

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Buildings

Historic Environment: Suburban

Historic Function(s) and Use(s): Residential

Known Design Source: None

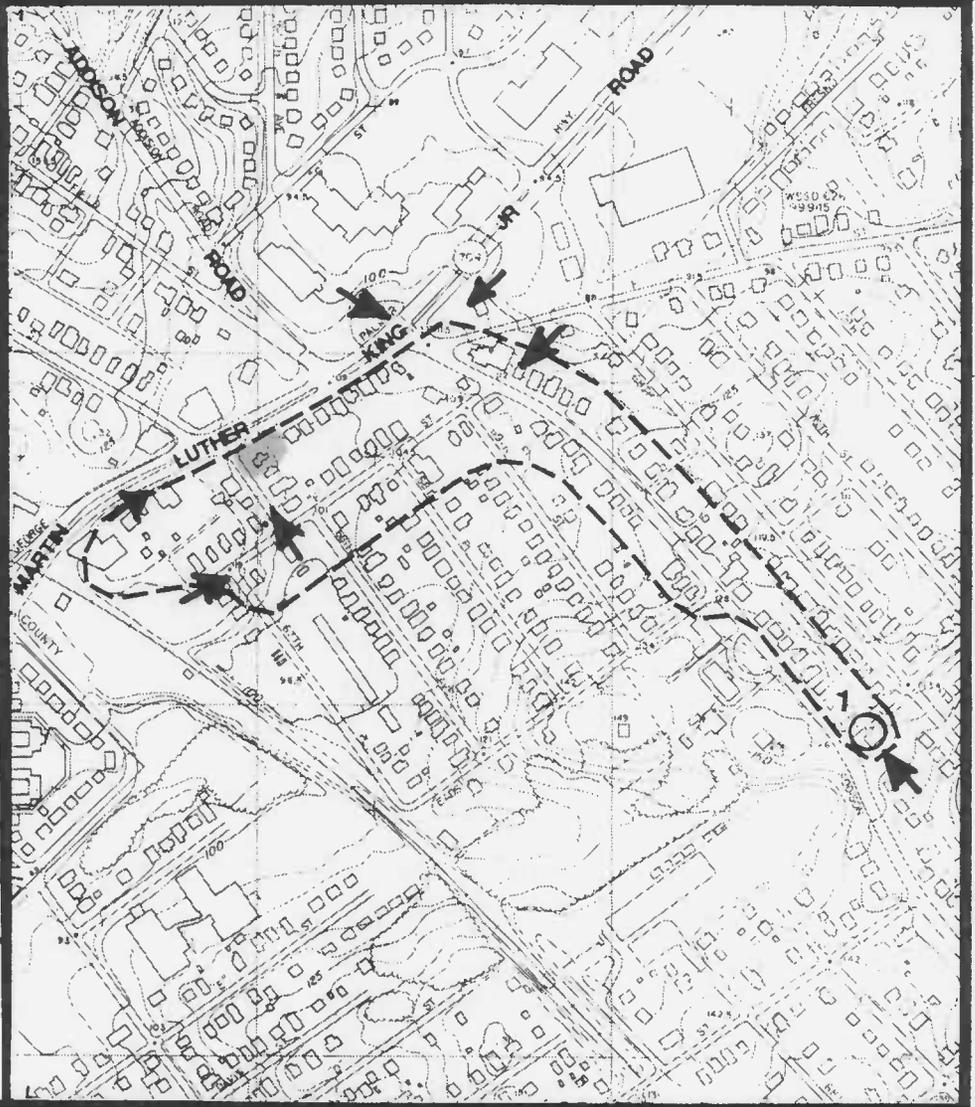
SEAT PLEASANT

PG: 72-7



LEGEND

- MUNICIPAL BOUNDARY
- NATIONAL REGISTER DISTRICT BOUNDARY
- ORIGINAL SUBDIVISION BOUNDARY
- PREVIOUSLY SURVEYED AREA
- NATIONAL REGISTER SITE OR PROPOSED SITE
- RESOURCE OR PROPOSED RESOURCE



Seat Pleasant (72-7)

The incorporated Town of Seat Pleasant, which adjoins the eastern corner of the District of Columbia, was first platted for subdivision in 1873. Extensive development did not begin until after 1900, when railroad and trolley tracks from the District of Columbia were completed. The area which has been surveyed, including the southeast side of Martin Luther King, Jr., Highway, and along both sides of F Street and Addison Road, had become the center of the community by early in this century. By 1931, when the City of Seat Pleasant was incorporated, its streets were lined with two-story Victorian frame houses and bungalows on narrow town lots that define its character today.

➔ - direction of requested photographs -

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #72A-7 Building Date: ca. 1890's-1930's

Building Name: Seat Pleasant Historic Survey

Location: Encompasses parts of Martin Luther King, Jr., Highway,
Addison Road, Eads Street, 69th Street, F Street, 68th Street

Description

Seat Pleasant, incorporated in 1931, is located just east of the easternmost point of the boundary of the District of Columbia. It is a densely developed residential suburb with a population of 5,217 (1980). The historic survey area is ell shaped, encompassing approximately four blocks in the western portion of the town. The survey included sections of Martin Luther King Highway, F Street, Addison Road and Eads Street. The area is primarily residential with a commercial corridor on Martin Luther King Highway and small scale commercial uses in converted residences on the north block of Addison Road. This was the area of earliest subdivision and development in Seat Pleasant. Platted in 1873, the town was developed over a short period of time as a residential suburb of Washington, D.C. The period of significance begins with the date of the earliest dwelling, ca. 1890's, and ends with the end of the 1930's. This section of Seat Pleasant was fully developed by the 1930's and has remained relatively unchanged since that time. Two common building types predominate, two-story frame Victorian style dwellings and bungalows.

Significance

Seat Pleasant is significant as one of the first of a ring of railroad and trolley suburbs of Washington, D.C. that developed in Prince George's County in the late 19th and early 20th century. Platted for subdivision in 1873, development did not occur on a large scale until the location of a train and trolley line in the community around the turn of the century. Seat Pleasant developed rapidly after the turn of the century. The survey area is significant for its densely developed blocks of early twentieth century housing stock set on a small town lots, with little modern infill.

Acreeage:

Survey No. P.G. 72A-7

Magi No.

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Seat Pleasant Historic Survey

and/or common

2. Location

street & number

not for publication

city, town Seat Pleasant

vicinity of

congressional district 5

state MD

county Prince George's

3. Classification

Category

district
 building(s)
 structure
 site
 object

Ownership

public
 private
 both

Public Acquisition

in process
 being considered
 not applicable

Status

occupied
 unoccupied
 work in progress
Accessible
 yes: restricted
 yes: unrestricted
 no

Present Use

agriculture
 commercial
 educational
 entertainment
 government
 industrial
 military

museum
 park
 private residence
 religious
 scientific
 transportation
 other:

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple Owners

street & number

telephone no.:

city, town

state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse

liber

street & number Main Street

folio

city, town Upper Marlboro

state MD

6. Representation in Existing Historical Surveys

title Historic Sites District Plan

date 1981

federal state county local

depository for survey records History Division, M-NCPPC

city, town Riverdale

state MD

7. Description

Survey No. 72A-7
Pg.

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Seat Pleasant, incorporated in 1931, is located just east of the easternmost point of the boundary of the District of Columbia. It is a compactly developed residential suburb with a population of 5,217 (1980). The historic survey area is ell shaped, encompassing approximately four blocks in the western portion of the town. The survey included sections of Martin Luther King Highway, F Street, Addison Road and Eads Street. The area is primarily residential with a commercial corridor on Martin Luther King Highway and small scale commercial uses in converted residences on the north block of Addison Road. This was the area of earliest subdivision and development in Seat Pleasant. Platted in 1873, the town was developed over a short period of time as a residential suburb of Washington, D.C. The period of significance begins with the date of the earliest dwelling, ca. 1890's, and ends with the end of the 1930's. This section of Seat Pleasant was fully developed by the 1930's and has remained relatively unchanged since that time. Two common building types predominate, two-story frame Victorian style dwellings and bungalows.

The two story frame late Victorian dwellings possess rectangular or front-gable- and-wing plans. Rooflines may be gable, hipped or shed. The buildings have facade-wide entrance porches, some with decorative brackets. The shed roof buildings have high false-front cornices with brackets on the main facade. Foundations are brick or cement block. Wall coverings include horizontal lapped wood siding, stucco, asphalt and asbestos shingle.

The bungalow style was a second popularly used style. These dwellings are in most cases very small, one story, of two-by-two or three-by-two bays. Roofs are hipped, with overhanging eaves, the construction of frame, resting on a cement base. All have a square plan and a facade-wide entrance porch, some with decorative Victorian brackets.

The relatively unbroken fabric of early 20th century dwellings with similar setbacks on small town lots, and the concentration of two major house-types gives the area a cohesive appearance and a definable sense of place. When time allows, the survey area should be expanded to encompass the blocks bounded by Martin Luther King Highway on the north, Addison road on the east, Eads Street on the south and 67th Place on the west. Due to the intrusion of later commercial and residential buildings, the rest of the town does not present as cohesive a character.

Most of the buildings in the survey area are significant for their vernacular architecture. Some are also notable for their connection with particular aspects of the history of Seat Pleasant. The proposed district is described by street, with particularly significant buildings described in detail. Structures dating from 1940 or later are identified as non-contributing. The description begins on the south side of the district and moves toward the north.

Building Inventory
Proposed Seat Pleasant Historic District

C = Contributing
NC = Non-Contributing

1. (C) PG #72 A-19, Palmer-Duvall House, (ca. 1890's), 6815 Eads Street, Map 66, 3710, p/o Lot 2, located on a knoll overlooking Addison Road to the east.

The two-story frame house is 3 x 2 bays, with a rectangular plan. The three-bay east main facade has a central entrance with a transom, sheltered by a four-bay entrance porch. The porch rests on cement block piers and has square wood posts with simple "Y" shaped brackets. It wraps around one bay on the north facade. The house is covered with white-painted asbestos shingle and has a standing seam metal roof. Windows are 2/2 double-hung-sash with wide wood surrounds. A four-light square window is centered in the upper gable of the north and south gable ends. A central brick chimney projects from the rear roof slope. A frame 1x1 bay outbuilding northwest of the house has vertical board siding and a hipped roof surmounted by a finial.

The house is the oldest dwelling in Seat Pleasant, built by Joseph Palmer, Sr. The property initially covered 13 acres and was subdivided by the Palmers in 1907, into five lots. The Palmer family, particularly sons George and Joseph Palmer, Jr., worked in construction trades and were responsible for much early 20th century development in Seat Pleasant. George Palmer (1866-1941) served as a Prince George's County Commissioner and Chairman of the Board of The Maryland-National Capital Park and Planning Commission.

2. (C) Joseph Palmer, Jr. House, (ca. late 19th/early 20th century), 6807 Eads Street, Map 66, 5054 B.

The house is two stories, of brick, with a front gable and small west wing. The two-bay north gable end is sheltered by an entrance porch which wraps around and continues across two bays

of the west facade. The porch rests on brick piers which form high bases for short fluted tapered columns supporting the porch roof. The porch has a boxed wooden cornice with metal scroll pendants applied at intervals along the cornice. Doors and windows are surmounted by round brick arches composed of two layers of headers. Windows are 2/2 double-hung-sash. There is a brick chimney at the gable ridge of the standing-seam metal roof. The eaves are wide and have projecting rafter ends. There is decorative brick corbelling at the corners of the house, and a small window with a diamond pane in the front gable peak.

The structure is significant for its decorative brick work and vernacular architecture. Joseph Palmer, Jr., builder and original resident of the house, was a carpenter by trade. He and his brother, George Palmer, are responsible for much of the early housing development in Seat Pleasant.

3. (C) Seat Pleasant Baptist Church, (ca. early 20th century), 5948 Addison Road, Map 66, 0043, Q, Parcel 85,86.

The church has a gable roof, "T" shaped plan with a 1 1/2 story bell tower on the northeast corner. Entrance is in the base of the tower through double doors with a round arch transom. There is a round-arch louvered opening at second level, a bracketed cornice, overhanging eaves and a pyramidal roof. The main block of the building has a west (main) gable end fronting on Addison Road. A circular opening is centered in the upper gable and a double 2/2 double-hung-sash window with a round arch transom is centered on the facade. The building has stucco wall covering, overhanging eaves, an asphalt shingle roof and a poured cement foundation. There are 4 bays of round arch windows on the north and south facades. The last bay on the north and south facade is a projecting bay surmounted by a gable.

4. (C) Tot Town Day Nursery, (ca. late 19th/early 20th century), 5934 Addison Road, Map 66, 0043, Q, Parcel 95.

This elaborate bungalow is one-and-one half stories in height, with a rectangular plan. It rests on a high rock-faced cement block foundation with eye-brow windows. The three bay west (main) facade has central entrance through a projecting bay. The entrance door is surmounted by a transom and has a central oval light and a raised floral design in each of the door's four corners. Windows are large, 1/1 double-hung sash with wide crown molded wood surrounds. A high, flat roof entrance porch shelters

the main facade. The porch rests on rock-faced cement block piers and has smooth wood columns, overhanging eaves and a wide boxed cornice. The wall covering is stucco, with a wooden string course running around the building above the foundation and a wide wood frieze band at cornice level. The hipped, asphalt shingle roof has overhanging eaves. The house is set on a knoll overlooking Addison Road and is surrounded by a wrought-iron fence set in a cement base.

The house is significant for its highly developed, decorative bungalow style. It is earlier in date, larger and more detailed than most of the bungalows in the area.

5. (C) Pleasant Hours Day Nursery, (ca. late 19th/early 20th century), 5922 Addison Road, Map 66, 0043, Q, Parcel 103.

A large two story frame dwelling east of Addison Road, set on a large lot slightly above street level, the house has a front gable and wing plan with a 3 bay west end gable entrance facade. The entrance door, with a transom, is in the third bay, sheltered by an entrance porch which wraps around the south side of the building. The building is covered with aluminum siding, has an asphalt shingle roof and 1/1 double-hung-sash windows with louvered shutters. The crown-molded cornice has returns in the gable ends. A square window is centered at loft level in each gable.

6. (C) (ca. late 19th/early 20 century), 5918 Addison Road, Map 66, 0043, Q, Parcel 111.

The house is frame, two stories, of 3x2 bays with a west side, end gable entrance and a north side wing. The house is German sided and has an asphalt shingle roof. The hipped roof entrance porch has a crown molded cornice, wide frieze, and turned and chamfered posts with jig-sawn brackets. Windows are 2/2 double-hung-sash with wide board surrounds. The crown molded cornice is returned in the gable ends. A diamond-shaped window is centered at left level in the west (front) gable.

7. (C) T and C Enterprises, (ca. early 20th century), 5911 Addison Road, Map 66, Block 3, Parcels 1 and 2.

A two-story frame, gable roof dwelling, converted to a tire retailer. Gable-front-and-wing plan, covered with horizontal wood siding. Overhanging eaves with crown molded, returned cornice. The windows are 1/1 double-hung-sash, the roof is covered with asphalt shingle.

8. (C) Electronic Center, Inc., (ca. early 20th century), 5914 Addison Road, Map 55, Block Q, Parcels 114 and 115.

A two-by-three-bay, two-story frame foursquare which formerly housed a grocery store. The two-bay entrance facade is surmounted by a centered, hipped roof dormer. The building rests on a brick foundation and is covered with white asbestos shingle. A one-story flat-roofed wing enlarges the building by one bay to the south. A one-story projecting storefront with a central entrance flanked by two plate glass commercial windows crosses the main facade and continues across the south wing.

9. (C) F.M.S. Company, (ca. early 20th century), 5915 Addison Road, Map 66, Block 3, Parcel 3.

A one-and-one-half story hipped roof frame bungalow containing a produce market. Of 3 x 2 bays with a three-bay entrance porch crossing the main facade. Centered above the main facade is a hipped roof dormer. A chimney rises from the center of the roof. The building is covered with white asbestos shingle.

10. (C) (ca. early 20th century), 6809 F Street, Map 66, 0043, 5, Parcel 9.

The house is frame with an end gable entrance facade of three bays. The horizontal wood siding is covered by asphalt shingle with a red brick pattern. The entrance in the first bay of the north facade has a transom and is sheltered by a hipped roof entrance porch which wraps around the east facade. The porch has heavy turned and chamfered posts connected by open-work wood arches and having brackets with a radiating spoke design. The house rests on a rock-faced cement block foundation. The asphalt shingle hipped roof has overhanging eaves and a pedimented front gable end with a small square window. A projecting, semi-octagonal two-story bay on the east facade is also surmounted by a pedimented gable. The windows are boarded over, but wide wood surrounds are visible. This house exemplifies the two-story building-type characteristic of the proposed historic district.

11. (C) (ca. early 20th century), 6817 F Street, Map 66, 0043, 4, Parcel 8.

The house is one-story, of frame, 3 x 2 bays with an extended shed roof sloping to the rear. It is covered with horizontal wood siding. The north entrance facade is three bays, sheltered by a two-bay entrance porch with turned and chamfered posts and jig sawn brackets with a turned spindle. Window are 2/2 double-

hung-sash with a wide plain wood surround. Entrance is through the third bay. The heavy crown molded boxed cornice projects and is supported by three large brackets evenly spaced across the facade.

The house is unique in Seat Pleasant. It is the only modest, one-story dwelling of Victorian vernacular style rather than the bungalow style which characterizes the survey area. It exhibits architectural details similar to those found on the two-story shed-roof dwellings characteristic of the area.

12. (C) (ca. early 20th century), 5735 & 33 ^{Martin Luther King, Jr.} ~~George Palmer~~ Highway, Map 66, E-2827, Parcel 18, 19.

This two story, frame compound building is composed of a 3x4 bay hipped roof building and a 3x3 bay mansard roof building sharing a common side wall. The larger east block is 3x4 bays, covered with aluminum siding. The four bay north (main) facade has entrance through the first and third bays. The first entrance has a transom. The fourth bay is a one-story projecting bay with a hipped roof. Windows are 2/2 double-hung-sash with plain wood surrounds. The building rests on a brick foundation and has a standing seam metal hipped roof with a flat platform at the top. The north block is a 3x3 bay building with a shed roof sloping toward the south (rear). The north (main) facade has a mansard roof slope covered with sawtooth shingles. The crown molded cornice has dentils on a wide frieze and corner brackets. The building is covered with horizontal siding and rests on a cement foundation. Windows are 2/2 with wide plain surrounds. The first bay entrance has a transom. Both buildings are set on a rise overlooking George Palmer Highway, separated from the road by a cement retaining wall.

These buildings served as the community meeting hall where movies and dances were held. They also contained a grocery store. Two recorded meetings of the community may have taken place in the buildings. In 1906 the community met to rename the town. In 1907 a meeting was called by St. Teresa's Parish to organize the construction of a local Roman Catholic Church. St. Margaret's Roman Catholic Church, Addison Road (P.G. #72A-7-1) was the result of this second meeting.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. PG: 72 K-7

Description (continued)

Section 7 Page 7

- Martin Luther King, Jr.*
13. (C) F.L. Watkins Company, (ca. 1930's), 5701 ~~George Palmer~~ Highway, Map 66, E-2827, Parcel 21, 22.

The two story brick commercial building is a large rectangle with a high stepped parapet. It is situated on a corner lot, with 12 bays fronting on Martin Luther King Highway. Three entrances are placed symmetrically across the north (main) facade. The doors are embellished by cement architecture surrounds. The 6/6 double-hung-sash windows have cement sills. A plain frieze and crown molded cornice are below the stepped parapet. Cement tiles with floral designs are placed at high points along the parapet. The building has a one-bay facade with an entrance facing the corner of Martin Luther King Highway and F Street. There is a 4 bay facade fronting on F Street, and a large, two story brick rear addition having the same stepped parapet but lacking further embellishment.

The F.L. Watkins Company has been located on this corner in Seat Pleasant since 1917. It began as a grocery store and later diversified as a hardware, coal and lumber supplier. The present building was built in 1930 after a fire destroyed the earlier one. The business is still operated by the Watkins family.

8. Significance

Survey No. 72A-7

PG 72-7

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		Local History

Specific dates _____ **Builder/Architect** _____

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

Seat Pleasant is significant as one of the first of a ring of railroad and trolley suburbs of Washington, D.C. that developed in Prince George's County in the late 19th and early 20th century. Platted for subdivision in 1873, development did not occur on a large scale until the location of a train and trolley line in the community around the turn of the century.

Settlement of the Seat Pleasant area began as early as 1696, when a log chapel was built along the present Addison Road as the northern Chapel of Ease for Piscataway Parish. The brick church now on the site was completed in 1816 and is listed on the National Register of Historic Places.¹ The area remained rural throughout the 18th and 19th centuries. It was the site during the 19th century of Seat Pleasant and Independence, estates in the Williams and Berry families. The Seat Pleasant house was destroyed by fire in the late 19th century. A wing of the Independence house stood until the 1970's, east of the F. L. Watkins store (number 14 in the survey).²

Seat Pleasant was platted for subdivision in 1873.³ The only buildings appearing on the plat map are several scattered cabins and a store at the corner of Addison Road and Central Avenue.

Rapid development of Seat Pleasant did not begin until the turn of the 20th century, with the location of the Chesapeake Beach Railroad's headquarters there. The railroad, carrying passengers from Washington, D.C. to a resort on the Chesapeake Bay, opened in 1898.⁴ The railroad station and headquarters were located just beyond the northwest corner of the historic survey area.⁵ The Washington Railroad and Electric Company, a Washington, D.C. trolley line, was completed to Seat Pleasant in 1905.⁶ District of Columbia residents rode the trolley to the Seat Pleasant station and transferred to the Chesapeake Beach railroad for a ride to the Chesapeake Bay. The trolley right-of-way ran along the present Martin Luther King Highway.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG: 72 A-7
Section 8 Page 2

Traffic to the Chesapeake Bay and access to employment in Washington, D.C. via trolley spurred housing development in Seat Pleasant. The community was known as Chesapeake Junction because of the central location of the railroad in the community. Citizens met at the Prince George's County and Eastern District Citizen's Association Hall (number 9) in May 1906, and voted to change the name to Seat Pleasant, after the 19th century estate that had been located in the area.

The town was incorporated in 1933. Instrumental in its development in the early 20th century was the Palmer family, who had owned a summer home in Seat Pleasant starting in 1884 (see P.G. #72A-19, number 1). Joseph, George and William Palmer were active in the construction business. George Palmer, who died in 1941, was a Prince George's County Commissioner, as well as president of the Seat Pleasant Building and Loan Association. Also active in the construction and sale of dwellings in Seat Pleasant was Otway B. Zantzinger. Living in Hyattsville, Zantzinger was responsible for development activity in both Seat Pleasant and Capitol Heights, as well as other areas of Prince George's County and eastern Washington, D.C.

The Chesapeake Beach railroad closed in 1933. Its tracks, which border the southwest side of the community, are now used by the East Washington railroad. The electric trolley tracks running east from Seat Pleasant were removed in 1941 and the roadway paved and designated George Palmer Highway. In 1985 it was renamed Martin Luther King Highway.

Today Seat Pleasant is no longer separated from surrounding developed areas and has lost some cohesiveness as a distinct community. It has lost many landmarks, and the early stores that were located on north Addison Road and along the trolley line (now Martin Luther King Highway) have been replaced by less distinctive commercial development. Some community landmarks remain, such as the F.L. Watkins Hardware Store (number 14), the Oddfellows Hall (number 9), the old Joseph Palmer House (P.G. #72A-19, number 1) and St. Margaret's Roman Catholic Church (P.G. #72A-7-1). In addition, the residential area within the historic survey area, encompassing the west central section of this trolley and railroad suburb, retains its cohesiveness.

Notes

¹ Jean A. Sargent ed., Stones and Bones, Cemetery Records of Prince George's County, Maryland, Prince George's County Genealogical Society, Inc., Bowie, Maryland, 1984, pg. 84.

² Effie Gwynn Bowie, Across the Years in Prince George's County, Genealogical Publishing Co., Inc., Baltimore, 1975, pg. 60-65.

³ Prince George's County Land Records, JWB 5:616, or A-77.

⁴ Ames W. Williams, Otto Maers Goes East: The Chesapeake Beach Railway, Meridian Sun Press, Alexandria, Va., 1975, pg. 25.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. AG: 72X-7
Section 8 Page 3

- 5 Interview with the Watkins brothers, April 1975.
- 6 Williams, op. cit.
- 7 Seat Pleasant Yesterday and Today, a manuscript available at M-NCPPC History Division, Riverdale or at Historic Preservation Commission offices, Room 4010, County Administration Building, Upper Marlboro. Manuscript quotes the Star, May 20, 1906.
- 8 The New St. Margaret's Dedication, 1908-1955, available at St. Margaret's Roman Catholic Church and School, 408 Addison Road South, Seat Pleasant, MD.
- 9 Seat Pleasant Yesterday and Today, op. cit.

9. Major Bibliographical References

Survey No. 72A-7

See Notes, #8

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Washington East I

Quadrangle scale _____

UTM References do NOT complete UTM references.

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

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11. Form Prepared By

name/title Marina King, Architectural Historian

organization Historic Preservation Commission

date December 1986

street & number 14741 Governor Oden Bowie Drive

telephone 952-3520

city or town Upper Marlboro

state MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON:				
Old Seat Pleasant				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER:				
317 Addison Road				
CITY OR TOWN:				
Seat Pleasant				
STATE:			COUNTY:	
Maryland			Prince George's	
3. CLASSIFICATION				
CATEGORY <i>(Check One)</i>	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE <i>(Check One or More as Appropriate)</i>				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other <i>(Specify)</i>	<input type="checkbox"/> Comments _____ _____
4. OWNER OF PROPERTY				
OWNER'S NAME:				
Refuge Assembly of Yahweh Temple				
STREET AND NUMBER:				
317 Addison Road				
CITY OR TOWN:			STATE:	
Seat Pleasant			Maryland	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.:				
Prince George's County Courthouse				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
Upper Marlboro			Maryland	
Title Reference of Current Deed (Book & Pg. #):				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
None				
DATE OF SURVEY:				
<input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION	
CONDITION	<div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="text-align: center; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered </div> <div style="width: 45%;"> <div style="text-align: center; font-size: small;">(Check One)</div> <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The building is a frame structure with a gabled facade. A tall lancet window with stained glazing is flanked by a shorter lancet on one side and a three story corner entrance tower on the other. The doorway has a canopy supported by brackets springing from pilasters. The second story of the tower is narrow louvered openings; at the top are triple gothic headed openings. The roof is pyramidal. There are three lancet windows on each side wall. The transepts cross at the north end of the church giving it a T-plan.</p>	

SEE INSTRUCTIONS

B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
- 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|--|---|---|
| <ul style="list-style-type: none"> Aboriginal <input type="checkbox"/> Prehistoric <input type="checkbox"/> Historic <input type="checkbox"/> Agriculture <input type="checkbox"/> Architecture <input type="checkbox"/> Art <input type="checkbox"/> Commerce <input type="checkbox"/> Communications <input type="checkbox"/> Conservation | <ul style="list-style-type: none"> <input type="checkbox"/> Education <input type="checkbox"/> Engineering <input type="checkbox"/> Industry <input type="checkbox"/> Invention <input type="checkbox"/> Landscape Architecture <input type="checkbox"/> Literature <input type="checkbox"/> Military <input type="checkbox"/> Music | <ul style="list-style-type: none"> <input type="checkbox"/> Political <input type="checkbox"/> Religion/Philosophy <input type="checkbox"/> Science <input type="checkbox"/> Sculpture <input type="checkbox"/> Social/Humanitarian <input type="checkbox"/> Theater <input type="checkbox"/> Transportation | <ul style="list-style-type: none"> <input type="checkbox"/> Urban Planning <input type="checkbox"/> Other (Specify) _____ _____ _____ _____ _____ _____ |
|---|--|---|---|

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION: M-NCPPC DATE: 10 October 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN: Silver Spring STATE: Maryland

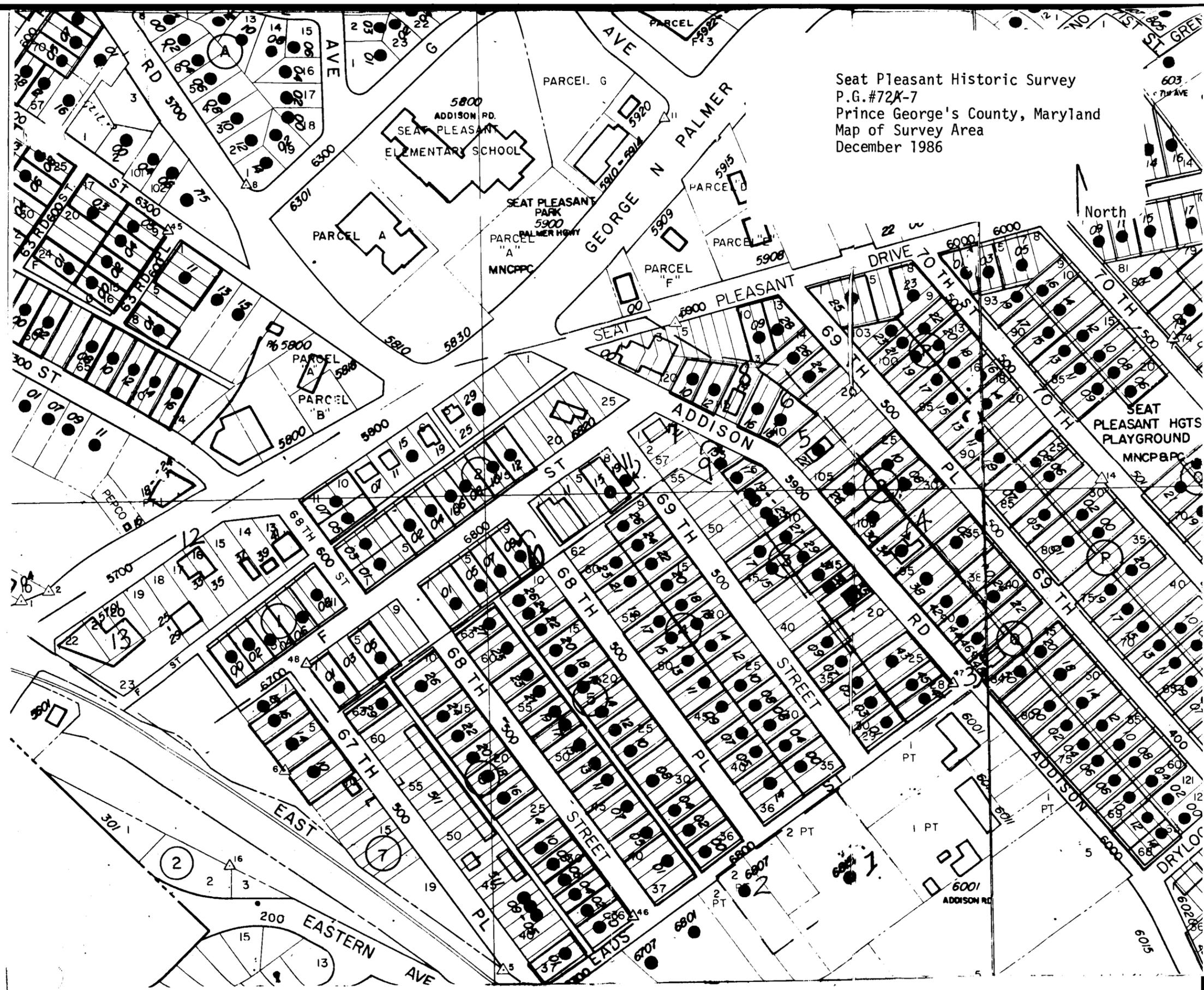
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:
National State Local

Signature _____

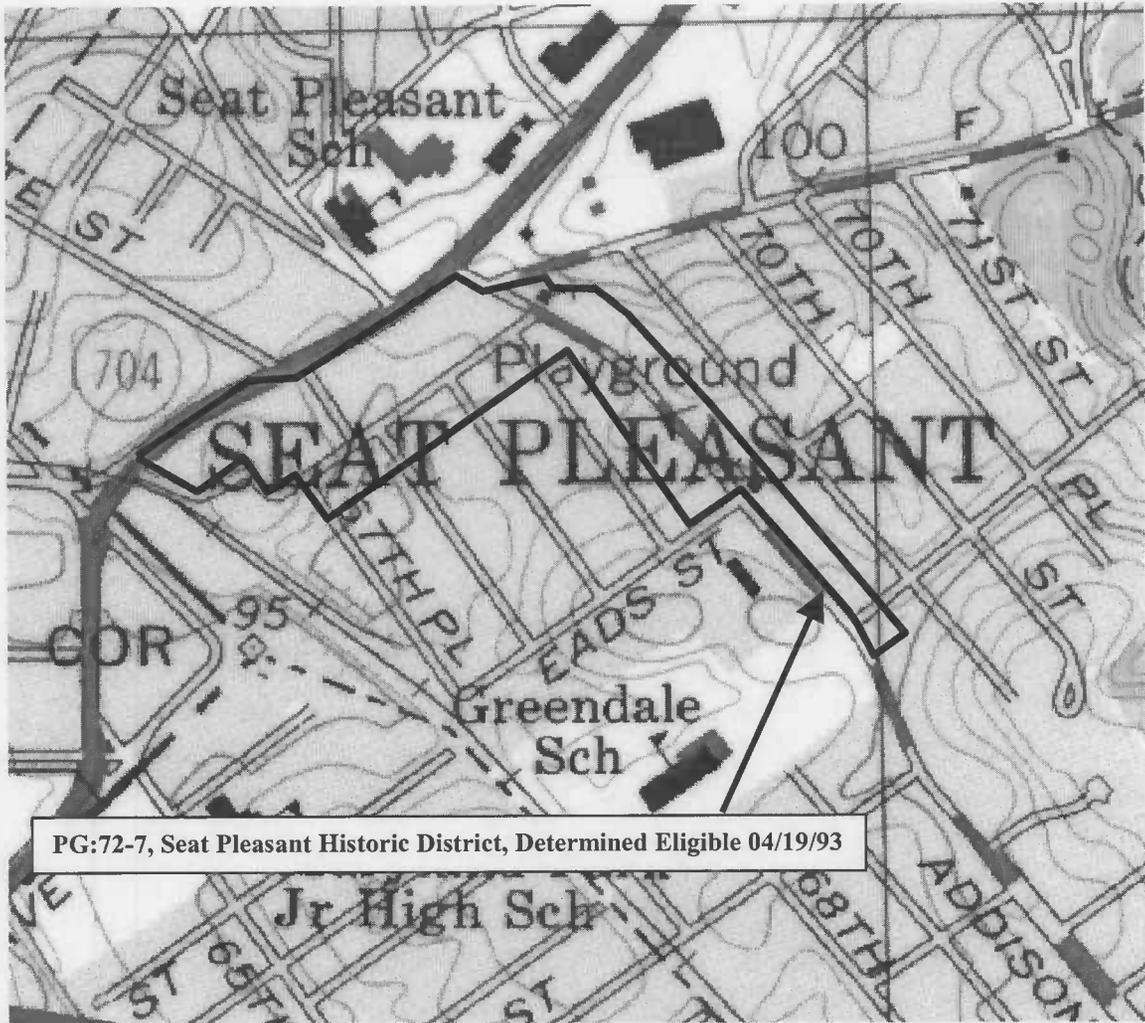
SEE INSTRUCTIONS

Seat Pleasant Historic Survey
P.G.#72K-7
Prince George's County, Maryland
Map of Survey Area
December 1986





PG:72-7
Seat Pleasant Historic District
Washington East quadrangle



PG:72-7, Seat Pleasant Historic District, Determined Eligible 04/19/93



NAME REFUGE TEMPLE ASSEMBLY

(SEAT PLEASANT, Md)

LOCATION 317 ADDISON Rd SEAT PLEASANT, Md

FACADE NW

PHOTO TAKEN 10/10/74 MOWYER

PG: 72-7



NAME SEAT PLEASANT, Md - & BAPTIST CHURCH

LOCATION ADDISON Rd SEAT PLEASANT, Md

FACADE NW

PHOTO TAKEN 10/10/74 MOWYER

P6: 72-7



NAME SEAT PLEASANT / FAIRMOUNT HEIGHTS Md - OLD COMMERCIAL
AREA

LOCATION 62 ND. PL & ADDISON Rd

FACADE SE SEAT PLEASANT, Md

PHOTO TAKEN 10/ /74 MOWYER

PG. 72 - 7

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 603 68th Street, Seat Pleasant Survey Number: PG: 72-7

Property Address: 603 68th Street, Seat Pleasant

Project: CDBG-Weatherization #9202308 Agency: P.G. Co.

Site visit by MHT Staff: no yes Name _____ Date _____

District Name: Seat Pleasant Historic District Survey Number: P-72-7

Listed Eligible _____ Comment _____

Criteria: A B C D Considerations: A B C D E F G None

The resource contributes/ does not contribute to the historic significance of this historic district in:

Location Design Setting Materials

Workmanship Feeling Association

Justification for decision: (Use continuation sheet if necessary and attach map)

According to the information presented by Prince George's County and located in the project files, this modest 1-1/2 story frame bungalow located at 603 68th Street is located in and contributes to the National Register-eligible Seat Pleasant Historic District. It is typical of the bungalows and 2-story Victorian frame houses on narrow town lots that line the streets of the historic district and define its architectural character.

Documentation on the property is presented in: project review and compliance files

Prepared by: Linda Thompson, P.G. Co. Dept. of Housing and Community Development

J. Miller
Reviewer, Office of Preservation Services

9/7/92
Date

NR program concurrence: yes no not applicable

R. Vindler
Reviewer, NR program

6-19-93
Date

omit

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): House

Known Design Source: None

407341 4mE



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828

PG:72-7

PG: 72-7



603 68th ST
SEASIDE PLEASANT, MD
PG: 72-7