CAPSULE SUMMARY SHEET

Survey No.: PG:72-26/PG:73-26 **Construction Date:** circa 1910-Present

Name: Glenarden

Location: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.

Private and Public Ownership / Occupied / Condition: Good / Unrestricted Access
Present Use: educational, government, private residences, recreational

Description:

Glenarden is a historically African-American town located between John Hanson Highway and Landover Road in Prince George's County. The town is bisected by the Capital Beltway. Glenarden originally consisted of three subdivisions: Glenarden Heights (1911), Glenarden (1913) and Ardwick Park (1921). The three subdivisions today are characterized by modern, suburban single- and multi-family houses. Glenarden also includes municipal, recreational and educational facilities.

Significance:

Glenarden developed as a result of the Washington, Baltimore and Annapolis Electric Railroad, which led through rural Prince George's County during the early 20th-century. The community was founded in 1910 and marketed to African-Americans from the beginning. Glenarden developed slowly through the first half of the twentieth century. An urban renewal movement during the 1970s resulted in the demolition of most of the early buildings, but the city has since been completely redeveloped.

Preparer
KCI Technologies, Inc.
January 2000

Survey No. PG:72-26/PG:73-26

Maryland Historical Trust
Maryland Inventory of Historic Properties

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Glenarden (Preferred)

and/or common

2. Location

street & number: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St. ☐ not for publication

city, town Glenarden congressional district

state Maryland county Prince George's County

3. Classification

Category	Ownership	Status	Present Use	
☒ district	☐ public	☒ occupied	☐ agriculture	☐ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☐ park
☐ structure	☒ both	☐ work in progress	☒ educational	☒ private residence
☐ site	**Public Acquisition**	**Accessible**	☐ entertainment	☐ religious
☐ object	☐ in process	☐ yes: restricted	☒ government	☐ scientific
	☐ being considered	☒ yes: unrestricted	☐ industrial	☐ transportation
	☒ not applicable	☐ no	☐ military	☐ 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. Land Records of Prince George's County Prince George's County Judicial Center liber:

street & number 14741 Governor Oden Bowie Drive folio:

city, town Upper Marlboro state Maryland

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. PG:72-26/PG:73-26

Condition		Check one	Check one	
☐ excellent	☐ deteriorated	☐ unaltered	☒ original site	
☒ good	☐ ruins	☒ altered	☐ moved	date of move

Resource Count: approximately 1000

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

Glenarden is an historically African-American city and a Planned Suburban Neighborhood located between John Hanson Highway and Landover Road in Prince George's County. The Capital Beltway bisects the city. Glenarden today is characterized by modern, suburban, single- and multi-family houses. The city also includes municipal, recreational and educational facilities. Glenarden is located within two Prince George's County planning areas and therefore has two survey numbers. Glenarden originally consisted of three subdivisions: Glenarden Heights (1911), Glenarden (1913) and Ardwick Park (1921). These three subdivisions are discussed individually below.

Glenarden Heights: The Glenarden Heights subdivision was first platted in 1911 (See Photos 1-20 of 34). It includes the properties on First through Eleventh Streets, which cross Glenarden Parkway at right angles and end in cul-de-sacs. Glenarden Heights is characterized by medium to large single family houses, mostly constructed from the 1970s through the present. These houses are situated on large, landscaped lots. Two types of smaller houses, 1920s-40s cottages and 1950s-60s front-gable houses, date from earlier eras. All of the properties on Sixth Street as well as on the east side of Fifth Street were removed for construction of the Capital Beltway.

Building Types:

1920s-1940s Cottages: Approximately 20 small houses dating from the 1920s through the 1940s remain, especially along Glenarden Parkway. They are generally 1-story tall and constructed of wood-frame with side-gable roofs and porches. Example: 8905 Glenarden Pkwy., Owner: Keikhosrow Dastani (See Photo 9 of 34).

The original town hall, also constructed during the 1940s, remains at the northwest corner of Glenarden Parkway and Seventh Street. This heavily-altered building is 2-stories tall and 3-bays wide with a shallow, front-gable roof. The town hall has a stucco first story, an aluminum sided second story, and an asphalt-shingle roof. All doors and windows are replacements. A large chimney once located in the center of the building has been removed. Owner: Glenarden (See Photo 12 of 34).

1950s-1960s Front-Gable houses: Small houses dating from the 1950s and 1960s are located along Fifth and Seventh Streets. These 1-story, 2-bay houses are generally constructed of wood-frame with front-gable roofs. Example: 1504 Seventh St., Owners: Harold and Tujuana Bigelow (See Photo 14 of 34).

Glenarden: The Glenarden subdivision was first platted in 1913 (Photos 21-26 of 34). It includes the properties along Johnson Avenue, Leslie Avenue, Glenarden Parkway, Fulton Avenue, Irvin Avenue, McClain Avenue, Wesley Street, and Reed Street. Glenarden was originally planned to have a radial street system leading from the streetcar stop on its western boundary. However, the semi-circular streets surrounding the stop have been removed, and the new town hall was constructed in their place in 1965. Glenarden has a combination of public buildings, multi-family housing, and single family housing. Public buildings include the current municipal building at the corner of Glenarden Parkway and Martin Luther King, Jr. Highway, the police station at the corner of Leslie Avenue and MLK Highway, a recreational center on McClain Avenue, and a library at the corner of Brightseat Avenue and Glenarden Parkway. All of these buildings were constructed during the 1960s and 1970s. Multi family housing constructed during the 1970s is most common along Fulton, Irvin and McCain Avenues (See Photo 21 of 34). These buildings were designed to resemble single family houses, and include duplexes and quadreplexes. The single family houses were mostly constructed from the 1950s through the 1970s, although some earlier buildings remain.

Building Type:

1920s-1940s Cottages: Approximately 25 bungalows and small houses remain in Glenarden from the 1920s through the 1940s. These are generally 1- or 1 ½-stories tall, 3-bays wide and constructed of wood frame. Most of the these houses are simple with minimal ornamentation, however some resemble the Bungalow style. Example: 8622 Johnson Ave., Owners: Henry and Bessie Leonard (See Photo 26 of 34).

7. Description (Continued)

Ardwick Park/Glenarden Woods: Ardwick Park was platted in 1921 and originally included streets called Piedmont Drive, Grant Avenue, Polk Avenue, Church Street, Hayes Avenue and Tyler Avenue. Only three houses (one bungalow and two Colonial Revivals) remain from the early period (See Photos 27-28 of 34). They are located along Piedmont Avenue. The St. Joseph's Catholic Church, originally located between Grant and Piedmont, was demolished during the 1960s. Ardwick Park did not develop quickly, and during the 1950s, the subdivision was enlarged and re-platted as Glenarden Woods (See Photos 29-34 of 34). The street pattern was altered from its original grid pattern to its current curvilinear pattern. Glenarden Woods developed quickly during the 1950s and 1960s with typical suburban housing types. The most common type is the Minimal Traditional. Split-Level and Colonial Revival houses were also constructed.

Building Type:

Minimal Traditional: These 1-story, 4-bay houses have side-gable roofs that often extend over the entry. Many are constructed of concrete-masonry units. Example: 7803 Glenarden Pkwy., Owner: Eugene and Edith Bruton (See Photo 30 of 34).

Glenarden Woods also includes public buildings such as the Glenarden Woods Elementary School, constructed in 1957, and the Martin Luther King Recreational Center, constructed circa 1980. Apartment housing is located along Hayes Street between Glenarden Parkway and Johnson Avenue.

From the 1960s through the 1980s, the Glenarden municipality annexed additional parcels of land, including Washington Commerce Center to the southwest, Dodge Park and Glenarden Apartments to the south, Royale Gons to the southeast, and Tyrol Estates to the northeast. However, these areas were not part of the historic fabric of the community.

8. Significance

Survey No. PG:72-26/PG:73-26

Period	Areas of Significance – Check and justify below			
☐ prehistoric	☐ archaeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☐ architecture	☐ education	☐ military	☒ social/ humanitarian
☐ 1700-1799	☐ art	☐ engineering	☐ music	☐ theater
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ transportation
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ other (specify)
	☐ invention			

Specific Dates 1911, 1913, 1921 through present **Builder/Architect** William R. Smith (developer)

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

Glenarden developed as a result of the Washington, Baltimore and Annapolis Electric Railroad, which led through rural Prince George's County during the early 20th-century. The community was founded in 1910 and marketed to African-Americans from the beginning. Glenarden developed slowly through the first half of the twentieth century. An urban renewal movement during the 1970s resulted in the demolition of most of the early buildings, but the city has since been completely redeveloped.

The construction of the Washington, Baltimore and Annapolis Electric Railroad from Washington, D.C. through rural Prince George's County in 1908 prompted a wave of growth during the early-20th century. 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 154 acres of land on both sides of the railroad. He platted the 78-acre Glenarden Heights in 1911 and the 76-acre Glenarden in 1913. Ardwick Park was platted in 1921. The Glenarden streetcar station was established at the intersection of the streetcar line and the main street of the community (Glenarden Parkway). The station was surrounded by gardens and a semi-circular road. The community was marketed to African-Americans, many of whom worked for the Pennsylvania Railroad or streetcar lines (KCI 1999, Appen. D).

The first development in Glenarden was scattered, and growth was slow. The community lacked amenities such as electricity and police service. By 1920, Glenarden contained 25 houses and one church (St. Joseph's). A 2-room school was constructed in Ardwick Park in 1922. It was demolished and replaced by the Glenarden Woods Elementary School in 1957. Glenarden contained 51 houses by 1940: 20 in Glenarden Heights, 25 in Glenarden and six in Ardwick Park. Around that time, service by the WB&A Railroad was discontinued due to lack of ridership, and the right-of-way was converted to the George Palmer Highway (now MLK Highway) (Ibid.; M-NCPPC 1995, 7).

In the 1920s and 1930s, two other African-American communities in Prince George's County incorporated: North Brentwood (south of Hyattsville) and Fairmount Heights (east of Washington, D.C.). In pursuit of better public services, Glenarden incorporated in 1939. The first mayor, W. H. Swann, quickly arranged for electricity, natural gas, street paving, police service, and a fire department (now disbanded). In 1945, the Washington Suburban Sanitary Commission installed water and sewer lines. The Washington, Marlboro and Annapolis bus company began bus service between Glenarden and Seat Pleasant in the same year. A post office was constructed in 1950 (Ibid.)

The population of Glenarden has increased rapidly from the late 1950s through the present. Glenarden Woods, Glenarden Apartments and Tyrol Estates were annexed during the 1950s and 1960s. However, by the 1960s, much of the original housing stock of Glenarden was deteriorating. 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

8. Significance (Continued)

Corporation constructed 100 middle-income houses along Glenarden Parkway in 1977. In addition to these ventures, a major urban renewal program was initiated in 1974 when Glenarden received a HUD Community Development Block Grant. Urban renewal projects included expansion of the 1965 town hall, construction of a library, and development of recreational areas as well as demolition and reconstruction of housing. Numbers indicating the extent of urban renewal vary, but the total number of relocated households may have been as high as 600 over the 1960s and 1970s. In one part of Glenarden, 107 of 194 buildings were to be demolished. The old housing stock was replaced with public housing and single family housing. At least 100 single-family houses were built by the Ryland company (Ibid.; Vertical Files).

Glenarden continued to annex properties through the 1980s. Retail facilities were constructed at the Washington Commerce Center in 1981, and the property was annexed in 1983. A townhouse development known as Carrollton Station was also annexed in 1983. The 245-acre Royale Gons tract was annexed in 1985 for future development (M-NCPPC 1995; 11-12).

8. Significance (Continued)

National Register Evaluation:

Character defining elements for Planned Suburban Neighborhoods, as defined in the I-495/I-95 Capital Beltway Corridor Transportation Improvement Study, include 1) grid or curvilinear street pattern; 2) cohesive groupings of buildings by function, date or style; 3) consistent lot size and building set-back; 4) landscape features such as sidewalks, street lighting and tree plantings; 5) community amenities such as social halls, schools, parks or community centers; and 6) association with a major transportation corridor. To be considered eligible for the National Register of Historic Places, Planned Suburban Neighborhoods must possess excellent integrity of all character-defining elements. Glenarden has public and residential buildings constructed from the 1920s through the present according to subdivision plats from 1911, 1913 and the 1950s. The properties have consistent scale, lot set-backs and landscaping. In addition, Glenarden includes amenities such as municipal buildings and parks. Glenarden was originally associated with the Washington, Baltimore and Annapolis Electric Railroad.

Glenarden is an early-twentieth century, middle-class suburban community developed specifically for African Americans. It remains a successful African-American suburb to this day. The resources within the community represents a continuum of development from the early African-American suburbs of the 1910s and 1920s through the urban renewal of the 1960s and 1970s to the continuing suburbanization of middle-class African Americans today. Though the community is a important entity within the suburbanization context of the Washington D.C. region, the community does not contain a sufficient number of historic structures to convey its association with suburbanization during the first half of the twentieth century. Due to urban renewal efforts of the 1960s and 1970s, an overwhelming majority of structures within Glenarden are less than fifty years old. It cannot be demonstrated that the community has achieved exceptional importance within the last 50 years, therefore, it does not meet National Register Criteria Consideration G. However, It is recommended that the community be reconsidered for the National Register of Historic Places in ten years, after a bulk of the structures reach an "historic" age.

MARYLAND HISTORICAL TRUST

Eligibility recommended — Eligibility Not Recommended: XX

Comments: DUE TO LACK OF INTEGRITY

Reviewer, OPS: [illegible] Date: 2/20/2001

Reviewer, NR Program: [illegible] Date: 4/17/01

9. Major Bibliographical References

Survey No. PG:72-26/PG:73-26

See Continuation Sheet

10. Geographical Data

Acreage of nominated property

Quadrangle name Lanham, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification
See Continuation Sheet

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Julie Darsie

organization KCI Technologies, Inc.

date January 2000, Revised January 2001

street & number 10 North Park Drive

telephone 410-316-7800

city or town Hunt Valley

state/zip Maryland, 21030

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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

9. Major Bibliographical References (Continued)

KCI Technologies, Inc. October 1997. Suburbanization Historic Context and Survey Methodology: I-495/I-95 Capital Beltway Corridor Transportation Study. Rev. November 1999. Vol. 1. Maryland Department of Transportation, State Highway Administration.

Maryland-National Capital Park and Planning Commission. *Glenarden: The Past in Perspective.* Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission, 1995.

Prince George's County Public Library. Vertical Files. "Prince George's County Communities – Glenarden." Hyattsville, MD.

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

United States Geological Survey. *Washington and Vicinity Topographic Map (7.5-minute).* 1917.

United States Geological Survey. *Map of Prince George's County (7.5-minute).* 1927.

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.

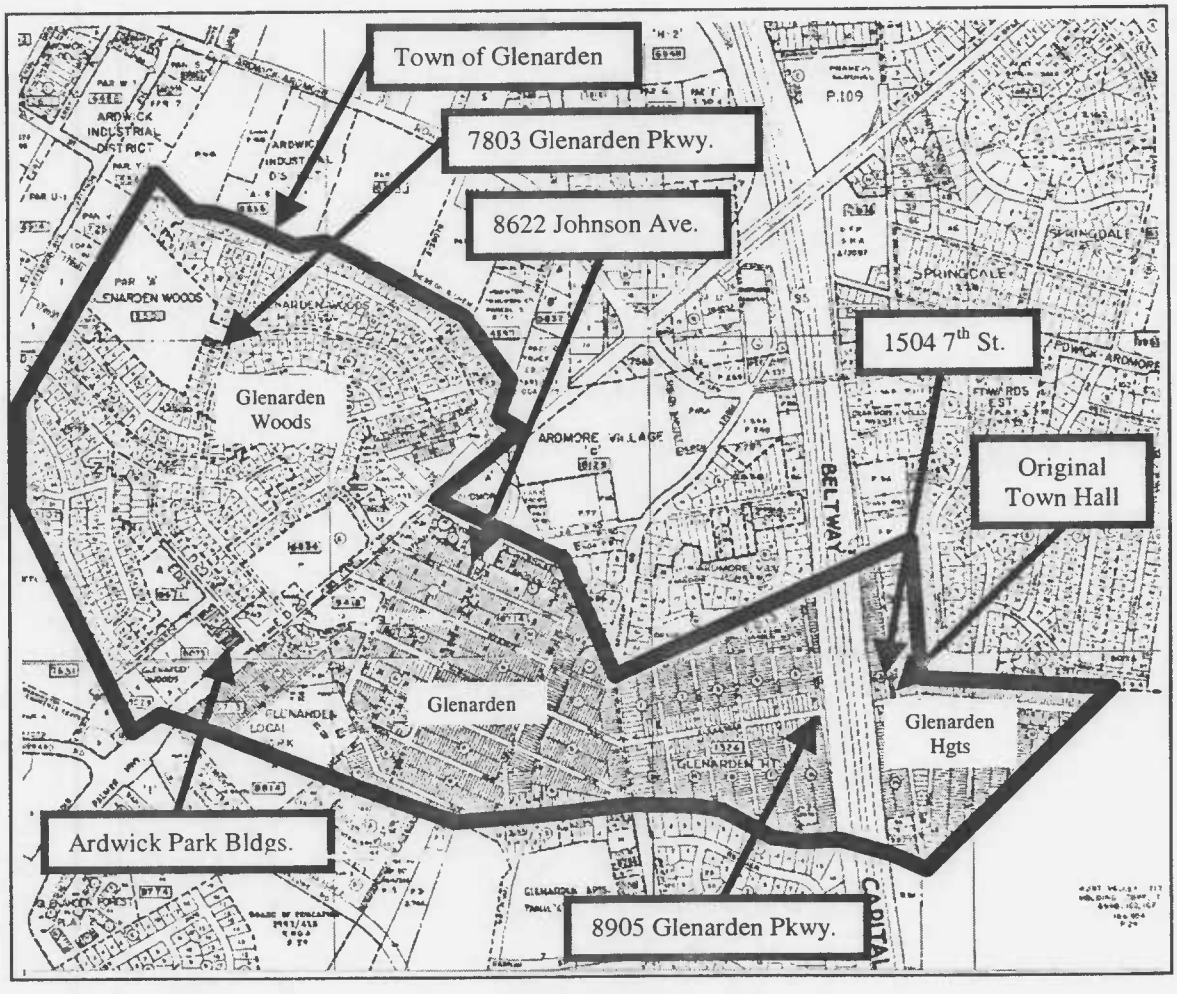
CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Glenarden
SURVEY NO.: PG:72-26/PG:73-26
ADDRESS: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.; Glenarden; Prince George's County

Geographical Data (Continued)

Resource Sketch Map:

Prince George's County Tax Maps 52, 60
(Shaded areas represent properties specifically mentioned in form)



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Glenarden
SURVEY NO.: PG:72-26/PG:73-26
ADDRESS: 1st - 11th Sts., Glenarden Pkwy., Johnson Ave., Leslie Ave., Fulton Ave., Irvin Ave., McClain Ave., Wesley St., Reed St., Fiske Ave., Piedmont Ave., Grant Dr., Tyler St., Polk St., Church St., Dellwood Ave., Echols Ave., Cawker Ave., Hayes St.; Glenarden; Prince George's County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION DATA

Geographic Organization:

Western Shore

Chronological/Development Period Theme(s):

Industrial/Urban Dominance (A.D. 1870-1930)

Modern Period (A.D. 1930-Present)

Prehistoric/Historic Period Theme(s):

Social

RESOURCE TYPE:

Category (see Section 3 of survey form):

District

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

Residential, Educational, Municipal, Recreational

Known Design Source (write none if unknown):

William R. Smith

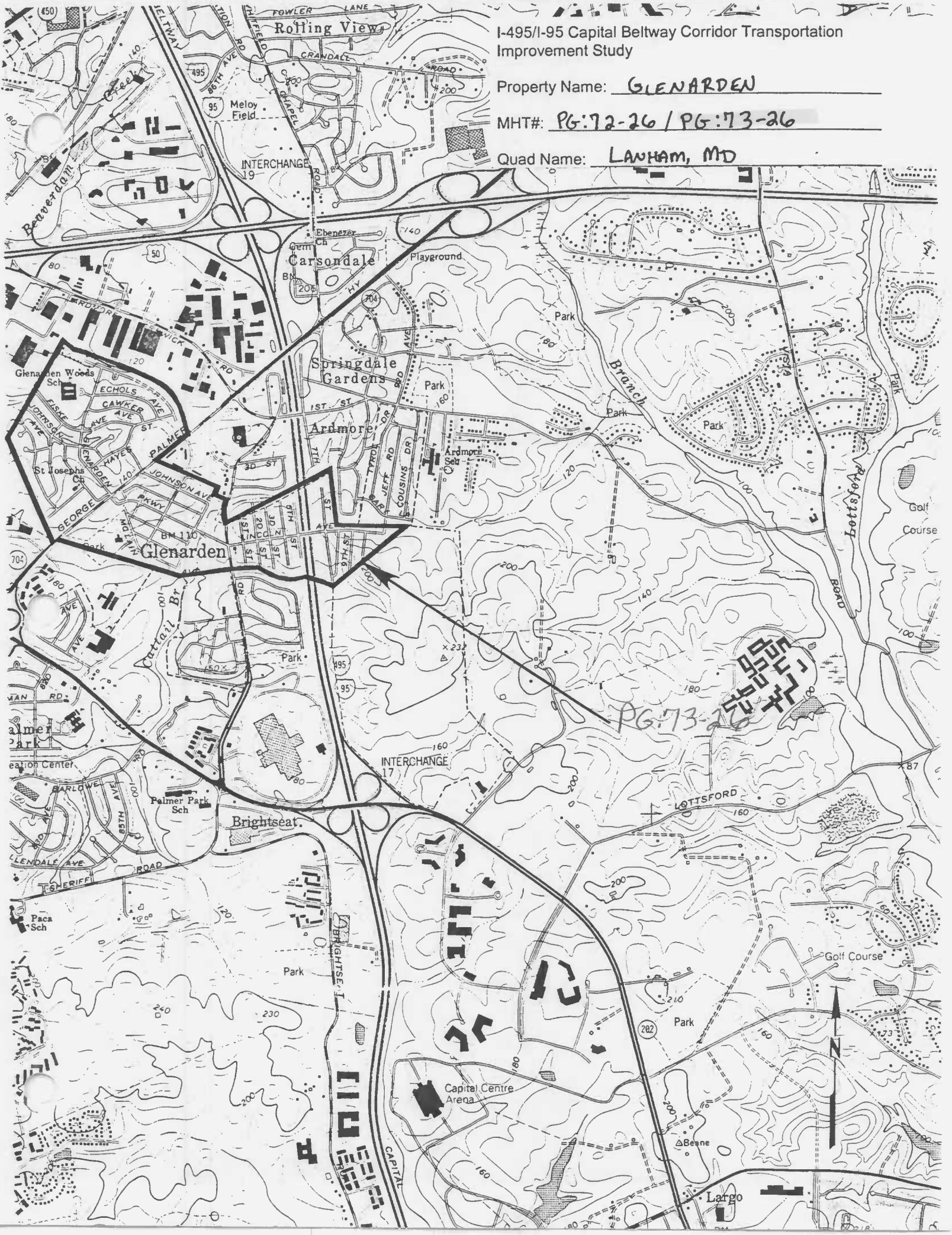
Preparer
KCI Technologies, Inc.
January 2000

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

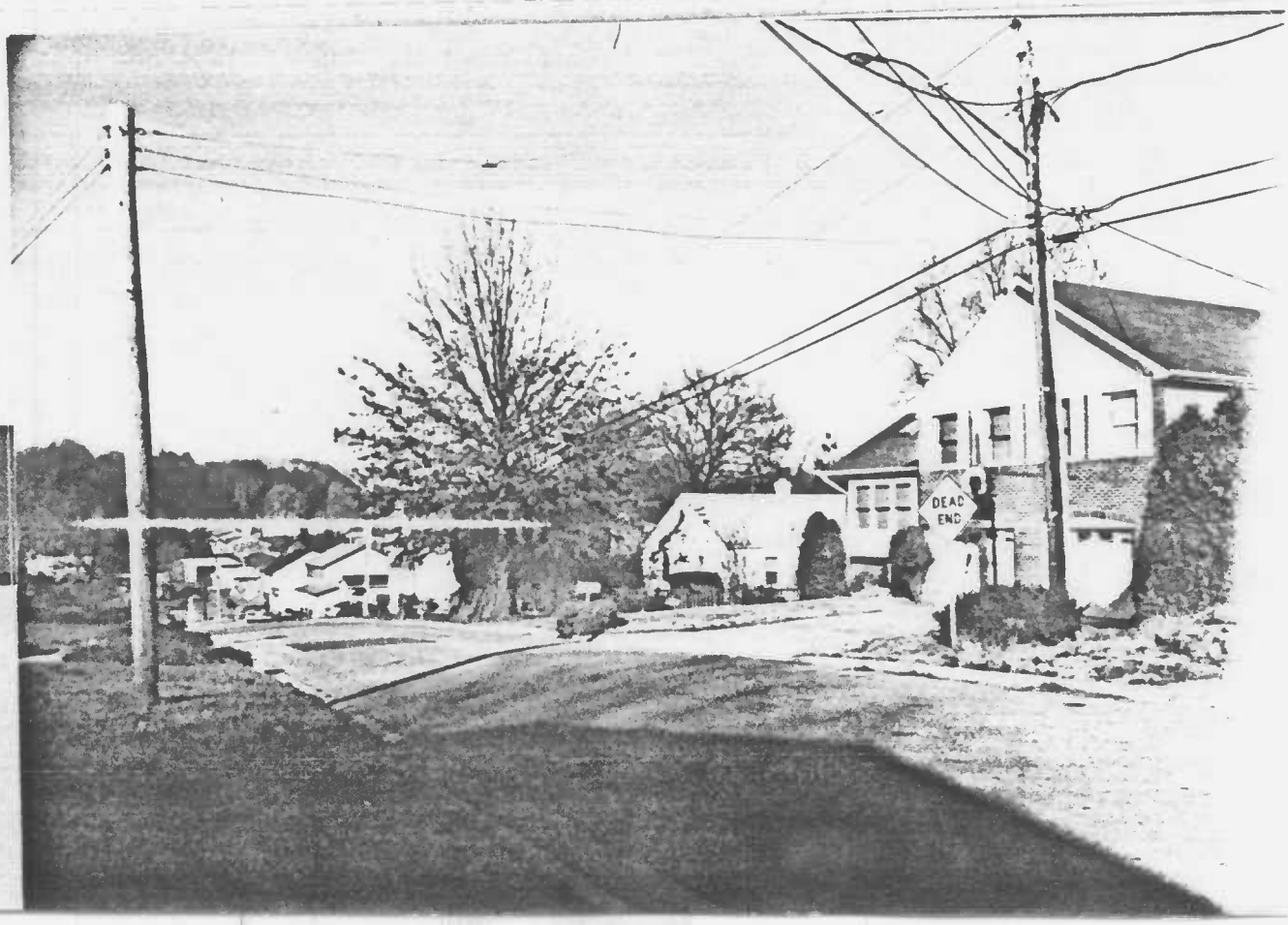
Property Name: GLENARDEN

MHT#: PG:72-26 / PG:73-26

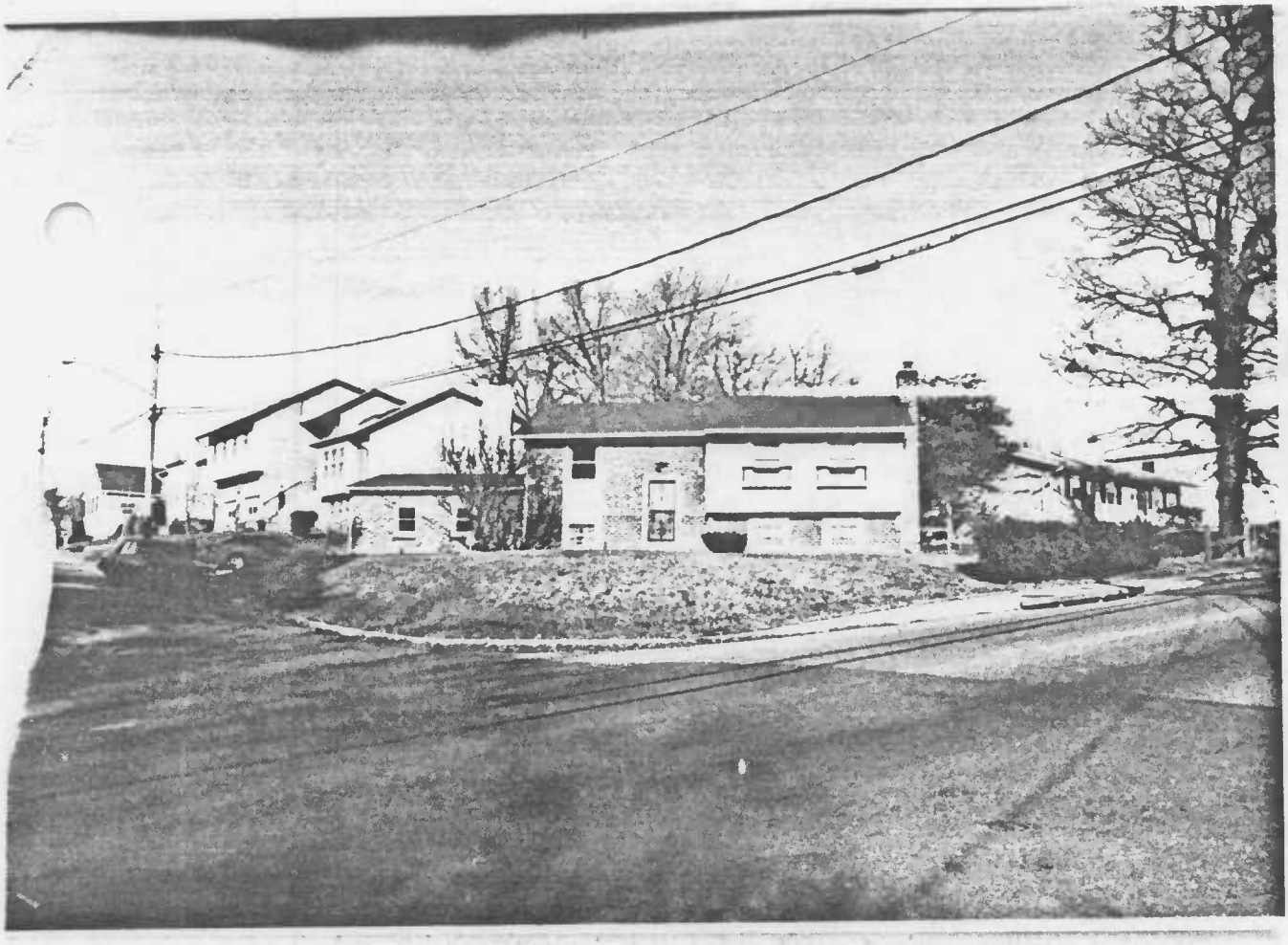
Quad Name: LANHAM, MD



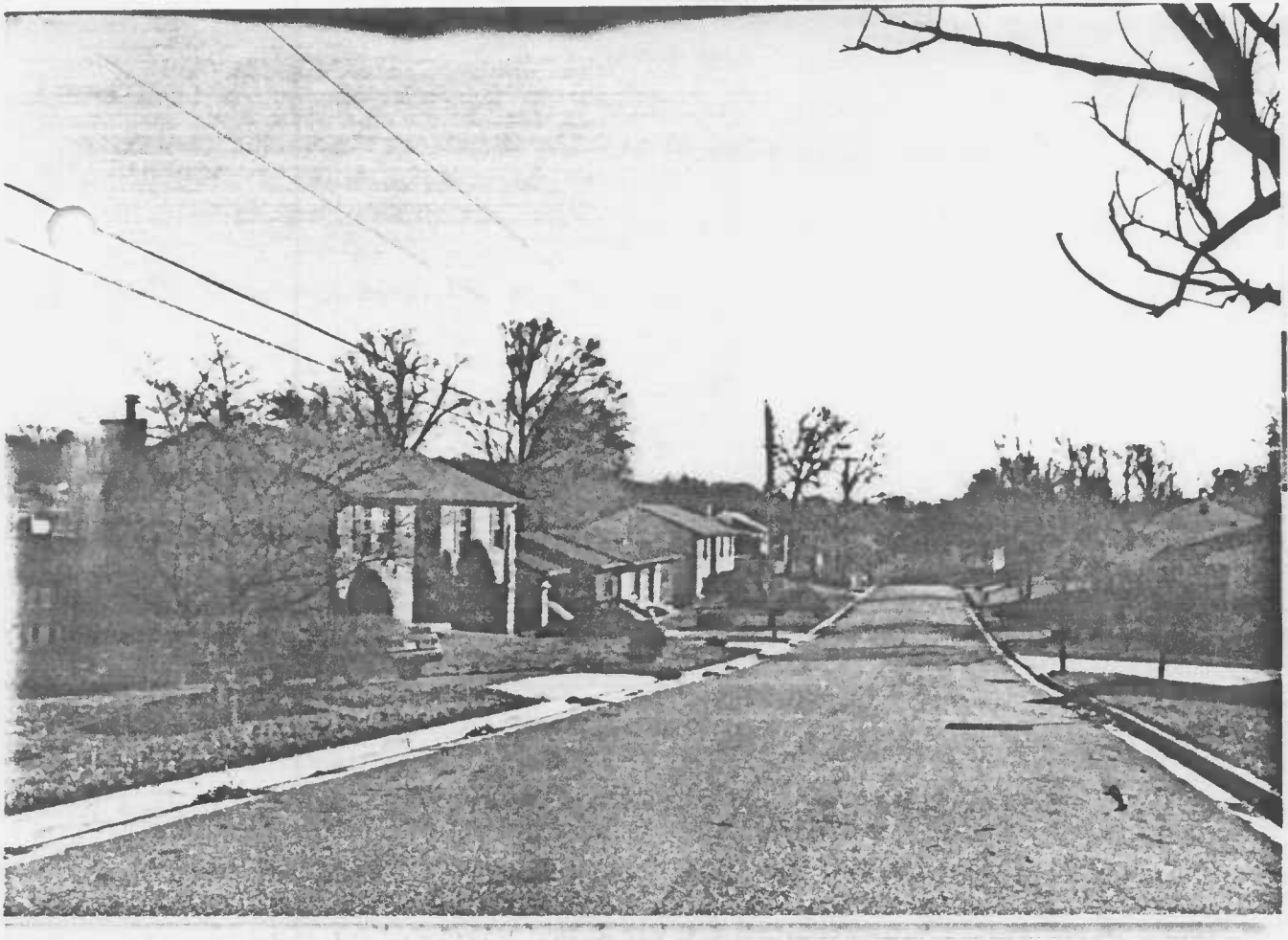
SEE PG:72-26 FOR ORIGINAL PHOTOS

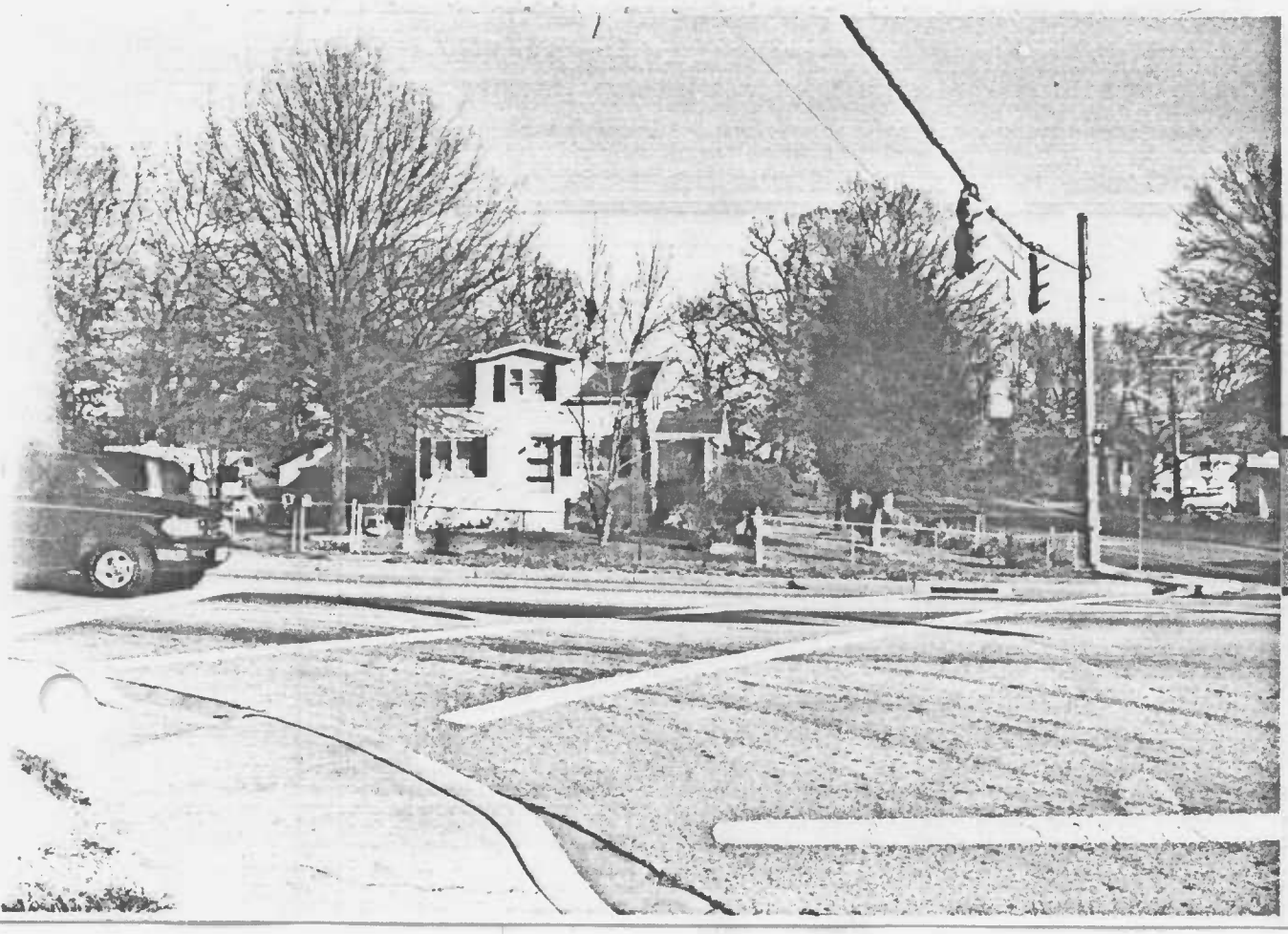


PG: 73-26

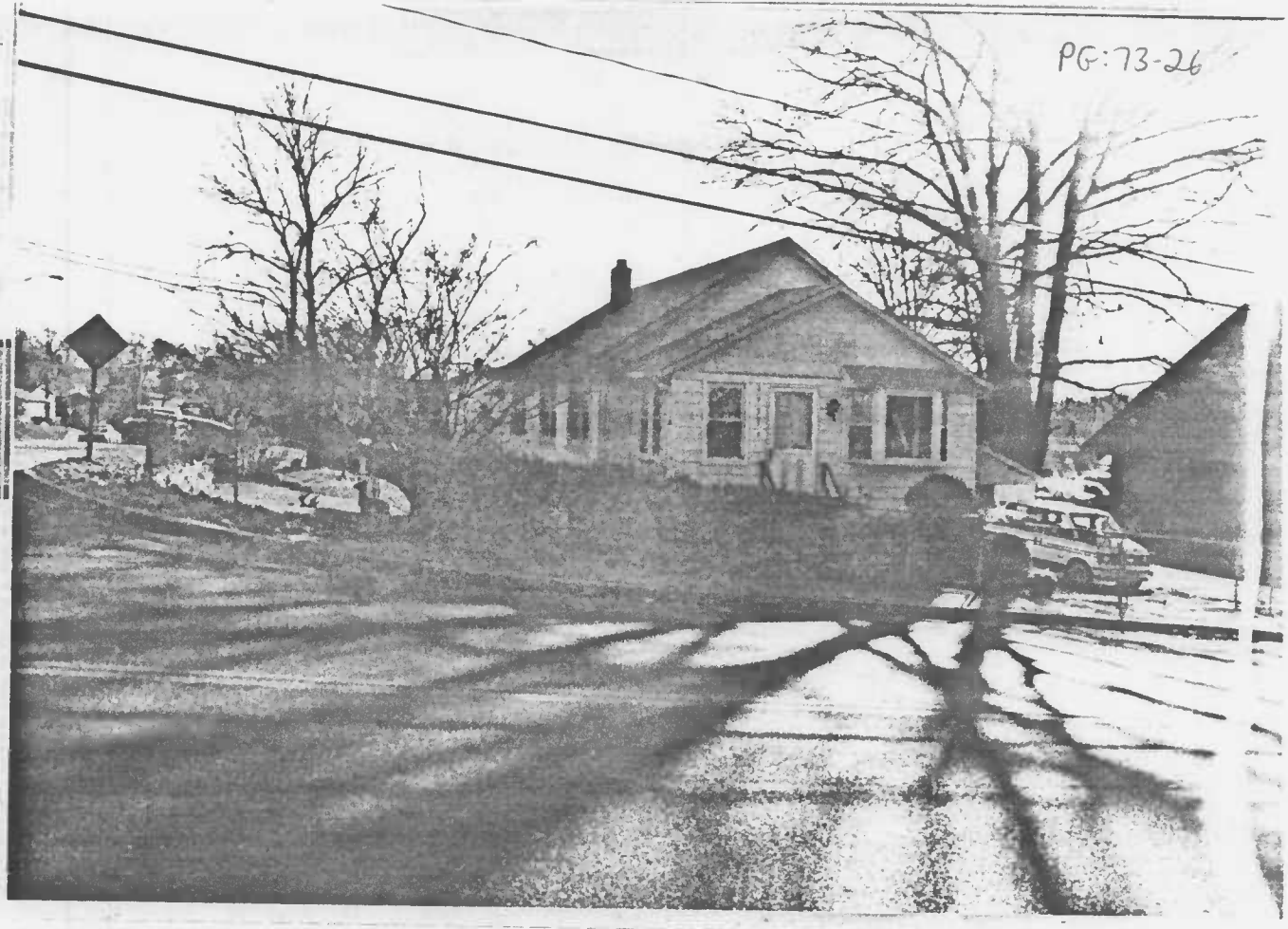


PG: 73-26

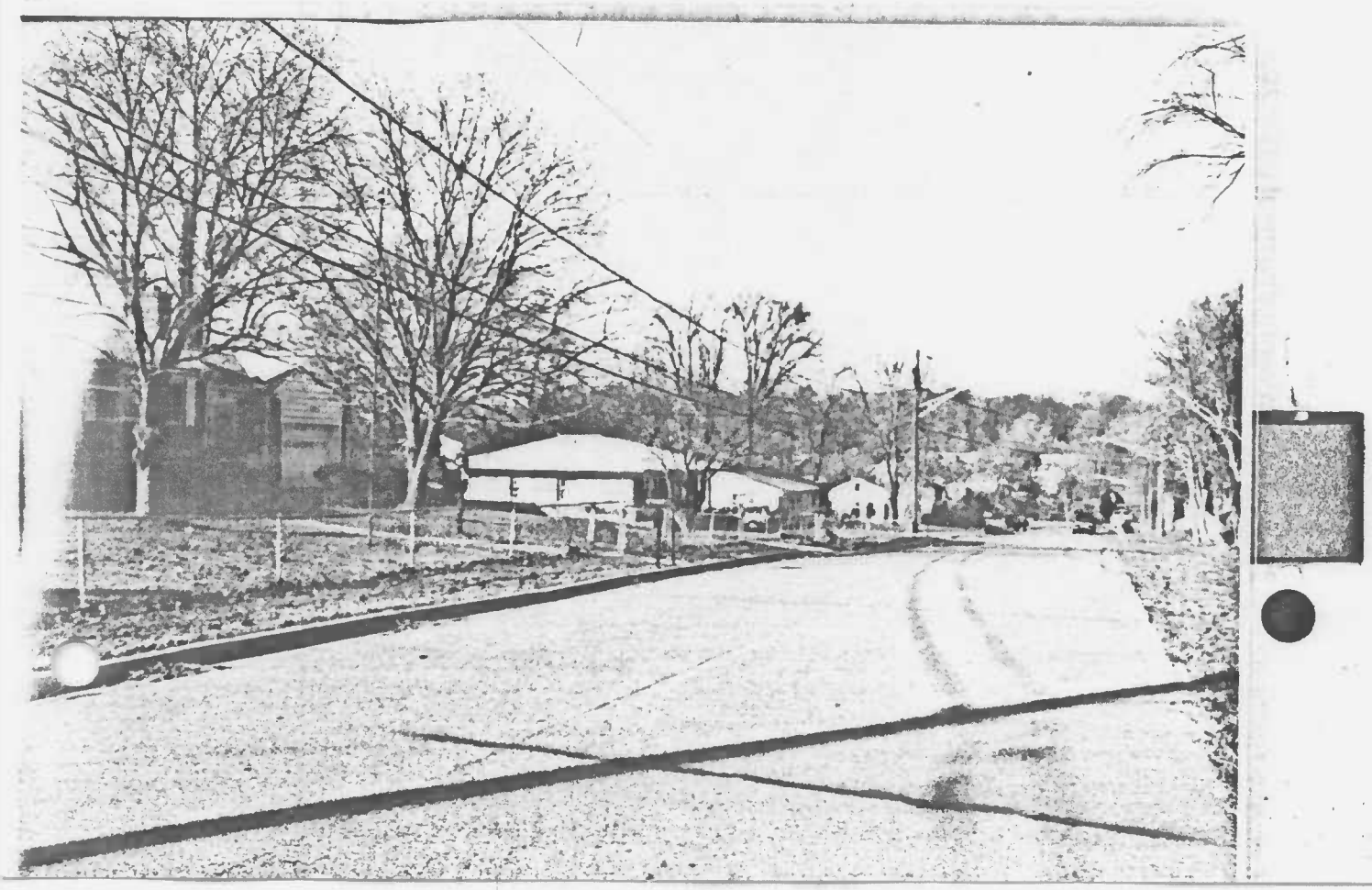




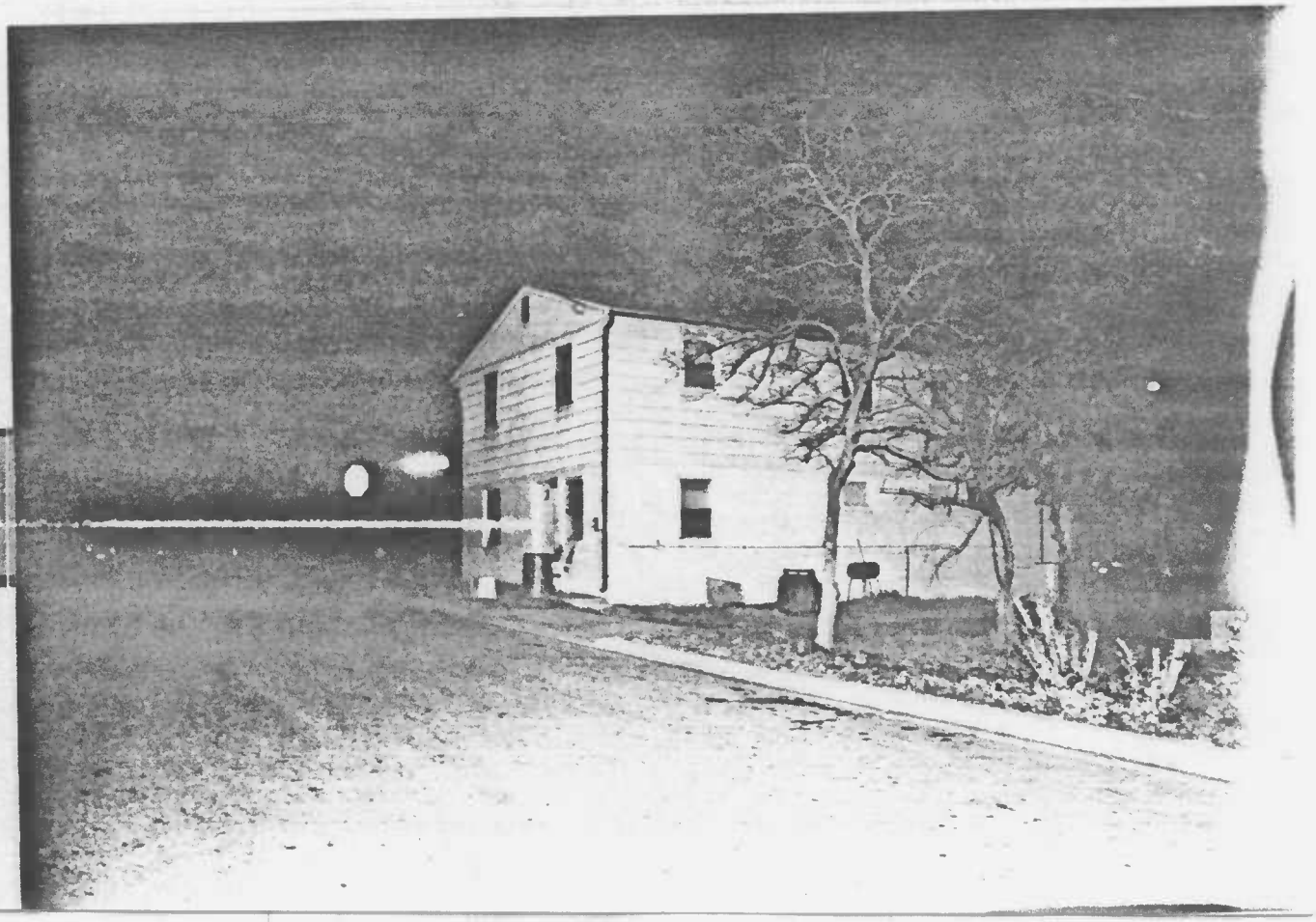
PG: 73-26



PG: 73-26



PG: 73-26

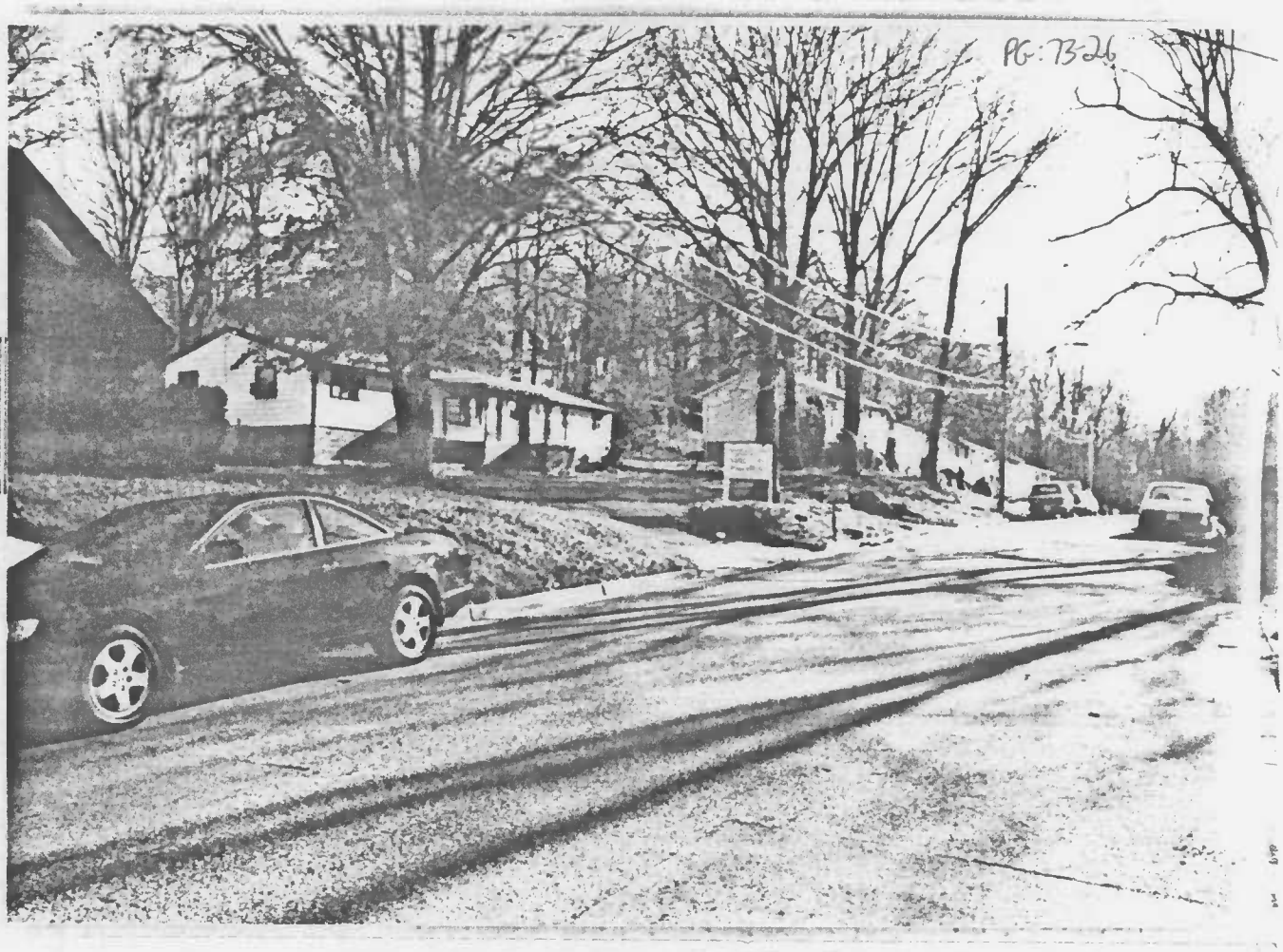


PG: 73-26

PG: 73-26

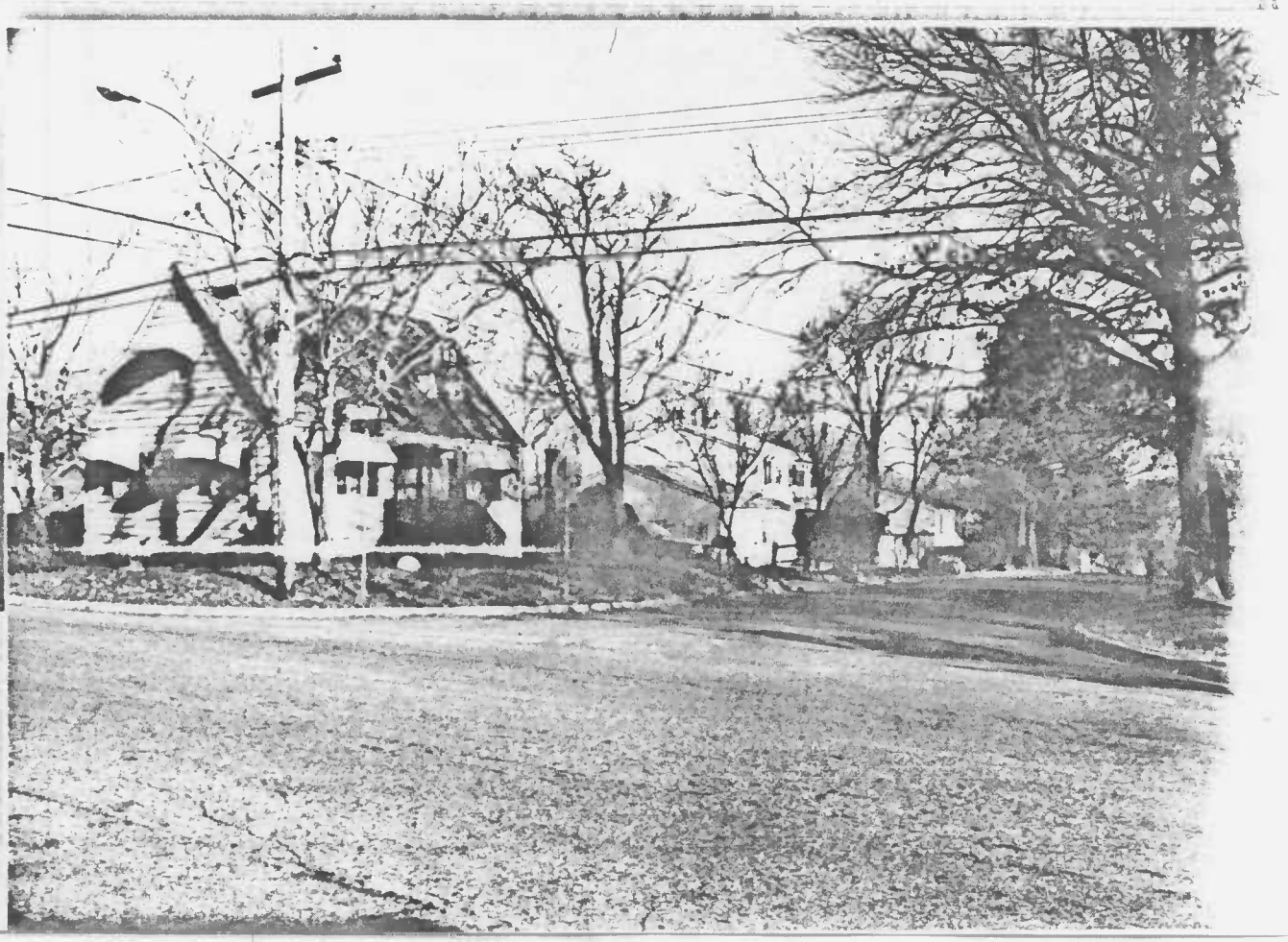
PG: 73-26

PG: 73-26



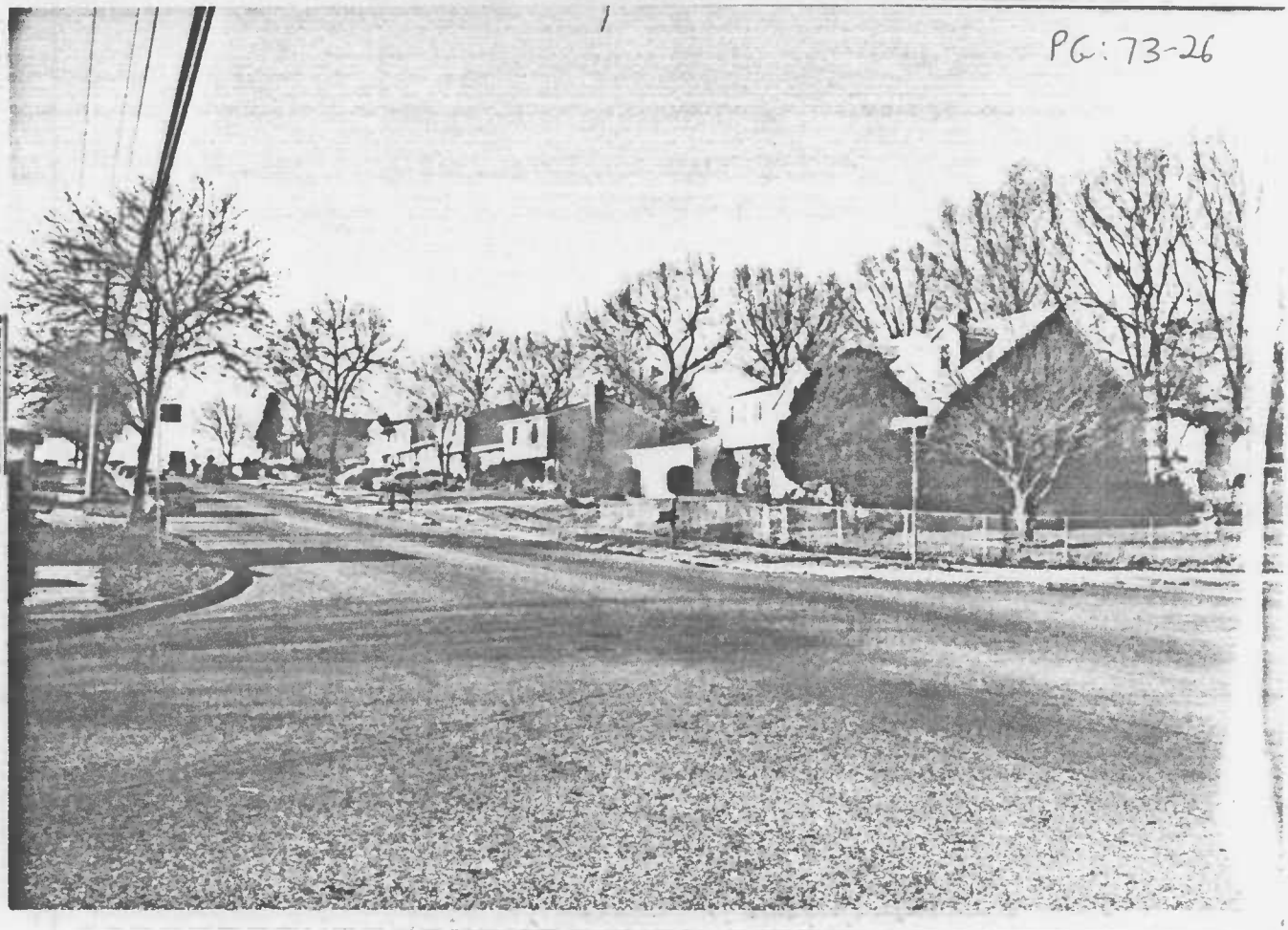
PG: 73-26

PG: 73-26



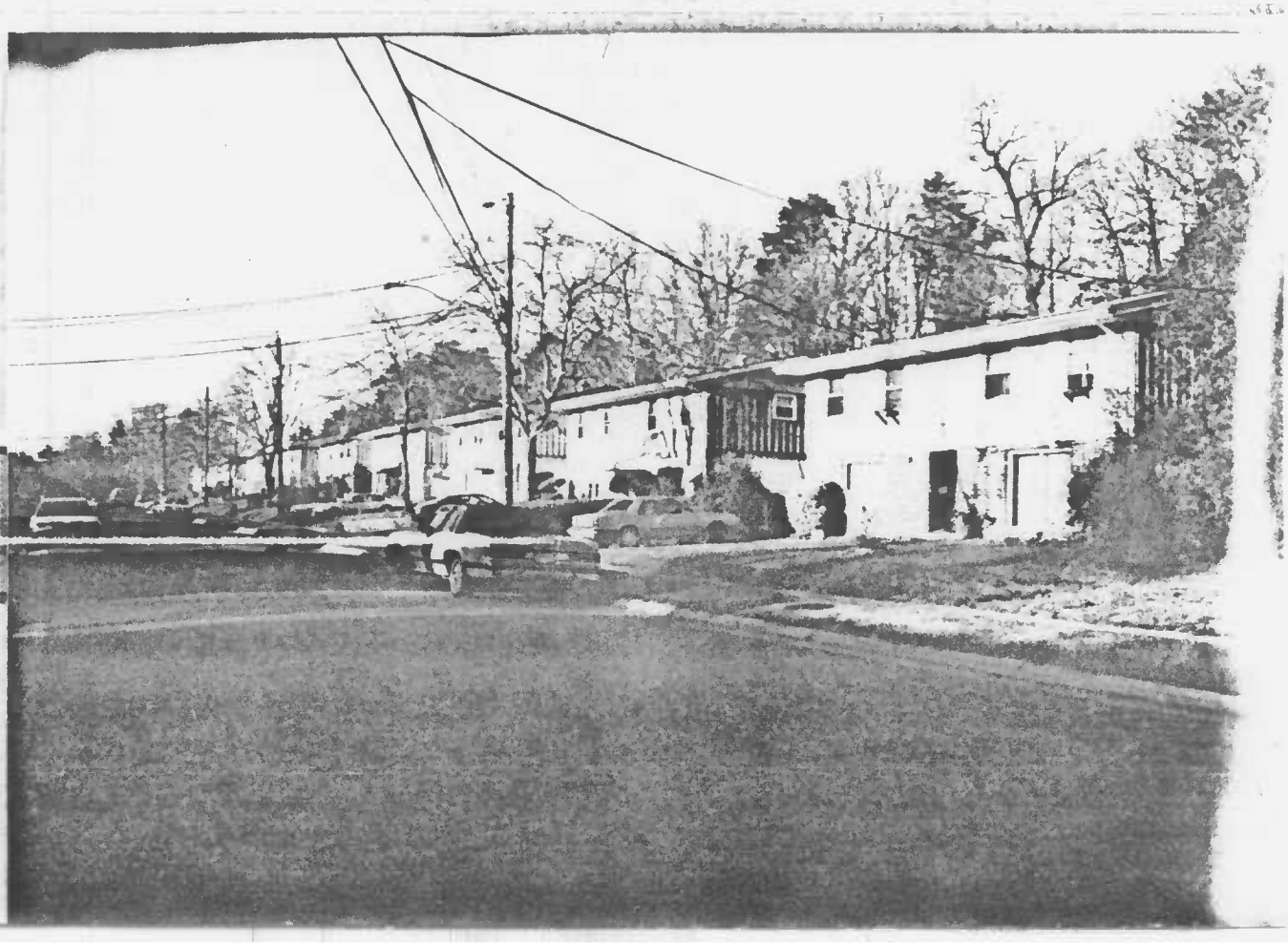
PG:73-26

PG: 73-26



PG:73-26

P.G.73-26



PG: 73-26