

Glenn Dale (70-052)

Glenn Dale developed as a late-nineteenth-century railroad suburb in northern Prince George's County, south of the intersection of Lanham-Severn Road and Glenn Dale Boulevard. In the 1870s, the Pennsylvania Railroad established a route from Baltimore through Upper Marlboro to Pope's Creek in Charles County and a branch line into Washington, D.C. The small communities of Lanham, Seabrook, and Glenn Dale were established on this Washington, D.C. branch when the localities were selected as the site of new railroad stations.¹

Glenn Dale originally developed from part of the Duvall family's large land holdings. Martenet's map of 1861 shows the rural area, settled only by a few families including the Duvalls, a prominent Prince George's County family.² In 1871, the Duvall family, who owned the nearby plantation of Marietta, sold some of their land to their family attorney, John Glenn. Glenn began to sell parcels of his land, and the area soon became known as Glennville.³ By 1878, the Hopkins map documents that the small village, then called "Glendale," contained several residences, a saw mill, brick yard, blacksmith shop, a store, post office, and St. George's Episcopal Church, all centered around the Glendale train station.⁴

In 1885, the community of "Glendale" was officially platted in two sections and was likely named for the train station of the same name.⁵ The railroad tracks bisected the small community, which consisted of approximately 81 lots of varying sizes. Lots were located both north and south of the railroad tracks and ranged from small (50 feet by 176 feet) to large, including one lot approximately 330 feet by 1,320 feet. At some point, the plat was abandoned and the land was involved in an equity case. Section 1, the southern portion of the plat, remains largely as originally platted in 1885.⁶

In the early twentieth century, the community, now called "Glenn Dale," remained a small railroad village. By 1900, the village contained approximately 17 houses.⁷ Despite the community's location in a largely rural area where many residents' occupation involved agriculture, some residents of Glenn Dale commuted to Washington, D.C. by train. The extension of the electric streetcar between 1910 and 1935 south of Glenn Dale increased the number of travelers who now had additional options for their commute.⁸ The USDA Plant Introduction Station, established in Glenn Dale in 1920, provided employment for local residents and encouraged the construction of several houses near the Introduction

¹ Alan Virta, *Prince George's County: A Pictorial History* (Virginia Beach, VA: The Donning Company, 1991), 143.

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 Joan Roache and Pat Hughes, "A Sampler of Glenn Dale History," prepared for the 10th Annual Glenn Dale Arts and Crafts Festival, June 3, 1984, sponsored by the Glenn Dale Recreation Council, 1.

⁴ G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

⁵ Prince George's County Land Records, Circuit Court, Plat Book LIB A:105-106. The original plat gives no information regarding who platted the land or who owned the land. The only name on the plat is that of Simon J. Martenet and reads "Simon J. Martenet, Surveyor &c, Balto 12-5-1885." Martenet was a noted cartographer in the second half of the nineteenth century and likely surveyed Glenn Dale for the plat. Deed research was done to try and corroborate that the land was owned by John Glenn, but because of his position as an attorney, there are numerous land transactions involving Glenn and the Duvall family. A review of *The Washington Post* does not reveal any advertisements regarding the community. At some point the plat of "Glendale" was abandoned, and the equity case D-5022, petition V-90098 may provide some further insight into the establishment and history of Glenn Dale.

⁶ Prince George's County Land Records, Circuit Court, Plat Book LIB A: 105-106. According to the plat, the particular case is Equity D-5022, Petition V-90098.

⁷ Roache and Hughes, "A Sampler of Glenn Dale History," 1.

⁸ Roache and Hughes, "A Sampler of Glenn Dale History," 2.

Station on Bell Station Road. In the 1930s, the District of Columbia constructed the Glenn Dale Hospital, which was used as a tuberculosis sanitarium for the poor. Although there was some initial opposition to its construction, the hospital encouraged local improvements and provided needed employment opportunities for residents.⁹

Glenn Dale remained largely undeveloped until the second half of the twentieth century. In the 1970s, several resubdivisions of larger lots resulted in small clusters of development scattered throughout the community.

There are two designated Historic Sites in Glenn Dale:

- PG: 70-052-26, Van Horn House, 10911 Prospect Hill Road
- PG: 70-052-27, St. George's Chapel & Cemetery, 7010 Glenn Dale Road

There are currently no designated Historic Resources in Glenn Dale.

Windshield Survey

A windshield survey of Glenn Dale was conducted in November 2007. The survey area contains approximately 101 primary resources. The community contains buildings constructed from the 1870s to the present. Buildings in Glenn Dale reflect a variety of popular styles including Queen Anne, Craftsman, Colonial Revival, Dutch Colonial Revival, and a number of illustrations from the Modern Movement. Common building forms include L-shaped plans, bungalows, Cape Cods, minimal traditional houses, ranch houses, split-foyer, and split-level houses. The oldest houses in Glenn Dale were typically situated on the largest lots in the neighborhood and were originally used as farmhouses. As residents of Glenn Dale stopped farming in the early twentieth century, these lots were subdivided, resulting in modern infill. This pattern of development has resulted in irregularly shaped lots of differing sizes and varied setbacks in the neighborhood. The topography of Glenn Dale is relatively flat. The majority of buildings in the community are residential, although there are several religious and educational buildings. A few non-historic commercial buildings are located north and south of the railroad tracks. Public buildings in Glenn Dale include a post office and Glenn Dale Elementary School. The small community is surrounded by modern subdivisions including Wood Pointe, developed in the late 1980s and Glenn Dale Village, developed circa 2004. Glenn Dale Hospital, a tuberculosis sanitarium constructed by the District of Columbia in the 1930s, was abandoned more than twenty years ago and purchased by M-NCPPC. The 210-acre campus, located outside of the survey area, is currently being evaluated for redevelopment.

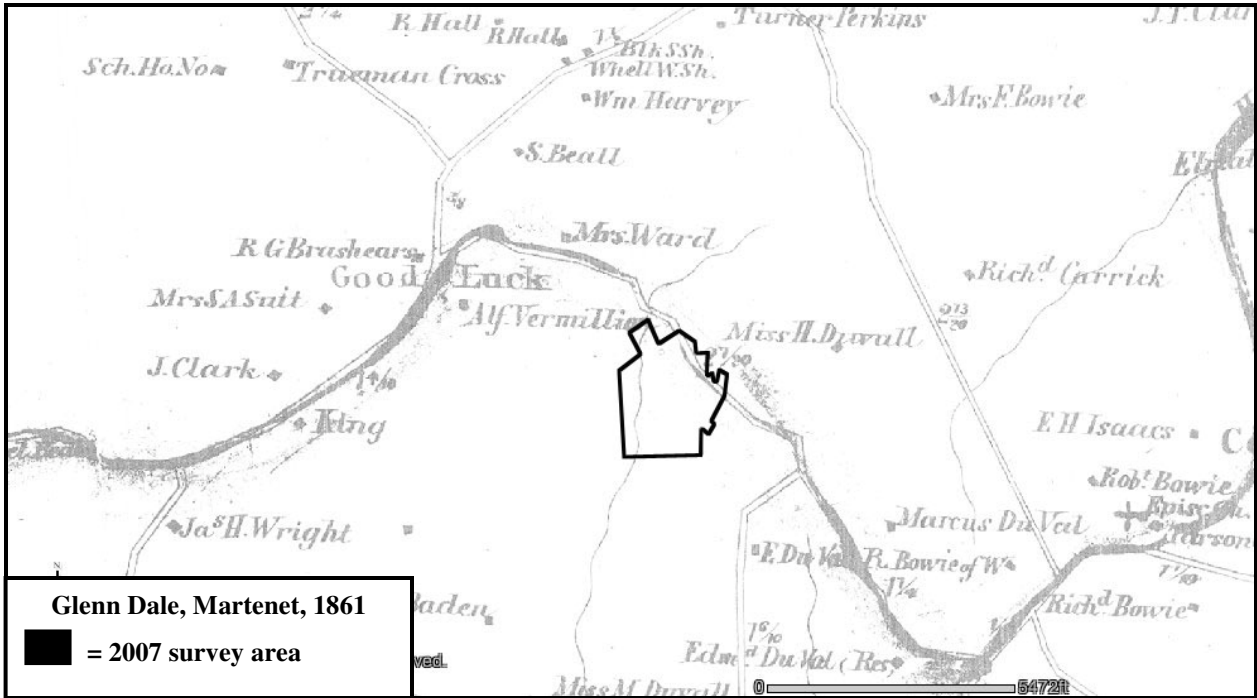
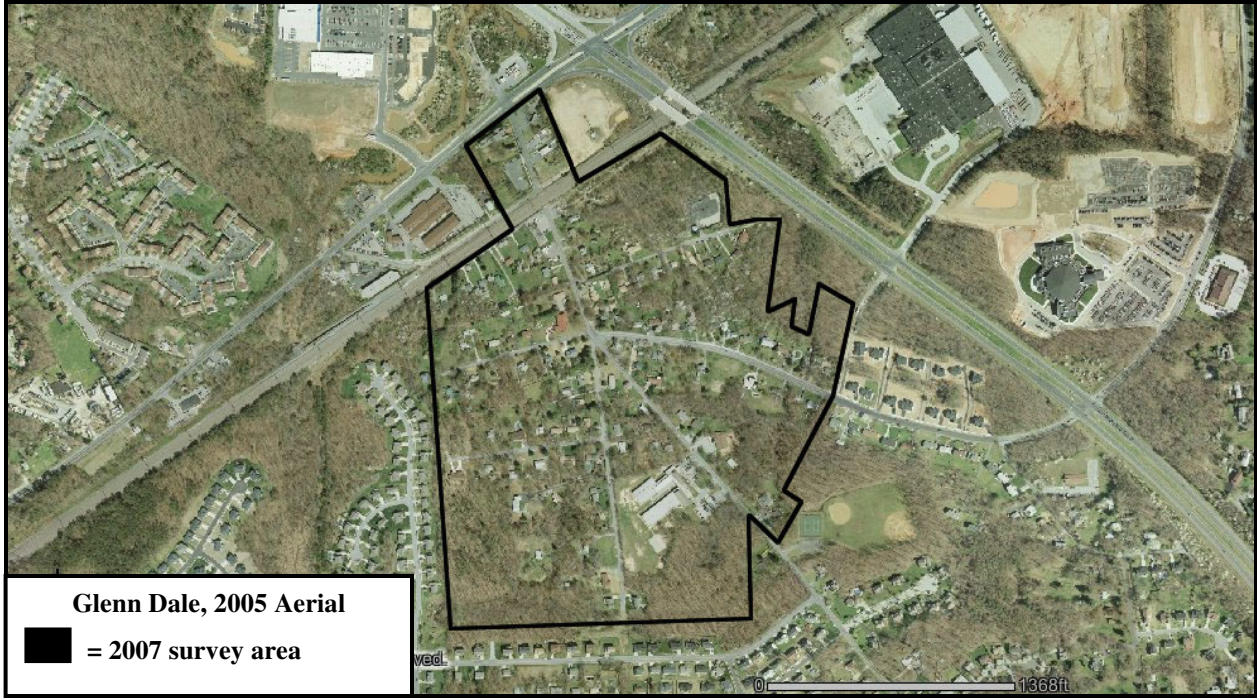
Historic District Evaluation

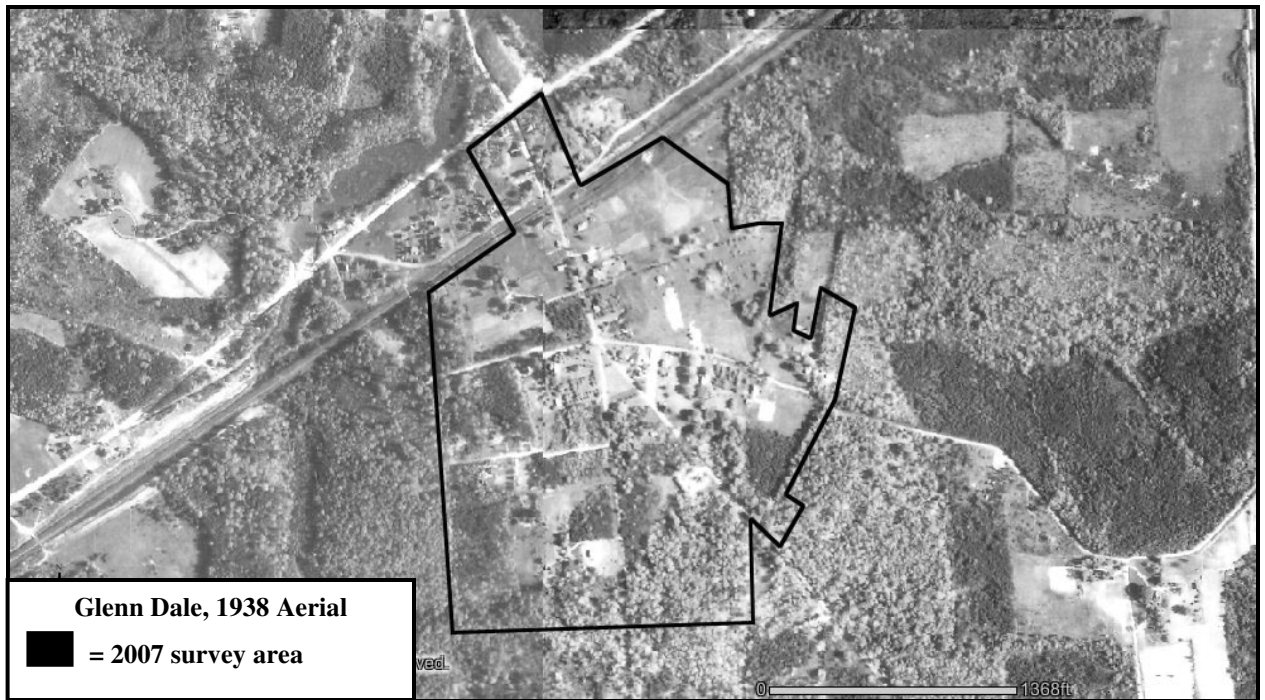
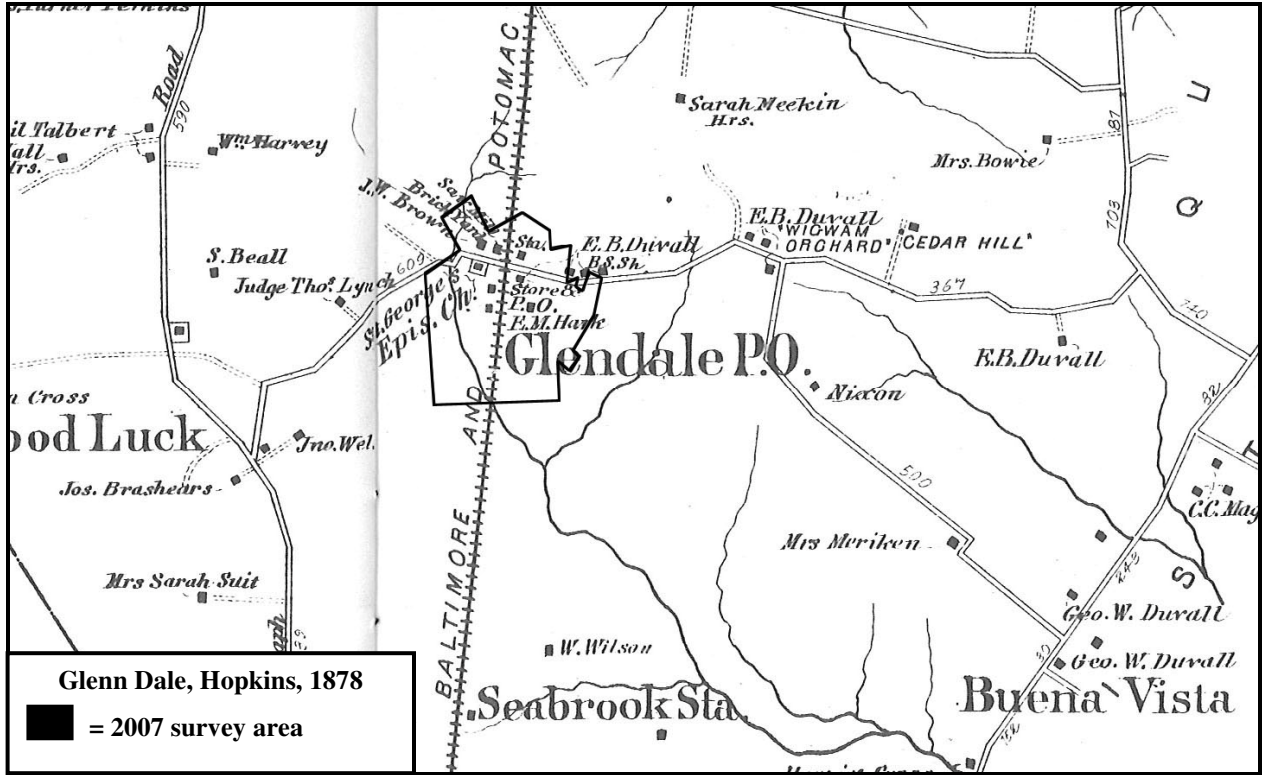
Glenn Dale represents several Prince George's County Heritage Themes including transportation, suburban growth, and residential architectural styles. However, Glenn Dale is not recommended as eligible for listing as a local or National Register Historic District. The community was established in the 1880s as a railroad suburb of Washington, D.C., however the extant buildings from the late nineteenth century are not adequate to convey the neighborhood's historic significance as a railroad community. The "Glendale" railroad station and other late-nineteenth-century resources identified on historic maps have been demolished. The community was platted with the train station at its center. The religious, commercial, and public buildings that were clustered around the station were located across the railroad tracks from the residential community. The demolition of these buildings effectively cut off the social center of Glenn Dale. With the loss of the station, the community is without its association as a railroad

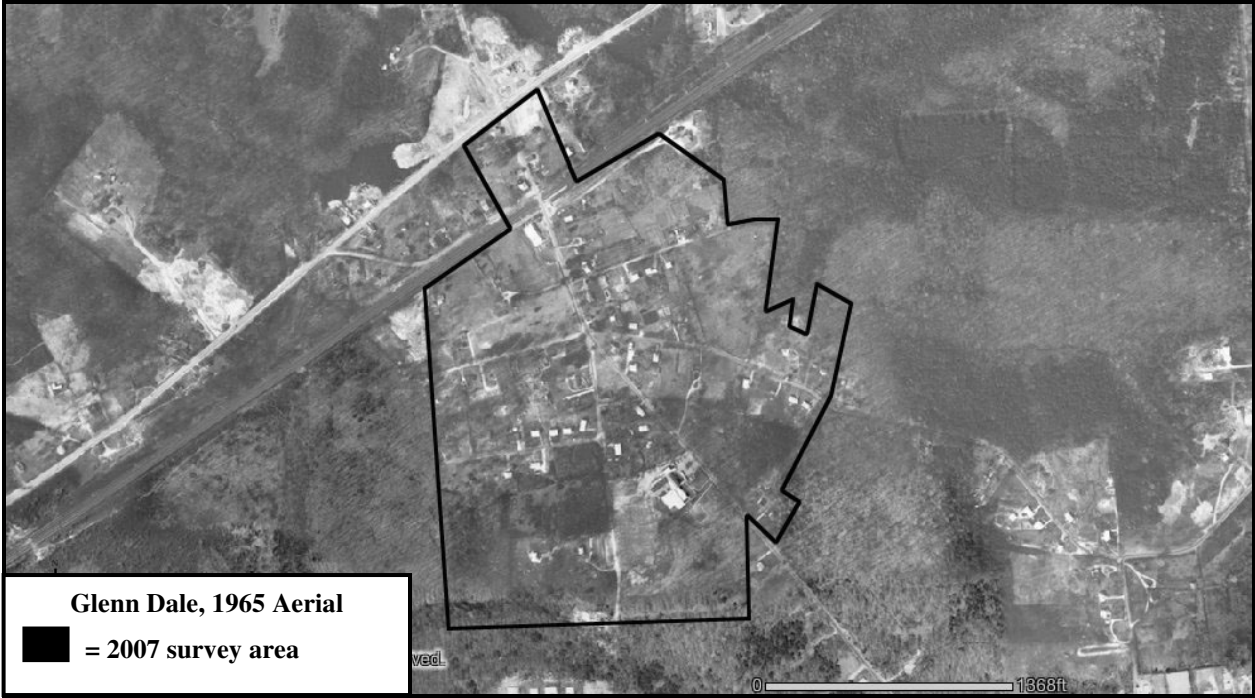
⁹ Roache and Hughes, "A Sampler of Glenn Dale History," 6-7.

suburb. The wide variety of building types and styles constructed in Glenn Dale in the twentieth century do not adequately convey the evolution of suburban residential architecture in Prince George's County, but rather illustrate a wide variety of domestic forms, styles, building techniques, and materials of various phases of twentieth-century development. Further, the large concentration of resources constructed after 1960 do not contribute to the historic character or significance of Glenn Dale. The sporadic development of the community prohibits a smaller area being designated as a historic district. Glenn Dale has retained its integrity of location, design, materials, and workmanship, but the community has lost its integrity of setting, feeling, and association.

Prepared by EHT Tracerics, Inc.
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Looking west, St. George's Chapel & Cemetery (PG: 70-052-27), 7010 Glenn Dale Road
(*EHT Traceries*, 2007)



Looking southwest, St. George's Chapel & Cemetery (PG: 70-052-27), 7010 Glenn Dale Road
(*EHT Traceries*, 2007)



Looking north, 11034 Prospect Hill Road (*EHT Traceries*, 2007)



Looking south, 11005 Prospect Hill Road (*EHT Traceries*, 2007)



Looking south, Van Horn House (PG: 70-052-26), 10911 Prospect Hill Road (*EHT Traceries*, 2007)



Looking north, 6801 Glenn Dale Road (*EHT Traceries*, 2007)



Looking southwest, 6700 Glenn Dale Road, Glenn Dale Elementary School (*EHT Traceries*, 2007)



Looking north, 10704 Javins Street (*EHT Traceries*, 2007)



Looking west, 10806-10804 Javins Street (*EHT Traceries*, 2007)



Looking southwest, 10719 Marietta Street (*EHT Tracerics*, 2007)



Looking southwest, 10715 Marietta Street (*EHT Traceries*, 2007)



Looking southeast, 10711 North Lansdale Street (*EHT Traceries, 2007*)



Looking southeast, 6913-6909 Glenn Dale Road (*EHT Traceries*, 2007)