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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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**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 and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Old Town College Park

other names/site number (MHT File Number: PG 66-042)

## 2. Location

street & number Roughly bounded by Yale Ave., Calvert Rd., Columbia Ave., and Campus of University of Maryland, College Park ☐ not for publication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 at the following level(s) of significance:

**_ national _statewide X local**

Signature of certifying official/Title — Date 10-12-12

State or Federal agency/bureau or Tribal Government

In my opinion, the property _meets _does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register _ determined eligible for the National Register

_determined not eligible for the National Register _removed from the National Register

_other (explain:)

Signature of the Keeper — Date of Action 12.4.12

Old Town College Park — Prince George's County, MD
Name of Property — County and State

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply.)

| | |
|---|---|
| X | private |
| X | public - Local |
| X | public - State |
| | public - Federal |

**Category of Property**
(Check only **one** box.)

| | |
|---|---|
| | building(s) |
| X | district |
| | site |
| | structure |
| | object |

**Number of Resources within Property**
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|---|---|---|
| 213 | 90 | buildings |
| 0 | 1 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 213 | 91 | **Total** |

**Name of related multiple property listing**
(Enter "N/A" if property is not part of a multiple property listing)

Historic Residential Suburbs of the United States

**Number of contributing resources previously listed in the National Register**

N/A

## 6. Function or Use

**Historic Functions**
(Enter categories from instructions.)

DOMESTIC/Single Dwellings
DOMESTIC/Multiple Dwellings
DOMESTIC/Secondary Structures
COMMERCE/TRADE/Specialty Store
GOVERNMENT/Post Office
GOVERNMENT/Fire Station
RELIGION/Religious Facility (Church)
RELIGION/Church-Related Residence
SOCIAL/Meeting Hall

**Current Functions**
(Enter categories from instructions.)

DOMESTIC/Single Dwellings
DOMESTIC/Multiple Dwellings
DOMESTIC/Secondary Structures
COMMERCE/TRADE/Specialty Store
EDUCATION/Education-Related
GOVERNMENT/Post Office
RELIGION/Religious Facility (Church)
RELIGION/Church-Related Residence

## 7. Description

**Architectural Classification**
(Enter categories from instructions.)

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

**Materials**
(Enter categories from instructions.)

foundation: BRICK; CONCRETE
walls: WOOD: Weatherboard/Shingle; BRICK; ASBESTOS; STUCCO; METAL: Aluminum SYNTHETICS: Vinyl
roof: ASPHALT; STONE: Slate

Old Town College Park | Prince George's County, MD
Name of Property | County and State

MODERN MOVEMENT/Art Moderne | other:

## Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### Summary Paragraph

Old Town College Park, developed primarily between 1889 and 1950, is a residential subdivision located in Prince George's County, Maryland, just eight miles northeast of Washington, D.C. The 125-acre suburban neighborhood was designed to attract middle- and upper-middle-income residents. Accordingly, it was strategically located between the Washington and Baltimore Turnpike (U.S. Route 1) and the Baltimore & Ohio (B&O) Railroad, with the Maryland Agricultural College (now the University of Maryland) to the immediate north. The area developed gradually, with the greatest period of development beginning in the 1920s and subsiding with the end of World War II in 1945. As a result, the architecture reflects the fashionable designs of several periods, beginning with the Queen Anne style of the late Victorian era and moving to the Colonial Revival, Tudor Revival, and Craftsman styles of the early- to mid-twentieth century. The most popular forms are the American Foursquare, Cape Cod, bungalow, and two-story house with side-gabled roof. The strong influences of the Modern Movement are illustrated by the ranch and split-foyer houses. These single-family dwellings stand alongside low-rise garden apartment complexes, multi-family dwellings, and university-affiliated fraternity and sorority houses. As the architectural styles became more vernacular, ornamentation and stylistic expression was exhibited solely through the building materials like rock-faced concrete blocks, formed stone, brick veneers, aluminum siding, vertical-board siding, and asbestos siding. These materials were, for the most part, made popular by wartime shortages and/or production innovations. The residential neighborhood is supported by a Gothic Revival-style church, an altered fire station, and few commercial buildings, most of which have been rehabilitated to serve as housing. The modest wood-frame post office and B&O train station that served the neighborhood when platted in 1889 have since been replaced with a modern brick-veneered post office and Metrorail station.

**Narrative Description**

Site Description

The residential neighborhood of Old Town College Park is located on a 125-acre tract of land in the interior of the City of College Park. The plan for the neighborhood follows a rectilinear grid with forty-foot-wide streets that run perpendicular to the blocks. The grid plan, as laid out by developers John O. Johnson and Samuel W. Curriden in 1889, created thirty-nine blocks, each divided into sixteen narrow rectangular building lots. Development pressures and the establishment of the residential subdivision of Calvert Hills to the immediate south forced a resubdivision of several building lots to face Calvert Road, the southern boundary of the neighborhood. This also resulted in the introduction of north/south streets, such as Dickinson Avenue and Girard Avenue. The standard lot size is fifty feet by two hundred feet with a limited number of irregular-shaped or -sized parcels. The buildings are generally set back from the tree-lined streets on lots of varying width; the first houses and many of the collegiate fraternal houses are set on multiple lots. Many of the residential properties have driveways at the side of the lots, several leading to freestanding garages at the rear. The original plat established College Avenue, running east to west, as the primary corridor at the center of the neighborhood. Accordingly, the building lots along this broader avenue are oriented to face north or south, rather than the east or west orientation of the narrower streets; buildings on the corner lots along College Avenue tend to have two primary elevations. Over the years, commercial development has moved from College Avenue to the more highly traveled Baltimore Avenue, with the former becoming primarily strictly residential.

Today, Old Town College Park retains much of the original grid as platted by Johnson and Curriden. Although residential, College Avenue continues to function as the main east-west thoroughfare through the neighborhood. Rhode Island Avenue, which originally served as the route of the streetcar line, bisects College Park north to south. The neighborhood, as originally intended, is bounded by major transportation routes that include Baltimore Avenue (U.S. Route 1) to the west, and the Metrorail and MARC train lines to the east. It lies directly to the southeast of the sprawling University of Maryland and abuts Fraternity Row and housing of the school's south campus. Although located to the east of Baltimore Avenue, for the most part, the residential neighborhood is isolated from the road's commercial development and commuter traffic.

Detailed Description

*Buildings Pre-Dating the 1889 Johnson and Curriden Plat*

Before it was platted in 1889 by John O. Johnson and Samuel W. Curriden, College Park was farmland associated with the Stier-Calvert family's 2,000-acre plantation known as Riversdale. A single building, commonly known today as the Old Parish House, stands as a last representative of the plantation. Located at the corner of Dartmouth Avenue and Knox Road at 4711 Knox Road, the Old Parish House appears, based on historical and physical evidence, to have been built in the early part of the nineteenth century (circa 1812) as an outbuilding, possibly a barn. It was subsequently renovated in 1912 to serve the neighborhood of Old Town College Park as a church. The modest one-story building is constructed of brick laid in six-course American bond and covered by a front gable roof now clad in asphalt shingles. The one-bay-wide façade, fronting Dartmouth Avenue, originally contained the main entry; the opening was changed to a window in 1957. All of the window openings, including those on the pre-1912 side addition, are segmentally arched with hood lintels. Brick buttresses that extend to the height of the window lintels support the side elevations of the main block.

The interior of the building consists of a single open room, with a kitchen and entry room in the side addition, and bathroom and storage facilities in the rear addition. When the building was renovated to serve as a church in 1912, the rear addition was built on the west elevation as a chancel. In 1957, the building was once again renovated to serve as the College Park Woman's Club. Purchased by the City of College Park in 1998, the building continues to be used for community meetings and social events. The building has been designated as a Prince George's County Historic Site..

*Initial Development of Old Town College Park, 1889-1900*

Five of the extant residential buildings in Old Town College Park date from the subdivision's first decade of development. Although the developers anticipated the construction of imposing high-style, late-nineteenth-century residences on narrow rectangular lots, the domestic buildings from this period are set on substantially sized lots. These houses often have deeper setback than later houses in the neighborhood. The lot size and placement of the first houses show that many of the original property owners, and/or the builders, purchased two or more of the platted lots in order to locate the fashionably designed dwellings within a more picturesque setting rather than on uniform lots as originally subdivided. These initial houses are located in the eastern half of the neighborhood at 7406 Columbia Avenue (1888), 7507 Dartmouth Avenue (1890), 4710 College Avenue (1891), 7400 Dartmouth Avenue (1896), and 4704 Calvert Road (1898). When constructed, these houses were located close to the post office and railroad station, attractive features for the residents and prospective buyers.

All of the dwellings from this initial period stand two-and-one-half stories and are constructed of wood frame on slightly raised brick foundations. Four of the buildings are vernacular examples of the Queen Anne style, dating from the end of the Victorian era. Each building has an irregular square/rectangular form with intersecting gables, projecting bays, wrap-around porches, and asymmetrically placed window and entry openings.

The Taliaferro House at 7406 Columbia Avenue presents a wider façade than the other early houses of Old Town College Park. Constructed in 1888, the building features a wrap-around porch with paired columns, canted oriel window at the second story, molded cornice returns, and 6/2 sash windows. Like many of its neighbors, the structure was entirely reclad with asbestos shingles in the 1960s. Another dwelling from this same period is the vernacular Queen Anne-style house at 7507 Dartmouth Avenue that was constructed in 1890 at the southeast corner of Dartmouth Avenue and Norwich Road. The now-altered building has molded surrounds, 6/6 sash windows, and the original narrow German siding on the first story of the main block. The original rectangular form was augmented by the construction of a large side addition on the east elevation. Further, the second story has been reclad in aluminum siding. The nearby Cory House at 4710 College Avenue, constructed in 1891, is located on an expansive corner property at the northwest intersection of College Avenue and Dartmouth Avenue. The building, now covered in aluminum German siding, has fish-scale shingles in the tympanum of the gable ends, multi-light upper sash Queen Anne-style windows with stained and textured glass, paneled Tuscan posts, exposed rafter ends, and an ornately paneled brick chimney with corbelling. The building was enlarged in 1925 by the construction of a two-story kitchen wing to the rear (north) of the main block. Similarly, the imposing McDonnell House at 7400 Dartmouth Avenue sits on a large tree-shaded corner property and exhibits simplified Queen Anne-style decorative details. Constructed in 1896 at the northwest intersection of Dartmouth Avenue and Knox Road, across from the Old Parish House, the house has a T-shaped plan with a wrap-around porch supported by thin turned posts and square balusters that appear undersized against the imposing scale of the building. The symmetrically placed window openings hold 1/1 sash set within square-edged surrounds and molded lug lintels. The open tympanums of the gable ends are ornamented with

fish-scale shingles of wood and raked wood cornices. The intersecting gable roof is clad with square slate tiles and is finished with a molded boxed cornice. At the rear of the deep lot, which is landscaped with mature pecan, walnut, spruce, oak, and hickory trees, is a wood-frame chicken coop and carriage house.

While the other houses dating from the neighborhood's initial development period were vernacular interpretations of the Queen Anne style, the dwelling at 4704 Calvert Road (1898) illustrates the transition from the Queen Anne to the Colonial Revival style, which was more fashionable at the turn of the twentieth century. Thus, it has a more restrained stylistic interpretation than traditionally exhibited in the late nineteenth century. Like the contemporaneous Queen Anne-style dwellings, the wood-frame building on Calvert Road has a rectangular plan with full-width front porch, projecting bays, and intersecting gables. Fenestration of the façade and side elevations is symmetrical, rather than the asymmetrical placement commonly associated with the Queen Anne style. The building, sitting near the northeast intersection of Calvert Road and Rhode Island Avenue, occupies an expansive corner site near the southern edge of Old Town College Park.

*Early Twentieth-Century Growth of Old Town College Park, 1901-1920*

With the turn of the twentieth century, development of the Old Town College Park residential community continued, albeit gradually. By 1897, just thirteen buildings improved the neighborhood, and more than forty-five buildings had been erected by 1920. Twenty-five of those resources dating from between 1900 and 1919 are extant, including twenty-three dwellings and two commercial buildings. The domestic resources, the majority constructed of wood frame on solid brick foundations, initially followed the architectural influences of the late-nineteenth–century Victorian era. Three such examples include the houses at 4620 College Avenue (circa 1900), 7400 Rhode Island Avenue (1900), and 7300 Dartmouth Avenue (1910). These dwellings present the basic square/rectangular form of the more high-style Queen Anne design, with projecting bays and intersecting gable roofs. Yet, the stylistic ornamentation has been diluted merely to molded cornices, overhanging eaves, fish-scale shingles, corbelled brick chimneys, and multi-light transoms (now covered on all noted examples). The building at 7300 Dartmouth Avenue, which originally fronted Calvert Road, was reoriented to Dartmouth Avenue. This drastic change is most likely in response to the increasingly popularity of the Colonial Revival style and resulted in the addition of a primary entry on Dartmouth Avenue with an ornate Colonial Revival-style surround. Like many of its Colonial Revival-style neighbors, the first story of the wood-frame structure was covered in a brick veneer. The original gambrel roof with its flared eaves further emphasizes the building's transition to the Colonial Revival style of the second quarter of the twentieth century and hides an additional story.

The revival of brick as a building material emerged at the turn of the twentieth century, as illustrated by the dwelling at 7406 Dartmouth Avenue (1910). Square in plan, this Colonial Revival-style building is set on a slightly raised brick foundation with a molded water table. It is constructed of brick laid in five-course American bond, which has been painted. Reflecting architecture of the late Victorian era, the building has the multi-light upper sash windows indicative of the Queen Anne style. The outdoor living space traditionally provided by wrap-around porches in the late nineteenth century has been reduced to a porch that extends the full width of the façade. Another example of the use of brick as an exterior cladding material is seen on the circa 1918 Colonial Revival-style dwelling at 7403 Dartmouth Avenue. In this case, the wood-frame structure is finished in a brick veneer laid in a stretcher bond. The use of brick veneer, a new building material at this time that was relatively inexpensive to manufacture and apply, ultimately proved more favorable than full brick construction during the middle to late twentieth century.

The dilution of the fashionable architectural styles and simplification of their forms intensified after the turn of the twentieth century, as illustrated by a number of extant dwellings in Old Town College Park. This includes the four Queen Anne-derived buildings at 4708 and 4710 Norwich Road (1900), 7513 Girard Avenue (1900), and 4707 Calvert Road (1915). The wood-frame buildings are set on slightly raised brick foundations with imposing full-width front porches. The forms of these buildings have been simplified to present two-bay-wide, double-pile rectangular plans covered by front-gabled roofs. The half-hipped roofs of the porches are supported by either the turned posts indicative of the Queen Anne style or the square posts and Tuscan columns more commonly associated with the Colonial Revival style. The symmetrically fenestrated buildings have side-entry doors of wood and glass that lack the multi-light transoms and ornate surrounds of their stylistic predecessors.

The evolution of the late-nineteenth-century Colonial Revival style resulted in the building of three-bay-wide buildings, most with center-passage plans and full-width front porches. Rectangular in plan, the five examples noted in Old Town College Park are two bays deep with side-gable roofs and end chimneys. One of the largest examples, located at 4802 Calvert Road (circa 1900), is three bays wide with double-leaf entry doors (French doors) acting as window openings on the first story, and paired double-hung sash on the second story. Tapered Tuscan columns and an undersized balustrade support the expansive porch, which is covered by a half-hipped roof. Diamond-paned sidelights and a Colonial Revival-style entablature surround the primary entry, which is set in the center bay. The 1906 dwelling at 7410 Columbia Avenue is similarly ornamented, although the structure is smaller in scale. It has paired 1/1 sash windows with molded surrounds and mullions, a front-gabled dormer with molded cornice returns, slate-tiled side-gable roof with returns, and a full-width front porch with Tuscan columns and undersized balustrade.

The house at 4800 College Avenue (1910) is similar in form, complete with paired windows, full-width front porch with Tuscan supports, dormer, and cornice returns. Here, the emergence of the Craftsman style is evident through the use of the 9/1 sash windows, tapered posts, casement windows in the dormer, and expansive overhanging eaves. The structure has been reclad in asbestos shingles and the roof has been reclad with asphalt shingles. The contemporaneous dwelling at 7511 Girard Avenue (1900) presents the same form, although the front porch does not extend fully across the façade and the brick chimney rises from the center of the structure. Another excellent example of the Colonial Revival style from the early twentieth century is the dwelling at 4701 Calvert Road (1911). This building is imposing in size, with a full-height front porch supported by square posts. The wood-frame 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 set in pairs. The shallow-hipped roof, which flares out to cover the front porch, has undersized front-gabled dormers, a centrally placed cupola, and large interior-end brick chimneys.

New building forms and styles were being introduced in Old Town College Park by the second decade of the twentieth century. These include the two-story American Foursquare and modest bungalow, which employed many details from Queen Anne-styled buildings. The American Foursquare, with its open interior plan, gained popularity in the early twentieth century, especially with middle-class residents and clientele. In the College Park subdivision, several early-twentieth-century examples of the side-entry, four-room plan of the American Foursquare are present. These include 7305-7307-7309 Princeton Avenue (1915) and 4708 Calvert Road (1917). The facades of these square structures are two bays wide with full-width front porches (the porches at 7305 Princeton Avenue and 4708 Calvert Road have been enclosed). The symmetry of the façade is not found on the side elevations, which are asymmetrically fenestrated to properly illuminate the four-room interior, baths,

and stair hall. Dormers with paired window openings pierce the hipped roofs, which are marked by large brick chimneys. The window openings have 6/1 and 8/1 sash, each with square-edged surrounds and louvered shutters. The house at 4708 Calvert Road is augmented by a one-story porte-cochere on the east elevation that is campatible with the main block. The three houses at 7305-7307-7309 Princeton Avenue are believed to have been erected by the same builder as speculative housing, as the designs and forms are notably similar.

At the same time that the American Foursquare form appeared in the neighborhood, the bungalow also became popular. Like the Foursquare, bungalows have open floor plans that are attractive to middle-class buyers. Three extant examples of the bungalow from the first two decades of the twentieth century were noted in the neighborhood. These include 7402 Dickinson Avenue (1918), 7400 Hopkins Avenue (1918), and 4801 Calvert Road (1919). The modest size of this building form is perfectly matched to the narrow rectangular lots originally platted. Greatly influenced by the fashionable Craftsman style, these dwellings stand one-and-one-half stories in height on very slightly raised foundations. They are constructed of wood frame, with side-gable roofs now clad in asphalt shingles, shed-roofed dormers, wide overhanging eaves, multi-light sash windows (replaced at 4801 Calvert Road), and cut-away front porches that are inset under the main roofs. Tuscan columns on brick piers, indicative of the Craftsman style and bungalow form, support the porches at 4801 Calvert Road and 7402 Dickinson Avenue.

The first commercial resources were intended to be located along College Avenue at the center of the neighborhood. One of the oldest extant examples is the Harrison Store and Dwelling, also commonly known as the Trolley Stop Sweet Shop. Located at 4622-4624 College Avenue, this structure includes two connected wood-frame buildings at the northwest corner of Rhode Island Avenue and College Avenue. The commercial building at 4624 College Avenue, now clad in asbestos shingles, was constructed in 1908 as a one-story grocery store. It was expanded to its present two-story form in the 1930s. The shallow front-gabled roof, finished with a modest boxed cornice, presents a three-bay-wide primary façade fronting on College Avenue. The first story has a projecting full-width storefront that originally was an open porch, like those adorning the neighboring dwellings. The three-sided bays of the canted storefront, now set on a brick base, contain plate glass windows that flank the recessed entry. The opening has been reduced to include a single wood-and-glass door, as indicated by the five-light sidelight on only its eastern side. The second story is fenestrated by three 6/6 sash windows with square-edged surrounds. The building at 4622 College Avenue was erected as one-story structure in 1912 to augment the 1908 adjacent building at 4624 College Avenue. It was enlarged to two-and-one-half stories in the mid-1930s. The building, also reclad in asbestos shingles, is three bays wide with symmetrically placed front-gabled dormers and a modest Colonial Revival-style entry surround. Originally offering commercial space on the first story and residential space on the second story, the building currently maintains that function, with a dry cleaners operating out of the main level. Although they read as two separate structures, the two buildings have long been considered a single resource because of their construction history and association.

*Period of Greatest Development of Old Town College Park, 1921-1950*

The emergence of the automobile, the success of the streetcar, and the growth of Washington, D.C., all contributed to and stimulated residential and commercial construction in the neighborhood of Old Town College Park. As a result, in the first half of the twentieth century, College Park experienced its greatest period of development, with the majority of its buildings dating from this period. Beginning in the 1920s, within a span of just ten years, more than fifty buildings were constructed in the neighborhood. This tremendous growth continued into the 1930s, with the construction of fifty additional buildings. By the end of the 1940s, more than thirty new buildings sprang up in the neighborhood.

Unlike the houses from Old Town College Park's initial period of development, the residential buildings that were constructed during the second quarter of the twentieth century occupy single narrow lots, instead of the generous lots of their late-nineteenth-century predecessors. Set back from the street, with a driveway extending to a freestanding garage at the rear of the property, these houses exhibit the twentieth-century influences of the Colonial Revival, Craftsman, and Tudor Revival styles. In form, the American Foursquare, bungalow, Cape Cod, and two-story/side-gabled Colonial Revival are dominant. The majority of the dwellings are constructed of wood frame clad in weatherboard siding, wood shingles, asbestos shingles, or a brick veneer. However, several of the houses have been reclad with asbestos shingles or aluminum siding, and, more recently, with vinyl siding. The use of rock-faced concrete blocks for foundations, piers, and supports appeared during this period. First introduced in 1900, rock-faced concrete block was one of the most popular building materials utilized throughout the United States until the mid-1930s. Noted examples of this decorative building material within the neighborhood include 4615 Knox Road (1922), 4506 Hartwick Road (1922), 7512 Princeton Avenue (1930), and 7302 Rhode Island Avenue (1932).

By the second decade of the twentieth century, the increasing need for mass-produced, low-cost housing led to the reinvention of the Cape Cod form. Based on colonial precedents, the Cape Cod emerged as a popular housing form in the mid-1920s, peaking in use in the 1940s and into the early 1950s. Larger than most bungalows, but still a small house with a compact form, that Cape Cod is one- to one-and-one-half stories in height with a side-gable roof and a single end chimney. Unlike its eighteenth-century predecessor, the twentieth-century Cape Cod is illuminated with dormers that allow the upper story to be more fully utilized. The facades are commonly marked with porches that shelter only the main entry. Rear additions and projecting bays on the façade augment the modest size of the form. The majority of the Cape Cods erected in Old Town College Park during this period are wood-frame construction, covered in a brick veneer or clad in asbestos shingles. A single example of a stone-veneered dwelling is located 7506 Hopkins Avenue (1935). The decorative details of the twenty-three Cape Cod houses identified are generally based on the Colonial Revival style, although elements characteristic of the Tudor Revival style are also present. Excellent examples of the modest form can be seen at 7303 Dartmouth Avenue (1931), 7504 Hopkins Avenue (circa 1935), 7310 Dickinson Avenue (1938), 7507 Hopkins Avenue (1947), and 4603 Knox Road (1947). Of the examples recorded, only 4608 Hartwick Road dates from the 1920s, with the remainder constructed in the 1930s and 1940s.

Although gaining popularity, the Craftsman style and Cape Cod form overlapped with the fashionable Colonial Revival style. Increasingly accepted in the late nineteenth and early twentieth centuries and widespread in its treatment, the Colonial Revival was an interpretation of original colonial-era design. The style appropriates features from its antecedents, while combining and emphasizing elements that were not seen on true colonial buildings. Several large Colonial Revival-style buildings dating from the second quarter of the twentieth century

were constructed along College and Dartmouth avenues in Old Town College Park. Rectangular in form, these buildings are two stories in height with a central-passage plan, augmented by subsidiary wings. Additional examples include the dwellings at 4616 College Avenue (1922), 7401 Dartmouth Avenue (1926), 4615 College Avenue (1931), and 4804 College Avenue (1938), to name just a few. These four buildings are similarly ornamented with projecting entry porches, transoms, one-story wings, and sash windows that range from single to triple openings. A shallow-pitched, hipped roof with hipped dormers and expansive overhanging eaves covers the wood-frame building at 4616 College Avenue. The more modest dwelling at 4615 College Avenue has paired 6/1 sash windows, a steeply pitched side-gabled roof with wide eaves, and a raised, rock-faced stone foundation. The use of the rock-faced foundation and lack of sidelights suggest this building was intended to house middle-class residents rather than upper-middle-class owners, such as those targeted for the commanding Lovell House at 7401 Dartmouth Avenue. This large Colonial Revival-style building is constructed of brick with a two-story brick wing and one-story porte-cochere. It has a front-gabled porch with enclosed tympanum, returns, and paired Tuscan posts. The building is rectangular in shape and is five bays wide with a central entry and single 6/6 sash windows. The wing has four multi-light windows per story. The wood-frame dwelling at 4804 College Avenue, retaining its original square-butt wood shingle cladding, has a shallow-pitched side-gabled roof of slate tiles, exterior-end brick chimney, and a three-bay-wide façade augmented by side additions that create the three-part-plan common to the late-eighteenth-century Georgian style. The central entry is framed by an oversized, classical-inspired surround with Tuscan pilasters, wide frieze, modillions, and enclosed tympanum with narrow raked cornice. Wide 8/8 sash window openings with square-edged surrounds and louvered shutters flank the entry. The second story has symmetrically placed, standard-sized 6/6 sash windows with details similar to those on the first story.

The Dutch Colonial Revival style, a common variation of the Colonial Revival style, can be found throughout Old Town College Park, but is not as prevalent as the true Colonial Revival style or the Cape Cod form. The dwellings at 7503 Dartmouth Avenue (1922), 4601 Knox Road (1927), and 4600 Hartwick Road (1932) have characteristics of the Dutch Colonial Revival style, including the character-defining gambrel roof and large shed dormer that extends nearly the full width of the façade. The imposing gambrel roofs, hiding the upper stories of the structures, are punctuated by paired standard-sized window openings, grouped in sets of two and three. A front gable, rising from the main roof, caps the primary entry openings of the two dwellings at 4601 Knox Road and 4600 Hartwick Road, while the house at 7503 Dartmouth Avenue has a projecting front-gabled portico that extends from below the roof.

Similarity in the building forms, materials, siting, and designs suggests groups of resources were constructed as speculative housing by local developers, builders, or architects. This trend is clearly demonstrated by the six modest brick dwellings at 4602 Hartwick Road, 7308-7310 Hopkins Avenue, and 7305-7307-7309 Dickinson Avenue. Dating from 1935, these houses are nearly identical in scale, form, massing, and material, reflecting the form of a minimal traditional house with stylistic elements of the Art Deco. They are one-and-one-half stories in height on brick foundations and are constructed of brick laid in six-course American bond (several examples are painted). The varying openings hold metal casement windows, several framed by glass block. The L-shaped forms, suggesting three-room plans in the main blocks, are covered by cross gable or hipped roofs. The single-leaf entries are sheltered by shed roofs supported by wrought-iron posts or are enclosed within projecting brick bays. The relationship of these six buildings is furthered by the scalloped nebuly that encircles each structure at the cornice line. A similar association is made between the three dwellings at 4707-4709-4711 Columbia Avenue (1946). These two-story dwellings, covered by side-gable roofs, have six-course American-bond brick

on the first story and a rough textured stucco finish on the second story. The central entries are asymmetrically placed on the two-bay-wide facades.

Diversity in form and the introduction of other fashionable architectural styles and materials were noted on buildings dating from the second quarter of the twentieth century. One example is the Craftsman-style brick building at 7305 Yale Avenue (1933), with its low-pitched roof and wide overhanging eaves, and full-width porch that dominates the façade. The slope and pitch of the porch roof mimics that of the main block. Craftsman-style wood posts rest on brick-faced concrete-block piers. Also worthy of mention is the Mission-style Holbrook House at 4618 College Avenue. Built in 1927, the stucco-clad wood-frame dwelling is a mail-order house designed by the Sears, Roebuck and Company (Alhambra model). It is one of two known examples of this model in Prince George's County. The distinctive two-story building features a pyramidal roof, stepped parapets, casement sidelights, deeply recessed boxed eaves, projecting bays, casement windows of varying sizes, and an entry porch. The interior details provided by the mail-order company include oak moldings, oak newel post, and brick mantel.

Equally of note are the Columbia Apartments at 7405 Columbia Avenue (1925), at the eastern edge of the neighborhood. This modest wood-frame building, extending five bays wide and three bays deep, is a significant example of an early-twentieth-century suburban multi-family dwelling. The building form is not only the first multi-family dwelling in the community, but is also significant in Prince George's County. Constructed by Elmore Power, a builder and real estate developer who lived in the neighborhood, the building housed teaching staff of the College of Agriculture (now the University of Maryland). The structure, as indicated by the fenestration on the façade, was designed to house four apartments. Like Colonial Revival-style single-family dwellings, it has a full-width front porch supported by Tuscan columns. A diminutive false mansard roof with a boxed cornice covers the façade of the aluminum-sided building, which was originally clad in wood German siding.

In the metropolitan Washington area, the rapid expansion of the federal government in the 1930s and 1940s resulted in an influx of modestly paid workers in need of housing. Consequently, the garden apartment became the dominant form of multi-family construction, with the development of low-rise garden apartment complexes in Prince George's County beginning predominantly after World War II and continuing well into the 1950s.[1] This building type was intended for low- and middle-income renters, with developers taking advantage of Federal Housing Administration (FHA) programs and guidelines intended to stimulate construction in the suburbs. In Old Town College Park, the form presents an attractive and obvious housing alternative for university students living. The first example is the University Garden Apartments at 4620-4626 Knox Road (1947). Comprised of two U-shaped buildings positioned to create a spacious center courtyard, the complex is indicative of the innovative garden city planning philosophy for low-density superblock development, with its emphasis on natural light, cross ventilation, and low-lot coverage to provide an open setting. The buildings are constructed of brick on a metal frame, and covered by hipped roofs. They stand three stories in height on four narrow lots at the corner of Knox Road and Rhode Island Avenue. Renovated in the 1980s, the buildings now contain vinyl-frame replacement windows. The influences of garden-apartment ideals can also be seen at 4619 College Avenue (also known as 7408 Rhode Island Avenue), which was constructed in 1930. This two-and-one-story Colonial Revival-style apartment building, located at the southwest intersection College Avenue and Rhode Island Avenue, has an L-shaped plan arranged around an open courtyard.

The Art Moderne apartment building at 7201 Princeton Avenue, built in 1948, is a notable example of a building that incorporates elements of the Modern Movement into its design. Buildings constructed in this style often exhibit simple geometric forms, stripped of decorative detail, smooth surfaces and horizontal emphasis. Their aesthetic celebrates new materials and new technologies, while offering a simplified, efficient, and functional living space. Likewise, the masonry building at 7201 Princeton Avenue has a simple square plan, rising three stories in height with a flat roof. A rectangular, two-story opening set over the main entry offsets the symmetry of the façade. This opening is filled with glass blocks that have a convex curve towards the entry and serve as sidelights. Horizontality is emphasized by the flat metal roof over the entry and the projecting brick sills of the metal-framed casement windows. The building is set back from the street, surrounded by a landscaped yard with parking and walkways much like those of the garden apartment complexes.

By the late 1930s, the growth of the University of Maryland began to have a more direct effect on the architectural character of Old Town College Park by introducing alternate domestic building types with a grander scale. This included the construction of university housing specifically for use by fraternal social organizations. Of the fourteen fraternal houses existing by 1939, nine are extant, including 7511 Princeton Avenue, 4607 Knox Road, 4517 College Avenue, 4603 College Avenue, and 7407 Princeton Avenue. At least three other fraternities were constructed in the 1940s. Stylistically, as seen at 4517 College Avenue (circa 1930) and 4610 College Avenue (circa 1940), the buildings reflected the fashionable architectural interpretations of the period, specifically the Colonial Revival style. The buildings were grander, high style, and more imposing in scale and form, generally occupying three or more of the lots to include, in some cases, wide driveways or parking lots. Like the garden apartments, the fraternity buildings were surrounded by landscaped yards with connecting walkways and parking at the rear. The fraternity house at 4517 College Avenue is a large rectangular structure of concrete block faced in stretcher-bond brick. It is two-and-one-half stories with a side-gabled roof covered in square-butt slate tiles. The roof is finished with a plain frieze, bedmolding, raking cornice, and modest returns. Front-gabled dormers with 6/6 sash windows rise from the north and south slopes of the roof, as well as from the roof of the one-story rear ell. Parapeted chimneys rise from the interior of the side elevations. Greatly influenced by the Colonial Revival style and its classical precedents, the building has a two-story portico covering the center three bays of the façade. The portico is composed of tapering Tuscan columns supporting an enclosed tympanum with wide molded frieze, architrave, bedmolding, ogee cornice, and raking cornice. The main entry has a delicately detailed fanlight, sidelights, and wide paneled door. The symmetrically placed openings on all elevations have 6/6 sash windows with molded surrounds, concrete sills, and inoperable louvered shutters.

As Old Town College Park expanded in the first half of the twentieth century, non-residential buildings sprang up to serve the growing demands of the neighborhood. In 1926, a one-story volunteer firehouse at 4813 Calvert Road opened to serve the growing neighborhood. This concrete-block building presents a front-gable façade with a rectangular form, much like a shot-gun house. Despite two subsequent alterations to the rear, the building proved too small for the activities of the fire department, which was forced to relocate. Rehabilitated in 2002 to serve as a single-family dwelling, the former fire station is now clad in a brick veneer with vinyl siding. A single entry opening and paired double-hung vinyl-sash windows have replaced the original opening used by the single fire truck. The side elevations are punctuated by three single double-hung windows, sheltered by the deep overhang of the roof.

With the construction of St. Andrew's Episcopal Church in 1930, located at 4512 College Avenue, the first purpose-built religious building in College Park opened to serve the neighborhood. Erected on a prominent

corner at the northeast intersection of College and Princeton avenues, the church is a visual anchor in the neighborhood. It was enlarged in 1954 and again in 1968 with property eventually comprising twelve lots. Washington, D.C.-based architect Howard Wright Cutler (1885-1948) designed the Gothic Revival-style church, which was built by the construction firm of T.T. Taylor Company. The church, constructed of random-laid ashlar fieldstone, has a cruciform plan and is covered by a steeply pitched, cross-gable roof clad in slate tiles. The main elevation of the building, which is set back from the street to allow for a landscape yard and parking, is dominated by a large crenellated bell tower, lancet arches, and a loggia. The additions, found on the east side of the church, include the parish house and one-and-one-half-story wing. The associated freestanding rectory was constructed in 1935 at 4508 College Avenue. This two-and-one-half-story building, clad in ashlar fieldstone and brick, has a rectangular plan. The materials utilized in the construction of the rectory are compatible with those of the adjacent church, although the architectural statement is more Tudor Revival than Gothic Revival in style. Designed by architect R. Webster Ross, the rectory has triple casement windows of metal, diamond-pane leaded glass, and pointed-arch gables on the side elevations.

*Mid-Twentieth-Century Construction in Old Town College Park, 1951-1965*

Mid-twentieth-century construction in the post-World War II period was limited in Old Town College Park, despite the tremendous need for housing in the Washington metropolitan area at the time. New construction, however, brought another generation of architectural expression to the neighborhood. The forms of the buildings remained constant, benefiting from the popularity of the two-story/side-gabled structure and modest minimal traditional house. Architectural styles became even more vernacular as ornamentation was expressed through building materials such as formed stone, brick veneers, aluminum and asbestos siding, vertical-board siding, and asphalt shingles. This is illustrated at 7511 Dickinson Avenue (1953), 7510 and 7512 Girard Avenue (1959), and 4803 Calvert Road (1963), to name a few. These rectangular structures mimicked the simple box-like form of the Cape Cod and bungalow, but were stretched to create a longer structure under a shallower roofline. Those buildings with side-gabled roofs, descendents of the Cape Cod, stand one story in height and do not have dormers. The house at 4801 College Avenue (1950) is the only example from this period with a gambrel roof pierced by dormers.

Apartment buildings erected in the middle of the twentieth century are stylistically restrained by comparison to the university housing, but equal to them in scale and massing. Typically clad in brick, the apartment buildings are set back from the street with landscaped yards, paved walkways, and parking lots. The buildings range in height from two stories to three-and-one-half stories. The two buildings making up the complex at 4812A-B College Avenue (1961) have the detailing commonly associated with the Colonial Revival. Yet, the ornamentation is reduced to brick bonding pattern, overhanging eaves, corbelled brick belt courses, and modest entry surrounds. Like garden apartment complexes of the early to mid-twentieth century, the two rectangular-shaped buildings from the late twentieth century are sited to create an open courtyard that is obscured from the street for privacy. Other examples, with influences albeit minimal from the Colonial Revival and Art Moderne styles, include 4604 Knox Road (1959) and 7510 Hopkins Avenue (1962). Elements include glass blocks, brick quoins, and granite belt courses.

The role of the University of Maryland in the neighborhood was heightened in 1963, when seven sorority houses were constructed on an essentially unimproved block bounded by Knox Road, Princeton Avenue, College Avenue, and Yale Avenue; a single dwelling was razed at the corner of College and Princeton avenues to allow for the new construction. These grand buildings, located towards the eastern edge of the neighborhood, were

designed in the ever-fashionable Colonial Revival style. Each is set on a large lot with landscaped yard and walkways. However, like a garden apartment complex, the rectangular buildings front the street, with a common courtyard and parking at the center of the block. Clad in a brick veneer, the two-and-one-half-story buildings have varying roof types, including side gable, gambrel, and hipped. The entry porticoes, gable and hipped dormers with double-hung sash, and large window openings balance the symmetry of the facades.

The one-story police station at 7505 Yale Avenue (circa 1960) is a university-related facility. Stylistically, this brick-veneered building represents the dawn of modernism with its intentional asymmetry and use of varying materials. Despite its relatively late construction date, the building conforms to the community in siting, massing, and scale. The rectangular building is concrete block with an all-stretcher brick veneer finished by belt courses. The shallow-pitched side-gabled roof has wide overhanging eaves that lack molded cornices. Much like the Craftsman style, the eaves have exposed rafter ends, which are widely spaced. The building is pierced by standard-sized 1/1 sash windows that lack molded surrounds and projecting sills. Although the double-hung windows provide sufficient natural lighting, they are secondary to the clerestory windows set in the upper gable ends and under the eaves below the cornice line. These expansive fixed windows encircle the building, broken only by the narrow metal mullions that secure the panes of glass.

*Late-Twentieth-Century Improvements in Old Town College Park, Post 1965*

Construction in Old Town College Park declined in the last decades of the twentieth century, resulting in the construction of less than forty buildings between 1966 and 2011. Historic maps of the neighborhood indicate most of this new construction was located on lots that had previously been unimproved, or on lots that had been subdivided. New construction includes dwellings and apartments, with commercial buildings, a gas station, and offices located to the west of the neighborhood. By 1990, only single-family residential buildings were added to the neighborhood.

These new buildings generally maintain the forms, materials, and styles utilized early in the history of the neighborhood. The domestic forms include the Cape Cod and two-story/side gable dwellings, and introduce the fashionable ranch house, split-foyer, and front-gabled house. Ornamentation has become virtually non-existent as the form of the building more commonly reflects the stylistic influences. Newer buildings incorporate materials embraced in the mid-twentieth century, such as brick veneers, aluminum and vinyl sidings, asphalt shingles, and metal cladding. Examples include 4803 Norwich Road (1971), 4702 College Avenue (1979), 4612 Calvert Road (1989), and 4701 College Avenue (1998). More importantly, the evolving role of the automobile further manifested itself in the 1960s, when the traditionally freestanding garage became part of the house. Garages within the main block are evident at 7404 Dartmouth Avenue (1980), 7402 Dartmouth Avenue (1981), 7509 Girard Avenue (1981), and 7508 Dartmouth Avenue (1987).

The modern apartment building at 7304 Dickinson Avenue (1966) is faced in blond brick with a pierced red brick wall obscuring the metal stair at the center of the building. The awning and fixed window openings emphasize verticality with their white surrounds and connecting vertical spandrels. Other apartment buildings dating from this period include 4804 Calvert Road (circa 1980), 7402 Columbia Avenue (1981), and 7310 Columbia Avenue (1985). As the need for housing increased, several of the larger single-family dwellings were renovated to serve as apartments, or to provide rooms for rent. In the 1990s, a number of freestanding structures housing multiple units were designed to approximate the appearance of their single-family counterparts. These buildings are located along College Avenue, east of Rhode Island Avenue.

## Alterations and Additions

Typical of most residential neighborhoods, alterations and additions have occurred in varying degrees in Old Town College Park. The most common alterations include replacement of original materials, typically for maintenance purposes. Wood-sash or metal casement windows have replaced vinyl windows. Asphalt shingles cover the original slate shingles on many of the houses, but the pattern and texture created by the replacement shingles evokes the original details. Exterior replacement cladding such as aluminum, asbestos, and vinyl, has been applied as fashion dictates and maintenance requires. However, these materials maintain the horizontality of the original weatherboard siding or asbestos shingles. Some houses have been enlarged with modest rear and side additions that are typically not visible from the street and, thus, do not affect the integrity of the building's design or setting. In general, these changes do not diminish the integrity of the buildings, nor Old Town College Park as a whole. Alterations that have occurred have, for the most part, been sensitive to the original design, workmanship, and feeling of the neighborhood. When alterations have substantially changes the original form, style, scale, and massing of a building, it is identified as a non-contributing resource.

## Outbuildings

There are a number of outbuildings that contribute to the historic context and architectural composition of Old Town College Park as a residential suburban community from its platting in 1889 to the turn of the twentieth century. Notable secondary resources include sheds, carriage houses, garages, chicken coops, gazeboes, and carports. The outbuildings are commonly wood-frame construction, covered by front-gabled and shed roofs of corrugated metal or asphalt shingles. A few examples of side-gabled, gambrel, and pyramidal roofs exist. Because much of the neighborhood developed after the advent of the automobile, there are a significant number of freestanding garages that date from the 1920s through to the present. Although wood-frame examples are present, most are veneered in brick with a concrete-block structure. Most of the garages are historic, reflecting the neighborhood's growing dependency on the automobile. However, the majority of the secondary resources are not historic, dating from the late twentieth century.

## Inventory

In the following inventory, all resources have been considered either contributing or non-contributing based upon the areas of significance indicated under Criteria A and C under the themes of Architecture and/or Community Planning/Development, and based upon the two periods of significance that extend from 1889 to 1950 and 1935 to 1965, respectfully. These two periods of significance were established through archival research necessary to establish an historic context and the on-site survey that identified resources to support that context. Additionally, although constructed within the period of significance, resources that do not retain sufficient integrity due to alterations or additions and therefore cannot represent the period and areas of significance, have been deemed non-contributing. A property's integrity is based upon an evaluation of seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association.

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4602 | Calvert Road | Craftsman Bungalow | 1920 | 1.5 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4602 | Calvert Road | Craftsman | ca. 1920 | 1 | Asbestos Shingle/ Weatherboard | Gable, Side/ Asphalt Shingle | Garage | C |
| 4604 | Calvert Road | Colonial Revival | 1936 | 2 | Brick/ Weatherboard/ Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 4604 | Calvert Road | Vernacular | ca. 1940 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4606 | Calvert Road | Craftsman Cottage | 1925 | 1 | Patterned Shiplap | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4606 | Calvert Road | Vernacular | ca. 1925 | 1 | Patterned Shiplap | Gable, Front/ Asphalt Shingle | Garage | C |
| 4606.5 | Calvert Road | Colonial Revival Cape Cod | ca. 1945 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4608 | Calvert Road | Colonial Revival | 1940 | 2 | Brick Veneer/ Aluminum Siding | Gable, Side / Slate Tile | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4610 | Calvert Road | Colonial Revival, Cape Cod | 1936 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4612 | Calvert Road | Colonial Revival | 1989 | 2 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4701 | Calvert Road | Colonial Revival | 1911 | 2.5 | Weatherboard | Hipped | Domestic | C |
| 4701 | Calvert Road | Colonial Revival | ca. 1920 | 1 | Weatherboard | Gable, Front | Garage | C |
| 4704 | Calvert Road | Queen Anne/Colonial Revival | 1898 | 2.5 | Wood Shingle | Gable, Front with front-gabled projection at front and rear/ Asphalt Shingle | Domestic | C |
| 4704 | Calvert Road | Vernacular | ca. 1920 | 1.5 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4707 | Calvert Road | Queen Anne | 1915 | 2.5 | Asbestos Shingle/Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 4707 | Calvert Road | Vernacular | ca. 1920 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4708 | Calvert Road | Colonial Revival/Craftsman | ca. 1917 | 1.5 | Weatherboard | Gable, Side/ Asphalt Shingle | Carriage House | C |
| 4708 | Calvert Road | Colonial Revival/Craftsman Foursquare | 1917 | 2.5 | Wood Shingle/ Weatherboard | Hipped/ Asphalt Shingle | Domestic | C |
| 4800 | Calvert Road | Colonial Revival | 1925 | 2 | Brick | Gable, Side / Slate Tile | Domestic | C |
| 4801 | Calvert Road | Craftsman Bungalow | 1919/ 1991 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4802 | Calvert Road | Colonial Revival | ca. 1900 | 2.5 | Stucco | Pyramidal / Asphalt Shingle | Domestic | C |
| 4803 | Calvert Road | Ranch House | 1963 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4804 | Calvert Road | Modern | ca. 1980 | 2 | Brick Veneer/Vinyl Siding | Mansard / Asphalt Shingle | Apartments | NC |
| 4805 | Calvert Road | Craftsman Bungalow | ca. 1935 | 1.5 | Asphalt Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4805 | Calvert Road | Craftsman | ca. 1935 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4809 | Calvert Road | Vernacular | ca. 1990 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Shed | NC |
| 4809 | Calvert Road | Craftsman Bungalow | ca. 1935 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4810 | Calvert Road | Vernacular | ca. 1935 | 1.5 | Concrete Block | Gable, Side | Vacant (historically Washington Institute of Technology) | C |
| 4811 | Calvert Road | Colonial Revival, Cape Cod | ca. 1940 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4811 | Calvert Road | Colonial Revival | ca. 1940 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4813 | Calvert Road | Modern Colonial Revival | 1926/ 2002 | 1 | Brick Veneer/ Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic (historically Fire Station) | NC |
| 4815 | Calvert Road | Modern | 1970 | 1 | Brick Veneer | Flat | Post office | NC |
| 4810 | Calvert Road at Columbia Avenue | NA | 1993/ 2000 | NA | NA | NA | Metro Station Parking Lot | NC (site) |
| 4508 | College Avenue | Tudor Revival | ca. 1935 | 2 | Stone | Gable, Side / Slate Tile | Domestic (Rectory) | C |
| 4508 | College Avenue | Vernacular | ca. 1940 | 1 | Brick/Stone Veneer | Gable, Front / Asphalt Shingle | Garage | C |
| 4512 | College Avenue | Gothic Revival | 1930 1954 1968 | 1.5 | Stone | Gable, Side/ Slate Tile | Church | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4517 | College Avenue | Colonial Revival | ca. 1935 | 2 | Brick | Gable, Side/ Slate Tile | University-related Housing | C |
| 4525 | College Avenue | Colonial Revival | 1963 | 2.5 | Brick Veneer | Hipped / Asphalt Shingle | University-related Housing | C |
| 4531 | College Avenue | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Side/ Slate Tile | University-related Housing | C |
| 4535 | College Avenue | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Side/ Slate Shingle | University-related Housing | C |
| 4603 | College Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Gable, Side / Asphalt Shingle | University-related Housing | C |
| 4604 | College Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Hipped/ Slate Shingle | University-related Housing | C |
| 4605 | College Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Gable, Side / Asphalt Shingle | University-related Housing | C |
| 4607 | College Avenue | Craftsman Bungalow | 1925 | 1.5 | Weatherboard | Gable, Side / Asphalt Shingle | Domestic | C |
| 4609 | College Avenue | Colonial Revival, Foursquare | 1908 | 2.5 | Aluminum Siding | Hipped /Asphalt Shingle | Domestic | C |
| 4610 | College Avenue | Tudor Revival | 1940 | 2.5 | Brick | Hipped / Slate Tile | University-related Housing | C |
| 4611 | College Avenue | Colonial Revival | ca. 1930 | 2.5 | Brick | Gable, Side / Slate Tile | University-related Housing | C |
| 4612 | College Avenue | Colonial Revival | ca. 1935 | 2 | Brick | Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 4613 | College Avenue | Colonial Revival | 1919 | 2.5 | Aluminum Siding | Pyramidal / Asphalt Shingle | Domestic | C |
| 4615 | College Avenue | Colonial Revival | 1931 | 2.5 | Vinyl Siding | Gable, Side / Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4615 | College Avenue | Vernacular | ca. 1945 | 1 | Concrete Block | Gable, Front / Asphalt Shingle | Garage | C |
| 4616 | College Avenue | Colonial Revival | 1922 | 2.5 | Aluminum Siding | Pyramidal / Slate Tile | Domestic | C |
| 4616 | College Avenue | Vernacular | ca. 1965 | 1 | Aluminum Siding | Gable, Front/ Slate Shingle | Garage | NC |
| 4617 | College Avenue | Colonial Revival | 1923 | 2.5 | Vinyl Siding | Gable, Side / Asphalt Shingle | Domestic | C |
| 4618 | College Avenue | Spanish Colonial Revival | 1927 | 2.5 | Stucco | Pyramidal / Asphalt Shingle | Domestic | C |
| 4619 | College Avenue (7408 Rhode Island Avenue) | Colonial Revival | 1930 | 2.5 | Brick Veneer | Gable, Side/ Slate Shingle | Apartments | C |
| 4619 | College Avenue | Vernacular | ca. 1930/ 2006 | 1 | Concrete Block with Brick Veneer | Gable, Side | Garage | NC |
| 4620 | College Avenue | Queen Anne | ca. 1900 | 1.5 | Asbestos Shingles | Pyramidal/ Asphalt Shingle | Domestic | C |
| 4622-4624 | College Avenue | Vernacular | 1908/ 1912 | 2.5 | Asbestos Shingles | Gable, Side/Front/ Asphalt Shingle | Commercial/Apartments | C |
| 4622-4624 | College Avenue | Vernacular | ca. 1920 | 1 | German Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 4701 | College Avenue | Modern Colonial Revival | 1998 | 2 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 4702 | College Avenue | Modern Colonial Revival/ Split Level | 1979 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side /False Mansard | Domestic | NC |
| 4703 | College Avenue | Modern Colonial Revival | 1998 | 2 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4704 | College Avenue | Modern Colonial Revival/Craftsmen | 2008 | 2.5 | Weatherboard | Gable, Cross/ Asphalt Shingle | Domestic | NC |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4705 | College Avenue | Modern Colonial Revival | 1997 | 2.5 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 4706 | College Avenue | Modern Colonial Revival/Split Level | 1979 | 2 | Brick Veneer | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4707 | College Avenue | Modern Colonial Revival | 1997 | 2 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4709 | College Avenue | Modern Colonial Revival/Split Level | 1995 | 2 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4710 | College Avenue | Queen Anne | 1891 | 2.5 | Aluminum Siding | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 4800 | College Avenue | Craftsman with influence of Colonial Revival | 1910 | 2.5 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4801 | College Avenue | Dutch Colonial Revival | 1950 | 1.5 | Brick Veneer | Gambrel/ Asphalt Shingle | Domestic | C |
| 4804 | College Avenue | Colonial Revival | 1938 | 2 | Wood Shingle | Gable, Side/ Slate Tile | Domestic | C |
| 4804 | College Avenue | Vernacular | ca. 1940 | 1 | Aluminum Siding | Gable, Front/ Slate Shingle | Garage | C |
| 4805 | College Avenue | Colonial Revival | 1923 | 2.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4805 | College Avenue | Vernacular | ca. 1955 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 4806 | College Avenue | Colonial Revival | 1955 | 1 | Brick Veneer | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4806 | College Avenue | Vernacular | ca. 1990 | 1 | Concrete Block/ Brick | Gable, Front/ Asphalt Shingle | Garage | NC |
| 4812 A | College Avenue | Colonial Revival | 1961 | 3.5 | Brick Veneer | Hipped/ Asphalt Shingle | Garden Apartments (16 units) | NC |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4812 B | College Avenue | Colonial Revival | 1961 | 3.5 | Brick Veneer | Hipped/ Asphalt Shingle | Garden Apartments (16 units) | NC |
| 4612 | College Avenue (7501 Hopkins Avenue) | Colonial Revival | ca. 1935 | 2 | Brick | Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 4619 | College Avenue (7408 Rhode Island Avenue) | Colonial Revival | 1930 | 2.5 | Concrete Block with Brick Veneer | Gable, Side/ Slate Shingle | Apartments | C |
| 7310 | Columbia Avenue | Modern | 1985 | 2.5 | Brick Veneer | Gable, Side/ Asphalt Shingle | Apartments | NC |
| 7400 | Columbia Avenue | Vernacular | 1990 | 2 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 7402 | Columbia Avenue | Modern | 1981 | 2 | Brick Veneer/ Vertical Board | Gable, Side/ Asphalt Shingle | Apartments | NC |
| 7403 | Columbia Avenue | Colonial Revival | ca. 1935 | 2 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7404 | Columbia Avenue | Vernacular | 1957 | 2 | Brick | Hipped/ Slate Tile | Apartments | NC |
| 7405 | Columbia Avenue | Vernacular | ca. 1980 | 1.5 | Aluminum Siding | Gambrel/ Asphalt Shingle | Garage | NC |
| 7405 | Columbia Avenue | Vernacular | ca. 1850/ moved 1925 | 2 | Aluminum Siding | Mansard/ Asphalt Shingle | Domestic | C |
| 7406 | Columbia Avenue | Vernacular | ca. 1920 | 1 | German Siding | Gable, Side | Shed | C |
| 7406 | Columbia Avenue | Queen Anne | 1888 | 2.5 | Asbestos Shingles | Gable, Front/ Asphalt Shingle | Domestic | C |
| 7406 | Columbia Avenue | Vernacular | pre 1930 | 1 | Wood Siding | Gable/ Asphalt Shingle | Garage | C |
| 7407 | Columbia Avenue | Colonial Revival | 1946 | 2 | Brick/Stucco | Gable, Side/ Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7409 | Columbia Avenue | Colonial Revival | 1946 | 2 | Brick/Stucco | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7410 | Columbia Avenue | Colonial Revival | 1906 | 2.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7410 | Columbia Avenue | Vernacular | ca. 2007 | 1 | Weatherboard | Gambrel/ Asphalt Shingle | Garage | NC |
| 7410 | Columbia Avenue | Vernacular | ca. 1915 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 7411 | Columbia Avenue | Colonial Revival | 1946 | 2 | Brick/Stucco | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7413 | Columbia Avenue | Modern Colonial Revival | ca. 2000 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7508 | Columbia Avenue | Vernacular | 1938/ 2002 | 1 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7510 | Columbia Avenue | Vernacular | ca. 1935/ 2002 | 1 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 7510 | Columbia Avenue | Vernacular | ca. 1955 | 1 | Concrete Block | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7510 | Columbia Avenue | Vernacular | ca. 2007 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Shed | NC |
| 7510 | Columbia Avenue | Vernacular | ca. 1950 | 1 | Asbestos Shingles | Gable, Front | Shed | C |
| 7300 | Dartmouth Avenue | Dutch Colonial Revival (originally Queen Anne) | 1910 | 1.5 | Brick | Gambrel | Domestic | C |
| 7303 | Dartmouth Avenue | Colonial Revival Cape Cod | 1935 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7303 | Dartmouth Avenue | Vernacular | ca. 1950 | 1 | Vertical Board | Gable, Front/ Asphalt Shingle | Shed | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7400 | Dartmouth Avenue | Queen Anne | 1896 | 2.5 | Weatherboard | Gable, Side/ Slate Tile | Domestic | C |
| 7400 | Dartmouth Avenue | Vernacular | ca. 1896 | 1 | German Siding | Shed | Shed (historically chicken coop) | C |
| 7400 | Dartmouth Avenue | Vernacular | ca. 1896 | 2 | Weatherboard | Gable, Side/ Slate Tile | Carriage House | C |
| 7401 | Dartmouth Avenue | Colonial Revival | 1926 | 2.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7401 | Dartmouth Avenue | Vernacular | ca. 1925 | 1 | Vertical Board | Gable, Front/ Asphalt Shingle | Garage | C |
| 7402 | Dartmouth Avenue | Split Level | 1981 | 2 | Brick Veneer | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7402 | Dartmouth Avenue | Vernacular | ca. 2003 | 1 | Brick Posts | Gable, Side/ Asphalt Shingle | Gazebo | NC |
| 7403 | Dartmouth Avenue | Colonial Revival | ca. 1918 | 2.5 | Brick Veneer | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7403 | Dartmouth Avenue | Vernacular | ca. 1918 | 1 | Brick | Gable, Front/ Asphalt Shingle | Garage | C |
| 7404 | Dartmouth Avenue | Split Level | 1980 | 2 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7405 | Dartmouth Avenue | Vernacular | ca. 1980 | 1 | Wood Posts | Shed | Carport | NC |
| 7405 | Dartmouth Avenue | Vernacular | ca. 2007 | 1.5 | Vertical Board | Gable, Front/Asphalt Shingle | Shed | NC |
| 7405 | Dartmouth Avenue | Ranch House | 1949 | 1 | Brick Veneer | Gable, Side/ Slate Shingle | Domestic | C |
| 7406 | Dartmouth Avenue | Colonial Revival | 1910 | 2.5 | Brick | Gable, Side/ Slate Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7503 | Dartmouth Avenue | Dutch Colonial Revival | 1922 | 1.5 | Weatherboard | Gambrel/ Asphalt Shingle | Domestic | C |
| 7503 | Dartmouth Avenue | Craftsman | ca. 1922 | 1 | Weatherboard | Pyramidal/ Asphalt Shingle | Garage | C |
| 7505 | Dartmouth Avenue | Craftsman Bungalow | 1922 | 1.5 | Asphalt Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7505 | Dartmouth Avenue | Craftsman | ca. 1922 | 1 | German Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 7507 | Dartmouth Avenue | Vernacular, Queen Anne | 1890/ 2003 | 2 | Aluminum Siding, German Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7508 | Dartmouth Avenue | Split Level | 1987 | 1.5 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7302 | Dickinson Avenue | Colonial Revival Cape Cod | ca. 1940 | 1.5 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7302 | Dickinson Avenue | Vernacular | ca. 1940 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 7303 | Dickinson Avenue | Vernacular/ Colonial Revival | 1940 | 1.5 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 7304 | Dickinson Avenue | Modern | 1966 | 2 | Brick Veneer | Flat | Apartments (4 units) | NC |
| 7305 | Dickinson Avenue | Moderne | 1935 | 1.5 | Brick | Gable, Cross/ Slate Tile | Domestic | C |
| 7307 | Dickinson Avenue | Moderne | 1935 | 1 | Brick | Hipped/ Slate Tile | Domestic | C |
| 7309 | Dickinson Avenue | Moderne | ca. 1940 | 1.5 | Brick | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 7310 | Dickinson Avenue | Colonial Revival Cape Cod | 1938 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7402 | Dickinson Avenue | Craftsman Bungalow | 1918 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7404 | Dickinson Avenue | Modern Colonial Revival Split Level | 1996 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7405 | Dickinson Avenue | Colonial Revival | 1922 | 2 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7406 | Dickinson Avenue | Craftsman | 1920 | 2.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7407 | Dickinson Avenue | Tudor Revival | ca. 1935 | 1 | Brick | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 7407 | Dickinson Avenue | Vernacular | ca. 1935 | 1 | Brick | Gable, Front/ Asphalt Shingle | Garage | C |
| 7409 | Dickinson Avenue | Colonial Revival Cape Cod | ca. 1935 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7409 | Dickinson Avenue | Vernacular | ca. 1935 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 7504 | Dickinson Avenue | Craftsman (altered) | ca. 1935 | 2 | Asbestos Shingle/Wood Shingles | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7505 | Dickinson Avenue | Vernacular | ca. 1980 | 1 | Vinyl Siding | Shed | Shed | NC |
| 7505 | Dickinson Avenue | Colonial Revival | 1932 | 1.5 | Asbestos Shingle | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 7506 | Dickinson Avenue | Colonial Revival | 1927 | 2 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7508 | Dickinson Avenue | Colonial Revival Cape Cod | ca. 1941 | 2 | Brick/ Asbestos Shingles | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7509 | Dickinson Avenue | Ranch House | 1953 | 1 | Brick | Gable, Side/ Asphalt Shingle | Domestic | NC |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7511 | Dickinson Avenue | Cape Cod | 1953 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7507 | Girard Avenue | Colonial Revival Cape Cod | 1945 | 1.5 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7508 | Girard Avenue | Craftsman Bungalow (altered) | 1923 | 1.5 | Vinyl Siding | Hipped/ Asphalt Shingle | Domestic | NC |
| 7509 | Girard Avenue | Modern Colonial Revival Split Level | 1981 | 2 | Aluminum Siding/Brick Veneer | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7510 | Girard Avenue | Ranch House | 1959 | 1 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7511 | Girard Avenue | Vernacular | 1900 | 2 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7512 | Girard Avenue | Ranch House | 1959 | 1 | Vinyl Siding | Gable, Side with projecting front gable/ Asphalt Shingle | Domestic | NC |
| 7513 | Girard Avenue | Queen Anne | 1900 | 2 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 7514 | Girard Avenue | Vernacular | ca. 1955 | 1.5 | Concrete Block | Gable, Front | Garage | NC |
| 7514 | Girard Avenue | Colonial Revival | 1947 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7516 | Girard Avenue | Vernacular | ca. 1985 | 1 | Plywood | Shed | Shed | NC |
| 7516 | Girard Avenue | Colonial Revival Cape Cod | 1947 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7518 | Girard Avenue | Ranch House | 1948 | 1 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4424 | Hartwick Road | Craftsman Cottage | c. 1916 | 1.5 | Aluminum Siding | Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4504 | Hartwick Road | Craftsman | 1926 | 2 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 4504 | Hartwick Road | Vernacular | ca. 1926 | 1 | Fiber Cement Shingles | Pyramidal/ Asphalt Shingle | Shed | C |
| 4506 | Hartwick Road | Craftsman Bungalow | 1922 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4506 | Hartwick Road | Vernacular | ca. 1926 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4508 | Hartwick Road | Craftsman Bungalow | 1923 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4508 | Hartwick Road | Vernacular | ca. 1925 | 1 | Weatherboard | Gable, Side/ Asphalt Shingle | Garage | C |
| 4510 | Hartwick Road | Craftsman Bungalow | 1924 | 1.5 | Stucco/Half Timbering | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4510 | Hartwick Road | Vernacular | ca. 1924 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4512 | Hartwick Road | Craftsman Foursquare | 1922 | 2.5 | Vinyl Siding/Wood Shingles | Pyramidal/ Asphalt Shingle | Domestic | C |
| 4512 | Hartwick Road | Vernacular | ca. 1940 | 1 | Vinyl Siding | Pyramidal/ Asphalt Shingle | Garage | C |
| 4600 | Hartwick Road | Dutch Colonial Revival | 1932 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4602 | Hartwick Road | Moderne with influence of Colonial Revival | ca. 1935 | 1.5 | Brick | Hipped/ Asphalt Shingle | Domestic | C |
| 4604 | Hartwick Road | Colonial Revival (altered) | ca. 1930/ 1990s | 1.5 | Stone Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4604 | Hartwick Road | Vernacular | ca. 1940 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4606 | Hartwick Road | Colonial Revival | 1929 | 2 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 4606 | Hartwick Road | Vernacular | ca. 1929 | 1 | Weatherboard | Gable, Front | Garage | C |
| 4608 | Hartwick Road | Colonial Revival, Cape Cod | 1920 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4610 | Hartwick Road | Dutch Colonial Revival | 1925 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4610 | Hartwick Road | Vernacular | ca. 1945 | 1 | Aluminum Sheets | Gable, Front/ Aluminum Sheet | Garage | C |
| 7304 | Hopkins Avenue | Colonial Revival, Cape Cod | ca. 1935 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7304 | Hopkins Avenue | Vernacular | ca. 1940 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 7305 | Hopkins Avenue | Vernacular | ca. 2007 | 1 | Plywood | Shed/ N/A | Shed | NC |
| 7305 | Hopkins Avenue | Vernacular | ca. 2007 | 1 | Plywood | Shed/ N/A | Shed | NC |
| 7305 | Hopkins Avenue | Colonial Revival, Cape Cod (Altered) | ca. 1935 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7306 | Hopkins Avenue | Tudor Revival | ca. 1935 | 2 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7307 | Hopkins Avenue | Vernacular | 1926 | 1.5 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Domestic | C |
| 7308 | Hopkins Avenue | Moderne | ca. 1940 | 1.5 | Brick | Hipped/ Asphalt Shingle | Domestic | C |
| 7308 | Hopkins Avenue | Moderne | 1935 | 1 | Brick | Flat | Garage | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7309 | Hopkins Avenue | Colonial Revival | 1943 | 1 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7309 | Hopkins Avenue | Vernacular | ca. 1940 | 1 | Asbestos Shingles | Gable, Front/ Asphalt Shingle | Garage | C |
| 7310 | Hopkins Avenue | Moderne | 1935 | 1.5 | Brick | Gable, Cross/ Slate Tile | Domestic | C |
| 7400 | Hopkins Avenue | Craftsman Bungalow | 1918 | 1.5 | Asbestos Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7403 | Hopkins Avenue | Dutch Colonial Revival | ca. 1950 | 1.5 | Brick Veneer | Gambrel | Jewish Student Center/ Domestic | NC |
| 7404 | Hopkins Avenue | Craftsman Bungalow | 1928 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7404 | Hopkins Avenue | Vernacular | ca. 1928 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 7504 | Hopkins Avenue | Colonial Revival, Cape Cod | ca. 1935 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7504 | Hopkins Avenue | Vernacular | ca. 1935 | 1 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Garage | C |
| 7505 | Hopkins Avenue | Colonial Revival, Cape Cod | 1934 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7505 | Hopkins Avenue | Vernacular | ca. 1934 | 1 | Brick Veneer | Gable, Front/ Asphalt Shingle | Garage | C |
| 7506 | Hopkins Avenue | Colonial Revival, Cape Cod | ca. 1935 | 1.5 | Stone Veneer | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7507 | Hopkins Avenue | Colonial Revival, Cape Cod | 1947 | 1.5 | Brick Veneer | Gable, Side/ Slate Shingle | Domestic | C |
| 7507 | Hopkins Avenue | Vernacular | ca. 1945 | 1 | Brick Veneer | Gable, Side/ Slate Shingle | Garage | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7509 | Hopkins Avenue | Modern Colonial Revival Cape Cod | 1996 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7510 | Hopkins Avenue | Colonial Revival | 1962 | 2 | Brick Veneer | Flat | Apartments | NC |
| 4514 | Knox Road | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 4516 | Knox Road | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Side/ Slate Shingle | University-related Housing | C |
| 4517 | Knox Road | Colonial Revival | ca. 1935 | 2.5 | Brick | Hipped and Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 4518 | Knox Road | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Cross/ Asphalt Shingle | University-related Housing | C |
| 4601 | Knox Road | Dutch Colonial Revival | 1927 | 2 | Weatherboard | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4603 | Knox Road | Colonial Revival Cape Cod | 1947 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4604 | Knox Road | Modern | 1959 | 2.5 | Brick Veneer | Hipped/ Asphalt Shingle | Apartments (8 units) | NC |
| 4607 | Knox Road | Colonial Revival | ca. 1930 | 2.5 | Brick | Gambrel/ Flat/ Asphalt Shingle | University-related Housing | C |
| 4608 | Knox Road | Tudor Revival | ca. 1935 | 1.5 | Asbestos Shingles | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 4608 | Knox Road | Vernacular | ca. 1935 | 1 | Asbestos Shingles | Gable, Front/ Asphalt Shingle | Garage | C |
| 4609 | Knox Road | Tudor Revival, vernacular | 1940 | 1.5 | Vinyl Siding | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 4610 | Knox Road | Craftsman | 1923 | 1.5 | Stucco | Gable, Front/ Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4610 | Knox Road | Vernacular | ca. 1923 | 1 | German Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 4611 | Knox Road | Tudor Revival, Vernacular | ca. 1935 | 1.5 | Vinyl Siding | Multi-Gable/ Asphalt Shingle | Domestic | C |
| 4613 | Knox Road | Colonial Revival, vernacular | ca. 1938 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4613 | Knox Road | Vernacular | ca. 1938 | 1.5 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 4615 | Knox Road | Colonial Revival/ Craftsman | 1922 | 2 | Vinyl Siding | Hipped/ Asphalt Shingle | Domestic | C |
| 4615 | Knox Road | Vernacular | ca. 1925 | 1 | Weatherboard | Gable, Front/ Asphalt Shingle | Garage | C |
| 4711 | Knox Road | Vernacular | ca. 1817/ 1912/ 1957 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Government (formerly outbuilding, church & clubhouse) | C |
| 4620-4622 | Knox Road | Modern | 1947 | 3 | Brick Veneer | Hipped/ Asphalt Shingle | Garden Apartment (9 units, 9 units) | C |
| 4620-4626 | Knox Road | Vernacular | ca. 1947 | 1 | Concrete Block | Hipped with Cupola/ Asphalt Shingle | Shed | C |
| 4624-4626 | Knox Road | Modern | 1947 | 3 | Brick Veneer | Hipped/ Asphalt Shingle | Garden Apartment (13 units, 9 units) | C |
| 4500 | Lehigh Road | Colonial Revival/ Commercial | 1963 | 1.5 | Brick Veneer | Gable, Cross/ Slate Shingle | Commercial (offices) | NC |
| 4600 | Norwich Road | Colonial Revival | ca. 1940 | 2.5 | Brick | Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 4607 | Norwich Road | Craftsman Bungalow | 1922 | 1.5 | Patterned Shiplap, Aluminum Siding | Gable, Side | Domestic | C |
| 4607 | Norwich Road | Vernacular | ca. 1922 | 1 | Weatherboard | Gable, Front | Garage | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4611 | Norwich Road | Modern Colonial Revival | 2010 | 2.5 | Weatherboard | Pyramidal w/ cupola/ Asphalt Shingle | Domestic | NC |
| 4615 | Norwich Road | Modern Colonial Revival Cape Cod | 1996 | 1.5 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4617 | Norwich Road | Colonial Revival | 1952 | 2.5 | Brick Veneer | Gable, Side | University-related Housing | C |
| 4619 | Norwich Road | Modern Colonial Revival | 1999 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4701 | Norwich Road | Ranch House | 1971 | 1.5 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4702 | Norwich Road | Vernacular | ca. 1995 | 1 | Plywood | Gable, Side/ Asphalt Shingle | Shed | NC |
| 4702 | Norwich Road | Ranch House | 1944 | 1 | Aluminum Siding/Brick Veneer/ Vertical Board | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4703 | Norwich Road | Ranch House | 1972 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4704 | Norwich Road | Colonial Revival Cape Cod | ca. 1935 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4704 | Norwich Road | Vernacular | ca. 1935 | 1 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 4705 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4706 | Norwich Road | Colonial Revival Cape Cod | ca. 1935 | 1.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 4706 | Norwich Road | Vernacular | ca. 1935 | 1 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 4707 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 4708 | Norwich Road | Vernacular, Queen Anne | 1900 | 2 | Asbestos Shingle | Gable, Front/ Slate Shingle | Domestic | C |
| 4709 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4710 | Norwich Road | Queen Anne, Vernacular | 1900 | 2 | Asbestos Shingle | Gable, Front/ Asphalt Shingle | Domestic | C |
| 4710 | Norwich Road | Vernacular | ca. 1930 | 1 | Asbestos Shingle | Gable, Front/ Asphalt Shingle | Garage | C |
| 4711 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4715 | Norwich Road | Craftsman (altered) | ca. 1935 | 1.5 | Asbestos Shingle/Stucco | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4715 | Norwich Road | Vernacular | ca. 1960 | 1 | Concrete Block | Gable, Front | Garage | NC |
| 4803 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4805 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 4807 | Norwich Road | Ranch House | 1971 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 4808 | Norwich Road | Ranch House | 1962 | 1 | Vinyl Siding | Gable, Front/ Asphalt Shingle | Domestic | NC |
| 4811 | Norwich Road | Ranch House | 1971 | 1 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7201 | Princeton Avenue | Vernacular | ca. 2007 | 1 | Brick | Flat | Shed | NC |
| 7201 | Princeton Avenue | Moderne | 1948 | 3 | Brick over Concrete Blocks | Flat | Apartments | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7304 | Princeton Avenue | Colonial Revival Cape Cod | 1933 | 1.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7304 | Princeton Avenue | Vernacular | ca. 1933 | 1 | Brick Veneer | Gable, Front/ Asphalt Shingle | Garage | C |
| 7305 | Princeton Avenue | Craftsman Foursquare | 1915 | 2.5 | Patterned Shiplap/Stucco | Pyramidal/ Asphalt Shingle | Domestic | C |
| 7306 | Princeton Avenue | Tudor Revival (altered) | 1933 | 1.5 | Brick/ Vinyl Siding | Multi-Gable/ Asphalt Shingle | Domestic | NC |
| 7306 | Princeton Avenue | Vernacular | ca. 2003 | 1 | Brick Veneer | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7306 | Princeton Avenue | Vernacular | ca. 2005 | 2 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7307 | Princeton Avenue | Craftsman Foursquare | 1915 | 2.5 | Stucco/Wood Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7307 | Princeton Avenue | Vernacular | ca. 1920 | 1 | German Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 7309 | Princeton Avenue | Vernacular | ca. 1980 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7309 | Princeton Avenue | Craftsman Foursquare | 1915 | 2.5 | Aluminum Siding/Stucco | Pyramidal | Domestic | C |
| 7401 | Princeton Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Gable, Side/ Asphalt Shingle | University-related Housing | C |
| 7402 | Princeton Avenue | Colonial Revival | 1963 | 2.5 | Brick Veneer | Gable, Side/ Slate Tile | University-related Housing | C |
| 7407 | Princeton Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Gable, Side/ Slate Tile | University-related Housing | C |
| 7503 | Princeton Avenue | Colonial Revival/ Craftsman | ca. 1935 | 2.5 | Brick | Gable, Side/ Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7503 | Princeton Avenue | Vernacular | ca. 1935 | 1 | Brick Veneer | Gable, Front | Garage | C |
| 7504 | Princeton Avenue | Vernacular | ca. 1920 | 1 | Asbestos Shingles | Gable, Side/ Asphalt Shingle | Shed | C |
| 7507 | Princeton Avenue | Vernacular | 2006 | 2.5 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7508 | Princeton Avenue | Vernacular | ca. 1970 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7508 | Princeton Avenue | Craftsman Bungalow | 1920 | 1.5 | Weatherboard | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7509 | Princeton Avenue | Colonial Revival | 1927 | 2 | Brick Veneer/ Weatherboard | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7509 | Princeton Avenue | Vernacular | ca. 1940 | 1 | Weatherboard | Gable, Front | Garage | C |
| 7510 | Princeton Avenue | Craftsman Bungalow | 1922 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7511 | Princeton Avenue | Colonial Revival | ca. 1935 | 2.5 | Brick | Gable, Cross/ Slate Tile | University-related Housing | C |
| 7302 | Rhode Island Avenue | Craftsman Bungalow | 1926 | 1.5 | Wood Shingle | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7304 | Rhode Island Avenue | Craftsman Bungalow | 1922 | 1.5 | Asbestos Shingles | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7304 | Rhode Island Avenue | Vernacular | ca. 1922 | 1 | German Siding | Gable, Front/ Asphalt Shingle | Garage | C |
| 7306 | Rhode Island Avenue | Craftsman Bungalow | 1926 | 1.5 | Fiber Cement Shingles/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7308 | Rhode Island Avenue | Colonial Revival | 1928 | 2.5 | Fiber Cement Shingles | Hipped/ Asphalt Shingle | Domestic | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7400 | Rhode Island Avenue | Queen Anne | 1900 | 2.5 | Weatherboard | Gable, Cross/ Asphalt Shingle | Apartment (5 units) | C |
| 7404 | Rhode Island Avenue | Colonial Revival | 1938 | 1.5 | Brick | Gable, Cross/ Asphalt Shingle | Domestic | C |
| 7404 | Rhode Island Avenue | Vernacular | ca. 1938 | 1 | German Siding | Shed/ Asphalt Shingle | Shed | C |
| 7501 | Rhode Island Avenue | Vernacular | 1950 | 1.5 | Aluminum Siding | Gable, Side/ Asphalt Shingle | Commercial (formerly Domestic) | C |
| 7505 | Rhode Island Avenue | Ranch House | 1974 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7505 | Rhode Island Avenue | Vernacular | ca. 1974 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7506 | Rhode Island Avenue | Colonial Revival | 1927 | 2 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7508 | Rhode Island Avenue | Modern Colonial Revival | ca.1990 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7509 | Rhode Island Avenue | Ranch House | 1978 | 1 | Brick Veneer/ Aluminum Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7509 | Rhode Island Avenue | Vernacular | ca. 1978 | 1 | Aluminum Siding | Gable, Front/ Asphalt Shingle | Garage | NC |
| 7510 | Rhode Island Avenue | Modern Colonial Revival | ca. 1990 | 2 | Brick Veneer/ Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | NC |
| 7512 | Rhode Island Avenue | Craftsman | 1917 | 2 | Stucco | Hipped/ Asphalt Shingle | Domestic | C |
| 7301 | Yale Avenue | Craftsman | 1925 | 2.5 | Vinyl Siding | Gable, Side/ Asphalt Shingle | Domestic | C |
| 7301 | Yale Avenue | Craftsman | ca. 1925 | 1 | Asphalt Shingle | Hipped/ Asphalt Shingle | Garage | C |

| Address Number | Street | Style/Form | Date | Stories | Wall Treatment | Roof Shape/ Material | Current Bldg Use/ Structure Type | District Status |
|---|---|---|---|---|---|---|---|---|
| 7303 | Yale Avenue | Craftsman | 1927 | 2.5 | Aluminum Siding | Hipped/ Asphalt Shingle | Domestic | C |
| 7305 | Yale Avenue | Craftsman | 1933 | 2.5 | Brick | Hipped/ Asphalt Shingle | Domestic | C |
| 7505 | Yale Avenue | Modern | ca. 1960 | 1 | Brick Veneer | Gable, Cross/ Asphalt Shingle | University-related Police Station | C |

Old Town College Park | Prince George's County, MD
Name of Property | County and State

## 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.)

Property is:

- [ ] 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.
- [ ] less than 50 years old or achieving significance within the past 50 years.

### Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
COMMUNITY PLANNING & DEVELOPMENT

### Period of Significance

1889-1950
1935-1965

### Significant Dates

1889
1935

### Significant Person
(Complete only if Criterion B is marked above.)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Curriden, Samuel W.
Cutler, Henry Wright
Johnson, John O.
Power, Elmore
Ross, R. Webster

### Period of Significance (justification)

There are two periods of significance for Old Town College Park. The first period of significance extends from 1889 to 1950, reflecting the initial platting of the neighborhood in 1889 by John O. Johnson and Samuel W. Curriden. This period captures the early development of the subdivision from the late nineteenth century as a

railroad suburb supporting the Maryland Agricultural College (now the University of Maryland), through its greatest period of growth as a streetcar suburb of Washington, D.C., in the second quarter of the twentieth century. In order to recognize the University of Maryland's distinct and recognizable contribution to the growth of the neighborhood, a second period of significance has been established that extends from 1935 to 1965. This reflects the university's expansion, which spurred the neighborhood's greatest building boom and also resulted in the construction of fraternity and sorority houses, as well as apartment buildings for student housing.

**Criteria Considerations (explanation, if necessary)**

Although extending beyond the fifty-year mark, the second period of significance reflects Old Town College Park's historical and architectural association with the University of Maryland, which played a distinctive role in its establishment, growth, and continued stability. This association began more than fifty years ago in 1935 and continued until 1965 with the construction of university-related buildings devoted to housing. The buildings from this second period of significance are architecturally consistent with the single-family dwellings erected in Old Town College Park, and historically significant to the overall context of the neighborhood and its platting in 1899. The majority of these buildings, which includes fraternities, sororities, and student housing, are more than fifty years of age and have retained their physical integrity. All of these factors allow for the development of a suitable historical perspective and proper evaluation of significance. Therefore, Criteria Consideration G is not applicable.

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

Old Town College Park, a cohesive residential subdivision that developed in the late nineteenth century through the mid-twentieth century, exemplifies the railroad, streetcar, and early automobile suburbs that emerged in the Washington metropolitan area during this time. The neighborhood's evolution illustrates the gradual transformation of Prince George's County from a semi-rural landscape dominated by farms in the late nineteenth century into a thriving commuter suburb of Washington, D.C., in the twentieth century. Platted in 1889 by real estate developers John O. Johnson and Samuel W. Curriden on farmland historically associated with the wealthy and influential Stier and Calvert families, the 125-acre neighborhood of College Park was laid out specifically to attract middle- and upper-middle-income residents, and persons associated with the nearby Maryland Agricultural College (later University of Maryland). The development of the subdivision, inextricably tied to its strategic location between the Baltimore & Ohio (B&O) Railroad to the east and the Washington and Baltimore Turnpike to the west, rapidly grew with the introduction of the streetcar line that traversed the neighborhood at the beginning of the twentieth century and heightened with the marked expansion of the University of Maryland in the second quarter of the twentieth century. As the principle subdivision planned and developed near the college, Old Town College Park exists today as one of the first successful commuter suburbs located along the B&O Railroad and Washington and Baltimore Turnpike in Prince George's County. With the period of greatest residential development beginning in the 1920s and subsiding with the end of World War II, Old Town College Park consists of buildings that reflect the periods in which they were erected, illustrating fashionable styles, forms, and materials. The variety of architectural styles found within the neighborhood included Queen Anne and Colonial Revival, as well as later designs and forms such as the American Foursquare, Cape Cod, and bungalow. To meet the needs of the burgeoning University of Maryland, residential buildings for the school's fraternal organizations and modestly sized apartment complexes were constructed, further uniting the neighborhood and the university. These university-maintained buildings, generally occupying large lots with landscaped yards, illustrate many of the architectural fashions presented by their single-family

residential neighbors, but on a much grander and more imposing scale. Today, Old Town College Park presents a well-defined and singular neighborhood characterized by landscaped streets and well-built, freestanding, single-family dwellings, garden apartments, and university housing. The primary period of significance for Old Town College Park is 1889, when Johnson and Curriden platted the neighborhood, to 1950. This captures the development of the suburban neighborhood from its establishment as a railroad suburb to its greatest period of growth as a streetcar and automobile suburb of Washington, D.C. The second period of significance, extending from 1935 to 1965, captures the contribution of the University of Maryland to the neighborhood. Old Town College Park is recommended for listing in the National Register of Historic Places as a historic district under Criteria A and C, and is significant at the local level under the areas of Architecture and Community Planning/Development. Old Town College Park is nominated under the Multiple Property Document, *Historic Residential Suburbs in the United States, 1830-1960* (National Park Service, 2002) as a representative of three of the four subtypes—Railroad and Horsecar Suburbs, Streetcar Suburbs, and Early Automobile Suburbs.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

Old Town College Park is eligible for listing in the National Register of Historic Places under the Criterion A as an excellent example of **Community Planning and Development.**

A residential subdivision, College Park catered to the expanding middle- to upper-middle-class suburban population of Washington, D.C. that spread to Prince George's County in the late nineteenth century. Development was greatly affected by the growth of the nation's capital and its suburbs throughout the fist half of the twentieth century. As such, Old Town College Park exemplifies the railroad, streetcar and, early automobile suburbs that sprang up on the outskirts of the District of Columbia, as advances in transportation allowed residents to live further from the metropolitan center while still commuting daily to work. In addition, College's Park proximity to the University of Maryland (then the Maryland Agricultural College) served as an impetus for growth for the area and a selling point for the developers, greatly affecting the planning and development of the neighborhood.

The first phase of suburban development in Old Town College Park began slowly in the last decade of the nineteenth century. Development efforts, initially hampered by a lack of utilities, unpaved streets, and its relative distance from the center of Washington, D.C., accelerated with the advent and evolution of various transportation resources that served the newly established suburb. These transportation systems included the Washington and Baltimore Turnpike (now known as Baltimore Avenue and U.S. Route 1); the College Station stop of the Baltimore and Ohio Railroad; and the electric streetcar lines of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban Railway Company and then the D.C. Transit Company). In 1889, the official plat was filed for the newly devised suburb of College Park. John Oliver Johnson and Samuel W. Curriden of Washington, D.C., were responsible for the subdivision of this 125-acre neighborhood on land previously associated with the Stier-Calvert family's 2,000-acre plantation known as Riversdale (located at 4811 Riversdale Road, Riverdale Park). The turnpike and railroad predated the establishment of the neighborhood and were used by the developers as marketing tools to entice prospective homebuyers. Thus, Old Town College Park was one of the first successful commuter suburbs in Prince George's County.

From the beginning, the projected relationship of the suburb with the nearby Agricultural College was clearly indicated, as suggested by the designated name of the community–College Park. Further, most of the streets

were named for prominent eastern colleges and universities, including Harvard, Yale, Dartmouth, Vassar, and Princeton.[2] In the first half of the twentieth century, development of College Park continued to be closely related to the expanding Agricultural College, which, by 1920, had become the University of Maryland. The proximity of the neighborhood provided faculty members, staff, visiting professors, and students with housing opportunities. While many of the first commuting residents had single-family dwellings constructed near the railroad station stop at the southeastern end of the suburb, college faculty had houses erected closer to the campus. Similarly, aviators and pupils learning to fly at the Signal Corps Aviation School (now the College Park Airport) owned dwellings or leased living space in Old Town College Park and its many additions to the south (now collectively known as Calvert Hills). The need for housing, also prompted by the influx of residents to the nation's capital in the 1940s, introduced the low-rise garden apartment to College Park. Appropriately, the first example of this building type in the neighborhood was named University Garden Apartments (4620-4626 Knox Road, 1947). By the middle part of the twentieth century, the connection with the University of Maryland culminated with the construction of more than thirty university-related buildings in College Park, including student apartments, sororities, and fraternities.

In 1945, "Old Town" College Park became one of eleven neighborhoods within the newly incorporated city of College Park. Consequently, recognizing the historic neighborhood as the center of the recently formed municipality, the city erected a fire department, police station, and city hall within Johnson and Curriden's original platted boundaries for College Park.[3] After World War II, growth in Old Town College Park subsided, with a limited number of residences, storefronts, and university housing constructed in the years between 1950 and 1965. By the latter part of the twentieth century, construction in the neighborhood predominantly consisted of development of dwellings and apartments on previously unimproved lots; commercial development of offices and stores, including a gas station, was relegated to the subdivision's western boundary (outside of the historic district).

Additionally, Old Town College Park is eligible for listing in the National Register of Historic Places under the Criterion C for its **Architecture**, with its substantial concentration of high-style and, as the market demanded, less ornate architecture, including single-family dwellings, low-rise garden apartments, and university housing.

Old Town College Park retains many of its original late-nineteenth-century and twentieth-century revival and American movement buildings. The resources date from the 1890s to the last decade of the twentieth century, with a single resource erected prior to the 1889 platting of the neighborhood. Known today as the Old Parish House, this brick building reflects the property's original use as part of the Stier-Calvert family plantation known as Riversdale. The one-story structure appears to have been constructed in the early to middle part of the nineteenth century (circa 1812) as an outbuilding (possibly a barn). It was renovated in 1912 to serve the neighborhood of College Park as a church and, in the 1950s, as the College Park Woman's Club.

The first dwellings erected after the platting of College Park illustrate the fashionable Queen Anne style commonly built for upper-middle-class residents at the end of the nineteenth century. Construction was initially relegated to the eastern side of the suburb, close to the College Station stop of the Baltimore and Ohio (B&O) Railroad. The dwellings, ornamented to the specific tastes of the property owners, were sited on spacious lots with large landscaped yards created by the joining of several parcels. Each of these large single-family buildings exhibits high-style ornamentation, including wraparound porches, molded cornices and brackets, ornately cut wood shingles, projecting bays, intersecting gables, and an array of decorative cladding materials.

By the 1920s, when residential construction had substantially increased in the neighborhood, a greater number of smaller sized and less ornamented houses were built in College Park. For the most part, the change in house sizes and stylistic features reflected a new clientele—that of more modest income families, as well as of the professional class. As suburbanization spurred the rapid growth of the greater Washington metropolitan area in the early twentieth century, more and more middle-income residents were drawn to the attractive and convenient location of Old Town College Park. As a result, to cater to the economic means and aesthetics of the middle-class homebuyer and the cost-effective professional, dwellings constructed during this time generally exhibit less architectural ornament than the houses erected prior to 1920. The American Foursquare, Cape Cod, and bungalow, fashionably dressed in the Colonial Revival and Craftsman styles, improved the suburban landscape. Developed by subdividers and home builders, the architecture reflects the popular forms and styles of the period, often with the individual tastes and needs of homeowners infused. By the third quarter of the twentieth century, College Park had become home to a number of two-story/side-gabled houses, ranch houses, split-foyer houses, and apartments designed and constructed by merchant builders. Yet, unlike many suburban neighborhoods developing in the mid- to late twentieth century, the architecture of Old Town College Park was not completely standardized with repetition of styles, forms, materials, and ornamentation. Prefabrication and mass production implemented by merchant builders is apparent, especially along blocks improved in the latter part of the twentieth century, but, overall, this dramatic change in home building practices has not dominated the landscape. Rather, it melds with the architecture from all periods of development and growth in Old Town College Park, allowing for a study of styles, forms, materials, and construction practices from the late nineteenth century through to the mid-twentieth century.

The growth of the nearby University of Maryland has had a direct effect on the architectural character of College Park since its platting. Yet, its influence intensified in the late 1930s with the introduction of alternate domestic building types of a grander scale. These residential buildings included several fraternity houses, and then later expanded to include sorority houses and student apartments. The 1939 *Sanborn Fire Insurance Maps* identify fourteen fraternity houses, the majority between Rhode Island Avenue and the university campus.[4] By 1963, many of the undeveloped lots at the northern and western boundaries of the suburb were improved with university-maintained apartments and buildings for Greek fraternal organizations. Architecturally, the university-related buildings, especially the fraternities and sororities, respect the massing, scale, styles, materials, and forms of the single-family dwellings. Colonial Revival with its classical precedents is the style of choice, as it is with buildings on the university campus. Many of the brick-veneered buildings have two-story porticos with Tuscan columns, molded entablatures, enclosed tympanum, delicately detailed fanlight, sidelights, and symmetrically placed openings holding 6/6 sash windows. Today, over thirty such resources are found in Old Town College Park, sitting alongside late-nineteenth- and twentieth-century single-family dwellings.

**Developmental history/additional historic context information** (if appropriate)

*Pre-Dating the 1889 Platting of Old Town College Park*

The area that is known today as Old Town College Park was part of the Stier-Calvert family's large and prosperous Riversdale plantation, which included a grand Georgian-style mansion dating from the beginning of the nineteenth century. Henri J. Stier (1743-1821), a wealthy Flemish émigré, purchased the property in 1801 upon arriving in Prince George's County following brief periods in Philadelphia and Annapolis.[5] He quickly began construction of the manor house, designed to resemble the Flemish chateau he had built a few miles north of Antwerp in 1780.[6] The land, then close to 730 acres, was located near the port town of Bladensburg. After Stier's permanent return to Europe in 1803, the plantation passed to his daughter, Rosalie (1778-1821), and her husband, George Calvert (1768-1838). George Calvert, a wealthy planter whose family had extensive landholdings, was a descendent of the Lords Baltimore, proprietary governors of the province of Maryland.[7] The Calverts oversaw final construction efforts of the Georgian mansion and continued to develop the estate over the next decade. After the death of George Calvert in 1838, the property passed to his son, Charles Benedict Calvert (1808-1864), who would live his entire life at Riversdale. In addition to briefly serving as a delegate for Prince George's County in the state legislature, Charles Benedict Calvert was an accomplished agriculturalist who implemented progressive agricultural practices at Riversdale. He established local, state, and national agricultural societies, in addition to helping create a federal Department of Agriculture in 1862.[8]

In the early nineteenth century, colonial and post-Revolutionary War roads connected the Calvert estate, which at that time was primarily agricultural, to the active ports of Baltimore City, Bladensburg, and Georgetown. 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. Partially opening in 1815, the turnpike was completed to its total length of thirty-six miles in the following years. The abundance of traffic along the Washington and Baltimore Turnpike prompted the construction of numerous taverns and inns, including the Rossborough Inn (circa 1803).[9] Agricultural roads and narrow lanes from the nearby plantations and farms intersected the turnpike, and, ultimately, served as guides and precursors for several of the roads existing today.[10]

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 provided two round-trip passenger trains between Washington and Baltimore City, with freight service as needed.[11] 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 area to become Old Town College Park, which was owned and utilized by Charles Benedict Calvert as farmland throughout much of the nineteenth century, was located between the Washington and Baltimore Turnpike and Washington Branch of the B&O Railroad. These two major, long-established transportation arteries between Washington, D.C., and Baltimore provided the area with convenient access to various modes of transportation that served the local residents, university professional, agricultural community, and travelers.

In addition to its proximity to the B&O Railroad and the Washington and Baltimore Turnpike, College Park's development was tied to the establishment and growth of the Maryland Agricultural College, which became the

University of Maryland in 1920. Most directly, the subdivision was named "College Park" because of its location near the college. The school was founded, under the guidance of Charles Benedict Calvert, as a direct result of the depletion of the agricultural landscape of Maryland. By the middle of the nineteenth century, much of the farmland in the surrounding area had been largely exhausted of its vital nutrients through the production of tobacco. To aid the various farmers in the region, cities and towns sponsored and offered various agricultural societies, fairs, and publications. One such society was the Farmer's Club, founded in Baltimore City. After changing its name to the Maryland State Agricultural Society in 1848, the organization became the primary motivator in the establishment of the Maryland 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. Calvert, president of the college's board of trustees, provided 428 acres of land for the meager price of $50 per acre in 1856; that is equivalent to $1,300 per acre in 2010. This tract, a part of the immense 2,000-acre Riversdale plantation, was located to the immediate northwest of the future site of College Park. The first building of the Maryland Agricultural College opened in 1859 to thirty-four students, primarily sons of wealthy Maryland farmers. Following the establishment of the college, the B&O Railroad opened the College Lawn Station to serve the school, as well as the post office and small-unplanned residential community that was growing around the campus.[12]

With the death of Calvert in 1864, the remaining plantation property was subdivided among his heirs. Calvert's widow, Charlotte Calvert (1816-1876), received a 300-acre parcel that included the mansion and numerous outbuildings, as well as the family graveyard, principal barns, and tenant houses. The remaining acreage was divided among the five surviving children. Ella Calvert Campbell (1840-1902), Calvert's daughter, obtained a 125-acre parcel to the north of the mansion. This property, located to the east of the agricultural college and bounded to the west by the B&O Railroad tracks, was to be the site of Old Town College Park. Soon after receiving title to the land, Ella Campbell permitted her brother, Eugene Calvert (1846-1894), to subdivide the property. This subdivision, platted as College Lawn in 1872, was centered around the College Lawn Station stop of the B&O Railroad. The development of the proposed community was remarkably slow despite its close proximity to existing transportation routes and the need for suburban housing that was then emerging. Both the 1861 *Martenet Map* and the 1878 *Hopkins Map* of the Bladensburg District No. 2/Vansville District No. 1 of Prince George's County document that the homes of Ella Calvert Campbell and Charles B. Calvert were the only improvements in College Lawn by 1878.[13] In 1889, recognizing the unsuccessful development of College Lawn, Campbell sold the property to John Oliver Johnson and Samuel W. Curriden.

Prior to purchasing the property, John O. Johnson (b. 1846) lived and worked as a real estate and insurance agent in Washington, D.C. First employed by the Merchant's Insurance Company of Newark, New Jersey, with offices located in Washington at the Atlantic Building at 930 F Street, N.W., Johnson later moved to an office at 927 F Street, N.W. He lived with his family in the District of Columbia at 1717 14th Street, N.W., and then moved to Pennsylvania Avenue. Several years after purchasing the property in Prince George's County, Johnson moved to the imposing dwelling formerly owned and occupied by Ella Calvert Campbell at the corner of Columbia and Calvert streets in College Park. While engaged as the manager and principal owner of the subdivision, Johnson maintained an office in the Columbus Building in downtown Washington, D.C., at 617 F Street, N.W.[14] He moved his business operations to an office at 12th and C streets by 1891.[15]

Like Johnson, Samuel W. Curriden (1850-1921) resided in Washington, D.C., working as bureau of engraving and printing, and later as the director of the Washington Market Company. A lawyer by training, Curriden had offices at 1334 F Street, N.W. By 1890, his office had relocated to 1427 New York Avenue, N.W. Despite his

real estate ventures in Prince George's County, Curriden continued to live in Washington, D.C., residing at 34 B Street, N.W. He served as manager of the National Republican and was private secretary to William E. Chandler when he was Secretary of the Navy. Presumably, his background in law supplemented Johnson's expertise in real estate dealings and made for a complementary business relationship. However, the real estate partnership between the two men did not last and ended acrimoniously. Once the plat for the subdivision of College Park was implemented, Curriden allegedly absconded with the proceeds of the joint venture, but this has never been substantiated and seems not to be characteristic of his many accomplishments.[16]

*Initial Development of Old Town College Park, 1889-1900*

Within months of acquiring the 125 acres from Ella Calvert Campbell, Johnson and Curriden replatted the subdivision of College Lawn as College Park. The overall organization of the new suburb was strikingly similar to its 1872 predecessor with 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 marketed to professors of the college as well as middle- and upper-middle-class residents who commuted by train to nearby commercial and business centers. To reinforce the association with the college, which was steadily growing, the developers named most of the streets in College Park in honor of prominent eastern colleges and universities. Examples recorded in the original plat included Princeton, Harvard, Dartmouth, Wellesley, Yale, Columbia, (Johns) Hopkins, and Vassar. In honor of the original property owners, the southernmost boundary of the suburb was named Calvert Road.

Although platted in 1889, only a few houses were constructed before the turn of the twentieth century. The plat outlined thirty-nine blocks, each with sixteen building lots. Most of the lots were rectangular in shape and measured fifty feet by two hundred feet.[17] Although the street frontage of the lots was typical, the depth was twice that traditionally allotted for suburban housing and reflected the developers' objective to attract middle- to upper-middle-class residents. In some cases, a single owner purchased multiple lots, allowing for larger yards with imposing dwellings that straddled lot lines. These larger dwellings, typically illustrating high-style Queen Anne designs, were constructed during the early years of the development. There are five extant resources from this period, all located in the eastern section of the neighborhood. The location of these initial buildings illustrates new residents' dependency on the B&O Railroad and its College Park Station stop.

From the beginning, College Park's prime location along the B&O Railroad was integral to the suburb's development and growth. Local newspapers touted the new subdivision's location "midway between Riverdale and Charlton, on the B. & O. R." and emphasized the convenience and ease of travel using this mode of transportation, "Numerous trains! Double tracks!" with "only 13 minutes' ride by express train from [the] B&O depot, and only 8 miles distant."[18] In addition, the suburb's proximity to the Maryland Agricultural College was seen as a selling point and promotional advertisements for College Park described its "advantage of a well-equipped College and Military Academy...largely endowed by the Unites States Government and also by the State of Maryland."[19] Not only did College Park sit close to "an institution famed throughout the State," but "its main avenue [led] direct[ly] from the station to the college."[20] Interestingly, since the college modeled itself after military institutions with the students called cadets, the chance to see "all students in West Point uniforms" was also highlighted in marketing materials for the new subdivision.[21]

In December 1891, developers William A. Easterday and Willis C. Haldeman of Washington, D.C., filed a plat for the resubdivision of Blocks 11 and 22. The blocks were undeveloped at the time of the replatting and

resubdivided to allow for narrow bisecting alleys. Block 11, bounded by what is known today as College Avenue, Dartmouth Avenue, Rhode Island Avenue, and Norwich Road, was divided into two smaller blocks by Randolph Macon Avenue. The southern portion of the block had been originally platted with long narrow building lots fronting College Avenue. The replatting divided the narrow lots east to west, creating building lots along the bisecting alley to the north. Two of the original lots created by Johnson and Curriden remained intact at the intersection of College and Dartmouth avenues. The northern portion of Block 11 had originally been platted with eight narrow lots, four fronting eastward to Dartmouth Avenue and the other four lots facing westward to Rhode Island Avenue. Easterday and Haldeman, acting purely as subdividers who would sell unimproved lots, resubdivided and reoriented the lots, creating sixteen smaller lots facing northward to Norwich Avenue and sixteen lots fronting southward along the alley of Randolph Macon Avenue. Similarly, Block 22 was resubdivided and the original seven lots facing east to Hopkins Avenue and the four lots fronting Princeton Avenue were reoriented. An alley that ultimately became known as Dickinson Avenue divided the block. The lots at the southernmost part of the block were reoriented to face Norwich Road, while the remaining lots were divided to create smaller building parcels that fronted Hopkins, Princeton, and Dickinson avenues.

Two years later, in 1893, Hannah L. Kelly resubdivided Blocks 12 and 28. Block 12 was originally subdivided to have eighteen building lots, with nine lots fronting both Dartmouth and Rhode Island avenues. Kelly's resubdivision bisected the block north to south with Van Rensselaer Place (now Girard Avenue). The lots in the western portion of the block were cut in half with property fronting Rhode Island Avenue and Van Rensselaer Place. The eastern portion of the block fronting Dartmouth Avenue was divided to create eighteen building lots from the eight originally platted by Johnson and Curriden.

Despite the resubdivision of the blocks into smaller building lots that were marketed to the middle class, the property was not improved until the middle part of the twentieth century. By 1897, only thirteen houses had been constructed in the suburb of College Park. Early property owners noted in the tax assessment records include E.S. Fletcher, Lincoln Gerhardt, and Sallie E. Fletcher. One of the earliest houses erected in the neighborhood was the Taliaferro House at 7406 Columbia Avenue. George H. Johnston, a cousin of John O. Johnson, constructed this fashionable dwelling circa 1888. The two-and-one-half-story, Queen Anne-style house was occupied by Johnson's daughter, Emily Franklin Taliaferro (1873-1932), as early as 1896. It was valued at $2,200 in the 1897 tax assessments. Dr. Warner T.L. Taliaferro (d. 1941) was a noted professor of agricultural economics who taught farm management at the nearby college.[22] The Cory House, erected in 1891, at 4710 College Avenue is another example of an early dwelling associated with one of the professors at the Maryland Agricultural College. Ernest Cory (1887-1979), a graduate of the college, returned to teach in the Department of Entomology and was associated with the development of the insecticide known as DDT. He was a noted for his study of insects, serving as the Maryland state entomologist and as entomologist for the Maryland agricultural experimental station.[23] Another excellent example of collegiate-related housing in College Park is the McDonnell House (1896) at 7400 Dartmouth Avenue. The Queen Anne-style house was owned and occupied by Dr. Henry B. McDonnell (1851-1958). Dr. McDonnell first became a professor at the Agricultural College in 1891, assuming control of the department a year later. He went on to serve as the first Dean for the School of Chemistry (1914-1929), and served as the chief of College Park's new fire station. Among his other many varied talents, McDonnell served as architect for Morrell Hall (1898), the university's oldest and continuously used academic building. He remained at the university until his retirement in 1938.[24]

From the onset, the subdivision's developers recognized the need for community activities and took steps to build institutions within College Park and to provide services that would contribute to its appeal as a residential

neighborhood. To market their investment, they filled local newspapers with advertisements for College Park that boasted a list of amenities that would appeal to prospective homeowners and real estate developers. These civic offerings included a "school, Sunday school, church, good store, public hall, post office, telegraph station, and express office."[25] The religious needs of the community were particularly important to developer John O. Johnson, since, besides having real estate experience, was also an ordained minister in the German Reformed Church. As a result, in 1890, Johnson founded St. Andrew's Episcopal Church within the newly formed community. He conducted the first services for the St. Andrew's congregation at a facility provided by the agricultural college in August of 1890 and continued to lead services for the church through the 1890s.[26] The first wedding, held in June 1896, was for Johnson's daughter, Emily, and Dr. Taliaferro. The congregation's need for a permanent home prompted the renovation of Charles Benedict Calvert's brick outbuilding at 4711 Knox Road, which Johnson had donated for use as the church in 1912. The renovated building, believed to have once been a tobacco barn, was improved with a sanctuary addition on the west rear elevation and kitchen wing on the north side elevation. The former barn, which dates from the early nineteenth century, served as the Parish Hall of St. Andrew's Episcopal Church until the 1930s, when a large stone church was constructed at 4512 College Avenue to permanently house the congregation. Subsequently, the Woman's Club of College Park, a community organization founded in 1915, began meeting in the brick outbuilding in 1931. When the group, then known as the Progress Club, purchased the building in 1957, they renovated it for use as a meeting hall and club house.[27] The building is now owned by the City of College Park and is used for meetings, receptions, and other functions.

*Early-Twentieth-Century Development of Old Town College Park, 1901-1920*

During the first two decades of the twentieth century, several factors combined to stimulate development of the subdivision, transitioning College Park from a semi-rural railroad suburb to more of a traditional streetcar suburb. The introduction of the streetcar service to College Park, the growing economy, the establishment of the College Park Airport nearby, and the continued growth of the Maryland Agricultural College, all contributed to increased development and growth. Subsequently, while only a few buildings improved the neighborhood at the turn of the twentieth century, by 1920, more than forty-five buildings stood in the community.

Reminiscent of the development sparked by the railroad, turnpike, and agricultural college in the latter part of the nineteenth century, early-twentieth-century development in the area was primarily spurred by the electric streetcar line that was extended through College Park in 1902. The streetcar line of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban Railway Company and then the D.C. Transit Company) traveled from Washington, D.C., along Rhode Island Avenue and made it more convenient than ever to commute downtown to work and shop. Although streetcars had begun to operate in Washington, D.C., as early as 1862, they did not connect to the outlying suburbs until the turn of the twentieth century. The extension of the streetcar system into the Maryland suburbs was in response to the population increase and economic growth, and occurred in large part because of the encouragement of the real estate developers. Now accessible by convenient and affordable transportation, the suburbs of Prince George's County were in turn opened for further development. Although College Park was already situated along the B&O Railroad, the streetcar was less expensive and faster than the railroad and, ultimately, proved to be a more attractive means of transportation for its inhabitants.[28] The new streetcar line, completed in 1902, provided direct access to the Washington terminus at the U.S. Treasury Building at 15th and G Streets, N.W., from its Laurel, Maryland, terminus. The tracks ran through the center of Old Town College Park along Rhode Island Avenue, with a stop at 4622 College Avenue. In addition to the station stop at College Park, suburban service was provided to the

neighboring communities of Hyattsville, Riverdale Park, Lakeland, Berwyn, Branchville, Beltsville, and Contee. The success of the streetcar, coupled with the growing dependency on the automobile, caused the abandonment of the railroad station stop at College Park. This former railroad station, located in the southeastern corner of the subdivision, was taken over by G.T. Wells and Sons. It was used as an oil, coal, and wood yard, providing heating products for the community. In 1940, the property housed the Washington Institute of Technology, which erected a long, rectangular structure of brick on the property for educational purposes.

The arrival of the streetcar line opened up business opportunities in College Park. As a result, in addition to the development of residential buildings within the area, the commercial building stock grew. Commercial buildings were established along the primary thoroughfare intended by the developers to serve the residents. One of the first such facilities was the Harrison Store at 4624 College Avenue, erected in 1908 at the corner of College Avenue and Rhode Island Avenue. This modest wood-frame building was constructed as a one-story grocery store that was subsequently enlarged in the mid-1930s to provide residential space on the second story. The store was constructed for and operated by Wirt Harrison until 1941. Harrison, born in Maryland in 1882, lived with his family on the second floor of the store. The Harrison Store was also commonly known as the Trolley Stop Sweet Shop, as the streetcar stopped regularly at the intersection where the building was located. Encouraged by the need for commercial facilities within the growing neighborhood, Wirt Harrison constructed an adjacent structure at 4622 College Park as rental property. From the time of its construction in 1912 until the middle of the 1930s, the second building was leased to the federal government for use as the College Park Post Office, which had been located near the railroad station at the intersection of Calvert Road and Columbia Avenue when the suburb was platted in 1889. In the mid-1930s, the rental property was renovated to accommodate apartments, a new housing type generated by the influx of college students to the area.

Much of the twentieth-century development in College Park is closely tied to the growth of the Maryland Agricultural College. In 1914, the State of Maryland took control of the college and the name was officially changed to the Maryland State College. At this time, the college was reorganized under the direction of President Albert Fred Woods. The curriculum was expanded and the college was divided into the schools of Education, Home Economics, Agriculture, Engineering, Arts and Sciences, and Chemistry, as well as a graduate school.[29] With the expansion of the college, the neighborhood of College Park continued to be an ideal location for professors, students, and other employees to live. A number of teachers at the university lived in College Park, including Susan E. Harmon, Frank M. Lemon, Raymond C. Wiley, Charles F. Kramer, Donald H. Wheeler, and Howard B. Cordner. The United States census records document that most of the faculty and employees, as well as the students of course, leased their homes or rented rooms from permanent residents.

Similarly, the newly established 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 the College Park Airport. As nearby College Park was developing in the early twentieth century, the neighborhood would have been a prime location within which the airport's employees, military officers, and associated aviation students could settle. 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 continued. Although the

airport closed its airspace during the terrorist attacks on September 11, 2001, the airport was still operating during this time. Thus, the College Park Airport, listed in the National Register of Historic Places in 1977, holds the distinction of being the oldest continually operating airport in the world. Such renowned aviators as Wilbur and Orville Wright are believed to have leased rooms in a boarding house on Bowdoin Street in Calvert Hills, a neighborhood comprised of the many subdivision additions to College Park.

By the second decade of the twentieth century, College Park had grown considerably. The Nelson's *Washington Suburban Directory* of 1918 identifies the substantial number of middle-class and college-related residents in the College Park area. The occupations noted in the directory included accountants, lawyers, janitors, salesmen, clerical workers, and college professors. Employees of the governmental agencies located in Washington, D.C., commuted by streetcar or railroad to their offices, including those at the Agricultural Department, Patent Office, War Department, and Navy Department. As expected, the Maryland State College was the single largest employer of College Park residents.[30] The census records show that the majority of the households were native-born whites, composed typically of a married couple with one to three children. The census also records that the majority of residents, particularly those not associated with the university, owned their homes.[31]

Yet, despite the growth of the community, College Park was slow to receive many of the amenities commonly advertised by developers and real estate agents in the promotion of suburb developments. The streets of the suburb existed at first only on paper, as the developers were not actually required to provide public improvements. Thus, a number of the streets remained unpaved gravel or dirt roads with no street lighting, gutters, or sidewalks until the mid-1940s. In the same manner, electric power was not supplied to houses of College Park until 1902. This power was the direct result of the laying of the streetcar tracks, and the electric power source required for traction. Residents were required to erect their own power lines and purchase their power directly from the railway company.[32] Telephone service was received in September 1901, presumably from the Chesapeake and Potomac Telephone Company.[33] Phone service was well established throughout the neighborhood by 1924. Because of the suburb's location outside the District of Columbia, the subscribers were forced to pay a five-cent toll on all calls to the city. This toll charge continued to be assessed until the 1930s. In 1918, the Washington Suburban Sanitary Commission (WSSC) was established by order of the Maryland General Assembly. A sewage control system was their first priority, followed shortly by the laying of new sewage pipes. By 1922, sewer pipes had been laid under Calvert Road.

*Period of Greatest Development of Old Town College Park, 1921-1950*

In the first two decades of the twentieth century and prior to World War I (1914-1918), development in Old Town College Park, although steady, did not reach the heights that it did in the second quarter of the twentieth century. It was during the three decades following World War I that Old Town College Park's full development potential was realized. During this time, America's growing dependence on the automobile began to change the way subdivisions were planned, as more and more Americans owned cars and demanded off-street parking and houses with driveways that led to one-car or two-car garages. In College Park, and in the surrounding suburbs, middle-class ownership of automobiles was widespread and commuters no longer depended on their community's access to the B&O Railroad or the streetcar line.

Once again, College Park's development was directly related to the growth of Maryland State College. In 1920, the college was once again expanded under the direction of the State and renamed the University of Maryland. Following the creation of this university system, the faculty and student population rose dramatically,

particularly within the College of Arts and Sciences. The faculty of this department rose from seven to thirty-four percent of the total college faculty and the student population within this department rose from twenty percent to forty-five percent.[34] The university expansion, combined with the emergence of the automobile as the vehicle of choice, brought an even greater number of residents to Old Town College Park. The location, transportation amenities, and the number of available building lots provided unending options for speculative development. This resulted in the neighborhood's largest building boom, with the construction of more than fifty buildings in just ten years. To attract residents, many of the unimproved lots in the southeastern part of the subdivision were replatted in 1931. The resulting design, which maintained the primary blocks as platted, reoriented a number of the building lots along Franklin Avenue (now Hartwick Road) and Wellesley Avenue (now Knox Road), west of Hopkins Avenue. Thus, the narrow, rectangular lots fronted these east/west streets on the north and south sides, while the interior lots fronted the north/south streets. This replatting also resulted in the creation of Dickinson Avenue and Girard Avenue, which were previously alleys running north and south between the larger blocks. The resubdivision, filed in September 1931, was made for Isabella W. Ashford and Hannah Kelly with Easterday and Haldeman acting as property managers. Similarly, in April 1936, property owners James A. and Florence G. Gamble replatted four lots at the southwestern corner of Block 14. Originally consisting of three large lots, the property was divided into four lots with frontage along Calvert Road and Hopkins Avenue. Ten years later, in June 1946, Monroe Power and Ethel L. Power resubdivided the adjacent Block 18 to create eight lots from the original six platted by Johnson and Curriden. The division of the existing lots did not compromise the overall subdivision plan of College Park as created in1889, as the streets remained as platted. Further, the alteration of individual building lots had been practiced since the subdivision was first improved in the 1890s, when owners combined parcels to create larger yards.

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 Park, Edmonston, Bladensburg, University Park, College Park, Branchville and Berwyn, among others, were "Washington's greatest suburb and the gateway to opportunity."[35] When one such pamphlet was produced in 1926, nearly 20,000 residents lived in the mentioned communities, which were serviced by streetcars, trains, and buses that traveled to Washington, D.C., and Baltimore daily. The resubdivision of Johnson and Curriden's larger lots allowed merchant builders like the Gambles and Powers to benefit from the tremendous need for housing in an existing neighborhood supported by amenities such as water, sewer, and electricity.

The need for quick and inexpensive housing led to the introduction of new housing forms, such as the American Foursquare, bungalow, and Cape Cod. Many of these affordable houses were standardized and could be constructed according to mass-produced plans. The similarity in the building forms, materials, siting, and designs suggest houses were built as speculative development by local developers, builders, property owners, or architects. One such local developer was the brother team of Elmore and Monroe Power. Elmore Power (1877-1933) was a builder/carpenter, who was involved in real estate development by 1917. A resident of the area, Power was responsible for the 1925 construction of the Columbia Apartments at 7405 Columbia Avenue and the replatting of "Fanny A. Calvert's Addition to College Park." The majority of additions platted by the Power brothers were located to the south of Calvert Road and are now known collectively as Calvert Hills.

At this time, one of the ways in which houses were constructed quickly and inexpensively was through mail-order companies. Sears, Roebuck and Company was perhaps the best known mail-order company in the nation,

offering over 450 house plans between 1908 and 1940. With the suburbanization of American cities, spurred first by the railroad and streetcar, and then later by the automobile, the need for affordable and well-built single-family dwellings was augmented. As a result, the trend of ordering architectural designs through the mail emerged as an inexpensive way to build a house.[36] These mail-order houses were sent in pieces by train. The proximity of the B&O Railroad tracks along the eastern boundary of Old Town College Park made this form of building construction attractive to property owners, residents, builders, and developers. One example of a mail-order house within the subdivision is the Holbrook House (1927) at 4618 College Avenue, which is an example of the Alhambra model produced by Sears, Roebuck and Company. This model was available from 1918 to 1929, and cost between $1,969 and $3,134, depending on the applied ornament and materials requested. According to the Sears catalogue, "the Alhambra is an effective Mission style of architecture. Its exterior appearance, as well as the interior arrangement, will appeal to anyone who likes massiveness and plenty of room."[37] William Addison Holbrook, Sr. (1883-1959), who was born in Kentucky, lived in Old Town College Park with his wife and their four children. The census documents that Holbrook had risen from a government clerk to division head at the U.S. Treasury in Washington, D.C. by 1930. The census also records that in 1930 the Holbrook House was assessed at $15,000, signifying it was one of the more imposing dwellings on College Avenue and in the neighborhood.

In January 1925, the Home and School Association of College Park, composed of neighborhood residents like William A. Holbrook, 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 neighborhood and the continued construction of buildings in Old Town College Park and nearby Calvert Hills required the fire department to expand its services. Thus, in 1927, the fire department was chartered 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, which was then supplanted by a 1994 building at 8115 Baltimore Avenue. The Calvert Road building later served as city hall and as the fire department's Ladies Auxiliary. It was extensively rehabilitated in 2002 for use as a single-family dwelling.

The first purpose-built religious institution constructed within the boundaries of College Park was St. Andrew's Episcopal Church at 4512 College Avenue. Constructed in 1930, the church was designed by Washington architect Howard W. Cutler (1885-1948). In April 1922, the archdiocese recognized the need for a new building and authorized the purchase of a number of unimproved lots in College Park for the site of the new church. The community raised $15,000 in response to a grant of $50,000 by the Phillips Foundation. Local newspapers reported that the T.T. Taylor Company of Washington, D.C., would build the church, which was estimated to cost more than $70,000. The cornerstone laying ceremony for the Gothic Revival-style church was held on February 24, 1930, with Bishop Freeman of the Archdiocese in attendance.[38] The nearby freestanding rectory was constructed circa 1935 at 4508 College Avenue. Designed by architect R. Webster Ross, the Tudor Revival-style rectory was built for an estimated cost of $12,000. The growth of the congregation required the church to be enlarged in 1954. The alteration to the church coincided with the construction of an abutting parish house, which cost $125,000 to erect. The Right Reverend Angus Dunn, who was the Episcopal Bishop of Washington, and Reverend N.C. Acton, who was rector of the church, officiated at the 1954 cornerstone ceremony.

According to newspaper accounts, the parish house contained an assembly hall, kitchen, classrooms for more than 300 children, and a student lounge for university students.[39]

As the population in the small community continued to grow, the need for alternatives to single-family housing arose. One such alternative was the apartment building. The first apartment building in Old Town College Park was Columbia Apartments (1925) at 7405 Columbia Avenue. The building was originally constructed to house teachers employed by the university, but the need for additional student housing ultimately supplanted the professors. Elmore Power was responsible for the construction of the two-story building. As constructed, the building contained four apartment units, two per story. This new building type would gain great popularity in College Park, providing inexpensive and convenient housing for the transient student population, as well as the permanent residents of the community. The apartment form constructed by Power was more in keeping with the surrounding housing stock as it looked much like a single-family dwelling. In contrast, those multi-family buildings erected throughout the neighborhood in the 1940s were larger in scale, massing, and form. Designed to be respectful of neighboring single-family dwellings in their siting, these low-rise garden apartments complexes typically consisted of two or more multi-storied buildings sited within landscaped grounds. The first such complex was the University Garden Apartments (1947) at 4620-4626 Knox Road. Comprised of two U-shaped buildings with a spacious center courtyard that ensured natural light for all units, the complex is an example of a low-rise garden apartment. Stylistically, the buildings are minimally ornamented, reflecting the architectural trends of the mid-twentieth century and, thus, providing their compatibility with the existing neighborhood.

As automobiles replaced the streetcar and railroad, which declined increasingly in use, Baltimore Avenue once again flourished as a major transportation corridor for the many communities that had developed along its route. The road, which had been virtually cast aside in 1866 when the turnpike company was abandoned, was in extremely poor condition at the turn of the twentieth century. In 1906, considered too vital to be allowed to decay, the road was placed under the maintenance of the state and renamed Maryland Route 1. Initial repairs along the border of College Park were undertaken between 1910 and 1915, including the addition of a macadam surface. In 1918-1919, the road was rebuilt because of the damage it had incurred from the thousands of heavy Army vehicles traveling its length during World War I. By the mid-1920s, increased automobile and commercial traffic required a third major upgrade of the road surface. The highway, renamed U.S. Route 1 in 1925, was widened and resurfaced along College Park and Calvert Hills between 1928 and 1930. By the second quarter of the twentieth century, Baltimore Avenue had become one of the most critical transportation links between Washington, D.C., and Baltimore. In response to the many automobiles that traveled Baltimore Avenue, a number of automobile showrooms and eye-catching commercial structures with off-street parking were erected in College Park. Further, immediately next to College Park, where the avenue intersects Calvert Road, a motel was constructed. This three-building complex included a main office with restaurant and two freestanding buildings, each with ten rooms. The one-story tile-faced buildings are noted on the 1939 *Sanborn Fire Insurance Maps* as "tourist cabins," a popular term with automobile travelers during the second quarter of the twentieth century.[40] This was one of many such travel-related resources erected along Baltimore Avenue within proximity to Old Town College Park as Americans began to visit the nearby nation's capital, and parents visited their children at the adjacent University of Maryland.

In the second quarter of the twentieth century, the continued growth of the University of Maryland directly affected the architectural character of Old Town College Park, as Greek fraternity houses began to rise along the streets of the neighborhood. According to the 1939 *Sanborn Fire Insurance Maps*, thirteen fraternity houses

existed in Old Town College Park, the majority set to the west of Rhode Island Avenue.[41] Fraternities were an expression of collegiate spirit and their buildings were designed to foster self-discipline, fellowship, and academics. In fact, many of the original fraternities were scholarship societies. The first fraternity at the college was Gamma Pi, which was established at the campus in 1913. It was followed shortly by Alpha Phi and Iota Sigma. In 1920, the first sorority Sigma Delta was founded, four years after the admission of female students to the school in 1916. The first fraternities to construct houses in Old Town College Park included Alpha Tau Omega, Alpha Gamma Rho, Theta Chi, and Sigma Phi Sigma (now the Sigma Chi house). In the 1940s and 1960s, the sororities of Kappa Delta, Alpha Chi Omega, Delta Gamma, Delta Phi Epsilon, and Phi Sigma Sigma were constructed in the neighborhood. Many of these same fraternities and sororities continue to occupy the same houses within Old Town College Park to this day. Architecturally, the Greek houses are high-style, classical expressions of the Colonial Revival. Although more imposing in scale and massing than many of the single-family dwellings, the fraternities and sororities are set on several united lots, much like the first houses erected in College Park. Their setting and landscaping, while accommodating an abundance of automobiles, is similar to that of low-rise garden apartment complexes. The continuity of the architectural expression, the similarity of materials, and landscaped settings have ensured the Greek houses are received as part of the neighborhood's context and ensured the continued historical association between College Park and the University of Maryland.

*Post-World War II Construction in Old Town College Park, 1951-1965*

By the end of World War II, enrollment at the university had surpassed 4,000 students. This dramatic increase was attributed to the return of the soldiers, the GI Bill (Servicemen's Readjustment Act of 1944 that ensured education for veterans), and the post-war prosperity. Enrollment continued to rise radically, with over 11,000 matriculating students by 1954.[42] Once again, the built environment of Old Town College Park was affected, with an influx of apartment buildings, fraternities, and sororities to house these new students. The apartment buildings of the second quarter of the twentieth century maintained the landscaped plan and architectural detailing of their predecessors. However, these more modern residential buildings were larger and provided more housing units to meet the current needs. One such apartment complex is the Columbia Manor Apartments located at 4812A-B College Avenue. This two-building complex, rising three stories in height, was constructed in 1961 on property that originally was improved by the mid-nineteenth-century home of Ella Calvert Campbell, and, subsequently, John O. Johnson. The ornate wood-frame building, with its surrounding outbuildings and landscaped plan, was razed in order to construct the apartments. Apparently, the ultimate demolition of the dwelling was anticipated, as Johnson and Curriden's 1889 plat of College Park illustrated the subdivision of Campbell's property into four narrow building lots.

The development of College Park by the middle of the twentieth century required a solution to the public street issues and other routine problems plaguing the neighborhood. To meet the needs of residents, the town of College Park was incorporated in 1945. The new town, later to become the City of College Park, comprised College Park, Calvert Hills, the University of Maryland, Lakeland, Berwyn, Daniels Park, and Hollywood.[43] Because of the city's all-encompassing name, the Johnson and Curriden subdivision of College Park eventually became known as "Old Town College Park." By 1949, all of the streets were paved, storm gutters and sidewalks were laid, and streetlights and signs were installed. Many of the street names were changed in response to Washington, D.C.'s alphabetical naming system. Franklin Street became Hartwick Road, Wellesley Avenue became Knox Road, Vassar Avenue became Norwich Road, and Harvard Avenue was changed to Rhode Island Avenue. College Avenue remained the same, as did many of the north/south roads. Baltimore Avenue, now

more commonly known as Route 1, continued to progress as a major commercial artery that supported both the neighborhood of Old Town College Park and the university, linking them to transportation routes from as far south as Florida to the northern reaches of Maine. The automobile also continued to have a major impact on Old Town College Park. With the reliance on personal vehicles, passenger service on the B&O Railroad terminated and the streetcar lines were discontinued in 1958. Bus service remained the only form of public transportation until 1993, when commuter rail service returned in the form of the Metrorail. Located on the Green line of the Metro, the College Park-University of Maryland Station parking lot was built on the site of the former B&O Railroad terminal.[44] The metro stop was located directly across the street from the U.S. Post Office, which had been constructed in 1970. This one-story building, located at 4815 Calvert Road, was the fourth post office in Old Town College Park. Interestingly, this corner lot, on the south side of the street, was the site of the neighborhood's first post office, as noted on the original 1889 plat.

*Historic Preservation in Old Town College Park*

In order to better understand and protect the history and architecture of Old Town College Park, an historic preservation association was formed in February 1979. The association, although named the Old Town College Park Preservation Association, was created to promote the preservation of all the suburban neighborhoods comprising the City of College Park. The efforts of the organization have included the survey, documentation, and nomination of a number of several individual properties as Prince George's County Historic Sites. Furthermore, the association and many members of the neighborhoods fought unsuccessfully against the construction of Paint Branch Parkway, which cut through the largely undeveloped lots in the northeastern corner of Old Town College Park in the 1990s. As a result, this road, flanked by non-historic university buildings, became the new northeastern boundary for the subdivision of College Park. In February 2008, Old Town College Park was locally designated as a Prince George's County Historic District in recognition of its historical and architectural significance as one of the first suburbs of the county.

## HISTORIC RESIDENTIAL SUBURBS IN THE UNITED STATES: MULTIPLE PROPERTY REGISTER REQUIREMENTS

Old Town College Park is being nominated under the Multiple Property Nomination (MPD), *Historic Residential Suburbs in the United States, 1830-1960*, which was prepared by the National Park Service in 2002. Old Town College Park, home to a combination of building types that comprise a neighborhood as defined by the MPD, possesses the physical and associative characteristics typical of three of the four identified residential suburban subtypes: Railroad and Horsecar Suburbs, 1830-1890 (Subtype I), Streetcar Suburbs, 1888-1928 (Subtype II), and Early Automobile Suburbs, 1908-1945 (Subtype III). As outlined in the Registration Requirements of the MPD, Old Town College Park qualifies under Criterion A because it "reflects an important historic trend in the development and growth of a locality... [and it] represents an important event or association," such as the establishment of suburban neighborhoods set along existing transportation routes. Further, it "is associated with a group of individuals, including...educators,...important in the history and development of a locality or metropolitan area." Old Town College Park is recognized for its contribution to the historic growth and development of Prince George's County, the Baltimore Avenue corridor, the city of College Park, and the University of Maryland, by providing much-needed housing and by influencing subsequent patterns of local development. Under Criterion C for its patterns of physical development, architectural designs, and methods of construction, Old Town College Park is significant as the home of a notable collection of residential architecture...[exhibiting] important example[s] of distinctive period construction, method[s] of construction...." It also "reflects principles of design important in the history of community planning...."[45] It

"embodies high artistic values through its overall plan [and] the design of...streets, homes, and community spaces." The architecture of Old Town College Park allows for a comprehensive study of residential construction from the late nineteenth century through to the mid-twentieth century.

The locally significant neighborhood of Old Town College Park reflects the below important trends for which a historic residential suburb may qualify for National Register listing:

- The neighborhood's planning and construction is related to the expansion of local industry, wartime industry, important stages in metropolitan development, or broad national trends such as returning GI's, the Better Homes movement, and the bungalow craze.
- The neighborhood—through its site plan, overall landscape design, and house design—reflects historic principles of design or achieved high artistic quality in the areas of community planning, landscape architecture, or architecture.
- Suburb contributes to the suburbanization of a community or metropolitan area and reflects demographic patterns related to important themes in community's development, for example, to provide homes for those working in important local industries or to utilize innovative planning tools to create an ideal suburban environment.
- Suburb possesses the artistic design and many of the physical characteristics intended by the developers, planners, landscape architects, architects, and engineers working collaboratively during the period of significance.
- Neighborhood reflects the principles and practices of subdivision design and residential development representative of mainstream national trends from 1830 to 1960.
- Suburb reflects artistic qualities of landscape design in the layout of streets, the arrangement of homes on house lots, the planting of vegetation for ornamentation or shade, and the creation of a parklike setting.
- Neighborhood exemplifies the role that a certain type of developer (subdivider, home-builder, community builder, operative builder, or merchant builder) played in the growth and development of the locality or metropolitan region.
- Subdivision contains a collection of residences in types and styles representative of local building practices, economic trends, and popular tastes in suburban housing associated with one or more stages of a community's suburbanization.
- Suburb possesses a high degree of integrity and exhibiting elements of design in the subdivision plan, subdivision plan, landscape architecture, or domestic architecture.
- Neighborhood reflects important advances, established principles, or popular in trends in community planning, landscape architecture, and architecture.
- Suburb contains homes in a variety of period styles, or representing the work of one or a number of noted architects.
- Collection of residential architectural includes fine examples of one or more locally important housing types (e.g. bungalows and four squares).
- Residential area was associated with important local industries or local events and activities that are known to [have] stimulated and sustained suburban growth and development.
- Neighborhood introduced or established patterns of subdivision design, housing, financing, or building practices that become influential in the local community, metropolitan area, or elsewhere.[46]

*Assessment of Historical Integrity*

Old Town College Park possesses the historic integrity, which is sufficiently visible to reflect the overall physical appearance it gained during the two periods of significance. The **location** of Old Town College Park, when it was established, was defined by the B&O Railroad and the Washington and Baltimore Turnpike. The neighborhood continues to reflect its dependence on the former turnpike now known as Baltimore Avenue, which remains a very highly traveled road, and on the railroad and streetcar, which although both are now defunct, have been replaced by the Metro and MARC trains. Moreover, the subdivision was intended in part to provide much-needed suburban housing for the professors and faculty of the University of Maryland, which has continued to maintain a direct physical relationship with Old Town College Park. The close proximity of the university to the neighborhood has allowed for rental housing, multi-family apartments, and Greek fraternal housing, the vast majority of which are occupied by students. The **design** of Old Town College Park is the composition of elements comprising the form, plan, and special organization of the neighborhood. In particular, this includes the arrangement of the streets and blocks in a rectilinear grid plan, the division of the blocks into deep, narrow lots, the arrangement of landscape yards created by the union of these narrow lots, the uniform setback and massing of resources, and the construction of buildings that reflect the architectural styles of the late nineteenth through to the mid-twentieth century. The design, although extending from the 1889 platting to the mid-1960s, is the result of conscious planning decisions set forth by Johnson and Curriden, the personal tastes and individual efforts of homebuilders and owners, and the needs of the University of Maryland and its Greek fraternal organizations. Alterations to the design, like the resubdivision of lots and the construction of small-scale additions to houses, have not detracted from the historic character of the neighborhood or the individual buildings. The **setting** of Old Town College Park is the physical environment within and surrounding the suburb, which is, again, greatly affected by its proximity to the tracks of the B&O railroad (now the approximate route of the Metro and MARC trains), Baltimore Avenue, and the University of Maryland. The tree-lined streets and the private yards of the neighborhood continue to be framed by these major transportation routes and the university. The street plan, block pattern, and individual buildings have been retained to reflect the periods during which they were planned and constructed, and, thus, add to the physical integrity of the neighborhood. The setting outside the neighborhood has grown with the expansion of the university and increased use of the automobile, which prompted the construction of commercial buildings along Baltimore Avenue. This commercial construction is relegated to Baltimore Avenue and has not compromised the integrity of Old Town College Park, but rather ensured preservation of its setting. The **materials** of Old Town College Park from the two periods of significance have been sufficiently retained to reflect the phases of construction. Weatherboard cladding, rock-faced concrete blocks, slate tiles, decorative wood shingles, scrolled brackets, asbestos shingles, aluminum siding, concrete blocks veneered in brick, double-hung wood-sash windows, metal casement windows, molded surrounds, brick and granite stringcourses, Tuscan columns supporting porticos, full-width porches, molded entablatures, overhanging eaves, and gabled dormers are all important indicators of the architectural style and methods of construction that give Old Town College Park a cohesive historic character, and remain key exterior materials that mark the identity of specific construction periods. The **workmanship** is evident in the ways the materials have been fashioned for functional and decorative purposes, and clearly exhibit the artistry and craftsmanship of the builders. When replacement has occurred, it has primarily been in kind. The historic **feeling** of Old Town College Park is evoked by the physical characteristics that convey the sense of time from the two periods of significance and create a sense of place. Integrity of feeling is retained by the original street pattern, lot sizes (although some have been divided, but this was done during the periods of significance), and variety of housing types and materials that reflect the pattern of suburban life and Greek fraternal organizations. The **association** is the direct link between the historic suburb of Old Town College Park

and the events that shaped it, such as the platting by Johnson and Curriden in 1889, and the transportation modes that ensured its prosperity. The neighborhood continues as a residential enclave, still bounded by Baltimore Avenue and the Metro and MARC trains. The association with the University of Maryland, launched by the naming of the subdivision in 1889, remains as student housing and Greek fraternal organizations are found throughout Old Town College Park, embodying the district's second period of significance.

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[1] Information about garden apartments in this section was taken from the following source: EHT Traceries, Inc. *Garden Apartments, Apartment Houses and Apartment Complexes in Arlington, County, Virginia 1934-1954 National Register Form*, 2010 Amendment. Washington, D.C., 6, 12, 20.

[2] Several of these streets were renamed in 1941, and no longer reflect their historic collegiate association.

[3] The College Park City Hall is located at 4500 Knox Road; it is outside the historic district boundary.

[4] Sanborn Map Company, Insurance Maps of Washington Suburban, Volume 2: Prince George's County, Maryland (New York: Sanborn Map Company, 1939), Sheets 235-237.

[5] The Maryland-National Capital Park and Planning Commission, *The Calvert Mansion Riversdale* (Prince George's County, MD: Maryland Historical Society, 1950), 10.

[6] Margaret Law Callcott, *Mistress of Riversdale: The Plantation Letters of Rosalie Stier Calvert* (Baltimore, MD: The Johns Hopkins University Press, 1991), 2.

[7] Calvert was the son of Benedict and Elizabeth Calvert of Mount Airy, Maryland. Calvert's father was the illegitimate, but acknowledged, son of Charles Calvert, the fifth Lord Baltimore.

[8] Margaret Law Callcott, *Mistress of Riversdale: The Plantation Letters of Rosalie Stier Calvert* (Baltimore, MD: The Johns Hopkins University Press, 1991), x, 387.

[9] The Rossborough Inn, located on a tract of land that was later deeded to the Maryland Agricultural Society, served as the University of Maryland Faculty and Alumni Club until 2007.

[10] Harold L. Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," Paper prepared for American Civic/History Class 278, April 1, 1998, The George Washington University, 2-3.

[11] Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," 3.

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

[13] Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore, MD: Simon J. Martenet C.E., 1861) and G.M. Hopkins & Co., "Atlas of Fifteen Miles Around Washington, Including the County of Prince George's County" (Philadelphia: G.M. Hopkins, C.E., 1878).

[14] Advertisement for College Park, *Washington Post*, April 27, 1890, 18.

[15] Advertisement for College Park, *Washington Post*, April 19, 1891, 11.

[16] Washington City Directories, 1890 and oral history provided by Katharine Bryant (January 2001); "Samuel W. Curriden Dead in Florida at 71," *Washington Post*, December 28, 1921, 4.

[17] "Outside of the City Limits," *Washington Post*, April 19, 1891, 14.

[18] Advertisement for College Park, *Washington Post*, April 27, 1890, 18; Display Advertisement for College Park, *Washington Post*, April 19, 1891, 11.

[19] Advertisement for College Park, *Washington Post*, November 2, 1890, 11.

[20] Advertisement for College Park, *Washington Post*, October 26, 1890, 11.

[21] Advertisement for College Park, *Washington Post*, April 19, 1891, 14.

[22] Marina King, "Taliaferro House," Maryland Historic Trust State Historic Sites Inventory Form, P.G. #: 66-21-30, Prepared in April 1992.; "Mrs. E. Taliaferro Dies in Maryland," *Washington Post*, March 7, 1932, 10.

[23] Ernest Cory, 92, Former Entomology Professor, *Washington Post*, January 27, 1979, B6.

[24] Marina King and Susan Pearl, "McDonnell House," Maryland Historic Trust State Historic Sites Inventory Form, P.G. #: 66-10, Prepared in June 1988.

[25] Advertisement for College Park, *Washington Post*, November 2, 1890, 11.

[26] Berger, Howard S. "St. Andrew's Episcopal Church," Maryland Historical Trust State Historic Sites Inventory Form, P.G. #: 66-21-36, Prepared in June 1993, 8:2.

[27] King, Marina, and Susan Pearl, "Woman's Club of College Park," Maryland Historical Trust State Historic Sites Inventory Form, P.G. #: 66-9, Prepared in June 1988, 7, 8.

[28] Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," 7.

[29] Heather L. Vaughn, "The History of the University of Maryland at College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University, 8.

[30] *Nelson's Washington Suburban Directory of Maryland and Virginia Towns Adjacent to the District of Columbia* (Washington, DC: Justus C. Nelson., 1918).
[31] U.S. Bureau of the Census, Population Census, Maryland, Prince George's County, 1900, 1910, 1920.
[32] Thomas A. Reinhart, "A History of Utility Services in Calvert Hills and College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University,. 6-7.
[33] Reinhart, "A History of Utility Services in Calvert Hills and College Park," 2.
[34] Vaughn, "The History of the University of Maryland at College Park," 9.
[35] Alan Virta, Prince George's County: A Pictorial History. (Virginia Beach, VA: The Donning Company and Alan Virta, 1991 reprint), 209.
[36] Marina King, "Sears Mail-Order House Survey in Prince George's County, Maryland," (Prince George's County, MD: Historic Preservation Commission, Planning Department, The Maryland-National Capital Park and Planning Commission, 1988), 1.
[37] Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company* (Washington, D.C.: The Preservation Press, 1986), 286.
[38] Howard S. Berger, "St. Andrew's Episcopal Church," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-21-36, Prepared in June 1993.
[39] Berger, "St. Andrew's Episcopal Church."
[40] Sanborn Map Company, Insurance Maps of Washington Suburban, Volume 2: Prince George's County, Maryland (New York: Sanborn Map Company, 1939), Sheet 235.
[41] Sanborn Map Company, Insurance Maps of Washington Suburban, Volume 2: Prince George's County, Maryland (New York: Sanborn Map Company, 1939), Sheets 235-237.
[42] George H. Callcott, *A History of the University of Maryland* (Baltimore, MD: Maryland Historical Society, 1966), 338-339.
[43] Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," 12.
[44] Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," 14.
[45] Linda Flint McClelland, David L. Ames, and Sarah Dillard Pope, "National Register of Historic Places Multiple Property Documentation Form: Historic Residential Suburbs in the United States, 1830-1960, 2002, F-58-60.
[46] McClelland, Ames, and Pope, F-61-63.

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*Washington Post*

**Previous documentation on file (NPS):**

___ preliminary determination of individual listing (36 CFR 67 has been requested)
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #_____
___ recorded by Historic American Engineering Record # _____
___ recorded by Historic American Landscape Survey # _____

**Primary location of additional data:**

___ State Historic Preservation Office
___ Other State agency
___ Federal agency
X Local government
X University
___ Other
Name of repository: University of Maryland at College Park

Historic Resources Survey Number (if assigned): PG: 66-042

## 10. Geographical Data

**Acreage of Property** 120 Acres
(Do not include previously listed resource acreage.)

**UTM References**
(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 18 | 332195 | 4316277 | 4 | 18 | 333004 | 4316463 |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | 18 | 332328 | 4316671 | 5 | 18 | 332843 | 4316094 |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 3 | 18 | 332752 | 4316692 | | | | |
| | Zone | Easting | Northing | | | | |

**Verbal Boundary Description** (Describe the boundaries of the property.)

Old Town College Park is located in northwestern Prince George's County, Maryland, serving as the historic center of the incorporated City of College Park. The neighborhood is bordered by commercial establishments along Baltimore Avenue (U.S. Route 1) to the west and the Baltimore and Ohio (B&O) Railroad right-of-way (now the approximate route of the Metro and MARC trains) to the east. The campus of the University of Maryland is located to the north and northwest, and the Calvert Hills neighborhood is located to the immediate south. Old Town College Park is roughly bounded by Norwich Road and the University of Maryland campus to the north, Yale Avenue to the west, Calvert Road to the south, and Columbia Avenue and the B&O Railroad right-of-way to the west.

The boundary of the historic district at the northern edge abuts the property of the University of Maryland, College Park. The properties on the east side of Yale Avenue, north of College Avenue, and those fronting both sides of Princeton Avenue are included. The vacant lots at 7511 Yale Avenue, 7514 Princeton Avenue, and 4600 Norwich Road form the northern edge. At Dickinson Avenue, the boundary runs south to include only those properties on the west side of Dickerson Street north of Norwich Road; these subdivided lots are all associated with 4600 Norwich Road. Turning east, the boundary runs along the northern property lines of the lots between 4607 and 4619 Norwich Road and 7512 Rhode Island Road. Properties on the north side of Norwich Road between Dickinson Avenue and Rhode Island Avenue are excluded. At Rhode Island Avenue, the boundary moves north to include 4702 Norwich Avenue through 4706 Norwich Avenue, then turns north to travel along the rear property lines of the lots at 7508 to 7518 Girard Street. The properties on the block bounded by Girard Street and Dartmouth Avenue, north of Norwich Road are all included (7507-7513 Girard Street, 4708-4710 Norwich Road, and 7508 Dartmouth Avenue). Beginning at the intersection of Norwich Road with Dartmouth Avenue, the boundary runs east to include 4803 to 4811 Norwich Road. The properties on the north side of the street, east of Dartmouth Avenue and west of Bowdoin Avenue to the south of Paint Branch Parkway, are excluded. The boundary follows the railroad right-of-way, parallel to Bowdoin Avenue. It travels along the eastern property lines for the lots at 4810 and 4815 Calvert Road, and 7403 to 7510 Columbia Avenue. The southern boundary runs along the rear property lines of the lots at 4701 to 4815 Calvert Road, and then turns north at Rhode Island Avenue to include only those lots on the north side of Calvert Road between 4602 and 4612 Calvert Road. At the intersection of Calvert Road and Princeton Avenue, the boundary turns north, capturing 7201 Princeton Avenue. It travels west on Hartwick Road to include all of 4424 through 4512 Hartwick Road and 7301 to 7305 Yale Avenue. Running along the northern edge of the property at 7305 Yale Avenue, the boundary turns north along the rear of the properties at 7306 Princeton Avenue and 4517 Knox Road. With Knox Road as the edge when the boundary turns west, the four subdivided lots denoted as 4511 Knox Road are excluded. The boundary runs west along Knox Road to include 4514 and 4516 Knox Road. It turns north on Yale Avenue, including the eight lots associated with 4514 Knox Road on the east side. At Lehigh Road, the boundary turns west to include all of the lots at 4500 Lehigh Road and 4515-4517 College Avenue. At the intersection of Yale Avenue with College Avenue, the boundary runs north, including those properties on the east side of the street, from 4500 College Avenue to the vacant lot at 7511 Yale Avenue. The properties on the west side of Yale Avenue, north of College Avenue, are excluded.

Old Town College Park encompasses approximately 120 acres, largely reflecting the platting by Johnson and Curriden in 1889.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries of the Old Town College Park Historic District reflect those of Johnson and Curriden's 1889 plat for the "Subdivision of College Park."

The most significant alteration to the 1889 boundaries occurs in the northeastern corner of the neighborhood where today's Paint Branch Parkway cuts across Rhode Island, Dartmouth, and Columbia avenues (through Squares 24 and 25 as platted by Johnson and Curriden). Laid in the 1990s, the road was not included in the 1889 plat and does not conform to the axis laid out in the original plan. Non-historic and non-contributing resources flank this new road; thus those resources and the Paint Branch Parkway were excluded from the boundaries. Further, along the northern border to the north of Norwich Road, the apartment complex known as Leonardtown have been excluded from the boundaries, although the land was historically part of Johnson and Curriden's 1889 plat. Constructed in the 1970s and early 1980s, the apartments are outside the period of significance and reflect a modern architectural expression that is not compatible with the historic buildings and structures of Old Town College Park. Instead, the design and siting of the buildings, with their vehicular accessibility and parking to the north, are visually and physically linked to the campus of the University of Maryland.

To the west, the boundary extends, for the most part, to the east side of Yale Avenue. Non-historic governmental and office structures along Yale Avenue are excluded, as are the commercial buildings lining Baltimore Avenue. Although these Baltimore Avenue buildings, many lacking integrity due to incompatible alterations and additions, reflect commercial development that evolved with the success and abandonment of this major transportation corridor, as well as the growth of the University of Maryland, their architectural styles, forms, siting, and uses are distinct and separate from the residential neighborhood envisioned by Johnson and Curriden in 1889. Therefore, they have been excluded. In addition, all but one of the residential properties on the west side of Yale Avenue has been excluded from the boundaries since development has compromised their integrity. The exception is the one-and-one-half-story dwelling at the northwest intersection of Yale Avenue and Hartwick Road (4424 Hartwick Road). This house, influenced by the fashionable Craftsman style, was constructed in 1916 for Roy Waite, the head of the University of Maryland's poultry department.[47] Although covered with aluminum siding and sustaining minor alterations over the years, the house, set back from the street on its tree-shaded corner, retains sufficient integrity of design and siting and is compatible with the other historic resources in the neighborhood.

The south side of Calvert Road between Baltimore and Rhode Island avenues, platted as additions to Johnson and Curriden's subdivision of College Park and today recognized as part of the Calvert Hills neighborhood, has been excluded.[48] This portion of the road includes a few residential buildings that have been rehabilitated for commercial use, extensively altered historic dwellings, and a large non-historic apartment building—all not reflective of the development of Old Town College Park. In addition, new construction is planned for a portion of this block, particularly at the site of the former College Park Elementary School, located at 4601 Calvert Road, and currently owned by the City of College Park.

Whereas properties on the south side of Calvert Road, to the west of Rhode Island Avenue, have been excluded, the properties on the south side of the road, to the east of Rhode Island Avenue, are included within the boundaries. These properties are included because they are architecturally consistent with those in the platted boundaries of the community. Moreover, a few of the oldest extant domestic buildings in the neighborhood are located along this portion of Calvert Road. Calvert Road, which originally crossed over the B&O Railroad

tracks, was terminated in the late twentieth century to allow for construction of the College Park Metro station and parking lot. The non-contributing parking lot for the Metro station is included within the boundaries because of its location on the original site of the late-nineteenth-century B&O Railroad College Lawn Station stop. This primary mode of transportation was one of the major factors affecting the platting and subsequent development of Old Town College Park and directly relates to the historic significance of the neighborhood. Similarly, although constructed after the period of significance for Old Town College Park, the 1970 post office on the south side of Calvert Road, at 4815 Calvert Road, is included in the boundaries for its association with the late-nineteenth-century post office that previously existed on the site and is clearly noted on the 1889 plat of College Park.

The eastern boundary includes properties that front Columbia Avenue and that follow the railroad tracks established by the B&O Railroad, tracks which are now used by the Metrorail and MARC trains. Columbia Avenue was the easternmost street in the subdivision of College Park as platted by Johnson and Curriden.

## 11. Form Prepared By

name/title Laura V. Trieschmann, Architectural Historian, and Anna Stillner Chiriboga, Historic Preservationist
organization EHT Traceries, Inc. date February 2011 Revised November 2011
street & number 1121 Fifth Street, N.W. telephone (202) 393-1199
city or town Washington state D.C. zip code 20001
e-mail ltrieschmann@traceries.com

## Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

## Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4622-4624 College Avenue; View looking Northwest down Rhode Island Avenue, at Northwest intersection of College and Rhode Island avenues
1 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4800 College Avenue; View looking Northeast at Northeast intersection of College and Dartmouth avenues
2 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4812 College Avenue; View looking Northeast
3 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4704, 4708 Calvert Street, 7300 Dartmouth Avenue; View looking Northwest
4 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4711 Knox Road, View looking Southwest
5 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7400 Rhode Island Avenue; View looking Northwest at Northwest intersection of Rhode Island Avenue and Knox Road
6 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7304, 9306, 7308 Rhode Island Avenue; View looking Southwest
7 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4514, 4516, 4518 Knox Road; View looking Northwest
8 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011

Description of Photograph(s) and number: 4512 College Avenue, View looking Northwest
9 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7402 Princeton Avenue, 4535, 4531 College Avenue; View Looking Southwest
10 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7305 Princeton Avenue, 4600 Hartwick Road; View looking Northeast at Northeast intersection of Hartwick Road and Princeton Avenue
11 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4600 College Avenue, View looking Northwest
12 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 4616 College Avenue; View looking Northwest
13 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7509, 7507 Girard Street; View looking Northeast
14 of 15.

Name of Property: Old Town College Park City or Vicinity: College Park
County: Prince George's State: Maryland
Photographer: EHT Traceries, Inc.
Date Photographed: March 2011
Description of Photograph(s) and number: 7504, 7506 Dickinson Avenue; View looking Northwest
15 of 15.

Old Town College Park — Prince George's County, MD
Name of Property — County and State

**Property Owner:**

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

name Multiple 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.460 et seq.).
**Estimated Burden Statement**: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

[47] Stullich, Stephanie and Katharine D. Bryant, *College Park* (Charleston, SC: Arcadia Publishing, 2005), 85.
[48] Calvert Hills Historic District was listed in the National Register of Historic Places in 2002.

**OLD TOWN COLLEGE PARK**
**HISTORIC DISTRICT MAP**

**College Park**
**Prince George's County, Maryland**
**PG: 66-042**

**Non-Contributing Resource**

**Contributing Resource**

**Historic District Boundary**

**N**

**Not to scale**
**EHT Traceries, Inc., 2011**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Old Town College Park

MULTIPLE NAME: Historic Residential Suburbs in the United States, 1830-1960 MPS

STATE & COUNTY: MARYLAND, Prince George's

DATE RECEIVED: 10/19/12 DATE OF PENDING LIST: 11/19/12
DATE OF 16TH DAY: 12/04/12 DATE OF 45TH DAY: 12/05/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000993

REASONS FOR REVIEW:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| APPEAL: | N | DATA PROBLEM: | N | LANDSCAPE: | N | LESS THAN 50 YEARS: | N |
| OTHER: | N | PDIL: | N | PERIOD: | N | PROGRAM UNAPPROVED: | N |
| REQUEST: | N | SAMPLE: | N | SLR DRAFT: | N | NATIONAL: | N |

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 12.4.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

ALTERATIONS
AND
REPAIRS
FUR
STORAGE

4622-4624 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
LOOKING NORTHWEST WITH VIEW DOWN RHODE ISLAND AT NORTHWEST INTERSECTION OF COLLEGE AND RHODE ISLAND AVENUES
1 OF 15

4800 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NE6 @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHEAST AT NORTHEAST INTERSECTION OF COLLEGE AND DARTMOUTH AVENUES
2 OF 15

1-2 BEDROOM SPECIAL

4812 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHEAST
3 OF 15

4704, 4708 CALVERT STREET AND 7300 DARTMOUTH AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST
4 OF 15

4711 KNOX ROAD
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING SOUTHWEST
5 OF 15

7400 RHODE ISLAND AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST AT NORTHWEST INTERSECTION OF
RHODE ISLAND AVENUE AND KNOX ROAD
6 OF 15

7304, 7306, 7308 RHODE ISLAND AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING SOUTHWEST

7 OF 15

STOP

4516, 4818 KNOX ROAD, 7402 PRINCETON AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEL @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST
8 OF 15

4512 COLLEGE AVENUE (ST. ANDREW'S EPISCOPAL CHURCH)
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST
9 OF 15

7402 PRINCETON AVENUE, 4535, 4531 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING SOUTHWEST
10 OF 15

7305 PRINCETON AVENUE, 4600 HARTWICK ROAD
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG@ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHEAST AT NORTHEAST INTERSECTION
OF HARTWICK ROAD AND PRINCETON AVENUE
11 OF 15

4600 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST
12 OF 15

4616, 4618 COLLEGE AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHWEST
13 OF 15

PERMIT
PARKING
6
ONLY
TWO HOUR
PARKING ONLY
8EH-H83

7509, 7507 GIRARD STREET
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG@MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHEAST
14 OF 15

7504, 7506 DICKINSON AVENUE
OLD TOWN COLLEGE PARK HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
EHT TRACERIES, INC. NEG @ MD SHPO
MARCH 2011
EHT TRACERIES, INC.
VIEW LOOKING NORTHEAST
15 OF 15

# OLD TOWN COLLEGE PARK HISTORIC DISTRICT MAP

College Park

Prince George's County, Maryland

PG: 66-042

Non-Contributing Resource

Contributing Resource

Historic District Boundary

N

0 400 800 feet

200 600 1,000

EHT Traceries, Inc., 2011

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

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

OLD TOWN COLLEGE PARK
HISTORIC DISTRICT
PRINCE GEORGE'S COUNTY,
MARYLAND
P6:66-042

1) 18/ 332195/4316277
2) 18/ 332328/4316671
3) 18/ 332752/4316692
4) 18/ 333004/4316463
5) 18/ 332843/4316094

## Mapped, edited, and published by the Geological Survey and the National Ocean Survey

Control by USGS, NOS/NOAA, USCE, NCPS, and WSSC

Compiled by photogrammetric methods from aerial photographs taken 1955. Field checked 1957. Revised 1965

Bathymetry compiled by the National Ocean Survey from tide-coordinated hydrographic surveys. Soundings compiled from NOS chart 12285. This information is not intended for navigational purposes

Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line

Polyconic projection. 10,000-foot grid ticks based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid, zone 18
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks

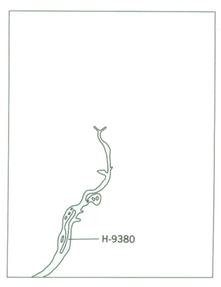
Red tint indicates areas in which only landmark buildings are shown

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple compiled from aerial photographs taken 1977 and other sources. This information not field checked. Map edited 1979

Purple tint indicates extension of urban areas

NATIONAL OCEAN SURVEY
HYDROGRAPHIC SURVEY INDEX




HYDROGRAPHIC SURVEY INFORMATION

| Survey Number | Survey Date | Survey Scale | Survey Line Spacing (Naut. Miles) |
|---|---|---|---|
| H-9380 | 1973 | 1:10,000 | .01–.05 |

SCALE 1:24 000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.6 METER

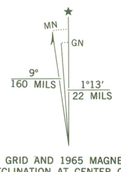
BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt - - - - -
Interstate Route  U. S. Route  State Route

QUADRANGLE LOCATION




UTM GRID AND 1965 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

## WASHINGTON EAST, D. C.—MD.
38076-H8-TB-024

1965
PHOTOREVISED 1979
BATHYMETRY ADDED 1982
DMA 5661 IV NW—SERIES V833

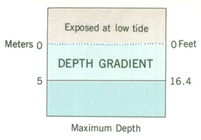
CONVERSION SCALES

| Feet | Meters |
|---|---|
| 15000 | 4500 |
| 14000 | |
| 13000 | 4000 |
| 12000 | 3500 |
| 11000 | |
| 10000 | 3000 |
| 9000 | |
| 8000 | 2500 |
| 7000 | 2000 |
| 6000 | |
| 5000 | 1500 |
| 4000 | |
| 3000 | 1000 |
| 2000 | 900 |
| 1000 | 800 |
| 0 | 700 |
| | 600 |
| | 500 |
| | 400 |
| | 300 |
| | 200 |
| | 100 |
| | 0 |

| Feet | Meters |
|---|---|
| 1 | .3048 |
| 2 | .6096 |
| 3 | .9144 |
| 4 | 1.2192 |
| 5 | 1.5240 |
| 6 | 1.8288 |
| 7 | 2.1336 |
| 8 | 2.4384 |
| 9 | 2.7432 |
| 10 | 3.0480 |

To convert feet to meters multiply by .3048

To convert meters to feet multiply by 3.2808




INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1988

**MARYLAND HISTORICAL TRUST**
**CERTIFIED LOCAL GOVERNMENT/ NATIONAL REGISTER**
**RECOMMENDATION FORM**

**Property Name** Old Town College Park Historic District (#66-042)

**Location** City of College Park

**County** Prince George's

**CLG Name** Prince George's County Historic Preservation Commission

## HISTORIC PRESERVATION COMMISSION RECOMMENDATION

**X** Nomination recommended _____ Nomination not recommended

Please check the applicable National Register criteria and/or considerations (exceptions) used in decision:

criteria: X A _____ B X C _____ D

considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G

Justification of decision: (use continuation sheet if necessary)

-See attachment-

signature of commission chairman — 7/19/2011 date

Prince George's County Historic Preservation Commission
name of commission

## CHIEF ELECTED OFFICIAL RECOMMENDATION

_____ I concur with the opinion of the historic preservation review commission.
_____ I do not concur with the opinion of the historic preservation review commission.
(Please justify disagreement on a separate sheet.

signature of chief elected official — 8/4/11 date

County Executive
title

# Affidavit of Publication

State Of MARYLAND }
County of PRINCE GEORGE'S } SS

Sherry Sanderson, being duly sworn, says:

That she is Legal Advertising Representative of PRINCE GEORGE'S SENTINEL, a weekly newspaper of general circulation, published in SEABROOK, PRINCE GEORGE'S , MARYLAND; that the publication, a copy of which is attached hereto, was published in the said newspaper on

August 25, 2011

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 25th day of August 2011 ,

04101304 00001137

STATE OF MARYLAND
MD HISTORICAL TRUST
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032

**Old Town College Park Historic District**
**College Heights Estates Historic District**
**University Park Historic District (Boundary Expansion)**
**Town of Upper Marlboro Residential Area Historic District**

The following historic districts located in Prince George's County, Maryland, will be considered by the Governor's Consulting Committee for nomination to the National Register of Historic Places on Tuesday, October 4, 2011:

**Old Town College Park Historic District**, roughly bounded by Yale Avenue, Calvert Road, Columbia Avenue, and the University of Maryland campus;
**College Heights Estates Historic District**, roughly bounded by Adelphi Road and the University of Maryland campus, Van Buren Street, Wells Parkway, and College Heights Drive;
**University Park Historic District (Boundary Expansion)**, roughly bounded by Adelphi Road, Wells Parkway, Van Buren and Underwood streets, Queens Chapel and Toledo roads;
**Town of Upper Marlboro Residential Area Historic District**, roughly bounded by Old Marlboro Pike, Elm Street/Main Street, Western Branch, and Old Crain Highway.

The National Register is the official list of historic properties recognized by the Federal government for their significance in American history, architecture, archaeology, engineering, and culture. In Maryland, the nomination process is administered by the Maryland Historical Trust. The meeting will be held at the Maryland State Archives, 350 Rowe Boulevard, Annapolis, MD 21401, beginning at 10:00 a.m. Interested parties are welcome to attend this meeting.

Listing in the National Register results in the following for historic properties.

1. Consideration in planning for Federal, federally or state funded, licensed and assisted projects. Federal and state legislation requires that Federal agencies allow the Advisory Council on Historic Preservation and state agencies, including the Maryland Historical Trust, opportunity to comment on all projects affecting historic properties listed in the National Register. For further information please refer to Section 36, Code of Federal Regulations, Part 800 and State Finance and Procurement Article, Section 5A-323 et seq. or call the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7630.

2. Eligibility for Federal tax provisions. If a property is listed in the National Register, certain Federal tax provisions may apply. The Tax Reform Act of 1986 revises the historic preservation tax incentives authorized by Congress in the Tax Reform Act of 1976, the Revenue Act of 1978, the Tax Treatment Extension Act of 1980, the Economic Recovery Tax Act of 1981, and the Tax Reform Act of 1984, and as of January 1, 1987, provides for a 20 percent investment tax credit with a full adjustment to basis for rehabilitating historic commercial, industrial, and rental residential buildings. The former 15 percent and 20 percent Investment Tax Credits (ITCs) for rehabilitation of older commercial buildings are combined into a single 10 percent ITC for commercial or industrial buildings built before 1936.
The Tax Treatment Extension Act of 1980 provides Federal tax deductions for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. Whether these provisions are advantageous to a property owner is dependent upon the particular circumstances of the property and the owner. Because tax aspects outlined above are complex, individuals should consult legal counsel or the appropriate local Internal Revenue Service office for assistance in determining the tax consequences of the above provisions. For further information on certification requirements, please refer to 36 CFR 67 or contact the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7628.

er: SS

Amount

222.00

222.00

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

RECEIVED 2280
OCT 19 2012
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

Mr. J. Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 I (eye) St., NW
Mail Stop 2280
Washington, DC 20005

RE: OLD TOWN COLLEGE PARK HISTORIC DISTRICT
Prince George's County, Maryland

Dear Mr. Loether:

Enclosed is documentation for nominating the Old Town College Park Historic District, Prince George's County, Maryland to the National Register of Historic Places. The state review board and the owners concur in my recommendation for listing. Should you have questions in this matter, please contact Peter Kurtze at (410) 514-7649.

Sincerely,

J. Rodney Little
Director-State Historic
Preservation Officer

JRL/jmg
cc: State Clearinghouse #MD20110920-0756
Enclosures: NR form and 64 continuation sheets
1 USGS map
15 - 5x7 b/w prints

Correspondence: CLG recommendation form, 4 August 2011
Legal Ad, Prince George's Sentinel, 25 Aug. 2011
Letter, Janey to Little, 22 November 2011

100 Community Place • Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 • Fax: 410.987.4071 • Toll Free: 1.800.756.0119 • TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

November 22, 2011

Mr. J. Rodney Little
Director, State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

**STATE CLEARINGHOUSE RECOMMENDATION**

**State Application Identifier:** MD20110920-0756
**Applicant:** Maryland Historical Trust
**Project Description:** Historic Nomination: Old Town College Park Historic District
**Project Location:** County(ies) of Prince George's
**Approving Authority:** U.S. Department of the Interior DOI/NPS
**CFDA Number:** 15.914
**Recommendation:** **Consistent Including General Comment(s)**

Dear Mr. Little:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Department(s) of Natural Resources, Transportation, Prince George's County, and the Maryland Department of Planning.

The Maryland Department(s) of Natural Resources, and Transportation; Prince George's County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The Department of Transportation stated that "as far as can be determined at this time, the subject has no unacceptable impacts on plans or programs."

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at mbarnes@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known.** ***Any substitutions of this form must include the State Application Identifier Number.*** **This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey

Linda C. Janey, J.D.
Assistant Secretary

LCJ:MB
Enclosure(s)
cc: National Register**
Joe Abe - DNR
Melinda Gretsinger - MDOT
Beverly Warfield - PGEO
Mike Paone - MDPL

*11-0756_CRR.CLS.doc*