

MARYLAND INVENTORY OF
HISTORIC PROPERTIES
Maryland Historical Trust

PG: 66-37-30

State Historic Sites Inventory Form

1. Name:

historic: Property has no historic name

and/or common: Property has no common name

2. Address:

street and number: 4711 Guilford Road

City, town: College Park

State: Maryland

County: Prince George's

3. Classification:

Category: Buildings

Ownership: Private

Public Acquisition: Not applicable

Status: Occupied

Accessible: Yes - Unrestricted

Present Use: Private residence

4. Owner of Property:

Name: Louis F., Jr., and Faith S. Libelo

Street & Number: 9411 Bulls Run Parkway

City, town: Bethesda, Maryland 20817

Telephone Number: (301) 530-8075

5. Location of Legal Description:

Courthouse, registry of deeds: Prince George's County Land Records Office
Lower Level, County Administration Building

Street & Number: 14741 Governor Oden Bowie Drive

City, town: Upper Marlboro

State: Maryland

Liber/folio: Liber 5601, folios 252-253

6. Representation in Existing Surveys:

Not applicable - property is not represented in existing historical surveys

7. Description:

Condition: Good

Unaltered/altered: Unaltered

Original site/moved: Original Site

Contributing Resource Count: 2

Summary paragraph/general description of resource:

This detached dwelling is located on its original site at 4711 Guilford Road in the Calvert Hills neighborhood of College Park, Maryland on Lot 14 in Block 4 of Elmore Powers Addition to College Park (Illustrations 1 - 4). The house, which was built in 1922, is in good condition, and is a good example of the so-called "comfortable" homes built in the first decades of the twentieth century (Gowans, p. xiv). No alterations have been made to the house's exterior, and with the exception of one minor modification, no changes have been made to its interior. The property retains its integrity, and conveys the Calvert Hills neighborhood's history and significance as an early twentieth century railroad, streetcar, and automobile suburb of Washington, D.C.

The house (Illustrations 5 and 6) was constructed by College Park developer Elmore Power. No other houses in the immediate vicinity are identical to it, and the house cannot be identified in any of the several contemporary plan books reviewed. Nevertheless, Power almost certainly built the it using a standard set of plans produced by an unknown architect or builder. The

house is a 2 1/2-story 3-bay balloon frame structure built on a poured concrete foundation. The house has a cross-gable asphalt shingle roof with front and rear gabled dormers. It is clad in synthetic composite shingles, which Louis F. Libelo, the present owner, believes are the original exterior wall finish. All or most of the house's 6 over 1 wooden sash windows are original. The house has three doors (one front and two rear) and a single brick chimney on the right side. There is a shed-roofed frame front porch with four Tuscan columns supported by brick piers. There is also a rear first-floor shed-roofed porch adjoining the kitchen, and a second-story rear frame sleeping porch.

The layout of the house's first floor interior has remained unaltered for 75 years (Illustration 7). The lath and plaster walls, hardwood floors, pine woodwork, and fireplace are all original, as are many if not all of cast iron hot water radiators. The floor plan and circular circulation pattern of the house's rooms--the living room, dining room, parlor or library, and kitchen--are typical of that found in other "comfortable" homes of the 1910s and 1920s. This "Progressive" layout is much simpler than that found in late nineteenth and early twentieth century Victorian homes, and incorporates the latest domestic technological developments (electric lighting, plumbing, central heating, etc.). It also illustrates the evolution of the living room (the old formal parlor), dining room, and parlor/library as informal multipurpose living spaces (Clark, pp 162-167). First-floor plans laid out in a similar pattern can be found in at least one catalog from Sears and Roebuck (Illustrations 8) and probably publications from other mail-order builders of the period. The only likely alteration to the house's first floor--a change that does not alter the floor plan--has been the installation of a half-bath in the kitchen pantry. Many floor plans from the period (e.g., Illustration 8) depict pantries located in or immediately adjacent to kitchens, but few if any depict baths in these areas. Therefore, the half-bath in the pantry was almost certainly added sometime after the house was completed.

Like house's downstairs floor plan, its second-floor plan also remains unchanged. Rooms located on the second floor include four bedrooms, a bath, and a sleeping porch, all of which are laid out according to the original plan and circulation pattern. The sleeping porch is also typical of "Progressive" homes built during this era, and physically reflects the widely-held belief that exposure to fresh air and light is healthy and "good for you" (Gowans, p. 28).

An original c. 1922 garage is located to the rear of the house (Illustrations 4 and 9). Its location, derived from the placement of the garage's antecedent--the carriage house and stable, reflects a continuing 1920s habit and practice of placing what were once considered to be offensive and smelly structures at a distance from houses (Gowans, p. 23). The single-bay gable-roofed frame garage is clad in the same synthetic composite shingles as the house, and probably retains its original doors.

8. Significance:

Period of significance: 1900-

Areas of significance: Architecture and community planning

Specific Dates: 1922 - 1941

Builder/architect: Unknown

Applicable criteria: A and C

Applicable Exception: Not applicable

Level of Significance: Local

Summary paragraph of significance/general statement of history:

The house is significant because of its "association with an event or historical trend"—the development of College Park's Calvert Hills neighborhood as an early twentieth-century middle-class railroad, streetcar, and automobile suburb of Washington, D.C. (Criterion A); and because its "architecture" and "construction" illustrate early twentieth-century "comfortable" building practices and technology (Criterion C). College Park evolved as a largely privately-planned and developed residential commuter suburb of Washington, D.C. that straddled three major transportation lines—the Baltimore and Ohio Railroad, the City and Suburban Railway's electric streetcar line, and United States Route 1. The area's readily-accessible suburban subdivisions offered federal employees and other members of Washington's expanding population the opportunity to attain the middle-class ideal of a single-family home set on a quiet tree-shaded lot away from the crowds, noise, and heat of the District. In many cases, these middle-class norms were enforced through deed restrictions that specified minimum values for houses and/or prohibited African-Americans from owning or renting the properties. Houses built on College Park's suburban lots were normally built in the so-called "comfortable" building styles of the 1910s, 1920s, and 1930s (see Section 7 above). At a minimum, they were usually constructed in accordance with a standard set of architect's or builder's plans, and in some cases they were built with plans and materials provided by Sears and Roebuck, Bennett, Aladdin, Loizeaux, or other mail-order builders. These building patterns, however, are not unique to the College Park and its Calvert Hills neighborhood. Indeed, College Park is only one of a series of similar early twentieth-century railroad, streetcar, and automobile suburbs in the Washington, D.C. area, including Hyattsville and Riverdale in Prince George's County, Maryland; Silver Spring and Chevy Chase in Montgomery County, Maryland; and the early twentieth century neighborhoods of Arlington County, Virginia. These areas, moreover, are representative of national suburbanization patterns during the first decades of the twentieth century.

The house illustrates these associational and architectural contexts. It was built in 1922 by College Park developer and builder Elmore Power on Lot 14 in Block 4 of Elmore Power's Addition to College Park—his developing middle-class Washington commuter subdivision located on the City and Suburban Railway streetcar line (Illustrations 2 - 4). Power financed construction of the house with a \$6,000 loan from the Hyattsville, Maryland Building Association, where he was a stockholder. This \$6,000 value was higher than the average price

of a house in Washington, D.C.'s Maryland suburbs in the early 1920s, and insured that the property would be developed in accordance with middle class norms (Lubar, p. 323; Prince George's County Deed Book 155, pp. 398-399, and Deed Book 279, pp. 152-153). The house that Power constructed on the property was built accordance with a standard set of plans produced by an unknown architect or builder, and as described above embodied typical 1920s-era "comfortable" building design and technology. In 1927 Power sold the house to Harry L. Clark, a manager at Kober Company, Incorporated, and his wife, Marie Clark. The deed included a restrictive racial clause stating that it was "understood and agreed that this property shall not be sold, rented, leased, or any wise occupied by a person with Negro blood"—a clause that remained in subsequent deeds to the property through the mid-1950s (Prince George's County Deed Book 279, pp. 152-153; Washington City Directory - 1927, p. 416). Following the Clarks, later owners of the property have included John Albers (1927-1941); the original owners Harry L. and Marie Clark (1941-1954); Frank W. and Shirley W. Dinwiddie (1954-1958); Jack C. and Cecile J. Barnes (1958-1982); and Louis F. and Faith S. Libelo, the current owners, who bought the house in 1982 and are currently operating it as a rental property. With the exception of the probable changes to the kitchen pantry, virtually no alterations have been to the house during its 75-year history. The property retains its ability to contribute to and convey the Calvert Hills neighborhood's history and significance as an early twentieth century railroad, streetcar, and automobile suburb of Washington, D.C.

9. Major Bibliographic References:

Aladdin Company, The. *Aladdin Built-in-a-Day House Catalog, 1917*.
New York: Dover Publications, 1995 reprint of original edition.

Bennett, Ray H. Lumber Company, Inc. *Bennett's Small House Catalog, 1920*.
New York: Dover Publications, Inc., 1993 reprint of original edition.

Clark, Clifford Edward, Jr. *The American Family Home, 1800-1960*. Chapel Hill,
North Carolina: University of North Carolina Press, 1986.

Classic Homes of the 1920s by Loizeaux. New York: Dover Publications, 1992,
reprint of original edition.

Goat, Leslie G. "Housing the Horseless Carriage: America's Early Private Garages,"
in Thomas Carter and Bernard L. Herman, Eds., *Perspectives in Vernacular
Architecture, III*. Columbia, Missouri: University of Missouri Press, 1984,
pp. 62-72.

Gowans, Alan. *The Comfortable Home: North American Suburban Architecture,
1980-1930*. Cambridge, Massachusetts: MIT Press, 1986.

- Jennings, Jan, "Cheap and Tasteful Dwellings in Popular Architecture," in *Perspectives in Vernacular Architecture*, V. Knoxville, Tennessee: The University of Tennessee Press, 1995, pp. 133-151.
- Kihlstedt, Folke T., "The Automobile and the Transformation of the American House, 1910-1935," *Michigan Quarterly Review* 19-20 (Fall 1980/Winter 1981), pp. 555-570.
- Levy, Anneli Moucka. "Washington, D.C. and the Growth of Its Early Suburbs, 1860-1920" Unpublished M.A. Thesis. University of Maryland, College Park, 1980.
- Lubar, Steven. "Trolley Lines, Land Speculation, and Community-Building: The Early History of Woodside Park, Silver Spring, Maryland," *Maryland Historical Magazine* 81 (Winter 1986), pp. 316-329.
- Maryland Department of Assessments and Taxation Real Property System Database, Land Records Office, Prince George's County Administration Building, Upper Marlboro, Maryland.
- Prince George's County, Maryland - Land Records. Prince George's County Administration Building, Upper Marlboro, Maryland.
- Prince George's County, Maryland - Plat Maps. Prince George's County Administration Building, Upper Marlboro, Maryland.
- Reem, Harold L. "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, c. 1749-1998." George Washington University: American Civilization 278 Term Paper, April 1, 1998.
- Reem, Harold L. Field notes and photographs on 4711 Guilford Road, College Park, Maryland, February - March 1998.
- Reem, Harold L. Telephone conversation with Louis F. Libelo, Jr., 9411 Bulls Run Parkway, Bethesda, Maryland, April 4, 1998.
- Sanborn Map Company. *Insurance Maps of Washington Suburban*, Volume 2, *Prince George's County, Maryland*. New York: Sanborn Map Company, 1939.
- Stevenson, Katherine Coles, and H. Ward Jandl. *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*. Washington, D.C.: The Preservation Press, 1986.
- Volz, Candace M. "The Modern Look of the Early-Twentieth-Century House: A Mirror of Changing Lifestyles," in Jessica H. Foy and Thomas J. Schlereth, Eds., *American Home Life, 1880-1930: A Social History of Spaces and Services*. Knoxville, Tennessee: The University of Tennessee Press, 1992.

Washington, D. C. City Directory - 1927. Washington, D.C. Reel #9, *City Directories of the United States, 1902 - 1935*. Woodbridge, Connecticut: Research Publications, Inc., 1984.

10. Geographical Data:

Acreage of Nominated Property: 6,00 SF (0.138 acres)

Quadrangle Name: Washington East Quadrangle: District of Columbia-Maryland

Quadrangle Scale: 7.5 Minutes

Verbal Boundary Description and Justification: Block 4, Lot 14, Elmore Powers Addition to College Park, Maryland (historic property boundary)

11. Form Prepared By:

Name/Title: Harold L. Reem

Organization: George Washington University

Date: April 10, 1998

Street & Number: 2721 South Buchanan Street

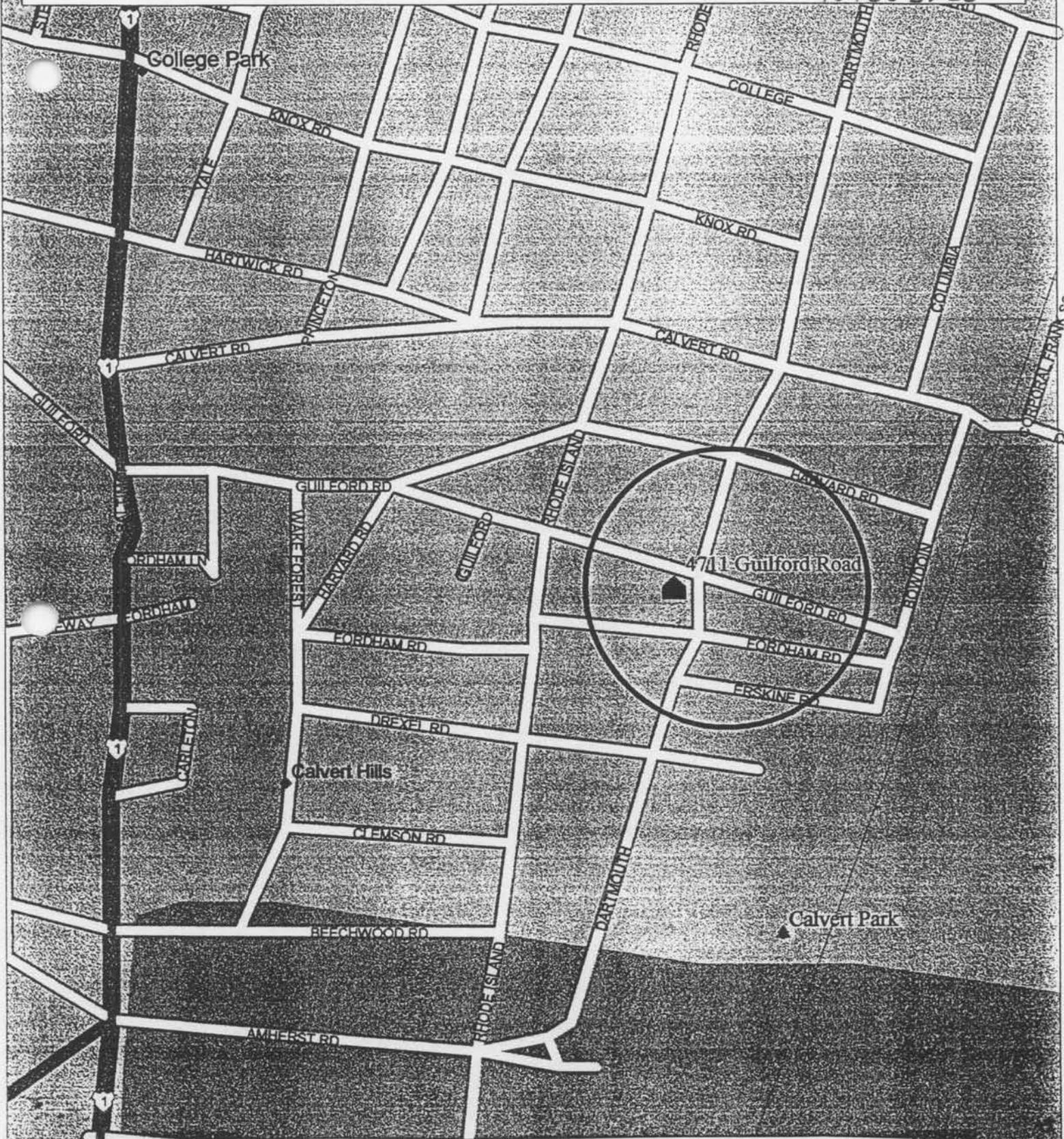
Telephone: (703) 845-8659

City or Town: Arlington

State: Virginia 22206

4711 Guilford Road - College Park, MD

PG: 66-37-30

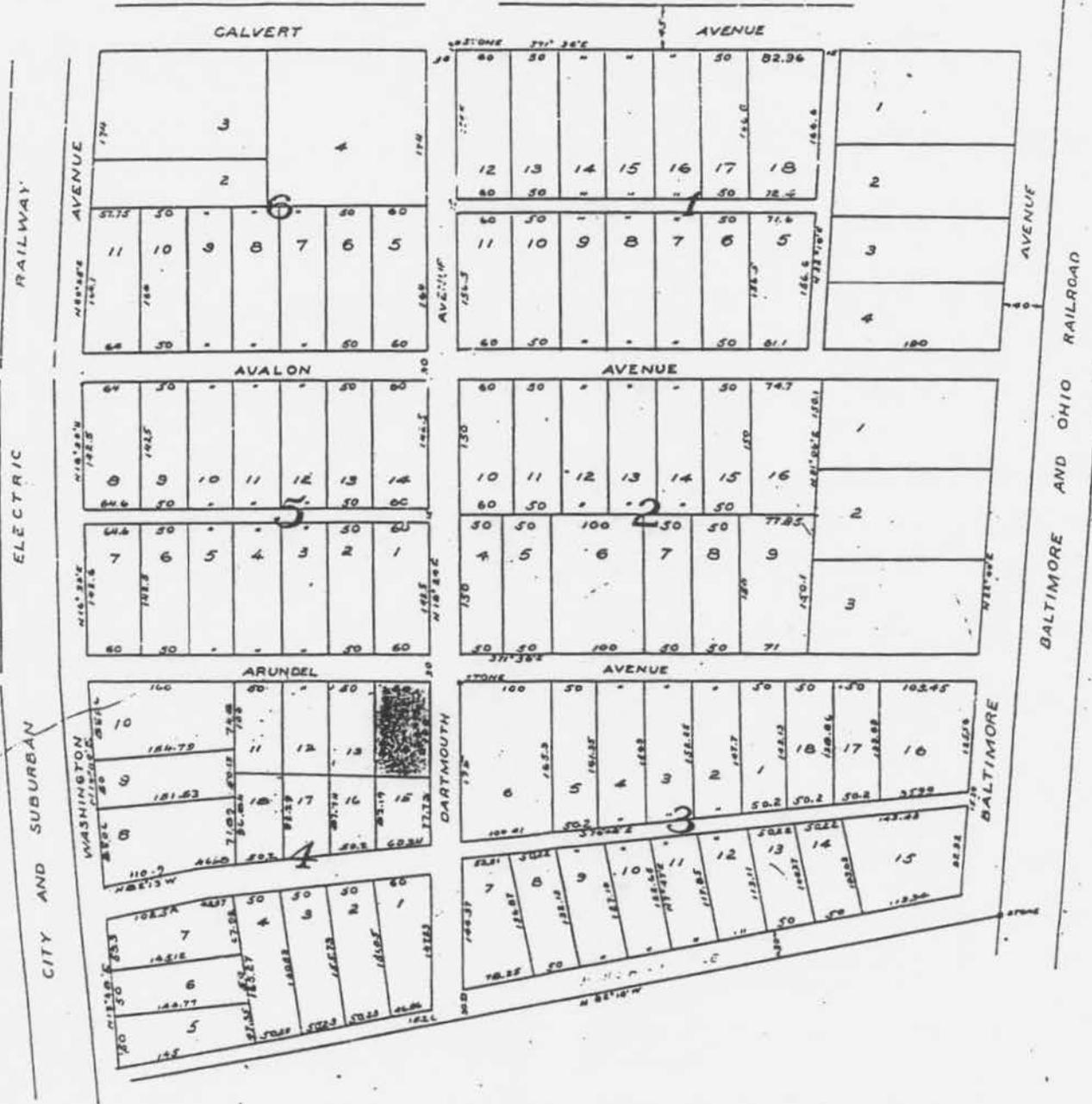


1. 4711 Guilford Road, College Park, Maryland (Source: Map by Author).

2-60

P-60

ELMORE POWERS' ADDITION TO COLLEGE PARK.



I HEREBY CERTIFY THAT THIS SUBDIVISION IS PART OF THE LAND ACQUIRED

2. Plat of Elmore Power's Addition to College Park -1921 (Lot 14, Block 4 highlighted) (Source: Plat Book 2, Page 60, Prince George's County Land Records Office, County Administration Building, Upper Marlboro, Maryland).

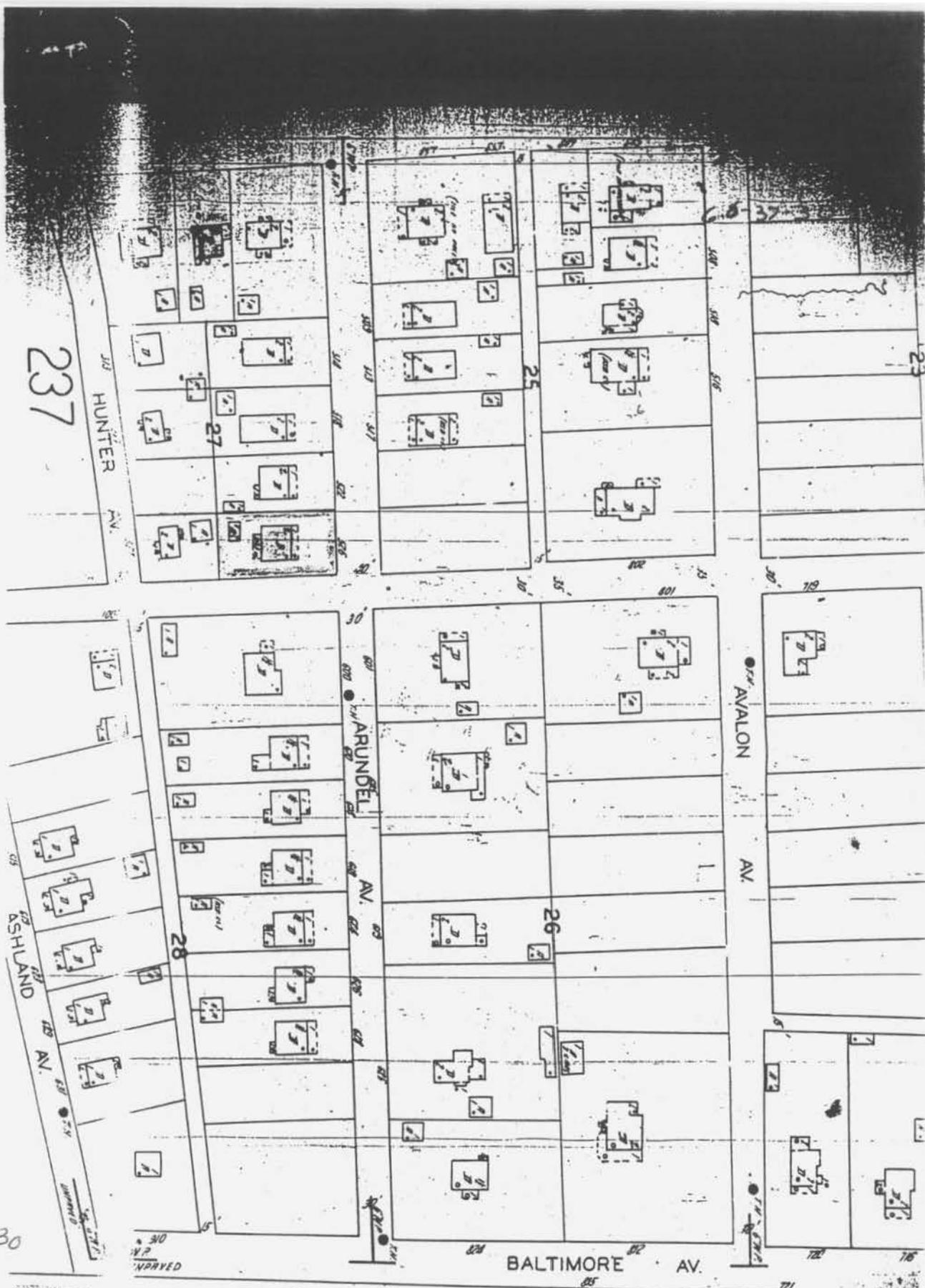
FEB 10, 1921

HYATTSVILLE, MD.

John Jones - 10 - 1921 Equity 0584

Plat RMR #2-60
POLLER OFF

2-60



PG: 66-37-30

4. Sanborn Insurance Map of 4711 Guilford Road (highlighted) and Vicinity, College Park, Maryland - 1939 (Note pre-1941 address—526 Arundel Avenue (Source: Sanborn Map Company, *Insurance Maps of Washington Suburban*, Volume 2, *Prince George's County, Maryland*, Sheet 236).

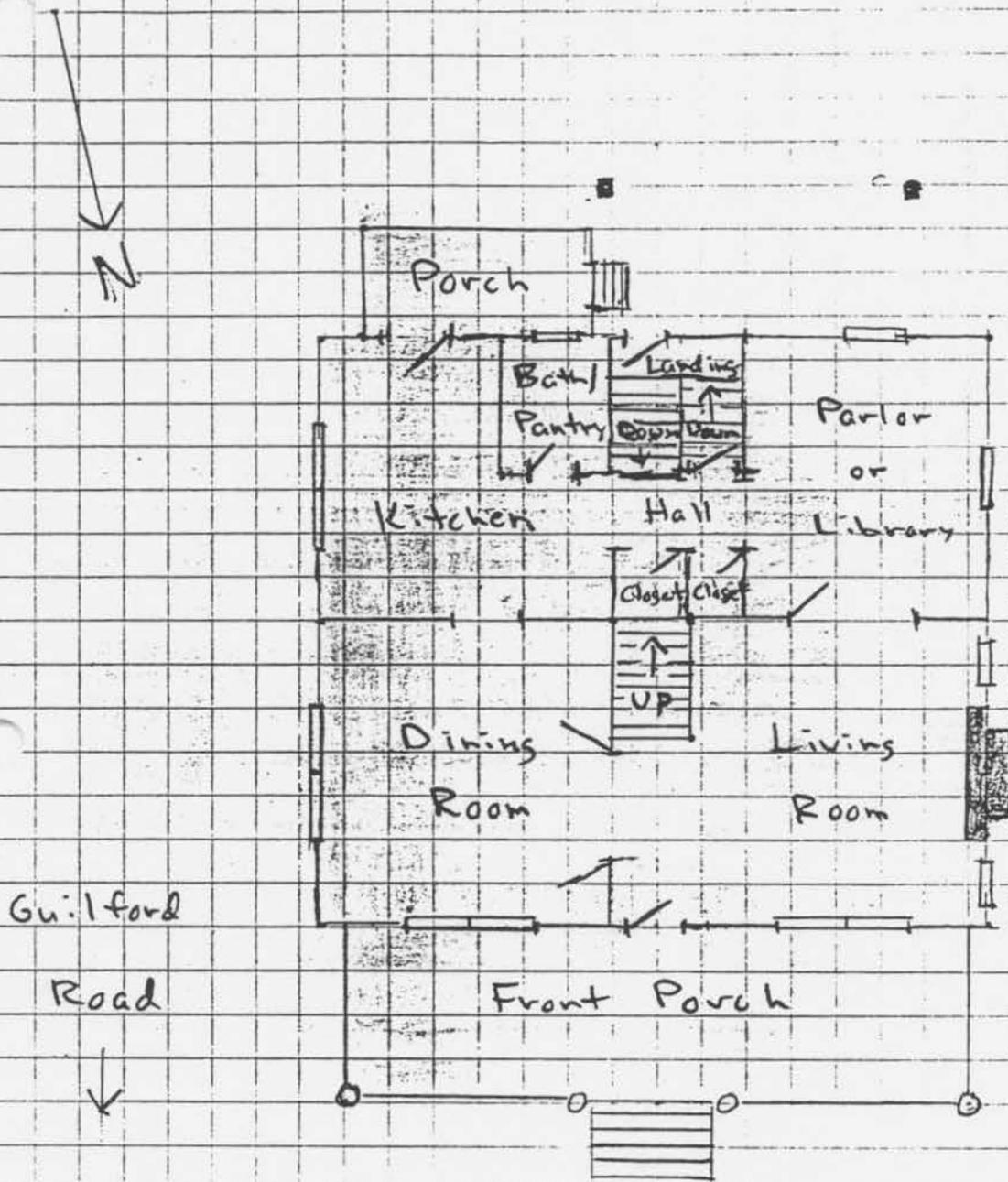


5. 4711 Guilford Road, College Park, Maryland (View of front elevation from Guilford Road) (Source: Photo by Author).



6. 4711 Guilford Road, College Park, Maryland (View of left side and rear elevations from Guilford Road) (Source: Photo by Author).

4711 Guilford Road



Scale: 1 Inch = 8 Feet

Original Floor Area - 1922

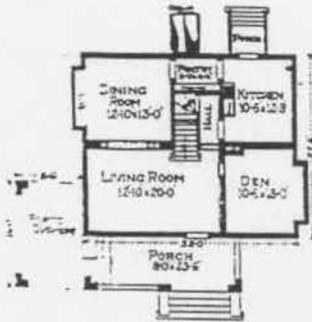
No Additions

First Floor Plan

4711 Guilford Road

7. 4711 Guilford Road (First Floor Plan) (Source: Drawing by Author).

 No. 264P202



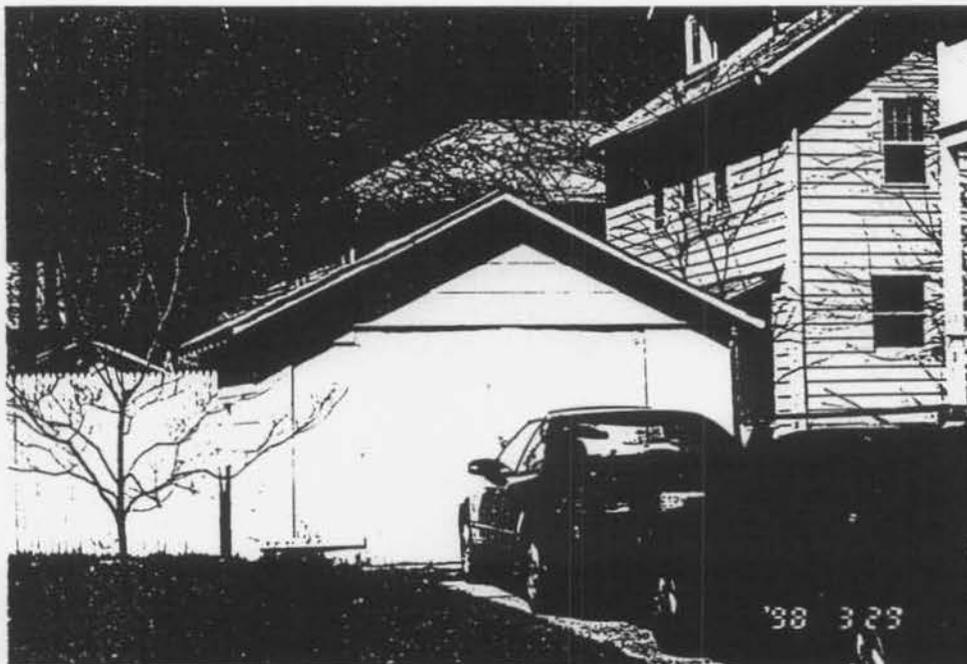
If you are looking for a house with 20th-century improvements, our Modern Home No. 264P202 will be an excellent selection. The massive brick columns lend an air of strength and durability to the whole building.

.....
 Details and features: Eight rooms and one bath. Porte-cochere with shed roof supported by brick columns; sleeping porch above front door; projecting eaves with triangular supports; bay window in den. Colonnaded opening between living and dining rooms; open stairs.

Year and catalog number: 1916 (264P202) Price: \$1,164

8. View and Plan of Sears & Roebuck House "No. 264P202"

(Source: Stevenson and Jandl, *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*, p. 172).



9. Garage - 4711 Guilford Road, College Park, Maryland (View from Dartmouth Avenue (Source: Photo by Author).