NPS Form 10-900
(Rev. 11-90)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to compete all items.

1. Name of Property

Historic name: RIVERDALE PARK HISTORIC DISTRICT
Other names/site number: (PG-68-4)

2. Location

Street & Number: Roughly bounded by Tuckerman Street, Taylor Road, Oglethorpe Street, the B&O Railroad Tracks, Madison Street, and Baltimore Avenue. [ ] Not for Publication
City or town: Riverdale Park [ ] Vicinity
State: Maryland Code: MD County: Prince George's Code: 033 Zip Code: 20737

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [X] locally. ([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:
[ ] entered in the National Register.
( ) see continuation sheet
[ ] determined eligible for the National Register
( ) see continuation sheet
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other, (explain:)

Signature of the Keeper Date of Action

RIVERDALE PARK HISTORIC DISTRICT **PRINCE GEORGE'S COUNTY, MD**
Name of Property **County and State**

5. Classification

Ownership of Property	Category of Property	No. Resources within Property		
		Contributing	Noncontributing	
[X] Private	[ ] Building(s)	585	204	Buildings
[X] Public-Local	[X] District	1	___	Sites
[ ] Public-State	[ ] Site	___	___	Structure
[ ] Public-Federal	[ ] Structure	___	___	Objects
	[ ] Object	586	204	Total

Name of related multiple property listing
N/A

Number of contributing Resources previously listed in the National Register 3

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC/ Single Dwelling	DOMESTIC/ Single Dwelling
DOMESTIC/ Multiple Dwelling	DOMESTIC/ Multiple Dwelling
DOMESTIC/ Secondary Structure	DOMESTIC/ Secondary Structure
COMMERCE/TRADE/ Professional	COMMERCE/TRADE/ Business

[X] See continuation sheet

7. Description

Architectural Classification (enter categories from instructions)

EARLY REPUBLIC/ Federal
LATE VICTORIAN/ Queen Anne
LATE VICTORIAN/ Second Empire
LATE 19th & 20th CENTURY REVIVALS/ Colonial Revival
LATE 19th & 20th CENTURY REVIVALS/ Bungalow
LATE 19th & 20th CENTURY REVIVALS/ French Renaissance
LATE 19th & 20th CENTURY AMERICAN MOVEMENTS/ Bungalow/Craftsman
MODERN MOVEMENT/ Art Deco

Materials (enter categories from instructions)

Foundation: Brick; Concrete; Stone
Walls: Wood:Weatherboard, Shingle; Aluminum; Asbestos; Concrete; Brick; Stucco; Synthetics: Vinyl
Roof: Asphalt; Asbestos; Metal, Slate; Terra Cotta

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets

[X] See continuation sheet

Riversdale, and its freestanding outbuilding and family cemetery. As the centerpiece of the community, Riversdale is set within an eight-acre parcel surrounded by subdivided housing lots. Residential buildings make up most of the neighborhood, with commercial corridors at the center of the town and to the west along Baltimore Avenue. Today, Riverdale Park consists of 523 primary resources and 267 secondary resources. Building uses include single-family, multiple-family, commercial, governmental, and social. The aboveground resources date from the 1890s to the last decade of the twentieth century, with only the three resources associated with Riversdale dating from before the platting of the neighborhood. The residential buildings of Riverdale Park are generally set back from the tree-lined streets on rectangular building lots. Many of these properties have driveways to the side of the primary resources, several with freestanding garages at the rear. Generally, the commercial resources are set closely along Baltimore Avenue and Queensbury Road, with vehicular access at the rear of the property and/or directly in front of the buildings.

DETAILED DESCRIPTION

Resources Pre-Dating the 1889 Plat

Two buildings and a family cemetery represent the property's original use as part of the Stier-Calvert family plantation, which was purchased in 1801. Located at 4811 Riverdale Road, the stucco-clad Riversdale mansion was designed and erected between 1801 and 1807 and reflects a European interpretation of Federal style architecture. The main block of the dwelling is seven bays wide and two stories in height, with hyphens connecting it to one-and-a-half-story wings. A hipped roof with a modillioned cornice covers the main block of building, while the wings are covered by pedimented front-gable roofs. Six-over-nine windows pierce the second story, symmetrically balanced to the 9/9 windows of the first story. A three-bay-wide portico with a pedimented gable roof supported by Tuscan columns shelters the primary entry bay on the north elevation. Two interior chimneys rise from the sides of the main block, while two interior chimneys project from the center of the roof.

After four generations of residential use, Riversdale has served through the late nineteenth century and the first decade of the twentieth century as an office building, boarding house, country club, and offices for the Prince George's County Planning Department. The building was returned to use as a single-family dwelling in 1917. From 1949 until the late 1970s, it was again used for offices. Riversdale was closed for restoration between 1987 and 1993, and then opened for use as a house museum.

Only one historic outbuilding associated with Riversdale remains within the boundaries of the Riverdale Park. The two-story kitchen is set to the immediate east of the mansion. Clad in stucco, it is three bays wide and one bay deep with a hipped roof. Single-leaf entries and 6/6 windows pierce the first story, while 3/3 windows illuminate the second story. The kitchen, contemporaneous to the construction of the main house, was also restored in the late twentieth century for use as a museum.

Because of the subdivision of the property in the late nineteenth century, the Calvert family cemetery is now separated from the mansion grounds. It is located at the top of a low hill west of the central business district, adjacent to East West Highway. Enclosed by a high twentieth-century iron fence, the cemetery contains eight graves. The markers include headstones, footstones, and two large sarcophagi, all with carved text and/or artistic detailing. Charles B. Calvert's tall marble slab headstone, dating to 1864, rises approximately five feet from the ground with a shaped panel projecting slightly from the surface. Directly above the panel is a raised cross with ribbon. The corresponding footstone is a short upright slab with a rounded profile. Two sarcophagi mark the graves of Rosalie Stier Calvert (died 1821) and George Calvert (died 1838). The sarcophagi are approximately three feet wide and six feet long, rising approximately three feet from the ground. Rosalie Calvert's tomb is adorned with a fine sculptured panel depicting her ascending to heaven, welcomed by the four children who predeceased her. Giovanni Andrei, who was in charge of ornamental sculpture for the U.S. Capitol from 1815 to 1824, sculpted this highly detailed marker. A smaller upright slab with a segmentally arched profile denotes the grave of Jules van Havre Calvert, the infant son of Charles B. Calvert. The marble stone has chamfered corners and rises only two feet from the ground. South of the Calverts' tombs are four small upright marble headstones, marking the burials sites of the infant children of Rosalie and George Calvert.

Initial Development of Riverdale Park, 1889-1920

In 1887, the Riverdale Park Company was incorporated for the purpose of developing a high-style residential suburb. Accordingly, 474 acres of land historically associated with Riversdale were subdivided and platted as Riverdale Park in 1889. Development of the suburb began soon thereafter. Construction of the first dwellings began, confined within the 175 acres denoted as Section One, which surrounds the present-day central business district and the Riversdale mansion. Thirteen dwellings improved in Section One by 1900. All of the two-and-a-half-story buildings feature wood frame construction on masonry foundations of brick or stone. The

dwellings reflected late-nineteenth-century architectural trends, particularly the Queen Anne and Colonial Revival styles, with a single example of the Second Empire style. Each dwelling has an irregular square/rectangular form typically articulated by intersecting gables, projecting bays, wrap-around porches, and asymmetrically placed windows and entries.

The majority of these late-nineteenth- and early-twentieth-century dwellings display elements common in Queen Anne-style design. Most of these buildings were constructed along the east-west streets such as Riverdale Road and Queensbury Road, near Riversdale. Examples of high-style Queen Anne houses in the community include the dwellings at 4722 Riverdale Road (ca. 1892), 4606 Queensbury Road (1892), 4715 Oliver Street (ca. 1895), 4504 Queensbury Road (ca. 1895), and 6205 Natoli Place (1900-1910).

The house at 4722 Riverdale Road, which was built circa 1892, is exemplary of Queen Anne-style dwellings constructed shortly after the platting of the community. Located on a prominent corner lot at the intersection of Riverdale Road and 48th Avenue, the house is ornamented by a wrap-around porch with pierced scroll-sawn brackets that form round arches springing from the porch posts. Scroll-sawn bargeboard details the cross gables. The perimeter of a shallow second-story balcony is spanned by a scroll-sawn balustrade between turned posts that support the shed roof. Multi-light casement windows pierce the offset front gable above the balcony. The house was clad in asbestos shingles in the mid-1900s.

The Harry Smith House, constructed in 1890 at 4707 Oliver Street, is similarly detailed with pierced scroll-sawn porch brackets that form three round arches. The symmetrical three-bay-wide façade features a central entry and 12/2 windows below a large pedimented central gable that projects from the hipped roof. Square-butt and fish-scale wood shingles clad the exterior of the two-and-a-half-story building. A three-story wood-shingled tower interrupts the symmetry of the main block. Illuminated by windows that feature 12/2 and 6/2 sash, the tower is capped by a domed roof clad in sheet metal.

Many of the buildings from this period, however, reflect more diluted interpretations of the Queen Anne style. Typically, the vernacular rendition makes limited use of the high-style vocabulary, including such motifs as scroll-sawn brackets and bargeboard, to detail less complex domestic forms. Overall, the vernacular Queen Anne buildings have simplified rooflines and regular footprints. Noted examples include those at 4912 Ravenswood Road (ca. 1900), 6308 47th Avenue (ca. 1900), 5905 Cleveland Avenue (ca. 1900), and 4711 Oliver Street (ca. 1900), to name a few. Other examples of late-Queen Anne-style dwellings, largely devoid of ornamental

detailing, include the houses at 4606 Oliver Street (ca. 1910), 6004 Rhode Island Avenue (ca. 1910), 4804 Queensbury Road (ca. 1915), and 4906 Queensbury Road (ca. 1915).

First introduced in 1900, rock-faced concrete block was one of the most popular building materials utilized throughout the early twentieth century.[1] Although masonry did not emerge as a dominant residential construction material until the 1930s, the Queen Anne-style dwelling at 4608 Queensbury Road is notable for the builder's use of this revolutionary material in residential construction. The square-butt and octagonal wood shingles that clad the front gable peak of the circa 1915 house counterbalance the concrete texture of the lower two stories. The house is detailed with a wrap-around porch with turned posts and scroll-sawn brackets. Several of the original 2/2 windows have been replaced with 1/1 vinyl sash.

A single representation of the Second Empire style was noted in the neighborhood of Riverdale Park. Located at 5801 Cleveland Avenue (ca. 1895), the house sits on a low hill. The imposing dwelling was extensively renovated in the early twentieth century to reflect the Colonial Revival style that was popular at the time. The most extant element that ties the building to the Second Empire style is the slate-tiled Mansard roof, which is pierced by gabled dormer windows. At the time of the renovation between 1924 and 1939, the entries on the northwest and southwest elevations were altered by the application of one-bay-square porticoes with gable roofs supported by Tuscan columns. Additionally, a full-width one-story addition was erected on the Cleveland Avenue façade, replacing an earlier porch of roughly the same dimensions. In the second quarter of the twentieth century, the building was rehabilitated for use as a funeral home and was subsequently clad in vinyl siding.

By the early twentieth century, the form and ornament of late-nineteenth-century styles gave way to the Colonial Revival-style motifs. Consequently, many buildings in Riverdale Park exhibited this transitional detailing. The asymmetry of the Queen Anne form was supplanted by the more uniform box presented in the central passage plan and the foursquare. The ornament, which was often restricted to the porch and cornice, made greater use of classical motifs as opposed to scroll-sawn detailing. The half-hipped roofs of the front porches are supported by either the turned posts indicative of the Queen Anne style or the square posts and Tuscan columns more commonly associated with the Colonial Revival style. These buildings typically have side-entry doors of wood and glass that lack the multi-light transoms and ornate surrounds of their stylistic predecessors.

The Warren House at 4716 Oliver Street (ca. 1913) is representative of early-twentieth-century

transition between the Queen Anne and Colonial Revival styles. The wrap-around porch is more restrained in its detailing and features square posts spanned by a square-edged balustrade. The field of the steeply pitched-front gable above the porch entry is clad in applied half-timbering. The house, clad in German siding, is further distinguished by a two-story canted bay window below a front gable that intersects the hipped roof. The gable field is clad in hexagonal and square-butt wood shingles. Most of the window openings contain 1/1 sash with operable louvered wood shutters. The exception is the two small rectangular one-light fixed windows. The modillion cornice spanning the perimeter of the house and the raking cornices of the various gables, however, unite the dwelling to the Colonial Revival style.

Another example of the transitional Queen Anne/Colonial Revival-style dwelling was constructed circa 1915 at 4600 East West Highway. Although the wood frame building was clad in asbestos shingles in the mid-1900s, the original octagonal and square-butt shingles remain in the tympanum of the front gable pediment. Typical of this architectural transition is the use of Tuscan columns on the wrap-around porch. Stylistically transitional dwellings from this period also include the dwellings at 4903 Ravenswood Road (ca. 1905), 4502 Queensbury Road (ca. 1910), 4509 Oliver Street (ca. 1915), and 4503 Riverdale Road (ca. 1920), to name a few.

Flanking 49th Avenue at its terminus at Riverdale Road opposite the Riversdale mansion are two dwellings that represent the early-twentieth-century interpretation of the Colonial Revival style. Clad in stucco, the house at 4812 Riverdale Road (1900-1910) retains its Tuscan-columned porch, half-hipped roof dormers, and foursquare plan. Although renovated, the dwelling at 4900 Riverdale Road (1900-1915) also reveals its overall Colonial Revival-style character, as evident in the three-bay-wide symmetry and hipped-roof dormer window. A one-story addition wraps from the façade to the 49th Avenue elevation. The dwelling has been clad in asbestos shingles.

Adaptations of the traditional early-twentieth-century Colonial Revival style may be seen at 4716 Ravenswood Road (1905-1915), 5904 Cleveland Avenue (ca. 1910), 4910 Queensbury Road (ca. 1915), 4912 Riverdale Road (ca. 1915), and 4914 Sheridan Street (ca. 1915). These two-story buildings are covered with imposing gambrel roofs typical of the Dutch Colonial Revival style. The dwellings at 4716 Ravenswood Road and 4914 Sheridan Street, both of which occupy corner lots, represent two interpretations of this style. The stone-veneered house at 4716 Ravenswood Road presents a standing-seam-metal front gambrel roof ornamented by a bracketed cornice. The symmetrical three-bay-wide façade is pierced by a central entry flanked with two sets of four-light casement windows. A tripartite double-hung window pierces the pedimented gambrel field. In contrast, the dwelling at 4914 Sheridan Street has a side gambrel roof that flares over the

façade, where it is supported by tapered wood posts. Rising above the porch is a wide front gambrel-roofed dormer. The first story of the building, which is three bays wide, features a side entry and two 2/2 windows.

It was during this period that the bungalow emerged as an extremely popular building form, often ornamented with details attributed to the Craftsman style. The Craftsman-style bungalow dominated Riverdale Park's domestic architecture in the third decade of the twentieth century, with sixty-three extant examples dating from 1900 to 1920. The ubiquitous bungalow form represented in Riverdale Park is that of the one-and-a-half-story house of wood frame construction with a side gable roof that hangs over the façade to form an inset full width porch. Typically, these buildings have gabled or shed-roofed dormers, which are pierced by single or grouped windows. Bungalows that date to this period usually feature symmetrical fenestration on a three- or five-bay-wide façade. Craftsman-style ornamentation on these early buildings consists of open triangular brackets in the gable ends of the building and rafter tails that are exposed below the eaves. Square and tapered porch posts, which often rest atop masonry piers of brick, stone, or rock-faced and rusticated concrete block, typically support the porch roof. In many cases, however, the gable-end brackets have been removed during the late-twentieth century trend toward recladding the exterior and soffitt. Examples of bungalows that date prior to 1920 include the houses at 4600 Oliver Street (ca. 1915), 4509 Queensbury Road (ca. 1915), 4705 Ravenswood Road (1915-1920), and 4510 Riverdale Road (ca. 1915), to name a few.

One of the best examples of a bungalow dating to the first two decades of the twentieth century is located at 4514 Riverdale Road (1900-1920). The one-and-a-half-story building retains the open triangular brackets that detail the gable ends of the front dormer and the sides of the building. Four 6/1 windows flank a central entry with a single-leaf door that is paneled with lights. A one-bay-wide porch shelters only the central three bays of the façade. Three 6/1 windows in the dormer illuminate the half story. Minimal changes to the building include the application of asbestos shingles and concrete parging on the foundation.

The dwelling at 4808 Ravenswood Road (ca. 1915) is also representative of the type of bungalow commonly found in Riverdale Park. The foundation, porch piers, and exterior gable end chimney retain their rock-faced concrete block construction, while the wood frame structural system has been clad in vinyl siding. The three-bay-wide façade also features symmetrical fenestration below a full-width, three-bay-wide porch supported by tapered posts. A low shed-roofed dormer projects over the porch and is pierced by four grouped windows.

The Craftsman style was also applied to other building forms, particularly the American foursquare. The term foursquare is often used in reference to an architectural style, yet it indicates a particular house form. The two-story, four-rooms-per-floor plan does not include a hall, and refers to the hall/parlor plan of the eighteenth century. Adorned with open triangular brackets, 4/2 windows, and exposed rafter tails, the dwelling at 4603 Riverdale Road (ca. 1915) demonstrates this adaptation of the Craftsman style to other forms. The dwelling is two bays wide with a side entry next to three grouped windows. The full-width porch is one story in height and two bays wide with a shallow gable roof. Rather than tapered posts, the porch roof is supported by Tuscan columns, which signify the occasional retention of some classical motifs in Craftsman-style design. The wood frame building has been clad in asphalt siding to simulate brick. Other examples of dwellings adorned in the Craftsman style exist at 4710 Riverdale Road (ca. 1915), 4808 Sheridan Street (1915-1920), and 4902 Sheridan Street (ca. 1915).

Few examples of early-twentieth-century dependencies remain in Riverdale Park. The circa 1900 carriage house at 5905 Cleveland Avenue, which sits behind a contemporaneous Queen Anne-style house, is the best remaining example of a domestic outbuilding from this period. The one-and-a-half-story building is clad in vinyl siding. It features an offset vehicular entry set below a flush vertical-board, double-leaf opening that accesses the half story. A window opening has been added in the front gable peak. A flush vertical-board, single-leaf door also pierces the side of the building. The resource has been converted for use by automobiles and now features a replacement vinyl roll-up door. The other carriage house within the district is located at 200 Dupont Circle. This early twentieth century outbuilding was rebuilt circa 1960.

The six commercial buildings constructed between 1892 and 1920 are located near the B&O railroad station at the center of the community. These resources include in the buildings at 6200 Rhode Island Avenue (ca. 1900), 6202-6208 Rhode Island Avenue (1900-1910), 6210-6212 Rhode Island Avenue (1900-1910), 4612 Queensbury Road (1910-1920), and 4616-1620 Queensbury Road (ca. 1920). One of the best examples of commercial architecture along the B&O right-of-way is the wood frame building at 6202-6208 Rhode Island Avenue (ca. 1900). The two-part commercial block features two storefronts, each with single-leaf central entries. Two large plate-glass windows with transom lights that have since been boarded flank the entries. Single-leaf doors pierce the end bays of the façade. The second story of the weatherboard-clad building is pierced by six window openings; however, the sash is not intact.

The building at 6210-6212 Rhode Island Avenue (1900-1910) has a similar presence. A historic image indicates that the building was originally clad in weatherboard and featured fenestration

identical to that of 6202 Rhode Island Avenue. Architectural evidence suggests the building was renovated during the first half of the twentieth century. Similarly, the imposing two-story building at 6200 Rhode Island Avenue dominates the intersection of Rhode Island Avenue and Queensbury Road. A circa 1980 phase of renovations to the resource resulted in the re-cladding of the wood frame building in a brick veneer and the construction of the cupola.

The one-part commercial building at 4610 Queensbury Road is a one-and-a-half-story commercial building with a front gable roof. The exterior materials have been altered somewhat, including the re-cladding of the building in asbestos shingles and the subsequent placement of a brick veneer on the first story. However, the 1910-1920 resource retains a considerable amount of its historic character. The building features a side entry with a one-light transom beside a projecting plate-glass store window that is topped by a three-light transom window. A 2/2 window pierces the gable peak of the attic story.

Period of Greatest Development, 1921-1940

The emergence of the automobile, success of the streetcar, and growth of Washington, D.C., stimulated residential and commercial construction in Riverdale Park. As a result, beginning in the 1920s, the suburb experienced a second phase of development that resulted in the construction of more than 230 buildings in just thirty years. This included at least 203 dwellings, 25 commercial resources, and a fire station. The dwellings generally occupied narrow lots and were set back from the street. Stylistically, during this period, the Colonial Revival and Craftsman style dominated. In form, the American foursquare, bungalow, and two-story/side gable Colonial Revival were popular. The majority of the dwellings were constructed of wood frame clad with weatherboard siding, wood shingles, asbestos shingles, or a brick veneer. Several of the buildings have since been clad with aluminum or vinyl siding.

The easy mass-production of the Craftsman-style bungalow resulted in its dominance in residential construction from the early 1920s through the 1930s. Of the 166 extant bungalows, 103 were constructed between 1921 and 1950. Noted examples include the dwellings at 4508 Sheridan Street (ca. 1920), 4506 East West Highway (ca. 1925), 5909 Harrison Avenue (ca. 1925), 4712 Oliver Street (ca. 1930), and 4806 Ravenswood Road (ca. 1930). Like earlier versions, these later bungalows are typically one-and-a-half stories high with hipped or side gable roofs, dormer windows, and full-width porches. Front-gabled roofs cover a limited number of the buildings. The house at 4606 46th Avenue, constructed circa 1925, is representative of the continued use of this earlier form and ornamentation. The stucco-clad three-bay-wide dwelling

features an offset entry and 6/1 windows. The inset three-bay-wide porch makes use of tapered wood posts on stuccoed piers. Exposed rafter tails detail the front-gabled dormer of the side gable roof.

A mixture of stylistic elements is evident in the bungalow at 4806 Ravenswood Road. The majority of its elements are Craftsman in style, including the shallow pitch of the hipped roof and hipped-roof dormer and the tapered brick piers that anchor the corners of the inset porch. Some Colonial Revival-style elements were also introduced in the building's design. These details are manifested in the Ionic columns that support the center of the porch roof flanking the stairs. The fluted columns sit on brick piers.

The Dutch Colonial Revival style continued in popularity through this period, with examples noted at 4513 Oliver Street (ca. 1930), 4506 Riverdale Road (1930-1940), and 4711 Sheridan Street (ca. 1940). Like earlier examples of this style, Dutch Colonial Revival-style dwellings that date from the 1920s to 1940 are one-and-a-half or two stories high with gambrel roofs and rectangular plans. Typically, the facades are pierced by central entries. The dwelling at 4506 Riverdale Road, for example, has a side gambrel roof interrupted by a two-bay-wide shed-roofed dormer. All window openings contain 6/1 sash, and the central entry is capped by a modest front gable roof supported by shaped wood brackets.

The increasing need for mass-produced, low-cost housing led to the reinvention of the eighteenth century "Cape Cod" house. These buildings are typically one- to one-and-a-half stories high with a side-gable roof and a single end chimney. Unlike its eighteenth century predecessor, the twentieth century Cape Cod house was illuminated with dormers that allowed greater use of the upper story. The facades were commonly marked with classically derived door surrounds. Rear additions and projecting bays on the facade augmented the form. The majority of the thirty-four Cape Cod dwellings erected during this period featured wood frame construction clad in a variety of materials, including brick and stone veneers and asbestos shingles. The decorative details of these houses were generally based on the Colonial Revival style, although elements characteristic of the Tudor Revival style were also noted. Excellent examples of the modest form can be seen at 4801 Queensbury Road (ca. 1935), 4709 Ravenswood Road (ca. 1940), 4805 Rittenhouse Street (ca. 1940), and 4701 Somerset Road (ca. 1940). Interestingly, of the examples recorded, only one dates from the first quarter of the twentieth century (6203 49th Avenue, 1900-1920), with the remainder constructed from 1930 through the 1950s.

A single extant example of the French Renaissance style is located at 5803 Cleveland Avenue.

Constructed circa 1935, the dwelling is two bays wide and two bays deep with a steeply pitched hip roof and an imposing exterior chimney. The Flemish-bond brick building features two bands of ornamental brickwork at the cornice level. The side entry is contained within a stone pointed-arched door surround with quoins beside a one-story bay window. A steeply pitched half-hipped roof clad in standing-seam metal covers the bay. The window openings of contain metal casement sash with rowlock sills.

Riverdale Park is also home to nine Tudor Revival-style dwellings. As with the Queen Anne and Colonial Revival styles, many of the Tudor Revival-style resources found in Riverdale Park, and Prince George's County as a whole, reflect the suburbanization of the style rather than the initial high-style expression. The distinguishing features include multiple-gabled roofs, the placement of an exterior brick chimney on the façade, application of stone as an accenting material around openings or on chimneys, and steeply pitched front gables. Typically constructed after 1930, these Tudor Revival-style buildings include those at 4713 Tuckerman Street (ca. 1940), 4700 Somerset Road (ca. 1940), 4903 Somerset Road (ca. 1940), and 6012 Taylor Road (1940-1950).

The house at 6012 Taylor Road, clad in a six-course American-bond brick veneer, is one-and-a-half stories high. It has a central entry within a projecting bay that is covered by a front gable roof. A stretcher-bond brick chimney rises from the façade at the intersection with the front-gabled entry bay. The single-leaf opening, holding a paneled door with lights, is recessed below a round-arched rowlock lintel. Additional late Tudor Revival-style dwellings may be seen at 4700 Somerset Road (ca. 1940), 4903 Somerset Road (ca. 1940), and 6012 Taylor Road (1940-1950), for example.

Similarity in the building forms, materials, siting, and designs suggest groups of resources were constructed as speculative housing by local developers, builders, or architects. This is clearly demonstrated by the modest brick dwellings at 6205 and 6207 Beale Circle. Dating from circa 1940, these houses are nearly identical in scale, form, massing, and material. They are constructed of wood frame clad in brick laid in stretcher bond. The rectangular buildings feature central or offset entries, 8/8 windows on the first story, and 6/6 windows in the front gable peaks. Offset one-story porches that are one bay wide with gable roofs shelter two bays of each façade. Similarly, the three two-story dwellings at 4901-4907 Tuckerman Street, all of which were constructed circa 1940, are all rectangular buildings with alternating side gable and hipped roofs. Each stretcher-bond brick building is two bays wide and two bays deep with a side entry and 1/1 windows. Alternating shed-roofed and gable-roofed porches shelter each entry.

A single example of a multiple dwelling from this period is located at 4701-4703 Ravenswood Road. Constructed between 1940 and 1950, the building has a U-shaped footprint that forms a central courtyard. The plan mimics the garden apartment design, which was constructed throughout the Washington-metropolitan area in the mid-twentieth century. Stylistically influenced by the Colonial Revival style, the six-course Flemish-bond brick building rises two stories in height with a raised basement and a flat roof. The two main entrances, set near the corners of the recessed central portion of the building, have Colonial Revival-style door surrounds with segmentally arched pediments. All window openings contain single or paired 6/6 sash with rowlock sills and two-course segmentally arched rowlock lintels. The corners of the building feature three-course corbeled quoins, and the cornice line of the building is marked by a two-course projecting beltcourse.

As use of the automobile increased through the 1920s, the garage supplanted the carriage house as the most important secondary resource. Not only were garages constructed to accompany pre-existing dwellings, but they were also included in plans for new residential construction. These buildings are typically one story high with front gable or hipped roofs and wood frame construction. They may be one or two bays in width. Examples of garages that date to this period exist throughout Riverdale Park, and are exemplified by the garage at 4716 Oliver Street for example. The wood frame building, which is clad in weatherboard, features two double-leaf vehicular doors, each of which has eight lights over recessed panels. A hipped roof, clad in slate tiles, caps the building. A larger garage, located at 4801 Rittenhouse Street, is also clad in weatherboard over a wood frame. Below the front gable roof are two double-leaf vehicular entries.

The central business district expanded around the B&O passenger station in the period after the town's incorporation. The stretcher-bond brick commercial building at 4701 Queensbury Road (ca. 1947) is sited at the intersection of Queensbury Road and Rhode Island Avenue. This unique building has a square footprint and an asphalt-shingled hipped roof. Sited on a prominent corner lot at the south end of the central business district, the store presents three entries. The builder artfully utilized this location by canting one entry on the northwest corner of the one-part commercial block. A paneled-and-lighted single-leaf door with a transom pierces the narrow wall. The north elevation, which faces Queensbury Road, was altered in the mid-twentieth century by the application of projecting one-bay-wide plate-glass store windows with brick bulkheads. The original multi-light transoms are still visible on the façade. These projecting display windows flank a central entry containing a single-leaf door that is paneled with lights below a transom that has been boarded over by plywood. The remaining three commercial

buildings with angled corner entries are located at 4500 Queensbury Road (1920-1935), 6100 Rhode Island Avenue (1930-1940), and 6201 Baltimore Avenue (ca. 1939).

Additionally, the influence of the automobile on the evolution of the community resulted in the commercialization of the corridor along Baltimore Avenue. Prior to 1920, this western boundary of the community was largely undeveloped with the exception of a few domestic resources that lined the road. The commercial resources on the west boundary are one to two stories high typically with flat or shed roofs obscured by parapet walls. A few buildings, however, have side gable roofs. Many of the two-story commercial buildings exhibit little stylistic detailing other than abstracted patterned brickwork, rather than expressing elements of any specific style. However, a few of the one-story resources display elements of the Art Deco and Colonial Revival styles.

Constructed in 1928, the Sonnenberg Brothers Bakery at 6217-6223 Baltimore Avenue is well representative of two-part commercial blocks constructed through the 1920s and 1930s. The two-story stretcher-bond brick building, replete with parapet wall surrounding the flat roof, features much of its historic character and materials. Like all two-part commercial blocks, the building features horizontal emphasis delineation between the first and second stories through the use of distinctly different glazing patterns. A gauged beltcourse creates the lintels of the first-story openings, and the second-story lintels tie into a soldier beltcourse. Leading to the second story is a central entry door, set below a one-story portico. Two commercial bays flank the central entry. Plate-glass show windows that angle inward toward recessed single-leaf doors pierce each of these bays. The north end of the building is also pierced by a single-leaf door located under a one-bay-square entry porch that has a flat roof supported by decorative metal posts. A fifteen-light window marks the south bay. The six window openings of the second story, which flank a central window opening that has been infilled with brick, contain 6/1 sash. The nameplate at the center of the parapet reads "Sonnenberg Bros. Bakery, Est. 1892 built 1928."

A second commercial building, constructed circa 1930, is similar in form, materials, and method of detailing. Located at 6235-6241 Baltimore Avenue, this two-story, two-part commercial block is clad in stretcher-bond brick. Four regularly spaced single-leaf entries with transom windows punctuate the first story. Two of these entries are centrally located and flanked by commercial store windows that project beyond the façade with brick-faced bulkheads and boarded transom lights. The other two entries are located on the north and south ends of the façade. Six 6/1 windows pierce the second story. Two basket-weave beltcourses span the façade, forming the

lintels for the first- and second-story openings. A third beltcourse of the same pattern is located directly below the molded wood cornice. The sills of the second story windows are created by a nearly full-width projecting rowlock course. Similar commercial buildings that date to this period are located at 4616-4620 Queensbury Road (ca. 1920), 6231-6233 Baltimore Avenue (ca. 1930), and 4700-4704 Riverdale Road (ca. 1936).

One of the most stylistically unique commercial buildings along this corridor is located at 6227 Baltimore Avenue. The circa 1920-1930 one-part commercial block is the only extant Art Deco-style building in Riverdale Park. Dominant from 1920 to 1940, the Art Deco style emphasized smooth wall finishes and rectilinear designs, often in the form of chevron and zigzag patterns. Although the store at 6227 Baltimore Avenue appears unadorned, its monochromatic precast concrete-tiled façade is detailed with a stylized chevron beltcourse above the openings. Two entries with wood surrounds and single-leaf doors that are paneled with lights and three large plate-glass windows with pre-cast concrete sills pierce the façade.

Through the mid-twentieth century, the fashionable styles expressed on residential buildings began to influence the design and construction of commercial buildings. Only two extant commercial buildings in the Baltimore Avenue commercial corridor display strong ties to the Cape Cod form and the Colonial Revival style. Located in the 6200 block of Baltimore Avenue, both of these buildings are one-and-a-half-story, one-part commercial blocks constructed circa 1940. The building at 6203 Baltimore Avenue features a side gambrel roof punctuated by one dormer window with a front gable roof and 6/6 window. The side entry, punctuating the brick-veneered façade, is recessed with a paneled single-leaf door beside a thirty-two-light fixed window. The Colonial Revival-style surround is composed of a molded wood sill and entablature. Nearby, the commercial building at 6211 Baltimore Avenue features similar detailing in the presence of two gabled dormers that rise from the side gable roof. The storefront retains the same entry/window arrangement as the one at 6203 Baltimore Avenue. Next to the recessed entry is a rounded forty-light fixed bay window.

The only extant government-related building constructed between 1921 and 1940 in Section One is the firehouse, which dates to 1937. The main block of the building, which is located at 4714 Queensbury Road, has a rectangular footprint devoid of applied ornamentation. The two-part block features stretcher-bond brick walls with a flat roof. A side entry pierces the first story. A three-light transom window surmounts the replacement metal door. The remaining portion of the first story is dominated by two vehicular entries with replacement metal roll-up doors. The second story features seven window openings with replacement 1/1 vinyl sash. The firehouse

was enlarged in 1950 with the construction of a one-story wing on the east elevation. Composed of stretcher-bond brick, the wing features a replacement single-leaf metal door and one replacement metal roll-up vehicular door. In 1993, the building was balanced by the construction of a flanking wing on the west elevation. This section of the building is clad in metal siding and is pierced by a single-leaf metal door and a large metal roll-up door.

Construction After 1940

For the most part, post-1940 domestic buildings maintained the forms, materials, and styles utilized early in the history of the neighborhood. The forms included the Cape Cod, split-foyer, ranch, front gable, and two-story/side gable dwellings. As architectural styles became more diluted, ornament was expressed more through building materials such as simulated stone, brick veneer, aluminum siding, and asphalt shingles. All of these materials were, for the most part, post-war inventions.

Typical of the minimal number of modern dwellings constructed in Riverdale Park over the last sixty years are the dwellings at 6403 45th Place (ca. 1960), 6301 49th Avenue (ca. 1960), 4810 Sheridan Street (1970-1980), 5803 Baltimore Avenue (1970-1980), and 6310 47th Avenue (ca. 1980).

The houses at 4604 and 4606 Riverdale Road (1995 and 1999, respectively) are variations on a common theme, like patternbook houses that date to the mid-twentieth century. The roof styles of these buildings vary, with one front-gabled while the other covered by a side gable. Nevertheless, the massing and fenestration of the two-story buildings is identical. Each three-bay-wide buildings features the same Colonial Revival-style detailing in the presence of Tuscan columns that flank a side entry and support a pent second story with front gable. The classically derived door surrounds make use of the same motifs, mimicking the pilasters and keystone entablatures of their early to mid-twentieth century counterparts.

Alterations to late-nineteenth- and early twentieth-century dwellings began as early as the 1940s, most often with the subtle re-cladding of an exterior elevation with a stone veneer or, more commonly, asbestos shingles. The majority of changes that took place in the mid-twentieth century were largely cosmetic. In cases where structural changes did occur, the additions and alterations typically maintained the form, materials, and character commonly illustrated throughout the suburb. Exemplary of this latter type of change is the building at 6035 Baltimore Avenue (ca. 1930). In 1952, the existing one-and-a-half-story Craftsman-style house was

enlarged by the construction of a one-and-a-half-story, three-bay-wide addition on the façade. Although the rear of the building reveals its original materials and overall character, the façade presents a fully realized Cape Cod design with the symmetrical fenestration flanking a central entry. A similar building is located at 6037 Baltimore Avenue (ca. 1936).

The pace of new commercial construction in the community slowed considerably after 1950. The establishment of Baltimore Avenue as the main north-south thruway past Riverdale Park resulted in the conversion of single-family dwellings along Baltimore Avenue to commercial buildings. Examples of such change in building use may be seen at 5817 Baltimore Avenue (1910-1920), 6001 Baltimore Avenue (ca. 1910), 6009 Baltimore Avenue (1920-1930), and 6033 Baltimore Avenue (1924) and 6035 Baltimore Avenue (ca. 1930). The Colonial Revival-style houses at 5817 and 6001 Baltimore Avenue were both constructed during the first decade of the twentieth century. The two-and-a-half-story wood frame buildings have similar footprints and massing, with hipped roofs marked by half-hipped-roof dormers. The four-bay-wide house at 6001 Baltimore Avenue had a stretcher-bond brick veneer applied to the façade.

The ten purpose-built commercial buildings that were constructed after 1950 in Riverdale Park are represented by the buildings at 6100 Rhode Island Avenue (ca. 1953), 6409 Rhode Island Avenue (ca. 1956), 6403-6405 Rhode Island Avenue (ca. 1969), 6323 Rhode Island Avenue (ca. 1974), and 4503 Queensbury Road (ca. 1980). These buildings are one or two stories high with flat roofs and rectangular footprints. All have masonry walls of brick or concrete block. These modern buildings display little applied ornament. Rather, their surfaces feature a variety of textures exhibited through various materials. The one-part commercial building at 4705 Queensbury Road (ca. 1959) is typical of the minimalist approach to the design of modern commercial buildings. The low three-bay-wide building is clad in stretcher-bond brick veneer. The central entry features plate-glass double-leaf doors flanked by large floor-to-ceiling window openings filled with glass block. The entry was altered circa 1990 by the application of an entry hood clad in standing seam metal.

The majority of government-related buildings were constructed outside of the district in the years following 1950. For example, the town hall was erected in the early 1980s and the police station in 1993 on the east side of Taylor Road, which forms the district's eastern boundary. The Riverdale Post Office, constructed in the middle part of the twentieth century at 6411 Baltimore Avenue, is the only government-related building erected in the district during this period. The post office represents the continued influence of the Colonial Revival style on non-residential construction after 1950, especially as the most basic elements of the style were diluted through

the middle part of the century. Typical of the stylistic influence are the 8/8 and 6/6 windows and the central double-leaf entry with a Colonial Revival-style door surround completed by a broken triangular pediment. The three-bay-wide stretcher-bond brick building has a flat roof.

Civil engineering improvements began in the town in the mid-1950s with the straightening of the Northeast Branch of the Anacostia River, which formed the eastern boundary of Section Three of Riverdale Park. With the demolition of a limited number of residential buildings and the loss of platted lots to accommodate the river, the land between Riverside Drive and East Tanglewood Drive became property of Maryland-National Capital Park and Planning as part of the 1,200-acre Anacostia Park.[2]

Additionally, the 1966 construction of East West Highway through the community necessitated the demolition of roughly seventy dwellings. Considering their proximity to Riversdale and building footprints on early-twentieth-century *Sanborn Fire Insurance Maps*, it is likely that these houses represented a range of styles popular in the late nineteenth and early twentieth centuries, including the Queen Anne and Colonial Revival styles. Nevertheless, the properties that now border East West Highway retain their expansive lawns, building setback, and overall sense of place. In addition, the four-lane highway maintains a manicured median and is edged with mature foliage that largely conceals it from the flanking residential properties. Rather than intersecting the railroad tracks to the north of the community's central business district, the thoroughfare bypasses the community over a low concrete deck truss supported by piers that flank Lafayette and Rhode Island Avenues. Thus, the vista along the railroad tracks and Lafayette Avenue from Queensbury Road is uninterrupted.

Near the base of the overpass are two of the most notable resources constructed in the late twentieth century – the B&O passenger station and the waiting station. Demolished in 1955, the original late-nineteenth-century passenger station was replaced in 1995 by a new building inspired by the form and style of the earlier structure. The present passenger station is one story high and three bays wide with stylized Queen Anne-style detailing. Like the original station, the present building features a gable-on-hip roof clad in slate tiles with a deep overhang supported by open wood brackets and exposed rafter tails. The central entry, holding a paneled double-leaf wood door, is surmounted by a five-light transom and flanked by four paired 6/2 windows. The side gables and front-gabled dormer all have triangular louvered ventilators similar to those of the first passenger station. Although the enclosed passenger station is located west of the railroad tracks, a modest one-story waiting station is sited directly opposite on the east side of the tracks. Four stretcher-bond brick piers support a gable-on-hip roof, which is clad in slate tiles

with a central square cupola pierced by ventilators. Like the passenger station, this structure features open triangular brackets and exposed rafter tails. With an intact early-twentieth-century commercial center located to the west and south, these transportation-related resources return the focal point to the Riverdale Park community.

Endnotes

[1] Pamela H. Simpson, Harry J. Hunderman and Deborah Slaton, "Concrete Block," *Twentieth-Century Building Materials, History and Conservation,* Thomas Jester, editor, (Washington, D.C.: McGraw-Hill Companies, 1995), pp. 80-85; and Pamela H. Simpson, *Cheap, Quick, and Easy, Imitative Architectural Materials, 1870-1930,* (Knoxville, TN: University of Tennessee Press, 1999), pp. 9-29.

[2] Christina A. Davis, Editor, *The Riverdale Story: Mansion to Municipality* (Riverdale, MD: Town of Riverdale, 1996), p. 117.

INVENTORY

Hioric District properties are arranged by address beginning with numberd streets then with street names in alphabetically.
*The contributing status of the outbuildings reflects the status of the primary resource unless otherwise noted as NC (Non-Contributing).
**C listed in the STATUS column refers to Contributing and NC refers to Non-Contributing.

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6302	45th Place	1925 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Side Gable	Garage	C
6303	45th Place	1930 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding	1.5	Side Gable	Garage	C
6304	45th Place	1925 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Side Gable	None	C
6305	45th Place	1930 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Front Gable	None	C
6306	45th Place	1960 ca.	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	2	Side Gable	None	NC
6307	45th Place	1950-1960	Single Dwelling	Colonial Revival (Vernacular)	Brick Veneer and Aluminum Siding	2	Side Gable	None	NC
6308	45th Place	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Gambrel	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6309	45th Place	1950-1960	Single Dwelling	Colonial Revival (Vernacular)	Brick Veneer and Aluminum Siding	2	Side Gable	None	NC
6310	45th Place	1950 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1.5	Front Gable	Shed	NC
6311	45th Place	1960 ca.	Single Dwelling	Colonial Revival (Vernacular)	Brick Veneer and Aluminum Siding	2	Side Gable	Shed (NC)	NC
6403	45th Place	1960 ca.	Single Dwelling	Vernacular	Brick and Vinyl Siding	1	Side Gable	Attached Carport	NC
6404	45th Place	1930-1940	Single Dwelling	Bungalow/ Craftsman	Formstone Veneer	1.5	Side Gable	None	C
6405	45th Place	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Brick	1.5	Side Gable	None	C
6406	45th Place	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	Garage	C
6407	45th Place	1930-1940	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6408	45th Place	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
6409	45th Place	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	Garage	C
6410	45th Place	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
6302	46th Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding and Formstone Veneer	1.5	Side Gable	Carport (NC)	C
6303	46th Avenue	1930 ca.	Single Dwelling	Craftsman Foursquare	Aluminum Siding	2	Hipped	None	C
6304	46th Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
6305	46th Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1.5	Side Gable	Garage	C
6306	46th Avenue	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1.5	Side Gable	None	C

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6307	46th Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Side Gable	None	C
6309	46th Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Front Gable	None	C
6313	46th Avenue	1915 ca.	Single Dwelling	Colonial Revival (Vernacular)	Aluminum Siding	2.5	Front Gable	Shed (NC)	C
6402	46th Avenue	1940 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage Converted	C
6404	46th Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	Garage	C
6406	46th Avenue	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	Garage	C
6407	46th Avenue	1940 ca.	Single Dwelling	Vernacular	Vinyl Siding	1.5	Front Gable	None	C
6301	47th Avenue	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6302	47th Avenue	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
6303	47th Avenue	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
6304	47th Avenue	1895 ca.	Single Dwelling	Colonial Revival	Stucco	2.5	Hipped	None	C
6305	47th Avenue	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
6306	47th Avenue	1995 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Front Gable	Shed (NC)	NC
6307	47th Avenue	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
6308	47th Avenue	1900 ca.	Single Dwelling	Queen Anne (Vernacular)	Asbestos Shingles	2.5	Front Gable	None	C
6310	47th Avenue	1995 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Front Gable	None	NC

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6311	47th Avenue	1900-1910	Single Dwelling	Queen Anne (Vernacular)	Vinyl Siding	2	Front Gable	None	C
6312	47th Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles and Aluminum Siding	1.5-2	Side Gable	None	C
6314	47th Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Shed (NC)	C
6315	47th Avenue	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
6005	48th Avenue Riverdale Mansion Caretaker's House	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage and Shed	C
6413	48th Avenue	1940 ca.	Single Dwelling	Vernacular	Asbestos Shingles	2	Side Gable	Shed (NC), Carport (NC)	C
6203	49th Avenue	1900-1920	Single Dwelling	Cape Cod/ Colonial Revival	Wood Weatherboard Siding and Vinyl Siding	1.5	Side Gable	None	C
6301	49th Avenue	1960ca.	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	Shed (NC)	NC

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6302	49th Avenue	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	Garage	C
6311	49th Avenue	1915 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2.5	Side Gable	Gazebo and Garage	C
6411	49th Avenue	1930-1945	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
6412	49th Avenue	1960 ca.	Single Dwelling	Colonial Revival	Aluminum Siding and Vinyl Siding	1	Side Gable	None	NC
6414	49th Avenue	1960 ca.	Single Dwelling	Colonial Revival	Vertical Board and Brick Veneer	1	Side Gable	None	NC
5801	Baltimore Avenue	1930-1940	Commercial Building	Other	Brick and Stucco	1	Parapet	None	C
5803	Baltimore Avenue	1970-1980	Commercial Building	Other	Aluminum Siding and Brick Veneer	1	Flat Mansard	None	NC
5811	Baltimore Avenue	1954 ca.	Commercial Building	Other	Brick and Concrete Block	2	Hipped on Flat	None	NC

PG. 68-4

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5817	Baltimore Avenue	1910-1920	Commercial Building	Colonial Revival	Asbestos Shingles	2.5	Hipped	None	C
6001	Baltimore Avenue	1910 ca.	Commercial Building	Colonial Revival	Brick Veneer	2.5	Hipped	Shed (NC)	C
6009	Baltimore Avenue	1920-1930	Commercial Building	Bungalow/ Craftsman, Other	Concrete Block and Vinyl Siding	1.5	Side Gable	Trailer (NC)	C
6033	Baltimore Avenue	1924-1939, Addition 1950	Commercial Building	Bungalow/ Craftsman, Other	Aluminum Siding	1.5	Side Gable	None	C
6035	Baltimore Avenue	1924-1939	Commercial Building	Bungalow/ Craftsman, Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	C
6037	Baltimore Avenue	1924-1939	Commercial Building	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	C
6201	Baltimore Avenue	1939	Commercial Building	Colonial Revival	Formstone Veneer and Brick	1	Flat	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6203	Baltimore Avenue	1940 ca.	Commercial Building	Colonial Revival	Brick	1	Gambrel	None	C
6205-6207	Baltimore Avenue	1949 ca.	Commercial Building	Other	Brick	1	Flat	None	C
6209	Baltimore Avenue	1940 ca.	Commercial Building	Other	Brick	1	Flat	None	C
6211	Baltimore Avenue	1940	Commercial Building	Colonial Revival	Brick and Wood Weatherboard Siding	1	Side Gable	None	C
6213	Baltimore Avenue	1940 ca.	Commercial Building	Spanish Colonial Revival	Brick	1	Parapet with Shed Roof	None	C
6215	Baltimore Avenue	1930-1940	Commercial Building	Other	Brick	1	Parapet	None	C
6217-6223	Baltimore Avenue	1928	Commercial Building	Other	Brick	2	Flat with Parapet	None	C
6227	Baltimore Avenue	1920-1930	Commercial Building	Art Deco	Concrete Block	1	Flat	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6231-6233	Baltimore Avenue	1930	Commercial Building	Other	Brick	2	Side Gable and stepped Parapet	None	C
6235-6241	Baltimore Avenue	1930	Commercial Building	Other	Brick	2	Parapet	Garage	C
6401	Baltimore Avenue	1930	Single Dwelling	Craftsman	Brick	2.5	Hipped	None	C
6411	Baltimore Avenue	1950-1970	Commercial Building	Colonial Revival	Brick	2	Flat	None	NC
6419	Baltimore Avenue	1968	Commercial Building	Other	Brick	2	Flat	None	NC
6423	Baltimore Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Weatherboard	1.5	Side Gable	None	C
6501	Baltimore Avenue	1949	Multiple Dwelling	Colonial Revival	Brick	2.5	Side Gable	Shed	C
6203	Beale Circle	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	None	C

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6205	Beale Circle	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	Garage	C
6207	Beale Circle	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	Garage (NC)	C
6209	Beale Circle	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	Garage	C
5801	Cleveland Avenue	1895 ca.	Funeral Home	Second Empire	Vinyl Siding	3	Mansard	None	C
5801 Rear	Cleveland Avenue	1930 ca.	Garage	Vernacular	Brick	2	Flat	5 Attached Garage (1 Converted)	C
5803	Cleveland Avenue	1935 ca.	Single Dwelling	French Renaissance	Brick	2.5	Hipped	None	C
5805	Cleveland Avenue	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Side Gable	None	C
5806	Cleveland Avenue	1900-1910	Single Dwelling	Queen Anne	Wood Weatherboard Siding	2.5	Cross Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5807	Cleveland Avenue	1940 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	None	C
5809	Cleveland Avenue	1920 ca.	Single Dwelling	Colonial Revival	Asphalt Siding	2	Hipped	None	C
5810	Cleveland Avenue	1900-1905	Single Dwelling	Foursquare Colonial Revival	Asbestos Shingles	2.5	Hipped	None	C
5900	Cleveland Avenue	1900 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	None	C
5902	Cleveland Avenue	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
5903	Cleveland Avenue	1980 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Side Gable	None	NC
5904	Cleveland Avenue	1910 ca.	Single Dwelling	Dutch Colonial Revival	Aluminum Siding	2.5	Cross Gambrel	Garage	C
5905	Cleveland Avenue	1900 ca.	Single Dwelling	Queen Anne (Vernacular)	Vinyl Siding	2.5	Side Gable	Carriage House	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5906	Cleveland Avenue	1950	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	NC
5907	Cleveland Avenue	1900 ca.	Single Dwelling	Queen Anne	Vinyl Siding and Wood Shingles	2.5	Front Gable	None	C
5908	Cleveland Avenue	1900 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	Garage	C
5909	Cleveland Avenue	1960 ca.	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	1	Side Gable	None	NC
5910	Cleveland Avenue	1900-1910	Single Dwelling	Queen Anne Colonial Revival	Vinyl Siding	2.5	Side Gable	None	C
200	Dupont Circle	1960 ca.	Single Dwelling	Vernacular	Brick	1.5	Side Gable	Carriage House(C) (Rebuilt)	NC
4504	East West Highway	1925 ca.	Single Dwelling	Foursquare	Aluminum Siding	2.5	Hipped	(2) Shed (NC)	C
4506	East West Highway	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	Garage	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4508	East West Highway	1925 ca.	Single Dwelling	Foursquare	Vinyl Siding	2.5	Hipped	None	C
4510	East West Highway	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Formstone Veneer and Aluminum Siding	1.5	Side Gable	Garage (NC)	C
4512	East West Highway	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	Garage	C
4514	East West Highway	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
4516	East West Highway	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Side Gable	None	C
4600	East West Highway	1915 ca.	Single Dwelling	Foursquare/ Colonial Revival	Asbestos Shingles	2.5	Front Gable	None	C
4601	East West Highway	1920 ca	Single Dwelling	Colonial Revival (Vernacular)	Asbestos Shingles	2	Front Gable	None	C
4603	East West Highway	1910 ca.	Single Dwelling	Foursquare	Asbestos Shingles	2.5	Hipped	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4605	East West Highway	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Playhouse (NC)	C
4902	East West Highway	1960-1970	Single Dwelling	Vernacular	Aluminum Siding	1	Side Gable	None	NC
4903	East West Highway	1960 ca.	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	None	NC
4904	East West Highway	1960-1970	Single Dwelling	Vernacular	Aluminum Siding	1	Side Gable	None	NC
4906	East West Highway	1940-1950	Single Dwelling	Colonial Revival (Vernacular)	Aluminum Siding	2	Side Gable	None	C
4908	East West Highway	1950-1960	Single Dwelling	Colonial Revival (Vernacular)	Aluminum Siding	2	Side Gable	None	NC
5801	Harrison Avenue	1980 ca.	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	2	Side Gable	None	NC
5805	Harrison Avenue	1980 ca.	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	2	Side Gable	None	NC

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5809	Harrison Avenue	1980 ca.	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	2	Side Gable	Garage	NC
5813	Harrison Avenue	1980 ca	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	2	Side Gable	Garage (NC)	NC
5901	Harrison Avenue	1950+	Single Dwelling	Vernacular	Brick and Vinyl Siding	2	Side Gable	(2) Shed (NC)	NC
5903	Harrison Avenue	1900-1915	Single Dwelling	Colonial Revival	Asphalt Siding	1	Side Gable	None	C
5907	Harrison Avenue	1950	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	2.5	Hipped	None	NC
5909	Harrison Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C
5911	Harrison Avenue	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
5913	Harrison Avenue	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6003	Lafayette Avenue	1930-1940	Single Dwelling	Colonial Revival (Vernacular)	Brick	2	Flat	None	C
6009	Lafayette Avenue	1900-1915	Commercial Building	Queen Anne	Asbestos Shingles	2.5	Hipped	Garage	C
6401	Lafayette Avenue	1950	Single Dwelling	Vernacular	Aluminum Siding	1.5	Side Gable	None	NC
6403	Lafayette Avenue	1940-1950	Single Dwelling	Vernacular	Aluminum Siding	1.5	Side Gable	None	C
4512	Madison Street	1900-1910	Single Dwelling	Queen Anne (Vernacular)	Asbestos Shingles	2.5	Cross Gable	None	C
4514	Madison Street	1900-1920	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4516	Madison Street	1900-1920	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4518	Madison Street	1900-1920	Single Dwelling	Bungalow/ Craftsman Tudor Revival	Asbestos Shingles	1.5	Side Gable	None	C

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4520	Madison Street	1900-1920	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Front Gable	None	C
4522	Madison Street	1900-1920	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Side Gable	Shed (NC)	C
6201	Natoli Place	1940 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Front Gable	None	C
6205	Natoli Place	1900-1910	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Front Gable	(2) Shed (NC)	C
4501	Oliver Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C
4503	Oliver Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
4504	Oliver Street	1920 ca.	Single Dwelling	Foursquare Craftsman	Aluminum Siding	2.5	Hipped	Garage	C
4505	Oliver Street	1915 ca.	Single Dwelling	Foursquare Craftsman	Asphalt Siding	2.5	Hipped	Garage	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4506	Oliver Street	1930 ca.	Single Dwelling	Colonial Revival (Vernacular)	Stucco	2.5	Side Gable	Garage	C
4507	Oliver Street	1915 ca.	Single Dwelling	Foursquare Colonial Revival	Aluminum Siding	2.5	Hipped	Shed (NC)	C
4508	Oliver Street	1925 ca.	Single Dwelling	Craftsman	Vinyl Siding	1	Hipped	Shed (NC)	C
4509	Oliver Street	1915 ca.	Single Dwelling	Colonial Revival Queen Anne	Asbestos Shingles and Wood Shingles	2.5	Side Gable	None	C
4510	Oliver Street	1900 ca.	Single Dwelling	Colonial Revival Queen Anne	Wood Weatherboard Siding	2.5	Cross Gable	Shed (NC)	C
4511	Oliver Street	1920 ca.	Single Dwelling	Dutch Colonial Revival	Vinyl Siding	2	Gambrel	None	C
4512	Oliver Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4513	Oliver Street	1930 ca.	Single Dwelling	Dutch Colonial Revival	Wood Weatherboard Siding	2	Gambrel	Garage	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4514	Oliver Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	None	C
4515	Oliver Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4600	Oliver Street	1915 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Formstone Veneer, Vinyl Siding, Asbestos Shingles	1.5	Side Gable	None	C
4601	Oliver Street	1925 ca.	Single Dwelling	Craftsman	Asbestos Shingles	2	Side Gable	Shed	C
4602	Oliver Street	1915 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding	1.5	Side Gable	Shed	C
4603	Oliver Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Shed	C
4604	Oliver Street	1915 ca. 1940s update	Single Dwelling	Vernacular	Aluminum Siding	1	Side Gable	Garage	C
4605	Oliver Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4606	Oliver Street	1910 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Front Gable	Garage	C
4608	Oliver Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	C
4609	Oliver Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Brick and Wood Weatherboard Siding	1.5	Side Gable	Garage Shed (NC)	C
4611	Oliver Street	1910 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Jerkinhead	None	C
4700	Oliver Street	1960 ca.	Single Dwelling	Vernacular	Brick Veneer	1	Side Gable	Garage (NC)	NC
4702	Oliver Street	1950	Single Dwelling	Cape Cod/ Colonial Revival	Stucco and Stone	1.5	Side Gable	None	NC
4704	Oliver Street	1915 ca.	Single Dwelling	Vernacular	Aluminum Siding and Vinyl Siding	2.5	Front Gable	Gazebo	C
4705	Oliver Street	1910-1915	Single Dwelling	Vernacular	Vinyl Siding	2	Hipped	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4706	Oliver Street	1960 ca.	Single Dwelling	Vernacular	Brick Veneer	1	Side Gable	None	NC
4707	Oliver Street	1890	Single Dwelling	Queen Anne	Wood Shingles	2.5	Hipped	None	C
4710	Oliver Street	1930 ca.	Single Dwelling	Colonial Revival	Wood Weatherboard Siding	2.5	Side Gable	None	C
4711	Oliver Street	1900 ca.	Single Dwelling	Queen Anne (Vernacular)	Wood Weatherboard Siding	2.5	Front Gable	None	C
4712	Oliver Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4713	Oliver Street	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Carport (NC)	C
4714	Oliver Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C
4715	Oliver Street	1895 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4716	Oliver Street	1913 ca.	Single Dwelling	Colonial Revival Queen Anne	Wood Weatherboard Siding	2.5	Hipped	Garage	C
4717	Oliver Street	1950	Single Dwelling	Vernacular	Brick Veneer and Asbestos Shingles	1	Side Gable	None	NC
4500	Queensbury Road	1920-1935	Commercial Building	Other	Brick	1	Flat	None	C
4502	Queensbury Road	1910 ca.	Single Dwelling	Colonial Revival Queen Anne	Vinyl Siding	2.5	Cross Gable	None	C
4503	Queensbury Road	1980 ca.	Commercial Building	Other	Brick	2	Mansard	None	NC
4504	Queensbury Road	1895 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Jerkinhead	Garage	C
4505	Queensbury Road	1940-1955	Commercial Building	Other	Brick	2	Flat	None	C
4507	Queensbury Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Brick	1.5	Side Gable	Shed (NC)	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4509	Queensbury Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Hipped	None	C
4513	Queensbury Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	C
4600	Queensbury Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	C
4601	Queensbury Road	1900 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	Garage (NC) Shed (NC)	C
4602	Queensbury Road	1915 ca.	Single Dwelling	Foursquare/ Colonial Revival	Wood Weatherboard Siding	2.5	Hipped	Garage	C
4603	Queensbury Road	1960-1970	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	1	Front Gable	None	NC
4605	Queensbury Road	1910 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	1	Hipped	None	C
4606	Queensbury Road	1892 ca.	Single Dwelling	Queen Anne	Stucco	2.5	Cross Gable	Shed (NC)	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4608	Queensbury Road	1910 ca.	Single Dwelling	Queen Anne	Rock-Face Concrete Block	2.5	Cross Gable	None	C
4609	Queensbury Road	1900 ca.	Single Dwelling	Colonial Revival	Asbestos Shingles	2	Hipped	None	C
4610	Queensbury Road	1920 ca.	Single Dwelling	Colonial Revival (Vernacular)	Vinyl Siding	2.5	Hipped	None	C
4612	Queensbury Road	1910-1920	Commercial Building	Vernacular	Asbestos Shingles	1.5	Front Gable	None	C
4622	Queensbury Road	1920 ca.	Commercial Building	Vernacular	Brick Veneer	1	Flat	None	C
4616-4620	Queensbury Road	1920 ca.	Commercial Building	Vernacular	Brick	2	Flat	None	C
4701	Queensbury Road	1947	Commercial Building	Vernacular	Brick	1	Hipped	None	C
4705	Queensbury Road	1959	Commercial Building	Vernacular	Brick Veneer	1	Flat	None	NC

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4706	Queensbury Road	1950	Single Dwelling	Vernacular	Brick Veneer, Wood Weatherboard Siding, Vertical Board	1	Side Gable	Shed	NC
4709	Queensbury Road	1920 ca.	Single Dwelling	Colonial Revival Craftsman	Stucco	2	Hipped	None	NC
4710	Queensbury Road	1958	Multiple Dwelling	Colonial Revival (Vernacular)	Brick	2	Flat	None	NC
4711	Queensbury Road	1900-1920	Single Dwelling	Colonial Revival	Asbestos Shingles	2.5	Hipped	None	C
4713	Queensbury Road	1940 ca.	Single Dwelling	Tudor Revival Dutch Colonial Revival	Brick and Aluminum Siding	2.5	Gambrel	None	C
4715	Queensbury Road	1970	Single Dwelling	Colonial Revival (Vernacular)	Brick Veneer and Aluminum Siding	2	Side Gable	None	NC
4717	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival Bungalow/ Craftsman	Vinyl Siding	1	Front Gable	None	C
4714-4718	Queensbury Road	1937-1950	Fire House	Other Colonial Revival	Brick	2	Flat	(2) Attached Garage	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4719	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival	Brick and Vinyl Siding	2	Front Gable	Garage	C
4800	Queensbury Road	1900-1915	Single Dwelling	Colonial Revival Craftsman	Asbestos Shingles	2	Hipped	None	C
4801	Queensbury Road	1935 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer and Vinyl Siding	1.5	Side Gable	Shed (NC)	C
4802	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	None	C
4803	Queensbury Road	1935 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer and Vinyl Siding	1.5	Side Gable	None	C
4804	Queensbury Road	1915 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Cross Gable	None	C
4805	Queensbury Road	1900-1905	Multiple Dwelling	Queen Anne	Asbestos Shingles	2.5	Front Gable	Garage	C
4806	Queensbury Road	1920 ca.	Single Dwelling	Colonial Revival	Asbestos Shingles	2	Side Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4808	Queensbury Road	1950	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Front Gable	None	NC
4810	Queensbury Road	1950-1960	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	None	NC
4811	Queensbury Road	1950-1960	Single Dwelling	Vernacular	Asbestos Shingles	1	Side Gable	None	NC
4812	Queensbury Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Stone Veneer and Stucco	1.5	Side Gable	None	C
4813	Queensbury Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4900	Queensbury Road	1920 ca.	Single Dwelling	Colonial Revival	Asbestos Shingles	2.5	Front Gable	Garage	C
4901	Queensbury Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Stone Veneer and Vinyl Siding	1.5	Side Gable	(4) Shed (NC)	C
4902	Queensbury Road	1900-1920	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Front Gable	None	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4903	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	Garage (C) Shed (NC)	C
4904	Queensbury Road	1900-1920	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	Garage	C
4905	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival	Brick and Asbestos Shingles	1.5	Front Gable	None	C
4906	Queensbury Road	1915 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2	Cross Gable	None	C
4907	Queensbury Road	1905 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Side Gable	Garage	C
4908	Queensbury Road	1940 ca.	Single Dwelling	Colonial Revival (Vernacular)	Vinyl Siding	2	Side Gable	None	C
4910	Queensbury Road	1915 ca.	Single Dwelling	Dutch Colonial Revival	Vinyl Siding	2	Cross Gambrel	None	C
4911	Queensbury Road	1960-1970	Single Dwelling	Vernacular	Vinyl Siding	1	Front Gable	Attached Garage	NC

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4912	Queensbury Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Formstone Veneer and Vinyl Siding	1.5	Side Gable	Carport	C
5000	Queensbury Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Weatherboard	1.5	Hipped	Shed (NC)	C
5002	Queensbury Road	1920 ca.	Single Dwelling	Cape Cod/ Tudor Revival	Aluminum Siding	1.5	Side Gable	Garage	C
4700	Ravenswood Road	1900-1905	Single Dwelling	Vernacular	Vinyl Siding	2.5	Front Gable	Garage Barbecue (NC)	C
4701-4703	Ravenswood Road	1901	Multiple Dwelling	Colonial Revival	Brick	3	Flat	None	C
4705	Ravenswood Road	1915-1920	Single Dwelling	Bungalow/ Craftsman	Wood Shingles	1.5	Side Gable	None	C
4709	Ravenswood Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	None	NC
4710	Ravenswood Road	1905 ca.	Single Dwelling	Vernacular	Aluminum Siding	2.5	Front Gable	Shed (NC)	C

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ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4711 Ravenswood Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	C
4712 Ravenswood Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1.5	Front Gable	None	C
4713 Ravenswood Road	1900-1915	Single Dwelling	Colonial Revival (Vernacular)	Asbestos Shingles	2.5	Front Gable	None	C
4714 Ravenswood Road	1950	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	NC
4716 Ravenswood Road	1900-1915	Single Dwelling	Dutch Colonial Revival	Stone Veneer	2	Cross Gambrel	None	C
4800 Ravenswood Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C
4801 Ravenswood Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Hipped	Shed (NC)	C
4802 Ravenswood Road	1900-1915	Single Dwelling	Vernacular	Aluminum Siding	2	Hipped	None	C

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RIVERDALE PARK HISTORIC DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4803 Ravenswood Road	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Attached Garage	C
4805 Ravenswood Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (NC)	C
4806 Ravenswood Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Hipped	Garage (NC)	C
4807 Ravenswood Road	1950-60	Single Dwelling	Vernacular	Brick Veneer and Wood Shingles	1	Side Gable	None	NC
4808 Ravenswood Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage (NC)	C
4809 Ravenswood Road	1892	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Hipped	None	C
4810 Ravenswood Road	1894	Single Dwelling	Queen Anne	Aluminum Siding	2	Hipped	Shed (NC)	C
4811 Ravenswood Road	1940-1950	Single Dwelling	Colonial Revival	Brick Veneer and Aluminum Siding	2	Side Gable	None	C

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ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4813 Ravenswood Road	1960 ca.	Single Dwelling	Vernacular	Asbestos Shingles	1	Side Gable	None	NC
4900 Ravenswood Road	1935 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	None	C
4901 Ravenswood Road	1915 ca.	Single Dwelling	Queen Anne (Vernacular)	Stucco	2	Hipped	None	C
4902 Ravenswood Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
4903 Ravenswood Road	1905 ca.	Single Dwelling	Colonial Revival Queen Anne	Brick Veneer and Aluminum Siding	2.5	Side Gable	Shed (NC)	C
4904 Ravenswood Road	1935 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer and Asbestos Shingles	1.5	Front Gable	Garage	C
4905 Ravenswood Road	1960 ca.	Single Dwelling	Vernacular	Brick Veneer and Wood Weatherboard Siding	1	Side Gable	None	NC
4906 Ravenswood Road	1895 ca. remodel 1960 ca.	Single Dwelling	Vernacular	Vinyl Siding	1.5	Side Gable	Shed (NC)	C

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NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

RIVERDALE PARK HISTORIC DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4907 Ravenswood Road	1905 ca.	Single Dwelling	Queen Anne (Vernacular)	Vinyl Siding	1.5	Front Gable	Shed (NC)	C
4908 Ravenswood Road	1920 ca.	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Garage	C
4909 Ravenswood Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	C
4910 Ravenswood Road	1950-1960	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	NC
4911 Ravenswood Road	1940 ca.	Single Dwelling	Colonial Revival	Brick Veneer and Aluminum Siding	2	Side Gable	Gazebo (NC) and Shed (NC)	C
4912 Ravenswood Road	1900 ca.	Single Dwelling	Queen Anne (Vernacular)	Vinyl Siding	2.5	Cross Gable	Garage (NC) and Shed (NC)	C
4913 Ravenswood Road	1905 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Front Gable	None	C
6000 Rhode Island Avenue	1910-1920	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C

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ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6002 Rhode Island Avenue	1910 ca.-1920	Single Dwelling	Craftsman	Aluminum Siding	2.5	Front Gable	Greenhouse (NC)	C
6004 Rhode Island Avenue	1910 ca.	Single Dwelling	Queen Anne	Wood Weatherboard Siding	2.5	Side Gable	Garage	C
6008 Rhode Island Avenue	1910-1925	Single Dwelling	Bungalow/ Craftsman	Brick	1.5	Front Gable	Garage	C
6100 Rhode Island Avenue	1953	Commercial Building	Vernacular	Brick	2	Parapet	None	NC
6105 Rhode Island Avenue	1940-1950	Commercial Building	Vernacular	Brick	2	Flat	None	C
6108 Rhode Island Avenue	1930-1940	Commercial Building	Vernacular	Brick	1	Flat/Parapet	None	C
6200 Rhode Island Avenue	1910-1924	Commercial Building	Vernacular	Brick	2.5	Hipped	None	C
6200 Blk. Rhode Island Avenue	1995 Reconstruction	Depot	Queen Anne	Brick	1	Hipped	Waiting Station (NC)	NC

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ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6200 Blk. Rhode Island Avenue	1821	Cemetery	No Style	NA	NA	NA	None	C
6202-6208 Rhode Island Avenue	1900-1910	Commercial Building	Vernacular	Wood Weatherboard Siding	2	Flat	None	C
6210-6212 Rhode Island Avenue	1900-1910	Commercial Building	Vernacular	Wood Weatherboard Siding	2	Flat with Parapet	None	C
6214-6218 Rhode Island Avenue	1920-1930	Commercial Building	Vernacular	Brick	1	Flat	None	C
6220 Rhode Island Avenue	1910-1924	Commercial Building	Vernacular	Brick	1	Flat	None	C
6313 Rhode Island Avenue	1974	Trailer	Vernacular	Pressed Vertical Board	1	Flat	(2) Garage (NC)	NC
6323 Rhode Island Avenue	1974	Commercial Building	Vernacular	Brick	1-2	Flat	None	NC
6403-05 Rhode Island Avenue	1969	Warehouse	Vernacular	Brick	2	Flat	(3) Attached Garage	NC

ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6407 Rhode Island Avenue	1936	Commercial Building	Vernacular	Brick	1.5	Front Gable	Workshop and Garage	C
6409 Rhode Island Avenue	1956	Warehouse	Vernacular	Concrete Block	1.5	Flat	None	NC
6501 Rhode Island Avenue	1960	Commercial Building	Vernacular	Concrete Block	1	Flat	None	NC
4709 Rittenhouse Street	1935 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Front Gable	None	C
4711 Rittenhouse Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Front Gable	Garage	C
4713 Rittenhouse Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C
4715 Rittenhouse Street	1935 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	Shed (NC)	C
4717 Rittenhouse Street	1905 ca.	Single Dwelling	Colonial Revival (Vernacular)	Vinyl Siding	2	Jerkinhead	Attached Carport and Shed (NC)	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4719	Rittenhouse Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C
4801	Rittenhouse Street	1920 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	Garage and Garage (NC)	C
4805	Rittenhouse Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	None	C
4807	Rittenhouse Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	C
4809	Rittenhouse Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Stone	1.5	Side Gable	Barbecue	C
4811	Rittenhouse Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Shed (NC)	C
4813	Rittenhouse Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	C
5004	Rittenhouse Street	1950 ca.	Single Dwelling	Queen Anne (Vernacular)	Asbestos Shingles	2.5	Cross Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5006	Rittenhouse Street	1940 ca.	Single Dwelling	Vernacular	Brick	1.5	Jerkinhead Cross Gable	Garage	C
4501	Riverdale Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4503	Riverdale Road	1920 ca.	Single Dwelling	Colonial Revival Queen Anne	Aluminum Siding	1.5	Side Gable	Garage	C
4504	Riverdale Road	1920-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Shed (NC) Garage	C
4505	Riverdale Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Hipped	Shed (NC)	C
4506	Riverdale Road	1930-1940	Single Dwelling	Dutch Colonial Revival	Asbestos Shingles	1.5-2	Gambrel	Garage	C
4507	Riverdale Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Hipped	None	C
4508	Riverdale Road	1892 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4509	Riverdale Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Hipped	None	C
4510	Riverdale Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding and Brick Veneer	1.5	Hipped	Garage	C
4511	Riverdale Road	1895 ca.	Single Dwelling	Colonial Revival, Queen Anne	Vinyl Siding	2	Cross Gable	Garage	C
4512	Riverdale Road	1900-1915	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4514	Riverdale Road	1925 ca.	Single Dwelling	Craftsman	Vinyl Siding	2.5	Hipped	None	C
4600	Riverdale Road	1892 ca.	Single Dwelling	Queen Anne	Wood Weatherboard Siding	1.5	Front Gable	Garage (NC)	C
4601	Riverdale Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Front Gable	None	C
4602	Riverdale Road	1940 ca.	Single Dwelling	Vernacular	Brick	2	Side Gable	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4603	Riverdale Road	1915 ca.	Single Dwelling	Craftsman Colonial Revival	Asphalt Siding	2.5	Front Gable	None	C
4604	Riverdale Road	1995 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2	Side Gable	None	NC
4605	Riverdale Road	1950	Single Dwelling	Vernacular	Brick Veneer and Asbestos Shingles	1	Side Gable	Shed	NC
4606	Riverdale Road	1999 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2	Front Gable	Garage	NC
4607	Riverdale Road	1900 ca.	Single Dwelling	Vernacular	Vinyl Siding	2.5	Cross Gable	None	C
4609	Riverdale Road	1915 ca.	Single Dwelling	Bungalow/ Craftsman Colonial Revival	Asbestos Shingles	1.5	Side Gable	Garage	C
4700, 4702, 4704	Riverdale Road	1936	Commercial Building	Vernacular	Brick	2	Flat	Garage	C
4705	Riverdale Road	1940-1950	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Hipped	Garage	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4707	Riverdale Road	1940-1950	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer	1.5	Side Gable	Shed (NC)	C
4708	Riverdale Road	1905 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Cross Gable	Garage (NC)	C
4709	Riverdale Road	1915 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Cross Gable	Garage	C
4710	Riverdale Road	1915 ca.	Single Dwelling	Craftsman	Formstone Veneer	2	Hipped	Garage, Workshop, Tree House	C
4711	Riverdale Road	1915 ca.	Single Dwelling	Colonial Revival/Queen Anne	Wood Weatherboard Siding	2.5	Cross Gable	Garage	C
4712	Riverdale Road	1940 ca.	Single Dwelling	Colonial Revival	Stucco	2	Side Gable	None	C
4714	Riverdale Road	1960 ca.	Single Dwelling	Colonial Revival (Vernacular)	Brick Veneer and Vinyl Siding	2	Side Gable	Carport	NC
4715	Riverdale Road	1915 ca.	Single Dwelling	Queen Anne	Wood Weatherboard Siding	2.5	Front Gable	Garage	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4716	Riverdale Road	1920 ca.	Single Dwelling	Craftsman/ Colonial Revival	Vinyl Siding	2.5	Hipped	Garage	C
4717	Riverdale Road	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Front Gable	Shed	C
4718	Riverdale Road	1920 ca.	Single Dwelling	Craftsman Colonial Revival	Wood Weatherboard Siding	2.5	Hipped	None	C
4719	Riverdale Road	1950 ca.	Single Dwelling	Colonial Revival	Brick	1	Side Gable	None	NC
4720	Riverdale Road	1950 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Front Gable	None	NC
4721	Riverdale Road	1915 ca.	Single Dwelling	Colonial Revival	Wood Weatherboard Siding and Wood Shingles	2.5	Hipped	None	C
4722	Riverdale Road	1892 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Hipped	None	C
4800	Riverdale Road	1905 ca.	Single Dwelling	Queen Anne Colonial Revival	Vinyl Siding	2.5	Hipped	Shed (NC)	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4802	Riverdale Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (NC)	C
4804	Riverdale Road	1905 ca.	Single Dwelling	Colonial Revival Queen Anne	Wood Weatherboard Siding	2.5	Front Gable	None	C
4808	Riverdale Road	1915 ca.	Single Dwelling	Queen Anne	Asbestos Shingles	2.5	Hipped	Attached Carport and Shed	C
4811	Riverdale Road	1801-1807	Single Dwelling	Federal	Stucco	2	Hipped	Kitchen	C
4812	Riverdale Road	1900-1910	Single Dwelling	Colonial Revival	Stucco	2.5	Hipped	Garage (NC)	C
4900	Riverdale Road	1900-1915	Multiple Dwelling	Colonial Revival	Asbestos Shingles	2.5	Hipped	Garage	C
4902	Riverdale Road	2001	Single Dwelling	Vernacular	Aluminum Siding	2	Front Gable	None	NC
4904	Riverdale Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Wood Shingles	1	Side Gable	Shed	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4905	Riverdale Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
4906	Riverdale Road	1950	Single Dwelling	Vernacular	Brick and Asbestos Shingles	1	Side Gable	Shed (NC)	NC
4907	Riverdale Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C
4908	Riverdale Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4909	Riverdale Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1	Hipped	None	C
4911	Riverdale Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4912	Riverdale Road	1915 ca.	Single Dwelling	Dutch Colonial Revival	Aluminum Siding	2	Cross Gambrel	Gazebo (NC) and Garage	C
4913	Riverdale Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	Shed (NC)	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
5001	Riverdale Road	1905 ca.	Single Dwelling	Queen Anne	Stucco over Wood Frame	2.5	Hipped	None	C
5003	Riverdale Road	1905 ca.	Single Dwelling	Queen Anne	Asbestos Shingles over Wood Frame	2.5	Hipped	None	C
5005	Riverdale Road	1910 ca.	Single Dwelling	Queen Anne	Asbestos Shingles over Wood Frame	2.5	Hipped with Gable	None	C
5007	Riverdale Road	1930 ca.	Single Dwelling	Spanish Revival	Stucco	1.0	Flat	Garage	C
5011	Riverdale Road	1961	Multiple Dwelling	Vernacular	Brick	2.0	Cross Hipped	None	NC
5015	Riverdale Road	1910 ca.	Single Dwelling	Queen Anne	Asphalt Shingles over Wood Frame	2.5	Hipped	Shed (NC)	C
5017	Riverdale Road	1915 ca.	Single Dwelling	Queen Anne	Wood Weatherboard Siding	2.5	Hipped	Garage	C
4502	Sheridan Street	1910 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1	Hipped	Shed (NC)	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4504	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage and Shelter (NC)	C
4506	Sheridan Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Front Gable	None	C
4507	Sheridan Street	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	None	C
4508	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Front Gable	Garage	C
4509	Sheridan Street	1940-1950	Single Dwelling	Colonial Revival	Vinyl Siding	1	Side Gable	None	C
4510	Sheridan Street	1915 ca.	Single Dwelling	Foursquare	Aluminum Siding	2.5	Hipped	Single Dwelling/ Garage (NC)	C
4511	Sheridan Street	1915 ca.	Single Dwelling	Foursquare/ Colonial Revival	Aluminum Siding	2.5	Hipped	Garage	C
4512	Sheridan Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Shingles	1.5	Side Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4513	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5-2	Side Gable	Garage	C
4515	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Shed	C
4516	Sheridan Street	1910 ca.	Single Dwelling	Foursquare	Asphalt Siding	2.5	Hipped	Garage	C
4600	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Shed (NC)	C
4601	Sheridan Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (NC)	C
4603	Sheridan Street	1905-1920	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1	Side Gable	None	C
4605	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1	Side Gable	Shed	C
4607	Sheridan Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1	Side Gable	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4701	Sheridan Street	1950	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	Shed (NC) and Barn (NC)	NC
4703	Sheridan Street	1950-1960	Single Dwelling	Vernacular	Brick	1	Side Gable	Attached Carport	NC
4705	Sheridan Street	1950	Single Dwelling	Cape Cod/ Colonial Revival	Stone Veneer	1.5	Side Gable	None	NC
4706	Sheridan Street	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Shed (NC)	C
4707	Sheridan Street	1892 ca.	Single Dwelling	Colonial Revival (Vernacular)	Aluminum Siding	2	Front Gable	None	C
4708	Sheridan Street	1940 ca	Single Dwelling	Colonial Revival	Vinyl Siding	1.5	Side Gable	None	C
4709	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Front Gable	None	C
4710	Sheridan Street	1900 ca.	Single Dwelling	Queen Anne	Aluminum Siding	2.5	Hipped	Garage	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4711	Sheridan Street	1940 ca.	Single Dwelling	Dutch Colonial Revival	Vinyl Siding	1.5-2	Gambrel	Garage	C
4712	Sheridan Street	1940 ca.	Single Dwelling	Colonial Revival (Vernacular)	Brick	1.5	Side Gable	None	C
4714	Sheridan Street	1915	Single Dwelling	Colonial Revival (Vernacular)	Brick	1.5	Side Gable	Garage	C
4800	Sheridan Street	1905 ca.	Single Dwelling	Queen Anne	Vinyl Siding	2.5	Front Gable	Shed (NC)	C
4801	Sheridan Street	1920 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Side Gable	None	C
4802	Sheridan Street	1950-1960	Single Dwelling	Vernacular	Brick Veneer	1	Side Gable	Garage	NC
4803	Sheridan Street	1950-1960	Single Dwelling	Colonial Revival	Vinyl Siding and Brick Veneer	2	Side Gable	None	NC
4804	Sheridan Street	1915 ca.	Single Dwelling	Foursquare/ Colonial Revival	Vinyl Siding	2.5	Hipped	Garage	C

United States Department of the Interior
National Park Service

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4805	Sheridan Street	1935 ca.	Single Dwelling	Vernacular	Asbestos Shingles	1	Side Gable	Shed (NC)	C
4806	Sheridan Street	1895 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2	Side Gable	Garage (C) Attached Carport (NC)	C
4808	Sheridan Street	1915-1920	Single Dwelling	Foursquare/ Craftsman	Aluminum Siding	2.5	Hipped	Garage (NC)	C
4809	Sheridan Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Shed (NC)	C
4810	Sheridan Street	1970-1980	Single Dwelling	Vernacular	Brick	1.5	Side Gable	None	NC
4900	Sheridan Street	1990 ca.	Single Dwelling	Vernacular	Brick Veneer and Vinyl Siding	2	Side Gable	None	NC
4902	Sheridan Street	1915 ca.	Single Dwelling	Craftsman (Vernacular)	Aluminum Siding	2	Hipped	None	C
4903	Sheridan Street	1960 ca.	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	Shed (NC)	NC

ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4904	Sheridan Street	1920 ca.	Single Dwelling	Vernacular	Vinyl Siding	2.5	Side Gable	Garage (NC)	C
4905	Sheridan Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Brick Veneer and Asbestos Shingles	1.5	Side Gable	None	C
4906	Sheridan Street	1905 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Shed	C
4907	Sheridan Street	1935 ca.	Single Dwelling	Vernacular	Aluminum Siding	2	Front Gable	(3) Shed (NC)	C
4908	Sheridan Street	1940-1950	Single Dwelling	Colonial Revival	Stucco	1	Side Gable	Shed (NC)	C
4910	Sheridan Street	1950-1960	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	NC
4911	Sheridan Street	1960 ca.	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	NC
4913	Sheridan Street	1950-1960	Single Dwelling	Colonial Revival (Vernacular)	Brick	1.5	Side Gable	Attached Garage	NC

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4914	Sheridan Street	1915 ca.	Single Dwelling	Dutch Colonial Revival	Asbestos Shingles	2	Gambrel	None	C
4700	Somerset Road	1940 ca.	Single Dwelling	Tudor Revival	Brick		Side Gable	Attached Garage	C
4701	Somerset Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	None	C
4702	Somerset Road	1940 ca.	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Garage	C
4703	Somerset Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	None	C
4704	Somerset Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage (NC)	C
4705	Somerset Road	1950	Single Dwelling	Vernacular	Brick	1.5	Front Gable	Shed	NC
4706	Somerset Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Shed	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4707	Somerset Road	1950+	Single Dwelling	Vernacular	Aluminum Siding	1.5	Front Gable	None	NC
4708	Somerset Road	1940 ca.	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	C
4709	Somerset Road	1905 ca.	Single Dwelling	Vernacular	Aluminum Siding	2	Side Gable	Garage	C
4710	Somerset Road	1900 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Cross Gable	Garage	C
4711	Somerset Road	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Shed	C
4713	Somerset Road	1925 ca.	Single Dwelling	Foursquare/ Colonial Revival	Vinyl Siding	2	Hipped	Garage	C
4800	Somerset Road	1900 ca.	Single Dwelling	Vernacular	Vinyl Siding	2.5	Side Gable	Garage (NC)	C
4801	Somerset Road	1920 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Hipped	Shed (NC)	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4802	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Front Gable	Pool (NC) Shed	C
4803	Somerset Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage (NC)	C
4804	Somerset Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Front Gable	Shed (NC)	C
4805	Somerset Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
4806	Somerset Road	1930 ca.	Single Dwelling	Colonial Revival	Aluminum Siding	1.5	Front Gable	Attached Carport	C
4807	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
4808	Somerset Road	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Shed (NC)	C
4809	Somerset Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4810	Somerset Road	1950-1960	Single Dwelling	Vernacular	Brick Veneer and Wood Shingles	1	Cross Gable	None	NC
4811	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C
4812	Somerset Road	1915 ca.	Single Dwelling	Vernacular	Aluminum Siding	2	Side Gable	None	C
4813	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Gazebo (NC)	C
4900	Somerset Road	1915 ca.	Single Dwelling	Vernacular	Stone Veneer	2	Hipped	None	C
4901	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4902	Somerset Road	1930 ca.	Single Dwelling	Vernacular	Aluminum Siding	1	Side Gable	Garage	C
4903	Somerset Road	1940 ca.	Single Dwelling	Tudor Revival	Vinyl Siding	1.5	Side Gable	Garage	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4904	Somerset Road	1920 ca. Rebuilt 1950 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Front Gable	None	NC
4905	Somerset Road	1920 ca.	Single Dwelling	Vernacular	Vinyl Siding	2.5	Front Gable	Shed (NC)	C
4906	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
4907	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding and Brick Veneer	1.5	Front Gable	Garage (NC)	C
4908	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Front Gable	Carport (NC)	C
4909	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding and Brick Veneer	1.5	Side Gable	Pool (NC)	C
4910	Somerset Road	1925 ca.	Single Dwelling	Foursquare	Wood Weatherboard Siding	2	Hipped	Garage, Shed (NC)	C
4911	Somerset Road	1920 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4912	Somerset Road	1925 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C
4913	Somerset Road	1915 ca.	Single Dwelling	Foursquare/ Colonial Revival	Asbestos Shingles	2	Hipped	Shed (NC)	C
6010	Taylor Road	1940-1950	Single Dwelling	Tudor Revival Cape Cod/ Colonial Revival	Brick	1.5-2	Side Gable	Shed	C
6012	Taylor Road	1940-1950	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Garage	C
6303	Taylor Road	1950 ca.	Single Dwelling	Queen Anne (Vernacular)	Aluminum Siding	2.5	Cross Gable	None	C
6304	Taylor Road	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival (Vernacular)	Brick	1.5	Jerkinhead	None	C
6415	Taylor Road	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Front Gable	None	C
6417	Taylor Road	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Front Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
6419	Taylor Road	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Weatherboard	1.5	Front Gable	None	C
6426	Taylor Road	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding and Wood Weatherboard Siding	1	Front Gable	Garage	C
4502	Tuckerman Street	1905 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4504	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C
4505	Tuckerman Street	1950 ca.	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	Attached Garage	C
4506	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C
4508	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4510	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C

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OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

RIVERDALE PARK HISTORIC DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4512	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4516	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	C
4517	Tuckerman Street	1900-1910	Single Dwelling	Italianate (Vernacular)	Asbestos Shingles	2	Front Gable	Garage	C
4518	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage (NC)	C
4519	Tuckerman Street	1910 ca.	Single Dwelling	Italianate (Vernacular)	Asphalt Siding	2	Front Gable	Garage	C
4520	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding and Asbestos Shingles	2	Cross Gable	None	C
4522	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1.5	Side Gable	None	C
4524	Tuckerman Street	1915 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4600	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage	C
4601	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	C
4602	Tuckerman Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage (NC)	C
4603	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	C
4604	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	C
4606	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Shed (NC)	C
4607	Tuckerman Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer	1.5	Side Gable	None	C
4608	Tuckerman Street	1940-1950	Single Dwelling	Cape Cod/ Colonial Revival	Brick	15.	Side Gable	None	C

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NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

RIVERDALE PARK HISTORIC DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4609	Tuckerman Street	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer	1.5	Side Gable	None	C
4610	Tuckerman Street	1940-1960	Single Dwelling	Colonial Revival (Vernacular)	Vinyl Siding and Brick Veneer	1.5	Side Gable	Garage (NC)	C
4701	Tuckerman Street	1940-1950	Single Dwelling	Vernacular	Vinyl Siding and Brick Veneer	1	Side Gable	Shed (NC)	C
4705	Tuckerman Street	1940-1950	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed	C
4707	Tuckerman Street	1940-1950	Single Dwelling	Vernacular	Brick	1.5	Front Gable	Shed (NC)	C
4709	Tuckerman Street	1940-1950	Single Dwelling	Vernacular	Brick	1.5	Front Gable	Shed (NC)	C
4711	Tuckerman Street	1950ca	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (NC)	NC
4713	Tuckerman Street	1940 ca.	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Shed (NC)	C

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ADDRESS		DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4800	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1	Hipped	None	C
4802	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1	Hipped	Shed (NC)	C
4803	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard Siding	1	Side Gable	None	C
4804	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1	Hipped	None	C
4805	Tuckerman Street	1930 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	Garage (NC)	C
4806	Tuckerman Street	1940 ca. rebit 1975 ca.	Single Dwelling	Vernacular	Vinyl Siding	2	Side Gable	Playhouse (NC) and Garage (C)	C
4807	Tuckerman Street	1950-1960	Single Dwelling	Vernacular	Asbestos Shingles	1	Side Gable	Garage	NC
4808	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Side Gable	None	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4809	Tuckerman Street	1940 ca.	Single Dwelling	Vernacular	Aluminum Siding	1.5	Side Gable	Garage (NC)	C
4810	Tuckerman Street	1950-1960	Single Dwelling	Vernacular	Vinyl Siding	1	Side Gable	Garage	NC
4811	Tuckerman Street	1950-1960	Single Dwelling	Colonial Revival (Vernacular)	Aluminum Siding and Brick Veneer	1	Side Gable	None	NC
4812	Tuckerman Street	1940-1950	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	Shed (NC)	C
4814	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding	1	Hipped	None	C
4900	Tuckerman Street	1950-1960	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding	1	Hipped	Garage (NC)	NC
4901	Tuckerman Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	C
4902	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Aluminum Siding	1.5	Front Gable	Garage	C

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	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4903	Tuckerman Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Hipped	Shed (NC)	C
4904	Tuckerman Street	1935 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1	Front Gable	Garage	C
4905	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Brick	2	Side Gable	Shed (NC)	C
4906	Tuckerman Street	1940 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	1	Side Gable	None	C
4907	Tuckerman Street	1940 ca.	Single Dwelling	Colonial Revival	Brick	2	Hipped	Shed (NC)	C
4908	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Front Gable	Garage	C
4909	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Vinyl Siding	1.5	Front Gable	Shed (NC) and Playhouse (NC)	C
4910	Tuckerman Street	1940-1950	Single Dwelling	Cape Cod/ Colonial Revival (Vernacular)	Asbestos Shingles	1.5	Side Gable	Shed (NC)	C

	ADDRESS	DATE	TYPE	FORM/ STYLE	EXTERIOR TREATMENT	STORIES	ROOF	Secondary Structures *	STATUS **
4911	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles and Vinyl Siding	1.5	Front Gable	Garage	C
4912	Tuckerman Street	1940-1950	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Side Gable	Shed (NC)	C
4913	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman (Vernacular)	Asbestos Shingles	1.5	Front Gable	None	C
4914	Tuckerman Street	1940 ca.	Single Dwelling	Bungalow/ Craftsman	Aluminum Siding	1.5	Front Gable	None	C
4916	Tuckerman Street	1940 ca.	Single Dwelling	Vernacular	Aluminum Siding	2	Side Gable	None	C

h-32-21

STATEMENT OF SIGNIFICANCE

Riverdale Park is an excellent example of the many residential subdivisions that emerged in Prince George's County in the last decades of the nineteenth century to support the burgeoning population flocking to the nation's capital. The middle-class suburb, which is framed by major transportation corridors, expanded with the early twentieth century advent of the streetcar and automobile. Riverdale Park developed primarily under the direction of the Riverdale Park Company between the 1889 platting of the community and 1920. As originally laid out by D.J. Howell, Riverdale Park incorporated a series of angular streets and landscaped traffic circles. The three original sections of the suburb utilized relatively uniform lot dimensions and building setbacks, thereby creating a cohesive development of middle- and upper-middle-class housing. The residential housing lots surrounded the Federal-style Riversdale mansion, which was constructed for the Stier and Calvert families between 1801 and 1807. The original subdivision of Riverdale Park was smaller than the present neighborhood, which now includes additions platted as "West Riverdale," "Gretta Addition to Riverdale," and "Dr. R.A. Bennett's Addition to Riverdale." The chronological development of the now-enlarged Riverdale Park neighborhood is documented by its architecture, which includes a wide range of construction dates from the 1890s to the infill construction of the late 1990s. Varying from large two-and-a-half-story wood frame dwellings to smaller bungalows, the residential areas of the neighborhood are generally defined by an eclectic collection of imposing Queen Anne- and Colonial Revival-style houses, and more modest examples of Colonial Revival-, Craftsman-, and Tudor Revival-style dwellings. The availability of retail stores at the center of the subdivision and along Baltimore Avenue aided the independence of the community and its eventual incorporation as a town.

As a whole, the late-nineteenth/early-twentieth-century suburb of Riverdale Park has achieved significance as the product of a distinctive period, with individual components combined to create a distinguishable entity with high artistic value. Further, the Riversdale mansion, with a period of significance from 1801 to 1864, documents the initial development of the area as a rural estate in the early nineteenth century. The district meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with two periods of significance extending from 1801 to 1864 and from 1889 to 1940. The neighborhood consists of 523 properties including 466 single dwellings, six multiple-family dwellings, forty-three commercial buildings, a firehouse, a passenger station with a waiting station, a small family cemetery, a funeral home, two warehouses, a trailer, and a garage. There are 436 contributing primary resources and 87 non-contributing primary resources, supported by a total of 267 secondary resources, such as garages and sheds. Of the substantial secondary

resources, 150 are contributing.

Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.

Riverdale Park meets criterion A of the National Register of Historic Places as a planned community that developed from an early-nineteenth-century rural estate owned by the Stier-Calvert family. By the middle part of the nineteenth century, the Calverts began to recognize the importance of suburban subdivisions, ultimately platting Ellaville to the west of Riversdale and providing land for the platting of Old Town College Park to the north of Riversdale. The Baltimore and Ohio Railroad initial spurred development and growth in the Riverdale Park suburb. In 1902, a streetcar line administered by the Washington and Suburban Railway Company traveled to the community, connecting Riverdale Park to neighboring communities and Washington, D.C. Later, the Washington, Spa Spring and Gretta Railroad Company serviced the community. The increasing acceptance of the automobile and the need for efficient transportation routes into the District of Columbia, however, resulted in the emergence of Baltimore Avenue as the primary transportation route through the community. Consequently, Riverdale Park was firmly established as a commuting suburb of Washington, D.C. by 1950.

In 1887, former New York State Senator and iron mogul John Fox and real estate developer Alexander Lutz purchased 474 acres of land that historically was part of the Stier-Calvert family's Riversdale farm. In 1889, Fox and Lutz formed the Riverdale Park Company, contracting surveyor D.J. Howell to develop the plan for Riverdale Park. Howell planned the community in three sections with an overlay grid of streets with two focal points: the Riversdale mansion and the central railroad line/proposed business district, both of which were located in Section One of Riverdale Park.

Initial development within the community was residential, followed by the construction of a school, church, and passenger station in the mid-1890s. The first buildings to be constructed within the community were large wood frame dwellings that appealed to the upper class of the late nineteenth century. By 1904, approximately sixty buildings had been erected in Section One, the majority of which were in close proximity to the Riversdale mansion and the railroad and streetcar tracks. The number of resources increased to 194 by the 1920 incorporation of the community as the Town of Riverdale. Over the next twenty years, 220 additional resources were constructed. Development within the community slowed after the onset of World War II, with 87 resources erected after 1940. The proximity of Riverdale Park to Washington, D.C. resulted in continued development of the three original sections and the expansion of the community

through three additions. Begun in 1906 with the platting of "West Riverdale" by Francis Carmody, expansion of Riverdale Park continued over the next thirty years with the platting of the "Gretta Addition to Riverdale" (1910) and "Dr. R.A. Bennett's Addition to Riverdale" (1937).

Expansion of the community was also instigated by the availability of transportation and retail stores. Establishment of the commercial core began at the turn of the twentieth century. These businesses surrounded the passenger station at the center of the community. In the 1920s, the establishment of a commercial corridor along Baltimore Avenue augmented, and ultimately dominated, the central commercial district. Baltimore Avenue continues to serve as the primary transportation corridor through the town.

> **Criterion C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.**

The suburban neighborhood of Riverdale Park meets criterion C of the National Register of Historic Places for its substantial concentration of domestic architecture of the late nineteenth and early twentieth centuries, representing the Queen Anne, Colonial Revival, and Craftsman styles. Surrounding the 1801-1807 Federal-style Riversdale mansion, the majority of the residences were speculatively designed by the Riverdale Park Company and local builders and architects, including Joseph A. Blundon and Walter R. Wilson. The earliest houses erected within Riverdale Park were generally large-scale Queen Anne- and Colonial Revival-style residences built for upper-middle class residents. Set back from the street, these larger dwellings were augmented by wrap-around porches, turrets, and intersecting gables.

By the time residential construction began to take off in the 1920s, house sizes and stylistic features had begun to change in response to a new clientele. Consequently, a substantial number of smaller, less ornate houses were built within the original borders of the neighborhood. The dominant type of dwelling was the modest Craftsman-style bungalow and other smaller buildings of minimal ornament. Many of these dwellings were the products of mail-order companies or local realty enterprises that offered modest foursquare buildings, Cape Cods and bungalows ornamented in a variety of styles. The two commercial areas, located at the center of the community and along Baltimore Avenue, display an array of early- to mid-twentieth century building types and styles common in many suburban communities. Included among the many

commercial resources are one-story, one-bay-wide structures of wood frame construction, two-story, two-part commercial blocks of brick construction and minimal ornamentation, and one- to one-and-a-half-story buildings of the mid-twentieth century that display stronger ties to popular styles such as the Art Deco and Colonial Revival styles.

Further, as a result of this type of early-twentieth-century suburban development, nineteenth-century farms throughout the area surrounding Washington, D.C. were often subdivided to provide buildable lots for single-family dwellings. Typically, the original dwellings that occupied these rural estates were razed in favor of modern housing. This was not the case in Riverdale Park, however, where the early-nineteenth-century Riversdale mansion was retained by the Riverdale Park Company as a picturesque focal point for the community. Thus, the nineteenth century improvement of the land was not totally lost by twentieth-century suburbanization.

HISTORICAL BACKGROUND

The Calvert Family and Riversdale (1801-1864)

The community known today as Riverdale Park was originally part of the vast estate of the Stier-Calvert family. In 1794, Henri Joseph Stier and his family arrived in the United States from Antwerp, settling first in Philadelphia and then moving to Annapolis. The Stiers were members of Belgium's aristocracy and, thus, at risk of losing their title, lands, and potentially their lives as the French Revolution (1789-1799) descended on the rest of Europe. Their affluence allowed the Stiers to quickly integrate themselves into the upper class of Philadelphia society upon arrival in the new country.[3]

The Stier family's decision to move to the Maryland capital of Annapolis was based on a combination of financial means and their inability to return to Belgium. Although the Stiers were residing in the United States, they were still being heavily taxed by the French government once the revolutionary army overtook Antwerp. Thus, living in Philadelphia, at that time the nation's capital, proved to be too expensive for the family because of their financial obligations overseas. The debt incurred through French taxation could be offset by their move to Annapolis, where they would find a less expensive cost of living. In September 1795, they finally moved to Annapolis, where they ascended through the ranks of Maryland society.[4]

In 1800, Henri Stier purchased 729 acres of property in Prince George's County and began

construction of a dwelling shortly thereafter. To design a country seat at their vast rural estate, Stier commissioned renowned architect Benjamin Henry Latrobe. However, the Latrobe commission was never fully realized. Stier eventually selected William Lovering, a Washington, D.C. architect, to design the house. With the west wing complete by 1802, Henri and Marie Louise Stier moved from their rented house in Bladensburg into the unfinished dwelling they called "Riversdale."

The following year, in 1803, the Stiers returned to Belgium, finally actualizing their desire to return to their homeland. Consequently, the Prince George's County property was transferred to Henri Stier's daughter, Rosalie, and her husband, George Calvert. The son of Benedict Calvert and a descendant of Charles Calvert, the fifth Lord Baltimore, George Calvert had amassed a sizable fortune. By 1828, he was the wealthiest man in Prince George's County, with assets valued at $53,762. Politically active in the late eighteenth century, George Calvert was elected to the Maryland General Assembly in 1796 as a house delegate from Prince George's County, a position he retained through 1799. He served as a director of the Bank of Washington in the early 1800s and later became president of the institution from 1828 to 1830. Meanwhile, he served as the president of the newly formed Baltimore and Washington Turnpike Company in 1813. Through the early nineteenth century, Calvert's interests shifted from politics to agriculture, and by 1828, his land holdings included over 2,000 acres that comprised the Riversdale plantation and neighboring properties of Bucks Lodge and Rossborough Farm. With funding and directives provided by Henri Stier from Belgium, the Calverts oversaw the final construction efforts at Riversdale and continued to develop the plantation over the next decade.[5]

After the deaths of Rosalie in 1821 and George Calvert in 1838, the property in Prince George's County was devised to two of their sons. Charles Benedict Calvert became the proprietor of the plantation. The estate was not settled for another eight years due to complications in George Calvert's earlier acquisition of his assets. As the person most interested in his father's agricultural practices, Charles Benedict Calvert maintained Riversdale and its acreage, subsequently purchasing his siblings' interest in the property. Calvert, a proponent of progressive agricultural techniques, was instrumental in the formation of local, statewide, and national agricultural societies. His work in the field of agricultural science led to the establishment of the United States Agricultural Society, of which he was vice president, and the Maryland Agricultural College (now the University of Maryland at College Park). Calvert even sold a portion of his lands at a reduced cost to form the Maryland Agricultural College. Politically active, Calvert was a member of the Maryland State House of Delegates in 1839, 1843, and 1844 and served in the United States House of Representatives from 1861 to 1863.

With Charles Benedict Calvert's death in 1864, the plantation property was subdivided among the heirs. Calvert's widow, Charlotte, received a 300-acre dower lot that included the mansion and numerous outbuildings, including the family graveyard, kitchen, principal barns and tenant houses. This portion included most of what was to become the late-nineteenth-century suburban subdivision of Riverdale Park. The remaining acreage throughout Prince George's County was divided among the five surviving children.[6]

The Calvert land was primarily agricultural, connected to Baltimore, Bladensburg, and Georgetown by colonial and post-Revolutionary War roads. The main road traversing the area was the Washington and Baltimore Turnpike, the predecessor to today's U.S. Route 1 (Baltimore Avenue). This sixty-foot-wide stone-and-gravel road was incorporated as a turnpike by an Act of the Maryland General Assembly in 1812. The turnpike was opened in part at the beginning of 1815, and completed to its total length of thirty-six miles in the following years. The amount of traffic along the Washington and Baltimore Turnpike prompted the construction of numerous taverns and inns, including the tavern on Calvert's own Rossborough Farm (circa 1803, currently the faculty-alumni club of the University of Maryland). Destined to become a primary transportation route, Baltimore Avenue serves as the western boundary of Riverdale Park, with West Riverdale to the immediate west.[7]

Running parallel to the turnpike was the Washington branch of the Baltimore and Ohio (B&O) Railroad. The railroad, which ran through Prince George's County for 13.6 miles, consisted of a single line of tracks when laid in 1835. By the early 1860s, the line was upgraded to a double-track system, with several stops and stations established at various intervals along the route. Initially, daily service consisted of two round-trip passenger trains between Washington, D.C. and Baltimore, with freight service as needed. The railroad's speed, convenience, and lower freight rates for agricultural products offered stiff competition for the turnpike. Consequently, the turnpike company dissolved in 1866, abandoning maintenance of the road. Renamed the Washington and Baltimore Boulevard, the physical condition of the thoroughfare and the amount of traffic traveling the road continued to decline well into the early twentieth century.[8] The Baltimore and Ohio Railroad Line bisected the community of Riverdale Park, continuing to provide service for patrons to Washington, D.C. and Baltimore into the early twentieth century. Use of the B&O line as a method of transportation declined after the turn of the twentieth century brought the less expensive streetcar service to Riverdale Park. In the late twentieth century, the B&O right-of-way was revived as the right-of-way for freight trains and the MARC commuter train.

The Riverdale Park Company and the Platting of Riverdale Park (1887-1920)

The heirs of Charles Benedict Calvert conveyed 474 acres of Prince George's County land to New York City businessmen John Fox and Alexander Lutz in two separate transactions in 1887. The first deed involved the sale of 300 acres and including the Riversdale mansion. The remaining 174 acres, which extended north from the mansion, were transferred to Fox and Lutz shortly thereafter.[9] The cost of the sales to Fox and Lutz totaled $47,000. In less than a year, Lutz conveyed his interest in the title to Fox. On March 23, 1889, Fox and Lutz formed the Riverdale Park Company, which was named in honor of the grand Federal-style mansion at the center of the proposed community. The Riverdale Park Company, with a capital of $150,000, was a real estate and development firm organized for the purpose of subdividing the Calvert land purchased by Fox and Lutz. The company planned on creating an upper-middle-class residential suburb for residents working in Washington, D.C. and Baltimore. The New York City-based company intended to issue 15,000 shares.[10]

John Fox was born in Canada in 1835 and moved with his family to New York City at the age of five. Fox served as the supervisor of New York City from 1863 to 1864 and as supervisor of New York County in 1864. He was elected to the United States House of Representatives in 1867, completing his second term in 1871. Although he chose not to run for a third term, Fox did serve as member of the New York State Senate from 1894 until 1910. Beginning in 1894, he was the president of the National Democratic Club.[11] Fox worked as an iron merchant, with a foundry located at 160 Broadway in New York City. The foundry produced cast-iron gas and water pipes, fire hydrants, and lampposts. The company advertised its output as "foundry work of all kinds."[12] Despite having returned to New York following his tenure in Congress, John Fox teamed with Alexander Lutz to create the Washington, D.C. suburb of Riverdale Park in the late 1880s. Fox served as the company's first president. Upon his death in 1914, Frederick B. Schenck and Miles M. O'Brien, both of whom were bankers in New York City, followed him as the presidents of the Riverdale Park Company.[13]

Fox's partner Alexander Lutz was not as prominent in politics or business. Little is known about him, for census information throughout the late nineteenth and early twentieth centuries does not reveal his name or place of residence in Washington, D.C., Maryland, or New York. However, it is known that he was active in New York City in the field of real estate beginning in 1886. Prior to that, Lutz does not appear to have lived in the city. In 1886, he lived at 529 West 71st Street, moving to 153 Broadway in 1888. Although he remained professionally active in New York

City, Lutz moved to Mount Vernon, New York by the early 1890s. In 1891, his occupation was listed in the city directory as "contractor."[14]

Upon organization, the Riverdale Park Company initially set up offices in the Riversdale mansion. In 1893, the Riverdale Park Company moved into purpose-built offices at the corner of Madison Avenue (now Queensbury Road) and Rhode Island Avenue. The Riverdale Park Company then sold the Riversdale mansion to Fanny Kelly Gordon, who used the building as a boarding house until she sold it in 1912.[15] The Calvert family cemetery was separated from the mansion property and sold independently to the Presbyterian congregation in 1896. The church then maintained the small family cemetery.

Surveyed and platted by D.J. Howell in 1889, the original plan for the suburb of Riverdale Park focused the community around the B&O Railroad, which traveled roughly north to south parallel to and between Maryland Avenue and Lafayette Avenue. A grid of east-west and north-south roads, which drew their names primarily from past presidents, surrounded the central ellipse that served as the site of the commuter train station. The first of the stations was constructed in 1890. Howell offset the rectilinear grid of avenues that dominated most of the development with a series of picturesque curvilinear streets and landscaped traffic circles. Although the Riversdale mansion was not the centerpiece of the community, it remained a decorative focal point. When the mansion was sold by the Riverdale Park Company to Fanny Kelly Gordon in 1893, two lots to the north of the house were set aside for use as an ornamental public park with a clear view of the imposing stucco-clad mansion.[16] This ensured the mansion a more rural setting while providing the community with a public park.

The community of Riverdale Park was platted in three sections. The largest of the three sections was Section One, which consisted of approximately 740 lots. Section One was bounded on the north by Monroe Avenue (now Tuckerman Street) and on the east by Taylor Avenue (now Taylor Road) along the Northeast Branch of the Anacostia River. Grant Avenue (now Oglethorpe Street) formed the southern boundary to the east of the railroad tracks, while the south boundary west of the railroad tracks was Pierce Avenue (now Madison Street). The Washington and Baltimore Turnpike extended from Madison Street to Tuckerman Street as Section One's western boundary. After platting, the section of unimproved land surrounding Riversdale was reduced to approximately six acres roughly bound on the north by Jefferson Avenue (now Riverdale Road), on the east by Taylor Road, on the south by Oglethorpe Street, and on the west by Arthur Avenue (now 48th Avenue).

Section Two comprised only a small parcel of land divided into thirty-three lots. This section was bounded on the west by Taylor Road, on the south by Oglethorpe Street and on the east by Riverside Drive. Eight lots fronted southward on the north side of Riverdale Road, which formed the northern boundary of the section. Section Three of the Riverdale Park plat extended south from Oglethorpe Street on the east side of the railroad tracks. Traversed by the Northeast Branch of the Anacostia River, Section Three was bounded on the east by East Tanglewood Drive. On the west side of the river, Riverside Drive curved to the west and formed the southern boundary of this section. From Riverside Drive, a diagonal boundary line extended to the northwest parallel with Roosevelt Avenue (now 47th Avenue) to a terminus at the southern end of five lots that fronted north on the south side of Madison Street. The western boundary of Section Three was the B&O Railroad right-of-way.

Although the plats for all three sections were recorded in 1899, initial improvement of the lots occurred only in Section One, primarily over a period of fifteen years. The establishment of the built environment essentially occurred through the efforts of the Riverdale Park Company, which hoped to encourage development. Consequently, the Riverdale Park Company undertook the design and completion of model houses throughout the subdivision. These imposing wood frame dwellings represented the most popular forms and styles of the period and include the Harry Smith House at 4707 Oliver Street (1890) and the Werneck House at 4606 Queensbury Road (circa 1892), to name just two examples. Promotional literature published by the development company after the turn-of-the-twentieth century hinted that modern conveniences available in the community included sewage, telegraph, and telephone service.[17]

Recognizing the financial potential of the new suburb, builders purchased groups of lots that were soon improved by high-style single-family dwellings.[18] Joseph A. Blundon was one such late-nineteenth-century builder, as well as the first manager of the Riverdale Park Company. Blundon acted independently of the development company when he purchased several lots each year for the purpose of overseeing the construction of single-family dwellings. Between 1891 and 1909, he was responsible for the erection of roughly ninety buildings in Riverdale. Accordingly, he became known as the "Father of Riverdale."[19]

Many of the dwellings first erected in Riverdale Park were built along or near the B&O Railroad line at the center of the community, suggesting that the first residents commuted to work in Baltimore or Washington, D.C. The high-style late-nineteenth- and early-twentieth-century architecture of the community indicates that the promotional efforts of the Riverdale Park Company were aimed at members of the upper middle class, who were able to afford not only

these newly constructed dwellings, but also the cost of commuting to and from the city by passenger train.

In addition to the domestic development that was taking place, several non-residential buildings were erected soon after the platting of Riverdale Park. In 1895, the Riverdale Park Company funded the construction of a two-room schoolhouse that was furnished and donated to the community.[20] The school was sited on the east side of the north entrance to the Riversdale mansion and had an initial enrollment of forty students. By 1919, the student body had outgrown the school. A new school was then constructed on Riverdale Road near Taylor Road. The first elementary school was demolished by the mid-twentieth century.[21]

The Riverdale Presbyterian Church was constructed in 1896 at the southern terminus of Buchannan Avenue (now 47th Avenue) at Lincoln Avenue (now Rittenhouse Street). The new church provided a more convenient place of worship for residents who had previously been attending services at the Presbyterian Church in nearby Hyattsville. Built on land donated to the congregation by the Riverdale Park Company, the edifice was sited next to the Calvert family cemetery. The increasing growth of the congregation after the turn of the twentieth century prompted the enlargement of the building in 1912. It was ultimately razed in the late 1960s by the creation of East West Highway.[22]

The residents of Riverdale Park formed social organizations from the earliest period of development. In 1893, the Riverdale Citizens' Association was organized to oversee the implementation of better-living conditions in the community. Their first undertaking was the establishment of lighting along the town's streets. In 1896, a second citizen association was formed, taking on the continued effort of street lighting in addition to the governing of the school and road maintenance. Among the many other social groups in Riverdale Park were a number of fraternal organizations, including the Mount Hermon Lodge of Freemasons and the Ruth Chapter of the Eastern Star. Active in the Mount Hermon Lodge were local builder Walter R. Wilson and Dr. Samuel M. McMillan, among others. Additionally, residents could participate in activities sponsored by the Riverdale Athletic Club, Riverdale Historic Society, and the Musical, Literary, and Dramatic Club of Riverdale.[23]

Section One of the subdivision was home to roughly sixty Queen Anne- and Colonial Revival-style houses, with at least five more single-family dwellings under construction at the time of the Riverdale Park Company published a promotional brochure in 1904.[24] Evident in the brochure is the dominance of late-nineteenth-century architectural tastes on early-twentieth century

buildings. Examples of this include the Dutch Colonial Revival-style Charles F. Castella House at 4711 Sheridan Street (1908) and the Queen Anne-style Harry Smith House at 4707 Oliver Street (1890), both erected by the Riverdale Park Company.

The new construction revealed in the company's 1904 brochure, however, indicated the beginning of the move away from the construction of grandiose suburban houses that were popular in the Gilded Age of the late nineteenth century. After the turn of the twentieth century, the shift from expansive Victorian dwellings to more modest Colonial Revival-style and Craftsman-style bungalows had begun. Evidence of this change can be seen at the Craftsman-style Ryan-Little House at 4506 Sheridan Street (1905), the Sevener House at 4306 Queensbury Road (1915), and the Harry E. Burns House at 4605 Oliver Street (1916).

The extension of streetcar service into the community greatly aided the efforts of the Riverdale Park Company to increase settlement of the subdivision, despite the existing service of the B&O Railroad. Although streetcars had begun to operate in Washington, D.C. as early as 1862, they did not connect to the outlying suburbs until the turn of the twentieth century. The streetcar system was extended to the Maryland suburbs in response to renewed population and economic growth as well as the encouragement of the real estate developers like the Riverdale Park Company, who hoped to profit from further development. Traversing Maryland Avenue, the electric streetcar line through Riverdale Park was initially operated by the Washington, Berwyn, and Laurel Railroad Company (later consolidated as the City and Suburban Railway Company and then the D.C. Transit Company). Although the B&O Railroad already serviced Riverdale Park, the streetcar proved to be less expensive and faster.[25] The new streetcar line, completed in 1902, provided direct access to the Washington, D.C. terminus at the U.S. Treasury Building at 15th and G Streets, N.W., from its Laurel, Maryland, terminus. In addition to the station stop at Riverdale Park, suburban service was provided to the neighboring communities of Hyattsville, College Park, Lakeland, Berwyn, Branchville, Beltsville, and Contee.[26]

Although residential development and social institutions were thriving as early as the 1890s, the business district was only beginning to take shape in the early twentieth century. The proximity of commercial interests to this main transportation route was the primary factor in the establishment of the business district at the center of the suburb along the railroad rather than along Baltimore Avenue. One general store, possibly the G.B. Gettings grocery store, was located near the station. The Riverdale Park Company's promotional book indicated that, although few stores were located in Riverdale Park, delivery service was available from many of the larger stores of Washington, D.C., such as Hecht's, Woodward and Lothrop, and the Palais

Royale. Additionally, a poultry plant managed by John R. Risdon, and Alfred T. Browning's farm were located in Riverdale Park. These agricultural holdovers, the first of which was depicted in the 1904 promotional literature, added to the community's rural appearance during its first two decades of development.[27] Within ten years, however, the town was home to a barbershop at the intersection of Rittenhouse Street and the streetcar tracks, a notions shop along the streetcar tracks near Lincoln Avenue, and a bakery on Riverdale Road near the bridge over the northeast branch of the Anacostia River.[28]

A part of the mid-nineteenth century tract known as "Ellaville" was the first addition to Riverdale Park. Charles Benedict Calvert had subdivided the land into seventeen buildable lots in 1853. However, improvement of the lots did not occur. Thus, the trustees of Charles Benedict Calvert sold fifty-five acres of Ellaville to building contractor Francis S. Carmody in 1906. The sale included Lot 5 and Lots 10 through 16 of the original seventeen lots within Ellaville. The neighboring City of Hyattsville annexed lots numbered one through four. Lot 17 was added to the Town of Riverdale in the 1930s.

Carmody replatted his acquisition and named the addition "West Riverdale." In an attempt to generate development, he reduced the lot size from an average of three acres to less than one acre, thereby creating a greater number of lots. Yet, little development occurred. Initially, only the lots along the west side of Baltimore Avenue were sold and developed because of their commercial potential. Thus, in 1915, Carmody sold approximately 200 unimproved lots to Walter R. Wilson, who developed the remaining portion of the addition. Wilson frequently advertised his improved properties in the *Evening Star* throughout the 1920s.[29] Although he constructed a number of buildings in Riverdale Park as early as 1904, Wilson was more prolific as a local builder in West Riverdale.[30]

Aided by the availability of a second streetcar line, the efforts of M. Hampton Magruder, C.A.M. Wells, and Frank M. Stephen resulted in the next expansion of Riverdale Park with the 1910 replatting of the tract known as "Columbia." Renamed the "Gretta Addition to Riverdale," the addition was roughly bounded on the north by Magruder Avenue, on the east by Edmonston Road, and on the south by Riverdale Road. The Gretta Addition to Riverdale was platted to the east of Riverdale Park and the northeast branch of the Anacostia River, encompassing eight blocks that were divided into a total of 179 lots.[31] This area was serviced by the Washington, Spa Spring and Gretta Railroad Company, chartered in 1905. The railway initially ran from the District line along Bladensburg Road to 15th and H Streets, and Maryland Avenue, N.E. Development of the new addition to Riverdale Park and surrounding neighborhoods was the

stimulus for the line's construction and its ultimate extension to Berwyn by 1911.[32]

The 1910 census reveals that the demographic makeup of Riverdale Park was solidly middle-class and Caucasian. A sampling of the census indicates that many of the residents were employed in various capacities by federal agencies based in Washington, D.C. William H. Chase, for example, was employed as a printer in the Government Printing Office. Chase, born in 1865, was head of a family of seven. The printing office also employed forty-four-year-old William S. Perkins, who lived in Riverdale Park with his wife and four children. Henry Stailey, born in 1870, was employed as a printer in the Treasury Department and had recently moved to Riverdale Park from Washington, D.C., with his wife and seven children. Several residents of Riverdale Park were employed as bank clerks and real estate agents or brokers, including Lewis Shipley, the twenty-year-old son of Joseph and Fannie Shipley. His father was the manager in the Government Printing Office. Likewise, nineteen-year-old William M. Wilson was also employed as a bank clerk. Wilson's father was a Pension Office clerk from New York. The census indicates that the majority of these higher paying positions enabled many residents of Riverdale Park to own their homes, rather than lease them.

However, many residents in Riverdale Park worked in semi-skilled and unskilled positions, including sales clerks, laborers and servants. Thirty-three-year-old Charles Griffith worked as a laborer, providing miscellaneous carpentry work to support himself and his wife, Annie. Henry E. Lewis, who was employed as a drug clerk in a department store, had a son whose income from occasional work as a painter supplemented the family income. Several listings in the 1910 census record an individual's occupation as "odd jobs." Those individuals or smaller families supported by unskilled labor jobs typically occupied rental housing. Additionally, few African Americans or immigrants resided in the community in the early twentieth century. Those who did were generally tenants. Listed in the census records are many boarders whose occupations were noted as "housekeeper" or "servant." All were women of various ages, with no relation to their employers.[33]

Simultaneous to the early development of Riverdale Park, the Riversdale mansion was sold at public auction to Thomas H. Pickford, a Washington-based builder who used the property for rental purposes. From 1914 to 1917, the property served as the Lord Baltimore Country Club at Riversdale. California Senator Hiram W. Johnson leased the house from 1917 until 1929. In 1926, Pickford sold the property to Arkansas Senator Thaddeus Caraway, although Johnson's lease extended to 1929. Johnson insisted that his verbal agreement with Pickford permitted the Senator's occupancy of the property for the duration of his tenure in Congress. Although

Johnson was reelected in 1928, 1934, and 1940, Caraway took possession of the house in 1929, after three years of disputing occupancy rights with Johnson. Upon Caraway's death in 1931, Hattie Wyatt Caraway assumed her husband's position in the Senate, a position she held until 1945. From Caraway, ownership of the mansion was transferred to former Oregon Representative Abraham Lafferty, who resided in the dwelling from 1933 until 1949.

Residential development of Riverdale Park continued without hindrance through the early twentieth century. Nevertheless, the administrative and public works efforts of the Riverdale Park Company and the Riverdale Citizens' Association were less than effective. The citizens' association had funded street lighting in the late nineteenth century, and the Prince George's County government provided a constable for local law enforcement in the early twentieth century. Yet, the local agencies could not provide for a larger school or for the materials and labor needed to pave the streets. These issues were at the forefront of the community's efforts to incorporate as a town in 1912. Although denied by the Maryland General Assembly, the bill to incorporate Riverdale Park did bring to light badly needed improvements in the community. Instead of establishing a full-time fire department, a hose and reel company was begun in 1913 and served the community as a volunteer organization for the next ten years. The construction of a high school was funded in 1914, and in that year, the Riverdale Election District was created in response to the community's increasing population.[34]

The Town of Riverdale (1920-1940)

On April 16, 1920, Riverdale Park and its several of its additions were incorporated as the Town of Riverdale with the passage of House Bill No. 585.[35] The word "Park" was removed from the town's official name with the incorporation, although "Riverdale Park" was still generally used. Nearly one month later, Dr. Samuel McMillan was elected as the first mayor of the new town. McMillan had previously opposed efforts at incorporation of the community but was apparently viewed by the residents as an able political figure. At the election held in the offices of the Riverdale Park Company, voting residents also elected five council members. Immediately upon appointment, the mayor and council members began a systematic overhaul of the town and its amenities.[36]

The primary goal of the new administration appears to have been the granting of a collective voice to the residents of the community. Earlier complaints about road conditions, street lighting, and other civic improvements went unheeded by the Riverdale Park Company. Consequently, the mayor and council set to work enacting legislation that addressed the needs of

the residents and overall community. Among their accomplishments in the six months after incorporation was the establishment of a protocol by which residents could voice their community-related concerns to the newly appointed council. Additionally, the town council formed committees to address civic improvement issues such as road maintenance and sanitation. In 1923, the town organized the Riverdale Fire Department to adequately replace the hose and reel company formed in 1913. The actual establishment of the fire company was not possible until the early 1920s, however, as the logistics of providing enough water and water pressure were not worked out until 1923, when the Washington Suburban Sanitary Commission began laying water lines throughout Riverdale and nearby communities.[37]

Residential development continued at a rapid pace after the town's incorporation. The 1920 census recorded the town's population at nearly 1,600 inhabitants. However, little change had occurred in the overall demographics of the community, and owner-occupied houses continued to dominate. Residents employed as clerks in local businesses were also numerous. Unlike ten years earlier, fewer individuals were employed in semi-skilled and unskilled labor positions. Harry Hagarty, a forty-one-year-old lawyer, supported a family of four. The family of James H. Parr, who was born in 1868, was supported primarily by his income as a bookkeeper for the Government Printing Office. Additionally, one of his two daughters was employed in a stationary store while the other worked at a dry goods store. Mark F. Welsh supported himself and his wife, Anna, with his salary as a college professor. Robert Carpenter, head of a family of five, was employed as a scientific clerk at the Department of Agriculture. His eldest daughter, Ada, was also employed in by the Agriculture Department as a typist.[38] The popularity of suburban life among the middle class increased through the 1920s. Increasing numbers of white-collar professionals and their families continued to move from the city center into the suburbs surrounding Washington, D.C.

To meet the needs of this growing middle class population in the town of Riverdale, the construction of wood frame bungalows reached its zenith in the 1920s and 1930s. Builders constructing bungalows throughout this period often used pattern book designs and precut materials. National businesses such as the Gordon-Van Tine Company, the Ray H. Bennett Lumber Company, and the J.D. Loizeaux Lumber Company offered catalogs of bungalows with Colonial Revival-style and Craftsman-style ornamentation that were inexpensive and easily constructed, enabling a large number of residential buildings to be constructed within a short period of time. Additionally, it was typical for blocks of vacant lots to be purchased by one builder or a development company and then improved by the construction of similar dwellings and, as was common beginning in the 1920s, detached garages. Historic maps of the Town of

Riverdale indicate that many neighboring dwellings presented an identical footprint, indicating construction of buildings by a single developer or company using one pattern. The sparsely developed early-twentieth-century landscape in Section One of Riverdale Park was extensively improved by the late 1920s. Section Two was only moderately developed by the 1920s, and Section Three was almost completely unimproved.

Throughout the 1920s, the classified section of the *Evening Star* announced the sale of residential lots and dwellings in the Town of Riverdale. These announcements usually touted the benefits of the dwellings:

> "$6,000; A NEW BUNGALOW, CONTAINING all features to make it a real home; five large rooms, foyer entrance hall; pantry and bath; electric lights; open fireplace; trimmed and floored with hardwood; cabinet gas range; laundry trays, etc.; large lot.[39]

The emphasis on modern conveniences was coupled with the advertisement of the many available avenues of transportation afforded residents of the Town of Riverdale. An advertisement in 1922 stated that one of the available lot was "near [street]car line and Baltimore Boulevard."[40]

The numerous advertisements, many of which were issued by the Riverdale Park Company, also indicate the decline of the company and its need to sell off its assets as quickly as possible. As a result of the 1920 transfer of power from the Riverdale Park Company to the municipal government, the importance of the real estate company began to diminish, prompting a financial strain. In an effort to regain losses, the Riverdale Park Company began renting its headquarters for public meetings and as storage for coal in the winter. Nevertheless, within ten years of the town's incorporation, the Riverdale Park Company went bankrupt.[41]

During this period, the social development of Riverdale continued to grow with the establishment of several civic-minded groups and other institutions. The Riverdale Women's Club was organized in 1921 with the intent of raising money to aid poorly funded government agencies like the fire department and to help feed and clothe poor families. Four years later, in 1925, the Women's Civic Club was formed to supplement the sanitation efforts of the government by working on the beautification of the community through the maintenance of local parks, sidewalks, and the nearby Anacostia River. Supplementing the *Riverdale Sentinel*, which commenced weekly publication in the 1910s, the *Riverdalian* was first published by the Riverdale Citizens' Improvement Association on February 15, 1924. It was the association's

goal to keep the residents of Riverdale informed about community affairs, whether social or political in nature.[42]

At this time, the commercial district of Riverdale was firmly rooted at the center of the town around the B&O Railroad passenger station. Transformed from the small enclave of general stores in the early twentieth century, the commercial district came to include a hardware store, drugstore, and several gas stations. A Gulf Refining Company gas station was constructed circa 1925 at the corner of Queensbury Road and Baltimore Avenue (the building was demolished and replaced by a second gas station circa 1950). The corner of Queensbury Road and Rhode Island Avenue was home to several stores, including the Sanitary Grocery Store and a small movie theater. Organized in 1928, the Citizens Bank of Riverdale opened on November 20th at the intersection of Baltimore Boulevard and Queensbury Road. Due to its increasing success over the next twenty-five years, the bank, which was demolished in the mid-1950s, changed its name to the Citizens Bank of Maryland in 1952.[43] The municipality of Riverdale continued to grow despite the limitations of the Great Depression. In the 1930s, the Public Works Administration awarded Riverdale a grant defraying nearly half of the construction cost of building a new fire station and town hall.[44]

In 1937, "Dr. R.A. Bennett's Addition to Riverdale" actually expanded the neighborhood of West Riverdale. This addition was composed of a portion of Lot 17 of Ellaville. It was located west of Baltimore Avenue and bounded on the south by Ashland Avenue (now Queensbury Road), on the north by Colesville Road (now East West Highway), and on the west by West Riverdale. The *Sanborn Fire Insurance Maps* of 1939 indicate that further infill construction was taking place throughout Riverdale. Like earlier building efforts, those of the 1930s were dominated by modest wood frame dwellings on the few remaining unimproved lots interspersed throughout Sections One and Two of the development, and the West Riverdale additions. Section Three, however, was still largely undeveloped. By 1940, the town's population had increased to 2,330 persons.

The Town of Riverdale and Riversdale After 1940

The Engineering and Research Corporation (ERCO) constructed a plant to the north of Riverdale in the late 1930s. The company, which produced the Ercoupe airplane during its initial period of operation, employed many of Riverdale's residents during World War II. Like many industrial plants throughout the nation, ERCO's production had shifted to war-related materials in the 1940s. Production of the Ercoupe resumed after the war, peaking in 1946. The sale of this

airplane design in the early 1950s resulted in a significant decline in production levels at the ERCO plant. Thus, the company shifted its focus in 1951 and began to produce school busses and trucks, and the loss of jobs brought on by the discontinuance of airplane manufacturing had a detrimental impact on the residents of Riverdale. Many individuals who were previously employed by ERCO could not find similar employment due to the lack of other large industrial or corporate complexes in the vicinity.[45]

Although ERCO was not responsible for the construction of housing in the community, the Allen Dwelling Authority did design and execute plans for the Calvert Homes Project, to be located immediately north of the Town of Riverdale between Baltimore Avenue to the east and Rhode Island Avenue to the west. To the north of Calvert Homes was the residential neighborhood of Calvert Hills in the City of College Park. The federal government purchased the twenty-five acres on which the housing project was constructed in 1941. The property was the site of the Calvert family's MacAlpine mansion, which was demolished shortly after the government's acquisition of the land. Constructed in 1942, the project was intended to house war industry workers employed at the ERCO plant. After the close of the war, the project continued to serve as housing for World War II veterans who were employed at the ERCO plant or were students at the University of Maryland. Although annexed to Riverdale, the Calvert Homes community was relatively independent from the town and was served by a separate elementary school. Additionally, residents of the housing project were not taxed by the local government of Riverdale and were therefore not granted voting rights in local elections. In 1954, Calvert Homes was closed and the buildings were demolished.[46]

The municipal government of Riverdale continued to grow and change during the mid-twentieth century. In 1941, the town changed the name of its roads to conform to the standards of the United States Postal Service and carried a similar pattern as those of Washington, D.C., and nearby College Park. Accordingly, the north-south roads were renamed numerically, while the east-west streets were given alphabetical names like Madison, Nicholson, Oliver, and Riverdale. In 1948, the mayor and council agreed to commence employing a full-time police officer, resulting in the discontinuance of part-time community policing in the evening and at night. The fire department also experienced changes during this period with the renovation of the existing firehouse between 1935 and 1937 to include a meeting hall and council chambers. Although the majority of the firefighters volunteered their services to the local community, by 1966, the fire department had four firemen who were employed by Prince George's County.[47]

Residential lots on the west side of the underdeveloped Section Three were lost in the mid-

1950s, due to the straightening of the Northeast Branch of the Anacostia River, which was naturally winding and often turbulent. Floods in 1907, 1912, 1933, and 1945 accompanied regular logjams along this stretch of the river. In 1954, flood control efforts undertaken by the Army Corps of Engineers required that the river's course be altered to enable a more passive water flow past the town. This resulted in the demolition of residential buildings and the loss of platted lots. Ultimately, the land between Riverside Drive and East Tanglewood Drive became property of the National Park Service as part of the 1,200-acre Anacostia Park.

With the growth of Washington, D.C., and the continued development of the city's suburbs, traffic through Riverdale increased significantly after World War II. Increased use of the automobile beginning in the 1920s, subsequent improvement of the road surface, and the demise of streetcar service in the community made Baltimore Avenue (U.S. Route 1) the primary north-south thoroughfare through the area. As a result, many of the residential buildings constructed along the road during the late 1800s and the first half of the twentieth century were demolished to accommodate new, transportation-related and service-related buildings. Those that remained were converted for use as commercial structures and extensively altered by the application of late-twentieth-century façades. Further, in an effort to accommodate increasing automobile traffic, East West Highway was planned in the mid-1960s and completed by 1968. This imposing transportation route, which included an overpass 100 yards to the north of the railroad grade crossing in Riverdale's town center, replaced the existing grade crossing that could not handle the heavy volume of daily traffic through the town. The completion of the highway and overpass required the demolition of at least sixty-six early-twentieth-century residential buildings in Section One of Riverdale.[48]

The demolition of residential buildings in the 1950s and 1960s, however, was balanced by the continued construction of infill housing in the late twentieth century. In 1947, Hattie Wyatt Caraway had sold the acreage occupied by the lake historically associated with Riversdale to developer J. Harris Rogers. The lake was drained and Rogers constructed modest suburban dwellings on the newly platted building lots, which were slightly narrower than those originally platted by the Riverdale Park Company in 1889.[49]

The remaining undeveloped residential lots located primarily in Section Three and scattered throughout Sections One, Two and West Riverdale were improved over the last fifty years of the twentieth century to accommodate a growing population. Although the 1960 census recorded a population of 4,400 inhabitants, roughly 1,000 fewer residents than in 1950, the town's population continued to expand after 1960. With the growth and expansion of Washington, D.C.

and Baltimore and the increasing ethnic diversity of suburban communities surrounding these urban centers, a high percentage of Riverdale's population became African American and Hispanic.

In 1949, Prince George's County had purchased Riversdale from Abraham Lafferty for use as the headquarters for the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Prince George's County delegation to the Maryland General Assembly, a purpose it served until the mid-1960s. The building then housed administrative offices. Annual tours of the property commenced in 1967 under the direction of the newly organized Riversdale Historical Committee in cooperation with the M-NCPPC. An outgrowth of the Riverdale Historic Society, the historical committee was incorporated as the Riversdale Historical Society in 1976, using the mansion as its offices until the early 1980s. Fundraising by the society continued through the 1980s and, in 1990, the M-NCPPC began restoration work on the property. Three years later, Riversdale was opened to the public. In 1997, Riversdale was designated a National Historic Landmark for its national importance as a significant example of Federal-style architecture. In addition, the building was recognized for its association with Charles Benedict Calvert, founder of the Maryland Agriculture College, which later became the University of Maryland at College Park. As the centerpiece of the Riverdale Park subdivision, the building is also associated with national trends in suburban development in the late nineteenth and early twentieth centuries.

Inspired by and concurrent with the restoration and nomination of Riversdale, historic preservation trends have taken hold in the Town of Riverdale. In 1991, the M-NCPPCC completed an architectural survey of the town. In 1992, the Harry Smith House (P.G. #68-4-1) was listed on the National Register of Historic Places under Criterion C for its significance as a representative example of Queen Anne-style architecture. Furthermore, the Warren House (P.G. #68-4-2), the Read-Lowe House (P.G. #68-4-67), and the Wernek House (P.G. #68-4-76), to name a few, have been designated local historic sites. The Calvert Family Cemetery, at the intersection of East West Highway and Rhode Island Avenue, (P.G. #68-4-3) is also a local resource. In the mid-1990s, the Town Center Revitalization Committee and the Preservation Association of Riverdale Park were formed in an effort to restore Riverdale's historic commercial center. These preservation efforts were accompanied by the stylized reconstruction of the B&O Railroad station at the town center. The original passenger station had been demolished in 1955. In 1994, the Mass Transit Authority proposed the construction of a new station, the design of which was inspired by the late-nineteenth-century building. The building now serves as a shelter for the MARC commuter train, which makes use of the B&O railroad right-of-way and tracks. The preservation and revitalization efforts of private citizens, the

Riversdale Historical Society, and the Town Center Revitalization Committee have continued into the twenty-first century as the community continues to serve as a significant turn-of-the-twentieth-century suburb of Washington, D.C. Accordingly, the town was renamed Riverdale Park in 1998.

ENDNOTES

[3] Margaret Law Callcott, Editor, *Mistress of Riversdale: The Plantation Letters of Rosalie Stier Calvert, 1795-1821* (Baltimore, MD: The Johns Hopkins University Press, 1991), pp. 1-7.
[4] Callcott, pp. 7-10.
[5] Callcott, pp. 208, 248, 374, 390 n. 19; see also "Index to Officeholders Archives of Maryland Historical List," located on the internet at http://www.mdarchives.state.md.us/msa/speccol/sc2600/sc2685/index/html/lastndxc.html (June 25, 2001).
[6] Callcott, pp. 387-388.
[7] Jeremy Korr, "From Turnpike to Gridlock: The History of Route 1 in College Park, Maryland," (Unpublished Theses, University of Maryland, College Park, December 9, 1991), passim.
[8] Harold L. Reem, "The Development of Rail Transportation Systems, Road, and Streets in College Park, Maryland, circa 1749-1998" (Paper prepared for American Civic/History Class 278, April 1, 1998, The George Washington University), pp. 3 and 6.
[9] National Historic Landmark Nomination, "Riversdale Mansion (PG#68-4-5)," prepared by Susan G. Pearl for the Maryland-National Capital Park and Planning Commission (June 1997), p. 27.
[10] Davis, pp. 31-32.
[11] "Fox, John, 1835-1914," located on the internet at http://bioguide.congress.gov/scripts/biodisplay.pl?index=F000331 (June 20, 2001).
[12] *New York City Directory, 1886-1887* (New York, NY: Melville Publishing Company, 1887), p. 641.
[13] Davis, p. 32.
[14] *New York City Directory, 1886-1887* (New York, NY: Melville Publishing Company, 1887), p. 1192; see also *New York City Directory, 1889-1890* (New York, NY: Melville Publishing Company, 1890), p. 1218; and *New York City Directory, 1891-1892* (New York, NY: Melville Publishing Company, 1892), p. 837.
[15] Davis, pp. 18-19.
[16] Susan G. Pearl, "The Evolution of Riverdale in Prince George's County, Maryland: Plantation, Victorian Subdivision, Modern Town" (Paper presented at the symposium, Beyond the Mall: A Symposium on the Historic Development of Washington, D.C., National Building Museum, Washington, D.C., December 3, 1994), np.
[17] *Riverdale, MD*, p. 3.
[18] *Golden Panorama*, pp. 39; see also Pearl, "The Evolution of Riverdale in Prince George's County, Maryland," np.

[19] Davis, p. 33.
[20] Pearl, "The Evolution of Riverdale in Prince George's County, Maryland," np.
[21] Davis, pp. 40.
[22] *Golden Panorama*, pp. 61-62.
[23] Davis, p. 44.
[24] *Riverdale, MD.* (Riverdale, MD: Riverdale Park Company, 1904[?]), pp. 28-29 and 31-32.
[25] Reem, p. 7.
[26] Virta, p. 209.
[27] *Riverdale, MD*, p. 17.
[28] *Nelson's Suburban Directory of Maryland and Virginia Towns Adjacent to the District of Columbia, 1912-1913* (Washington, D.C.: Justus C. Nelson, 1912), pp. 223-285.
[29] Davis, p. 76.
[30] Howard S. Berger, "Riverdale Historic Survey," Architectural Survey Prepared by the Maryland-National Capital Park and Planning Commission, Historic Preservation Section (June 1991), p. 10.
[31] Davis, p. 50.
[32] LeRoy O. King, Jr., *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital* (Dallas, TX: Taylor Publishing Co., 1972), pp. 103 and 289.
[33] United States Census Bureau, 1910 Population Schedule, Record Group 21, National Archives, Washington, D.C.
[34] Davis, pp. 52-53.
[35] Berger, p. 13.
[36] *Golden Panorama*, pp. 40-41.
[37] *Golden Panorama*, p. 65; see also Davis, p. 62.
[38] United States Census Bureau, 1920 Population Schedule, Record Group 21, National Archives, Washington, D.C.
[39] *Evening Star* (May 23, 1920), p. 27.
[40] *Evening Star* (May 6, 1922), p. 24.
[41] Davis, p. 75.
[42] *Golden Panorama*, p. 81; see also Davis, p. 142.
[43] *Golden Panorama*, pp. 56-58; see also Davis, pp. 84 and 114-115.
[44] *Golden Panorama*, p. 42.
[45] *Golden Panorama*, pp. 44-45; see also Davis, pp. 104-106.
[46] Davis, pp. 98-100; see also *Golden Panorama*, p. 44.
[47] Davis, p. 107-109; see also *Golden Panorama*, p. 69.
[48] *Golden Panorama*, p. 90.
[49] Pearl, National Historic Landmark Nomination, pp. 28-29.

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VERBAL BOUNDARY DESCRIPTION

The Riverdale Park Historic District is located in northern Prince George's County, Maryland. It is flanked by Baltimore Avenue to the west and Taylor Road to the east. Tuckerman Street roughly forms the northern boundary of the district. The southern boundary is irregular and established as Madison Avenue to the west of the B&O Railroad Tracks and by Oglethorpe Street to the east of the tracks. Comprising Section One of the original Riverdale Park plat, the neighborhood is nestled between Calvert Hills to the north and Section Three of Riverdale Park to the south. To the west is the neighborhood of West Riverdale, and to the east are Section Two of Riverdale Park and the National Park Service's Anacostia Park. The Riverdale Park Historic District encompasses 175 acres.

BOUNDARY JUSTIFICATION

The boundaries of the Riverdale Park Historic District define a portion of the original Riversdale tract. The Riverdale Park Company purchased 474 acres of the Riversdale tract, subsequently subdividing it into three distinct sections. Section One is the site of the Riversdale mansion and was the first to be improved by the construction of residential, commercial, educational, and transportation-related resources. The earliest buildings constructed under the supervision of the Riverdale Park Company date to circa 1892.

The northern boundary of the district is Tuckerman Street, which also formed the historic northern boundary of Section One of Riverdale Park. This residential street is lined on both sides by one- to two-and-a-half-story dwellings, all of which are included in the historic district. The majority of the houses along this avenue were constructed between 1920 and 1940 and feature architectural forms and styles consistent with the rest of the district. The most common house types are Craftsman-style bungalows and Colonial Revival-style Cape Cods. Most of the dwellings on the north and south sides of Tuckerman Street are contributing resources to the district.

The eastern boundary of the district and of Section One of Riverdale Park is Taylor Road. This boundary begins at its intersection with Tuckerman Street and extends south to Oglethorpe Street. Only the resources constructed within the period of significance that front Taylor Road are included in the district. Those buildings at the intersection of Taylor Road and East West Highway are also included in the historic district. These buildings are architecturally and socially consistent with those constructed throughout Section One. The town hall (1993) and the police station (1982) are located adjacent to the east side of Taylor Road. The form and style of these

large buildings are not consistent with the predominantly residential and commercial buildings in the Riverdale Park Historic District. Additionally, those properties along the 5000 block of Riverdale Road, on the south side, are included in the historic district. These buildings are architecturally and socially consistent with those constructed throughout Section One.

The southern boundary follows the historic border of Section One of Riverdale Park and is divided by the B&O Railroad tracks. Oglethorpe Street extends west from Taylor Road to the railroad tracks. Only the resources on the north side of Oglethorpe Street are included in the district. Those on the south side of the road, all of which post-date the period of significance, are considered to be non-contributing resources and have been excluded from the district. From Oglethorpe Street, the southern boundary extends south along the B&O Tracks to Madison Street. The railroad tracks provide a physical as well as a visual barrier between Oglethorpe and Madison Streets, and only the buildings on the west side of the railroad are included in the district. Furthermore, all of the resources on the east side of the tracks are non-historic. Madison Street extends west from the railroad tracks to Baltimore Avenue, forming the final portion of the southern boundary. All of the resources on the north side of Madison Street date from the first twenty years of the 1900s and represent building forms and styles consistent with the rest of the Riverdale Park Historic District. Five of the seven dwellings represent the popular Craftsman-style bungalow, and one resource is a vernacular Queen Anne-style dwelling. The only Second Empire-style house in the district is located near the southwest corner of the district and is visible from Baltimore Avenue. It thus provides a physical and visual anchor for the community.

Baltimore Avenue roughly forms the western boundary. This primary transportation route served from the 1920s through the late twentieth century as the primary commercial corridor in the community. A few of the domestic resources on the east side of Baltimore Avenue between Madison Street and Oliver Street have been converted to use as commercial buildings. Nevertheless, these buildings date to the first forty years of the twentieth century and retain sufficient architectural integrity to be included as contributing resources within the district. Two non-historic buildings have been erected on the east side of Baltimore Avenue between Oliver Street and Queensbury Road. These buildings, which comprise a gas station and office building, date to the last thirty years of the twentieth century and are not consistent with the architectural forms and styles of the rest of the district. As a result, the western boundary between Oliver Street and Queensbury Road follows the east boundary of the property lines of these non-contributing resources. Between Queensbury Road and East West Highway, the western boundary follows Baltimore Avenue. The buildings along this portion of Baltimore Avenue were all constructed during between 1920 and 1940. These historic commercial buildings served the needs of the local

community and travelers along Baltimore Avenue. They represent the most popular forms and styles of commercial buildings in the Riverdale Park Historic District and document the evolution of commercial buildings through the mid-twentieth century. From East West Highway north to Sheridan Street, the boundary again follows the east property line of the two non-historic buildings that face west along Baltimore Avenue. These resources have been excluded because they were constructed over the last fifty years of the twentieth century and represent architectural forms and styles that diverge from those of the historic district. Between Sheridan Street and Tuckerman Street, the western boundary follows Baltimore Avenue. Two non-historic and three historic resources are encompassed by this boundary. The historic resources follow the architectural patterns found throughout the district. The Colonial Revival-style Riverdale Post Office, one of the non-historic resources, is sympathetic to the forms and styles of resources in the district. The remaining non-historic resource is an office building (ca. 1968) that represents a high-style example of late International-style industrial architecture. None of the resources on the west side of Baltimore Avenue have been included in the district. They date predominantly from the last two decades of the twentieth century and are not consistent in form, style, massing, setback, or materials with those of the Riverdale Park Historic District.

All photographs are of:

RIVERDALE PARK HISTORIC DISTRICT
Prince George's County, Maryland
MIHP File Number: PG-68-4
E.H.T. Traceries, Inc., photographer

All negatives are stored with the Maryland Historical Trust:

DATE: April, 2001
VIEW OF: 6404 Rhode Island Avenue, View looking Southwest
PHOTO: 1 of 13

DATE: April, 2001
VIEW OF: 6210-6220 Rhode Island Avenue, View looking Northeast
PHOTO: 2 of 13

DATE: April, 2001
VIEW OF: 6211-6223 Baltimore Avenue, View looking Southeast
PHOTO: 3 of 13

DATE: April, 2001
VIEW OF: 4811 Riverdale Road, View looking Southeast
PHOTO: 4 of 13

DATE: April, 2001
VIEW OF: 4722 Riverdale Road, View looking Southeast
PHOTO: 5 of 10

DATE: April, 2001
VIEW OF: 4714-4716 Oliver Street, View looking Southeast
PHOTO: 6 of 13

DATE: April, 2001
VIEW OF: 4800-4804 Sheridan Street, View looking Northeast
PHOTO: 7 of 13

DATE: April, 2001
VIEW OF: 4908-4910 Somerset Road, View looking Northeast
PHOTO: 8 of 13

DATE: April, 2001
VIEW OF: 4905-4907 Riverdale Road,
View looking Southeast
PHOTO: 9 of 13

DATE: April, 2001
VIEW OF:4506-4508 Sheridan Street, View
looking Northwest
PHOTO: 10 of 13

DATE: April, 2001
VIEW OF: 4603-4605 Oliver Street, View
looking Southeast
PHOTO: 11 of 13

DATE: April, 2001
VIEW OF: 4903-4907 Tuckerman Street,
View looking Southeast
PHOTO: 12 of 13

DATE: April, 2001
VIEW OF: Cemetery, East-West Highway,
View looking West
PHOTO: 13 of 13

Riv dale Park National Register Historic District

LEGEND

- - - - District Boundary

Property Line

Roadway

Building

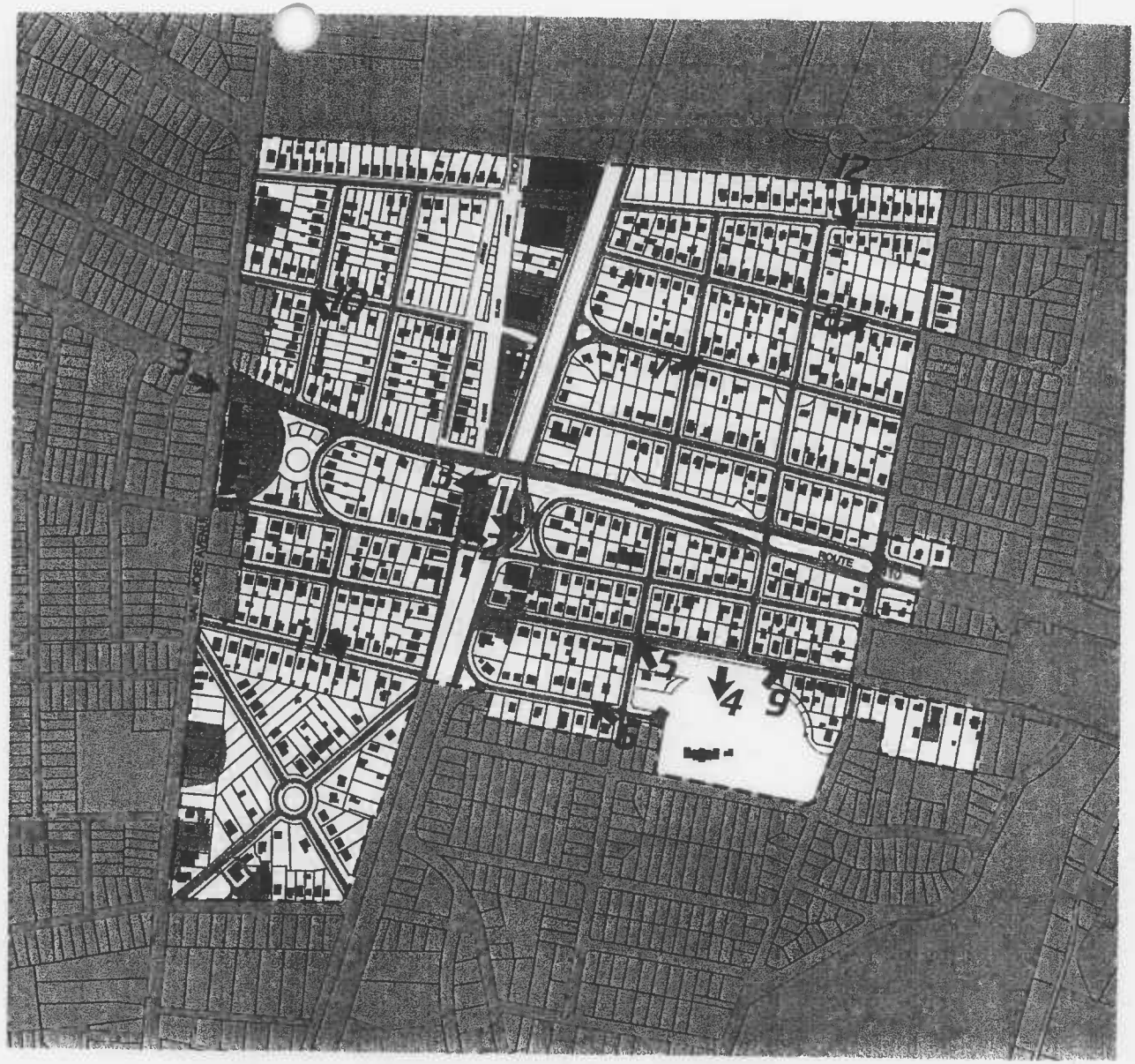
→2 PHOTO VIEW

N

W E

S

300 0 300 600 Feet



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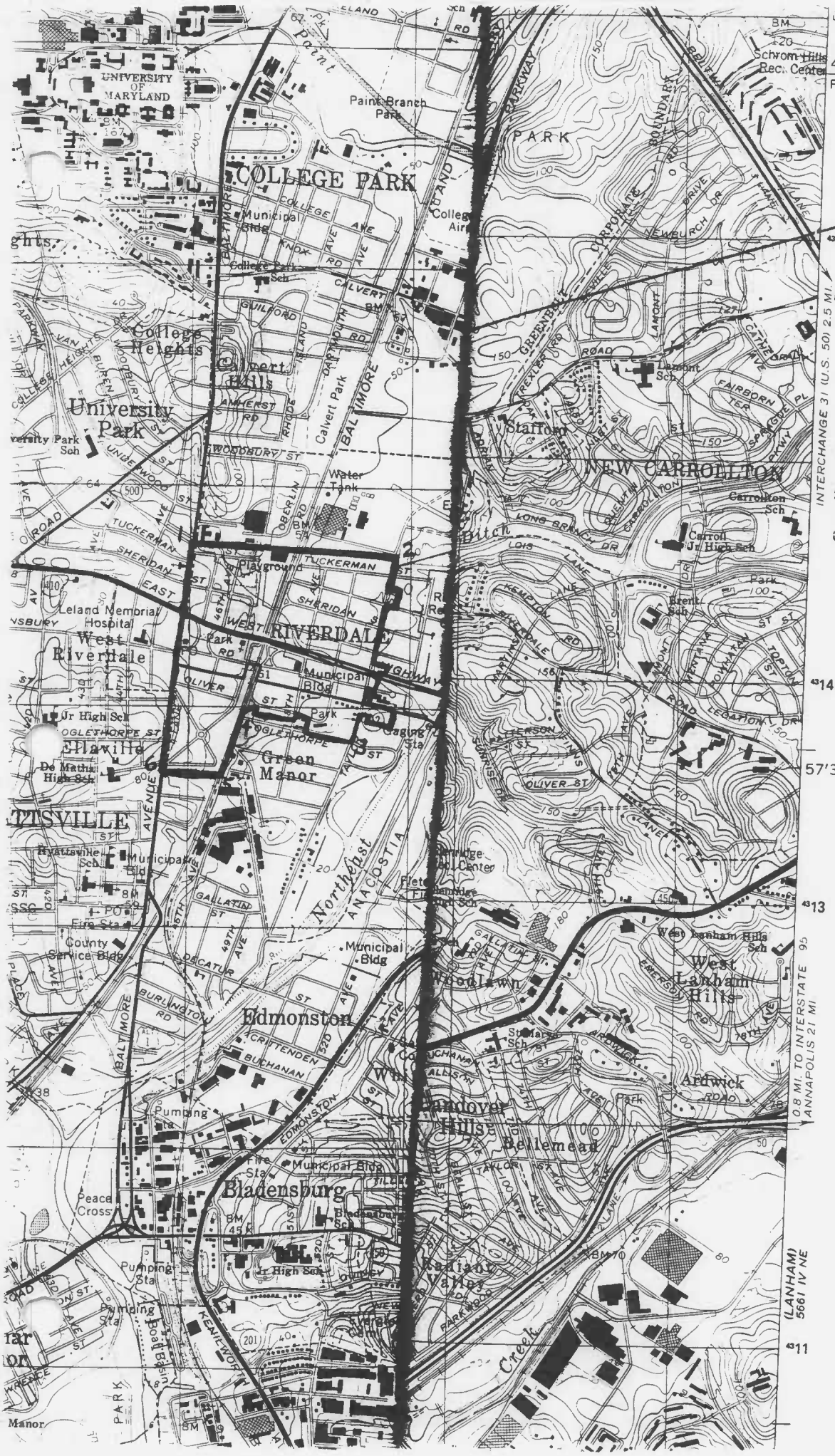


PG: 68-4

RIVERDALE PARK HISTORIC DISTRICT

RIVERDALE PARK

PRINCE GEORGE'S COUNTY, MD

1) 18/332014/4314708

2) 18/332909/4314655

3) 18/332740/4313849

4) 18/332254/4313971

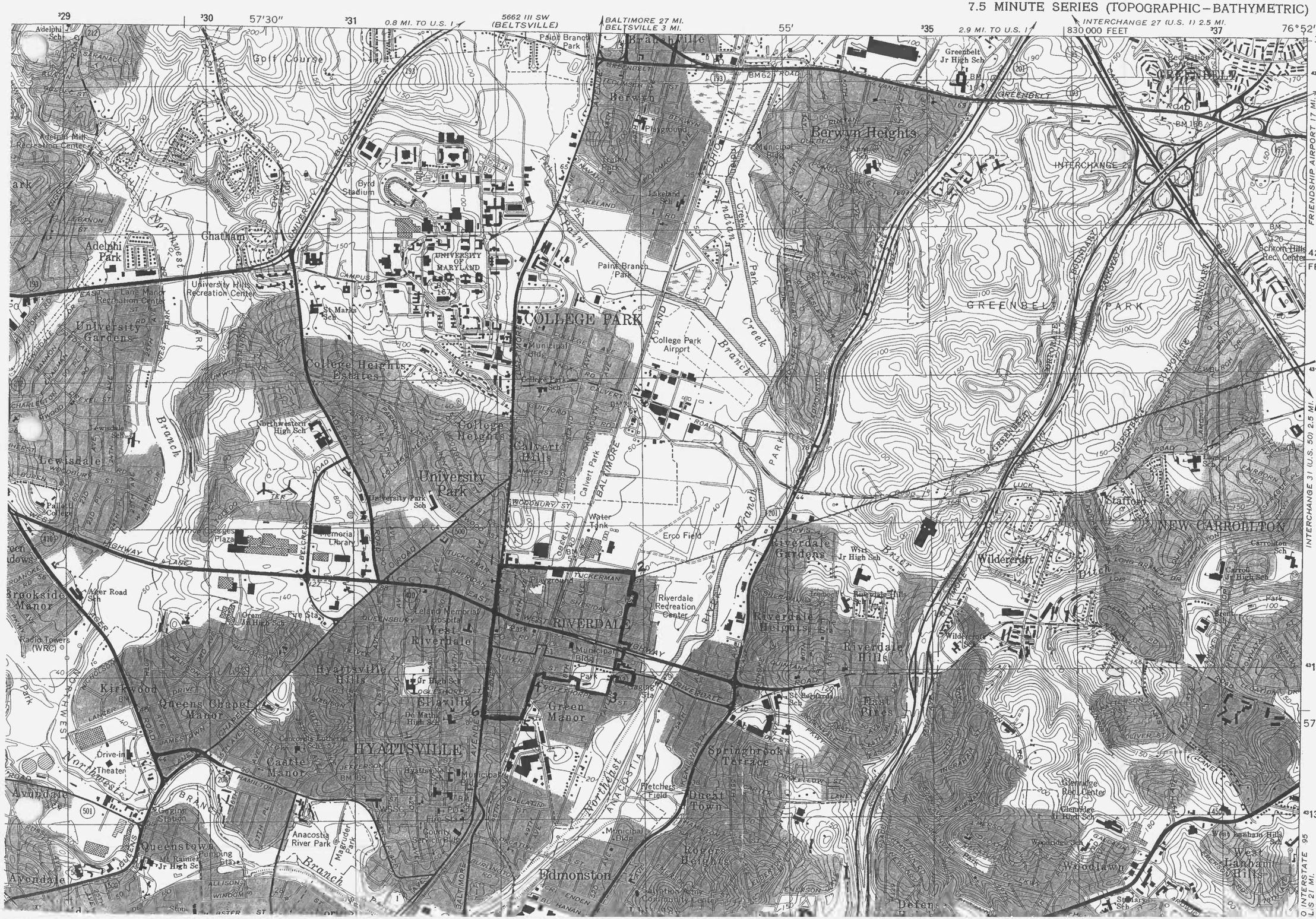
5) 18/332152/4313681

6) 18/331885/4313687

CONVERSION SCALES

Feet	Meters
15000	4500
14000	4000
13000	3500
12000	3000
11000	2500
10000	2000
9000	1500
8000	1000
7000	500
6000	
5000	
4000	

WASHINGTON EAST QUADRANGLE
DISTRICT OF COLUMBIA – MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC – BATHYMETRIC)



PG: 68-4
RIVERDALE PARK HISTORIC DISTRICT
RIVERDALE PARK
PRINCE GEORGE'S COUNTY,

1) 18/332014/4314708
2) 18/332909/4314655
3) 18/332740/4313849
4) 18/332254/4313971
5) 18/332152/4313681
6) 18/331885/4313687

CONVERSION SCALES

Feet	Meters
15000	4500
14000	4000
13000	3500
12000	3000
11000	
10000	

RIVERDALE

PG-68-4

6200 BLK. RHODE ISLAND AVENUE

RIVERDALE PARK HISTORIC DISTRICT

PRINCE GEORGES COUNTY

EAST SIDE. LOOKING SOUTHWEST

MD-SHPO

1 of 13

TRACERIES, 4/2001

PG-68-4
6210-6220 RHODE ISLAND AVENUE
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
WEST SIDE, LOOKING NORTHWEST
MD-SHPO
2 of 13

TRACERIES. 4/2001

PG-68-4

6211-6223 BALTIMORE AVENUE
RIVERDALE ~~FARM~~ HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
EAST SIDE, LOOKING SOUTHEAST
MD SHPO
3 of 13

TRACERIES 4/2001

PG-68-4
4811 RIVERDALE ROAD
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTHEAST
MD-SHPO

4 of 13

TRACERIES, 4/2001

PG-68-4
4722 RIVERDALE ROAD
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTHEAST
MD SHPO
5 of 13

TRACERIES, 4/2001

PG-68-4
4714-4716 OLIVER STREET
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTHSIDE, LOOKING SOUTHEAST
MD-SHPO

6 of 13

TRACERIES, 4/2001

PG-68-4

4800-4804 SHERIDAN STREET

RIVERDALE PARK HISTORIC DISTRICT

PRINCE GEORGE'S COUNTY, MD

NORTH SIDE, LOOKING NORTHEAST

MD-SHPO

7 of 13

TRACERIES, 4/2001

PG-68-4
4908-4910 SOMERSET ROAD
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
NORTH SIDE, LOOKING NORTHEAST
MD-SHPO

8 of 13

TRACERIES, 4/2001

PG-68-4
4603-4605 OLIVER STREET
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
SOUTH SIDE, LOOKING SOUTHEAST
MD-SHPO
11 of 13

TRACERIES. 4/2001

PG-68-4

4903-4907 TUCKERMAN STREET

RIVERDALE PARK HISTORIC DISTRICT

PRINCE GEORGE'S COUNTY, MD

South Side, Looking Southeast

MD-SHPO

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TRACERIES, 4/2001

PG-68-4
4905-4907 RIVERDALE ROAD
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTHEAST
MD SHPO

#9 of 13

TRACERIES, 4/2001

PG-68-4
4506-4508 SHERIDAN STREET
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
NORTH SIDE, LOOKING NORTHWEST
MD-SHPO

10 of 13

TRACERIES, 4/2001

CHARLES B. CALVERT
CALVERT
C. B. C.

PG-68-4

CEMETERY, EAST-WEST HIGHWAY
RIVERDALE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD

SOUTH SIDE, LOOKING WEST
MD-SHPO

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TRACERIES, 4/2001