

Cheverly (69-024)

Cheverly was established as an early-twentieth-century community in western Prince George's County, located one mile from the northeastern border of Washington, D.C. Cheverly is bordered by the Baltimore-Washington Parkway, Landover Road, and Maryland Route 50.

Mount Hope (PG: 69-024-11), constructed circa 1839 by Fielder Magruder, Junior, is the oldest house in the community. At its largest, the Mount Hope plantation contained 843 acres of land.¹ Mount Hope is documented on both Martenet's map of 1861 and Hopkin's 1878 atlas as "F. Magruder Res." and is the only residence in the area.² After Magruder's death in 1888, the property changed hands several times until a 193-acre parcel of land, including Mount Hope, was purchased by Robert Marshall in 1918. Marshall, a former stockbroker and land developer from Ohio, purchased the surrounding acreage and began to plat the neighborhood of "Cheverly." Marshall lived in Mount Hope where he undertook a restoration of the house.³

Robert Marshall, president of the Washington Suburban Realty Company, platted seven sections of Cheverly between 1918 and 1926. Taking advantage of the natural topography, Marshall designed Cheverly to take advantage of the curving, hilly landscape. Marshall named his new neighborhood after Cheverly Gardens, an adjoining 43-acre subdivision he acquired in 1918 near Landover Station.⁴

Marshall marketed Cheverly as a "modern" subdivision with many conveniences, including "paving, electricity, high-pressure water main, schools, &c. [sic]."⁵ The subdivision was quickly improved and in October 1920 the first street, now called Cheverly Avenue, was paved. To spur development, between 1921 and 1925, Marshall constructed 34 kit houses, the majority of which were designed by Sears, Roebuck and Company and McClure Homes Company.⁶ By 1923, all roads in Cheverly were surfaced and street lamps were installed. That same year, the first school for the neighborhood was constructed. By 1924, more than 25 houses were built in the neighborhood and more than 350 lots had been sold. Houses ranged in price from \$5,000 to more than \$15,000.⁷ The majority of lots in Cheverly were improved by individual owners, however, several were improved by speculative builders. S.A. Melius of Hyattsville was one of several builders who purchased lots in Cheverly for development.⁸

In 1927, after a failed attempt to redevelop Forest Road into a grand avenue leading to the Beaver Dam Country Club (now the Prince George's County Club), Marshall lost control of the Washington Suburban Realty Company and was replaced by Edwin Dutton.⁹ In 1929, Harry Wardman purchased the rights to

¹ Raymond Bellamy, Jr., "Mount Hope (PG: 69-11)," National Register of Historic Places Inventory – Nomination Form (March 1978), 8:1-2.

² Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861); G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

³ Bellamy, "Mount Hope (PG: 69-11)," 8:1-2.

⁴ Bellamy, "The Town of Cheverly," 4.

⁵ Robert Marshall, "Cheverly Addition Rapidly Develops; Many Homes Built," *The Washington Post*, 28 April 1924.

⁶ Raymond W. Bellamy, Jr., "The Town of Cheverly, Maryland: Plantation to Planned Community," written for Cheverly Day, May 11, 1996, 14.

⁷ Robert Marshall, "Cheverly Addition Rapidly Develops; Many Homes Built," *The Washington Post*, 28 April 1924.

⁸ "S.A. Melius Acquires Several Cheverly Lots," *The Washington Post*, 3 July 1927.

⁹ Bellamy, "The Town of Cheverly," 6.

develop Cheverly at a cost of two million dollars.¹⁰ However, the noted builder and developer was overextended and because of the Great Depression, Wardman was soon bankrupt. Because of the short time Wardman owned the development and the economic constraints he faced, it is not known if Wardman was responsible for any improvements in Cheverly. In May 1931, a public auction of 334 lots was held “to satisfy foreclosure” of the Cheverly Corporation.¹¹ That same year, the Town of Cheverly was incorporated.¹²

The loss of prestige that resulted from the public auction combined with the economic constraints of the 1930s slowed the development of the Town. It was not until after World War II (1941-1945) that construction activity began to increase. Several new churches were built and the Town acquired the ten-acre Town Park. In 1958, Cheverly expanded by one-third with the annexation of the Cheverly Industrial Park.¹³ Later in the twentieth century, the expansion of the Metrorail line to Cheverly in 1978 solidified the community as a commuter suburb of Washington, D.C.

There are four Historic Sites in Cheverly:

- PG: 69-024-11, Mount Hope (NR), 1 Cheverly Circle
- PG: 69-024-13, Magruder Spring, Cheverly Avenue
- PG: 69-024-14, Crawford’s Adventure Spring, 3400 Bellevue Avenue
- PG: 69-024-22, Raymond W. Bellamy House (Belmar), 2819 Cheverly Avenue

There is one Historic Resource in Cheverly:

- PG: 69-024-25, Mount Hope Slave Quarter Ruins, 18 Cheverly Circle

Windshield Survey

A windshield survey of Cheverly was conducted in November 2007. The survey area contains approximately 772 primary resources. The Town contains a variety of buildings constructed from circa 1839 to the present, although the overwhelming majority of buildings in Cheverly were constructed from 1921 through the 1950s. Buildings in Cheverly reflect a variety of popular twentieth-century styles including Craftsman, Spanish Revival, Colonial Revival, Dutch Colonial Revival, Tudor Revival, and a number of interpretations from the Modern Movement. Common building forms include Bungalows, Cape Cods, ranch houses, and minimal traditional houses. There are a number of extant kit houses in the neighborhood, most of which were Sears and Roebuck designs. A variety of materials and decorative treatments are illustrated in Cheverly including brick, stone veneer, stucco, and half-timbering. The neighborhood is hilly and the landscape of the community was designed to take advantage of the topography, resulting in curvilinear streets and irregular lot shapes. The community has a mature canopy of trees and there are several parks for Town residents. The buildings in Cheverly are almost exclusively residential, although there are several religious and social buildings in the community. Public buildings in Cheverly include a school, community center, and town hall, all of which are located outside of the area originally platted by Robert Marshall.

¹⁰ “Cheverly Has New Finance Plan,” *The Washington Post*, 15 September 1929.

¹¹ “Public Auction,” *The Washington Post*, 2 May 1931.

¹² Barbara Vobejda, “Where We Live: Cheverly Retains Aura of Oasis Amid Bustle,” *The Washington Post*, 7 June 1986.

¹³ Bellamy, “The Town of Cheverly,” 6.

Historic District Evaluation

Cheverly represents several Prince George's County Heritage Themes including suburban growth and residential architectural styles. Cheverly meets the following criteria for designation as a Prince George's County historic district:

- (1)(A)(i) and (iv) – Cheverly was initially platted in 1918 as a railroad and automobile suburb of Washington, D.C. The community's location near important transportation routes such as the railroad, the Baltimore-Washington Parkway, Route 50, and Landover Road made Cheverly a successful middle-class commuter suburb that developed most rapidly between 1921 and the 1950s. The community is representative of the evolution of suburban development in Prince George's County from its initial use as a plantation in the early nineteenth century to its establishment as a successful commuter suburb in the first half of the twentieth century.
- (2)(A)(i) – Cheverly includes a collection of buildings that spans from circa 1839 through the present, the majority of which reflect popular early- to mid-twentieth-century architectural styles. Residential styles represented in Cheverly include Craftsman, Spanish Revival, Colonial Revival, Dutch Colonial Revival, Tudor Revival, and a number of interpretations from the Modern Movement. Additionally, the community contains approximately 12 kit houses designed by Sears, Roebuck, and Company dating from the 1920s.
- (2)(A)(iv) – Cheverly demonstrates the evolution of popular styles and tastes in domestic architecture in the first half of the twentieth century. Cheverly is a cohesive and unified neighborhood that exemplifies a twentieth-century planned community and residential commuter suburb in Prince George's County.

The recommended historic district boundaries for Cheverly encompass only the seven sections of Cheverly platted by Robert Marshall from 1918 to 1926. Sections of Cheverly platted by the Washington Suburban Realty Company after Marshall stepped down reflects a different and later period of development. The period of significance for Cheverly would be defined from the construction of Mount Hope circa 1839 to the platting of Section 7 of Cheverly in 1926. Marshall used Mount Hope as the focal point of the community he developed. While he lived at Mount Hope (from 1919 to 1929) and undertook a three-year restoration of the property

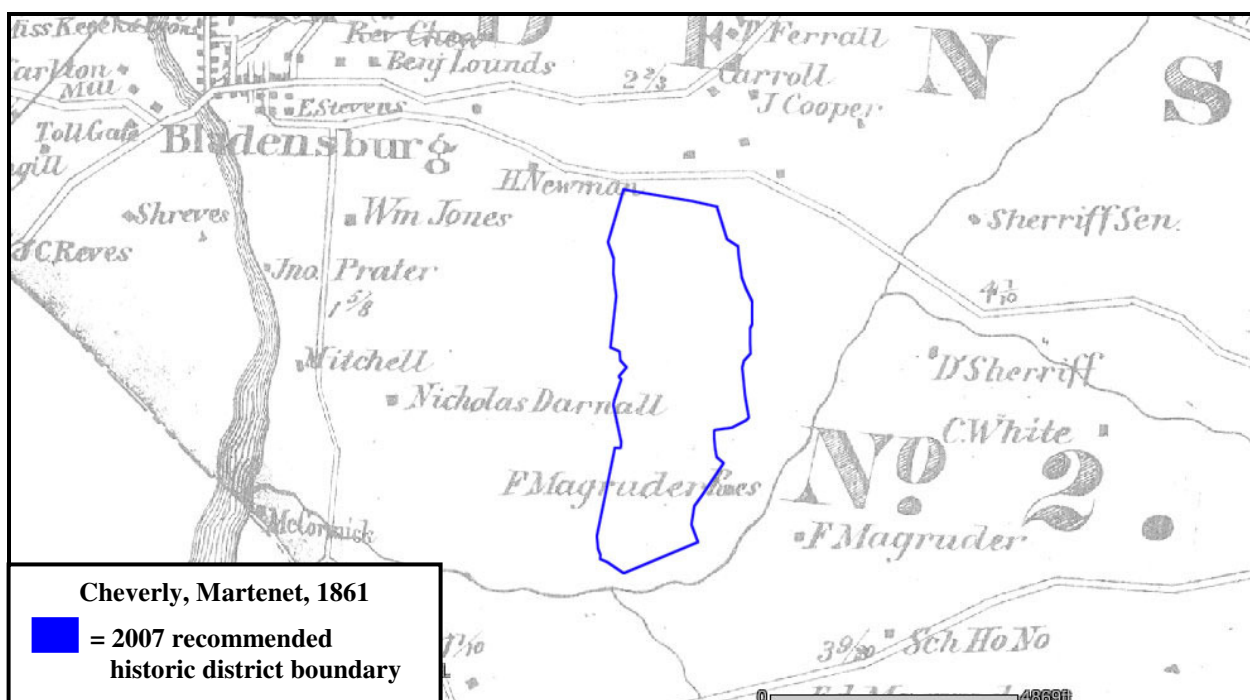
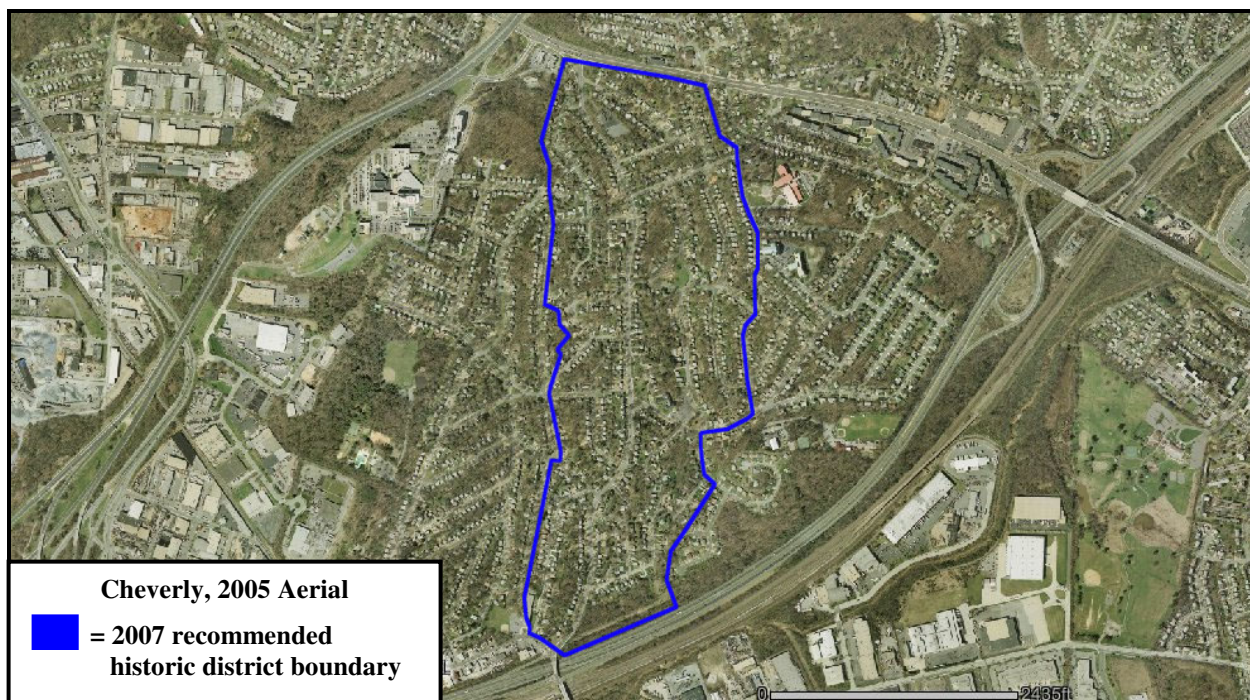
Cheverly also meets the following National Register criteria for designation as a historic district:

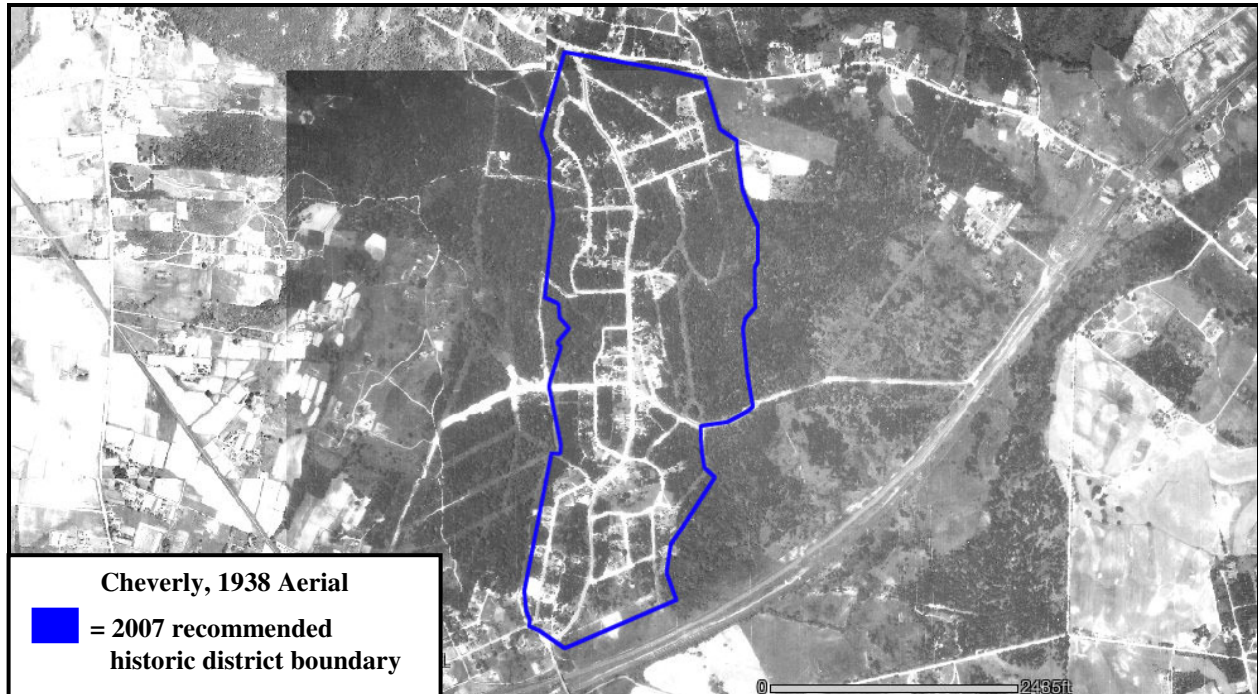
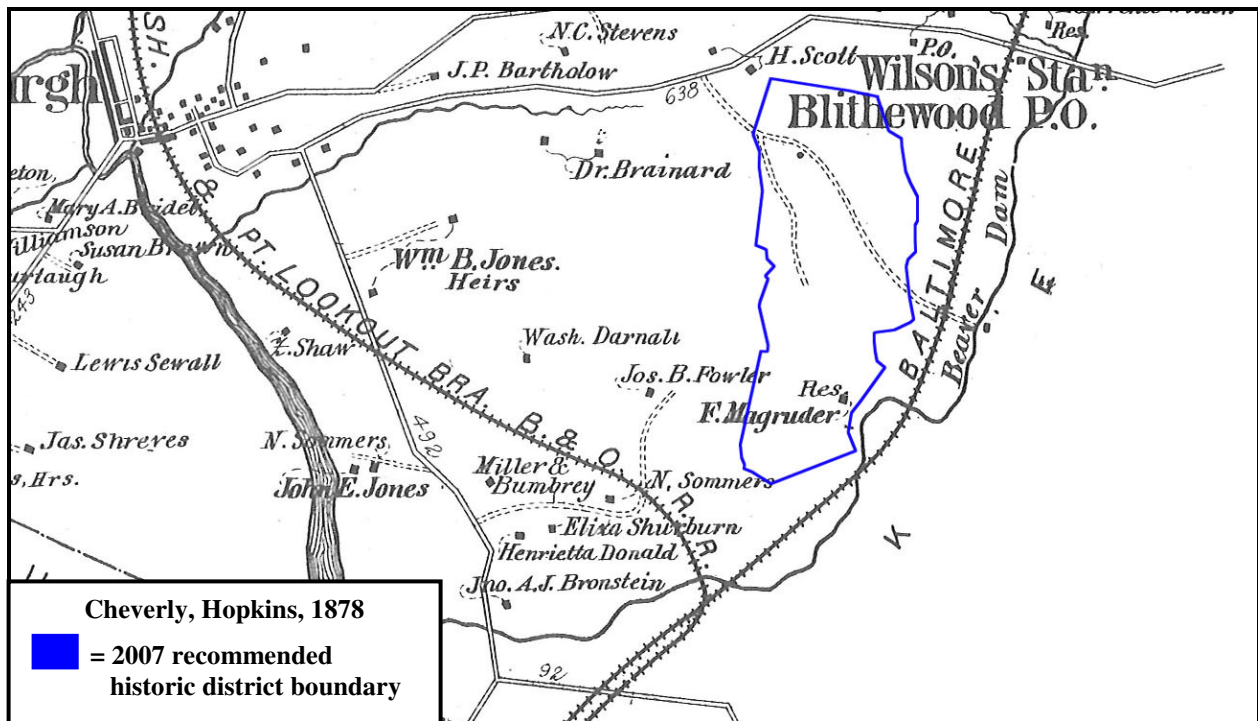
- Criterion A – Cheverly meets Criterion A as a planned residential commuter suburb established in the first half of the twentieth century to meet the growing needs of the middle-class population of Washington, D.C. The community evolved from an early nineteenth-century plantation to a twentieth-century commuter suburb. Cheverly grew steadily from the construction of the first mail-order kit houses in 1921 and experienced its largest period of growth from the 1920s to the 1950s. The community's development was directly related to the variety of transportation resources available nearby, including the railroad, the Baltimore-Washington Parkway, MD Route 50, Landover Road, and in the 1970s, the Metrorail line.
- Criterion C – Cheverly meets Criterion C for its variety of domestic buildings that demonstrate popular twentieth-century architectural styles and convey the evolution of suburban architecture in Prince George's County and Maryland. Common architectural styles illustrated in Cheverly include Craftsman, Spanish Revival, Colonial Revival, Dutch Colonial Revival, Tudor Revival, and a number of interpretations from the Modern Movement. Additionally, the

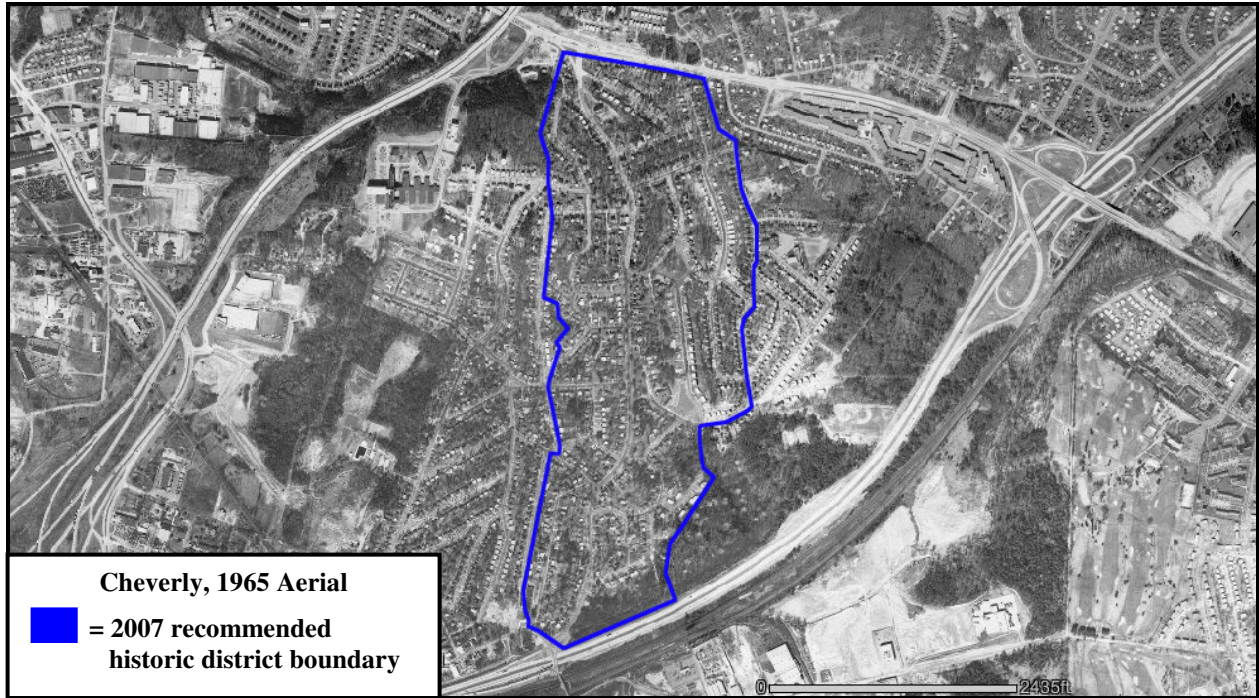
community contains approximately 12 kit houses designed by Sears, Roebuck and Company dating from the 1920s. The cohesive community remains intact with limited modern infill.

Cheverly has retained its integrity of location, design, setting, feeling, association, workmanship, and materials.

Prepared by EHT Tracerics, Inc.
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Looking southeast, 3608 Legion Drive, American Legion Post 108 (*EHT Traceries*, 2007)



Looking northeast, 3319 Belleview Avenue (*EHT Traceries*, 2007)



Looking northeast, 3201-3203 Belleview Avenue (*EHT Traceries*, 2007)



Looking southeast, 3111 Lake Avenue (*EHT Traceries*, 2007)



Looking southwest, 3108 Lake Avenue (*EHT Traceries*, 2007)



Looking southwest, 3102-3100-3030 Lake Avenue (*EHT Traceries*, 2007)



Looking northwest, 6004-6002 Euclid Avenue (*EHT Traceries*, 2007)



Looking southwest, 2406 Cheverly Avenue (*EHT Traceries*, 2007)



Looking north, Mount Hope (PG: 69-024-11, NR), 1 Cheverly Circle (*EHT Traceries*, 2007)



Looking east, Raymond W. Bellamy House (Belmar) (PG: 69-024-22), 2819 Cheverly Avenue
(*EHT Traceries*, 2007)



Looking southwest, 2810 Cheverly Avenue (*EHT Traceries*, 2007)



Looking southeast, 2801 Cheverly Avenue, Cheverly United Methodist Church (*EHT Traceries*, 2007)



Looking northeast, 6200-6202-6204-6206-6208 Klimer Street (*EHT Traceries*, 2007)



Looking north, 6102 Klimer Street (*EHT Traceries*, 2007)



Looking southwest, 6203-6201-6115-6113 Lombard Street (*EHT Traceries*, 2007)



Looking northwest, 3400-3402 Laurel Avenue (*EHT Traceries*, 2007)