°15'11.0"E	82.85
10-19	335.00	0°14'13.87"	11.58	45.11	N65°32'07.0"E	45.04
19-24	186.00	5°15'00.00"	81.56	156.92	S78°15'00.0"E	156.56
24-25	795.00	0°09'40.00"	60.34	110.25	N41°10'00.0"E	110.14
25-27	756.00	5°12'30.15"	14.80	145.64	S61°49'52.0"E	145.48
27-28	150.00	0°28'55.51"	12.95	25.84	S77°26'21.1"E	25.81

STORM DRAIN DEDICATION

THE 50 YEAR FLOOD PLAIN AS SHOWN HEREON IS HEREBY DEDICATED TO PUBLIC USE IN ACCORDANCE WITH STORM DRAINAGE REGULATIONS ADOPTED BY THE COUNTY COMMISSIONERS, DECEMBER 11, 1956 FOR STORM WATER CONTROL.

PAUL C. BLACK DATE JULY 1, 1964 JAMES W. LEVY DATE

SECTION 10 MARYLAND CITY
PLAT NO. 1685
PLAY BOOK PAGE

1685



We, Maryland Escrow Inc., a Maryland Corporation by Paul L. Plack, Vice President, and James W. Leake, Secretary, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the streets, alleys, walks, and parks to public use, such lands to be deemed to be dedicated automatically at such times as street extensions adjacent thereto are dedicated in adjoining property.

There are no sales, actions at law, leases, liens, mortgages, trusts, easements or rights of-way affecting the property in this plan of subdivision except as shown.

A deed of trust dated April 19, 1961 and recorded in Liber G.T.C. 1470 Folio 66 to Paul U. Hunt Jr. and Solomon Grossberg.

MADYLAND ESCROW INC

By: Paul L. Pock 2/26/62
Paul L. Pock, Vice President Date

Attest: James W. Lequio 3/26/62
James W. Lequio, Secretary Date

I hereby certify that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Paul Green and Alice Green, his wife; Herman L. Arons Jr and Judith F. Arons, his wife; and Gertrude Feffering, unmarried, to Maryland Sewer Inc., by two deeds dated April 19, 1961 and recorded among the Land Records of Anne Arundel County in Liber GTC 1470, folio 172 and Liber GTC 1470, folio 17A.

Carl H. Uhrig, Registered Land Surveyor No. 2285 Date 3/26/62

The requirements of Sections 72 A,B,C, and D of the Annotated Code of Maryland 1995 Edition and the requirements of Section 72 B of the Annotated Code of Maryland, 1942 Supplement, insofar as they relate to the making of this plat have been complied with.


 Maryland Escrow Inc., Vice President Date 5/26/62
Carl H. Uhrig
 Carl H. Uhrig, Registrar Land Surveyor No. 2268 Date 5/26/62

*This plan has been approved subject to an agreement dated the 26 day of March 1992 with the Board of County Commissioners of Anne Arundel County.

(3) That no building permits will be issued for any construction in this development until the requirements of (2) above have been complied with. **Recorded 1/1/19**

Coordinates shown herein are based on the Maryland State System of Plane Coordinates as projected by the Planning and Zoning Commission of Anne Arundel County and are established from Monument No. 159 located on Maryland Route No. 602 and Monument No. 190 located on Brack Bridge Road.

The rear five feet of each lot is reserved as an easement for utility.

ANNE ARBONDEL COUNTY PLANNING AND ZONING COMMISSION
APPROVED: Francis W. Doester 4-26-62
Francis W. Doester, Chairman

ALBANY ALBONDEL COUNTY HEALTH DEPARTMENT
APPROVED: J. Howard Board 4-15-62
J. Howard Board, County Health Officer Date
Public Health

FOURTH ELECTION DISTRICT-ANNE ARUNDEL COUNTY, MD
SCALE: 1" = 100' MARCH 1, 1962

100 50 0 100 200 300
JOHN E. HARMS, JR. AND ASSOCIATES
CONSULTING ENGINEERS & LAND SURVEYORS
8 CRAIN HIGHWAY, N.W. (ELLEN RIDGE, MD)

msn ssn 1235 - 4376

AA-2542



CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMagLEV Project
SCALE	
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www.plats.net

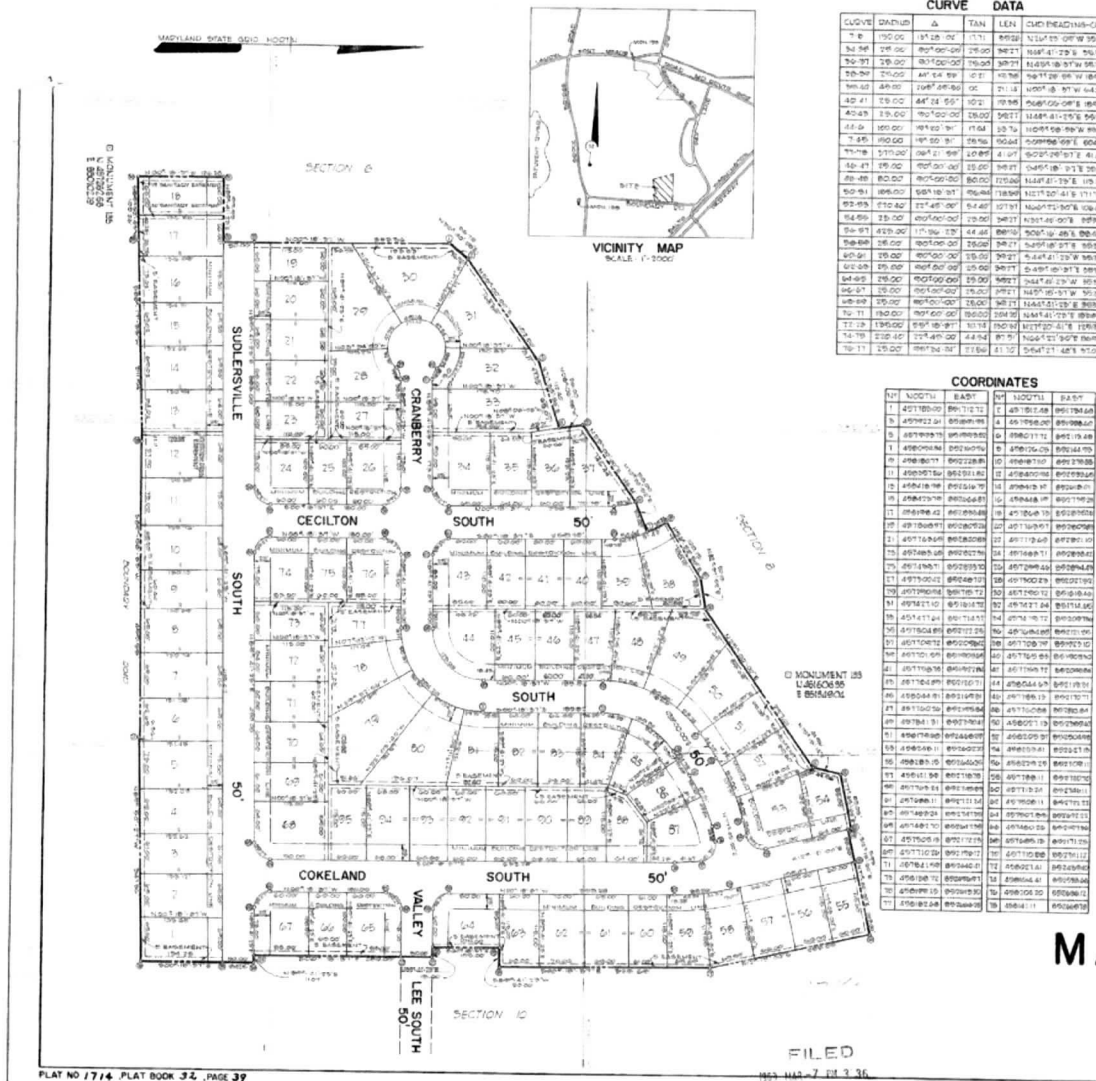
TITLE	Maryland City Plat Map, Section 8
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PROJ NO	XXXXXXXX
---------	----------

FIGURE

2-8

AA-2542

[illegible]

OWNERS DEDICATION

There are no suits, actions at law, leases, liens, mortgages, trusts, easements or rights-of-way affecting the property in this plan of subdivision except as shown.

ENGINEERS CERTIFICATE

Carl H. Uhrig 8/22/62
Carl H. Uhrig, Registered Land Surveyor No 2209 Dets

W. Andrew Bush 8/22/02
Maryland Escrow Inc, Vice President WAB

NOTICE TO TITLE EXAMINERS

Coordination shown herein are based on the Maryland State System of Plane Coordinates as projected by the Planning and Zoning Commission of Anne Arundel County, and are established from Monument No. 199 located on Maryland Route No. 905 and Monument No. 190 located on Brock Bridge Road.

ANNE ARUNDEL COUNTY HEALTH DEPARTMENT
APPROVED

SECTION 9
MARYLAND CITY

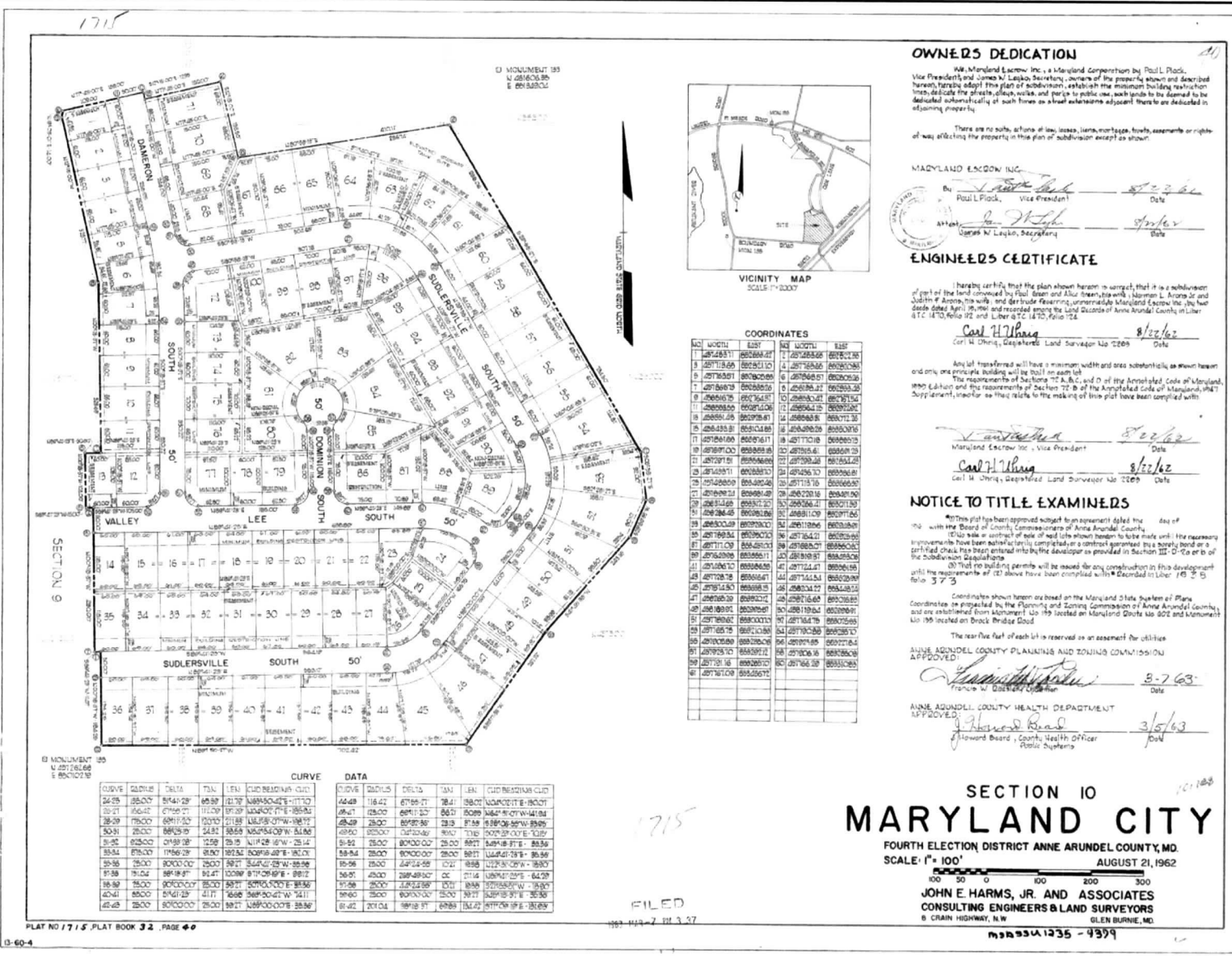
FOURTH ELECTION DISTRICT ANNE ARUNDEL COUNTY, MD.
SCALE: 1" = 100' AUGUST 21, 1962

MSA 55A 1235 - 4378

CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMAGLEV Project

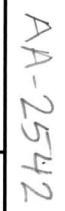
TITLE	Maryland City Plat Map, Section 9
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PROJ NO	XXXXXXXX
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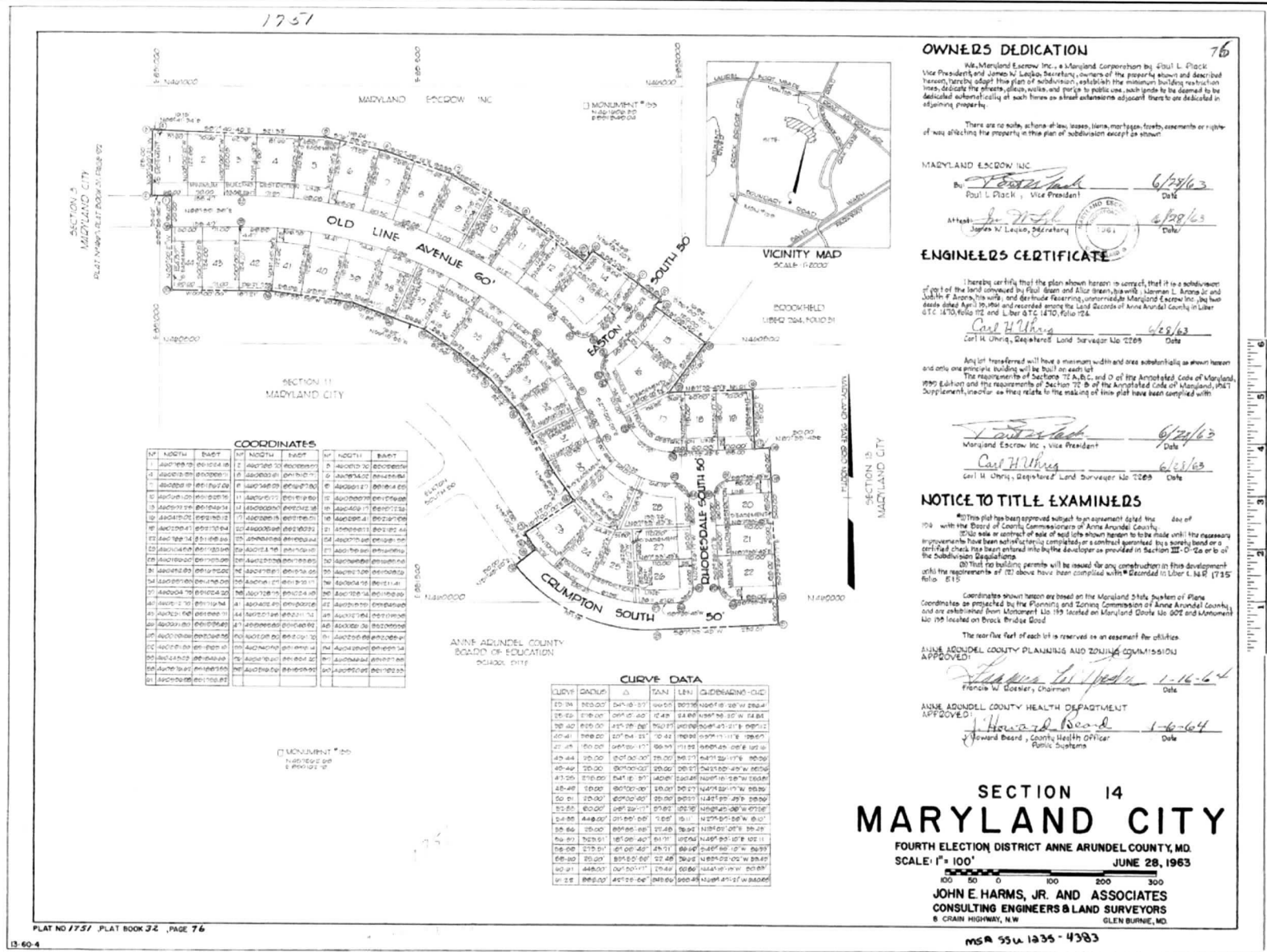


CLIENT	Federal Railroad Administration		TITLE	
PROJ	Baltimore-Washington SCMAGLEV Project		Maryland City Plat Map, Section 10	
SCALE				
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www. plats.net			PROJ NO xxxxxxxx
				FIGURE 2-10

AA-2542



	TITLE Maryland City Plat Map, Section 11	
		PROJ NO xxxxxxxx FIGURE 2-11



OWNERS DEDICATION

W.M. Maryland Escrow Inc., a Maryland Corporation by Paul L. Plack
 Vice President and James M. Leeson, Secretary, owners of the property shown and described
 herein, hereby dedicate this plan of subdivision, including the minimum building restriction
 lines, dedicate the streets, places, walks, and porches to public use, such lands to be dedicated to be
 dedicated automatically at such time as a street extension adjacent thereto is dedicated in
 adjoining property.

There are no notes, liens or other claims, mortgages, debts, encumbrances or rights
 of way affecting the property in this plan of subdivision except as shown.

MARYLAND ESCROW INC.
 By: Paul L. Plack, Vice President Date: 6/28/63
 Attest: James M. Leeson, Secretary Date: 6/28/63

ENGINEERS CERTIFICATE

I hereby certify that the plan shown herein is correct, that it is a subdivision
 of part of the land conveyed by Paul Plack and Alice Plack, to W.M. Maryland Escrow Inc. and
 James M. Leeson, Secretary, and that the same is in accordance with the Maryland Escrow Inc. law
 made under Act 1470, Folio 115 and recorded among the Land Records of Anne Arundel County under
 GTC 1470, Folio 115 and L. 1470, Folio 115.

Carl H. Uhlir Date: 6/28/63
 Carl H. Uhlir, Registered Land Surveyor No. 2269

Any lot transferred will have a maximum width and area substantially as shown herein
 and only one principal building will be built on each lot.
 The requirements of Sections 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NOTICE TO TITLE EXAMINERS

This plan has been approved subject to an agreement dated the day of
 1963, between Board of County Commissioners of Anne Arundel County,
 1963, and a contract of sale of real estate shown herein to be made until the necessary
 improvements have been satisfactorily completed or a contract guaranteed. This notice is to be
 certified check the terms entered into by the developer as provided in Section 33-10 of the
 Subdivisions Regulations.

That no building permits will be issued for any construction in this development
 until the requirements of (2) above have been complied with. Exempted in Liber C. 145, 1715
 Folio 115.

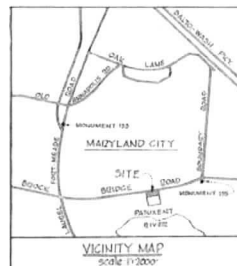
Coordinates shown herein are based on the Maryland State System of Plane
 Coordinates as established by the Planning and Zoning Commission of Anne Arundel County,
 and are established from Monument No. 119 located on Maryland Route 100 and Monument
 No. 178 located on Brock Bridge Road.

The narrative text of each lot is reserved in an easement for utilities.
 ANNE ARUNDEL COUNTY PLANNING AND ZONING COMMISSION
 APPROVED: Francis M. Gasker, Chairman Date: 1-16-64
 ANNE ARUNDEL COUNTY HEALTH DEPARTMENT
 APPROVED: Howard Beard, County Health Officer Date: 1-6-64
 Public Systems

SECTION 14
MARYLAND CITY
 FOURTH ELECTION DISTRICT ANNE ARUNDEL COUNTY, MD.
 SCALE: 1" = 100' JUNE 28, 1963
 JOHN E. HARMS, JR. AND ASSOCIATES
 CONSULTING ENGINEERS & LAND SURVEYORS
 6 CHAIN HIGHWAY, N.W. GLEN BURNIE, MD.
 MSA 55A 1235-4383

CLIENT	Federal Railroad Administration	TITLE	Maryland City Plat Map, Section 14
PROJ	Baltimore-Washington SCAGLEV Project		
SCALE			
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www. plats.net		
		PROJ NO	XXXXXXXX
		FIGURE	2-14

AA-2542



PROPERTY OF
MARYLAND ESCROW INC.

50' WIDE RIGHT OF WAY

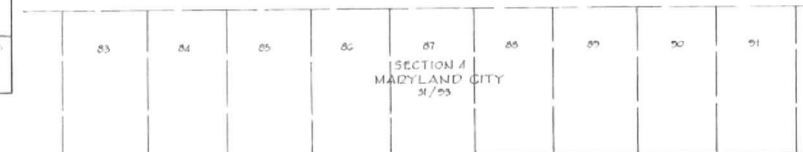
PROPERTY OF
ANNE ARUNDEL COUNTY

FILED

PLAT NO 1887 PLAT BOOK 24, PAGE 12

3-G5-5 (1)

1887



BROCK BRIDGE ROAD

51°04'10"E 389.85'

Widening Strip

51°22'07"E 364.83'

Min Building District on Line

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51°22'07"E 364.83'

OWNERS DEDICATION

I, Kenneth D. L. Turner, owner of the property shown and described herein, hereby adopt this plan of subdivision, establish the minimum building restriction lines, dedicate the streets, alleys, walks, and parks to public use, such lands to be dedicated automatically at such time as street extensions adjacent thereto are dedicated in adjoining property.

There are no sales, actions of law, leases, liens, mortgages, trusts, assessments or rights of way affecting the property in this plan of subdivision except as shown.

By: Kenneth D. L. Turner 11/17/65
Kenneth D. L. Turner Date

Attest: Anthony J. Dargatzis 11/17/65
Witness Date

ENGINEERS CERTIFICATE

I hereby certify that the plan shown herein is correct, that it is a subdivision of part of the land conveyed by Maryland Escrow Inc. to Kenneth D. L. Turner by deed dated and recorded among the Land Records of Anne Arundel County in Liber 1,112, Page 10.

Edward T. Skene 11/17/65
Edward T. Skene Land Surveyor No. 4222 Date

Any lot hereafter sold will have a minimum width and area substantially as shown herein and only one principal building will be built on each lot.
The requirements of Sections 17, 18, 19, and 20 of the Annotated Code of Maryland, 1959 Edition and the requirements of Section 17, 18, 19, and 20 of the Annotated Code of Maryland, 1961 Supplement, insofar as they relate to the making of this plat have been complied with.

Kenneth D. L. Turner 11/16/65
Kenneth D. L. Turner, Owner Date

Edward T. Skene 11/16/65
Edward T. Skene Land Surveyor No. 4222 Date

NOTICE TO TITLE EXAMINERS

This plat has been approved subject to an agreement dated the day of 1965 with Anne Arundel County, Maryland.
No sale or contract of sale of any lot shown herein to take effect until the necessary improvements have been satisfactorily completed, or a contract sponsored by a surety bond or a certified check has been returned to the developer as provided in Section III-C-2(a) of the Subdivision Regulations.
No building permits will be issued for any construction in this development until the requirements of 17 above have been complied with as recorded in Liber 1,112, Page 10.

Coordinates shown herein are based on the Maryland State System of Plane Coordinates as established from Anne Arundel County Office of Planning and Zoning Monument No. 195 located on Maryland Route No. 195 and Monument No. 199 located on Brock Bridge Road.

The north line of each lot is reserved as an easement for the utilities.
OFFICE OF PLANNING AND ZONING, A.A.C., MD.

APPROVED: Martin J. McCarty 12-13-65
Martin J. McCarty, Planning and Zoning Officer Date

ANNE ARUNDEL COUNTY HEALTH DEPARTMENT
APPROVED: Howard Beard 12/9/65
Howard Beard, County Health Officer Date
Public Systems

SECTION 15
MARYLAND CITY

FOURTH DISTRICT ANNE ARUNDEL COUNTY, MD.

SCALE: 1" = 50'

50 0 50 100 150

JOHN E. HARMS, JR. AND ASSOCIATES
CONSULTING ENGINEERS & LAND SURVEYORS
P. O. BOX NO. 5 PASADENA, MARYLAND

MSA 88A 1235-4384

CLIENT	Federal Railroad Administration	TITLE	Maryland City Plat Map, Section 15
PROJ	Baltimore-Washington SCMagLEV Project		
SCALE			
SOURCE	Digital Image Reference System for Land Survey, Subdivision, and Condominium Plats, www.plats.net		
		PROJ NO	XXXXXXXX
		FIGURE	2-15

AA-2542

see the all new

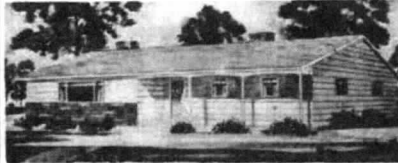
Maryland City

Maryland City keeps pace with today's age by bringing you the COMPLETE HOME . . . that does away with the need for 'extras'.

Pictured below: **The TALBOT**

• 3 BEDROOMS • 2½ BATHS • SEPARATE DINING ROOM • WOOD-BURNING FIREPLACE • COVERED CONCRETE TERRACE • FULL BASEMENT
• PRICED AT \$22,025

ALL MODELS CENTRALLY AIR CONDITIONED



Three other models also available with:

- 3 and 4 Bedrooms • 2½ Baths • Log Burning Fireplaces
- Tremendous living rooms • Recreation Room in full basement • Separate Dining Rooms

ALL MODELS OPEN DAILY 10 TO DARK

We are close to Ft. Meade, National Security Agency, NASA, Agriculture Research, N.B.A., Friendship Airport

Elementary School In Development

From \$18,950—\$875 Down

DIRECTIONS: South on Route 1 to Laurel, left on Route 198 approximately 2 miles to Maryland City. Follow our signs to sample homes and office. Or South on Baltimore-Washington Parkway to Route 198, right 1 mile to Maryland City.

sales by



REALTY COMPANY

792-9086

Source: The Baltimore Sun,
Main Edition, October 30,
1966.

You'll Be A "House Proud" Home Owner at

Maryland City

Maryland City keeps pace with today's age by bringing you the complete home . . . that does away with the need for 'extras'.

Pictured below: **The DORCHESTER**

• 3 BEDROOMS • 2½ BATHS • SEPARATE DINING ROOM • WOOD-BURNING FIREPLACES • COVERED CONCRETE TERRACE • FULL BASEMENT

ALL MODELS CENTRALLY AIR CONDITIONED



Three other models also available with:

- 3 and 4 Bedrooms • 2½ Baths • Log burning Fireplaces
- Tremendous living rooms • Recreation Room in full basement • Separate Dining Rooms

ALL MODELS OPEN DAILY 10 TO 7 P.M.

FHA and Conventional Terms Available

We are close to Ft. Meade, National Security Agency, NASA, Agriculture Research, N.B.A., Friendship Airport

From \$18,175 + G.R.—\$735 dn.

(including all settlement costs)

DIRECTIONS: South on Route 1 to Laurel, left on Route 198 approximately 2 miles to Maryland City. Follow our signs to sample homes and office. Or South on Baltimore-Washington Parkway to Route 198, right 1 mile to Maryland City.

Maryland City Sales Offices—Phone 792-9086

HUGH T. PECK, INC. REALTORS

EXCLUSIVE AGENTS

Source: The Baltimore
Sun, Main Edition, June
19, 1966.

You'll Be A "House Proud" Home Owner at

Maryland City

Maryland City keeps pace with today's age by bringing you the complete home . . . that does away with the need for 'extras'.

Pictured below: **The SOMERSET** offering

• 3 Bedrooms • Separate Dining Room • Full Basement
• Finished Recreation Room • 1½ Baths • Electric Cooking

ALL MODELS CENTRALLY AIR CONDITIONED



Three other models also available with:

- 3 and 4 Bedrooms • 2½ Baths • Log burning Fireplaces
- Tremendous living rooms • Recreation Room in full basement • Separate Dining Rooms

ALL MODELS OPEN DAILY 10 TO 7 P.M.

FHA and Conventional Terms Available

We are close to Ft. Meade, National Security Agency, NASA, Agriculture Research, N.B.A., Friendship Airport

From \$18,175 + G.R.—\$735 dn.

(including all settlement costs)

DIRECTIONS: North on Route 1 to Laurel, right on Route 198 approximately 2 miles to Maryland City. Follow our signs to sample homes and office. Or North on Baltimore-Washington Parkway to Route 198, left 1 mile to Maryland City.

Maryland City Sales Offices—Phone 792-9086

HUGH T. PECK, INC. REALTORS

EXCLUSIVE AGENTS

Source: The Baltimore
Sun, Main Edition, June
5, 1966.

CLIENT	Federal Railroad Administration	TITLE	Maryland City, House Model Advertisements
PROJ	Baltimore-Washington SCMAGLEV Project		
SCALE	N/A		
SOURCE	The Baltimore Sun	PROJ NO	XXXXXXXX
		FIGURE	
			3-1

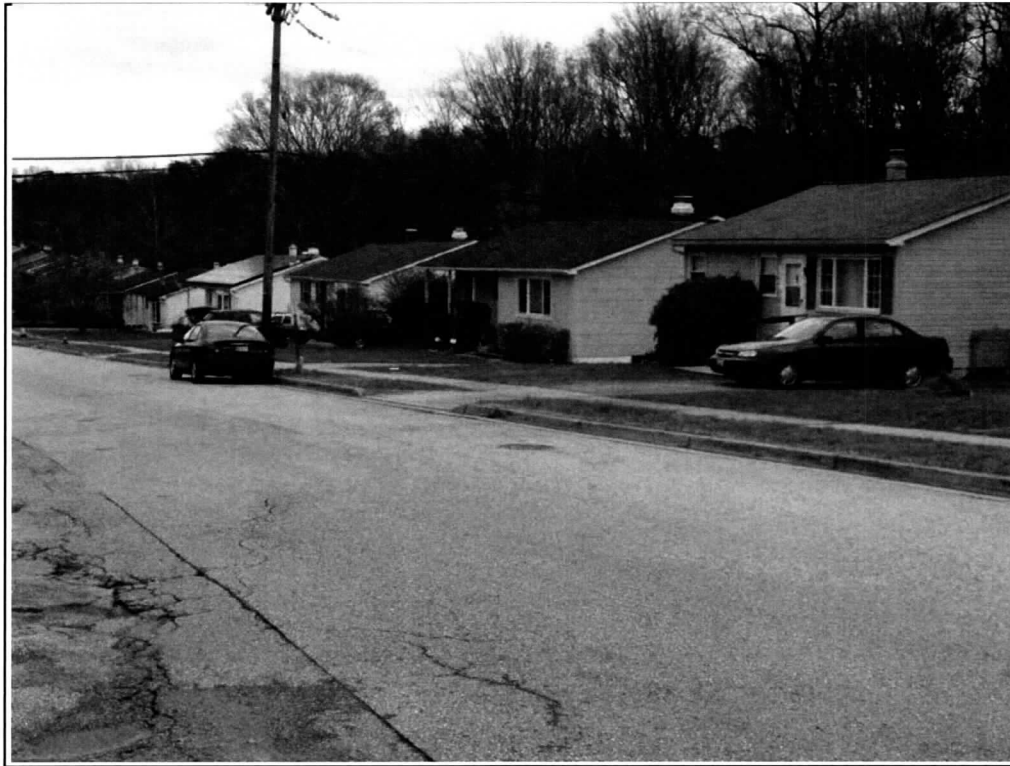


Photo 1. View east of ranch houses along Sudlersville South at intersection with Chaptico South.



Photo 2. View east of split-level houses on cul de sac at Crumpton South at Old Line Avenue.

CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMAGLEV Project
SCALE	N/A
SOURCE	Straughan Environmental, Inc.

TITLE

Maryland City Subdivision Photographs
Figure 4-1



Photo 3. View south towards entrance to Maryland City at MD 198 Laurel Bowie Road and Old Line Avenue.



Photo 4. View northwest along Crumpton South at Elkton Street.

CLIENT	Federal Railroad Administration		TITLE Maryland City Subdivision Photographs Figure 4-2
PROJ	Baltimore-Washington SCMagLEV Project		
SCALE	N/A		
SOURCE	Straughan Environmental, Inc.		

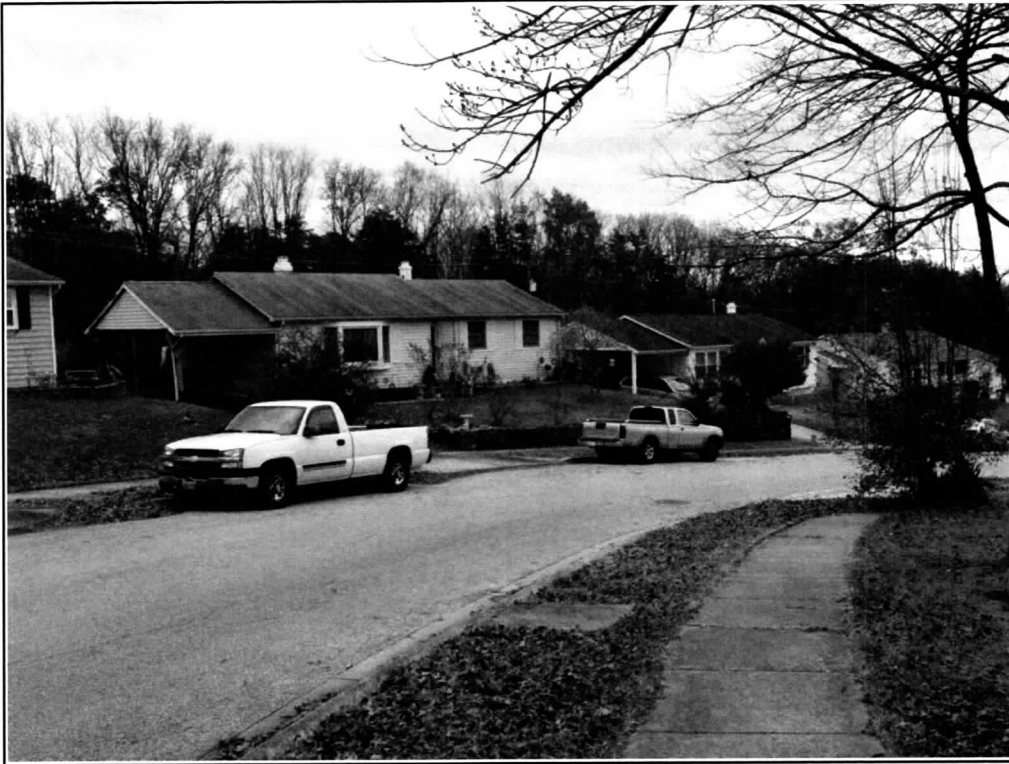


Photo 5. View southwest along Sudlersville South at Valley Lee South.

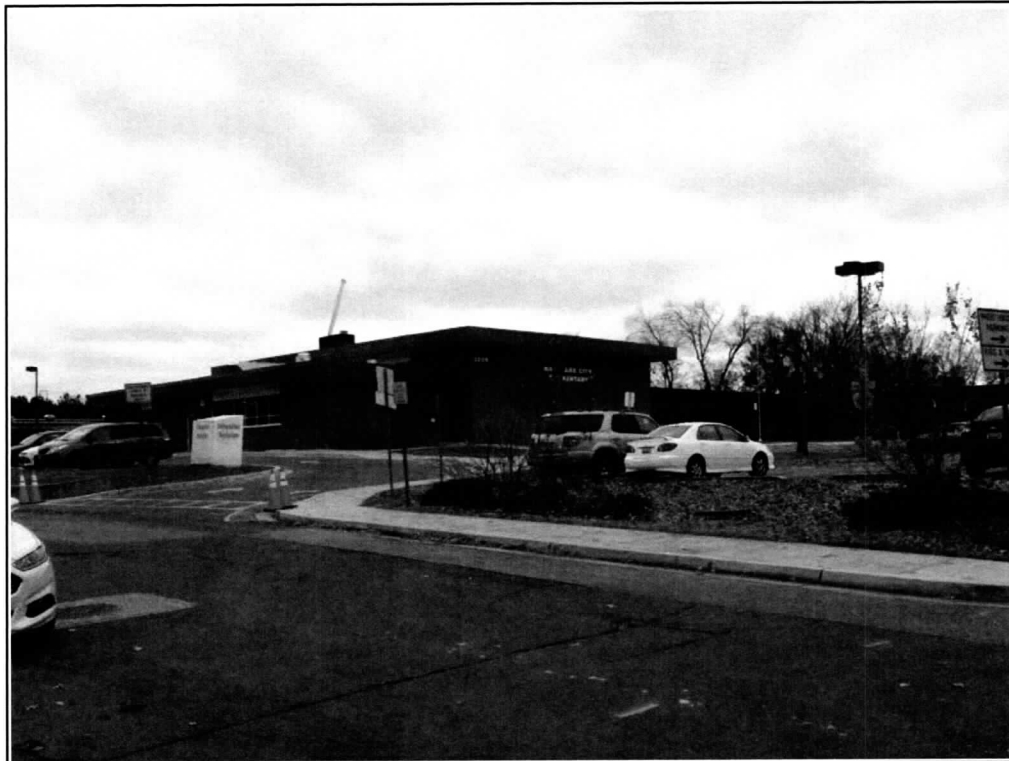


Photo 6. View southeast towards Maryland City Elementary School on Crumpton South.

CLIENT	Federal Railroad Administration
PROJ	Baltimore-Washington SCMAGLEV Project
SCALE	N/A
SOURCE	Straughan Environmental, Inc.

TITLE

Maryland City Subdivision Photographs
Figure 4-3

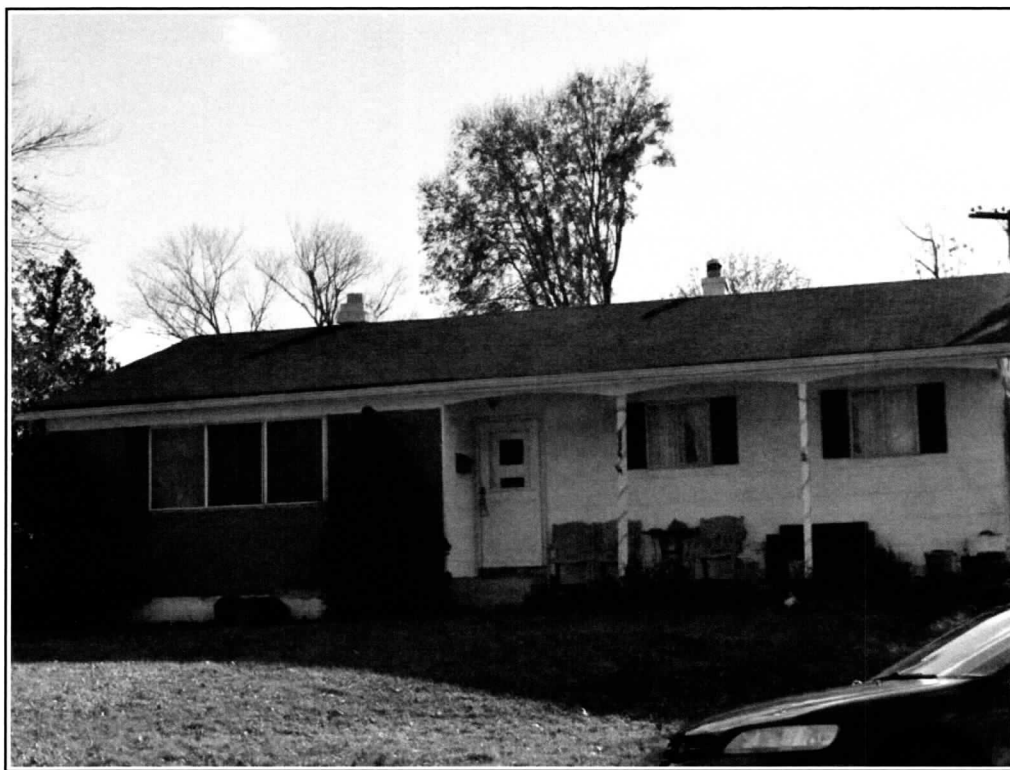


Photo 7. Talbot model Ranch House at 3397 Horsehead South in Section 2.

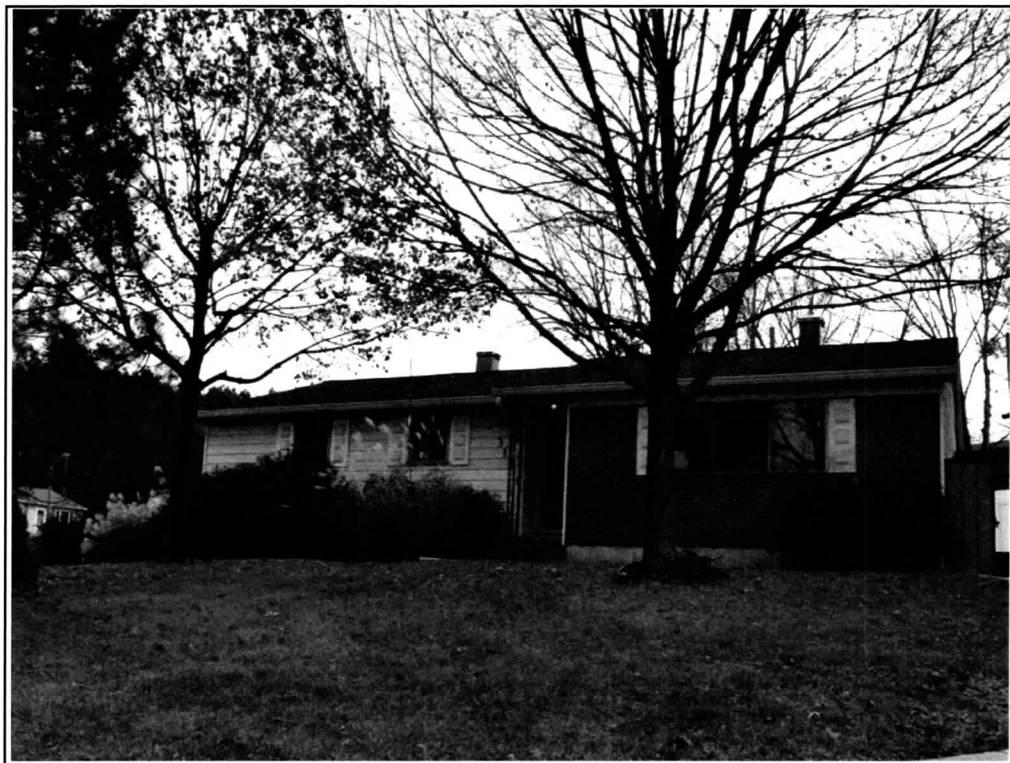


Photo 8. Dorchester model Ranch House at 319 Vale Summit South in Section 8.

CLIENT	Federal Railroad Administration		TITLE Maryland City Subdivision Photographs Figure 4-4
PROJ	Baltimore-Washington SCMAGLEV Project		
SCALE	N/A		
SOURCE	Straughan Environmental, Inc.		



Photo 9. Somerset model Ranch House at 3389 Crumpton South in Section 2.

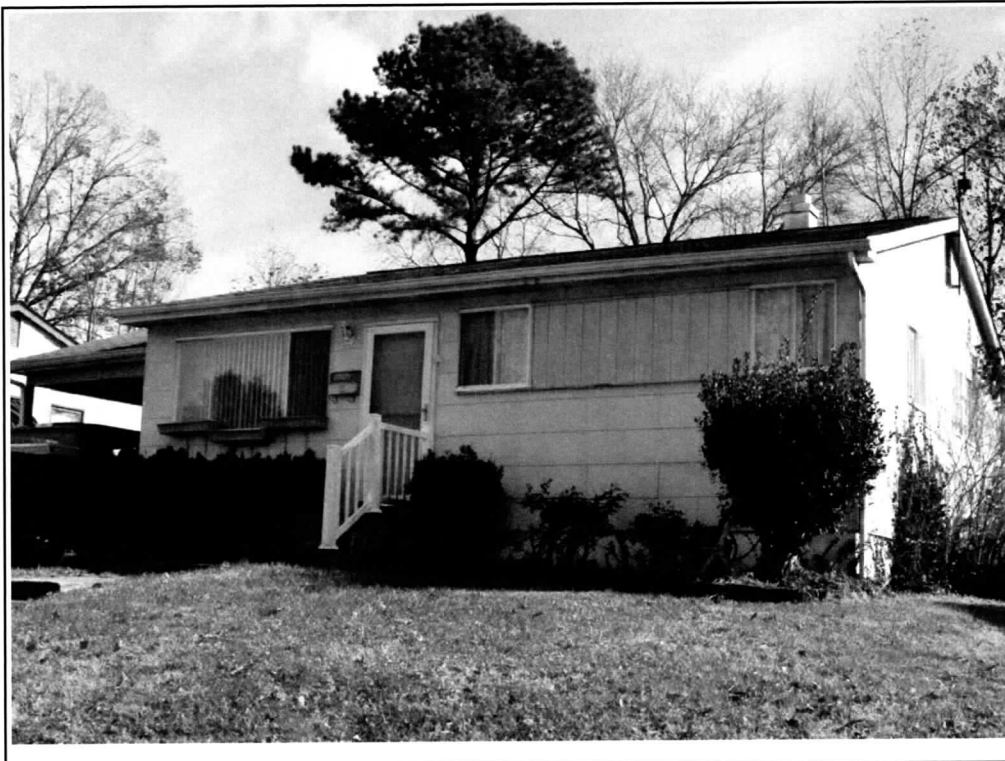


Photo 10. Kent model Ranch House at 253 Federalssburg South in Section 3.

CLIENT	Federal Railroad Administration		TITLE Maryland City Subdivision Photographs Figure 4-5
PROJ	Baltimore-Washington SCAGLEV Project		
SCALE	N/A		
SOURCE	Straughan Environmental ,Inc.		

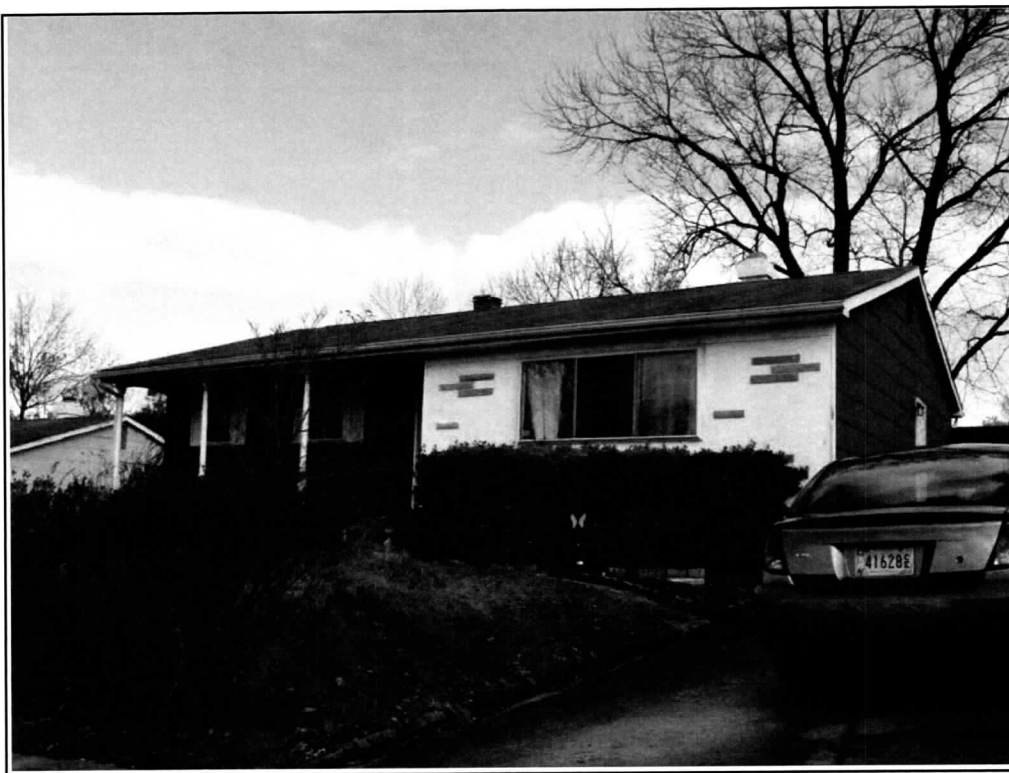


Photo 11. Talbot model Ranch House at 3366 Crumpton South in Section 11 with stucco and brick detailing.



Photo 12. Somerset model ranch house at 255 Federalsburg South. Typical alteration of exterior with vinyl siding and replacement windows and removal of original features.

CLIENT	Federal Railroad Administration	TITLE	Maryland City Subdivision Photographs Figure 4-6
PROJ	Baltimore-Washington SCMagLEV Project		
SCALE	N/A		
SOURCE	Straughan Environmental, Inc.		



Photo 13. Kent model ranch house at 336 Park Hall South. Typical exterior alteration - addition of wooden ramp and carport.

CLIENT	Federal Railroad Administration		TITLE Maryland City Subdivision Photographs Figure 4-7
PROJ	Baltimore-Washington SCMagLEV Project		
SCALE	N/A		
SOURCE	Straughan Environmental, Inc.		

**Federal Railroad Administration
Baltimore-Washington SCMagLEV Project
Maryland City
Laurel, MD
Photographer: Sarah Michailof, Architectural Historian
November 19, 2019; November 27, 2018; November 28, 2018; December 4, 2018
MD SHPO**

Archival and Digital Black and White Photographs for the Maryland Historical Trust.

1. AA-2542_2018-12-04_01.tif, Maryland City, View East of Ranch Houses along Sudlersville South at Intersection with Chaptico South
2. AA-2542_2018-12-04_02.tif, Maryland City, View East of Split-level houses on Cul-de-sac at Crumpton South at Old Line Avenue
3. AA-2542_2018-12-04_03.tif, Maryland City, View South towards Entrance to Maryland City at MD 198 Laurel Bowie Road and Old Line Avenue
4. AA-2542_2018-12-04_04.tif, Maryland City, View Northwest along Crumpton South at Elkton Street
5. AA-2542_2018-12-04_05.tif, Maryland City, View Southwest along Sudlersville South at Valley Lee South
6. AA-2542_2018-12-04_06.tif, Maryland City, View Southeast towards Maryland City Elementary School on Crumpton South
7. AA-2542_2018-11-27_07.tif, Maryland City, Talbot Model Ranch House at 3397 Horsehead South in Section 2
8. AA-2542_2018-12-04_08.tif, Maryland City, Dorchester Model Ranch House at 319 Vale Summit South in Section 8
9. AA-2542_2018-11-27_09.tif, Maryland City, Somerset Model Ranch House at 3389 Crumpton South in Section 2
10. AA-2542_2018-11-28_10.tif, Maryland City, Kent Model Ranch House at 253 Federalsburg South in Section 3
11. AA-2542_2018-11-27_11.tif, Maryland City, Talbot Model Ranch House at 3366 Crumpton South in Section 11 with Stucco and Brick Detailing
12. AA-2542_2018-11-28_12.tif, Maryland City, Somerset Model Ranch House at 255 Federalsburg South. Typical Alteration of Exterior with Vinyl Siding and Replacement Windows and Removal of Original Features
13. AA-2542_2018-11-19_13.tif, Maryland City, Kent Model Ranch House at 336 Park Hall South. Typical Exterior Alteration – Addition of Wooden Ramp and Carport



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Dec. 4, 2018

View east of ranch houses along Sudlersville South at
intersection with Chaptico South



AA-2542 Maryland City

Laurel, MD

Sarah Michailof Dec. 4, 2018

View east of split-level houses on cul de sac at Crumpton
South at old Line Avenue



AA-2542 Maryland City

Laurel, MD

Sarah Michailoff, Dec. 4, 2018

view south toward entrance to Maryland City at
MD 198 Laurel Bowie Road and Old Line Avenue



AA-2542 Maryland City

Laurel, MD

Sarah Michailoff, Dec. 4, 2018

View northwest along Crumpton South at Elkton Street



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Dec. 4, 2018

View southwest along Sudlersville South at Valley Lee South



AA-2542 Maryland City

Laurd, MD

Sarah Michailof, Dec 9, 2018

View southeast toward Maryland City Elementary
School on Crumpton South



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Nov 27, 2018

Talbot model ranch house at 3397 Horsehead South in
Section 2



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Dec. 4, 2018

Dorchester model ranch house at 319 Vale Summit
South in Section 8



AA-2542 Maryland City

Laurel, MD

Sarah Michaeloff, Nov 27, 2018

Somerset model ranch house at 3389 Crompton South
in section 2



AN-2542 Maryland City

Laurel, MD

Sarah Michailof, Nov. 28, 2018

Kent model ranch house at 253 Federalsburg South in
section 3



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Nov. 27, 2018

Talbot model ranch house at 3344 Crumpton South in
Section II with stucco and brick detailing



AA-2542 Maryland City

Lauriel, MD

Sarah Michaulof, Nov. 28, 2018

Somerset model ranch house at 255 Federalsburg South.

Typical alteration of exterior with vinyl siding and replacement windows and removal of original features



AA-2542 Maryland City

Laurel, MD

Sarah Michailof, Nov. 19, 2018

Kent model ranch house at 336 Park Hall South. Typical exterior alteration - addition of wooden ramp and carport