

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. PG: 68-104

1. Name of Property (indicate preferred name)

historic Prince George's Plaza
other University Town Center

2. Location

street and number 6505 Belcrest Road; 6525 Belcrest Road; 3700 East West Highway ___ not for publication
city, town Hyattsville ___ vicinity
county Prince George's

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

name Prince George Center I, Inc.
street and number 6505 Belcrest Road telephone
city, town Hyattsville state MD zip code 20782

4. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 11044 folio 33
city, town Upper Marlboro tax map 42 tax parcel I tax ID number 17 3566940

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	Ownership	Current Function	Resource Count
___ district	___ public	___ agriculture	Contributing
<u>X</u> building(s)	<u>X</u> private	___ landscape	Noncontributing
___ structure	___ both	<u>X</u> commerce/trade	3
___ site		___ defense	___ buildings
___ object		___ domestic	___ sites
		___ education	___ structures
		___ funerary	___ objects
		<u>X</u> government	3
		<u>X</u> health care	0
		___ industry	0
		___ recreation/culture	
		___ religion	
		___ social	
		___ transportation	
		___ work in progress	
		___ unknown	
		___ vacant/not in use	
		___ other:	

Number of Contributing Resources previously listed in the Inventory
0

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Prince George's Plaza
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3. Owner of Property (give names and mailing addresses of all owners)

name	Prince George Center II, LP			telephone	
street and number	6525 Belcrest Road, Suite 300			telephone	
city, town	Hyattsville	state	MD	zip code	20782-2003

4. Location of Legal Description

courthouse, registry of deeds, etc.	Prince George's County Courthouse		liber	8751 folio	443
city, town	Upper Marlboro	tax map	42	tax parcel	R tax ID number 17 3720737

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

name	PG Metro Center III, Inc.			telephone	
street and number	6525 Belcrest Road			telephone	
city, town	Hyattsville	state	MD	zip code	20782-2003

4. Location of Legal Description

courthouse, registry of deeds, etc.	Prince George's County Courthouse		liber	12085 folio	627
city, town	Upper Marlboro	tax map	42	tax parcel	L tax ID number 17 3666690

7. Description

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Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Prince George's Plaza, now known as University Town Center, is approximately 25 acres of developed mixed-use land in Hyattsville, Maryland. The site is roughly bounded by Toledo Road, Belcrest Road, East West Highway, and a steep embankment west of Adelphi Road. America Boulevard bisects the site, which slopes to the east. Brick sidewalks, mature and immature plantings, and community artwork knit the complex together. The buildings are known as Metro followed by 1, 2, or 3 based on their date of construction. Metro 1 and Metro 3 are located along Belcrest Road while Metro 2 is located along East West Highway. Turn-of-the-twenty-first-century construction includes a high-rise building, theatre, condos, additional office space, parking garages, and a terraced plaza.

PRINCE GEORGE'S PLAZA/UNIVERSITY TOWN CENTER

This site developed in two distinct phases. The first phase included the construction of the three Federal buildings designed by Edward Durell Stone, a nationally renowned mid-twentieth-century architect. Starting in the late 1990s, additional buildings and infrastructure were completed to complement Stone's modernistic design. At the time of the 2009 on-site survey, more buildings were under construction and ground broken for new buildings. Only the Metro 1, Metro 2, and Metro 3 buildings were surveyed, although the spatial relationship between the original buildings and infill will be addressed in Section 8.

Metro 1, Metro 2, and Metro 3 are similar in design, form, and materials. Although constructed years apart with slight variations, the three buildings are undeniably associated with Edward Durell Stone and his modernist interpretation of classical architecture. Stone was inspired by classical architecture in designing these three buildings, which resemble Greek columns in style and form. The plinth of the column is suggested by the projecting base of the buildings. The promenade created by the flat roof of the projecting base mimics the molded banding found between the plinth and shaft of a column. The flat roof of the promenade has square supports and a wide overhanging roof. The shaft of the column is impressed by the series of oriel windows extending from the first story to the eighth story. The individual bays created by the oriels suggest fluting. The oriels are dressed in metal, thus reading as crimped or corrugated metal, which was a popular material when the buildings were designed. Finally, Stone designed the prominent overhanging roof to read as a capital to the column.

METRO 1

Metro 1, constructed in 1963, was the first building constructed on the site. This 290,000 square-foot office building is constructed of steel and concrete and rises eight stories in height. The projecting base (plinth) of Metro 1, due to the sloping site, is only visible on the north (side), east (rear), and south (side) elevations. The base has large reinforced concrete fluted supports with bands of single-light metal-frame windows. The promenade extends the perimeter of the main block. The north, east, and south elevations of the promenade are enclosed with large, single-light fixed windows set between supports. The façade (west) elevation of the promenade is open and features a centrally located porch. The porch is integrated into the promenade and is

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composed of three half-hipped, metal-frame glass roofs supported by square concrete pillars. Symmetrically balanced, the porch shelters the principal entry, which holds a double-leaf, sliding metal-glass door and multiple, single-light fixed windows. The opening is accessed via stone steps and handicapped ramps extending to the north and south.

In 1996, Metro 1 was renovated. A one-story commercial addition, constructed c. 2005, now extends across the east elevation and partially wraps around the north and south elevations. This commercial addition has multiple storefronts and is not compatible architecturally with Stone's original design. The addition is constructed of concrete and has a brick veneer complimented by pressed concrete panels. The corners of the addition are slightly higher and feature cantilevered porches supported by metal ties. Individual stores are accessed via single-leaf or double-leaf metal-frame glass doors. Awnings shelter the ribbons of fixed windows.

METRO 2

Constructed in 1968, this 385,000 square-foot office building is located in the southeast corner of the property. The projecting base (plinth) has a stretcher-bond brick veneer and features two-story vertical openings with single-light windows divided by spandrels. The brick veneer resembles buttresses. Atop the projecting base is a promenade. The primary entry is located on the south elevation. This projecting vestibule of reinforced concrete has large single-light windows, a double-leaf metal-frame glass door, and a revolving glass door. The east elevation has a recessed opening with a double-leaf, metal-frame glass door. This secondary opening is recessed, thus not detracting from the principal entry on the south elevation.

In 1996, Metro 2 was renovated. A one-story commercial addition, constructed c. 2005, now extends across the west elevation and partially wraps around the north and south elevations. This commercial addition has multiple storefronts and is not compatible architecturally with the design of Edward Durell Stone. The addition is constructed of concrete and has a brick veneer complimented by pressed concrete panels. The corners of the addition are slightly higher and feature cantilevered porches supported by metal ties. Individual stores are accessed via single-leaf or double-leaf metal-frame glass doors. Awnings shelter the ribbons of fixed windows.

METRO 3

The third and final building designed by Edward Durell Stone on this site is Metro 3. Constructed in 1971, this 420,000 square-foot office building is constructed of concrete and steel. Stone's composition of the plinth in the column form is different from Metro 1 and Metro 2. In this instance, the plinth is composed of oriel bays extending two stories in height. The fixed-light windows are separated by blank spandrels. The promenade set on top of the projecting plinth is infilled with oriels of fixed-light windows with fluted panels between the bays. The corners of the promenade are open and supported by concrete pillars with vertical fluting. A simple metal

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railing extends along the promenade. The shaft and capital of the column are consistent in design and materials with Metro 1 and Metro 2.

The primary entry to Metro 3 is located on the north elevation. As in Metro 1 and Metro 2, Stone dictated the location of the visitors' entrance to the building. In the case of Metro 3, the primary entry is composed of three large bays of single-light, fixed metal windows flanking a double-leaf, sliding metal-frame door. The opening is sheltered by a one-story, three-bay porch. Constructed of concrete, the porch has large, square supports with recessed banding and a flat, unadorned roof.

In 2006, the building was renovated.

INTEGRITY

Metro 1 maintains a high level of design, materials, and workmanship despite recent additions to the rear of the building. These additions are located along America Boulevard, the commercial core of the site. Although the additions are not consistent with the architectural style and materials of Metro 1, from America Boulevard they do not appear to be attached to the structure.

Metro 2 maintains a high level of design, materials, and workmanship despite recent additions to the west elevation of the building. These additions are located along America Boulevard, the commercial core of the site. Although the additions are not consistent with the architectural style and materials of Metro 2, from America Boulevard they do not appear to be attached to the structure.

Metro 3 maintains a high level of design, materials, and workmanship. The building does not have any noticeable additions such as those applied to Metro 1 and Metro 2. The building's integrity of feeling, setting, and association is high despite the recent development of the site.

Although the site is mixed-use, America Boulevard helps to clearly delineate retail, office, and residential space. The buildings' integrity of feeling, setting, and association are high despite the recent development of the site, which was never developed according to plan. For most of its existence, the three buildings and large parking lots were the only improvements to the site. The recent development that has occurred is a modern interpretation of the plan originally set forth by Stone and fulfills the site's potential to serve a mixed-use suburban community.

Metro 1, Metro 2, and Metro 3 are a set of distinct buildings known as Prince George's Plaza, which are identifiable as the work of prominent architect Edward Durell Stone. Overall, these three resources present a high degree of integrity.

8. Significance

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

Specific dates	1963, 1968, 1971	Architect/Builder	Edward Durell Stone / Byrd and Spruell Development Corps.
Construction dates	1963, 1968, 1971, 1996, 2006		

Evaluation for:

<input type="checkbox"/> National Register	<input type="checkbox"/> Maryland Register	<input type="checkbox"/> not evaluated
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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.)

STATEMENT OF SIGNIFICANCE

Prince George's Plaza was constructed north of East-West Highway between 1963 and 1971 in Prince George's County, Maryland. These three buildings were constructed by Byrd and Spruell Development for Hershel and Marvin Blumberg, the visionaries of "New Town Center." This development was to be the "answer to critics of suburban sprawl." Designed by Edward Durell Stone, the noted architect of such buildings as the John F. Kennedy Center for the Performing Arts on F Street, N.W., the Georgetown University Law Center, and the National Geographic Society office building on 17th Street, N.W., (all in Washington, D.C.), the pedestrian-friendly, mixed-use project in Prince George's County was to be focused around federal buildings with underground shopping, an ice rink, theater, and a mixture of office and residential high rises. Stone's design for the three primary buildings (known as Metro 1, 2, and 3) evoked the classical architecture of the Greek column. Unique in design although with a shared architectural theme, each building projected a sense of verticality with an imagined plinth, shaft, and capital. Although not completed to the specifications of its original plan due to extenuating circumstances, Prince George's Plaza retains sufficient integrity to convey its significance as an early effort to create a suburban town center. Prince George's Plaza was a forerunner in this type of development, and was not initially successful because it was simply ahead of its time. With the introduction of a Green Line metro stop in the early 1990s, development was spurred and the idea of a town center was revisited. Although not developed according to Stone's initial design, this area, now known as University Town Center, has retained the ideals of the original plan he envisioned.

HISTORIC CONTEXT

Prince George's Plaza is located in Hyattsville, Prince George's County. The commercial area of Hyattsville initially developed along the Route 1 Corridor, serving the growing railroad community and surrounding subdivisions emerging in the late nineteenth and early twentieth centuries. Hyattsville is located six miles northeast of Washington, D.C., and thirty miles southwest of Baltimore, Maryland, set along railroad and streetcar lines that made the community ideal of the burgeoning population of both growing cities.

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Hyattsville developed as a railroad suburb in the mid-nineteenth century and expanded with the early-twentieth-century advent of the streetcar and automobile. Anticipating the development of a residential suburb to serve the growing population of the District of Columbia, Christopher C. Hyatt purchased a tract of land in 1845 adjacent to the B&O Railroad and the Washington and Baltimore Turnpike (now Baltimore Avenue) and began to develop town lots.¹ The 1861 Martenet Map shows a grouping of residences, Hyatt's store, and the B&O station stop. The laying of roads, like those constructed in Bladensburg just south of Hyattsville, had not occurred by this time.² Hyatt's Addition, which was successfully platted in 1873, was followed by numerous additions subdivided by other developers. The Hopkins map of 1878 shows further development and the platting of additional roads in the community.³ Despite Hyattsville's advantageous location along the railroad and turnpike, suburban development was slow until the extension of the streetcar lines in 1899. Hyattsville grew throughout the early twentieth century with no less than twenty-five additions, subdivisions, and re-subdivisions by 1942.⁴ The end of the streetcar service and the ever-increasing rise of the automobile transformed Hyattsville into a successful automobile suburb, with a commercial corridor stretching along Baltimore Avenue that represents the city's several phases of development.⁵

Late-twentieth-century development in Hyattsville was relegated to the western edge of the community because of established subdivisions such as Riverdale Park and Mount Rainer, as well as the highly traveled and well developed Route One Corridor to the east. The largest of these was Prince George's Center, which was also known as Prince George's Plaza and New Town Center depending on the phase of construction, although all were used interchangeably. The project was described by the Maryland-National Capital Park and Planning Commission (M-NCCPC) in 1964 as, "a planned residential, commercial employment and social complex which, as yet, has no equal in the Baltimore-Washington area."⁶ William J. Stevens, M-NCCPC chairman at the time, described the New Town Center master plan as a, "glimpse into the future.... It then projects a future land use pattern which sets goals for future development."⁷ The development of the site occurred in two phases separated by nearly a half century.

First Development Phase

In the 1950s, Herschel and Marvin Blumberg purchased 140 acres of farmland, part of the Heurich tract, in Prince George's County from Baltimore contractor Isadore Gudelsky, a family acquaintance.⁸ Herschel Blumberg was described as, "the quintessential thirty-something developer, gushing with ideas and a bank account more suited to buying a house than developing a city."⁹ Blumberg was born in 1924 and his brother Marvin Blumberg in 1927. The Blumberg brothers, sons of Russian immigrants who operated a lumber business, grew up during the Great Depression in Baltimore. Herschel Blumberg, president of Bancroft Construction Company, went on to become a successful developer and builder in the Washington metropolitan area, working in partnership with his brother Marvin.

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Herschel Blumberg, the face of the partnership, has made an indelible mark with local philanthropic efforts, as a founding member of the Young Leadership Cabinet; campaign chairman and then president of the United Jewish Appeal from 1980 to 1984; president of the National Jewish Center for Learning and Leadership; and president of the Masorti Foundation. Blumberg was involved with Jack Pollin of M. Pollin & Sons, as a leader of the 1961 suburban Maryland campaign for State of Israel bonds.¹⁰

In their purchase of the parcel of land from Gudelsky, the Blumberg brothers envisioned a suburban town center, which they named "New Town Center." Based on historical aerials, by 1957 the parcel was still undeveloped.¹¹ In 1959, on an adjacent property to the west, the county's first regional shopping mall (designed by Lathrop Douglas), opened to great fanfare.¹²

The Blumberg Brothers acted quickly and used the development across the street as a catalyst for the development of their new suburban town center. As head of the Bancroft Construction Company, Herschel Blumberg received praise for construction of the Charles Goodman-designed houses in the Rock Creek Woods subdivision of Kensington, Maryland. Robert P. Crossley, Better Living editor of *McCall's Magazine*, stated that Blumberg's work was particularly impressive because of the care placement of the houses on the beautiful wooded sites and the preservation of native trees, both of which were hallmarks of modern architect Charles Goodman.¹³

In planning for New Town Center, the Blumbergs hoped for, "an answer to the critics of suburban sprawl."¹⁴ The brothers originally hoped to hire Mies van der Rohe, but they found Mies's preliminary scheme problematic.¹⁵ Not discouraged, they enlisted the services of Edward Durell Stone, one of the most famous and controversial architects of the time. What came of the collaboration was a \$78 million project. Designs called for the multi-use complex to be centered around federal buildings. Shopping was placed underground and cars all but eliminated from the fabric of the complex. The site, in addition to the three office buildings constructed, was to include high-rise office and apartment buildings (not built), large ice rink (not built), and a theater (not built).¹⁶ Set on a grid pattern, the site was first improved in 1962.

In June 1962, the General Services Administration (GSA) awarded a contract to the Byrd and Spruell Development Corporations for the construction of an office building located at 6505 Belcrest Road. The building was to provide 171,659 square feet of space for the Agriculture Department and to be ready for occupancy by May 15, 1963. This contract was part of the GSA's effort to lease 626,164 square feet of federal office space in eight buildings constructed within eight miles of the Ellipse.¹⁷ This first building is known as Metro 1.

In 1967, the office building located at 3700 East West Highway was constructed. The impetus for its construction was the relocation of the 2000-employee Naval Ship Engineering Center from the Navy Yard in Washington, D.C. Spearheaded by Senator Daniel Brewster and Representative Hervey Machen, both of

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Maryland, the move was authorized by the GSA with a 10-year lease agreed upon with the Spruell Development Corporation. The details of the lease stipulated an annual rental of \$1.2 million for more than 286,000 square feet of the ten-story office building. This accounted for approximately 80% of the building's occupancy. Senator Brewster and Representative Machen said of the momentous move, "We believe that the Prince George's Center location is one of the best in the suburban area for Federal employees and facilities because of the availability in Prince George's County of good schools, roads and housing."¹⁸ Today, this building is known as Metro 2.

In 1971, the third office building was constructed following the designs of Stone. Located at 6525 Belcrest Road, this building was originally known as the Presidential Building. Unlike the two previous buildings, this structure was constructed on a speculative basis for \$16 a square foot.¹⁹ The building was occupied by the National Center for Health Statistics. This building is currently known as Metro 3.

In 1984, the Spruell Development Corporation conveyed the property to Prince George Center, Inc.²⁰

New Town Center never developed as envisioned by Stone and the Blumbergs. The planned movie theater, ice rink, high-rise towers, additional federal buildings, and associated hardscaping were not built. One such building was the 34-story office and apartment building, for which plans were submitted to the Prince George's County Building Inspector's Office in 1965. The planned high-rise building would have been among the tallest structures in the Washington metropolitan area had it been constructed.²¹ The development was initially slowed by the reaction to the modernist designs by Edward Durell Stone, as well as the density of the proposed office and apartment buildings for this suburban area. This project, in many ways, was simply ahead of its time. Metro 1, 2, and 3 ended up surrounded by surface parking lots instead of the intended urban bounty of plazas, sculpture gardens, shops, apartments, and towers.²² The chief problems the site faced were access from Interstate 95 and the delay of rapid public transit. The Blumbergs purchased the site with the understanding that an access ramp would be constructed nearby to allow easy access on/off of I-95. Facing local opposition, the ramp and the plan to run I-95 through downtown Washington, D.C., never materialized. Blumberg's chief operations officer summed it up, "The area was just dormant. Nothing was happening. At best, things were stagnant here. In reality, they had probably deteriorated."²³ When asked why he thought New Town Center never came to fruition, Herschel Blumberg stated, "Chalk it up to financial issues, market forces, and an undulating economy."²⁴

Second Development Phase

1993 marked a renaissance for the site with the opening of the Prince George's Plaza Metro station on the Green Line, a short distance away. This was the catalyst for a tremendous change in the area. New buildings and stores were constructed on the parcels surrounding Prince George's Plaza. Still owned by Blumberg, the

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buildings were renamed Prince George's Metro Center, and later renamed University Town Center (UTC). In 1996, Metro 1 and Metro 2 were renovated in hopes of new tenants.

In 2002, the National Center for Health Statistics moved from Metro 3 into a new building to the east, known as Metro Four. This building was not designed by Stone, and marked the first departure from Stone's original plan for the site. America Boulevard was constructed as a broad avenue through the middle of the property following the designs of Jay Parker of the urban design firm of Parker Rodriquez.²⁵ The construction of Metro Four was followed shortly by the construction of a sixteen-story student apartment building set between Metro 1 and Metro 3. Built in 2006, this building is known as the Towers at UTC. The building provided off-site housing for the many colleges and universities in the Washington metropolitan area. Also in 2006, Metro 3 was renovated. University Town Center has been further improved with condominiums, apartments, stores, a movie theater, parking deck, and other amenities synonymous with modern town centers.

When asked if Stone, who died in 1978, would have approved of the re-imagining of his original design with the development of University Town Center, Herschel Blumberg replied, "I think he would have liked the plaza. And the student housing building. I think he would have been impressed."²⁶

¹ E.H.T. Traceries, Inc., "Hyattsville," 8:18.

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).

³ G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Price George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

⁴ E.H.T. Traceries, Inc., "Hyattsville," 8:18-20.

⁵ E.H.T. Traceries, Inc., "Hyattsville," 8:16.

⁶ John B. Willmann. "Urban Center Under Way In Prince Georges County: Start Made On Urban Complex." *The Washington Post, Times Herald* (1959-1973), June 6, 1964, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 20, 2009).

⁷ John B. Willmann. "Urban Center Under Way In Prince Georges County: Start Made On Urban Complex." *The Washington Post, Times Herald* (1959-1973), June 6, 1964, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 20, 2009).

⁸ Land record could not be located. Source of information: Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).

⁹ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).

¹⁰ Jewish Federations, http://www.jewishfederations.org/local_includes/downloads/278.PDF, (accessed December 7, 2009).

¹¹ Historic Aerials, <http://www.historicaerials.com/Default.aspx> (accessed November 20, 2009).

¹² Ellen Dunham-Jones and June Williamson, *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs* (Hoboken: John Wiley & Sons, Inc., 2009), 221.

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- ¹³ "Two Area Builders Cited For Outstanding Homes." *The Washington Post and Times Herald* (1954-1959), October 11, 1958, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 18, 2009).
- ¹⁴ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).
- ¹⁵ Ellen Dunham-Jones and June Williamson, *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs* (Hoboken: John Wiley & Sons, Inc., 2009), 221.
- ¹⁶ "Prince George's Center." *The Washington Post, Times Herald* (1959-1973), November 25, 1967, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 18, 2009).
- ¹⁷ "GSA Taking Space in 8 Buildings Planned for Suburban Locations." *The Washington Post, Times Herald* (1959-1973), June 29, 1962, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 18, 2009).
- ¹⁸ "Suburb and State: Navy Agency Moving." *The Washington Post, Times Herald* (1959-1973), May 9, 1968, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 18, 2009).
- ¹⁹ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).
- ²⁰ Spruell Development Corporation to Prince George Center, Inc., Prince George's County Land Records, NLP 6062:204.
- ²¹ Bart Barnes Washington Post Staff Writer. "34-Story Towers Asked On Prince George's Site: Plan Seeks 34-Story Md. Towers." *The Washington Post, Times Herald* (1959-1973), October 29, 1965, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed November 20, 2009).
- ²² Ellen Dunham-Jones and June Williamson, *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs* (Hoboken: John Wiley & Sons, Inc., 2009), 221.
- ²³ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).
- ²⁴ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).
- ²⁵ Ellen Dunham-Jones and June Williamson, *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs* (Hoboken: John Wiley & Sons, Inc., 2009), 222.
- ²⁶ Douglas Fruehling, "Back to the future," *Washington Business Journal* (May 18, 2007).

9. Major Bibliographical References

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Dunham-Jones, Ellen and June Williamson. *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*. Hoboken: John Wiley & Sons, Inc., 2009.

Fruehling, Douglas. "Back to the future," *Washington Business Journal* (May 18, 2007).

Prince George's County Land Records.
The Washington Post.

10. Geographical Data

Acreage of surveyed property	<u>7.35</u>	
Acreage of historical setting	<u>140</u>	
Quadrangle name	<u>Washington East</u>	Quadrangle scale: <u>1:24,000</u>

Verbal boundary description and justification

Prince George's Plaza is located in Hyattsville, Maryland on a 7.35-acre parcel. Toledo Road borders the property to the north and Belcrest Road bounds the property to the west. The southern boundary extends along East-West Highway and a steep embankment west of Adelphi Road lines the eastern edge of the property. America Boulevard bisects the site, which slopes to the east. Prince George's Plaza has been associated with Parcels I, R, and L as noted on Tax Map 42 since the construction of Metro 1 in 1963, Metro 2 in 1968, and Metro 3 in 1971.

11. Form Prepared by

name/title	Paul Weishar, Architectural Historian		
organization	EHT Traceries, Inc., for M-NCPPC	date	January 2010
street & number	1121 Fifth Street, NW	telephone	(202) 393-1199
city or town	Washington	state	D.C.

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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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CHAIN OF TITLE PRINCE GEORGE'S COUNTY LAND RECORDS

Deed WWW 2126:481 July 15, 1957 Articles of Merger March 26, 1965	Dewey Development Corp, Spruell Development Corp., and Landy Development Corp. to the Byrd Development Corp. (59.4243 acres) Byrd Development Corp. merged into Spruell Development Corp. (All land owned by Byrd Development Corp. at the time of the merger is now owned by Spruell Development Corp.)
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Deed WWW 3152:358 May 26, 1965	Byrd Development Corp. to Spruell Development Corp. (24.48161 acres)
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Deed NLP 6062:204 October 31, 1984	Spruell Development Corporation (formerly known as Spruell Development Corp., successor to F&B Development Corp., Byrd Development Corp., Elon Development Corp., Ithaca Development Corp., and Yale Development Corp.) to Prince George Center, Inc.
--	---

3700 East West Hwy

Deed 8751:443 April 29, 1993	Prince George Center, Inc. to Prince George Center II Limited Partnership. (Parcel "E" in the subdivision known as "Prince George Center")
------------------------------------	--

6505 Belcrest Road

Deed VJ 11044:33 September 30, 1996	Prince George's Metro Center, Inc. (formerly known as Prince George Center, Inc.) to Prince George Center I, Inc. (Parcel D in the subdivision known as "Parcels C, D, and E, Prince George's Center")
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6525 Belcrest Road

Deed VJ 12085:627 April 2, 1998	Prince George's Metro Center, Inc. (formerly known as Prince George Center, Inc.) to PG Metro Center III, Inc.
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Photo: Metro Center 1 (1963), Hyattsville, view of the façade (west elevation), looking northeast. (December 2009)

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Photo: Metro Center 1 (1963), Hyattsville, view of the façade (west elevation), looking southeast. (December 2009)

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Photo: Metro Center 1 (1963), Hyattsville, view of the southwest corner, looking southwest. (December 2009)

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Photo: Metro Center 1 (1963), Hyattsville, view of the southeast corner, looking northwest. (December 2009)

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Photo: Metro Center 2 (1968), Hyattsville, view of the southwest corner, looking northeast. (December 2009)

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Photo: Metro Center 2 (1968), Hyattsville, view of the south (side) elevation, looking northwest. (December 2009)

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Photo: Metro Center 2 (1968), Hyattsville, view of the façade (east elevation), looking southwest. (December 2009)

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Photo: Metro Center 2 (1968), Hyattsville, view of the northwest corner, looking southeast. (December 2009)

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Photo: Metro Center 3 (1971), Hyattsville, view of the southwest corner, looking northeast. (December 2009)

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Photo: Metro Center 3 (1971), Hyattsville, view of the façade (north elevation), looking southeast. (December 2009)

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Photo: Metro Center 3 (1971), Hyattsville, view of the northeast corner, looking southwest. (December 2009)

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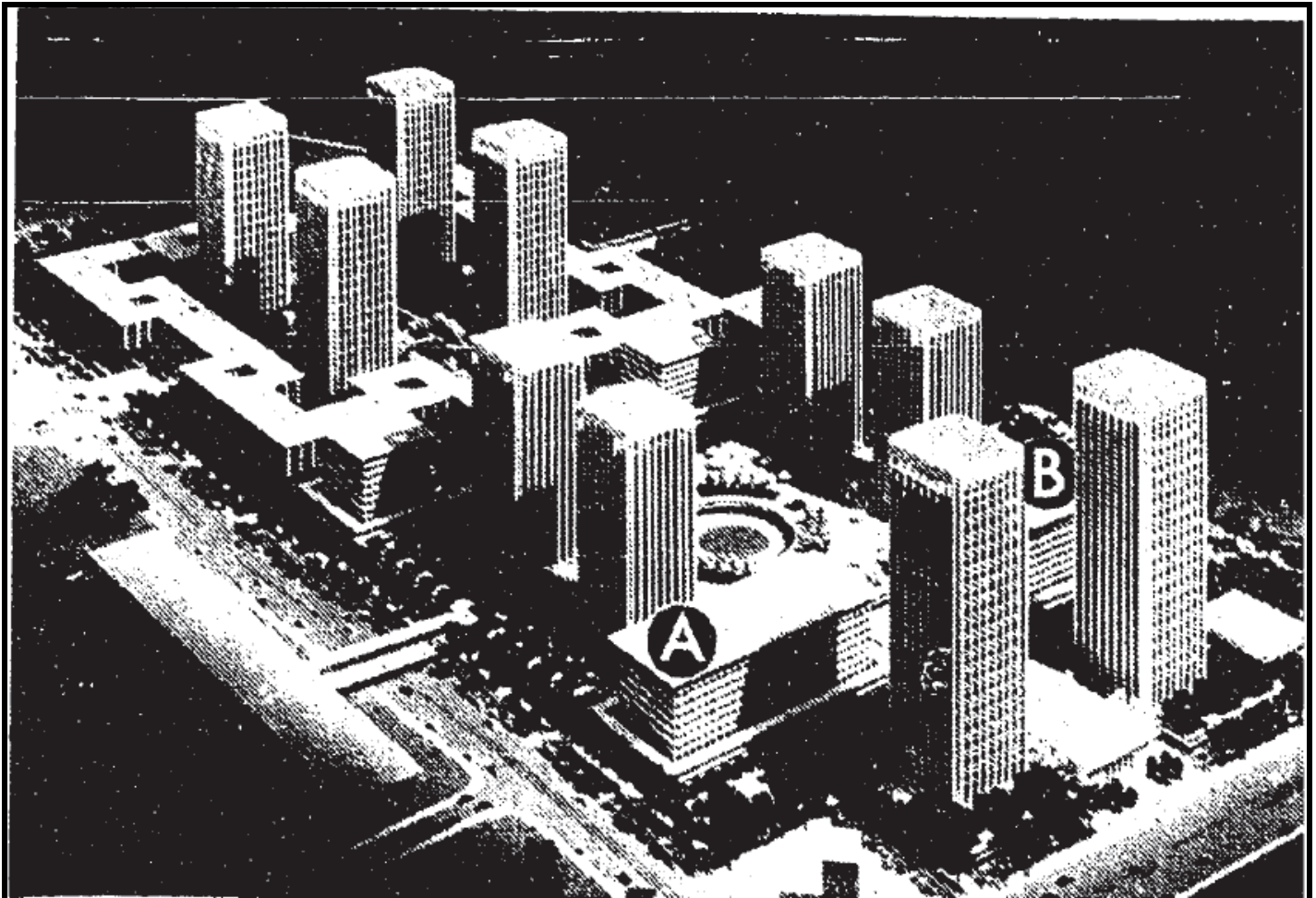
Photo: Metro Center 3 (1971), Hyattsville, view of the southeast corner, looking northwest. (December 2009)

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PRINCE GEORGE'S CENTER— This model shows the urban community complex designed by architect Edward Durrell Stone for a 105-acre site now named Prince George's Center. (A) designates the completed first Federal building, opened and occupied several years. (B) is the second building that also will have about 280,000

square feet being handled for leasing by Carey Winston Co. The developer of the entire complex is Prince George's Center, Inc., headed by Herschel and Marvin Blumberg. Other proposed buildings would be higher-rising office and apartment buildings and commercial space and a theater expected to be started next year.

Image: Model of Prince George's County Plaza, 1967. Source: "Prince George's Center." The Washington Post, Times Herald (1959-1973), November 25, 1967, <http://www.proquest.com.proxy.library.cornell.edu/> (accessed December 9, 2009).

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Image: 1965 Aerial showing Metro 1. Source: PG Atlas GIS System.

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Image: 2000 Aerial showing Metro 1, Metro 2 and Metro 3. Source: PG Atlas GIS System.

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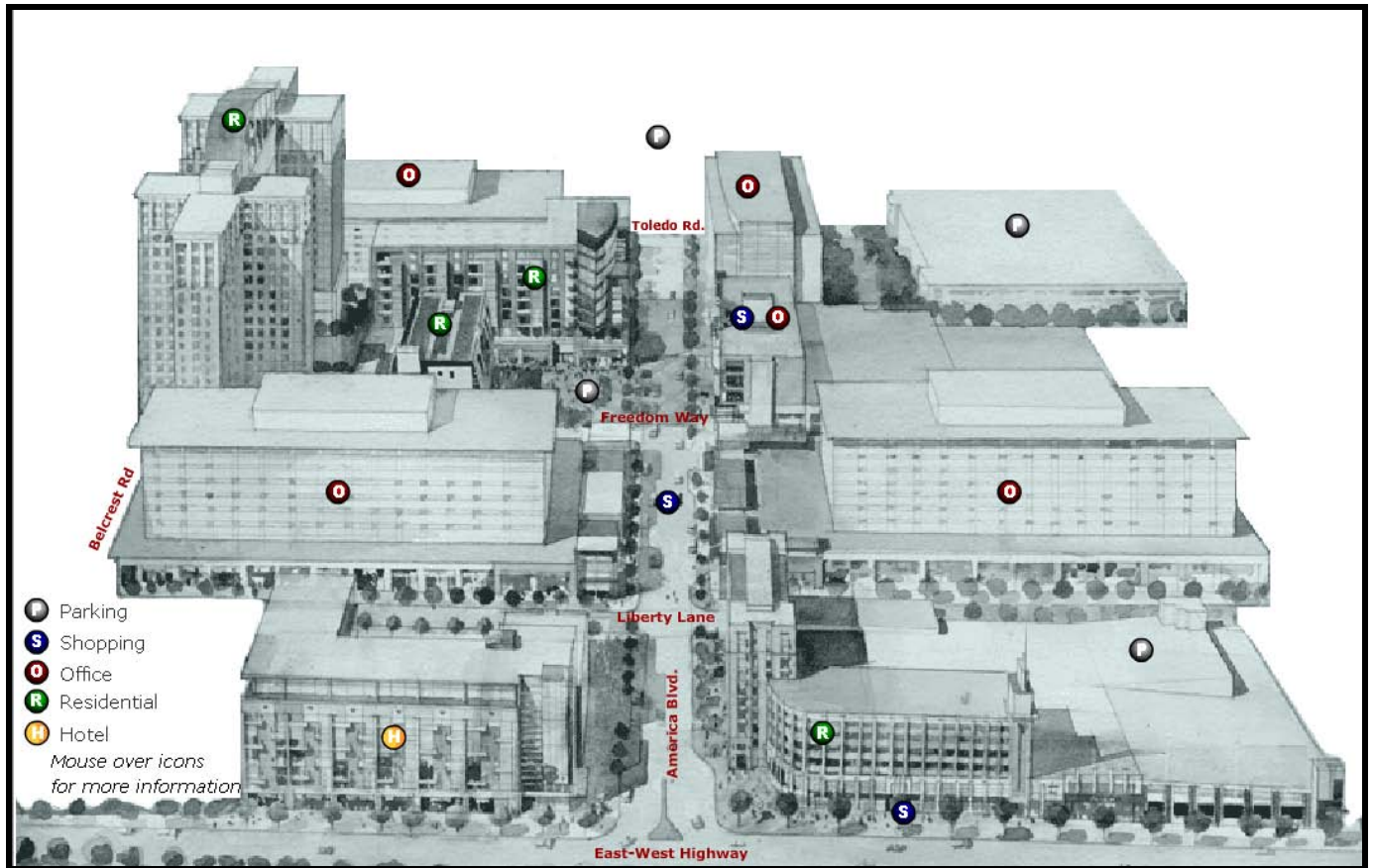


Image: Plan for University Town Center. Source: http://www.universitytowncenter.net/interactive_map.html.