



SUBURBANIZATION HISTORIC CONTEXT AND SURVEY METHODOLOGY

**I-495/I-95 Capital Beltway Corridor
Transportation Study**

**Montgomery and Prince George's
Counties, Maryland**

Volume II

Prepared for:

**Maryland Department of Transportation
State Highway Administration**

Prepared by:

**KCI Technologies, Inc.
Hunt Valley, Maryland 21030**

**November 1999
Revised May 2000**

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AND SURVEY METHODOLOGY

I-495/I-95 CAPITAL BELTWAY CORRIDOR
TRANSPORTATION STUDY

MONTGOMERY AND PRINCE GEORGE'S COUNTIES,
MARYLAND

VOLUME II

PREPARED FOR:
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

PREPARED BY:
P.A.C. SPERO & COMPANY
KCI TECHNOLOGIES, INC.
HUNT VALLEY, MARYLAND 21030

NOVEMBER 1999
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APPENDIX D: COMMUNITY SUMMARIES

APPENDIX D COMMUNITY SUMMARIES

Community Summaries were prepared for communities identified as part of the development of the suburbanization context. These summaries are brief and are meant to help place each community within the suburbanization context developed under the I-495/I-95 Capital Beltway Corridor Transportation Study.

The summaries were prepared as an initial planning tool. Their narratives are based on preliminary research into published histories, historic maps, and tax records. These narratives provide a general understanding of the history of the Capital Beltway communities and helped to prioritize and organize the intensive survey which followed the initial survey of the project area. Because they are essentially a planning tool, their narratives are not expected to be comprehensive in nature. They provide a general overview for initial comparative purposes. The information has not been verified in the field and should not be considered complete. It will need to be verified in the field.

The Community Summary sheets were specifically developed for this project and include the following information:

- the name of the community and the county in which it is located
- the mode of transportation associated with the community
- a map which places the community within the project area
- checklists of time periods, property types, and themes relevant to the project area
- a narrative history of the community
- a bibliography of sources consulted

The Community Summaries are organized alphabetically within Montgomery and Prince George's Counties. Two summaries were also developed for communities within the District of Columbia. In some cases, summaries are provided for entire areas that are known by a single generic name but which are comprised of several neighborhoods and developments. An example of this is Capitol Heights.

A table compiled from the information in the summaries follows this introduction. The table allows the reader to develop a general overview of the development of the Capital Beltway area by comparing the columns of information.

COMMUNITIES	CHRON./ DEVELOP PERIODS				RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/ NATIONAL TRENDS				ASSOCIATED LOCAL/ REGIONAL TRENDS											
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode		
DISTRICT OF COLUMBIA																										
Colonial Village				X			X			X		X											X	X		
Shepherd Park			X	X	X	X		X	X	X	X	X	X		X		X	X	X	X			X	X		
MONTGOMERY COUNTY, MARYLAND																										
Alta Vista			X	X		X	X		X	X		X			X		X	X					X	X		
Bannockburn Heights			X	X						X					X									X		
Battery Park			X	X		X	X	X	X	X					X					X				X		
Bethesda		X	X	X		X	X	X	X	X		X			X		X	X			X		X	X		
Bradley Hills			X	X			X		X	X		X			X					X			X	X		
Bradley Hills Grove				X					X								X						X	X		
Bradmoor				X			X		X								X				X			X		
Burnt Mills				X				X	X	X							X							X		
Burnt Mill Hills				X						X					X									X		
Cabin John			X	X	X	X		X	X	X							X			X				X		
Capitol View Park			X	X		X	X			X		X			X		X	X		X				X		
Chevy Chase			X	X		X	X		X	X		X			X		X			X			X	X		
Chevy Chase Terrace			X	X		X				X					X									X		
Chevy Chase View			X	X		X				X					X									X		
Crestview			X	X					X						X									X		
Drummond			X	X		X				X		X			X		X	X					X	X		
Edgemoor			X	X			X	X	X	X		X			X		X							X		
Fairway Hills			X	X						X					X									X		
Forest Glen			X	X		X	X	X	X	X		X			X		X	X		X	X			X		
Forest Grove				X			X			X					X									X		
Four Corners		X	X	X				X	X	X					X		X			X				X		
Friendship Heights			X	X			X	X	X	X					X					X				X		
Garrett Park			X	X		X	X	X	X	X		X			X		X			X				X		
Glen Cove			X	X						X					X									X		
Glen Echo			X	X		X		X	X	X		X			X									X		
Glen Echo Heights			X	X		X				X		X			X								X	X		
Glen Haven				X					X	X							X			X		X		X		
Green Acres				X					X	X					X									X		
Greenwich Forest				X		X	X		X						X									X		
Hillandale				X				X	X	X					X		X			X						
			1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode

COMMUNITIES	CHRON./DEVELOP. PERIODS			RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES			ASSOCIATED INTERNATIONAL/NATIONAL TRENDS					ASSOCIATED LOCAL/REGIONAL TRENDS										
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Early Suburbs/Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	
MONTGOMERY COUNTY, MARYLAND (cont.)																									
Huntington Terrace			X	X					X						X										X
Indian Spring Terrace			X	X						X					X										X
Indian Spring Village				X					X	X					X										X
Kemp Mill				X				X	X	X						X			X						X
Ken-Gar			X	X	X			X	X																X
Kensington			X	X		X		X	X			X		X				X					X		X
Kenwood			X	X		X	X		X			X		X				X							X
Linden			X	X		X		X	X			X													X
Locust Hill				X					X	X					X	X			X						X
Luxmanor				X					X	X					X	X			X				X		X
Montgomery Hills			X	X				X	X	X					X										X
North Bethesda Grove				X					X							X			X						X
Northbrook Estates				X							X						X		X		X				X
North Chevy Chase			X	X		X	X		X			X		X	X	X	X	X	X				X	X	X
North Takoma			X	X					X	X			X					X		X			X	X	X
Northwood Park				X							X				X										X
Oakmont			X								X														X
Rock Creek Forest				X					X	X						X			X						X
Rock Creek Hills				X					X	X						X			X				X	X	X
Silver Spring		X	X	X		X		X	X	X		X		X	X	X	X	X	X		X	X	X	X	X
Somerset			X	X		X			X	X				X		X	X	X	X					X	X
Sonoma				X							X				X										X
Takoma Park			X	X		X	X	X	X	X		X		X	X	X	X	X		X			X	X	X
Twinbrook				X			X	X	X							X			X						X
Viers Mill Village				X			X	X	X	X						X									X
Westgate				X					X	X					X										X
Westmoreland Hills				X					X	X					X										X
Wheaton			X	X	X	X	X	X	X	X						X			X				X	X	X
White Oak				X				X	X	X						X			X		X				X
Woodmont			X	X		X		X	X	X		X			X										X
Woodmoor				X				X	X	X					X										X
Woodside			X	X		X	X		X											X					X
Woodside Park			X	X					X						X										X
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	Not Applicable	Early Suburbs/Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	

COMMUNITIES	CHRON / DEVELOP. PERIODS				RESIDENTIAL PROPERTY TYPES			NON-RESIDENTIAL PROPERTY TYPES				ASSOCIATED INTERNATIONAL / NATIONAL TRENDS					ASSOCIATED LOCAL / REGIONAL TRENDS							
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode
PRINCE GEORGE'S COUNTY, MARYLAND																								
Andrews Manor				X		X	X	X	X	X						X				X				X
Avondale				X		X	X	X	X	X					X	X				X				X
Barnaby Manor				X				X	X	X						X				X				X
Beltsville		X	X	X	X	X			X					X							X	X		X
Berwyn			X	X		X		X						X		X								X
Berwyn Heights			X	X		X	X	X	X					X	X	X				X	X		X	X
Bladensburg	X	X	X	X	X	X	X	X	X	X				X	X	X				X	X		X	X
Boulevard Heights			X	X		X	X				X	X				X				X	X			
Bowie			X			X	X	X	X	X				X		X				X	X		X	X
Bradbury Heights			X	X		X	X	X						X		X				X	X			
Brentwood			X	X		X			X					X		X				X		X	X	X
Broadview				X			X			X						X				X		X		X
Camp Springs		X	X	X	X	X	X	X	X	X				X		X				X		X		X
Capitol Heights			X	X		X		X	X					X		X				X			X	X
Carmody Hills			X	X		X	X		X					X		X				X			X	X
Castle Manor				X			X				X					X				X			X	X
Cheverly			X	X		X	X	X	X	X				X	X	X								X
Chillum			X	X		X	X	X	X	X						X				X	X			X
College Park			X	X		X		X	X															X
Colmar Manor			X	X		X		X	X							X				X				X
Columbia Park			X	X		X				X				X		X				X				X
Cottage City			X	X		X	X	X	X					X		X				X			X	X
Daniels Park			X	X		X		X	X					X		X							X	X
Decatur Heights			X	X		X		X	X					X		X							X	X
District Heights			X	X		X	X	X	X					X		X				X		X		X
Edmonston			X	X		X	X		X	X				X		X							X	X
Fairmount Heights			X	X		X	X		X	X				X		X					X		X	X
Forest Heights				X			X	X	X	X						X				X		X		X
Forestville		X	X	X	X	X	X	X						X		X				X		X		X
Glenarden			X	X		X	X	X	X	X						X								X
Glenn Dale			X	X	X	X	X	X		X				X		X								X
Greenbelt				X			X	X	X	X						X				X	X	X		
Green Meadows				X			X		X	X						X				X				X
Highland Park			X	X		X	X		X	X				X		X				X				X
Hollywood			X	X		X	X	X		X				X		X				X			X	X
Hunstville/ White House Heights			X	X	X	X	X	X		X				X		X								X
	1680-1815	1815-1870	1870-1930	1930- Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/ Conservation Areas	Not Applicable	Early Suburbs/ Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode

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PRINCE GEORGE'S COUNTY, MARYLAND (cont.)

Hyattsville			X	X		X	X				X			X	X	X	X					X	X		
Jenkins Corner				X	X	X				X						X									X
Kentland				X		X						X					X				X				X
Lakeland			X	X		X						X													X
Langley Park				X		X											X								X
Landover Hills				X		X											X			X					X
Lanham			X	X		X					X			X		X				X					X
Lincoln			X	X		X								X		X									X
Maryland Park			X	X		X					X			X											X
Morningside				X		X					X					X				X					X
Mt. Rainier			X	X		X					X			X		X				X	X		X	X	X
New Carrollton				X		X					X					X									X
North Brentwood			X	X		X					X					X					X				X
Oxon Hill	X	X	X	X	X	X					X					X				X					X
Parkland			X	X		X										X									X
Queens Chapel Manor				X		X					X					X				X					X
Randolph Village				X		X					X					X									X
Riverdale			X	X		X					X		X		X				X	X					X
Riverdale Heights			X	X		X									X										X
Roger's Heights				X		X									X										X
Seabrook			X	X		X					X				X										X
Seat Pleasant			X	X		X					X				X					X					X
Suitland			X	X	X	X					X				X	X				X					X
Temple Hills			X	X	X	X														X					X
Tuxedo			X	X		X					X														X
University Park			X	X		X									X										X
Villa Heights			X	X		X					X				X										X
West Lanham Hills				X		X					X									X					X
Westphalia				X		X														X					X
Whitely			X	X		X									X										X
Wildercroft			X	X		X					X				X										X
Woods Corner				X		X														X					X
	1680-1815	1815-1870	1870-1930	1930-Present	Unplanned Suburban Neighborhoods	Planned Suburban Neighborhood	Planned Suburban Development	Commercial and Industrial Properties	Community Buildings	Recreation/Conservation Areas	No Applicable	Early Suburbs/Picturesque Movement	Elite suburb planning	Industrial town planning	Post-World War I	WPA Housing	Post-World War II	Retreat for wealthy	Expanding industry	Returning veterans	Expanding government (post-Civil War)	Expanding government (post-WW II)	Expansion of existing communities	Association with transportation mode	

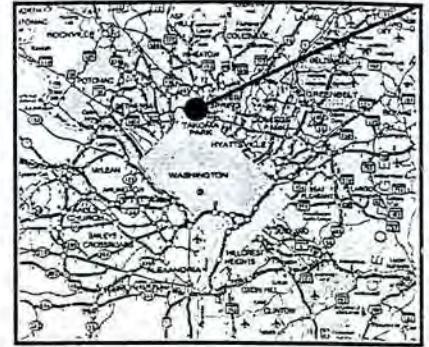
WASHINGTON, D.C. COMMUNITIES

COMMUNITY SUMMARY SHEET

Community Name: Colonial Village

City/County: Washington D.C.

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Colonial Village was developed in 1931 in the northern tip of the District of Columbia. The original housing stock (80 structures) imitated colonial-era homes, including George Washington's boyhood home. The developers like others of the time attached covenants to the deeds which limited the pool of potential residents. The covenants and the expense of these large houses kept the development homogeneously affluent and Caucasian until the enforcement of the 1948 Supreme Court decision against racially exclusive covenants (Smith 1988, 265). Colonial Village remains an affluent neighborhood with detached houses on large lots. The natural barrier of Rock Creek Park to the west combines with the curved street patterns and lack of thru streets to assure quiet and limited traffic (Ward 4 Notebook, 6).

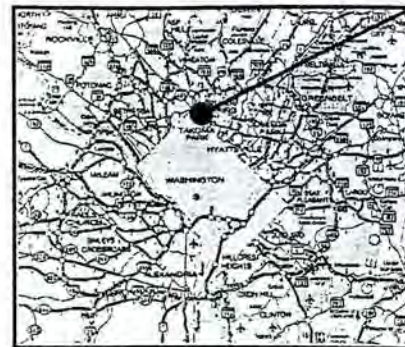
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Smith, Kathryn Schneider, ed. 1988. *Washington at Home. An Illustrated History of the Neighborhoods in the Nation's Capital.* Northridge, CA: Windsor Publications.

COMMUNITY SUMMARY SHEET

Community Name: Shepherd Park
City/County: Washington, D.C.
Transportation Association: Turnpike and Automobile:
7th Street Road (Georgia Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1911

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Shepherd Park in the northern corner of the District of Columbia is bounded on the south by Aspen Street and includes the Walter Reed Army Hospital. The exact boundaries to the west and northwest, though, have been in contention from at least the 1930s (Smith, 265). Around 1924, 17th Street and Kalmia were described as part of Rock Creek Park Estates, which was one of the three major subdivisions in the area together with Shepherd Park proper (L. E. Breuninger's development) and Sixteenth Street Heights. In the 1980s the Shepherd Park Citizens' Association claimed the Census Tract 16 boundaries which included the subdivisions of Colonial Village and North Portal Estates which are west of 16th Street.

Settlement in the area began in 1730 with Crystal Springs (now Brightwood) which became a horse racing center from the early 1800s to the 1880s (Ward 4 Notebook, 2). When opened in 1819, the 7th Street Turnpike (now Georgia Avenue) became the main artery for race traffic, agricultural produce and other business between Washington, D.C. and Maryland through the nineteenth century. Starting in 1873 streetcars began traversing 7th Street Road from downtown Washington, but extended only to south of Brightwood. B & O's Metropolitan Line was too far east to be convenient to the area of Shepherd Park and did not contribute significantly to development there. The rural character of the area predominated until the early twentieth century. Gradually development followed 7th Street Road northward as the well-to-do from Washington established summer homes. One such politician was Alexander Robey Shepherd who built a summer home on a tract of land just west of Georgia Avenue in 1868. Shepherd was involved in the District's government, serving as governor of the Territory in 1873-74.

COMMUNITY SUMMARY SHEET

Community Name: Shepherd Park

Narrative: (continued)

In 1911 investors bought much of the former Shepherd estate and L.E. Breuninger laid out the grid for Shepherd Park. Just to the southeast of this neighborhood, the U.S. Army had purchased land in 1909 and built a hospital, now known as the Walter Reed Army Medical Center. The streets of the new development were named for various trees and flowers. The new houses of Shepherd Park were set within spacious lawns and featured Colonial and Tudor styles using red brick, stone or stucco. Lots were developed as they were purchased. The developers attached covenants to the deeds which sought to exclude African-Americans and Jews from settling in the neighborhood. For many years Shepherd Park was comprised only of middle class, Anglo-Saxon protestants. In 1917 the residents formed the Sixteenth Street Heights Citizens' Association (changed in the 1940s to the Shepherd Park Citizens' Association) to address road improvements and educational needs. However the population was inadequate to receive a school of its own until a temporary structure was built in 1928. The Alexander R. Shepherd Elementary School replaced the original temporary rooms four years later. In the same year the Marjorie Webster Junior College for women opened at 17th and Kalmia Streets. After this college closed in 1971, it was acquired by Gallaudet University and serves as a branch campus.

Not until the early 1940s did Shepherd Park experience much change in its demographics. German Jews first began moving up from the city into non-covenanted areas west of Rock Creek. Eastern European Jews who had also been moving out of the city since the early twentieth century began entering covenanted areas by living above their shops. After 1948 when the Supreme Court struck down the use of racially exclusive covenants, the Jewish population in Shepherd Park increased to about 80% by the 1960s. The businesses and religious buildings reflected the Jewish presence with kosher meat markets, delicatessens and synagogues (two Orthodox, one Conservative). Wealthy families in the area tended to move out of Shepherd Park's more modest housing stock into the larger, stylish houses of Colonial Village (1931) and North Portal Estates (developed by Jews in the early 1950s). The next demographic shift occurred as African-American families sought housing in the area. While they were excluded at first from western divisions such as Colonial Village, these families found that Shepherd Park residents tended to be more open to an integrated neighborhood. With the help of Neighbors, Inc., the Shepherd Park Citizens' Association resisted real estate speculators' attempts to manipulate housing value through racially-tinged scare tactics. Shepherd Park continues to enjoy a reputation for being a stable, integrated, and well-maintained neighborhood of single family detached and semi-detached houses.

Bibliography:

Government of the District of Columbia. 1981. "Ward 4 Notebook." Washington, D.C.: Comprehensive Plan Publications.

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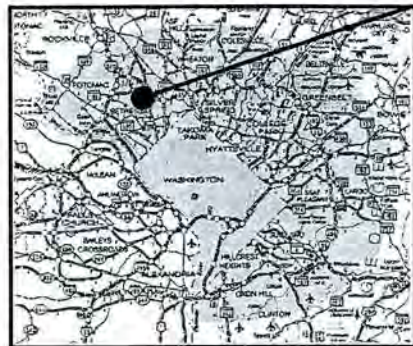
MONTGOMERY COUNTY COMMUNITIES

COMMUNITY SUMMARY SHEET

Community Name: Alta Vista

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1901

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Alta Vista neighborhood is located north of Bethesda in Montgomery County. Alta Vista was developed beginning in 1901 along the Georgetown and Rockville Electric Railway. The suburb was developed by J. H. Miller of the American Security and Trust Company and owned by the Bethesda Land Company. Alta Vista originally consisted of 222 acres divided into lots ranging from two to eight acres (Offutt 1996, 284). The streets are arranged in a discontinuous grid pattern and named after trees (Ibid.). During the first decades of the twentieth century, the lots in Alta Vista were re-subdivided several times to accommodate prospective buyers of modest means (Ibid.). Housing types found in Alta Vista include the four-square and the bungalow (Ibid.). The area north and east of Alta Vista, which is characterized by curvilinear streets, developed during the 1940s and 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Alta Vista

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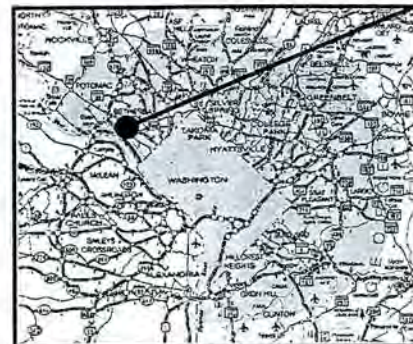
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COMMUNITY SUMMARY SHEET

Community Name: Bannockburn Heights

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad, West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1917, 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bannockburn Heights is located southwest of Bethesda in Montgomery County. The Bannockburn Heights Improvement Company under Henry A. Lewis acquired a large parcel of land from William McGeorge, Jr. et al. in 1917. The Bannockburn Country Club and Bannockburn Golf Club were established on nearby sites around the same time, and trolley lines operated by the Washington and Glen Echo Railroad and West Washington and Great Falls Railroad were a short distance away (Offutt 1996, 87-89, 115). The Bannockburn Heights Improvement Company did not file subdivision plats until 1936, however houses had already been constructed on many of the lots by that time. Bannockburn Heights featured discontinuous, curving streets lined with approximately 50 lots. The lots ranged in size from 0.4 to 2 acres. Most of the community developed between 1917 and 1945, however not all of the streets depicted on the plats were constructed. The two communities to the west of Bannockburn Heights, Bannockburn and Bannockburn Estates, developed between 1945 and 1965.

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COMMUNITY SUMMARY SHEET

Community Name: Bannockburn Heights

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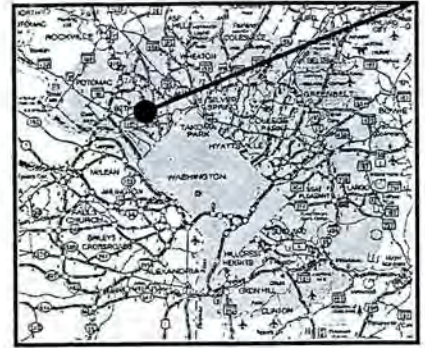
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COMMUNITY SUMMARY SHEET

Community Name: Battery Park
City/County: Montgomery County
Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1923

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Battery Park was the first project of Maddux, Marshall and Company. This company, created by retired Army officers Henry Cabell Maddux, Richard C. Marshall, Jr., James A. Moss and C. K. Mallory, developed middle class suburbs during the 1920s in Montgomery County. The company acquired the land on which Battery Park was located in 1922 and filed subdivision plats in 1923. Battery Park featured a system of curving, discontinuous streets lined with approximately 200 lots. Maddux, Marshall and Company offered eight house types ranging from Bungalow to Spanish Revival to Colonial Revival. Clients were also free to submit their own plans for approval. A clubhouse was constructed in 1923, and a commercial area developed along Old Georgetown Road. Advertisements for Battery Park targeted military veterans through journals and magazines. Lots sold quickly, and the subdivision was almost completely constructed by 1940. Maddux, Marshall and Company also constructed houses in Edgemoor and Garrett Park (Offutt 1996, 318-323; Hiebert and MacMaster 1976, 268).

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COMMUNITY SUMMARY SHEET

Community Name: Battery Park

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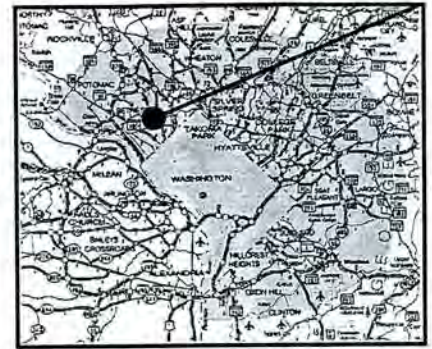
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COMMUNITY SUMMARY SHEET

Community Name: Bethesda

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bethesda began as a 19th-century rural village at the intersection of Rockville Pike and Georgetown Road. Following the opening of the Georgetown and Rockville Electric Railway in 1891, Bethesda began grow as the center of a group of residential subdivisions. Among the subdivisions closely associated with Bethesda in this period were Sonoma (1912), Huntington Terrace (1910), Edgemoor (1912), and Bradley Hills (1912). These subdivisions generally attracted upper-middle class and affluent residents. During the period between World War I and World War II, building in Bethesda and Montgomery County boomed. Subdivisions such as Greenwich Forest (1932), Battery Park (1923), and Kenwood (1928) continued to grow around Bethesda, and the community began to develop a central business district around Old Georgetown Road and Wisconsin Avenue. Construction of the National Institutes of Health in 1938 spurred further residential and commercial development into the 1940s. Continued development through the 1950s ensured that Bethesda would remain a suburban center. Following the opening of the Bethesda Metro stop in 1984, many older buildings in Bethesda were replaced with modern buildings. The central business district emerged as a regional retail and business center during the 1990s (M-NCPPC 1994, 236-237).

COMMUNITY SUMMARY SHEET

Community Name: Bethesda

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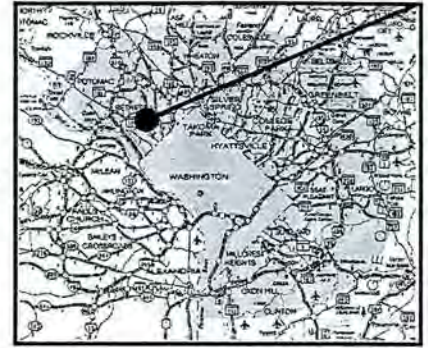
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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills

City/County: Montgomery

Transportation Association: Trolley: Washington and Great Falls Railway.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradley Hills is located west of Bethesda in Montgomery County. The subdivision was the project of several development corporations, including the Great Falls Land Company and the Real Estate Trust Company. It was the largest subdivision in metropolitan Washington D.C. at the time. Bradley Hills was laid out on 80 acres of land acquired by M. Willson Offutt of Bethesda in 1888. The subdivision plats, filed from 1912 to 1922, show a pattern of discontinuous, curving streets. Large houses on large lots were to line Bradley Avenue, the main street of the subdivision, while smaller houses and lots were to be located on the outskirts. Bradley Avenue and the Washington and Great Falls Railway trolley line opened in 1913, by which time six large houses had been constructed at the eastern edge of the development. Plans for future development included a school, a 150-acre country club, and a small development laid out in the style of an "English Village." However, due to the depression of the late 1910s and World War I, very little of Bradley Hills was completed as planned. The founding corporations bowed out in the late 1910s, and streetcar service was discontinued in 1921. During the building boom of the 1920s, new developers invested in unbuilt areas of Bradley Hills. Other areas were developed as apartment housing during World War II (Offutt 1996, 258-265).

COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills

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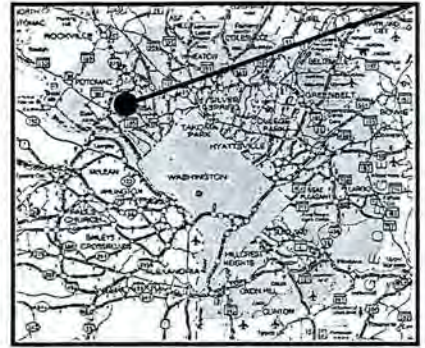
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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills Grove

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1935

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradley Hills Grove is located west of Bethesda in Montgomery County. The subdivision was created in 1935 by the Bradley Boulevard Development Corporation under J. Barrett Carter. Bradley Boulevard, constructed in 1913, made previously undeveloped land west of Bethesda accessible by both streetcar and automobile (Offutt 1996, 260-261). Although streetcar service ended in 1921, the area continued to develop through the 1950s. Bradley Hills Grove, located south of Bradley Boulevard, featured discontinuous, curving streets and lots of about one acre. About 10 houses had been constructed by 1945. Between 1945 and 1955, Bradley Hills Grove expanded to the west and south, growing to include approximately 130 houses. Growth slowed during the late 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Bradley Hills Grove

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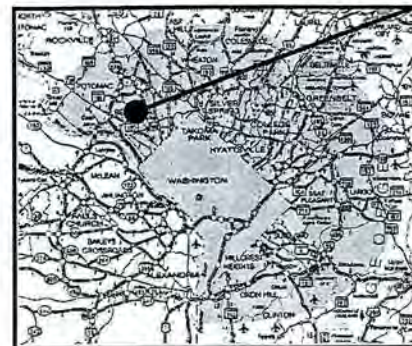
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COMMUNITY SUMMARY SHEET

Community Name: Bradmoor

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1940

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradmoor is located northwest of Bethesda in Montgomery County. The subdivision was established in 1940 on land owned by Philip and Sadie Milestone. William Yost managed construction of the houses. Bradmoor featured a loose grid of curving streets lined with lots of about 0.1 to 0.2 acres. Development initially concentrated around the 8500 blocks of Bradmoor Drive, Irvington Avenue and Hempstead Avenue. By the late 1950s, Bradmoor had expanded to Folkstone Road on the north and Ewing Drive on the west. The community included an elementary school and attracted employees of the nearby National Institutes of Health, which was established in 1938 (Offutt 1996, 400, 482).

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COMMUNITY SUMMARY SHEET

Community Name: Bradmoor

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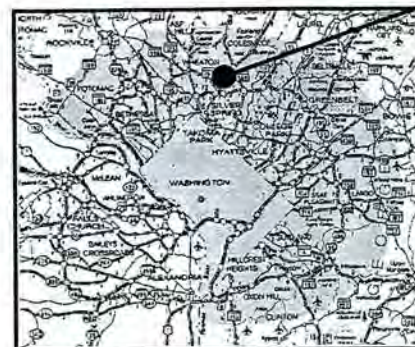
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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills

City/County: Montgomery

Transportation Association: Automobile: Colesville Road, New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Burnt Mills was a rural agricultural community and mill seat from the late-18th century through the early 20th century. The suburbanization of the community began in 1934 with the creation of the Burnt Mills Hills subdivision. Other subdivisions followed in the mid-20th century, including Burnt Mills Village in 1948, Burnt Mills Gardens in 1948, Burnt Mills Knolls in 1952 and Burnt Mills Manor in 1954. The subdivisions are predominantly made up of single-family houses along curving, discontinuous streets. Schools and parks are located within the subdivisions, while commercial establishments line Colesville Road and New Hampshire Avenue. Burnt Mills was largely developed by the mid-1960s. (See also Community Summary for Burnt Mills Hills.)

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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills

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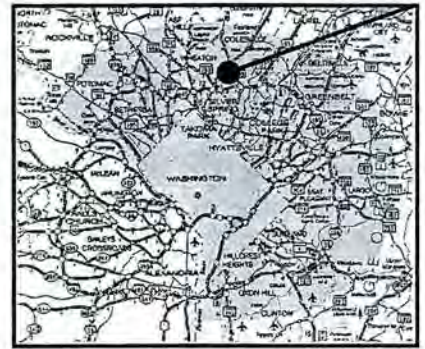
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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills Hills

City/County: Montgomery

Transportation Association: Automobile: Colesville Road, New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1934

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Burnt Mills Hills is located in the Burnt Mills community of Montgomery County. The subdivision was a project of the R. E. Latimer Land Company. The subdivision plats, filed beginning in 1934, show a central, circular drive with roads radiating out from it. Many of the roads ended in cul-de-sacs. Most of the lots in Burnt Mills Hills were about 1 acre, although those along Edelblut Drive measured 2 acres or more. Approximately 40 houses had been constructed by 1945. Burnt Mills Hills itself grew little after World War II, however other subdivisions, including Burnt Mills Knolls and Burnt Mills Village, were constructed around it during the 1950s and 1960s.

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COMMUNITY SUMMARY SHEET

Community Name: Burnt Mills Hills

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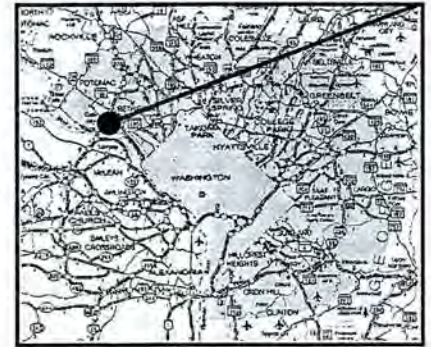
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COMMUNITY SUMMARY SHEET

Community Name: Cabin John

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad (formerly Glen Echo Railroad), West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1873, 1914

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Cabin John began as a popular weekend and summer resort for wealthy and well-known Washingtonians. The Cabin John Hotel, built in 1873 by the Bobinger family, included the hotel, summer houses, a theatre, and eventually an amusement park (Offutt 1996, 88-91). The resort reached its peak in the 1890s when streetcars from the Washington and Glen Echo Railroad (formerly the Glen Echo Railroad) and West Washington and Great Falls Railroad traveled between Cabin John and Washington, D.C. (MHT 1978b; Offutt 1996, 88). The Cabin John Hotel burned in 1931 after a long period of decline that was in part the result of competition from the neighboring Glen Echo Park (Offutt 1996, 120). The residential community had its beginnings in 1912 when J. S. Tomlinson of the American Land Company in Washington, D.C. bought 600 acres in Cabin John (Ibid., 120-123). In 1914, Tomlinson subdivided 155.9 acres of the property into lots of various sizes arranged along discontinuous, winding streets (MHT 1978b). Known as "Cabin John Park," the subdivision attracted middle-class buyers, particularly government workers (Ibid.). The houses are varied in style and include an experimental "rammed earth" house built by the Humphrey family in 1923 (Ibid.). Cabin John's greatest period of growth occurred between World War I and World War II (USGS 1917, 1944). However, in part because it was accessible mainly by trolley lines, the community never became very large (Offutt 1996, 131-132). With the exception of temporary housing constructed during World War II, the community grew little after the mid-20th century (Hiebert and MacMaster 1976, 331).

COMMUNITY SUMMARY SHEET

Community Name: Cabin John

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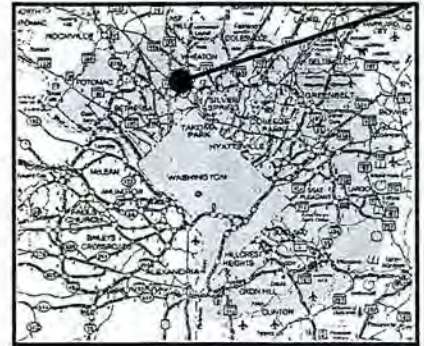
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COMMUNITY SUMMARY SHEET

Community Name: Capitol View Park
City/County: Montgomery
Transportation Association: Baltimore and Ohio Railroad Metropolitan Branch.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Capitol View Park is located east of Kensington in Montgomery County. The subdivision was first platted in 1887 on 123.5 acres of land owned by Mary Hart (MHT, Capitol View Park, 1979). The plat shows narrow, deep lots lining a loose grid of streets. The Capitol View Park railroad station of the Baltimore and Ohio Railroad Metropolitan Branch was constructed to the west circa 1890 (Ibid). Trolley lines never reached the subdivision (Clark 1987, 17). Capitol View Park grew slowly through the late 1880s with only a few Queen Anne-style dwellings constructed on large lots (MHT, Capitol View Park, 1980). In 1892, Hart and business partners Frederick Pratt, Alexander Proctor, and Martin Proctor began building houses to sell, however this venture was also unsuccessful, and the partners disbanded in 1895 (Clark 1987, 21). Although several bungalows were constructed during the 1920s, less than one-fourth of the lots had been developed by 1930 (Crawford, 1986, 12). A building boom occurred during the 1940s, and approximately 50 new houses were constructed. Development resumed its slow pace during the 1950s and continues to the present (MHT, Capitol View Park, 1980). All growth has been contained within the original boundaries of the 1887 plat.

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COMMUNITY SUMMARY SHEET

Community Name: Capitol View Park

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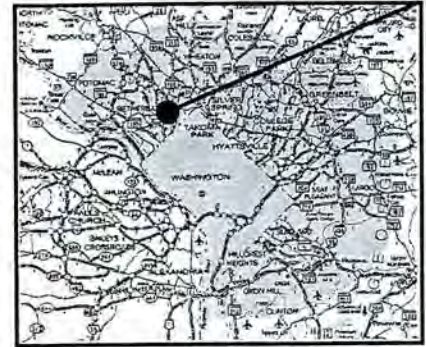
COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase

City/County: Montgomery

Transportation Association: Carriage: Connecticut Avenue;

Trolley: Rock Creek Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1893

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Chevy Chase is located in Montgomery County immediately northwest of the District of Columbia. The suburb was developed by Francis G. Newlands, a Senator from Nevada. In 1890, Newlands and Senator William M. Stewart, also of Nevada, created the Chevy Chase Land Company (MNCPPC 1997, 2). The Company acquired 1,712 acres of land along the proposed extension of Connecticut Avenue in the District and Montgomery County (Crawford 1986, 21). Engineer W. Kesley Schoepf, landscape architect Nathan F. Barrett and architect Lindley Johnson designed a suburb for the wealthy, with lots measuring 70 feet by 100 feet arranged along a grid of streets (Ibid.; George 1989, 188). The first lots were sold in 1893. The most expensive lots were located along Connecticut Avenue, while less expensive lots lined side streets perpendicular to the avenue (Levy 1980, 178). Chevy Chase grew slowly, with only 50 dwellings having been constructed by the turn of the century. By 1916, 145 dwellings had been constructed (MNCPPC 1997, 3; Crawford 1986, 22). These early dwellings were largely architect-designed and display a range of styles, including Queen Anne, Tudor Revival, Neo-Classical, Colonial Revival, and Shingle (MNCPPC 1997; 1-4). Residents of the new suburb were provided with water, electricity, and sewage. A trolley line to the city, known as the Rock Creek Railway, had been operating since 1892 (MNCPPC 1997, 2; Levy 1980, 178). Although

COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase

Narrative: (continued)

commercial development was forbidden in Chevy Chase, Newlands did allow the development of institutions such as churches, schools, a library, and the Chevy Chase Club (Levy 1980, 178-180).

Between World War I and 1930, as the automobile became common, Chevy Chase experienced a building boom and expanded in all directions (MNCPPC 1997, 4). The new residents were largely middle-class government and military employees (MHT M:35-13, 1996). They bought smaller lots along loosely-gridded streets surrounding the original Chevy Chase development. Craftsman, Colonial Revival, Mediterranean and Tudor Revival dwellings were common during this era (Ibid).

Building activity slowed during the Great Depression and World War II. Following World War II, Chevy Chase again expanded, this time to the east and northwest. The loosely-gridded street pattern continued. Contemporary ranch and split level houses, as well as traditional designs were constructed at this time (MHT M:35-13, 1996). Development continued around the periphery of Chevy Chase through the 1960s and 1970s. Chevy Chase includes a historic district listed in the National Register of Historic Places.

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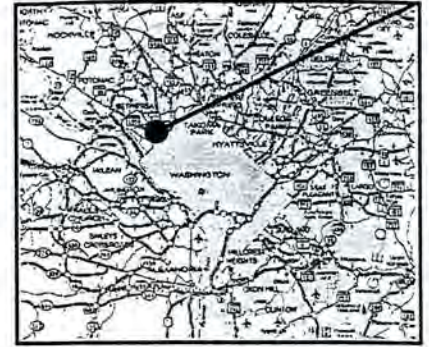
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COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase Terrace

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Early Automobile: Wisconsin Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1922

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Chevy Chase Terrace neighborhood is located west of Chevy Chase in Montgomery County. Chevy Chase Terrace was developed beginning in 1922 along Wisconsin Avenue and the Georgetown and Rockville Electric Railroad. The developers were Massux and Starney of Rockville. This trolley and early-automobile suburb consists of narrow, deep lots arranged along a discontinuous grid street system. Several streets, such as Norwood Place and Chevy Chase Boulevard, were designed with parking areas in the medians. Most of Chevy Chase Terrace developed during the 1930s.

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COMMUNITY SUMMARY SHEET

Community Name: Chevy Chase View

City/County: Montgomery

Transportation Association: Trolley: Rock Creek Railway; Early
Automobile: Connecticut Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1910, 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Chevy Chase View municipality is located south of Kensington in Montgomery County. Chevy Chase View was developed beginning in 1910 around Connecticut Avenue and the Rock Creek Railway. The suburb was incorporated in 1924. Chevy Chase View was developed by John L. Whitmore and Harry E. Smith (Crawford 1986, 37). The suburb consists of narrow, deep lots arranged along a grid street system. The municipality retains the boundaries of the original subdivision. They are: Kensington municipality on the north, Kensington Parkway on the east, Saul Road on the south and Cedar Lane on the west.

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COMMUNITY SUMMARY SHEET

Community Name: Crestview

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue,
Western Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1920, 1935

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Crestview is located in Montgomery County immediately northwest of the District of Columbia. It was developed at the same time as neighboring subdivisions Green Acres, Glen Cove, Westgate, and Westmoreland Hills. Crestview was first platted in 1920. The subdivision had a grid of streets in its south side with curving streets radiating to the north and east. The lots were narrow and deep. Part of Crestview was resurveyed in 1935, although the street and lot configuration remained the same. Crestview included one church and was close to community and recreational facilities.

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COMMUNITY SUMMARY SHEET

Community Name: Crestview

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COMMUNITY SUMMARY SHEET

Community Name: Drummond

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1903, 1916

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Drummond municipality is located west of Chevy Chase in Montgomery County. Drummond was developed beginning in 1903 along the Georgetown and Rockville Electric Railway. The suburb was incorporated in 1916. Drummond was created by the Drummond Land Company on land formerly owned by General Richard Coulter Drum, a Civil War Union Army officer. The suburb consisted of 45 large lots arranged in a linear fashion along Drummond Avenue and Warwick Lane. The suburb was intended to attract upper-middle class Washington residents. The developers used phrases such as "leave the dust and discomfort of the city" and "absolutely free from malaria and typhoid" to attract Washingtonians. Drummond developed continuously from the time of its creation to the present, and therefore contains a wide variety of housing types and styles. The suburb contains only residential properties (Crawford 1986, 37; MCHS Vertical Files; Real Estate Atlas of Montgomery County, Vol. 1 p. 51).

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COMMUNITY SUMMARY SHEET

Community Name: Drummond

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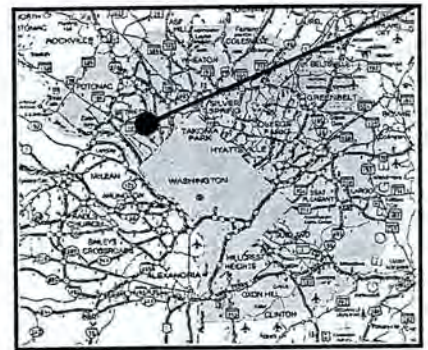
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COMMUNITY SUMMARY SHEET

Community Name: Edgemoor

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway, Chevy Chase to Great Falls Electric and Power Company



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Edgemoor Land Company under Walter Tuckerman filed the first plat for Edgemoor (originally called Edgewood) in 1912 (Crawford 1986, 37). The plat covered 183.5 acres and included 250 lots as well as open land. Edgemoor was advertised as having water, sewers, gas, electricity, telephone service, and paved roads. Five mansions, including one owned by Tuckerman, were built during the early years of Edgemoor (Offutt 1996, 298-301). The value of property in Edgemoor reached \$1000 an acre during the 1920s, precluding all but wealthy buyers (Hiebert and MacMaster 1976, 266). The plans for Edgemoor were redrawn in 1924 (Hiebert and MacMaster 1976, 267). The redesigned plan had narrow, deep lots arranged on a loose grid of streets. Tuckerman developed many of the new lots with brick Colonial Revival dwellings (Offutt 1996, 299). Commercial and community buildings as well as recreational areas developed around the periphery of Edgemoor.

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COMMUNITY SUMMARY SHEET

Community Name: Edgemoor

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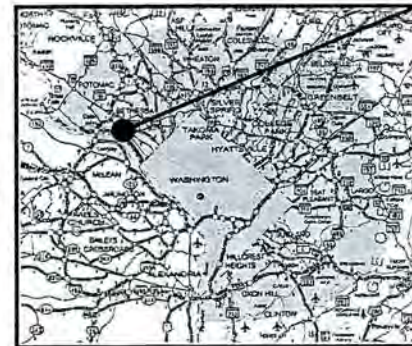
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COMMUNITY SUMMARY SHEET

Community Name: Fairway Hills

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad, West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1917, 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Fairway Hills is located immediately north of Glen Echo in Montgomery County. The land on which the subdivision was built was formerly part of the Baltzley holdings (see Glen Echo Community Summary). After the collapse of the Glen Echo Chautauqua, William McGeorge Jr. of Philadelphia bought most of the Baltzley's land and resold it for subdivision (Offutt 1996, 99). In 1917, the Bannockburn Heights Improvement Company bought several parcels from McGeorge, one of which became Fairway Hills. Fairway Hills was located east of the Bannockburn Golf Club and a short distance from the Washington and Glen Echo Railroad and West Washington and Great Falls Railroad. The subdivision featured a grid of streets lined with small lots. The subdivision plats were not filed until 1938, however most of the houses had been constructed by then.

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COMMUNITY SUMMARY SHEET

Community Name: Fairway Hills

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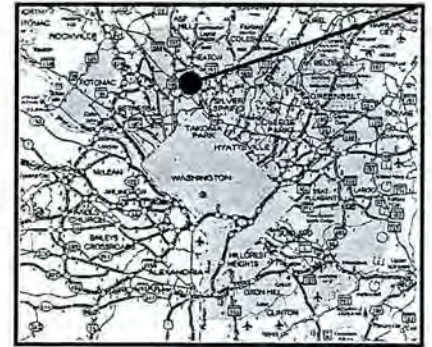
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COMMUNITY SUMMARY SHEET

Community Name: Forest Glen

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; Trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Glen is located east of Kensington in Montgomery County. The community was the project of the Forest Glen Investment Company, founded in 1887 by Joseph R. Herford and John T. Knott of Washington, D.C., and W. H. Carr, Frank Higgins and John C. Muncaster of Rockville (Crawford 1986, 8). In that same year, the Forest Glen Investment Company filed a plat for the 166-acre site with 26 blocks linked by discontinuous, curving streets near the Baltimore and Ohio Railroad Metropolitan Branch. The investors intended Forest Glen to be a summer community for the wealthy and envisioned cottages surrounding a resort hotel. The investors targeteded Washington businessmen and government officials as clients (Ibid, 10). Several Queen Anne-style dwellings and the Forest Inn were constructed, and the community enjoyed a few years of success during the late 1880s. By 1894, though, the Forest Inn was struggling financially (Ibid.). The property was sold to the National Park Seminary, which operated a finishing school for girls from wealthy families until the Walter Reed Army Hospital acquired the site in 1942. The Seminary constructed the eclectic buildings for which the site is now known (Getty 1969, 3). Outside the Seminary, Forest Glen continued to grow slowly throughout the late-19th and early-20th centuries. Small businesses, churches, and schools were constructed. Although the Washington, Woodside and Forest Glen Railway began operating in 1897 (Crawford 1986, 11; MCPD 1992, 5), the residential community did not prosper, and many lots were not developed until the late-1940s (Crawford 1986, 11).

COMMUNITY SUMMARY SHEET

Community Name: Forest Glen

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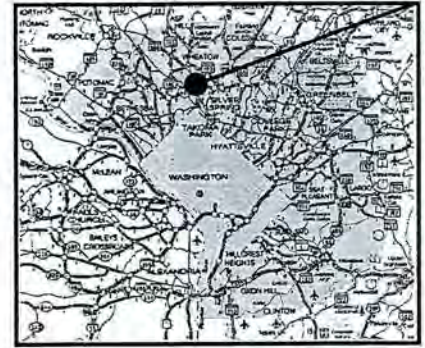
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COMMUNITY SUMMARY SHEET

Community Name: Forest Grove

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Grove is located east of Forest Glen in Montgomery County. The subdivision occupies land acquired by William J. Brown in 1928. The subdivision plat for the three-block development was filed in 1936, but several houses had already been constructed by that time. Forest Grove has a grid of curving streets lined with lots of about 0.15 acre each. There are seven types of brick, Colonial Revival houses in the community, mostly constructed in the late 1930s and early 1940s. The community is surrounded by commercial areas and a 1950s subdivision.

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COMMUNITY SUMMARY SHEET

Community Name: Four Corners

City/County: Montgomery

Transportation Association: Automobile: Colesville Road,
University Boulevard.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Four Corners began as a 19th-century agricultural community located at the crossroads on the Bladensburg and Colesville Roads. The community remained rural until the post-World War I building boom in suburban Montgomery County. Beginning in the late 1930s, Four Corners saw the development of Northwood Park, Woodmoor, Indian Spring Village, Indian Spring Terrace, North Hills of Sligo, and Fairway. These subdivisions expanded between 1945 and 1955 even as new ones, such as Northwood and Franklin Knolls, were constructed. The single-family house subdivisions that soon surrounded Four Corners had winding streets that formed an irregular grid in between major roads. Commercial establishments lined Bladensburg Road (now University Boulevard) and Colesville Road. The Woodmoor Shopping Center, established in 1946, is one landmark of the community. Four Corners was largely developed by the late 1950s. (See also community summaries for Northwood Park, Woodmoor, Indian Spring Village and Indian Spring Terrace.)

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COMMUNITY SUMMARY SHEET

Community Name: Four Corners

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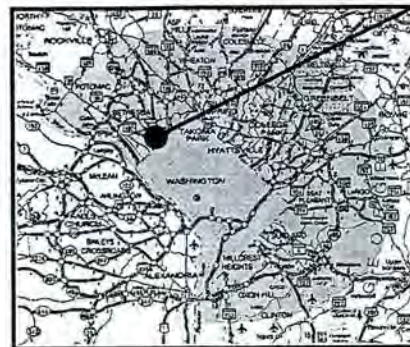
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COMMUNITY SUMMARY SHEET

Community Name: Friendship Heights

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1901

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Friendship Heights is located in Montgomery County between the District of Columbia and Somerset. Henry W. Offutt of Washington, D.C. developed the subdivision beginning in 1901. Friendship Heights originally had an irregular grid of streets with narrow, deep lots of about 0.15 acres. The construction company Richard Ough & Son built many of the early Colonial Revival houses. Friendship Heights was moderately priced and appealed to middle-class city workers. The subdivision was convenient to the Georgetown and Rockville Electric Railway (Offutt 1996, 218-231). Friendship Heights prospered as a residential area through the first half of the 20th century. Following incorporation in 1951, commercial establishments and businesses began moving in and rebuilding Friendship Heights. The Chevy Chase Shopping Center, Lord & Taylor, and GEICO were among the first to replace existing houses with large commercial buildings and parking lots. Other businesses and high-rise apartment buildings soon followed. Most of the remaining houses in Friendship Heights were demolished in the early 1970s.

COMMUNITY SUMMARY SHEET

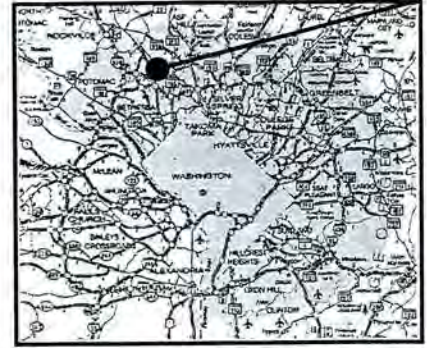
Community Name: Friendship Heights

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COMMUNITY SUMMARY SHEET

Community Name: Garrett Park
City/County: Montgomery
Transportation Association: Baltimore and Ohio Railroad
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1887, 1898

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Garrett Park municipality is located west of Kensington in Montgomery County. Garrett Park was developed beginning in 1887 around the pre-existing Garrett Park station of the Baltimore and Ohio Railroad's Metropolitan Branch. The suburb was incorporated in 1898. Garrett Park was created by Henry Copp, a lawyer from Washington D.C. and founder of the Metropolitan Investment and Building Company. The Company acquired 500 acres in the Garrett Park area and filed the first plat in 1887 (Crawford 1986, 15-16). Engineer John T. Freeman and horticulturist William Saunders designed the suburb (Ibid; (NPS, Garrett Park, 1974). One of the premier horticulturists in the United States during the late 19th century, Saunders also designed the National Cemetery at Gettysburg and an arbor on the Capitol Hill Mall (now replanted). His design for Garrett Park consisted of winding streets in the northwest and gridded streets in the southeast, all lined with thick plantings (NPS, Garrett Park, 1974). The northwest section of Garrett Park developed during the late 19th century with Queen Anne-style residences for middle-class Washingtonians (NPS, Garrett Park, 1974). Advertisements from this time emphasized that the suburb included water, gas, and sewers and provided a healthful environment for families (Crawford 1986, 16-17). The second phase of development in Garrett Park began after World War I, when four veterans formed Maddux, Marshall and Company and began marketing small, mass-produced cottages aimed at low-level government employees. The cottages frequently came with a Chevrolet automobile and therefore became known as "Chevy" houses. The cottages were constructed as infill around existing development (Crawford 1986, 17-18; NPS, Garrett Park, 1974).

COMMUNITY SUMMARY SHEET

Community Name: Garrett Park

Narrative: (continued)

Following World War II, the southeast section of Garrett Park was developed with several contemporary residences designed by Howard University professor Alexander Richter. Richter's designs were influenced by the work of Louis Sullivan and Frank Lloyd Wright (NPS, Garrett Park, 1974). Infill development continued throughout Garrett Park through the twentieth century and included examples of the International style, Techbuilt houses, and Sears-Roebuck houses. Aside from one store and one church/community center, the community remains entirely residential (Ibid).

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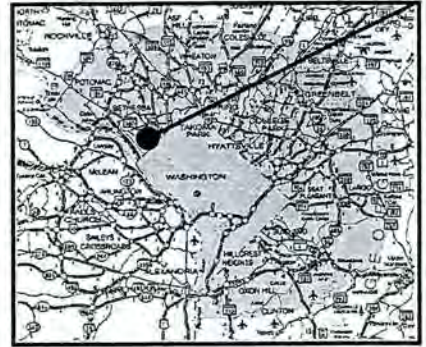
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COMMUNITY SUMMARY SHEET

Community Name: Glen Cove
City/County: Montgomery
Transportation Association: Automobile: River Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1893, 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Cove is located in Montgomery County immediately northwest of the District of Columbia border. It developed at the same time as neighboring subdivisions Green Acres, Westgate, Crestview, and Westmoreland Hills. The subdivision was a project of the Southern Investment Company. A plat Glen Cove was filed in 1893, however no construction took place. The subdivision plat was filed again in 1938, by which time roads were laid out and construction of houses had begun. Glen Cove had a crooked grid of streets and lots of about 0.15 to 0.2 acres.

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COMMUNITY SUMMARY SHEET

Community Name: Glen Cove

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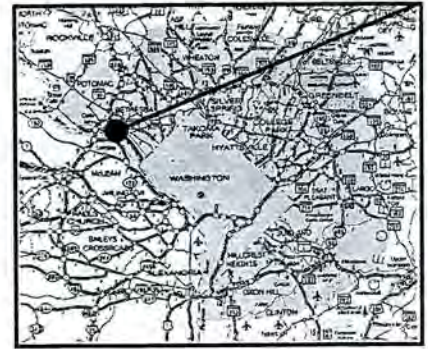
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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad (formerly Glen Echo Railroad), West Washington and Great Falls Railroad.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Echo began as a resort founded by brothers Edward and Edwin Baltzley who began buying property along the Potomac River in the late 1880s and chartered the Glen Echo Railroad trolley line in 1889 (Offutt 1996, 88). Their first subdivision, Glen Echo Heights, opened in 1890 (See "Glen Echo Heights" Community Summary). Inspired by the Cabin John Hotel, the Baltzley's also constructed the elaborate Pa-taw-o-mec Café in 1890, however it burned four months after opening (Ibid., 91-93). The Baltzley's next venture was to establish a Chautauqua, a summer institute providing courses in academics and the arts. The National Chautauqua of Glen Echo covered 80 acres and included 488 residential lots as well as an amphitheater, academic buildings, and "Public Comfort" stations. The streets formed a series of concentric circles and arches, and the Chautauqua buildings were constructed of native stone. The National Chautauqua of Glen Echo had one successful season in the summer of 1891 before rumors of malaria drove participants and prospective residents away. Sales of lots in Glen Echo dropped dramatically, trolley service was discontinued, and the Baltzley's lost the Chautauqua to foreclosure (Ibid., 93-100). The residential community of Glen Echo incorporated in 1904 and continued to grow in conformity with the Baltzley's plan through the mid-twentieth century. The Chautauqua was acquired by the Washington Railway and Electric Company around 1910 and developed into a successful amusement park (Glen Echo Park) that remained open until 1968 (Ibid., 101-102; Lange 1997).

COMMUNITY SUMMARY SHEET

Community Name: Glen Echo

Narrative: (continued)

In 1970, the Chautauqua/amusement park grounds were acquired by the National Park Service and rehabilitated as an arts institute (Lange 1997).

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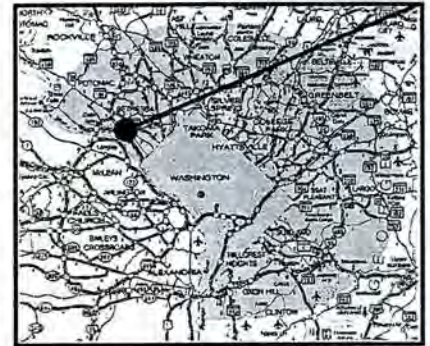
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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo Heights

City/County: Montgomery

Transportation Association: Trolley: Washington and Glen Echo Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Echo Heights was founded by brothers Edward and Edwin Baltzley of Ohio in 1890. The subdivision was part of the brothers' plans to develop a major resort along the Potomac River. Glen Echo Heights had winding streets, some connecting to form a loose grid and some not connecting. The narrow, deep lots came with covenants dictating setbacks, building materials, and minimum building cost. The Baltzley brothers hoped the community would become the "American Rhine." They built their own stone, Gothic Revival mansions on the bluffs over the Potomac and encouraged customers to do the same. Lots sold quickly during 1890 and 1891 until rumors of malaria brought the subdivision to a standstill. Glen Echo Heights did not begin to develop again until the World War I era when the Bannockburn Country Club opened nearby. Summer cottages were built on the lots where mansions had never materialized. The community continued to grow through the mid-20th century (Offutt 1996, 91-93, 114, 151). (See also Community Summary for Glen Echo.)

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COMMUNITY SUMMARY SHEET

Community Name: Glen Echo Heights

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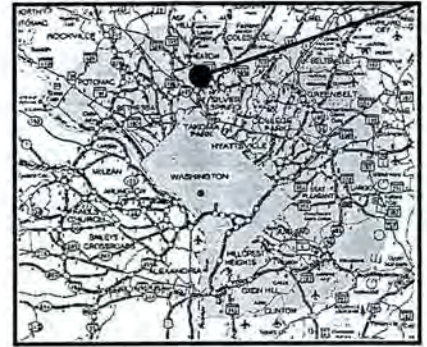
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COMMUNITY SUMMARY SHEET

Community Name: Glen Haven

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1951

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glen Haven is located southeast of Wheaton in Montgomery County. The subdivision first appears on maps in 1944 with a street plan of concentric quarter circles lined with closely spaced houses. Beginning in 1947, the Army maintained this group of houses for personnel at the Walter Reed Army Hospital Annex (Farquhar 50). The area northeast of the original Glen Haven developed beginning in 1951 with the resubdivision of several properties. Winding, discontinuous streets led from the Army property north to University Boulevard. Construction of new houses in this area continued into the 1960s. The Glen Haven community included a park and elementary school.

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COMMUNITY SUMMARY SHEET

Community Name: Glen Haven

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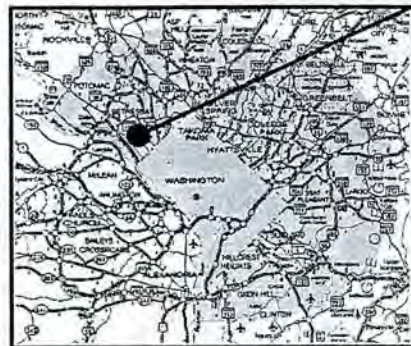
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COMMUNITY SUMMARY SHEET

Community Name: Greenacres

City/County: Montgomery

Transportation Association: Automobile: River Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenacres is located southwest of Somerset in Montgomery County. It developed at the same time as neighboring subdivisions Glen Cove, Westgate, Crestview, and Westmoreland Hills. The subdivision was a project of the Loughborough Development Corporation. Greenacres had a system of parallel streets lined with small lots of about 0.1 acre. Many houses had been constructed by the time the subdivision plats were filed in 1938. Greenacres was located adjacent to the Little Falls Branch Park and the Westbrook Elementary School.

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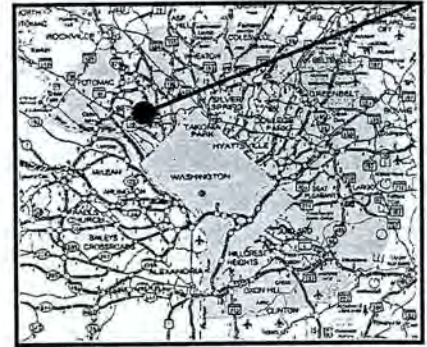
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COMMUNITY SUMMARY SHEET

Community Name: Greenwich Forest
City/County: Montgomery
Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1932

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenwich Forest is located west of Bethesda in Montgomery County. The subdivision was constructed on land conveyed to Shirley R. Kaplan by the Ardhave Development Company in 1931. The street plat, filed in 1932, shows an irregular pattern of curving streets east of Bradley Avenue on both sides of Huntington Parkway. Alvin Aubinoe of Bethesda designed many of the houses for the subdivision's upper-middle class customers. Most of the houses were built in the mid 1930s when the neighborhood was at its peak popularity, however infill construction continued through the mid-20th century (Offutt 1996, 396).

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COMMUNITY SUMMARY SHEET

Community Name: Greenwich Forest

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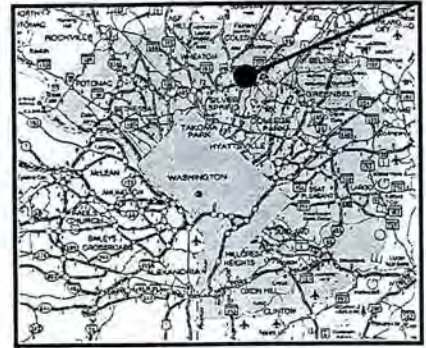
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COMMUNITY SUMMARY SHEET

Community Name: Hillandale

City/County: Montgomery

Transportation Association: Automobile: New Hampshire Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Hillandale is located east of Burnt Mills in Montgomery County. The subdivision was laid out in 1934. Hillandale featured winding, discontinuous streets lined with lots of about 0.5 to 1 acre. The subdivision grew slowly, with approximately 70 houses constructed by 1945 and approximately 100 by 1950. Hillandale expanded to the north and east during the late 1950s and early 1960s. Infill development continues to the present. Parklands, community facilities, and commercial establishments are located along New Hampshire Avenue and Powder Mill Road.

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COMMUNITY SUMMARY SHEET

Community Name: Hillandale

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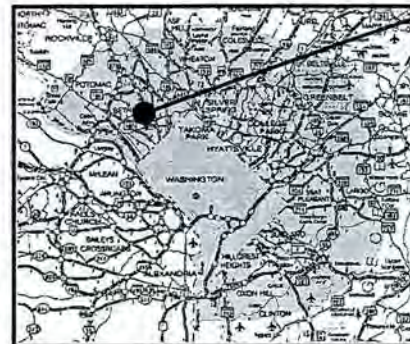
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COMMUNITY SUMMARY SHEET

Community Name: Huntington Terrace

City/County: Montgomery

Transportation Association: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1910

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Huntington Terrace is located north of Bethesda in Montgomery County. The subdivision was platted in 1910. It had narrow, deep lots on gridded streets named after Presidents. A 15-acre parcel bounded by Lincoln and McKinley Streets was the site of a circa 1900 farmhouse which later became the property of Suburban Hospital. Early development of Huntington Terrace clustered along Old Georgetown Road. Lots further west, in the areas of Grant, Jefferson and Garfield Streets developed during the 1920s (Offutt 1996, 292-293).

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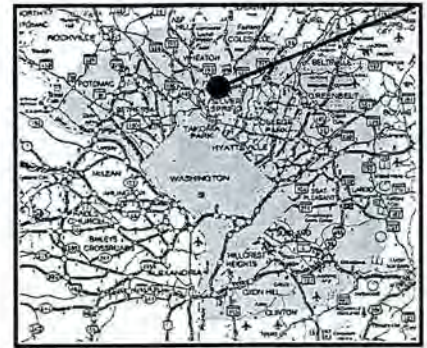
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 87.

COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Terrace

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1926

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Indian Spring Terrace is located in the Four Corners community of Montgomery County. The subdivision was developed beginning in 1926 by John M. Faulconer and Frank B. Proctor. Indian Spring Terrace originally had an irregular grid of streets leading south from the Indian Spring Golf Club. Initial development took place from the late 1920s to the early 1940s along Granville, Normandy, and Indian Spring Drives. The subdivision expanded south toward Franklin Avenue during the late 1940s and early 1950s. The golf club and part of the subdivision were removed during construction of the Capital Beltway.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 316, 375, 397.

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COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Terrace

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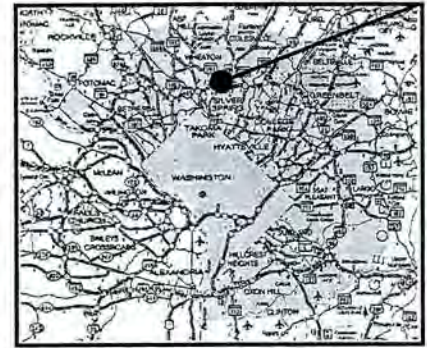
----- . 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Indian Spring Village

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Indian Spring Village is located in the Four Corners community of Montgomery County. The subdivision was developed beginning in 1936 by Indian Spring Village, Inc. Indian Spring Village had a grid of streets lined with lots of about 0.15 to 0.25 acres. Approximately 100 houses had been constructed by 1945. Indian Spring Village expanded to the east during the late-1940s. The subdivision Franklin Knolls was constructed to the south during the 1950s.

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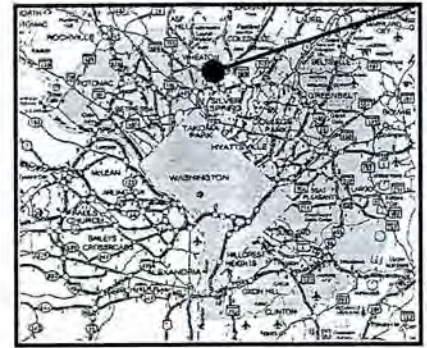
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COMMUNITY SUMMARY SHEET

Community Name: Kemp Mill

City/County: Montgomery

Transportation Association: Automobile: Arcola Avenue (formerly Kemp Mill Road)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1955

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kemp Mill refers to an area north of Four Corners in Montgomery County. The area developed beginning in 1955 with the opening of Kemp Mill Estates off of Arcola Avenue. Between 1955 and 1965 other subdivisions opened around Kemp Mill Estates, including Forest Knolls, Kemp Mill Farms, and Grey Estates. The subdivisions generally have winding streets and are made up of single-family houses. Community buildings and parks are located within the subdivisions, while commercial establishments are located along Arcola Avenue (formerly Kemp Mill Road).

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United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

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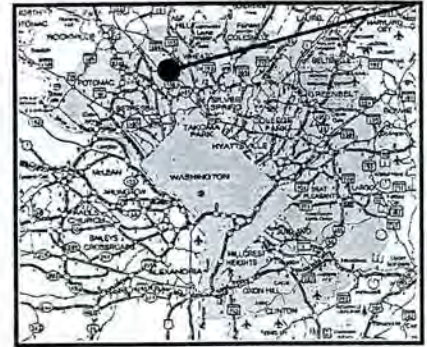
COMMUNITY SUMMARY SHEET

Community Name: Ken-Gar

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio

Metropolitan Branch



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1887

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
(developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Ken-Gar is an historically African-American community located between Kensington and Garrett Park in Montgomery County. Founded in 1887 along the tracks of the Baltimore and Ohio Railroad's Metropolitan Branch, the community had approximately 30 buildings by the end of World War I and 70 by the end of World War II, all arranged on a four-block grid. The community was predominantly made up of small, frame dwellings, although there was at least one market and two churches. Although some early buildings remain, much of Ken-Gar was demolished during an urban renewal project begun in 1972 (Dash 1972).

Bibliography:

Dash, Leon. 1972. Ken-Gar Renewal Plan Approved. *Washington Post*. December 13.

United States Geological Survey (USGS). 1917. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

-----, 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

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COMMUNITY SUMMARY SHEET

Community Name: Ken-Gar

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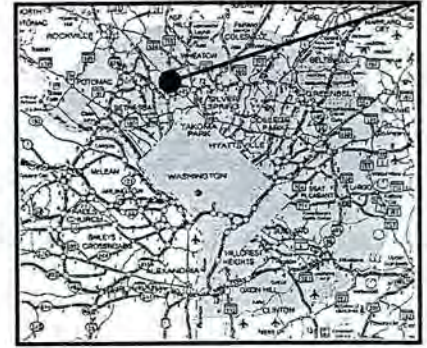
-----, 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Kensington

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Railroad Metropolitan Branch; Trolley: Kensington Electric Railway Company, Kensington Railway and Electric Company.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Kensington municipality is located north of the Capital Beltway in Montgomery County. Kensington began as the farm of George Knowles. Knowles sold right-of-way to the Baltimore and Ohio Railroad's Metropolitan Branch, and the Knowles Station opened in 1873 (MHT, Kensington Historic District, 1978). Subdivision of the Knowles property began in 1880. Brainard H. Warner of Washington, D.C. bought 125 acres around this time, and in 1890 he filed a subdivision plat entitled Kensington Park for the land. The plat featured curvilinear streets with narrow, deep lots (Crawford 1986, 19-20). A minimum required improvement of \$2000 limited the development to upper middle class buyers (Ibid). The community originally consisted of summer houses for Washingtonians. Baltimore, Prospect, and Washington Streets developed first with large Queen Anne residences (Ibid). Other blocks developed from the late-19th through the mid-20th centuries with a variety of styles. Later residences tended to be smaller than the original residences, and the community became a year-round suburb for commuters. A small commercial center developed in the northeast corner of the community adjacent to the railroad (MHT, Kensington Historic District, 1978). The Baltimore and Ohio railroad opened its Kensington Park Station in 1893, and the Chevy Chase and Kensington Electric Railway Company began serving the community in 1895. The Kensington Railway and Electric Company began operating in 1899 (Crawford 1986, 19-20). Kensington's current boundaries correspond closely to those of the 1890 plat, with only a small section having been annexed on the northwest. Infill and redevelopment continue to this day.

COMMUNITY SUMMARY SHEET

Community Name: Kensington

Bibliography:

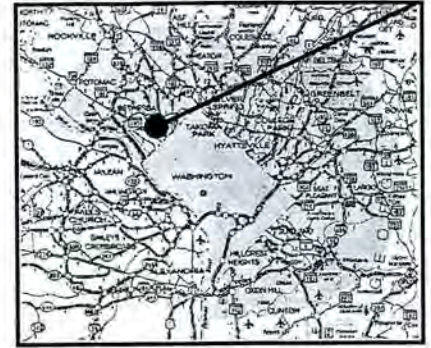
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- Maryland Historical Trust (MHT). 1978. *Maryland Historical Trust Worksheet: Nomination Form for the National Register of Historic Places, National Parks Service*. Kensington Historic District, Montgomery County. M:31-6. Crownsville, MD.
- Montgomery County Historical Society (MCHS). MacMaster Papers. "Suburbanization."
- Vertical Files. "Kensington."

COMMUNITY SUMMARY SHEET

Community Name: Kenwood

City/County: Montgomery

Transportation Association: Automobile: Bradley Boulevard



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1928

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kenwood is located southwest of Bethesda in Montgomery County. This exclusive subdivision, founded in 1928, was a project of Bethesda developer Edgar S. Kennedy. Kennedy began buying land east of River Road in 1926. In 1927 he formed the Kennedy Chamberlain Development Company with his partner, engineer Donald L. Chamberlain. The original plan for Kenwood had a grid of streets and uniform, small lots. At the request of Kennedy and sales manager Charles H. Jerman, Chamberlain redesigned the plan to have a loose grid of curving streets and lots ranging from 0.2 to 0.48 acres. Owners of lots could either hire their own architects or utilize the services of Alexander H. Sonnemann, architect of the model houses in the subdivision. Covenants and an architectural review board insured that the houses would be stylistically consistent. The early houses tended to be constructed of brick or stone in the Colonial Revival, Tudor Revival, or French Provencal styles. After covenants were relaxed in the mid 1930s, smaller houses and a few Modernist houses were constructed. West of Kenwood, a large country club was constructed with a golf course, tennis courts, swimming pool, and club house. Membership in the country club came with purchase of a house in Kenwood. Most of Kenwood had developed by the end of the 1940s (Offutt 1996, 266-271).

COMMUNITY SUMMARY SHEET

Community Name: Kenwood

Bibliography:

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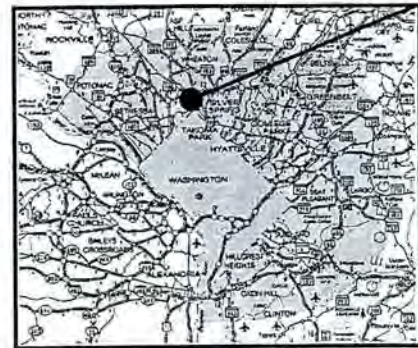
----- . 1965. *Washington West, DC-MD-VA Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Linden

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1873

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Linden is an unincorporated suburb located immediately east of the Walter Reed Army Medical Center Annex in Montgomery County. Charles M. Keys of Washington, D.C. founded Linden in 1873, the year service by the Baltimore and Ohio Railroad's Metropolitan Branch began. The suburb occupied 12 acres and included approximately 20 lots arranged along a grid of streets east of the railroad tracks (M-NCPPC 1992, 1). About five houses had been built in Linden by 1889, and about 12 had appeared by 1900 (Crawford 1986, 4). The houses include examples of the Gothic Revival, Second Empire, Queen Anne, and Colonial Revival styles (M-NCPPC 1992, 1). The Washington, Woodside and Forest Glen Railway provided streetcar service to Linden between 1897 and 1930 (Crawford 1986, 4). A commercial area developed on the west end of Linden Lane, and a residential area developed along Sharon Lane to the north. Other residential growth was limited to infill. Infill development continued through the 20th century (Ibid., 4-5).

Bibliography:

Crawford, Catherine. 1986. The Early Suburban Communities of Washington, D.C. Located in Montgomery County, Maryland.

Getty, Mildred. 1969. The Silver Spring Area. *The Montgomery County Story*. XII (2): 1-9.

COMMUNITY SUMMARY SHEET

Community Name: Linden

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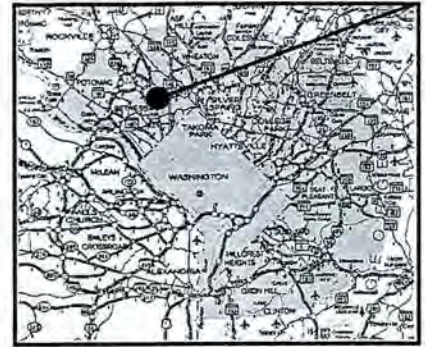
----- 1965. *Washington West, DC-MD-VA Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Locust Hill

City/County: Montgomery

Transportation Association: Automobile: Wisconsin Avenue



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1941

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Locust Hill is located northeast of Bethesda in Montgomery County. The subdivision occupies land acquired by the Straight Improvement Company during the 1920s. A subdivision plat, filed in 1941, shows a pattern of curving, discontinuous streets and lots of about 0.25 acres. By 1944, approximately 20 houses had been constructed along Locust Hill Road and Broad Brook Drive. During the 1950s, Broad Brook Drive was extended to the north and Elmhurst Drive was extended to the south.

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Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 1348.

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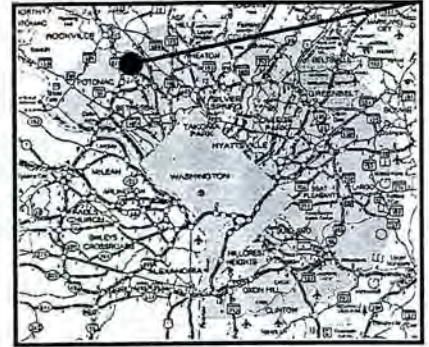
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COMMUNITY SUMMARY SHEET

Community Name: Luxmanor

City/County: Montgomery

Transportation Association: Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1934

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Luxmanor is located west of Garrett Park in Montgomery County. Luxmanor was constructed on 38 acres of land acquired by the Luchs family in 1925. The land was transferred to the Luxmanor Corporation, owned by the Luchs family, in 1934. Luxmanor featured winding, discontinuous streets lined with lots of about 0.5 acres. Development in the 1930s and 1940s concentrated around Tilden Lane, Sedgwick Lane, and Roseland Drive. During the late 1950s and early 1960s, the community spread north to Neilwood Drive and south to Tuckerman Lane. Approximately 800 houses were constructed over the years. The community included a park and an elementary school.

Bibliography:

Morton Luchs, A Founder of Shannon and Luchs. *Potomac Almanac*. April 13, 1988.

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COMMUNITY SUMMARY SHEET

Community Name: Luxmanor

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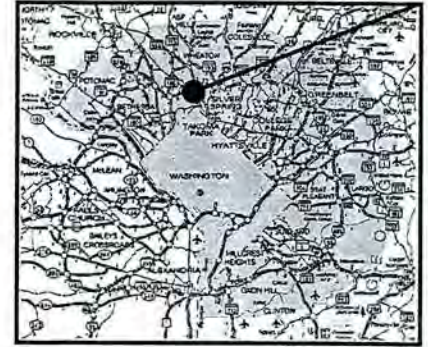
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COMMUNITY SUMMARY SHEET

Community Name: Montgomery Hills

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1928

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Montgomery Hills is located south of Forest Glen in Montgomery County. The subdivision occupies land acquired by Robert W. Benner and George E. Good in 1927 and 1928. The subdivision plat filed by Benner and Good in 1928 has a loose, irregular grid of streets and lots of about 0.15 acre. Several houses had already been constructed by the time the subdivision plat had been filed; most of the others were constructed in the late 1920s or early 1930s. Covenants in the deeds stipulated that the houses not cost less than \$9000. Included in Montgomery Hills was one block of commercial buildings along Georgia Avenue. Commercial properties also came with restrictive covenants governing the cost and style of the buildings. The result was a Tudor Revival-style commercial block (Rebeck 1987, 12).

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Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 353.

Rebeck, Andrea. 1987. Montgomery County in the Early Twentieth Century. Silver Spring, MD: Montgomery County Historic Preservation Commission and Maryland Historical Trust.

COMMUNITY SUMMARY SHEET

Community Name: Montgomery Hills

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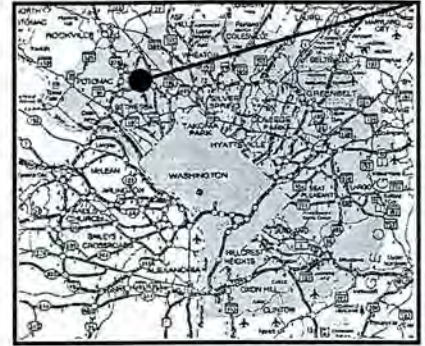
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COMMUNITY SUMMARY SHEET

Community Name: North Bethesda Grove

City/County: Montgomery

Transportation Association: Automobile: Old Georgetown Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1947

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

North Bethesda Grove is located between I-495 and I-270 in Montgomery County. The subdivision was constructed on land acquired by Austin F. and Gertrude M. Canfield from Edward C. and Sylvia G. Ostrow in 1946. The plat, filed in 1947, shows a grid pattern of streets with 161 lots of about 0.1 acre each. All of the streets shown on the plat were constructed. North Bethesda Grove is roughly bounded by Lone Oak Drive, Fleming Avenue, Grosvenor Lane, and Old Georgetown Road. It includes community properties such as churches and schools.

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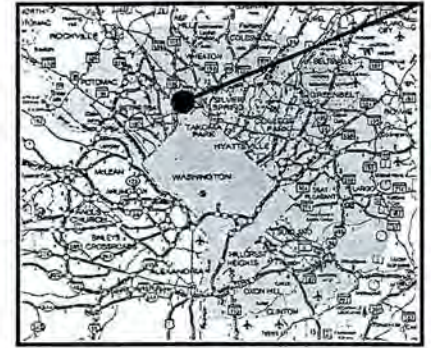
----- 1965. *Kensington, MD Quadrangle Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: North Chevy Chase

City/County: Montgomery

Transportation Association: Trolley: Rock Creek Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The North Chevy Chase municipality is located north of Chevy Chase in Montgomery County. North Chevy Chase was developed beginning in 1895 along Connecticut Avenue and the Rock Creek Railway trolley line. The suburb was originally known as Kenilworth (Offutt 1996, 188). It was incorporated in 1896. North Chevy Chase was developed by Redford W. Walker, and originally included 64.5 acres with 118 lots arranged along a curvilinear street system consisting of Inverness Way, Kensington Parkway, and Kenilworth Driveway (Ibid.). The suburb originally provided water to its residents, but no electricity (Ibid.). Approximately 15 families had settled in North Chevy Chase by the turn of the century (Ibid.). The curvilinear street system was expanded to the east during the late 1930s, and the suburb continued to develop into the 1950s. North Chevy Chase includes the 1910 home of horticulturist Dr. David Fairchild, who introduced the Japanese cherry tree to the United States (Ibid., 188-189).

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COMMUNITY SUMMARY SHEET

Community Name: North Chevy Chase

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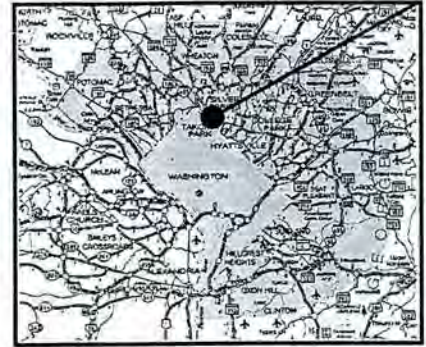
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume - Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 837, 1007; Vol. 2, p. 739.

COMMUNITY SUMMARY SHEET

Community Name: North Takoma

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

North Takoma is located within the municipal boundaries of Takoma Park in Montgomery County. Benjamin Franklin Gilbert, founder of Takoma Park, subdivided North Takoma circa 1890. The subdivision appears on the USGS Washington and Vicinity quadrangle in 1917 as a grid of streets leading northeast from the Baltimore and Ohio Railroad Metropolitan Branch. The Bliss Electrical School (now part of Montgomery College) occupied one block beginning in 1894, while single family houses lined the others (M-NCPPC 1992, 5; M-NCPPC 1982, 18). The areas northwest and northeast of North Takoma developed between 1918 and 1945.

Bibliography:

Maryland - National Capital Park and Planning Commission (M-NCPPC). 1982. *City of Takoma Park Master Plan*. Silver Spring, MD.

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COMMUNITY SUMMARY SHEET

Community Name: North Takoma

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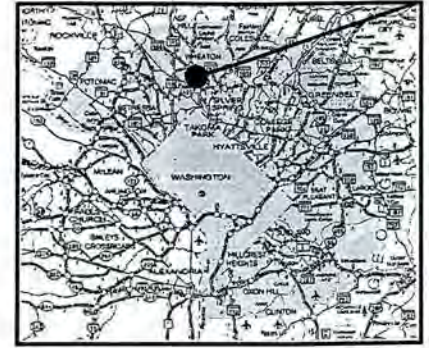
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COMMUNITY SUMMARY SHEET

Community Name: Northbrook Estates

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1950

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Northbrook Estates is located south of Wheaton in Montgomery County. The subdivision occupies land acquired by Joseph D. Clagett and Julius P. Stadler in 1942. The subdivision plats, filed in 1950, show a pattern of discontinuous streets and lots of about 0.2 acres. Most of Northbrook Estates was developed during the 1950s and early 1960s. Some infill development has continued to the present. Northbrook Estates consists of parts of Glenhaven Drive, Dunkirk Drive and Cascade Place.

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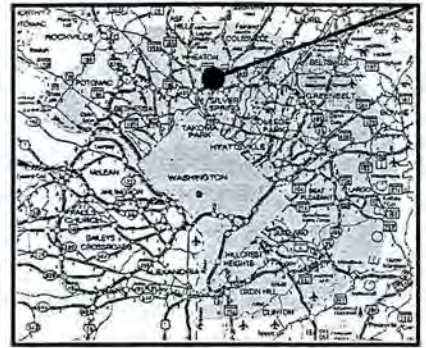
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COMMUNITY SUMMARY SHEET

Community Name: Northwood Park

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road, Colesville Road.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Northwood Park is located in the Four Corners community of Montgomery County. The subdivision was established in 1936 by Louise Vonne, although it was deeded to the R. E. Latimer Land Company in 1938. Northwood Park featured a grid of curved streets and lots of about 0.15 to 0.3 acres. The subdivision grew quickly with approximately 130 houses constructed by 1945. New subdivisions such as North Hills, Northwood Park View, and Northwood grew around Northwood Park during the 1950s. Northwood Park is roughly bounded by Colesville Road, West University Boulevard, Dennis Avenue and Eastwood Avenue.

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United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

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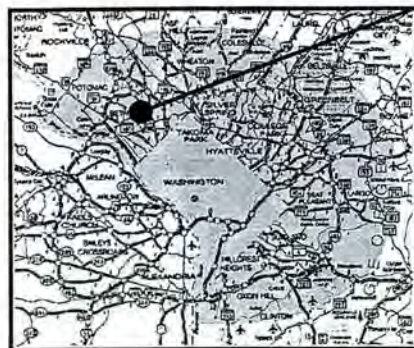
KCI Technologies, Inc.
October 1999

COMMUNITY SUMMARY SHEET

Community Name: Oakmont

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1903

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Oakmont is an incorporated suburb located north of Bethesda. In 1901, E. Baker Evans acquired 18 acres along the Georgetown and Rockville Electric Railway. The land had been the site of the Bethesda Park amusement park during the late-19th century. Evans filed a subdivision plat in 1903 which showed two long, straight streets (Oak Place and Cedar Avenue) connected by a cross street which was never constructed. Narrow, deep lots lined both sides of Oak Place and the south side of Cedar Avenue. Approximately 15 houses had been constructed by the time the subdivision plat was filed. Most of the other houses were constructed around World War I. Oakmont was incorporated in 1918 (Offutt 1996, 79, 292).

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COMMUNITY SUMMARY SHEET

Community Name: Oakmont

Bibliography:

United States Geological Survey (USGS). 1917. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

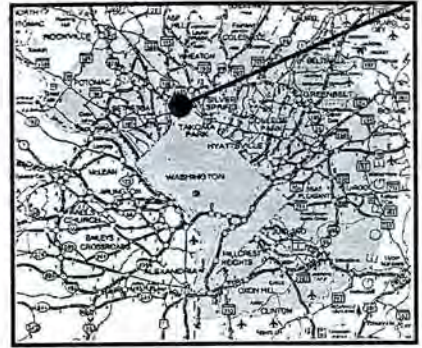
----- . 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Forest

City/County: Montgomery

Transportation Association: Automobile: East West Highway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rock Creek Forest is located immediately northwest of the District of Columbia. The subdivision is located on land acquired by Jacob and Esther Zellan and Sam and Esther Eig during the late 1920s. The first subdivision plats were filed in 1938. The earliest part of Rock Creek Forest, located south of East West Highway, had a grid of streets and standard lots of 5000 square feet (0.1 acres). The area around Colston Drive, Blaine Drive, and Washington Avenue was fully developed by 1945. Between 1945 and 1950, Spencer and Ross Roads developed north of East West Highway. Rock Creek Forest expanded further to the north and east between 1950 and 1965. The community was adjacent to Rock Creek Park and included the Rock Creek Forest Elementary School.

Bibliography:

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 959, 990.

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COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Forest

Bibliography: (continued)

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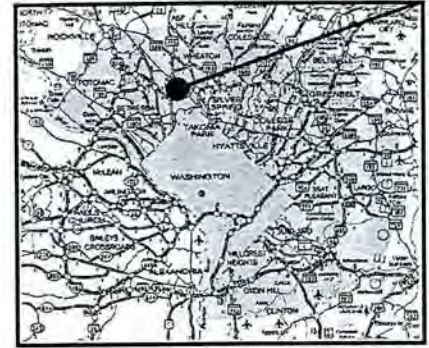
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COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Hills

City/County: Montgomery

Transportation Association: Automobile: Rock Creek Hills



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rock Creek Hills is located immediately southeast of Kensington in Montgomery County. The subdivision is located on land acquired by the Continental Life Insurance Company in 1938. Rock Creek Hills has winding, discontinuous streets and is bordered on three sides by Rock Creek Park. By 1944, approximately 40 houses had been constructed along Stanhope Road, Bexhill Drive, and Kensington Parkway. During the late 1940s, Rock Creek Hills expanded to the east to Old Spring Road. During the 1950s and into the 1960s, the subdivision expanded further to the north and east toward the former Baltimore and Ohio Railroad Metropolitan Branch tracks. The Kensington Junior High School, now Rock Creek Hills Park, was located in the subdivision.

Bibliography:

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United States Geological Survey (USGS). 1944. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

COMMUNITY SUMMARY SHEET

Community Name: Rock Creek Hills

Bibliography: (continued)

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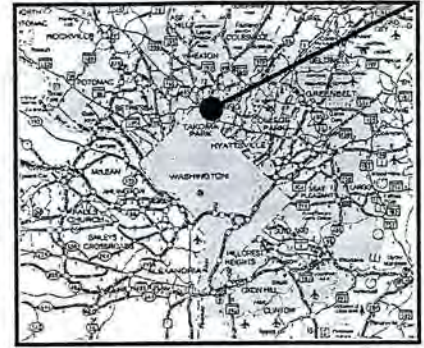
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COMMUNITY SUMMARY SHEET

Community Name: Silver Spring

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio Metropolitan Branch; Trolley: Washington, Woodside and Forest Glen Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Silver Spring is an unincorporated suburb located immediately northeast of the Washington, D.C. border. Francis Preston Blair of Washington, D.C. founded the community in 1842 and built his country estate there (Sentinel 1967). Although the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878, the community remained a rural village throughout most of the late 19th century (Silver Spring Chamber of Commerce 1973, 1; M-NCPPC 1993a, 1). In 1898, the Washington, Woodside and Forest Glen Railway began trolley service to Silver Spring (Sentinel 1967). A grid of streets extended northeast from the Silver Spring station by 1910 (MGS 1910). The pace of growth increased after World War I when Col. E. Brooke Lee, great-grandson of Francis Preston Blair, began subdividing large sections his old estate (Sentinel 1967). Colonial Revival and Moderne garden apartment complexes were constructed on some sections (Walston 1984, 7-10). Silver Spring expanded to the north and east, and the street pattern became increasingly discontinuous (USGS 1944). As growth accelerated through the 1930s due to an influx of government workers under the New Deal, a commercial area developed along Georgia Avenue between the Metropolitan Branch tracks and Wayne Avenue (M-NCPPC 1993 Amendment to Master Plan, 1). The Silver Theatre and Shopping Center, which opened in 1938, is one example of the Art Deco and Moderne commercial complexes constructed during this period (M-NCPPC 1993a, 1-2). Following World War II, the increasing suburbanization of Montgomery County ensured that Silver Spring would remain an active commercial center. High-rise office buildings, hotels and apartments, were added to the central business district during the late 1960s (M-NCPPC 1993b, 4). The construction of a Metro stop in the 1970s spurred additional large-scale commercial development.

COMMUNITY SUMMARY SHEET

Community Name: Silver Spring

Bibliography:

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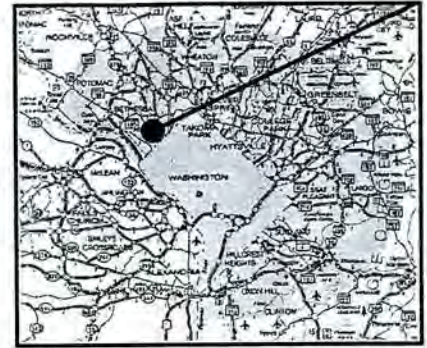
Walston, Mark. 1984. Montgomery County's First Garden Apartments. *The Montgomery County Story*. 27 (1): 89-100.

COMMUNITY SUMMARY SHEET

Community Name: Somerset

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1890, 1906

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Somerset municipality, originally known as Somerset Heights, is located west of Chevy Chase in Montgomery County. Somerset Heights was developed beginning in 1890 along the Georgetown and Rockville Electric Railway. The suburb was incorporated in 1906. Somerset Heights was created by the Somerset Heights Colony Company, an organization created by five scientists from the United States Department of Agriculture. The scientists were Harvey Wiley, Charles Crampton, Daniel Salmon, Miles Fuller, and Horace Horton. They hoped to develop a healthful, pleasant suburb within commuting distance of the city (Crawford 1986, 23-24). Somerset Heights originally consisted of 50 acres with lots arranged along a gridded street system. The suburb was intended to attract professionals and their families, including scientists, doctors, and lawyers from Washington D.C. (MHT, M:35-36, 1976). The original suburb consisted of rambling, Queen Anne-style dwellings. There was no commercial area, although parks, recreational areas, and a school were developed in the eastern end of the municipality. Brochures advertising the suburb promised sewage, water, electricity, and sidewalks, however these were not a reality until after incorporation (Ibid.). Although the 1906 municipal boundaries of Somerset included 192 acres, the land outside the original 50-acre tract was owned solely by the Bergdoll family of Philadelphia until 1946 (O'Brien and Jaszi 1977, 9). As a result, the original lots have been continually resubdivided, and architectural styles dating from 1890 to the present

COMMUNITY SUMMARY SHEET

Community Name: Somerset

Narrative: (continued)

can be found. After 1946, the land west and south of the original suburb was developed with Colonial Revival and contemporary houses arranged along a fragmented grid of streets (MHT, M:35-36, 1976). Two-thirds of the housing stock in Somerset Heights was constructed between 1950 and 1970 (MCHS Vertical Files). Southeast of the municipal limits, an 18-acre fragment of the Bergdoll tract remains undeveloped (O'Brien and Jaszi 1977, 9). The town of Somerset is listed in the National Register of Historic Places.

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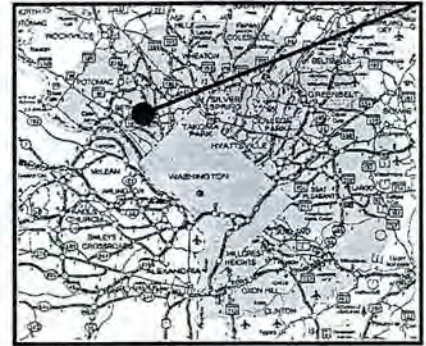
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- Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume - Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 136. Rockville, MD.

COMMUNITY SUMMARY SHEET

Community Name: Sonoma

City/County: Montgomery

Transportation Association: Georgetown and Rockville Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1912

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Sonoma is an unincorporated subdivision located north of Bethesda in Montgomery County. The subdivision was surveyed in May 1912 and occupied 35 acres of land along the Georgetown and Rockville Electric Railway. The land was formerly part of the Bethesda Park Amusement Park (Offutt 1996, 79, 87). The Sonoma subdivision plat, filed in 1913, includes approximately 100 narrow lots along gridded streets. Several houses already existed by that time. Sonoma is roughly bounded by the Oakmont municipal boundary, Sonoma Lane, Greentree Road, and Old Georgetown Road.

Bibliography:

Offutt, William. 1996. *Bethesda, A Social History of the Area through World War Two*. 3d ed. Bethesda, Maryland: The Innovation Game.

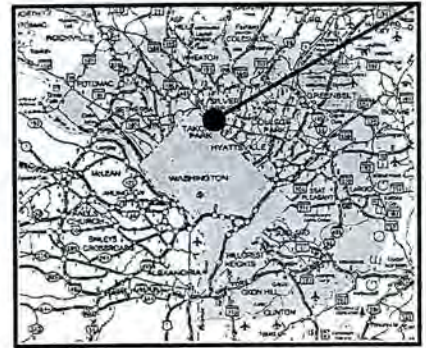
Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, p. 137.

COMMUNITY SUMMARY SHEET

Community Name: Takoma Park

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1883

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
(developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Takoma Park is located immediately northeast of Washington, D.C. in Montgomery County. Benjamin Franklin Gilbert of Washington, D.C. founded Takoma Park in 1883 after buying 90 acres of land along the Baltimore and Ohio Railroad Metropolitan Branch. Several vacation houses already existed in the area (MNCPPC 1992, Amendment to Master Plan, 4). The plat filed by Franklin had gridded streets lined with narrow, deep lots. Franklin promoted Takoma Park to upper middle-class families, particularly officials and scientists in the expanding Department of Agriculture. Brochures for the suburb emphasize its healthful environment (MNCPPC 1982, ix). The first houses constructed included examples of the Queen Anne, Stick, Italianate, and Shingle styles (MNCPPC 1992, Amendment to Master Plan, 9). Takoma Park grew quickly after the opening of streetcar lines. The Baltimore and Washington Transit Company line opened in 1897, and the Washington and Maryland line opened in 1910 (Ibid., 9). In 1907, the Seventh Day Adventist Church moved its national headquarters to Takoma Park, and by 1916, one-third of the residents were associated with the Church (Ibid, 8). Schools, churches, and businesses opened along Carroll Avenue. The city of Takoma Park, which had incorporated in 1890, quickly began annexing subdivisions to the north, east, and south. As the city grew outward, the street pattern became more discontinuous and curving. Modest cottages and bungalows on small lots lined the streets and housed middle- and working-class families. The first double houses and garden apartments in Montgomery County also were constructed during this time (Walston 1984, 3). Growth continued through the 1930s and 1940s with the construction small Colonial Revival and Tudor Revival houses along winding streets (MNCPPC 1992, Amendment to Master Plan, 11). Construction continued at a much slower pace from the end of World War II to the present (Ibid).

KCI Technologies, Inc.

October 1999

COMMUNITY SUMMARY SHEET

Community Name: Takoma Park

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- Rebeck, Andrea. Montgomery County in the Early Twentieth Century. Silver Spring, MD: Montgomery County Historic Preservation Commission and Maryland Historical Trust.
- Walston, Mark. Montgomery County's First Garden Apartments. *The Montgomery County Story*. 27 (1): 89-100.

COMMUNITY SUMMARY SHEET

Community Name: Twinbrook

City/County: Montgomery

Transportation Association: Automobile: Veirs Mill Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1947

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Twinbrook is located within the municipality of Rockville in Montgomery County. This subdivision was one of the first large-scale developments created for returning veterans in Montgomery County. Twinbrook opened in 1947 in the southeast end of Rockville. The subdivision had an irregular pattern of curving streets, several bearing names such as "Coral Sea Drive" and "Okinawa Place." Within the development was a school and park. Commercial establishments lined Veirs Mill Road and Rockville Pike. Construction of houses in Twinbrook continued into the early 1950s. Neighboring subdivisions such as Twinbrook Forest and Rockcrest developed during the late 1950s.

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COMMUNITY SUMMARY SHEET

Community Name: Twinbrook

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COMMUNITY SUMMARY SHEET

Community Name: Veirs Mill Village

City/County: Montgomery

Transportation Association: Automobile: Connecticut Avenue,
Veirs Mill Road, Randolph Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1948

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Veirs Mill Village is located southeast of Rockville on the former Selfridge Farm in Montgomery County. This subdivision of more than 300 acres was developed beginning in 1948 for returning veterans in need of affordable housing. Houses in Veirs Mill Village originally sold for \$8,700 with 90% mortgages from the Veterans Administration. Approximately 1000 identical houses were constructed on lots of about 0.15 acre. The one-and-one-half-story, three-bay, balloon-frame houses were derived from the Cape Cod type. The houses originally contained a living room, kitchen and two bedrooms. Over the years, attics and basements were finished and substantial additions were added to many of the houses. Houses in Veirs Mill Village were constructed from 1948 through the early 1950s. The subdivision included an elementary school and was bordered by Rock Creek Park and the commercial establishments along Veirs Mill Road (Scharfenberg 1969).

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Rebeck, Andrea. 1987. *Montgomery County in the early twentieth century*. Silver Spring, MD: Montgomery County Historic Preservation Commission and Maryland Historical Trust.

COMMUNITY SUMMARY SHEET

Community Name: Veirs Mill Village

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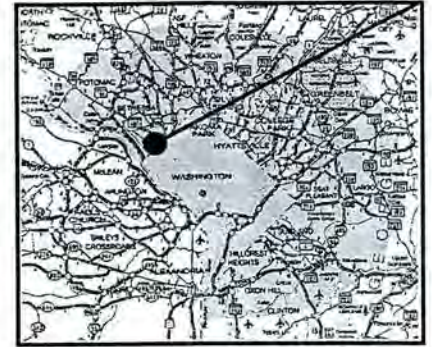
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COMMUNITY SUMMARY SHEET

Community Name: Westgate

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1933

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westgate is located in Montgomery County immediately northwest of the District of Columbia. It developed at the same time as neighboring subdivisions Greenacres, Glen Cove, Crestview, and Westmoreland Hills. The subdivision, started in 1933, was a project of Westgate, Inc. and the Loughborough Development Corporation. Westgate had a loose grid of curving streets and lots of about 0.15 to 0.2 acres. Westgate was located adjacent to Little Falls Branch Park and Westbrook Elementary School.

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COMMUNITY SUMMARY SHEET

Community Name: Westgate

Bibliography: (continued)

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COMMUNITY SUMMARY SHEET

Community Name: Westmoreland Hills

City/County: Montgomery

Transportation Association: Automobile: Massachusetts Avenue,
Western Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1932

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westmoreland Hills is located in Montgomery County immediately northwest of the District of Columbia. The subdivision was begun in 1932 as a project of the Loughborough Development Corporation. It developed around the same time as the neighboring subdivisions Greenacres, Glen Cove, Westgate, and Crestview. Westmoreland Hills had a pattern of curving, often discontinuous streets lined with lots of about 0.15 acres. The subdivision was almost completely developed by 1945, with approximately 150 houses having been constructed. Westmoreland Hills also included parklands and community buildings.

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Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 421, 727.

United States Geological Survey (USGS). 1917. *Washington and Vicinity Topographic Map*. Washington, D.C.: USGS.

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COMMUNITY SUMMARY SHEET

Community Name: Westmoreland Hills

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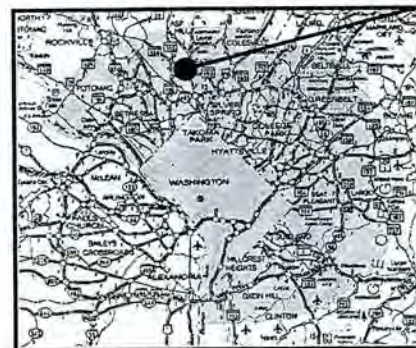
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COMMUNITY SUMMARY SHEET

Community Name: Wheaton

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Wheaton began as a 19th-century rural village located at the crossroads of what is now Georgia Avenue and University Boulevard. While subdivisions began appearing in the area around Wheaton during the early 20th century, the crossroads itself remained undeveloped until the post-World War II suburban expansion of Montgomery County. Between 1945 and 1955, the subdivisions Monterey Village, Wheaton Hills, Wheaton Crest, and Wheaton Forest were constructed around the Wheaton crossroads. Glenmont Forest, Glenmont Village, Glenmont Hills, Connecticut Estates, and Connecticut Gardens were located nearby. These subdivisions predominantly consisted of single-family homes located along curving streets, although apartment buildings and complexes were constructed along major roads. Wheaton also became a major retail center with the opening of Wheaton Plaza in 1955. Wheaton Plaza originally included two department stores, specialty stores, a restaurant, and a movie theater. Within a decade it was a major regional shopping center and office complex (Hiebert and MacMaster 1976, 356). Commercial and residential growth in Wheaton has continued through the end of the 20th century.

COMMUNITY SUMMARY SHEET

Community Name: Wheaton

Bibliography:

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Hopkins, G. M. [1879] 1975. *Atlas of Montgomery County, Maryland, 1879*. Philadelphia: G.M. Hopkins. Rockville, MD: Montgomery County Historical Society.

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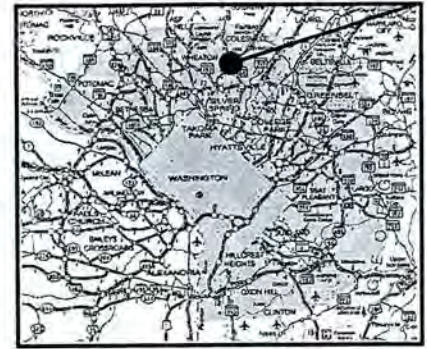
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COMMUNITY SUMMARY SHEET

Community Name: White Oak

City/County: Montgomery

Transportation Association: Automobile: New Hampshire Avenue,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

White Oak began as a late-19th-century rural crossroads village at the intersection of the Colesville Turnpike and the Columbia Road. The community remained rural until the post-World War II suburban expansion of Montgomery County. The former Naval Surface Warfare Center, constructed between 1945 and 1955, dominates White Oak. Nearby are the commercial establishments at the intersection of Colesville Road and New Hampshire Avenue. The Burnt Mills and Hillandale communities are located to the south, while other residential subdivisions of the 1940s and 1950s, such as Springbrook and Quaint Acres are located to the north. The community also includes low-rise and high-rise apartment housing. Development of White Oak continues to the present.

Bibliography:

Maryland – National Capital Park and Planning Commission. 1997. *Comprehensive Amendment to 1981 Eastern Montgomery County Master Plan*. Silver Spring, MD: M-NCPPC.

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COMMUNITY SUMMARY SHEET

Community Name: White Oak

Bibliography: (continued)

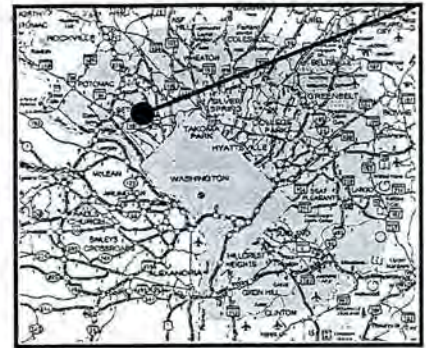
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- 1965. *Beltsville, MD Quadrangle Map*. Washington, D.C.: USGS
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COMMUNITY SUMMARY SHEET

Community Name: Woodmont

City/County: Montgomery

Transportation Association: Trolley: Georgetown and Rockville Electric Railway; Early Automobile: Georgetown and Rockville Road



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1894

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

The Woodmont neighborhood is located in the Bethesda vicinity, Montgomery County. Woodmont was developed beginning in 1894 along the Georgetown and Rockville Road and Georgetown and Rockville Electric Railway. It was created by the Wood and Harmon Suburban Real Estate Company of Washington D.C. The subdivision originally consisted of 584 narrow, deep lots arranged on a grid street pattern. The street pattern remains, although the lot pattern has been altered. Woodmont did not have zoning restrictions, and several businesses operated there during the 1920s (Offutt 1996, 317). In part because of its lack of zoning, Woodmont did not have the prestigious reputation of the surrounding suburbs (Offutt 1996, 396-399). Woodmont was demolished during an urban renewal project of the 1950s. The area is now part of the Northwest Park community.

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Crawford, Catherine. 1986. *The Early Suburban Communities of Washington, D.C. Located in Montgomery County, Maryland.*

Offutt, William. 1996. *Bethesda, A Social History of the Area through World War Two.* Bethesda, MD: The Innovation Game.

COMMUNITY SUMMARY SHEET

Community Name: Woodmont

Bibliography: (continued)

Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume - Subdivisions.
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COMMUNITY SUMMARY SHEET

Community Name: Woodmoor

City/County: Montgomery

Transportation Association: Automobile: Bladensburg Road,
Colesville Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1937

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodmoor is located in the Four Corners community of Montgomery County. The subdivision was founded in 1937 by the Moss Realty Company (later renamed Woodmoor, Inc.). The original part of Woodmoor had an irregular grid of curving streets and lots of about 0.15 to 0.25 acres. Approximately 150 houses had been constructed by 1945. During the early 1950s, Woodmoor expanded to the northeast. The Woodmoor Shopping Center at Four Corners was at the southwest corner of the subdivision. Woodmoor also included a park and elementary school.

Bibliography:

- Maryland – National Capital Park and Planning Commission (M-NCPPC). 1996. *Four Corners Master Plan*. Silver Spring, MD: M-NCPPC.
- Real Estate Atlas of Montgomery County, Maryland. Situs Ownership Volume – Subdivisions. Recorded Subdivision Maps. Vol. 1, pp. 692, 701, 760, 815, 1235.
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COMMUNITY SUMMARY SHEET

Community Name: Woodmoor

Bibliography: (continued)

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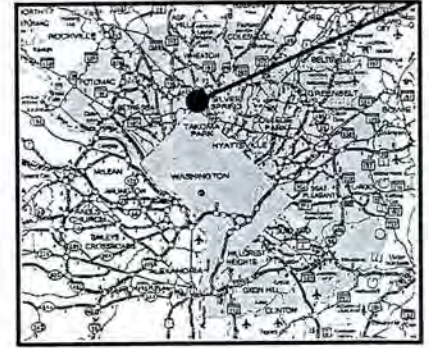
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COMMUNITY SUMMARY SHEET

Community Name: Woodside

City/County: Montgomery

Transportation Association: Railroad: Baltimore and Ohio
Metropolitan Branch.



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1889, 1890, 1891

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodside is located north of Silver Spring in Montgomery County. In 1889, Washingtonian Benjamin F. Leighton acquired 100 acres of farmland along the Baltimore and Ohio Railroad Metropolitan Branch (Beck 1994, 293). He filed the first plat for Woodside in the same year. An area southwest of Woodside was annexed in 1890. The subdivision had gridded streets with narrow, deep lots. Leighton offered the lots unimproved or with a house (Crawford 1986, 13). Lots in Woodside were modestly priced compared to surrounding suburbs, and the community appealed to middle-class government workers from Washington, D.C (Rebeck, 1987, 8). The Washington, Woodside and Forest Glen Railway provided streetcar service from 1897 to 1930 (Crawford 1986, 14). Early dwellings included examples of the Queen Anne, Stick, and Colonial Revival styles. Several bungalows were constructed as summer houses during the 1920s, although they eventually became year-round residences (Crawford 1986, 14). The development of Woodside continued through the 1940s, when a developer by the name of Draper built several brick, Colonial Revival houses.

Bibliography:

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KCI Technologies, Inc.
October 1999

COMMUNITY SUMMARY SHEET

Community Name: Woodside

Bibliography: (continued)

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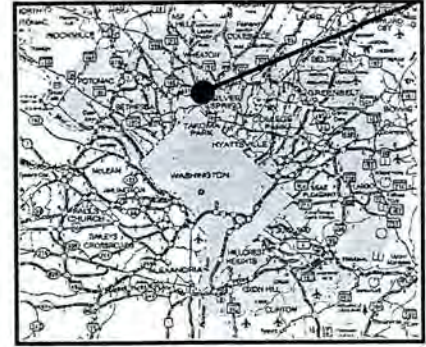
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COMMUNITY SUMMARY SHEET

Community Name: Woodside Park

City/County: Montgomery

Transportation Association: Automobile: Georgia Avenue



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1923

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woodside Park is located north of Silver Spring in Montgomery County. The subdivision was a project of the Woodside Development Corporation and occupies 182 acres of land that was formerly the estate of Crosby S. Noyes. Woodside Park had an irregular grid of curving streets. Subdivision plats filed in 1923 indicated that most lots were about one acre. Advertisements for Woodside Park were aimed at city dwellers and promote the open space, trees, and fresh air found in the suburbs. A minimum building cost of \$6000 and other restrictive covenants reassured potential buyers of the quality of the community. Most of the houses in Woodside Park were constructed during the 1920s and 1930s. Architects including Jules Henri de Sibour and Rodier & Kundzen were brought in to design houses, generally in the Colonial Revival or Tudor Revival style. Some infill development continued through the mid-20th century (Hiebert and MacMaster 1976, 269-270; Oshel 1997, 434-435; Rebeck 1987, 4).

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Hiebert, Ray Eldon and Rickard K. MacMaster. 1976. *A Grateful Remembrance, The Story of Montgomery County, Maryland*. Rockville, MD: Montgomery County Government and Montgomery County Historical Society.

COMMUNITY SUMMARY SHEET

Community Name: Woodside Park

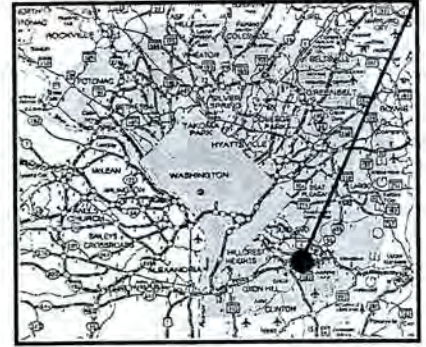
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PRINCE GEORGE'S COUNTY COMMUNITIES

COMMUNITY SUMMARY SHEET

Community Name: Andrews Manor
City/County: Prince George's
Transportation Association: Automobile: Branch Avenue (MD 5),
Auth Road, and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Andrews Manor is located south of the District of Columbia in Prince George's County. It is bounded on the north by Capital Beltway (I-495), on the east by Allentown Road, on the south by Andrews Air Force Base, and on the west by Branch Avenue (MD 5). Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in the early 1940s, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s promoted additional growth.

The subdivision of Andrews Manor was laid out in the early 1940s on the west side of Auth Road on land opposite Andrews Air Force Base. The streets were arranged in a grid pattern parallel with Auth Road. The community contained approximately eight houses in 1942 with an additional 70 houses by 1957. In the late 1950s and early 1960s, three cul-de-sacs were constructed on the east side of Auth Road around which additional houses were built. The houses built in Andrews Manor were Cape Cod, ranch, and split-level designs of wood-frame and brick.

The construction of the Henson Creek trunk sewer line in the early 1960s allowed for the construction of garden apartment complexes to the east of Branch Avenue (MD 5) adjacent to Andrews Air Force Base. On the east side of Auth Road, the Andrews Manor Apartments were constructed in the early 1960s. The complex contained 600 units on a grid pattern of streets.

COMMUNITY SUMMARY SHEET

Community Name: Andrews Manor

Narrative (continued):

After the construction of the Andrews Manor Apartments, several retail facilities opened along Allentown Road to accommodate the new residents. The Andrews Manor Shopping Center, containing 20 stores, was opened in the early 1960s. This facility was followed by the construction of a department store, motel, and restaurant. Also resulting from the development were the establishment of the Princeton School and Auth Village Park, both located to the west of the original Andrews Manor development.

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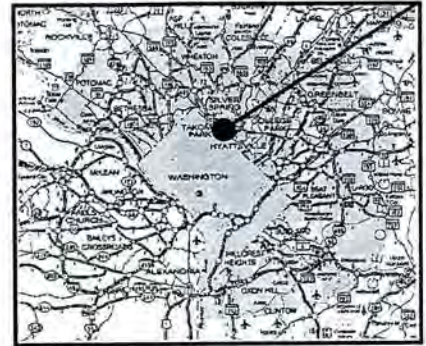
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COMMUNITY SUMMARY SHEET

Community Name: Avondale
City/County: Prince George's
Transportation Association: Automobile: Chillum Road and Queens Chapel Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Avondale is located in Prince George's County, adjacent to the northern boundary of the District of Columbia boundary. The settlement of Avondale began in the late 1930s as a small residential subdivision at the intersection of Eastern Avenue and Queens Chapel Road.

During the early 20th century, development in the Avondale area was concentrated in Hyattsville, Mount Rainier, and Brentwood along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from these communities, and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale, and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities supply.

Construction of the Avondale Grove subdivision began in 1939. By 1942, the community contained approximately 100 structures located along eight streets on a wedge-shaped tract. At the southern tip of the subdivision is Carson Circle, the community's entryway forming a quarter-circle between the boundary streets of Queens Chapel Road and LaSalle Road. The interior roads of the subdivision parallel the arch form of Carson Circle and radiate northward. The exterior blocks parallel the community's boundary streets. Two additional arch-shaped streets were constructed to

COMMUNITY SUMMARY SHEET

Community Name: Avondale

Narative (continued):

north of the original subdivision. These streets were planned but not complete by 1942. Along these streets are houses constructed in the 1940s and 1950s.

Three additional subdivisions in the Avondale area were constructed after World War II. Avondale Terrace is a single-family residential community adjacent to the north end of Avondale Grove. All of the structures in this subdivision were constructed in 1946. The next two communities were constructed in 1950. North Avondale is a community of brick double-houses located on the north side of Chillum Road, while Kirkwood is a garden-style apartment complex of 700 units on the west side of Queens Chapel Road. In the 1960s, the Avondale area along Queens Chapel Road was developed by a number of high-density apartment complexes and high-rises, such as Queens Park Plaza, Kings Park Plaza, and Versailles Plaza East. Two recreation areas established within the Avondale area include the Chillum Recreation Center and the Avondale Recreation Center. The Avondale Recreation Center was established from some of the land belonging to the former De La Salle College. The college was established between 1936 and 1942 and is currently used by St. Ann's High School and the Archdiocese of Washington. The community relies upon adjacent neighborhoods for schools and services such as police and fire protection.

Commercial activity is concentrated along the main thoroughfares of Queens Chapel Road, Chillum Road, and Ager Road. Located along the roads are shopping centers, banks, restaurants, and automobile-related properties. In the 1970s, the one industrial property was the storage area of a gas company.

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COMMUNITY SUMMARY SHEET

Community Name: Barnaby Manor
City/County: Prince George's
Transportation Association: Automobile: St. Barnabus Road, Wheeler Road, and Owens Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Barnaby Manor is located south of the District of Columbia in Prince George's County. The community is bounded on the north and east by Wheeler Road, on the south by Owens Road, and on the west by the Owens Road Neighborhood Park and Barnaby Village.

The community developed beginning in the 1940s at the intersection of St. Barnabas Road, Wheeler Road, and Owens Road. Both Wheeler Road and Owens Road provided access to the District of Columbia, while St. Barnabas Road connected Barnaby Manor with the Federal centers in Suitland. Barnaby Manor was an early land patent located along Barnaby Run in the District of Columbia and Prince George's County. Many of the 20th-century subdivisions in the vicinity of this tract used the Barnaby name. By 1942, the Barnaby Manor subdivision contained two roads and few houses. Most of the residential construction occurred in Barnaby Manor and adjacent Barnaby Village the 1950s. These brick and frame ranch houses were constructed on large lots between 0.5 to one acre in size. In the late 1950s and early 1960s, these two subdivisions were joined by the communities of Eastover Knolls, Martin Park, and Weaver's Knoll for an additional 145 houses. By 1965, the area contained Birchwood City Elementary School (now the Barnaby Manor Elementary School) and Potomac High School. Few commercial facilities were located in the immediate Barnaby Manor area; however, the Eastover Shopping Center was constructed nearby. Opened in

COMMUNITY SUMMARY SHEET

Community Name: Barnaby Manor

Narrative (Continued):

1955, the shopping center was one of the six largest shopping facilities in Prince George's and Montgomery counties when it opened. Residential construction in this area continues to the present-day.

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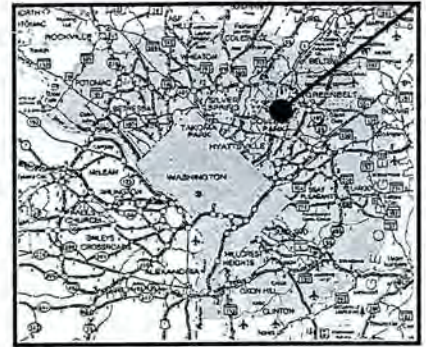
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COMMUNITY SUMMARY SHEET

Community Name: Beltsville

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City & Suburban Electric Railway; Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Beltsville is located to the northeast of Washington, D.C. in Prince George's County. Beltsville was developed beginning in the 1830s when the B & O Railroad crossed the Belt family property and a small railroad station was established called Beltsville. The community developed at the intersection of the railroad and Baltimore Turnpike. The original area developed haphazardly and consisted of a few residences, two churches, several small stores, a blacksmith, and a wheelwright. In 1891, the Beltsville Land Improvement Company developed the South Beltsville subdivision as a grid of streets. The development company was chartered in 1891, and limited to an existence of 30 years. The company was founded by John Prescott, Frank Middleton, Charles E. Coffin, Cabb Magruder, Robert Vinton Hall, James Simms, and John Rayburn. The developers sold the lots to individual owners and placed restrictive covenants on the deeds. The company forbid that the properties be used for the manufacture or sale of alcohol, and prohibited the sale of any property to an African-American. The covenants also required approval by the company of any building plan and required the construction of cremation outhouses if sewers were not provided. This area was marketed to professionals who wanted to escape the congestion of Washington and was developed with a mixture of Victorian-era style houses and Colonial Revival houses. The Beltsville community grew further when an electric railway was extended to Beltsville. The railway began as the Berwyn and Laurel Railroad Company, but after suffering from financial difficulties, was acquired by the City and Suburban Electric Railroad Company. Located to the west

COMMUNITY SUMMARY SHEET

Community Name: Beltsville

Narrative (continued):

of the railroad, along the line of present-day Rhode Island Avenue, the streetcar line served as the nucleus for additional subdivisions. These areas continued to develop throughout the 1930s and 1940s with the construction of modest side-gable residences. Development continued after the introduction of the automobile. The state improved roads, and US Route 1 became the major north-south route along the east coast. Though Beltsville continued to develop, it was relatively far from Washington, and the more southern suburbs experienced greater growth. It was not until after the World War II that intensive development came to the Beltsville area. The increase in Federal employment and the dramatic rise in personal automobile use led to the suburbanization of Beltsville. The area west of Route 1 was developed as a residential area. Development increased in the 1960s as Interstate 95 made the area more accessible. Today, most of the farms are gone and Beltsville has become a densely populated suburb of the nation's capital (*Neighborhoods* 1974, 294-295).

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COMMUNITY SUMMARY SHEET

Community Name: Berwyn
City/County: Prince George's County
Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Berwyn neighborhood is located within the City of College Park, north of Washington, D.C. in Prince George's County. Berwyn was developed beginning circa 1885 adjacent to the B & O Railroad. The neighborhood was incorporated as part of College Park in 1945. Berwyn was created by Francis Shannabrook, a Pennsylvanian who purchased a tract of land between Baltimore Avenue and the B & O Railroad tracks. The suburb was originally called Central Heights, and Shannabrook established a small depot where Central Avenue crossed the railroad, built a general store, and erected approximately 15 homes in the area to attract moderate-income families looking to move out of Washington. The name was soon changed to Berwyn, and building lots arranged around an irregular grid of streets began to be marketed by the Berwyn Land and Improvement Company of Washington. The neighborhood began to grow after 1900 when the City and Suburban Electric Railway entered the area between Baltimore Avenue and the B & O Railroad tracks (now Rhode Island Avenue). Edward Daniel purchased the land to the north of the original Berwyn settlement and laid out a regular street grid with large lots. By 1925 there were approximately 100 single-family homes in the neighborhood. The original homes were mostly two-story, wood-frame buildings. The area supported a number of general stores, a weekly newspaper, a post office, and a church which provided library services. These businesses were mostly centered around the intersection of the street car line (now Rhode Island Avenue) with the main east-west road (Berwyn Road). The community continued to develop in the 1930s and 1940s, and many of the

COMMUNITY SUMMARY SHEET

Community Name: Berwyn

Narrative (continued):

undeveloped lots in Francis Shannabrook's original subdivision of Central Heights were re-subdivided into smaller lots and improved with small one-story brick bungalows. Homes were built in the late 1930s for the increased number of workers employed in the Federal government during the New Deal Administration. The need for increased services for the expanding population, including improved roads, street lighting, storm drains, and fire protection, led to the incorporation of a number of communities, including Berwyn, as College Park in 1945 (*Neighborhoods* 1974, 100-102).

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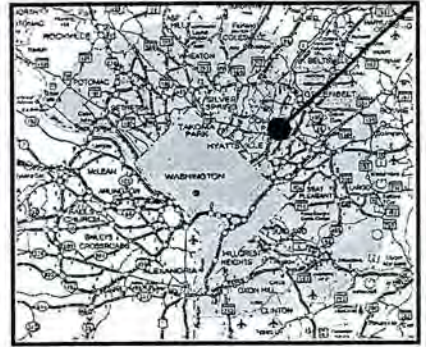
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COMMUNITY SUMMARY SHEET

Community Name: Berwyn Heights

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streecar: Washington, Spa Spring and Greta Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1888, 1896

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Berwyn Heights is located to the northeast of Washington, D.C. and is surrounded by the communities of Greenbelt, College Park, and Riverdale in Prince George's County, Maryland. Berwyn Heights was developed beginning in 1888 along the B & O Railroad, and was originally known as Charlton Heights. The suburb was incorporated in 1896 under the name Berwyn Heights. Charlton Heights was created by Edward Graves, James E. Waugh, and David Lamb, and was immediately sold to the Charlton Heights Improvement Company. The suburb originally consisted of 383 acres with lots 50 feet by 100 feet abutting 50-foot streets laid out in an irregular pattern. The suburb attracted white-collar workers from Washington, D.C. About 20 homes were built in the first year, consisting of large, wood-frame Queen Anne and other Victorian-era styles. Four houses were built by the Charlton Heights Improvement Company from designs produced by the Cooperative Building Plan Association in New York City and distributed through the publications of R.W. Shoppell, president of the association. A railroad station was built through the support of local residents of both Berwyn and Charlton Heights, by 1896. That same year, the name was changed to Berwyn Heights when the town was incorporated. The Washington, Spa Spring, and Greta Railway provided electric street car service to the town from 1905 to 1920, resulting in a slight increase in population. In 1915 the citizens organized themselves into the Berwyn Heights Association to promote town improvements. The streets and sidewalks were improved, and electricity was brought to the town in 1921. The town experienced a second wave of

COMMUNITY SUMMARY SHEET

Community Name: Berwyn Heights

Narrative (Continued):

growth after World War II (Denny 1997,45-49). Single-family home subdivisions were built in the large vacant areas in the eastern half of the old Charlton Heights subdivision. Constructed in the ranch, Cape Cod, and split-level styles, these homes represent about half of the development in Berwyn Heights (*Neighborhoods* 1974, 103).

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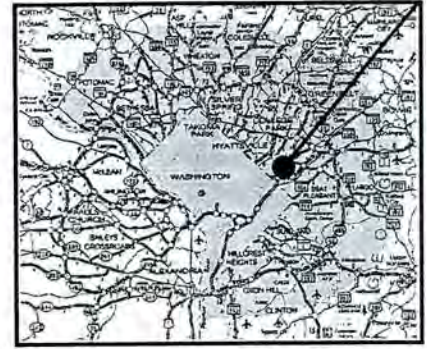
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COMMUNITY SUMMARY SHEET

Community Name: Bladensburg

City/County: Prince George's

Transportation Association: Early Roads/Automobile: Baltimore Avenue, Landover Road, and Annapolis Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1854

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The town of Bladensburg is located north of the District of Columbia in Prince George's County. The town is bounded on the north by Rogers Heights, on the east by the Baltimore-Washington Parkway (I-295), on the south by Landover Road and Newton Village, and on the west by Edmonston.

Bladensburg was founded in 1742 and operated as an important port facility in Colonial times. The tract of land that would become Bladensburg was acquired by Ninian Beall in 1696 and presented to his daughter upon her marriage to Charles Calvert. During the ownership of Elizabeth Calvert, the area gained the name of Garrison's Landing for the Patuxent River port site. A Presbyterian church was constructed south of the port site in 1718 on land donated by Ninian Beall. This was followed by the construction of a tavern along the Baltimore Boulevard (present-day Alternate US Route 1). In 1742, the Maryland General Assembly passed an act for the establishment of a town near Garrison's Landing and divided the town into 60 one-acre parcels. The settlement's name was changed to Bladensburg after Thomas Bladen, the provincial Governor at that time. By 1776, all of the town's lots had developed. A major attraction in Bladensburg from the 18th century through the 20th century was the Spa Springs. Thought to be a cure for various illnesses, the springs attracted visitors from throughout the region. A 20th-

COMMUNITY SUMMARY SHEET

Community Name: Bladensburg

Narrative (continued):

century streetcar line was even named the Washington, Greta, Spa Spring Railway. Another attraction was the Dueling Grounds, the site of many famous duels until after the Civil War.

By 1800 the Patuxent River had significantly filled with silt, making passage by large boats impossible. Within a few decades the port of Bladensburg was no longer able to function. However, the town remained an important crossroads of routes north to Baltimore and Philadelphia, south and east to the towns of Annapolis and Upper Marlboro, and west to the District of Columbia. The original terminus of the Baltimore and Ohio Railroad was Bladensburg, forcing all passengers intended for Washington to board carriages in Bladensburg to continue on into the city. A sharp decline of passengers was experienced in Bladensburg when an extension of the B&O was permitted into the District of Columbia in 1835.

Bladensburg remained a small town throughout the rest of the 19th century with modest development and infrastructure improvements. The town was incorporated in 1854. Schools and churches were constructed, including the first Freedmen's Bureau school for African-Americans in 1866. The town experienced its most significant growth in the early 20th century with the construction of the first two residential sections of the town in 1914 and 1917. Named Decatur Heights, the subdivisions had gridded streets platted on the north and south sides of Annapolis Road. The town was enlarged again in 1947 by the Sunnybrook subdivision. The mid to late 20th century brought additional residential construction in the form of single-family houses and apartment complexes, as well as the construction of the Bladensburg Shopping Center. Several of the town's buildings from the colonial and early Federal periods, including three 18th-century residences, one 18th-century commercial building, and an early 19th-century church remain.

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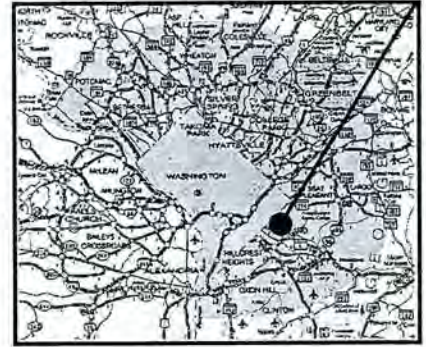
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COMMUNITY SUMMARY SHEET

Community Name: Boulevard Heights

City/County: Prince George's

Transportation Association: Bus: Washington, Marlboro and Annapolis Motor Line; Streets: Pennsylvania Avenue and Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Boulevard Heights is located in Prince George's County, adjacent to the District of Columbia's southeast boundary. The community is bounded on the north by the Bradbury Heights, on the east by Pennsylvania Avenue and the Cedar Hill Cemetery, on the south by the Stonegate Apartments, and on the west by the District of Columbia. Development began in Boulevard Heights in the 1910s, at the same time as adjacent Bradbury Heights, and soon after the establishment of nearby Hillside, Maryland Park, and Capitol Heights. Unlike the other communities, Boulevard Heights and Bradbury Heights did not have convenient access to public transportation. Instead, the developers promoted the subdivision's proximity to the planned extension of Pennsylvania and Massachusetts Avenues. Bus service was not offered in the area until the route of the Washington, Marlboro and Annapolis Motor Line along the District Boundary began in the 1920s.

Boulevard Heights consists of three platted subdivisions: Boulevard Heights (1910s), Nonesuch Heights (1920s), and Dillon Park (1940). The first development occurred between 1914 and 1917 and consisted of approximately 15 houses on four streets. This development, platted as Boulevard Heights, followed the grid plan established by the other communities of this period adjacent to the District of Columbia. Nonesuch Heights continued the grid pattern of the Boulevard Heights. According to the 1930 census, Boulevard Heights was incorporated and had a population of 227. However, the corporation status lasted only briefly. In 1940, the developer-built development of

COMMUNITY SUMMARY SHEET

Community Name: Boulevard Heights

Narrative: (continued)

Dillon Park was constructed south of the previous subdivisions. The small community has curvilinear streets and modest houses constructed in 1940 and 1944. Construction continued throughout the post-World War II period in Boulevard Heights, resulting in a residential streetscape of various time periods. In the 1960s, several apartment communities were constructed along Southern Avenue. The Penn Southern Apartments, a 308-unit complex, and the South Hill Apartments, a mid-rise building, are located in Boulevard Heights.

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COMMUNITY SUMMARY SHEET

Community Name: Bowie

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad; Automobile: US Route 50, US 301, MD197, and MD450



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The City of Bowie is located north of the District of Columbia in Prince George's County. The town grew as a result of the construction of the Pope's Creek branch and Washington branch lines of the Baltimore and Potomac Railroad. Though the first trains did not run until 1872, a subdivision called Huntington was platted in 1870 at the junction of the main rail line and spur line into Washington. Developed by Ben Plumb on 300 acres of Henry Carrick's estate, the subdivision was laid out in a grid pattern of streets on lots 2500 square feet in size. The earliest construction activity focused along the rail line with the construction of businesses and residences, including worker housing for the railroad company. The railroad station constructed by the Baltimore and Potomac Railroad was named "Bowie," in recognition of the influence Governor Oden Bowie had getting the line constructed. The community was officially named Huntington when incorporated in 1874, though the governing body was called the Commissioners of Bowie beginning in 1882. The name of the community was officially changed to Bowie in 1916.

Three miles to the east of the town of Bowie is the Belair Mansion constructed circa 1745. From its construction until the mid 20th century, Belair operated as a successful thoroughbred horse farm. In 1958, William Levitt purchased the sprawling Belair Estate with plans to establish a 2200-acre community such as the Levitt subdivisions in New York, New Jersey, and Pennsylvania. In 1959,

COMMUNITY SUMMARY SHEET

Community Name: Bowie

Narrative (continued):

Levitt succeeded in having his land annexed into the town of Bowie and construction of the Belair subdivision began in 1960. Also in 1960, the status of Bowie was changed to a city.

In 1968, a 2400-acre tract was annexed into the city for the planned community of Belair Village. The community consisted of nine villages, a commercial center, a large park, and lake. Approximately 7000 residences were constructed within the villages of Pointer Ridge, Amber Meadows, Northview, Evergreen Estates, Pin Oak Village, Glen Allen, and Covington. In 1988, a large retail and office complex was constructed at the southwest corner of the intersection of US Route 50 and US 301. Also in 1988, several housing developments, a foreign trade zone, and the Bowie New Town Center were planned. Bowie has numerous community facilities for its residents, including three community centers, three fire stations, several schools, seventy-six athletic fields, fifteen parks, and bike trails.

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United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1957.

United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Bradbury Heights
City/County: Prince George's
Transportation Association: Streets: Pennsylvania Avenue
and Massachusetts Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Bradbury Heights is located in Prince George's County, adjacent to the District of Columbia's southeast boundary. The community is bound on the north by the Hillside subdivision, on the east by Coral Hills, on the south by Boulevard Heights, and on the west by the District of Columbia. The community was platted by the German American Realty Company in 1909, concurrent with the nearby subdivisions of Capitol Heights and Hillside. Like these other developments, Bradbury Heights had a grid pattern of streets and offered small building lots of 20 feet wide and 100 feet deep. Though not located along any public transportation routes, the developers promoted the subdivision's proximity to the planned extension of Pennsylvania and Massachusetts Avenues.

In the years before World War I, the community contained scattered residences on three streets extending southeast from Bowen Road in the District of Columbia. By 1936, the number of residences had increased slightly and a portion of Southern Avenue had been constructed through Bradbury Heights. The community fully developed during the housing boom of the post-World War II period. The housing stock of the pre-World War II period include simple wood-frame, two-story structures on various lot sizes. Most of the housing stock consists of post-World War II developer-built bungalows, Cape Cods, and ranchers on graded lots of between 5000 and 7500 square feet.

COMMUNITY SUMMARY SHEET

Community Name: Bradbury Heights

Narrative (Continued):

By 1970, approximately 30 percent of the residences were in some form of deterioration; however, code enforcement programs were underway.

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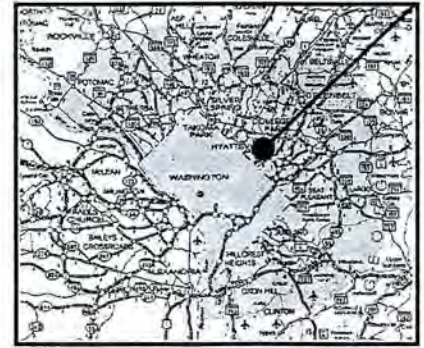
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Brentwood

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1887, 1922

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Brentwood is located just outside the northeast boundary of the District of Columbia in Prince George's County. It is surrounded by the communities of Mount Rainier, Cottage City, and North Brentwood. Brentwood was incorporated in 1922. The town was developed beginning in the 1890s around the Highland Station of the Washington Branch of the B & O Railroad and the Columbia & Maryland Electric Railway (which became the City & Suburban Electric Railway in 1898) which ran along Highland Avenue. Brentwood was created by Wallace A. Bartlett, a Civil War veteran, former foreman for the Government Printing Office, Patent Office examiner, and inventor originally from Warsaw, New York. Captain Bartlett lived in Washington, D.C. until 1887, when he purchased 206 acres of farmland from Benjamin Holliday, which abutted the Highland subdivision. Bartlett built a farmhouse for his family on the land and, with two partners J. Lee Adams and Samuel J. Mills, formed the Holladay Land and Improvement Company. In 1891, the Company platted a residential subdivision called "Holladay Company's Addition to Highland" on 80 acres of the Bartlett Farm. The lots were approximately 40 feet by 100 feet and were arranged around an irregular grid of streets. The lots in the northern part of the subdivision, which eventually would become North Brentwood, were smaller and were subject to flooding from a mill race. These lots were less expensive, and Bartlett encouraged their purchase by African-American families with whom he was indirectly associated from his command of U.S. Colored Troops in the Civil War. The more expensive lots to the south were purchased by white working-class families, many of whom

COMMUNITY SUMMARY SHEET

Community Name: Brentwood

Narrative (Continued):

were employed as Federal government clerks. Seven additional houses were built by 1896. In 1899 Bartlett purchased the Fenwick family farm which was located to the west of the Holladay Company's Addition to Highland (Pearl 1992, 12-13). With two new partners, J. Baker and Dr. Sigmund A. Czarra, Bartlett began the Brentwood Company. The 95-acre area was surveyed and platted in 1899.

The streets were mostly gridded, but spaces were reserved for parkland at the eastern edge of the subdivision. There were several diagonal streets laid out adjacent to the parkland (Pearl 1992, 17). By 1904, there were 15 dwellings in the Holladay Addition, and 36 had been built in the Brentwood Company subdivision. These houses represented a typical cross-section of housing styles popular in the late-19th century, including I-houses, vernacular houses with Queen Anne detailing, Four-squares, and front-gable houses (Pearl 1992, 22).

The community continued to grow in the early 20th century. A school was built in 1903, a Methodist church was constructed in 1904, a fire department was started in 1905, and the Brentwood Citizens' Association was formed in 1903. A second group was formed in 1917. The Brentwood Improvement Association added kerosene street lamps in 1917; encouraged the use of electric lights, which were installed in 1920; and urged maintenance of the streets and a storm drainage system. The town, which was incorporated in 1922, included the southerly part of the Holladay Addition, the Brentwood Company subdivision, and two smaller additions (Denny 1997, 89-92). The houses built during this time consisted of small frame bungalows.

Growth continued through the 1940s and 1950s, fueled by an influx of government workers. In the 1950s, many older homes were replaced and empty lots were filled with small cottages and ranch houses (Pearl 1992, 58).

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Pearl, Susan G. *Historical Survey: Brentwood, Maryland*. Upper Marlboro: M-NCPPC, 1992.

The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Broadview

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5),
Temple Hill Road, and St. Barnabas Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Broadview is located southeast of the District of Columbia in the Temple Hills area of Prince George's County. It is bounded on the north by Henderson Creek and Temple Hills Park, on the south and east by Henderson Road, and on the west by Temple Hill Road.

The first settlement in this area was a late-19th century grist mill at the intersection of Temple Road (now Temple Hill Road) and Henson Creek. The Temple Post Office was established at this location between 1878 and 1886. The area remained rural with few residences in 1917. By 1942, the name of Temple Road had been changed to Temple Hill Road, and the Temple Hills residential subdivision was under construction. To the southeast of this development, the subdivision of Broadview had been platted by 1942, though the construction of houses was delayed until the early 1950s. The subdivision was laid out in a grid pattern of streets with a small circle at the intersection of Keppler Road and Lucerne Road. The houses built were Cape Cod, ranch, and split-level designs of wood-frame and brick. Development was attracted to this area in the 1940s and 1950s due to the construction of Andrews Air Force Base in Camps Springs and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s promoted additional growth.

COMMUNITY SUMMARY SHEET

Community Name: Broadview

Narrative (continued):

Residents of the community attended one of the three area schools (Temple Hills School, Samuel Chase School, and School of Hope) and shopped at nearby shopping centers, including the Eastover Shopping Center, constructed in 1955.

Bibliography:

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COMMUNITY SUMMARY SHEET

Community Name: Camp Springs

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5) and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Camp Springs was settled in the mid-19th century at the crossroads of present-day Branch Avenue (MD 5) and Allentown Road. By 1860, the settlement contained several stores, a blacksmith shop, a school, Methodist Church, and several residences. Early maps record the name of this settlement Allentown, after the Allen family. The Allens were large landholders in the area, therefore, the town and adjacent road were named in recognition of them. The town's popular name, and subsequently the name of its post office, was Camp Springs. According to local history, the community was called Camp Springs since soldiers en route to Fort Meade from the District of Columbia found the area to be a comfortable place to camp due to the abundant springs. The 1878 map labels the settlement as Allentown and the post office as Camp Springs. Throughout the late-19th and early 20th centuries, the Camp Springs area did not experience significant growth. However, the opening of Andrews Air Force Base on an adjacent tract of land, the proximity of the area to the District of Columbia, and a housing shortage after World War II made the Camp Springs area an ideal location for residential development.

Most of the development in the Camps Springs area occurred north of the Camp Springs crossroads in the 1940s and 1950s. The lack of water and sewer lines in most locations until the late 1950s and early 1960s kept the pace of development slow. The largest development in the 1940s was the subdivision of the Middleton farm north of Camp Springs. This farm was platted into

COMMUNITY SUMMARY SHEET

Community Name: Camp Springs

Narrative (continued):

Glenn Hills, Middleton Farm, and Middleton Valley. Guy Trueman built one of his many subdivisions in the mid-1940s by platting Trueman Heights on over 100 acres in the northwest quadrant of the Camp Springs crossroads. Modest single-family houses were constructed along a fragmented grid of streets. Residential development during the 1950s primarily took the form of infill construction within subdivisions platted in the 1940s. One of the exceptions is the large Westchester Estates development located in the southwest quadrant of the Camp Springs crossroads. The over 400 houses were constructed along a curvilinear network of streets. Commercial development, consisting of shopping centers, restaurants, and hotels, extends along Allentown Road east of Branch Avenue. The largest boom of construction occurred in the 1960s and 1970s after the completion of water and sewer lines and the construction of the Capital Beltway. The 19th-century crossroads vanished during the 20th century with the reconstruction of Branch Avenue into a limited-access divided highway, and extensive commercial and residential development.

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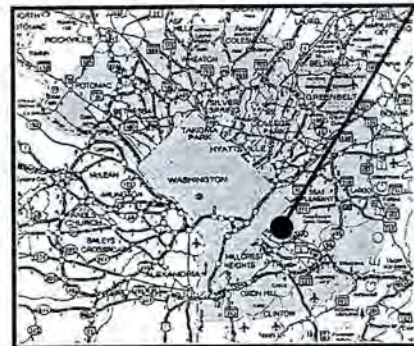
COMMUNITY SUMMARY SHEET

Community Name: Capitol Heights

City/County: Prince George's

Transportation Association: Railroad: Chesapeake Beach Railroad;

Bus line: Washington, Marlboro and Annapolis Motor Lines



Chronological/Development Periods:

A.D. 1680-1815

A.D. 1815-1870

A.D. 1870-1930

A.D. 1930-Present

specific dates (if known): 1910

Residential Property Types:

Unplanned Suburban Neighborhoods

Planned Suburban Neighborhoods
(developer planned / owner built)

Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

Commercial and Industrial Properties

Community Buildings

Recreation/Conservation Areas

Not Applicable

Associated International/National Trends:

early suburbs/Picturesque Movement

Elite suburb planning

Industrial town planning

post-World War I

WPA housing

post-World War II

Associated Local/Regional Trends:

retreat for wealthy

expanding industry

returning veterans

expanding government (post-Civil War)

expanding government (post-WW II)

expansion of existing communities

association with transportation mode

Narrative:

Capitol Heights is located in Prince George's County adjacent to the southeastern boundary of the District of Columbia. The town is bounded by the communities of Maryland Park, District Heights, and Hillside. Capitol Heights was platted by O.B. Zantziner in 1904 on 400 acres overlooking the city. The small lots were 20 feet wide and 100 feet deep and offered to buyers for \$20 to \$150. The developer promoted no cash payments, no interest, and "no colored people." The \$1.00/month payment plan compensated for the relative lack of public transportation. The Chesapeake Beach Railroad passed through the adjacent subdivision of Maryland Park and the Washington, Baltimore and Annapolis Electric Railway had a station in Seat Pleasant, almost one mile north of Capitol Heights. In 1909, Zantzinger subdivided another 400-acre tract, naming both tracts Greater Capitol Heights. This second tract would later gain the name of Hillside. By 1910, the community of approximately 200 houses had nearly impassable roads, no street lighting, and no water or sewer system. In an effort to improve public services, the community incorporated in 1910. Water lines finally reached the town in the 1930s. General development in Prince George's County during the early 20th century extended south from the Capitol Heights subdivision and included the developments of Coral Hills (1930s), Bradbury Heights (1909), and Boulevard Heights (1920s). A commercial strip developed along Old Central Avenue, while industries located near Walker Mill Road.

Bus transportation on the Washington, Marlboro and Annapolis Motor Lines facilitated growth in the 1920s, though most residential areas would not fully develop until the housing boom of the post World War II period.

COMMUNITY SUMMARY SHEET

Community Name: Capitol Heights

Narrative: (continued)

One such residential community within the Capitol Heights area that benefited from this post war boom was the early 1900s subdivision of Spaulding Heights. Other communities planned after World War II included Fairfield, Kay Park and Highview.

The communities south of the original Capitol Heights–Hillside subdivision experienced the most growth during the post war period, achieving twice the population of the older subdivision. This rapid increase in population was do to the construction of many garden style apartment complexes and other multi-family housing units. The realignment of Central Avenue in the 1970s bypassed the Capitol Heights commercial district, though the construction of the METRO line at the north end of the community bought the potential for economic growth in the 1980s.

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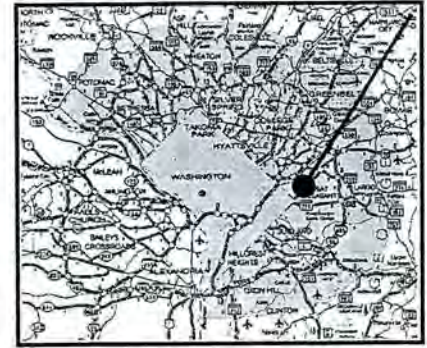
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Carmody Hills

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: George Palmer Highway (present-day Martin Luther King, Jr. Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Carmody Hills is located in Prince George's County, east of the District of Columbia boundary. Carmody Hills, platted in the 1930s, is one of several subdivisions constructed in the early to mid 20th century around the Town of Seat Pleasant. Suburban development in this area of Prince George's County began in the late 19th century and continued to grow throughout the 20th century due to its proximity to Washington and access to the city via railroads, streetcar lines, and road networks. The early 20th-century communities were fostered by the Chesapeake Beach Railroad (1898) and the Washington, Baltimore and Annapolis Electric Railroad (1908). As the popular mode of transportation shifted from streetcar line to the automobile in the 1930s and 1940s, highways gave suburban residents access to the city. The George Palmer Highway (present-day Martin Luther King, Jr. Highway) was constructed on the right-of-way of the Washington, Baltimore and Annapolis Electric Railroad in the early 1940s. The Carmody Hills development benefited from its proximity to the streetcar line, highway, and existing community of Seat Pleasant.

Carmody Hills is located on the south side of Carmody Road and east of Seat Pleasant. The first development of the subdivision began in the early 1930s. House construction and road development continued from the 1930s through the 1970s. The 1927 USGS *Map of Prince George's County* shows several streets extending a short distance south from Carmody Road with a few scattered houses. By 1942, the community was well established with approximately 130 houses on a grid pattern of nine north-south streets and three east-west streets. The subdivision had not grown in size by 1957, though vacant lots within

COMMUNITY SUMMARY SHEET

Community Name: Carmody Hills

Narrative: (continued)

the established residential blocks were developed. Between 1957 and 1965, the community expanded one block to the south and several blocks to the east. Also constructed within that time period was the Carmody Hills School. An evaluation of housing conditions in Carmody Hills in the late 1960s found approximately one-third of the houses in need of enhancement. Code enforcement, as well as street paving and drainage, encouraged the construction of new houses in the 1970s in areas of the community previously inaccessible.

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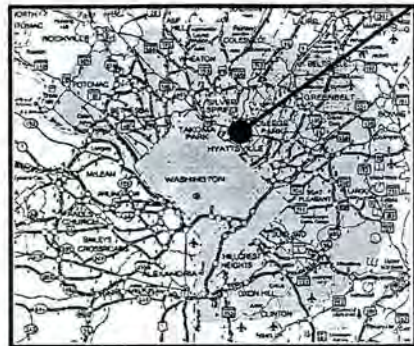
United States Geological Survey. *Washington East, MD-DC Quadrangle (7.5-minute)*. 1965, Photorevised in 1979.

COMMUNITY SUMMARY SHEET

Community Name: Castle Manor

City/County: Prince George's

Transportation Association: Automobile: Queens Chapel Road and Hamilton Street



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Castle Manor is located in Prince George's County, north of the District of Columbia boundary in an area known as West Hyattsville. The community is located on the north side of Hamilton Street, east of Queens Chapel Road, between the subdivisions of Clearwood and Hyattsville Hills. The subdivision was incorporated into Hyattsville in 1945.

During the early 20th century, development in the Hyattsville area was focused along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from the early core of Hyattsville and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale, and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities.

Construction of the Castle Manor subdivision began in the late 1930s. By 1942, the subdivision contained five streets and approximately 75 houses. The adjacent subdivision of Clearwood had three additional streets and approximately 40 houses. Present-day Jefferson Street connected both subdivisions. The street design of these two neighborhoods formed a grid pattern that was influenced by the alignment of pre-existing roads and by street patterns established in the older subdivisions of Hyattsville. The housing types constructed within Castle Manor and Clearwood were

COMMUNITY SUMMARY SHEET

Community Name: Castle Manor

Narative (continued):

modest single-family brick residences. By 1957, the subdivision expanded to the north and east connecting Clearwood with the subdivision of Hyattsville Hill. A Lutheran School was constructed on Longfellow Street between 1942 and 1957. Since the 1960s, multi-family unit buildings have been constructed near Castle Manor, including the Park Place Condominiums on Hamilton Road in 1985. Commercial and industrial properties are located in nearby communities.

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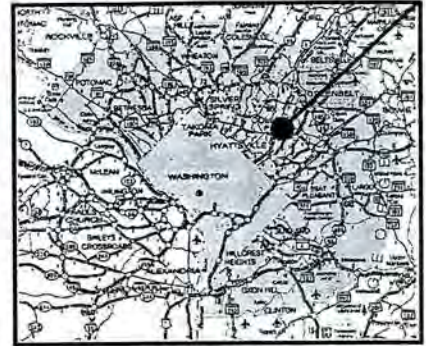
COMMUNITY SUMMARY SHEET

Community Name: Cheverly

City/County: Prince George's

Transportation Association: Railroad: Pennsylvania Railroad;

Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1918, 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Cheverly is located in Prince George's County, north of the District of Columbia boundary. The community is bounded by Landover Road on the north, US Route 50 on the south and east, and the Baltimore-Washington Parkway on the west. Begun as planned suburb in the early 1900s, Cheverly was incorporated in 1931.

The first attempt at subdividing land in the Cheverly area was a 1904 plat for a 93-acre community called Cheverly Gardens. Unsuccessful, the land was purchased by Robert Marshall, president of the Washington Suburban Realty Company in 1918. Between 1918 and 1926, Marshall purchased parts of three other tracts of land adjacent to Cheverly Gardens known as Mount Hope, Hudson's Range, and Whittentine. The Cheverly subdivision platted by Marshall was developed around the 1839 Magruder family homestead known as Mount Hope. Marshall became the first resident of Cheverly by taking up residence in the restored homestead in 1919. In 1923, the first road was completed and paved to connect the Pennsylvania Railroad line to Landover Road. First named LeBlond Avenue after the development company's principal investor, the name was later changed to Cheverly Avenue.

The subdivision planners laid out curvilinear streets to fit the topography of the land and retain the mature vegetation. Lots were 0.25 acre in size, upon which houses of moderate cost were constructed by the developer. Thirty-four developer-built houses were constructed between 1921 and 1925. Most of the early houses were mail-order designs from Sears & Roebuck and the McClure Homes Company.

COMMUNITY SUMMARY SHEET

Community Name: Cheverly

Narrative (continued):

Since Marshall was a part-owner of the adjacent Beaverdam Country Club, he envisioned a grand boulevard connecting the community with the golf course along the route of present-day Forest Avenue. However, financial difficulties stopped work on the project with only gutter and street light work completed by 1926. Marshall lost control of the Washington Suburban Realty Company in 1927. Henry Wardman assumed the position until the company's bankruptcy in 1929 due to the stock market crash.

Creditors forced the sale of building lots at auction, resulting in a loss of prestige for the community as well as a loss of property value. Concerns for better roads and services prompted the residents of Cheverly to petition for incorporation, which was granted in 1931. During the 1930s and 1940s, the streets were improved and lighting enhanced. During this period, the number of residences increased from 135 to 650. Residential construction continued through the 1960s, creating a varied housing stock of early Cape Cod houses, with later ranch, and split-level types. Two garden-style apartment complexes (Cheverly Terrace and Hanson Arms) were constructed in the early 1960s along Landover Road near the US Route 50 interchange. These complexes consist of brick multi-family units fronting Landover Road.

Other community features include parks, a school, municipal building, and industrial facilities. The American Legion Park established in the center of town in 1935 was the first park in Cheverly. Other parks were created in the 1950s and 1970s. The first school was opened in 1955 and replaced in 1991. The community center, town hall, and park facility was built in 1978. Industrial property was established in 1958 on the west side of town and adjacent to US Route 50.

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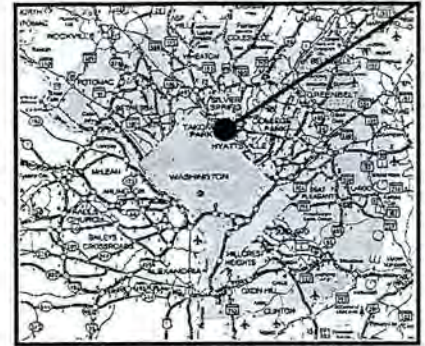
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COMMUNITY SUMMARY SHEET

Community Name: Chillum
City/County: Prince George's
Transportation Association Automobile: Riggs Road, Sargent Road, Ager Road, and Chillum Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Chillum is located in Prince George's County, north of the District of Columbia boundary. The original community of Chillum began as a small crossroads settlement and evolved into a large suburban community during the 20th century. Today, the name Chillum applies to a region of neighborhoods located between the East-West Highway on the north, the Northwest Branch of the Annapostia River on the east, the District of Columbia boundary on the south, and Riggs Road on the west. Included in the area are the single-family residential subdivisions of Chillum Gardens, Chillumgate, Oakdale Terrace, Green Meadows, Brookside Meadows, Bel Air Estates, Miller Estates, Carrington, Sargent Knolls, and Michigan Park Hills. Apartment complexes in this area include Chillum Heights Apartments, Ager Terrace Apartments, King's Park Plaza, Queen's Park Plaza.

The first section of Chillum Road, between Riggs Road and Sargent Road, was established between 1861 and 1878. A few scattered residences developed at the intersection of Riggs Road and Chillum Road by 1878. In the early 20th century, the surrounding area was largely agricultural, consisting of small truck farms. Since this area was not serviced by public transportation, such as a streetcar, Chillum remained rural in character into the 1930s. Beginning in the mid 1930s, the area of Chillum that is close to the District of Columbia border was subdivided into lots. Developers promoted the area's convenient access into the city as well as its water, gas, and electricity supply.

COMMUNITY SUMMARY SHEET

Community Name: Chillum

Narrative (continued):

The first platted developments in the late 1930s included Chillum Gardens and Oakdale Terrace. The developers of these communities sold the lots but left the construction of houses to the lot owners. Consequently, the communities were slow to develop. In contrast, the developer-built Green Meadows and Brookdale Manor were platted in the early 1940s and completed by 1942. Other developer-built communities begun in the 1940s include Chillumgate (1946) and Michigan Hills Park (1940s). Several subdivisions were constructed along Riggs Road, Sargent Road, and Sligo Creek Park in the 1950s, including Sargent Knolls (1950), Bel Air Estates (1955), Parkland (1955), Carrington (1957), and Miller Estates (mid-1950s-early 1960s). The street pattern of these communities are typical of their period. They have a grid pattern of streets broken by a few curvilinear roadways, and cul-de-sac. In addition to single-family residences, two apartment communities were constructed in 1949. The Chillum Heights Apartments and Ager Terrace Apartments consist of three-story brick structures containing a combined total of 1147 units. Larger-scale apartment complexes and mid-rise structures were constructed in the 1960s.

Community facilities include schools, parks, and a fire station. Schools within the Chillum community include Chillum Elementary, Rollingcrest Junior High School, and Parkway School. The Parkway School has since closed. Parkland is reserved for public use in the Chillum Park, Green Meadows Park, and Rollingcrest-Chillum Community Center and Splash Park facilities. The Prince George's County Fire Station No. 44 was constructed on the west side of Riggs Road after 1979.

Commercial activity in the Chillum area is concentrated in shopping centers located at the intersections of the principal roadways. Two of the shopping centers, Riggs Plaza Shopping Center (1960s) and the Riggs-Sargent Shopping Center (1970s), contain supermarkets, drug stores and other retail outlets. Other establishments such as gas stations and restaurants are scattered throughout the community.

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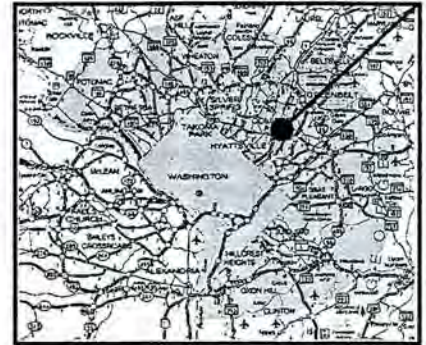
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COMMUNITY SUMMARY SHEET

Community Name: College Park

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad, Washington, Berwyn and Laurel Railroad; Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1889, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of College Park is located to the north of Washington, D.C. in Prince George's County. It is surrounded by the communities of Berwyn Heights, University Park, the University of Maryland, and the Beltsville Agricultural Research Center. College Park was developed beginning in 1889 near the Maryland Agricultural College (later the University of Maryland) and the College Station stop of the B & O Railroad. The suburb was incorporated in 1945 and included the subdivisions of College Park, Lakeland, Berwyn, Oak Spring, Branchville, Daniel's Park, and Hollywood (*Neighborhoods* 1974, 88). The original College Park subdivision was first platted in 1872 by Eugene Campbell. The area remained undeveloped and was re-platted in 1889 by John O. Johnson and Samuel Curriden, Washington real estate developers. The original 125-acre tract was divided into a grid-street pattern with long, narrow building lots. The community's grid was based on a standard block 400 feet square divided into 16 building lots. The standard lot size was 50 feet by 200 feet. The streets were named after prominent Eastern colleges and universities, except the southern boundary street which was named for the Calverts, the original owners of the land. Johnson also constructed homes and a small store (Denny 1997, 117). College Park developed rapidly, catering to those who were seeking to escape the crowded City of Washington, as well as to a rapidly expanding staff of college faculty and employees. College Park originally included single-family residences constructed in the Shingle, Queen Anne, and Stick styles, as well as modest vernacular dwellings. A school was constructed at the corner of Princeton Avenue and Hartwick Road in 1900. There were very few non-residential buildings built before the 20th century. Development slowly expanded to the west and north along College Avenue. A few original blocks were re-subdivided into a more dense pattern of smaller blocks. Commercial development increased in the 1920s, aided by the increased automobile traffic and the growing campus. Construction along

KCI Technologies, Inc.

October 1999

COMMUNITY SUMMARY SHEET

Community Name: College Park

Narrative (continued):

Baltimore Avenue consisted of one- or two-story commercial blocks with large display windows, some with elaborate detailing (M-NCPPC 1997, 10). Housing styles had shifted to simpler Colonial Revival and Bungalow forms during the 1920s. By the late 1930s, most of the original subdivision had been partially developed. Several fraternities and sororities from the University of Maryland built houses in the neighborhood. After World War II, construction consisted mostly of infill of ranch and split-level houses. After incorporation in 1945, the city continued to grow and build a municipal center in 1959 (M-NCPPC 1997, 12-13).

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COMMUNITY SUMMARY SHEET

Community Name: Colmar Manor

City/County: Prince George's

Transportation Association: Automobile: Bladensburg Road (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1918, 1927

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Colmar Manor is located adjacent to Washington, D.C., east of the city in Prince George's County. It is surrounded by Cottage City, Edmonston, and Anacostia River Park. Colmar Manor was incorporated in 1927. The name was derived from the town's proximity to Washington, D.C. The "Col" being derived from Columbia and the "Mar" from Maryland.

In 1912, the Capitol Cemetery of Prince George's County was incorporated on the Washington, D.C. boundary line. Directly north of the cemetery was the Shreve estate. The Shreve house was destroyed in the 1890s. The Bladensburg Road transversed the area, becoming more heavily travel in the 1920s, and eventually became designated as US Route 1. Part of the former Shreve estate was subdivided into building lots in 1918. The lots were 50 feet wide by 100 feet deep, arranged along a grid pattern of streets. The location of the development within the first service area of the Washington Suburban Sanitary Commission offered homeowners modern water and sewer lines. The houses constructed were modest one- and two-story wood-frame buildings. In 1931, the town's streets were paved and gutters installed. A concrete block municipal building was constructed in 1934, followed by the construction of a brick schoolhouse in 1935.

In 1959, a new municipal building was constructed to house the town's administrative offices and police department. During the second half of the 20th century the area along Bladensburg Road became lined with commercial establishments and much of the housing stock was used as rental units. A large urban renewal

COMMUNITY SUMMARY SHEET

Community Name: Colmar Manor

Narrative (continued):

project in the 1970s and 1980s resulted in the demolition of many commercial properties along Bladenburg Road. The old businesses were replaced with new structures such as fast food restaurants and a shopping center. Streets and houses were also improved. The Colmar Manor Community Park was established along the west bank of the Anacostia River in the 1970s on the site of a sanitary landfill.

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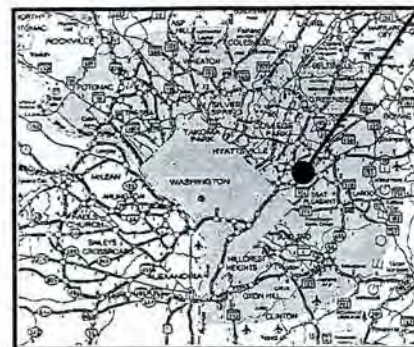
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COMMUNITY SUMMARY SHEET

Community Name: Columbia Park

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Columbia Park is located in Prince George's County, northeast of the District of Columbia. The community is bounded by the north by Capital Hills East and Kent Village, on the east by Martin Luther King, Jr. Highway, on the south by White House Heights, and on the west by the Kentland Community Center Park. The community was platted in the early 1900s, though substantial development did not occur until after World War II. The 1914 USGS Quadrangle Map of *Washington and Vicinity* shows no streets or houses located in the Columbia Park area. By 1917, seven streets and approximately 25 houses appear. The grid-pattern of streets include present-day Columbia Avenue, Virginia Avenue, Oregon Avenue, Kent Village Drive, El Paso Street, Duluth Street, and Camden Street. The housing stock from this period includes bungalows and modest two-story, wood-frame buildings. The community did not expand in size until the period between 1936 and 1942. A golf course known as the Beaverdam Country Club was developed on the west side of Columbia Park and four additional streets were laid out. Containing approximately 25 additional houses, the new streets include present-day Ridge Drive, Marlboro Avenue, Spring Street East, and Spring Place East. By 1957, Kentland Park was established on the north side of the community and the Beaverdam Country Club was renamed the Prince George's Country Club. Also by 1957, the east side of the Columbia Park subdivision had expanded to include three new streets (Chesapeake Street, Flagstaff Street, and Forest Road) and the Columbia Park Elementary School was constructed on the south side of Columbia Park Road. The housing stock of this period include developer-built split-level houses from the post-World War II period.

COMMUNITY SUMMARY SHEET

Community Name: Columbia Park

Narrative: (continued)

By 1965, the community reached its present configuration of streets, with several residential blocks laid out on the south side of Columbia Park Road and west of the elementary school. In the 1960s, three apartment complexes were constructed in the Columbia Park area. These include the Columbia Arms, Country Club Gardens, and Columbia Park. Commercial activity is limited to shopping centers in nearby communities, such as the Kent Village Shopping center, or the Landover Mall, which was completed in 1972. Several other retail businesses are scattered along the Martin Luther King, Jr. Highway. After 1979, the Prince George's Country Club became the Kentland Community Center Park, while another community park was established on the east side of the Columbia Park Elementary School.

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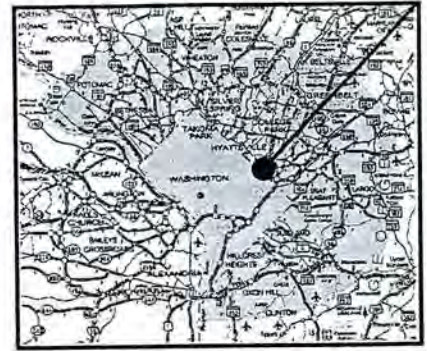
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COMMUNITY SUMMARY SHEET

Community Name: Cottage City

City/County: Prince George's

Transportation Association: Streetcar: Washington, Spa Spring and Greta Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Cottage City is located to the west of the Anacostia River, adjacent to Washington, D.C. in Prince George's County. It is surrounded by Brentwood, Colmar Manor, and the Anacostia River. Cottage City was developed beginning in 1870 under the name of "The Highlands." The area was incorporated in 1924 as Cottage City. A groups of developers began to promote a residential community with large lots and a grid pattern of streets, stating the advantages of the community. The Highlands would feature cottages and villas on wide avenues, a good view, nominal taxes, and was close to Washington, D.C., the historic Bladensburg battlefield, spa spring, and dueling ground. The development failed despite the advertising campaign. In 1886, Colonel Gilbert Moyer bought the Highland tract, and incorporated the Highland Company in 1888. The land was re-subdivided into smaller lots, and Moyer promoted the land by including information that a streetcar line was soon to be developed in the area. This attempt to develop the area also failed. A few houses were developed on the Moyer property beginning in 1904 with broad streets laid out in a grid and trees planted along the street. A single-track trolley line ran through the community from Washington to Bladensburg. Called the Washington, Spa Spring, and Greta Railroad Company, the trolley was eventually discontinued in 1923, partially due to competition from the B & O Railroad and the streetcar line in Mt. Rainier (Denny 1997, 138-139). In 1915, Charles Lightbrown borrowed money and attempted to market the subdivision plat from 1888 with a few minor changes. This attempt succeeded where the two earlier attempts had failed. Lightbrown built most of the housing in the community. Consisting of one-story cottages with four rooms and no running water, the housing was attractive to veterans returning from World War I who needed economical homes which were ready to inhabit (Denny 1997, 140). Electric service was introduced to the

COMMUNITY SUMMARY SHEET

Community Name: Cottage City

Narrative (continued):

community in 1914. In 1919, the Washington Suburban Sanitary Commission installed water service to the town; sewer service was added the following year. The town was incorporated in 1924, taking its name from the uniform cottages built by Charles Lightbrown (*Neighborhoods* 1974, 143).

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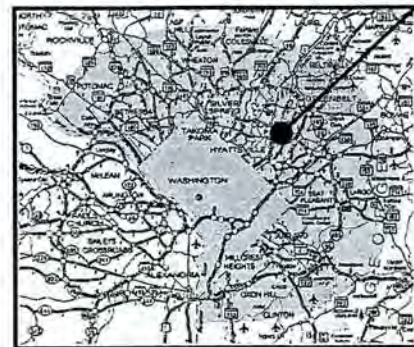
The Neighborhoods of Prince George's County. Upper Marlboro: Community Renewal Program, 1974.

COMMUNITY SUMMARY SHEET

Community Name: Daniels Park

City/County: Prince George's

Transportation Association: Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1892, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Daniels Park is located within the municipality of College Park, north of Washington, D.C., in Prince George's County. The neighborhood is bounded on the north by Hollywood, on the east by the B&O Railroad line, on the south by Branchville, and on the west by Baltimore Avenue (US Route 1). Hollywood and Branchville, like Daniels Park, are neighborhoods within the incorporated College Park.

Daniels Park was developed beginning in 1905 on the east and west sides of the City and Suburban Electric Railway in north College Park. Daniels Park was created by Edward Daniels on 47 acres of land. This small residential subdivision was improved with single-family houses arranged along a grid pattern of streets. The houses range in style from Four Squares to bungalows, and were built between 1905 and the 1930s. The neighborhood was incorporated as part of the City of College Park in 1945 (Denny 1997, 119-120).

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COMMUNITY SUMMARY SHEET

Community Name: Decatur Heights
City/County: Prince George's
Transportation Association: Streetcar: Washington, Spa Spring
and Greta Railroad Company



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Decatur Heights is located in Prince George's County, north of the northeast quadrant of the District of Columbia. Decatur Heights refers to two residential subdivisions platted within the corporate limits of Bladensburg in 1914 and 1917. The subdivisions are adjacent to the Washington, Spa Spring and Greta Railway constructed through Bladensburg between 1908 and 1910. According to historic maps, the first reference to Decatur Heights appears on the USGS Quadrangle Map *District of Columbia, 1917*, in reference to two north-south streets between Annapolis Road and present-day Quincy Street (52nd Street and 53rd Street). Thirteen houses appear along these streets on the 1917 map. By 1942, this area contained approximately 21 houses and a school (now the Bladensburg Elementary School). Also by 1942, the area north of Annapolis Road had been developed with a school (now the Bladensburg Instructional Services Center) and a grid pattern of streets containing two north-south streets and three east-west streets. It is likely that this subdivision north of Annapolis Road was the one platted in 1917 and therefore, slower to develop than the earlier subdivision south of Annapolis Road.

The residential subdivision on the north side of Annapolis Road was more than half developed by 1942 and would continue to expand to the east during the next two decades. Decatur Heights is labeled on the north side of Annapolis Road on the 1957 USGS *Washington East* Quadrangle map. The community had grown to the east of the original subdivision by extending a few of the existing east-west roads and adding curvilinear north-south streets. By 1965, the community had expanded to its current size.

COMMUNITY SUMMARY SHEET

Community Name: Decatur Heights

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COMMUNITY SUMMARY SHEET

Community Name: District Heights
City/County: Prince George's
Transportation Association: Automobile: Marlboro Pike



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

District Heights is located east of the District of Columbia in Prince George's County. The community is bounded on the north by several subdivisions along Walker Mill Road, on the east by Ritchie Road, on the south by the Carlson Spring subdivision and Marlboro Pike, and on the west by County Road.

Major Leander P. Williams assembled four tracts of land totally 504 acres between 1874 and 1875 and established a farm. The land was located along the Washington and Marlboro Turnpike constructed beginning in 1869. In the early 1920s, two oil wells were drilled on the land during what was locally called the "great oil strike," although it is not known how much oil was produced from the wells. In 1925, the Williams farm was sold to the District Heights Company. The development company thoughtfully planned their subdivision and provided amenities lacking in the other subdivision of its time. Between 1925 and 1926, the company laid out the streets, with curbing, gutters, sidewalks, sewers, water lines, and fire plugs. Even the first three blocks were paved with gravel. By 1926, the developer had constructed approximately 25 houses, consisting of five-room bungalows and six-room, two-story houses. In later years, the developer constructed Sear-Robuck houses but allowed lot owners to construct their own houses, if desired. Retail facilities in these early years included a gas station and grocery store, both constructed in 1926.

Public transportation into the District of Columbia was not available, so the developers provided a shuttle into the city two times daily. This service continued until the bus line of the Washington, Marlboro and Annapolis Motor Line reached District Heights in 1947.

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October 1999

COMMUNITY SUMMARY SHEET

Community Name: District Heights

Narrative (continued):

District Heights was incorporated in 1936 in an effort to improve the quality of its streets through gasoline taxes. Also in 1936, the District Heights school was constructed, later expanded in 1961 and supplemented by the District Heights Parkway School in 1954. The fire department, organized in 1942, built its first permanent fire station in 1954. The first municipal center was constructed in 1961 and replaced in 1981.

The District Heights Company reorganized as the Thrifty Homes, Inc. in 1938 with residential construction continuing at a slow pace. In 1956, the remaining 300 undeveloped acres in District Heights was purchased by Washington Estates, Inc. One of the company's projects included the construction of the 900-unit District Heights Apartments (now Hilltop Apartments) in the early 1950s. Construction in District Heights, designated a "City" in 1962, continued throughout the 20th century.

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COMMUNITY SUMMARY SHEET

Community Name: Edmonston
City/County: Prince George's
Transportation Association: Automobile: Baltimore Avenue (US Route 1) and Kenilworth Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The town of Edmonston is located northeast of the District of Columbia in Prince George's County. It is bounded on the north by Riverdale, on the south and east by Bladensburg, and on the west by Hyattsville. The Northwest Branch of the Anacostia River separates the east and west halves of the town.

Two subdivisions that would later comprise the town of Edmonston were platted in 1903. The eastern section of Edmonston was developed by J. Harris Rogers on two parcels of land he purchased in the 1880s and 1890s. In 1903, Rogers platted 70 acres into a subdivision of more than 170 lots known as East Hyattsville. The average lot in the southern section of the subdivision measured 50 feet by 200 feet, while lots in the north section were irregularly shaped and contained between one to three acres each. Prior to the subdivision several lots had already been sold, resulting in the construction of two large houses and six front-gable vernacular residences.

The west half of the town of Edmonston began with the subdivision of Dr. Charles A. Wells. Wells purchased the 90-acre Palestine Farm from Benjamin Franklin Guy in 1878 and 1879 and continued the farm's dairy operations until 1903. Twenty-five of the farm's acres were subdivided into 62 building lots of various sizes. Most of the lots were sold unimproved, however, Wells did

COMMUNITY SUMMARY SHEET

Community Name: Edmonston

Narrative (continued):

construct five residences on speculation. Within the first decade 55 houses were constructed in both subdivisions. Today over 31 of those structures remain. The earliest buildings were simple vernacular buildings such as the I-house that were later adapted to the constraints of the narrow suburban building lot. The result was a proliferation of front-gable houses constructed during the early twentieth century.

A pumping station was constructed in the Palestine subdivision in the late 19th century and supplied water to the City of Hyattsville. This facility operated until operations were taken over by the Washington Suburban Sanitary Commission in 1920. Also in the Palestine subdivision was the first school to serve the future town of Edmonston. Constructed in 1915, the building has undergone several phases of additions and alterations and currently functions as the National Technical Institute.

After World War I, the residents of East Hyattsville and Palestine began a movement toward incorporation to improve services. Compared to the established Hyattsville, incorporated in 1886, East Hyattsville contained more working class residents, more modest houses, and more immigrants. Instead of choosing the name of East Hyattsville when incorporating in 1924, the residents decided to choose a name that would give the town an independent identity. The name of Edmonston, a major north-south road adjacent to the town was chosen.

The Funkhouser subdivision was platted in 1925 on an undeveloped part of the original Palestine subdivision. The land was divided into 40 lots upon which Robert Funkhouser constructed a small bungalow. The houses were completed in 1926 and quickly sold. Throughout the 1930s and 1940s development consisted of sporadic house construction on vacant lots within the established subdivisions. After World War II, the Edmonston Terrace subdivision was constructed. Signaling a departure from the random development of the previous decades, Edmonston Village consisted of an organized development of 41 nearly identical two-story brick side-gable houses. Residential construction during the 1950s and 1960s returned to sporadic infill. One exception was the construction of the Fountain Park Apartment complex in the 1960s. The town is "land-locked" by adjacent communities prohibiting continued growth. In fact, the town lost population steadily from 1970 to 1990.

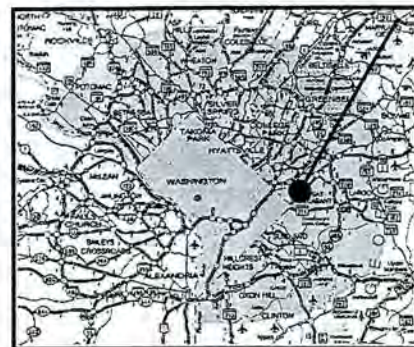
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COMMUNITY SUMMARY SHEET

Community Name: Fairmount Heights
City/County: Prince George's
Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Fairmount Heights is located in Prince George's County, adjacent to the extreme east corner of the District of Columbia. Established in 1900, Fairmount Heights is one of the earliest planned communities for African-Americans in the Washington, D.C. area. The community consists of six planned subdivisions platted between 1900 and 1923.

Robinson White and Allen Clark, white businessmen from the District of Columbia, platted the first subdivision in 1900 on 50 acres of farmland formerly owned by the Wilson, Godfrey, Belt, and Lee families. The subdivision called Fairmount Heights consisted of a grid-pattern of streets that extended to the northeast, away from the District boundary. The average lot size was 25 feet wide by 125 feet deep and was priced to encourage their purchase by African-Americans from the city.

In 1907, a second subdivision was platted by J.D. O'Meara on 12 acres called Waterford. This subdivision on the east side of Fairmount Heights was slow to develop. John C. Wiessner had the third subdivision in the area platted in 1909. Named Mount Wiessner, the subdivision was laid out on 56 acres and had larger lots than the rest of Fairmount Heights. Only one acre from this subdivision was included in Fairmount Heights when the town was incorporated in 1935.

COMMUNITY SUMMARY SHEET

Community Name: Fairmount Heights

Narrative: (continued)

Elizabeth Haines added eight blocks to the Fairmount Heights subdivision in 1910 when the North Fairmount Heights subdivision was platted. This development was followed in 1911 by the Silence family subdivision, West Fairmount Heights. The heirs of the Silence family subdivided their 36-acre farm around their farmhouse.

The developers of the Fairmount Heights subdivisions laid out the streets and sold the lots, leaving the construction of houses to the lot owners. One exception was the construction of 19 small bungalows in 1920 by Robinson White, one of the original developers of the first Fairmount Heights subdivision. These bungalows were sold between 1920 and 1929.

The last subdivision in Fairmount Heights was begun in 1922. The Weeks Realty Company platted Sylvan Vista on the Hoover family farm. The subdivision differed from the rest of Fairmount Heights by arranging lots along streets radiating out from a central "market" circle. The developers also reserved parkland along a ravine in the middle of the community. The houses constructed in Sylvan Heights were smaller than the residences in the rest of the neighborhood.

When Fairmount Heights was incorporated in 1935, its corporate boundaries included the subdivisions of Fairmount Heights, North Fairmount Heights, West Fairmount Heights, Waterford, Sylvan Heights, and a part of Mount Wiessner. Though curbs were installed in 1944, more than two-thirds of the town's roads remained unimproved for many years. This problem was not remedied until street and sidewalk paving began in 1967.

Throughout its history, Fairmount Heights has contained many community associations and community buildings. The Fairmount Heights Mutual Improvement Company constructed a social hall on Chapel Avenue (now 61st Street) in 1908 to serve community functions. The building also housed the community school and Methodist church until separate facilities were constructed. After many years, the building was converted to residential use. The first school was constructed in 1912 and was replaced in 1934. A fire company was formed and a station built in 1917. A municipal center constructed in 1942 provided new facilities for the fire and police departments, as well as administrative office space. In 1980 a new multi-purpose structure was constructed for meeting space, administrative offices and the police department.

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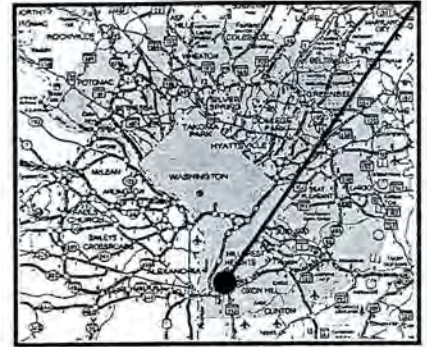
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COMMUNITY SUMMARY SHEET

Community Name: Forest Heights

City/County: Prince George's

Transportation Association: Automobile: Livingston Road and Indian Head Highway (MD 210)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1949

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forest Heights is located south of the District of Columbia in Prince George's County. In 1940, the Washington Heights Realty Company platted a subdivision known as Forest Heights along both sides of Livingston Road. The plat for the town contained several hundred lots with a lot size of 7000 square feet and a provision for a commercial center along Livingston Road. The first houses were constructed in 1941, though the start of World War II postponed construction. During the war, the Federal government constructed the Indian Head Highway (MD 210) through Forest Heights on the right-of-way of Livingston Avenue. This highway and the construction of the South Capitol Street Bridge provided easy access into the city and created a building boom in Forest Heights. Forest Heights was incorporated in 1949 and work began on paving streets, collecting trash, and providing for public safety. A police force was created in 1952 and a town hall/community center was constructed in 1954. The Eastover Shopping Center was constructed on the north end of Forest Heights, west of Indian Head Highway. Opened in 1955, the shopping center was one of the six largest shopping facilities in Prince George's and Montgomery Counties when it opened. The Flintstone and Forest Heights Schools had been constructed by 1965. The Clifford Armhold Park, named after a mayor who held his post for 22 years, was opened in 1974.

COMMUNITY SUMMARY SHEET

Community Name: Forest Heights

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COMMUNITY SUMMARY SHEET

Community Name: Forestville

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Forestville is located southeast of the District of Columbia in Prince George's County. The core of the community is bounded on the north by the Forestville Center industrial park, on the east by the Capital Beltway (I-495), on the south by Pennsylvania Avenue (MD 4), and on the west by Forestville Road.

The land that became the community of Forestville was called Long Old Fields in the 19th century. Since 'old field' was a term used to refer to land depleted from tobacco cultivation, the name perhaps indicates the land's former use. A small crossroads settlement developed at the intersection of Marlboro Pike and present-day Forestville Road by the Civil War. The settlement contained a small hotel, blacksmith shop, post office, stores, churches, and residences. By 1878, the name of the community officially changed to Forestville.

Though the community of Forestville would change significantly during the 20th century, the first few decades left the crossroads settlement relatively unchanged. Most of the suburban development in Prince George's County during the early 20th century centered along the few streetcar lines and railroads in the county or areas serviced by water and sewer lines. The Forestville area was not serviced by public transportation into the District of Columbia or public sewer lines. Developers were not able to access sewer lines in Forestville until the late 1940s. Despite the lack of services, the Sansbury farm in the southeast quadrant of the crossroads intersection was subdivided into Sansbury Park. Small lots (3000 square feet in size) were platted along a grid pattern of narrow streets and offered for sale in 1925. Development of houses began in the late 1920s and continued sporadically through the 1960s. In the 1930s, the subdivision of Ole Longfields was platted adjacent to Sansbury Park. Like its neighboring

COMMUNITY SUMMARY SHEET

Community Name: Forestville

Narrative (continued):

subdivision, Ole Longfields was laid out with a grid pattern of streets and offered lots for sale. A third subdivision was begun on the north side of Marlboro Pike, just east of the crossroads, in the 1940s. The small Forest Edge subdivision consists of two streets and residences constructed from the late 1940s to the early 1960s. Sporadic residential development occurred along both sides of Marlboro Pike, east of Forestville Road, during the first half of the 20th century. The resulting development, dating from the 1930s to the 1960s, is a mix of modest wood-frame cottages and one Sears mail-order house.

The crossroads settlement itself underwent changes during the 20th century. The most dramatic change was the by-pass of Marlboro Pile by Pennsylvania Avenue (MD 4) and the construction of the Capital Beltway (I-495). An interchange between the Beltway and Pennsylvania Avenue is located on a portion of Marlboro Pike and the end of the old Forestville settlement. Pennsylvania Avenue bisects the community of Ole Longfields. The crossroads no longer contains the buildings identified on historic maps. Instead, the intersection is dominated by warehouse-style retail facilities and the Forestville Plaza shopping center. A large parcel north of Forestville is now the site of the Forestville Center industrial park.

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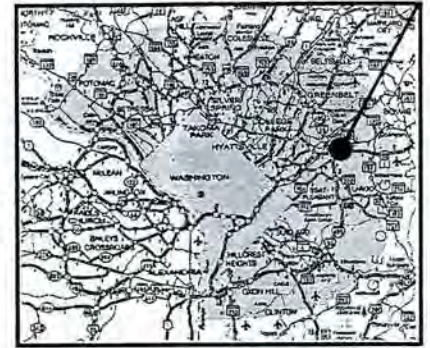
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COMMUNITY SUMMARY SHEET

Community Name: Glenarden

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: Martin Luther King, Jr. Highway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1939

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glenarden is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Armore and Springdale communities, on the east by undeveloped land, on the south by Landover Road and Landover Mall, and on the west by industrial parks and undeveloped land.

The construction of the Washington, Baltimore and Annapolis Electric Railroad through rural Prince George's County prompted a wave of growth along the length of its line. In particular, two African American communities, Lincoln and Fairmount Heights, had been successfully established along the streetcar line by 1910.

In 1910, William R. Smith, a Washington D.C. developer operating as the Glenarden Development Company, purchased approximately 155 acres of land on both sides of the Washington, Baltimore and Annapolis Electric Railroad. The streets on the east side of the streetcar line were platted in a grid pattern extending away from the line. The Glenarden station was constructed at the intersection of the streetcar line and the main through street of the community. The station was surrounded by landscaping and a circular road. The community was marketed to African-American, many of whom worked for the Pennsylvania Railroad and streetcar line.

COMMUNITY SUMMARY SHEET

Community Name: Glenarden

Narrative (continued):

In 1921, land on the west side of the streetcar line was platted as Ardwick Park. The first development in Glenarden was scattered and growth was slow, similar to the development experienced in Lincoln. The community lacked utilities, including electricity, and police protection during the early years. By 1920, the community contained 25 houses and one church. In 1922, the county constructed a two-room schoolhouse in the Ardwick Park section that served the community until 1950. By the end of the 1930s, 55 houses had been constructed in the Glenarden area, including 25 houses in Glenarden, 20 houses in Glenarden Heights, and 6 houses in Ardmore Park.

In the 1920s and 1930s, the African-American communities of North Brentwood and Fairmount Heights incorporated. Following the example of those communities in pursuit of better public services, Glenarden incorporated in 1939. Incorporation brought electricity and the beginning of street paving. The year 1939 also marked the beginning of police protection and the organization of a fire department. The fire department later disbanded and now relies on the Kentland Volunteer Fire Department to provide the service. The first town hall was constructed in 1943 and used until replaced by new facility in 1965. An addition to the town hall was constructed in 1977-1978 so that all town departments could be housed in one building.

Public services continued to improve in the 1940s and 1950s. The Washington Suburban Sanitary Commission installed water and sewer lines and the Washington, Marlboro, and Annapolis bus company began service between Glenarden and Seat Pleasant in 1945. From Seat Pleasant, the rider could transfer to train and streetcar lines for transportation into the District of Columbia. Mail service to the town became available for the first time in 1950 after the construction of a post office. However, home delivery was still not available. The first recreation center opened in 1954, with another center opened in 1971-1972.

The population of the community increased rapidly in the late 1950s and 1960s through the annexation of Glenarden Woods, the Tyrol tract, and the Cord Tract. In 1963, in cooperation with the U.S. Public Housing Administration, the Glenarden Housing Authority constructed a 90-unit public housing project. The Glenarden Building Corporation constructed 100 middle-income houses along Glenarden Parkway in 1977. Beginning in 1965 and continuing through the 1970s, an urban renewal program was designed to eliminate and/or rehabilitate standard older housing, provide suitable building sites for new construction, and improve streets and sidewalks. Much of the older housing stock was replaced by public housing during this period.

Retail facilities were brought to the town in 1981 with the construction of the Washington Commerce Center. The shopping center was annexed into the town in 1983, along with the Carrollton Station subdivision containing 200 townhouses. Another annexation in 1985 increased the town's land holdings by 245 acres, almost doubling the size of the community.

COMMUNITY SUMMARY SHEET

Community Name: Glenarden

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COMMUNITY SUMMARY SHEET

Community Name: Glenn Dale

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Glenn Dale is located northeast of the District of Columbia in Prince George's County. Platted along the Washington Branch of the Baltimore and Potomac Railroad in the 1870s, the community is presently bounded on the north by the Goddard Corporate Park, on the east by Glenn Dale Boulevard, on the south by Glenn Dale Heights, and on the west by Folly Branch Steam Valley Park.

Originally platted as Glennville in 1871 by Baltimore attorney John Glenn and Edmund B. Duvall, the subdivision name was changed to Glendale in 1886. The spelling "Glenn Dale" was applied later. By the late 1870s, the community contained an Episcopal Church, a school, a railroad station, sawmill, post office, and stores. In 1914, the community remained small with a few scattered buildings at the intersection of the Baltimore and Potomac Railroad, and Glenn Dale Road. The Glendale station area did not develop as quickly as the land around the Seabrook or Lanham stations during the first half of the 20th century. By 1957, Glenn Dale remained a crossroads settlement with approximately 45 houses and a school. The small settlement of Brookland had been established to the north of Glenn Dale, while the Glenn Dale Heights subdivision to the south had been platted but not developed. Also to the south of Glenn Dale were the Glenn Dale Sanatorium and the Plant Introduction Gardens of the United States Department of Agriculture. Residential and commercial construction continued throughout the 20th century along the early roads, including Glenn Dale Road, Glen Road, Prospect Hill Road, Lansdale Street, Marietta Street, Patuxent Avenue, and Lanham-Severn Road. MD 193 (Greenbelt Road / Glenn Dale Boulevard) was constructed to the east of the community after 1974. Only a few of the early buildings survived to the present-day, including the Episcopal church, a Victorian-era house, several turn-of-the-century and early-20th-century houses.

COMMUNITY SUMMARY SHEET

Community Name: Glenn Dale

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COMMUNITY SUMMARY SHEET

Community Name: Greenbelt
City/County: Prince George's
Transportation Association: Not Applicable



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Greenbelt is located north of the District of Columbia in Prince George's County. Designed as a New Deal model community, Greenbelt was constructed on part of a 12,000-acre tract purchased by the Federal government in the mid-1930s. Among the goals of the community were to provide work for unemployed men, build low-rent housing, and create a healthful environment for families. The site was selected due to its proximity to the District of Columbia, existing schools, and location next to the Beltsville Agricultural Research Center (BARC). If the community failed, then the entire parcel could be absorbed into the research center. Construction of the community involved only a small portion of the purchased land, with the remaining acreage used as a buffer from encroaching development and used by the BARC.

The entire community, including dwellings, streets, schools, stores, and parks, was designed prior to the start of construction in 1935. The two main roads were arranged in a crescent shape along which shops, schools, municipal buildings, and recreational facilities were placed. The residential buildings were clustered into "super blocks" of 12 to 18 acres containing 120 dwellings each. Upon completion of the initial construction project, the community contained 885 units in buildings designed in the Art Deco style, like the rest of the structures. In September 1937, the first of Greenbelt's residents selected from a pool of 12,000 applicants moved into their new homes. The units rented for between \$18 to \$41 per month. The residents comprised a cross-section of the region's population representing various professions and religions, though all residents were white.

COMMUNITY SUMMARY SHEET

Community Name: Greenbelt

Narrative (continued):

The community transferred from the Resettlement Administration to the Farm Security Administration in 1936, then incorporated as the Town of Greenbelt in 1937. In an effort to house defense workers during World War II, 1000 additional units were constructed in 1941. The additional residents resulted in the construction of the North End Elementary School in 1945 and an addition to the Greenbelt High School. Bus service began in 1945 to transport residents from throughout Greenbelt to the town center. The status of the community changed from a town to a city in 1949, in response to continued development. After years of negotiations, city residents under the organization name of the Greenbelt Veterans Housing Corporation (later Greenbelt Homes, Inc.) purchased the community from the Federal government in 1952.

Spurred by the completion of the Baltimore-Washington Parkway in 1954, a number of developments were constructed in Greenbelt during the 1950s. These new communities included Lakeside (1953), Woodland Hills (1955), Lakewood (1959), Greenbelt Plaza Apartments (1959), Lakeside North, Charlestowne Village, Lakecrest, and Boxwood Village. The 1960s brought three major developments to Greenbelt. In 1960, the NASA Goddard Space Flight Center was established adjacent to the community and bringing jobs to the region. Partially in response to the need for more housing in the area, the large Springhill Lake Apartment complex was constructed between 1963 and 1964. Adjacent to the Springhill Lake Apartments and along Greenbelt Road, the Beltway Plaza Shopping Center (Beltway Plaza Mall) was constructed in 1962. The 1970s and 1980s brought further development of residences, office buildings, and retail facilities, resulting in a diminishing amount of green space in Greenbelt. In 1994, the METRO opened the Greenbelt station on the south side of the Capital Beltway (I-495).

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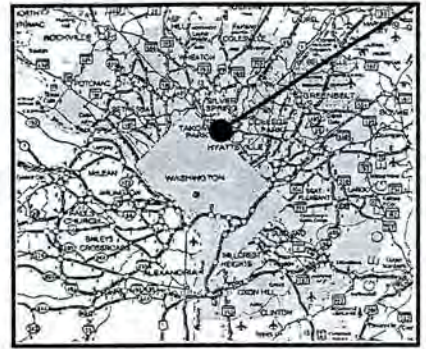
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COMMUNITY SUMMARY SHEET

Community Name: Green Meadows
City/County: Prince George's
Transportation Association: Automobile: Riggs Road, Sargent Road, and Ager Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Green Meadows is located in Prince George's County, north of the District of Columbia boundary. The community is located on the west side of Ager Road near Riggs Road, in an area known as Chillum. In the early 20th century, Chillum was largely agricultural, consisting of small truck farms and a cross-roads community at the intersection of Chillum Road and Riggs Road. Since this area was not serviced by public transportation, such as a streetcar, Chillum remained rural in character into the 1930s. Beginning in the mid-1930s, the area of Chillum that is close to the District of Columbia border was subdivided into lots. Developers promoted the area's convenient access into the city as well as its water, gas, and electricity supply. The first platted developments in the late 1930s included Chillumgate and Oakdale Terrace. These communities sold only building lots for house construction and were slow to develop. In contrast, the developer-built Green Meadows was platted in the early 1940s and completed by 1942. The street pattern of Green Meadows is a fragmented grid of curved parallel streets. The houses are primarily two-family attached units constructed of brick or brick and frame. The Green Meadows subdivision was extended on its south end by two streets in 1957. Community features included the Ager Road School completed by 1942 and two community parks established by 1957. The school no longer appears on present-day maps.

COMMUNITY SUMMARY SHEET

Community Name: Green Meadows

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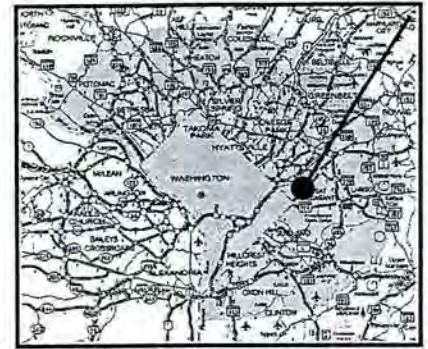
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COMMUNITY SUMMARY SHEET

Community Name: Highland Park

City/County: Prince George's

Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railway; Automobile: George Palmer Highway (present-day Martin Luther King, Jr. Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Highland Park is located in Prince George's County, east of the District of Columbia boundary. Highland Park, settled in the early 1920s by African-Americans, is one of several subdivisions constructed in the early to mid 20th century around the Town of Seat Pleasant. Suburban development in this area of Prince George's County began in the late 19th century and continued to grow throughout the 20th century due to its proximity to Washington and access to the city via railroads, streetcar lines, and road networks. The early 20th-century communities were fostered by the Chesapeake Beach Railroad (1898) and the Washington, Baltimore and Annapolis Electric Railroad (1908). As the popular mode of transportation shifted from streetcar line to the automobile in the 1930s and 1940s, highways gave suburban residents access to the city. The George Palmer Highway (present-day Martin Luther King, Jr. Highway) was constructed on the right-of-way of the Washington, Baltimore and Annapolis Electric Railroad in the early 1940s. The Highland Park development benefited from its location along the Washington, Baltimore and Annapolis Electric Railroad, later the George Palmer Highway.

Highland Park is located at the southwest corner of the intersection of Martin Luther King, Jr. Highway and Hill Road. The community was settled by African-Americans in the early 1920s through the construction of a few scattered houses. By 1942, Highland Park contained approximately 60 houses, two churches, and one school located within a grid of 12 blocks on both sides of Martin Luther King, Jr. Highway. The school and one of the churches was located on the south side of Martin Luther King, Jr. Highway. Residential

COMMUNITY SUMMARY SHEET

Community Name: Highland Park

Narrative: (continued)

construction along the streets continued into the 1980s, creating a streetscape of houses from various time periods and stylistic influences.

In 1955, the Booker T Homes were constructed adjacent to the west side of Highland Park on both the north and south sides of the Martin Luther King, Jr. Highway. The Booker T Homes were brick and frame duplexes of 1152 square feet in size constructed in 1955. The roads of the subdivision form a fragmented grid pattern, introducing curvilinear roads and cul-de-sacs not found within Highland Park.

By 1970, the Highland Park School was occupied by the Board of Education and no longer functioned as a school. It is now the location of the Highland Gardens Neighborhood Park. Another park, located on the north side of Martin Luther King, Jr. Highway and west of the Booker T Homes, is known as the Booker T Homes Park.

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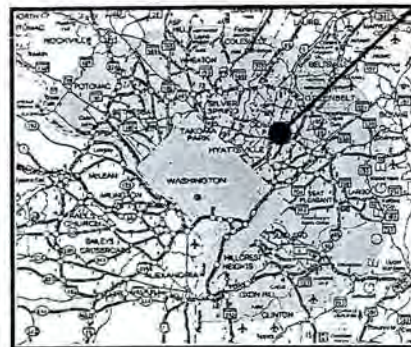
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COMMUNITY SUMMARY SHEET

Community Name: Hollywood

City/County: Prince George's

Transportation Association: Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Hollywood is located within the municipality of College Park, north of Washington, D.C., in Prince George's County. The community is surrounded by the neighborhoods of Daniels Park, Autoville, Sunnyside, and Greenbelt.

Hollywood was developed beginning in the early 20th century along the City and Suburban Electric Railroad (later Rhode Island Avenue). The neighborhood was incorporated as part of the City of College Park in 1945. Edward Daniels, the developer of Daniels Park in 1905-1906, planned the Hollywood subdivision as a northern extension of that earlier community. Development in Hollywood was limited to a few small wood-frame houses south of Lackawanna Street until after World War II. Albert Turner acquired large tracts of the neighborhood north of Lackawanna Street in the late 1940s. With newly available water and sewer lines, Turner was able to develop and market brick and frame three-bedroom bungalows on lots of approximately 6000 square feet beginning in 1950. By 1952, an elementary school had been built to serve the growing population which had reached 4000 by 1955.

Other property uses within Hollywood include commercial and recreational. Commercial properties developed along Rhode Island Avenue and Baltimore Avenue throughout the history of the community. The Hollywood Park, a 21-acre facility along the B&O Rail line, is operated by the Maryland-National Capital Park and Planning Commission (*Neighborhoods* 1974, 112).

COMMUNITY SUMMARY SHEET

Community Name: Hollywood

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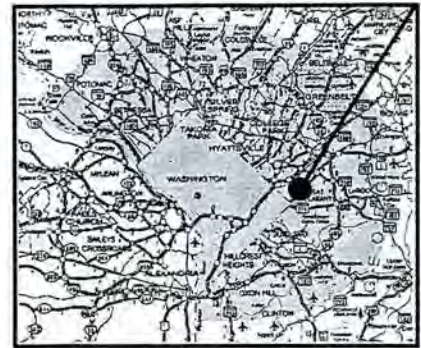
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COMMUNITY SUMMARY SHEET

Community Name: Huntsville / White House Heights

City/County: Prince George's

Transportation Association: Washington, Baltimore and Annapolis Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Huntsville is located in Prince George's County, northeast of the District of Columbia boundary. It is bounded on the north by Columbia Park, on the east by the Martin Luther King, Jr. Highway, on the south by Sheriff Road, and on the west by industrial parks.

Settlement began in Huntsville between 1914 and 1917 as a crossroads community at the intersection of Sheriff Road with the Washington, Baltimore and Annapolis Electric Railroad. Only a few scattered buildings were located along the rail line and along a road extending north to the community of Columbia Park in 1917. By 1942, the community of Huntsville contained approximately 40 structures along eight streets forming a grid pattern. The street names were obviously influenced by the community's location along the streetcar line, including such names as Washington, Annapolis, and Electric Avenues. The streets were unpaved, narrow, lacked sidewalks, and had no provision for adequate drainage. The community is labeled on USGS maps as Huntsville and White House Heights in 1957 with approximately 60 residences. The community grew with additional residential construction through the 1960s. Housing stock of the neighborhood includes older Bungalow-style residences and later developer-built ranchers and cottages.

By 1957, a large industrial complex had developed to the west of Huntsville. Cabin Branch Warehouse complex includes distribution centers for supermarket chains, bakery, meat processing plant, automotive parts, Red Cross storage facility, and other industrial facilities, including a brickyard on the west side of Cabin Branch. The brickyard closed prior to 1970 and was used by a concrete products company. Presently, this industrial area is known as the Cabin Branch Industrial Center and the Maryland 50 Industrial Park.

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COMMUNITY SUMMARY SHEET

Community Name: Huntsville / White House Heights

Narrative (continued):

Community services such as schools and fire and police protection are provided by adjacent towns. Recreation facilities are provided by the Kentland Community Center Park located on the north side of Huntsville/White House Heights.

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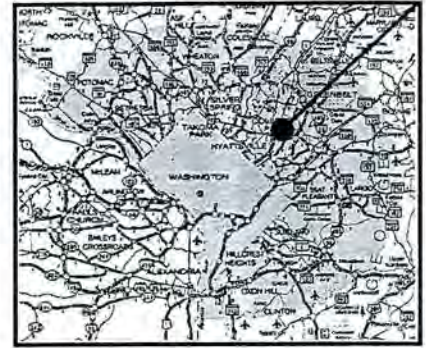
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COMMUNITY SUMMARY SHEET

Community Name: Hyattsville

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad; Automobile: Washington Turnpike (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1873, 1886

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Hyattsville is located close to the Washington, D.C. border in Prince George's County, Maryland. It is surrounded by the communities of University Park, Edmondston, North Brentwood, Brentwood, and Mt. Rainier. Hyattsville was developed beginning in 1873 on lands owned by Christopher Hyatt, around the small store and post office established by Hyatt in the wedge of land between the Washington Turnpike and the B & O Railroad. The area was incorporated in 1886. Hyattsville was subdivided into building lots by Benjamin F. Guy and Christopher Hyatt. Guy sold lots east of the railroad tracks and Hyatt subdivided land to the west of the tracks. The roads were laid out in an irregular grid pattern (*Neighborhoods* 1974, 72). The suburb attracted residents from Washington, D.C. looking to escape the congestion of the city. White collar government workers, lawyers, and engineers built both summer cottages and year-round single-family residences in a number of styles, including Queen Anne, Gothic revival, and Italianate, as well as more modest residences using traditional building forms. New residential lots were platted and improved through the 1890s (*Hyattsville* 1980, Section 7). After incorporation in 1886, there were increased public services offered to the residents. By 1893, improvements included a public school, telephone and electric service, an amateur baseball team, four churches, improved streets and sidewalks, street lighting, and a volunteer fire company. In 1899, the City & Suburban Railway Company extended streetcar service into Hyattsville, traveling from Washington, D.C., through what would become Mt. Rainier, Brentwood and North Brentwood, through Hyattsville, and into Riverdale. Hyattsville's commercial area included small grocery stores and butcher shops, coal and wood dealers, a pharmacy, a drygoods store, a livery stable, and a newspaper. The streetcar followed along the route of present-day Rhode Island Avenue (Denny 1997, 214).

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October 1999

COMMUNITY SUMMARY SHEET

Community Name: Hyattsville

Narrative (continued):

Growth continued into the early 20th century. A town hall was erected in 1912, a grand armory was built in 1918, and a library was built in 1921. Residential areas continued to expand in the early 20th century, as a result of increased automobile traffic along the Route 1 corridor. In 1929, Rhode Island Avenue was extended northward across the Northwest Branch of the Potomac River, utilizing part of the streetcar right-of-way and connecting with Route 1. Residential areas developed in the 1920s with small frame cottages and bungalows. Growth continued through the 1950s with the annexation of existing subdivisions and the development of multi-family units (*Neighborhoods* 1974, 73).

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COMMUNITY SUMMARY SHEET

Community Name: Jenkins Corner

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD Route 5)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Jenkins Corner is located southeast of the District of Columbia, in Prince George's County. The community developed at the intersection of Brandywine Avenue, Branch Avenue, and Kirby Avenue. Wolverton Park is located to the north of Jenkins Corners, with Andrews Air Force Base to the east, Dorchester Estates to the south, and Ramblewood Village to the west. Early development consisted of scattered residential buildings. Despite the lack of public utilities, such as sewer and water lines, the proximity of this area to the District of Columbia prompted growth. The first organized development at the Jenkins Corners crossroad was the Woodland subdivision in the early 1940s. Located at the southwest corner of Brandywine Road and Kirby Road, the development consisted of two streets extending west from Brandywine Road and contained approximately 12 houses by 1942.

By the early 1960s, the small Woodland subdivision had been surrounded by new developments. The communities of Wolverton Park, Dorchester Estates, and Ramblewood Village were all constructed between 1959 and 1961. The residents of this area depend on regional schools and retail centers located along Branch Avenue.

COMMUNITY SUMMARY SHEET

Community Name: Jenkins Corners

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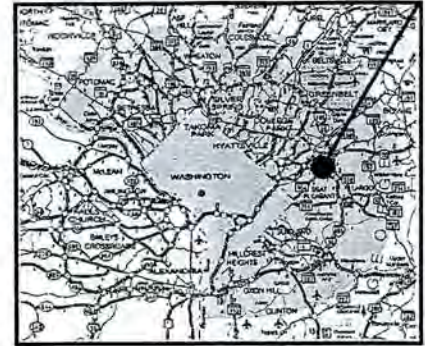
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COMMUNITY SUMMARY SHEET

Community Name: Kentland
City/County: Prince George's
Transportation Association: Automobile: Landover Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Kentland is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Landover Road, on the east by Martin Luther King, Jr. Highway, on the south by Columbia Park, and on the west by the Kentland Community Park. The community of Kentland was constructed on land owned in the mid 19th century by Charles White, a farmer and iron founder from Baltimore. In the mid 20th century this land was dramatically changed to provide housing for thousands of returning World War II veterans.

After World War II, the undeveloped land along the newly constructed Martin Luther King, Jr. Highway (formerly George Palmer Highway) and along Landover Road was ideal for development due to its proximity and easy access to the District of Columbia. Kentland was developed on the south side of Landover Road in the late 1940s and contains several subdivisions and phases of construction. Construction began with Kent Village, an 810-unit apartment complex and one of the earliest complexes in the surrounding area. Construction of apartment complexes in Kentland was followed by the building of single-family detached houses in Kent Village. A number of two- and three-family dwellings were constructed during the 1950s in Kentland and Kent Village. In general, the multi-family buildings are brick and frame with two stories without a basement. Also built in the 1950s was a subdivision of rowhouses named Kentwood. The Kent Village Shopping Center was

COMMUNITY SUMMARY SHEET

Community Name: Kentland

Narrative (continued):

constructed adjacent to the Kent Village Apartments by 1957 and the adjacent Dodge Park Shopping Center was constructed in the early 1960s.

Other community features include a fire station and parks. The Kentland Community Park Center located at the west end of the neighborhood was created from the former Bearverdam Country Club. Residents rely on Glenarden's Municipal Center for meeting space and on schools in neighboring communities.

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COMMUNITY SUMMARY SHEET

Community Name: Lakeland

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1892, 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The neighborhood of Lakeland is located within the City of College Park, north of Washington, D.C., in Prince George's County, Maryland. Lakeland was developed beginning in 1892 around the B & O Railroad, which runs through the eastern portion of the community. The Branchville and Calvert Road depots were located approximately one mile to the north and south, respectively. Lakeland was created by Edwin Newman. Newman improved the original 238 acres located to the west of the railroad between the Paint Branch and Indian Creek with gas lights, curbs, gutters, wooden sidewalks and dirt streets laid out in a grid pattern. Newman also built a number of the original homes, a small town hall, and a general store. The area was originally envisioned as a resort-type community around Lake Artemisia (Denny 1997, 118). However, due to the flood-prone, low-lying topography, the neighborhood attracted a lower-income population than the surrounding neighborhoods of College Park and Berwyn Heights, and Lakeland became an area for African-American settlement. The single-family residences built consisted of modest 1- and 2-story frame houses, often with shingle siding. Around the turn of the century, the Baltimore Gold Fish Company built five artificial lakes in the area to spawn goldfish and rare species of fish, which were then shipped elsewhere. The African-American population had increased significantly around 1900, and a one-room school was built in 1903. The school soon was too small, and a new school was built in 1925. Most of the land (68%) remains undeveloped, despite more homes being built following the development of the City & Suburban Electric Railway through the area after the turn of the century. The area was incorporated as part of College Park in 1945 (*Neighborhoods* 1974, 97).

COMMUNITY SUMMARY SHEET

Community Name: Lakeland

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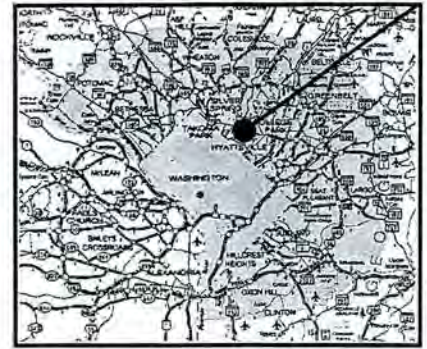
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COMMUNITY SUMMARY SHEET

Community Name: Langley Park

City/County: Prince George's

Transportation Association: Automobile: New Hampshire Avenue, University Boulevard, and Riggs Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Langley Park is located north of the District of Columbia in Prince George's County. The community is bounded on the north by the Northwest Branch of the Anacostia River, on the east by Riggs Road, on the south by University Boulevard, and on the west by New Hampshire Avenue. The area developed in the late 1940s through the 1960s along the extended route of New Hampshire Avenue, which provided easy access into the District by automobile. Also, the construction of new water and sewer lines through the area during the same period made the land desirable for development.

Most development in the area prior to the development of Langley Park was in the form of garden apartment complexes. Between 1949 and 1955, the population of the Langley Park area increased from a few residents to over 5000. This growth is largely due to the construction of multi-family units, with this area having the highest population density per acre than anywhere else in Prince George's County in 1955. In contrast, the single-family Langley Park development opened in the early 1950s with the construction of one-story brick ranches along a curvilinear pattern of streets. The construction of apartment complexes continued around the Langley Park subdivision throughout the 1960s and 1970s.

COMMUNITY SUMMARY SHEET

Community Name: Langley Park

Narrative (continued):

In the 1950s and 1960s, several shopping centers were constructed at the intersection of New Hampshire Avenue and University Boulevard. The Langley Park Shopping Center was the largest shopping facility of its kind in the County in 1959. Langley Park does not contain any community buildings and must relies on adjacent neighborhoods for public services and meeting space. The subdivision, however, is adjacent to two schools, the Langley Park and McCormick Elementary Schools.

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COMMUNITY SUMMARY SHEET

Community Name: Landover Hills

City/County: Prince George's

Transportation Association: Automobile: Annapolis Road
(Defense Highway MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1945

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Landover Hills is located north of the District of Columbia in Prince George's County. In 1940, the community was developed by Monroe and Dorothy Warren on approximately 148 acres of farm and forested land between Annapolis Road (Defense Highway MD450) and the Pennsylvania Railroad line. The Warrens laid out a curvilinear pattern of roads and constructed model homes priced between \$3000 and \$4000. By 1943, the section of Landover Hills between Annapolis Road and Taylor Avenue had been completed and houses were under construction south of Taylor Avenue. The town was incorporated in 1945, in an effort to improve road conditions and community safety. In 1945, the police and fire departments organized.

By the mid to late 1940s the Landover Hills subdivision was joined by the adjacent developments of Radiant Valley, Landover Knolls, Landover Estates, and Bellemead. The housing stock of these developments consists of developer-built brick and frame buildings in the ranch and cottage forms. Increased population and the opening of the Capital Beltway in 1964, resulted in the construction of numerous apartment buildings and complexes along Annapolis Road. Approximately 2000 units had been constructed by 1970.

Commercial development in the Landover Hills area extends along Annapolis Road. In 1948 the Landover Hills Shopping Center was built and included Chandler's Drugs and Cole's Supermarket. Other stores soon followed. The community includes a small park, though the Landover Hills Elementary School closed in 1983. The town's students must travel to schools in adjacent communities.

COMMUNITY SUMMARY SHEET

Community Name: Landover Hills

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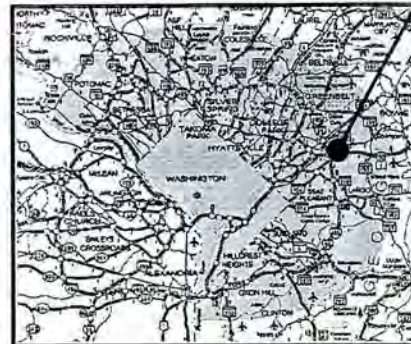
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COMMUNITY SUMMARY SHEET

Community Name: Lanham

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad; Automobile: Annapolis Road (Defense Highway, MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Lanham is located northeast of the District of Columbia in Prince George's County. The name applies to a geographic region of several 20th-century developments constructed around the Lanham station of the Washington Branch of the Baltimore and Potomac Railroad. The railroad's main branch into Washington opened in July 1872, with stations established at Glenn Dale, Seabrook, and Lanham, among others. A small cluster of late-19th- to early 20th-century houses were constructed around the station on Lanham Station Road. This north-south road extends from the station to Whitfield Chapel Road, along which are houses dating from 1900 to the present-day.

Within walking distance to the north of the Lanham station developed the late-19th-century subdivision of Hynesboro Park. Named after Colonel Hynes who settled on the land after the Civil War, the development was first utilized as a "summer colony" for city residents, then evolved into a year-round community. Adjacent to this development, Princess Gardens was platted in 1903. Houses on this tract were placed on large lots of one to three acres that retained the rural character of the community. A third community that developed around the Lanham station in the early 20th century was Greenwood. Located on a wedge-shaped piece of land between the railroad line and Annapolis Road (Defense Highway MD 450), the developers of Greenwood promoted the development as close to Washington with a "city" water supply, since Lanham had an early water system based on wells.

COMMUNITY SUMMARY SHEET

Community Name: Lanham

Narrative: (continued)

The Lanham area quickly developed after World War II with the construction of several subdivisions along Whitfield Chapel Road south of the railroad line. These developments include Lanham Acres, Lanham Heights, Cunningham Acres, Westgate Woods, and Whitfield Knolls. One apartment community, Whitfield Towne Apartments, was constructed adjacent to the early Lanham subdivision in 1965. The complex consists of eight buildings containing 330 units. The housing types in the Lanham area span from large frame residences to developer-built modern ranches and cottages.

Other land uses in the Lanham area include the Lanham Shopping Center on Annapolis Road and the Whitfield Chapel Road on Whitfield Chapel Road.

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COMMUNITY SUMMARY SHEET

Community Name: Lincoln
City/County: Prince George's
Transportation Association: Streetcar: Washington, Baltimore and Annapolis Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Lincoln is located east of the District of Columbia in Prince George's County. The community is bounded on the north by Glenn Dale, on the east by undeveloped land, on the south by Buena Vista, and on the west by Glenwood Park. The community was platted in 1908 by the Lincoln Land and Improvement Company and Thomas J. Calloway, an African-American businessman from the District of Columbia. Located adjacent to the Washington, Baltimore and Annapolis Electric Railroad, the community was envisioned as a vacation retreat and garden suburb for African-Americans. The construction of the Washington, Baltimore and Annapolis Electric Railroad through rural Prince George's County prompted a wave of growth along the length of its line. In particular, two other African-American communities, Glenarden and Fairmount Heights, were developing along the streetcar line during the first decades of the 20th century.

The Lincoln Land and Improvement Company planned for the Lincoln and Chautauqua sections of Buena Vista. The original plan for the Lincoln community included a crescent-shaped street adjacent to the rail line providing a ceremonial entrance into the community. The streets of the town radiate outward from the circle. The Chautauqua section included a large grid pattern subdivision located north of Lincoln. The streets of the Chautauqua section were ploughed-out and graded, though the construction of houses did not occur. The Lincoln development was somewhat more successful with many dwellings constructed in the 1910s and 1920s on large lots. During the 1960s and 1970s, many of these lots were re-subdivided for infill construction.

COMMUNITY SUMMARY SHEET

Community Name: Lincoln

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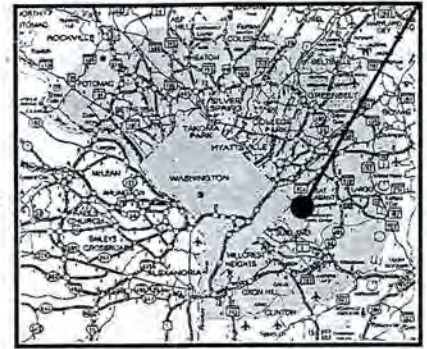
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COMMUNITY SUMMARY SHEET

Community Name: Maryland Park
City/County: Prince George's
Transportation Association: Railroad: Chesapeake Beach Railroad;
Streetcar: Washington, Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The community of Maryland Park is a part of the incorporated Town of Seat Pleasant. It is located in Prince George's County adjacent to the eastern corner of the District of Columbia. Based on available information, including historic maps, Maryland Park was developed in the first half of the 20th century. According to the 1878 Hopkins map of Prince George's County, Maryland Park was developed on land owned by John Wiessner. Wiessner was responsible for the platting of the Mount Wiessner subdivision near Fairmount Heights in 1909 and had a residence on this land. Development of Maryland Park does not appear on maps until 1914.

The USGS map of Washington and Vicinity shows several roads and residences. The main road is 65th Avenue (now Maryland Park Drive). This road begins at the junction of the Washington, Baltimore and Annapolis Electric Railway and Chesapeake Beach Railroad in the District of Columbia and extends southwest to Central Avenue. Off of this main road are short dead-end residential streets. Six streets extend to the north of Maryland Park Drive and three extend south. On the north side of Maryland Park Drive, the residential streets end at the tracks for the Chesapeake Beach Railroad. Approximately 65 structures appear along these streets. By 1914, the developed streets include (from north to south) present-day Dade Street, Coolidge Street, Crown Street, Burgundy Street, Baltic Street, Athena Street, and the side streets Yacht Street and Yost Street.

COMMUNITY SUMMARY SHEET

Community Name: Maryland Park

Narrative: (continued)

The engine house, principal yard, and shop buildings of the Chesapeake Beach Railroad were located in Maryland Park after the construction of the line in 1898. The buildings were located in a wedge of land between the railroad tracks, Maryland Park Drive and Central Avenue.

In 1917, approximately 90 structures are present in Maryland Park including one church. By 1936, the community expanded to include two additional streets, Davey Street and Eagle Street. Present-day Early Street was laid-out by 1942. Between 1936 and 1942, the Maryland Park High School was constructed. The school was used until 1972, when it was deemed no longer serviceable. A drastic change occurred in the 1970s and 1980s when Central Avenue and the METRO blue line were located through the center of the community to connect with East Capitol Street.

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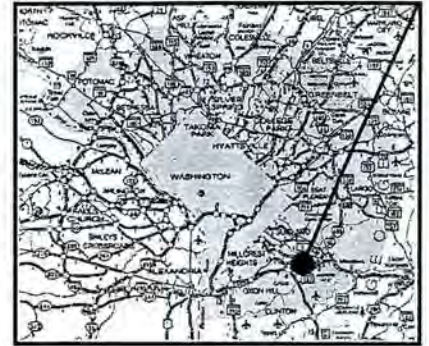
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COMMUNITY SUMMARY SHEET

Community Name: Morningside

City/County: Prince George's

Transportation Association: Automobile: Suitland Road, Suitland Parkway and Allentown Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Morningside is located southeast of the District of Columbia in Prince George's County. It is bounded on the north by the Suitland Parkway, on the east by Forestville Road, on the south by the Capital Beltway (I-495), and on the west by Suitland Road. Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in the early 1940s, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s, promoted additional growth.

Morningside was developed by Morgan Wayson and Randolph Hopkins on a 100-200 acre farm owned by the Thomas family. Wayson and Randolph purchased the property in 1938 and 1939, then constructed 100 low-cost houses in 1940. After a three-year pause in construction, an additional 200 houses were constructed. The development consists of nearly identical Cape Cod houses on a curvilinear street pattern. Street flooding and sewerage problems prompted the community to incorporate in 1949. In 1954, the Washington Suburban Sanitary Commission constructed water and sewer lines through town and the Morningside Elementary School was built. The following year Suitland Road was paved through Morningside. The rest of the town's streets would not be paved until in 1979, when a street improvement campaign paved all the streets and installed new storm drains, gutters and sidewalks.

The first municipal building was a structure in the same style and form as the houses, though the interior had a single room. This building was used until a new municipal center was constructed in 1978. The first fire station was constructed in 1945, after a fire in the community took the lives of three residents. In 1995,

COMMUNITY SUMMARY SHEET

Community Name: Morningside

Narrative (continued):

Morningside annexed a tract of land containing two strip shopping centers and several houses. Until the annexation, the only commercial facility in Morningside was a liquor store.

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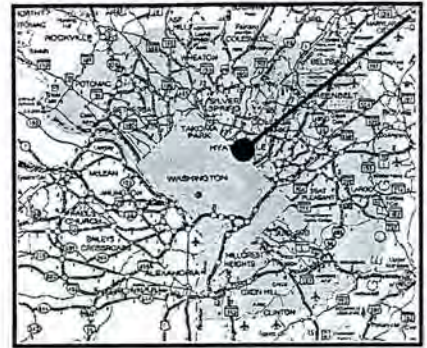
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COMMUNITY SUMMARY SHEET

Community Name: Mount Rainier

City/County: Prince George's

Transportation Association: Trolley: City and Suburban Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1910

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of Mount Rainier is located adjacent to the northeast boundary of the District of Columbia in Prince George's County. It is also adjacent to the communities of Brentwood and Hyattsville. Subdivision plans for Mount Rainier were first developed in the early 1890s by Lieutenant James Estcourt Sawyer. Building lots were platted, streets laid out, and trees planted; however, no lots were sold during the Sawyer ownership despite the extension of the City and Suburban Electric Railway through the subdivision in 1897. Sawyer sold the Mount Rainier subdivision in 1903 to a group of local investors who retained much of the original layout. The street pattern of the community is influenced by the grid pattern established in the adjacent District of Columbia. However, the street grid is broken by a few diagonal and curvilinear roads that pre-date the community's settlement and follow the general topography of the area.

Eight other subdivisions were platted adjacent to the original Mount Rainier subdivision during the first decade of the 19th century. By 1910, the number of houses constructed numbered 163. Most of these residences were located close to the streetcar station in an area that also developed into a commercial center. The town was incorporated in 1910, after the population numbered over 1000. The town began a number of improvements in 1919, including the installation of a water and sewer system and the paving of streets, sidewalks, and gutters. By 1929, the town had added police and fire protection to its services.

COMMUNITY SUMMARY SHEET

Community Name: Mount Rainier

Narrative: (continued)

The size of the average building lot throughout the community was between 40 and 50 feet wide and 120 to 150 feet deep. Most houses had a setback of 15 to 20 feet from the front of the lot. The average lot costed between \$375 to \$600, making the subdivision affordable for middle-class buyers. Common housing types constructed within Mount Rainier include residences influenced by the Queen-Anne style, I-houses, Four-squares, Bungalows, Sears Mail-order houses, and vernacular forms with hipped roofs, gable-front-and-wing plans, and flat-fronts. By the 1930s, the town had expanded to its corporate limits, and most construction activity focused on infill construction of houses on empty lots.

Coinciding with a surge of Federal employees during the 1930s, numerous brick apartment buildings were built. The construction of apartment buildings continued in Mount Rainier into the 1950s. The design of early apartment buildings in Mount Rainier was influenced by the Colonial Revival and Neo-Classical styles, while later apartment structures were influenced by the International style. After World War II, numerous garden-style apartment complexes were constructed on the north and west sides of the community.

Commercial buildings in Mount Rainier have historically been centered at the streetcar station and along the Rhode Island Avenue (the path of the streetcar line). The earliest commercial buildings were two-story flat-front buildings containing commercial space on the first floor with residential space above. In the 1930s, larger mixed-use buildings were constructed along with rows of one-story storefronts. Other non-residential buildings include a gas station, theater, lodge, and churches. Mount Rainier has five 20th-century churches constructed in styles influenced by the Neo-Classical, Gothic and Romanesque Revivals.

The population of Mount Rainier reached a peak of nearly 11,000 inhabitants in the 1950s, due largely to the construction of apartment complexes. Since 1950, the population has decreased. By 1970, the number of residents had dropped by almost 2500. Since that time, development in Mount Rainier has been confined to the few remaining parcels and lots within the existing community. A large portion of the community was listed on the National Register of Historic Places on September 7, 1990.

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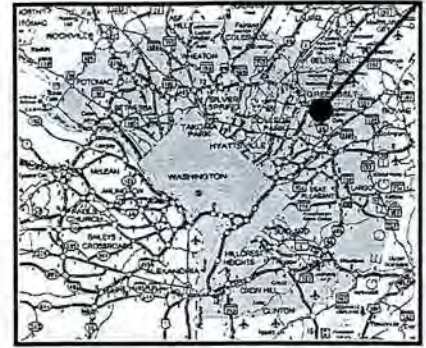
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COMMUNITY SUMMARY SHEET

Community Name: New Carrollton
City/County: Prince George's
Transportation Association: Automobile: Annapolis Road (MD 450), Baltimore-Washington Parkway, Capital Beltway



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1953

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

New Carrollton is located north of the District of Columbia in Prince George's County. The community is bounded on the north by Good Luck Road, on the east by the Capital Beltway (I-495), on the south by the right-of-way of the Pennsylvania Railroad line, and on the west by the Wildercroft subdivision.

Albert W. Turner, president of the Modern Construction Company and the developer of Lewis Heights and Hollywood, purchased a tract of land at the intersection of Annapolis Road (MD Route 450) and Riverdale Road in the early 1950s. The developers were granted a charter of incorporation prior to the construction of any houses. The first houses were constructed and sold in the City of Carrollton in 1956. By 1963, all 1800 houses in the first section of Carrollton had been sold. In addition to houses, the community contained two elementary schools, a junior high school, a swimming pool, playgrounds, and a shopping complex by 1963. The building of apartment complexes from late 1950s through the 1960s was spurred by the construction of the Baltimore-Washington Parkway in 1954 and the Capital Beltway in 1965.

Additional acreage was purchased in 1957 and developed land was annexed in 1964. In 1966, the name of the city was changed to New Carrollton to avoid confusion with two other Carrolltons in the state. A commercial center was planned at the intersection of Annapolis Road and Riverdale Road in 1969. A hotel was constructed in 1969, followed by the Carrollton Mall Shopping Center in 1973. A major addition to the commercial land use in New Carrollton was the construction of the Internal Revenue Service headquarters in 1996.

COMMUNITY SUMMARY SHEET

Community Name: New Carrollton

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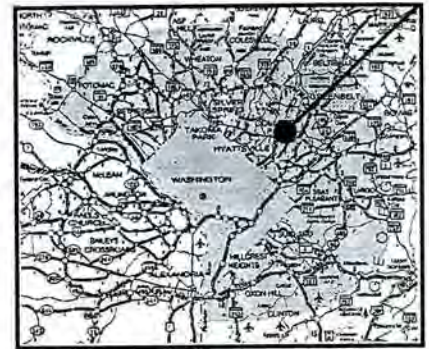
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COMMUNITY SUMMARY SHEET

Community Name: North Brentwood

City/County: Prince George's

Transportation Association: Railroad: Washington Branch of the B&O Railroad; Streetcar: City and Suburban Electric Railroad



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1891, 1924

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The municipality of North Brentwood is located north of Washington, D.C., and is surrounded by the communities of Hyattsville, Brentwood, and Cottage City. The Town of North Brentwood was incorporated in 1924, and was the first African-American municipality in Prince George's County.

The town was developed beginning in the 1890s around the Highland Station of the Washington Branch of the B & O Railroad and the Columbia & Maryland Electric Railway (which became the City & Suburban Electric Railway in 1898) which ran along Highland Avenue. Brentwood was created by Wallace A. Bartlett, a Civil War veteran, former foreman for the Government Printing Office, Patent Office examiner and inventor originally from Warsaw, New York. Captain Bartlett lived in Washington, D.C. until 1887, when he purchased 206 acres of farmland from Benjamin Holliday, which abutted the Highland subdivision. Bartlett built a farmhouse for his family on the land and, with two partners, J. Lee Adams and Samuel J. Mills, formed the Holladay Land and Improvement Company. In 1891, the Company platted a residential subdivision called "Holladay Company's Addition to Highland" on 80 acres of the Bartlett Farm. The lots were approximately 40 feet by 100 feet, and were arranged along streets forming an irregular grid of streets. The lots in the northern part of the subdivision, which eventually would become North Brentwood were smaller and were subject to flooding from a mill race (Pearl 1992, 5-8). The first lots in the northern section were purchased in 1891 by Henry Randall, an African-American man from Anne Arundel County, who built a house on Holladay Avenue (now Rhode Island Avenue). In 1894, Randall's son, Peter Randall, constructed a house next to his father's. More family members moved into the community and built homes, and the area soon became known as Randallstown.

COMMUNITY SUMMARY SHEET

Community Name: North Brentwood

Narrative (continued):

Other African-American families soon moved to the neighborhood, including the Plummer, Wallace, and Johnson families. They built two-story front-gable frame houses, as well as free-standing rowhouses. In 1898, the City and Suburban Electric Railway was completed through Randallstown. In the early 1900s, the development of Randallstown out-paced development in the southern areas also platted by Bartlett. A school and a church were built in 1904, and the Brentwood Colored Citizens Association was formed in 1907. The association helped acquire volunteers for a fire company, fire fighting equipment, a community hall, and electric lights. The town was incorporated in 1924. During this time period, larger house types such as Four-squares began to be built, as well as some commercial buildings (Denny 1997: 279-284).

The town continued to grow after incorporation. During the 1930s and 1940s, new homes were built, mostly bungalows and brick Cape Cod houses. New streets were laid out, while the existing streets were paved, extended, and renamed (Pearl 199, 61).

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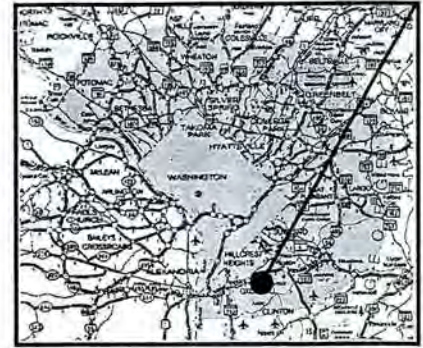
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COMMUNITY SUMMARY SHEET

Community Name: Oxon Hill

City/County: Prince George's

Transportation Association: Automobile: Indian Head Highway (MD 210), Livingston Road, Brinkley Road, and Oxon Hill Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Oxon Hill is located south of the District of Columbia in Prince George's County. Oxon Hill is the name of geographic area containing numerous subdivision developed during the 20th century. The area is roughly bounded on the north by the Capital Beltway (I-495), on the east by Rosecroft Drive, on the south by Henson Creek, and on the west by the Potomac River.

The Oxon Hill area was first settled in the 1600, with the establishment of the St. Elizabeth farm. In 1695, the land came into the ownership of Colonel John Addison who constructed a manor house on the property. Addison, being a graduate of Oxford University and acknowledging the tradition of calling graduates of the university "Oxonians," he applied the name Oxon Hill to his estate. By the 19th century, the area was still quite rural with only two small crossroads developments at the intersection of major transportation routes. Two such crossroad that appear by the late 19th century include Grimesville (later Phelps Corner) and Gilmans Corner. The settlements included churches, a few residences, and stores. By 1917, the Oxon Hill School was constructed to service the rural communities and surrounding farms. In 1929, the Oxon Hill manor house was destroyed by fire and replaced by a Georgian Revival structure. The property became a public park after the 1970s.

COMMUNITY SUMMARY SHEET

Community Name: Oxon Hill

Narrative (continued):

Intensive development of the Oxon Hill area did not begin until the 1940s and 1950s. The construction of the Indian Head Highway (MD 210) by the Federal government during World War II directed a path of development south from the District of Columbia. The main east-west routes of Oxon Hill Road and Livingston Road provided access to the north-south Indian Head Highway from numerous developments platted in the 1940s and 1950s. The construction of a trunk sewer line along the highway in the 1950s resulted in the developments of Southlawn, Kerby Hills, River Ridge Estates, and Livingston Oaks. Other development, such as Potomac Vista and Fort Foote Village, took advantage of the Potomac River waterfront. Further to the west, another 1950s subdivision called Rosecroft Park was constructed adjacent the 1940s Rosecroft Race Track.

The construction of the Broad Creek-Henson Creek trunk sewer line in the 1960s extended development east from the Indian Head Highway. The time of construction for the sewer line coincided with the nearly construction of the Capital Beltway (I-495) and a growing preference for apartment living. The construction of the Wilson Bridge Apartments and Wilson Towers coincided with the construction of the Beltway in 1964. Other apartment complexes included the Riverside Plaza, Portobello Apartments, and Brinkley House Apartments. The additional development and rise in population resulted in the construction of schools and shopping centers throughout the second half of the 20th century.

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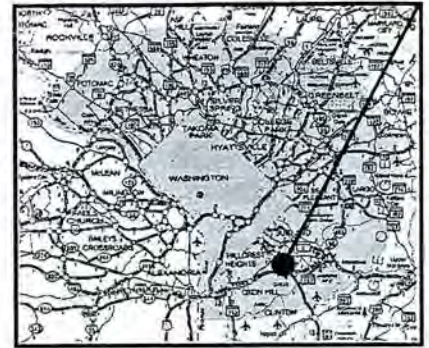
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COMMUNITY SUMMARY SHEET

Community Name: Parkland

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike, Silver Hill Road, and Pennsylvania Avenue (MD 4)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Parkland is located southeast of the District of Columbia in Prince George's County. The community is bounded on the north by District Heights, on the east by the Berkshire subdivision, on the south by Pennsylvania Avenue (MD 4), and on the west by Old Silver Hill Road.

Despite the lack of public utilities and no public transportation into the District of Columbia, several communities were established along Marlboro Pike in the early 20th century, including Parkland, Forestville, and District Heights. Parkland was developed by William A. Hitt on land purchased from Nannie Purdy in 1919. The first subdivision of Parkland was platted in 1925. The plat consisted of a triangular tract of land at the intersection of Suitland Road (now Old Silver Hill Road) and Marlboro Pike. Two new streets were platted named Maryland Avenue (now Parkland Drive) and Addison Road. Maryland Avenue was laid out along an existing farm lane. The 50-foot-wide lots fronted on all streets. In 1936, Hitt platted an addition to Parkland consisting of one street, Kentucky Avenue, connecting present-day Old Silver Hill Road with present-day Parkland Drive. By 1942, the community contained approximately 80 houses. Subsequent development of Parkland consisted of building on vacant lots along the existing roadways. The growing south end of the community was cut-off from the rest of the community in the early 1960s by the construction of Pennsylvania Avenue (MD 4). This area contained the Detwiller School and a development named Taylor Gardens. The surrounding Parkland area underwent significant changes in the second half of the 20th century, beginning with the widening of Marlboro Pike in the 1960s and followed by considerable commercial and industrial development. The community contains the Spaulding Branch of the Prince George's County Library System.

COMMUNITY SUMMARY SHEET

Community Name: Parkland

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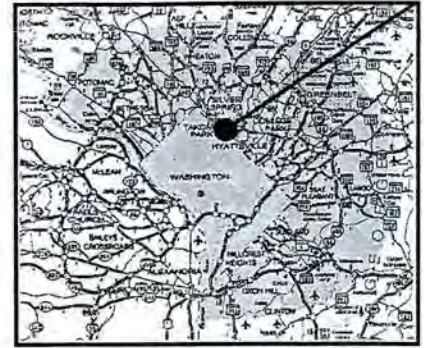
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COMMUNITY SUMMARY SHEET

Community Name: Queens Chapel Manor

City/County: Prince George's

Transportation Association: Automobile: Ager Road and Queens Chapel Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Queens Chapel Manor is located in Prince George's County, north of the District of Columbia boundary in an area known as West Hyattsville. The community is located in the northwest corner of the intersection of Queens Chapel Road and Ager Road. The subdivision was incorporated into Hyattsville in 1945.

During the early 20th century, development in the Hyattsville area was focused along the Baltimore and Ohio Railroad and the streetcar line of the City and Suburban Railway. Land to the west of this core was largely undeveloped and rural in character. In the 1930s, development spread west from the early core of Hyattsville and subdivisions such as Queens Chapel Manor, Castle Manor, Avondale and Green Meadows appeared. Developers of these subdivisions promoted the area's convenient access into the city and its established utilities supply.

Construction of the Queens Chapel Manor subdivision began in the early 1940s. By 1942, the subdivision contained eight streets forming a typical street plan for the period. The streets formed a grid pattern broken by curvilinear streets. As the community extended to the northeast during the 1940s and 1950s, the street pattern became increasingly curvilinear. The early housing stock constructed between 1941 and 1943 consisted of single-family small brick residences of 792 square feet. The size of the average house increased to 1170 square feet during the second period of

COMMUNITY SUMMARY SHEET

Community Name: Queens Chapel Manor

Narative (continued):

construction between 1946 and 1949. In the early 1950s, houses were constructed between 910-1200 square feet. The last distinctive period of construction at the northeast end of the community occurred between 1964 and 1966, resulting in houses of 1216 square feet.

On the 1942 USGS Quadrangle Map of *Washington and Vicinity*, an airport is labeled directly south of the subdivision. The Queens Chapel Airport was replaced by a drive-in theater between 1942 and 1957. This is the present location of the West Hyattsville METRO station. The Orem Junior High School was constructed at the north end of Queens Chapel Manor between 1957 and 1965. Commercial activity in Queens Chapel Manor included the Queens Chapel Shopping Center at Hamilton Road and Queens Chapel Road. Additional commercial development occurred adjacent to the north end of the community in 1963 in the form of three high-rises known as the New Town Center Federal Building.

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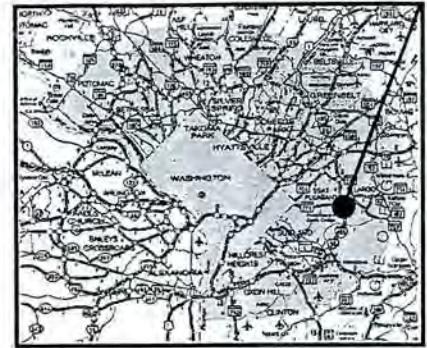
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COMMUNITY SUMMARY SHEET

Community Name: Randolph Village
City/County: Prince George's
Transportation Association: Automobile: Central Avenue



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Randolph Village is located east of the District of Columbia in Prince George's County. The community is bounded on the north by the Meadows of Manor Farm subdivision, on the east by Bright Seat Road, on the south by Central Avenue, and on the west by Summerfield Boulevard. Randolph Village was platted by Katherine and Edwin Spaulding in 1939 on land purchased from James Eslin in 1906 on the north side of Central Avenue. The 1939 subdivision plat consisted of lots fronting on Central Avenue and along two new streets parallel to Central Avenue. The west end of the subdivision had streets intersecting at 45 degree angles to the rest of the gridded streets. By 1941, when two blocks were re-subdivided by the Spauldings, several houses have been already been constructed on the lots fronting Central Avenue. Since the subdivision was not provided with public water or sewer lines, the 14,000-square-foot building lots were large enough to accommodate septic systems. In 1946 the land was sold to Henry Norair, acting as the Norair Corporation. Norair also owned land to the north of the subdivision. In 1947, the Norair Corporation submitted a plat for a minor re-subdivision of four lots, while a re-subdivision plat of 1953, redesigned the west end of the subdivision eliminating the angular streets and extending the existing grid of roads. By 1957, the community contained approximately 30 houses with the majority of those fronting on Central Avenue. Only 10 additional houses were constructed by 1965, and many of the originally planned roads were never laid out. This small community depends on neighboring towns for public services, shopping, and recreation.

COMMUNITY SUMMARY SHEET

Community Name: Randolph Village

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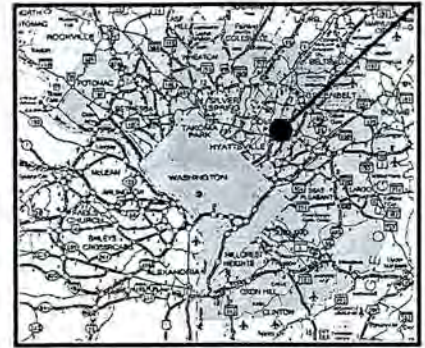
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COMMUNITY SUMMARY SHEET

Community Name: Riverdale

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad; Streetcar: City and Suburban Electric Railway ; Automobile: US Route 1



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1920

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Riverdale is located north of the District of Columbia in Prince George's County. The community is bounded on the north by College Park, on the east by Riverdale Heights, and the south by Edmonston, and on the west by University Park and Hyattsville. The town was developed by the Riverdale Park Company beginning in 1889 along the Washington Branch of the Baltimore and Ohio Railroad Company. The town was incorporated in 1920.

In 1800, Henri Joseph purchased 800 acres of land north of Blandensburg and began construction of the mansion known as Riversdale. Joseph deeded the house and land to his son-in-law George Calvert in 1804. The house and land remained in the Calvert family for three generations until sold to John Fox, president of the Riverdale Park Company in 1887. A grid pattern of streets were laid out along both sides of the Washington Line of the Baltimore and Ohio Railroad. The streets were named after presidents and other notable politicians. The community's location along the rail line and close proximity to the Baltimore-Washington Turnpike (US Route 1) made the subdivision attractive to Federal employees in Washington. Access to the city became even easier after the extension of the City and Suburban Electric Railroad through Riverdale in 1899.

Although the lot owner could construct their own house, beginning in 1891, the manager of the Riverdale Park Company was constructing four to five speculative houses each year. The company also constructed a schoolhouse in 1895. By 1900, the community contained approximately 60 houses, a church, school, railroad station, and two stores. Additional development took place between 1915 and 1925 on the west side of US

COMMUNITY SUMMARY SHEET

Community Name: Riverdale

Narrative (continued):

Route 1. Electric street lights were added in 1922, and water mains were installed in 1923. A volunteer fire department organized and constructed a station in 1924. The station was later enlarged to house the municipal offices until a new municipal facility was built in 1982. By 1929, the Riverdale Park Company was less active in construction activities and deeded several small parks and land unsuitable for development to the town.

The housing stock of Riverdale reflects its many phases of development. Victorian-era and Craftsman-style houses on large lots were constructed between 1890 and 1920, while Bungalows and wood-frame cottages on small lots were built between 1920 and 1945. After World War II a construction boom added 400 Cape Cod-style houses and ranchers.

Another large residential project in Riverdale was the Calvert Homes. This complex was constructed for workers in nearby defense industries. Located just south of College Park between US Route 1 and Edmonston Avenue, the complex consisted of one- and two-bedroom units on concrete slabs. This community was annexed into Riverdale in 1945, then closed and torn down in 1954.

Commercial properties are located at the intersection of the former streetcar line and Queensbury Road, and along US Route 1. The east side of the town is occupied by shopping center development along Kenilworth Avenue, primarily Riverdale Plaza. The town also has several parks and one school. The current school replaced an earlier school on the same site in 1978.

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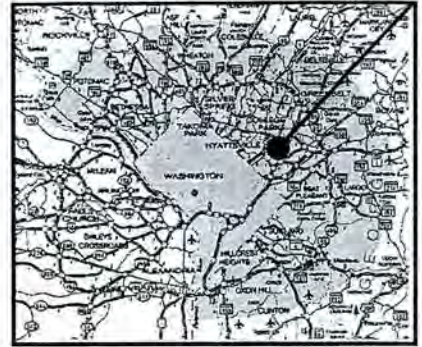
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COMMUNITY SUMMARY SHEET

Community Name: Riverdale Heights

City/County: Prince George's

Transportation Association: Automobile: Edmonston Avenue (now Kenilworth Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Riverdale Heights is located north of the District of Columbia in Prince George's County. The subdivision is bounded on the north by Greenbelt Park, on the east by the Baltimore-Washington Parkway, on the south by the East West Highway, and on the west by Riverdale. The subdivision of Riverdale Heights was developed between the late 1920s and early 1960s.

Development of this tract was spurred by its location along or close to major roadways. Suburban homebuyers in this period were purchasing automobiles and utilizing bus lines in increasing numbers, therefore, proximity to major road networks was a major enticement. Riverdale Heights is located along Edmonston Avenue, a north-south route later rebuilt as Kenilworth Avenue. This road gave residents access to Bladenburg and the Bladenburg Road into the District of Columbia. The prosperity of adjacent Riverdale and nearby Hyattsville were also factors in the development of Riverdale Heights.

By 1942, the Riverside Heights subdivision contained a fragmented grid pattern of streets and approximately 200 residences. The common building types constructed were modest brick and frame cottages and ranchers. Most of the residences in the subdivision were developer-built.

Scattered commercial properties are located along Edmonston and Kenilworth Avenues. However, the center of commercial activity is clustered around the Riverdale Plaza, just south of the community. Riverdale Heights has no recreation facilities, though the middle school in adjacent Riverdale Hills has recreational facilities.

KCI Technologies, Inc.
October 1999

COMMUNITY SUMMARY SHEET

Community Name: Riverdale Heights

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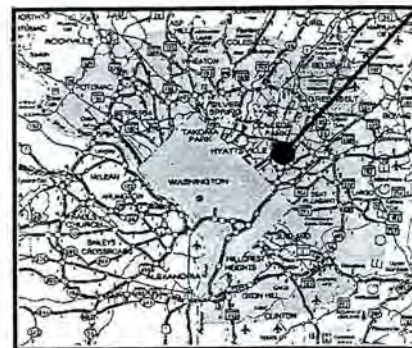
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COMMUNITY SUMMARY SHEET

Community Name: Roger's Heights

City/County: Prince George's

Transportation Association: Automobile: Edmonston Avenue (now Kenilworth Avenue)



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1938-1952

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Rogers Heights is located north of the District of Columbia in Prince George's County. The subdivision is bounded on the north by 1950s-era subdivisions, on the south and east by Bladensburg, and on the west by Edmonston. Named after one of the former owners of the land tract, Rogers Heights was developed between 1938 and 1952.

Two factors contributed largely to the selection of this tract for development. First, the subdivision was located along or close to major roadways. Suburban homebuyers in this period were purchasing automobiles and utilizing bus lines in increasing numbers, therefore, proximity to major road networks was a major enticement. Rogers Heights is located along Edmonston Avenue, a north-south route later rebuilt as Kenilworth Avenue. This road gave residents access to Bladensburg and the Bladensburg Road into the District of Columbia. Residents could also travel west on Decatur Street to the growing center of Hyattsville or access US Route 1. The second factor in the settlement of Rogers Heights was the availability of public sewer lines from Bladensburg.

By 1942, the Rogers Heights subdivision contained ten residential blocks and approximately 200 residences. The streets were laid out in a grid pattern with three roads extending east from Edmonston Avenue intersected by five north-south streets. Roads constructed between 1942 and 1957 to the east of the earlier blocks were slightly more curvilinear. The common building type constructed was the modest brick and frame ranch.

COMMUNITY SUMMARY SHEET

Community Name: Rogers Heights

Narrative: (continued)

Scattered commercial properties are located along Edmonston and Kenilworth Avenues. However, most of the retail facilities are clustered around the Riverdale Plaza, in nearby Riverdale. Rogers Heights has no recreation facilities or schools and must rely on adjacent communities for such services.

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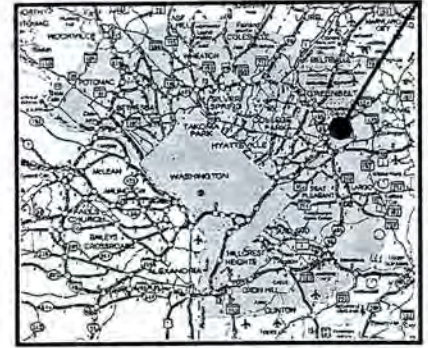
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COMMUNITY SUMMARY SHEET

Community Name: Seabrook

City/County: Prince George's

Transportation Association: Railroad: Baltimore and Potomac Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Seabrook is located northeast of the District of Columbia in Prince George's County. The community developed in direct relationship with the Washington Branch of the Baltimore and Potomac Railroad. The railroad's main branch into Washington opened in July 1872, with stations established at Glenn Dale, Seabrook, and Lanham, among others. Thomas Seabrook, an engineer for the railroad, purchased 500 acres of land in 1871 around the location of a planned station for the purpose of creating a retreat community. By 1880, a station building and three Gothic cottages had been built, followed by commercial buildings and a schoolhouse. By 1914, the community remained small with just a few buildings located at the intersection of Seabrook Road with the Baltimore and Potomac Railroad. By 1957, the community has grown to include approximately 185 houses along 10 streets. The streets were arranged in a grid pattern roughly parallel to the railroad line. The community extended from present-day Good Luck Road south to Annapolis Road. Residential development continued on vacant lots within the community throughout the 20th century, while commercial development focussed along the main roads. Commercial strip development is located along Annapolis Road and Lanham-Severn Road. The railroad station and early commercial buildings are no longer extant, though the old schoolhouse and a few of the early dwellings survive.

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COMMUNITY SUMMARY SHEET

Community Name: Seabrook

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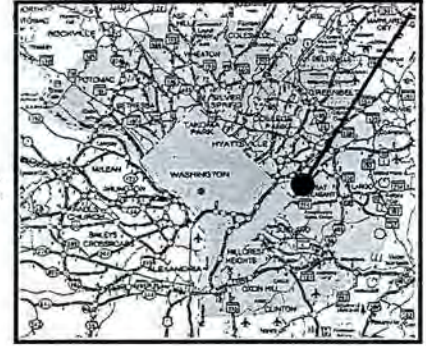
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COMMUNITY SUMMARY SHEET

Community Name: Seat Pleasant

City/County: Prince George's

Transportation Association: Railroad: Chesapeake Beach Railroad;
Streetcar: Columbia Railway Company, and the Washington,
Baltimore and Annapolis Electric Railway



Chronological/Development Periods:

- A.D. 1680-1815
- A.D. 1815-1870
- A.D. 1870-1930
- A.D. 1930-Present

specific dates (if known): 1931

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

The Town of Seat Pleasant is located in Prince George's County, adjacent to the eastern corner of the District of Columbia. The community was first platted for development in 1873, though extensive development did not occur until after the extension of the Washington, Baltimore and Annapolis Electric Railroad through the subdivision in 1908. The center of the community formed along Martin Luther King, Jr. Highway, F Street, and Addison Street. The town was incorporated in 1931.

The Seat Pleasant was developed on the dairy farm of Joseph Gregory, the farm of the Hill family, and the land of building contractor Francis Carmody, among others. In 1873, some of the land along Addison Road was subdivided into small farms and rural home sites known as Jackson's Subdivision. However, other modes of transportation had a greater impact on development in Seat Pleasant. In 1898, the Chesapeake Beach Railroad furnished a commuter service into the city in addition to excursions to the Chesapeake Bay resort area. The Columbia Railway Company operated a streetcar system that extended through Northeast Washington and terminated in Seat Pleasant at Eastern Avenue, near what is today Martin Luther King, Jr. Highway. Finally, the Washington, Baltimore and Annapolis Electric Railway passed through Seat Pleasant in 1908.

COMMUNITY SUMMARY SHEET

Community Name: Seat Pleasant

Narrative: (continued)

Seat Pleasant did not obtain its name until 1906. Prior to that year, it had been known as Chesapeake Junction. In May 1906, citizens met to consider the incorporation of their community, selected the name it bears today, and requested that a post office be established under that name.

Subdivisions were soon created, such as Seat Pleasant, Seat Pleasant Heights, Oakmont, Palmer's, Boyer's Addition, and Pleasant Hills. By 1915, two churches had been organized, and a fire department had been founded. The introduction of street lighting followed in 1918. By the community's incorporation in 1931, Seat Pleasant had a population of over 200 families, a brick school, a water company, and some sewer connections to Washington's sanitary system. The residential development of this period is characterized by Victorian-era houses and bungalows on narrow lots.

Residential construction continued through the second half of the twentieth century. After World War II, three low to moderate-income subdivisions were created on Joseph Gregory's land for returning veterans. These developments were followed by the Gregory Estates apartments in 1949 and other low-income residential developments. The right-of-way of the former Washington, Baltimore and Annapolis Electric Railway was utilized in the early 1940s for the George Palmer Highway, later renamed the Martin Luther King, Jr. Highway. During the 1960s, the African-American population of Seat Pleasant began to increase, in what had previously been an all-white community.

The fire department and municipal offices were moved to new structures on Addison Road in the mid-1960s. The METRO system was constructed in the 1980s, providing a station just outside of Seat Pleasant on Addison Road. As a result, the Addison Plaza Shopping Center was constructed on land behind the fire station and municipal building. Centrally located within the town, Goodwin Park is a community recreation facility located on Addison Road next to the former Greendale Elementary School.

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COMMUNITY SUMMARY SHEET

Community Name: Suitland

City/County: Prince George's

Transportation Association: Automobile: Suitland Road, Silver Hill Road, Suitland Parkway, Pennsylvania Avenue (MD Route 4)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods (developer planned / owner built)
- Planned Suburban Development (developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Suitland is located to the east of the District of Columbia in Prince George's County. It evolved from a rural crossroads settlement in the 19th century to a region of modern subdivisions and Federal facilities in the 20th century.

The region gained the name Suitland after the construction of a store and post office on land adjacent to S. Taylor Suit's farm of the same name. By 1878, the store and post office formed the nucleus of a small crossroads community located at the intersection of a rural lane extending west from Suit's farm (Suitland Road) and the road to Silver Hill (Silver Hill Road). The crossroads also contained a Methodist Episcopal Church and a few residences.

By 1917, Suitland Road had been extended east beyond the Suitland farm to Marlboro Pike. Along this road, east of the Silver Hill Road intersection a subdivision called Suitland Park was platted. The subdivision consisted of 45 lots between two and 11 acres in size. In the 1930s, the demand for housing close to the District of Columbia was increasing. Most of the residential subdivision in the 1930s focussed on the west side of Silver Hill Road, where water and sewer lines reached first. Despite the initial lack of utilities, many of the large parcels within Suitland Park were re-subdivided for greater density. Small subdivisions named Navy Day and Crozier Gardens were constructed in the southeast and northwest quadrants of the Suitland Road - Silver Hill Road intersection, respectively. These developments contained modest frame cottages and bungalow-style houses.

COMMUNITY SUMMARY SHEET

Community Name: Suitland

Narrative (continued):

The 1940s brought the most change to the Suitland area. The Federal government purchased 200 acres at the southwest quadrant of Suitland Road and Silver Hill Road. Upon this tract was constructed a complex of warehouses and storage buildings for the Department of the Census. In 1942, during a period of decentralization of the Federal government, the offices of the Census Bureau were moved to this location. The Census Bureau was followed by the U.S. Navy Oceanographic Office and the U.S. Navy Photo Interpretation Center. Federal government facilities in the area also included Andrews Air Force Base. In the 1940s, the Suitland Parkway was constructed.

In response to housing needs, nine acres of the Crozier Gardens development were re-subdivided into the Suitland Manor Apartments in the mid-1940s, while the Parkway Terrace Apartments were constructed in the late-1940s. The Suitland Manor Apartments are 2-story brick structures with common entrances providing access to four apartments. Construction within existing and new communities continued through the 1950s and 1960s with single-family, multi-family and apartment buildings. The building of apartment complexes was most rapid during the 1960s due to the proximity of Suitland to the District of Columbia, a surge in the popularity of garden-style apartments, influx of young couples, and influx of military personnel at Andrews Air Force Base during the Vietnam War. The extension of Pennsylvania Avenue through Suitland in the 1960s also spurred development. By 1970, apartment buildings comprised 80 percent of residential units in the Suitland area. A number of facilities have been constructed in the Suitland area during the 20th century to service the need of its residents, including several schools, a library, a nursing home, a post office, state police headquarters, and an electric utility station.

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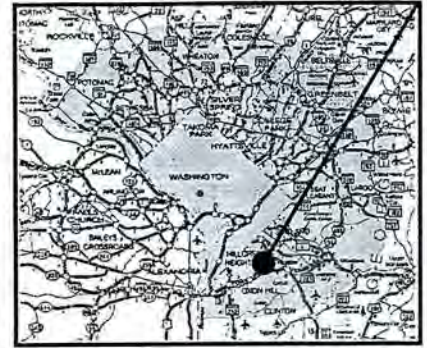
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COMMUNITY SUMMARY SHEET

Community Name: Temple Hills

City/County: Prince George's

Transportation Association: Automobile: Branch Avenue (MD 5),
Temple Hill Road, and St. Barnabas Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Temple Hills is located southeast of the District of Columbia in Prince George's County. It is bounded on the north by St. Barnabas Road, on the east by Henderson Road and Henson Creek, on the south by Brinkley Road, and on the west by the Capital Beltway (I-495) and Brinkley Overlook.

The first settlement in this area was the late-19th-century gristmill at the intersection of Temple Road (now Temple Hill Road) and Henson Creek. The Temple Post Office was established at this location between 1878 and 1886. The area remained rural with few residences in 1917. By 1942, the name of Temple Road had been changed to Temple Hill Road and a residential subdivision was under construction at the intersection of St. Barnabas Road, Hagan Road, and Temple Hill Road. Housing within the Temple Hills development was characterized by developer-built single-family houses of Cape Cod, ranch and split-level designs. Additional development occurred further south on Temple Hills Road (now adjacent to the Capital Beltway) later in the 1940s. Development of this rural area in the 1940s was spurred by the establishment of Andrews Air Force Base in nearby Camp Springs and proximity to both the District of Columbia via Branch Avenue and Federal centers in Suitland. The completion of water and sewer lines in the area in the late 1950s and early 1960s fostered additional growth.

By 1965, the Temple Hills community contained three schools (Temple Hills School, Samuel Chase School, and School of Hope) and several additional subdivisions, including Temple Hills Park, Waggaman Heights, and Broadview.

COMMUNITY SUMMARY SHEET

Community Name: Temple Hills

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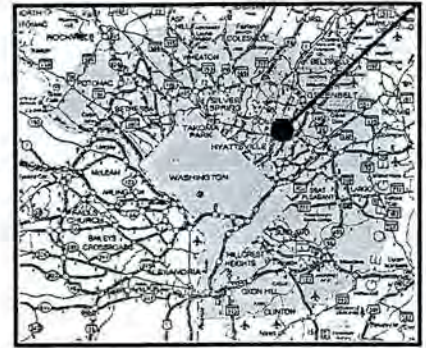
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COMMUNITY SUMMARY SHEET

Community Name: Tuxedo
City/County: Prince George's
Transportation Association: Railroad: Washington Branch of the Baltimore & Potomac Railroad (Pennsylvania Railroad)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

According to information available from historic maps, scattered settlement in Tuxedo appeared along the Baltimore & Potomac Railroad (later the Pennsylvania Railroad) by 1886. The community is bounded on the north by the Town of Cheverly, on the south and east by the John Hanson Highway (US Route 50), and on the west by the B&O Railroad line. The settlement slowly developed along three blocks adjacent to the rail line. By 1917, the community contained approximately 20 houses, one church, and one school. Tuxedo grew to include two additional blocks and a total of approximately 50 residences and a new school by 1942.

Tuxedo has remained unincorporated, but shares services with the incorporated town of Cheverly, which was developed in the early 20th century. The second school constructed in Tuxedo was called the Cheverly-Tuxedo School and opened in 1923. This school and another facility in Cheverly remained in operation until 1991. Since that time, the Cheverly-Tuxedo School has functioned as a specialty education center. Another facility shared with Cheverly was the volunteer fire department. The Tuxedo-Cheverly Fire Station was constructed in 1930. This building has since been enlarged and is now operated by Prince George's County.

Most of the land in and around Tuxedo has become industrial due to its proximity with the railroad line, the John Hanson Highway (US Route 50), and Baltimore-Washington Parkway (I-295).

COMMUNITY SUMMARY SHEET

Community Name: Tuxedo

Bibliography:

Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County*. Brentwood, Maryland: Tuxedo Press, 1997.

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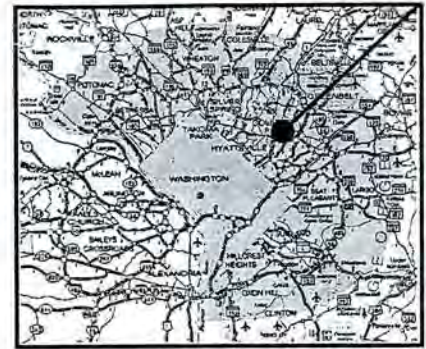
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COMMUNITY SUMMARY SHEET

Community Name: University Park
City/County: Prince George's
Transportation Association: Automobile: Baltimore Avenue (US Route 1)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known): 1936

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

University Park is located north of the District of Columbia, in Prince George's County. The town is bounded on the north by College Heights Estates, on the east by Baltimore Avenue (US Route 1), on the south by East West Highway, and on the west by Adelphi Road.

University Park was developed on land owned by the Deakins family since the mid-1700s. A house known as Deakins Hall or Bloomfield was constructed on the land in the 1820s or 1830s. The farm left the Deakins family ownership in 1923 when purchased by the University Park Company. The extension of water and sewer lines into area at that time prompted the subdivision of the Deakins tract. The developers promised a community of single-family homes without the intrusion of commercial facilities. Restrictive covenants were placed on the deeds and all house plans had to be approved by the developers. Homebuyers were attracted to University Park due to its high elevation and lush vegetation. The developers also agreed to provide streetlights and trash removal for a 10-year period, and constructed a school in the mid-1920s.

After the period of services provided by the development company expired in 1933, the citizens formed a community association to continue trash removal and street maintenance. By 1936, the responsibility of providing services for the growing subdivision proved too large for the community association and University Park was incorporated in 1936. By 1940, the community had grown to 293 houses. The size of the town nearly doubled between 1940 and 1950, with the construction of another 255 houses. Houses constructed during these periods include brick and wood-frame Bungalow-style and revival-style structures. The last building boom occurred in the late 1950s with the construction of 300 brick ranches.

COMMUNITY SUMMARY SHEET

Community Name: University Park

Narrative (continued):

Community facilities include a police department, started in 1965, a school, and a community park. The two-room company school built in the mid-1920s was converted to a residence after the county constructed a new school building in 1928. The county school remained in use, with subsequent additions, until replaced in 1978 with a modern facility. The town park was purchased in 1941, though its development was postponed by World War II. It was designed and developed in the early 1950s to include a sunken garden, trails, playground, tennis courts, and picnic area. The town remains without commercial properties.

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COMMUNITY SUMMARY SHEET

Community Name: Villa Heights
City/County: Prince George's
Transportation Association: Automobile: Landover Road and Annapolis Road (Defense Highway)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Villa Heights is located on a wedge of land between the Baltimore-Washington Parkway, Annapolis Road and Landover Road in Prince George's County. The community is located north of Cheverly, south and east of Bladensburg, and west of Landover Hills. Development in this area increased after plans for sewerage lines were authorized in 1927. In the 1930s, a fragmented grid of streets was laid out and lots sold for the construction of houses. Many of these houses were constructed in the late 1930s and early 1940s. By 1942, Villa Heights contained approximately 75 houses. Residential construction continued through the 1960s with additional residential blocks added to the west side of the original subdivision. Since the responsibility of constructing houses was left to the lot owners, the housing stock varies in style, construction material, and building siting. The most common residential form is a modest one-story single-family brick house. The residents of Villa Heights have relied on adjacent communities for facilities and services such as schools, libraries, parks, and retail outlets.

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COMMUNITY SUMMARY SHEET

Community Name: Villa Heights

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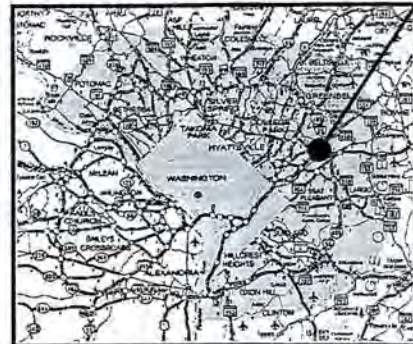
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COMMUNITY SUMMARY SHEET

Community Name: West Lanham Hills

City/County: Prince George's

Transportation Association: Automobile: Annapolis Road
(Defense Highway, MD 450)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

West Lanham Hills is located north of the District of Columbia in Prince George's County. The neighborhood is bounded by the communities of New Carrollton and Landover Hills, as well as Annapolis Road (Defense Highway MD 450), the Capital Beltway (I-495), Veterans Parkway (MD 410), and the Pennsylvania Railroad line. In the early 1940s several communities were under construction along the Annapolis Road due to the access it allowed into the District of Columbia. These other communities included Landover Hills, Radiant Valley, Landover Knolls, Landover Estates, and Bellemead.

West Lanham Hills was constructed on farmland located between Annapolis Road and the Pennsylvania Railroad. The streets of the subdivision were laid out in a grid pattern near Annapolis Road, becoming more curvilinear to the south and east. By 1942, the community was well established with approximately 180 houses. A school was constructed within the subdivision by 1957, followed by a fire station constructed in the years between 1965 and 1979. The housing stock of the development consists of developer-built brick and frame buildings in the rancher and cottage forms. Increased population and the opening of the Capital Beltway in 1964, resulted in the construction of numerous apartment buildings and complexes along Annapolis Road. Approximately 2000 apartment units had been constructed by 1970.

Commercial development in the area extends along Annapolis Road and includes the Defense Shopping Center and the West Lanham Hills Shopping Center. The community also includes the West Lanham Hills Neighborhood Park. The West Lanham Hills School has since closed, therefore, the town's students must travel to schools in adjacent communities.

KCI Technologies, Inc.
October 1999

COMMUNITY SUMMARY SHEET

Community Name: West Lanham Hills

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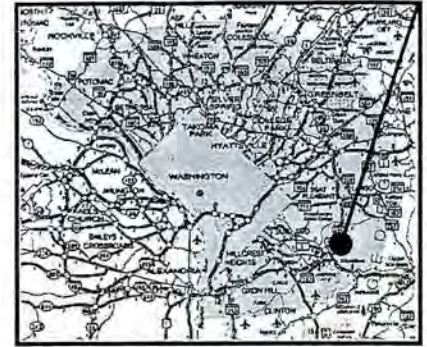
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COMMUNITY SUMMARY SHEET

Community Name: Westphalia

City/County: Prince George's

Transportation Association: Automobile: Marlboro Pike and Westphalia Road



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Westphalia is the name of a rural residential area located east of the District of Columbia in Prince George's County. The neighborhood is located east of the Capital Beltway (I-495) and north of Marlboro Pike. Westphalia was the name applied to a 500-acre farm estate owned by the Burgess family in the 17th century on the north side of present-day Westphalia Road.

The area remained agricultural in use until the end of World War II. Despite a housing crisis and the rapid development of surrounding communities, Westphalia remained rural in character. When two small subdivisions were constructed during the 1940s, homeowners depended on private wells and septic systems, despite unsuitable soil conditions for the use of septic systems. Both Chester Grove and Little Washington were constructed in the 1940s. Chester Grove is located on the north side of Westphalia Road and consists of a curvilinear street pattern, while Little Washington is a grid of streets located at the intersection of D'Arcy and Sansbury Roads. Together the two communities total 150 residences. The Chester Grove community has a variety of housing styles and construction dates reflecting the practice of selling unimproved lots for the owners to construct their own houses. In contrast, Little Washington is more homogeneous in style and construction date. A third subdivision, Westphalia Estates, was constructed in the early 1960s. A total of 75 brick ranch and split-level style houses were constructed in this subdivision.

COMMUNITY SUMMARY SHEET

Community Name: Westphalia

Narrative (continued):

The Westphalia area contains one school, the Arrowhead Elementary School, on Sansbury Road near the Little Washington community. The community also contains the Westphalia Neighborhood Park, established on the north side of Westphalia Road. Another use in the neighborhood by the 1970s included the 20-acre site of the Institute for Carpenters and Joiners at the intersection of Westphalia Road and Mellwood Road. Also located along Mellwood Road is the German Orphanage Home on a 68-acre farmsite. The private organization was founded in the District of Columbia in 1879 and moved to its present location in the 1950s.

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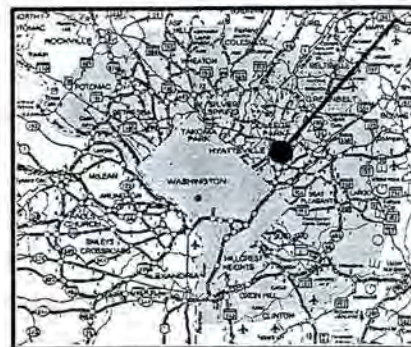
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COMMUNITY SUMMARY SHEET

Community Name: Whiteley
City/County: Prince George's
Transportation Association: Streetcar: Washington, Spa Spring and Greta Railroad



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Based upon available information, including historic maps, Whiteley was first settled by 1914. Located north of the District of Columbia in Prince George's County, the neighborhood is bounded on the north and east by Rogers Heights, on the south by Bladensburg, and on the west by Kenilworth Avenue (MD 210) and Edmonston. On the 1914 USGS *Map of Prince George's County*, Whiteley appears as a few scattered houses at the intersection of Edmonston Road and Decatur Street. The Washington, Spa Spring and Greta Railway followed the alignment of Edmonston Road. Decatur Street extends east from Hyattsville through Edmonston and crosses the Northeast Branch of the Anacostia River before terminating approximately 700 feet east of Edmonston Road. It is around this terminus that Whiteley developed.

This area is labeled on a 1917 map as Wasena Park and consists of three dead-end roads, including Decatur Street, extending southeast from Edmonston Road. Approximately 10 structures are located along the three streets in 1917. No additional development had occurred along these streets by 1936. However, between 1936 and 1942 approximately 65 structures had been built and a fourth street had been added. The streets share the same names and alignments as roads within the adjacent community of Edmonston, though they were never joined and are now separated by Kenilworth Avenue (MD 210). The streets within Whiteley are named, from north to south, Decatur Street, Chesapeake Road, Crittenden Street and Buchanan Street.

COMMUNITY SUMMARY SHEET

Community Name: Whiteley

Narrative: (continued)

The community name of Whiteley appears for the first time on the 1957 USGS Quadrangle map. By 1957, the subdivision of Rogers Heights had surrounded Whiteley to the north and south and Chesapeake Road was extended to connect with Rogers Heights. Between 1957 and 1965, Buchanan Street was extended into Bladensburg. The community has not expanded in size since 1965.

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COMMUNITY SUMMARY SHEET

Community Name: Wildercroft
City/County: Prince George's
Transportation Association:
Baltimore-Washington Parkway

Automobile: Riverdale Road,



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
(developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Wildercroft is located north of the District of Columbia in Prince George's County. The community is bounded on the north by Good Luck Road, on the east by New Carrollton, on the south by Riverdale Road, and on the west by the Baltimore-Washington Parkway.

Wildercroft was subdivided in the early 20th century on land extending between Good Luck Road and Riverdale Road. Scattered residences were constructed on large lots without the service of water or sewer lines. By 1917, only six residences had been constructed along present-day Auburn Avenue. Between 1917 and 1944, residential construction had spread to the east and west of Auburn Avenue along present-day 3rd Street, Oakland Avenue, and Chestnut Avenue. The community had approximately 55 residences, a church, and a school. After the completion of the Baltimore-Washington Parkway along the west side of Wildercroft, many of the larger residential lots were re-subdivided into smaller lots for additional housing. The southern portion of the Wildercroft subdivision along Riverdale Road was developed for several garden apartment complexes in the 1960s. The Prince Georgetown Apartments were constructed in 1963, followed by the Fernwood Gardens and Chestnut Ridge in 1966. Residents rely on nearby communities for public services, education facilities, and retail establishments.

COMMUNITY SUMMARY SHEET

Community Name: Wildercroft

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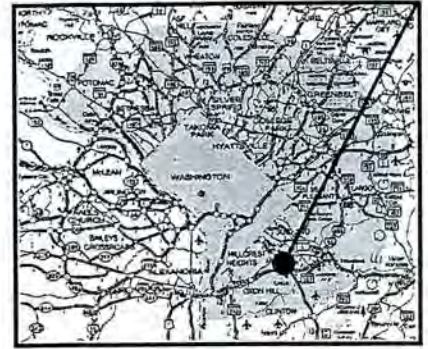
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COMMUNITY SUMMARY SHEET

Community Name: Woods Corner
City/County: Prince George's
Transportation Association: Automobile: Branch Avenue (MD 5)



Chronological/Development Periods:

- A.D. 1680-1815
 - A.D. 1815-1870
 - A.D. 1870-1930
 - A.D. 1930-Present
- specific dates (if known):

Residential Property Types:

- Unplanned Suburban Neighborhoods
- Planned Suburban Neighborhoods
developer planned / owner built)
- Planned Suburban Development
(developer planned and built)

Non-residential Property Types:

- Commercial and Industrial Properties
- Community Buildings
- Recreation/Conservation Areas
- Not Applicable

Associated International/National Trends:

- early suburbs/Picturesque Movement
- Elite suburb planning
- Industrial town planning
- post-World War I
- WPA housing
- post-World War II

Associated Local/Regional Trends:

- retreat for wealthy
- expanding industry
- returning veterans
- expanding government (post-Civil War)
- expanding government (post-WW II)
- expansion of existing communities
- association with transportation mode

Narrative:

Woods Corner is located south of the District of Columbia in Prince George's County. The community evolved from a crossroads settlement at the intersection of Branch Avenue (MD 5) and Auth Road to a small subdivision by the 1950s. Development was attracted to this area in the 1940s and 1950s, due to the construction of Andrews Air Force Base in Camps Springs, and the proximity of the region to the District of Columbia. The installation of water and sewer lines into the area in the late 1950s and early 1960s, promoted additional growth.

The name of Woods Corner was first applied to the crossroads settlement in 1942. Prior to this time only a few scattered buildings were located along the length of Branch Avenue and at its unmarked intersection with Auth Road. By 1942, four streets had been laid out in a grid pattern north of Auth Road and west of Branch Avenue. Approximately 12 houses existed along those streets at that time. In 1956, the community contained approximately 35 houses and had extended west to connect with the subdivision of Broadview. The land between the two communities was used as a gravel pit. The two communities were further separated by the construction of the Capital Beltway through the gravel pit in 1964. By 1965, the community of Woods Corner was located in the northwest quadrant of the Capital Beltway – Branch Avenue (MD 5) interchange and included approximately 80 houses.

Community facilities, such as schools, are located in adjacent communities and retail facilities include numerous shopping centers constructed along Branch Avenue (MD 5) during the second half of the 20th century.

COMMUNITY SUMMARY SHEET

Community Name: Woods Corner

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