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: CALVERT HILLS HISTORIC DISTRICT

Other names/site number: (PG-66-37)

2. Location

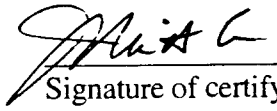
Street & Number: Roughly bounded by Calvert Road, Bowdoin Avenue, Erskine Road, Calvert Park, Albion Road, and Baltimore Avenue [ ] Not for Publication

City or town: College Park [ ] Vicinity

State: Maryland Code: MD County: Prince George's Code: 033 Zip Code: 20740

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.)



11-12-02

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: — Signature of the Keeper — Date of Action

[ ] 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:)

5. Classification

Ownership of Property	Category of Property	No. Resources within Property		
		Contributing	Noncontributing	
[X] Private	[ ] Building(s)	505	52	Buildings
[ ] Public-Local	[X] District	—	—	Sites
[ ] Public-State	[ ] Site	—	—	Structure
[X] Public-Federal	[ ] Structure	—	—	Objects
	[ ] Object	505	52	Total

Name of related multiple property listing
N/A

Number of contributing Resources previously listed in the National Register 0

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 Structures	DOMESTIC/ Secondary Structures
EDUCATION/ School	COMMERCE/TRADE/ Professional
GOVERNMENT/ Post Office	EDUCATION/ School
	GOVERNMENT/ Post Office
	GOVERNMENT/ Office

7. Description

Architectural Classification (enter categories from instructions)

LATE VICTORIAN/Queen Anne
LATE 19th & 20th CENTURY REVIVALS/Colonial Revival
LATE 19th & 20th CENTURY REVIVALS/ Tudor Revival
LATE 19TH & EARLY 20TH CENTURY AMERICAN MOVEMENTS/ Bungalow/Craftsman

Materials (enter categories from instructions)

Foundation:	Brick; Concrete; Stone
Walls:	Wood: Weatherboard, Shingle; Aluminum; Asbestos; Concrete; Brick; Stucco; Synthetics: Vinyl;
	Other: Porcelain-enameled metal
Roof:	Asphalt; Asbestos; Slate

Narrative Description

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

[X] See continuation sheet

PG: 66-37

8. Statement of Significance

Applicable National Register Criteria

(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] **B** Property is associated with the lives of persons significant in our past.

[X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark x in all the boxes that apply.)

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object, or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1890-1948

Significant Dates

1907, 1920-1921, 1935, 1948

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Ross, Webster R., Architect

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

[X] See continuation sheet

PG. 66-37

9. Major Bibliographic References

[X] See continuation sheet
Previous documentation on file (NPS):
[ ] preliminary determination of individual listing (36 CFR 67)
[ ] previously listed in the NR
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #_____
[ ] recorded by Historic American Engineering Record #_____

Primary location of additional data:
[X] State SHPO office
[ ] Other State agency
[ ] Federal agency
[X] Local government
[ ] University
[X] Other
Specify repository:
George Washington University

10. Geographical Data

Acreage of property 108 Acres

UTM References

1) /1 /8 / /3/3/2/1/5/8/ /4/3/1/5/9/3/6/
Zone Easting Northing

2) /1 /8 / /3/3/2/9/0/1/ /4/3/1/5/8/8/6/
Zone Easting Northing

3) /1 /8 / /3/3/2/8/0/0/ /4/3/1/5/6/1/2/
Zone Easting Northing

4) /1 /8 / /3/3/2/6/6/6/ /4/3/1/5/6/1/5/
Zone Easting Northing

[X] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet

Boundary Justification

[X] See continuation sheet

11. Form Prepared By

Name/title L. V. Trieschmann, A. L. McDonald, and R. J. Weidlich, Architectural Historians
Organization EHT Traceries, Inc. Date October 2001
Street & Number 1121 5th Street NW Telephone 202.393.1199
City or Town Washington State DC Zip code 20001

PG-66-37

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name See attached list of property owners
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

CALVERT HILLS, COLLEGE PARK, PRINCE GEORGE'S COUNTY, MD

Section number 7 **Page** 1

SUMMARY DESCRIPTION

Calvert Hills is a cohesive residential neighborhood located in the City of College Park in northern Prince George's County, Maryland. It is located between the Town of Riverdale Park to the south and Old Town College Park to the north. The residential community is nestled between Baltimore Avenue (U.S. Route 1) to the west and the WMATA metrorail/B&O Railroad right-of-way to the east. These major thoroughfares provide access to commercial and employment centers in the surrounding county and nearby Washington, D.C. Baltimore Avenue, in particular, ties the neighborhood to the commercial, aviation, and educational center of College Park. The first portion of the neighborhood, platted in 1907 and re-platted in 1921, featured a grid-like plan of rectangular blocks and straight, intersecting streets. Calvert Hills was enlarged further by the platting of adjacent parcels of land with a more curvilinear street pattern from 1928 through the 1940s. Consequently, the Calvert Hills Historic District occupies approximately 108 acres. In all, there are 365 contributing primary resources and 182 secondary resources within the Calvert Hills Historic District. Only ten primary resources are considered to be non-contributing.

Calvert Hills is defined by a variety of architectural styles and building types ranging from early-20th-century high style to vernacular interpretations of the elaborate styles traditionally erected decades earlier. Primarily, the domestic buildings in Calvert Hills range from the 1890s to infill housing of the late 1990s. Building forms and styles extend from the large-scale brick Colonial Revival-style dwelling to the smaller bungalow. Architectural styles presented in Calvert Hills were often diluted, illustrating modest examples of Queen Anne, Colonial Revival, Craftsman, and Tudor Revival styles. The community is primarily made up of single-family dwellings, supported along the borders by multiple-family apartment buildings, a school, and post office. Many of the properties include freestanding or attached garages and sheds. The buildings, particularly the single-family dwellings, are buffered from the tree-lined public streets by sidewalks and grassy medians. Many of the blocks are divided by alleys that provide access to garages and reduced on-street parking.

Calvert Hills neighborhood park was established in the late 20th century at the southeast corner of the neighborhood. The grassy park encompasses roughly fifteen acres between the Calvert Hills Historic District and the Metrorail line. The topography is primarily flat and surrounded by a chain-link fence. The Maryland-National Capital Park and Planning Commission administers the park.

DETAILED DESCRIPTION

Buildings pre-dating the 1907 Plat

Three extant dwellings within Calvert Hills pre-date the 1907 platting of Fanny A. Calvert's Addition to College Park. All of these resources front east along Bowdoin Avenue and the B&O Railroad Tracks at the terminus of Harvard Road at Bowdoin Avenue. Two of these early resources represent diluted interpretations of the Queen Anne style of architecture. Popular in the late 19th century, the Queen Anne style was typically represented by irregular forms and the extensive use of ornamental motifs executed in wood. Through the early 20th century, the irregular form was lost in favor of the rectangular box. This front-gabled box, complete with full-width or wrapping porch, turned posts, and cornice detailing, typically displayed more restrained applied ornament. The vernacular Queen Anne-style dwellings at 7206 and 7208 Bowdoin Avenue, constructed between 1890 and 1907, are representative of the dilution of this popular style. The wood frame building at 7206 Bowdoin Avenue, for example, features a full-width porch with square-edged wood balustrade, 2/2 windows, and ornamental wood shingles. The two-bay-wide façade is distinguished by a side entry. Asphalt siding that imitates brick was applied to the exterior in the mid-20th century. The house at 7208 Bowdoin Avenue features a similar setback, footprint and roof form. The dwelling was reclad in vinyl siding and has replacement 9/9 vinyl windows.

Following the heels of America's Centennial celebrations in 1876, the Colonial Revival style emerged in the early 1880s. The style, which borrowed heavily from early American architecture—particularly Georgian and Federal buildings—was largely an outgrowth of a nationwide pride in the past and a rapidly growing interest in historic preservation. In the early phase, the Colonial Revival style remained the exclusive domain of fashionable architectural firms and was favored for the large residences of wealthy clients. In general, as the style spread to the suburbs and increased in popularity, the detailing and form became increasingly more modest. The Colonial Revival-style dwelling at 7204 Bowdoin Avenue is one example of this evolution despite its substantial alteration and enlargement. The structure rises two-and-a-half stories with a five-bay-wide façade. The central entry features three-light sidelights below a three-light transom window. Nine 12/12 windows with operable louvered wood shutters pierce the first two stories. Extending from the side of the asbestos-shingled building is a one-story porch with a flat roof supported by narrow Tuscan columns. Two front-facing gables with paired 1/1 vinyl windows mark the side gable roof.

Initial Development of Calvert Hills (1907-1921)

The dwellings constructed during the first two decades of the 20th century in Fanny A. Calvert's Addition to College Park utilized late-19th-century materials, form, style, and ornament. All feature wood-frame construction of two-and-a-half stories on masonry foundations of brick or stone. The five extant houses from this period are located at 4707 Calvert Road (1900-1915), 4701 Calvert Road (1900-1920), 4800 Guilford Road (1910-1925), 4802 Guilford Road (1910-1925), and 4605 Calvert Road (1915).

The dwelling at 4707 Calvert Road is the most intact Queen Anne-style building within the historic district. The house sits back from the road on the southwest corner of the intersection of Calvert Road and Dartmouth Avenue. The building's rectangular footprint is surmounted by a front gable roof intersected by gabled dormers and a one-story wrap-around porch with Tuscan columns. Like the earlier dwellings at 7206 and 7208 Bowdoin Avenue, the form of this two-and-a-half-story building has been simplified to a two-bay-wide, double-pile plan. The asymmetrically fenestrated building has a side entry door of wood and glass and double-hung windows with multi-paned upper sash and one-light bottom sash. The classically derived Tuscan columns and pedimented front gable reflect the combination of Queen Anne and the Colonial Revival styles that was common during the early 20th century.

Of the Colonial Revival-style buildings within the district, the house at 4701 Calvert Road, at its intersection with Rhode Island Avenue, is a good example of the period and style. A full-height front porch supported by square posts (rebuilt in 1980s) dominates the symmetrically fenestrated façade. Clad in weatherboard, the building is rectangular in form with a central-passage plan. The entry is framed by ten-light sidelights set above recessed panels. The window openings on the first story and above the main entry on the second story have standard-sized 6/6 sash in pairs. The shallow-hipped roof, which flares out to cover the front porch, has small front-gabled dormers (later additions), a centrally placed ventilator cupola, and large interior end brick chimneys with corbeled caps. Similarly, the house at 4605 Calvert Road, constructed in 1915, also exhibits elements of the Colonial Revival style as it was interpreted in Calvert Hills over the first two decades of the 20th century. The three-bay-wide building features a raised foundation and side entry. The window openings contain 6/6 sash. Tying the Colonial Revival-style house to the Craftsman style is the shallow-pitched hipped roof with a deep overhang and half-hipped dormer. The Craftsman style would later dominate construction in Calvert Hills in the 1920s.

Re-Platting, 1921-1928

The re-platting of Fanny A. Calvert's Addition as Elmore Power's Addition to College Park in 1921 spurred a period of modest growth in the Calvert Hills. The twenty-two extant dwellings and firehouse constructed during this seven-year period represent a variety of building forms and styles popular during the second quarter of the 20th century. Of the dwellings constructed between 1921 and 1928, fourteen reflect the popular Craftsman-style bungalow. The bungalow mimicked the plan and massing traditionally associated with the fashionable Queen Anne style; yet, the bungalow form was invariably one to one-and-a-half stories in height, rather than two to two-and-a-half stories. Incorrectly referred to as an architectural style, the bungalow form is typically covered by a low-pitched, intersecting gable roof that encompassed the often-wrapping porch. The modest bungalows erected in Calvert Hills during the early 20th century were often trimmed with stone and brick, half-timbering, exposed rafter ends, multi-light fixed windows, and massive porch supports, and thus melded the bungalow form with the Craftsman style.

The house at 4809 Calvert Road (1925-1935) exhibits typical elements of the Craftsman-style bungalow. The symmetrical one-and-a-half-story, three-bay-wide dwelling features a central entry containing a single-leaf door with long recessed panels below eight lights. Four paired double-hung windows flank the entry. Each window contains a vertical four-light upper sash above a one-light lower sash. Sheltering the entry and one side bay, the front-gabled porch roof is supported by Tuscan columns on brick piers. Exposed rafter tails detail the porch roof and the side gable roof of the house, both of which have been re-clad in asphalt shingles. An identical house constructed between 1925 and 1935 is located at 4805 Calvert Road. This house exhibits a greater number of alterations, yet retains a substantial amount of its historic materials, including exposed rafter tails and 4/1 windows. Other examples of Craftsman-style bungalows exist at 4801 Calvert Road (1925-1935), 7200 Bowdoin Avenue (1927-1930), 4808 Erskine Avenue (1927-1930), 4704 Guilford Road (1927-1930), and 4705 Harvard Road (1927-1930).

The blending of Craftsman-style and Colonial Revival-style motifs, particularly on the central passage, double-pile plan, was common in Calvert Hills in the 1920s and 1930s. The form, which features four rooms that flank a central first-floor hall, refers to the central-passage plan popular in the late 18th and 19th centuries. Although more often ornamented with Colonial Revival-style detailing, this form was occasionally adapted to the Craftsman style. Two of the earlier dwellings that represents this blending of styles in Calvert Hills during the second decade of the 20th century are located at 4711 and 4709 Guilford Road. These two-and-a-half-story

dwellings feature identical form and ornament, indicating a common builder. Representative elements of the Colonial Revival style are the 6/1 windows and one-story, three-bay-wide porches with Tuscan columns. The windows are paired on the outer bays of the symmetrically fenestrated facades. Elements that tie these houses to the Craftsman style are the small, centered dormers, exposed rafter tails, and vertical-paned 3/3 windows.

The only extant non-residential building that dates to this period is the one-story volunteer firehouse at 4813 Calvert Road, which opened on August 1926 to serve the growing community of Calvert Hills and Old Town College Park. This masonry building, now partially clad in siding, presents a front-gabled façade with a rectangular footprint. Today, a six-course American-bond brick veneer with a Mission-style parapet covers this elevation. A single six-paneled wood door with a wide storefront window has replaced the original opening used by the fire truck. The side elevations of the building, which also briefly served as City Hall, are punctuated by three evenly spaced double-hung windows, sheltered by the slight overhang of the roof. Despite two subsequent alterations, the building proved too small for the activities of the fire department, and is currently vacant.

Additions, 1928-1940

The platting of College Park Sections A and B in 1928 initiated another development phase within the community. Between 1928 and 1940, nearly 150 houses were constructed. The stylistic impression presented during this period epitomizes suburban expression of the Colonial Revival and the Tudor Revival styles. These popular architectural styles ornament a variety of two-story building forms in Calvert Hills, including the central-passage/double-pile and side-passage/double-pile plan dwellings. The common one- or one-and-a-half-story Cape Cod house, replete with central passage, also presented the Colonial Revival style. The diversity of materials is represented by stone veneer, weatherboard, and board-and-batten. Brick, however, predominates as the most common exterior material on buildings constructed within this time period.

Commonly found features of the Colonial Revival style in Calvert Hills include accentuated main entry doors, symmetrically balanced facades, single and paired double-hung wood sash windows, and side gable or hipped roofs. A good example of the larger-scale residential buildings illustrating this style is the two-and-a-half-story dwelling at 7201 Rhode Island Avenue (1928-1939). The five-course Flemish-bond brick dwelling exhibits the central sash-and-paneled entry with four-light sidelights over recessed panels. The single and paired windows feature 6/1 sash,

rowlock sills, and operable louvered wood shutters. Additional detailing that ties the building to the Colonial Revival style includes the one-story, one-bay-square entrance portico and the side porch, both of which feature flat roofs supported by Tuscan columns on brick piers with roof-line balustrades.

One of the most distinguished Colonial Revival-style buildings from this period is the house at 4600 Beechwood Road. Constructed between 1928 and 1939, the Flemish-bond brick building is three bays wide with a recessed central entry. The high-style Colonial Revival-style door surround is composed of fluted pilasters and a wide entablature. A broken-scroll pediment surmounts the entry, which is flanked by 8/8 double-hung windows with rowlock sills. Three gabled dormer windows with 6/6 sash accentuate the roof. The building's picturesque setting is provided by its landscaped corner lot at the intersection of Beechwood Road and Wake Forest Drive. Although there are numerous Colonial Revival-style dwellings in Calvert Hills, none achieves this level of ornament combined with a dramatic use of its surroundings.

Based on an 18th-century building form, the one-and-a-half-story "Cape Cod" cottages of the 1930s exhibit the familiar detailing and form commonly associated with the Colonial Revival style. This form provided an adequate and affordable housing mode for the growing population of working- and middle-class residents of Calvert Hills, while mimicking the fashionable style of the period. The eighty-four Cape Cod buildings within this neighborhood are typically three bays wide, two bays deep, and have a central-passage plan. Although they always have side gable roofs, the number of dormers varies from two to three symmetrically placed front gable dormers. Additionally, varying interpretations clad in brick, frame, and stone veneer appear throughout Calvert Hills. Views along Beechwood Road, Dartmouth Avenue and Drexel Road provide the greatest number of Cape Cod houses constructed between 1928 and 1940. A typical example of the brick Cape Cod form is the house at 7000 Wake Forest Drive, constructed in 1940. The brick-clad first story is surmounted by an attic story with vinyl cladding in the gable ends. The window openings of the main block and two dormer windows are filled with replacement 1/1 vinyl sash that flank a central entry. A one-and-a-half-story side gable wing projects from the gable end of the building.

Another interpretation of the Cape Cod form may be seen at 4811 Calvert Road (1930-1940). The one-and-a-half-story stretcher-bond brick building retains the overall character of the Cape Cod form, yet it is a diluted example. Four bays wide, the building is atypically elongated with an offset entry that pierces one of the two central bays, which are paired below a central front gable clad in aluminum siding. Two front gable dormers surmount the outer bays of the façade,

and all window openings contain 6/6 sash. Shed-roofed one-story porches project from the sides of the house. Additional examples of Colonial Revival-style Cape Cod dwellings are present at 4607 Amherst Road (1928-1939), 6908 Wake Forest Drive (1928-1939), 4604 Clemson Road (1930-1940), 4802 Drexel Road (1930-1940), and 6810 Dartmouth Road (1939-1940).

One of the most unique dwellings constructed during this period is the one-and-a-half-story house at 6903 Dartmouth Avenue (1928-1939). The three-bay-wide building features the Cape Cod form, distinguished by the presence of a cylindrical tower that was the result of a late-twentieth century alteration. The presence of a prominent tower with a steeply pitched conical roof that houses the main entry recalls the French Renaissance style.

While use of Colonial Revival-style ornament progressed through the second quarter of the 20th century, the Tudor Revival style emerged as a popular architectural style in the late 1920s. Thirty Tudor Revival-style dwellings were erected between 1928 and 1940 in Calvert Hills. High-style examples are most common along Amherst Road, with more vernacular interpretations present predominantly along Dartmouth Avenue. The distinguishing features of the style in Calvert Hills include multiple-gabled roofs, the application of stone as an accenting material around openings or on chimneys, and steeply pitched front gables. These dwellings are most commonly expressed in brick or stone veneers and occasionally exhibit parged exteriors. Additionally, Tudor Revival-style houses in the Calvert Hills neighborhood feature symmetrical fenestration and rectangular footprints or asymmetrical fenestration and irregular footprints created by intersecting wings.

One of the most high-style examples of Tudor Revival architecture is the two-story dwelling at 4609 Amherst Road. Constructed between 1928 and 1939, the house features symmetrically paired metal casement windows that pierce the first story and half-hipped wall dormers. A front gable that shelters the projecting entry bay intersects the steeply pitched side gable roof, which retains its original slate tiles. The stone-veneered entry bay contrasts the stretcher-bond walls of the façade. Nearly identical buildings exist at 4601 Amherst Road (1928-1939) and 7206 Dartmouth Avenue (1928-1939). The house at 7206 Dartmouth Avenue, for example, displays the same symmetrical fenestration flanking a projecting entry bay. The house, however, also exhibits ties to the Colonial Revival style. The high-style entry surround is composed of flat pilasters supporting a wide molded entablature that dominates the façade.

A less rigid appearance is present in the asymmetry of the stone-veneered house at 4505 Beechwood Road. Constructed between 1928 and 1939, the dwelling is one-and-a-half stories in height. The L-shaped footprint is created by the side-gabled main block and the offset entry

below an intersecting front-gabled roof. A formstone surround of false voussoirs encloses a round-arched door with lights above two long recessed panels. Diamond-paned casement windows pierce the wall beside the entry. The house at 4514 Amherst Road is similarly irregular with an intersecting front-gabled entry bay dominating the façade. The stucco-clad frame is detailed with formstone quoins that mark the entry. Diamond-paned casement windows pierce the main block and gabled dormer window of the one-and-a-half-story dwelling. Additional examples of the Tudor Revival style are located 4801 Guilford Road (1927-1930), 6805 Baltimore Avenue (1928-1939), 4615 Beechwood Road (1928-1939), 6905 Carleton Terrace (1928-1939), and 4705 Fordham Road (1934).

Infill Development, 1940-1948

The Colonial Revival style continued through the 1940s as the most popular architectural style in the Calvert Hills community. Abstracted elements of the Colonial Revival style ornamented the majority of dwellings constructed between 1940 and 1948. The style is expressed through a range of two-story building forms, including the central-passage/double-pile and side-passage/double-pile. Additionally, the Dutch Colonial Revival style emerged at this time as a related style ornamenting one-and-a-half-story buildings with the same overall plan as their two-story counterparts.

The houses on Guilford Place are representative of Colonial Revival-style expression on side-passage/double-pile dwellings. Those at 4603 and 4601 Guilford Place (1946-1952), for example, are two bays wide and two-and-a-half stories in height with side gable roofs. Each dwelling features a side entry with a stylized Colonial Revival door surround of flat pilasters supporting a shallow entablature. The 6/6 windows that pierce the stretcher-bond brick facades are ornamented with fixed flush-vertical-board shutters. A projecting rowlock beltcourse forms the sills of the second story.

Central-passage/double-pile plans that exhibit mid-20th-century Colonial Revival-style ornamentation are exemplified by the house at 4613 Beechwood Road, for instance. The first story of the building is clad in a stretcher-bond brick veneer, while the second story features board-and-batten cladding. The central entry, which contains a six-paneled single-leaf door, is surrounded by flat pilasters supporting a triglyph frieze. The window openings contain 6/6 or 8/8 sash, with a single four-light fixed octagonal window above the entry.

Brick-veneered versions of the Cape Cod form are represented by the house at 4700 Harvard

Road. Constructed between 1941 and 1945, the house features a six-course Flemish-bond façade and recessed central entry with a stylized Classical door surround composed of shallow pilasters supporting and a narrow entablature. Two twenty-light fixed windows flank the entry. Three gabled dormers, each pierced by a 6/6 window, rise from the roof. Although this building is typical of the brick-clad Cape Cod form, its western bay is recessed slightly from the plane of the façade, an element atypical for this form. The Cape Cod form was also executed in wood frame, as evident by the dwelling at 4704 Harvard Road (1940). The window openings on the main block and in the two gabled dormers feature 6/6 sash, while the single-leaf entry is sheltered by a one-bay-square entry porch with a shed roof.

Variants of the Cape Cod form include one-and-a-half-story, three-bay-wide buildings with side gambrel roofs that tie the building to the Dutch Colonial Revival style, a derivation of the traditional style. In all, only two Dutch Colonial Revival-style dwellings were built in Calvert Hills for this eight-year period. The house located at 6710 Wake Forest Drive (1940) is typical of the Dutch Colonial Revival-style house of this form and plan. Clad in formstone, the building features the characteristic central entry with quoins flanked by 6/6 windows. Three front gable dormers with 6/6 windows rise from the slate-tiled gambrel roof. The house, set at the crest of a low hill, has a roll-up vehicular door at the foundation level. The other Dutch Colonial Revival-style house that dates to the 1940s is located at 4608 Guilford Road. Constructed in 1941, this dwelling is also one-and-a-half stories high with a side gambrel roof pierced by shed dormer windows. Unlike its counterpart, the building features an entry on the side, facing Harvard Road at its intersection with Guilford Road. The stretcher-bond brick house has a small, one-bay-square entry porch with a hipped roof. The elevation facing Guilford Road is pierced by two 8/8 windows.

By the middle of the 20th century, domestic buildings began to take on a smaller scale and more modest detailing, as reflective of the economic trends of the period. The lack of detailing on many of residential buildings in the Calvert Hills neighborhood thus allowed for quick inexpensive construction using readily available materials. Many of these buildings are vernacular in nature and do not represent any one architectural style. One of the most prevalent forms was the L-shaped dwelling with a cut-away front porch.

Typically, vernacular buildings within the community are grouped on neighboring lots and features identical forms, materials, siting, and detailing, which suggest that they were all constructed as speculative housing by local developers or builders. Typical examples include the identical dwellings at 6701 through 6705 Rhode Island Avenue and 6702 Rhode Island Avenue

(1941-1953). All are one-and-a-half-story buildings of brick-clad construction with rectangular footprints, front gable roofs, and half-shouldered exterior side brick chimneys. Each building features a central entry and projecting side bay with a front gable roof that hangs over the entry as a one-bay-square porch. The three window openings, two of which are located on the first story, while the third pierces the attic story, contain 6/6 sash. A louvered ventilator pierces the gable peak of the projecting side bay of each building. At 6701 Rhode Island Avenue, the porch has been enclosed with vinyl siding. The dwelling at 6700 Rhode Island Avenue was also constructed between 1941 and 1953 and features an identical form to the previous three buildings. This house stands out, however, as one of only two dwellings in the district that are clad in roughly textured concrete shingles that mimic wood shingles popular in the late 19th century. The house is further detailed by concrete quoins that distinguish the corners of the rectangular plan.

A second group of dwellings that feature nearly identical form are located in the 4800 block of Harvard Road. The six-course American-bond brick-clad buildings, all constructed between 1940 and 1941, are three bays wide and two bays deep with front gable roofs. Each one-and-a-half-story dwelling has a side entry, 6/6 windows and three-bay-wide porch that shelters two of the façade bays. The style of porch roof, however, alternates with each successive building. Every other dwelling has a front-gabled porch roof, while the remaining buildings have hipped porch roofs. Typical of this form are those dwellings at 4804 and 4806 Harvard Road, the latter of which has been altered by the enclosure of its porch with vinyl siding.

A stylistically and technologically unique dwelling in Calvert Hills is the Lustron house at 4811 Harvard Road, which was constructed between 1946 and 1950. The prefabricated porcelain-enamel material was an inexpensive alternative to the traditional frame or brick construction materials during the last years of the 1940s. Approximately 2,500 Lustron buildings were erected during a four-year period across the United States, with the greatest concentration in the Midwest. Interestingly, the Army Corps of Engineers utilized the material at military bases. Sixty such examples are located at the Quantico Marine Base in Quantico, Virginia. The construction of these dwellings was based on a few basic predetermined designs. The one-story Lustron house in Calvert Hills has walls clad in panels finished with porcelain enamel. Like many Lustron houses in the Metropolitan area, the Harvard Road building has a shallow-pitched side gable roof.

Showing the influence of the automobile, another trend within Calvert Hills is the incorporation

of an attached garage, which can be seen throughout the neighborhood. Fifty houses throughout Calvert Hills have attached garages. For the most part, these attached garages are set either in side wings or on the façade of the dwelling and have roll-up garage doors. The house at 6910 Wake Forest Drive (1940), for example, features an attached garage that is located in the one-story wing. The house sits at the top of a low hill, and the foundation of the wing is excavated. A driveway leads to the garage, which is located below an enclosed side porch.

In addition to those with attached garages, 166 dwellings within Calvert Hills have contributing freestanding garages. Many of these secondary buildings were accessed via alleys that divided the blocks and reduced on-street parking. These structures were typically built of wood frame or brick, depending on the construction material of the main dwelling. By the 1920s, the main dwelling house and the garage were being erected simultaneously. Traditionally, garages of this period mimicked the architectural style and detailing exhibited on the dwelling. This was particularly true in regard to building materials, roof form, and building plan. One illustration of this harmony is seen at 7201 Rhode Island Avenue. The Colonial Revival-style main dwelling and garage, both erected in 1926, are similar in material and form. Both buildings have roughly square footprints and are finished with brick. Like the house, the one-story, two-bay-wide garage has a hipped roof, now sheathed in asphalt shingles, with a wide overhang. The Craftsman-style roll-up doors have eight panels below twelve lights. Many of the one-story, one-bay-wide garages are similar to the one at 7012 Wake Forest Drive. The wood frame garage is vernacular in design and features no ornamental detailing. Clad in weatherboard, the building has a front gable roof and a single roll-up wood door.

Sixteen properties in Calvert Hills are supplemented by contributing sheds. The shed, which is actually a catchall term often applied to any storage building or unidentified resource, is typically one story in height and constructed of wood frame or brick. The shed at 7012 Wake Forest Drive, for example, is one-story high and one-bay-square with a side gable roof clad in asphalt shingles. The sides of the stretcher-bond building are pierced by six-light awning windows with rowlock sills. An additional twenty-nine properties have sheds that are not considered to be historic, most having been erected in the last quarter of the 20th century. These later sheds, typically prefabricated, feature wood frame or metal construction.

In the second quarter of the 20th century, low-rise garden apartments began to be constructed throughout the suburban Washington, D.C., area. This type of multiple dwelling is illustrated by the Colonial Revival-style multiple dwellings at 4504-4508 Fordham Lane (1946-1952).

Comprised of three rectangular buildings that form a U-shape around a spacious center courtyard, the plan of the complex is indicative of innovative garden city planning ideal for low-density development. Typically, this building type was intended for low- and middle-income renters, but presented a housing alternative for single adults and university students living in Calvert Hills. The central building, sited at the northern end of the courtyard on Fordham Lane, has the appearance of a single-family dwelling with a central entry containing a single-leaf. The first-story windows contain 8/8 sash, while those of the second story have 6/6 sash. In addition, this building has a side gable roof and exterior gable end chimney. Flanking the courtyard are two symmetrical brick buildings that are seven bays wide. Each is capped by a hipped roof with semicircular ventilated dormer windows. The central entries are flanked by window openings with 6/6 sash. All three buildings are two stories in height. A similar multiple dwelling is located at 6923 Carleton Terrace (1940-1953). It features the same Colonial Revival-style symmetry and ornamentation. This building, however, is rectangular and does not enclose a central courtyard. Thus, its form and placement are not related to garden apartment complexes, but rather are dictated by the need for multi-family housing.

The religious and educational needs of the growing community were addressed in 1938, when the Calvert Hills Elementary School was erected at 4601 Calvert Road. The Calvert Hills Elementary School is a two-story brick building set on a raised brick foundation. A three-bay-wide Classical Revival-style pediment shelters the main entry on the north elevation. This pediment has large square Tuscan columns of brick with granite bases and capitals of wood. The columns support the imposing entablature, replete with dentil molding, boxed cornice, paneled soffit, and blind oculus at the center of the tympanum. The building has blind windows of stone flanking the pedimented entry, which is accessible from the brick and concrete steps. The main block of the structure is finished by a boxed cornice with dentil molding, cornice returns, round windows, molded surrounds, and a side-gable roof clad in asphalt shingles. To the east of the school, a non-contributing building, standing one story in height with a side-gable roof and brick cladding, was constructed for city government use in the 1980s.

Construction After 1948

Calvert Hills experienced little construction after the middle of the 20th century as residential buildings had improved most of the interior lots by this time. A few of the remaining unimproved lots, however, have subsequently been improved in the last half of the 20th century with single-family dwellings. Only ten extant buildings were constructed during the second half

of the 20th century, and five of these resources date to the 1950s. The buildings constructed during this period are typically one or one-and-a-half stories in height and relate to the ranch form common in suburbs from the 1950s through the 1970s. The house at 4803 Calvert Road (1963) is an example of mid- to late-20th-century construction. The one-story building features wood frame construction clad primarily in aluminum siding. The façade, however, is partially clad in a stretcher-bond brick veneer. The four-bay-wide building has a side gable roof and offset entry. Three 6/6 windows also pierce the façade.

Dwellings constructed in the 1980s and 1990s make use of the larger forms popular in the early 1900s and typically represent interpretations of earlier styles, primarily the Queen Anne and Colonial Revival styles. Typical of residential construction dating to the 1980s and 1990s are the dwellings at 4815 and 4817 Guilford Road. The latter of the two buildings, which features vinyl-sided wood frame construction, has features a symmetrical façade with a central single-leaf entry flanked by sidelights. The two-story, three-bay-wide building features paired windows in the outer bays. All window openings contain 6/6 vinyl sash. A one-story, five-bay-wide porch spans the full width of the façade with a shed roof supported by turned wood posts. At 4815 Guilford Road is a similar two-story house with a side gable roof. Also clad in vinyl siding, this building features a central entry, and 6/6 and 9/9 windows. The first story is distinguished by a projecting garage bay below a shed roof.

A few late-20th-century buildings are located on the edge of the district along Calvert Road. The only large-scale building constructed within the Calvert Hills district is the apartment building at 4611 Calvert Road. Constructed in 1980, the building is clad in a stretcher-bond brick veneer. Although four stories in height, the apartment sits back from the road and appears to rest low to the ground. This impression is aided by the flat roof and horizontal emphasis carried through the rows of regularly spaced sliding metal windows that pierce each story.

The only government-related building in Calvert Hills is the United States Post Office at 4815 Calvert Road (1970, which replaced an early-20th-century post office on the same site. Clad in a stretcher-bond brick veneer, the one-story building has a flat roof and a square footprint. Plate glass windows and doors within metal frames pierce the north and east elevations of the structure.

INVENTORY

Historic District properties are arranged alphabetically by street name and then numerically by address number.

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Albion Road, 4502	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None[1]	Contributing
Albion Road, 4504	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage (N/C)	Contributing
Albion Road, 4506	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Albion Road, 4508	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (N/C)	Contributing
Albion Road, 4510	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Albion Road, 4512	1940-1953	Single Dwelling	Colonial Revival	Brick and Aluminum Siding	2.5	Side Gable	Garage	Contributing
Albion Road, 4514	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Albion Road, 4516	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Albion Road, 4518	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Albion Road, 4520	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Albion Road, 4522	1940-1953	Single Dwelling	Vernacular	Brick	1	Side Gable	None	Contributing
Albion Road, 4524	1940-1953	Single Dwelling	Tudor Revival	Brick	1.5	Front Gable	None	Contributing
Albion Road, 4526	1940-1953	Single Dwelling	Vernacular	Brick	1	Front Gable	None	Contributing
Amherst Road, 4501 (6709 Baltimore Avenue)	1928-1939	Single Dwelling	Tudor Revival	Stucco	2	Side Gable	Garage	Contributing
Amherst Road, 4502	1928-1939	Single Dwelling	Vernacular	Brick	1.5	Side Gable	Garage	Contributing

PG:66-37

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Amherst Road, 4503	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Amherst Road, 4504	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Amherst Road, 4505	1928-1939	Single Dwelling	Tudor Revival	Brick and Stucco	2.5	Side Gable	Garage	Contributing
Amherst Road, 4506	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Amherst Road, 4507	1928-1939	Single Dwelling	Tudor Revival	Brick and Stucco	1.5	Side Gable	Garage	Contributing
Amherst Road, 4509	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Amherst Road, 4510	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	2.5	Side Gable	Garage	Contributing
Amherst Road, 4511	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	2.5	Side Gable	Garage	Contributing

PG:66-37

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Amherst Road, 4512	1928-1939	Single Dwelling	Colonial Revival	Brick Veneer and Wood Weatherboard	2	Side Gable	Attached Garage	Contributing
Amherst Road, 4513	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Amherst Road, 4600	1928-1939	Single Dwelling	Tudor Revival	Stucco	1.5	Side Gable	Garage	Contributing
Amherst Road, 4601	1928-1939	Single Dwelling	Tudor Revival	Brick	2	Side Gable	Garage	Contributing
Amherst Road, 4603	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Amherst Road, 4604	1928-1939	Single Dwelling	French Renaissance	Brick	2	Hipped	Garage	Contributing
Amherst Road, 4605	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Amherst Road, 4606	1928-1939	Single Dwelling	Tudor Revival	Brick and Stucco	2	Front Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Amherst Road, 4607	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Amherst Road, 4608	1928-1939	Single Dwelling	Tudor Revival	Brick	2	Cross Gable	Garage	Contributing
Amherst Road, 4609	1928-1939	Single Dwelling	Tudor Revival	Brick	2	Side Gable	Garage	Contributing
Amherst Road, 4610	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Amherst Road, 4611	1928-1939.	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Amherst Road, 4612	1928-1939	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Garage	Contributing
Amherst Road, 4613	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Amherst Road, 4614	1928-1939	Single Dwelling	Tudor Revival	Brick	1.5	Side Gable	Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Amherst Road, 4615	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Side Gable	Attached Garage	Contributing
Amherst Road, 4701	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Stone Veneer and Brick	1.5	Front Gable	Garage	Contributing
Amherst Road, 4703	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Amherst Road, 4705	1928-1939	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	Contributing
Amherst Road, 4707	1928-1939.	Single Dwelling	Colonial Revival	Aluminum Siding	1.5	Cross Gable	Garage	Contributing
Amherst Road, 4709	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Formstone and Wood Weatherboard	1.5	Front Gable	Garage	Contributing
Amherst Road, 4711	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Baltimore Avenue, 6703	1928-1939	Single Dwelling	Colonial Revival	Brick and Aluminum	2	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Baltimore Avenue, 6705	1928-1939	Single Dwelling	Colonial Revival, (Vernacular)	Brick	2	Side Gable	Garage	Contributing
Baltimore Avenue, 6801	1939-1940	Multiple	Colonial Revival	Brick	2.5	Side Gable	Shed (N/C)	Contributing
Baltimore Avenue, 6805	1928-1939	Single Dwelling	Tudor Revival	Brick and Stucco	2.5	Side Gable	None	Contributing
Baltimore Avenue, 6807	1928-1939	Single Dwelling	Tudor Revival	Brick and Stucco	2.5	Side Gable	None	Contributing
Baltimore Avenue, 6903	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Baltimore Avenue, 6905	1940-1953	Multiple	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Beechwood Road, 4500	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4501	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Beechwood Road, 4502	1928-1939	Single Dwelling	Colonial Revival	Stone Veneer and Brick	2.5	Side Gable	Garage	Contributing
Beechwood Road, 4504	1928-1939	Single Dwelling	Colonial Revival	Stone Veneer and Brick	2.5	Side Gable	Garage	Contributing
Beechwood Road, 4505	1928-1939	Single Dwelling	Tudor Revival	Stone Veneer	1.5	Side Gable	Garage	Contributing
Beechwood Road, 4506	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Jerkinhead	Garage	Contributing
Beechwood Road, 4507	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Beechwood Road, 4509	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Beechwood Road, 4511	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Beechwood Road, 4600	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing

PG:66-37

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Beechwood Road, 4601	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (N/C)	Contributing
Beechwood Road, 4602	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4603	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4604	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4605	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4606	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Beechwood Road, 4607	1928-1939	Single Dwelling	Colonial Revival	Stone Veneer and Aluminum Siding	2	Side Gable	Shed (garage)	Contributing
Beechwood Road, 4608	1928-1939	Single Dwelling	French Renaissance	Brick	2	Hipped	Garage	Contributing

PG:69-37

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Beechwood Road, 4609	1928-1939	Single Dwelling	Colonial Revival	Brick, Aluminum Siding, and Pressed	2	Side Gable	Garage	Contributing
Beechwood Road, 4610	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Beechwood Road, 4611	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Beechwood Road, 4612	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Beechwood Road, 4613	1940-1953	Single Dwelling	Colonial Revival	Brick and Board and Batten Siding	2	Side Gable	None	Contributing
Beechwood Road, 4614	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Beechwood Road, 4615	1928-1939	Single Dwelling	Tudor Revival	Brick and Aluminum Siding	1.5-2	Cross Gable	Attached Garage	Contributing
Bowdoin Avenue, 7004	1995 ca.	Single Dwelling	Vernacular Colonial Revival	Vinyl Siding	2	Cross Gable	Garage	Non-Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Bowdoin Avenue, 7200	1927-1930	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1.5	Side Gable	Garage	Contributing
Bowdoin Avenue, 7204	1890-1915	Single Dwelling (Altered)	Colonial Revival	Asbestos Shingles	2.5	Side Gable	Garage (N/C)	Contributing
Bowdoin Avenue, 7206	1890-1915	Single Dwelling	Queen Anne	Asphalt Siding and Wood Shingles	2.5	Front Gable	Garage	Contributing
Bowdoin Avenue, 7208	1900-1915	Single Dwelling	Queen Anne Classic Revival	Vinyl Siding	2.5	Front Gable	Garage	Contributing
Calvert Road, 4507	1930-1940	Multiple	Colonial Revival	Brick	1	Side Gable	None	Contributing
Calvert Road, 4509	1928-1939	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	None	Contributing
Calvert Road, 4601	1938	School	Colonial Revival	Brick	2	Side Gable	None	Contributing
Calvert Road, 4601A	1980 ca.	Government Office	Colonial Revival	Brick	1	Side Gable	None	Non-Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Calvert Road, 4603	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Calvert Road, 4605	1915	Multiple	Colonial Revival/ Craftsman	Stucco	2.5	Hipped	Shed (N/C)	Contributing
Calvert Road, 4607	1928-1939	Multiple	Bungalow/ Craftsman,	Brick Veneer and Vinyl Siding	1.5	Side Gable	Shed (N/C)	Contributing
Calvert Road, 4611-13	1954-1964	Multiple	Vernacular	Brick	3	Flat	None	Contributing
Calvert Road, 4701	1911	Single Dwelling	Colonial Revival	Wood Weatherboard	2.5	Hipped	Garage	Contributing
Calvert Road, 4707	1900-1915	Single Dwelling	Colonial Revival, Craftsman	Asbestos Shingles	2.5	Front Gable	Garage	Contributing
Calvert Road, 4801	1925-1935	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Side Gable	None	Contributing
Calvert Road, 4803	1950-1960	Single Dwelling	Vernacular	Brick Veneer and Aluminum Siding	1	Side Gable	None	Non-Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Calvert Road, 4805	1925-1935	Single Dwelling	Bungalow/ Craftsman	Asphalt Siding	1.5	Side Gable	None	Contributing
Calvert Road, 4809	1925-1935	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	None	Contributing
Calvert Road, 4811	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Calvert Road, 4813	1926-1927	Fire House	Vernacular	Brick Veneer and Concrete Block	1	Front Gable	None	Contributing
Calvert Road, 4815	1950-1960	Post Office	Vernacular	Brick	1	Flat	None	Non-Contributing
Carleton Terrace, 6900	1940-1953	Multiple	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Carleton Terrace, 6901 (6905 Baltimore Ave.)	1939-1940	Multiple	Colonial Revival	Brick	2	Hipped	None	Contributing
Carleton Terrace, 6902	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Carleton Terrace, 6903	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	None	Contributing
Carleton Terrace, 6904	1940-1953	Single Dwelling	Colonial Revival	Stone Veneer and Brick	1.5	Side Gable	Attached Garage	Contributing
Carleton Terrace, 6905	1928-1939	Single Dwelling	Tudor Revival	Brick	2.5	Front Gable	Attached Garage	Contributing
Carleton Terrace, 6908	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Carleton Terrace, 6909	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Carleton Terrace, 6910	1940-1953	Multiple	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Carleton Terrace, 6911	1939-1940	Single Dwelling	Colonial Revival	Stone Veneer and Wood Weatherboard	2	Side Gable	None	Contributing
Carleton Terrace, 6915	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Carleton Terrace, 6917	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Carleton Terrace, 6919	1954-1964	Single Dwelling	Vernacular	Brick and Aluminum Siding	1	Side Gable	None	Non-Contributing
Carleton Terrace, 6921	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Carleton Terrace, 6923	1940-1953	Multiple	Colonial Revival	Brick	2	Hipped	None	Contributing
Clemson Road, 4602	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Clemson Road, 4604	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Clemson Road, 4605	1940-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage (N/C)	Contributing
Clemson Road, 4606	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Clemson Road, 4607	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Clemson Road, 4608	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Gable and Hip	Garage	Contributing
Clemson Road, 4609	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Clemson Road, 4610	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Clemson Road, 4612	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Clemson Road, 4613	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Clemson Road, 4614	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Clemson Road, 4615	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Clemson Road, 4617	1940-1953	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Shed (N/C)	Contributing
Dartmouth Avenue, 6800	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Dartmouth Avenue, 6801	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6802	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6803	1940-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Dartmouth Avenue, 6804	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Attached Garage	Contributing
Dartmouth Avenue, 6805	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6806	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Dartmouth Avenue, 6807	1937-1938	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6808	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Dartmouth Avenue, 6809	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Dartmouth Avenue, 6810	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Front Gable	None	Contributing
Dartmouth Avenue, 6811	1928-1939	Single Dwelling	Colonial Revival	Wood Weatherboard and Brick Veneer	2.5	Side Gable	None	Contributing
Dartmouth Avenue, 6812	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Dartmouth Avenue, 6813	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6814	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Shed (N/C)	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Dartmouth Avenue, 6815	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6900	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6901	1928-1939	Single Dwelling	Colonial Revival	Brick and Wood Weatherboard	2	Side Gable	Garage	Contributing
Dartmouth Avenue, 6902	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6903	1928-1939	Single Dwelling	Cape Cod/ French Renaissance Alteration	Brick Veneer and Wood Weatherboard	1.5	Side Gable	None	Contributing
Dartmouth Avenue, 6904	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	None	Contributing
Dartmouth Avenue, 6905	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage	Contributing
Dartmouth Avenue, 6906	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Dartmouth Avenue, 6907	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6908	1928-1939	Single Dwelling	Colonial Revival	Brick and Wood Weatherboard	2	Side Gable	Garage	Contributing
Dartmouth Avenue, 6909	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6910	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (Garage)	Contributing
Dartmouth Avenue, 6911	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6912	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6913	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Dartmouth Avenue, 6914	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Dartmouth Avenue, 7000	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Dartmouth Avenue, 7001	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Dartmouth Avenue, 7002	1939-1940	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Dartmouth Avenue, 7003	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Dartmouth Avenue, 7007	1940	Single Dwelling	Craftsman, Colonial Revival	Asbestos Shingles	2.5	Hipped	Garage (N/C)	Contributing
Dartmouth Avenue, 7101	1980-1990	Single Dwelling	Vernacular	Vinyl Siding	2	Side Gable	None	Non-Contributing
Dartmouth Avenue, 7206	1928-1939	Single Dwelling	Tudor Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Dartmouth Avenue, 7207	1928-1939	Single Dwelling	Colonial Revival	Wood Weatherboard	2.5	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Dartmouth Avenue, 7209	1928-1939	Single Dwelling	Colonial Revival	Vinyl Siding	2.5	Side Gable	None	Contributing
Dartmouth Avenue, 7210	1940-1953	Single Dwelling	Colonial Revival	Brick and Wood Weatherboard	2	Side Gable	None	Contributing
Dartmouth Avenue, 7211	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Aluminum Siding	1.5	Side Gable	None	Contributing
Drexel Road, 4600	1939-1940	Single Dwelling	Colonial Revival	Wood Shingles	2	Side Gable	Attached Garage	Contributing
Drexel Road, 4602	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Drexel Road, 4603	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Drexel Road, 4604	1930-1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Drexel Road, 4605	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Drexel Road, 4606	1939-1940	Single Dwelling	Colonial Revival	Brick and Aluminum Siding	2	Side Gable	Garage	Contributing
Drexel Road, 4607	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Drexel Road, 4608	1941	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Drexel Road, 4609	1939-1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Drexel Road, 4610	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Drexel Road, 4611	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Drexel Road, 4612	1939-1940	Single Dwelling	Colonial Revival	Stone Veneer and Brick	1.5	Side Gable	Garage	Contributing
Drexel Road, 4613	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage (N/C)	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Drexel Road, 4614	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Drexel Road, 4615	1939-1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage	Contributing
Drexel Road, 4616	1939-1940	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Drexel Road, 4617	1939-1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Drexel Road, 4700	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Drexel Road, 4701	1939-1940	Single Dwelling	Colonial Revival	Asbestos Shingles	1.5	Side Gable	Shed (N/C)	Contributing
Drexel Road, 4702	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Drexel Road, 4703	1928-1939	Single Dwelling	Tudor Revival, (Vernacular)	Wood Weatherboard	1.5	Front Gable	Shed (N/C)	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Drexel Road, 4704	1928-1939	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Drexel Road, 4705	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Drexel Road, 4706	1928-1939	Single Dwelling	Colonial Revival	Brick and Wood Weatherboard	2	Side Gable	None	Contributing
Drexel Road, 4802	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	None	Contributing
Drexel Road, 4803	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Asbestos Shingles	1.5	Side Gable	Shed (N/C)	Contributing
Drexel Road, 4804	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Stucco	1.5	Side Gable	Attached Garage	Contributing
Drexel Road, 4805	1930-1940	Single Dwelling	Cape Cod/ Colonial Revival	Stucco	1.5	Side Gable	Shed (N/C)	Contributing
Erskine Road, 4800	1940-1953	Single Dwelling	Vernacular	Brick	1.5	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Erskine Road, 4802	1940-1953	Single Dwelling	Vernacular	Brick and Wood Weatherboard	1	Side Gable	Shed (N/C)	Contributing
Erskine Road, 4804	1928-1936	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	Contributing
Erskine Road, 4806	1928-1936	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Shed (N/C)	Contributing
Erskine Road, 4808	1927-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	Contributing
Erskine Road, 4810	1928-1932	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	Contributing
Erskine Road, 4812	1927-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	Contributing
Fordham Court, 7007	1940	Multiple	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Court, 7009	1940	Multiple	Colonial Revival	Brick	2	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Fordham Court, 7011	1940	Multiple	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Fordham Court, 7011A	1940	Multiple	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Court, 7013	1940	Multiple	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Court, 7015	1940	Multiple	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Court, 7017	1940	Multiple	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Fordham Lane, 4504-4508	1946-1952	Multiple	Colonial Revival	Brick	2	Hipped,	Garage	Contributing
Fordham Road, 4603	1946-1952	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Fordham Road, 4604	1946-1952	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Fordham Road, 4605	1953-1954	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Fordham Road, 4606	1946-1952	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Fordham Road, 4607	1946-1952	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Fordham Road, 4608	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Fordham Road, 4609	1946-1952	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Fordham Road, 4610	1946-1952	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (N/C)	Contributing
Fordham Road, 4611	1946-1952	Single Dwelling	Cape Cod/ Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Fordham Road, 4612	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing

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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
Continuation Sheet

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Fordham Road, 4613	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Road, 4614	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Road, 4615	19453-1954	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (N/C)	Contributing
Fordham Road, 4617	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Fordham Road, 4619	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Fordham Road, 4701	1928-1932	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Side Gable	None	Contributing
Fordham Road, 4702	1932-1936	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1	Hipped	Garage (shared)	Contributing
Fordham Road, 4704	1932-1936	Single Dwelling	Vernacular Craftsman	Wood Weatherboard	2	Side Gable	Garage (shared)	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Fordham Road, 4705	1934	Single Dwelling	Tudor Revival	Vinyl Siding	1.5	Side Gable	Shed (N/C)	Contributing
Fordham Road, 4707	1927-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	Contributing
Fordham Road, 4708	1927-1930	Single Dwelling	Vernacular Craftsman	Wood Weatherboard	1.5	Side Gable	Shed (N/C)	Contributing
Fordham Road, 4709	1928-1932	Single Dwelling	Colonial Revival, (Vernacular)	Aluminum Siding	1.5	Side Gable	None	Contributing
Fordham Road, 4713	1928-1932	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Garage	Contributing
Guilford Place, 4601	1942-1945	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (N/C)	Contributing
Guilford Place, 4603	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (N/C)	Contributing
Guilford Place, 4605	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Place, 4607	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Guilford Road, 4502	1941	Multiple	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Guilford Road, 4503	1941	Multiple	Colonial Revival	Brick	2.5	Side Gable	Shed (N/C)	Contributing
Guilford Road, 4504	1941	Multiple	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Guilford Road, 4505	1941	Multiple	Colonial Revival	Brick	2.5	Side Gable	None	Contributing
Guilford Road, 4506	1941	Multiple	Colonial Revival	Brick	2.5	Side Gable	Garage and Shed	Contributing
Guilford Road, 4511	1942-1945	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Guilford Road, 4513	1942-1945	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage (N/C)	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Road, 4608	1941	Single Dwelling	Dutch Colonial Revival	Brick	2	Gambrel	Attached Garage	Contributing
Guilford Road, 4609	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Guilford Road, 4610	1940	Single Dwelling	Colonial Revival	Brick and Board and Batten Siding	2	Hipped	Garage	Contributing
Guilford Road, 4611	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage and	Contributing
Guilford Road, 4612	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Guilford Road, 4613	1940-1950	Single Dwelling	Colonial Revival	Stone Veneer and Vinyl Siding	2	Hipped	None	Contributing
Guilford Road, 4614	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Guilford Road, 4615	1940 ca.	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Road, 4616	1940	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	Garage	Contributing
Guilford Road, 4702	1927-1930	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Guilford Road, 4704	1927-1930	Single Dwelling	Craftsman, Colonial Revival	Asbestos Shingles	2.5	Side Gable	Garage	Contributing
Guilford Road, 4705	1927-1930	Single Dwelling	Craftsman	Stucco	2.5	Side Gable	Shed (garage)	Contributing
Guilford Road, 4706	1928-1932	Single Dwelling	Colonial Revival	Vinyl Siding	2.5	Hipped	None	Contributing
Guilford Road, 4707	1928-1932	Single Dwelling	Craftsman, Colonial Revival	Asphalt Siding	2.5	Front Gable	Garage	Contributing
Guilford Road, 4708	1954-1964	Single Dwelling	Dutch Colonial Revival	Vinyl Siding	2	Gambrel	None	Contributing
Guilford Road, 4709	1927-1930	Single Dwelling	Colonial Revival	Wood Weatherboard	2.5	Side Gable	Garage (N/C)	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Road, 4710	1954-1964	Single Dwelling	Dutch Colonial Revival	Vinyl Siding	2	Gambrel	Pergola	Contributing
Guilford Road, 4711	1927-1930	Single Dwelling	Colonial Revival	Asbestos Shingles	2.5	Side Gable	Garage	Contributing
Guilford Road, 4800	1910-1925	Single Dwelling	Colonial Revival	Wood Weatherboard	2.5	Hipped	Garage	Contributing
Guilford Road, 4801	1927-1930	Single Dwelling	Tudor Revival	Aluminum Siding	1.5	Side Gable	None	Contributing
Guilford Road, 4802	1910-1925	Single Dwelling	Colonial Revival	Wood Weatherboard	2.5	Hipped	Garage	Contributing
Guilford Road, 4803	1927-1930	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1	Side Gable	Garage	Contributing
Guilford Road, 4804	1990 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2	Side Gable	None	Non-Contributing
Guilford Road, 4805	1927-1930	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	2.5	Hipped	Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Road, 4806	1915-1930	Single Dwelling	Colonial Revival	Vinyl Siding	2.5	Side Gable	Garage	Contributing
Guilford Road, 4807	1927-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	Contributing
Guilford Road, 4808	1946-1952	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Guilford Road, 4809	1924	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1.5	Side Gable	Garage (N/C)	Contributing
Guilford Road, 4810	1928-1932	Single Dwelling	Craftsman	Wood Shingles	1.5	Front Gable	Garage (N/C)	Contributing
Guilford Road, 4811	1927-1930	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1.5	Side Gable	Garage	Contributing
Guilford Road, 4813	1928-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	None	Contributing
Guilford Road, 4815	1995 ca.	Single Dwelling	Vernacular Colonial Revival	Vinyl Siding	2	Side Gable	Attached Garage	Non-Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Guilford Road, 4817	1995 ca.	Single Dwelling	Colonial Revival	Vinyl Siding	2	Side Gable	None	Non-Contributing
Harvard Road, 4601	1940	Single Dwelling	Colonial Revival	Stone Veneer and Brick	1.5	Jerkin Head	Garage (N/C)	Contributing
Harvard Road, 4602	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Harvard Road, 4603	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Harvard Road, 4604	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Harvard Road, 4605	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage with	Contributing
Harvard Road, 4606	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Attached Garage	Contributing
Harvard Road, 4607	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Harvard Road, 4608	1940	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Harvard Road, 4610	1940	Single Dwelling	Colonial Revival	Stone Veneer and Brick	1.5	Side Gable	None	Contributing
Harvard Road, 4611	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Harvard Road, 4612	1940	Single Dwelling	Vernacular	Vinyl Siding	1.5	Side Gable	Shed	Contributing
Harvard Road, 4613	1940	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Harvard Road, 4614	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Harvard Road, 4615	1940	Single Dwelling	Colonial Revival	Brick and Aluminum Siding	2	Side Gable	None	Contributing
Harvard Road, 4616	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Harvard Road, 4617	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Harvard Road, 4618	1940	Single Dwelling	Colonial Revival	Aluminum Siding	2	Side Gable	Attached Garage	Contributing
Harvard Road, 4619	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Shed (N/C)	Contributing
Harvard Road, 4620	1940	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	None	Contributing
Harvard Road, 4621	1940	Single Dwelling	Colonial Revival	Brick	1.5-2	Front Gable	Attached Garage	Contributing
Harvard Road, 4622	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Harvard Road, 4624	1940	Single Dwelling	Colonial Revival	Brick	1.5-2	Front Gable	Shed (N/C)	Contributing
Harvard Road, 4700	1941-1945	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Harvard Road, 4702	1940	Single Dwelling	Cape Cod/ Colonial Revival	Vinyl Siding	1.5	Side Gable	None	Contributing
Harvard Road, 4703	1928-1932	Single Dwelling	Bungalow/ Craftsman	Brick	1.5	Side Gable	Garage	Contributing
Harvard Road, 4704	1940	Single Dwelling	Cape Cod/ Colonial Revival	Asbestos Shingles	1.5	Side Gable	Garage	Contributing
Harvard Road, 4705	1927-1930	Single Dwelling	Bungalow/ Craftsman	Stucco	1.5	Jerkinhead	None	Contributing
Harvard Road, 4706	1940	Single Dwelling	Cape Cod/ Colonial Revival	Asbestos Shingles	1.5	Side Gable	None	Contributing
Harvard Road, 4707	1927-1930	Single Dwelling	Bungalow/ Craftsman	Asbestos Shingles	1.5	Side Gable	Shed (N/C)	Contributing
Harvard Road, 4708	1942-1945	Single Dwelling	Colonial Revival	Wood Weatherboard	2	Side Gable	Shed (N/C)	Contributing
Harvard Road, 4710	1946-1952	Single Dwelling	Vernacular	Brick	1	Side Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Harvard Road, 4804	1941	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	None	Contributing
Harvard Road, 4805	1941	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	None	Contributing
Harvard Road, 4806	1940	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Harvard Road, 4807	1940	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	None	Contributing
Harvard Road, 4808	1942-1945	Single Dwelling	Vernacular	Brick	1	Side Gable	None	Contributing
Harvard Road, 4809	1940	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Side Gable	None	Contributing
Harvard Road, 4810	1946-1952	Single Dwelling	Vernacular	Brick	1.5	Side Gable	None	Contributing
Harvard Road, 4811	1946-1950	Single Dwelling	Vernacular	Enameled Steel	1	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Harvard Road, 4812	1946-1952	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	None	Contributing
Harvard Road, 4813	1946-1952	Single Dwelling	Colonial Revival	Brick	1	Side Gable	None	Contributing
Rhode Island Avenue, 6700	1941-1953	Single Dwelling	Colonial Revival,	Concrete	1.5	Front Gable	None	Contributing
Rhode Island Avenue, 6701	1941-1953	Single Dwelling	Tudor Revival, Colonial Revival	Brick	1.5	Front Gable	Shed, Shed	Contributing
Rhode Island Avenue, 6702	1941-1953	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Garage	Contributing
Rhode Island Avenue, 6703	1941-1953	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	Shed (N/C)	Contributing
Rhode Island Avenue, 6704	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage	Contributing
Rhode Island Avenue, 6705	1941-1953	Single Dwelling	Colonial Revival, (Vernacular)	Brick	1.5	Front Gable	None	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Rhode Island Avenue, 6803	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (N/C)	Contributing
Rhode Island Avenue, 6804	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick Veneer and Wood Weatherboard	1.5	Side Gable	Garage	Contributing
Rhode Island Avenue, 6805	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage (N/C)	Contributing
Rhode Island Avenue, 6807	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	2	Side Gable	None	Contributing
Rhode Island Avenue, 6809	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Shed (N/C)	Contributing
Rhode Island Avenue, 6901	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed	Contributing
Rhode Island Avenue, 6903	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Rhode Island Avenue, 6905	1941-1953	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage and Shed	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Rhode Island Avenue, 6907	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing
Rhode Island Avenue, 6909	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage (N/C)	Contributing
Rhode Island Avenue, 7005	1928-1939	Single Dwelling	Bungalow/ Craftsman	Wood Weatherboard	1.5	Side Gable	Shed (garage)	Contributing
Rhode Island Avenue, 7007	1928-1939	Single Dwelling	Bungalow/ Craftsman	Vinyl Siding	1.5	Side Gable	Garage	Contributing
Rhode Island Avenue, 7101	1928-1939	Single Dwelling	Colonial Revival/ Craftsman	Stucco	2	Side Gable	Garage (N/C)	Contributing
Rhode Island Avenue, 7102	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Shed (N/C)	Contributing
Rhode Island Avenue, 7103	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Rhode Island Avenue, 7104	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	None	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Rhode Island Avenue, 7105	1928-1939	Single Dwelling	Colonial Revival/ Craftsman	Stucco	2.5	Hipped	Garage	Contributing
Rhode Island Avenue, 7201	1928-1939	Single Dwelling	Colonial Revival/ Craftsman	Brick	2.5	Hipped	Garage	Contributing
Rhode Island Avenue, 7202	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Rhode Island Avenue, 7203	1928-1939	Single Dwelling	Colonial Revival/ Craftsman	Aluminum Siding	2.5	Hipped	Garage	Contributing
Rhode Island Avenue, 7205	1928-1939	Single Dwelling	Colonial Revival/ Craftsman	Vinyl Siding	2.5	Side Gable	Garage	Contributing
Rhode Island Avenue, 7207	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 6900	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 6902	1928-1939	Single Dwelling	Colonial Revival	Brick and Aluminum Siding	2	Side Gable	Garage	Contributing

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NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

CALVERT HILLS HISTORIC DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Wake Forest Drive, 6904	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 6905	1928-1939	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage	Contributing
Wake Forest Drive, 6906	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 6907	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Wake Forest Drive, 6908	1928-1939	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 6909	1928-1939	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Wake Forest Drive, 6910	1940	Single Dwelling	Dutch Colonial Revival	Brick and Stone Veneer	1.5	Gambrel	Attached Garage	Contributing
Wake Forest Drive, 7000	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing

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Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Wake Forest Drive, 7002	1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Wake Forest Drive, 7003	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Shed (N/C)	Contributing
Wake Forest Drive, 7004	1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 7005	1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Wake Forest Drive, 7006	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 7007	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage	Contributing
Wake Forest Drive, 7008	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 7009	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing

Address	Date	Type	Form/Style	Structural System	Stories	Roof	Outbuilding	Status
Wake Forest Drive, 7010	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage	Contributing
Wake Forest Drive, 7011	1940	Single Dwelling	Colonial Revival	Brick	2	Hipped	Garage	Contributing
Wake Forest Drive, 7012	1941-1953	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Garage and Shed	Contributing
Wake Forest Drive, 7013	1940	Single Dwelling	Colonial Revival	Brick	2.5	Side Gable	Garage	Contributing
Wake Forest Drive, 7014	1940	Single Dwelling	Cape Cod/ Colonial Revival	Brick	1.5	Side Gable	Garage and Shed	Contributing
Wake Forest Drive, 7015	1940	Single Dwelling	Colonial Revival	Brick	1.5	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 7016	1940	Single Dwelling	Colonial Revival	Brick	2	Side Gable	Attached Garage	Contributing
Wake Forest Drive, 7018	1940	Multiple	Colonial Revival	Brick	2.5	Side Gable	Garage and Shed	Contributing

[i] The Contributing status of the outbuildings reflect the status of the primary resource unless noted otherwise.

STATEMENT OF SIGNIFICANCE

Calvert Hills, a cohesive neighborhood in Prince George's County, Maryland, is an excellent illustration of the residential development on the outskirts of Washington, D.C., in the early 20th century. The rural property, historically part of the Calvert family's Rossborough Farm and Riversdale Plantation, was subdivided in response to the expanding suburban population, the development of the nearby Maryland Agricultural College (now the University of Maryland at College Park), and the College Park Airport. The middle- and upper-middle class suburban community, which is framed by major transportation corridors, developed further with the advents of the streetcar and automobile. The neighborhood was conceived as additions to the growing community of College Park, which was located to the immediate north of Calvert Hills. The first of the eleven additions, "Fanny A. Calvert's Addition to College Park," was undertaken by the Calvert family in response to the many speculative development opportunities. The chronological development of Calvert Hills is documented by its residential architecture, which dates from the 1890s to the late 1940s, with minimal infill construction in the latter half of the 20th century. Calvert Hills presents an eclectic collection of imposing Colonial Revival-style houses and more modest examples of Queen Anne-, Craftsman-, and Tudor Revival-style dwellings. Building forms vary from large two-and-a-half-story brick and wood frame dwellings to smaller bungalow and Cape Cod residences. The many additions were joined as the neighborhood of Calvert Hills in recognition of the prominent Calvert family and incorporated as part of the Town of College Park in 1945.

As a whole, the early-20th-century suburb of Calvert Hills has achieved significance as the product of the distinctive period, with individual components combine to create a distinguishable entity with high artistic value. The district meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with the period of significance extending from 1890 to 1948. The neighborhood consists of 375 properties including 347 single dwellings, 24 multiple dwellings/apartments, one school, a former fire station, a government office, and one post office. There are 365 contributing primary resources and ten non-contributing primary resources, supported by approximately 182 secondary resources, such as garages and sheds. Of the secondary resources, 42 are non-contributing.

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

Calvert Hills meets criterion A of the National Register of Historic Places as a residential neighborhood that developed because of its support of the expanding middle- and upper-middle-class suburban population of Washington, D.C. in the first half of the 20th century. This streetcar suburb was accessed by the Washington, Berwyn, and Laurel Railroad Company (later consolidated as the City and Suburban Railway Company and then the D.C. Transit Company), in addition to the B&O Railroad, which had been extended through the area as early as 1835. Further, the increasing acceptance of the automobile and the need for efficient transportation routes into the District of Columbia resulted in the emergence of Baltimore Avenue as the primary transportation route for the community. Consequently, Calvert Hills was firmly established as a commuter suburb of Washington, D.C., by 1948, when the last addition was platted.

From its inception, Calvert Hills was a separate residential community linked to College Park, despite being platted as additions to the older neighborhood. Initial development occurred prior to the platting of the additions, however, in response to the property's close proximity to major transportation routes. The periods of expansion and development in Calvert Hills were directly related to the growth of the University of Maryland, which is located to the immediate north of Old Town College Park. Thus, as the university expanded with an increasing student and professorial body, the population of Calvert Hills increased. Further, Calvert Hills was home to aviators and related employees of the College Park Airport, the oldest continuously operating airport in the world. Such residents included Wilbur and Orville Wright, who are believed to have leased rooms in a boarding house on Bowdoin Street in the early 1900s. As a residential neighborhood, Calvert Hills was devoid of a commercial center, forcing residents to rely on the commercial base of surrounding communities, such as College Park and Riverdale Park.

Although a few buildings existed by the 1907 platting of "Fanny A. Calvert's Addition to College Park," development of the neighborhood increased at a significant pace only after the 1921 re-platting of the land as "Elmore Power's Addition to College Park." By 1928, approximately thirty buildings were erected in the community. Over the next twelve years that number increased to 355, with ninety-one buildings constructed in a single year. By 1948, the residential suburb of Calvert Hills had expanded to include 366 buildings occupying the land south of Old Town College Park between Baltimore Avenue to the west and the B&O Railroad tracks to the east.

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 Calvert Hills meets criterion C of the National Register of Historic Places for its substantial concentration of early-20th-century domestic architecture. Fashionable stylistic interpretations include the Queen Anne, Colonial Revival, Craftsman, and Tudor Revival styles. Sited along tree-lined streets, the properties within Calvert Hills present a uniform setback, grassy yards, and secondary buildings. Although the majority of the dwellings were constructed between 1921 and 1940, the earliest houses erected within the first platted section of the neighborhood date from the 1890s and represent the Queen Anne and late-19th-century interpretations of the Colonial Revival styles. Later, these larger house forms were supplanted by the more modest Craftsman-style bungalow and Cape Cod dwellings that were popular in the 1920s.

By the time residential construction began to take off in the 1930s, house sizes and stylistic features had begun to change in response to a new clientele. Construction from the 1930s through the 1940s is characterized by high-style Colonial Revival and Tudor Revival ornamentation applied to modest house forms that appealed to middle-income families. The dominant forms were two-and-a-half-story, two- or three-bay-wide single-family dwellings. Many of these houses were the products of the College Park Building Corporation, which improved a substantial number of lots in the mid- to late 1930s.

Construction of more modest one- and one-and-a-half-story dwellings with minimal applied ornament began in the early 1940s. These buildings represent a shift in focus from construction of dwellings for the upper-middle-class to faster, less expensive construction of housing for the middle class. This change of dwelling form is also represented by the advent of apartment buildings, which were constructed in Calvert Hills following World War II. The Colonial Revival-style apartments that were erected in the post-war period reflect the demand for housing throughout suburban Washington, D.C.

HISTORICAL BACKGROUND

The Calvert Family and Calvert Hills (1890-1907)

The land encompassed by the residential neighborhood of Calvert Hills was originally part of the Calvert family's tracts of land known as Riversdale Plantation and Rossborough Farm. George Calvert was the son of Benedict Calvert and a descendant of Charles Calvert, the fifth Lord Baltimore. By 1828, he was the wealthiest man in Prince George's County, with assets valued at $53,762. Politically active in the late 18th 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 Washington and Baltimore Turnpike Company in 1813.[1] George and Rosalie Calvert acquired the Riversdale Plantation from her parents, Henri and Marie Stier. Two years after purchasing the property, the Stiers returned to their family home in Belgium, transferring the property to their daughter. Through the early 19th century, George Calvert's interests shifted from politics to agriculture, and by 1828, his land holdings included over 2,000 acres in Prince George's County. The 428-acre Rossborough Farm, purchased by George Calvert in 1822, comprised a large portion of the family's vast estate, which extended southward to Bladensburg and to include what is today Calvert Hills.

After the deaths of Rosalie Calvert in 1821 and George Calvert in 1838, the property in Prince George's County was devised to their son, Charles Benedict Calvert. 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 the Calvert land, subsequently purchasing his siblings' interest in the property. Like his father, Charles Benedict Calvert was a proponent of progressive agricultural techniques. He 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). 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 the death of Charles Benedict Calvert in 1864, the remaining plantation property was subdivided among his heirs.[2]

The Calvert land was primarily agricultural. It was connected to Baltimore City, 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 abundant traffic along the Washington and Baltimore Turnpike and its predecessor prompted the construction of numerous taverns and inns, including the Rossborough Inn (circa 1803, currently the faculty-alumni club of the University of Maryland). Agricultural roads and narrow lanes from the nearby plantations and farms intersected the turnpike, and ultimately served as guides for several of the roads existing today.[3]

Running parallel to the turnpike was the Washington branch of the Baltimore and Ohio (B&O) Railroad. The railroad, which traveled 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 and Baltimore City, with freight service as needed.[4] 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 and maintenance of the road was abandoned. The physical condition of the thoroughfare and the amount of traffic traveling the road, which had become known as the Washington and Baltimore Boulevard, continued to decline well into the early 20th century.[5]

The development of Calvert Hills is largely a result of the establishment and growth of the College Park and the University of Maryland, which were also aided by the various transportation resources serving the area. The school was founded as a direct result of the depletion of the agricultural landscape of Maryland. To aid the farmers, agricultural societies, fairs, and publications were offered. One such society was the Farmer's Club, founded in Baltimore. The organization changed its name in 1848 to the Maryland State Agricultural Society, and became the primary motivator in the establishment of the agricultural college. Support for the school came from the state legislature in March 1855, when a bill was passed to confer the charter for a college that made experimental agriculture a part of its regular curriculum. Charles Benedict Calvert, president of the college's board of trustees, provided 428 acres of land for the meager price of $50 per acre in 1856. Comprising a portion of Rossborough Farm, this tract was located to the west of Old Town College Park. Three years later, in 1859,

the first building of the Maryland Agricultural College was opened to 34 students for classes. Because of the establishment of the college, the B&O Railroad opened the College Lawn Station to serve the school, and eventually there was a post office and small-unplanned residential communities developing around the campus.[6]

A 125-acre parcel belonging to Ella Calvert Campbell was located east of the agricultural college and west of the B&O Railroad tracks. This property was the future site of Old Town College Park. Soon after receiving title to the land in the mid-1860s, Ella Campbell permitted her brother, Eugene Calvert, to subdivide the property. It was platted as College Lawn, created around the College Station stop of the B&O Railroad. The development of the proposed community was slow. The *Hopkins Map* of the Bladensburg District #2 and Vansville District #1 of Prince George's County documents that the homes of Ella Calvert Campbell and Charles B. Calvert were the only improvements in the College Park area in 1878. In 1889, Campbell sold the property to John Oliver Johnson and Samuel Curriden of Washington, D.C. Within months of purchasing the land, Johnson and Curriden re-platted College Lawn as College Park. The overall organization of the new suburb featured a rectilinear grid of blocks and streets bounded by the B&O Railroad on the east and Baltimore Avenue (formerly the Washington and Baltimore Turnpike) to the west. The community was initially intended to serve professors of the college as well as upper-middle-class residents who commuted by train to nearby commercial and business centers. By 1897, only thirteen houses had been constructed in the suburb of College Park.

The initial growth of College Park, albeit slow, moved slightly southward of Calvert Road, in the neighborhood destined to be known as Calvert Hills. Although this land was rural and largely undeveloped, its location adjacent to the B&O Railroad did result in the construction of several dwellings next to the railroad right-of-way in the 1890s. These dwellings, the earliest extant buildings to be constructed in the Calvert Hills Historic District, are the Queen Anne- and Colonial Revival-style houses at 7204, 7206, and 7208 Bowdoin Avenue. Additionally, the small community's first general store was strategically placed at the intersection of Calvert Road and the railroad tracks, which thus ensured an increased patronage by its placement at the intersection of two transportation routes.

Later development of the land south of Calvert Road was eased by the availability of established public utility service. Electricity was available to residents of College Park and surrounding communities beginning in 1902, with the extension of the streetcar line along Rhode Island Avenue. Although the current was accessible to the residents, the availability of electricity was initially erratic. Provisions for electricity were regulated upon the formation of the Hyattsville

Electric Power Company in 1903. By 1906, the Potomac Electric Power Company was created, establishing the latter organization's authority over the Hyattsville company's power lines and extending service into all areas of College Park that had previously been not been serviced with electricity.

The 1906 creation of the Hyattsville Gas and Electric Company brought natural gas service to the subdivision. Although the Hyattsville company was overtaken in the realm of electric service by the Potomac Electric Power Company, the Hyattsville Gas and Electric Company experienced continued success in the gas industry. In 1927, the company was reorganized as the Washington Gas Company, which provided natural gas to each Calvert Hills subdivision as it was platted.

The extension of streetcar service into the community was one of the primary agents in the early creation of present-day Calvert Hills, despite the existing service of the B&O Railroad. Traversing Maryland Avenue, the electric streetcar line that was extended through present-day Calvert Hills 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 streetcars had begun to operate in Washington, D.C. as early as 1862, they did not connect to the outlying suburbs until just after the turn of the 20th 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 who hoped to profit from further development. Although Calvert Hills was already situated along the B&O Railroad, the streetcar was less expensive and faster than the railroad.[7] 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 College Park, service was provided to the neighboring communities of Hyattsville, Riverdale Park, Lakeland, Berwyn, Branchville, Beltsville, and Contee.

Initial Development of Calvert Hills (1907-1921)

The 1907 platting that occurred within the current neighborhood of Calvert Hills constituted one of the first expansions of College Park. Taking full advantage of the land's location and the development fervor that infiltrated the surrounding communities, Fanny A. Calvert provided the twenty-six-acre parcel of land to be subdivided as "Fanny A. Calvert's Addition to College Park." The land, which was surveyed in March 1907, was divided into forty-seven large residential lots among six blocks. Located south of College Park on the south side of Calvert Road, the addition was nestled between the B&O Railroad tracks to the east and the newly

established Washington and Suburban Railway Company's streetcar line that extended north along Washington Avenue (now Rhode Island Avenue) to the west.

Similarly, the College Park Airport, located on the north side of Calvert Road between Baltimore Avenue and Kenilworth Avenue at Corporal Frank S. Scott Drive, brought aviators and flyers from all over the nation to the area. The airport was created in 1909 to train the first military fliers in the United States. Under the direction of the Signal Corps, the landing field at College Park opened on October 8, 1909. Wilbur Wright, the first instructor of the government-owned aircrafts, unofficially set a world speed record on October 9, 1909 at College Park. Among the first pupils receiving instruction by Wright was Lieutenant Frederick Humphreys, the first Army officer to solo in the Army's first airplane. In 1911, the War Department designated the landing field as the Signal Corps Aviation School. Although the Signal Corps training school at College Park officially ceased operations in 1913, civilian aviation has continued. Thus, the College Park Airport, listed on the National Register of Historic Places in 1977, is the oldest continuously operating airport in the world. Such residents included Wilbur and Orville Wright, who are believed to have leased rooms in a boarding house on Bowdoin Street in what is now the neighborhood of Calvert Hills.

The creation of the Washington Suburban Sanitary Commission in 1918 responded to the suburban need for adequate water and sewage. The few pre-existing sewage systems in some communities were updated and incorporated into the Washington Suburban Sanitary Commission's system. Within the next four years, a few sewer pipes were laid throughout Calvert Hills, including those below Calvert Road and Rhode Island Avenue. By 1924, a sewer line existed under Washington and Baltimore Boulevard. The extension of water lines into Calvert Hills also came in the mid-1920s, when the Washington Suburban Sanitary Commission undertook a large-scale operation to provide water service to the existing and proposed dwellings in Calvert Hills. At this time, the Washington Suburban Sanitary Commission was approved to review all proposed subdivisions and developments. Their approval of the next additions to Calvert Hills--and hence, to College Park--immediately preceded the commission's extension of water and sewer lines into other areas of Calvert Hills.

The few extant dwellings that were constructed shortly after the platting of "Fanny A. Calvert's Addition to College Park" are located on the south side of Calvert Road between the railroad tracks and the streetcar. These dwellings, constructed over a fourteen-year period, reflected the early-20th-century evolution of architectural styles and construction techniques utilized in neighboring College Park. Although wood frame building materials remained predominant

during the first two decades of the 1900s, the shift from Queen Anne-style to Colonial Revival- and Craftsman-style dwellings was starting to take place. Evidence of this change are the Queen Anne-style house at 4707 Calvert Road (1900-1915), the Colonial Revival-style house at 4701 Calvert Road, (1911), and the Colonial Revival/Craftsman-style house at 4605 Calvert Road (1915).

In addition to the evolution of architectural trends over the course of the early 1900s, city directories also reveal the changing character of the neighborhood from rural to suburban. In 1918, J.H. Goddard and Lemuel Shipley were listed as farmers. In addition, J.H. Groves was an assistant herdsman. In contrast, some residents were employed in white-collar positions at the Maryland State College, the College Park Airport, and in federal agencies in Washington, D.C. Reuben Brigham, who lived at the intersection of Arundel Avenue (now Guilford Road) and Dartmouth Avenue, worked in the Department of Agriculture. Similarly, Robert Kerr was the chief clerk for the War Department. Charles Richardson and Stewart Shaw were college professors. Dowell Howard, Dorsey Gray, Jennie Clark, and William Carroll were employed as clerks. Margaret Bowdoin, one of the few women listed in the directory, was postmaster of the post office and general store located at the intersection of the railroad tracks and Calvert Road.[8] It was the Bowdoin family that later lent its name to Bowdoin Avenue, which extended in a north-south direction parallel to the B&O Railroad.

Although public utilities and mass transportation were available to the residents, development of the subdivision was slow until the emergence of the automobile as a primary mode of transportation. Aside from the general store operated by Margaret Bowdoin, there were no other commercial amenities available in the community. Rather, the increase in residential development within the neighboring communities of Riverdale Park and College Park sparked the establishment of commercial and entertainment resources available to the residents of Calvert Hills.

Re-Platting, 1921-1928

The growth of the college had a significant impact on the development of the surrounding community. In 1920, the college was further expanded under the direction of the State. It was renamed the University of Maryland at College Park, and the schools of dentistry, law and medicine were merged into the university system. Following this merger, the faculty and student population rose dramatically, particularly within the College of Arts and Sciences.[9] The university expansion, combined with the emergence of the automobile as the vehicle of choice,

brought an even greater number of permanent and transient residents to the area. Thus, the location, transportation amenities, and the number of available building lots provided unending options for speculative development in Calvert Hills.

One such development was "Elmore Power's Addition to College Park." Elmore Power (1877-1933) was a builder/carpenter who became involved in real estate development by 1917. In 1921, he and his brother Monroe Power purchased the remaining lots of "Fanny A. Calvert's Addition to College Park." The Powers then re-platted and renamed the small neighborhood "Elmore Power's Addition to College Park." The new plat retained the overall grid of streets, adding smaller east-west streets between three of the blocks. The Power family significantly reduced the size of lots in anticipation of expansion of the College Park community for middle-class residents. As a result, ninety-four lots were created out of the previous forty-seven. Only ten lots retained their original acreage.

Prince George's County, which was experiencing tremendous growth countywide, produced promotional pamphlets like those commonly used by developers to attract residents. The advertisements touted the "...resources and opportunities of th[is] northeast section of Greater Washington," stating that Hyattsville, Riverdale, Edmonston, Bladensburg, University Park, College Park, Branchville and Berwyn, among others, were "Washington's greatest suburb and the gateway to opportunity."[10] When one such pamphlet was produced in 1926, nearly 20,000 residents lived in these suburban communities, which were served by streetcars and trains that traveled to Washington, D.C., daily.

Little improvement occurred in "Elmore Power's Addition to College Park" during the first few years of its development. Only twenty-two of the ninety-four lots were improved between 1921 and 1928. This lack of improvement is most likely attributed to the insularity of the neighborhood. Although the community was situated between Riverdale Park to the south and College Park to the north, the landscape surrounding it was still undeveloped and largely rural. The majority of the local population remained concentrated in the College Park. The residents who lived in Calvert Hills typically walked or rode the streetcar to Hyattsville, Riverdale Park, College Park, and Washington, D.C., to shop.[11]

The twenty-two dwellings constructed in "Elmore Power's Addition to College Park" between 1920 and 1928 reflect the popular Craftsman-style bungalow that emerged in the 1920s as a popular and prominent type of dwelling constructed in suburbs throughout the metropolitan Washington, D.C. area. National businesses such as the Sears, Roebuck, and Company, Aladdin,

and the Ray H. Bennett 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 unimproved 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. A few buildings in Elmore Power's addition presented an identical footprint, like those at 4805 and 4809 Calvert Road (1925-1935), indicating construction of these buildings by a single builder using one pattern.

In January 1925, the Home and School Association of College Park, composed of College Park residents, drafted a constitution and by-laws for the organization of the College Park Volunteer Fire Department. The first fire chief was Dr. Henry B. McDonnell, who appropriately was the director of the college's chemistry department. Known as Company Number 12, the fire department was in service by November 1, 1925, answering its first call on December 13th of that year. Elmore Power donated a small rectangular lot at 4813 Calvert Road as the site for a firehouse. The very small masonry building, which housed a single truck, was constructed in the summer of 1926. The growth of the community, and the construction of dwellings and commercial buildings, required the fire department to expand its services. Thus, the fire department was chartered in 1927 as the College Park Volunteer Fire Department, Inc., and training was held at the university. The College Park Volunteer Fire Department moved in 1946 to a new building at 7507 Baltimore Avenue. The Calvert Road building also functioned as the city hall and later served the fire department's Ladies Auxiliary.

Additions, 1928-1940

As the automobile supplanted streetcar and railroad service, Baltimore Avenue once again flourished as a major transportation corridor connecting Washington, D.C. and Baltimore, serving many of the communities that had developed along its route. The 1939 *Sanborn Fire Insurance Map* indicates that several transportation-related resources had been constructed by this time on the east side of Baltimore Avenue in Calvert Hills. This included a gas station on the northeast corner of the current intersection of Baltimore Avenue and Guilford Road. Two tourist cabins were located directly north of the gas station. Additionally, nineteen tourist cabins were sited south of the gas station and north of present-day Fordham Lane. More tourist cabins were located on the west side of Baltimore Avenue. Despite the increased use of Baltimore Avenue and the emergence of commercial buildings flanking it, expansion of the Calvert Hills neighborhood in the 1930s and 1940s resulted in the removal of these automobile-related

buildings in favor of residential construction.

Two additions, known as College Park Sections A and B, were subdivided by the Power brothers in 1928. Nestled between the B&O Railroad tracks and Baltimore Avenue, these two additions encompassed approximately 230 residential lots at the southern end of Calvert Hills. Development occurred at a moderate pace until 1935, when the College Park Building Corporation purchased 160 of the undeveloped lots.

Influenced by the availability of aid from the Federal Housing Administration, Robert M. Watkins and Omar D. Crothers, Jr., had formed the College Park Building Corporation in 1935.[12] In the 1930s, Crothers was a lawyer with offices in Baltimore. He later served as a state senator from 1951 through 1954. Little information, however, exists on Robert M. Watkins. The 1948 Washington D.C., city directory listed him as a mover for the Public Buildings Administration. Oral information suggests that Watkins was primarily responsible for development completed by the College Park Building Corporation, as it was Watkins who hired local architect R. Webster Ross to design some of the houses in the neighborhood. Ross, a native of Baltimore, received his architectural training at the Architectural School of the Maryland Institute, later forming Ross and Walton, a prolific architectural firm in Prince George's County.[13]

After purchasing Crothers' interest in the College Park Building Association in 1938, Watkins and his wife, Hazel, organized College Park Homes. Between 1939 and 1942, Robert and Hazel Watkins purchased an additional twenty-two acres of undeveloped land contiguous to and west of "Elmore Power's Addition to College Park." From this twenty-two acres, Watkins platted seventy unimproved lots during a twelve-month period beginning in 1939.

The opportunity for development of Calvert Hills increased dramatically in the second quarter of the 20th century. The forms and styles of the 150 houses constructed between 1928 and 1940 indicate the composition of the community. The buildings designed and sold during this period presented a variety of revival styles and forms, including Colonial Revival, Tudor Revival, Spanish Revival, bungalows, foursquares, and Cape Cods. The buildings, constructed of either wood frame or brick, provided housing for middle-income residents as well as some of the upper-middle-income residents living in Calvert Hills. With the University of Maryland as one of the largest employers in the area, the Calvert Hills neighborhood was composed primarily of professionals employed at the university. A substantial number of residents, however, were employed in federal agencies in Washington, D.C. and at the College Park Airport.[14]

To meet the educational needs of the College Park and Calvert Hills communities, the College Park Elementary School was erected at the southern terminus of Princeton Avenue at Calvert Road and Franklin Road in 1938. The school, which organized at the turn of the 20th century, was initially housed in a small wood frame structure at the corner of Princeton Avenue and Franklin Road (now Hartwick Road) that was replaced by the brick building at 4601 Calvert Road. The three-room schoolhouse constructed in the 1930s provided the only educational facility in the community for a number of years, requiring junior-high and high-school-level students to attend classes at schools in Hyattsville, Adelphi, and Greenbelt. The Prince George's County School Board closed the school in 1977, and the building was sold to the City of College Park in 1981. The Friends Community School, a Quaker elementary school under the care of Adelphi Friends Meeting, Inc., has occupied the building since 1986.

Infill Development, 1940-1948

The infill development that occurred between 1940 and 1948 resulted in the improvement of previously undeveloped lots primarily at the center of the neighborhood. Thus, the availability of residential lots in Calvert Hills declined. The surrounding communities, however, continued to grow, necessitating alternatives to single-family housing. One such alternative was the apartment building. Conforming to the popular Colonial Revival style, the apartment buildings in Calvert Hills were erected in a portion of the neighborhood that was composed of five additions platted by College Park Homes over an eight-year period. They were constructed primarily along Fordham Lane and Carleton Terrace in close proximity to Baltimore Avenue. The plans of the apartment buildings are indicative of innovative planning ideal for low-density development. Typically, this building type was intended for middle-income renters, but presented a housing alternative for residents of Calvert Hills.

University students, in particular, could take advantage of the housing possibilities presented by the construction of apartment buildings. Through the 1930s, many students boarded with professors who lived in Calvert Hills. In addition to providing affordable housing for the students, it supplemented the professors' income, which was occasionally meager during the Depression. After World War II, the need for single-family housing increased throughout suburban Washington, D.C. Rather than boarding with a family, students could instead live independently in one of the apartment buildings constructed in the neighborhood.[15]

Extensive development of College Park and surrounding neighborhoods by the middle of the 20th century required a solution to public works issues and other routine problems plaguing the

community. To meet the needs of the community, the Town of College Park was incorporated in 1945. The new town, later to become the City of College Park, was comprised of College Park, Calvert Hills, the University of Maryland, Lakeland, Berwyn, Daniels Park, and Hollywood.[16] Because of the city's all-encompassing name, the original subdivision of College Park became known as Old Town College Park. Beginning in 1949, the streets were paved, storm gutters and sidewalks were laid, and streetlights and signs were established throughout the town. Traffic lights were installed in 1947, and then only at the major intersections along Baltimore Avenue. Many of the street names were also changed in keeping with the alphabetical naming system used in Washington, D.C. Interestingly, when platted, the streets in College Park were named after colleges and universities in the eastern United States. After street names were unified by the United States Postal Service, several of the streets in Calvert Hills also followed that standard. University Road became Amherst Road, Woodland Road became Clemson Road, and Whiteoak Road became Drexel Road. Baltimore Avenue progressed as a major commercial artery that served College Park and the University, bordering primarily residential neighborhoods such as Calvert Hills.

The northern corner of the community was transversed by Guilford Run, a small creek that traveled across Baltimore Avenue and moved northeastward along Calvert Road to cross the B&O railroad tracks. The construction of housing by College Park Homes required that the creek be infilled, although it is present on the east side of the tracks and the west side of Baltimore Avenue. The creek, despite no longer being extant in Calvert Hills by the second half of the twentieth century, lent its name to Guilford Road over which it passed.

After 1948

The automobile continued to have a major impact on Calvert Hills. With the reliance on personal vehicles, passenger service on the B&O Railroad was terminated and the streetcar lines were discontinued in 1958. In the late 20th century, Conrail purchased the B&O right-of-way for freight service. Bus service remained the only form of public transportation until 1993, when commuter rail service returned in the form of the WMATA Metrorail. Located on the Washington D.C., subway system, the College Park-University of Maryland Metrorail Station was built on the site of the former B&O Railroad terminal.[17] The metro stop was located directly across the street from the U.S. Post Office, which had been constructed in 1970 to replace the early-20th-century post office on the northeast corner of the Calvert Hills neighborhood. This one-story building, which was the third post office in Old Town College Park, is located at 5815 Calvert Road. The creation of the Metrorail line severed Calvert Road as a major east-west

thoroughfare for this portion of the county. Calvert Road, which terminated at the metro station, was replaced by Paint Branch Parkway.

Residential development in Calvert Hills nearly came to a halt after 1948. The late-20th-century expansion of College Park's commercial corridor along Baltimore Avenue resulted in the construction of four commercial buildings at the northwest corner of the Calvert Hills neighborhood. Yet, despite the commercial growth of neighboring College Park and Riverdale Park, Calvert Hills remains a purely residential neighborhood composed primarily of single-family and multiple-family dwellings that face tree-lined streets.

ENDNOTES

[1] 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. 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).

[2] Maryland-National Capital Park and Planning Commission, *The Calvert Mansion, Riversdale* (Upper Marlboro, MD: Maryland-National Capital Park and Planning Commission, Prince George's County Regional Office, 1950[?]), pp. 34-35; see also "Calvert, Charles Benedict, 1808-1864," located on the internet at http://bioguide.congress.gov/scripts/biodisplay.pl?index= C000058 (June 22, 2001); and Callcott, pp. 387-388.

[3] Harold L. Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998" (Paper prepared for AMCV 278, George Washington University, Washington, D.C., 1998), pp. 2-3.

[4] Reem, p. 3.

[5] Reem, pp. 3 and 6.

[6] George H. Callcott, *A History of the University of Maryland.* (Baltimore, MD: Maryland Historical Society, 1966), passim.

[7] Reem, p. 7.

[8] *Nelson's Washington Suburban Directory of Maryland and Virginia Adjacent to the District of Columbia* (Washington, D.C.: Justus C. Nelson, 1918), pp. 83-87.

[9] Heather L. Vaughn, "The History of the University of Maryland at College Park" (Paper prepared for AMCV 278, George Washington University, Washington, D.C., 1998), p. 9.

[10] Alan Virta, *Prince George's County: A Pictorial History.* (Virginia Beach, VA: The Donning Company, 1991), p. 209.

[11] David Mullaney, et. al., "A Social Profile of the Calvert Hills Community, 1920-1940" (Paper prepared for AMCV 278, George Washington University, Washington, D.C., 1998), p. 20.
[12] Mullaney, et. al., p. 7.
[13] Mullaney, et. al., p. 20.
[14] Mullaney, et. al., p. 21.
[15] Mullaney, et. al., p. 21.
[16] Reem, p. 12.
[17] Reem, pp. 13-14.

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5) /1 /8 / /3/3/2/5/3/2/ /4/3/1/5/1/9/6/
Zone Easting Northing

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Zone Easting Northing

7) /1 /8 / /3/3/2/1/0/9/ /4/3/1/5/7/7/8/
Zone Easting Northing

8) /1 /8 / /3/3/2/1/5/5/ /4/3/1/5/7/9/4/
Zone Easting Northing

VERBAL BOUNDARY DESCRIPTION

The Calvert Hills Historic District is located in northern Prince George's County, Maryland. It is immediately north of the Town of Riverdale Park and south of Old Town College Park. The neighborhood is nestled between Baltimore Avenue (U.S. Route 1) to the west and the WMATA metrorail/B&O Railroad tracks to the east. The Calvert Hills Historic District encompasses approximately 108 acres.

BOUNDARY JUSTIFICATION

The boundaries of the Calvert Hills Historic District define a portion of the original Rossborough Farm tract. Initially platted as the twenty-six-acre Fanny A. Calvert's Addition to College Park, the neighborhood was re-platted and subsequently expanded over the first half of the 20th century. Adjacent parcels were platted and improved as between 1928 and 1948, enlarging the original residential neighborhood fourfold. As a result, the properties lying within the subsequent additions are included in the historic district.

The northernmost boundary of the district is the south side of Calvert Road. Established as a county road in the 19th century, Calvert Road was the northern boundary of the first and subsequent additions to College Park. The re-emergence of the metrorail line on the east side of the neighborhood has reinforced the importance of Calvert Road as a throughway from Baltimore Avenue to the metrorail station. The resources on the north side of the road are part of the original plat for College Park. Thus, only the resources on the south side of the road are included in the Calvert Hills Historic District.

The easternmost boundary lies along Bowdoin Avenue, which extends south from Calvert Road parallel with the railroad tracks to its terminus at Erskine Avenue. The domestic resources on the west side of Bowdoin Avenue are the earliest buildings in Calvert Hills and pre-date the land's first platting in 1907. From Erskine Avenue, the eastern boundary is formed by the Maryland-National Capital Park and Planning Commission's Calvert Park. Calvert Hills and Calvert Park are contiguous, and the western property boundary of the park forms the eastern boundary of the Calvert Hills Historic District.

The southernmost boundary of the historic district lies along Albion Road. Established in 1928 as the southern boundary of College Park Sections A and B, Albion Road extends west from Calvert Park to Baltimore Avenue. Only the properties on the north side of Albion Road were platted in 1928, and thus are included in the district.

Baltimore Avenue primarily creates the western boundary. North of Carleton Terrace, Baltimore Avenue forms the western boundary of four small additions that are part of Calvert Hills. During the late 20th century, commercial construction occurred at the northwest corner of the neighborhood. The four buildings in this are not consistent with the materials, form or ornament of Calvert Hills. These resources, located along Baltimore Avenue between Fordham Road and Calvert Road, are considered to be non-contributing and have been excluded from the district. Thus, Baltimore Avenue forms the boundary from Albion Road north to Fordham Lane. Between Fordham Lane and Calvert Road, the district's western boundary is formed by the eastern property lines of these non-contributing buildings.

All photographs are of:

CALVERT HILLS HISTORIC DISTRICT
Prince George's County, Virginia
MIHP File Number: PG-66-37
E.H.T. Traceries, Inc., photographer

All negatives are stored with the Maryland Historical Trust:

DATE: May 2001
VIEW OF: 4701 Calvert Road, View looking South
PHOTO: 1 of 16

DATE: May 2001
VIEW OF: 4502-4504 Beechwood Road, View looking Northwest
PHOTO: 2 of 16

DATE: May 2001
VIEW OF: 4709-4711 Guilford Road, View looking Southwest
PHOTO: 3 of 16

DATE: May 2001
VIEW OF: 7206 Bowdoin Avenue, View looking West
PHOTO: 4 of 16

DATE: May 2001
VIEW OF: 7204 Bowdoin Avenue, View looking Northwest
PHOTO: 5 of 16

DATE: May 2001
VIEW OF: 6903 Rhode Island Avenue, View looking East
PHOTO: 6 of 16

DATE: May 2001
VIEW OF: 4600 Beechwood Road, View looking Northeast
PHOTO: 7 of 16

DATE: May 2001
VIEW OF: 7005-7007 Rhode Island Avenue and 4701 Fordham Road, View looking Southeast
PHOTO: 8 of 16

DATE: May 2001
VIEW OF: 4811-4813 Calvert Road, View looking Southeast
PHOTO: 9 of 11

DATE: May 2001
VIEW OF: 4609-4613 Beechwood Road, View looking Southwest
PHOTO: 10 of 16

DATE: May 2001
VIEW OF: 4609 Amherst Road, View looking South
PHOTO: 11 of 16

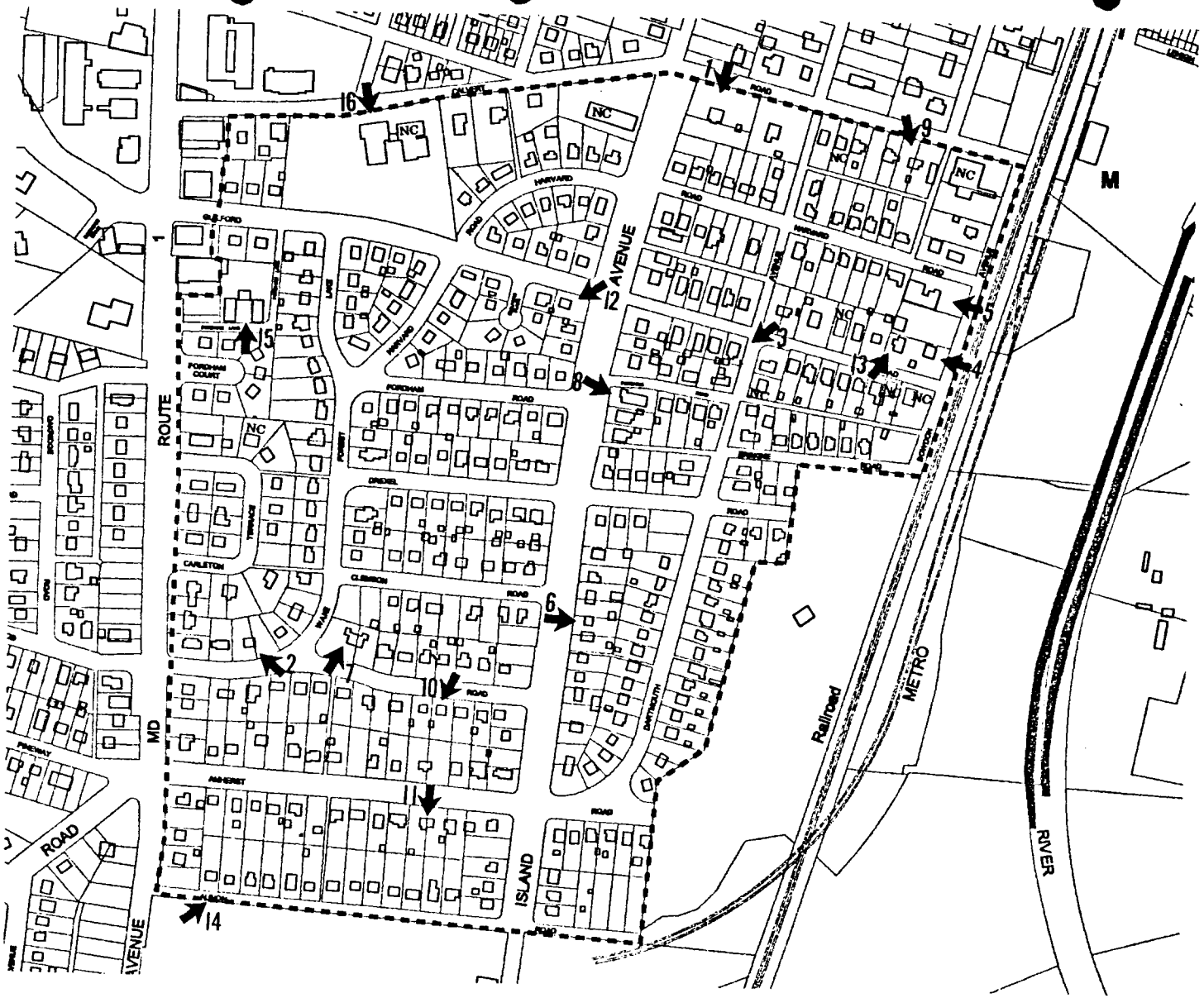
DATE: May 2001
VIEW OF: 4613-4615 Guilford Road, View looking Southwest
PHOTO: 12 of 16

DATE: May 2001
VIEW OF: 4810 Guilford Road, View looking North
PHOTO: 13 of 16

DATE: May 2001
VIEW OF: 4504-4508 Albion Road, View looking Northeast
PHOTO: 14 of 16

DATE: May 2001
VIEW OF: 4504-4508 Calvert Road, View looking North
PHOTO: 15 of 16

DATE: May 2001
VIEW OF: 4601 Calvert Road, View looking North
PHOTO: 16 of 16



Calvert Hills National Register Historic District

September 2001

Legend

- Boundary
- Building
- Property Line
- NC NON-CONTRIBUTING
- 3 Photo View

300 0 300 Feet

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W E

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12-66-37

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Calvert Hills National Register Historic District

September 2001

Legend

- Boundary
- Building
- Property Line
- NC NON-CONTRIBUTING
- 3 Photo View

300 0 300 Feet

one inch equals three hundred feet

N W E S

PG: 66-37

CALVERT HILLS HISTORIC DISTRICT

CALVERT HILLS, PRINCE GEORGE'S COUNTY, MD

1) 18/332158/4315936
2) 18/332901/4315886
3) 18/332800/4315612
4) 18/332666/4315615
5) 18/332532/4315196
6) 18/332078/4315228
7) 18/332109/4315788
8) 18/332155/4315794

PG-66-37
4701 CALVERT ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTH
MD-SHPO

#1 of 16

TRACERIES: 5/2001

PG-66-37
4502-4504 BEECHWOOD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
NORTH SIDE, LOOKING NORTHWEST
MD SHPO

2 of 16

TRACERIES, 5/2001

PG-66-37

4709-4711 GUILFORD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD

SOUTH SIDE, LOOKING SOUTHWEST
MD SHPO

#3 of 16

TRACERIES. 5/2001

PG-66-37
7206 BOWDOIN AVENUE
CALVERT HILLS HISTORIC DISTRICT

PRINCE GEORGE'S COUNTY, MD
WEST SIDE, LOOKING WEST

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TRACERIES. 5/2001

PG-66-37

7204 Bowdoin Avenue
Calvert Hills Historic District
Prince George's County, MD
West Side, looking Northwest
MD-SHPO

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Traceries 5/2001

PG-66-37
6403 RHODE ISLAND AVENUE
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
EAST SIDE, LOOKING EAST
MD-SHPO

#6 of 16

TRACERIES, 5/2001

PG-66-37
4600 BEECHWOOD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
NORTH SIDE, LOOKING NORTHEAST
MD-SHPO

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5/2001

PG-66-37
7005-7007 RHODE ISLAND AVENUE/4701 FORDHAM ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
EAST SIDE, LOOKING SOUTHEAST
MD-SHPO

#8 of 16

TRACERIES. 5/2001

PG-66-37
4811-4813 CALVERT ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTHEAST
MD SHPO
#9 of 16

TRACERIES, 5/2001

PG-66-37
4609-4613 BEECHWOOD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTHWEST
MD-SHPD
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TRACERIES, 5/2001

PG-66-37

4609 AMHERST ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
SOUTH SIDE, LOOKING SOUTH
MD-SHPO

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TRACERIES. 5/2001

PG-66-37
4613-4615 GUILFORD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
SOUTH SIDE, LOOKING SOUTHWEST
MD-SHPO
#12 OF 16

TRACERIES. 5/2001

PG-66-37
4504-4508 FORDHAM LANE
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
NORTH SIDE, LOOKING NORTH
MD SHPO

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TRACERIES, 5/2001

PG-66-37
4601 CALVERT ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
NORTH SIDE, LOOKING NORTH
MD-SHPO
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TRACERIES, 5/2001

PG-66-37
4810 GUILFORD ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MD
NORTH SIDE, LOOKING NORTH
MD-SHPO

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TRACERIES. 5/2001

PG·66·37

4504-4508 ALBION ROAD
CALVERT HILLS HISTORIC DISTRICT
PRINCE GEORGES COUNTY, MD
NORTH SIDE, LOOKING NORTHEAST
MD·SHPO

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TRACERIES, 5/2001