

PISCATAWAY VILLAGE
RURAL CONSERVATION STUDY



M-NCPPC Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

TITLE Piscataway Village Rural Conservation Study

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Space Around Piscataway, Maryland

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ABSTRACT

This report details the findings of a study on the 18th century village of Piscataway, requested by the Piscataway Citizens Association. The goals of the project were 1) to document the history of the village, using land records research and early maps to define the extent and size of the village since its establishment, 2) to define the character of the village, 3) to propose design concepts to guide new construction in order to retain village character; and 4) to propose methods to help retain a buffer zone around the village and the open space within the village.

This report begins with a history of Piscataway, including its significance as a port and government tobacco inspection location during the 18th century, and a documentation of the location of its schools and post office. Next, the existing conditions within the village are described and the historic, rural character of the village defined. The architecture of the buildings within the village is discussed and analyzed. Design concepts for sympathetic new construction within the village are proposed and strategies for protection of the open space within and around the village are offered. The report is supplemented by photographs and maps.

Cover Photo From: Prince George's County, A Pictorial History, Alan Virta,
The Donning Company, Virginia Beach, VA, 1984, 1991, pg 171

FINAL REPORT

PISCATAWAY VILLAGE RURAL CONSERVATION STUDY

Prepared by

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June 1991

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The Commission operates in each county through a Planning Board, appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

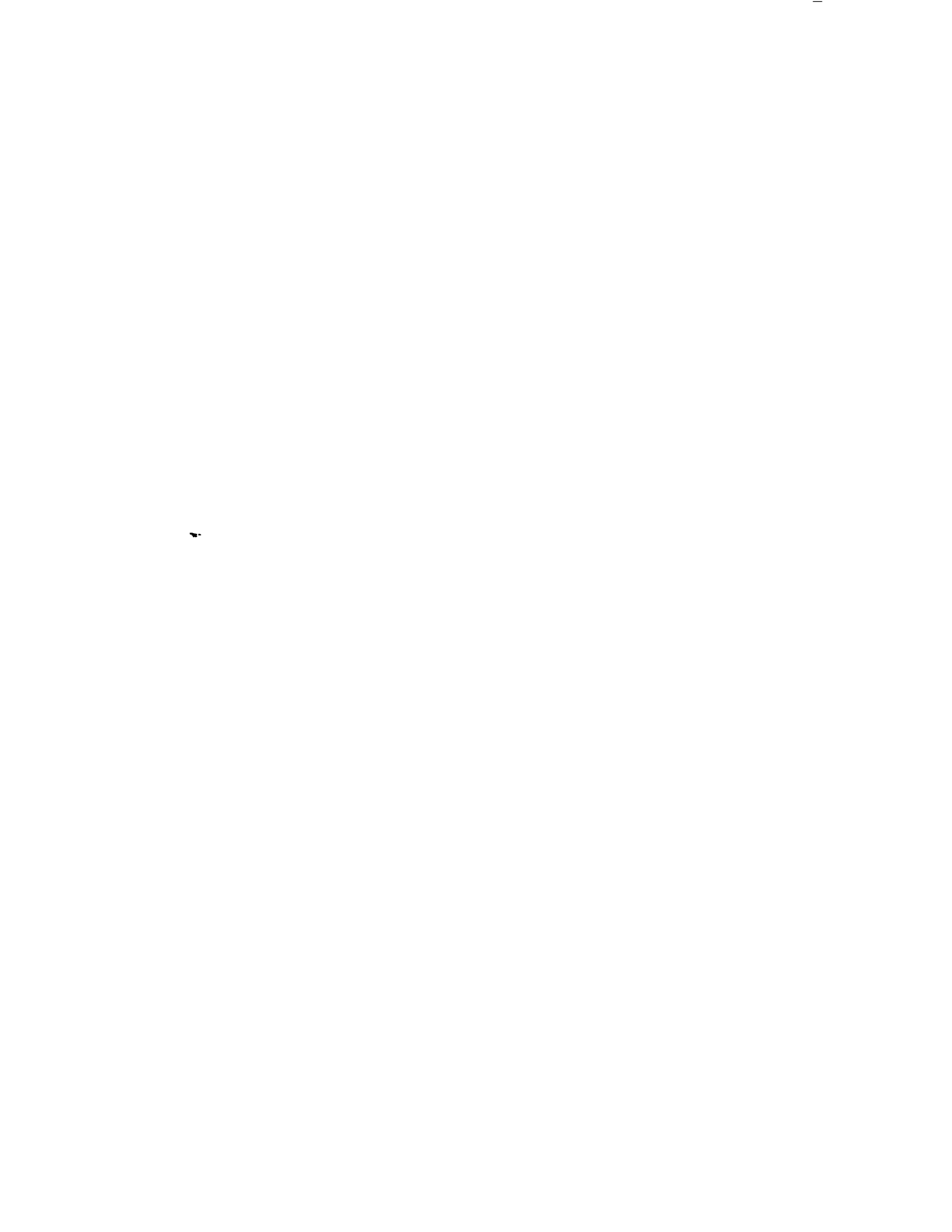
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Piscataway Village Rural Conservation Study

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Introduction

The village of Piscataway in Prince George's County is composed of approximately 30 structures, clustered along Floral Park Road in the vicinity of its intersection with Piscataway Road (See Figure 1). Mandated by Act of the Colonial Assembly in 1707, Piscataway was a thriving commercial center with a port on Piscataway Creek, throughout the 18th century. As its port activity declined, as a result of siltation of the creek and a changing economic structure after the American Revolution, Piscataway's regional importance began to fade. During the 19th and early part of the 20th century the village served as a small commercial center for the surrounding farms.

Today, Prince George's County is not noted for the existence of rural villages. The colonial port towns that were important to its 18th century economy have dwindled away (Queen Anne, Nottingham) or have developed far beyond their early character (Bladensburg, Upper Marlboro). The more numerous 19th century rural cross roads hamlets or railroad towns that served as commercial centers for the county have been enlarged beyond recognition by suburban growth. Piscataway is the only location in the County that still conveys the form of a rural hamlet or village, clustered along a main street.

The character of Piscataway has been formed by its long history and its rural setting. Its character is based on many factors, including its terrain, boundaries, spatial organization, land uses and circulation pattern.¹ Additionally, its character is defined by visual and spatial elements including "entryways", "paths", and "landmarks",² as well as the characteristics of the building stock, vegetation and open space. This character, which makes the village a scenic and appealing location, is tenuous in nature. It can be destroyed by inappropriate new construction within the village, unsympathetic traffic patterns, or loss of the open lands surrounding the village to suburban development.

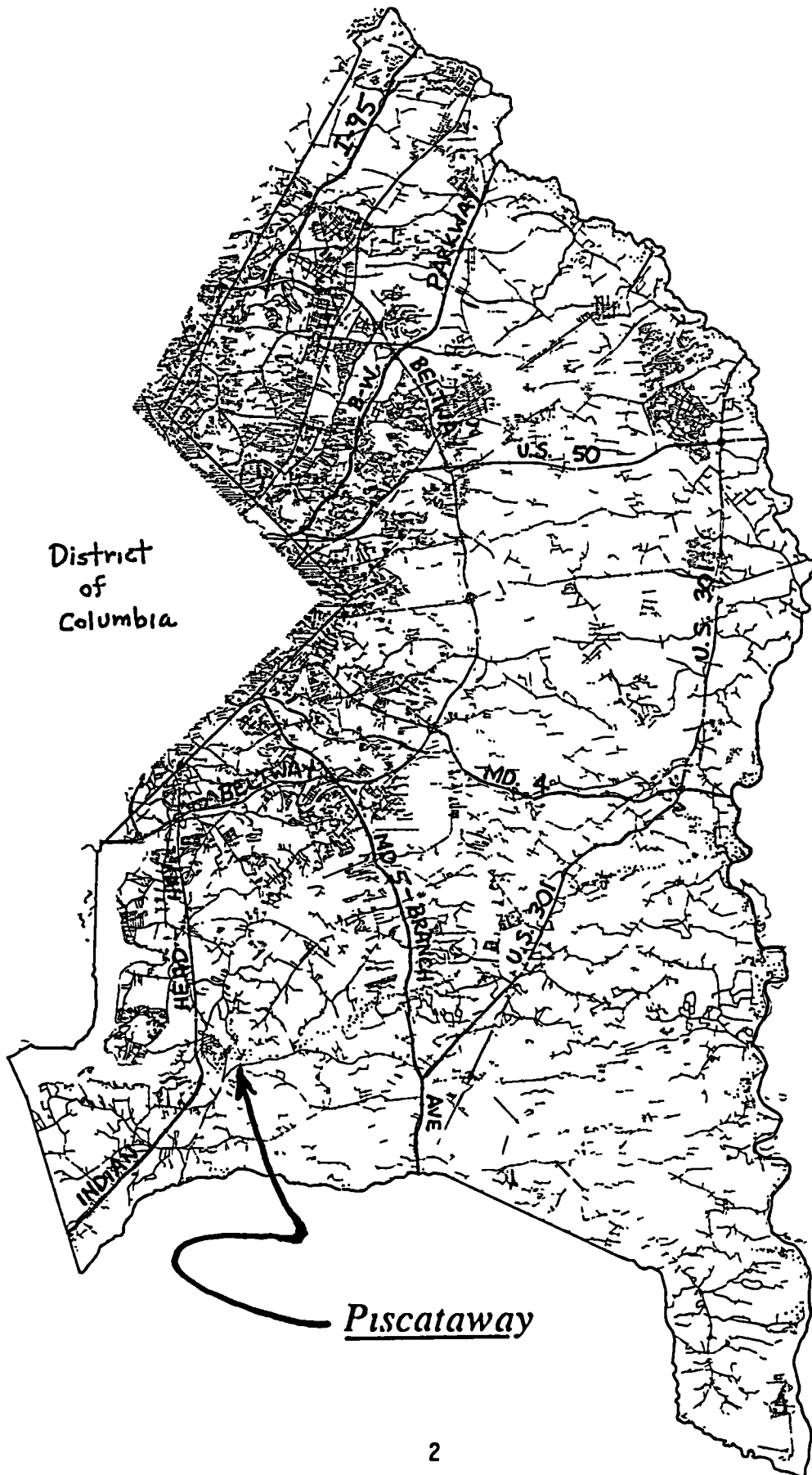
In the past, Piscataway's remoteness from highways and population centers has preserved its architectural heritage. Pressures for change bypassed the village. However, for several decades, suburban residential and commercial development has been replacing agriculture in this area of Prince George's County. The decline of local farming has resulted in the closing of Piscataway's small businesses and the loss of its public institutions such as

¹This list was abstracted from National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes, Linda Flint McClelland, J. Timothy Keller, Genevieve P. Keller, Robert Z. Melnick, U.S. Department of the Interior, National Park Service, Interagency Resources Division, pgs. 15-18.

²Kirk R. Bishop, Designing Urban Corridors, American Planning Association Planners Advisory Service Report #418, September 1989, pg. 13, and Komatsu/Brown Architects, Design Guidelines Handbook for Historic Preservation, Montgomery County, Maryland, The Maryland-National Capital Park and Planning Commission, 8787 Georgia Avenue, Silver Spring, Maryland, 20907, 1979, pg. 43.

FIGURE 1

Location of *Piscataway* in Prince George's Co



the post office and elementary school. Of the thirty structures remaining in Piscataway, most are now used as residences.

This study was conducted at the request of the Piscataway Citizens Association. Its purpose is fourfold: 1) to document the history of the village, using land records research and early maps to define the extent and size of the village since its establishment, 2) to define the character of the village, 3) propose design concepts to guide new construction in order to retain village character, and 4) to propose methods to help retain a buffer zone around the village and the open space within the village.

This work was accomplished during fiscal year 1991, with the final report completed on June 30th, 1991. Three meetings were conducted with the Historic Preservation Subcommittee of the Piscataway Citizens Association, over the course of the study, to elicit local residents' reactions to the study information and proposals. A final meeting is anticipated in the summer of 1991 to present the study conclusions.

This is a timely effort. The village of Piscataway faces a number of issues which will affect its character, appearance and quality of life in the near future. These issues include:

- Large scale residential development proposals for the "Bailey Plantation" property and others in the vicinity,
- The proposed extension of Piscataway Road, listed in the Subregion V Master Plan,
- Increasing traffic through the village on Floral Park Road,
- Possible future infill development within the village,
- Deterioration of historic buildings in the village.

The study conclusions contain strategies for protection of the village character and surrounding open space. Protection can only be accomplished through a multifaceted approach. Private property owners must be educated regarding village character and what they can do to protect it. The proposed Piscataway Road bypass must be carefully planned and engineered in the vicinity of the village, in order to prevent negative impacts on village character. Innovative planning for the development of the "Bailey Plantation" in the vicinity of the village is necessary. Legislation at the County level creating a historic preservation overlay zone in the vicinity of the village would allow far more control of the village's future character.

History of Piscataway

A town on the south side of Piscataway Creek was mandated by act of Maryland's Colonial Assembly in 1707³. The act stated that the town was to be located at or near the head of the creek and to contain 40 to 50 acres of land. In designating town locations the Assembly chose areas where some commercial and port activities were already occurring. At least one "store house", on the land of William Hutchison, was located in the vicinity of what became Piscataway Town, in 1708⁴.

A village of the Piscataway tribe of Indians had been located along the south side of the Creek, prior to European settlement. The Piscataway endured in the area throughout the 17th century. However, by the time of the establishment of Piscataway Village in 1707, the tribe had left the State of Maryland, their numbers greatly reduced due to disease and conflicts with the English settlers and other Indian tribes⁵.

After the Assembly's action in 1707, no town was formally platted nor lots sold. In 1731, Piscataway Hundred, the subregion of the County that the village was located in, was divided into an upper and lower precinct. In its early days, as population in the County grew, new hundreds were formed, either by division of an existing hundred or by addition of a new one. In 1733, stocks and a whipping post was ordered for the area by the county court, indicating that the nucleus of a town was in existence⁶. In 1736, citizens again petitioned the Assembly to require that a town be erected⁷. In 1741 the southern section of Piscataway Hundred, where the village was located, became known as King George's Hundred⁸. Unlike the town of Bladensburg in Prince George's County, no colonial town plat for Piscataway has been found. The records give no indication that a town plan was ever made.

When the Colonial Assembly initiated a government tobacco inspection system in 1747, Piscataway was one of the towns chosen for the location of an inspection warehouse⁹. No tobacco was to be sold that was not first inspected and then shipped through a designated port town. This act insured Piscataway's success as a tobacco port and therefore as a regional commercial center, through the rest of the 18th century. Piscataway's inspection warehouse was designated to

³William Hand Browne, ed, The Archives of Maryland, Proceedings and Acts of the General Assembly, March 26 - April 15, 1707, pg 159

⁴Katharine A Kellock, Colonial Piscataway in Maryland, The Alice Ferguson Foundation, Accokeek, MD, 1962, pg 34

⁵Anna Coxe Toogood, Piscataway Park, Maryland, General Historic Background Study, Division of History, Office of Archeology and Historic Preservation, September, 1969, National Park Service, U S Department of the Interior pgs 56-76

⁶Louise Joyner Henton, Prince George's Heritage, The Maryland Historical Society, 1972, pg 136

⁷Archives, Assembly Proceedings, March 19, 1735 - April 10, 1736, pg 324

⁸Ibid pg 42

⁹Archives, Assembly Proceedings, May 16 - July 11, 1747, pg 595

rest of the 18th century Piscataway's inspection warehouse was designated to be located on the land of John Hawkins, Jr, in 1748 This location was again designated when the tobacco inspection act was renewed in 1773¹⁰ Land records research indicates that John Hawkins, Jr probably owned a tract called Hazard, resurveyed out of a tract called Wade's Adventure, located in the vicinity of parcels 140, 141, 154 and subdivision #1390 on the current Prince George's County tax map¹¹ This is substantiated by 19th century deeds for parcels 140, 141, and 154 which are referred to as parts of the tobacco warehouse lot (See Figure 2)¹²

The location of a tobacco inspection warehouse in Piscataway concentrated the regional activities of sale of tobacco in the village Overseas firms opened stores in the village, where representatives called "factors" purchased hogsheads of tobacco to be shipped overseas and sold imported items to the planters By 1774, at least 3 Glasgow import firms had stores in Piscataway In addition, at least three local firms were active at that time, including Contee and Bowie, Contee and Magruder, and Claggett & Company, Warehouses¹³

Even at the height of its commercial activity, Piscataway was never larger than a village The 1798 Federal Direct Tax describes a community of approximately 28 acres, divided into approximately 28 lots of varying size There were 21 dwellings and 6 "store houses" in the village, plus 40 smaller associated buildings such as meat houses, lumber houses, dairies and kitchens Some of the dwellings listed were used as taverns or inns Other buildings listed in the tax included a ball room, a counting room, 3 granaries, a school house and a bake house A 1774 traveler's account describes the village as " a small Town of low Houses not more than two in it two Stories High, It lies however in a fine rich valey "¹⁴

Piscataway was advantageously located on the road network that connected the colonial southern Maryland port towns and Annapolis, the colonial capital The post route from Annapolis to St Mary's County, established in 1757, passed through the village¹⁵ The Dennis Griffith Map of the State of Maryland, published in 1795, shows the village at the intersection of southern routes from Port Tobacco, Benedict and St Mary's County These roads joined south of the village and passed through it on what is now Floral Park Road The road branched northeast of the village, connecting it to the five other important port towns in the County A route ran east to Nottingham on the Patuxent (now the continuation of Floral Park Road), northeast to Upper Marlboro and Queen Anne on what is now Piscataway Road, and northwest to Broad

¹⁰Archives, Assembly Proceedings, May 10 - June 11, 1748, pg 160, Acts of the Assembly Passed during November - December 1773, pg 151-152

¹¹Conversation with John H Claggett, IV, April, 1991

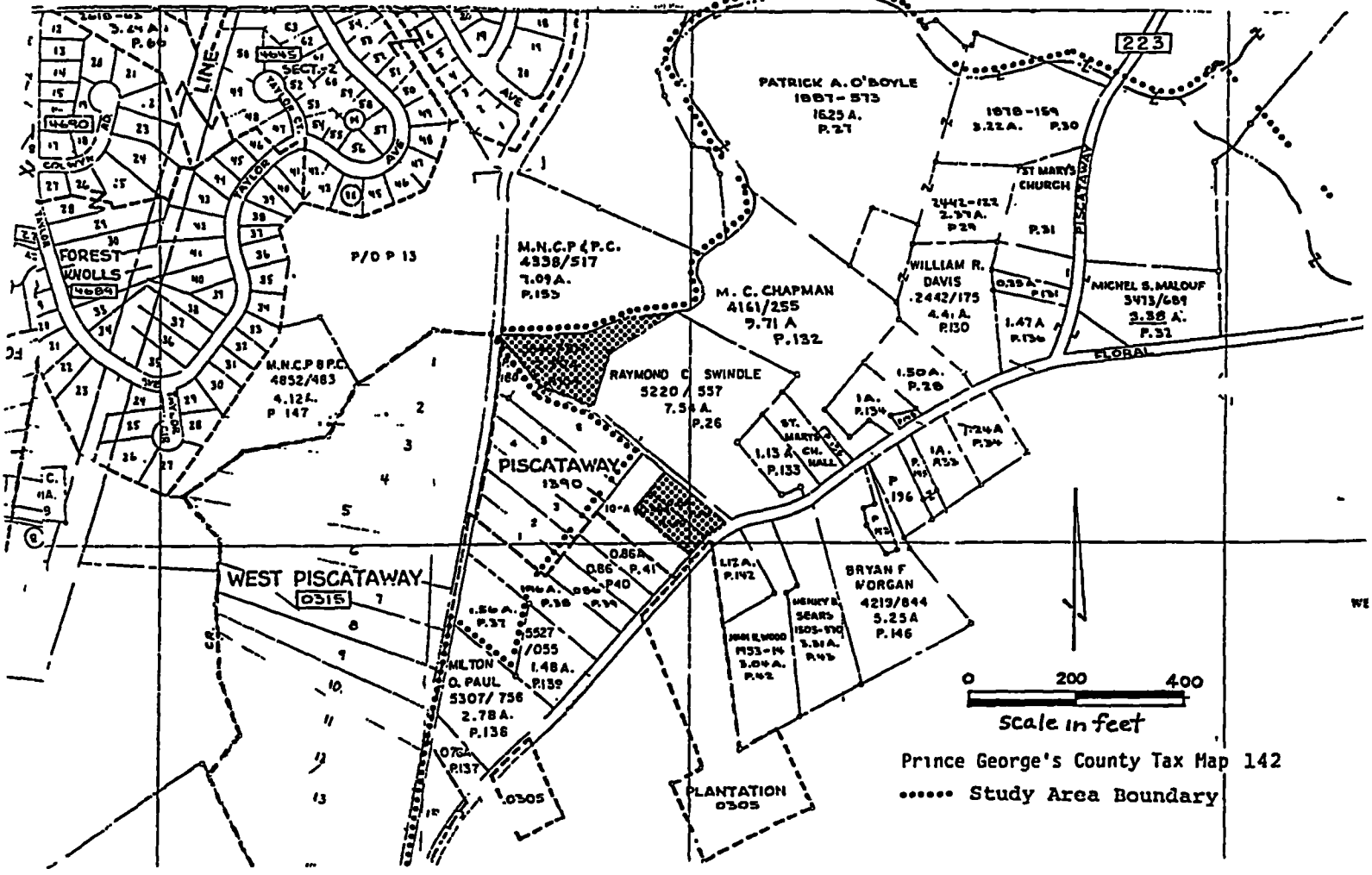
¹²Prince George's County Lands Records, Deeds, FS 1 108, FS 2 119, CSM 3 203


¹³Anna Coxe Toogood, Piscataway Park, Maryland, General Historic Background Study, Division of History, Office of Archeology and Historic Preservation, September 1969, U S Department of the Interior, National Park Service, pg 112

¹⁴Kellock, pg 52

¹⁵Hinton, pg 136

FIGURE 2. Tobacco Warehouse Lot




 Shaded areas are lots 140, 141 and 154
 Referred to as parts of the tobacco
 warehouse lot in 19th century deeds

Creek and Bladensburg, generally following what is now Gallahan Road (Figure 3)¹⁶

Piscataway Creek was probably never deep enough for ocean-going vessels to dock in the village. It is probable that the large ships waited at the mouth of the creek and flat boats transported tobacco and imported items between the wharves and the vessels.¹⁷ The agriculture that was the port's livelihood also spelled its demise. Extensive clearing of land for production of the tobacco, corn and wheat that was grown in the area resulted in the gradual siltation of Piscataway Creek. After the Revolutionary War, the British factorage system did not return to Piscataway, depriving the village of its international commerce. A state warehouse and inspection system was instituted in Baltimore during the 20 years after 1816, reducing the local inspection warehouses to a secondary status. By 1835, the channel to the Piscataway wharves had so silted up that tobacco had to be hauled overland from the warehouse in Piscataway to Green Landing, 1/2 mile downstream. In that year, a study was done by John Henry Alexander, geologist of the State of Maryland, reviewing ways of improving commercial transport along the silted creek. Several alternatives were outlined. It is not known if any action was taken (Figure 4).¹⁸ Finally, in 1858, the county commissioners sold the tobacco inspection warehouse lot in Piscataway into private hands.¹⁹

Piscataway continued as a small commercial center for the surrounding farmland. In 1860, the village had a population of approximately 125 people. Village residents listed a variety of occupations in the 1860 census, including 17 farmers, 7 blacksmiths, 6 physicians, 5 carpenters, 4 merchants, 3 wheelwrights, 2 hotel keepers, 2 bar keepers, 2 seamstresses, 1 tailor, 1 shoemaker, 1 overseer, 1 constable, 1 trader, 1 planter, plus numerous farm hands and laborers. According to the tax list for 1861, there were 27 dwellings, 3 taverns, 3 store houses, 1 blacksmith shop and 1 mill in the village. Most of the buildings were clustered around the intersection of what became known in the 20th century as Floral Park and Piscataway Roads. Farm dwellings were more widely dispersed (Figure 5).

Both the Baltimore and Ohio Railroad line, constructed through the County in 1835, and the Baltimore and Potomac Railroad, completed in the early 1870's, by-passed Piscataway. The railroads created a new network of commerce and communication while the influence of the regional port towns was shrinking, due to siltation of the tributaries of the major waterways.

¹⁶Dennis Griffith, Map of the State of Maryland, 1794, J. Vallance, Philadelphia, 1795

¹⁷Toogood, pg. 115

¹⁸Report of the Engineer and Geologist, in relation to the New Map, to the Executive of Maryland, Annapolis. William McNeir, Printer, 1836, pgs. 9-16

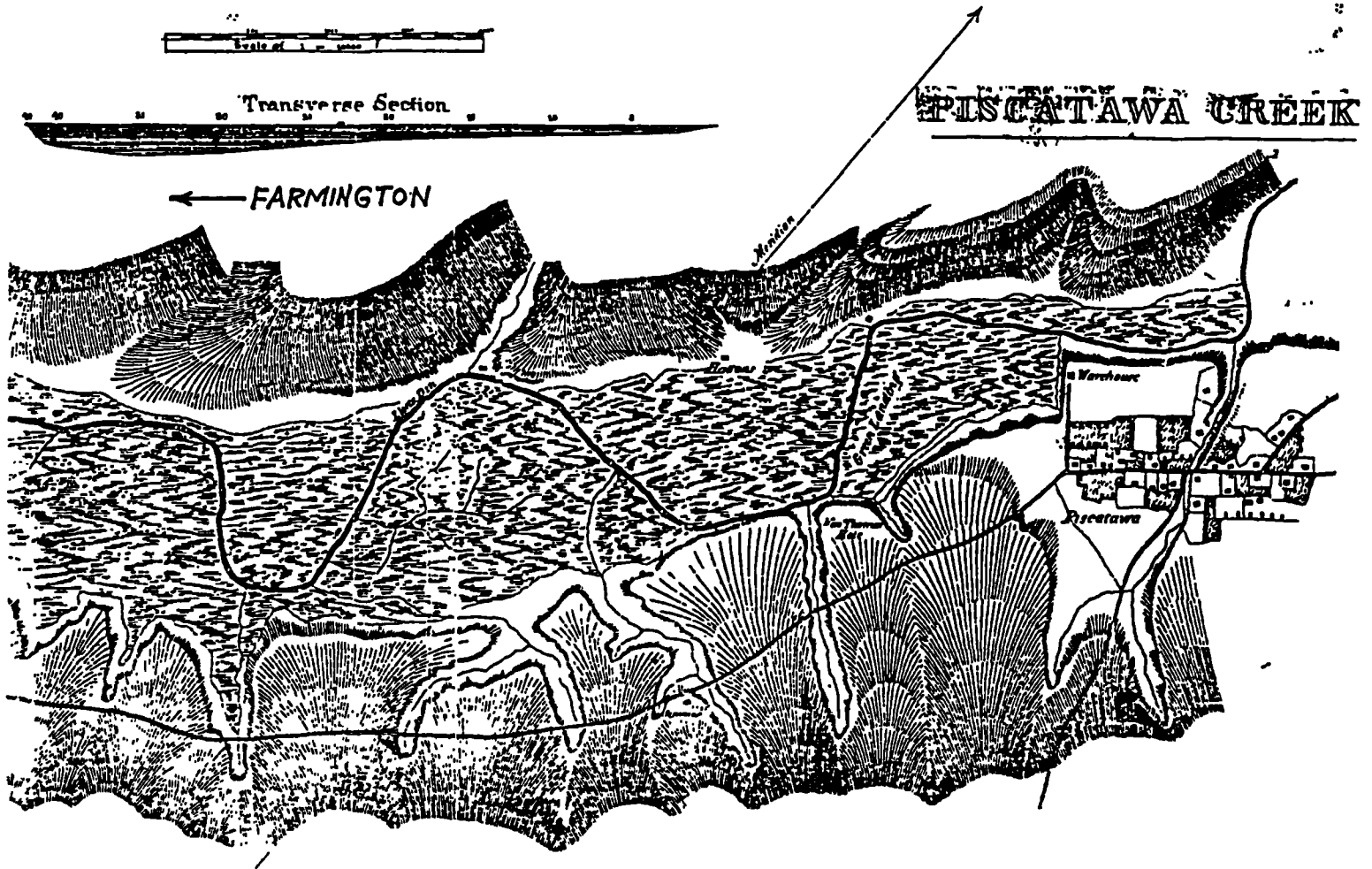
¹⁹Laws of Maryland, 1858, Chapter 69, pg. 71

Figure 3 Location of Piscataway
Map of the State of Maryland, Dennis Griffith 1794
Published in Philadelphia, PA J. Vallance, 1795



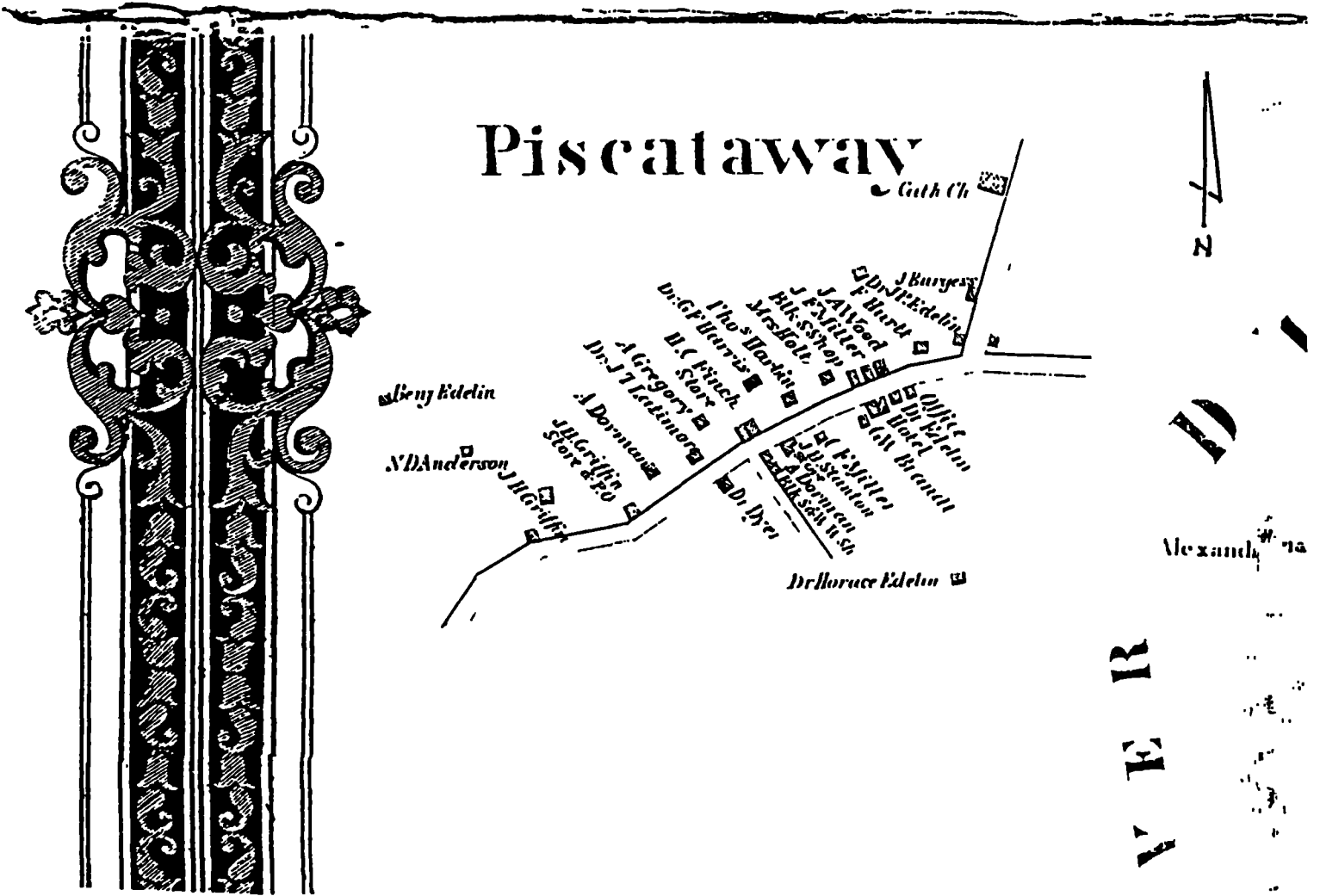
FIGURE 4

Map of Piscataway Creek



John Henry Alexander, Engineer of the State of Maryland, 1835

FIGURE 5



Martenet's Map of Prince George's County, Maryland,
Simon J. Martenet, C.E., Baltimore, Maryland 1861

By 1900, Piscataway had long held the status of a quiet country hamlet. Populated by less than 100 people, the occupations of the heads of households listed in the 1900 census included 4 farmers, 3 merchant/farmers, 2 merchants, 2 government employees, 2 "gardeners", 1 physician, 1 mail carrier, 1 blacksmith, 1 tobacco buyer, 1 domestic and 1 laborer. There were a total of 19 buildings in the town, including 9 dwellings, 3 combination store/dwellings, 3 stores, the St. Mary's Catholic Church, the church hall, a school house and a blacksmith shop (Figure 6). The village had dwindled in size from the approximately 30 major structures located there during its most active period, the 18th century.

Figure 7, a map entitled Historic Building Pattern, locates buildings with historic designation and the sites of former buildings or structures, compiled from historic maps, written sources and personal reminiscences.

During the early 20th century, Piscataway continued as a rural hamlet. Then, beginning in the decade of the 1930's, the status of the village again began to change. In 1937, the Piscataway elementary school was closed and the students sent to other schools. By 1938 a section of Livingston Road was built through the George Underwood farm just west of the village, to connect to Accokeek Road. This improved the ability of Accokeek residents to travel north, prior to the construction of Indian Head Highway. In 1943, the Piscataway Post Office was closed. For the first time in decades, new residences were built. Scattered along Floral Park Road west of the old village center, these new residences created a more suburban settlement pattern in the area. Instead of being clustered close together, standing close to the road, these dwellings were set back, at the center of their lots, with little relation to each other.

The St. Mary's Church Hall, an active institution in the community, burned in the late 1950's or early 1960's. The last store in the village, the Wood family's general store, closed in the early 1980's. By the late 20th century, Piscataway was becoming less of a separate, distinct entity with its own institutions and settlement pattern. It was evolving into a primarily residential area, stretched along an active transportation artery.

Piscataway Institutions

The Post Office

Piscataway was included as a stop on the post route established between Annapolis and St. Mary's County in 1757.²⁰ According to Post Office records, the village had one of the five post offices located in the County in 1803. The other locations were Bladensburg, Queen Anne, Upper Marlboro and

²⁰Henton, pg 136

Map by Eliz L Harrell dated 1965
 b 1882 Hattons Hill
 Father → John William Ford Hatton
 Piscataway during her childhood

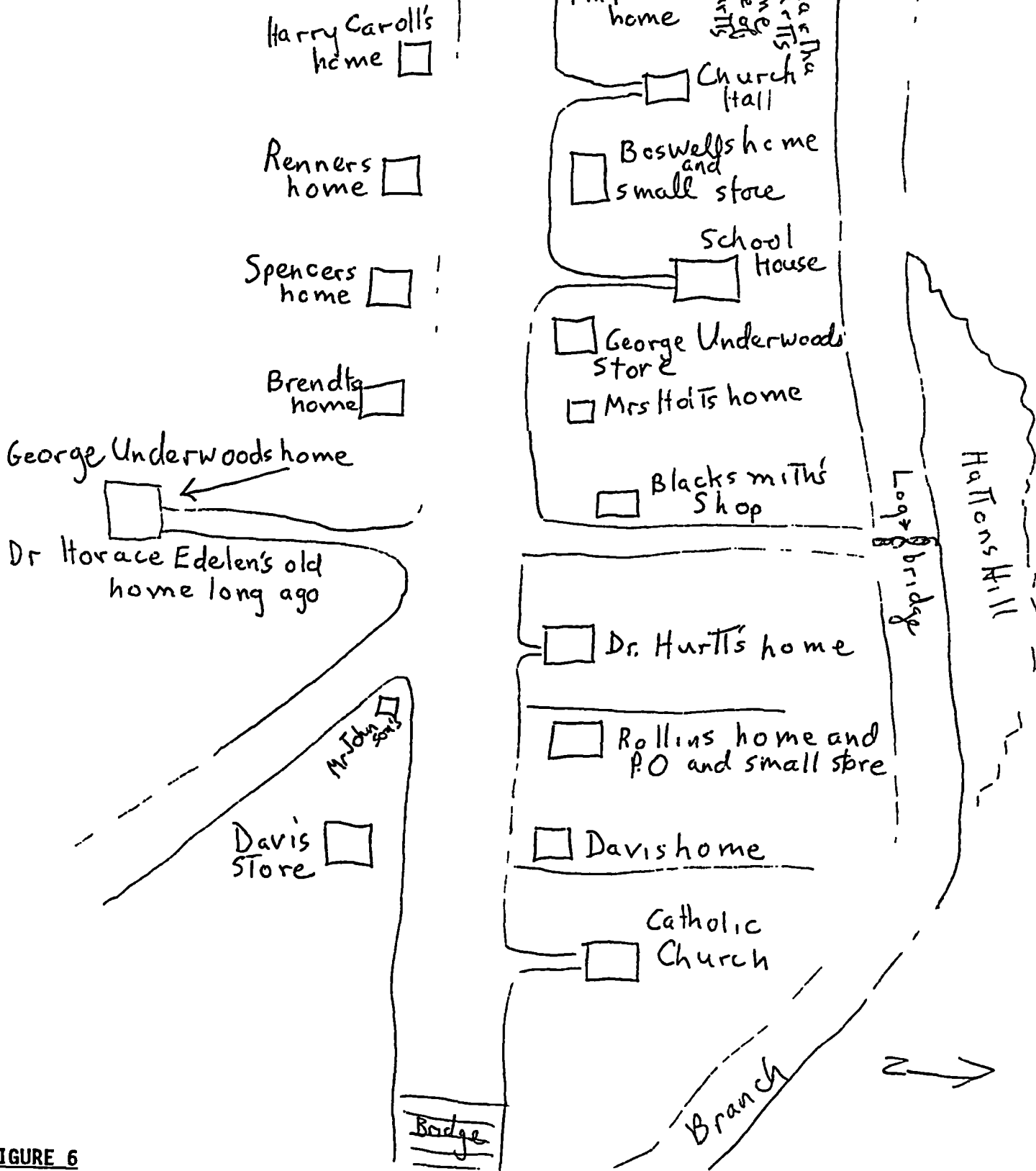


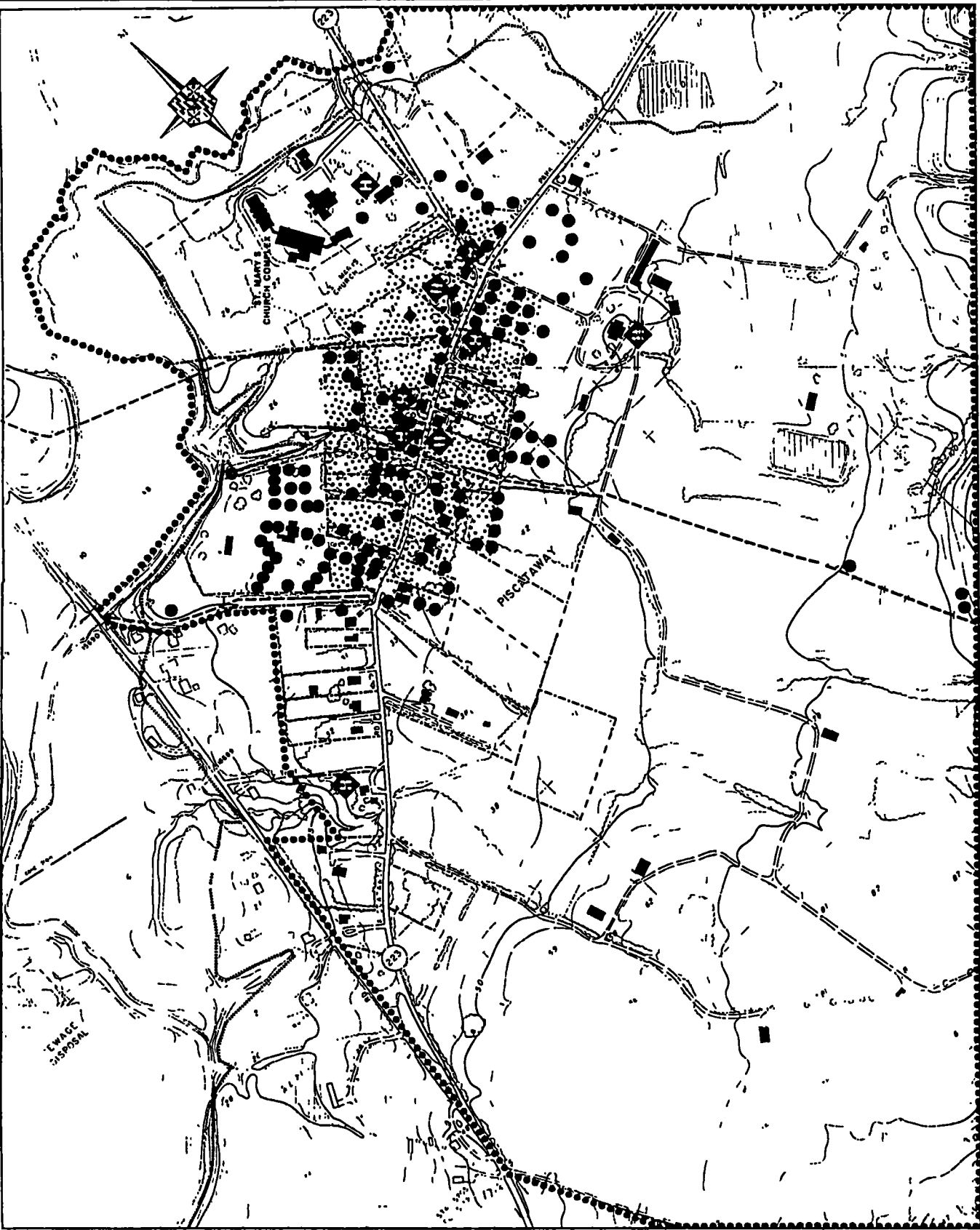
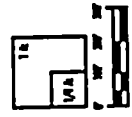
FIGURE 6

Piscataway circa 1892, Map drawn by Elizabeth L. Harrell from Memory, 1965

LEGEND

- STUDY BOUNDARY ●●●●●
- 100 YEAR FLOOD LIMIT |||
- PAVED ROAD =
- UNPAVED ROAD - - -
- PARCEL BOUNDARY - - - - -
- BUILDING / STRUCTURE ■
- HISTORIC ROAD - - - - -
- POTENTIAL ARCHEOLOGICAL SITE ●
- HISTORIC BUILDING ◆
- HISTORIC VILLAGE CENTER □

SCALE:



**PISCATAWAY: VILLAGE
RURAL CONSERVATION STUDY
HISTORIC VILLAGE PATTERN**

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
P l a n n i n g C o m m i s s i o n

FIGURE 7



Nottingham ²¹

A list of postmasters in the village, produced in a national directory by the United States Post Office for selected years includes ²²

<u>Year</u>	<u>Postmaster</u>
1825	David Koones
1828	Richard L. Humphreys
1831	same
1836	same
1837	Henry D. Hatton
1846	James H. Griffin
1851	same
1857	same
1859	same
1862	same
1868	Mrs. M. A. Griffin

James H. Griffin, a merchant who owned a complex of buildings, including a house and a store on what is now parcel #26 on the Prince George's County tax map of the village, served as postmaster from 1846 through his death in 1865. His widow served as postmistress in 1868. ²³

By 1878 the village post office was located in the dwelling with attached store that is still standing, at the northwest corner of the intersection of Piscataway and Floral Park Roads. Louisa B. Miller was postmistress in 1878. ²⁴ The post office remained in this location until a post office was removed from the town altogether in 1943 (Figure 8). ²⁵

Piscataway Schools

The 1798 Federal Direct Tax for King George Hundred in Prince George's County lists a wooden two-story dwelling house and a school house on the property of William Jenkins. This structure was probably a private school, because the County did not have a widely established or effective public school system during the 18th century.

²¹Table of Post Offices in the United States, 1825, By direction of the Postmaster General, Way & Gideon, Printers, Washington City. Other selected years, available at the Library of Congress, Maps Division. Call number HE 6366 A2.

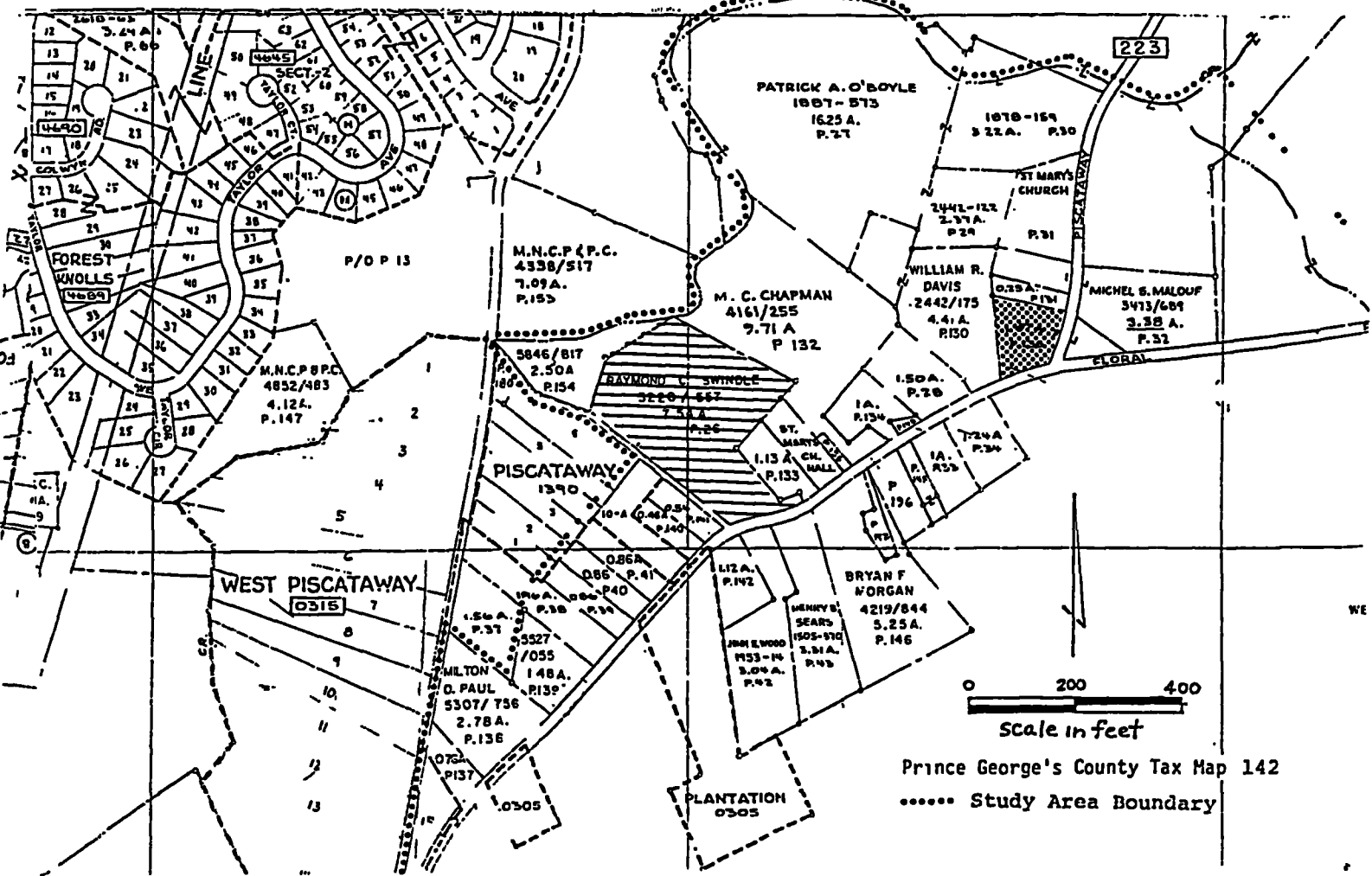
²²Ibid



²³Prince George's County Land Records, Administration #702, WAJ 1 265

²⁴Maryland Directory, 1878, pg. 409-410

²⁵Evening Sun, "Postoffices and Place Names," June 16, 1943

FIGURE 8. Piscataway Post Office



 Location of Piscataway PO circa 1878-1943
 Location prior to 1878

0 200 400
 Scale in feet
 Prince George's County Tax Map 142
 Study Area Boundary

The Board of County School Commissioners and the public school system for white students was established in Prince George's County in 1865. The requirement of public schools for black children was enacted by state law in 1867. A school house is shown on the 1878 Hopkins Atlas of the County, south of Piscataway, located on a road through what is now the "Bailey Plantation" property (Figure 9). By 1885, two school houses were located on this road, one for black and one for white students. The road had fallen out of use by the turn of this century.²⁶

The Board of County School Commissioners purchased a lot (now parcel #134) in the village on 5 October, 1880, for \$300. The lot contained a dwelling, and the Board's Treasurer was authorized to expend \$30 on repairs if the house could be rendered suitable for use as a school.²⁷ This building was used as a school for white students until 1914. After its sale to a private owner, the building continued in use as a hall for some public functions, such as a voting place for black residents.²⁸ The date of its eventual demolition is unknown.

On 2 June, 1914, the Board ordered the Trustees of Piscataway school to form a building committee to oversee the construction of a new school for white students. In August of that year, Elizabeth H. A. Boran sold 1 acre, now parcels #140 and 141, to the School Commissioners.²⁹ The new school probably opened that fall.

Many of the smaller rural elementary schools in the County were closed during the decade of the 1930's and students sent to new, larger school buildings.³⁰ Many of the small buildings sold by the School Board were converted to private residences. Ella Haynes purchased the school lot (parcels 140 and 141) in 1937. Her residence at 2104 Floral Park Road may be a rebuilding of the second Piscataway Elementary School building (Figure 10).

²⁶Prince George's County Land Records, JWB 5 419, and personal interviews, Hilda Blandford, 11 April, 1991 and Wallace Gallahan, April 22, 1991

²⁷Prince George's County Land Records, WAJ 2 75, and Journal of the Board of Education, Minutes of Meetings, 26 July, 1880. Available at Prince George's County Board of Education, Frederick Sasser Administration Building, Upper Marlboro, Maryland

²⁸Interview with Hilda Blandford, 11 April, 1991

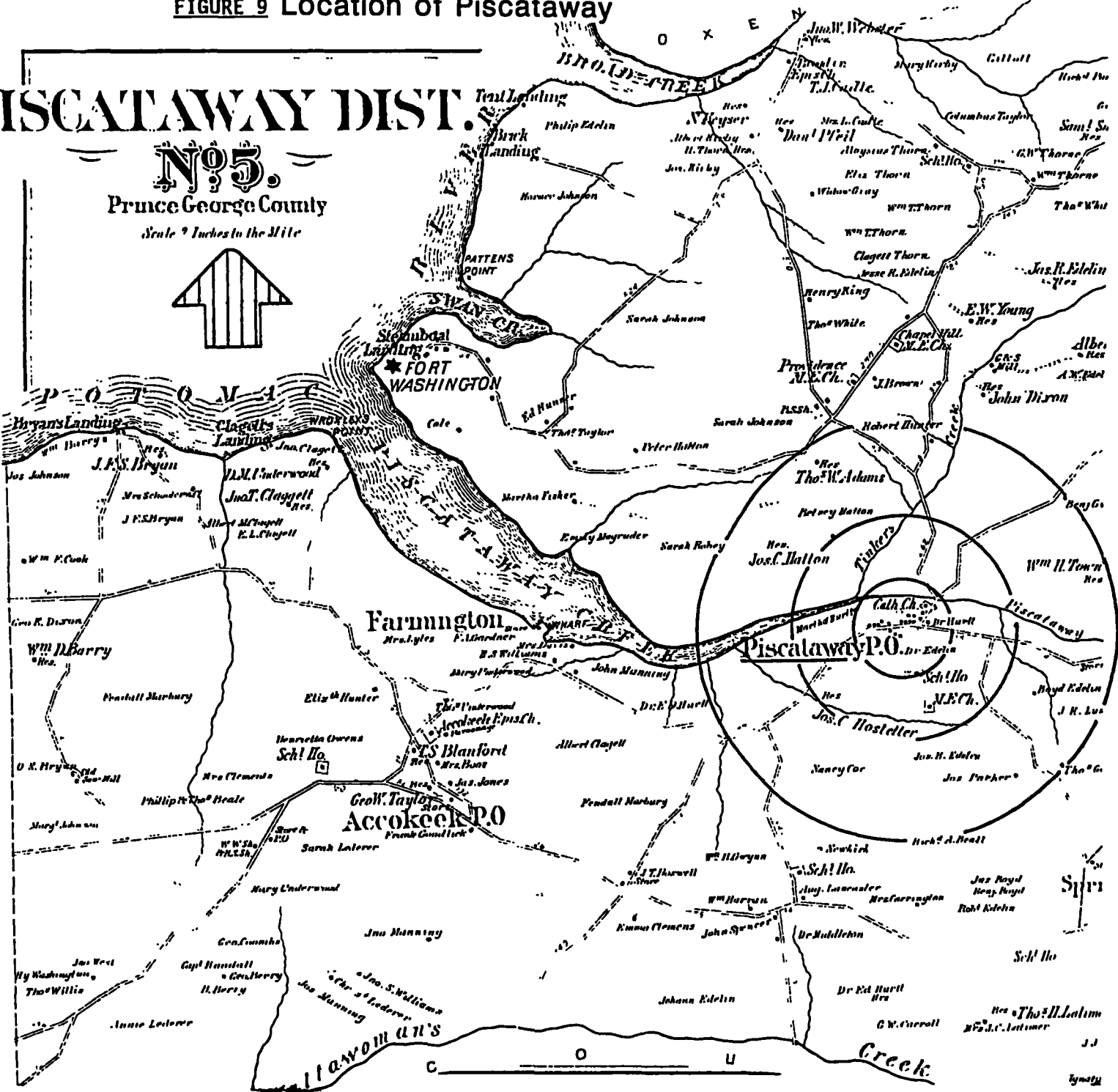
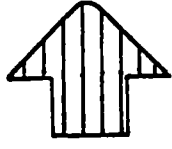
²⁹Journal, Minutes, 2 June 1914, and Land Records, 90 494

³⁰The Public Schools of Prince George's County from the Seventeenth Century to Nineteen Fifty, compiled and distributed in the summer of 1976 by the Prince George's County Retired Teachers Association, pg 26

FIGURE 9 Location of Piscataway

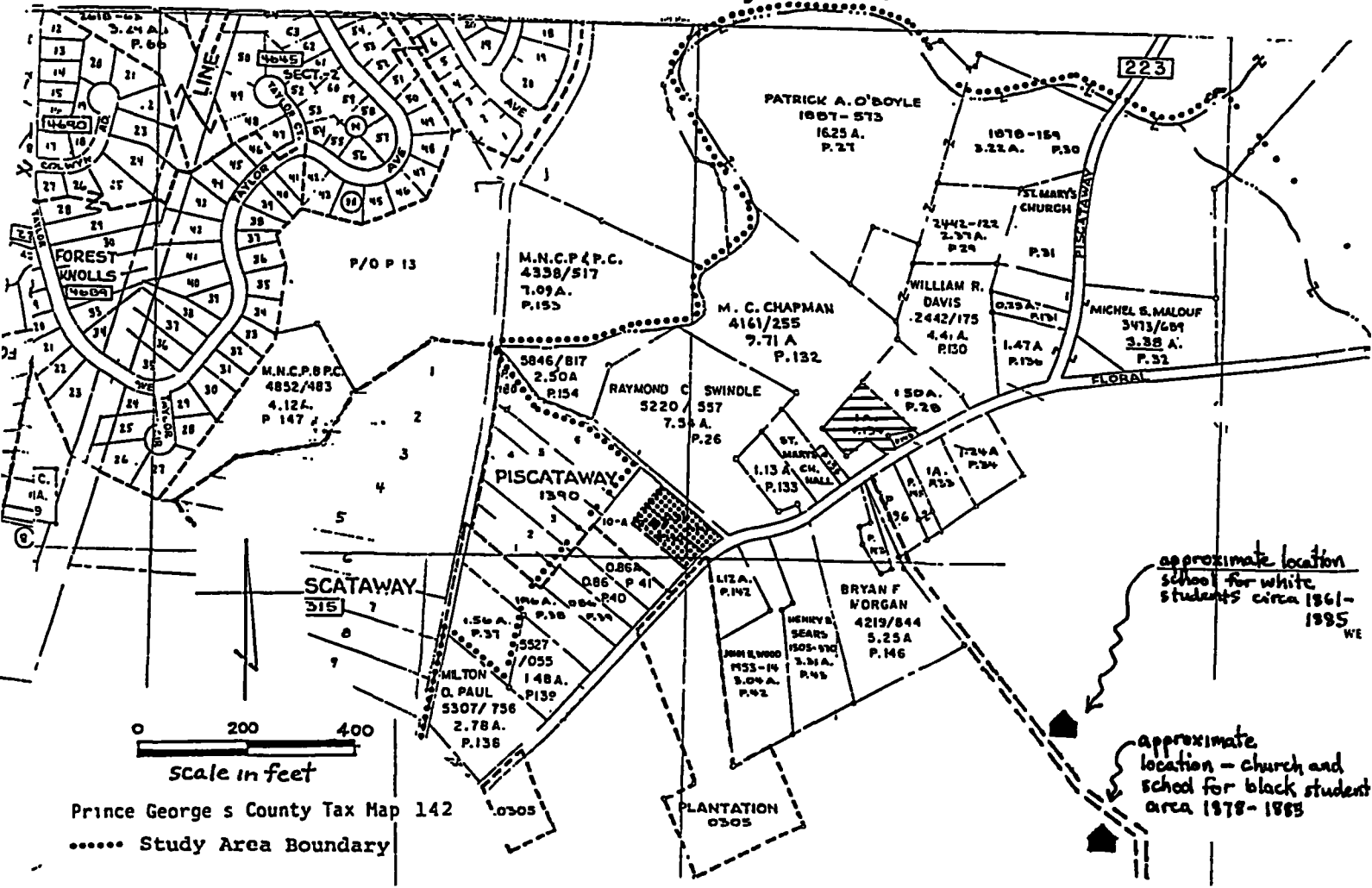
PISCATAWAY DIST.

No. 5.
 Prince George County
 Scale 9 Inches to the Mile



Atlas of Fifteen Miles Around Washington Including the County of Prince George Maryland, G. M. Hopkins C.E., Philadelphia, PA 1878

FIGURE 10. Piscataway Schools



OLD PISCATAWAY SCHOOL CIRCA 1914

LEGEND

- === Denotes Parcel 134 - Piscataway School 1880-1914
- ▨ Denotes Parcels 140, 141 Piscataway School 1914-1937

Character of the Village

Existing Conditions

Terrain and Boundaries

The location of Piscataway, about four miles up Piscataway Creek from the Potomac River, was a response to the 18th century systems of trade and transportation, and the local terrain (Figure 11). The village is located in a stream valley running NE to SW across the southwest section of the County. The valley is flanked on the north and south by wooded ridges with heights of 200+ feet, compared to the elevation of 20 to 40 feet of the village itself. Views from the village are of the wooded, undeveloped ridges to the north and south.

The area studied is bounded by the natural and manmade boundaries that define the village. The village is bounded on the north by the natural barrier of Piscataway Creek, which flows westward through the valley and empties into a natural harbor or inlet of the Potomac River.

The village is bounded on the south by the wooded ridges and agricultural land of what had been known in the 20th century as the "Bailey Plantation". The approximately 891 acre property has been used to grow tobacco since it was purchased by David Bailey in 1930. It was sold out of the family in 1988 to a real estate development partnership. In the past, the "Bailey Plantation" had both livestock and agriculture on its large, open acreage. Views of the property south of the village include cultivated fields, wooded areas, agricultural buildings such as barns and tenant houses, fences and hedgerows.

The eastern edge of Piscataway has varied slightly over time. Currently this edge of town runs from the St. Mary's church and school complex to the Edelen House on the "Bailey Plantation". Between these endpoints is the intersection of Floral Park and Piscataway Roads, with the village's historic center stretching to the west. In the past there was a greater concentration of commercial and residential buildings at the crossroads, and extending eastward for a very short distance. This area is now open fields, providing a wide view. A tobacco barn dating to the early 20th century stands in the field on the north side of Floral Park Road, and a bungalow dating to the 1940's stands south of the road.

The village's western boundary has been the most variable. In the 19th century, a lane leading from the village north to Piscataway Creek near the location of the present Livingston Road Bridge formed the western edge of the village. Buildings along that lane have disappeared and the roadway is overgrown. Since the 1930's, new houses and a few businesses extended the village westward to Livingston Road. These structures created a different and less distinct character at that end of the community. They are set back from the road, and spaced farther apart than the buildings in the older village center. Without a major building or cluster of structures on the west, there is little sense of arrival into the community from Livingston Road, until the historic village center is reached.

FIGURE 11 Relationship of Picataway to Potomac River



Spatial Organization

During the 18th century, the village center developed along Floral Park Road, where the roads from Port Tobacco, Nottingham and Upper Marlboro converged. Houses remaining in the village center today are clustered along Floral Park Road west of and including its intersection with Piscataway Road. In this area are eleven residences dating from the 18th, 19th and early 20th centuries. The residences stand close together, oriented toward the road.

A complex of buildings associated with the St. Mary's Roman Catholic Church stands just north of the village center. From 1840 through the early 20th century, St. Mary's Roman Catholic Church stood on a 1 1/2 acre church lot, fronting on Piscataway Road, surrounded by its cemetery. Beginning in 1955, the church began acquiring property north of Floral Park Road, and today the church complex consists of a six buildings on 27 acres, still reached from Piscataway Road.

In the 18th century the economic focus of the village was on shipping. Some structures were located in the vicinity of and oriented toward Piscataway Creek, north of the village. Use of the creek in the vicinity of the village for shipping had ceased by the 1830's. Today there is no remaining physical evidence of the town's association with the creek.

During the 18th and 19th centuries, a local road led north from the village to Fort Washington, and another road led south to Mattawoman Creek. These roads and the structures fronting on them have disappeared.

In the village center, two early buildings have been replaced by houses built in this century. However, most often when primary buildings and outbuildings disappeared, their sites have remained vacant. Records indicate that the number of abandoned building sites in Piscataway approximately equals the number of existing buildings (30). The distribution or location of buildings on the land has changed significantly over the years.

Land ownership takes the form of lots ranging in size from 1250 square feet to 9.71 acres. The lots with dwellings on them typically have the dwelling close to the road. The larger acreages may have a barn, garage or other outbuildings behind the house. Open spaces may include cropland, fallow fields or wooded areas. The two largest property owners are the St. Mary's Roman Catholic Church, and the "Bailey Plantation".

Property boundaries are long standing, many dating to the beginning of the 20th century, or far earlier. In many cases, boundaries are defined by fences and/or hedgerows.

Land Uses

The primary land use in the village is residential. The County's zoning map indicates that most of the village is zoned RA, defined as residential-agricultural, with a standard lot size of two acres. There are two commercially zoned lots at the extreme western end of the village. Only one of these lots is developed, with a small brick dwelling that is currently

unused There is one lot zoned RR, defined as rural residential, with a standard lot size of 1/2 acre, at the east end of the village It is undeveloped

Twenty three of the total of thirty structures in the village are dwellings All of the commercial uses which once existed in the village have ceased The St Mary's complex includes the historic church and cemetery, a large parish hall and an elementary school with associated playing fields on its grounds There is still some agricultural use on unbuilts lots and back lots behind the houses Agricultural outbuildings such as barns, sheds and tenant houses dot the landscape and receive a low level of use Some unbuilts lots and back acreage is allowed to be fallow Figure 12, a map entitled Existing Land Uses, shows wooded areas, cropland and open space

Circulation

Historically, there was boat traffic on Piscataway Creek, at least as far as the west end of the village Several unpaved roads led north from Floral Park Road giving access to Piscataway Creek and the properties on the heights north of the creek, now Gallahan Road One road ran west of and parallel to Danville road south of the village, and intersected Accokeek Road All of these circulation patterns had gone out of use by the turn of the twentieth century

Today, car traffic passes through the village on Floral Park and Piscataway Roads Floral Park Road is classified in the Subregion V Master Plan as a collector road This is defined as a two or four lane roadway with minimal control of access, providing access between developed areas and the arterial system. The right-of-way of a collector road is 80 feet with an ultimate 52 foot paved surface ³¹

Piscataway Road is classified as an arterial, defined as a highway for through traffic, usually divided, with controlled access to abutting properties and at-grade intersections The proposed right-of-way for Piscataway Road in the vicinity of Piscataway is 120 feet with four to six lanes of traffic ³²

Cars travel both roads at a high rate of speed Most often their destination is not within the village itself Floral Park Road retains many of the curves which characterize an old, rural road There are no sidewalks in the village and walking along the street is dangerous because of the number of cars, their rate of speed and restricted sight lines caused by the curving road

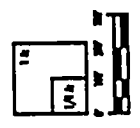
³¹The General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland, approved March 1982, The Maryland-National Capital Park and Planning Commission, General Planning Division, Prince George's County Regional Office, County Administration Building, 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland, 20772, pg 109

³²Ibid pg 114

LEGEND

- STUDY BOUNDARY ●●●●●
- 100 YEAR FLOOD LIMIT ■■■■■■
- PAVED ROAD ————
- UNPAVED ROAD - - - -
- PARCEL BOUNDARY - · - · -
- BUILDING / STRUCTURE ■
- WOODLAND [stippled pattern]
- CROP LAND [dotted pattern]
- OPEN SPACE [white]
- RIVER / POND [wavy lines]

SCALE:



PISCATAWAY AGRICULTURAL VILLAGE
RURAL CONSERVATION STUDY
EXISTING LAND USES

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
Prince George's County

FIGURE 12



Elements of Village Character

In order to develop guidelines for protecting the visual character of Piscataway, it is necessary to understand what its character is and to analyze the elements that contribute to it. There are several basic elements that define an important rural historic landscape such as Piscataway, and aid the individual in forming an image of the area. These elements include the events and memory associations that provide personal attachment to an area. In addition, there is the historic written record, which gives added significance to particular buildings or locations because something important may have happened there. Finally, there are environmental features, both natural and man-made, such as "entryways", "paths", "landmarks", and the characteristics of the building stock, vegetation and open areas between, around, behind and in front of the buildings.

"Entryways"

"Entryways" in rural areas provide transition between the countryside and village, town, or city.³³ The approaches to Piscataway via Piscataway Road and Floral Park Road are through agricultural fields and overgrown fields that are reverting to woodlands. These undeveloped areas serve to define the village's boundaries and provide scenic views of the village and out of the village to the surrounding area.

The entryway on the east end of the village is the open fields north and south of Floral Park Road that frame views of the outlying buildings of the village, including the "Bailey Plantation" farmstead, St. Mary's Church and the barn in the field east of the church.

The entryway from the west is less clearly defined. The crossroads at Livingston and Floral Park Roads functions as an entryway but there is not a strong sense of arrival because the housing is more scattered and set farther back than in the village center. There are important views into the "Bailey Plantation", of open fields and wooded areas. The "Bailey Plantation" property is bounded in that area with board fencing and an overgrown hedgerow.

Figure 13, a map entitled Views and Entryways, notes the principle entrances to the village and the "viewshed", or area that one could view when entering the village and traveling through it by car. The "skyline" areas noted on the map are prominent features that can be viewed above the horizon line.

"Paths"

"Paths" are the lines of movement we take by automobile, walking, bicycling or boating. Paths lead from one place to another and the changes along them give us the notion of arriving and leaving a place.³⁴ Floral Park Road is the

³³Kirk R. Bishop, Designing Urban Corridors, American Planning Association, Planner's Advisory Service Report #418, September, 1989, pg. 13

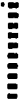
³⁴Komatsu/Brown Architects, pg. 43

LEGEND

STUDY BOUNDARY



100 YEAR FLOOD LIMIT



PAVED ROAD



UNPAVED ROAD



PARCEL BOUNDARY



BUILDING / STRUCTURE



ENTRYWAY



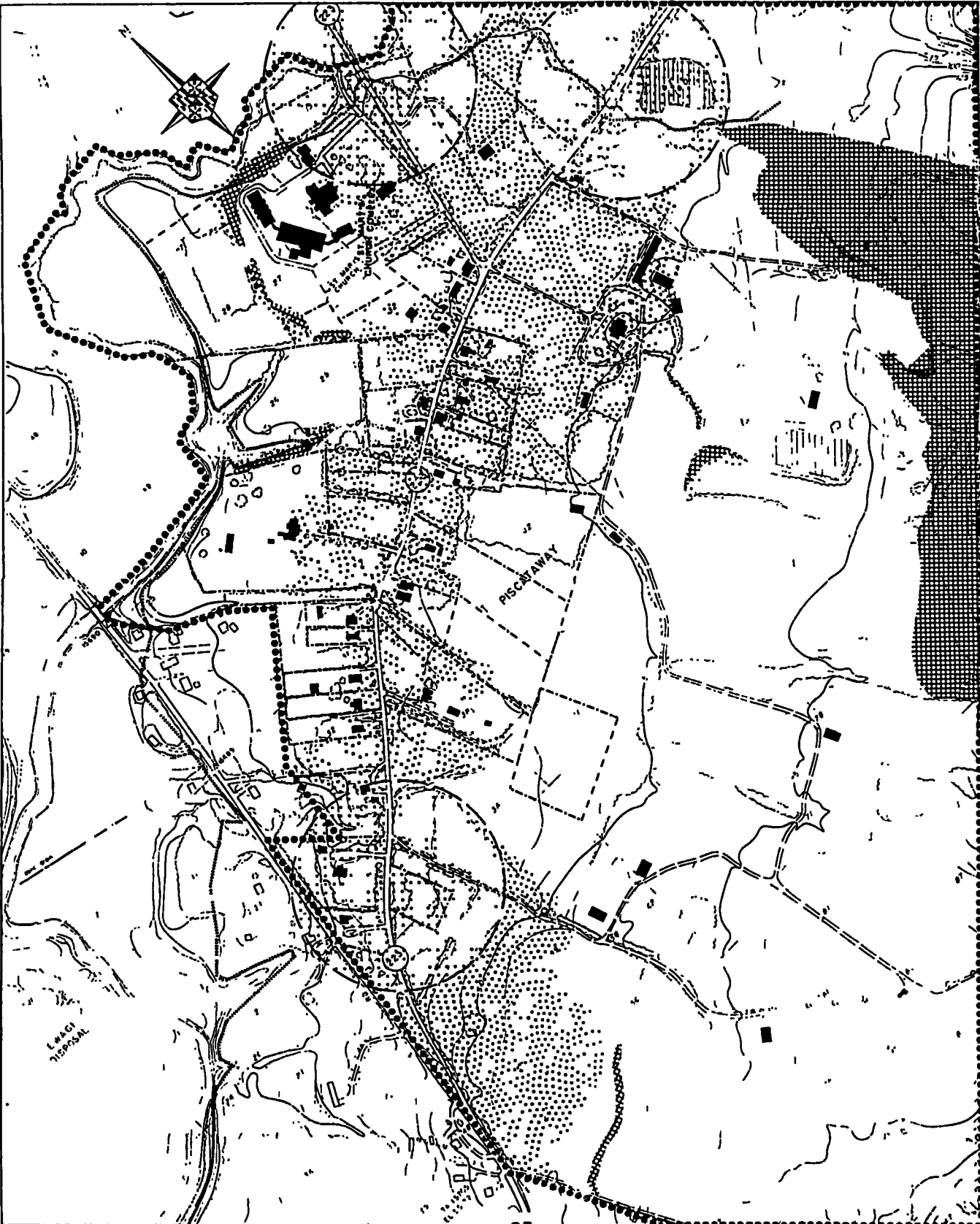
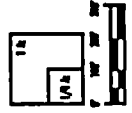
VIEWSHED



SKYLINE



SCALE:



**PISCATAWAY AREA VILLAGE
RURAL CONSERVATION STUDY
VIEWS & ENTRYWAYS**

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
P I c c o r g e C o l y

FIGURE 13

"path" that leads through the village. It is a curving, two lane road without sidewalks or curb and gutter. In the village center there are no road shoulders. Front lawns meet the paved road surface. As the road curves, there are views first of one side of the streetscape and then the other as one travels over it. Driveways meet the road as simple asphalt or gravel attachments, without aprons.

"Landmarks"

"Landmarks" are features that serve as reference points and as a means of orientation for both local citizens and strangers. They can be seemingly insignificant features as well as significant historic structures or environmental elements.³⁵

Landmarks in Piscataway include the isolated buildings which stand out when the village is viewed from a distance. These include the "Bailey Plantation" farmstead, and the St. Mary's Church complex. Piscataway contains 4 County Historic Sites and 5 Historic Resources, a significant percentage of the 30 buildings in the village. All these buildings are unique in their appearance and have architectural features that make them stand out. They are landmarks for the traveler passing through the village.

Architectural Characteristics

In addition to the Historic Sites and Resources in the village, a significant percentage of the buildings were built in the early to mid-twentieth century, prior to 1945. This was prior to modern building methods and these buildings display similar architectural characteristics, and some of the characteristics of the older buildings. Such characteristics include front porches, natural building materials, generally small size, double-hung sash windows and detached outbuildings. The village is an isolated collection of buildings of similar character, which are different than modern buildings. The overall impression of the building stock is of age, earlier building methods and a rural lifestyle. Specific building characteristics will be discussed further in the design guidelines section.

Vegetation

The vegetation in the village, typical of a rural area, is a basic and very important element of the character of the village. The mature trees, hedges, bushes and plantings associated with the oldest dwellings, the wooded areas along Piscataway Creek, north of the village and on the "Bailey Plantation", south of the village, the crops planted on some of the lots and the overgrown grasses on the fallow areas all convey the special rural qualities of the area.

³⁵Ibid , pg 44

Open Space

Open space is a significant element of the landscape in and around the village. Most of the dwellings are on large lots, so that structures take up a small percentage of the total land area in the village. The large amount of cleared, undeveloped land allows views of the comparatively few buildings on the landscape. In the old village center there is contrast between the dwellings hugging the street and the open area visible behind the buildings. The sense of space and distance is a factor when looking at the large property holding of the "Bailey Plantation". Features such as outbuildings, fence lines and hedgerows stand out more because of the open space.

Village Character

Piscataway exists as a rural historic village containing artifacts in the form of buildings and traditional land uses that convey its history and early significance to the County. Elements including "entryways", "paths", "landmarks", architectural characteristics, vegetation, and open space, compose a total environment that is scenic and appealing. It is also tenuous in nature. It can be destroyed by inappropriate new construction within the village, unsympathetic traffic patterns or loss of the open lands surrounding the village to suburban development.

Figure 14, a map entitled Scenic Assessment, prioritizes views of properties in the village. Priority 1 includes those properties whose views are most important to the character of the village. All designated historic resources in the village are noted under Priority 1. Priority 2 denotes properties whose views are of slightly lesser importance to the overall character of the village. Priority 3 denotes properties which, under present conditions, are least seen or have been altered through new construction unsympathetic to village character. The star symbol on the map denotes buildings or features of a property which could be improved to become more sympathetic to village character.

LEGEND

STUDY BOUNDARY



100 YEAR FLOOD LIMIT



PAVED ROAD



UNPAVED ROAD



PARCEL BOUNDARY



BUILDING / STRUCTURE



OPPORTUNITY FOR IMPROVEMENT



PRIORITY 1



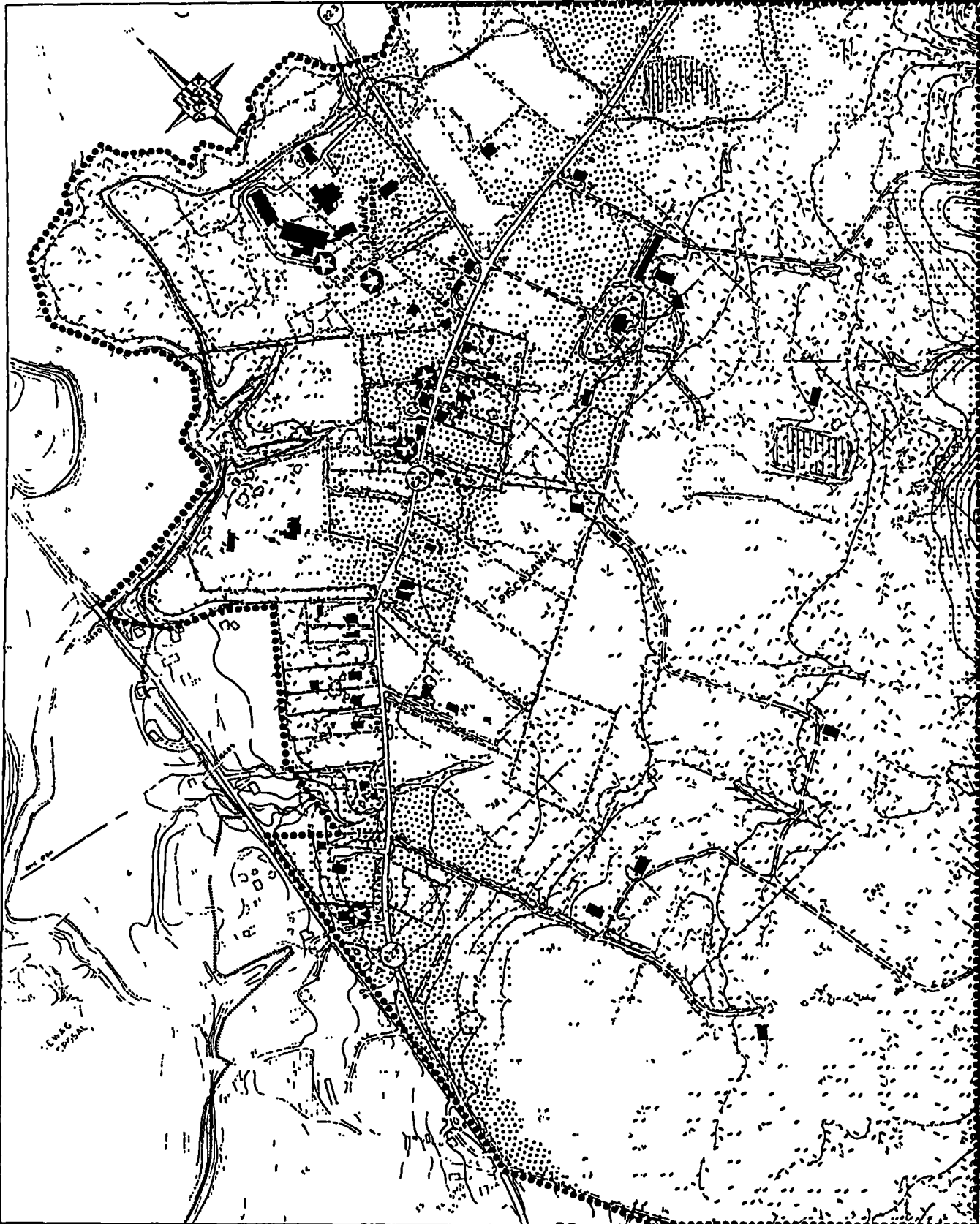
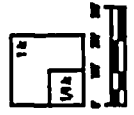
PRIORITY 2



PRIORITY 3



SCALE:



RURAL CONSERVATION STUDY
SCENIC ASSESSMENT

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
Prince George's County
FIGURE 14

Village Architecture

Historic Architecture

Architecturally, Piscataway contains a diverse collection of residential buildings, with no one style predominating. Of primary importance are the 4 Historic Sites and 5 Historic Resources, which are the oldest buildings in the village.

Historic Sites

The Piscataway Tavern, #84-3, is a two and one-half story frame dwelling built circa 1810 with an attached store building dating from the mid-18th century. The property was operated as a tavern and store by Thomas Clagett of Piscataway and was an important element in the 18th century town. It is Federal in style. Located at 2204 Floral Park Road (Figure 15).

The Hardy's Tavern, #84-5, is a two and one-half story dwelling of Flemish bond brick, with flush chimneys and separate kitchen connected by a modern hyphen. Operated as a tavern by the Hardy family from the 1790's to the 1840's and used as a residence since the Civil War, it is Georgian in style. Located at 2305 Floral Park Road (Figure 15).

The Dr. Edgar Hurtt House, #84-8, is a two-part frame gable roof dwelling. The smallest section was built in the 18th century. The main block was built in the early 19th century and was raised to 2 stories in height in 1912. It was the residence and office of one of Piscataway's best-known citizens, Dr. Edgar Dewitt Hurtt. It is Victorian vernacular in style. Located at 2308 Floral Park Road (Figure 16).

The St. Mary's Church and Cemetery, #84-10, is a one-story Gothic Revival brick church with bell tower built in 1904 to replace the original 1838 church building. Located at 13401 Piscataway Road (Figure 16).

Historic Resources

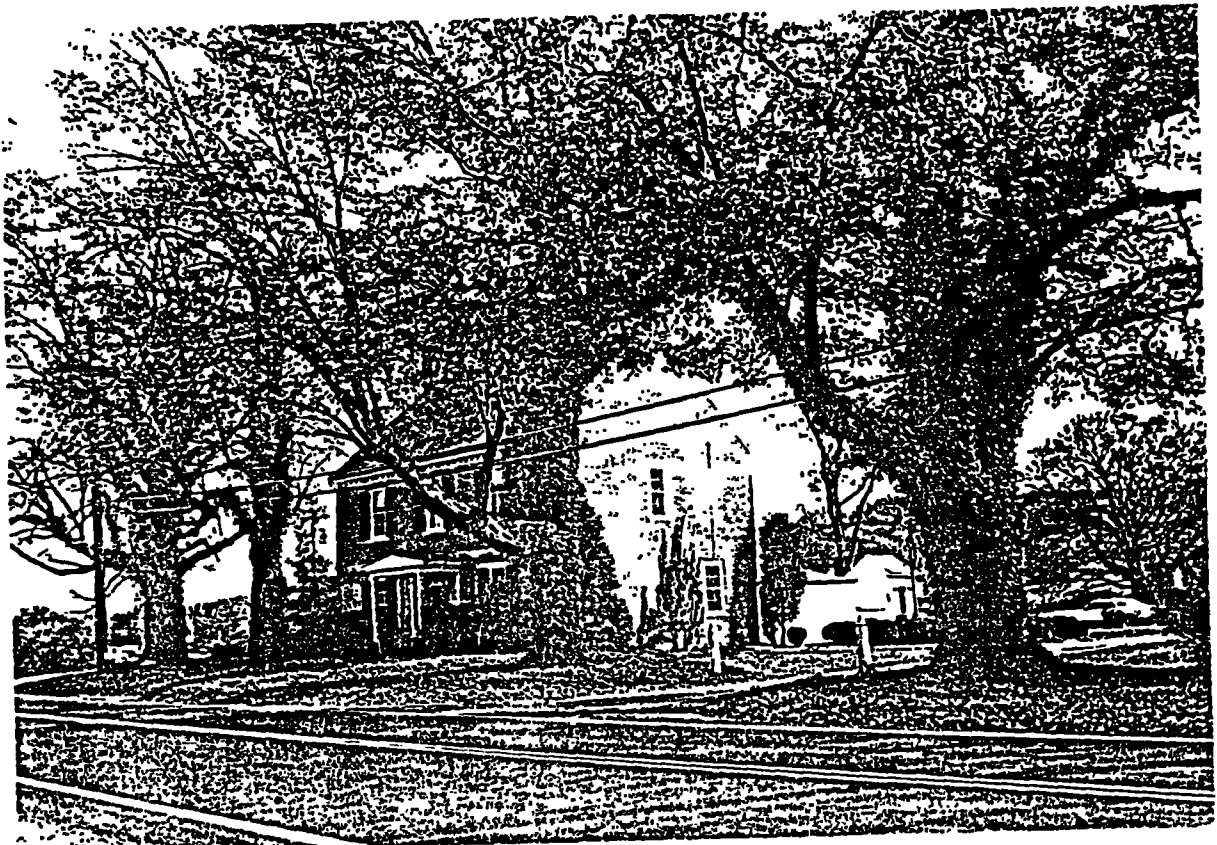
The George Underwood House, #84-2, is a two story frame farmhouse with wrap-around porch, constructed in 1914. Once a part of a 62 acre farm west of the village, it was sold on 5 acres in 1940. It is Victorian vernacular in style. Located at 2004 Floral Park Road (Figure 17).

The Stanton-Blandford House, #84-4, is multi-part two story frame dwelling which formerly also contained a store. Run as a dwelling and store since it was purchased by William Stanton in 1825, it may have a section that dates to the 18th century. It still contained a general store into the early 20th century. Victorian vernacular in style, it is located at 2207 Floral Park Road (Figure 17).

FIGURE 15



Piscataway Tavern(84-3) - - - - -

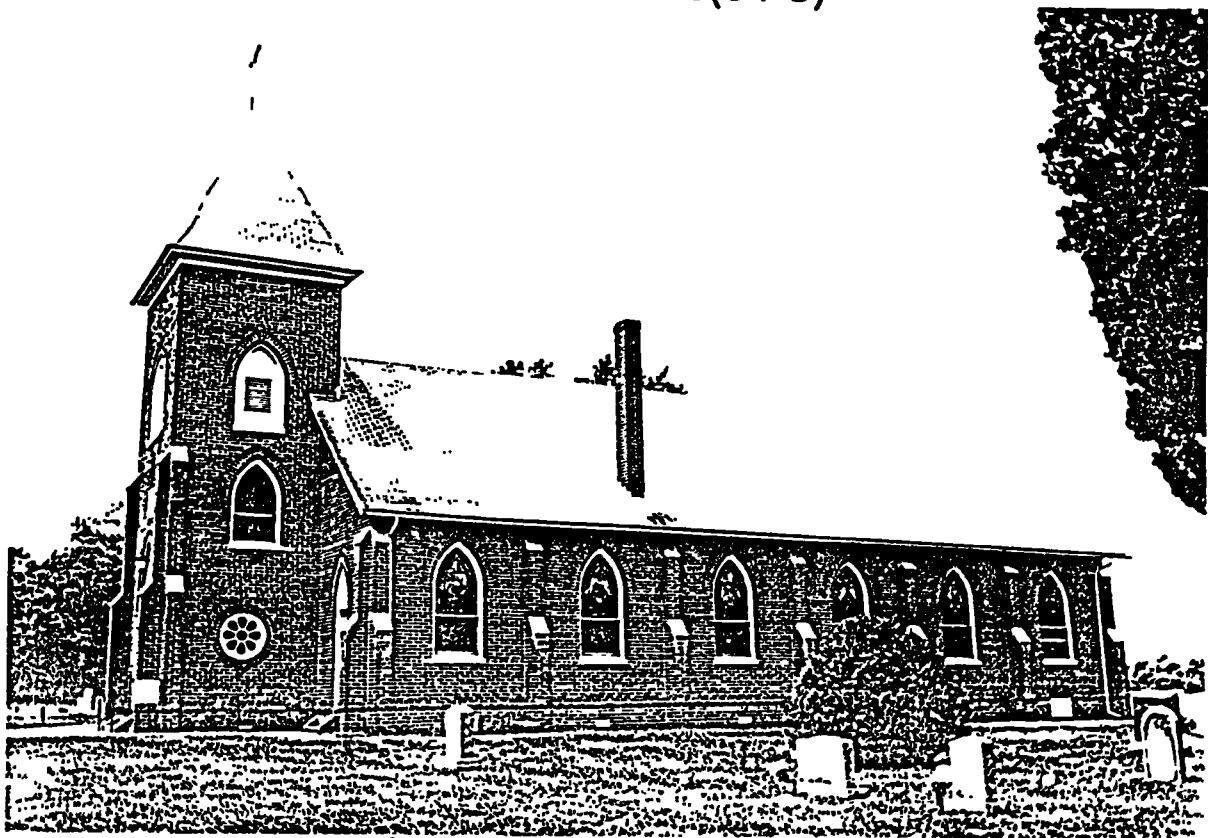


Hardys Tavern(84-5)

FIGURE 16



Dr Hurtt House(84-8)



St. Mary's Church and Cemetery(84-10)

FIGURE 17



George Underwood House(84-2)



Stanton-Blandford House(84-4)

The Edelen House or Bailey Plantation, #84-6, is a tri-partite dwelling. The central block is a two and one-half story frame structure, probably constructed in the 1830's for Dr Horace Edelen. It was covered with brick veneer and a monumental columned porch and two symmetrical two story brick wings were added in 1926 when the property was acquired by the Maryland Tobacco Planters Company. It is Georgian Revival in style. Located at 3000 Floral Park Road (Figure 18)

The Harbin House or Clagett Store, #84-7, is a two story frame rectangular structure with a shed or sloping roof. Built as a hotel during the 1850's, the structure served as a dwelling and general store through the mid-20th century. It is commercial Italianate in style. Located at 2208 Floral Park Road (Figure 18)

The Miller House, #84-9, is a two story frame dwelling with a small attached store wing. At least a part of the building was constructed in 1848 when Dr Phillip R. Edelen owned this corner lot. The one story wing contained a general store and the Piscataway Post Office from the 1870's through its closure in 1943. It is Victorian vernacular in style. Located at 2312 Floral Park Road (Figure 19)

Other Buildings

The Gallahan-Davis House, is a two story frame dwelling with a central cross-gable. Constructed in the village center by John Gallahan, sometime between 1909 and 1915, it has long been owned by the Davis family. The house was carefully sited on the main street, similar in setback and placement on its lot with the adjoining Dr Hurtt house and the Miller house. Victorian vernacular in style, it has many architectural features similar to the other Victorian vernacular style dwellings in the village. The dwelling contributes to the historic character of the village. Located at 2306 Floral Park Road (Figure 19)

As the 20th century progressed, houses constructed in the village became more scattered in their location, set farther back on their lots and not tightly grouped in relationship with each other, as they had been historically. Many of the dwellings constructed in the first third of the 20th century were bungalows, the last style that can be considered a historic part of the village. The policy adopted by the National Register of Historic Places is that in order for a building to be considered historic, it must be at least 50 years old.

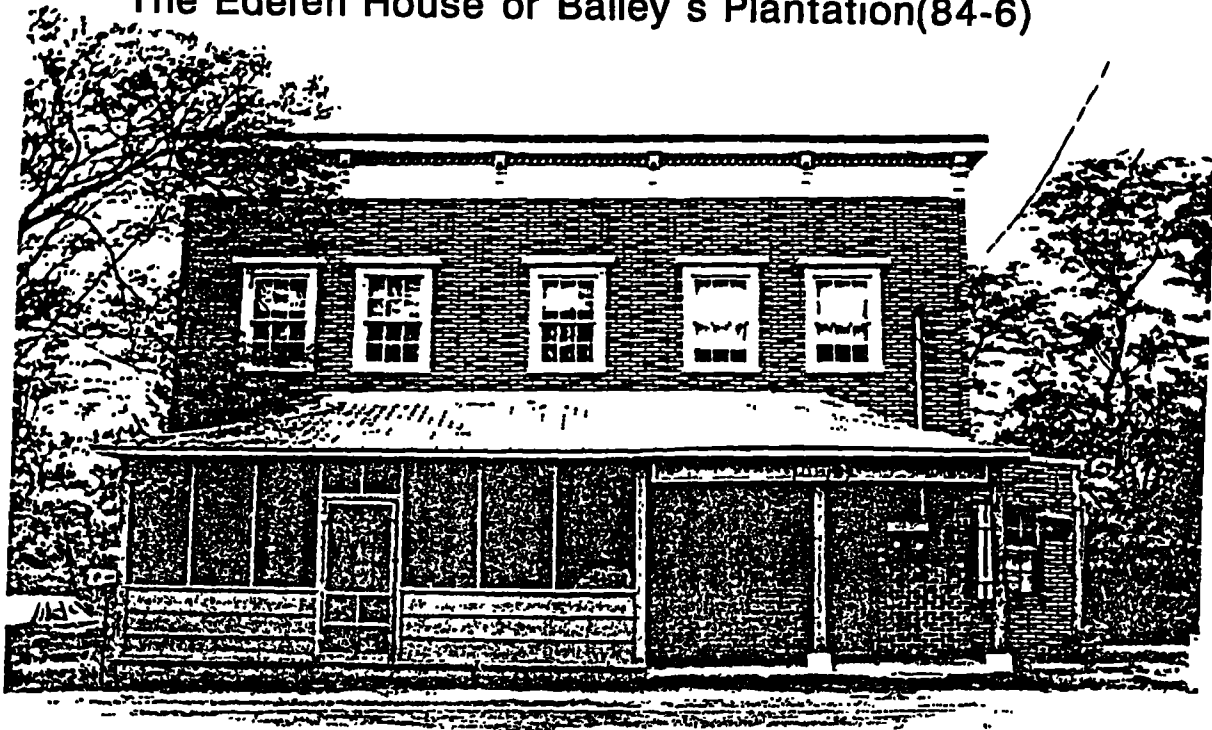
As an architectural type, nationwide, bungalows were commonly built from the turn of the twentieth century through 1940. A bungalow is typically a small square or rectangular dwelling, one story to one and one-half stories in height with a broad front porch and dormer windows lighting the second story. Generally these dwellings were of natural materials, such as wood, brick or stone.

The dwellings at 1908, 2008, 2010, 2104, 2201, 2205 and 2309 Floral Park Road can be considered to be bungalows (Figure 20)

FIGURE 18



The Edelen House or Bailey's Plantation(84-6)



Harbin House or Clagett Store(84-7)

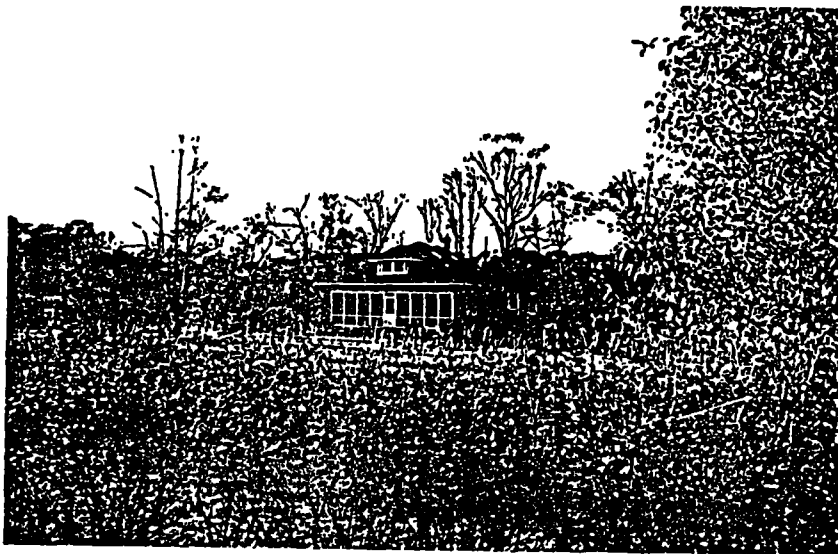
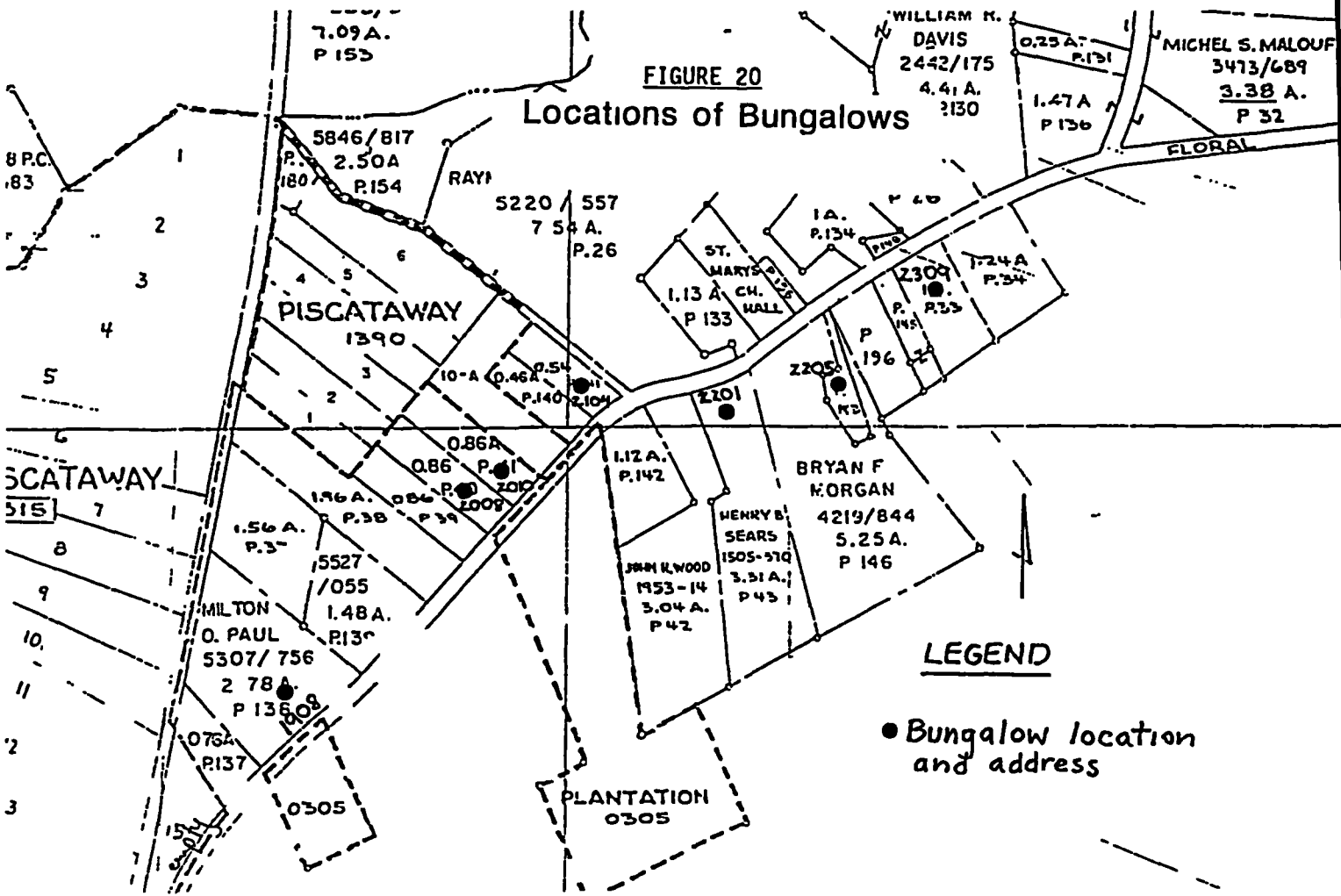
FIGURE 19



Miller House(84-9)



Gallahan-Davis House, 2306 Floral Park Road

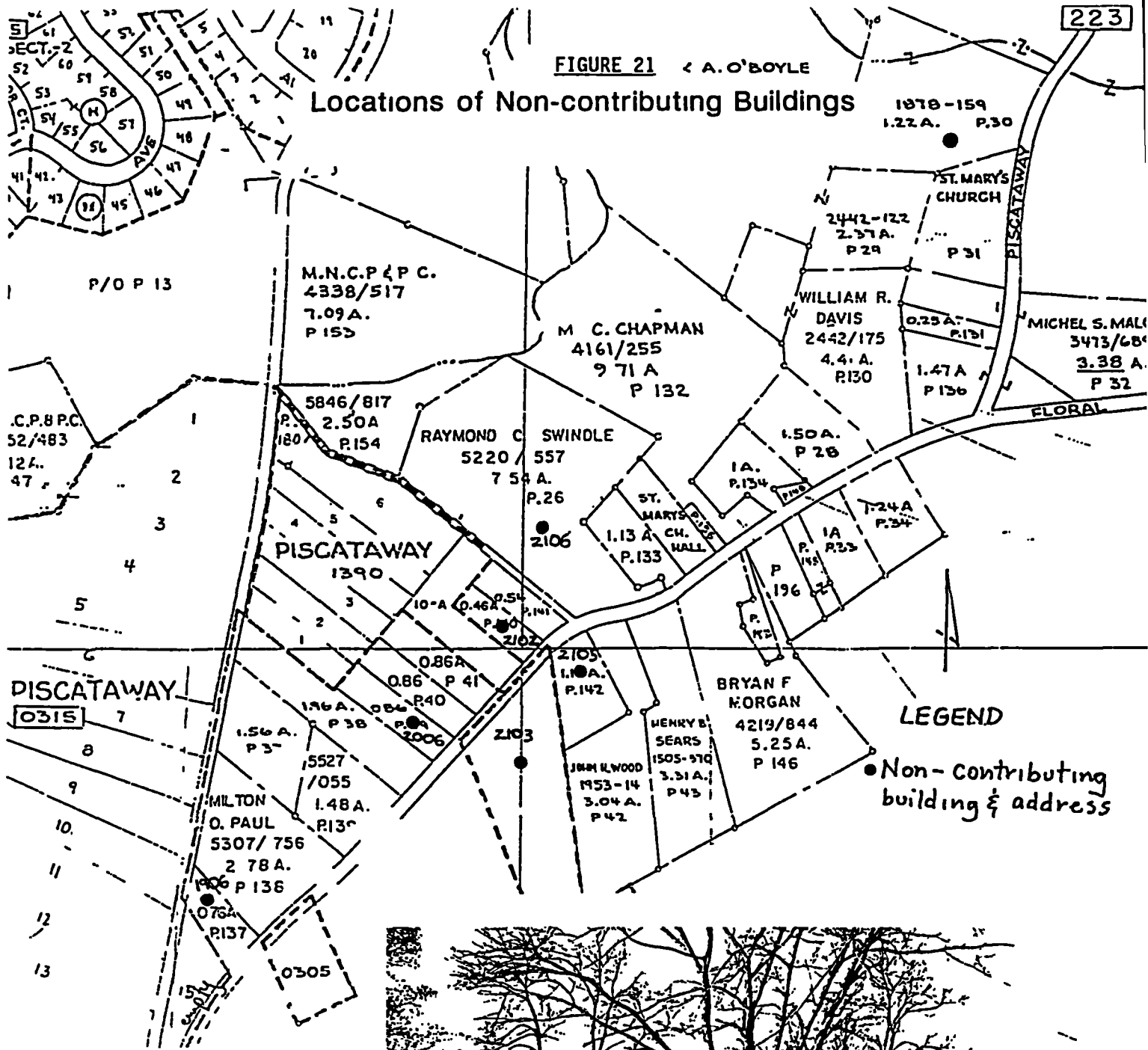


Bungalow at 1908 Floral Park Road

The remaining 11 buildings in the village include the 5 in the St Mary's Church complex dating to the mid-1950's or later. Additionally, there are 6 dwellings constructed since 1941 which are more modern in appearance and do not contribute to the character of the village. These include 1906, 2006, 2102, 2103, 2105 and 2106 Floral Park Road (Figure 21)

FIGURE 21 < A. O'BOYLE

Locations of Non-contributing Buildings



House at 2006 Floral Park Road

Design Concepts

Purpose

These Design Concepts are meant to provide property owners with a tool for protecting those characteristics of Piscataway which make it a special place in which to live, or to visit

Rural historic villages such as Piscataway possess a unique visual character, which is a product of both natural features such as woods and bodies of water, and manmade features, including buildings, gardens, cultivated areas, roads and walkways. The purpose of the Design Concepts put forward here is to seek to protect the special visual character of Piscataway by recommending preferred elements of new construction. The concepts recognize that growth and change will occur, but propose that overall character of the village can be retained.

Because of the many different styles and varied appearance of buildings in the village, it would be unwise to choose one or two styles to emulate, in seeking to guide new construction. Instead, it is important to focus on three separate Design Concepts that give the older buildings in the village their character. These concepts are 1) house form, 2) architectural details and 3) the siting of structures.

House Form

A basic feature of dwellings is their form or shape. House form is not endlessly varied. Instead, a few fundamental shapes, and relatively minor variations on them, tend to be used again and again through a range of historic architectural styles. Certain uncomplicated house shapes have been continuously used since the first colonists arrived. On the other hand, technological changes over the past three hundred years have permitted greater flexibility and freedom of design in modern house forms.³⁶ Some elements of house form include height, scale, massing, directional expression, roof shape, and rhythm of openings.³⁷ A short discussion of these elements follows, excerpted and adapted from "Historic District Design Guidelines for New Construction, Salt Lake City, Utah", prepared for the Planning and Zoning Commission by the Utah State Historical Society. These concepts should be applied when constructing new infill dwellings on lots in the village of Piscataway.

³⁶Virginia and Lee McAlester, A Field Guide to American Houses, Alfred A Knopf, New York, 1984, pg 20

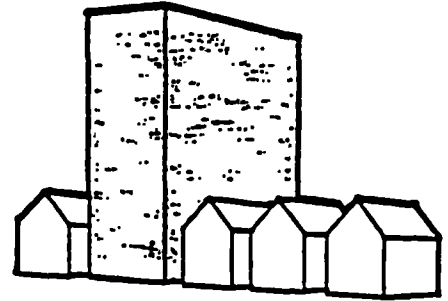
³⁷These elements were identified in the Design Guidelines for Savannah, Georgia, 1966, See also Historic District Design Guidelines for New Construction, Salt Lake City, Utah. Prepared for the Planning and Zoning Commission by Utah State Historical Society

Height

The overall height of new construction should be related to that of adjacent structures. As a general rule, new buildings should be constructed to a height roughly equal to the average height of existing buildings from the historic period on and across the street. To be avoided is new construction that greatly varies in height from older buildings in the vicinity.



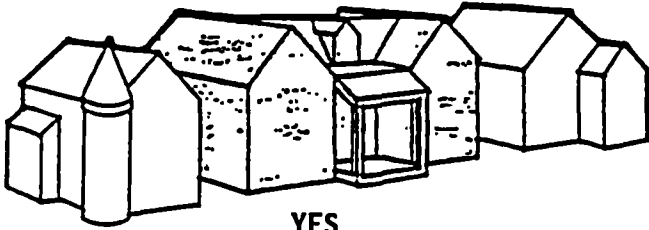
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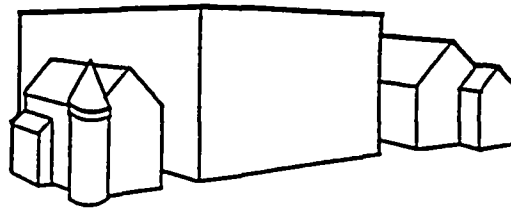
NO

Scale

The size and proportions of new structures should relate to the scale of adjacent buildings. Buildings larger in square footage than their neighbors can be made to relate to the surrounding architecture through use of elements of scale. To be avoided are buildings that in height, width or massing violate the existing scale of an area.



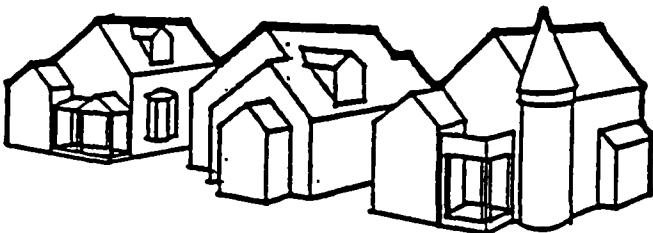
YES



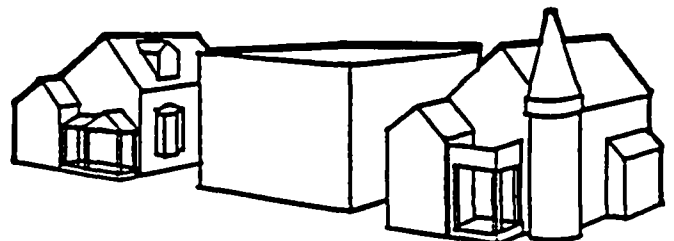
NO

Massing

Boxlike forms should be broken up into smaller, varied masses such as is common on most historic architecture. Variety of form and massing are elements essential to the character of the Piscataway streetscape. To be avoided are single, monolithic forms that are not relieved by variations in massing.



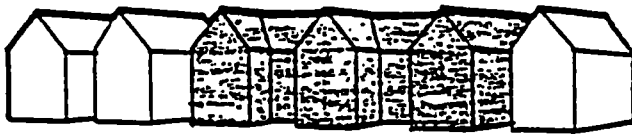
YES



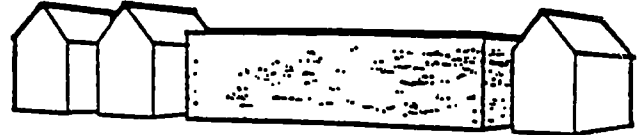
NO

Directional Expression

The vertical, horizontal or nondirectional facade character of new buildings should relate to the predominant directional expression of nearby historic buildings. For example, horizontal buildings can be made to relate to more vertical adjacent structures by breaking the facade into smaller masses that conform to the primary expression of the streetscape. To be avoided are strongly horizontal or vertical facades that are not compatible with the character of structures in the immediate area.



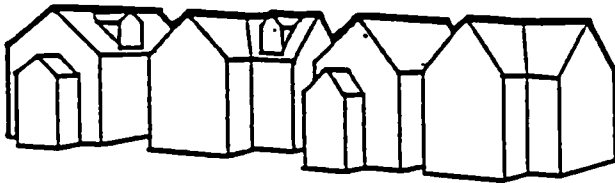
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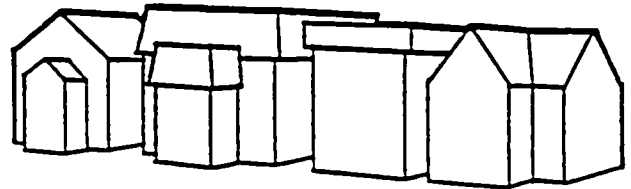
NO

Roof Shapes

The roof forms of new buildings should relate to those found in the area. Duplication of the existing or traditional roof shapes, pitches and materials on new construction is one way of making new structures more visually compatible. To be avoided are roof shapes, pitches or materials that are not traditionally found in the area.



YES



NO

Rhythm of Openings

The recurrent alternation of wall areas with door and window elements in the facade of historic buildings should be respected. Also important for consideration are the width-to-height ratio of bays in the facade. The placement of openings with respect to the facade's overall composition, symmetry or balanced asymmetry should be carefully studied. To be avoided are incompatible facade patterns that upset the rhythm of openings established in surrounding structures.



Architectural Details

The architectural details listed here are abstracted from analysis of the visual character of the historic buildings in Piscataway. The repetition of certain features on many of the buildings leads to an overall pattern of use that imparts a unique visual character to the village. Including these features in new construction in the village could help retain Piscataway's visual character despite future growth. Architectural features that are particularly important to Piscataway's character include:

Double-hung sash windows

Porches, on the front, side or rear of buildings, screened or unscreened

Gable rooflines

Brick chimneys, particularly at the gable ends of buildings

Traditional building materials, particularly brick and wood

Traditional roofing materials, particularly wood shingle and standing-seam metal

Gravel driveways

Fences and hedges that define lotlines

Mature vegetation

Siting of Structures

Siting of structures includes setback, or the location of the principle building on its lot. Additionally, siting involves the location of ancillary structures such as garages and sheds in relation to the principal building on the lot. Finally, siting of structures involves the location of buildings in relationship to existing vegetation and topography.

Setback

Historically, the siting of structures in Piscataway has followed two different strategies. In the village center, buildings are sited at the front of their lots, close to the street and in close association to each other. Beginning in the early 20th century, new dwellings constructed west of the village center were sited farther back from the road and farther from each other, in a more typical suburban pattern.

The County's Zoning Code requires that dwellings constructed in the RA zone be located a minimum of 50 feet from the centerline of the road upon which they front. (Section 27-442 (e)) This single requirement puts any new construction in the village out of conformance with the older structures, particularly in the village center.

The orientation of new buildings should at least approximate the average setback of adjacent buildings on the same side of the road, to reinforce the existing setback pattern. Avoid violating the existing setback pattern by placing new buildings in front of or behind the historic facade line. In Piscataway's village center, new construction will require obtaining a variance from the County's Zoning Code, in order to retain the characteristic of houses sited close to the road.

Location of Ancillary Structures

A historic feature of Piscataway was the many small outbuildings including kitchens, meat houses, stores and other types of structures associated with the principal structure on a lot. This is still true, although to a lesser degree, in the village. Many of the dwellings have a detached garage, shed, barn or other building in addition to the dwelling house. These additional small buildings provide an element of complexity and interest on individual lots that is missing from the typical newly constructed suburban dwelling.

Design of new dwellings should consider detached garages and other outbuildings, located to the side or rear of the dwelling house.

Topography and Vegetation

The character of Piscataway is due in a large part to the surrounding open space, agricultural land uses and level topography in the village. Some of the older dwellings have mature trees and shrubs shading the dwellings and giving definition to lot lines and front, side and rear yards.

Insofar as possible, property owners should maintain existing mature trees and shrubs. For new construction, site plans should, wherever practical, provide for the retention of desirable trees and shrubs and the site's natural topography. New development in wooded areas should retain a buffer strip of woodland between the development and adjoining properties and/or the road. To be avoided are new dwellings in the middle of open, level lots with no surrounding vegetation.

Conclusions

Piscataway is a rural historic village that merits protection, because its scenic qualities and its long history are important to Prince George's County's heritage. Until recent decades, the village was isolated from highways and population centers, enabling it to retain its rural character.

The suburbanization of the Fort Washington area, beginning after World War II, has encroached on the village's isolation. The decline of local farming due to suburban residential and commercial development, has resulted in the closing of Piscataway's small businesses and the loss of its public institutions. Automobile traffic generated by new subdivisions, and truck traffic generated by the gravel mining operations in this part of the County, have disrupted the village's tranquility. The compact village center, composed of dwellings dating to the 18th, 19th and early 20th centuries, has been eroded because of the loss of some of the structures. Dwellings built since the early 20th century along Floral Park Road west of the village center have not contributed to the village's architectural and historic character. Their scattered siting has given the village a lack of defined boundary on its western side. The above factors have disrupted the character of Piscataway. The village still retains a sense of place, however.

The near future holds the possibility for accelerated change for the village. The large landholdings just south of it are the subject of development applications. Piscataway Road is slated for extension in a loop south of the village, to connect to Livingston Road west of the village. The elements of village character, particularly the "entryways", "paths", "landmarks", characteristics of the building stock, vegetation and open areas will need some protection, in order for the village to retain its character.

Strategies for Protection of Open Space

Protection of "Entryways"

The entryways to the village via Piscataway Road and Floral Park Road are through agricultural fields and overgrown fields that are reverting to woodlands. These undeveloped areas serve to define the village's boundaries and provide scenic views of the village and out of the village to the surrounding area. Strategies for protection of the open space surrounding the village include:

Conservation Easements - private property owners can donate conservation easements to the Maryland Environmental Trust or other non-profit or governmental bodies capable of holding easements. Results in tax benefits to owner, both as a credit on property and income taxes and as lowered assessed value on the land. Depending upon the terms of the easement, the land can be farmed or forested, but cannot be developed.

Creative Site Planning - applicable to all developing properties. Deep buffers of open space should be left along the roadways, hedgerows, fencelines, mature trees and shrubs and other natural features should be left on lots to help new construction blend in with the environment, topography

should be considered and new dwellings carefully sited to leave open vistas and views from the road

Cluster Development - The "Bailey Plantation" property covers both the east and west approaches to the village. Development plans for the property will be reviewed by M-NCPPC. In addition to donation of conservation easements and the creative site planning ideas above, there should be special treatment of the areas within the view of the village. Development should be kept off the wooded hillsides which face the village. The cluster concept could be used, allowing groupings of single family detached houses surrounded by large areas of open space, reproducing the village form and preventing Piscataway Village from being engulfed by the adjoining development. The open space could be owned by individuals or by a homeowner's association.

The clustering of lots in low density residential zones should not allow a greater number of lots than the total allowed on a particular property if developed in a conventional manner. Cluster development in a low density zone such as RA is not currently allowed by the Prince George's County Zoning Code. Legislation is needed to implement it.

Notification, Recognition and Nonbinding Agreement Programs - owners who are made aware of important resources on their property (or the value of its open, undeveloped character) are often willing to protect the resources and maintain the character. Recognition takes notification one step further by announcing publicly the importance of a property and presenting the owner with some form of recognition for continued maintenance. Nonbinding agreements can be established between a property owner and local government or other organization that a property will be maintained and protected. Notification, Recognition and Nonbinding Agreement programs may be useful in the case of property owners to whom other strategies do not apply.

Figure 22, a map entitled Development Potential, identifies the zoning of individual properties within the village study area, as well as their status in relation to potential development. Highlighted is property that potentially can be subdivided and developed residentially. Also highlighted are individual lots that cannot be subdivided but can have one residence constructed on them. The undeveloped commercially zoned property is also identified.

The Piscataway Road Bypass

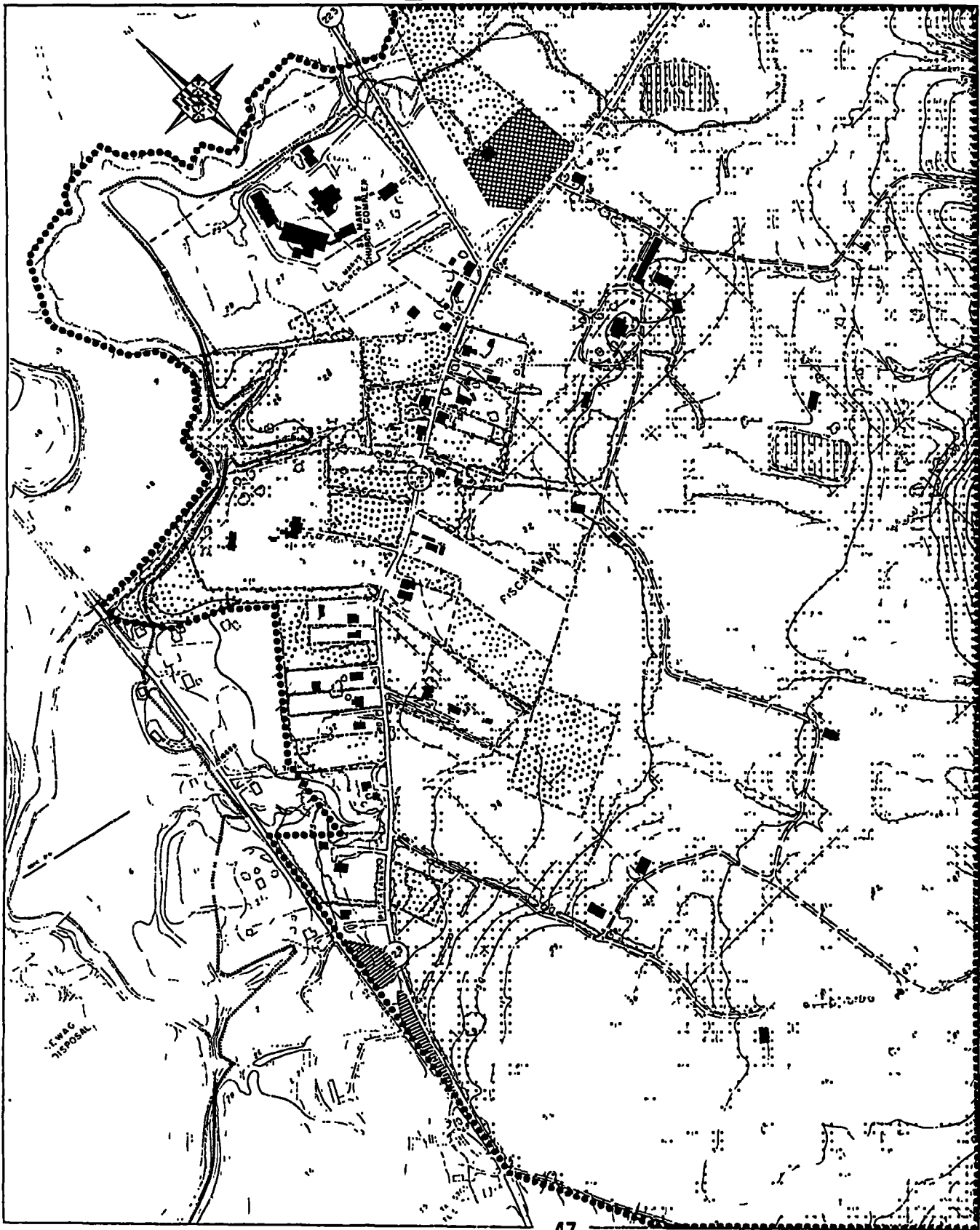
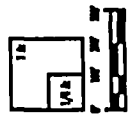
The Piscataway Road Bypass is essential to protect village character because through traffic would be routed around the village. Speed limits could be lowered within the village and the street could once more be a place for pedestrians as well as cars. Views of the bypass will affect the village. It should be designed as a parkway, with separated lanes, fitted into the topography to minimize views of it as it heads south, through the "Bailey Plantation" property.

The treatment of Floral Park Road as it passes through the village is also important. The road should not be widened or straightened, as this would seriously impact the historic houses in the village center, standing close to

LEGEND

- STUDY BOUNDARY
- 100 YEAR FLOOD LIMIT
- PAVED ROAD
- UNPAVED ROAD
- PARCEL BOUNDARY
- BUILDING / STRUCTURE
- UNDEVELOPED ZONED CA
- UNDEVELOPED ZONED RR
- UNDEVELOPED ZONED RA
- POSSIBLE SUBDIVISION RA

SCALE:



**RURAL CONSERVATION SUBDIVISION STUDY
DEVELOPMENT POTENTIAL**

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
Prince George's County



FIGURE 22

the road. The construction of curbs, gutters and sidewalks would not be in keeping with the rural character of the village. Some accommodation for pedestrian traffic should be made, however. The treatment of Floral Park Road through the village, after the construction of the Piscataway Road Bypass, should be the subject of a study, to ensure that the character of the village is preserved and enhanced through renewed pedestrian access to the village's main street. These recommendations will be included in the Subregion V Master Plan's transportation chapter.

Figure 23, a map entitled Bypass Alignments, shows the two options for the alignment of Piscataway Road extended which have been identified. This new section of Piscataway Road will provide a bypass of the village. Option A is the alignment shown in the current Subregion V Master Plan. It negatively impacts the village by disrupting the intersection of Floral Park and Piscataway Roads. It also separates Historic Resource #84-6, the Edelen House, located on the "Bailey Plantation", from the rest of the village.

Option B is the option preferred in this study. It makes a wide loop around the village, retains the traditional intersection of Floral Park and Piscataway Roads, and provides a boundary south of the village that can function as a buffer from the future development on the "Bailey Plantation" property.

Protection of Village Character

The character of the Village of Piscataway is produced and reinforced by a number of factors, including the architectural details of the older buildings, their placement on their lots, the associated outbuildings, and features such as fencing and mature plantings. These buildings are the survivors of a grouping that grew and evolved over the 250+ years of the life of the village. The scale and form of new dwellings and current zoning code requirements make it difficult to fit new construction into the village without damage to its unique character. Strategies for protection of village character while allowing new construction include:

Design Guidelines - voluntary guidelines for property owners planning new construction within or adjoining the village. Guidelines for building form, architectural detail, siting on lots, and landscaping could create new construction that retains village character.

Historic Preservation Overlay Zone - Such a zone would have to be created through legislation, as it does not now exist in the County's Zoning Code. Such a zone would allow site plan review to ensure that new construction meets minimum design criteria. New construction throughout the village should be compatible with surrounding properties, in terms of formal characteristics such as height, massing, roof shapes, window proportions and siting of dwellings on lots.

Additionally, a Historic Preservation Overlay Zone would give greater weight to recommendations regarding the appearance and alignment of the Piscataway Road Bypass. It would give property owners greater control over development in and around the village.

LEGEND

STUDY BOUNDARY



100 YEAR FLOOD LIMIT



PAVED ROAD



UNPAVED ROAD



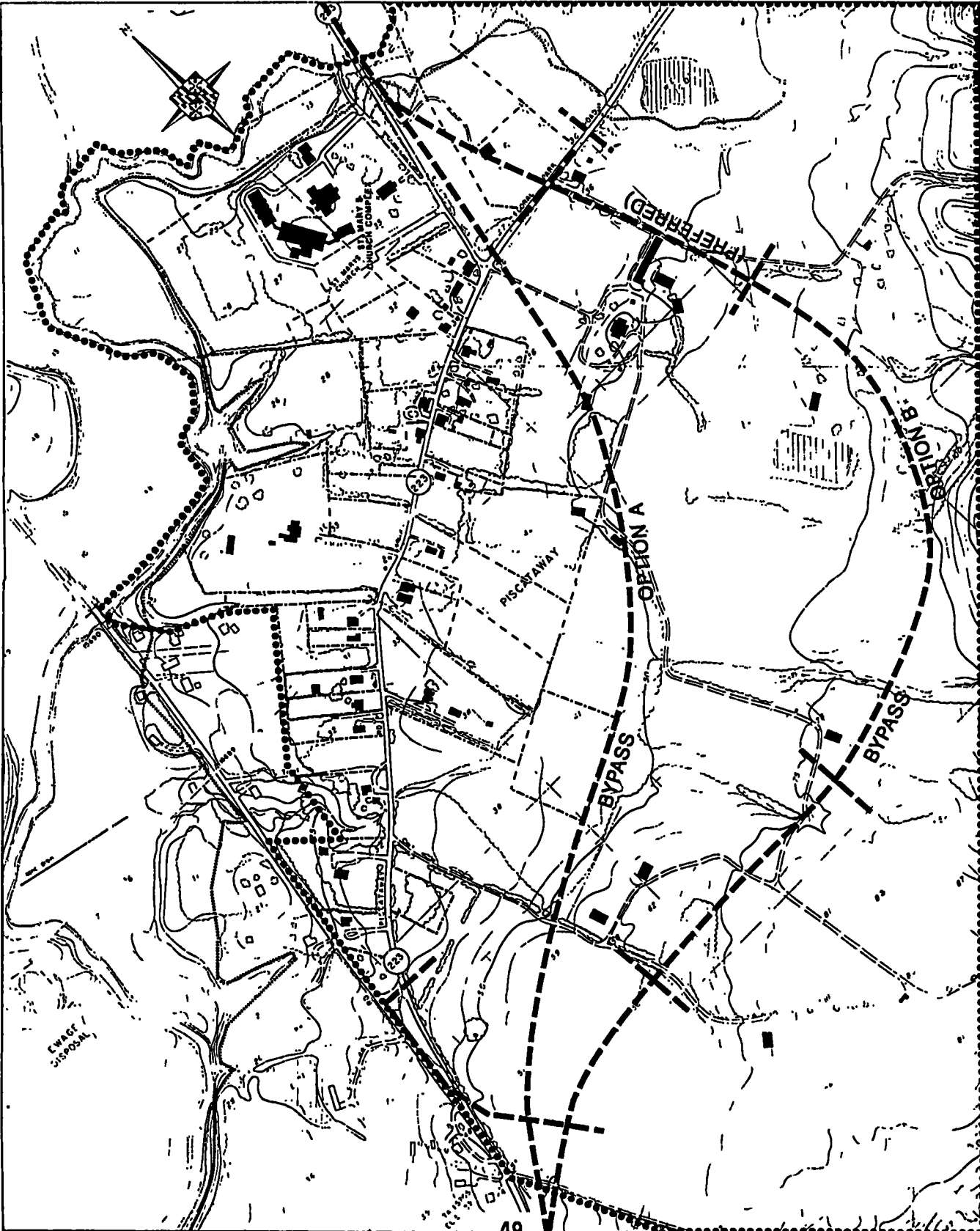
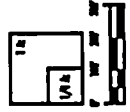
PARCEL BOUNDARY



PROPOSED ROAD CENTERLINE



SCALE:



PISCATAWAY RURAL CONSERVATION VILLAGE BYPASS ALIGNMENTS

MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
P l a n n i n g C o u n c i l

FIGURE 23

A Prince George's County Historic District designation could be an alternative to a Historic Preservation Overlay Zone. Designation of the village as a Historic District would create a local advisory committee of citizens who could review and comment on alterations, demolition or new construction within defined Historic District boundaries.

Current zoning code requirements for dwellings in the RA zone require a 50 foot setback from the road. Location of new dwellings close to the road, to continue the pleasing appearance of houses and fences defining the streetscape, is not possible without obtaining a variance.

The siting and appearance of new dwellings within the village or on surrounding properties requires no development review at this time, unless they are part of a larger development.

Given the above two factors, new construction in and around the village, following current County regulations, will not contribute to the character of the village and probably will detract from it, unless the owner/builder is extraordinarily aware of and sensitive to village character.

Any one of the strategies discussed above, or a combination of them, could be used in order to preserve the character of Piscataway village. The broadest effort, the Historic Preservation Overlay Zone, or the designated Historic District, would require the action of local citizen groups such as the Piscataway Citizens Association. Such groups would have to assure property owner support, and then approach their County Council representative (in the case of the overlay zone) or the County's Historic Preservation Commission (in the case of the Historic District designation). An examination of these strategies will be included in the update of the Subregion V Master Plan.

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THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION

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