

INTRODUCTION

The Approved Subregion 6 Master Plan and Sectional Map Amendment covers a land area that constitutes almost one-third of the county. Almost two-thirds of this area is rural in character and has been designated for rural preservation in both the area's last master plan and in the county's 2002 General Plan. In this rural area, largely east of US 301, are also over half of the county's designated historic sites and resources, as well as regionally significant environmental assets including the Patuxent River, which forms the eastern boundary of the subregion and the county.

The existing master plans for the communities in the Subregion 6 plan were last completed over 15 years ago. Some things have changed since these master plans were completed—there is considerably more housing, particularly west of US 301; employment areas have grown around Joint Base Andrews Naval Air Facility Washington and in Upper Marlboro; and new commercial shopping centers have been developed. At the same time, much of the historic and rural fabric of this large area has not yet been altered. This plan presents the opportunity to strengthen and improve the developing communities, as well as to develop much-needed policies and tools to ensure that this rural and historic character can be strengthened and preserved for future generations. This diversity in Subregion 6 represents both unique opportunities as well as challenges which are identified and analyzed in this master plan.

Two major highways run through the subregion, MD 4 and US 301, and offer special challenges in terms of the regional traffic they bring and the resulting separation of neighborhoods. But the existence of these roads also provides opportunities to promote compact commercial and industrial development in strategic locations that brings jobs and services to this area of the county. It is by concentrating this development in the Developing Tier that we can stop suburban sprawl and preserve the remaining rural assets in this area.

In an effort to preserve historic sites, sensitive environmental features, productive land, and other resources, the Subregion 6 master plan is taking a different, sustainable approach to guide economic development, land preservation, and residential development. Recent climate, economic, and energy changes require communities to reassess how they use land and energy resources. Rural land near major urban areas is an increasingly valuable resource and commodity for food, energy production, and, potentially, for offsets for development activities, emissions, or pollution.

A number of key issues were identified during the plan preparation process and are discussed in more detail throughout the plan and as recommendations:

- Preserving agriculture through a period of transition with declining farm income as a result of the Maryland tobacco buyout program.
- Conserving natural resource lands.
- Incorporating sewer capacity considerations into future planning since the ability to expand capacity is increasingly difficult.
- Modifying the Rural Tier/Developing Tier boundaries.
- Assuring the adequacy of public facilities given the constrained availability of public resources.
- Promoting the subregion's extensive historic, cultural, and recreational assets.
- Charting a new future for the Town of Upper Marlboro and vicinity.
- Defining and planning for sustainability in suburban and rural communities.

Included in this plan is a detailed discussion of the area's important characteristics—including its historic assets, existing land use pattern and transportation network, public facilities, and tremendous environmental assets. The plan provides a vision for the future development of the communities that compose the large subregion. This is the first master plan in the county to focus on creating sustainable development with supporting actions throughout all components of the master plan.

This master plan was developed in collaboration with many community partners, including broad-based representation from the area's residents, business and property owners, developers, and county, state, and federal agencies with jurisdictional interest in the area. The Subregion 6 master plan and sectional map amendment will guide development and public investment in the area for the next 10 to 20 years. It identifies short- and long-term policies and strategies to realize a land use, preservation, and development vision that reflects the aspirations of the county and the region's residents and businesses, within the framework provided by the 2002 General Plan for Prince George's County.

This document is organized around ten chapters. The Background and Planning Process chapter defines the project boundary, its relationship to other plans and policies, and the public participation process and presents an overview of the rich history of this area. The Subregion Analysis chapter discusses one of the underlying themes of this plan in terms of planning for sustainable communities. It also presents a brief demographic profile of the area as well as a description of existing conditions for land uses and development, transportation, the environment, and economic development along with a description of the major issues addressed by the plan. Subsequent chapters present plan recommendations for the functional elements of this plan: the development pattern and land use, the environment, transportation, public facilities, economic development, historic preservation, and community development. The final chapter is the sectional map amendment, which identifies zoning changes necessary to implement the land use recommendations.

BACKGROUND AND PLANNING PROCESS

The master plan area comprises the southeast portion of Prince George’s County and is approximately 151 square miles, or 31 percent, of the land area of the county. The southern boundary of the subregion is Charles County and the Patuxent River is the eastern boundary. Joint Base Andrews Naval Air Facility is located on the western edge of the subregion. The subregion includes two municipalities: Upper Marlboro, the county seat, and Eagle Harbor. It is home to a number of older established communities including Aquasco, Baden, Brock Hall, Croom, Marlboro Meadows, Marlton, Melwood, Perrywood, Rosaryville, and Villages of Marlborough. There are also newer communities, primarily north of MD 4, including two large comprehensively designed developments: Balmoral and Beechtree.

The purposes of this plan and sectional map amendment are:

- To implement the policies and recommendations contained in the 2002 Prince George’s County Approved General Plan.
- To amend portions of the 1993 *Approved Master Plan and Sectional Map Amendment for Subregion VI Study Area (Planning Areas 79, 82A, 82B, 86A, 86B, 87A and 87B)*, the 1994 *Approved Master Plan and Sectional Map Amendment for Melwood Westphalia (Planning Areas 77 and 78)*, and Planning Area 85B, which was previously included in the 1993 *Approved Master Plan and Sectional Map Amendment for Subregion V*.
- To analyze existing development and the current zoning pattern for consistency with the county’s development policies.
- To amend the zoning map to implement the land use recommendations through a sectional map amendment.
- To set policies that will guide future development in the master plan area.

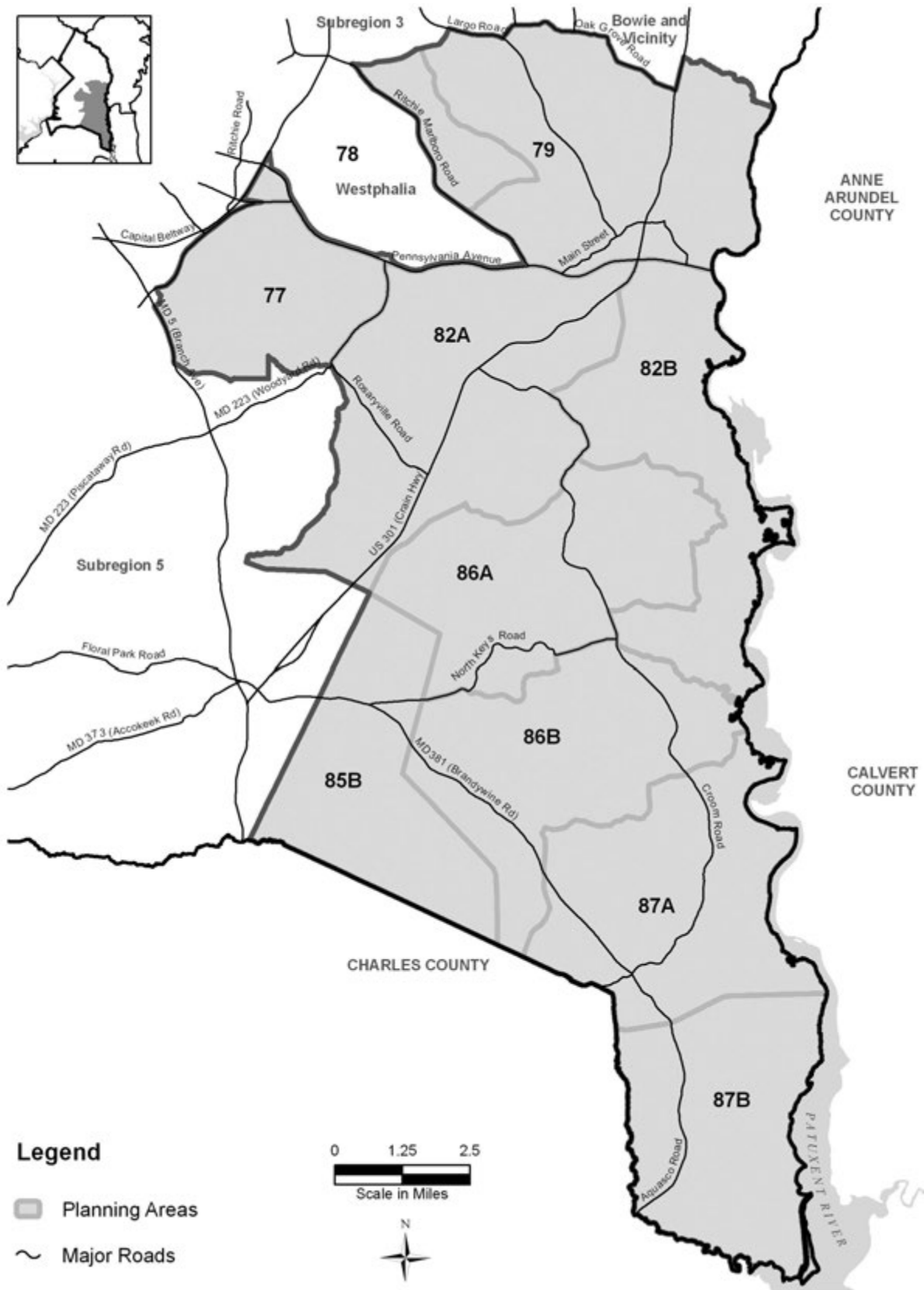
The master plan for Subregion 6 is the county’s first plan to place a special focus on the General Plan’s principle of sustainability. Specifically, appropriate to this subregion is the goal to retain sustainable agricultural land. The area represents a special opportunity given its location and accessibility to the greater Washington metropolitan area since the vast majority of rural land in the county is still being used agriculturally. At the same time, one-third of the area has Developing Tier communities, more

PROJECT AREA BOUNDARY

PLAN PURPOSE

PLANNING FOR A SUSTAINABLE SUBREGION 6

MAP 1: SUBREGION 6 PLANNING AREA BOUNDARY



suburban in nature. The challenge of this master plan is to develop recommendations that strengthen the established communities and promote new development while at the same time preserving the more rural landscape. Although a guiding principal of the General Plan, the concept of sustainability is both complex and difficult to implement.

The 2002 General Plan expanded on the 2000 *Biennial Growth Policy Plan* to set forth new goals, objectives, policies, and strategies for the county. This General Plan established three growth policy areas for the county: the Developed, Developing, and Rural Tiers that, in combination, designate areas of significant economic development, residential development, and preservation. Subregion 6 contains parts of both the Developing Tier and the Rural Tier (Map 2).

The Developing Tier is envisioned as an area of low- to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Growth policies in the Developing Tier encourage compact residential neighborhood design and limit commercial uses to designated centers.

The vision for the Rural Tier is protection of large amounts of land for agricultural pursuits and preservation of rural character and vistas, recreation, woodland, and wildlife habitat. Land use, environmental, transportation, and public facilities policies recommended for the Rural Tier are intended to balance pressure for residential development and landowners' equity with the desire to maintain rural environments and character.

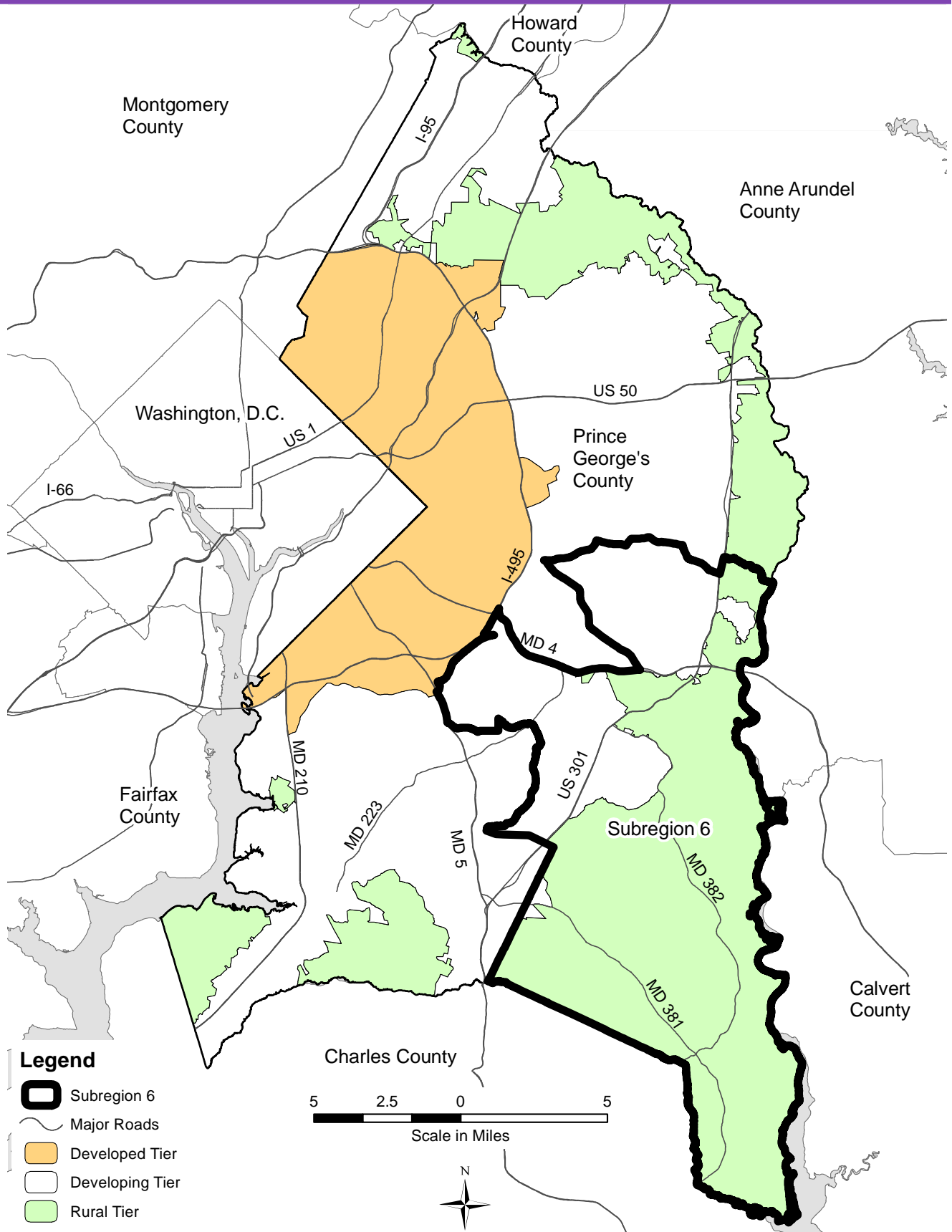
Based on the boundaries established in the General Plan, the Developing Tier portion of the subregion is generally located west of US 301, except for the communities of Marlton and Marlboro Meadows. The Rural Tier comprises the remaining land area of Subregion 6, including a small portion of land west of US 301

THE 2002 GENERAL PLAN AND DEVELOPMENT TIERS

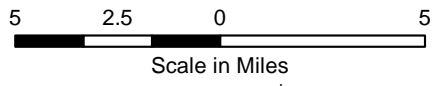
TABLE 1: LAND AREA BY GENERAL PLAN POLICY TIER

	Total Square Miles Prince George's County (acres)		Percent	Total Square Miles Subregion 6 (acres)		Percent
Developed Tier	87.22	(54,929.80)	17.98	0.00	(0.00)	0.00
Developing Tier	235.81	(151,808.45)	48.61	47.61	(30,471.85)	31.66
Rural Tier	162.06	(103,719.86)	33.41	102.75	(65,759.16)	68.34
Total	485.09	(310,458.11)	100.00	150.36	(96,231.01)	100.00

MAP 2: COUNTY TIERS



- Legend**
-  Subregion 6
 -  Major Roads
 -  Developed Tier
 -  Developing Tier
 -  Rural Tier



and south of MD 4. Table 1 compares the amount of land in each growth policy area in the county to Subregion 6.

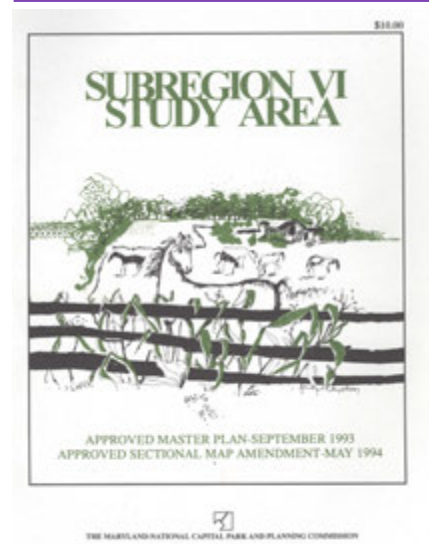
Note that the 102.75 square miles of Rural Tier in Subregion 6 constitutes 68.34 percent of the overall 162.06 square miles designated as Rural Tier in the entire county. In addition, the subregion has 47.61 square miles of the Developing Tier in this planning effort, once the 9.4 square miles covered by the 2007 Westphalia sector plan are taken from this number. As such, a central concern in the update of this master plan is developing policies to implement the General Plan objectives for the Rural Tier.

This Subregion 6 master plan is the third major comprehensive plan developed specifically for southeastern Prince George's County. The first master plan for Subregion VI, adopted in 1973, implemented and amended the 1964 Prince George's County Plan's recommendations for location, type, and intensities of different land uses. Both of these plans recommended that the rural areas in the southeast portion of the subregion remain rural, encourage agriculture as the economic mainstay of the area, and expand the functional role of agricultural lands into agriculturally compatible recreational uses. That was followed in 1977 by the *Upper Marlboro Special Treatment Plan* and in 1980 by the *Melwood Special Treatment Plan*, both of which provided more-detailed guidance to development within these respective communities.

In 1993, the Subregion VI Study Area master plan was completed for the communities of Marlboro, Mount Pleasant, Queensland, Marlton, Rosaryville and the rural planning areas. The associated Subregion VI approved sectional map amendment was adopted in May 1994.

This plan implemented and amended the 1982 General Plan, giving priority to conserving the region's rural and historic landscapes along the Patuxent River through the protection of agriculture and natural resources and the use of rural conservation subdivisions and comprehensive design zones (CDZs) for land development. It included measures to maintain water quality in the Chesapeake Bay, incorporated a trails plan, and addressed issues related to the agricultural economy, scenic road corridors and highway improvements, and sand and gravel operations.

PRIOR PLANS AND INITIATIVES



Rural churches and cemeteries are located throughout Subregion 6. They provide residents with community gathering places and contribute to Subregion 6's rural character.

Also in 1994, the Melwood-Westphalia master plan and sectional map amendment was approved. This plan superseded the 1973 Subregion VI master plan and 1980 *Melwood Special Treatment Area Plan* within its study area. This plan addressed land use issues in detail for the area to the north and east of Joint Base Andrews Naval Air Washington.

The 1992 Maryland Economic Growth, Resource Protection and Planning Act

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state's natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure achievement of one through five above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

The eight visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

The 1997 Smart Growth and Neighborhood Conservation Act

This act builds on the foundation of the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood

Conservation and Smart Growth Initiative. The Maryland smart growth program has three basic goals: to save valuable remaining natural resources, to support existing communities and neighborhoods, and to save taxpayers millions of dollars in unnecessary costs for building infrastructure to support sprawl. A significant aspect of the initiative is the smart growth areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth Areas are called priority funding areas (PFA).

Meaningful public participation is one of the guiding principles in the General Plan. The public participation process was essential in identifying and understanding the various community concerns and issues. Community involvement began with a series of “listening sessions” in the summer of 2007. The sessions were topic driven: Joint Base Andrews Naval Air Washington (JBA), sand and gravel industry, environmental interest groups, historic preservation community, equine community, and agricultural community. Although JBA and the Globecom/Brandywine, both Air Force properties, are located in Subregion 6, the major concerns coming out of these meetings were encroachment of inappropriate civilian uses near the sites’ perimeters. Environmental concerns, such as the stewardship of the Patuxent River, were also echoed by the equine and historic preservation communities. These listening sessions helped guide the development of the goals and objectives for this plan.

In fall 2007, the first set of communitywide workshops was held at James Madison Middle School, the Prince George’s Equestrian Center, and the Baden Volunteer Fire Department (VFD). These community workshops were the focus of the overarching participatory process. The District Council approved the plan’s goals, concepts, guidelines, and the public participation on November 20, 2007. A second set of community workshops in was held in March 2008 to discuss the results of the previous workshops at the Equestrian Center and Baden VFD. In addition to community workshops, interviews with major landowners, developers, public officials, and civic association leaders were conducted on specific land use and zoning issues. All community workshops’ results were posted on the project’s website so that those who could not attend would be able to understand the information presented and the issues raised.

Subregion 6 is defined by a strong sense of history that is reflected in the important historical, architectural, archeological, and cultural sites found throughout the region. Native American sites, historic plantations, tobacco barns, and early port towns illustrate the evolution of settlement and trade, while sites

PUBLIC PARTICIPATION



A visitor to the historic Mount Calvert site reviews interpretative signage that describes the activities that once took place here.

HISTORY OF THE AREA

and people associated with military engagements, churches, and recreational sites represent the gradual solidification of communities. Natural, cultural, historic, and scenic treasures combine to provide an impressive collection of historic sites and resources. Pristine rural landscapes are a lasting symbol of the rural heritage of the area and provide outstanding opportunities for conservation.

Settlement



Boat launches and docks provide recreational access to the Patuxent River.

Several Native American archeological sites discovered in the area bear evidence of thousands of years of human activity. The “Nottingham Site,” located along Nottingham Road, was listed in 1975 in the National Register of Historic Places as an archaeological site. The site is noted for its collection of materials from the Middle Archaic (circa 6000 B.C.) through the Late Woodland (1600 A.D.) periods. Also significant is the Middle Woodland Selby Bay and Late Woodland component that may correspond to the village of Mattpament, which was shown on John Smith’s 1608 map.¹ Prior to settlement by colonists in the seventeenth and eighteenth centuries, Native Americans occupied much of the land near the Patuxent River. Numerous prehistoric sites along the river bear evidence of villages established by them.² “Man and the River—Footprints Along the Shore,” a historical marker near Croom, part of the Chesapeake Bay Critical Area Driving Tour, provides a brief history of the Patuxent River from the time of the Native Americans through its use today.³

European settlers in the beginning of the eighteenth century began to establish early towns in the region with gradual settlement along the Patuxent River. Many of the early towns were largely planned around churches. The church was not only a place of worship, but also a town hall or meeting place. St. Paul’s Episcopal Church, built in 1735 in Baden, is the oldest surviving church in the county. The church was built to replace the older and deteriorating church in Charles Town that was once the county seat.⁴ In 1799, after the death of George Washington, St. Paul’s Church was designated by the county as the church for the official observance for the late president.⁵

¹ Maryland Historic Trust, “Site of Milltown Landing,” The Maryland Historic Trust Historic Sites Survey, <http://www.mdihp.net/cfm/index.cfm>, accessed May 28, 2008.

² Susan G. Pearl, “Three Hundred Years of County History,” Landmarks of Prince George’s County, The Maryland-National Capital Park and Planning Commission, Upper Marlboro, MD 1996, 14–19.

³ “Man and the River—Footprints Along the Shore,” Historical Marker Database, <http://www.hmdb.org/marker.asp?MarkerID=6613>, accessed May 28, 2008.

⁴ Alan Virta, Prince George’s County—A Pictorial History, The Conning Company/Publishers, Virginia Beach, VA 1984, 51.

⁵ Robert J. Kapsch, “Documenting a County’s Legacy,” Landmarks of Prince George’s County, The Johns Hopkins University Press, Baltimore, MD 1993, 42.

Tobacco

In the late eighteenth century landowners began to establish plantations, many of which still provide elegant pastoral landscapes. Mount Airy, built by Charles Calvert circa 1740, remains one of the oldest Calvert mansions in Maryland. Its surrounding land was eventually turned into Rosaryville State Park and the vast grounds continue to accommodate outdoor recreation including equestrian activities for the area. Such plantations were often sites of tobacco production, but production was not limited to plantations. Many early towns contain various remnants of this booming agricultural trade.

Tobacco barns from the pre-Civil War period through the 1940s were constructed rapidly to meet the demand for tobacco, as the area became an important producer of the crop. Tobacco barns along Croom Road benefited from the higher elevations that created ideal wind circulation. Additionally, the region's unique barns have ventilation systems with operable slats that, combined with the wind circulation, were ideal for air-cured production. The barns that remain today represent a crucial chapter in the agricultural history of this region, and Maryland as a whole.

Between 1683 and 1742, eight towns were established in Prince George's County.⁶ Many of these early towns were located within the area of Subregion 6 including Charles Town, Milltown, Nottingham, and Upper Marlboro. Each became a vital site for the tobacco trade and commerce in the region. Nottingham, for example, located on the Patuxent River east of Croom Road, was established when the General Assembly of the Province of Maryland passed the "Act for the Advancement of Trade and Erecting Ports and Towns" in 1706 and 1707 in order to establish commercial centers along the rivers in Maryland. In 1747, Nottingham was designated as an inspection site for tobacco. This was part of a larger attempt to regulate the quality of exported tobacco; all tobacco grown in Maryland had to pass through inspection sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold.⁷

Other small landing communities grew as commercial activity flourished around the tobacco warehouses located



Tobacco barns remain a dominant feature in the landscape of the rural portions of the subregion.



This view out over the Patuxent River shows the rural conditions common in the subregion.

⁶ Susan G. Pearl, "Early Towns in Prince George's County, 1683–1787," *Historic Contexts in Prince George's County: Short Papers on Settlement Patterns, Transportation and Cultural History*, The Maryland-National Capital Park and Planning Commission, Upper Marlboro, MD, 1991, 1–6.

⁷ Marina King, "The Tobacco Industry in Prince George's County, 1680–1940," *Historic Contexts in Prince George's County: Short Papers on Settlement Patterns, Transportation and Cultural History*, The Maryland-National Capital Park and Planning Commission, 1991, Upper Marlboro, MD, 69–71.

on the banks of rivers and nearby creeks. The Aquasco-Woodville community is an example of this. Established at the end of the eighteenth century, the crossroads of Aquasco Road and St Mary's Church Road resulted in the formation of a small village known as Woodville.⁸ With the construction of the Woodville Town Hall in the early twentieth century, the village remained a small, closely-knit community. The area's close proximity to the Patuxent River not only contributed to the fertility of the land, but also allowed access for the shipment of goods in and out of the community. By 1746, the production of tobacco was significant enough in the area that a tobacco inspection warehouse was proposed for construction close to the community at Trueman's Point. Although the inspection station was never established, the landing played an integral role to commerce and trade in Prince George's County.⁹ Despite fewer families farming their land in recent generations, the majority of land in the Woodville-Aquasco area continues to be used for farming, and the community remains a rural agricultural village.

The influence of the tobacco industry on the development of communities can be seen in the converse in the case of Milltown. Under the same act that established Nottingham and other towns in Prince George's County, Milltown was founded in 1706. While the town continued to develop after 1706, Milltown was excluded in 1747 from becoming a tobacco inspection site. The town never reached the level of success that other communities of its time were able to reach. Today, the remnants of this port town are found on Milltown Landing Road. Milltown Landing and the Milltown Landing tenant house, thought to be built by John R. Tayman in the early twentieth century, are situated at the end of Milltown Landing Road. Today both buildings are part of a large sprawling complex of farm buildings that line both sides of the road.

Military Influence

While communities within the area did not experience the Revolutionary War firsthand, several sites and residents of that period are associated with the war. John Rodgers, for example, a native of Upper Marlboro, sat in congress and voted for the adoption of the Declaration of Independence. During the War of 1812, Nottingham and Upper Marlboro became camping sites as the British soldiers advanced through the county as they navigated up the Patuxent.¹⁰ Upper Marlboro was the site of the first meeting between the British Army and the Navy during the war. On another occasion, Dr. William Beanes, friend of Francis Scott Key, hosted the meeting between Admiral George Cockburn and Major General Robert Ross in Upper Marlboro where the decision to attack

⁸ Pearl, *African-American Heritage Survey*, 106.

⁹ Susan G. Pearl, *African-American Heritage Survey*, The Maryland-National Capital Park and Planning Commission, Upper Marlboro, MD, 106.

¹⁰ Pearl, *Landmarks of Prince George's County*, 18.

Washington was made.¹¹ Historic events in the region are examples of the important role towns played in the war. A number of these sites are points along the Star-Spangled Banner Trail and Driving Tour recently created by the Chesapeake Bay Gateways Network.

As war technologies advanced in the early twentieth century the region became part of the defense operations of the nation. Significant sites associated with movements in aviation and missile defense quickly arose. Camp Springs Army Field, known today as Joint Base Andrews Naval Air Facility Washington, served in the early 1940s as a training facility for the air defense of Washington, D.C. Because of the close proximity of the base to the city, its function and mission have changed considerably over the years. Joint Base Andrews is home to the Air Force District of Washington's 316th Wing—the base's host wing—with several partner units on base including Air Mobility Command's 89th Airlift Wing, the Air Force Office of Special Investigation headquarters, Air Force Reserve Command's 459th Air Refueling Wing, D.C. Air National Guard's 113th Wing, the Naval Air Facility, and Army and Marine Corps detachments, which provide air transportation for the White House and foreign dignitaries.¹² New missile defense tactics created during World War II found their way into Croom and Brandywine during the 1950s through the Nike missile project. Nike missile testing sites were established in both areas as the project worked through its developmental phase.

Since its designation as the county seat in 1721, Upper Marlboro has maintained its position as the center of government and politics in Prince George's County. It is representative of the evolution of an early town that flourished with sustained commercial and political activity. Though the tobacco trade within the area waned as the Patuxent River silted in the late eighteenth century, the town was able to maintain its status as a center of commerce and politics. The community is an exceptional example of a town that reflects development over time, from the eighteenth to the twentieth centuries.

From the 1930s to present day, Crain Highway, and its successor US 301, brought increased traffic through the area that



The Crain Highway Monument is located at the intersection of Main Street, Old Marlboro Pike, and Crain Highway at the western end of Upper Marlboro's historic downtown. This well-known local landmark was constructed in 1922 to commemorate the location where construction of the Robert Crain Highway was begun.

The Town of Upper Marlboro

¹¹ Maryland Office of Tourism, "Star Spangled Banner Map," www.mdisfun.org/resources/brochures/Star_Spangled_Banner_mapside_O.pdf, Accessed 28 May 2008.

¹² Marina King, "Aviation in Prince George's County, 1784 and 1909–Present," *Historic Contexts in Prince George's County: Short Papers on Settlement Patterns, Transportation and Cultural History* The Maryland-National Capital Park and Planning Commission, Upper Marlboro, MD, 1991), 55–59.

in turn encouraged commercial development along its length. The commercial development often took the form of entertainment establishments, including nightclubs, casinos and restaurants, and travel-related services such as motels and gas stations for the people traveling along this major East Coast, north-south corridor. These resources represent a significant phase in twentieth century development characterized by the improvement of transportation networks and the popularity of tourism and roadside architecture.

African-American History



The Woodville School, a one-story school building with three classrooms, was built in 1934 to serve local African-American students.

Many sites and landmarks in the area represent the advancement of the African-American community within Prince George's County. This section of the county, always primarily agricultural, had the largest ratio of enslaved population prior to the Civil War. After Emancipation, many freedmen stayed in the area as tenant farmers and continued to make up a significant percentage of the population. The Poplar Hill School site in the Westwood area, established in 1877 for African-American children, was proposed by J. Allen Hawkins, a freedman and former slave. The Poplar Hill School exists today as a testament to the progress of African-American education in Prince George's County. Also, the Woodville School in Aquasco is a rare and outstanding example of a rural school. This school is the third school built to serve the African-American children in Woodville/Aquasco area. The site of the first chapel for African-American Episcopalians was St. Phillip's in Aquasco. It was established in the mid-nineteenth century. The church no longer exists, but the bell, cast in 1884, still stands in a freestanding bellcote. Just south of Westwood, the town of Eagle Harbor also accounts for the progress in the African-American community. In the 1920s the area around the Trueman's Point quickly became a popular resort community for African-American Washingtonians.¹³ Walter L. Bean purchased much of the land with the idea of creating this community for African-Americans. In 1925–26 there were many advertisements for the new resort. There would be a sandy beach, boating, fishing, hunting, and various sports provided. People began building small cottages for their summertime use. The town was incorporated in 1929.

Architecture

A cohesive rural and agricultural setting remains in many of the communities in the Rural Tier. Collections of early-eighteenth- to mid-twentieth-century vernacular dwellings, farmhouses, barns, smokehouses, and other associated outbuildings each represent the rural and agricultural foundation of the area. Weatherboard cladding, corrugated metal roofs, and concrete blocks commonly found on vernacular or common buildings within the area showcase readily available construction materials. Stylistically,

¹³ George D. Denny, Jr., *Proud Past Promising Future: Cities and Towns in Prince George's County, Maryland*, Jr., Brentwood: Tuxedo Press, Brentwood, MD, 1997), 154.

the vernacular resources represent expressions of then-fashionable architectural styles such as Greek Revival, Italianate, Gothic Revival, Queen Anne, and Colonial Revival.

Today, many portions of Subregion 6 remain rural with strong roots in its agricultural history. Historic landscapes and vernacular architecture represent the region's rural heritage through the presence of barns, outbuildings, woodlands, scenic roads, and vistas. Much of the area remains undeveloped, allowing for the preservation of farmsteads and the agricultural economy. Small villages, such as Aquasco, Croom, Naylor, Eagle Harbor, and the vast array of historic resources retain their historic significance and importance to the region.

While the older architecture is evident in a great portion of the subregion, there is also evidence of suburbanization which has occurred primarily in the middle to late twentieth century. The planned development of Marlton was envisioned as a complete community which provided for commercial and employment uses within the plan. In the latter quarter of the twentieth century new housing developments have been built which are isolated and dependent on the automobile.



Historic farmhouses such as those pictured here are common sites around Subregion 6. These buildings provide a direct link to past residents and contribute to the preservation of the area's rural character.



MAP 3: REGIONAL CONTEXT

