Capsule Summary
SM-742
Patuxent Park Subdivision
Lexington Park vicinity
Private 1947

In order to accommodate the growing numbers of workers associated with the Patuxent River Naval Air Station, residential developers purchased large tracts of land outside of the base gates and began to construct large subdivisions. Drastically different from any housing community in the rural landscape of St. Mary's County, these developments were characterized by sidewalk-lined curvilinear roads, even setbacks, and repetitive house designs.

One of the most extensive of these subdivisions was Patuxent Park. Begun in 1947 by Tell W. Nicolet of the State Planning Commission, Patuxent Park was slated to include 216 acres and over 500 houses. Taking inspiration from the nearby Naval Air Station, Nicolet named all of the roads after famous aircraft carriers such as Wasp, Saratoga, Princeton, Midway, Enterprise, and Kearsarge. Two story brick and frame houses line these narrow streets. Although these dwellings have been modified since their initial construction, the overall design and feeling of the development remains intact. Further research is warranted for one of the county's first subdivisions.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. SM-742

1. Name of Property (indicate preferred name)

historic	Patuxent Park Subdivision
other	

2. Location

street and number	N side of Great Mills Road just S of its int. with Shangri La Lane	__	not for publication
city, town	Lexington Park	__	vicinity
county	St. Mary's		

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

name	This resource contains several hundred houses under just as many owners.				
street and number				telephone	N/a
city, town	Lexington Park	state	Md	zip code	20653

4. Location of Legal Description

courthouse, registry of deeds, etc.	St. Mary's County Courthouse	tax map and parcel	TM-43A, P-?
city, town	Leonardtown	liber	CBG 18 folio 240

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
__x__district
_____building(s)
_____structure
_____site
_____object

Ownership
_____public
__x__private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
__x__domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
_____transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
400+	?	buildings
		sites
		structures
		objects
400+	?	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. SM-742

Condition

___ excellent ___ deteriorated
___ good ___ ruins
___ fair ___ altered

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

Patuxent Park Subdivision, located in Lexington Park, Maryland, is located on the north side of Great Mills Road just south of its intersection with Shangri La Lane. Consisting of approximately 200 acres, the subdivision is characterized by curvilinear and narrow roads, small lots that range in size from 50,000 to 100,000 square feet, and repetitive tract housing designs. The property features mildly undulating topography and is bounded to the south by Great Mills Road to the south, commercial tracts to the east and west, and wooded tracts to the north.

First construction of the Patuxent Park Subdivision began in 1947. Following the designs of subdivisions across the United States, the development created a whole network of narrow curvilinear roads and cul-de-sacs lined with two-story frame and brick tract houses that followed repetitive design models. Setbacks were evenly adhered to and sidewalks were placed beside curbed roads. Some hierarchies among the various sections of the development remain. Some lots, for instance, are large enough to accommodate garages and driveways, while other lots are too small forcing occupants to park vehicles on the streets. Although almost all of the houses have been modified since their initial construction, the overall design and layout of the development remains intact thereby creating an accurate representation of mid-twentieth century subdivision.

Due to the large size of the development, not all roads were traveled and not all resources were seen. Resource counts and acreage [illegible] only estimates.

8. Significance

Inventory No. SM-742

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
__ 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce	__ ethnic heritage	__ law	__ science
	__ communications	__ exploration/ settlement	__ literature	__ social history
	__ community planning		__ maritime history	__ transportation
	__ conservation		__ military	__ other:

Specific dates 1947 **Architect/Builder** Tell W. Nicolet, engineer

Construction dates

Evaluation for:

_____ National Register _____Maryland Register ____x____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

In order to accommodate the growing numbers of workers associated with the Patuxent River Naval Air Station, residential developers purchased large tracts of land outside of the base gates and began to construct large subdivisions. Drastically different from any housing community in the rural landscape of St. Mary's County, these developments were characterized by sidewalk-lined curvilinear roads, even setbacks, and repetitive house designs.

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9. Major Bibliographical References

Inventory No. SM-742

Hammett, Regina Combs. History of St. Mary's County, Maryland: 1634-1990. Ridge, Md: Self-published, 1994.

10. Geographical Data

Acreage of surveyed property	see description		
Acreage of historical setting	see description		
Quadrangle name	Lexington Park	Quadrangle scale:	1:24 000

Verbal boundary description and justification

Patuxent Park is bounded to the south by Great Mills Road, commercial tracts to the east and west, and wooded tracts to the north. A more specific description of the property boundaries can be found in St. Mary's County Land Records Liber CBG 18, Folio 240.

11. Form Prepared by

name/title	Kirk E. Ranzetta, Historic Sites Surveyor		
organization	St. Mary's County Department of Planning & Zoning	date	August, 2000
street & number	22740 Washington Street	telephone	301-475-4662
city or town	Leonardtown	state	Maryland

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

SCALE 1:24 000

MN
GN
10°
178 MILS
0°53'
16 MILS

1000 0 1000 2000 3000

SM-742
Patuxent Park Subdivision
Lexington Park
St. Mary's County
Lexington Park Quad

CONTOUR INTERVAL 10 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

SM-742

Patuxent Park Subdivision