



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

SUBJECT: Prince George's County Historic Sites and Districts Plan
Staff Draft

DATE: October 14, 2009

City staff has reviewed the M-NCPPC Staff Draft of the Historic Sites and Districts Plan for recommendations affecting Bowie. The Staff Draft is out for public comment until October 23, 2009, prior to the document being printed and officially released for public comment as part of the formal plan review process.

Although the Plan mentions 16 specific properties located within the City (see Attachment #1), there is only one (1) new property proposed for Historic Site designation in the City: the Colbert Family Farm Site on Race Track Road (previously proposed for development as part of the Colt's Neck subdivision). The attached analysis from the M-NCPPC Subdivision Section's staff report on Colt's Neck describes the historical significance of the Colbert Farm in great detail (see Attachment #2). As Council is aware, M-NCPPC has indicated an interest in purchasing the Colt's Neck property for preservation and the Prince George's County Planning Board put the property in reservation when it reviewed the subdivision proposal earlier this year. City Council is on record supporting the acquisition of the property by M-NCPPC; therefore, the City should support the inclusion of the Colbert Family Farm Site in the Historic Sites and Districts Plan.

The Draft Historic Sites and Districts Plan also proposes one (1) new Historic Resource, the Magruder-Bell House, located at the southwest corner of Chestnut Avenue and 11th Street in Old Town Bowie. Background information about the Magruder-Bell House is attached (see Attachment #3). This property, located across the street from the Old Town Bowie Grille, is owned by Mr. Robert Thompson, owner of the restaurant. Mr. Thompson is currently opposed to designation of his property as a Historic Resource.

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trough ♦ Geraldine Valentino-Smith **CITY MANAGER** David J. Deutsch
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Memo to City Council re: Staff Draft HSDP

A **Historic Resource** is defined in the County Code as:

An area of land, building, structure, or object, or a group or combination thereof, including appurtenances and environmental setting, which may be significant in national, state, or local history, architecture, archaeology, or culture. Historic resources, designated as such on the master plan for historic preservation, are considered unclassified and shall not be subject to requirements for Historic Area Work Permits or prevention of demolition by neglect until reviewed under the provisions of Division 6 of this Subtitle (Subtitle 29. Preservation of Historic Resources).

Properties that are **Historic Sites** are defined as:

Any individual historic resource that is significant and contributes to historical, architectural, archaeological, or cultural values which has been so classified in the master plan for historic preservation.

The difference between designation as a Historic Site and a Historic Resource is significant. A Historic Resource is simply a documented property that may be eligible to be designated as a Historic Site if certain criteria are met. A Historic Site is one which carries with it very specific limitations on future alterations and a standing obligation for property maintenance. Historic Sites cannot be altered without approval of a Historic Area Work Permit issued by the County's Historic Preservation Commission (HPC).

During the review of the Bowie and Vicinity Area Master Plan, designation of historic properties without the owners' consent became a major issue. At the public hearing on the Master Plan in 2005, the City expressly opposed such designations. Consistent with this policy, it is recommended that the City send a letter opposing the designation of the Magruder-Bell House as a Historic Resource.

The Staff Draft also proposes to designate Old Town Bowie as a Historic Community, a designation that simply reflects the windshield surveying of a specific community for its historical assets. There are no regulations or obligations imposed as a result of this designation. A total of 57 communities in Prince George's County are documented as Historic Communities. A description and map of Old Town Bowie from the Staff Draft are attached (see Attachment #4).

Recommendation

It is recommended that the City send a letter supporting the Staff Draft in general, but opposing the designation of the Magruder-Bell House in Old Town Bowie as a Historic Resource.

Attachment #1	-	Listing of Bowie Properties in Draft HSDP
Attachment #2	-	Background on Colbert Family Farm Site
Attachment #3	-	Background on Magruder-Bell House
Attachment #4	-	Old Town Bowie Historic Community Information

City of Bowie

HC	71B-002	Huntington/Bowie
HS	71B-002-01	Straining House
HS	71B-002-03	Ryon House
HS ε	71B-002-05	Saint James Episcopal Church
HS ε	71B-002-08	Harmon-Phelps House
HS NR E	71B-002-09	Bowie Railroad Buildings
	71B-002-21	<i>Magruder-Bell House</i>
HS	71B-002-23	Knights of Saint John Meeting Hall
HS NR	71B-003	Williams Plains
HS NR E	71B-004	Belair Mansion & Cemetery
HS NR E	71B-005	Belair Stable
	71B-006	Enfield Chase Site
HS	71B-007	Mitchellville Store Site & Storekeepers House
	71B-008	Mitchell Cemetery
HS ε	71B-015	Fair Running
HS NR ε	71B-016	Melford, Outbuildings & Cemetery
HS	71B-019	Colbert Family Farm Site <i>Proposed</i>

PA 72 SEAT PLEASANT, FAIRMOUNT HEIGHTS

HS	72-001	Wilson Station Railroad Tower
HS NR	72-002	Beall's Pleasure
HS ε	72-004	Waring's Grove
HS NR	72-005	Ridgely Methodist Church & Cemetery
HS	72-006	Carmody House
HC	72-007	Seat Pleasant
HS	72-007-01	Old Saint Margaret's Roman Catholic Church
HS NR E	72-008	Addison Chapel & Cemetery
HC	72-009	Fairmount Heights

Historic Districts Plan - Colbert Family Farm Site, Race Track Road

From MNCPPC Technical Staff Report, April 16, 2009
Colt's Neck Conservation Subdivision (Preliminary Plan 4-08056)

located within 50 feet of the planned extent of grading activity or other soil disturbance field staked or otherwise protected. Required protective measures must be field Attachment 2
Health Department prior to approval of any grading or building permit application with Subtitle 22 of the Prince George's County Code, the sewage disposal area for each lot is sized to accommodate a specified sewage flow based on the size and use of the proposed building for that lot. Any change in the projected sewage flow or change to the designated sewage disposal area may require additional percolation testing. The detailed information on the sewage disposal limitations applicable to the proposed lots may be obtained from the Prince George's County Health Department, Division of Environmental Health.

13. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that a fee-in-lieu of on-site stormwater management is required. The preliminary plan has been reviewed to ensure that the development of this property will not result in on-site or downstream flooding. A Stormwater Management Concept Plan, 40470-2007-00, has been approved with conditions. Development must be in accordance with this approved plan and any subsequent revisions.

14. **Historic**—A Phase I archeological survey was requested on the property through a previous Preliminary Plan of Subdivision (4-08025). Phase I investigations were conducted on the Colt's Neck property in July 2008. One archeological site, 18PR950, has been identified on the northern portion of the Colt's Neck property primarily on proposed Lot 3, with a small portion extending onto proposed Lot 4. Seventy-one artifacts were recovered, including one prehistoric flake, and 70 historic/modern artifacts. A majority of the historic artifacts dated from the late 19th to early 20th century, although some mid-19th century artifacts were also found. The portion of the archeological site identified within proposed Lot 4 is composed of sloping terrain that includes a sparse artifact scatter which is likely the result of long-term erosion rather than primary deposition, and not recommended to be placed in an easement.

Archival research indicates that an eight-acre parcel was purchased by three African-American brothers, Joseph Calvert, James H. Calvert, and William T. Calvert from Joshua T. Clarke in 1874. The brothers later changed the spelling of their last name to Colbert. James H. and William T. Colbert sold their interest in the eight-acre tract to Joseph Colbert in 1891. Joseph Colbert added a 12-acre parcel to his holdings in 1900 and 67 $\frac{3}{4}$ acres in 1902, for a total of 87 $\frac{3}{4}$ acres. Joseph and Harriet Colbert deeded the right-of-way through the southern edge of their property to the Washington and Annapolis Electric Railway in 1901 (now the WB&A Trail). Census records show that Joseph Colbert worked as a railroad laborer probably on either the Washington Branch or the Popes Creek Line of the Baltimore and Potomac Railroad. Joseph Colbert and his wife, Harriet, both died in 1917 and were buried in the Ascension Roman Catholic Church, located just a few miles west of the Colt's Neck property. The Colt's Neck property presumably passed to Joseph and Harriet's seven children, Cecelia Harrison, Serena Fletcher, William Colbert, Joseph Colbert, Abraham Colbert, Elizabeth Wilson, and Louise Colbert. The 1920 Census indicates that Abraham, Cecelia, and Louise Colbert continued to live in their parents' house. By 1930, William Colbert and his family were living on the Colbert property, along with his sister, Louise Colbert.

In 1945, several of the Colbert heirs apparently wanted to sell their parents' land and S. Marvin Peach was appointed as trustee to sell the property and divide the proceeds. The original Colbert home may have burned down, as many burned artifacts were recovered in the archeological excavations. William L. and Gladys Yingling purchased the 87 $\frac{3}{4}$ -acre Colbert farm in June 1946. The Yinglings built the current house on the property (proposed Lot 3) in c.1947 and sold off several smaller parcels next to Race Track Road. Because few archeological sites owned and occupied by African Americans soon after the Civil War have been identified in Prince George's

County, Phase II investigations were requested on site 18PR950 to better define the limits of the site, evaluate its integrity, and determine its date of occupation. Phase II investigations were conducted on site 18PR950 in September and December 2008.

Close-interval shovel testing was conducted across the site and eight 1m-x-1m test units were excavated. The remains of a house foundation, consisting of local limonite, were found in three of the test units on the southwestern portion of the site next to the current entrance road into the property. A building appears at that location in the 1938 aerial photograph. Other test units were placed in areas where high concentrations of artifacts were found in the shovel test pit survey. The edge of a gravel road visible in the 1938 aerial photograph was identified in another test unit and deep fills were noted in the test units placed at the northern end of the site. A dense artifact scatter was identified around the existing house foundation on proposed Lot 3 and to the east where another possible building appears in the 1938 aerial photograph. The artifact scatter is less dense in the northern portion of the site in areas that appear to have been plowed.

Archeological site 18PR950 has been determined to be potentially eligible for listing in the National Register of Historic Places under Criterion D—sites that have yielded, or may be likely to yield, information important in prehistory or history. Site 18PR950 represents a rare type of archeological site in Prince George's County and contains intact cultural features that could shed light on the lives of an African-American family after the Civil War. Historical records indicate the Calverts/Colberts were free blacks in the ante-bellum period and may have been living at site 18PR950 in the mid-19th century. The focus of archeological site 18PR950 is that area located on proposed Lot 3; the standing structures on the property post-date the period of significance for the archeological site and are identified as noncontributing resources.

Archeological site 18PR950 is historically and culturally significant under County Code Section 29-104(1)(A)(i)—it has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the County, State, or Nation, and Section 29-104(1)(A)(iv)—it exemplifies the cultural, economic, social, political, or historic heritage of the County and its communities. The period of significance for the archeological site relates directly to the occupancy of the property by the Calvert/Colbert family from at least 1874 until 1946, when the property was sold out of the family.

If the property is acquired by the Department of Parks and Recreation for use as open space and to provide a connection to a nearby trail, there will be an expectation of public access and interpretation. In this circumstance there will be no impact from adjacent new development from within the publicly held parcel.

The applicant's proposal to subdivide the subject property into nine single-family lots will have no impact on the character of the archeological site to be included within proposed Lot 3. The archeological site will remain undisturbed and there will be no expectation of public access on a private lot. Therefore, staff concludes that even the siting of new houses will not impact the character of the subterranean archeological features on proposed Lot 3.

At its February 17, 2009 meeting, the Historic Preservation Commission (HPC) reviewed staff recommendations regarding the significance of archeological site 18PR950 and its associated environmental setting of 3.19 acres (also identified as proposed Lot 3, Colt's Neck Property) as a Prince George's County historic site. Staff recommended that the property, identified as the Colbert Family Farm Site, should be recommended for designation as a historic site based on two criteria:

- a. As the location of an African-American household whose occupants participated in the agricultural economy, as well as the development of new transportation systems (the railroad), site 18PR950 has interest and value as part of the development and heritage of the County, near the town of Bowie (County Code Section 29-104(1)(A)(i)).
- b. As an excellent example of a post-Civil War African-American household that contributed to the racially-mixed population of professionals, craftsmen, and laborers that comprised the town of Bowie, site 18PR950 exemplifies the economic, social, and historical heritage of the County in its late-nineteenth and early-20th century communities (County Code Section 29-104(1)(A)(i)).

The mid-twentieth century standing structures within the Colbert Family Farm Site are outside of the property's period of significance and are identified as noncontributing resources.

The applicant has agreed that the archeological site, 18PR950, is to be preserved in place within proposed Lot 3 and staff concludes that no further archeological investigation is necessary at this time.

Because the property is not included in the inventory of historic resources associated with the Historic Sites and Districts Plan, an HPC recommendation to designate the property would be included as a recommendation in the Historic Sites and Districts Plan amendment, and that the designation would be final with District Council approval of the plan expected in April 2010.

15. **The Historic Preservation Commission (HPC)**—At the February 17, 2009 Historic Preservation Commission meeting, the HPC discussed the importance of archeological site 18PR950 as a post-bellum African-American site with a significant association with a single family that occupied the property for at least 75 years. Testimony was heard from both the applicant and representatives of the Prince George's County Department of Parks and Recreation, both of which were supportive of staff recommendations and the preservation of the archeological site. In its discussion, HPC stated a preference that, if possible, the property should be acquired by the Department of Parks and Recreation for public use.

The HPC voted 9–0 in favor of the recommended designation of archeological site 18PR950, the Colbert Family Farm Site, and its environmental setting of 3.19 acres (also known as proposed Lot 3, Colt's Neck property) as a historic site according to the procedures outlined in the Planning Board's "Guidelines for Archeological Review." The action of the HPC will be reflected in the Historic Sites and Districts Plan and the archeological site will become a historic site upon the District Council's approval of the plan, expected in April 2010.

In addition, HPC recommends conditions to the Planning Board for its review of Preliminary Plan 4-08056. Those conditions have been included in full in the Recommendation section of this report and are consistent with the Planning Board's "Guidelines for Archeological Review." The conditions provide notice to the future homeowners that if Lot 3 is designated a historic site, any modifications to the environmental setting would be subject to the historic area work permit (HAWP) application process. The recommended conditions, in accordance with the guidelines (Section IV.C), are designed to ensure the preservation of the character of the archeological site by limiting the location of new development within Lot 3 to an area that will not impact archeological site 18PR950, requires an archeological easement, and provides for interpretive measures and fencing around the historic site.

These recommendations are consistent with the Planning Board's guidelines, Section C. Phase III Requirements, specifically:

Preservation in place is generally preferable for archeological sites with high interpretive value, and is encouraged by the Prince George's County Planning Board. The Planning Board may utilize preservation easements or conservation agreements and bonding as ways to preserve significant archeological sites in perpetuity and provide interpretation. If preservation in place is possible: Preservation treatments should incorporate measures to protect the archeological property from natural deterioration, vandalism, and other potential impacts as appropriate. Appropriate preservation-in-place measures include avoidance, protection, and/or historic preservation easements/covenants. An example of an easement agreement is available from Historic Preservation staff.

The objective of preservation-in-place treatment is to safeguard the resource for future research, interpretation, and appreciation. If preservation in place is chosen, the archeological site may be eligible to be listed as a historic site on the Prince George's County Inventory of Historic Resources through an amendment to the Historic Sites and Districts Plan, or to an area master plan or sector plan.

and Section 24-121(a)(18) of the Subdivision Regulations which states:

Significant archeological sites identified in accordance with the Planning Board Guidelines for Archeological Review should be preserved in place, to the extent practicable and should be interpreted as appropriate.

16. **Public Utility Easement (PUE)**—In accordance with Subdivision Regulations, Section 24-128(b)(12) for private roads, and Section 24-122(a) when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the record plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The preliminary plan of subdivision correctly delineates a 10-foot public utility easement (PUE) along the public and private rights-of-way as requested by the utility companies.

17. **Water and Sewer Categories**—The adopted 2008 Water and Sewer Plan designates this property in water and sewer Category 6, outside the sewer envelope and in the Rural Tier. Category 6 designates the property to be developed on individual well and septic systems as discussed above in the Health Department section of this report. The 2002 approved General Plan recommends the prohibition of water and sewer extensions into the Rural Tier.

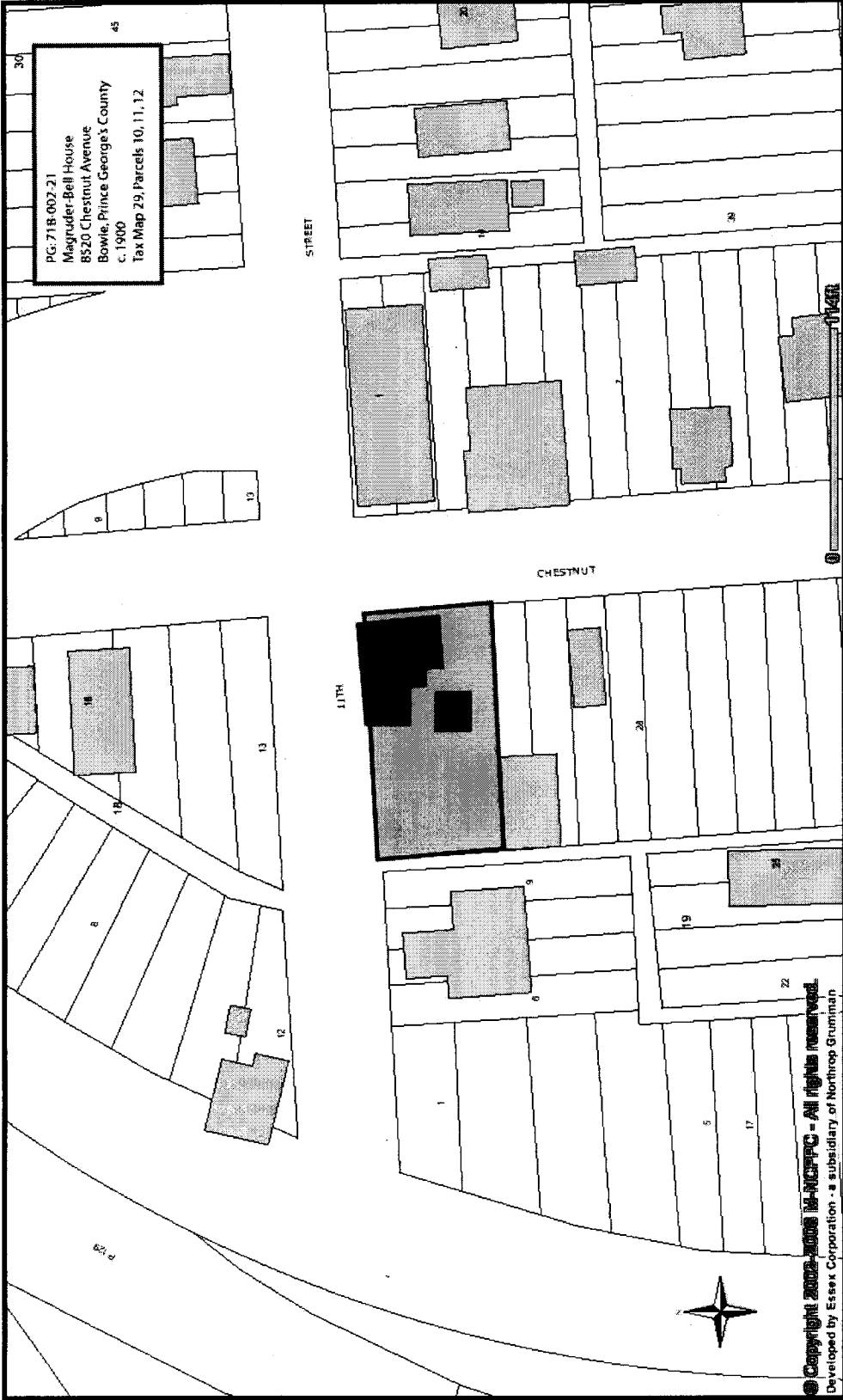
Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

18. **City of Bowie**—On July 7, 2008, the Bowie City Council conducted a public hearing on Preliminary Plan of Subdivision 4-08025, Colt's Neck. At the conclusion of the hearing, the City Council voted unanimously to recommend approval of Preliminary Plan of Subdivision 4-08025

CAPSULE SUMMARY**PG: 71B-002-21****Magruder-Bell House****8520 Chestnut Avenue****Bowie, Prince George's County, Maryland****c. 1900****Private**

The Magruder-Bell House was constructed c. 1900 at 8520 Chestnut Avenue in Bowie, Maryland. Bowie, a mid-nineteenth-century railroad community, was platted in 1869 by Benjamin M. Plumb. The construction of an important railroad junction by the Baltimore and Potomac Railroad Company provided the impetus for the development of Huntington City (now Bowie). The area grew quickly and was an economically and racially diverse community with an assortment of commercial and domestic buildings. It is probable that this dwelling, which has an American Foursquare form, was constructed c. 1900 during a later phase of development. From 1907 to 1913, the Magruder-Bell House was owned by M. Hampton Magruder, a prominent lawyer from a well-known Prince George's County family. Magruder was also associated with the House of Reformation (PG: 82A-019) located in Cheltenham, Maryland. The J. Guy Bell family owned the property from 1915 until 1955 and expanded the parcel with the purchase of Lot 12 in 1935. Robert Joseph Thompson and Theresa Thompson, the current owners, purchased the property in October 2007. The Magruder-Bell House still retains sufficient integrity to convey its significance as a single-family dwelling constructed in Bowie at the turn of the twentieth century.

Constructed c. 1900, this two-story, two-bay, Colonial Revival-style dwelling has an American Four-Square form. The wood-frame dwelling is clad with aluminum siding, which has replaced the original wood weatherboard siding. It is set on a solid parged concrete foundation. A hip roof covered with asphalt shingles caps the dwelling and is pierced by a central-interior brick chimney with a corbeled cap. The roof is finished with overhanging eaves and a boxed cornice. The main block is fenestrated with 1/1, vinyl-sash windows with vinyl-clad surrounds.






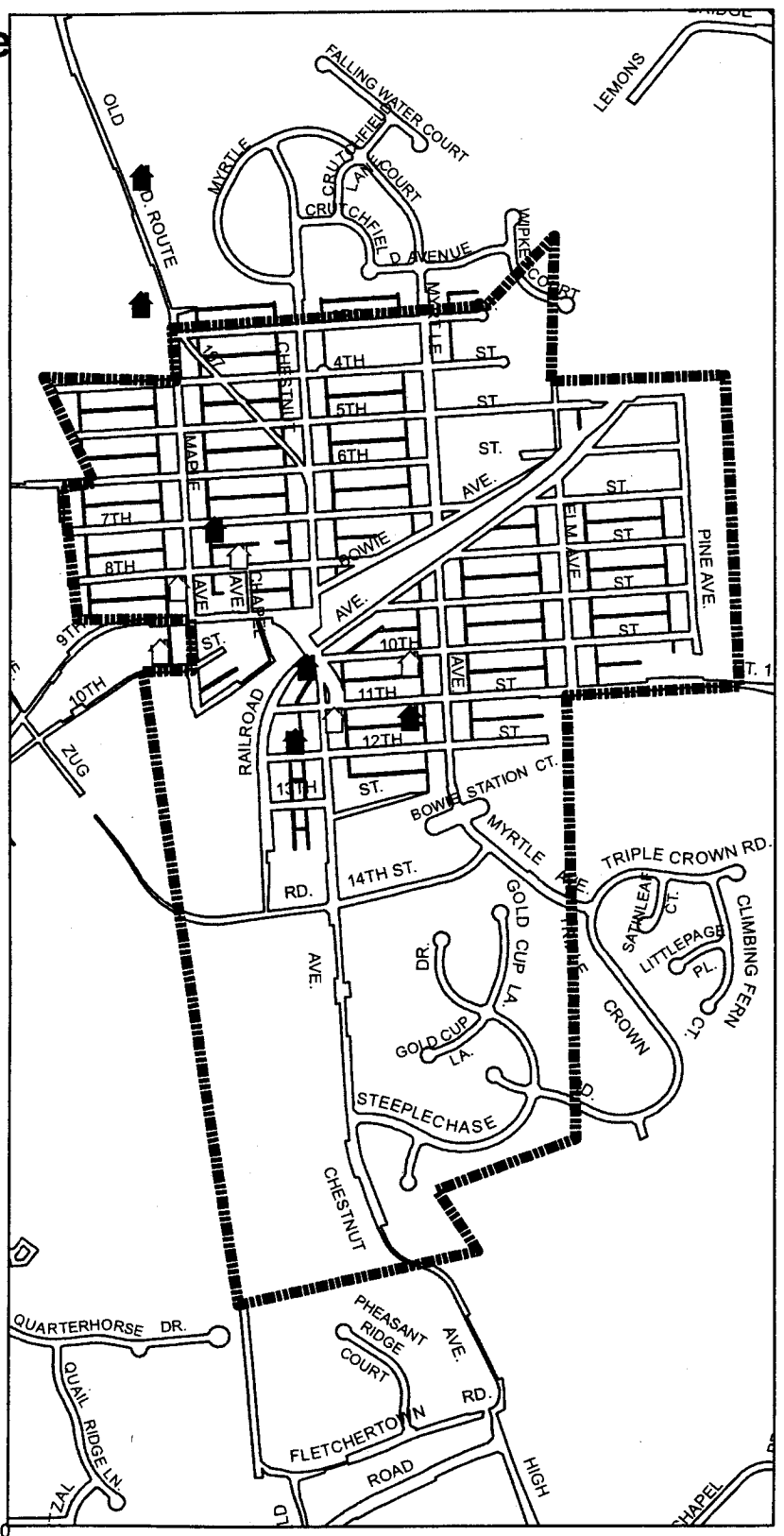
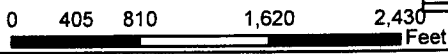
PG: 718-002-21
 Magruder-Bell House
 8520 Chestnut Avenue
 Bowie, Prince George's County
 c. 1900
 Tax Map 29, Parcels 10, 11, 12

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 Developed by Essex Corporation - a subsidiary of Northrop Grumman

Huntington/Bowie (71B-002)

Legend

-  Huntington/Bowie Survey
-  Historic Resource
-  Historic Site



the community petitioned to have a school constructed in the area. In 1921, the Prince George's County Board of Education recommended constructing one school to serve the residents of both Fletchertown and Duckettsville, another small African-American village on the outskirts of Bowie. Both communities protested and the Board of Education eventually relented, allowing each village to have its own school. The Fletchertown Elementary School was funded by bonds and the Rosenwald Fund. The one-room schoolhouse finally opened in 1922 and served up to 50 children at a time through grade seven. In 1952, the Board of Education sold the schoolhouse for \$1200 and it was subsequently converted into a private residence. The schoolhouse is no longer extant.

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

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

Huntington/Bowie (71B-002)

MAP AT END OF THIS APPENDIX

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

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

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

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

area, and rehabilitated the buildings for use as a museum. Suburban growth began to expand into the Huntington area in the late twentieth century and early twenty-first century.

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

Seat Pleasant (72-007)

MAP AT END OF THIS APPENDIX

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

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

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

DRAFT

October 20, 2009

Mr. Chris A. Wilson
The Maryland-National Capital Park and
Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Historic Sites and Districts Plan (HSDP)
Staff Draft

Dear Mr. Wilson:

The Bowie City Council has reviewed the Staff Draft of the Historic Sites and Districts Plan (HSDP) and we wish to commend you for the very impressive compilation of goals, policies and strategies that have been set forth to guide Prince George's County in its historic preservation efforts. The City is very supportive of the work of the Commission to preserve the County's diverse heritage and history. These key policies will greatly assist the County by directing future actions in a constructive manner. Your actions to document the County's historical assets, such as surveying of Old Town Bowie as a Historic Community, help to reinforce the identity of our community. Because of its convincing historic, recreational and archaeological value, the City Council supports the designation of the Colbert Family Farm Site (71B-019) on Race Track Road as a new Historic Site. We are heartened to see the Commission taking an active interest in acquiring the property for public use, and we encourage you to do so as soon as possible.

The City Council has only one other property-specific recommendation on the Staff Draft. During the review of the Bowie and Vicinity Area Master Plan, designation of historic properties without the owners' consent became a major issue. At the public hearing on the Master Plan in 2005, the City expressly opposed such designations. Consistent with this policy, the City Council is opposed to the designation of the Magruder-Bell House (71B-002-21) as a Historic Resource, because the property owner, Mr. Robert Thompson, does not wish to have his property included in the HSDP.

We ask that you seriously consider this issue and remove the Magruder-Bell House from the HSDP prior to the publication of the Preliminary Plan. Thank you for the opportunity to review and make recommendations on the Staff Draft.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor