CH-929

2635 Mattawoman Beantown Road

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.

All material is property of the Maryland Historical Trust.

Last Updated: 10-11-2011

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number: ~~CH-0070~~ CH-929

Address: 2635 Mattawoman Beantown Road, Charles County - in the vicinity of Waldorf

Owner: Law, Larnie L and Helen M

Tax Parcel Number: 643 Tax Map Number: 8

Project MD 301 Agency State Highway Administration (SHA)

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

Eligibility recommended __ Eligibility **not** recommended X

Criteria __A __B __C __D Considerations: __A __B __C __D __E __F __G X None

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

Is district listed?: X no __ yes

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

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

2635 Mattawoman Beantown Road is a one-and-one-half-story, wood frame dwelling. The house has a side gable roof with a shed roof extension that forms the porch on the façade (east). The porch is enclosed with plastic sheeting and screens. The porch is entered by a single-leaf door on the north side. The north elevation acts as the principle means of access for the residents. The off-center, side entrance on this elevation is marked by a one-bay, shed roof porch supported by simple wood posts. The house is clad with horizontal siding. An interior, brick rises above the roof.

The development and increase of housing within Charles County was enhanced by the increasing dependence on the automobile and the end of World War II. Crain Highway, now known as U.S. 301, was transformed from a local road into a bypass for traffic traveling between Florida and New York with the introduction of the Harry W. Nice Bridge in 1940. Charles County was relatively isolated from large-scale residential and commercial development within the MD 301 corridor until the 1960s. It was at that point that Crain Highway was designated US Route 301.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended __ **Eligibility not recommended** X

Criteria: __A __B X __C __D **Consideration** __A __B __C __D __E __F __G __None

_____

_____

_____ 10/20/95

Reviewer, Office of Preservation Services **Date**

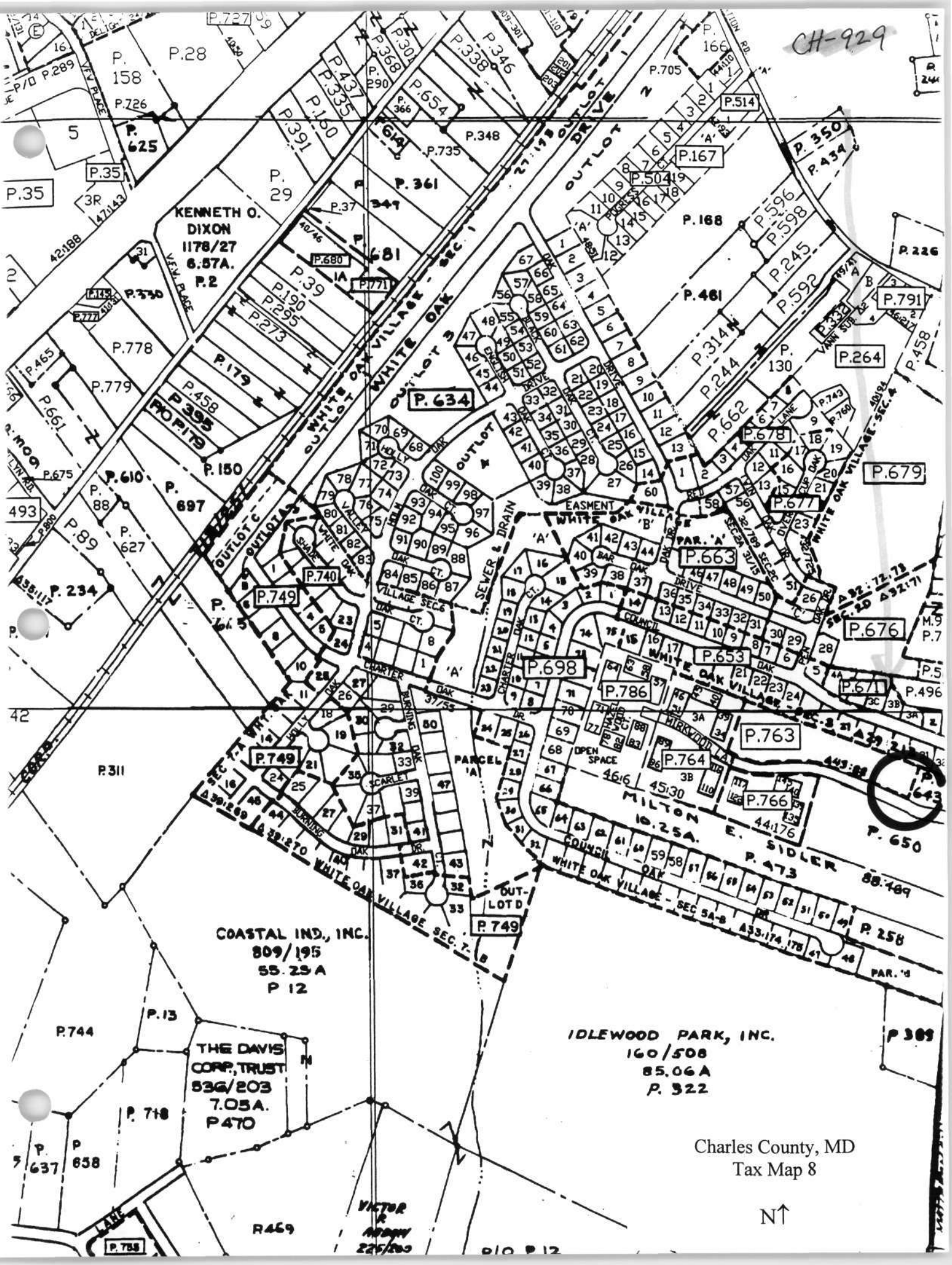
_____ _____

Reviewer, NR Program **Date**

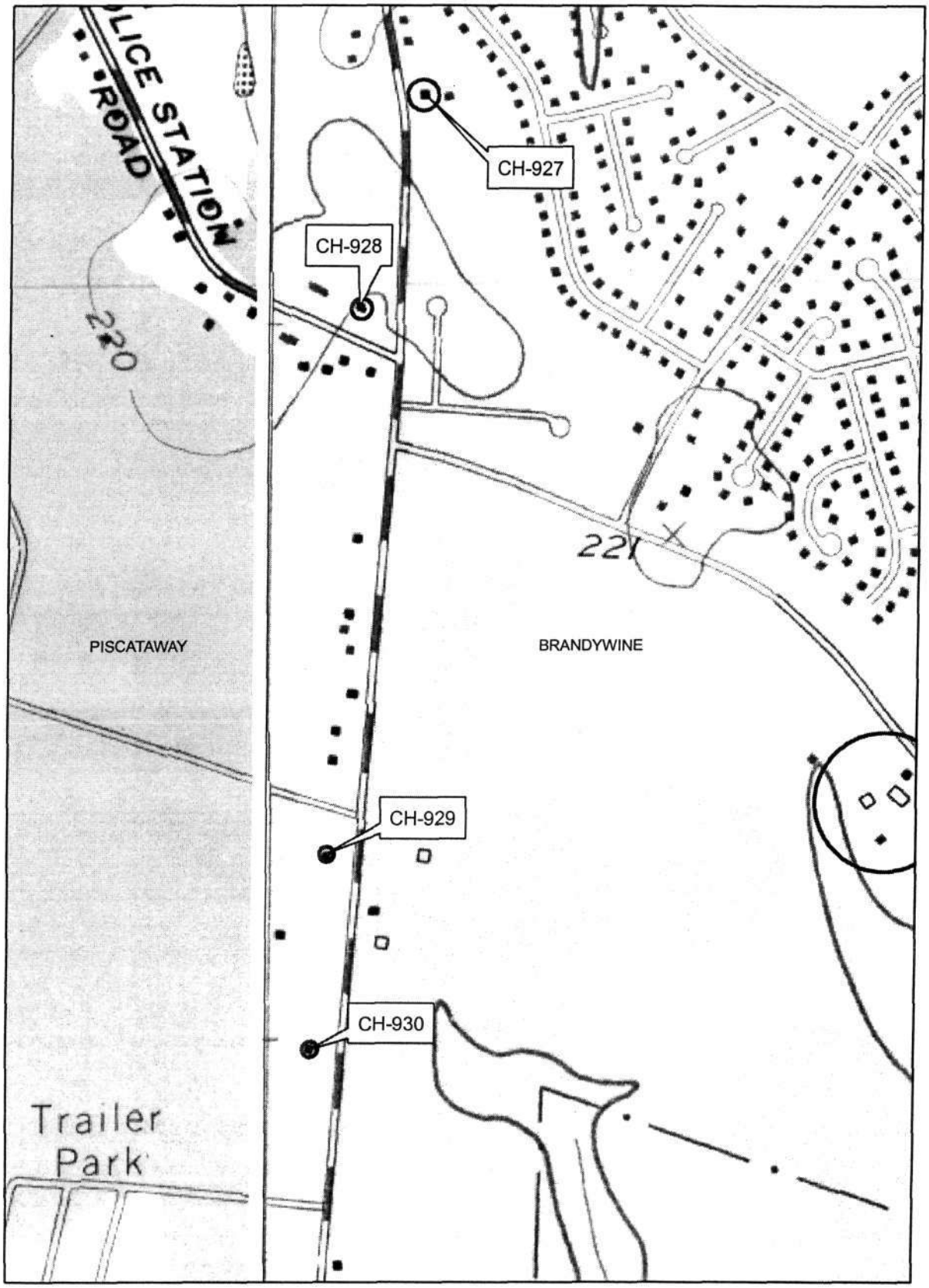
The population of Charles County in the middle of the 20th century numbered less than 25,000 people and the economy was based upon agricultural production, especially tobacco. Charles County was one the of the largest producers of tobacco in the State of Maryland. With its economy geared toward agricultural, Charles County was primarily rural and the housing introduced after World War II was on a small scale in comparison to other areas in the country.

Modern development of Northern Charles County began in the early 1970s as the suburbs of Montgomery and Prince George's Counties became costly and congested. This influx of residents has continued over the last few decades as modern road networks have provided commuters easy access to Washington, D.C., Annapolis, Baltimore, and other cities. By 1980, the population of Charles County increased to 72,000, tripling the number of people living in the area before 1950. Although Northern Charles County, along U.S. 301, had been significantly developed before the 1990s, the majority of Southern Charles County had remained rural and agricultural. Within the last five years, Southern Charles County has experienced significant change in the form of residential housing developments.

Built circa 1940, this vernacular dwelling is not eligible for the National Register. While this house is typical of the modest residential development in Charles County during the last half of the 20th century, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.


CH-929
KENNETH O. DIXON 1178/27 6.57A. P.2
WHITE OAK VILLAGE - SEC. 1
OUTLOT 3
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
SEWER & DRAIN EASEMENT
PARCEL 'A'
COASTAL IND., INC. 809/195 55.29A P 12
THE DAVIS CORP., TRUST 536/203 7.05A. P470
IDLEWOOD PARK, INC. 160/508 85.06A P. 322
MILTON E. SIDLER P. 473 10.25A.
Charles County, MD
Tax Map 8
N↑

CH-929
Brandywine
Quad





~~[illegible]~~ CH-929
2635 Mattawoman Beantown Road
Charles County, MD
Traceries
June 1999
MD SHPO
View looking southwest
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