Appendix B

Documented Historic Communities

This appendix includes summary descriptions and maps of 57 historic communities throughout Prince George’s County. Thirty-two of these community descriptions were included in the 1992 Historic Sites and Districts Plan. An additional 25 communities, subsequently identified, are included here. Two additional communities, although surveyed as part of the same effort, are not included here. As locally designated historic districts, the Broad Creek Historic District and the Old Town College Park Historic District are the subject of a separate chapter in the plan. The county’s seven National Register Historic Districts, Mount Rainier, North Brentwood, Hyattsville, Riverdale Park, West Riverdale, University Park, and Calvert Hills, and the Greenbelt National Historic Landmark District are included in the detailed descriptions below and are indicated with the symbol NRHD or NHL.

The number of these communities in this appendix, 57, reflects the assignment of an individual Maryland Inventory of Historic Properties number for a distinguishable community, but not the double-counting of that community if it happens to be located within more than one of the county’s planning areas. For example, Riverdale Park (68-004) and West Riverdale (68-093) are counted individually even though they are within the same municipality, but the Clagett Agricultural Area (78-000, 79-000 & 82-000) is counted as a single community even though it includes properties in three planning areas. All 57 communities have been the subject of “windshield” surveys. The purpose of such surveys is to identify the general characteristics of each area including topography, street patterns, historic architecture, the types of buildings and uses, and the boundaries of the surveyed area. The complete windshield survey forms, which include additional analysis, maps and representative photographs are available for review at M-NCPPC/Prince George’s County Planning Department’s Historic Preservation Section or on the M-NCPPC/Prince George’s County Planning Department website, www.pgplanning.org/About-Planning/Our_Divisions/Countywide_Planning/Historic_Preservation.htm.
Rossville (62-023)

Rossville is significant as an example of a small, late nineteenth-century African-American rural settlement. Rossville was named for Augustus Ross, one of the first landowners along Old Muirkirk Road. Rossville was formed by a group of freed African-Americans who in 1868 established Queen’s Chapel, a Methodist congregation near Beltsville. Land for the church was purchased for five dollars from the Minnix family. The site was originally used as a burial ground for local African-Americans and a church was later built on the site. The chapel, a log structure, was also used as a schoolhouse for neighboring children. In 1886 individual members of the congregation and other African-Americans purchased 12 lots along the north side of Old Muirkirk Road. By 1889 structures were erected on 11 of the lots. In the late 1890s, Queen’s Chapel was destroyed by fire, and a wood-frame building replaced the log structure. The congregation outgrew the second building and constructed a larger brick church that was completed in 1956. For more than 100 years, Queen’s Chapel has served as a central gathering point for this small African-American community.

Residents of Rossville supported themselves by working at the nearby Muirkirk Iron Furnace and by farming. The largest lot on Old Muirkirk Road was purchased by the Rebecca Lodge #6 of the Benevolent Sons and Daughters of Abraham, a fraternal organization whose purpose was to support its members in times of illness or emergency. On this lot they constructed a lodge now known as Abraham Hall (Historic Site/NR 62-023-07). Over the years, Abraham Hall has been used as a meeting place, church, and schoolhouse.

The rural setting of Rossville remains largely intact, but subdivisions on the north and west of Rossville have begun to encroach on the landscape. The Muirkirk West Neighborhood Park, owned by M-NCPPC, is located south of Old Muirkirk Road; it protects the viewshed of the neighborhood and provides a natural boundary. Only a few late nineteenth-century buildings are extant; most have been replaced with twentieth-century construction. Most of the construction dates from the 1930s and 1940s. Architectural styles in Rossville reflect a range of popular styles from the 1890s to the 2000s and include Colonial Revival, Craftsman, Dutch Colonial Revival, and vernacular interpretations. Building forms include I-houses, bungalows, Cape Cods, and ranch houses. Many of the structures have been altered by rear and side additions. There are a variety of outbuildings in Rossville, including garages, sheds, and trailers.
Lakeland (66-000)

Lakeland was developed as a late nineteenth-century resort community in northwest Prince George’s County. The small neighborhood is located in the City of College Park directly east of the University of Maryland, College Park campus, north of Old Town College Park, and south of Berwyn. Lakeland is bounded by Baltimore Avenue (US 1) on the west and the CSX railroad tracks (formerly the Baltimore & Ohio Railroad tracks) on the east.

Edwin A. Newman, a real estate developer based in Washington D.C., platted the community in 1890. Newman designed the community as an exclusive resort area conveniently located near Lake Artemesia and the Baltimore and Ohio Railroad. Newman called the community Lakeland, “on account of the beautiful lake which is to form a delightful feature of its landscape. This lake will cover an area of seven acres, will be fifteen feet deep, and is to be named Lake Artemesia in honor of Mrs. [Clara Artemesia] Newman.” The lake was originally dug as a gravel extraction pit in the 1860s by the Baltimore and Ohio Railroad Company. Newman created a park around the lake, stocked the lake with fish, and provided residents with “pleasure boats.” By April 1891, more than 72 people purchased property in Lakeland and had made over $135,000 in improvements. Newman quickly improved the area by installing gas lights, curbs, gutters, wooden sidewalks, and dirt streets.

At the turn of the twentieth century, African-Americans began to move into the community, although typically along its outer edges. Many new residents were seeking employment at the nearby university. In 1901, John Calvary Johnson became the first black resident to purchase land in the central part of the community. In 1903, the Embry A.M.E. Church was established. The following year, a one-room schoolhouse for African-American children was constructed. A new elementary school was constructed in 1926. The school was funded by the Prince George’s County Board of Education and the Julius Rosenwald Fund.

Despite Lakeland’s overwhelming resistance to incorporation, Berwyn, Calvert Hills, Old Town College Park, Lakeland, Hollywood, Daniels Park, Oak Springs, and Sunnyside were incorporated as part of the City of College Park in 1945. Lakeland remained a small community in the 1950s and 1960s and saw little new development. Due to repeated flooding, in 1969 an urban renewal project was begun. The plan included building earthenwork dikes along Indian Creek, Paint Branch Creek, and Lake Artemesia to prohibit future flooding and demolishing existing houses that were in the floodplain. The issue divided the small community. Many feared the redevelopment would result in the displacement of families who had lived in Lakeland for years. Over a 15-year period, the $5.7 million dollar project resulted in the demolition of 87 houses and resulted in the construction of 40 units of low-income housing, 86 townhouses, 7 single-family houses, and 2 mid-rise apartment buildings, one for senior citizens, and the other for students and faculty at the University of Maryland.

Lakeland is improved by buildings that date from circa 1900 to the present. The majority of buildings date from the 1940s through the 1970s. Although few in number, the earliest houses in the neighborhood date from the first decade of the twentieth century and are typically two-story, front-gabled, wood-frame dwellings. The majority of these houses have a one-story, full-width, or wraparound porch. Because of the urban renewal in Lakeland from the 1960s to the 1980s, there are several mid-rise apartment buildings constructed along Navahoe Street. There is also a large townhouse development located on Lakeland Road. The community is predominantly residential; however buildings in Lakeland also have religious and educational uses. Nonhistoric commercial development is located on the west side of the community along Baltimore Avenue. Public buildings in Lakeland include Paint Branch Elementary School, College Park Community Center, and the College Park Volunteer Fire Department. Land east of the railroad tracks has been purchased by M-NCPPC and the Washington Metropolitan Area Transit Authority and is used as parkland. Paint Branch Park is located adjacent to Paint Branch Elementary School.
Daniels Park (66-027)

Legend

 Daniels Park Survey
 Historic Resource
 Historic Site

Legend

Daniels Park Survey
Historic Resource
Historic Site

0 1.5 3 6 9 Miles

Preliminary Historic Sites and Districts Plan

Appendix B•Documented Historic Communities
Daniels Park (66-027)

Daniels Park was developed as an early twentieth-century streetcar suburb located in northwestern Prince George's County within the City of College Park. The community is located only a few miles from the boundary of Washington, D.C., north of Branchville and south of Hollywood and the Capital Beltway.

In 1905, Edward Daniels, a real estate salesman from Berwyn, began purchasing property in the Branchville area to establish his own rural retreat. That year Daniels purchased 35 acres of land, part of a tract called “Vernon.” He subsequently platted the subdivision of Daniels Park, located on the east side of Baltimore Avenue (US 1). Daniels first advertised Daniels Park as 1, 2, 3, and 4-acre lots on the “car line.” He noted that Daniels Park was “just the place for poultry-raising.” In later advertisements, Daniels offered 50 by 200-foot lots in Daniels Park for only $100 per lot.

In a letter to the editor of The Washington Post in April 1905, Daniels wrote that more people should consider rural living: “there is a most attractive field for persons of moderate means who have a taste for country life. I am not thinking of the poor and unemployed, but of the large class of clerks and businessmen who are confined to the city during the day most of the year.” Daniels went on to propose a utopian community outside of the city where residents could “maintain a cooperative dairy, laundry, orchards, vineyards, truck gardens, and schools.” He proposed public transportation to run residents to the train and streetcar stations. Daniels suggested that a resident in the country would have “a chance to lead the simple life with every element of social opportunity and pleasure added. In contrast with the ragged, half-built towns along the steam and streetcar cars [sic] that now scar the face of the country, we might have groups of charming and orderly rural homes surrounded by orchards, gardens, and parks worthy of an enlightened and civilized people. Such a settlement could be made the paradise of childhood and the happy retreat of old age.”

In 1906, Daniels continued to add to his holdings, purchasing an additional 49 acres of land that he platted as the Addition to Daniels Park. The Addition to Daniels Park was located directly adjacent to the eastern boundary of Daniels Park. To quickly sell these lots, Daniels organized several auctions where he provided many incentives to potential buyers, including “Free Lots, Free Music, Free Lunch, Free Ride Out.” Both Daniels Park and the Addition to Daniels Park were intended for middle-income professionals who could not afford to live within Washington, D.C., but still desired an affordable and convenient location.

In 1945, Daniels Park was incorporated as part of the City of College Park. After the incorporation, Daniels Park remained an active suburb and continued to be improved. The area along Baltimore Avenue (US 1) was redeveloped as a commercial strip, providing necessary amenities for residents of Daniels Park and the larger College Park community. Today Daniels Park remains a modest commuter suburb.

The community contains a wide variety of buildings constructed between circa 1906 and the present. The majority of buildings constructed in Daniels Park date from the 1940s to the 1980s. There are a number of popular twentieth-century architectural styles represented in Daniels Park including Craftsman, Colonial Revival, and illustrations from the Modern Movement. Common building forms present in Daniels Park include Foursquares, bungalows, Cape Cods, ranch houses, minimal traditional houses, and split-foyers. The residential buildings are modest and display minimal ornamentation, typical of their use for middle-class commuters. The majority of houses are small one- or one-and-a-half-story designs. The topography of the neighborhood is relatively flat and is scattered with mature trees. Lots in the 1905 Daniels Park subdivision are much larger and less regularly shaped than those in the 1906 Addition to Daniels Park. Streets in both subdivisions adhere to a rectilinear grid. Buildings in Daniels Park are predominately residential, although nonhistoric commercial buildings are located along Baltimore Avenue.
University Park
(66-029)

Legend

University Park Survey
National Register District
Historic Site

Legend

University Park Survey
National Register District
Historic Site
University Park (66-029) NRHD

University Park, an incorporated municipality, is an early twentieth-century automobile suburb within the US 1 corridor in northwestern Prince George’s County. Beginning in the 1880s, a rapid process of suburbanization began, made possible by a nearby railroad line and the extension of streetcar lines from Washington, D.C. The neighborhood, which developed from 1920 to 1945, is exclusively residential. Unlike its older neighbors College Park and Riverdale Park, from the onset, University Park was designed to accommodate the automobile.

In April 1920, Harry W. Shepherd and Claude Gilbert platted College Heights, a hilly, 30-acre parcel of land, west of Baltimore Avenue near the present Old Town College Park and the University of Maryland. In 1923, the University Park Company platted a 30-acre subdivision known as Section 1 at the intersection of Baltimore Avenue and Colesville Road. The University Park Company continued to plat subdivisions throughout the 1920s and 1930s, gradually expanding the neighborhood of University Park. The University Park Company sold individual lots with deed restrictions and covenants as well as constructing houses of varying styles for sale. In 1936, the company began to sell parcels to individuals or other companies who carried out their own developments. University Park was platted and developed largely by individual homeowners whose buildings conformed to a set of covenants established by the developer.

A notable feature of the community is the property’s original farmhouse (Bloomfield [Deakins House], Historic Site 66-029-05) and the nearby Deakins family cemetery. Bloomfield, the oldest house in University Park, was constructed circa 1830 as a two-and-one-half-story vernacular farmhouse. The dwelling was rebuilt and reoriented in 1923; it now presents as a Neo-Classical suburban dwelling. The associated Deakins family cemetery, containing approximately 20 burials, is located approximately one block northwest of the house on a separate parcel.

The primary building type is the detached single-family dwelling with a freestanding garage. The neighborhood is characterized by streets of evenly spaced houses shaded by mature trees. Common building forms include American Foursquare, Bungalow, Cape Cod, and two-story, side-gabled Colonial Revivals. The area contains a cross-section of popular early twentieth-century domestic architectural styles including Colonial Revival, Tudor Revival, Dutch Colonial Revival, and Craftsman influenced designs. These houses are vernacular expressions of the prevailing architectural themes of the period. There are no visible changes since the designation of University Park as a National Register Historic District in June 1996. The boundaries of the district have not been compromised, and both the district as a whole and the boundaries retain their integrity.
University of Maryland, College Park (66-035)

The University of Maryland, College Park (UMCP) began as the Maryland Agricultural College, established in 1856 by Charles Benedict Calvert and 18 other wealthy planters. The new institution was created to modernize agricultural practices and enable local farmers to increase productivity. To provide a site for the college, Calvert sold 428 acres of his Riversdale Plantation known as Rossborough Farm to the investors of the college.

In 1858, the cornerstones were laid to the Barracks, which served as the first main building on campus. On October 6, 1859, the campus was dedicated and the first classes were held for the 34 students enrolled at the college. In 1862 the first students were graduated. The school struggled during the Civil War, and declining enrollment resulted in the college going bankrupt. From 1864 to 1866, the campus functioned as a preparatory school for boys. In 1866, the Maryland state legislature purchased half of Maryland Agricultural College, resulting in the college's transition from a private to a public institution. Between 1887 and 1892, the school budget increased approximately 500 percent. The increased budget allowed for the construction of more buildings, an expanded faculty, and a larger student body.

In November 1912, a major fire destroyed the administration and barracks buildings, which served as the main buildings on campus. The buildings were rebuilt and the institution was renamed the Maryland State College of Agriculture. By 1916, women were admitted into the school and a liberal arts program was developed. A fraternity and sorority system was created and the barracks were soon replaced by dormitories. That same year, the school changed its name to Maryland State College. In 1920, the school was again renamed when the state legislature consolidated the College Park campus with the professional schools in Baltimore to create the University of Maryland.

The second quarter of the twentieth century marked significant change at the university. Enrollment began to rapidly increase, growing from 2,000 students in 1935 to nearly 5,000 students by 1945. To accommodate this growth, several residence halls and classroom buildings were constructed. The university continued to progress and the first African-American undergraduate and graduate students were admitted in 1951. The University of Maryland has continued to grow and expand academic programming. Currently there are more than 350 buildings on the University of Maryland’s College Park campus.

The 650-acre campus stretches from Adelphi Road on the west to Paint Branch Drive on the north, Knox Road on the south, across Baltimore Avenue (US 1) to roughly Rhode Island Avenue on the east. The historic core of the campus wraps around a large mall. Smaller plazas, courtyards, and walkways create a park-like landscape. The campus contains a variety of buildings constructed between 1803 and the present. Only three extant buildings date from the nineteenth century, Rossborough Inn (1803), Morrill Hall (1898), and Taliaferro Hall (circa 1894-1896). The majority of buildings were constructed from 1840 to 1960. There are a number of popular twentieth-century styles represented on campus including Georgian Revival, Neoclassical, Colonial Revival, and styles from the Modern Movement. Buildings on campus are typically symmetrical, constructed of brick, and are several stories high; however, the massing and scale of the buildings emphasize the horizontal rather than the vertical. Main entries are commonly emphasized with multistory projecting porticoes and elaborate ornamentation. Most roofs are side-gabled or hipped and are covered with asphalt shingles. Common building forms include a variety of plans such as rectangular-shaped, L-shaped, U-shaped, H-shaped, T-shaped, and square plans with open courtyards. Buildings on campus accommodate academic, administrative, recreational, residential, social, and utilitarian functions. In keeping with the growth at the university, many buildings have been altered by the construction of additions, which typically appear on the sides and rear of buildings. The park-like setting of the campus is sited on gently rolling hills, and many buildings have been constructed to take advantage of the natural topography.
Calvert Hills (66-037)

Legend
- Calvert Hills Survey
- National Register District
- Historic Resource
- Historic Site
Calvert Hills (66-037) NRHD

Calvert Hills, a cohesive neighborhood in northwestern Prince George’s County, is an excellent illustration of the residential development on the outskirts of Washington, D.C., in the early twentieth century. The once rural property, historically part of the Calvert family’s Rossborough Farm and Riversdale Plantation, was subdivided in response to the expanding suburban population, the development of the nearby Maryland Agricultural College (now the University of Maryland at College Park), and the College Park Airport. The middle- and upper-middle class suburban community, which is framed by major transportation corridors, developed further with the advent of the streetcar and the automobile. The neighborhood was conceived as additions to the growing subdivision of College Park, which was located to the immediate north of Calvert Hills. The first of the 11 additions, “Fanny A. Calvert’s Addition to College Park,” was undertaken by the Calvert family in response to many speculative development opportunities. In 1945, the many additions to College Park were joined as the neighborhood of Calvert Hills in recognition of the prominent Calvert family and incorporated as part of the Town of College Park.

Calvert Hills is defined by a variety of architectural styles and building types ranging from high-style designs to vernacular interpretations of these elaborate styles. Primarily, the domestic buildings in Calvert Hills were constructed from the 1890s to infill housing of the late 1990s. Building forms vary from large two-and-a-half-story brick and wood-frame dwellings to smaller bungalow and Cape Cods. Architectural styles employed in Calvert Hills were often diluted, modest examples of Queen Anne, Colonial Revival, Craftsman, and Tudor Revival styles. Also included in Calvert Hills is an example of the stylistically and technologically unique Lustron house at 4811 Harvard Road, which was constructed between 1946–1950. The community is primarily made up of single-family dwellings, but also includes apartment buildings, a school, and post office. Many of the properties include freestanding or attached garages and sheds. The buildings, particularly the single-family dwellings, are buffered from the tree-lined public streets by sidewalks and grassy medians. Many of the blocks are divided by alleys that provide access to garages and reduced on-street parking.

Currently there are no identified historic resources in Calvert Hills. Public buildings in Calvert Hills include the 1938 Calvert Hill Elementary School (4601 Calvert Road) and the 1970 United States Post Office (4815 Calvert Road), which is located on the site of the original post office for College Park. A one-story volunteer firehouse at 4813 Calvert Road, opened on August 1926 to serve the growing community of Calvert Hills and Old Town College Park. Even with two subsequent alterations, the building proved too small for the activities of the fire department, and was rehabilitated in 2005 to serve as a single-family dwelling. Despite the commercial growth of neighboring Old Town College Park and Riverdale Park, Calvert Hills remains a purely residential neighborhood composed primarily of single-family and multiple-family dwellings that face tree-lined streets.

No discernable changes have been identified since the listing of Calvert Hills as a National Register Historic District in December 2002. The boundaries of the district have remained intact; both the district as a whole and the boundaries have retained their integrity.
**Greenbelt (67-004) NHL**

Greenbelt is one of three New Deal-era planned communities in the United States, designed as a “green town” by the federal government. “Green towns” were a way to move low- and moderate-income families out of crowded urban areas and into smaller planned communities with more job opportunities, while still providing them with the convenience of a large urban area nearby.

The farmland of suburban Maryland was determined to be an ideal setting for the first green town. Designers took advantage of the crescent-shaped plateau in the design and construction of the community, using the curves of the landscapes as their guide. Commercial, recreational, public, and educational buildings form the nucleus of Greenbelt. Residential housing interspersed with parks, recreation areas, and religious buildings wrap around the commercial core. Between 1935–1937, the federal government constructed 574 group houses in 135 buildings, 306 multifamily residences in 12 buildings, five experimental pre-fabricated detached houses, and rehabilitated seven farmhouses. The rowhouse is the predominant building type in Greenbelt. By 1941, the government was in need of housing for its defense workers and constructed an additional 1,000 wood-frame dwellings. The defense housing was arranged in “superblocks” that face toward courts.

Greenbelt’s success and popularity was due to several different planning concepts, including moderately priced housing in a garden or park setting, cluster housing, superblocks with interior green space, an interior sidewalk system that separated pedestrian traffic from vehicular traffic, a central core of commercial, civic, recreational, athletic, and park facilities, and a surrounding belt of open space that created a pastoral setting and was intended to preclude future development.

The architecture of the community reflects its purpose and function. Minimally ornamented, most of the buildings reflect the popular styles of Art Deco, Moderne, and International style. Most buildings were constructed of concrete block with flat roofs, which were practical, inexpensive to build, inexpensive to maintain, and required little skill to construct, allowing for the employment of lesser skilled workers. The commercial buildings were designed in the Streamline Moderne style and are two-story concrete-block structures covered in brick veneer.

Historic maps depict the rural origins of the area that would become Greenbelt. Both the 1861 Martenet map and the 1878 Hopkins map show scattered farmsteads in the area. The maps illustrate the locations of the Turner and Walker farms. All that remains of these farms are family burial plots. These two cemeteries, along with another burial ground, are designated as historic resources and are owned by the City of Greenbelt.

There are few visible changes in the district since its designation as a National Register historic district in 1980. The buildings have remained remarkably free of alterations and additions, most likely due to the cooperative housing that exists in Greenbelt. Minimal alterations consist of cosmetic changes, including adding vinyl siding, window replacements, removal of paint from brick structures, and changing roofing materials. There has been very little infill within Greenbelt. Most of the infill dates from the 1960s and 1970s and consists primarily of community and religious buildings that are complementary in design and style to the original buildings constructed in the 1930s. Roosevelt Center, the commercial center of Greenbelt, was restored in the 1990s. As part of this restoration, the neon sign of the Greenbelt Theatre has been restored, complementing the Streamline Moderne design of the theatre. The National Historic Landmark (NHL) nomination notes that only one building, one of the defense houses, has been demolished. The district has remained a very cohesive and intact community since the NHL designation in February 1997.
Berwyn Heights (67-022)

Berwyn Heights was established as a late-nineteenth-century railroad and streetcar suburb approximately eight miles northeast of Washington, D.C. The community is roughly bounded by Greenbelt Road on the north, Edmonston Road on the east, the subdivision of College Park Estates on the south, and the railroad tracks of CSX (formerly the Baltimore & Ohio Railroad tracks) on the west.

In 1888, Edward Graves platted Charlton Heights, a large subdivision comprising roughly 380 acres to the east of the Washington Branch of the Baltimore and Ohio (B&O) Railroad tracks. Lots in the subdivision were long and narrow, approximately 50 feet wide and 100 feet deep. The Charlton Heights Improvement Company subsequently purchased the entire subdivision from Graves in September 1888. Initially, development in the community was slow, but by 1890, approximately 20 houses had been erected. Several of the earliest houses in the neighborhood were mail-order plan houses, typically ordered from R.W. Shoppell’s Cooperative Building Plan Association of New York City. In 1896 the subdivision was incorporated as the Town of Berwyn Heights. The neighboring subdivision of Central Heights, located just west of Berwyn Heights, was also incorporated in 1896 as Berwyn. The Berwyn name is believed to be taken from a Presbyterian chapel constructed in 1890 in Central Heights.

By the turn of the twentieth century, Berwyn Heights’ location along improving transportation routes, such as the new streetcar line, sparked additional growth. The community was one of many in this rapidly developing part of Prince George’s County to be serviced by the city and suburban railway, which reached the area in the 1890s. By 1910 the small town contained just over 150 residents in 38 houses. In 1915, these neighbors formed the Berwyn Heights Association in an effort to improve the streets, sidewalks, lighting, and the community in general. In 1921, the Potomac Electric Power Company reached its minimum requirement of 50 subscribers and extended electrical service to Berwyn Heights.

The town remained small and largely undeveloped until after World War II (1941-1945). Between 1924–1955, the number of houses in Berwyn Heights grew from 65 houses to 316 houses. In 1945, town residents resisted being incorporated into College Park. The southeastern portion of the community was largely undeveloped until the 1950s, when several developers resubdivided portions of Berwyn Heights. Greenbrier Knolls was platted in 1955. The subdivision, consisting of approximately ten acres, was one of the earliest post-war resubdivisions in Berwyn Heights. It was followed by the subdivisions of several lots and the larger College Knolls (1960). By 1970 Berwyn Heights was fully developed. Today the Town of Berwyn Heights has approximately 3,000 residents and 1,000 dwellings.

The town is primarily residential with limited nonhistoric commercial and industrial development located along Greenbelt Road, 55th Avenue, and Ballow Avenue. The community contains approximately 1,000 primary resources constructed between circa 1790 and the present, with the majority of buildings constructed between circa 1950 and circa 1965. The oldest house in the neighborhood is known as Sportland (67-005) at 5933 Natasha Drive.

Berwyn Heights contains a collection of popular late nineteenth- and early twentieth-century residential architectural styles including Queen Anne, Stick, Second Empire, Colonial Revival, Craftsman, Dutch Colonial Revival, and numerous illustrations from the Modern Movement. At least four of the earliest houses in the neighborhood are examples from R.W. Shoppell’s Cooperative Building Plan Association. It appears that there are also several mail-order kit houses from Sears, Roebuck and Company. The largest concentration of late nineteenth- and early twentieth-century houses in the neighborhood is located along Ruatan Street, between Berwyn Road and 60th Avenue. The streets are typically lined with mature trees, many of which were planted by the Berwyn Heights Association in the first quarter of the twentieth century. The older houses in the neighborhood typically have deeper setbacks than the mid-twentieth-century development.
Avondale (68-000)

Legend

Avondale Survey
Avondale (68-000)

Avondale is a mid-twentieth century automobile suburb located near Eastern Avenue. The community is bounded by Queen’s Chapel Road on the south, Russell Avenue on the east, Ingraham Street on the northeast, Chillum Road on the north, and LaSalle Road on the west.

The community consists of several subdivisions including Avondale Grove (1937-1946), Avondale Terrace (1945-1946), and North Avondale (1950). Taking advantage of a prime location near the District of Columbia and established communities such as Hyattsville and Brentwood, Section One of Avondale Grove was platted in 1937 by the D.C. Developing Company, Inc. Avondale Grove was advertised in The Washington Post as “Priced Within Your Means $6,950-$7,450-$7,550 and $7,750." The development was planned to include 200 houses and “one of the most complete parking and shopping centers in the neighborhood.” An article on the development noted that “All homes in this development will be the most modern in floor arrangement and equipment and nothing but the best materials and the most skilled craftsmanship will be employed in their construction.”

Avondale Terrace, located directly north of Avondale Grove, was platted in 1945 by Avondale Park, Inc. North Avondale, platted in 1950, is located north of Chillum Road and northwest of the larger Avondale community. North Avondale consists exclusively of two-story twin dwellings of brick construction that were designed by architect Harry Kessler and constructed by O’Hara Corporation.

The community contains a variety of modest buildings constructed between 1937 and 1950. There are a number of popular twentieth-century styles represented in Avondale including the Colonial Revival, Tudor Revival, Dutch Colonial Revival, and illustrations from the Modern Movement. Common building forms include Cape Cods, ranch houses, and minimal traditional houses. Houses are constructed almost exclusively of brick, although other materials appear as cladding, including weatherboard siding, vinyl siding, and stone veneer. Stone veneer appears frequently on the facades of the dwellings, typically covering the first story of the building, or used decoratively as quoining.

Almost all of the houses in Avondale Grove and Avondale Terrace feature one-car garages, typically attached to the dwelling. The garages reflect the importance of the automobile in this commuter suburb. The houses in the earlier subdivisions tend to be smaller and more modest in design, typically one-and-a-half stories in height. Dwellings in the northern portion of Avondale Grove and in Avondale Terrace tend to be slightly larger two-story houses, often with side and rear porches and additions. The curvilinear streets of Avondale were designed to take advantage of the hilly topography of the community. In North Avondale, the subdivision is constructed completely of two-story, Modern Movement twin dwellings of masonry construction with flat roofs. These buildings were all constructed in 1950.

Avondale is exclusively residential, although some nonresidential development surrounds the larger neighborhood. The Redemptoris Mater Seminary of Washington is located west of the community, Washington Gas and Light Company is located to the north, the Hyattsville Metrorail station is located to the northeast, and large apartment complexes are located southeast and northwest of the community. One commercial building, a bank, is located southwest of the neighborhood on Queen’s Chapel Road.
Riverdale Park & West Riverdale Park (68-004, 68-093)

Legend
- Riverdale Park Survey
- West Riverdale Survey
- National Register District
- Historic Resource
- Historic Site

Legend
- Riverdale Park Survey
- West Riverdale Survey
- National Register District
- Historic Resource
- Historic Site
Riverdale Park (68-004) NRHD and West Riverdale (68-093) NRHD

The subdivisions of Riverdale Park and West Riverdale developed in the late nineteenth century as streetcar suburbs. Both are included in the Town of Riverdale Park located approximately seven miles northeast of Washington, D.C. The town is bounded to the west by the heavily traveled US 1 and bisected by East West Highway.

The area was first developed in 1801 when a Belgian aristocrat, Henri Joseph Stier, purchased 800 acres situated between two tributaries of the Anacostia River known as the Paint and Northwest branches. Stier and his family moved to America several years earlier to escape the advance of the French Republican troops. He named his holdings Riversdale (Historic Site/NHL 68-04-005) and began constructing his residence that same year. The mansion was modeled after the Stier family’s Belgian home, Chateau du Mick, and was completed in 1807. In 1803 Stier and his wife Marie Louise returned to Belgium. Riversdale was given to their daughter, Rosalie, who had married George Calvert, the grandson of the fifth Lord Baltimore, in 1799.

In 1887, the heirs of Charles Benedict Calvert conveyed 474 acres of land to New York City businessmen John Fox and Alexander Lutz who planned on creating an upper-middle-class residential suburb for residents working in Washington, D.C., and Baltimore. The land was platted in 1889 and was named Riverdale Park. In an attempt to differentiate the historic plantation known as Riversdale from the subdivision, the “s” was dropped. The new roads were named in honor of U.S. Presidents and were arranged in a grid pattern that surrounded a central ellipse that served as the site of the commuter train station, the first of which was constructed in 1890. Laid out as a “villa park,” the community featured traffic circles and green space, using the mansion as a central amenity. The three original sections of the suburb utilized relatively uniform lot dimensions and building setbacks, thereby creating a cohesive development of middle- and upper-middle-class housing.

The construction of dwellings in Riverdale Park began in 1890. The buildings reflected popular trends of the time and were of wood-frame construction. Some structures were pyramidal-roof Foursquares, while others had front-gable or cross-gable roofs. Many houses from this period have projecting bays, corner towers, and wraparound porches. By the turn of the twentieth century, Riverdale Park comprised 60 dwellings, a Presbyterian church, a schoolhouse, and a railroad station. The new community straddled the Washington line of the Baltimore and Ohio Railroad, which provided residents an easy commute to Washington, D.C. Recognizing the financial potential of the new suburb, builders purchased groups of lots that were soon improved by high-style single-family dwellings. The success of Riverdale Park prompted the platting of West Riverdale in 1906. Growth was relatively slow until 1915 when local real estate developer Walter R. Wilson purchased 200 unimproved lots and quickly began construction of modest single-family dwellings to meet the demands of the increasingly suburban population in Prince George’s County. On June 14, 1920, the community was incorporated as the Town of Riverdale. Numerous annexations in the mid-twentieth century have increased Riverdale’s overall size. Late twentieth-century growth was predominantly commercial and centered along Baltimore Avenue, thereby physically and visually separating West Riverdale from Riverdale Park.

In 1998, the town was officially renamed Riverdale Park. Today, the town is made up of a mix of housing styles including 1960s apartment buildings, pre- and post-World War II era buildings, as well as dwellings from the turn of the twentieth century. Riversdale and its remaining eight acres were purchased from private owners in 1949 and is now a house museum operated by M-NCPPC.

In Riverdale Park, there has been some loss of commercial buildings along US 1 and East West Highway. Despite this minimal loss, the boundaries of the districts are sufficiently intact to convey the significance of Riverdale Park and West Riverdale as reflected in the National Register listings of December 2002.
Appendix B•Documented Historic Communities

Hyattsville Residential Area (68-010)

Legend

Hyattsville Survey
National Register District
Historic Resource
Historic Site

Preliminary Historic Sites and Districts Plan
Hyattsville Residential Area (68-010) NRHD

The Hyattsville residential area is an example of the many residential subdivisions that emerged in Prince George’s County in the late nineteenth and early twentieth centuries to support the burgeoning population of the nation’s capital. Hyattsville is located six miles northeast of Washington, D.C., and 30 miles southwest of Baltimore, Maryland. The Hyattsville residential area, along with the commercial area (68-041), comprise the Hyattsville National Register Historic District. The historic district is roughly bordered by Baltimore Avenue (US 1) to the east, the Northeast Branch of the Anacostia River to the southeast, and the Northwest Branch of the Anacostia River to the southwest, with the Baltimore and Ohio (B&O) Railroad tracks (now CSX Transportation) running north-south along the south/southeastern boundary.

Hyattsville developed as a railroad suburb in the mid-nineteenth century and expanded with the early twentieth-century advent of the streetcar and automobile. Anticipating the development of a residential suburb to serve the growing population of the District of Columbia, Christopher C. Hyatt purchased a tract of land in 1845 adjacent to the B&O Railroad and the Washington and Baltimore Turnpike (now Baltimore Avenue) and began to develop town lots. The 1861 Martenet map shows a group of residences, Hyatt’s store, and the B&O station stop. Hyatt’s Addition, which was successfully platted in 1873, was followed by numerous additions subdivided by other developers. The Hopkins map of 1878 depicts further development and the platting of additional roads in the community. Despite Hyattsville’s advantageous location along the railroad and turnpike, suburban development was slow until the extension of the streetcar lines in 1899. Hyattsville grew throughout the early twentieth century with no less than 25 additions, subdivisions, and resubdivisions by 1942. With the end of streetcar service and the rise of the automobile, Hyattsville evolved into a successful automobile suburb, with a commercial corridor along Baltimore Avenue that represents the city’s several phases of development.

Residential buildings make up most of the community, with a commercial corridor on the eastern boundary along Rhode Island and Baltimore Avenues. The buildings reflected late nineteenth- and early twentieth-century architectural trends, particularly the Queen Anne, Craftsman, and Colonial Revival styles. Examples of the Shingle, Stick, Italianate, and Modern Movement appear in the neighborhood, but minimally. The above-ground resources date from circa 1860–2000. Building uses include single-family, multifamily, commercial, industrial, governmental, educational, religious, and social. The residential buildings of Hyattsville are typically set back from the tree-lined streets on rectangular building lots. Many of these properties have driveways to the side of the primary resources, several with freestanding garages at the rear.

There are no visible changes in the residential area since the amended National Register Historic District was listed in 2004. The amended district now includes both the commercial area (68-041) and additional residential buildings. The boundaries of the district have not been significantly compromised and both the district as a whole and the boundaries retain their integrity.
Brentwood (68-012)

Brentwood is a late nineteenth-century railroad suburb. Located to the west of the CSX railroad tracks (formerly the Baltimore & Ohio Railroad tracks), the community is bounded by the residential neighborhoods of North Brentwood, Mount Rainier, and Cottage City. The pattern of development in Brentwood followed closely that of nearby Mount Rainier, Hyattsville, Riverdale, and College Park. The affordable prices, healthiness of the area, and the convenient location near the B&O Railroad, made all of these communities popular choices for prospective buyers at the turn of the twentieth century.

The community of Brentwood was planned and platted by Captain Wallace A. Bartlett, a white commander of the U.S. Colored Troops during the Civil War. In 1887, Bartlett moved his family from Washington, D.C., to the 206-acre Holladay farm located northeast of the city adjoining The Highlands (now known as Cottage City). Bartlett subdivided the property and named it the Holladay Company’s Addition to Highland. The northern part of the Addition to Highland, now known as North Brentwood (68-061), was often subject to flooding from the nearby Northwest Branch of the Anacostia River. These less desirable lots commanded lower prices and were marketed toward African-Americans.

Already located near the Highlands railroad station, the extension of the streetcar line in 1898 made the Holladay Company’s Addition even more desirable to prospective buyers. Nearby communities were all experiencing tremendous growth because of the ease of public transportation into the District of Columbia. To take advantage of this, Bartlett formed the Brentwood Company. The group platted Clemson Place, more commonly referred to as Brentwood. The Brentwood name was taken from the nearby Brent family property, which was located approximately one mile inside the boundary of Washington, D.C. The Brentwood plantation was established by Robert Brent, the first mayor (1802–1812) of the District of Columbia.

As the population of the subdivisions grew, so did the needs of the residents. Early residents of the community worshipped at a nearby barn located close to the intersection of Dewey and Wells Streets. In 1904, under the leadership of Reverend A. L. Hughes, the congregation purchased a lot on the corner of Wells and Campbell Streets and a small, front-gable church was soon constructed. Bartlett expended considerable effort to have the swampy areas of his landholdings drained, allowing for the further expansion of his original subdivision. By the end of the first decade of the twentieth century, there were 15 dwellings standing in the Holladay Company’s subdivision and 36 in Brentwood.

In response to the increasing needs of the community, the Brentwood Citizens Association was formed in 1903. In spring 1922, the Maryland General Assembly ratified the charter of the community, officially establishing the Town of Brentwood. The explosive growth of Prince George’s County after World War II also affected established communities like Brentwood. A garden-apartment complex was built during the war in an effort to provide an affordable and attractive alternative to single-family residences. During the 1950s, several of the earliest dwellings in the subdivision were demolished and the lots were subsequently improved with new houses that offered modern amenities dressed in the most fashionable styles and forms. By 1965, the community was fully developed. Today, the small Town of Brentwood remains a viable, well-planned residential suburb with a racially diverse population of almost 3,000.

Brentwood includes buildings that represent a variety of uses including residential, commercial, industrial, and religious. Public buildings include a town hall, senior center, and fire station. The majority of buildings were constructed between 1900 and circa 1945. Common building forms include I-houses, front-gabled dwellings, L-shaped plans, detached rowhouses, American Foursquares, bungalows, Cape Cods, and ranch houses. The architecture of Brentwood includes vernacular interpretations of popular late nineteenth- and early twentieth-century architectural styles. Houses in Brentwood are typically modest and have minimal ornamentation, indicative of their use for middle-class residents. The community is set on gently rolling hills and flat land. The rectilinear grid of the community is bisected by some angled and curving streets that resulted from later resubdivisions of lots and parcels. Houses are usually set rather close to the road with minimal setbacks.
Mount Rainier (68-013) NRHD

Incorporated in 1910, Mount Rainier is located in northwest Prince George’s County adjacent to the northeast quadrant of the District of Columbia. Oral tradition maintains that the community was named by its early developers, former army officers from Seattle, who named the area after the famed mountain in Washington state. Mount Rainier developed as an early twentieth-century streetcar suburb for the middle class, and the community retains a large and diverse collection of vernacular residences and commercial buildings constructed between 1900–1939.

Mount Rainier remained a rural, agricultural landscape until the early 1900s. Both the 1861 Martenet map and the 1878 Hopkins map show relatively little development in the area that would become Mount Rainier. Roads leading east to Bladensburg and west to Washington, D.C., appear on the historic maps. An early subdivision of the community in the 1890s failed, despite the arrival of a streetcar line in 1897 connecting Mount Rainier with the District of Columbia. Between 1900–1910, eight different subdivisions were platted by various companies. Construction slowly developed along the western edge of Prince George’s County. Locally important real estate developers were involved in the development of Mount Rainier including J. Harris Rogers and his brother James C. Rogers, who were also responsible for developing portions of Cottage City, Edmonston, Rogers Heights, Hyattsville, and Riverdale Park. In most cases, lots were sold unimproved and contractors were retained to design and erect the houses. Other lots were developed by speculative investors. Further subdivisions in the 1920s and 1930s expanded the community to the north and to the east. The commercial area of what is now “downtown,” developed around the streetcar station and included grocery, hardware, and supply stores, as well as a bakery, pharmacy, and tailor shop. By the 1930s, new businesses appeared along the commercial corridor of 34th Street and provided access to a movie theater, bowling alley, banking, and auto repair shops.

The gently rolling landscape of Mount Rainier was developed from 1900–1940 and contains mostly modest, detached, single-family dwellings of wood-frame construction. With the exception of six architect-designed buildings, the majority of the buildings in Mount Rainier are vernacular interpretations of popular architectural styles and forms. The street pattern of the community is an extension of Washington, D.C.’s rectilinear grid; however Mount Rainier’s grid is oriented to the northwest. North-south streets are numbered in ascending order from west to east and east-west streets are named and ordered alphabetically from south to north. Rhode Island Avenue, a major diagonal route through the District of Columbia, cuts through the southern portion of Mount Rainier.

Most of the buildings within Mount Rainier are residential, with the single-family dwelling as the prevailing building type. The earliest buildings in the community were constructed between 1900 and 1920 and the majority have simple plans with minimal ornamentation. However, the architecture ranges from high-style Victorian-era illustrations such as Queen Anne, Shingle, and Stick to vernacular interpretations of Greek Revival, Colonial Revival, and Craftsman. Common building forms include the I-house, front gable with wing, American Foursquare, and bungalow. Twelve mail-order houses by Sears, Roebuck & Company have been identified in Mount Rainier and reflect the Craftsman, Colonial Revival, and Dutch Colonial Revival styles. Commercial buildings in the community are centered on Rhode Island Avenue from the District line to Brentwood and on 34th Street from the avenue to north of Bunker Hill Road. Many of the commercial buildings are traditional flat-front forms and have single-, double-, and multiple-store arrangements. Several of the commercial buildings combine residential and commercial functions. There are five revival-style churches in the community that were designed by local architects, one of which was designed by Murphy & Olmstead, a firm nationally known for its ecclesiastical buildings. Public buildings include several schools, a fire station, and City Hall.

The boundaries of the district have not been compromised and both the district as a whole and the boundaries retain their integrity, as listed in the National Register in 1990.
Hyattsville
Commercial Area
(68-041)
Hyattsville Commercial Area (68-041) NRHD

The Hyattsville commercial area developed along the US 1 corridor as a commercial center for Hyattsville and the nearby communities that emerged in Prince George's County in the late nineteenth and early twentieth centuries to support the burgeoning population of the nation's capital. Hyattsville is located six miles northeast of Washington, D.C., and 30 miles southwest of Baltimore, Maryland. The Hyattsville Commercial Area is included in the Hyattsville National Register Historic District, which is roughly bordered by Baltimore Avenue (US 1) to the east, the Northeast Branch of the Anacostia River to the southeast, and the Northwest Branch of the Anacostia River to the southwest, with the Baltimore and Ohio (B&O) Railroad tracks (now CSX Transportation) running north-south along the south/southeastern boundary. Commercial development is centered on the intersection of Rhode Island Avenue and Baltimore Avenue and Gallatin Street.

Hyattsville developed as a railroad suburb in the mid-nineteenth century and expanded with the early twentieth-century advent of the streetcar and automobile. Anticipating the development of a residential suburb to serve the growing population of the District of Columbia, Christopher C. Hyatt purchased a tract of land in 1845 adjacent to the B&O Railroad and the Washington and Baltimore Turnpike (now Baltimore Avenue) and began to develop town lots. The 1861 Martenet map shows a grouping of residences, Hyatt's store, and the B&O station stop. Hyatt's Addition, which was successfully platted in 1873, was followed by numerous additions subdivided by other developers. Hyattsville developed gradually between the initial platting in 1873 to its final addition in 1942.

Residential buildings make up most of the community, with a commercial corridor on the eastern boundary along Rhode Island and Baltimore Avenues. Blocks on Rhode Island Avenue south of Baltimore Avenue contain the area's oldest structures, which date to the 1880s. These buildings are typically two-story, smaller brick structures that are sited close to the street. Buildings on Baltimore Avenue to the north were constructed from 1900 through the 1950s and are more substantial in size and have larger setbacks to accommodate the automobile. A number of commercial properties are adjacent to residential neighborhoods. One of the earliest commercial structures, built circa 1889, is located at 5121-5123 Baltimore Avenue.

The influence of the automobile on the community resulted in the further commercialization of Baltimore Avenue and Rhode Island Avenue. More than 50 commercial and industrial buildings were constructed along these roads between 1921–1954. Styles represented along the commercial corridor include Art Deco, Art Moderne, Colonial Revival, Neo-Classical, Tudor Revival, and International. The commercial resources are one or two stories tall, typically with flat or shed roofs obscured by parapet walls. Many of the two-story commercial buildings have abstracted patterned brickwork as the only element of ornamentation. A few of the one-story resources display elements of the Art Deco, Art Moderne, and Colonial Revival styles. A substantial portion of the Hyattsville commercial area including both sides of US 1 north of Jefferson Street is currently being redeveloped as a comprehensively designed, mixed-use project.

There have been some changes in the commercial area since it was included as part of the Hyattsville Historic District in 2004. Revitalization and redevelopment continues along the US 1/Baltimore Avenue corridor, including the new 21-acre “Arts District Hyattsville.” This new development, located on both sides of Baltimore Avenue between Kennedy and Madison Streets resulted in the demolition of several buildings in the Hyattsville Historic District, including at least two contributing buildings. The Lustine Center/Showroom has been preserved and rehabilitated for use as a community center that will be located in the center of the new development. Despite the demolition of the rear of the building, the Lustine Center remains an important visual landmark in Hyattsville. Arts District Hyattsville consists of new condominiums, rowhouses, art studios, live-work housing, and retail space. Even with these changes, the boundaries of the district have not been significantly compromised and both the district as a whole and the boundaries retain their integrity.
North Brentwood (68-061)

Legend
- North Brentwood Survey
- National Register District
- Historic Site
North Brentwood (68-061) NRHD

The Town of North Brentwood, incorporated in 1924, is the oldest incorporated African-American municipality in the county. The small town is located south of the City of Hyattsville and north of the Town of Brentwood.

North Brentwood was planned specifically for African-American families by Captain Wallace A. Bartlett, a white commander of the U.S. Colored Troops during the Civil War. In 1887, Bartlett moved his family from Washington, D.C., to the 206-acre Holladay farm located northeast of the city adjoining The Highlands (now known as Cottage City). Bartlett subdivided the property and named it the Holladay Company’s Addition to Highland. The northern part of the Addition to Highland, now known as North Brentwood (68-061), was often subject to flooding from the nearby Northwest Branch of the Anacostia River. These less desirable lots commanded lower prices and were marketed toward African-Americans. The Holladay Land and Improvement Company sold the first lots in 1891 to Henry Randall, an African-American from northern Anne Arundel County. By 1893, Randall’s son, Peter, constructed a dwelling on an adjoining lot. Within several years, three other members of the Randall family purchased lots and constructed wood-frame dwellings in the immediate vicinity. This northern section of the Holladay subdivision was commonly referred to as Randalltown.

Early residents battled regular flooding, which was exacerbated by an eighteenth-century mill race that ran through the center of the community. In order to alleviate flooding problems, Bartlett hired several residents to dig ditches to drain the mill race; the work was completed by 1899. Living conditions for the residents of Randalltown were considerably improved, although flooding continued to be a problem until the 1950s, when the Bladensburg Pumping Station was constructed.

By 1904, the entire subdivision was named Brentwood, and a post office of that name was established. The name Brentwood was taken from the nearby Brent family property, which was located approximately one mile to the southwest in Washington, D.C. The Brentwood plantation was established by Robert Brent, the first mayor (1802-1812) of the District of Columbia. The road that led from the old Brentwood plantation to Bartlett’s new subdivision was still known as Brentwood Road and Bartlett applied the name Brentwood to his community. However, the name of Randalltown was still used to define the black community located in the northern section of the subdivision. The unofficial boundary between the two communities was Webster Street (then known as John Street). The Brentwood Colored Citizens Association was established in January 1907 under the direction of William Conway, who moved into Randalltown from the District of Columbia in 1905. Typical employment for the residents of Randalltown included day laborers, domestic workers, seamstresses, drivers and cooks. Some worked at the Government Printing Office, served as messengers at government offices or porters for the railroad. The community also had a grocer, barber, teacher, and school principal. In 1924, Randalltown was incorporated and renamed North Brentwood, making it the first incorporated African-American community in the county.

During the 1920s and 1930s, the population of North Brentwood expanded and improvements were undertaken at a greater rate than previously experienced. By 1945, the town’s population was close to 1,500 and boasted a new six-room schoolhouse, two wood-coal-ice dealers, three grocery stores, three beauty parlors, a barber shop, laundry, lumber yard, dentist, lawyer, notary, and a police and fire station.

Today North Brentwood remains a significant African-American community; at the time of the 2000 census, the town’s population was 469. The historic district was listed in the National Register of Historic Places in 2003. Since then several buildings have been demolished and others have been altered with the addition of vinyl siding, window replacements, and new roofing materials. Significantly, the construction of a large church complex, at the center of the community but outside the boundaries of the historic district, has lessened the low-scale residential character of the town. North Brentwood is also the site of the county’s planned African-American Museum and Cultural Center.
Edmonston Terrace (68-102)

Legend

- Edmonston Terrace Survey
Edmonston (68-079) and Edmonston Terrace (68-102)

The incorporated Town of Edmonston was established at the turn of the twentieth century as a commuter suburb located just northeast of the District of Columbia. The community is bounded by the Town of Riverdale Park on the north and east, the Town of Bladensburg on the south, and the City of Hyattsville on the west.

Edmonston was originally platted in 1903 as two subdivisions: East Hyattsville and Palestine. Several houses in Edmonston predate the subdivisions and were constructed in 1899 by Elisha P. Taylor. East Hyattsville was platted on approximately 70 acres of land by J. Harris Rogers of Hyattsville. The plat included 170 lots, each approximately 50 by 200 feet, resulting in very long, narrow lots. The smaller subdivision, Palestine, was platted by Dr. Charles A. Wells as part of his dairy, Palestine Farm. Twenty-five acres of this land was subdivided into 62 lots, each approximately 75 by 175 feet. Wells constructed approximately five houses for sale, the remainder of the lots were sold unimproved.

The community was home to a working middle-class population, many of whom were employed by the U.S. Government as clerks, working for the Departments of War, Treasury, the Internal Revenue Service, the Printing and Engraving office, the post office, and the Department of Agriculture. Still other early residents were employed by the local railroads and served as engineers, telegraphers, and motormen. Edmonston was also home to many who worked in the construction and building trades.

As the East Hyattsville community grew, residents desired to incorporate their community in order to provide better services. By 1920, over 103 families resided in 98 dwellings in the small, but growing community. In 1924, the town was officially incorporated as Edmonston. It is believed that the community was named for Captain James Edmonston of Bladensburg, who in 1742 purchased 60 acres of land near what is now Edmonston. Edmonston Road, named for the same family, was also an early north-south route that ran between Bladensburg and Vansville. Soon after the town’s incorporation, Robert Funkhouser, a developer of Mount Rainier, purchased several large lots south of Decatur Street (formerly Wells Avenue) where he resubdivided the land into approximately 40 lots, each averaging 40 by 90 feet. Beginning in 1925, Funkhouser built bungalows on each lot and quickly sold them. These bungalows were typically one-and-one-half stories in height with side-gable roofs and a full-width shed roof porch.

In the 1930s, development slowed in the community due to the Depression and did not actively begin again until after World War II, with the subdivision of Edmonston Terrace. Platted in 1945 by Master Builders, Inc., the nine-acre subdivision consisted of 41 lots. Master Builders constructed nearly identical two-story, side-gable, brick houses on all 41 lots. The houses were marketed directly to veterans returning from the war, and featured a kitchen, living room, and dining room on the first story, and two bedrooms and one bathroom on the second story. As of the 2000 census, the town population was 959 residents.

Little has changed in Edmonston since the 1993 survey. Edmonston remains a small commuter suburb, located west of Kenilworth Avenue and east of Baltimore Avenue/Rhode Island Avenue. Buildings in Edmonston represent primarily residential use, with a few dwellings rehabilitated for commercial use along Decatur Street, and several public buildings including the town hall and recreation center. Buildings range in age from the late nineteenth century to the 1970s, with the majority dating from the 1890s to 1947. There is little modern infill within the community, but many buildings have been altered by modest additions. Building forms represented include the I-house, front-gabled structures, L-shaped plans, American Foursquare, bungalow, minimal traditional, and ranch houses. Several structures are vernacular interpretations of popular styles, while most represent the Queen Anne, Colonial Revival, and Craftsman styles. The topography of Edmonston is relatively flat with most houses having flat or slightly sloping lots. Houses are typically set close to the road.
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Cottage City (68-096)

Cottage City is one of the smallest incorporated towns in Maryland and was established as a late-nineteenth-century railroad suburb. The community is located between the Town of Mount Rainier and the Town of Bladensburg near the US 1 corridor.

Located near the Eastern Branch of the Anacostia River, much of the area now comprising Cottage City was originally swampland. In 1608, explorer John Smith noted that the area was inhabited by Native Americans from the Anacostank tribe, who lived on what is now called the Anacostia River. The first settlement in “Yarrow,” as the area around Cottage City was originally known, was established by 1697. During the early eighteenth century, a water-powered grist mill was constructed in the vicinity. Carlton’s Mill (later known as Moyers’ Mill), located on property that is now bounded by Bunker Hill Road and 43rd Avenue, was the first mill constructed in this part of Maryland. The mill operated until the late nineteenth century and stood until its demolition in the 1950s as part of the Anacostia flood control project. Two of the millstones still remain as part of the sidewalk on the 3700 block of 42nd Avenue.

Cottage City was the site of military activity during two wars. In August 1814, the Battle of Bladensburg during the War of 1812 was fought in part at the site. Almost five decades later, during the Civil War (1861-1865), Camp Casey was established on farmland outside of Bladensburg in present-day Cottage City. Martenet’s map of 1861 depicts little development in the area. The rural landscape contained a few dwellings, Carleton’s grist mill, and a tollgate at the intersection of Bladensburg Road and Georgetown Pike. Cottage City was originally platted in 1870 as a railroad suburb known as the “City of the Highlands” by a group of Washington, D.C. developers. The community was advertised as “Overlooking Bladensburg and Hyattsville on the Baltimore and Ohio Railroad...the future of suburban places about Washington!” Developers planned to build “cottages, villas, and dwellings,” using designs that were reminiscent of Andrew Jackson Downing’s Cottage Residences (1842). Despite the attractiveness of the well-planned community, the subdivision failed because there was inadequate public transportation. As a result, only one house from this period remains, the Rural Cottage at the Highlands (proposed Historic Site 68-096-20). From 1886–1888, Colonel Gilbert Moyers began amassing land by purchasing farmland and tracts of land in the failed Highlands subdivision. In 1888, Moyers established The Highland Company and replatted the community. Moyers reconfigured the layout of the subdivision and divided many of the parcels into smaller-sized lots.

After the economic depression of the early 1890s, the streetcar system expanded, encouraging suburban development in the greater Washington, D.C. area. In 1897, the Maryland and Washington Railway opened a line that ended at Mount Rainier. By 1912 the streetcar line was extended to Berwyn Heights. With the construction of the streetcar system in Prince George’s County, small communities such as Cottage City, Brentwood, and Mount Rainier grew into active commuter suburbs. By 1914 the Highlands was resubdivided a third time and platted as Cottage City. Beginning in World War I (1914-1918), Charles M. Lightbown began constructing one-story cottages there. These bungalows were primarily located on Bladensburg Road and 41st Avenue. Today, Cottage City remains a middle-class commuter suburb in Prince George’s County.

The community contains a variety of buildings constructed from circa 1914 to the 1980s. Buildings in Cottage City reflect a variety of popular twentieth-century styles including Craftsman, Spanish Revival, and Modern Movement. The overwhelming majority of buildings (approximately 90 percent) are one-and-a-half-story bungalows with varying levels of Craftsman style detailing. Another common building type in Cottage City is the one-story, flat-roofed Spanish Revival style dwelling. These buildings are typically clad in stucco and have small porticos or entry porches topped by a shed roof covered with regularly-laid Spanish tiles. The dwellings often feature arched openings, typical of the Spanish Revival style. Other less frequent forms include examples of ranch houses and other small side-gabled dwellings. The topography of the neighborhood is flat and houses have only small setbacks from the street. A strip of commercial development is located along Bladensburg Road. Many of these buildings are dwellings that have been adapted for commercial use.
Colmar Manor (68-103)

Legend

- Colmar Manor Survey
- Historic Resource
- Historic Site
Colmar Manor (68-103)

The Town of Colmar Manor was established as a commuter suburb in the early twentieth century. The community is situated south of Bladensburg Road, east of Fort Lincoln Cemetery, and west of the Anacostia River.

During the War of 1812, the area now comprising portions of Colmar Manor was involved in a military clash between American and British forces. On August 24, 1814, during the Battle of Bladensburg, British troops quickly defeated the inexperienced American forces, and marched south to the nation’s capital where they captured and burned much of the city. Colmar Manor is best known as the site of nineteenth-century dueling grounds (Historic Site 68-014). The most famous duel took place between Commodore Stephen Decatur and James Barron. After a long-standing feud between the two men, Barron challenged Decatur to a duel in 1820. Both men were wounded and Decatur died from his injuries. The site, now located in a small park near 37th Avenue and Bladensburg Road, served as a dueling ground for at least 26 recorded fights between 1808–1868.

The Shreve house, constructed circa 1817, is believed to be the first house built in the area and is noted on both the 1861 Martenet and 1878 Hopkins maps. The area around Colmar Manor remained farmland until the early twentieth century when part of the Shreve estate was platted and subdivided as Colmar Manor. The name was derived from the “Col” in Columbia and “Mar” from Maryland.

Colmar Manor consists of three subdivisions platted between 1918–1920. The first subdivision was platted as Colmar Manor in 1918 by the J. W. Holloway Company. The Washington, D.C.-based development company advertised lots for sale in Colmar Manor for only $59. That same year, the J. W. Holloway Company platted the First Addition to Colmar Manor and sold lots there for $59. Holloway advertised Colmar Manor as an attractive subdivision of Washington, D.C., which was “cramped for room and must expand.”

Colmar Manor’s location outside of the District of Columbia was “in the path of this expansion, half an hour from the center of the city.” Prospective buyers were encouraged to visit Colmar Manor by trolley car or by automobile, demonstrating the easy commute between Washington, D.C., and the new community. In 1920, the adjoining neighborhood of Lenox was platted, extending the grid pattern of Colmar Manor’s streets. The Town of Colmar Manor was incorporated in 1927, and in 1931 the Lenox subdivision was added to the town.

After incorporation, the town continued to grow and residents soon appealed to the local government for amenities. In the 1930s, the streets were paved, gutters were installed, and a school and municipal building were constructed. In the 1950s, lots along Bladensburg Road were subdivided and rezoned to provide space for commercial development. Because of a rapid decline in the Colmar Manor area in the 1960s, the U.S. Department of Housing and Urban Development authorized an urban renewal project which resulted in the community being awarded over $8 million for improvements and revitalization. In addition to revitalizing the housing stock and redeveloping the commercial strip along Bladensburg Road, streets were improved, affordable housing was constructed, and the Colmar Manor Park was established on the site of a former landfill.

The community contains a variety of buildings constructed from circa 1918 to the 1970s. Buildings in Colmar Manor reflect a variety of popular twentieth-century styles, including Craftsman, Colonial Revival, Dutch Colonial Revival, Tudor Revival, Spanish Colonial Revival, and styles from the Modern Movement. The majority of buildings are one-and-a-half-story bungalows with varying levels of Craftsman style detailing. An apartment building dating from the late 1930s is located at 4209 Newark Road and is the only multifamily dwelling in the community. The topography of the neighborhood is flat and houses are set back slightly from the road.
New Carrollton (69-000)

New Carrollton is a mid-twentieth-century residential suburb located approximately five miles from Washington, D.C. The community is bounded by the Capital Beltway (I-495), Annapolis Road, the Baltimore-Washington Parkway (I-295), and Good Luck Road. New Carrollton was originally part of the large landholdings of the prominent Prince George's County Beall family who owned thousands of acres extending from Upper Marlboro to Georgetown. In the nineteenth century, the Beall family constructed several houses for various family members including at least two houses located near what is now known as New Carrollton. The Beall family chose to build their houses near the Washington-Annapolis Stage Coach Road, an important early road, now known as Annapolis Road.

The area remained largely rural and undeveloped until the twentieth century. The Beall, Beckett, and Lanham families resided in the area and farmed the land. In the 1920s, Edward L. Mahoney purchased 300 acres of land near present-day Legation Road and constructed a modest Cape Cod dwelling for himself in 1927. Mahoney also built stables and a training track for his horses. In the late 1930s, Mahoney converted the horse track to a midget and stock car racing track. Because of the success of the racetrack, in 1941, Mahoney expanded and modernized the track. He opened the West Lanham Speedway on his property, which attracted 8,000 fans on opening night.

In the early 1950s, Mahoney’s neighbor Maurice Downes sold his property to Albert W. Turner. Turner was elected as the first mayor of the city in 1954. He named the city for the “historically famous family of Carrolls – founders of American democracy.” Between February 1953 and March 1959, Turner platted 17 sections of “Carrollton,” which he planned to develop into a 1,300-house community. Buyers were able to select their house from 14 available models that sold for $16,200 to $19,500. Turner offered six additional models for sale in 1956. The houses contained two, three, and four bedrooms, and featured “plaster walls, basements and slate roofs. All homes have colored bath fixtures, completely equipped kitchens, fully sodded and shrubbed lots.” Turner marketed Carrollton as an affordable, attractive, and conveniently located community only 20 minutes from Washington, D.C., by car.

Carrollton continued to be a great success and when Edward Mahoney died in December 1957. Mahoney’s property became the site of Greenbrier, another of Turner’s Modern Construction Company subdivisions in the City of Carrollton. By February 1963, the last lot in Carrollton was sold. The city continued to grow and annexed additional land in subsequent years. In the 1960s, Turner continued to develop Carrollton, constructing shopping centers, apartment buildings, and other commercial buildings in the area. In 1966, it was renamed the City of New Carrollton, to distinguish it from the other two Carrollton cities in Maryland. By 1968, virtually every lot in New Carrollton was improved. The city continued to grow in the late twentieth century as the city government annexed adjoining land. In November 1978, the Metrorail line was extended to New Carrollton.

The community contains a variety of buildings constructed between circa 1953–1965. New Carrollton reflects the period from which it developed. Many houses illustrate the transitional nature of domestic architecture in the 1950s, reflecting both traditional elements of the Colonial Revival style and more modern elements of the Modern Movement. Although the original houses featured slate roofs, very few houses appear to retain that design feature. Other common materials found in New Carrollton include aluminum, asbestos, and vinyl. Many houses incorporate brick on the first story of the facade and other modern cladding materials on the second story and secondary elevations. Reflecting its establishment as an automobile suburb, approximately 95 percent of houses have either a carport or garage. The curvilinear streets of New Carrollton take advantage of the rolling hills of the landscape. The community is predominately residential, although schools, churches, and public buildings are also located within the neighborhood. Commercial development is located on the perimeter of the neighborhood and is largely concentrated around the shopping centers on Annapolis Road. The New Carrollton Metro Station is located south of the community.
Bladensburg (69-005) (includes 69-037, 69-038)

Legend
- Bladensburg Survey
- Historic Resource
- Historic Site

Miles

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Appendix B•Documented Historic Communities

Washington Suburban Homes (69-038)

Legend

Washington Suburban Homes Survey

Legend

0 250 500 750 750 Feet

0 125 250 500 750 Feet
Bladensburg (69-005), North Decatur Heights (69-037), Washington Suburban Homes (69-038)

Located in western Prince George’s County, the Town of Bladensburg was established in 1742 by an act passed by the Maryland General Assembly, establishing a town near Garrison’s Landing on the Eastern Branch, as the Anacostia River was then known. Originally called “Bladensburgh,” the town was named after colonial governor Thomas Bladen. In 1747, Bladensburg was designated as an inspection site for tobacco in Prince George’s County. In order to protect the quality of tobacco being shipped to England, all tobacco grown in Maryland had to pass through inspection sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold. By 1776, Bladensburg exported more tobacco than any other Maryland port on the western shore of the Chesapeake. By the late eighteenth century, Bladensburg supported a shipyard, tannery, waterfront wharves, taverns, stores, and dwellings.

The eighteenth-century seaport of Bladensburg has been greatly altered; however several early buildings remain, including four structures predating the American Revolution (1775-1783). The earliest extant building is Bostwick (69-005-67), a Georgian style building constructed in 1746 by Christopher Lowndes. Lowndes also constructed the Market Master’s House (69-005-08) in 1765, which served as the home for the port’s manager. The Hilleary-Magruder House (69-005-07) was erected by William Hilleary between 1742 and 1746 and was visited by George Washington in 1787. The George Washington House (69-005-02), named in honor of the visiting president, was first constructed as a store in 1760 and was part of a commercial complex that originally included a tavern and blacksmith shop.

In the early nineteenth century, Bladensburg was the site of pitched battles with the British during the War of 1812. In August 1814 on the Anacostia River (then known as the Eastern branch) and in the streets of the town, the American Chesapeake Flotilla and troops under the command of Commodore Joshua Barney suffered a humiliating defeat at the hands of the British. From Bladensburg, the British marched easily into Washington and set fire to the capital’s public buildings and changed the course of the war.

By the mid-nineteenth century, the town had evolved from a bustling port to a town that included several churches, shops, and dwellings. As the Anacostia River silted up, the river became unnavigable for larger ships carrying tobacco and supplies. This caused trade and shipping in Bladensburg and other small ports to decrease as Baltimore became the primary port because of its accessibility to more farmers, merchants, and larger ships. The last commercial vessel left Bladensburg in 1843, loaded with sixty hogheads of tobacco. When the Baltimore and Ohio (B&O) Railroad was constructed in 1835, it bypassed Bladensburg, effectively cutting off the town as a mid-nineteenth-century commercial center.

The construction of the Alexandria Branch of the B&O Railroad in the 1870s spurred development in Bladensburg. In support of this growing industry, two hotels and several new stores were constructed. The northern and eastern portions of the town experienced the most growth, as the town expanded closer to neighboring communities such as Hyattsville. Many new dwellings, outbuildings, and commercial buildings were constructed between 1861–1878. A Freedmen’s Bureau school was established in an old building in the town in 1866, and a schoolhouse for local African-American students was constructed the following year.

In the early twentieth century, the expansion of the streetcar system connected Bladensburg and other communities to Washington, D.C. From the early twentieth century through the mid-twentieth century, several subdivisions wereplatted on the northeastern edges of the historic town primarily because of the accessibility to this public transportation system. This includes Linwood (1911), Decatur Heights (1915), Whiteley (1919), North Decatur Heights (1925), Section 4 of Decatur Heights (1927), Washington Suburban Homes (1946), and Decatur Heights, Addition A (1947). Bladensburg developed as and has continued to be an active suburban community in Prince George’s County since the early twentieth century. Although the town has undergone many changes, it retains several historic buildings that recall the town’s character and importance from the Colonial era to the first half of the twentieth century.

Bladensburg is a bustling community, bisected by Annapolis Road and Kenilworth Avenue. Commercial resources are largely concentrated along these major streets. Buildings in Bladensburg represent a variety of uses including residential, commercial, industrial, religious, and educational. Buildings in the residential area date from the early twentieth century through the 1970s. Architectural styles present include various interpretations of the Colonial Revival, Craftsman, and illustrations from the Modern Movement. The topography of Bladensburg is relatively flat with most houses having level or slightly sloping lots. Houses are typically set close to the road.
Appendix B • Documented Historic Communities

Ardwick
(69-023)

Legend

- Ardwick Survey
- Historic Resource
Ardwick (69-023)

Ardwick was established in the late nineteenth century as a railroad suburb. The community is located in northwestern Prince George's County approximately six miles east of Washington, D.C. The community is surrounded by modern residential development and is bounded by the Pennsylvania Railroad, the Metrorail line, and MD 450 and US 50. Although its establishment in 1889 and subsequent development was greatly influenced by the construction of the nearby Baltimore and Washington line of the Pennsylvania Railroad, Ardwick's significance as an African-American community was initiated by William Stanton Wormley, who first used the site as a retreat in the early twentieth century.

Until the late nineteenth century, the area comprising the present-day area of Ardwick was farmland. Both Martenet's map of 1861 and the Hopkins map of 1878 document limited development in the area that would become Ardwick. A few farms are located around the perimeter of the community, but none within the community boundaries. Ardwick was initially platted in 1889 as a railroad suburb by Thomas Mitchell, a Washington, D.C., real estate broker.

The original plan was abandoned soon after platting, and the area remained rural, despite the location near the Ardwick railroad station. The historically African-American portion of the larger Ardwick community developed along Ardwick-Ardmore Road, between MD 450 and MD 410. In 1897, Hugh Browne constructed a modest wood-frame dwelling on five acres of land. William Stanton Wormley, a prominent African-American educator and artist from Washington, D.C., purchased the house and surrounding acreage in 1903. Wormley was the grandson of businessman James Wormley, who in 1871 established the Wormley Hotel, located at 15th and H Streets in Washington, D.C.

The Wormley House in Ardwick was used as a country retreat and social center for Wormley and his family, friends, and colleagues who took advantage of the tennis court and trapshooting range constructed on the property by Wormley. The range served as a meeting place for the Trap Shooting Club known as WorTayCarBro, named after the families of the founding members Wormley, Taylor, Carson, and Brooks. Many prominent members of the African-American community in Washington, D.C., spent time at the Wormley property.

Before his death in 1919, Wormley began selling parcels of his land to friends and family in 1911. They constructed modest dwellings of their own, creating a small community of professional African-Americans who commuted to Washington, D.C. Many of these homeowners were affiliated with the black public school system in Washington, D.C., and settled in the area between 1911–1945. Gradually the weekend retreat at Ardwick evolved into a community mostly made up of black professionals who permanently resided there.

Later in the twentieth century, the community has been greatly affected by the expansion of nearby transportation routes, including local highways and the Metrorail line. This expansion, combined with new multifamily housing north of Ardwick-Ardmore Road, resulted in the demolition of several dwellings associated with the African-American community. New suburban development surrounding the historic community has also impacted the physical landscape of Ardwick.

The small historic community is clustered on both sides of Ardwick-Ardmore Road, between Buchanan Street on the west and MD 410 on the east. The community contains a variety of buildings constructed between the 1890s and 2000, the vast majority built in the 1950s. Buildings in Ardwick reflect a variety of vernacular and popular styles including the Colonial Revival and the Modern Movement. Building forms include rectangular-shaped plans, Cape Cods, Bungalow, and Ranch houses. The topography of the neighborhood is flat and houses have varying setbacks from the road. The community is exclusively residential. Commercial, religious, and educational buildings are located outside of the survey area, primarily along Annapolis Road (MD 450).
Cheverly (69-024)

Cheverly was established as an early twentieth-century community located one mile from the northeastern border of Washington, D.C. Cheverly is bordered by the Baltimore-Washington Parkway, Landover Road, and US 50.

Mount Hope (69-024-11), constructed circa 1839 by Fielder Magruder, Jr., is the oldest house in the community. At its largest, the Mount Hope plantation contained 843 acres of land. Mount Hope is documented on both Martenet’s map of 1861 and Hopkin’s 1878 atlas as “F. Magruder Res.” and the only residence in the area. After Magruder’s death in 1888, the property changed hands several times until a 193-acre parcel of land, including Mount Hope, was purchased by Robert Marshall in 1918. Marshall, a former stockbroker and land developer from Ohio, purchased the surrounding acreage and began to plat the neighborhood of “Cheverly.” Marshall lived in Mount Hope where he undertook a restoration of the house. Robert Marshall, president of the Washington Suburban Realty Company, platted seven sections of Cheverly between 1918 and 1926. Taking advantage of the natural topography, Marshall designed Cheverly to take advantage of the curving, hilly landscape. Marshall named his new neighborhood after Cheverly Gardens, an adjoining 43-acre subdivision he acquired in 1918 near Landover Station.

The subdivision was quickly improved and in October 1920 the first street, now called Cheverly Avenue, was paved. To spur development, between 1921–1925, Marshall constructed 34 kit houses, the majority of which were designed by Sears, Roebuck and Company and McClure Homes Company. By 1923, all roads in Cheverly were surfaced and street lamps were installed. That same year, the first school for the neighborhood was constructed. By 1924, more than 25 houses were built in the neighborhood and more than 350 lots had been sold. Houses ranged in price from $5,000 to more than $15,000. The majority of lots in Cheverly were improved by individual owners; however, several were improved by speculative builders.

In 1927, after a failed attempt to redevelop Forest Road into a grand avenue leading to the Beaver Dam Country Club (now the Prince George’s Ballroom, Marshall lost control of the Washington Suburban Realty Company and was replaced by Edwin Dutton. In 1931, the Town of Cheverly was incorporated. It was not until after World War II (1941-1945) that construction activity began to increase again. Several new churches were built and the town acquired the ten-acre town park. In 1958, Cheverly expanded by one-third with the annexation of the Cheverly Industrial Park. Later in the twentieth century, the expansion of the Metrorail line to Cheverly in 1978 solidified the community as a commuter suburb of Washington, D.C.

The town contains a variety of buildings constructed from circa 1839 to the present, although the overwhelming majority of buildings in Cheverly were constructed from 1921 through the 1950s. Buildings in Cheverly reflect a variety of popular twentieth century styles including Craftsman, Spanish Revival, Colonial Revival, Dutch Colonial Revival, Tudor Revival, and a number of interpretations from the Modern Movement. Common building forms include bungalows, Cape Cods, ranch houses, and minimal traditional houses. There are a number of extant kit houses in the neighborhood, most of which were Sears and Roebuck designs. A variety of materials and decorative treatments are illustrated in Cheverly including brick, stone veneer, stucco, and half-timbering. The neighborhood is hilly and the landscape of the community was designed to take advantage of the topography, resulting in curvilinear streets and irregular lot shapes. The community has a mature canopy of trees and there are several parks for town residents. The buildings in Cheverly are almost exclusively residential, although there are several religious and social buildings in the community. Public buildings in Cheverly include a school, community center, and town hall, all of which are located outside of the area originally platted by Robert Marshall.
Lincoln (70-049)

Lincoln was established in the early twentieth century by African-Americans as a rural retreat located eight miles east of Washington, D.C., south of Glenn Dale, east of Seabrook, and north of Annapolis Road.

In 1908, the Lincoln Land and Improvement Company, Inc., purchased nearly 200 acres of land along the Washington, Baltimore, and Annapolis Electric Railroad and platted the community of Lincoln. Thomas J. Calloway, an African-American educator, developer, and attorney from Washington, D.C., was vice president and general manager of the Lincoln Land and Improvement Company. Calloway envisioned the community as a vacation retreat and garden suburb for African-Americans. In the early twentieth century, there were few options for affordable housing for middle-class African-Americans in the county. However, several other black communities developed contemporaneously including North Brentwood, Fairmount Heights, and Glenarden. Lincoln was the only community marketed as a rural retreat for African-Americans. The community was designed with “roomy” streets that stretched 50–70 feet wide and building lots that were 50 feet by 150 feet and sold for $270. The original radiating street plan for the community was only partially developed and the intended semicircle design of Crescent Avenue with a community park inside was never realized.

In 1910, noted black architect Isaiah T. Hatton designed the first house in Lincoln for Thomas Calloway. Hatton was a Washington-based architect who studied under William Sidney Pittman. Hatton designed a number of prominent landmarks in the city including the Dunbar Theatre and the Whitelaw Hotel. By 1915 approximately ten families lived in Lincoln including Isaiah Hatton, who designed several houses in the community. Calloway noted that through Hatton’s guidance, the community was able “to maintain a high standard of excellence in home planning.” The community quickly became a retreat for a number of prominent African-American families who were attracted to the quiet rural setting. Lincoln had its own station on the electric interurban line with a general store and schoolhouse located nearby. Development in Lincoln peaked in the early 1920s. Several residents purchased multiple lots and a few even farmed on their land. The children of Lincoln attended school at the one-room schoolhouse in nearby Buena Vista or traveled to Washington, D.C., to attend classes. In 1921, members of the civic associations of Lincoln and Buena Vista successfully lobbied the Board of Education to allocate funds for the construction of a school in Lincoln which was built with assistance from the Rosenwald Fund.

In the 1930s growth in Lincoln began to decline. Due to decreasing ridership as a result of the increasing popularity and accessibility of the automobile, the railroad ceased operations in 1935. The community was further impacted when the construction of the George Palmer Highway (now called MD 704 or Martin Luther King, Jr., Highway) was not paved as far as Lincoln. Residents who did not own a car were landlocked and the lack of public transportation in the area made it difficult to travel to the District of Columbia. As a result, the community returned to its roots as a vacation and retreat community for Washington, D.C.’s black professional population. Although Thomas Calloway envisioned that Lincoln would eventually gain its own municipal government, the community remained a loosely knit, semirural community which remained largely rural until the 1970s when a building boom began. In the 1980s, several historic structures were demolished including the Lincoln railroad station and the original Seaton Memorial A.M.E. Church.

The community contains a wide variety of buildings constructed between 1910 and the present. The majority of the buildings in Lincoln were constructed from 1965–1980s. There are a number of popular twentieth-century architectural styles in Lincoln, including Craftsman, Colonial Revival, Tudor Revival, Spanish Colonial Revival, Contemporary, and several illustrations from the Modern Movement. There are approximately five extant buildings that date from 1910 to 1920. In the 1970s, many of the original large lots were resubdivided, which resulted in the construction of nonhistoric infill and irregularly sized lots. The community is almost exclusively residential and is composed of single-family dwellings. The only exceptions are a church and a school located southwest of the residential area and included in the survey of the community.
Glenn Dale (70-052)

Glenn Dale developed as a late nineteenth-century railroad suburb south of the intersection of Lanham-Severn Road and Glenn Dale Boulevard. In the 1870s, the Pennsylvania Railroad established a route from Baltimore through Upper Marlboro to Pope’s Creek in Charles County and a branch line into Washington, D.C. The small communities of Lanham, Seabrook, and Glenn Dale were established on this Washington branch when the localities were selected as the site of new railroad stations.

Glenn Dale originally developed from part of the Duvall family’s large land holdings. Martenet’s map of 1861 shows the rural area, settled only by a few families including the Duvalls, a prominent Prince George’s County family. In 1871 the Duvall family, who owned the nearby plantation of Marietta, sold some of their land to their family attorney, John Glenn. Glenn began to sell parcels of his land, and the area soon became known as Glennville. By 1878 the Hopkins map documents that the small village, then called “Glendale,” contained several residences, a saw mill, brick yard, blacksmith shop, a store, post office, and St. George’s Episcopal Church, all centered on the Glendale train station.

In 1885 the community of “Glendale” was officially platted in two sections and was likely named for the train station of the same name. The railroad tracks bisected the small community, which consisted of approximately 81 lots of varying sizes. Lots were located both north and south of the railroad tracks and ranged from small (50 feet by 176 feet) to large, including one lot approximately 330 feet by 1,320 feet. Section 1, the southern portion of the plat, remains largely as originally platted in 1885.

In the early twentieth century, the community, now called “Glenn Dale,” remained a small railroad village. By 1900, the village contained approximately 17 houses. Despite the community’s location in a largely rural area where many residents’ occupation involved agriculture, some residents of Glenn Dale commuted to Washington by train. The USDA Plant Introduction Station, established in Glenn Dale in 1920, provided employment for local residents and encouraged the construction of several houses near the Introduction Station on Bell Station Road. In the 1930s the District of Columbia constructed the Glenn Dale Hospital, which was used as a tuberculosis sanitarium for the poor. Although there was some initial opposition to its construction, the hospital encouraged local improvements and provided employment opportunities for residents. Glenn Dale remained largely undeveloped until the second half of the twentieth century. In the 1970s several redivisions of larger lots resulted in small clusters of development scattered throughout the community.

The community contains buildings constructed from the 1870s to the present. Buildings in Glenn Dale reflect a variety of popular styles including Queen Anne, Craftsman, Colonial Revival, Dutch Colonial Revival, and a number of illustrations from the Modern Movement. Common building forms include L-shaped plans, bungalows, Cape Cods, minimal traditional houses, ranch houses, split-foyer, and split-level houses. The oldest houses in Glenn Dale were typically situated on the largest lots in the neighborhood and were originally used as farmhouses. As residents of Glenn Dale stopped farming in the early twentieth century, these lots were subdivided, resulting in modern infill. This pattern of development has resulted in irregularly shaped lots of differing sizes and varied setbacks in the neighborhood. The topography of Glenn Dale is relatively flat. The majority of buildings in the community are residential, although there are several religious and educational buildings. A few nonhistoric commercial buildings are located north and south of the railroad tracks. Public buildings in Glenn Dale include a post office, fire station and the Glenn Dale Elementary School. The small community is surrounded by modern subdivisions including Wood Pointe, developed in the late 1980s and Glenn Dale Village, developed circa 2004. Glenn Dale Hospital was abandoned more than twenty years ago and purchased by M-NCPCC in 1995. The 210-acre campus, located outside of the survey area, is currently being evaluated for redevelopment.
Seabrook (70-053)

Seabrook was established in the 1870s as a resort community on the Pennsylvania Railroad line in northwest Prince George's County. Seabrook is located approximately 12 miles east of Washington, D.C., south of Lanham Severn Road (MD 564), and north of Annapolis Road (MD 450).

In the 1870s, several railroads began expanding through Prince George's County to connect to Washington, D.C. The Pennsylvania Railroad established a route from Baltimore through Upper Marlboro to Pope's Creek in Charles County and a branch line into Washington, D.C. The small communities of Lanham, Seabrook, and Glenn Dale were established on this Washington branch when the localities were selected as the site of new railroad stations.

In 1871, Thomas Seabrook, an engineer for the Pennsylvania Railroad, purchased 500 acres of land around one of the planned railroad stations. Seabrook subdivided the property and built three identical Gothic Revival-style cottages for use by his family and friends. By 1880, the railroad station, the three cottages, and a few commercial buildings had been constructed in Seabrook.

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Seabrook's family retained control of his property until 1912, when they sold the remaining undeveloped lots to Tyrrel E. Biddle. After the property was purchased by Biddle, Seabrook began to slowly develop. Lots on the northern side of Lanham-Severn Road were resubdivided in the 1930s and in the 1950s by the Seabrook Realty Corporation. By 1957, approximately 185 houses had been constructed in Seabrook. In the mid-twentieth century, commercial development expanded along both Lanham-Severn Road and Annapolis Road.

The community contains a variety of buildings constructed between the 1880s–1990s. The vast majority of buildings in Seabrook date from the mid-twentieth century. There are a number of popular architectural styles represented in Seabrook including Gothic Revival, Colonial Revival, Tudor Revival, Spanish Revival, and a variety of styles from the Modern Movement. Common building forms include rectangular-shaped plans, bungalows, Cape Cods, ranch houses, minimal traditional houses, and split-level houses. The streets are laid in a grid pattern that runs parallel to the railroad tracks and Lanham-Severn Road. The community is bisected by Lanham-Severn Road and commercial development is concentrated along this thoroughfare and Annapolis Road. Many of the buildings along these routes are residential buildings rehabilitated for commercial use. Development north of Lanham-Severn Road dates from the 1950s through the 1990s, although the majority of this development dates from the third quarter of the twentieth century. Several office buildings are located in the northern part of Seabrook, in addition to the residential and commercial buildings.

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**Fletchertown (71A-022)**

Fletchertown is a late nineteenth-century rural African-American community, located south of Huntington and northwest of Bowie. The historic community of Fletchertown is centered on Old Fletchertown Road. In the late nineteenth century, Gabriel Fletcher, an African-American farmer, began purchasing land to establish a farm for his family near Bowie. In 1892, Fletcher purchased lot number 6 from the estate of George W. Wood. Fletcher purchased the 13.5-acre lot for $150. The following year at a public auction, Fletcher purchased lot seven for $500, which contained 6.32 acres.

Gabriel Fletcher was born circa 1857 in Maryland. The 1880 census lists Fletcher as a single 23-year-old mulatto living with his mother and siblings in Queen Anne, Prince George’s County. His occupation is listed as laborer. By 1900, the census notes Fletcher living in Bowie with his wife of 14 years, Virginia, and their five children. He is listed as owning his home and his occupation is listed as farmer. After Gabriel and his wife purchased their land near Bowie, members of the extended Fletcher family, including Gabriel’s mother and brother, moved to the area. The majority of their neighbors either farmed or worked for the railroad. By 1910, the census notes that the small community was known as “Fletchertown.”

Because of Fletchertown’s proximity to Bowie, the small village never became self-sufficient and remained a rural residential area. Residents traveled to the railroad village of Bowie for necessities, social activities, and church. Before the 1920s, African-American children in Fletchertown traveled to Bowie to attend school at Horsepen Hill. As the population of Fletchertown increased, the community petitioned to have a school constructed in the area. In 1921, the Prince George’s County Board of Education recommended constructing one school to serve the residents of both Fletchertown and Duckettsville, another small African-American village on the outskirts of Bowie. Both communities protested and the Board of Education eventually relented, allowing each village to have its own school. The Fletchertown Elementary School was funded by bonds and the Rosenwald Fund. The one-room schoolhouse finally opened in 1922 and served up to 50 children at a time through grade seven. In 1952, the Board of Education sold the schoolhouse for $1200 and it was subsequently converted into a private residence. The schoolhouse is no longer extant.

In the mid-twentieth century, Fletchertown remained a small rural village; however, residents began selling off portions of their property and new houses were constructed in the community. Development has continued in the late twentieth century with the late-1990s subdivision of Nazario Woods (located on the south side of Old Fletchertown Road), the 1990s subdivision of Northridge (located northwest and west of Fletchertown), and the platting of “Pleasant Ridge” in 2006 by Capitol Development Design, Inc., (located on the north side of Old Fletchertown Road).

The community contains a variety of buildings constructed between circa 1890 and the present. Approximately three buildings in Fletchertown were constructed prior to 1930. These include a late nineteenth-century I-house, a circa 1924 Foursquare (Noble Strother House), and a vernacular dwelling constructed circa 1910. The overwhelming majority of resources in the area were constructed between 1990 and the present. Styles represented in Fletchertown include the Colonial Revival and illustrations of the Modern Movement. Building forms present in the community include the I-house, Foursquare, bungalow, ranch houses, and minimal traditional houses. Houses in the subdivision of Nazario Woods on the south side of Old Fletchertown Road are two-story, five-bay, side-gabled dwellings with a central projecting front-gabled bay. The facades of the houses are covered with a brick veneer, while the side and rear elevations are clad with vinyl siding. All of the houses have an attached garage on a side elevation. Fletchertown is exclusively residential and is composed of single-family dwellings. The topography of the neighborhood is hilly and houses are set on irregular lots of varying sizes. Private roads off of Old Fletchertown Road provide access to houses located between Old Fletchertown Road and the Northridge subdivision to the west.
Huntington/Bowie (71B-002)

The incorporated City of Bowie is located in the northeastern portion of the county. Within the sprawling City of Bowie is a historic core comprising the small railroad community originally known as Huntington City. This community was situated at the junction of the main line of the Baltimore & Potomac Railroad and its spur line into Washington, D.C.

Much of Bowie is part of the early eighteenth century estate known as Catton, which was owned by Robert Carvile of St. Mary’s City. By 1719, the property was purchased by Jacob Henderson, rector of Queen Anne’s Parish, who renamed the area “Belair.” Samuel Ogle, and his future son-in-law Benjamin Tasker (Senior), purchased the 2,500-acre estate in 1737 and constructed the Belair Mansion, which remained in the family until 1871. The site of Huntington was located five miles northwest of the Belair Mansion. Martenet’s map of 1861 documents the area as a rural community with small farms scattered across the landscape. In 1853, a state charter was granted to the Baltimore and Potomac Railroad Company, with Oden Bowie as its president. Bowie, who was born at Fairview, near the Belair estate, had fought in the Mexican War and served in the Maryland House of Delegates and the Maryland State Senate. Plans to construct the railroad line were stalled by the Civil War; construction finally began in 1868, sparking suburban development plans.

In 1869, Ben M. Plumb, a developer and speculator from Washington, D.C., and his associates purchased a 300-acre farm from Henry Carrick at the future juncture of the Baltimore and Potomac Railroad and the spur line to Washington, D.C. In 1870, he platted Huntington City on a rectilinear grid that was bisected diagonally by the railroad tracks. The tract was laid out with streets named after trees running north and south, and numbered streets running east and west. The 2,500 square-foot lots were offered for sale at $25 each. Purchases of the lots began almost immediately with some of the earliest buildings constructed by the railroad company. The first train passed through Huntington in 1872, and a train station was constructed later that year. The station was named Bowie for Oden Bowie, president of the Baltimore and Potomac Railroad and then governor of Maryland. As the community grew, residents became interested in incorporation, and in March 1874 the Maryland General Assembly granted a charter to the commissioners of Huntington and established the Town of Huntington. In 1882, the town commissioners changed the name of the town to Bowie, in honor of Governor Oden Bowie, whose efforts had helped establish the railroad in Prince George’s County.

As in much of Prince George’s County, development during World War II was slow, but picked up significantly after the war. In 1956, William J. Levitt, whose best-known development was Levittown in Nassau County, New York, purchased the Belair estate. His plan was to develop a 2,200-acre community, the largest ever attempted in Prince George’s County. Levitt began to lobby the Town of Bowie to annex his development surrounding the Belair mansion. The large expansion of Bowie at this time divided the city into named sections, and thus the original railroad town became known as the Huntington section of Bowie. Levitt and others continued to construct new subdivisions in the Bowie area. During the initial flurry of development in the mid-twentieth century, Huntington remained a quiet town with minimal infill constructed from the 1950s–1970s. In the 1990s, the City of Bowie purchased the remaining railroad buildings from Amtrak, moved them to their present site in the Huntington area, and rehabilitated the buildings for use as a museum. Suburban growth began to expand into the Huntington area in the late twentieth century and early twenty-first century.

The community is predominantly residential with a significant concentration of historic commercial buildings. Buildings range in age from circa 1880 to the present. Common building forms include I-houses, front-gabled buildings, L-shaped plans, bungalows, American Foursquares, Cape Cods, and split-foyers. Architectural styles in Huntington include vernacular interpretations of the Queen Anne, Colonial Revival, and Dutch Colonial Revival. The majority of residential buildings are wood-frame construction, although there are masonry buildings including some of rock-faced concrete block. The community is relatively flat with gently rolling hills.
Seat Pleasant (72-007)

Seat Pleasant was established as a late-nineteenth-century streetcar suburb that adjoins the eastern corner of the District of Columbia. The community is located south of Martin Luther King, Jr., Highway and Seat Pleasant Drive and is bisected by Addison Road.

In 1873, Benjamin L. Jackson, William B. Jackson, and George J. Seufferle platted the large community of Seat Pleasant. The community was named for the nineteenth-century estate of the Williams family that was destroyed by fire in the mid-nineteenth century. The early plat shows several buildings including houses, farms, outbuildings, cabins, and one store, reflecting the rural nature of the area.

Large-scale development did not begin in Seat Pleasant until after the extension of the rail lines and streetcar lines from Washington, D.C. Although the District of Columbia developed a streetcar line in the 1860s, it was not until the 1890s that service was extended to communities in Prince George’s County. Seat Pleasant was located at the convergence of two railroad lines and the streetcar line, which made it a convenient location for commuters. In 1898, the East Washington Railroad, also known as the Chesapeake Beach Railway, was extended from the District line at Chesapeake Junction (as Seat Pleasant was originally known) through Prince George’s County to Chesapeake Beach in Calvert County. By 1908, train service ran from Washington, D.C., through Seat Pleasant terminating in Annapolis. Taking advantage of the prime location near the rail lines, two new subdivisions were platted. In 1906, lots 14 and 15 of Seat Pleasant were resubdivided and platted as Oakmont. That same year, lots 12 and 13 were resubdivided and platted as Seat Pleasant Heights. Both subdivisions featured small, narrow lots, typically 25 feet by 150 feet, similar to those found in Washington, D.C. Also in 1906, community members gathered to choose a new name for Chesapeake Junction. Several names were debated, but the community agreed on “Seat Pleasant” and requested that a Seat Pleasant post office be established in the community. The Town of Seat Pleasant was incorporated in 1931. In 1935, the WB&A ceased operations as the popularity and accessibility of the automobile increased.

The WB&A tracks were dismantled and the right-of-way was paved to serve as a road.

Beginning in the mid-twentieth century, Seat Pleasant continued to grow and many areas underwent redevelopment. In the 1950s, many buildings, particularly along Martin Luther King, Jr., Highway and Seat Pleasant Drive, were demolished to make way for new commercial buildings and new housing. The opening of the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations in the 1980s again spurred redevelopment and resulted in the construction of large commercial developments near the stations.

Seat Pleasant contains a wide variety of buildings constructed from the 1890s through the present. The largest period of development dates from the 1890s through the 1940s. Buildings in Seat Pleasant reflect a variety of popular architectural styles including Queen Anne, Italianate, Colonial Revival, Craftsman, and several illustrations of the Modern Movement. Several structures are vernacular interpretations of popular styles. Common building forms in Seat Pleasant include Foursquare, bungalow, Cape Cod, ranch houses, minimal traditional houses, and split-levels. A building form in Seat Pleasant is the detached rowhouse. These wood-frame houses are typically two stories in height with a full-width porch and have either a flat roof or a shed roof. Most display modest interpretations of the Queen Anne or Italianate styles, common in the late nineteenth century. Also common in Seat Pleasant is a number of two-story, front-gabled dwellings with a full-width porch. The community is predominately residential and composed of single-family dwellings, although a few religious buildings are scattered throughout the neighborhood. Nonhistoric commercial development is located along Martin Luther King, Jr., Highway Seat Pleasant Drive, and in limited areas along the boundaries of the neighborhood. The topography of Seat Pleasant is hilly and most houses are set on a flat or slightly-sloping lot. Mature trees are located throughout the community. Houses typically have an even setback along a streetscape, although lots are of varying sizes.
Fairmount Heights
(72-009)

Legend

Fairmount Heights Survey
Historic Resource
Historic Site

Feet
**Fairmount Heights (72-009)**

Fairmount Heights is an early twentieth-century African-American suburb located just outside the easternmost corner of the District of Columbia in Prince George’s County. The community is roughly bounded by Sheriff Road, Balsamtree Drive, 62nd Place, and Eastern Avenue. In the late nineteenth century, the area that would become Fairmount Heights was the site of several small farms which were purchased and consolidated by land speculators in the first decades of the twentieth century. Fairmount Heights contains six subdivisions platted between 1900–1923 by different developers. The initial platting contained approximately 50 acres that were divided into lots typically measuring 25 by 125 feet.

Developers encouraged African-Americans to settle in the area, and the subdivision became one of the first planned communities for black families in the Washington, D.C., area. The earliest dwellings were of wood-frame construction of modest size; however several substantial houses were also built. Early on, the neighborhood was home to several prominent African-Americans including William Sidney Pittman, a noted architect and son-in-law of Booker T. Washington. Pittman took an active interest in the development of his own neighborhood. He formed the Fairmount Heights Improvement Company, whose purpose was to construct a social center for the community. Pittman had Charity Hall constructed, which was used for social events, as a church, and as the community’s first school.

In 1908, the Washington, Baltimore and Annapolis Electric Railway opened, providing easy access for commuters into Washington, D.C. Residents of Fairmount Heights used the neighboring Gregory Station, located in Seat Pleasant. Other African-Americans, encouraged by the development in Fairmount Heights, soon settled in the area. In addition to the Pittmans, James F. Armstrong (supervisor of Colored Schools in Prince George’s County), Henry Pinckney (White House steward to President Theodore Roosevelt), and Doswell Brooks (supervisor of Colored Schools in Prince George’s County and the first African-American appointed to the Board of Education) all constructed houses in the neighborhood. Fairmount Heights was also home to a growing professional community and many residents worked as clerks or messengers for the federal government. The increased growth in the community created a pressing need for a dedicated school which resulted in the construction of the Fairmount Heights Elementary School. Designed by William Sidney Pittman, the school opened in 1912. In 1920, developer Robinson White constructed 19 bungalows on 62nd Avenue in the original Fairmount Heights subdivision.

After several unsuccessful attempts to incorporate in the 1920s, the Town of Fairmount Heights was officially incorporated in 1935 with a mayor-council form of government. By the end of the 1930s, the new town consisted of a brick schoolhouse, four churches, a fire department, print shop, and several restaurants and stores. The community continued to grow in the mid-twentieth century and was largely developed by the 1980s. Today the community remains a predominately African-American suburb.

The community contains a wide variety of buildings constructed between 1901 and the present, although the majority of buildings date from 1901–1975. There are a number of popular twentieth century styles represented in Fairmount Heights, including Queen Anne, Craftsman, Colonial Revival, and examples from the Modern Movement. Many of the dwellings are vernacular interpretations, while others appear to be mail-order kit houses by Sears, Roebuck & Company. Common building forms include American Foursquares, bungalows, shotgun houses, ranch houses, split-foyers, and a number of L-shaped and T-shaped plans. Many buildings have irregular massing due to modern additions. A common building type in Fairmount Heights is the modest, minimally ornamented two-story, front-gabled, wood-frame dwelling constructed in the early twentieth century. The majority of houses in Fairmount Heights are wood-frame construction and are clad with a variety of modern replacement materials, although a few houses do retain their original materials. The topography of the neighborhood is hilly and houses have uniform setbacks. The community is predominately residential and contains single dwellings, twin dwellings, and multiple dwellings including apartment buildings. Fairmount Heights contains several religious, social, and educational buildings.
Appendix B • Documented Historic Communities

Glenarden
(72-026, 73-026)

Legend
Glenarden Survey
Glenarden (72-026/73-026)

Glenarden is significant as an early twentieth-century suburban community that was established in 1908 as a result of the development of the Washington, Baltimore and Annapolis (WB&A) Electric Railway. In February 1910, William R. Smith of the District of Columbia purchased 78 acres on the WB&A line between Lincoln and Ardwick Station. Later that year, Smith purchased a 76.3-acre parcel along the WB&A line from the estate of Ann H. Bowie. In 1911, the larger parcel was platted as Glenarden Heights; in 1913, the smaller parcel was platted as Glenarden. A third parcel, across the railroad line from Glenarden, was platted as Ardwick Park in 1921, but not recorded. Later Ardwick Park was resubdivided and named Glenarden Woods. Glenarden Woods was annexed by Glenarden in the 1950s; however, the Ardwick Park area had been referred to as Glenarden from its earliest days.

Smith’s Glenarden Development Company marketed the community of Glenarden to African-Americans. In 1922, the two-room Glen Arden school was constructed with the assistance of the Julius Rosenwald Fund in the Ardwick Park section. That year, St. Joseph’s Catholic Church was built on a five-acre site in the same area. By the end of the 1940s, there were 51 dwellings in the area, with 25 in Glenarden, 20 in Glenarden Heights, and six in Ardwick Park. The lack of amenities such as public utilities and paved roads likely hindered development of the suburban enclave. Through the efforts of the Glenarden Civic Association, in 1939, the Town of Glenarden was incorporated by an act of the Maryland General Assembly. During the period when the town’s fortunes were rising, the Washington, Baltimore and Annapolis Electric Railway Company business was on the decline, and WB&A ceased service in 1935. Access to the District of Columbia and other employment centers was facilitated a decade later when the Washington, Marlboro, and Annapolis Motor Lines, Inc., began offering bus service between Glenarden and Seat Pleasant.

W.H. Swann, who had served as president of the Glenarden Civic Association, became the town’s first mayor in 1939. Improvements undertaken during his two-year term included the introduction of home heating and electricity, the surfacing of roads, and the establishment of a police force and a fire department. In 1943, the town hall was constructed; and in 1950, a post office. In 1957, the original two-room school house was replaced with a modern facility, Glenarden Woods Elementary School.

Raymond Smith opened a barber shop on George Palmer Highway in the early 1950s. Smith recalls that there were a number of businesses owned by African-Americans on the block serving the community of Glenarden including his barbershop, two restaurants, a dry cleaner, and a gas station. Area businessmen supported activities for the youth of the community. In 1954, a recreation center was erected at Church Street and Piedmont Avenue. Members of the Glenarden Men’s Club provided the center’s playground equipment. In the 1950s and 1960s, the population of Glenarden grew due to annexation of Glenarden Woods, Glenarden Apartments, and Tyrol Estates. In 1961, the population was 1,336.

In 1964, the construction of I-495, the Capital Beltway, resulted in the removal of all houses on Sixth Street and on the east side of Fifth Street. The semicircular streets around the Glenarden railway stop were removed circa 1965 for construction of a municipal center that replaced the first town hall. St. Joseph’s Catholic Church moved from its original location in Ardwick Park in 1967. The community underwent a further transformation in the mid-1970s, when the town received a HUD Community Development Block Grant. As many as 600 households were scheduled for relocation in the 1960s and 1970s, with much of older housing replaced with public housing. Few buildings from the first decade of development stand in the community. The earliest buildings are dwellings dating from the 1920s and are either the modest vernacular with Colonial Revival characteristics, or bungalows. Other residential building forms in the community include Cape Cod, ranch and split-level. The houses display a variety of cladding materials including brick, concrete block, and aluminum and vinyl siding, with some facades containing a mix of two materials. The houses east of Brightseat Road are larger than those on the west. Many of the smaller houses have been expanded with additions. A majority of the houses in the Town of Glenarden were constructed after the mid-1960s. In the final decades of the twentieth century, the population and area of Glenarden continued to grow with the assistance of further annexation. The Washington Commerce Center and Carrollton Station subdivision were annexed in 1983. In 1985, Glenarden annexed the 245-acre Royal Gons tract on its eastern boundary. In summer 2008, construction was underway on a $500-million mixed-use development on the Gons site.
Capitol Heights and Greater Capitol Heights (75A-056)

Capitol Heights was established in the early twentieth century as a residential suburb adjacent to the southeastern boundary of Washington, D.C. In 1904, the subdivision was platted in three sections by Otway B. Zantzinger, a Baltimore-based businessman. Zantzinger’s subdivision included approximately 4,000 lots on land that was originally a large parcel of woodland. The majority of lots in Capitol Heights were long, narrow, rectangular parcels. Lots were priced between $20 and $60 and offered for sale with one dollar down, and one dollar a month. Later advertisements noted that the segregated subdivision was intended for whites only. As part of his commitment to the success and growth of the neighborhood, at his own expense, Zantzinger constructed an elementary school for Capitol Heights residents. Opened in 1905, the school had over 100 children in attendance in its first year. By 1907, Zantzinger had sold over 3,500 lots and more than 1,000 residents had made Capitol Heights their home.

Although the subdivision was not directly located on the railroad or streetcar lines, the adjacent neighborhoods of Maryland Park and Seat Pleasant were served by the rail lines. Because of its relative convenience to public transportation and the affordability of the houses due to low construction costs, Capitol Heights proved to be a popular new subdivision. Capitalizing on this popularity, in 1909, Zantzinger platted Greater Capitol Heights, a 400-acre tract of land located on the southern edge of Capitol Heights that included an additional 4,500 lots.

Residents of Capitol Heights and Greater Capitol Heights were white, had small families, and had working-class jobs that included firemen, salesmen, electricians, plasterers, carpenters, post office workers, merchants, and printers. The growing community incorporated as the Town of Capitol Heights in 1910 in an effort to improve roads and public services for residents. Advertisements for Greater Capitol Heights promoted the community as “cool and delightful. No Landlord. No Rent. No Building Restrictions. No Malaria. No Mosquitoes. No Sleepless Nights. Pure Water. High Elevation. Perfectly Healthy. Beautiful Shade.” The community was noted as being “Within the one-fare radius” but “nevertheless completely out of the city and an ideal site for the founding of homes by those who have long been forced to see their slender means being exhausted by city rentals.” In 1925, Capitol Heights was finally served by a bus line that ferried residents between their neighborhood and Washington, D.C. The arrival of the bus line, along with increased ownership of automobiles, resulted in a change of demographics as more African-Americans began to move into the once-segregated Capitol Heights in the mid-twentieth century.

By the third quarter of the twentieth century, the historic commercial core of Capitol Heights was losing many businesses, largely because of the construction of a new Central Avenue that bypassed the town. By the 1970s, the once-bustling commercial corridor along Old Central Avenue had begun to decline and buildings were being abandoned. Many of the commercial buildings along Old Central Avenue were demolished in the 1980s. Vacant lots and parking lots that took the place of the commercial buildings in Capitol Heights have no visual or physical relationship to the neighborhood. Residential construction in Capitol Heights and Greater Capitol Heights was largely completed by the mid-1970s. The sense of a neighborhood remained despite the loss of the commercial core. Today, Capitol Heights contains over 4,100 residents, of which 92 percent are African-American.

The community contains a wide variety of buildings constructed between 1904 and the present. The majority of buildings constructed in Capitol Heights and Greater Capitol Heights date from the 1910s through the 1970s. There are a number of popular twentieth-century architectural styles represented in the community including Craftsman, Colonial Revival, and examples from the Modern Movement. Vernacular interpretations from the Queen Anne style are also present. The residential buildings are modest and display minimal ornamentation, typical of their use for middle- and working-class residents. The majority of houses are small one- or one-and-one-half-story designs. The topography of the neighborhood is hilly with houses built on sloping lots often with partially exposed basements. Some residential buildings in the community have been rehabilitated for commercial use.
District Heights (75A-057)

District Heights was established in the first quarter of the twentieth century as a commuter suburb located approximately two miles east of the District of Columbia. District Heights is very roughly bounded by Walker Mill Road to the north, Ritchie Road to the east, Pennsylvania Avenue to the south, and Brooks Drive to the east. In the late nineteenth century, the land that became District Heights was farmland owned by Major Leander P. Williams. Williams’ farm was located adjacent to the Washington and Marlboro Turnpike. In 1925, the 505-acre Williams farm was purchased by the District Heights Company. The company chose the site because of its elevated location close to Washington, D.C. Clean water and sewage disposal were provided by natural springs and two streams that ran through the area. Before the construction of any houses, the District Heights Company laid out streets, curbs, sidewalks, water lines, electric lines, and fire plugs.

By 1926, the District Heights Company constructed approximately 25 houses, which included five-room “California” bungalows and two-story, six-room American Foursquare houses. The new subdivision was described as a “community of homes for government employees” and a place that “answers the cry of the wage earner for a restricted community coming up to the high ideals of the average workingman and still at a price within his reach.” Commercial development was limited to the edge of the community along Marlboro Pike. A service station and the Sanitary Grocery Store were constructed in 1926 to serve the growing neighborhood. Between 1926–1936, the District Heights Company continued to build new houses and sell lots for the construction of individual houses.

The Town of District Heights was incorporated in 1936 by the Maryland General Assembly. In the 1940s, District Heights was improved by several different developers. All of the companies constructed modest, affordable, single-family houses with Federal Housing Administration (FHA) financing and planned for federal employees. Typical houses included Cape Cods and minimal traditional-influenced designs. These companies were subsequently replaced in 1946 when Manhattan subway builder Samuel R. Rosoff, dubbed “Subway Sam,” established Washington Estates, Inc., and purchased the remaining 300 acres of undeveloped land in District Heights.

Over the next 15 years, Washington Estates, Inc., added four additional sections to District Heights and operated as a merchant builder, constructing a large number of modest, modern houses. Rosoff and his son, Nathaniel B. Rosoff, streamlined construction and repeatedly used the same architectural designs throughout the community. The FHA-approved housing was marketed to returning veterans from World War II. The community was advertised as having “winding roads, wooded lots, and shaded streets, laid out in a manner to preserve the natural charm and beauty...” As part of their development, the Rosoffs also constructed District Heights Apartments (now known as the Woodland Springs Apartments). These Colonial Revival-style garden apartments were built from 1949 through 1951. The 925-unit garden-apartment complex was located to the north of the single-family residential development constructed by Washington Estates, Inc. New houses gradually grew larger, moving from one-and-one-half-story minimal traditional and Cape Cod-inspired designs and one-story ranch houses to two-story Modern Movement split-foyers and split-levels. In 1960, District Heights was excluded from The Maryland-National Capital Park and Planning Commission’s jurisdiction and was subsequently known as the City of District Heights.

Buildings in District Heights are primarily residential with limited commercial development along Marlboro Pike. Buildings range in age from 1925 to circa 1965. There is little modern infill within the community. Building forms represented include the bungalow, American Foursquare, Cape Cod, minimal traditional, ranch houses, split-foyers, and split-level houses. Styles represented in the survey area include Craftsman, Colonial Revival, various examples from the Modern Movement, and limited illustrations of the Tudor Revival and Dutch Colonial Revival. The topography of District Heights is relatively flat with some rolling hills. Houses typically have a consistent setback, approximately 25 feet from the road. Houses constructed in the 1960s are sometimes set on the lots at an angle to the street, creating undulating patterns in the streetscape. The earliest sections of District Heights, platted in 1925 and 1929 have a rectilinear pattern, while sections platted from the 1940s through the 1960s have curvilinear streets with long blocks, as recommended by the FHA.
Boulevard Heights and Bradbury Heights (75A-058)

Boulevard Heights and Bradbury Heights were established in the early twentieth century as adjoining residential suburbs adjacent to the southeastern boundary of Washington, D.C. Located on the southeast side of Southern Avenue, the two subdivisions were platted four years apart, but were developed simultaneously and now read as one cohesive neighborhood. In 1901, the widowed Laura E. Baker of Washington, D.C., purchased 35 acres of wooded land and in January 1906 the residential subdivision of Boulevard Heights was platted. Boulevard Heights was a small subdivision located on a roughly triangular parcel. The land was divided into approximately 600 lots with a rectilinear grid plan creating 19 blocks. The individual lots were long and narrow, approximately 20 feet wide and 100 feet deep. The Boulevard Heights Company offered lots for sale at $25, $75, and $100. New construction was slow.

In 1909, Washington-based real estate developer Robert F. Bradbury purchased 106 acres of land to the northeast of Boulevard Heights. Bradbury paid $16,000 for the property, of which almost 18 acres were located in the District of Columbia on the northwest side of Southern Avenue. Responsible for developing large portions of southeast Washington, D.C., Bradbury platted Bradbury Heights in June 1909. Like the adjoining Boulevard Heights to the southwest, Bradbury Heights continued the grid pattern and street naming system of Washington, D.C. The lots, approximately 1,500 in total, were 20 feet wide and 100 feet deep. Lot sales in Boulevard Heights began to pick up in 1910 and continued with steady sales through 1914. The onset of World War I, however, slowed sales.

Development slowly continued in the two subdivisions through the 1920s and 1930s. Several builders, began purchasing lots and constructing neighboring houses, which were offered to prospective homeowners. Unlike the first homebuyers of Boulevard Heights and Bradbury Heights who purchased vacant land, prospective homeowners of this period were provided with completed houses, typically outfitted with all of the available modern conveniences. Many of the residential buildings directly reflected the influence of the Federal Housing Administration’s (FHA) guidelines for small houses and neighborhood planning, such as mass production, standardization, and prefabrication. Thus, Boulevard Heights and Bradbury Heights, with their well-established domestic facilities and accessibility to various modes of public transportation, proved to be one of the best locations in Prince George’s County for the integration of the suburban ideals of home ownership and community in a single real estate transaction.

Today, the two subdivisions of Boulevard Heights and Bradbury Heights remain modest residential suburbs in Prince George’s County, illustrating the housing forms and styles of the early to mid-twentieth century. The community contains a wide variety of buildings constructed between circa 1906 and the present. The majority of buildings constructed in both Boulevard Heights and Bradbury Heights date from circa 1915 through circa 1970. There is no discernable difference between the development plans of the two subdivisions, nor the buildings constructed in either location. There are a number of popular twentieth-century architectural styles represented in the community, including Craftsman, Colonial Revival, and a variety of illustrations from the Modern Movement. Common building forms present in both subdivisions include Foursquares, bungalows, Cape Cods, ranch houses, minimal traditional houses, split-foyers, and split-levels. The residential buildings are modest and display minimal ornamentation, typical of middle-class residences. The majority of pre-World War II-era houses are small one- or one-and-one-half-story designs. Later construction by developers is typically one-and-one-half-story or two-story houses. The topography of the neighborhood is hilly and is scattered with mature trees. Because of the terrain, many houses sit on sloping lots with exposed basements. Setbacks along the streets vary. Many of the houses constructed in the mid-twentieth century have either detached garages or garages integrated into the basement level. Streets in both subdivisions adhere to a rectilinear grid. Buildings in Boulevard Heights and Bradbury Heights are predominately residential with limited commercial development located along Southern Avenue. Several residential houses on the main thoroughfares of Southern Avenue and Alton Street have been rehabilitated for commercial use.
Appendix B • Documented Historic Communities

Forest Heights
(76A-036)

Legend

Forest Heights Survey
Historic Site
Forest Heights (76A-036)

Forest Heights was established in 1940 as a suburban residential community adjacent to the southeastern boundary of Washington, D.C. Located on the south side of Southern Avenue, the community is divided by Indian Head Highway. In 1940, the Washington Heights Realty Corporation platted Forest Heights on a 136-acre tract of undeveloped, wooded land. The streets were named after Native-American tribes, such as Iroquois Way and Mohican Drive. In June 1941, real estate firm McKeever & Whiteford advertised a “Special for Builders.” They invited “reliable” builders to see their “beautiful new subdivision. 400 wooded lots, approved for FHA low-cost housing loans.” By October of that year, Southern Maryland Homes, Inc., was pre-showing their model home in the Forest Heights subdivision. The “Homes of Five and Six Rooms” in the “Defense Area” sold for $5,250 to $5,990 and were advertised for their convenient location near the Navy Yard and Naval Research Laboratory. As the name Forest Heights implies, the new suburb was located outside the low-lying city.

After World War II, the economy in Maryland was stable enough to support private construction once again. This had a tremendous effect on growing suburbs like Forest Heights, which by 1949 contained approximately 300 houses with new construction continuing at a rapid pace. These new houses were marketed directly to veterans returning from the war and employees of the outlying government and military installations. The opening of the South Capitol Street Bridge (now called the Frederick Douglass Memorial Bridge) in 1950 provided an easier commute between the District of Columbia and Prince George’s County, thus attracting new residents to Forest Heights. The improving methods and routes of transportation offered to the residents of Forest Heights encouraged development more rapidly than previously experienced. In 1954, Ralph and Jean Rocks resubdivided a portion of Forest Heights and platted three sections on which they constructed large, two-story twin dwellings. These twin dwellings, constructed by Allen & Rocks, Inc., were chosen as one of The Washington Post’s “Homes of ’54.” The “semidetached” house was offered for sale at $13,950 with no down payment. The houses featured “three bedrooms, 1 ½ baths, copper plumbing, full basement and equipped kitchen.” The houses were “preengineered and prefabricated” by American Houses, Inc. The twin houses proved to be overwhelmingly popular, and by 1955 Allen & Rocks, Inc., had sold 180 houses and were opening their third section for development. Throughout the 1950s and early 1960s, the town of Forest Heights annexed several parcels of land on both sides of Indian Head Highway, gradually increasing the municipal boundaries of the town. Forest Heights was fully developed as a residential suburb by 1965. Today, the community remains an active commuter suburb and contains approximately 2,600 residents who live in more than 900 houses.

The community is predominately residential with limited commercial development located on the northeastern edge along Livingston Road. The community contains a variety of buildings constructed between 1940 and the present. The majority of buildings in the survey area date from 1940 and circa 1956. There are a number of popular mid-twentieth-century architectural styles represented in the community, including Colonial Revival and numerous illustrations from the Modern Movement. Many of the buildings show the influence of both the Colonial Revival and Modern Movement, demonstrating the transitional nature of mid-twentieth-century architectural styles, fenestration, and materials. Common building forms include Cape Cods, ranch houses, minimal traditional, split-foyer, and split-level houses. Both wood-frame and masonry houses are found throughout the community. Houses are typically one or one-and-one-half story in height, although two-story Colonial Revival-style buildings are scattered throughout the community. The neighborhood is largely single-family houses; however, the southeastern portion of the community developed by Allen & Rocks, Inc., consists completely of two-story twin dwellings. The buildings in Forest Heights are modest and display minimal ornamentation, typical of middle-class residences. The topography of the neighborhood is hilly, overlooking the nation’s capital, and scattered with mature trees. The platting and individual houses in the neighborhood show the influences of the FHA standards and guidelines. The curvilinear streets have long, uninterrupted blocks with houses on large, evenly spaced lots.
Morningside (76A-039)

Legend

0 Morningside Survey
Morningside (76A-039)

Morningside is a suburban residential community located immediately northwest of Joint Base Andrews. Developed in the 1940s, Morningside is one of many World War II-era communities that were established outside the larger Washington metropolitan area to serve the rapidly growing population. Morningside was originally platted in 1937 and consisted of 79 irregularly shaped lots that varied in size from 5,000 square feet to over 117,000 square feet. In 1939, a public auction was held to sell the unimproved lots in Morningside. The “Large Wooded Lots” were described as being near Suitland, Maryland, and just three-and-one-half miles from Washington, D.C. An advertisement in the Washington Post noted that by October 1940, over 100 houses in Morningside had been sold and between 30–40 families were already in residence. By 1941, over 100 families lived in Morningside, which was then called Morningside Village. The modest, four-room houses were sold for $2,990 and Federal Housing Administration (FHA) loans were available for prospective homebuyers.

Capitalizing on the popularity of Morningside, in 1942, landowner Boyd Farinholt worked with Walter Powers to plat and develop a 54-acre plot of land they named Upper Morningside. Influenced by the FHA’s standards and guidelines that were published between 1934–1940, this plat consisted of curvilinear street plans; large lots with consistent setbacks; long, uninterrupted blocks; and several culs-de-sac. Farinholt and Powers worked as operative builders and commissioned builders Hopkins and Wayson of Brandywine to build the houses. By selecting a single builder, Farinholt and Powers were able to streamline large-scale production of houses, resulting in quicker and more affordable construction. Upper Morningside was developed around a circa 1900 house, known in the community as the Thomas farm house. Located at 4406 Maple Road, the house is a current reminder of Morningside’s history. Taking advantage of the demand for housing and the prime location near Joint Base Andrews (formerly Andrews Air Force Base), builders Randolph Hopkins and Morgan Wayson purchased land on the south side of Upper Morningside and, in 1947, platted the First Addition to Upper Morningside. The small subdivision of 65 lots continued the curvilinear street plan of Upper Morningside. To solve the numerous problems faced by the growing community in the 1940s, the Town of Morningside was incorporated in 1949. The town faced continual problems with flooding and lack of adequate water and sewer services. In the mid-1950s, the Washington Suburban Sanitary Commission constructed water and sewer lines in the community and, in the 1970s and 1980s, Community Development Block Grants dramatically improved the infrastructure of the community with the installation of storm drains, curbs, gutters, sidewalks, and paved streets. By 1970, the community was fully developed.

The community is predominantly residential, with limited commercial development located on the eastern edge along Suitland Road. The community contains a variety of buildings constructed between c. 1900 and circa 2000. The majority of buildings in the survey area date from circa 1940 to circa 1952 and are modest Cape Cod houses. Other building forms in the community include ranch houses and split-foyers. The oldest building in the neighborhood, the Thomas farm house, is a vernacular L-shaped house constructed circa 1900 and altered in the early twentieth century by the addition of a one-story, one-bay porch. Mid-twentieth-century architectural styles represented in the community include the Colonial Revival and illustrations from the Modern Movement. The overwhelming majority of houses are wood frame with limited examples of masonry construction. Houses are typically one to one-and-one-half stories in height, although two-story split-foyer buildings are scattered throughout the community. The buildings in Morningside are very similar in design to each other, illustrating their construction by a single operative builder. The houses are modest and display minimal ornamentation, typical of mid-twentieth-century residences designed for the middle class. The platting and individual houses in the southern portion of the survey area show the influence of the FHA guidelines on the design of the neighborhood. The curvilinear streets have long, uninterrupted blocks with houses on evenly spaced lots with even setbacks. Although developed as a commuter suburb, there are very few lots with garages.
Hillcrest Heights (76A-044)

Hillcrest Heights is a mid-twentieth-century residential suburb located just south of the southeastern boundary of Washington, D.C., and Prince George’s County. The community of Marlow Heights is located to the south. Branch Avenue, a heavily traveled road, runs to the east of the neighborhood.

Prior to the platting of the first subdivision, the land that would become Hillcrest Heights was undeveloped and heavily wooded. The land was originally part of the eighteenth-century plantation known as Colebrooke, which was owned by the Addison family. Section One of Colebrooke, the first subdivision, was platted just east of Branch Avenue in 1940. Many of the elements of the subdivision design reflected the planning guidelines and standards promoted by the Federal Housing Administration (FHA), such as the curvilinear plan, long uninterrupted blocks, proximity to public transportation, and adaptation of the design to the topography of the land. Large-scale development in Hillcrest Heights began in earnest after World War II. Returning veterans and increasing numbers of federal workers poured into the area and needed affordable, safe, attractive, and well-planned communities. Anthony Carozza and his wife Anna Louise had amassed nearly 800 acres of land east of old Naylor Road in the early 1940s.

After the war, in 1946, Carozza platted Hillcrest Heights, which was named for the nearby Hillcrest neighborhood of Washington, D.C. Prompted by Carozza’s success, other developers began to move into Hillcrest Heights to take advantage of the affordable land. In the late 1940s and 1950s, Paul P. Stone, a Washington, D.C., real estate developer, began platting additional sections to Hillcrest Heights. Stone planned a 300-house development of “all-brick ramblers.” Buyers could choose from nine different plans, with prices beginning at $12,750. In 1948, one of Stone’s designs was chosen as a Washington Post “Home of ’48.” The house was described as a “Monterey-Modern house” with a canopied terrace, “huge picture windows,” and “a wall of glass brick,” which separated one of the rooms.

In the early 1950s, construction in the larger Hillcrest Heights area moved away from single-family detached houses, to “semidetached” twin dwellings. Constructed of concrete blocks faced with brick, the houses were 21 by 29 feet and 17 by 28 feet. One of the twin houses was chosen as a “Home of ’50” and was described as two units, each consisting of six rooms separated by a party wall. The house had a “convenient powder room” on the first floor and a “fully equipped kitchen approximately the same size as the living room.” The three-bedroom units had air conditioning, a hot-water tank, garbage disposal, and “a handy broom closet.” Each unit also had a basement with a separate entrance. The construction of twin dwellings continued throughout the 1950s. As a result, Hillcrest Heights has the largest concentration of twin houses in the county. Although Carozza originally constructed Colonial Revival-style twin houses, the designs became much more influenced by the Modern Movement and the desire of homebuyers who wanted new architectural styles and forms. The 1960s brought additional subdivisions by established and new builders in the community, as well as new mid-rise apartment complexes and commercial development in the larger Hillcrest Heights area. By 1965, Hillcrest Heights was largely developed, although limited development continued through 2000 with the construction of townhouses and single-family residences.

Buildings in the community are primarily residential with commercial development located along Iverson Road and Branch Avenue. The majority of buildings in the community were constructed between 1945–1965. There are a variety of building types that include single-family residences, twin dwellings, garden-apartment complexes, and mid-rise apartment buildings. Building forms present in the community include Cape Cods, minimal traditional, ranch houses, split-foyers, and split-levels. The Modern Movement is the predominant architectural influence in Hillcrest Heights, although there is a significant amount of Colonial Revival-style designs. The community also contains three Lustron Homes, which are clustered together on 29th Avenue. The Lustrons appear to be in excellent condition with minimal alterations. The community is hilly; however, the individual subdivisions were designed to accommodate the landscape and topography.
Camp Springs (76B-000)

Camp Springs was originally established in the mid-nineteenth century at the intersection of present-day Branch Avenue (MD 5) and Allentown Road. Camp Springs is located adjacent to and west of Joint Base Andrews. Today Camp Springs is roughly bounded by the Capital Beltway (I-495) on the north, Henson Creek and Cherryfield Road on the west, Kirby Road on the south, Joint Base Andrews on the east, and Wesson Drive on the northeast. Early maps of the area note that it was originally called “Allentown,” in honor of the Allen family, who were large landholders in the community. Martenet’s map of 1861 documents a settlement at the crossroads of present-day Branch Avenue and Allentown Road. The small community comprised houses, a Methodist Church, school house, a blacksmith shop, and several stores. By 1878, as documented by the Hopkins map, the growing community was also known as Camp Spring. The Hopkins map denotes the Camp Spring post office, Methodist Church, blacksmith shop, and many residences, the majority of which were constructed between 1861–1878. According to local legend, the community was named Camp Springs by the soldiers fighting in the Civil War who traveled through the area and set up camp near the abundant natural springs. The community experienced remarkably slow growth throughout the late nineteenth century and into the twentieth century. Yet, a school for black children was constructed as early as 1902. In 1924, the building was replaced with a new one-room schoolhouse; the construction of which was funded by Julius Rosenwald’s foundation.

Subdivision of rural agricultural land in the area began in 1936, with the creation of the T.B. Middleton Farm subdivision. This residential subdivision was created from Manchester Farm, a late nineteenth-century farmstead. The first buildings constructed in the subdivision were modest Craftsman-style bungalows located along Old Branch Avenue and Middleton Lane. Camp Springs remained a small, quiet, and rural community until World War II, when the need for housing and government facilities prompted development. In August 1942, President Franklin D. Roosevelt ordered the construction of a military airfield. The Camp Springs Army Airfield opened in May 1943. The airfield was renamed Andrews Field in 1945 and in 1947, the name was changed to Andrews Air Force Base. The opening of the military base encouraged steady growth in Camp Springs, albeit for a limited period. The majority of the twentieth-century development was located northwest of the intersection of Old Branch Avenue and Allentown Road, surrounding the earlier Middleton Farm subdivision.

Two of the earliest extant buildings and historic sites in the area are now located on Joint Base Andrews. Belle Chance (77-014) is a Spanish Colonial Revival-style house erected in 1912. The fireproof house was constructed of concrete for Dr. William Stewart. Forest Grove Methodist Church Chapel 2 (77-001) was built in 1914 to replace two earlier churches on the same site. The Gothic Revival-style church is surrounded by a cemetery with headstones that date from 1874–1938. The oldest extant building in Camp Springs is believed to be Old Bells Methodist Church (Historic Resource 76B-017), which was constructed in 1910.

The area is predominantly residential with limited commercial development scattered along Old Branch Avenue and little modern infill. Building forms represented include bungalow, Cape Cod, minimal traditional, ranch houses, split-foyers, and split-levels. Styles represented in the survey area include Craftsman, Colonial Revival, and various illustrations of the Modern Movement. The survey area is located on gently rolling hills, with varying street patterns. Some of the earlier subdivisions are set on a roughly rectilinear grid, while the subdivisions from the mid-twentieth century are more curvilinear, reflecting the influence of the Federal Housing Administration’s guidelines and standards for residential subdivision design.
Clagett Agricultural Area (78-000/ 79-000/82A-000)

The Clagett Agricultural Area, consisting of approximately 2,700 acres west of Upper Marlboro was named for the Clagett family that owned most of the surrounding land. When originally surveyed and defined in 1987, the community was an example of a rural agricultural landscape in Prince George’s County. However, as a result of modern residential development, much of the area no longer conveys this significance.

In the late seventeenth century, Thomas Clagett I purchased a 250-acre tract of land called Weston, which was passed down through several generations of Clagets. Over time, the parcel was added to and resurveyed, resulting in a parcel of approximately 500 acres. The first brick structure on the property was built circa 1713, but burned during the Revolutionary War (1775-1781). Probably before 1820, Thomas Clagett VI built a Federal style house possibly incorporating an earlier structure. Called Weston (Historic Site 82A-000-07), the structure would be the first of several houses built for members of the Clagett family. Thomas Clagett VI and his wife, Harriet White Clagett, had at least eight children who survived into adulthood. With his second wife, Clagett had five more children.

All told, Clagett provided eight of his children with property and houses typically coinciding with their marriages. Throughout the nineteenth century, Clagett VI began purchasing land surrounding his plantation to expand his land holdings and secure property for his heirs. The 1850 census indicates that Clagett VI held $66,140 worth of real estate and reported owning 94 slaves that ranged in age from infancy to 75 years old. In 1860, the census reports that Clagett’s real estate was valued at $120,000, while his personal estate was valued at $150,000. Not including the six plantations previously given to his family members, at the time of his death in 1873, Clagett owned more than 800 acres of land.

Clagett gave his son Charles The Cottage (Historic Site 78-000-18), his son Robert received Oakland (Historic Site 79-000-34), daughter Eliza received Bowieville (Historic Site 74A-018), grandson Thomas received Keokuk. From the senior Clagett’s second marriage, son Thomas received Weston (Historic Site 82A-000-07), son Gonsalvo received Strawberry Hill (Historic Site 78-000-23), daughter Sallie received a portion of Moore’s Plains (Historic Site 79-002), and daughter Adeline received a portion of Greenland. In turn, Charles Clagett devised Ingleside to his son, Charles T. Clagett, and Navajo to his son William B. Clagett.

Martenet’s map of 1861 shows the various farmsteads scattered throughout the area around Upper Marlboro. Prominent families include Clagett, Bowie, Calvert, and Duvall. By 1878 when the Hopkins map was created, the Clagett family farmsteads are well documented. New stores, residences, and a schoolhouse were established along the Washington and Marlboro Turnpike (now MD Route 4/Pennsylvania Avenue) between Centreville and Upper Marlborough, providing additional amenities for members of the community.

While the Clagett Agricultural Area retains its rural character, rapid suburbanization and late-twentieth-century infill have significantly detracted from the landscape. The gently rolling farmland of the area is dotted with woodlands; however, large parcels of this land have been cleared for new subdivision developments. Several agricultural buildings are extant and include barns and stables that still reflect the agricultural heritage of the area. There are a variety of architectural styles represented in the Clagett Agricultural Area from 1820 to the 1990s. These include Federal, Greek Revival, Italianate, Colonial Revival, as well as vernacular and modern interpretations of these popular styles. The majority of historic residential buildings in the community date from the mid- to late- nineteenth century and are set far back from main roads, down private drives.

Two historic resources have been demolished in the Clagett Agricultural Area. Navajo (78-000-22) and the Navajo Tenant House (78-000-36) are no longer extant. In addition, the slave quarters and all outbuildings associated with Keokuk (78-000-14a) have been demolished, and the house at Ingleside was destroyed by fire.
Little Washington (78-039)

Little Washington is a small mid-twentieth century neighborhood located north of the community of Westphalia in central Prince George’s County. Little Washington is bounded by Washington Avenue on the north, Douglas Avenue on the northeast, Sansbury Road on the southeast, South Cherry Lane on the south, and D’Arcy Road on the southwest.

Historic maps document that Little Washington was rural until the platting of the first subdivision in 1941. Martenet’s map of 1861 shows virtually no development in the area that became Little Washington. By 1878, the Hopkins map documents a few dwellings constructed to the north and west of the present-day neighborhood.

Little Washington was platted in three separate sections from 1941 to 1949. The first section, along Alms House Road (now D’Arcy Road) was platted in 1941 by Leon E. Tayman of Upper Marlboro. Section 1 contained nine lots, ranging in size from 0.32 acres to 0.88 acres. Lots were long and narrow, with approximately 100 feet of frontage along the main road. In 1947, Tayman platted Section 2, off of Alms House County Road on a newly established road, known as South Cherry Lane. Section 2 included 22 lots on approximately 16 acres. Lots on the north side of Cherry Lane were very long and narrow, while those on the south side were shallower with the same frontage.

Little is known about subdivider Leon Tayman. He was a resident of Upper Marlboro, and the 1930 census notes that he was born in 1886 and lived with his parents, one brother, several nieces and nephews, and a domestic servant. Tayman’s profession was listed as an agricultural day laborer. In 1949, after the death of his wife, Tayman sold an undeveloped portion of his land to Charles Reithmeyer and Willy Grusholt, who subsequently platted Section 3 of Little Washington. Section 3 included 41 lots on almost 27 acres of land located between Alms House Road on the west and Sansbury Road on the east.

Reithmeyer and Grusholt worked together on several other residential developments in Prince George’s County including North Forestville (1946-1950) and Old Towne Village (1964-1965). Similarities in building form and design of several buildings in Little Washington and in North Forestville suggest that Reithmeyer and Grusholt, or another development company, likely acted as operative builders, constructing several houses for sale in their new subdivisions. In Old Towne Village, a townhouse and condominium development, Reithmeyer and Grusholt acted as community builders for a fully planned community that included a pool, golf course, and tennis court.

The flat land of the community is improved by buildings that date from circa 1941 to the present. The majority of buildings are wood-frame construction built between 1941–1955. Buildings in the survey district are typically located close to the road. The first houses constructed in the neighborhood have bungalow forms and are typically small, one-and-a-half-story front-gabled dwellings with a one-story entry porch or portico. The predominant architectural style in Little Washington is the Modern Movement, with a variety of minimal traditional, split-level, and ranch houses. Regardless of when constructed, the dwellings in Little Washington have minimal ornamentation. The community is surrounded by industrial development; however, building use in Little Washington is exclusively residential.

Little Washington is located immediately east of the Capital Beltway (I-495) and because of its convenient location, a new residential development is being planned north and west of the neighborhood. “D’Arcy Park North and South” is located on the site of a former rubble landfill and will contain 1,000 units of housing, including townhouses, multifamily condominium buildings, and twin dwellings.
Upper Marlboro (79-019)

Located in central Prince George’s County, the Town of Upper Marlboro was established when the General Assembly of the Province of Maryland passed the “Act for the Advancement of Trade and Erecting Ports and Towns” in 1706 and 1707 in order to establish commercial centers in Maryland. The community was first known as the Town of Marlborough, but was soon changed to Upper Marlborough, distinguishing it from (Lower) Marlborough in Calvert County. In the early twentieth century, the name was commonly shortened from Marlborough to Marlboro, then finally to Upper Marlboro, as it is known today.

By 1718, county residents petitioned to have the county seat moved from Charles Town to Upper Marlboro, which was completed in 1721. Chosen for its location on the Western Branch of the Patuxent River, the area was thought to be a convenient trading location. With its designation as the county seat, Upper Marlboro soon became the social, political, and commercial center of the county. Because of its location near the river, in 1747, Upper Marlboro was designated as an inspection site for tobacco. In order to protect the quality of tobacco being shipped to England, all tobacco grown in Maryland had to pass through inspections sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold. Horse racing was an important sport in eighteenth-century Maryland, and Upper Marlboro soon became a popular destination for those seeking to watch the races. The first courthouse was constructed in 1721 and was later replaced in 1798. That building was replaced by a large one in 1881, and the present court house is on the site of its 19th century predecessor.

As the Patuxent River and the Western Branch silted they became unnavigable for large ships transporting tobacco. Even without the tobacco industry, the thriving commercial and political center of Upper Marlboro supported the local economy in the nineteenth century. Upper Marlboro provided a number of shops and amenities for its residents and visitors. The town was served by several hotels, law offices, and other stores that included a barber shop, carriage factory, tailor, cabinet maker, tinner, doctor’s office, and the offices of the Planter’s Advocate and the Marlboro Gazette. The most significant development was the addition of the Popes Creek line of the Baltimore and Potomac Railroad to the east of town.

Upper Marlboro is also an important African-American community. After the Civil War (1861-1865), a number of freedmen purchased land in Upper Marlboro and constructed a Methodist meetinghouse. Working with the Freedman’s Bureau, the community established a school for the local black children in 1867. The small African-American community began to grow and soon built houses within the town limits. During the construction of the Baltimore and Potomac Railroad near Upper Marlboro, another small black community developed on the eastern fringes of town (outside the survey area), near the railroad lines. Known as Sugar Hill, the neighborhood was populated by families who assisted in the construction of the railroad.

During the twentieth century, Upper Marlboro continued to expand. Several fires resulted in the rebuilding of structures, particularly commercial buildings along Main Street, while some older buildings received new facades and renovations. In the early 1940s, the Victorian-era county courthouse was extensively remodeled in the Colonial Revival style. The original building was well-disguised by the addition of a large portico, flanking wings, and a bell tower.

Upper Marlboro contains a remarkable collection of buildings from the eighteenth to the early twentieth century that reflect the evolution of Upper Marlboro from a rural village to a thriving small town and county seat. The majority of extant buildings date from the mid- to late nineteenth century. Popular styles found in Upper Marlboro include both high-style and vernacular interpretations of Greek Revival, Italianate, Gothic Revival, Queen Anne, Colonial Revival, Tudor Revival, and Craftsman styles. Building types include I-houses, L-shaped plans, American Foursquares, bungalows, Cape Cods, and ranch houses. Houses within the town are set back from the street on grassy lots. Concentrated along Main Street, the commercial buildings are typically constructed side-by-side and are set very close to the street.

There are still a few small agricultural outbuildings that remain within the town limits.
Woodland
(79-063)

Legend

Woodland Survey
Historic Resource
Historic Site
Woodland (79-063)

Woodland is a rural agricultural community located in central Prince George’s County, east of Upper Marlboro. The land associated with the area known as Woodland was owned by Clement Hill, Jr., who patented 748 acres called Compton Bassett in 1699. The first frame building erected on the site was demolished when the family built a large Federal style brick house circa 1780. Compton Bassett (Historic Site 79-063-10) is also the site of a rare example of a private Roman Catholic chapel erected by the Hill family. This is the last remaining private chapel in Prince George’s County. The Hill family continued to add acreage to their landholdings, and by 1818, Dr. William Hill, Hill’s great-grandson, amassed 2,184 acres which he resurveyed and renamed “Woodland.” His holdings stretched from the Patuxent River on the east to the limits of Upper Marlboro on the west. When Dr. Hill died in 1823, his land was divided among his four children. After Hill’s death, his descendants constructed several houses located nearby including Bleak Hill (Historic Site 79-063-06) and Ashland (Historic Site 79-063-11). John C. Wyvill, a prominent local carpenter, was responsible for the construction of several now historic buildings in the community including the Eckenrode-Wyvill House (Historic Site 79-063-08) and Linden Hill (Historic Site 79-063-50).

William Beanes Hill, who inherited Compton Bassett from his father, received a charter in 1854 to construct a toll bridge across the Patuxent River, connecting Anne Arundel and Prince George’s counties. The bridge became known as Hill’s Bridge and connected to the Marlboro-Queen Anne Road, further establishing the road as an important transportation route. In 1850, Hill reported owning 62 slaves, ranging in age from one to 100 years. In 1860, Hill had reduced the number of slaves he owned to 32 and these were housed in four “slave houses.” That same year, his plantations produced 500,000 pounds of tobacco, considerably higher than other plantations in the area. In addition to being a successful planter, Hill was also involved in the political aspects of life in Prince George’s County, serving for 25 years as the Chief Judge of the Orphans Court and serving one term in the Maryland State Senate.

Other significant buildings in the area include the houses of two freedmen, constructed on land that belonged to Henry Waring Clagett. A one-and-one-half-story wood-frame dwelling at 3708 Old Crain Highway (Documented Property 79-063-70) was built sometime before 1875 by freedman John Henry Quander. A former slave of Mordecai Plummer, Quander purchased one-and-a-half-acres of land from Henry Clagett (Plummer’s nephew). Freedman Nat Beall constructed his one-story dwelling at 3702 Old Crain Highway on land he bought from Clagett in 1874. The 1860 Federal Census lists Clagett as owning 26 slaves; it may be possible that Beall was a former Clagett slave.

Old Crain Highway, which bisects the community, is an important early road that roughly follows the circa 1700 Marlborough-Queen Anne Road, connecting the two port towns. The construction of Robert Crain Highway in 1927 brought additional traffic through the agricultural community. This highway resulted in the closure of a portion of the original right-of-way, located near Bleak Hill. The construction of the Marlboro Bypass in the 1950s, which was later expanded and became US 301, moved traffic to the west, effectively removing the majority of traffic through the community. This highway has allowed Woodland to remain a rural agricultural landscape.

There is relatively little modern infill construction within the Woodland community. Several bungalows, ranch houses, and modern Cape Cods in the community range in date from the 1920s–1970s. The majority of buildings in the community date from the mid- to late nineteenth century and include excellent vernacular and high-style examples of Federal, Greek Revival, Italianate, Victorian Gothic, and Queen Anne styles. Numerous agricultural buildings dot the landscape. There are two commercial buildings located in the Woodland community. The intersection of Old Crain Highway and Marlboro Pike is now referred to as Well’s Corner. One building, a former bungalow, has been adapted for use as a liquor store. The second commercial building was constructed in the 1950s and is currently being used as a bar/restaurant.
Appendix B•Documented Historic Communities

Chapel Hill (80-018)

Legend

Chapel Hill Survey

Legend

Chapel Hill Survey

0 1.5 3 6 9 Miles

0 3 6 9 1.5 Miles

0 1.5 3 6 9 Miles

Preliminary Historic Sites and Districts Plan
Chapel Hill (80-018)
Chapel Hill is a rural African-American village that emerged in the late nineteenth century at the crossroads of Old Fort Road and Livingston Road in the Fort Washington area of Prince George's County. The small community is located approximately eight miles south of Washington, D.C. Before the Civil War, the area that would become Chapel Hill had been part of several antebellum plantations, which were situated on tracts of land known as “Boarman’s Content” and “Frankland.” The village’s name most likely was derived from an early private Catholic chapel on the Frankland tract that was demolished by the end of the nineteenth century. The only above-ground reminders of the chapel are several headstones that still stand at the site. In the late nineteenth century, Chapel Hill evolved around a schoolhouse and a Methodist meetinghouse. In 1868, the Freedmen’s Bureau, which was established by Congress in 1865 to direct the construction, establishment and maintenance of schools and hospitals for former slaves, built a schoolhouse in the small community.

The Hopkins map of 1878 documents the small Chapel Hill settlement. Chapel Hill Methodist Episcopal Church and several buildings are noted in the area. It was believed that the meetinghouse was constructed sometime between 1880 and 1883, when the two-acre parcel (with a meetinghouse noted in the deed) was legally conveyed to the trustees. However, its presence on the Hopkins map suggests it was constructed prior to 1878. In the 1880s, several families of free blacks began to establish farms in the area. This rural village was a community composed of a few close-knit families. Jeremiah Brown and his son-in law, Albert Owen Shorter, purchased several five-acre parcels from the Hatton family in 1887. Other African-American families, including the Thomas, Calvert, Brooks, Coleman, Bowling, and Henson families, settled in the area by 1900 and were enumerated in that year’s federal census.

The 1920s marks the beginning of significant improvements in Chapel Hill and the establishment of a more permanent community. In 1922, a benevolent society lodge was built and offered financial support for members and served as a gathering place for community events. In 1927, the new Livingston Road was constructed, connecting Chapel Hill more directly to Broad Creek and Piscataway. By the late 1930s the Chapel Hill community comprised approximately 35 houses and several general stores in addition to the church, schoolhouse, and benevolent lodge. Chapel Hill had developed into a stable community of closely related families, albeit rural and small.

Since the mid-twentieth century, the community has experienced growth with only remnants of the early African-American community left intact. The community remained largely rural. In the 1970s, many of Chapel Hill’s earliest buildings were demolished as a result of road-widening projects. The original church was replaced in 1975 with a new building. The first two schoolhouses, the benevolent lodge, and many early dwellings were also demolished. Many of these buildings were replaced with commercial buildings and new single-family houses. In recent years, the rural area surrounding Chapel Hill has been improved with modern residential subdivisions. With these changes, traces of the early African-American community are hard to detect.

The majority of resources were constructed from circa 1925 to circa 1965. Buildings in Chapel Hill are predominately residential with scattered commercial development located throughout the village but primarily at the intersection of Old Fort Road, Livingston Road, and Old Piscataway Road. The rural community also contains two churches and two cemeteries. Building forms include L-shaped plans, bungalows, minimal traditional, ranch houses, split-foyers, and split-levels. Chapel Hill is set on gently rolling hills and a large portion of the surrounding land is still heavily wooded, but threatened with new residential development. Buildings are located along Old Fort Road, Livingston Road, and Old Piscataway Road and sit on lots that vary in size from a quarter of an acre to several-acre parcels. Setbacks of the houses also vary; the earliest houses in Chapel Hill are typically located close to the road as a result of several road-widening projects in the late twentieth century.
Silesia (80-049)

Silesia is a small community that was established in the late nineteenth century in western Prince George’s County west of Indian Head Highway, near Fort Washington. Centered on the intersection of Livingston Road and Fort Washington Road, the small community is largely the product of a family of German immigrants who settled in Prince George’s County at the end of the nineteenth century.

Robert Stein, born in the Silesia region of Prussia, immigrated to the United States in the late nineteenth century to study at Georgetown University. After graduating, Stein returned briefly to Germany where he recruited his brother and a friend to return with him to Prince George’s County. Upon his return, Robert Stein purchased 320 acres of land near Broad Creek, which was then named Broad Creek Farm. This large parcel of land contained Harmony Hall (Historic Site 80-024-011), an early-eighteenth-century Georgian mansion and Want Water (Historic Site 80-024-010, now ruinous), an early-eighteenth-century house. Stein’s land extended east across present-day Livingston Road and south to the future intersection of Livingston Road and Fort Washington Road.

Over time, Stein, his brother, and their friend Joseph Adler began encouraging their families to immigrate to the United States and settle in Broad Creek. In 1889, Robert Stein petitioned the courts to have the small community named Silesia, after his homeland. The number of newcomers began to grow, and by 1930, a community of Germans and their first generation of American-born children was established. Census records from 1920 and 1930 indicate that the residents of Silesia made their living by farming, as laborers, or as merchants. In 1903, a post office and one-room school opened. The Silesia School served the community until the opening of a larger school in Oxon Hill in 1923. The White Horse Tavern, an early-nineteenth-century landmark in Silesia, was demolished in 1903 and Robert Stein constructed a grocery and feed store on the site. The Tilch family (related to the Steins) also constructed a tavern in Silesia in 1935. Further growth in the established community remained relatively stagnant until the limited residential construction occurred in the 1950s off of Livingston Road.

After the opening of the Woodrow Wilson Bridge and the Capital Beltway in the early 1960s, the western portion of Prince George’s County, where Silesia is located, began to grow. Although Silesia remained relatively unchanged during this period, the increasing number of children in the larger area resulted in the construction of Harmony Hall Elementary School in 1965 just north of Silesia and south of Harmony Hall. The school operated until 1981 when it was closed and later enlarged for use as a regional arts center.

Today, the small community of Silesia remains a quiet and largely undeveloped area. The Broad Creek Historic District (80-024), located immediately to the north of Silesia, and parkland surrounding the community have helped insulate Silesia from the development pressures occurring elsewhere in Prince George’s County. There are approximately 40 residents in Silesia.

The community contains a variety of buildings constructed between circa 1925 and the 1980s. Both residential and commercial buildings are located in Silesia. Architectural styles present in the community include Craftsman and various illustrations of the Modern Movement. Building forms include bungalows and ranch houses. Several of the houses appear to be kit houses, particularly those at 11015-11019 Livingston Road and 10706 Livingston Road. Residential buildings are typically wood-frame construction and are one to one-and-one-half stories in height. The buildings in the community are very modest, with minimal ornamentation. Outbuildings are numerous and include sheds, utility sheds, equipment sheds, and small barns. The community is set on gently rolling hills with large portions of heavily wooded and undeveloped land. Houses are set on lots of varying sizes and shapes with inconsistent setbacks. The sizes and shapes of the parcels are indicative of the subdivisions of large lots by family members rather than a single subdivider or builder.
Cheltenham (82A-042)

Cheltenham is located in southern Prince George’s County between Old Crain Highway (US 301) and MD 5. The survey area is located at the intersection of US 301, Surratts Road, and Frank Tippett Road. Cheltenham developed as a result of the expansion of the Baltimore and Potomac Railroad in the early 1870s. The railroad ran through the agricultural areas of Prince George’s County, which allowed farmers to transport their crops in larger volume. Cheltenham was named for the Bowie family’s plantation of the same name, located southwest of the village. In 1870, the plantation was converted to a shelter for homeless and orphaned African-American children. Established by Enoch Pratt, the “House of Reformation and Instruction for Colored Children” at Cheltenham provided both shelter and education for these young children. The school was also a place of employment for many local residents. In the 1930s, the site was purchased by the State of Maryland and renamed the “Boy’s Village.” The site, used as a training/vocational school, was desegregated in the 1960s.

Martenet’s map of 1861 shows little development in the area that would later become Cheltenham. As a result of the Popes Creek line of the Baltimore and Potomac Railroad, Cheltenham began to grow in the 1870s. The small town supported several stores, a railroad depot, the House of Reformation, Church of the Atonement (Episcopalian), and included the dwellings of many new families who moved to the area. In 1922, construction began on Crain Highway, which created a direct route between Baltimore and southern Maryland. Completed in 1927, the highway ran directly through Cheltenham. New development was centered on the newly constructed road, rather than the rail lines. Even with the new transportation route, growth in Cheltenham remained relatively slow until the construction of small subdivisions in the 1930s. Spurred by the increase of affordable housing in Greenbelt and other areas in Prince George’s County, several tracts of land in Cheltenham were subdivided, which resulted in the Schultz, Ballard, and Townsend subdivisions. These lots were purchased and improved by individual owners. Construction began again after World War II (1941-1945), when land was again subdivided. Lot sizes in Clinton Vista were reduced from three acres to less than half an acre in size. Later subdivisions in the 1950s and 1960s include Cheltenham Forest, Poplar Hill Estate, Clinton Park, and Shannon Square. Public buildings in Cheltenham include Boy’s Village, U.S. Naval Communications Station, Maryland State Tobacco Warehouse, and Tanglewood Elementary School.

Little remains of the late nineteenth-century community. Several commercial buildings, churches, residences, and the railroad depot have been demolished. What remains of the Cheltenham survey area is centered on the intersection of Crain Highway (US 301) and Frank Tippett Road, with Sarah Landing Road as the northern boundary. The buildings along this stretch of road reflect the change in Cheltenham from a small railroad village to a small crossroads village oriented to the automobile and the highway. In the late nineteenth century, the railroad’s importance diminished as the automobile became a more important and affordable means of transport. New highways, such as Crain Highway, constructed in the 1920s, added to the ease and convenience of automobile travel.

The structures on Frank Tippett Road range in age from the 1870s to the present. At this writing, a new subdivision, Marlboro Crossing, is being constructed on the northern side of Frank Tippett Road and features large houses on half-acre lots. Other suburban houses are located northwest of the survey area. The survey area includes approximately 20 primary resources and numerous secondary resources including sheds, garages, barns, and other outbuildings. Many of these buildings reflect the agricultural origins of Cheltenham and the surrounding area. The topography of Cheltenham is flat, with small wooded areas. Land surrounding the survey district to the southeast and southwest remains agricultural and undeveloped. Setbacks vary, but most structures are located close to the road. The commercial center of Cheltenham is located at the corner of Crain Highway and Frank Tippett Road. The Cheltenham Store still operates today as a liquor store/market. Building forms include I-houses, bungalows, and ranch houses. Styles include vernacular interpretations of popular Victorian-era styles such as Queen Anne. Other styles reflected include Colonial Revival, Craftsman, and the Modern Movement.
Appendix B • Documented Historic Communities

Naylor
(82B-000, 86A-000)

Legend
- Naylor Survey
- Historic Resource
- Historic Site

NOTTINGHAM
ROAD

ROUTE
382

N
0 170 340 680 1,020 Feet
Naylor (82B-000/86A-000)

The agricultural village of Naylor is located in southeastern Prince George’s County along Croom Road, between Nottingham Road on the north and Candy Hill Road on the south. In 1650, Major Thomas Brooke patented the Brookfield tract, a large parcel encompassing land bounded by Mattaponi Creek on the north, the Patuxent River on the east, Deep Creek on the south, and a stone marked T.B. on the west (associated with the village of T.B.). Croom Road, a significant north-south route supposedly established by Native Americans, became an important thoroughfare in Prince George’s County. By 1745, the road was officially recognized, and in 1794 appeared on Dennis Griffith’s map of Maryland.

The Brookfield property remained in the Brooke family until 1856, when Benjamin Duvall purchased 450 acres of the parcel. That same year, Duvall added a wood-frame addition on the north side of an existing two-story brick structure on the property, believed to be the original seventeenth- or eighteenth-century Brooke farmstead. Called Brookfield (Historic Site 86A-000-18), this property passed through the Duvall family and was divided among heirs in 1903. After receiving this property, several members of the Duvall family constructed residences nearby. The Duvalls were also instrumental in the construction of Brookfield United Methodist Church (Historic Resource 82B-000-13), donating the land to the church in 1886. The village was known as Brookfield until the establishment of the post office in the Naylor House (Historic Resource 86A-000-26) circa 1911. The Duvall family continued to live in the area and succeeding generations constructed their own houses in Naylor in the 1920s and 1930s.

The 1861 Martenet map shows virtually no development in Naylor. William Duvall’s residence is the only building in the Naylor community. By 1878, the Hopkins map documents new residences constructed by the Duvall family, a blacksmith shop, and a school for African-American children, located to the south.

In the early twentieth century, Naylor functioned as a self-sufficient agricultural village. Many of the necessary amenities were provided within the small community. The Naylor House (named for its inhabitants) was used as a residence as well as a store and post office for village residents. A shed attached on the rear of the building was used as a feed store and doubled as the local polling place. The commercial building located at 12300 Croom Road, called Paul’s General Store, served as a general store, gas station, and repair shop from the 1930s through the 1950s. Within the community there was also the Brookfield United Methodist Church and social hall.

Naylor remains a small, rural agricultural village located along Croom Road, between Nottingham Road on the north and Candy Hill Road on the south. There are approximately 15 buildings (excluding outbuildings) located along this stretch of road, with a concentration clustered around the intersection of Croom and Candy Hill Roads. Buildings in Naylor represent residential, agricultural, commercial, and religious uses and range in age from the mid-nineteenth century to the 1970s. The majority of buildings date from the late nineteenth century to the first half of the twentieth century. There is very little modern infill within the Naylor community. Building forms represented include the I-house, rectangular, bungalow, and ranch house. The majority of buildings are vernacular, although some display elements of the Colonial Revival and Craftsman styles. Brookfield United Methodist Church is a vernacular interpretation of the Gothic Revival style. The gently rolling farmland of Naylor is dotted with wooded areas, and many of the houses are set close to the road. The agricultural landscape has been well preserved and many agricultural buildings remain extant.
Nottingham (82B-035)

Located in southeastern Prince George's County, the community of Nottingham was established when the General Assembly of the Province of Maryland passed the “Act for the Advancement of Trade and Erecting Ports and Towns” in 1706 and 1707 in order to establish commercial centers along the rivers in Maryland. In 1747, Nottingham was designated as an inspection site for tobacco. In order to protect the quality of tobacco being shipped to England, all tobacco grown in Maryland had to pass through inspections sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold. Between 1791 and 1801, Nottingham exported more than 8,340 hogsheads of tobacco. These small landing communities grew as commercial activity was drawn to tobacco warehouses located on the banks of rivers and nearby creeks.

Beginning in the late eighteenth century, Baltimore began to develop as a large port, with more farmers using Baltimore for the inspection, sale, and shipping of their tobacco. As Baltimore grew, the smaller river communities began to diminish as centers of commercial activity. The Patuxent River became more shallow, which limited the size of ships that could navigate the waters. By the late nineteenth century, Nottingham began to decline and the population steadily decreased as families relocated to other areas. A devastating fire in 1901 destroyed most of the buildings in the small community, leaving only a few extant structures.

The 1861 Martenet map shows a small town situated on the banks of the Patuxent River. Within the town there were several nonresidential buildings, including the Stamp & Son Store and Post Office, a blacksmith shop, and a hotel run by William Quinn. The 1878 Hopkins map shows some changes in Nottingham. The map indicates the addition of a schoolhouse located in the northern part of the town, as well as several warehouses on the river banks.

The majority of buildings in Nottingham are late twentieth century infill, some constructed as recently as 2002. There is only one remaining nineteenth-century building (the Turton-Smith House), although several other residences were constructed immediately after the fire in 1901. The Colonial Revival is the predominate style in Nottingham, whether a vernacular or modern interpretation. Most buildings sit close to the road and are oriented to face the Patuxent River. The topography of Nottingham is gently sloping towards the river. The Patuxent River continues to erode the banks of Nottingham.
Piscataway (84-023)

Piscataway, located in southwestern Prince George’s County, is one of the oldest villages in the county. Piscataway takes its name from a Native-American tribe of the same name that lived in the area along Piscataway Creek. The Piscataway tribe was known to inhabit this area by the sixteenth century, with settlements stretching from Piscataway Creek to Anne Arundel County, and across the Chesapeake Bay. After John Smith’s landing in 1608, white settlers eventually made their way along the Potomac River pushing out the native tribes. The Village of Piscataway was officially established after the General Assembly of the Province of Maryland passed the “Act for the Advancement of Trade and Erecting Ports and Towns” in 1706 and 1707 in order to establish commercial centers along the rivers in Maryland. The Act stated that a town was to be erected “on the South Side of Piscataw [sic] Creek, at or near the Head thereof, to contain 40 or 50 Acres, at the Discretion of the Commissioners.” At the time, there was already some trading happening in the area. William Hutchison owned a storehouse located near what would become the village.

In 1747, the Village of Piscataway was designated as an inspection site for tobacco. In order to protect the quality of tobacco being shipped to England, all tobacco grown in Maryland had to pass through inspections sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold. These small landing communities grew as commercial activity was drawn to the tobacco warehouses located along the river and creek banks. Taking advantage of the location, several stores soon opened in the village. A few of these functioned as import/export shops, purchasing tobacco for export, while importing goods for the local farming community. Also contributing to the success of Piscataway was the development of roads that connected the village to other communities. In 1757, the postal route was established from Annapolis to St. Mary’s County and it passed directly through the village.

Piscataway was also the site of several early taverns, including Catherine Playfay’s tavern which began operation in 1741. In the 1790s, the tavern was replaced with a new brick structure that also operated as a tavern. Run by Isadore Hardy and known as Hardy’s Tavern (84-023-05), the family continued to operate the tavern until the mid-nineteenth century. Thomas Clagett also ran a tavern in Piscataway, beginning in the late eighteenth century. A portion of the building still remains as part of a private residence and is known as Piscataway Tavern (84-023-03).

Piscataway began to decline in the early nineteenth century. Beginning in the late eighteenth century, Baltimore developed as a large port, with more farmers using Baltimore for the inspection, sale, and shipping of their tobacco. As Baltimore grew, the smaller river communities began to diminish as centers of commercial activity. Due to large-scale deforestation to build warehouses and other buildings, the silting of Piscataway Creek made its waters more shallow and not available for larger boats to dock and trade their goods. In 1858, the tobacco inspection warehouse was sold into private hands, officially ending Piscataway’s significance as a trading post. By 1900, the population had dropped to 100 residents.

Piscataway remains a small linear village; there has been some loss of eighteenth- and nineteenth-century buildings, but the examples that remain are outstanding illustrations of their time period. The majority of buildings date from the nineteenth century. Styles represented in Piscataway include Georgian, Greek Revival, Italianate, Queen Anne, Colonial Revival, and Craftsman. Suburban development is beginning to encroach on the small community. The “Villages of Piscataway” (also known as “The Preserve at Piscataway”) is a 879-acre mixed-use development currently being constructed south of Floral Park Road at the intersection with Piscataway Road and Danville Road. The “Villages of Piscataway” will contain commercial/retail buildings, single-family dwellings, and townhouses. For now, the historic Village of Piscataway is visually buffered from the new development by surrounding trees on the south side of the Village; however, the majority of the forested land is owned by the “Villages of Piscataway” and may be developed in the future.
Brandywine
(85A-032)

Legend

Brandywine Survey
Historic Resource
Historic Site

0 3 6 9 1.5 Miles
Brandywine (85A-032)

Brandywine is a late-nineteenth-century railroad village located in southern Prince George's County. According to tradition, Brandywine was named after the Revolutionary War's Battle of Brandywine by a member of the Early family, one of the original landowners in the area. Brandywine developed as a small crossroads village at the convergence of an old stagecoach road (now MD 381) and old Indian Head Road. Martenet's map of 1861 shows only a few improvements in the Brandywine community. Homes of the Early, Robinson, Burgess, Gibbons, and Cooksey families are documented, along with William H. Early’s store and post office, and a blacksmith shop located to the west of the village.

The establishment of the Popes Creek Line of the Baltimore and Potomac Railroad in the 1870s brought new development to the area. In 1872, William H. Early purchased a 42-acre tract of land that ran parallel to the railroad tracks and was located north and south of Brandywine Road. This small parcel of land became the center of the village of Brandywine and was soon populated by additional residences, stores, and a hotel. The 1878 Hopkins map shows the new residential buildings in the small village, along with the addition of a schoolhouse and several stores. The most significant improvement was the Baltimore and Potomac Railroad’s tracks through Brandywine. The Hopkins map also shows plans for the development of Brandywine City, a planned development that was to take advantage of new transportation routes provided by the railroad. Because passenger service through Brandywine never prospered, the plans for Brandywine City never materialized. A second railroad line constructed by the Southern Maryland Railroad Line in the 1880s brought additional residents to the village. The population of Brandywine peaked in 1882 with approximately 250 residents; however, despite the construction of the second rail line, Brandywine’s population dropped to 60 residents by the early twentieth century.

The Early family remained prominent residents of Brandywine. After the death of William H. Early in 1890, his 3,000 acres of land were divided among his children, who soon built high-style residences facing the railroad tracks along Cherry Tree Crossing Road. Members of the Early family were also largely responsible for the construction of the Bank of Brandywine (Historic Site 85A-032-30) and the Chapel of the Incarnation (Historic Site/NR 85A-032-27), two important local landmarks. The family retained ownership of the William H. Early Store (Historic Resource 85A-032-09) through the mid-1950s and some family descendants still live in the Early residences.

The topography of Brandywine is relatively flat. Buildings along Brandywine Road are a mix of commercial and residential structures set close to the road. Many of the commercial buildings are former single-family residences that have been rehabilitated to serve as commercial buildings. Likewise, a few commercial buildings have been rehabilitated to function as residences, such as the Bank of Brandywine building. The buildings in Brandywine date from the 1870s–1970s and reflect a variety of styles including various interpretations of Queen Anne, Colonial Revival, Mission, Craftsman, and Modern Movement. Common building forms include I-houses, rectangular plans, American Foursquare, bungalows, and ranch houses. The dwellings along Cherry Tree Crossing Road retain the most integrity. Constructed by members of the Early family, these houses remain some of the largest and most high-styled buildings in Brandywine. The buildings are oriented to face the railroad tracks rather than the road, indicating the importance of the railroad in the late nineteenth century. Modern subdivisions dating from the 1970s–1990s surround the survey area.
T.B. (85A-033)

T.B. is named for two of the largest nineteenth-century landowners in the area: William Townshend and Thomas Brooke. Tradition maintains the name was derived from a boundary stone carved with T and B, marking Townshend’s property to the west and Brooke’s property to the east. The community was first called Tee Bee Junction for the number of roads that converged in the village. T.B. was the crossroads for several old roads including Accokeek Road, Old Branch Avenue/Brandywine Road (MD 381) and several other east-west roads that ran between the important ports of Piscataway on the Potomac River and Nottingham on the Patuxent River. Today, T.B. is still at the junction of several important roads including MD 5 (Branch Avenue), Dyson Road, Brandywine Road, and Old Brandywine Road. US 301 runs north to south and is located east of T.B.

T.B. developed as a small crossroads community in the early nineteenth century. The first documented building was not constructed until circa 1830 and served as a dwelling for a member of the Townshend family. The family later constructed a small store adjacent to their property. Family tradition recounts that subsequent houses such as the J. Eli Huntt Residence (85A-017) were built by William Townshend as a carpentry exercise for his sons. Townshend had subdivided his property, creating building lots that were then improved by the construction of houses and commercial buildings.

The 1861 Martenet map documents only a few structures in T.B. Residences of the Grimes, Gibbons, Gwynn, and Marlow families are shown, as well as the carpentry shop of J.H. Marlow and William Murray’s tavern. By 1878, the Hopkins map demonstrates growth in the community with several new families living in the area. New buildings included a blacksmith shop, a store and post office, and a school house. In the late 1880s, the population of T.B. peaked at 150 residents. At the time, the village supported two schoolhouses (one for African-American students and one for white students), two churches, two blacksmith shops, two undertakers, two general stores, and two doctor’s offices. As other communities were established and continued to grow around the turn of the twentieth century, T.B. remained stagnant and later lost residents to Brandywine, the site of two railroad lines and a larger commercial area. In the mid-twentieth century, construction of MD 5 and the expansion of Old Crain Highway further reduced T.B.’s importance as a commercial center and residential area.

T.B. is currently a small community with a few commercial establishments including a liquor store and ice cream shop/restaurant. The majority of buildings that remain in T.B. date from the late nineteenth to the early twentieth century and have been heavily altered. Only two buildings, the Marlow-Huntt Store and the Casket Shop remain relatively intact and reflective of their original design. One former commercial building is currently being used as a church and several residences are located on Old Brandywine Road. Two vacant barns located off of Brandywine Road are reminders of T.B.’s agricultural past. Buildings in the community are sited close to the roads. The topography of T.B. is flat. A sand and gravel extraction site is located north of the crossroads. Nearby public buildings include Gwynn Park Junior High and Gwynn Park Senior High School, located northeast of the village.
Croom (86A-027)

Legend
- Croom Survey
- Historic Resource
- Historic Site

Preliminary Historic Sites and Districts Plan

Appendix B•Documented Historic Communities
Croom (86A-027)

The village of Croom is centered on the intersections of Croom Road, Duley Station Road, and St. Thomas Church Road, the small village of approximately 50 buildings represents rural development in the county from the 1740s through the 1960s. Croom was named for a tract of land called “Croome,” located northwest of the village patented by the Clagett family in 1671. Thomas John Clagett, born on his family’s Croom homestead, was the first Episcopalian Bishop consecrated in America. In 1800, Clagett was named Chaplain of the United States Senate. He served at St. Thomas Church (86A-027-07) from 1780–1810, when he founded Trinity Episcopal Church in Upper Marlboro.

The village of Croom began to develop in the mid-nineteenth century as a rural village centered on St. Thomas Church (circa 1745), several residences, and John Coffren’s general store (circa 1853). By 1857, a post office was established in Croom and was operated out of Coffren’s store. Because of its location between the port of Nottingham and the county seat of Upper Marlboro, Croom Road became an important thoroughfare in Prince George’s County. Croom Road acted as a significant north-south route supposedly established by Native Americans. By 1745, the road was officially recognized, and in 1794, appeared on Dennis Griffith’s map of Maryland. By the 1860s, Croom had expanded to include the residences and shops of a miller, a carpenter, a mechanic, and a blacksmith. By this time, a new parsonage and a schoolhouse were erected to serve the small community. The 1861 Martenet map documents these buildings clustered in the small village. The 1878 Hopkins map shows very little change in the village.

The majority of buildings in Croom date from the late nineteenth century through the 1930s, with limited infill from the mid- to late twentieth century. Most of the buildings are single-family dwellings, although agricultural buildings, a church and rectory, and several commercial buildings exist. The survey district is located on both sides of Croom Road with Croom Airport Road marking the northern boundary and West End Farm as the southern boundary.

The gently rolling farmland contains buildings that date from the mid-eighteenth century (St. Thomas’ Church) through the 1960s that represent a variety of styles, most of which are vernacular buildings ornamented to reflect popular styles. The majority of buildings in Croom date from the late nineteenth century through the late 1930s. Buildings in the survey district have a variety of setbacks; some are located close to the road, while others are set away from the road, down winding private drives. Styles represented in the village include Greek Revival, Queen Anne, Colonial Revival, Craftsman, and vernacular interpretations of these popular styles. Building forms include L- and T-shaped plans (both front- and side-gabled roofs), I-house, front-gable-with-wing, rectangular, bungalow, Cape Cod, and ranch houses. There is very limited infill from the mid- to late twentieth century. Only two commercial buildings were noted in the Croom survey district; both are general stores that provide groceries and necessities for the local population.

Because of the convenient location and open land, new residential developments are planned south of Croom, near West End Farm (86A-005, 10709 Croom Road) and west of Croom Road. Although outside of the survey district, these new developments are indicative of the pressure on rural villages in Prince George’s County to develop pastoral farmland into planned residential communities.
Appendix B•Documented Historic Communities

Woodville/Aquasco (87B-036)

Legend

Woodville/Aquasco Survey
Historic Resource
Historic Site

Legend

Woodville/Aquasco Survey
Historic Resource
Historic Site
Woodville/Aquasco (87B-036)

Aquasco is a rural agricultural village; and Aquasco Road (MD 381) serves as the major north-south transportation route in the community. The center of the village is marked by the intersection of Aquasco Road, St. Mary’s Church Road, and Dr. Bowen Road. The majority of late nineteenth and early twentieth century resources are located on both sides of Aquasco Road, which gives the village a linear feel. Aquasco was named for a nearby tract of land that was patented in 1650 and known by Native Americans as “Aquascake.” The village’s location between the Patuxent River on the east and Swanson’s Creek on the west creates a fertile area of farmland, primarily used to grow tobacco.

Historically, tobacco was an important commodity in the community. The area’s close proximity to the Patuxent River not only contributed to the fertility of the land, but also allowed access for the shipment of goods in and out of the community. By 1746, the production of tobacco was significant enough that a tobacco inspection warehouse was proposed for construction close to the community at Trueman’s Point. Although the inspection station was never established, the landing was integral to commerce and trade. In the eighteenth century, the area around Aquasco was divided into large tobacco plantations. By the end of the eighteenth century, Aquasco Road was established through the area, resulting in the formation of a small village known as Woodville.

By the mid-nineteenth century, Martenet’s 1861 map documents a grist mill, several stores, a tavern, blacksmith shop, several churches, and a windmill. The Hopkins map of 1878 documented only a few changes, primarily the construction of new residences, an additional blacksmith shop, and an African-American church southwest of the village. The Hopkins map notes the village was called Aquasco for the post office located there. After the Civil War, some freed slaves who formerly worked on the tobacco plantations around the Woodville-Aquasco area remained in the area to work as tenant farmers. In 1867, a small Freedmen’s Bureau school was built for African-American students and also served as a Methodist meeting place. Ten years later, another schoolhouse was constructed on the northern edge of the village. This schoolhouse was replaced in 1934 by the Woodville School. Woodville was also the site of the first Episcopal chapel established for African-Americans in Prince George’s County. St. Phillip’s chapel was constructed circa 1878; the chapel was destroyed by fire in 1976, but the cemetery associated with the church remains and is maintained by the congregation.

In the early twentieth century, the village remained a small, closely-knit community. The Woodville Town Hall was constructed in the early 1900s as a social hall, which allowed families to interact during dances, meetings, and dinners. With the advent of the automobile, many children who grew up in Aquasco left the community and settled elsewhere. Their families began to subdivide their farms and sold lots for residential development. Despite fewer families farming their land, the majority of land in the area continues to be used for farming and the community remains a rural agricultural village.

The majority of buildings in Aquasco date from the mid-nineteenth century to the turn of the twentieth century. Buildings from the nineteenth century are typically vernacular interpretations of popular styles such as Greek Revival, Italianate, Gothic Revival and Queen Anne. These buildings illustrate a variety of forms, including rectangular-shaped plans, hall-and-parlor, and I-houses. Twentieth-century buildings in Aquasco reflect popular styles such as Craftsman, Colonial Revival, and limited examples of the Modern Movement. There are numerous outbuildings in the survey area including barns, sheds, smokehouses, tobacco barns, and other domestic and agricultural outbuildings. Houses are typically clustered around the main thoroughfares and are sited close to the road, although setbacks vary from 10 feet to more than 500 feet from the road. The village is situated on predominately flat terrain; however, the land gently rolls as it slopes toward the water of the Patuxent River and Swanson’s Creek.

A 14-lot residential development adjoining St. Phillip’s Road called “Cedar Farms” is being built and a parcel adjoining Dr. Bowen Road called “Garrett’s Chance” will contain 20 residential lots.
Eagle Harbor (87B-038)

The resort community of Eagle Harbor began to develop in the 1920s at the site of a river port, Trueman Point (87B-028), on the Patuxent River. Eagle Harbor is located 25 miles south of the Capital Beltway, almost at the southeasternmost tip of county. The town has no commercial establishments; the closest convenience store is three miles away. Trueman Point on the Patuxent served as the river port for Aquasco farmers throughout the eighteenth and nineteenth centuries. In 1747, it was considered for designation as an official tobacco inspection warehouse, and although this designation was never realized, Trueman Point did connect the farmers of southern Prince George’s County with Baltimore and other ports, and it continued to be heavily used by local planters for shipping tobacco and other merchandise. In the nineteenth century, Trueman’s Point was acquired by Weem’s Steamboat Company and served as a steamboat port into the twentieth century. In 1925, developer Walter L. Bean purchased several parcels of land from families who had long owned considerable amounts of land in area. One such farm was owned by a white family, Thomas Wood and his family. The area was originally known as Woodville. Bean purchased this land, adjacent to Trueman Point, with the idea of creating a resort community for African-Americans from the Washington area.

Bean’s land was surveyed and platted in small lots which were then heavily advertised in the African-American newspapers of Washington, D.C. The sales manager for Eagle Harbor was M. Jones, who during the years of 1925 and 1926 released voluminous advertisements for the new resort. Advertisements in the Washington Tribune in the mid 1920s boast “500 Plots at 1 Cent, Payable 20 percent down and balance in 40 equal Weekly Payments,” the new $50,000 Hotel will “Double Values at Eagle Harbor within the next thirty days!” and “Come to Eagle Harbor Plenty of accommodations for Vacationists and Week-End Parties Fine Beach, Bathing, Boating, Fishing, Merry-go-round, Cafes, Tea Rooms, Boarding Houses, Sugar Bowl Bath House, Large Excursion Boats. And Ideal Place for Sunday School and Private Picnics. Fishing Parties and Week-end Visitors!”

The resort was only 30 miles from Washington over fine roads, and the community would be “a high class summer colony for the better people.” Lots were offered for $50 or less, and prospective buyers could (for $1.00 round-trip bus fare) visit the resort for inspection. This was a period when Highland Beach, north of Annapolis, was a popular resort community, and Eagle Harbor also began to attract a good number of middle class blacks. People began building small cottages for their summertime use, and by 1928, the Eagle Harbor Citizens Association was already exploring the idea of incorporation. The town was officially incorporated in 1929.

Just over a year after Walter Bean began the process of developing Eagle Harbor, the Maryland Development Corporation began purchasing property immediately to the north, also fronting on the Patuxent, with the goal of developing another resort community. This second community, Cedar Haven, never equaled Eagle Harbor’s success as a resort, and much of its land has remained undeveloped. Eagle Harbor is still a small and quiet river front community; there are piers for fishing and boating, a town hall and public parkland, but not a trace today of the several hotels which once attracted visitors.

Today in Eagle Harbor there are approximately 60 dwellings, only 4 of which are from the early building period; most of the buildings are for summer use only, and for most of the year the atmosphere of the community is quiet and rural. The area is true to its rustic resort roots with homes having wells for drinking water and private septic tanks. Some houses are purported to still have their outhouses although their current use is unknown. There is very little turnover in houses with many being passed down within the same family. There was growing concern in the 1980s about the influx of white residents and the possibility of a larger development takeover. In the 2001 Washington Post Article “Safe Harbor on the Patuxent” Myrna White, chairman of the town commission whose grandfather was one of the founders of Eagle Harbor, stated regarding the increase in white population that “it’s something new for us, but no problem.”
Cedar Haven
(87B-039)
Cedar Haven (87B-039)

Established in 1927 as a waterfront community, Cedar Haven was designed as a summer refuge for African-Americans. The community was located on a three-hundred acre parcel, about an hour outside of Washington, D.C., and along the Patuxent River. The founders of Cedar Haven hoped it would rival the adjacent resort town of Eagle Harbor, established just a year earlier. Although the resort never took off the way Eagle Harbor did, it was an important place for blacks in Prince George’s County. Cedar Haven, like Eagle Harbor, was built on lands that were once a part of the Trueman’s Point Landing (87B-028), a historic river port along the Patuxent. In 1817, Trueman’s Point was acquired by Weem’s Steamboat Company and served as a steamboat port into the twentieth century. The steamboat company went bankrupt not long after Cedar Haven and Eagle Harbor were established, leaving the wharf open for use by the new resorts for African-Americans.

Early advertisements for the community spoke of an “exclusive” community of hills, beaches, woodlands, and meadows with fishing and crabbing, sports, hotels, dinners, and dancing. The promotional literature claimed that a “60 foot boulevard sweeps across the stately crescent shaped beach, lined with stately cedars from end to end.” Advertisers claimed that Cedar Haven was a safe place for children, where they could escape the dangers of city streets and learn the names of the country’s greatest African-American leaders from the street names. They could swim at the natural beaches or enjoy the playground. Visitors could enjoy the summer activities by the water and stay for the fall foliage. For summer visitors, there was a bathhouse on Crispus Atticus Boulevard equipped with 80 locker dressing rooms, separated for men and women, as well as trained attendants. A lounging porch faced the water. Members of the community often gathered at the waters’ edge to watch ships go up and down the Patuxent River. Those without houses could stay at the Cedar Haven Hotel, a large bungalow with a full length porch resting on stone piers, which was equipped with gas, electricity, a garage, and a dance hall; the hotel was well-known for its chicken dinners.

Early construction in Cedar Haven comprised small bungalows and cottages with porches and large setbacks. Many trees were cleared to make room for new houses, but trees were also planted along the roads to provide shade. Sears, Roebuck, and Company kit homes, such as the Magnolia, the Bellhaven, and the Whitehall, were used as models for new homes in the community. Residents were encouraged to order homes from Sears or model homes after their patterns. Some of the most notable houses in the neighborhood included Sojourn, White Cedars, and Bellana. The first house, Sojourn, was built in 1927 by Mr. And Mrs. William H. Thompson and was a small, front gable house clad in wood shingles with an enclosed front porch. It was later improved with a large addition, fireplace, and paved driveway. White Cedars, owned by Mrs. Z. Ella M. Gunnell and Mrs. Mary Hawley, was a ten-room, two-apartment bungalow, with a screened porch surrounding the entire dwelling. The Bellana, named after owner Anna E. Bell still stands and is a front-gable house on a raised pier foundation with an open flat-roofed porch.

The houses, which are mostly one and one-and-a-half story, gabled cottages and bungalows, characteristically have raised foundations, porches and large yards. Many of the houses have been modified over the years with additions and replacement materials. Many houses in the area resemble or are Sears, Roebuck kit homes, as builders in the 1920s were encouraged to model their small, inexpensive bungalows after the Bellhaven or Whitehall. Most of the houses have small sheds, garages, or other outbuildings on the lot as well. The streets in Cedar Haven were laid out in a grid pattern, with the north/south thoroughfare, Banneker Boulevard anchoring a number of smaller streets. Richard Allen Street is the main road running east and west, although it is quite narrow and without curbs or lighting. Most of the other streets are small, and many do not run far off the main road. Although many maps show the streets laid out in a grid pattern, most of the streets were never fully extended or paved. The roads are narrow, with no curbs, street lights, or sidewalks, and are heavily shaded by rows of trees and dense woods to the west. All the streets in Cedar Haven were named after significant figures in African-American history, such as the poet Paul Dunbar, the founder of the African Methodist Episcopal Church, Richard Allen, and Blanche K. Bruce, the first African-American to preside over the senate. Although Cedar Haven never achieved the success that Eagle Harbor did as a resort community, its history, landscape, and architecture make it a significant African-American site in Prince George’s County.